DISCUSSION

Due to rapid growth of industry, fast mechanisation and busy life, the persons are leading very fast life. Development of roads, rapid urbanisation has lead the people to travel long distance for their bread and butter. Increased number of vehicles and their speed has created the risks of accidents on the roads.

The two wheelers are more prone to accidents than the four wheelers because of their incomplete balance and over loading of vehicles than its capacity, increases the risk of imbalance and accidents. Projected weights and more than two persons are other risk factors.

In our study males found to be more susceptible than females. This is directly explainable because in India the males are mainly out-door workers. Females mostly do house works.

The maximum number of cases were in the age group 16-30 years. This is because the adolescent and young age group are more frequently going outside. The number of out door visits are more and distance covered more than the other age group.

The maximum number of cases suffered road accident injury between 2-7 P.M. This is because the
roads are busy at this time as well as the darkness occur after 6 P.M., which increases the risk of driving on the dark road. Improper use of blinkers and dippers of light, little light on the roads are the causative factor for it.

The motor cycle are the most common culprit of the accidents above the 100 c.c. power. Easy & very early acceleration of speed, tendency of driver to overtake the speeding vehicle in an improper way is the causative factor to it. Lack of traffic sense is also a great causative factor.

Among the pedestrians, the children between the age group between 6-15 years are common victims of accident. Causes are lack of knowledge of traffic rules, absence of foot-paths over the roads, absence of Zebra crossing sign and its demarcation. Moreover, the drivers of heavy vehicle do not respect the signals too.

The lower limbs are prone to get injury. The explanation for it is that sudden sense of danger make pedestrians to run leading to be hit at lower limbs.

The head on collision accidents were fatal either the victims died on the spot or moreover, if alive suffer head or chest injury.
Fracture skull were commonly linear fracture where as in the chest injury, rib were commonly liable to get fractured.

In India there is not a strict provision and implementation of law regarding frequent medical check up of drivers. Refractive errors has added the risk of accidents more.

The use of drugs frequently, alcohol add an important risk factor for accidents. Lack of strict imposition of fine or imprisonment for drivers, who drive after consuming the alcohol are the culminating factor of accidents. Further non availability of sophisticated instruments for the estimation of alcohol in breathe of driver more than the quantity of danger, increases the risk of accidents.

Pits, holes, pebbles & bumps over the roads, improper signals and signs of danger increase the causative factor. Moreover, the sexy attractive posters at the sides of road are also important factor to divert the attention of drivers leading to accidents.

Vehicle drivers violate the rules because many are ignorant. They are ignorant possibly because, they feel that they do not need to be knowledgable. After
all, many drivers have neither taken a practical training, nor being strictly tested before issuing the Driving Licences.

In the National Safety check up Programme in United States in 1959 (National Safety Council, 1960) 20% four wheelers were not found to be road worthy.

In study of vehicular defects in eleven states of United State (National Safety Council, 1960) about two out of five vehicles tested were found unsafe, among individual states, four had vehicle rejections exceeding 50%, and the highest was 72%. Head lights lead the test, being defective on 24 percent of all vehicles. In order of frequency defective brakes-17 percent, rear light-15 percent, steering-10 percent, glass-5 percent; and tires-1 percent.

The two wheelers drivers do not wear helmet and the wheels are of small size, so that they have more chances of slipping while taking a turn. Roaming of the cattles on the roads is also a major contributing factor. The condition of the roads are very poor. The roads are narrow, bumpy and encroached by hawkers and shopkeepers.
For every 220 vehicles, there was one mishap in Delhi, compared with one for every 95 in Madras and 120 in Calcutta. 88 vehicles including bicycles, piled on the average on every kilometre of road in Delhi compared with 767 in Madras. This means the traffic density in Madras was nearly ninefold of that in Delhi.

But high traffic density need not necessarily mean that the number of accidents must also be high. If most people are cautious and disciplined road users, traffic density will have little impact on the number of mishaps (Gautam Ghosh).