

## Road Safety Recommendations

Suggestions for National Road Safety Law

### Training

- Build more arenas for driving practice.
- Imagine a large ground with one entry and one exit
- In between, simulated scenario of all the issues of road safety - seat belt, helmet, lane discipline, child safety, dealing with ambulance, bad roads etc - created as a scenario in different segments
- One road user manual guiding on how to tackle scenarios
- Onus on license applicant to read through manual and take simulator test
- All scenarios to be cleared successfully to get license
- Different simulations for different categories

### Enforcement

- Two wheelers not to be sold without helmets and cars must have airbags.
- Involve public - NGOs, NCC, NSS and volunteers
- Equip them with hand held cameras
- Use public media - hall of fame, hall of shame
- Immediate action and tall fines
- Rope in car manufacturers to install detection and monitoring devices for over speeding, alcohol, fatigue inside the vehicle
- Bad roads should be sealed off from use
- Platform helmet sales are a common sight in the road and enforcement must ensure this is not allowed or they only sell standard helmets.
- Child restraint and child helmet are welcome, more important is educating of parents to follow the road safety legislation.

### Public transport vehicles:

- Between each toll booths on highways, monitor the kms/hour of public buses (Government & Private) and travel in each (don't average it) trip
- Fix GPS kit in public transport vehicles and have control over their speed.

### Drivers

- As in flight, daily breath analyzer check if drivers / conductors / cleaners are under influence of alcohol before they start their work.
- Drunk driving: a mandatory use of alcometer rather than "inspector nose"

- Impound vehicles permanently after two instances of being driven by drunken drivers
- No differentiation in enforcement based on background of the culprit and / or victims
- Driving while speaking on mobiles (with or without hands free) must be strictly prohibited
- Check if they are taking medication (or recreational drugs) that may enhance risks while driving.
- Make sure driver gets enough sleep.
- Adding signal blocking devices in accident-prone zones will be helpful to deal with drivers using mobile phone.
- Strong policy on follow-ups on challans dispatched to offenders and heavy fine in case the fines are not paid.
- More than three offenses, suspend license for 6 / 12 months
- Jumping signals must be viewed as a serious offense
- Strap helmets properly – standardized helmets
- Women should not exempt from helmets
- Pillion riders must also be required to wear helmets
- Impound bikes and cars driven by sub-18 persons and by persons without license can be booked under criminal offence sections which will instill fear in their minds to do any such violation
- Penalty for bad driving must be stringent.
- Speed limits on higher cc cars is a must
- Bikers who stunt on public roads must be subject to strictest penalty.

### Licenses

- Long validity periods of license makes abuse child's play. (a friend had an acute brain & spinal injury in 1999 but his license expired in 2012). A SIMPLE 'APPEAR ON A PERIODICAL BASIS' (like pensioners live certificate) can be a solution
- Reduction of license period appears unnecessary, as over the year one becomes expert in driving. So concentrate in learning time such as no of hours, tricks, quickness, etc.
- Medical tests before license issue for colour blindness and nighttime vision. If these issues exist, license must be denied.

- Refresher course: The driver capable of learning quickly does NOT need even one-hour refresher course. Only capability of driving should be tested.
- Grading of schools: does not make sense (they have to in one grade – top notch)
- Mandatory Fatigue Tests: Heard that in EU countries if the driver's hand does not hold the steering with prescribed level grip for more than certain minutes, the vehicle will slow down.

### Roads

- Pedestrian and cyclists safety must be prioritized everywhere – infrastructure, speeds, and penalty
- Pedestrian crossings must be usable by people without any health issue.
- Use of the camera installed rather than letting them collect dust on the roads and ensure they are monitored and maintained. Accidents still happen right under the camera and police response appears poor.
- Strong action against idling traffic officers or drunken officers on duty.
- Discourage people from jay walking by giving some fine.
- Encourage and enforce lane discipline
- Importance of stop line to be reminded, and fines against those who jump signals or don't respect the stop line.
- School Zones: School zones should speed regulations so that no one can drive faster than the prescribed limits. Fines and enforcements are NO solutions.
- School zones should be no parking areas. Vehicles should drop / pickup beyond 100 metres of school location as in case of elections booths
- Highway necessities: All crossings should have exclusive time for pedestrian's movement.
- NH should have subways or over bridges for every village or to measured kms.
- Speed restrictions in all directions at crossings.
- On highways, whoever at least three roads branch or converge, standard colour symbol and lighting across the country
- Breakdown vehicles must have proper signaling system that can last a long time.
- In commercial vehicles, lights and vision material are

not maintained properly.

- Wrong side driving to avoid U Turns is a major source of risk.
- Random crossing by cows and goats need to be avoided
- Speed breakers – a series of small one – is desirable near villages and towns where there are no flyovers
- Common colour signal boards on places where roads branch off on highways
- Quick response vehicles and personnel at tolls to deal with breakdowns
- Stronger medians – height and width is needed; greenery on medians attracts animals
- Median heights must be enhanced to avoid vehicles involved in accidents coming to the wrong side.
- Water logging and drainage pits in cities and towns need to be dealt with.

### Accident Follow Up

A streamlined process wherein if the operator at 100 receives a distress call reporting the accident, all that they have to do is may be press a button and the hospital closest to the area acts up to address it.

### Enablers

Discourage any write-ups against helmets or seat belts in media.

- Investigation: Should involve local people, may be through questionnaire, no and size of protests, to name a few
- Road Safety Commission must function as Election Commission, Supreme Court & Army do.
- Road Accident Care Protocol must be framed and uniformly implemented.
- Basic Road Accident Protocol must be made available at every village / toll / police stations / hospitals
- Self Help Groups must be involved in managing post accident care of victims
- Road Accident Awareness must be part of curriculum in schools and colleges through visuals and posters

*Note: This submission on National Road Safety Law was made by The Spinal Foundation to SaveLife Foundation in May 2014 based on inputs provided by persons with spinal cord injury*