

## **To Find out the Awareness of Traffic Signals Used by the Drivers**

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### **I. Introduction**

Accident means Unexpected, unplanned occurrence which may result in an injury. According to WHO definition of accident is an unpremeditated event resulting in recognizable damage. Occurrence in a sequence of events which usually produces unintended death or property damage. Motor vehicle accident was defined as the unintended collision of one motor vehicle with another, a stationary object, or persons, resulting in injuries, death and/ or loss of property. Accidents tragically are not often due to ignorance, but are due to carelessness and over confidence. William Haddon has pointed out that road accidents were associated with numerous problems each of which needed to be addressed separately. More than 1.2 million people are died in road traffic accidents and about 50 million injured in road traffic accidents worldwide every year. On an average 3242 persons die each day around world in road crashes. In the developed countries, 57% of male deaths and 43% of female deaths are in age group 10-24yrs due to Road Traffic Accidents. Emergence of Road Traffic Injuries (RTIs) a leading cause of Deaths & Disabilities in India. The magnitude of Road traffic accidents and fatalities in India is alarming in 2009, 4.22 lakh Road traffic accidents and 1.27 lakh Road traffic fatalities were reported. These numbers translate into one road accidents every minute and one road accident death every four minutes .The world health organization (WHO) estimated that 1.17 million deaths occur each year worldwide due to Road traffic accidents. This increased rate has been attributed by population explosion and increased motorisation. This increased motorisation may be characterized briefly as the “Automotive revolution” that is the motorizing of urban population especially in the developing countries .Statistics indicate that over 90 percent of traffic accident situation in Nigeria can be attributed to driver’s errors . The motorization of India especially during the past two decades has resulted in greater number of deaths and injuries due to absence of Road safety policies, programmes, and environmental norms. Road traffic accidents have been increasing significantly due to rapid motorization, urbanization and migration of people along with the lack of a safety environment. Nearly 60% of those killed injured are in the age group of 16 to 45 years with a male to female ration of 4:1

Accidents impose significant costs 3% GDP for India (1999-2000) 1% GNP for low income countries 1.5 % GNP for middle income countries 2% GNP for high income countries. Traffic crashes also impact on the economy of developing countries at an estimated cost 1:2 % of a countries GNP per annum, as a result of morbidity, mortality and property related cost .

Road accidents occur due to different reasons like: Defects in vehicle, Error of driver, Environment around the road, Defects in roads etc. Human error is estimated to account for between 64 to 95 % of all causes of Traffic Crashes in developing countries .

The accidents are increased in and around Aurangabad city, Maharashtra State India, due to various reasons: 1) Rapid Urbanization, 2) Industrialization, 3) Increase in educational institutes and expansion of residential area towards out-skirts of the city, migration of population for jobs from nearby places but no residential area nearby to accumulate more and more migrants which compel them to reside on out-skirt area. So distance from residential area to work place, schools and colleges has increased to and fro and moreover busy parent which leads to increased vehicle use by adolescents. The reasons for higher rate of Road traffic accidents amongst young drivers are minimal information about Road safety and limited practice, immaturity and inexperience particularly in the necessary driving skills and capabilities .So this present study was carried out with an Aim -to assess the awareness and practices followed by adolescents while driving a vehicle and to motivate them to follow traffic rules to prevent Road traffic accidents.

### **II. Research Methodology**

**Area of the study** The research was conducted among drivers in Cuddalore district which is a big organization to enable effective research to be done.

**Statistical tool used** The collected data were analyzed by using SPSS package version 17.0 mean and standard deviation

#### **Objectives**

The main objectives of this study are

To find out the awareness of traffic signals used by the drivers

#### 4.9. Traffic Awareness Of Drivers

The traffic awareness of drivers was analysed and the results are presented in Table 4.42.

**Table-4.42.** Traffic Awareness of Drivers

Sl. No.	Traffic Awareness	Mean	Standard Deviation
1.	Awareness about maintaining minimum distance between two cars while driving	2.61	1.26
2.	General awareness about parking place	2.64	1.23
3.	Awareness about drinking driving	2.72	1.27
4.	Awareness about seat belt usage	2.73	1.26
5.	Right of way of the vehicle while driving on hill roads	2.74	1.31
6.	Awareness about white continuous or Broken lines	2.63	1.24
7.	Awareness about by left lane on road volume	2.77	1.23
8.	Awareness about starting the vehicle on road during high traffic	2.71	1.18
9.	Safety awareness for pedestrians during rainy seasons	2.74	1.25
10.	Awareness about right way of using horn	2.81	1.21
11.	Awareness about right way of Emergency stopping	2.74	1.19
12.	Awareness about controlling speed while descending	2.71	1.22
13.	Awareness about use of hazard lights	3.12	2.38
14.	Awareness about use of mobile	3.08	1.47
15.	Road sign major road ahead	3.01	1.40
16.	Road sign about steep decent	3.06	1.47
17.	Road sign about give way	3.16	1.44
18.	Road sign about vehicle prohibited on both direction	3.17	1.46
19.	Road sign about no crossing	3.13	1.46

Source: Primary Data

The results show that the drivers sometimes aware about maintaining minimum distance between two cars while driving, parking place, drinking driving, seat belt usage, right of way of the vehicle while driving on hill roads, white continuous or broken lines, by left lane on road volume, starting the vehicle on road during high traffic, safety awareness for pedestrians during rainy seasons, right way of using horn, right way of emergency stopping, controlling speed while descending, use of hazard lights, use of mobile, road sign about steep decent, road sign about give way road sign about vehicle prohibited on both direction and road sign about no crossing.

### III. Suggestions

On the basis of findings, the following are suggested to improve driving behaviour of drivers.

The drivers should notice traffic signals and obey traffic rules strictly. At the same time, the drivers must not violate the traffic rules and drive safely. The drivers should aware of traffic signs, speed limits and safety measures in order to avoid unnecessary accidents and they should not use mobile phones during driving.

The drivers should not be tensed, irritated, nervous, aggressive and anger while driving and they should also not drive vehicles after drinking or consuming alcohol. The drivers must drive vehicles within prescribed speed limits in certain specific areas.

The Government and NGOs should involve in creating awareness among drivers about, traffic rules, road and driver safety programmes through campaign via various media, road shows, pamphlets, poster campaigns and community outreach activities such as large-scale publicity events. Proper road safety strategies should be improved and implemented efficiently and heavy penalty should be imposed for violations of rules and regulations of driving.

The transport police and health personals should be coordinated and implement road safety measures comprehensively in to avoid accidents. The refresher course or skill associated driving training programme should be given to drivers periodically to enrich their skills and knowledge and also to avoid rash driving and accidents. Besides, the drivers should give up their bad habits.

The study suggests establishing Driver Training and Testing Group which will monitor the licensing process and upgrade this system time to time. In addition, penalty, traffic law enforcement per se needs to be made more visible, as the perception of a likelihood of being caught is a much stronger deterrent than the severity of penalty.

The findings also suggest making road safety a political priority, and highlights recommendations with regard to policy, legislation and enforcement, and development of institutional capacity to improve road safety.

#### **IV. Conclusion**

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