

A STUDY ANALYSIS ROAD ACCIDENT IN 20TH CENTURY ERA

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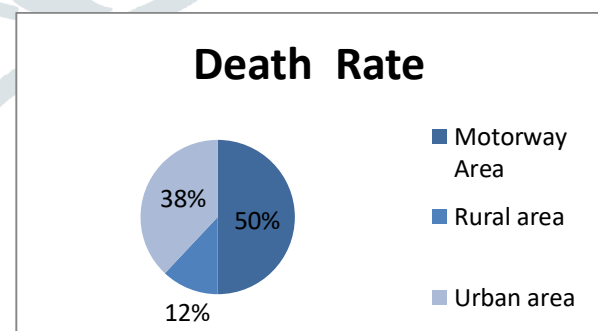
ABSTRACT:

Road accident in India is increasing despite recent legislative amendments, awareness programme and enforcements of traffic rules. Road user's behavior has been found to be the primary reason of accidents in 70% to 90% cases. The awareness about wearing helmets and stringent actions against the rule defaulter were made positive result in reducing the Road Accidents and fatalities during 2018 in Tamil Nadu. An attempt has been made in this paper to compare the analysis of road accidents in various parts of countries in rural, urban and metropolitan cities. CARE database has stated that India has reported a large no of accidents per year due to alcohol consumption, violation of traffic rules, Tiredness are indeed responsible for the accidents. The statistics has stated that the no of accidents per year increases minimum by 5% per year in all age groups especially in 25-59 years. Violation in Road safety and legislation it is the main reason for fatalities comparing to other parts of the world.

INTRODUCTION:

The increased population rate led to the rapid and unplanned urbanization has resulted in an unpredicted revolution in the growth of motor vehicles in world-wide. The alarming increase in morbidity and mortality owing to road traffic incidents over the past few decades is a matter of great concern globally. It could be notable that the roads occupy an eminent position in transportation and carry nearly 65% of freight and 87% of passenger traffic. Traffic on roads is growing for the past few years, is of the order of 12% per annum. This is one of the primary factors responsible for road accidents. As people are being westernized and leading to the path of sophisticated life the rate of motor vehicles are increased in large extent .The intensity of the light in motor vehicle, work pressure of the riders due to pressurized working hours, usage of mobile phone, usage of footpaths for the shops and other usages it leads to the massive injuries and death too.

Consequently, road safety has become an issue of National concern. Every year over 1.5 million people are killed and 50 million people are injured on road accidents around the world. In India, more than 70,000+ people get killed due to road accidents every year, and this needs to be recognized as an important public health issue. To avoid premature deaths and human suffering various steps were taken by the Tamilnadu government





LITERATURE SURVEY:

There are many literature are available in the field of Road Safety and Road Rules violations.[1] Jha Deepak et.al (2017) after conducting a survey on 52 persons and reports that, majority of the respondents felt that people do not follow traffic rules and do not give way to non-motorized vehicles and pedestrians. Most of them were of the opinion that people should follow traffic rules. However 17 percent of them agreed that they will break the traffic rule under one or another out of four situations.

[2] Manisha Ruikar (2018) reports that even though every healthcare institution provides care for RTI (Road Traffic Injuries) patients, details of RTI are not clearly available, due to the poor information system. Hence the real problem is likely to be much higher than the reported figures. He further says strengthening and undertaking research on public health burden and impact, understanding the risk factors, characteristics of trauma and measuring the impact of interventions through well designed public health and clinical research methods (trauma registry, surveillance programme, hospitals and population based studies etc.) is the need of the hour.

[3] Sanjay Kumar Singh (2017) found that the 30-59 years, the economically active age group, is the most vulnerable population group. In general, male face higher fatality and accident risk than their female

counterparts. Moreover road accidents are relatively high in May June and December-January which shows that extreme weather influences the occurrence of road accidents. 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 the total fatalities.

[4] Bhagyaiah and Shrinagesh (2014) reports that majority of those died due to Road crashes were males, 70% of those killed were between 16 and 49 years of age. Pedestrians and riders of two wheelers were the most vulnerable. Collision with a vehicle caused 86.4% of all crashes and 60% of the victims died before reaching a hospital. They further say that the limitations of the police data base, which is the legal source of information on fatalities resulting from road traffic crashes, indicate a need for strengthening the road traffic crash surveillance system so that reliable accurate and the resulting fatalities and injuries can be collected.

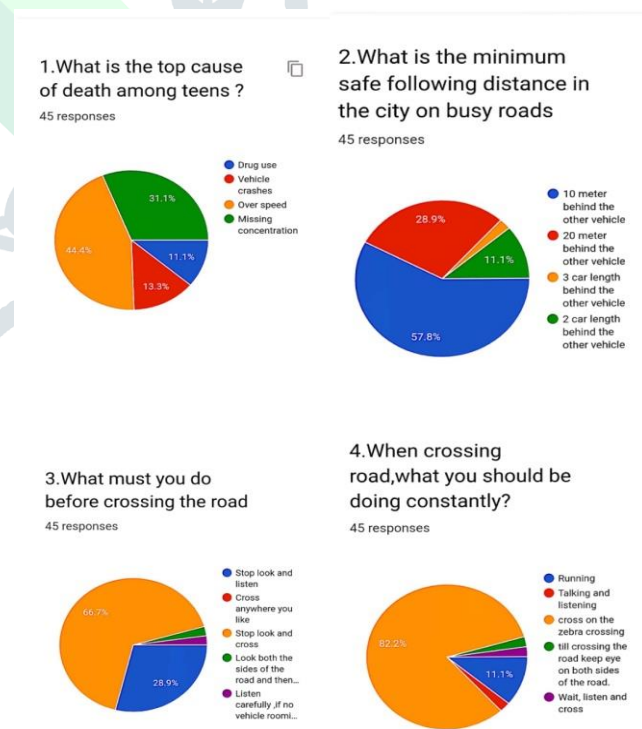
[5] Manisha Ruikar reports that Expansion in the road network, a surge in motorization and the rising population in the country contribute toward the increasing numbers of road accidents, road accident injuries and road accident fatalities. The road network in India, the numbers of registered motor vehicles in the country and the country's population have increased at a compound annual growth rate (CAGR) of 3.4%, 9.9% and 1.6% respectively, decade 2001 to 2011. During the same period, the number of road accidents in the country increased at a CAGR of 2.1%. Similarly, the number of road accident fatalities and the number of persons injured in road accidents in the country between 2001 to 2011 increased by 5.8% and 2.4% respectively.

[6] Mohit Goyal ,Dhanajav Dobhal ,Ashutosh Sayana ,Salyl Dobhal ,Aditya Goyal study of epidemiology of road traffic accidents reported that most countries have a multidisciplinary approach of road traffic planning and road design. It is done by Psychologists, Engineers, Doctors, Sociologists, Vehicle Experts, etc., In India road traffic is still a civil engineering issue. Lessons can be learnt from the eminent guidelines and good practice for good behavior on the roads practiced in developed countries where safety, orderliness, and discipline are ingrained in the citizens, come what may .Mere celebration of the annual Road Safety Week during the first week of January does not serve any purpose .Drivers should learn to show consideration and respect to co-vehicle drivers and pedestrians so that our road become safer.

[7]. NCBI association in 2012 reports that India's Motor Vehicles Act lagging far behind the needs of a fast-motorizing society is painfully evident from its road safety record. In a country witnessing 10% annual growth in vehicles, and boasting a network of 3.3 million km of roads, the Bill for creation of a statutory National Road Safety and Traffic Management Board must be speeded up. Such an agency is vital to set standards for road design, inspect existing roads, and investigate accidents scientifically. It should take a “zero tolerance” policy toward the most common transgressions—dangerous and reckless driving; disregard for traffic rules; jumping red lights; driving under the influence of liquor; failing to use seatbelts; and driving without a helmet—to bring about a visible change. But strict implementation of traffic rules and stringent punishments alone will not solve the persisting crisis. Change in the mind set of riders and drivers and road users realizing their responsibilities alone will bring about a change.

[8] Gopalakrishnan S (2012) explains that human factor contribute significantly to increasing number of road accidents. 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 reason for road accidents. The statistics also show that most of the road accidents in the highways are due to drunken driving only. Globally, some 480,000 deaths and 20 million of people get injured by drunken driving every year. In most high-income countries about 20% of fatally injured drivers have excess alcohol in their blood, i.e., Blood Alcohol Concentration (BAC) in excess of the legal limit. In contrast, studies in low- and middle-income countries like India have shown that between 33% and 69% of fatally injured drivers and 29% of non fatally injured drivers had consumed alcohol before their crash.

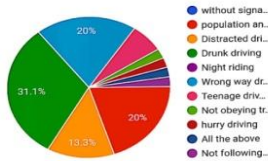
SCHEMATIC ANALYSIS:



measuring the impact of interventions through public health centre .

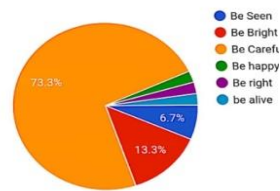
5.The major reasons for road accidents ?

45 responses



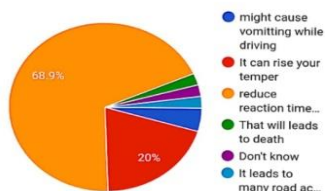
6.Complete the Slogan- Be safe

45 responses



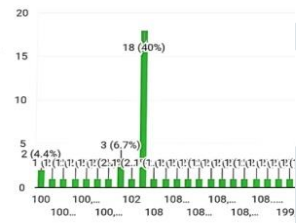
7.Alchol and Driving is prohibited because

15 responses



8.List out few emergency service number ?

45 responses



“Speed Thrills but Kills” despite of having the tragedy riders continue their risky routine .Unsafety routine and Unsafety acts among teenagers increase the risk of road accidents. Despite of this unconditional routines, alchol consumption, work pressure, missing concentration are also the factors that affects the concerns.

CONCLUSION:

It has been stated in this study that Accidents on India’s roads are the major concern for road safety management, and to decrease the road accidents some measures have also been suggested by the Road Safety Management. The measures to decrease the accident rates are generally divided into four groups engineering, enforcement, education and Emergency care. The ultimate goal is to reduce the number of accidents and fatalities. Most countries have a multidisciplinary approach to traffic planning and Road design where our country lacks this approach .Strengthening and Undertaking research on the public health burden and impact, understanding the risk factors, characteristics of trauma and

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