

Road Accident and Safety Analysis of Srinagar City

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ABSTRACT

One of the major manmade catastrophes we overcome these day in the present living world is Road Accidents, slaying oodles of people all over the world. Road Accidents continues to be a somber obstacle to viable human progress mostly in developing countries. After a lot of study in this field experiences show that such massacre can be brought to a minimal up to some extent, as well developed countries have provided different safety measures to bring down the rate of accidents.

Road Accidents continue to be a great problem or can be said threat to the economic and social progress of country like India. In India more than 1 lakh people get slaughtered and many more get injured every year due to road mishaps. Srinagar the summer capital of Jammu and Kashmir has witnessed more than 4000 road accidents in past 9 years. Hence there is a serious need to take a compulsory step for betterment road safety atmosphere of city. Thus for this purpose necessary institution, like government bodies, law and enforcement cell, and other institutional mechanism needs to be brought together on a table to get a better conclusion to put an end or at least bring down the rate of accidents to minimum.

Keywords: Road Accident, Safety Analysis, Srinagar City, etc.

INTRODUCTION

Road network plays significant part in social & economic policy of a Country. Transportation sector is a vital element associated with almost every activity of life. Road accidents are becoming grievous problem in present scenario all over the world. Road accidents due to traffic flow are the leading cause of death by injuries and overall 10th leading cause all over world. Considering few facts related to road accidents as per WHO:

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

Road accidents in developing countries are increasing at an alarming rate and in some cases have become more baneful than the diseases that historically affected the population. Taking south Asian countries in consideration around 238,000 people die every year in road crashes. In India road fatalities lead the list of accidental deaths by a greater margin than any other incident such as drowning, fire, air or rail mishaps etc. the Indian roads are becoming virtual death traps, as per annual statistics around 80,000 fatalities per Kilometers is 0.025. Lack of cognizance regarding road safety in hoi polloi, apathy of policy makers and implementers etc pile up to effect the road safety. As per the forecast made by WHO the rate of Fatalities and injuries in all countries, road crashes moving from 9th position to 3rd position in the list of most important health problems by 2020.

Hassle

The condition in India is quite frightening. The report published by the Ministry of Road Transportation & Highway (MORTH), aggregate number of road accidents were 4,86,477 number of persons killed in road accidents were 1,37,570 and persons injured were 4,95,000 (in 2013).

In case of Srinagar the road accidents has been at a frightening peak thus they need to be located, well studied and a safety analysis is to be done.

II. RESEARCH METHODOLOGY

- I. Data collected through secondary sources: Statistics colligate to various road accidents, there causes, vehicle involvement and age group of the sufferers throughout India as well as Srinagar city has been gathered from concerned government departments. Actions taken by law enforcing bodies like imposition of penalties and prosecutions. The measure taken by government bodies to for improving road safety were obtained by personally visiting various departments.
- II. Data collected through semi-structured interview: 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 1: Private vehicle collided with Passenger Bus at Parimpora Srinagar

III.RESULTS AND DISCUSSION

As per the information provided by Regional Transportation Officer, Mr. M. S. Najar 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 sources there are 300 signal men in entire J&K whereas the required number are in thousands [Kashmir News Service].

The prevailing road safety in Srinagar city is less. The data shown in the table above conveys a lot regarding the fatalities, injuries, number 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 figures 30,000 new vehicles are added to vehicle population in Srinagar city every year. The increased road traffic and narrow roads are the main problem of congestion and accident causing agents. The yellow marking on the road side of Residency road seems to be demarked for parking of vehicles for customers.

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	3126 6	5805	6027	7226	8227	8924	1175 7	1355 9	1876 2	1756 9	1839 5	1809 7
4	Taxi/TS/M V	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	7560 1	7022	6018	6729	6256	5901	7418	1055 2	1474 8	1474 4	1840 1	1609 8
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	1215 9	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 including Tankers	6604	59	129	35	46	122	137	284	114	239	19	13
	Total	1542 77	1695 3	1639 5	1937 3	2140 9	2055 8	2460 8	3167 0	4550 9	4382 6	4769 3	4338 5

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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