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MURDER ON HIGHWAYS AS A RESULT OF RASH DRIVING IN URBAN AND RURAL INDIA

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ABSTRACT

The study examines a general but a serious problem of road accident death in India. Road accidents accounts for about 30 % taking place at the national highways and 44% at state highways and about 25% at the other roadways. In most road accidents mainly two wheelers are involved due to rash driving affecting the life of mainly young people. It is in this context, the study focuses on an analysis of the pattern of road traffic accidents, socio-demographic profile of road traffic injury, road safety measures, availability of first aid at the time of critically injured persons, impact of lighting and signage, traffic rules and licensing process, faulty number plates, liquor/drug consumption, working hours and fatigue of driving, it is in the light of the light of the focus of the study. Hypothetical statements have been made to test the empirical situation. Globally, road accidents account for 1.3 million deaths and 50 million injuries. Of this, India's contribution to the fatalities is 11%. The major causes of the accidents on the NHs were vehicle design and condition, road engineering, speeding, drunken driving/ consumption of alcohol and drugs, driving on the wrong side, jumping the red light, use of mobile phones, Poor Signage on no lights on road etc. India's socio-economic cost of road traffic accidents amounts to 0.55–1.35% of the GDP. To study this project N=1000 was collected from Maharashtra, Andhra Pradesh, Tamilnadu, Uttar Pradesh, Delhi & NCR by applying convenient sampling method. Measures of central tendency Mean, Median and Modes was used to calculate the average percentage.

KEYWORDS

road safety, accident prevention, pedestrian safety, accident classification, helmet, rash driving.

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INTRODUCTION

Distracted driving is the most common cause of road accidents in the resulting in more crashes every year than speeding, drunk driving, and other major accident causes. Drivers can become distracted behind the wheel for a variety of reasons. Since 2000, while road network in the country has grown by 39%, the number of registered vehicles has grown by about 158%. While growth in road network will be limited (due to physical constraints), a constant increase in the number of vehicles on roads may lead to congestion and road fatalities.

Road accidents, death dropped by over 20 percent in 2020 partly due to Covid-19. Even changes in travel routines during Corona, which affect the split of vehicle kilometrage between the different road-user categories such as passenger car, cycle, moped, motorcycle has played a significant role. India has recorded a significant drop in road crashes and deaths in the first three quarters of calendar 2020 against same time in 2019. Social-economic losses from accident deaths amount to a shocking 3.14% of GDP every year. The government aims to reduce road accidents and deaths by half before 2025. "India has seen 26.48% reduction in road accidents and 22% drop in deaths in 2020 against 2019...Covid-19 has contributed to this reduction in accidents and deaths," "A total of 150,000 people died, while more than 450,000 people got injured in road accidents every year. Social-economic losses from accident deaths amount to a shocking 3.14% of GDP every year," India is a signatory to the United Nation's Brasilia Declaration with the target of reducing road fatalities by 50% by 2025.

Passenger cars account for more than 90 per cent of the vehicle kilometrage. Motorcycle traffic has in recent years increased at a fast rate but still accounts for only 2-3 per cent of the vehicle kilometrage on the roads. If you put the different kinds of traffic together it amounts to an average annual increase of just over one per cent. It has been observed that with a moderate traffic growth of 1-2 per cent per year the number of fatalities has decreased by 3 per cent. According to the World Health Organization (WHO), road traffic injuries are the sixth leading cause of death in India with a greater share of hospitalization, deaths, disabilities and socio-economic losses in the young and middle-aged population.

Road traffic injuries also place a huge burden on the health sector in terms of pre-hospital and acute care and rehabilitation. As per the government data, almost 1.5 Lakh people lost their lives in road accidents, which means every hour 17 people died on the road due to an accident. The number of fatalities is one third of the number of accidents, which amounts to 53 road accidents every hour. Uttar Pradesh is the worst affected state with 20,124 people losing their lives in road accidents, followed by Tamil Nadu with 16,157 fatalities. Maharashtra, Karnataka and Rajasthan are among the top 5 states.

The road transport system is an open system where a number of more or less non-controllable surrounding factors influence the safety and by that the cases of injury. The growth of the economy is of great significance to car owners and the total vehicle kilometrage and it is maybe the surrounding factor that is most significant for the cases of injury. Other important factors include the age of the population, the number of new drivers and climate changes in both the short-term and the long-term.

REVIEW OF LITERATURE

Maqbool Y (2019) In his study titled Road safety and Road Accidents: An Insight concludes his work by saying that Road safety measures. Strict adherence to road safety measures reduces road accident injuries and road accidents. Road related accidents are undoubtedly the most frequent and, overall, the cause of the most damage. The main reasons for this are the extremely dense road traffic and the relatively great freedom of movement given to drivers. In today's modern era road and transport has become a central part of every human being. Everybody is a road user in one way or the other. The present transport system has reduced the distances but it has on the other hand increased the risk of life road accidents.

Pal Ranbir et.al (2019) in his study titled Public health crisis of road traffic accidents in India: Risk factor assessment reveals that the taxi drivers in north India noted that three-fourths (77.38%) had formal training, yet nearly all were consistently using seat belts and pursued front-seat passengers to use seat belts. The participants admitted avoidable risky behaviour during driving, namely, talk in speaker mode (73.44%), calling (87.21%), and hearing music (49.84%), while a minority (4.92%) confessed watching video and using Bluetooth headphone (11.80%); all these risky behaviours culminated to missing road signs by 71.80%. Another Indian study noted that formal training, retraining, and sensitization on avoidable risky behaviours be imparted to professional and nonprofessional drivers in a systematic manner and to be a part of curricular education.

Panda et al (2019) Burden, pattern, and causes of road traffic accidents in South India: Estimate of years of life lost, revealed that. Most of the cases 16,995 reported RTA are from rural areas. The time slot with the highest rate of road accidents in the morning was 09:00 am–12:00 am and in the evening was 06:00 pm–09:00 pm. The age group 25–34 years were the most vulnerable toward road accidental death of which male and female died in RTA were 929 (26.57%) and 101 (28.06%), respectively. Most of the RTA occurred at T-Junctions causing 5548 accidents with a share of 31.52% the total RTA on Junctions, the total YLL was 89,557, and highest YLL was 25,486 in 25–34 years of age group. We conclude that there is high fatal mortality and YLL in young age group in Andhra Pradesh. These are preventable events, and efforts to reduce the associated economic and social burden must be made.

Venkata (2018) In this paper titled a study on victims of road traffic accidents attending casualty revealed Road traffic accidents were more in young age groups and in males. Road safety education should be promoted. Out of the 280 victims, majority 206 (73.57%) of study participants were males. The highest numbers of

victims (34.20%) were between 21-30 years of age group. 40.71% were using two wheelers. Most of the accidents took place in the evening (6 pm to 12 am) i.e. 39.10%. Most common site of presenting injury was lower limb (40.71%). In this study 22.5% were under influence of alcohol while driving. Majority of road users were two wheelers and the most common site of injury was lower limb.

Harnam & Aggarwal (2018) in his paper titled Fatal Road Traffic Accidents among Young Children revealed that Fatal road traffic accidents in childhood constitute a significant public health problem. Young children are extremely vulnerable to such injuries which are vastly preventable. 59 cases of fatal road traffic accidents in children aged below 16 years, autopsied during 1-year period were studied. Males accounted for 83.1% cases with male female ratio of 4.9. The most common age group involved was 13- 16 years. The most frequent victims of road traffic accidents were pedestrians (61%) followed by cyclists (13.6%). More than half of the cases occurred in winter season and majority occurred at 12-4 PM. Children themselves were at fault in majority of cases. Head injury alone was fatal in 72.9% cases. None of the victim received any treatment or first-aid at the site of accident. 72.9% of victims died within 6 hrs. of accident. The study highlights the pattern of fatalities due to road accidents in children and suggests suitable preventive measures to reduce burden of childhood mortality due to road accidents.

Hemlatha & Prabhakar (2018), In this paper titled Prevalence of childhood injuries a survey of injury epidemiology in rural population of Tamil Nadu, India, reveals a total of 410 children have participated in this study. Injuries were more common among children aged 6–9 years compared to children of other age groups. Male children (52.8%) had a greater number of injuries than female children (47.2%). Lower limb (33.9%) was the most common body part injured. Cut injuries and laceration accounted for 56.2% of the injuries. Majority (43%) of the injuries occurred due to falls. Eighty-seven percent of the injuries were mild. Severity of injury was mild in most of the injuries. Still pediatric injuries had contributed to economic loss to the family and affected schooling of the children.

IMPORTANCE OF THE STUDY

Study comes out with the data regarding road accidents which can be used in policy making and in taking measures to reduce road accident because it is big source of loss of young population of the society. The accident due to one or other reason is affecting the section of the society particularly the young. Almost 50% of the cities face higher fatality risk than their most counterparts. In general, while in many developed and developing countries including China, road safety situation is generally improving, India faces a worsening situation. Without increased efforts and new initiatives, the total number of road traffic deaths in India is likely to cross the mark of 250,000 by the year 2025. There is thus an urgent need to recognize the worsening situation in road deaths and injuries and to take appropriate action. Therefore, study is the relevant not only for policy making but also for the society as a whole

STATEMENT OF THE PROBLEM

Many people in the economy today should be aware of distractions that cause most common traffic accidents. Most traffic accidents are caused by the use of the cell phone, the use of the car system, and the way the driver feels while driving a vehicle. The most common traffic accidents are caused by distractions. First, the most common traffic accident is the use of the cell phone while driving. While driving, answering a phone call could be troublesome. For example: Someone calls, then the driver. Traffic accidents are on the rise these days. Most of the accidents caused injuries or either worse death. Research have found that most of the accidents are caused by inexperienced drivers, for example young drivers. Young drivers tend to be more daring and are unable to avoid a crash when they face one. They tend to be more daring after drinking alcohol at night and this causes them to lose control of the car. Drunk driving will not only risk a person's own life but may also cause a danger/threat of life to innocent.

Ninety-one percent of the world's fatalities on the roads occur in low-income and middle-income countries, even though these countries have approximately half of the world's vehicles. Half of those dying on the world's roads are 'vulnerable road users': Pedestrians, cyclists, and motorcyclists. Only 28 countries, representing 416 million people (7% of the world's population), have adequate laws that address all five behavioral risk factors (speed, drink-driving, helmets, seat-belts, and child restraints). If no action is taken, road traffic crashes are predicted to result in the deaths of around 1.9 million people annually by 2020. Hence the goal of the United Nations' Decade of Action for Road Safety 2021- 2030 is to save five million lives by enforcing stringent road safety measures and making people aware about traffic rules.

OBJECTIVES

1. To study Impact of poor lighting and Signage on roads and its impact on Road accident during night.
2. To study availability of ambulance/ first aid on Highway and its response time to take a critically injured person to specialized hospitals.
3. To study impact of existing traffic rules, licensing process and Education of Driver in Road accident

HYPOTHESIS (ES)

1. There would be a negative correlation between lighting and Signage on roads and frequency of road accident during night.
2. There would be a significant positive impact of availability of ambulance/ first aid on Highway and its response time to take a critically injured person to specialized hospitals, on causalities in road accidents.
3. There would be a negative correlation between existing traffic rules, licensing process and Education of Driver and Road accident.

RESEARCH METHODOLOGY

The present project has been initiated to study the accidents on highways as a result of Rash driving in rural and urban India.

Sample Size

Simple convenient sampling Method was used, where N= 1000 was the total sample size out of which 200 each from locality along NH and surrounding rural Expressways/Roads approaching state headquarters of Maharashtra, Tamilnadu, Andhra Pradesh, Uttar Pradesh and from Delhi & NCR was collected.

Data Collection

Data was collected from individuals, Groups of people, and also organizations, comprising Bikers/Drivers/Traffic Police, Doctors and Experts. A well-structured questionnaire based on the objectives of study was formulated. The questionnaire was administered individually to a 1000 people and response was recorded.

Statistical Tools

Measures of central tendency Mean, Median and Modes was used to calculate the average percentage. Same was also depicted through graphic representation.

Data Analysis

All the collected data were entered into computer by using Excel Program and tabulated for statistical analysis. Data collected were edited and coded by using the tally bars Average percentage method was applied to analyze the finding of study.

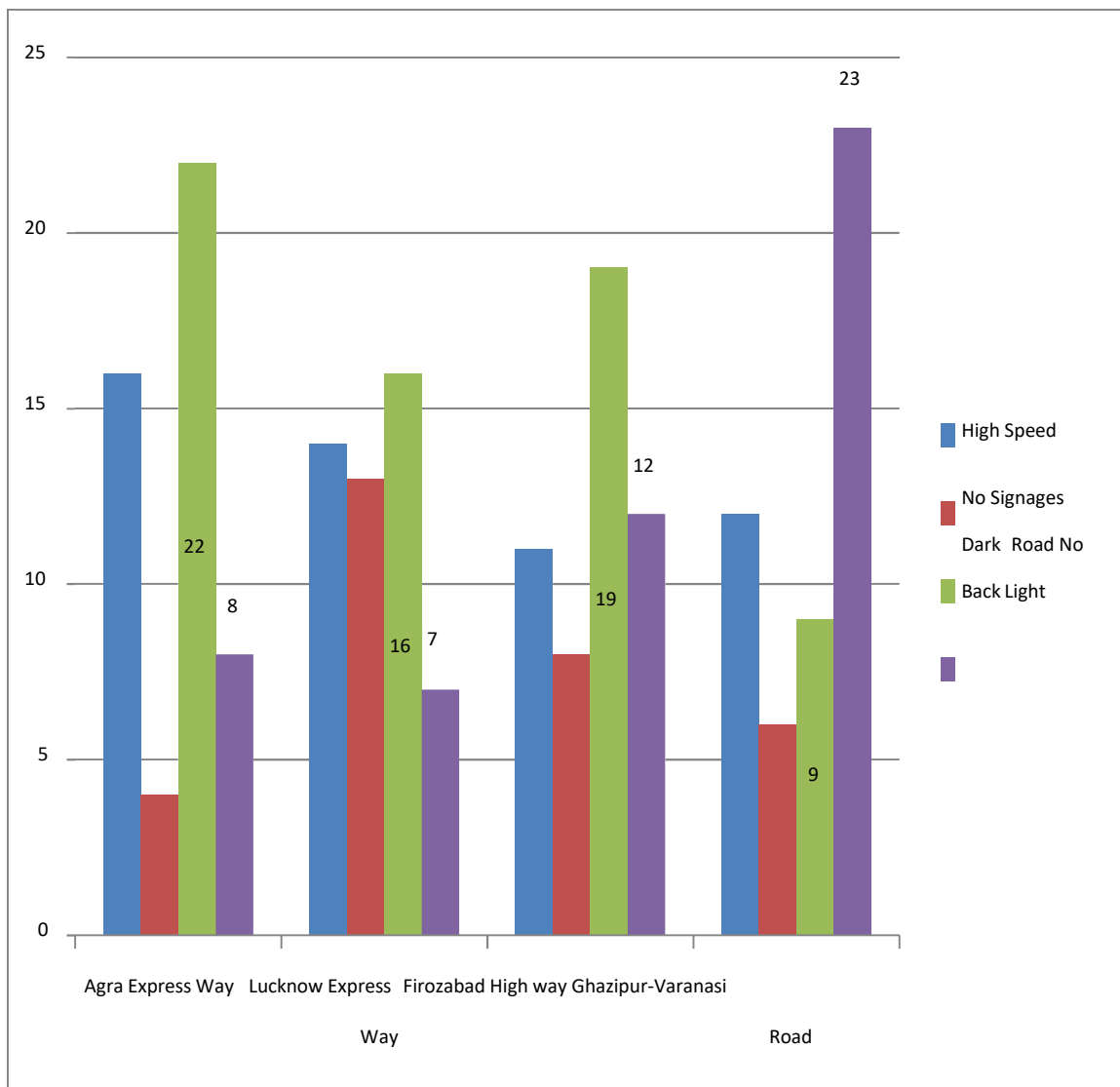
RESULTS & DISCUSSION

The surge in motorization coupled with expansion of the road network has brought with it the challenge of addressing adverse factors such as the increase in road accidents. Road traffic injuries are the sixth leading cause of death in India with a greater share of hospitalization, deaths, disabilities and socio-economic losses in the young and middle-aged population. India overtook China in 2006 as the country with the world's deadliest roads. Road accidents in India claimed over 1.5 lakh lives in the country in 2018, with over-speeding of vehicles being the biggest reason for casualties. According to a report issued by Ministry of Road Transport and Highways showed that Road accidents in India in 2018, which showed that road accidents last year increased by 0.46% as compared to 2017. "A total of 4,67,044 road accidents have been reported by States and Union Territories (UTs) in the calendar year 2018, claiming 1,51,417 lives and causing injuries to 4,69,418 persons," the report said. Over-speeding accounted for 64.4% of the persons killed.

Effect of lighting conditions on the frequency and severity of road accidents at both urban and rural roads has important and very significant role on Road accidents. A total of 200 police-recorded accidents were analyzed and the proposed models were developed with the use of log-normal regression. The application of these

models allowed the investigation of the influence of road lighting and other parameters such as weather conditions, accident type and vehicle type on the number of casualties and injuries. It appears that road lighting contributes to the reduction of the number of accidents and their severity and that this influence increases with the increase of the severity of the accidents. The absence of street lighting during nighttime has the highest impact on the number of fatalities and serious injuries.

TABLE 1: NIGHT LIGHT AND ROAD ACCIDENT



The results show that nighttime lighting has great potential in improving traffic safety and reducing the accident severity, especially for persons killed and seriously injured. Identification of the effect of lighting on road safety should benefit road safety policy decision makers in designing and implementing appropriate road safety measures. Table (1) Night Light and Road accident shows that out of total 50 cases studied of such road accidents victim 34 (68 %) on Agra Expressway, 35 (70%) on Lucknow Expressway, 39 (76%) on Firozabad Highway and 37 (74%) on Ghazipur- Varanasi Highways died because of No Signage's, Dark Road, and No Back Light on vehicle that Broke Down in the Middle of Road Like Truck, Tractor and Mini Buses. Hence hypothesis "There would be a negative correlation between lighting and Signage on roads and frequency of road accident during night" is accepted. Data explain it well that if there would have been better signage's and Lighting system on these road accidents would have been less than what is actually reported. High Speed on these Roads alone contributed to 26.5 % Road Death and majority who died in this accident were between 15 to 39 Years of age.

The transport ministry has set norms for all new ambulances that will operate on roads. The taxis cannot operate as ambulances if they are merely fitted with flashers, sirens and hardly equipped with gadgets to carry patients safely to hospitals. The National Ambulance Code classifies road ambulances into four types (A, B, C & D) that is First Responder, Patient Transport, Basic Life Support and Advanced Life Support, respectively. The category of First Responder, which also includes two wheeled ambulances, has been specially introduced for the first time in India to cater to the need for providing prompt medical care in congested by-lanes and high traffic areas. Special care has been given to Care Ergonomics, Patient Safety, Oxygen System Design, Infection Control, Crash Rescue, etc. in the Code. Once implemented, this Code will ensure uniformity and standardization in ambulance design and a minimum level of patient care as per the ambulance designation when appropriately staffed and equipped. So far, no guidelines were available for hospitals and other procuring agencies for floating tenders and for industry outlining required specifications. Critical four minutes: One of the most common causes of a road accident death is due to loss of oxygen supply. This is mostly caused by a block airway if proper first aid is given; road accident victims have a greater chance of survival and a reduction in the severity of their injuries.

TABLE 2: PREVALENCE OF AMBULANCE AND ROAD ACCIDENT DEATH

SN	States	Ambulance	First Aid	Critical Care Facility	Total Death
1	Delhi	12 Minutes	20 (08)	20 (02)	10
2	Maharashtra	16 Minutes	20 (09)	20 (03)	12
3	Tamil Nadu	27 Minutes	20 (12)	20 (05)	17
4	Andhra Pradesh	30 Minutes	20 (09)	20 (7)	16
5	Uttar Pradesh	45 Minutes	20 (07)	20 (10)	17

Data from table shows that average time for ambulance in case of Road accident victims are 26 minutes. However, in case of Delhi and Maharashtra is 12 and 16 minutes respectively which is far better than national average. In Delhi and Maharashtra death in case of critically injured person is reduced to approximately half 10 and 12 respectively out of 20 in each state. In case of Delhi 08 people out of 20 died during first aid and 02 died in critical care. So, in case of Maharashtra 9 out of 20 died during first aid and 03 died in critical care treatment. Uttar Pradesh stands worst in case of availability of ambulance average time is 45 Minutes because of delay in first aid 07 (14 %) injured died at the time of hospitalization and states lack good critical care facilities for Road accident Victim. Condition of other two states in terms of care and facilities for road accidents victim namely Tamil Nadu and Andhra Pradesh is very grim and states needs to look into enhancing such facilities. Hence hypothesis "There would be a significant positive impact of availability of ambulance/ first aid on Highway and its response time to take a critically injured person to specialized hospitals, on casualties in road accidents", is accepted. Ministry of Road Transport is working in coordination with state government and various agencies to provide ambulance at an average time of 08 Minutes and at distance of 12 KMs on Highways. World parameters advocates availability of ambulance at gap of 04 Minutes and ambulance at every 08 KMs on e-way or highways.

The road accidents are happening most often due to the reckless and speedy driving of the vehicles, not obeying or following traffic rules, the attitudes of the "right of the mighty" bigger vehicles toward the smaller vehicles, overburdened or overcapacity hauling of public and transport vehicles, poor maintenance of the vehicles, drunk and driving, driver fatigue, and above all the appalling condition of the already choked roads with every inch encroached by unauthorized persons and properties. Human factor contributes significantly to increasing number of road accidents in India. Most drivers continue to be acting like maniacs in a tearing hurry and error in judgment often leads to major accidents. Reckless driving, over speeding, decline to follow traffic rules, and drunken driving are main reasons for road accidents.

The problem of road accidents in India also gets aggravated due to mixed nature of road traffic on its roads – with pedestrians, bicycles, mopeds, scooters, motorcycles, auto-rickshaws, taxis, vans, cars, trucks, and buses sharing the same road space. In other words, the same road network is used by different categories of motorized and non-motorized vehicles, of varying width and speed. To reduce the exposure to risk, there is a need not only to segregate fast moving from slow moving vehicles and heavy from light vehicles but also enforce speed limit on fast moving vehicles.

TABLE 3: MAIN CAUSES OF ROAD TRAFFIC ACCIDENTS

SN	Cause of Road Accidents	Percentage Fault (in %) N=1000
1	Fault of the driver	78.5
2	Fault of the Pedestrian	02.2
3	Defect of Vehicle	01.8
4	Defect of Road	01.3
5	Fault of the Cyclist	01.2
6	Weather Condition	00.8
7	All other causes	14.2

Finding of the data shows that the road accidents are happening most often due to the reckless and speedy driving of the vehicles, not obeying or following traffic rules, the attitudes of the "right of the mighty" bigger vehicles toward the smaller vehicles. It has been observed that 78.5 % accident is recorded because of fault of driver 785 (1000). In 2.2% of cases accident occur because of fault of pedestrian and all other causes include like drunken driving, double shift, fatigue, color blindness amount to 14.2 % 142(N=1000). Hence hypothesis "There would be a negative correlation between existing traffic rules, licensing process and Education of Driver and Road accident", is accepted. Licensing process is found to be faulty in India and 92.1% respondents 921 (N=1000) supported that license should be issued only to those who are 10 Class pass or at least who could "Read or Write". Hence hypothesis "There would be a significant impact of Tractors, Taxis and Vehicle with Faulty Number plates and Bribery on Road accidents". is also accepted. During course of interaction with more than 200 peoples on road it has been found that following 10 driving tips can reduce accidents on road.

CONCLUSIONS

The government has already undertaken a number of steps and is putting in efforts to reduce road accidents, injuries and fatalities in the country. It has implemented measures that was outlined in the National Road Safety Policy, and has formulated a multi-pronged road safety strategy based on 4 Es: Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. The Road Transport Ministry has said that it has made road safety an integral part of road design at planning stage and safety audit of selected stretches of National Highways. And it has also given high priority to rectification of black spots on national highways. At the state level, model driving training institutes are being set up that will also provide refresher training to drivers of Heavy Motor Vehicles (CVs) in the unorganized sector. Advocacy/publicity campaigns on road safety through the electronic and print media have been sustained and broadened. It has also included road safety activities in Schedule (vii) of the Companies Act, 2013, to enable companies to undertake road safety related activities under CSR (Corporate Social Responsibility).

In terms of vehicular safety, mandated standards for vehicles, like seatbelts and anti-lock braking system among others, has been tightened. Under the National Highway Accident Relief Service Scheme, the states are provided with cranes and ambulances and the National Highways Authority of India (NHAI) also provides ambulances at a distance of every 50km on its completed stretches of NHs under its operation and maintenance contracts.

FINDINGS RECOMMENDATIONS/SUGGESTIONS

Road safety may be ensured through education of the road users frequently involved and injured in road traffic crashes (e.g., students, youth). Adolescents and youth can be taught about responsible driving behaviors such as reaction time, braking distance, defensive driving and hazards of alcoholic drinks and drugs, at their respective educational institutions as well as in the unorganized sector through special road safety awareness campaigns. Strict enforcement of the rules and regulations pertaining to the traffic control and use of appropriate protective gears should be ensured by the concerned agencies.

The recommendations addressed here present some options for policy implications. These include practical interventions to minimize the level of impact of road traffic accident on human security. To that end, the following recommendations are in order:

1. In view of the gravity of road traffic crashes and injuries in developing countries like Africa, experience of best practices from developed countries should be borrowed.
2. Police control of speed and drunk driving must be intensified on the highways to stem the high incidence of traffic fatalities and injuries;
3. Governments should have national road safety policies and strategies.
4. Governments should allocate adequate financial and human resources to ensure road safety strategies.
5. Coordination works among stakeholders should be improved. Traffic concerned bodies and the larger public should work cooperatively in general and cooperation and coordinating activities.

6. Governments should create regular public education programmes on road safety should be mounted and adopted in all states of the federation. Awareness rising programs should be increased. Awareness creating activities should be given to all people about the cause and effects of traffic accident on human lives and property damage. Therefore, continuing, comprehensive and holistic awareness creation programs should be conducted regularly.
7. Governments should flow and control driving training centres whether they give enough training skills and knowledge to trainee. Moreover, vehicle training centres should be owned and controlled by government because private vehicle training centres are working only for sake of maximizing profit without regarding for measuring and assessing skill, knowledge and ability of the trainee (drivers).
8. As mobility plays a crucial role in the development of any country, India has seen tremendous improvement in creation of new roads, highway and bridges among others. Unfortunately, road safety rules and vehicle safety (safety equipment standards) have not been able to match this fast pace of infrastructure development or with the same commitment.

Better road signs such as avoidance of construction of sharp curves in hilly terrain and markings can be highly effective and cost-effective ways of improving road safety. Professional drivers should be given a minimum knowledge on first aid care to take care of crash victims. Health care institutions should evolve a protocol to deal with the road traffic crash victims.

It has been known for some time that a disproportionate number of road traffic injuries occur after dark. By comparing road injury data under dim and bright conditions. The extent of the role of low lighting is difficult to estimate quantitatively. The presence of road lighting leads to an approximate factor of 3 decrease in the severity of injuries at large in Rural as well as in Urban India, despite the fact that they have dramatically different injury rates. Injuries to pedestrians are not discussed here, but it is important to note that pedestrians are particularly vulnerable when they present a low contrast target, such as when wearing dark clothing.

A credible physiological explanation for the importance of good lighting for road safety is provided; low luminance, low contrast images are processed slowly by the visual apparatus, due mainly to the limited temporal characteristics of the rod photoreceptors. Visual RTs are described as a measure of performance, which both reflect the underlying physiology and can be used to estimate the stopping distances required when visibility is good compared with when it is poor. It is important to recognize that even the most conservative driver cannot be aware of the significant effect's low luminance and low contrast scenes can have on his ability to respond to an emergency.

The analysis shows that the distribution of road accidental deaths and injuries in India varies according to age, gender, month and time. It is found that the economically active age group is the most vulnerable population group. In general, males face higher fatality and accident risk than their female counterparts. Moreover, road accidents are relatively higher in May-June and December-January which shows that extreme weather influences the occurrence of road accidents. Accidents are relatively constant and high during 9 AM to 9 PM and variable but low during mid-night and early hours of the day. There are several factors responsible for accidents but drivers' fault is the most important factor; drivers' fault accounted for 78% of total accidents, 76.5% of total injuries and 73.7% of total fatalities. The study also analysed road accident scenario across Indian states and cities. It is found that during the year 2013, three states, Tamil Nadu (22.8), Haryana (17.2), and Andhra Pradesh (16.9), faced 50% higher fatality risk than all India average (11.2). It is also found that the burden of road traffic accidents in India is marginally lower in its metropolitan cities. However, there is a huge variation in fatality risk across cities of India, ranging from 3.0 fatalities per 100,000 people for Kolkata to 25.5 fatalities per 100,000 people for Jaipur.

The various reasons reflect mistake on both driver and Govt. Instead of wasting time and energy in trying to implement senseless bans, governments should focus on issues that are literally life-and-death for citizens. For deaths caused by potholes, governments must compensate the families of victims and hold contractors, government officials and ministers criminally liable for sub-standard roads. There is huge corruption in the award of road contracts, and it's time those responsible for (a) looting taxpayer's money and (b) killing people were brought to book. We should bear in mind that it's those on two wheelers who are at greatest risk.

SCOPE FOR FURTHER RESEARCH

The future works may focus on the utilization of outer factors such as vehicle states, sleeping hours, weather conditions, mechanical data, etc, for fatigue measurement. Driver drowsiness pose a major threat to highway safety, and the problem is particularly severe for commercial motor vehicle operators. Twenty-four-hour operations, high annual mileage, exposure to challenging environmental conditions, and demanding work schedules all contribute to this serious safety issue. Monitoring the driver's state of drowsiness and vigilance and providing feedback on their condition so that they can take appropriate action is one crucial step in a series of preventive measures necessary to address this problem. Currently there is not adjustment in zoom or direction of the camera during operation. Future work may be to automatically zoom in on the eyes once they are localized.

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