



Road Safety



Key challenge

Sankalp Jyoti has been working on Road Safety to make the road safer in Bihar. Data published by the government show that most road accident victims are youth, and the major causes of road accidents are speeding, overtaking, rash driving, and driving without a helmet. Sankalp Jyoti would like to analyse the gaps in addressing youths by the existing policies in India or Bihar.

Our understanding

Sankalp Jyoti wants to understand how far the policies' amendments have impacted road safety in Bihar concerning the public's understanding and knowledge of their rights and rules and their experience of road safety incidence.

Following this, Sankalp Jyoti can bridge gaps between the public and duty bearers in two ways: by capacity building in public and other stakeholders of laws and policies to enable them to take the same forward. Two, by making interventions in the design and framing of laws and policies which potentially impact road safety towards making them more impactful.



Bihar's accident severity rate(78) is 2nd highest in the country.

Road accident severity is calculated by the number of persons killed per 100 accidents, and the national average stood at 36 in 2020.



Research objective

- Awareness in urban areas of Patna of the existing policies already in place to tackle road safety problems. (Mainly, the Motor Vehicle Act, Good Samaritan Law, and Central Motor Vehicle Rule).
- Public perception of compliance with the rules laid by the government.
- Public belief on the process of issuing a driving license in Bihar.
- Awareness of the post-crash emergency services in place to reduce the fatality rate of road accidents.



Five phase approach

Secondary research

Sampling plan

Questionnaire design

Data collection

**Tabulation and
analysis**

Methodology followed

The project was completed in a duration of two months starting mid-May 2022. To understand and analyse public awareness and compliance with the existing road safety policies and rules in Bihar, we have gathered a sample of 412 residents of urban Patna. They are of eligible age to own a driving license and asked for perception-based, awareness-based, compliance-based and suggestion-based questions.

We have collected the data via:

- CAWI (Computer Assisted Web Interview) ~20% and
- CAPI (Computer Assisted Personal Interview) ~80%

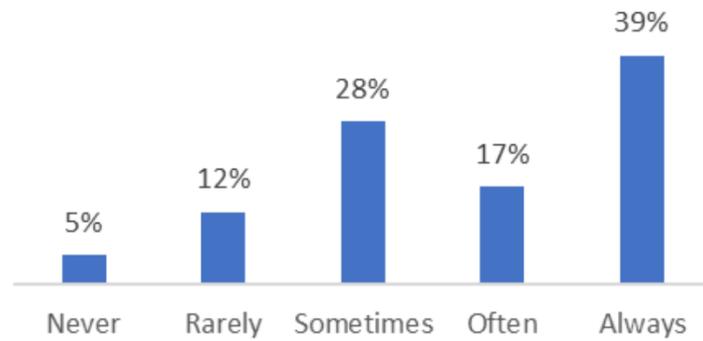
We have also facilitated a web interview with Dr Anil Kumar - MS (General Surgery), Additional Professor and Head of Trauma and Emergency, AIIMS Patna. He has been working on awareness and training programs with the general public and other safety stakeholders to provide primary post-crash medical care at the scene site.





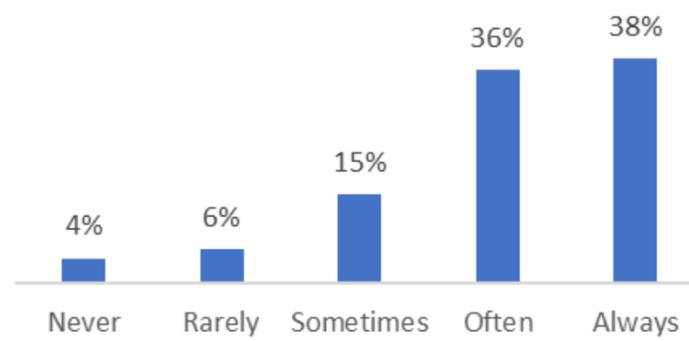
Research findings

Perception of compliance



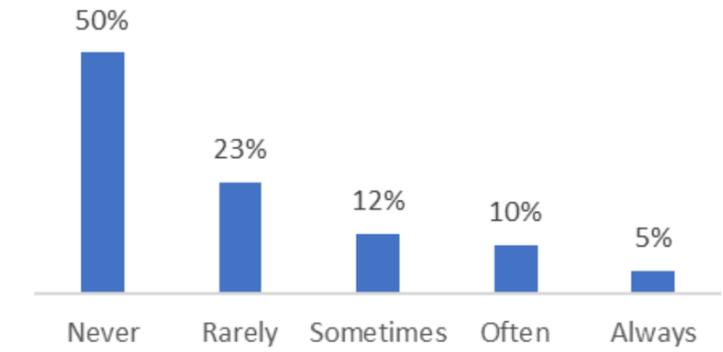
Do people driving a two-wheeler follow the traffic signal rules? -392

Average - 3.72



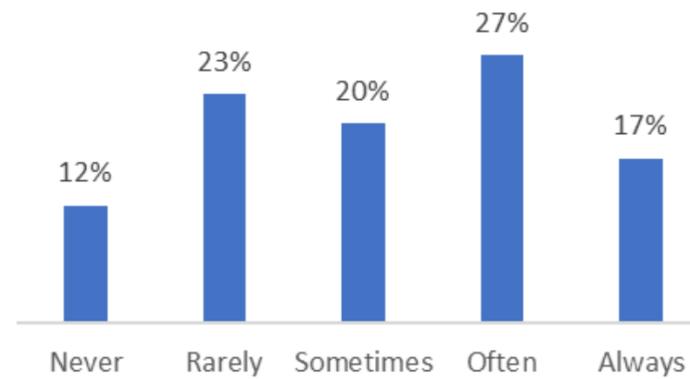
How often have you seen people drive with more than one pillion rider? -396

Average - 3.99



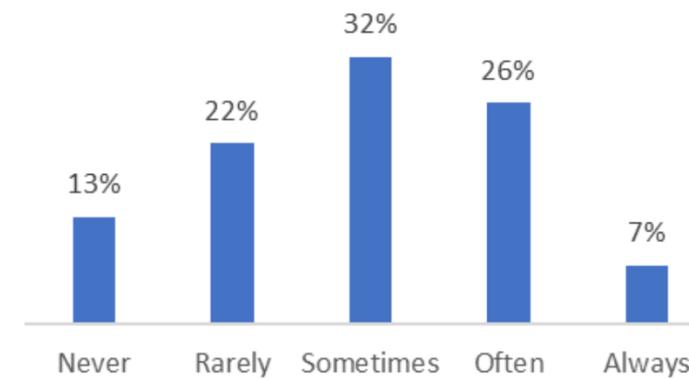
Do people driving a two-wheeler drive according to the road sign boards? (Mainly speed limits) - 395

Average - 1.97



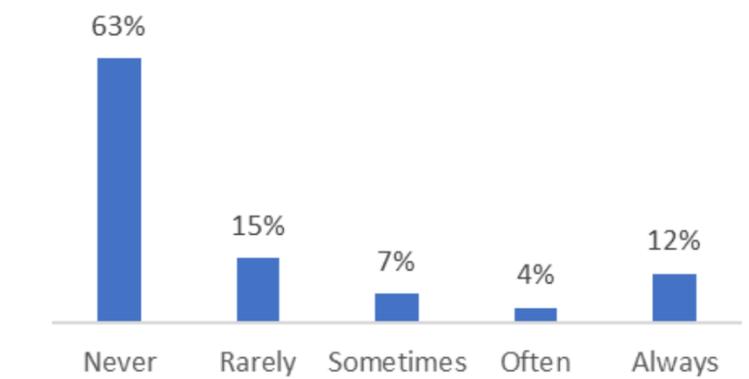
How often have you seen pillion rider wear a helmet? -398

Average - 3.14



How often have you seen people drive on the wrong side of the road? - 397

Average - 3.93

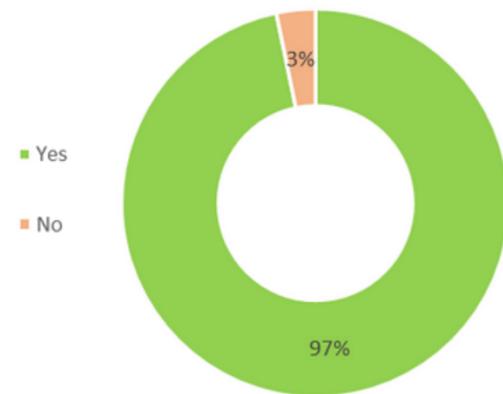


Do you think people wear a helmet for short distances also? (Like grocery shopping, dropping kids at school, nearest bank branch) - 397

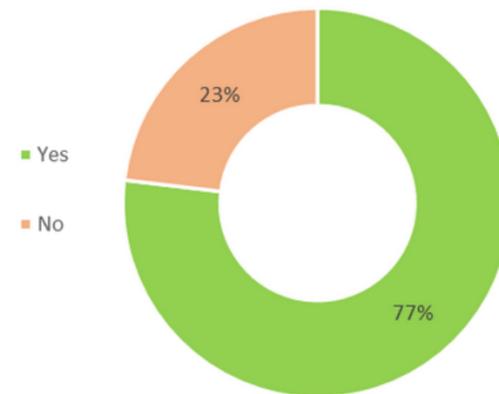
Average - 1.86

- Wearing a helmet is still not a habit for most people; hence, people rarely wear helmets for short distances.
- A majority of the public thinks that two-wheeler riders are not mindful of the road sign boards.
- According to Patna Population, driving with more than one pillion rider seem to be a widespread phenomenon.
- Driving on the wrong side of the road is also observed quite often by the respondents.

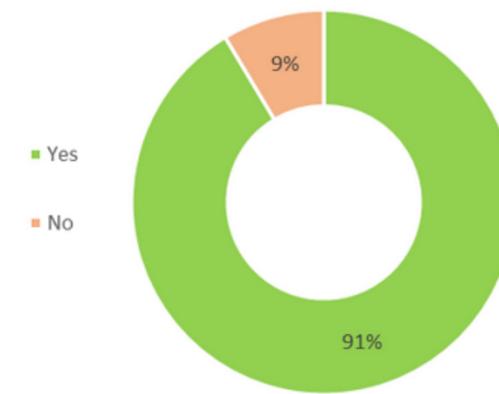
Awareness



Are you aware that a two-wheeler rider must wear a helmet? -400

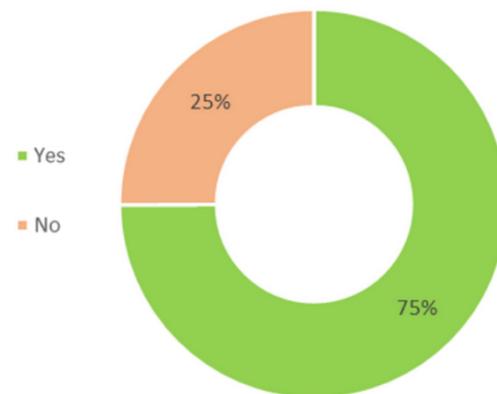


Are you aware that more than one pillion rider is not allowed? -398

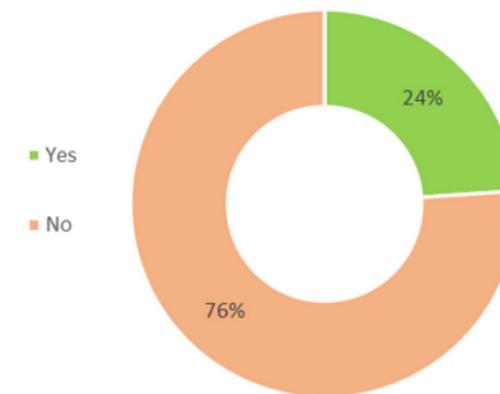


Are you aware that pillion riders should also wear a helmet? - 396

Perception of awareness



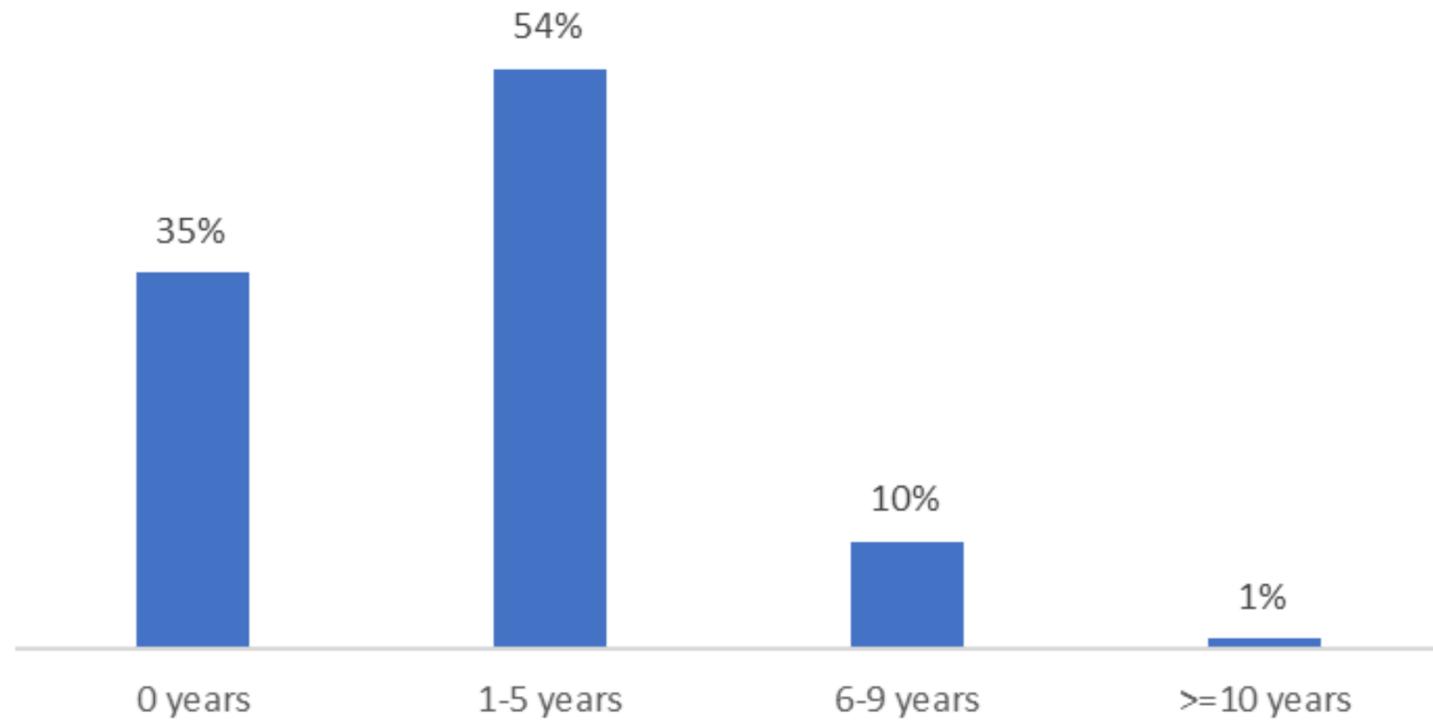
All people driving a two-wheeler are aware of the traffic signals? -395



All people driving a two-wheeler are aware of the road sign boards (mainly speed limit) - 397

- Respondents seemed unaware that the recently amended Motor Vehicle Act 2019 recognises the overloading of pillion riders as an offence.
- Though wearing a helmet while riding a two-wheeler or sitting on it is mandatory in India, 9% of the respondents were unaware.
- Most think that two-wheeler riders are unaware of the road sign boards (mainly speed limits), while 25% thought that people are also unaware of the traffic signals.

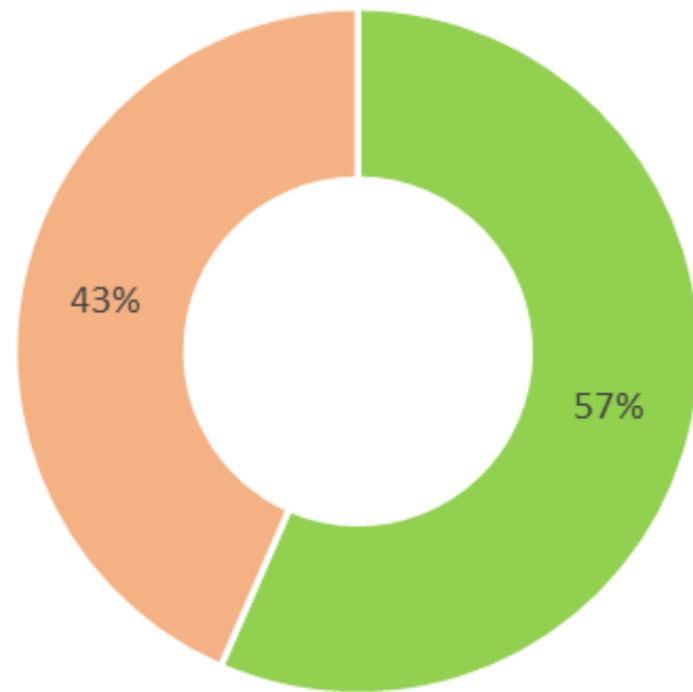
No. of years, people have been driving without a license



Analysing the age of people when they learned to ride a two-wheeler v/s the age when they acquired a two-wheeler licence, 54% have been driving without a license for over 1-5 years, whereas 10% have been driving without a license for even longer. The ideal number of years should have been 0, which is a small minority of only 35%.

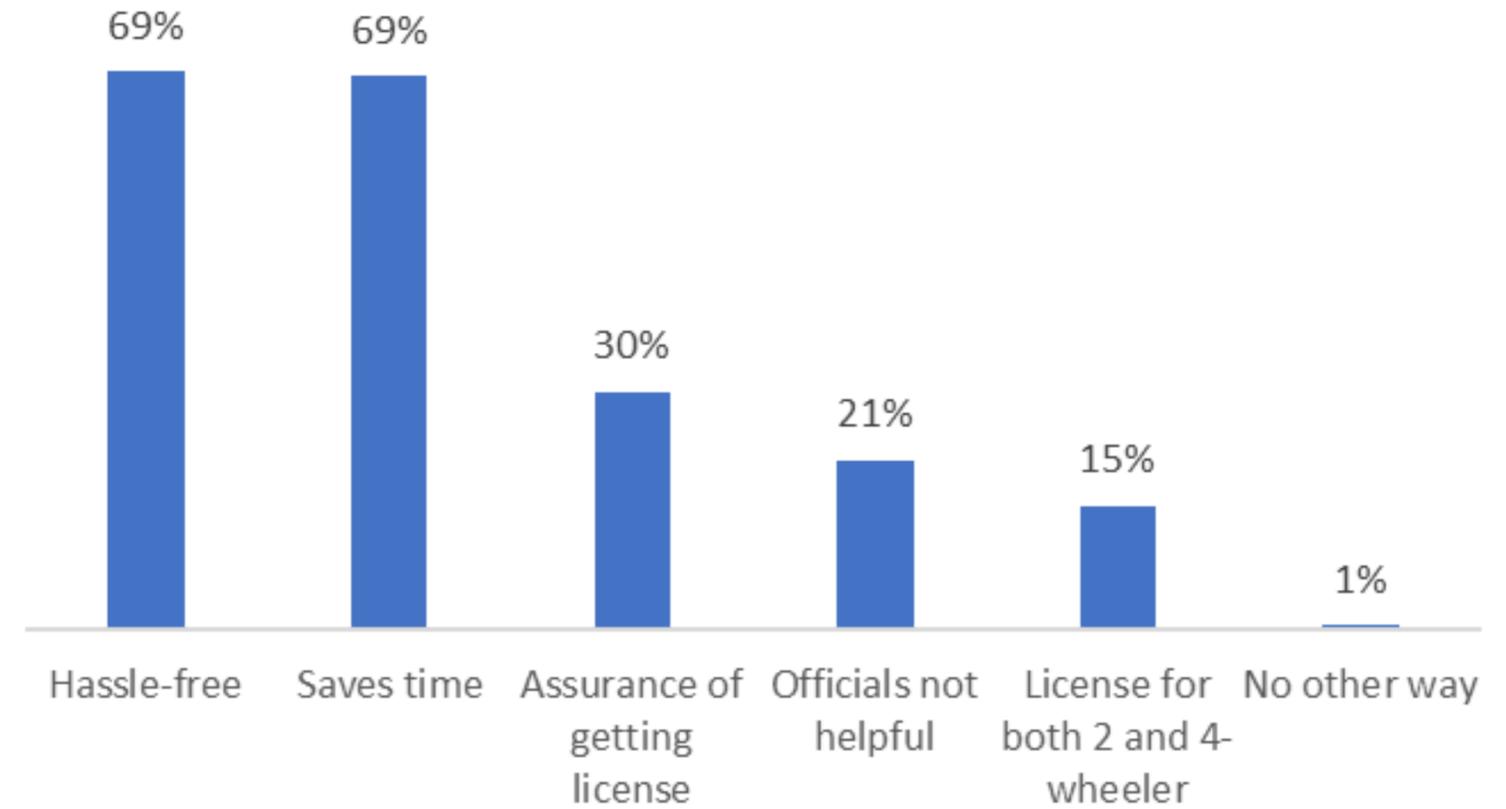


Driving license



■ Conventional (government approved)
■ Unconventional (agents)

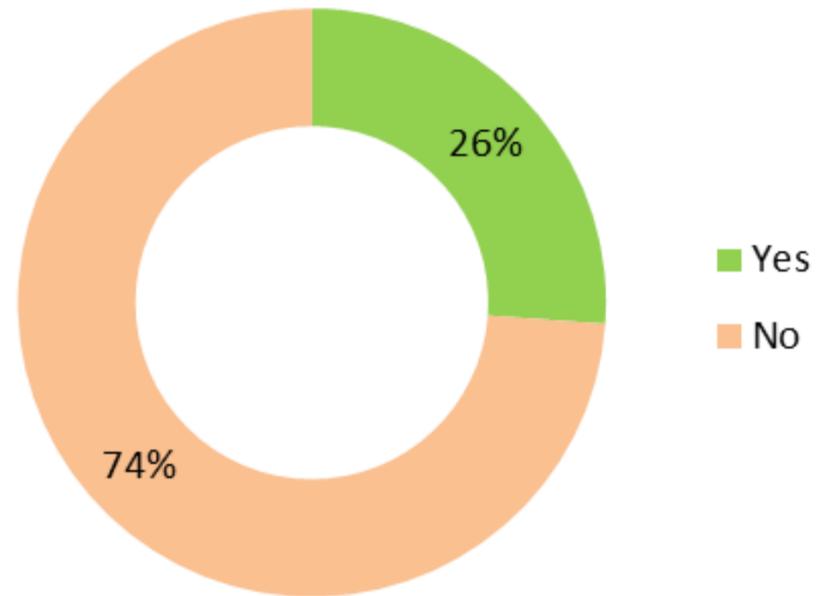
Number of respondents - 405



Number of respondents - 176

Only 57% of the respondents preferred to obtain a license by visiting a government website or RTO. People perceive the unconventional methods (43%) to get a driving license will save their time and be hassle-free (69%). Public not following the traffic and road safety rules are the consequence of the primary step gone wrong.

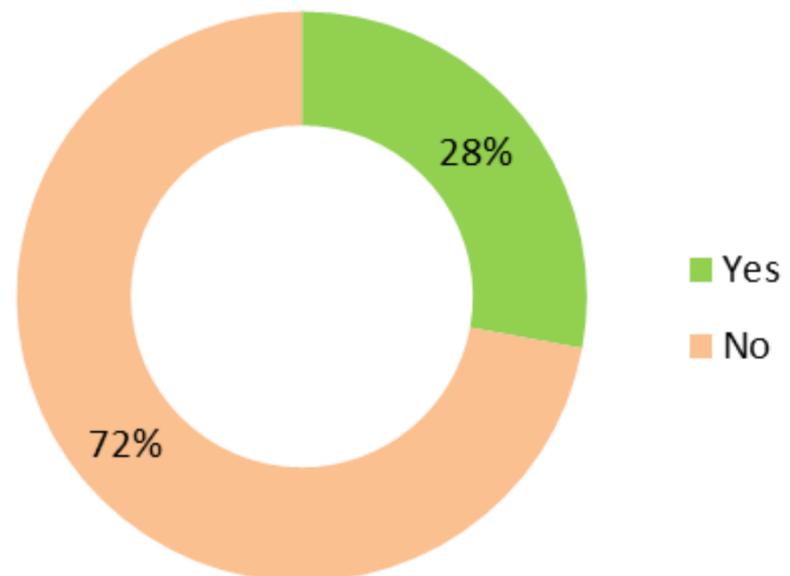
Good Samaritan Act awareness



Low awareness about the Good Samaritan Act could be one of the causes of high fatality rates in the case of road accidents in Bihar since people are unwilling to help in the fear of being liable for any injuries to the victim.

Number of respondents - 392

Awareness of free helmets with the purchase of a 2-wheeler



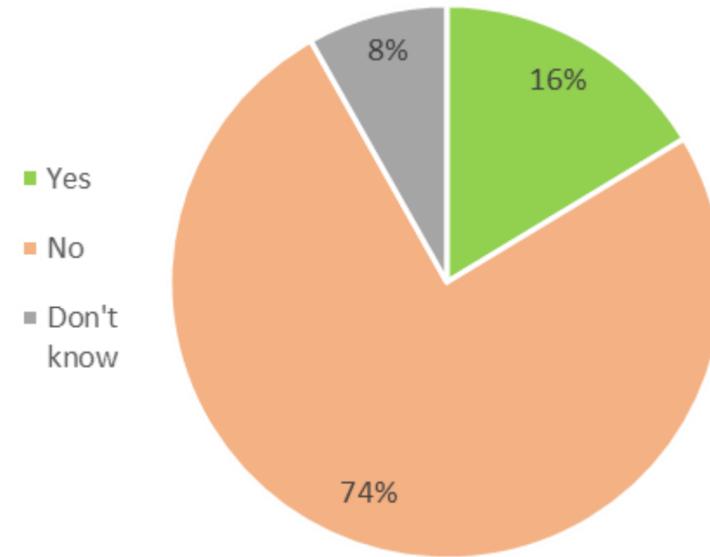
According to the rule, the manufacturers of two-wheeler must supply helmet at the time of purchase of the two-wheeler but a staggering low proportion of people are aware of this rule

Number of respondents - 389



Compliance with the Central Motor Vehicle Rule 138(4)(f)

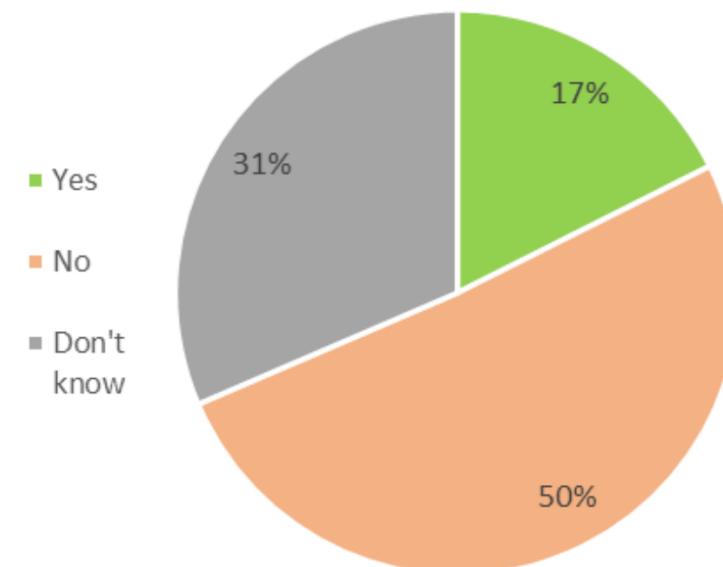
Free helmet provided



Amongst the 40% of the respondents who bought a new 2-wheeler in the last seven years, only 16% stated that the manufacturer provided a helmet during the purchase.

Number of respondents - 159

RTO ensured compliance

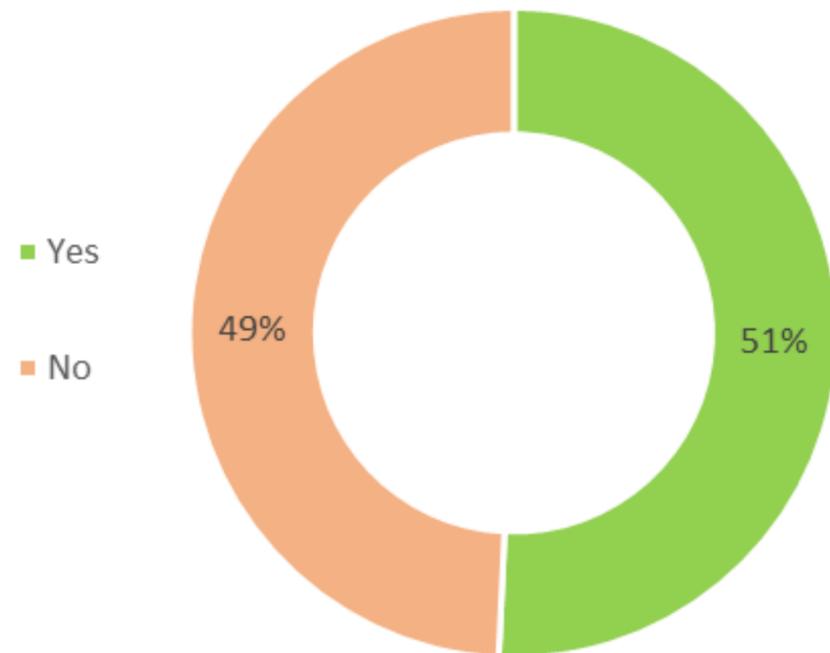


RTO must check compliance with the rule during vehicle registration. However, neither the public nor RTO officials seem to heed this too much while registering a vehicle.

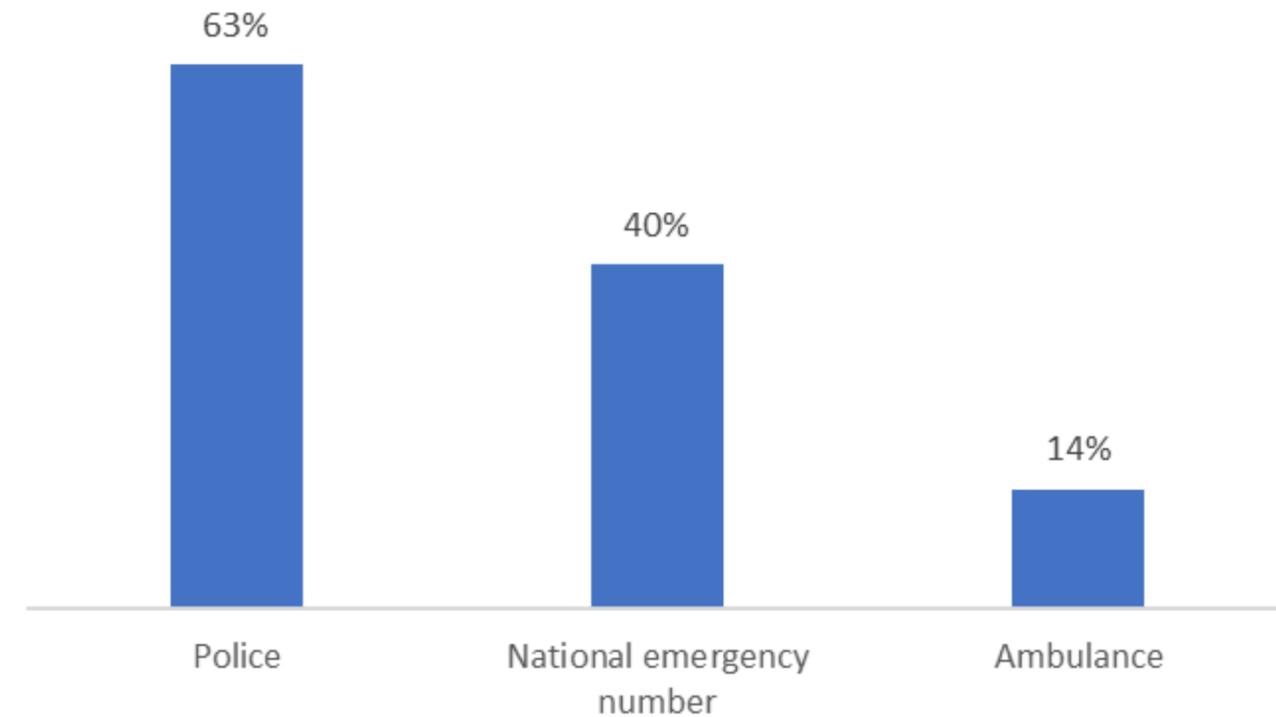
Number of respondents - 159



Awareness of emergency numbers



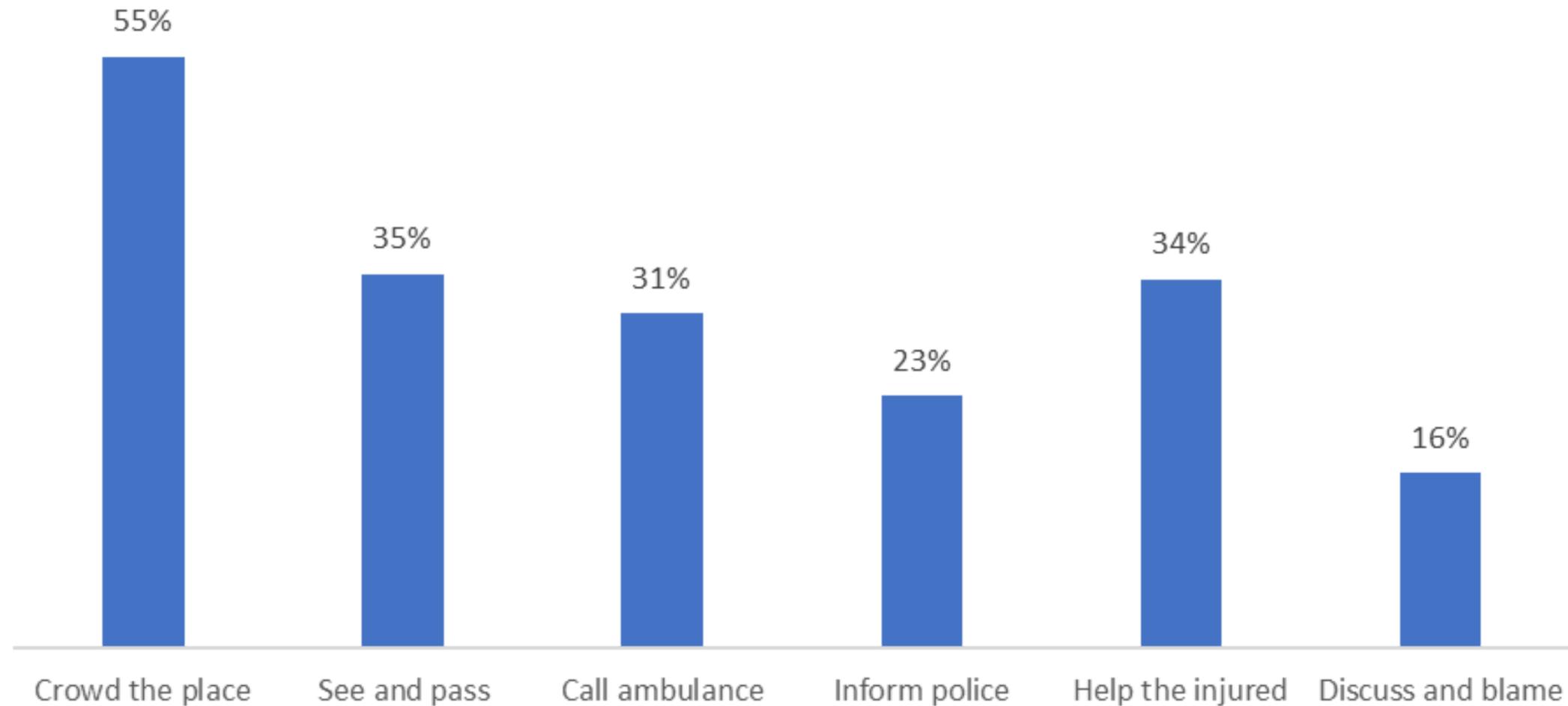
Number of respondents - 400



Number of respondents - 203

Statistics show that people are somewhat aware of the emergency service numbers. Amongst them very few are aware of the correct ambulance number, while quite a few are aware of the police number, and 40% of them knew about the National emergency numbers. But only a tiny percentage of the sample have ever used it, and even lesser have receive a response on time. This shows that the awareness and enforcement of emergency numbers are still lacking in Bihar.

Perception of obvious reactions during an accident

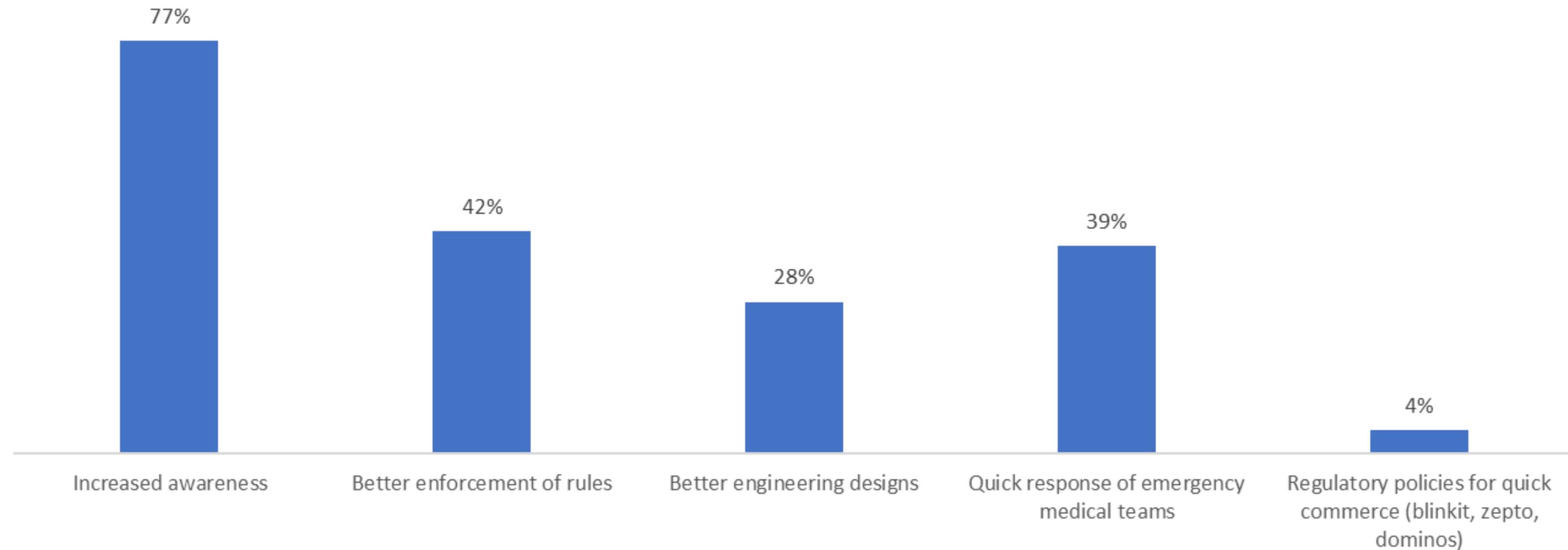


What do you think is the most obvious reaction of people if they see an accident?

Number of respondents - 408

Most respondents believed the public passes by the scene after witnessing an accident or crowds the place. A small percentage of respondents were likely to help injured persons (34%), call an ambulance (31%), and inform the police (23%).

Measures to avoid accidents and fatalities



What could be done better to avoid accidents and fatalities they cause?

Number of respondents - 408

- Most of the respondents agreed that increasing awareness would help reduce the number of accidents and fatalities they cause.
- 42% indicated that better enforcement of the existing policies and rules might also bring a significant change.
- While reducing the response time of medical care after an accident can reduce the fatalities, according to 39% of respondents.

Recommendations



Recommendations

- Sankalp Jyoti, along with assistance from the State Government of Bihar, should focus on increasing the number of Public Ambulance services on the roads of Bihar, especially in the famous black spot (accident-prone) areas. Patna has nine black spot areas.
- Sankalp Jyoti can focus on increasing awareness about the National Emergency Number -112 and the Bihar Ambulance number -108 at both a grassroot level (educational Institutes) and a corporate level. Further, efforts can be made to coordinate with the central government to establish a standard number for ambulance services.
- Sankalp Jyoti can also go about educating the youth of educational institutes about the importance of the “Golden Hour” after an accident and making the general public aware of taking an accident victim to the nearest possible hospital with the assistance of visual aids (pictures, videos of the severity of accidents and the importance of medical care within the shortest possible time) as well as demonstrations on proper care to accident victims as non-medical professionals (focusing mainly on proper helmet removal and CPR). To affect the behavioral aspect of humans, a sentiment-related method would be the best to take the situation.
- Sankalp Jyoti, along with the Ministry of road transport and highways, can coordinate in increasing awareness and breaking the firmly held damaging conviction that a person has to run from pillar to post to get a license via conventional methods so that youths of Bihar know about all the road rules before acquiring a license.

- Sankalp Jyoti can also coordinate with the State Government of Bihar to develop friendly policing in Bihar and the use of technology to improve transparency and accountability in Traffic Management. Mainly body cameras to ensure rules (especially helmet rules for both primary and pillion riders) are followed.
- Sankalp Jyoti should increase the frequency of its awareness and information drives to ensure that the public retains knowledge about the road safety rules, the good Samaritan Act and Proper training of first respondents while caring for road accident victims.





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