



A STUDY ON ROAD ACCIDENTS IN COIMBATORE CITY

Dr.J.Thirumaran¹, Mrs. G.Kaveri²

Principal¹,

Assistant Professor, Department of Commerce²,
Rathinam College of Arts and Science, Coimbatore^{1,2}.

Abstract -- Road accident is 'a global tragedy' with ever-rising trend. The goal of this article includes review of the causes and nature of accidents, statistical data regarding road accidents and the economic impact. 1.17 million Deaths occur each year worldwide due to road accidents 70 % of which occur in developing countries. 65% of deaths involve pedestrians, 35 % of which are children. Estimates suggest that 23-34 million people are injured worldwide every year in road crashes – a value almost twice that previously estimated. It is estimated that more than 200 U.S. citizens die each year due to road accidents abroad. Every year in Europe, more than 50,000 peoples are killed in road accidents, and more than 150,000 remain disabled. It is a sad fact that the total number of road accidents in Malaysia exceeded 223,000 in 1999. On the average, 16 persons died from these road accidents, every single day in 1999. Lack of attention, reckless driving, lack of proper protection, speeding, bad personal habits, social and behavioral misconduct and inconsiderate drivers of larger vehicles are some of the problems that cause accidents. In Malaysia, motorcycle fatal accidents (60%) warrant a high degree of concern. Young children and senior citizens are found to be in the vulnerable age group. In Malaysia, in 1999 alone, general insurers paid RMI.67 billion or an average of RM4.6 million a day on motor claims. It is now recognized that road traffic accidents represent a major public health problem, because of the high number of victims involved and because of the seriousness of the consequences for themselves and for their families.

Keywords -- Motorcycle; Injury; Helmet; injury; Traffic accidents; Road safety; Drunken driving

I. INTRODUCTION

The number and quantity of vehicles on roads has increased due to technological and economic development in recent years. As a result of this increase, traffic has been one of the most important parts of our daily lives as people spend more time in traffic thereby forcing drivers and other road users to face a higher risk of traffic accident. Worldwide more than 1.25 million people lose their lives annually due to traffic crashes. Everyday nearly 1,049 people under the age of 25 lose their lives in traffic accidents. Traffic signs are the oldest and most commonly used traffic control device (TCD). These signs convey messages in words or symbols and erected to regulate, warn, or guide the road users (motorists, and pedestrians etc.). Traffic signs are commonly used traffic safety tools, mainly developed to provide crucial information in a short time to support safe drive; but the success depends on their comprehensibility by the drivers. Traffic signs, however are most effective when they command attention, convey a clear and simple meaning, command respect of the road users and give adequate time for proper response. Traffic signs use color, shape, and words to convey information. However, the traffic signs cannot effectively serve their intended purpose if drivers do not understand the information concerning safe driving behavior that is encoded in the sign. Traffic signs in relation with congestion and road accident occurrences have been a topic of considerable interest to researchers in the past few decades. There is a general perception that drivers do not have a satisfactory level of understanding of traffic signs and often, this is thought to be a major cause of road accidents. Consequently, this research was undertaken to access the drivers' personal characteristics in understanding of traffic signs.

II. OBJECTIVES OF THE STUDY

Road traffic injuries are a major but neglected public health challenge that requires intensive efforts for effective and sustainable prevention. Road traffic systems are one of the most complex and dangerous systems with which people have to deal every day.

1. To identify the reasons for met road accidents.
2. To know the safety measures to avoid the road accidents.
3. To change the attitudes and behaviors of drivers by creating peoples movement for safe behavior.
4. Promote a positive attitude towards enforcement laws and infuse sense of courtesy and concern among road users.
5. To develop, promote, collate, and disseminate information on good practice in road safety education, training, and publicity throughout the country.



III. STATEMENT OF THE PROBLEM

1. The drivers are not following the rules of wearing helmet when driving.
2. Proper driving license are not having
3. Mobile talking when driving.
4. Do not properly follow by the traffic rules.

IV. METHODOLOGY

Research methodology is a way to systematically solving a research problem. Research methodology deals with the research design used and methods used to present the study.

V. AREA OF THE STUDY

The area of the study refers to Coimbatore city only.

VI. PROFILE OF THE STUDY AREA

Coimbatore: A whopping 1,548 people have lost their lives in road accidents in western Tamil Nadu in just five months this year. Coimbatore rural roads have turned out to be one of the biggest killers with 285 people succumbing to accidents. Fatalities on the Coimbatore roads are on the rise. The Pollachi Main road has proved to be a deadliest road yet again. Besides an increase in vehicle population, the busy Coimbatore to Pollachi road has become more prone to fatal accidents mainly due to speeding buses. As buses running at a high speed are the prime reason for increasing number of mishaps, there has also been a persistent demand to increase their running time. With potholes, huge bumps and absence of medians in the roads in Coimbatore, driving a vehicle amid the traffic chaos is turning out to be a nightmare.

VII. SOURCES OF DATA

The main objective of the research is “**A STUDY ON ROAD ACCIDENTS IN COIMBATORE CITY**” For this purpose Coimbatore city was selected .The study takes into account both primary data and secondary data.

VIII. DATA COLLECTION

A. Primary Data: Primary data is collected from the public by issuing the questionnaire .Their answer was further looked into, in some detail to add value to this research.

B. Secondary Data: The type of research adopted is descriptive in nature and the data collected for this study is the secondary data i.e. from newspaper, magazines, journals, various books, articles and internet.

IX. SAMPLE METHOD

The sampling method chosen is simple convenience sampling which is a type of probability sampling.

X. TOOLS USED FOR ANALYSIS

Simple percentage method

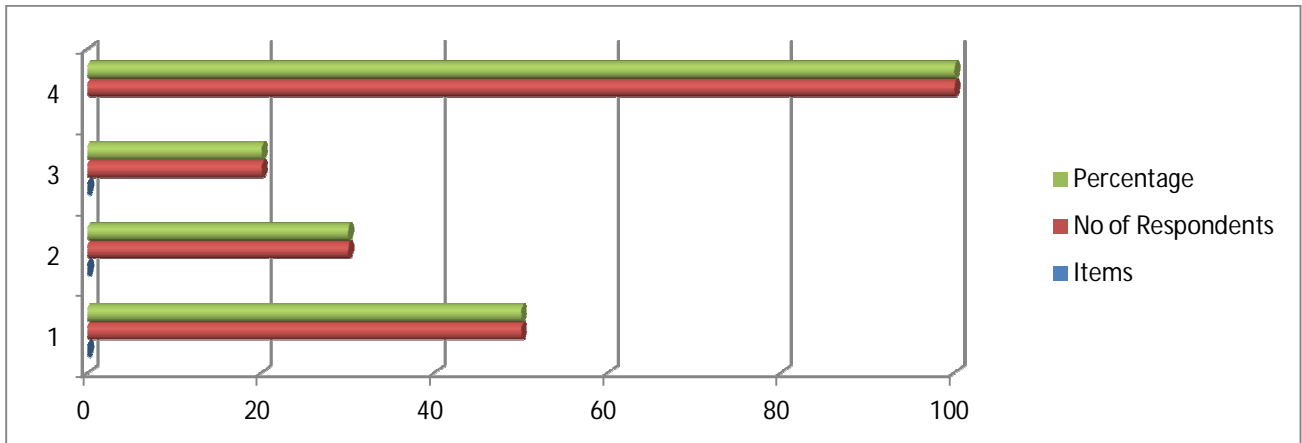
XI. ANALYSIS AND INTERPRETATION

TABLE –1
VEHICLES ARE MOSTLY MET BY THE ACCIDENTS

S.NO	ITEMS	NO OF RESPONDENTS	PERCENTAGE
1	2 - WHEELER	50	50
2	4-WHEELER	30	30
3	6-WHEELER	20	20
TOTAL		100	100

It is understood from Table 1 that which vehicle are mostly met accidents in frequently, that is the majority of the respondents who are used by the two wheeler are frequently met the accidents. Then followed by the persons who are used by the four wheeler are met an accidents.

EXIBIT -1



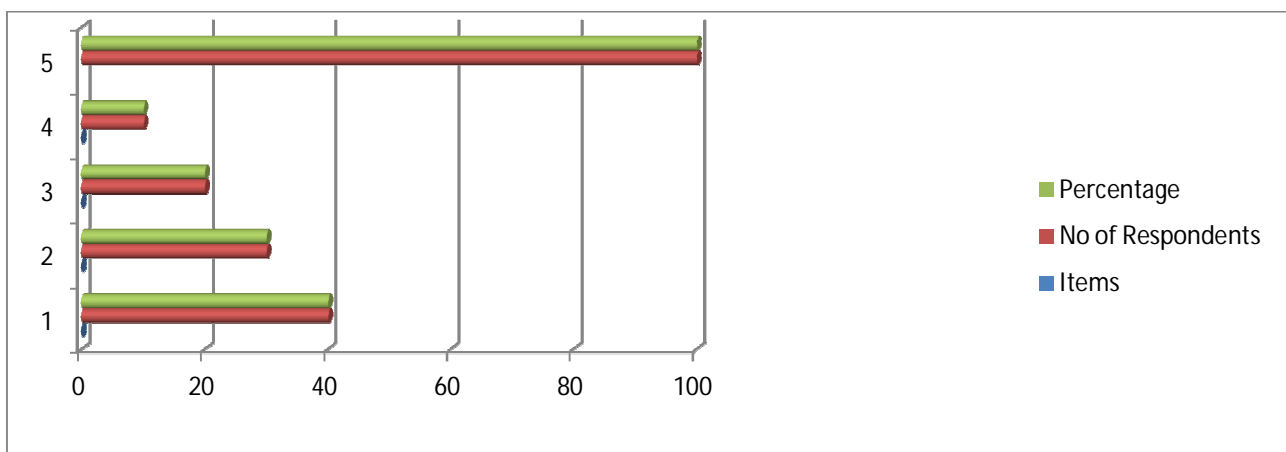
Vehicles are mostly met by the accidents

TABLE -2
AGE OF RESPONDENTS MET BY THE ACCIDENTS

SL.No	ITEMS	NO OF RESPONDENTS	PERCENTAGE
1	18-30	40	40
2	31-45	30	30
3	46-60	20	20
4	Above 60	10	10
Total		100	100

Among the 100 respondents 40 (40%) are used the vehicles between 18 years and 30 years and they are the maximum one. They followed by 30(30%), 20(20%) and 10(10%) people who used the vehicles between the age group of 31-45,46-60 and above 60 years respectively.

EXIBIT -2



Age of Respondents met by the accidents



XII. FINDINGS

- Latest data on road fatalities shows that at least six people died in every 10 road crashes.
- Roads in Coimbatore are proving to be fatal for commuters.
- The severity of accident – deaths per 100 mishaps – in the city has been increasing in the past four years.
- Two-wheelers claim few lives a day while trucks and Lorries account for more fatalities
- Road Casualties Dip By 28% In 2 Yrs
- Most of the drivers with valid licenses have little training or knowledge of how to drive safely.
- Many killed by potholes, humps & speed breakers
- Speeding, drunk driving and low use of helmets, seat belts and child restraints in vehicles as the main contributing factors.
- While trucks and two-wheelers were responsible for over 40 per cent of deaths, peak traffic during the afternoon and evening rush hours is the most dangerous time to be on the roads.
- The study further states that drunken driving was a major factor for road accidents.
- The real numbers of fatalities could be much higher since many cases are not even reported.
- There is no estimate as to how many people injured in road accidents die a few hours or days after the accident.

XIII. CONCLUSION AND RECOMMENDATIONS

The understanding of traffic signs by drivers is an important factor in order to enhance maximum safety on the roads. Road signs as a means of communication are used in providing necessary information about the road and its environment to road users especially the drivers. The result of the study shows that generally, drivers have a poor understanding of traffic signs. This could be attributed to the educational background of drivers since majority of the drivers (83%) had either school dropouts or uneducated. The result also showed that the older drivers (above 41years) and the younger drivers (below 20years) understand traffic signs less than the average aged drivers. From the study, education had a significant effect on the understanding of traffic signs as observed in the result. In general, gender had no effect on the understanding of traffic signs since there was no female driver as an inter-city driver. The findings agree with other research work that drivers generally have problems in understanding traffic signs. The results of the study showed that more efforts should be given to the drivers to increase their understanding of traffic signs. This is achievable by the proper use of educational materials such as handbook, posters, campaign, use of public media like radio and television, seminars and talk shows. Government organizations should be well and adequately equipped to deliver and help drivers with all the educational materials mentioned above.

REFERENCES

- [1]. Kirmiziloglu, E (2010): Analysis of Comprehension of Traffic Signs: A Pilot Study in Ankara, Turkey. A M.Sc Thesis Submitted to the Graduate School of Natural and Applied Sciences, Civil Engineering, transportation Department, Middle East Technical University, Ankara, Turkey.
- [2]. World Health Organization. (2004): World Report on Road Traffic Injury Prevention. Geneva: WHO Library Cataloguing.
- [3]. Road accidents on expressways, state-wise: 2014; Graphic courtesy: The Times of India Fatalities at crossings; Graphic courtesy: The Times of India, Sep 06 2015
- [4]. Deaths caused by potholes, speed breakers and humps on roads; Graphic courtesy: The Times of India
- [5]. Mehta SP. An epidemiological study of road traffic accident cases admitted in Safdarjang hospital, New Delhi. Indian J Med Res. 1968; 56(4):456e466.
- [6]. Jha N. Road traffic accident cases at BPKIHS, Dharan, Nepal: one year in retrospect. J Nepal Med Assoc. 1997; 35:241e244.
- [7]. Sathiyasekaran BWC. Study of the injured and the injury pattern in road traffic accident. Indian J Forensic Sci. 1991; 5:63e68.
- [8]. Gregersen NP, Bjurulf P. Young novice drivers: towards a model of their accident involvement. Accid Anal Prev. 2006; 28(2):229e241.
- [9]. Vollrath M, Meilinger T, Kruger HP. How the presence of passengers influences the risk of a collision with another vehicle. Accid Anal Prev. 2001; 34(5):649e654.
- [10]. Sood S. Survey of factors influencing injury among riders involved in motorized two-wheeler accidents in India: