

The Project CONCEPT

Promoting Role of Community in -

1. Environment Protection
2. Road Safety

Every problem should be looked at as OPPORTUNITY and the two problems can be managed effectively with cooperation of Automobile manufacturers and Engineering Institutions. The suggestion here is only indicative of the possible ways of promoting Role of Community in solving problems that Govt alone can't manage.

Note: - Experience and problems in implementation may be shared with us at ispatbharti@gmail.com

The 3 – Part Strategy:

- 1) Strengthen SYSTEM by creating set up for trained DRIVERS of Commercial Vehicles;
- 2) Manage state-of-the art Testing facilities for ROAD Worthiness of commercial vehicles.
- 3) Associate with TRAFFIC Police for Education, Engineering and Enforcement,
- 4) Bring ATTITUDINAL change in thinking through programs in Schools.

1) The Key STAKEHOLDERS are:

Automobile Manufacturers and TRANSPORT Authorities operating under the control of State Governments with Scope & coverage as follows:

- i. Licensing of DRIVERS and Registration of Vehicles;
- ii. Ensuring ROAD Worthiness of Vehicles through periodic TEST;
- iii. Enforcement of rules relating to - OVERLOADING, Alterations, etc.
- iv. Responsible for Vehicular Pollution and growing Road Accidents

2) Traffic CONTROL

Traffic Police is expected to -

- i. Ensure Lane Driving and disciplined PARKING;
 - ii. Keep check on OVERSPEEDING and enforce compliance of traffic signals;
 - iii. Check unauthorized entry in RESTRICTED zones, etc
- But they alone can't manage the growing density of vehicular traffic;
 - At places they could be seen struggling in hot sun, rain or extreme winters. Let us not call them "Police"; they are the TRAFFIC Managers.
 - Public participation is must to ensure their high Efficiency.

The BACKGROUND

- ROAD Accidents and Traffic Jams make headlines in media.
- India is at the top of the chart for **deaths on-roads** in absolute numbers but how realistic is the data?
- The loss to individual affected families and the nation at large is not projected in real terms, though not difficult with advancement of IT.
- SOCIETY blames government for all ills with no concern for **Individual Social Responsibility (ISR)**. Even CSR from the corporates is not finding it a lucrative area though Crores are spent on ADVERTISING.
- *And now the NGT-the national green tribunal has put a spanner in everyone's plate?*

Ground REALITIES – 1.

- The State Pollution Control Boards and Ministry of Environment have no direct control on the emissions of vehicular traffic.
- The innovative Load carrying Cycle RICKSHAWS attached with old scooters have no design compliance, registration and driving license requirement;
- Encroachment of ROADS; mixed TRAFFIC comprising fast Hi-Tech Automobiles and Motorcycles; Tractors with trollies carrying building material; absence of Walkways for pedestrians and separate lanes for cycles/ rickshaws and on top - everyone vying to overtake each other from Left or Right – **INDISCIPLINE is at the root of everything !**

Ground REALITIES – 2.

- The ENGINEERING part of the road safety is neglected in DESIGN of Roads, Flyovers, Crossings, Traffic Signals, etc.
- Advertisements in media advise to drive in LANE; but lanes are not to be seen and respected even if marked at some places.
- The transport AUTHORITIES are overloaded with work and rarely conduct driving TEST; lack facility and trained manpower to undertake elaborate HEALTH check-up of the vehicles;
- The existing system can't be overhauled overnight and the new legislation in process will not make an immediate difference.

Proposed SOLUTION - 1

- Associate ENGINEERING institutions, Faculty and Students;
- Get technical support from the Automobile Manufacturers;
- Get the state transport authorities involved for-
 - a) Training and Re-Training of Drivers of Commercial Vehicles;
 - b) Assessment of Road WORTHINESS with thorough check-up with latest gadgets and trained manpower duly certified by the Auto Mfrs.;
 - c) The services to be charged and operated on commercial basis;
 - d) Faculty associated with project could undertake R&D Projects;
 - e) The facility at Institution level supports Training and participation of students who get trained in **SKILL and Entrepreneurship**

Proposed SOLUTIONS – 2.

- Traffic Management is a bit difficult task that is beyond the control of TRAFFIC Police alone. It needs support of SOCIETY with involvement of professional bodies like Management Associations, Engineering bodies, industry, trade and business associations; social clubs like – LIONS, Rotarians, BVP etc.
- Civic bodies may support the movement by arranging basic facilities and simultaneous removal of ENCROCHMENTS.
- Retired POLICE personnel could be engaged for conducting SKILL training in Traffic Control which could be part of DRIVING training as well for the UNEMPLOYED youth who could be engaged on daily HONORARIUM basis for campaigns at CROSSINGS and sensitive areas of Traffic JAMS.

Proposed SOLUTIONS – 3.

- There is need to recognise the **CONTRIBUTION** of Traffic Police personnel achieving exceptional control at specific locations.
- As long term strategy, following steps are suggested –
 - a) Malls, Schools, Temples and Hospitals etc. should not be permitted to have openings on main roads;
 - b) If unavoidable, SPEED Restrictions should be enforced nearer to schools during specific hours with presence of POLICE van at the spot.
 - c) Students, teachers and PARENTS also should be engaged as Volunteers by turn to manage traffic after the school hours.