



The Roads of progress – Indian road transport problems, challenges & prospective trends

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Abstract : *Global economic trends are giving way for increased demand for transport infrastructure & other transport related services. Growing economy needs expansion. Good physical connectivity through road in the urban & rural areas is an essential ingredient for economic growth. India is a growing economy with greater opportunities for transport expansion. In India the road transport growth is not correspondingly linked with increasing demand. There is a bias towards road networking as rural India is still sidelined. There are major transport network issues which are hampering the transport growth such as connectivity, access, congestion, safety, quality, management & supervision. With a great rise in consumerism, vehicular traffic is increasing by leaps & bounds but the length & width of the roads is not changing. Indian road transport Industry needs an integrated strategy towards permanent infrastructure building. This paper examines the importance of focusing on transport policy streamlining needs for facing the prospective global challenges.*

Keywords: *Indian transport Industry, road networking, meeting global challenges, transport policy,*

Introduction : India has the second largest road network. The length of National highways is 92, 480 kms which is expected to grow to 1,00,000, kms by 2017-18. The State high ways 1, 46,100 kms. District roads 46, 26,500kms. They share 95% of the share of transports. The financial outlay for roads grew at 19% in 2014 with budgetary allocation of 42, 912 crores. The government has announced several key investments with foreign collaborations towards strengthening road transport. India has a road network of 4.7 million kms where 85% of the Indian total passenger traffic & 60% of the goods is run through roads, along with urban & sub urban expansion Indian road have been grown in last 10 years. it would grow during 2012-2017 to 19.2 billion US dollar by 2017. Indian government is investing on road transport with following program headings

1. National highways development projects NHDP
2. special accelerated Road development programme SARDP

India, National Highways are at-grade roads whereas Express Highways, commonly known as Expressways, are controlled-access highways, mostly 6-lane or above, where entrance and exit is controlled by the use of slip roads (ramps) that are incorporated into the design of the highway. The highways do not have shoulder lanes. The speed on highway is mostly unregulated and is mostly slowed by heavy trucks in middle lanes. The highways are also used by pedestrians and cyclists creating dangerous situations.

According to The World Bank, India's economic growth is expected to rise to 7.5 per cent in 2015-16, followed by further acceleration to 7.9 per cent in 2016-17 and 8 per cent in 2017. This is on account



of India's attempt to implement reforms to unlock the country's investment potential to improve the business environment, liberalised FDI policies, quick solution to the corporate disputes, simplified tax structure, and a boost in both public and private expenditure. –

Challenges:

1. **The roads are unsafe** - The roads are very congested as they do not have separate lanes. The roads are unsafe as India stands highest in road accidents. There is one road accident every 4 minutes in India 2015) 16 children die every day due to road accidents. There is 16 road accidents deaths every hour (National Crime Records Bureau, Ministry of Road Transport & Highway, Law commission of India, Global status report on road safety 2013).

2. According to a report 82% of the males die in road accidents people aged between 15-35 numbering 75,000 died in road accidents in 2013-14 (The report of the road transport & highway ministry 2014). Report of the Asian development Bank reports that road accidents push families to poverty). Deaths in rural roads are 83,000 while in urban roads was 56,663 in 2014.

3. According to the ministry of the road transport research wing road accidents increased from 4.86 lakhs in 2013 to 4.49lakhs 2014 . The people aged about 15-35 died toll was 75,000 while people 35-65 was 50,000. There is a need to set up a national authority to look into these accidents as is in UK initiatives such as retrofitting underpasses foot over bridges are needed

	4.86 lakhs in 2013 to	4.49lakhs 2014
	Deaths in rural roads are 83,000 while in urban roads was 56,663 in 2014.	

1. **Capacity constraints**-The roads are suffering from capacity constraints due to increase in consumerism there is a heavy demand for vehicles. On an average Indian roads are filled each day with 1 lakh number of vehicles. Each day Indian roads are becoming congested but the length & width of the road remain the same. This is the main reason for vehicular congestion.

2. **The roads especially rural roads lack easy access** – The roads especially rural roads lack easy access Along with expansion in urbanization & modernization rural & sub suburban centers are drawn towards expansion. But in India there is a severe lacuna in creating good transport in rural access. the connectivity is very poor.

3. **Agonizing traffic congestion**-The roads are specially urban roads suffer



from agonizing traffic congestion. In 2012, Delhi had the maximum number of cars in the country at 7.35 million, followed by Bangalore (4.1 million), Chennai (3.7 million), Hyderabad (3.3 million) and Pune

(2.2 million). Surprisingly, Mumbai doesn't make the cut, coming in sixth with a little over 2 million cars. There have been an increasing trend of vehicular traffic even in district & village roads.

place	cars	trucks	2 wheelers
Delhi	7.35 million,	80,000	
Bangalore	4.1 million		
Chennai	3.7 million		
Hyderabad	3.3 million		
Pune	2.2 million		
Mumbai	2.0 Milliom		

4. there have been serious increase in vehicles Delhi alone adds 1400 cars everyday there is a phenomenal rise of 97 % increase in vehicles in this city 2014)
5. There have been several lines of thinking about making Indian road s safer from vehicular r traffic. But the increasing numbers of vehicles on roads are scary.
6. Indian need good planning the number vehicles are to be contained
5. pradhan manthri grama sadak yojana has to be made to reach all village irrespective of political strategies.
6. improving rail connectivity port connectivity will reduce congestion on roads transport
7. improving urban road transport under JNNURM is necessary
8. National maritime development T program should eb linked to road transport development policy
9. upgrading connectivity is needed
10. calling for public private partnership in road transport in needed
11. enhancing sector capacity is needed
12. clear policy directives are needed
13. world bank is a major investor in Transport
14. poor transport asses management
15. inadequate accountability -
16. inadequate resource mobilization



17. needs review
18. there is a need for short term & long term measures towards Indian transport policy
19. successful models from around the world has to be taken & Indian transport should developed as a part of Indian economy
20. policy priorities have to be identified by all stake holders
21. efficient utilization of resources in needed
22. project transaction costs have to be minimized
23. performance monitoring systems have to be set up

rapid demand change & poor supply response is adversely affecting Indian economy . Improvement in roads bring in several societal changes with better access to hospitals, schools , markets, Lack of good management will affect the long term benefits of these roads. Some states have considered road fund for transport management as an experiment

The main roads in India are under huge pressure and in great need of modernization in order to handle the increased requirements of the Indian economy. In addition to maintenance, the expansion of the network and widening of existing roads is becoming increasingly important. This would then enable the roads to handle increased traffic, and also allow for a corresponding increase in the average movement speed on India's roads. With almost 15 crore vehicles using national highways across India, a 10-minute idling per vehicle at toll booths and octroi posts result in a loss of about Rs1,272 crore everyday

Indian road transport thus catering to 1.1.billion people is contributing to 5.5.% of the GDP is diverse & large with great potentialities to growth. road congestion leads to economic losses which is estimated at 300 billion Key policy issues & institutional issues are to be reviewed.

sl	heading	facts
1	length of roads	
2	national highways	92, 480 kms
3	state highways	1, 46,100 kms
4	road density kms of road per 100 sq mts o f land	0.66KMS
5	urban roads	
6	rural roads	
7	budgetary allocation	42, 912 crores
8	GDP CONTRIBUTION	5.5.%
9	road network	4.7 million kms
10	Indian total passenger traffic	85%
11	the goods is run through roads	60% of
12	DISTRICT / VILALGE ROADS	46,26,500kms
13	USERS	1.1 BILLION
	4 LANE ROAD NETWORK	7 000KMS



road transport rules

1. National Highways authority of India amendment act 2013
2. Motor vehicles Act 1988
3. Central motor vehicles rules 1989
4. Carriage by road rules
5. Central road fund act rules
6. National highway fees rules
7. National highways Act of 1953
8. National highways tribunal rules & regulations
9. National highways Authority of India 1998
10. Automotive industry standard act
11. National highways land control & acquisition Act
12. National highways motor vehicle act
13. National highways amended act

Conclusion – Thus Growing economy needs expansion. Good physical connectivity through road in the urban & rural areas is an essential ingredient for economic growth. India is a growing economy with greater opportunities for transport expansion. In India the road transport growth is not correspondingly linked with increasing demand. There is a bias towards road networking as rural India is still sidelined. There are major transport network issues which are hampering the transport growth such as connectivity , access , congestion , safety , quality , management & supervision. With a great rise in consumerism, vehicular traffic is increasing by leaps & bounds but the length & width of the roads is not changing. Indian road transport Industry needs an integrated

strategy towards permanent infrastructure building.

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