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Road Accident Analysis of Srinagar City

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Abstract: ***Accidents, tragically, are not often due to ignorance, but due to carelessness, thoughtlessness & over confidence. Road traffic Accidents is responsible for 1.2 million deaths worldwide each year. Road Accidents are one of the major man-made catastrophes, we are facing these days. Road Accidents continue to hinder human as well as economic development in developing nations. Road Accidents can be minimized to some extent by taking proper road safety measures. Road Accident is a great problem all over the world. Millions of lives are not safe on the roads. In India, more than 1 lakh people get killed due to road mishaps and many get injured. Srinagar, has witnessed more than 4000 road Accidents in past 10 years. Therefore, there is a serious need to take important steps for betterment of road safety & to make our roads safer. Thus, all the Govt. bodies & law enforcement agencies need to work together in collaboration to bring down the rate of accidents to minimum.***
Key Words: Road Accident, Safety, Srinagar city

I. INTRODUCTION

Road network plays an important role in social as well as economic development of a country. Transportation sector plays a vital role in economic development of a country. Road Accidents are becoming a great problem all over the world. Road Accidents are one of the major causes of deaths in the world. In India, Road Accidents are the major causes of deaths & injuries. India has more number of deaths due to road accidents as number of deaths nearly rose by 5 % to 1.46 lakh in 2015.

This translates to 400 deaths a day, 17 deaths per hour or one life snuffed out every 3 minutes. It is equal to ten times the entire global toll of the number killed by terrorism. The terror is the "Road Traffic Crashes". Road traffic injury is estimated to be the 8th leading cause of death globally and has the potential to become 5th leading cause of death by 2030. It is the leading cause of death for people aged between 15 to 29 years. Road crashes cause loss of around 3% GDP in India.

A recent estimate suggests that worldwide 1.24 million people per year are killed in traffic related incidents (WHO, 2013). A large majority (92%) of road fatalities occur in the low and middle income countries; while remaining 8% occur in high income countries. According to traffic fatalities in India, more than 50% fatalities are of pedestrians and 2-wheelers. In J&K, over 2,400 persons were killed and 21,335 injured in 25,551 road accident reports (in last two and half years) from 2013 (Economic times, 2015).

J&K tops the list with 63.5% of high accidental death prone areas on the basis of percentage share of deaths due to unnatural causes in road accidents and poisoning during 2013 (National Crime Record Bureau). In 2017, 2600 accidents took place in Kashmir. Considering few facts related to Road Accidents as per WHO:

A. As many as 1.2 million people die in road accident annually.
B. Number of victims that are injured or disabled in road crash every year are about 50 million.
C. Studies show that more than half of the victims are vulnerable road users.
D. Road traffic crashes costs country up to 4% of their GNP.
E. Correct use of seat belts reduces the risk of deaths in crash by 61%.
F. Helmets can reduce fatal and serious head injuries by up to 45%.

Road Accident in developing countries are increasing at the alarming rate and it has greatly affected the population. Taking south Asian countries into consideration, around 238,000 people die every year in road Accidents. In India, there are more deaths due to road crashes than due to any other incident such as drowning, fire, air or rail mishap etc.

The Indian roads are becoming death traps, as per annual statistics around 80,000 fatalities per kilometer is 0.025. Lack of road safety Awareness, poor policy implementation affects the road safety. As per the Analysis made by World Health Organization (WHO), the rate of road crashes and injuries in all countries, road crashes moving from 9th position to 3rd position in the list of most important health problems by 2020. Road Accident deaths are increasing day by day in India.

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The report published by Ministry of Road Transportation & Highway (MORTH), the aggregate number of road accidents were 4,86,477 and the number of persons killed in road accidents were 1,37,570 and persons injured were 4,95,000 .

II. RESEARCH METHODOLOGY

Data was collected related to various road accidents, their causes, and vehicle involvement. The age group of the Road accident victims throughout Srinagar city was collected from the concerned government department. Also the actions taken by the law enforcement agencies like imposition of penalties.

The measures taken by govt. bodies for improving road safety were obtained personally by visiting various departments. The officials responsible for road safety and law enforcement in Srinagar city were questioned to determine their views concerning accidents and road safety situation and the hardships they have faced in improvising it.

Figure 2.1: Private Vehicle collided with the Tree

III. RESULTS & DISCUSSIONS

As per the information provided by the Regional Transport Officer (RTO) 485,656 vehicles have been registered by motor vehicle department. Further, he informed that over 1.3 lakh vehicles on Average are added to the vehicle population of J&K during last 3 years. Hence, these numbers suggest the enormous growth of road transport population in Srinagar city. As per the sources, there are 300 signal men in entire J&K, whereas the reqd. numbers are in thousands (KNS).

The prevailing road safety in Srinagar city is less. The data shown in the table below says a lot regarding the fatalities, injuries, No. of Accidents in the mentioned year.

Though the fatality rate per hundred thousand vehicles is less than other major cities of India but still it is a matter of concern as the traffic volume of the Srinagar city is less as compared to other developed countries. As per official figure, 30,000 new vehicles are added to vehicle population in Srinagar city every year.

The increased road traffic & narrow roads are the main problem of Congestion & Accident causing agents. The yellow marking on the road side of residency road seems to be demarked for parking of vehicles for customrs.

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Table 1: Statement Showing Type wise and Year wise Vehicle Registration in Srinagar City from 1971 to 2014-2015

S. No	Vehicle Type	1971-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
1	Buses	3473	32	102	86	84	107	63	54	54	137	58	115
2	Mini Buses	4879	294	239	312	288	146	168	147	130	317	322	278
3	Car/St. w	31266	5805	6027	7226	8227	8924	11757	13559	18762	17569	18395	18097
4	Taxi/TS/MV	6225	1361	922	884	1540	1480	1260	2565	3932	4247	2429	2477
5	Jeeps/Gypsy	4290	42	20	88	8	54	134	126	70	28	458	668
6	3-Wheelers (P)	9082	406	461	368	477	176	105	213	426	406	280	260
7	3-Wheelers (L/C)	798	428	643	1800	1583	1309	1152	1272	3628	1728	1771	1410
8	2-Wheelers	75601	7022	6018	6729	6256	5901	7418	10552	14748	14744	18401	16098
9	Tractor	0	320	218	559	769	498	352	498	663	1044	1377	843
10	Plate form	0	3	1	5	0	0	0	0	0	0	0	0
11	Trucks/ Tippers	12159	630	606	735	999	1123	1205	1343	1349	1262	799	791
12	Ambulance	0	41	38	170	13	25	74	31	30	40	38	37
13	Trailer	0	0	0	0	0	0	0	0	0	0	0	0
14	M.L.V/LGV /Van	0	510	960	376	1119	693	783	1026	1603	2011	3346	2298
15	Others	6604	59	129	35	46	122	137	284	114	239	19	13

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	including Tankers												
	Total	154277	16953	16395	19373	21409	20558	24608	31670	45509	43826	47693	43385

The available road accident data of Srinagar city from last 9 years shows that on an average 444 accidents occur per year which accounts to a death of 58 persons yearly. The rate is quite alarming and situation is reasonably dreadful.

Table 2: No. of persons killed in road accidents in Srinagar: 2007-2015

Year	Total no. of Accidents	Persons Injured	Persons Killed
2007	532	578	47
2008	460	535	48
2009	514	487	63
2010	379	393	55
2011	489	510	75
2012	511	539	64
2013	471	476	59
2014	374	394	58
2015	362	380	52

Source (Road Accidents in Srinagar City, Police Headquarters)

IV. CONCLUSION

After studying the traffic movement and the road scenario of Srinagar City thoroughly the main fault lies in both government as well as public. The weakness in enforcement of traffic laws and regulations, awareness and education regarding road use among public and certain road design failures are the responsible for massive road accidents and demises on roads of Srinagar city. The research shows though there are agencies to assure road safety in city but the main drawback is that they lack coordination among them which affects the road safety maintenance. However responsible decision makers are present in different institutions but have very little or no operative coordination among them. Road safety is a vast field hence requires approach from all sectors, which indirectly depends on amalgamation of the exertions by major stakeholders toward the prosperity of this program. However, the integrated policy-making cannot succeed, if the decision makers spread across different institutions fail to cooperate effectively (Hull, 2005). Experience of countries with best road practices -Netherland and Sweden demonstrates coordination mechanism of agencies and accountability for speedy results in road safety environment. In case of Srinagar as well as overall in India the primary concern remain not with policy making but with policy execution in all fields as well as co-ordination among different agencies. Road Safety Vision is no doubt an economical program to execute for under developing and developing countries but the demand of road safety vision is so much that it needs to be given a greater priority, when executed in a confined direction it will automatically add to countries development in return so without any further arguments authorities need to take brave step toward this subject. This paper reflects that success of road safety policy depends upon interest at national level. There are many issues related to road transportation division such as regulation of motor vehicular movement, driving license issuance, pollution check drives, fitness and safety concerns, construction and maintenance of all major as well as adjacent roads. Practices of Netherland and Sweden demonstrate the major policy making decisions by setting goals and executing programs by coordination of different agencies from all corners to reach targets successfully. Setting objectives are helpful in specifying strategies and also in allocating duties to concerned heads as well as agencies related to program in order to take appropriate action to accomplish the aim. Setting targets show that the government is dedicated to reducing the road toll and is possible to upkeep suggested strategy and lawmaking changes as well as allot adequate resources to run safety drives.

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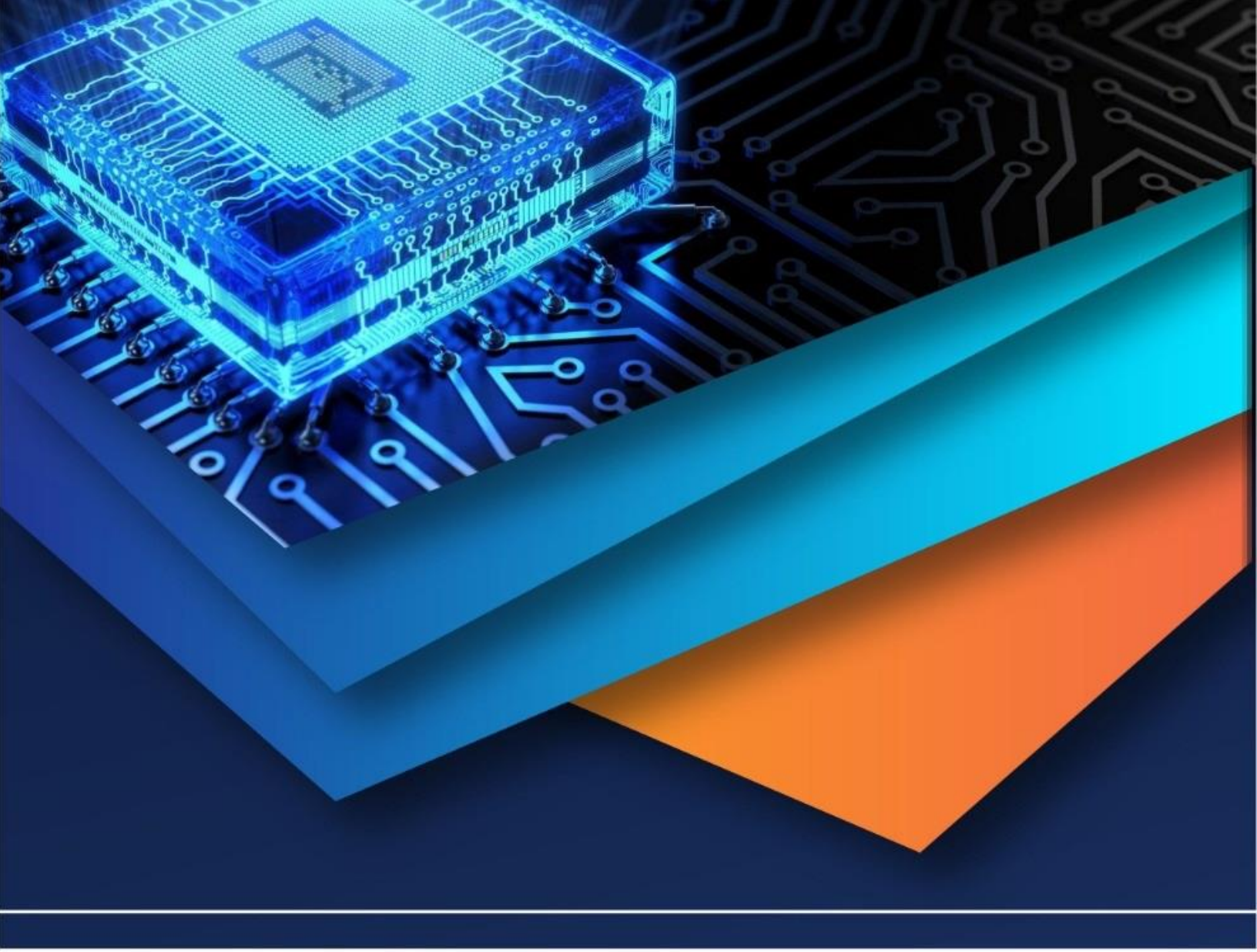

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