

**GOVERNMENT OF INDIA
SHIPPING, ROAD TRANSPORT AND HIGHWAYS
LOK SABHA**

UNSTARRED QUESTION NO:1738

ANSWERED ON:28.11.2007

CAUSES OF INCREASING ROAD ACCIDENTS

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Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether any study has been conducted to know the causes of increasing road accidents particularly on the NH in the country;
- (b) if so, the details thereof; and (
- (c) the action taken by the Government in this regard?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA)

(a)&(b) Yes, sir. A Research project R-64 titled 'Establishment of System for Identification and Rectification of Accident Black Spots' was undertaken by this Ministry in the year 1995. 18 selected sections of 100m each on 15 NHs were considered in the study.

Based on accident analysis, the following conclusions have been drawn with regard to road accidents, their causes, occurrences, casualties and vehicle improvement.

- i) Maximum number of accidents, especially fatal accidents are found to occur on straight stretches due to high speed.
- ii) Four arm junctions were found to be most vulnerable mainly due to insufficient site distance, lack of traffic guidance, absence of road markings and poor road geometrics.
- iii) Head on collisions are found to be maximum due to high speed and bad overtaking practice.
- iv) Pedestrians are most vulnerable victims due to insufficient pedestrian facilities and poor knowledge of traffic rules. Pedestrians are ranked second in making errors and one of the main causes of accidents.
- v) Driver error is found to be main cause of many accidents.
- vi) Maximum number of casualties are observed by car, followed by pedestrians and then by heavy goods vehicles.
- vii) During night time trucks are involved in maximum numbers of accidents.
- viii) The share of negligence and over –speeding in accidents is found to be as high as 90%.

The breakup of causes of road accidents for road stretches is as under:

- i) Road User Behaviour - 78%
- ii) Vehicle Defect - 11%
- iii) Poor Road Geometrics - 7%
- iv) Poor visibility - 4%

The break up of factors for accidents at intersections is as under:

- i) Ill Designed Layout of Intersection - 20%
- ii) Road User Behaviour - 31%
- iii) Absence / inadequacy of Advance Traffic Guidance Devices - 35%
- iv) Insufficient Visibility - 11%
- v) Absence of Street Lights - 3%

(c) The safety of road users is primarily the responsibility of the concerned State Government. However, this department has taken several steps to improve road safety for road users which are as under:

- i) It is ensured that road safety is the integral part of road design at the planning stage for National Highways/Expressways.
- ii) Various steps to enhance road safety such as road furniture, road markings/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, enhancement of discipline among contractors during construction, road safety audit on selected stretches, have been undertaken by National Highways Authority of India(NHAI).
- iii) Refresher training to Heavy Motor Vehicle drivers in the unorganized sector by Department of Road Transport and highways.

- iv) Involvement of NGOs for road safety activities by Department of Road Transport and Highways and NHAI.
- v) Setting up of Model Driving Training School in the country.
- vi) Publicity campaign on road safety awareness through audio-visual-print media.
- vii) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.
- viii) Tightening of safety standards of vehicles.
- ix) Providing cranes and ambulances to various State Governments/NGOs under National Highway Accident Relief Service Scheme. National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed highways under its Operation & Maintenance contracts.
- x) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.