

A Evaluation on the Road Manners of Vehicle Drivers in Chennai City

R. Ravimohan , CS.Gowtham, K.Poovarasan

Abstract: This project is to find out the road manners of the vehicle drivers (two, three, four) in critical signals at peak hours in Chennai city and also what are all the problems faced by the public because of the riders and drivers attitude. Also analyzing how the drivers are following the traffic rules on city roads. What are all the factors influencing the drivers for neglecting the traffic rules

Keywords ,Drivers.Vehicle, Road manners.

I. INTRODUCTION

1. To analyze the vehicles drivers towards General Road Manners.
2. To analyze Drivers attitude while they are driving the vehicles at critical points.
3. To study about impact of training provided in driving school towards vehicle Drivers.
4. To study about the attitude of drivers during Normal driving, Peak hour driving, Presence/Non presence of Traffic Policemen, jumping signals.
5. To analyze the causes for neglecting the traffic rules by the drivers.
6. To analyze the attitude of Drivers based on educational background.[1-10]

II. SCOPE OF THE STUDY

The study has been conducted to know the Drivers Attitude towards road manners. The interview has been directly conducted where observations and reality of underlying ideas or opinions are acquired.

With the collected information the researcher suggest to Joint Commission office that the strategies to improve the Road Manners of vehicle Drivers in Chennai City.

A. Limitation:

Time is main constraint, for a single researcher, it is difficult to be present at different traffic junctions at the same time within the available time[1-28]

III. RESEARCH METHODOLOGY

B. Research Design

The research method used for this research is descriptive in nature.A list of 17 localities was prepared by judgment after visiting traffic - dense locations.

C.Sample size

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□ One hundred samples were collected from vehicle drivers.

2.3 Sampling Method

Sampling method used for this study was Convenience Sampling.

D.Sources Of Data

Primary data It was collected by personally observing road manners of vehicle drivers at selected traffic signals during peak and off-peak hour, the assistance from 2 of researchers friends was taken for vehicle identification.

Secondary data Secondary data was collected from the traffic constables and inspectors on duty at the places of study. Details were also collected from regional traffic officer (RTO) Aynavaram, Joint commissioner office (JC), Kilpauk. Such data was collected from internet[28-29]

IV.ANALYSIS & INTERPRETATION

1.Really you follow the road man

Table No: 1

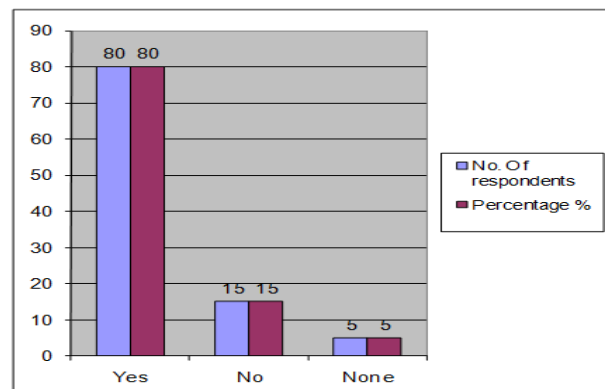
Response	No. Of respondents	Percentage %
Yes	80	80
No	15	15
None	05	05
Total	100	100

Interpretation:

The above table indicates that 80% of respondents follows the road manners, 15%not following, and 5% is none.

1.Really you follow the road manners

FIG:1



A Evaluation on the Road Manners of Vehicle Drivers in Chennai City

2. Opinion regarding the Road manners in Chennai:

Table No: 2

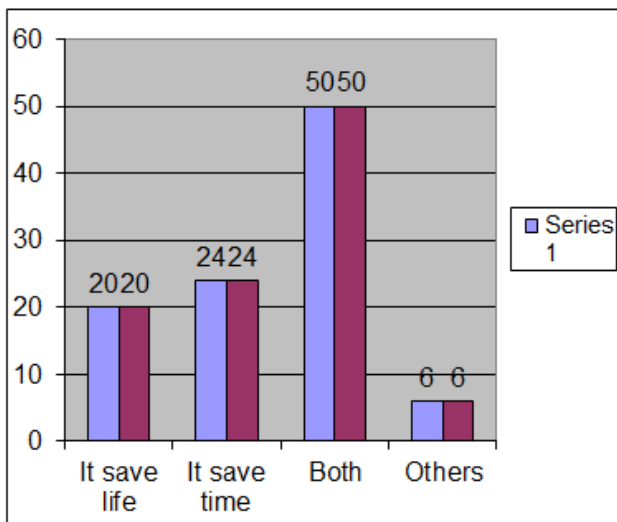
Response	No. of respondents	Percentage
It save life	20	20
It save time	24	24
Both	50	50
Others	06	06
Total	100	100

Interpretation:

The above table indicates that 50% of respondents feels that its saves both, 20% feels its save life, 24% feels it save time, and 6% feels others.

2. Opinion regarding the Road manners in Chennai

FIG:3



3. Really you follow the Signals:

Table No: 3

Response	No. of respondents	Percentage %
Yes	75	75
No	18	18
None	07	07
Total	100	100

Interpretation:

The above table indicates that 75% of respondents follows the road manners, 18% not following, and 7% is none.

4. Adequate training is needed, while comparing with current: says no need, remaining 45% of respondents feels occasionally.

4. Adequate training is needed, while comparing with current: FIG:5

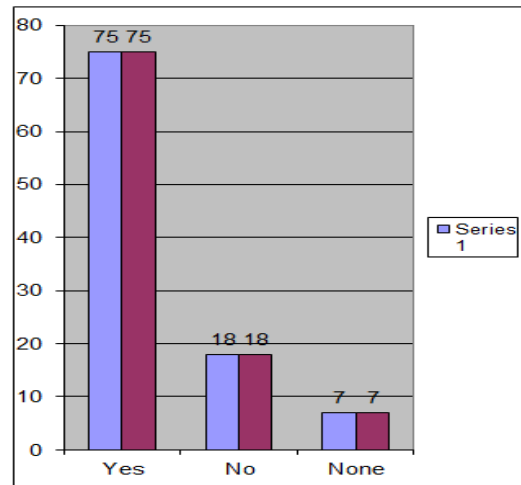


TABLE NO:4

Response	No. Of respondents	Percentage %
Yes	10	10
No	45	45
Occasionally	45	45
Total	100	100

Interpretation:

The above table indicates that 10% of respondents feel needed to adequate training, 45% feel

5. Drivers are following the speed limits:

FIG:6

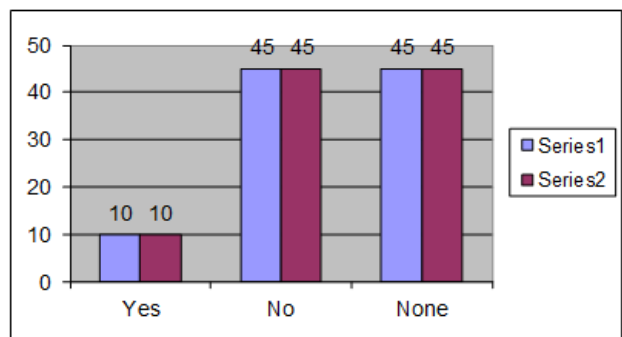


TABLE NO:5

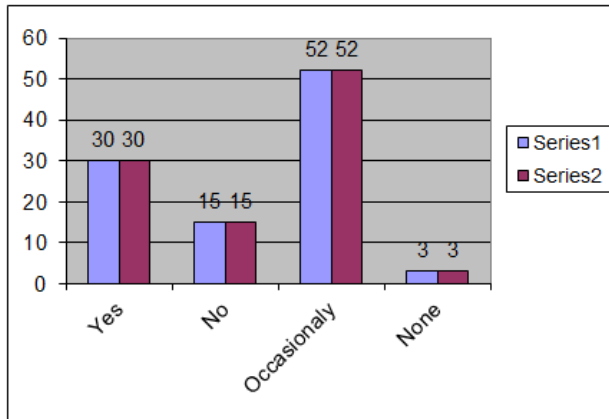
Response	No. of respondents	Percentage%
Yes	30	30
No	15	15
Occasionally	52	52
None	03	03
Total	100	100

Interpretation:

The above table indicates that 30% of respondents feel following the speed limits, 15% feels not following, 52% feel occasionally, and 3% feels none.

5. Drivers are following the speed limits

FIG:7



6. Opinion about Chennai Traffic

TABLE NO:6

Response	No. Of respondents	Percentage %
Very good	11	11
Good	35	35
Better	42	42
None	12	12
Total	100	100

Interpretation:

The above table indicates that 11% of respondents feels Chennai traffic is very good, 35% feels good, 42% feels better, and 12% feels none.

6. Opinion about Chennai Traffic:

FIG:8



7. General road driving easy than City driving:

TABLE NO: 7

Response	No. Of respondents	Percentage%
Yes	20	20
No	80	80
Total	100	100

Interpretation:

The above table indicates that 20% of respondents says General road driving easy than City driving, 80% says not easy.[30]

V.RESULTS

Number of drivers not following the speed limits:

Two-wheeler: 40% of the two-wheelers are not following the speed limits.

Three-wheeler: 25% of the three-wheelers are not following the speed limits.

Four-wheeler: 15% of the four-wheelers are not following the speed limits.

Number of drivers not following the signal rules:

Two-wheeler: 50% of the two-wheeler riders are not following the signal rules.[31]

Three-wheeler: 20% of the three-wheeler riders are not following the signal rules.

Four-wheeler: 30% of the four-wheeler riders are not following the signal rules.

Number of drivers not using the precautionary tools while driving:

Two-wheeler: 20% of the two-wheeler riders are not using the precautionary tools.

Four-wheeler: 40% of the four-wheeler riders are not using the precautionary tools.[32]

VI. DISCUSSION

Giving counseling to the vehicle drivers about the demerits of speed driving[33]

- Speed thrills but kills

Traffic constables should be allocated at every signal.

- Vehicle Drivers should be educated about the signals.

Motivate the vehicle drivers to follow-up the precautionary tools while driving like

- Using helmet while riding
- Using seat belt while driving

Training should be adequately provided to drivers in driving schools.

VII. CONCLUSION

The project work done in Vehicle Drivers to identifying the Drivers behaviour towards Road Manners in Chennai. Drivers responded the questionnaire and it was found the analysis that the driver's behaviour is satisfactory.

The project work success highly depends on public i.e., vehicle drivers they responded clearly and they cooperated.

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