International Journal For Technological Research In Engineering
Volume 4, Issue 7, March-2017 *ISSN (Online): 2347 - 4718*

TRAFFIC SITUATION IN INDIA: A REVIEW

Tahir Zahoor[1], Bipin Kumar Singh[2]
[1]M.Tech Scholar, CSE, [2]Head of Department
Civil Engineering Department , NIMS University Rajasthan, India

Abstract: India being one of the world's most crowded nations, it ought to shock no one that driving in India implies getting used to swarmed and congested streets. Driving is fairly risky, especially in India's urban areas. In 2010, more than 135,000 individuals kicked the bucket in street related circumstances, and as per the Hindustan Times, movement fatalities asserted an existence each three to four minutes in 2011. Moreover, with regards to street movement passing's per 100,000 populace, with a rate of 18.9, India is beaten just by Thailand and Timor Leste in the South-East Asia district, as indicated by the World Health Organization. This paper reviews the traffic situation in India and its impact on accidents.
Index Terms: Sentiment Analysis , Sentiwordnet, Wordnet .

I. INTRODUCTION

Driving in India will oblige you to impart the street to rickshaws, speeding trucks, mopeds stuffed to their most extreme limit, many different autos, and creatures. Movement in India's enormous urban communities is additionally exceptionally uproarious. Numerous Indian drivers sound their horns tirelessly. As opposed to the gauges you may be utilized to in your nation of origin, a horn is for the most part utilized as a method for communicating while driving in India — passing on each sort of feeling while utilizing a solitary instrument. Some may likewise do it only for it. There is not something to be done about this, aside from get on board with and blare your horn! In spite of the nation being third on the planet to the extent the degree of its street system is concerned, India's more than 4.1 million kilometers of roadways are regularly a long way from very much created. Potholes, speed breakers, shards of glass, and dairy animals compost are recently a portion of the things you may discover out and about while driving in India. Furthermore, flooding may happen, which will thus make sewers flood — this can definitely back off the pace of driving. The marriage, birthday or burial service parade of a vital individual in a bigger city may bring about an unceasing road turned parking lot with loads of blaring horns. An essential snippet of data for safe — or if nothing else, more secure — driving in India is the informal pecking request for the privilege of-way: dairy animals (since they are viewed as heavenly), substantial trucks, transports, SUVs, autos, mopeds, rickshaws, bikes, and, finally, people on foot. Numerous drivers play "chicken" while driving, implying that they will drive amidst the street, testing approaching activity to clear out into the dump. Make an effort not to get included in this diversion, and if your driver does it, simply turn away and seek after the best! The way to safe driving in India is to come furnished with tolerance. Taking part in street fury is to a great degree perilous and will accomplish nothing for you, with the exception of maybe into the closest healing center. Keep your eyes peeled and be prepared to break, swerve, and quicken all at basically a similar time. In the event that you happen to be required in a mischance, attempt to settle it with the other driver as fast as would be prudent. Abstain from drawing the consideration of different drivers or people on foot. They will as a rule take the side of the Indian driver or the driver with the littler vehicle, and this may eject in a battle.

II. ANALYSIS OF NATIONAL DATA, TRENDS, AND DISTRIBUTIONS

As per authority insights, 105,725 individuals were executed and 452,922 individuals were harmed in street car accidents in India in 2006 (NCRB, 2007). Notwithstanding, a review done in Bangalore demonstrates that while the quantity of car accident passing's recorded by the police might be sensibly dependable, the aggregate number of wounds is terribly thought little of (Gururaj, 2006). As indicated by that review, passing's were belittled by 5% and the number harmed who required treatment in healing centers was thought little of by more than a component of two. In that review, the proportion of harmed individuals answering to doctor's facilities versus those murdered was 18:1. It is critical to note that even this proportion would be a belittle, the same number of the harmed would not have gone to a clinic, but rather would have taken treatment at home or from private restorative experts. Another point by point concentrate done in country northern India recorded all movement related wounds and passing's through bi-week after week home visits to all family units in 9 towns for a year and demonstrated that the corresponding quantities of basic, genuine, and minor wounds were 1:29:69 (Varghese and Mohan, 2003). In 2006 in the U.S., 42,642 individuals were accounted for murdered and 2,575,000 harmed, giving a proportion of 1:60 for recorded fatalities to wounds (NHTSA, 2008). Different reviews report proportions among passing's, genuine wounds, and minor wounds as 1:13:102 (Martinez, 1996) and 1:14:80 (Evans, 1991). Utilizing the epidemiological confirmation from India and different nations where better records are accessible, a moderate gauge can be made that the proportions among passings, wounds requiring healing facility treatment, and minor wounds in India are likely around 1:15:70. On the off chance that the gauge of street activity fatalities in India in the year 2006 is taken as 110,000, then the gauge of genuine wounds requiring hospitalization would be 1,650,000, and that for minor wounds would be 7,700,000. For a national populace of 1,120 million in 2006, this gives rates of 98, 1,474, and 6,876 fatalities, genuine wounds, and minor wounds per million people, individually.

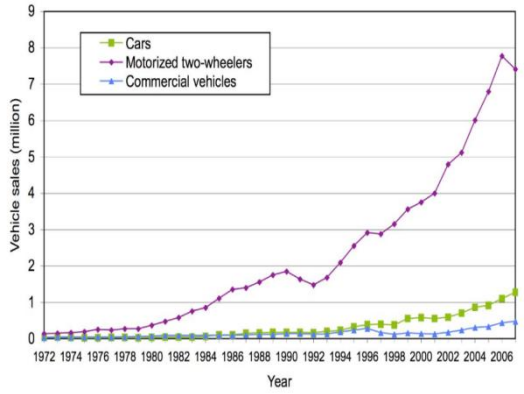

Fig 1. Vehicle sales, 1972 through 2006 (Society of Indian Automobile Manufacturers,2008)

Vehicle fleet by type.

Vehicle type	Registered (2004)*		Sold (2007)**	
	Number (million)	Percent	Number (million)	Percent
Motorized two-wheeler	51.92	71	7.42	78
Car	9.45	13	1.27	13
Bus	0.77	1	0.48	5
Truck	3.75	5		
Other	6.83	9	0.38	4
Total	*72.72*	*100*	*9.55*	*100*

* Department of Road Transport and Highways (2008a).
** Society of Indian Automobile Manufacturers (2008).

Fig 2. Vehicle fleet by type.

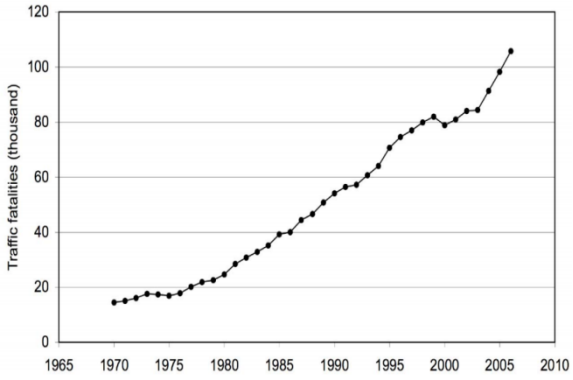

Fig 3. Traffic fatalities, 1970 through 2006.

III. CLASSIFICATION OF SENTIMENT ANALYSIS/OPINION MINING AT DIFFERENT LEVELS

India is isolated into 28 states and 7 union domains, the last being directed by the focal government. Among the states, Sikkim has the littlest populace (540,493) and Goa the littlest range (3,702 km2), while Uttar Pradesh has the biggest populace (166,052,859) and Rajasthan the biggest region (342,239 km2). The union regions are moderately littler: Lakshadweep has the littlest populace (60,595) and territory (32 km2), Delhi (capital of India) has the biggest populace (13,782,976), and Andaman and Nicobar Islands the biggest zone (8,249 km2). Among the states, Arunachal Pradesh (13 people for each km2) and West Bengal (904 people for each km2), and among the union regions, Andaman and Nicobar Islands (43 people for every km2) and Delhi (9,294 people for every km2) have the least and most elevated populace densities (Registrar General and Consensus Commissioner India, 2008; all insights are for 2001). This information demonstrates that the different states have generally fluctuating attributes. Manipur, Meghalaya, Mizoram, Nagaland, and Tripura are little states with uneven landscape. Andaman and Nicobar Islands, Dadra and Nagar Haveli, Daman and Diu, Lakshadweep, Puducherry, Chandigarh and Delhi are union regions, which are for the most part little, and the last two are urban communities. In this way, these districts can have distinctive movement and casualty designs. In any case, the aggregate number of fatalities expanded by over 70% in many locales between 1991 and 2006. The increment was half or more in 11 states and union regions.

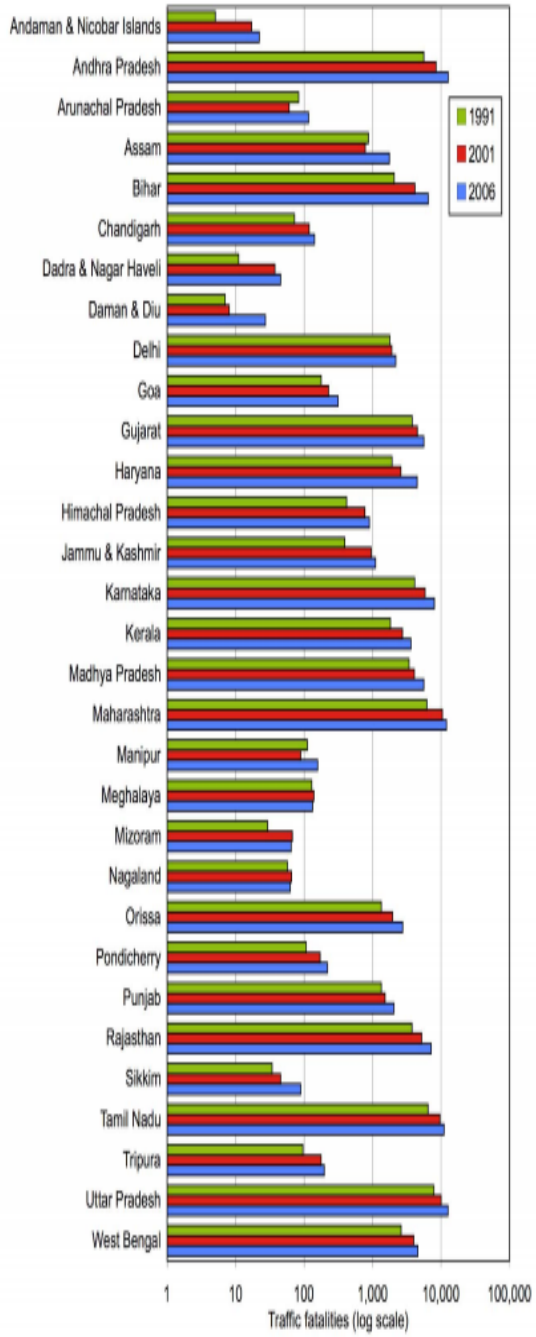

Fig 4. Traffic fatalities by state and territory (NCRB, 2007)

IV. APPLICATION, CHALLENGES AND ISSUES

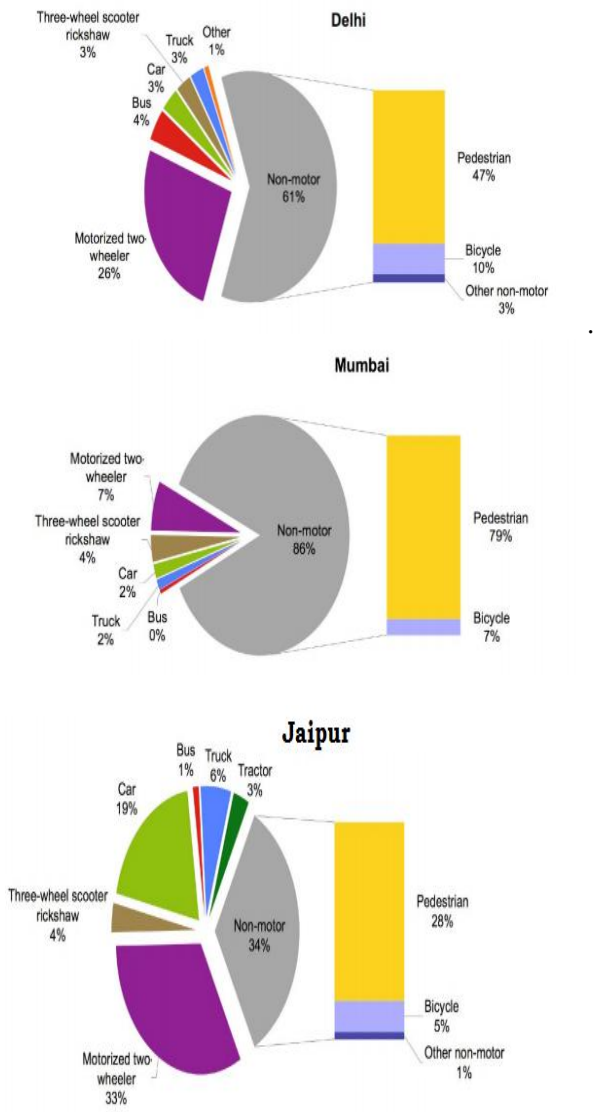

Fig 5 Fatalities by road user in Delhi (2001-2005), Mumbai (1996-1997).Jaiur 2007

Trucks and buses together are associated with more than 40% of the fatalities in urban areas in all three cities. This is in comparison with 14% in the U.S. (FARS, 2008). Buses are a smaller component in Jaipur, which has very limited public bus service. Buses are replaced by jeep taxis (included in the "car" category) and other vehicles transporting passengers as route taxis. The other difference between Jaipur and the large cities is the involvement of tractors in crashes. This is probably because small cities have greater business involvement with the surrounding rural areas, and farmers bring their produce for sale into the city, using tractors as personal transport. The high involvement of trucks is due to the fact that intercity highways go through populated parts of the city and are not separated from the rest of the road users. Large cities can restrict passage of trucks through the city in the daytime, but this is not possible in the smaller cities. The high involvement of buses and trucks has been investigated in a detailed conflict-analysis study (Tiwari, Mohan, and Fazio, 1998).

V. CONCLUSION

The paper was designed to analyze the traffic safety situation in India, and to identify countermeasures that would address areas in which the total harm caused by crashes. Paper provides a comprehensive analysis of the current traffic safety situation in India. Thus, some innovative methods are required to reduce the traffic on roads and thus will also helps in reduce the road accidents and deaths and injuries due to that accidents.

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