

TRAFFIC RULE VIOLATIONS IN DELHI

compiled by

Archita Tandon, Gargi Raina,
Manisha Rathee, Shakshi Dahiya,
Shivani Dhiman & Vilakshana Dayma

**B.Sc. (Hons.) Ist Year
DEPARTMENT OF ANTHROPOLOGY
UNIVERSITY OF DELHI
DELHI - 110007**

October 2016

ACKNOWLEDGEMENT

The success and final outcome of this REPORT on Traffic rule violation in Delhi required a lot of guidance and assistance from many people and we are extremely fortunate to have got this all along the completion of our report.

First and foremost we would like to express our deepest thanks to our supervisor of this project Prof. P.C Joshi for the valuable guidance and advice. His willingness to motivate us contributed tremendously to our project. We would like to express our sincere gratitude to Dr. Avitoli G Zhimo and Mr. Chakraverti Mahajan for constant encouragement and comprehensive advice until this work came to existence.

This report cannot be completed without the efforts and cooperation from our group members - Archita , Vilakshana ,Shivani ,Gargi ,Manisha, and Shakshi. Last but not the least , we would like to express our gratitude to our classmates for support on us in completing this project.

INTRODUCTION

The roads of Delhi are becoming harbingers of fatalities and mishappenings. As per study, 4 lives end on roads of Delhi everyday, which highlights the urgency to take some stern steps. Cars and motorcycles are involved in maximum number of traffic rule violations in Delhi. The most accident prone time on Delhi roads is during the peak hours at afternoon and evening.



One of the most worrying aspects here is that whenever it comes to road accidents, the road traffic deaths gain complete focus, and road injuries, which are much higher are underestimated. Recent studies reveal that three out of ten road accidents in Delhi roads lead to fatalities. To make roads of Delhi safe, equal concern should be laid on road traffic injuries. Traffic rule violations need to be reduced for the same. For this, the concerned authorities and common people need to lay combined efforts with full commitment.

To study these casualties on roads, a study has been conducted on traffic rule violations in north campus of Delhi University. For this, a pre defined set of violations, including 6 categories has been used. This study revealed shockingly high number of traffic rule violations by vehicles, total violation index being 854.1, which is a high figure.

Just knowing about the problem is never enough. So, along with data interpretation and analysis, ways and suggestions to reduce these violations have also been examined in the study. For this, along with successful strategies adopted by some other countries to reduce traffic rule violations were also studied, and some of them which can be implemented in India have also been included.

METHODOLOGICAL APPROACH

The study evolved along four core blocks, which were assembled in a logical sequence in order to match the technical criteria and objectives settled down in the study tender specification, as may be seen in the figure 1.

DATA COLLECTION

One working tool was identified in order to enable a standardized procedure in the data collection. A

STRUCTURED

OBSERVATION method was employed for data collection. It is a type of systematic observation in which the researchers gather data without direct involvement with the participants. The traffic violations were scheduled before hand which had to be checked.

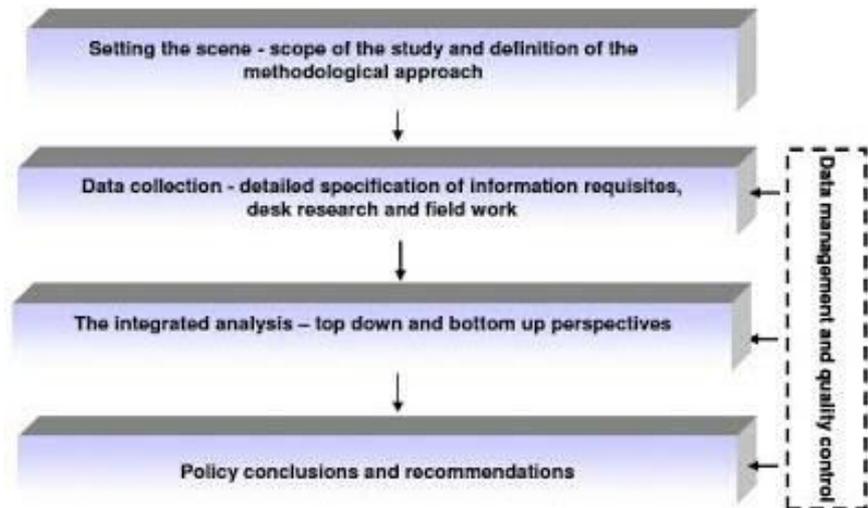


Figure 1- Core blocks of the study.

Also the classes of vehicles included were:

- 2-4 wheeled motored.
- 2-4 wheeled non-motored.
- More than 4 wheeled motored.

The violations selected for observation were:

- Zebra crossing violation.
- Unnecessary honking.
- Red light jumping
- Riding without helmet.
- Traveling without seatbelt.
- Using mobile phone while traveling.



THE INTEGRATED ANALYSIS

After the proper data was collected the approach was to give a combined analysis of the data collected. The analysis included the two perspectives: one which was based upon that which traffic rules are violated by which class vehicle drivers mostly. This was the individual assessment of the violations done by specific type of vehicles. Also this included the analysis of that which rule was violated the most and which one the least.

The other was based on a broader context i.e. violation index. This perspective contained the idea of that which class vehicle driver was violating most of the rules.

$$\text{Violation index} = \frac{\text{total violation}}{\text{total vehicle}} \times 1000$$

POLICY CONCLUSIONS AND RECOMMENDATIONS

These were built upon various works carried in the previous phases of project. These include suggestions and the changes in the policies and already existing enforcements.



REPRESENTATION OF DATA

S.NO.	TYPES OF VEHICLES	NO. OF VEHICLES	ZEBRA CROSSING (%)	RED LIGHT JUMPING (%)	HONKIG (%)	SEAT BELT (%)	NO HELMET (%)	USING MOBILE (%)	TRAFFIC VIOLATION INDEX
1	>4 WHEELED MOTORIZED	22	31.81	0	0	4.54	0	0	363.6
2	4 WHEELED MOTORIZED	366	28.27	14.88	12.79	29.16	0	8.33	934.52
3	4 WHEELED NON-MOTORIZED	11	9.09	36.36	0	0	0	0	434.54
4	3 WHEELED MOTORIZED	185	52.43	23.24	5.4	1.08	0	2.16	843.24
5	3 WHEELED NON-MOTORIZED	120	40	20	0.83	0	0	0	608.3
6	2 WHEELED MOTORIZED	255	42.74	19.6	7.84	0	26.27	1.17	976.4
7	2 WHEELED NON-MOTORIZED	24	16.66	20.84	0	0	0	0	375.5
	TOTAL	953	37.9	18.5	7.8	10.6	7.03	3.7	854.1

INTERPRETATION OF DATA

Data collected during the research reveals a lot of important facts.

Maximum number of violations are made by two wheeled motorizes vehicles, their total violation index being 976.4. Four wheeled motorizes having the total violation index of 934.52 are the next in series.

The data also reveals that zebra crossing is the rule violated by maximum number of people with the highest share of 37.9%. On the other hand, only 3.7% people use mobile phones while driving which accounts for least violations of this rule. Four wheeled non-motorize vehicles account for maximum number of Red Light Jumping having a percentage of 36.4.

Three wheeled non-motorize vehicles with a high percentage of 52.4 are most frequently involved in red-light jumping. 29.2% of all the four wheeled motorize vehicles violate the important seat belt rule.



ANALYSIS

Road safety is an important aspect in the day to day life. We travel most of the distances via roads only. And to make our traveling safe and secure there is given rise to safety measurements commonly known as 'Traffic Rules'. Where few people are following these traffic rules strictly many are violating these rules regardless of their safety and that is very saddening news. They use different methods to violate the rules. Safety measures are for our own benefits but still when it comes to follow rules for one's safety people often says, "Rules? What are Rules? I don't know any." People consider themselves as they own the roads. The most profound reason for violating traffic rules amongst people is their attitude of saying, "its okay." We as a citizen of this country have not taken any issue seriously. When we are not concern for our own safety then how will we be concerned for others safety?

Certainly many people believe Rules are made to be broken; it is fun to break the rules; why we follow the rules if the other person is not following; rules are not made for a mango man's benefit but for the people who have made are the true benefactors; rules are as useless as 'ueue' in Queue. It is a human tendency to break rules when no one is watching, or when we know fairly that there won't be any serious punishment for violating rules.

Based on our study on Traffic Rule Violations through Structured Observation, we found that most of the violations are made by the people who own their own vehicle. The cause might be 'impatience' and 'I am in a hurry' mentality. We Indians are not great people when we talk of punctuality. We leave late from home and then make up the time by driving rashly on the roads. There is no shame on us if we cross few red lights or violate any other rule. If we see through our observations, four wheeled motored and two wheeled motored vehicles are violating most of the rules. The most violating rules are red light jumping, no seat belts while driving cars, no helmets while riding motorbikes, and zebra crossing. Maximum the violations, maximum is the cause for severe accidents. The total violation index is very high which evident for the fact that four people die every day due to road accidents in Delhi. This means around 1,464 people are dying due to road accidents in the Capital City a year round. There might be many reasons for not following the traffic rules or not obeying them completely:

- Most of the people get their driving licenses without even passing the driving test. Because the only thing needed in India for getting a license is ₹1000 - ₹5000, depending on the State.
- The punishments and fines are so less that pizza sometime costs higher than violating any traffic rule.

- There is no fear amongst the people for breaking the law.
- People's assumptions that breaking a law would save their time though they can waste their time in any other things.
- Also, the traffic police to common people ratio are very low.

During the time of elections, these rules are violated beyond any one's imagination. Since we recorded our observations on a rainy day; the use of mobile phones by two wheeled motored vehicle were less. Therefore, the effect of weather was profound on our observation.

ROAD TRAFFIC ACCIDENT

A road traffic accident (RTA) is any injury due to crashes originating from, terminating with or involving a vehicle partially or fully on a public road. It is projected that road traffic injuries will move up to the third position by the year 2020 among leading causes of the global disease burden. They are considerable economic losses to victims, their families, and due to countries as a whole.

BEST PRACTICES FROM OTHER COUNTRIES

Globally, countries are moving towards zero tolerance policy on accidents and transforming urban and road design for safety. Many western European and high-income countries in the Asia-Pacific region have reduced their burdens even more dramatically. Japan reduced its disease burden from road injuries by 42 percent between 1990 and 2010, and Sweden lowered its burden 30 percent. Case studies of interventions, policies, regulations and institutional capacities to deliver them in these high-achieving countries could help them elucidate key lessons that other nations can follow.

According to the WHO, the middle income countries have the highest annual road traffic fatality rate at 20.1 per lac population; the rate is 18.3 per lac population. But several high income countries have much less numbers of cyclists and pedestrians than India and other developing nations.

SWEDEN'S vision zero road safety policy: Sweden prioritizes safety over speed- low urban area speed limits, pedestrian zones and barriers to separate cars from bikes are the key measures. It has proposed a speed limit of 30 km/hour, built 1500 km of "2+1" roads where each lane of traffic takes turn to use a middle lane for overtaking, this has saved 145 lives. It has built 12600 safer crossings along with strict policing that have halved the number of pedestrian deaths over the past five years. It has also integrated the guidelines for traffic safety and crime prevention under the traffic for an attractive city (TRAST). Swedish police guidelines include safety audit guidelines.

The NETHERLANDS' sustainable safety vision: it has led to implementation of effective road safety measures. Infrastructure measures have been reduced the number of fatalities by 30 percent.

EUROPE: Slowing traffic down separation of vulnerable people from motorized traffic, initiating awareness campaigns, and more pedestrian crossings and fines for violation of pedestrian spaces are some of the measures in place. In the EU, fines are prescribed by law, either as part of a Road Traffic Act, or as subject of a special legislative provision. Some countries allow police officers to decide the actual amount of the fine according to the specificity of the traffic situation. In Finland, Sweden, Norway and Switzerland, the amount of the fine is a function of the net income of the offender.

PARIS: The city mayor has announced a maximum speed limit of 30 km/hour on all streets of the city.

UK: Careless driving can be fined up to UK £100 and points are added on to the license. A proposal from the department of transport restricts motorists to a speed of 15 mph, a fine of UK £100, and three penalty points for overtaking cyclists. This is for a few cities where cycle flows are high.

GERMANY: A computerized point system for traffic violations is in place. One can incur up to three points if the offence endangers traffic safety. Once there are eight demerit points, the license is revoked. To get it back, the motorist needs to pass a physical and mental status examination.

CALIFORNIA: A new traffic law will be implemented from September 2014. It aims to reduce high rates of bicycle accidents, injuries and fatalities across the state. Motorists will be required to keep at least a three-foot distance from bicycle riders as they pass them on the road.

OMAN: The Royal Oman Police has introduced speed cameras — both stationary and hidden -- to monitor roads. Stricter punitive measures against those who jump signals have been introduced and all these have contributed in a reduction in the number of road fatalities.

OTHER CITIES: In London, the Road Traffic Reduction Act allows authorities to reduce traffic levels or their rate of growth in targeted areas for lowering congestion and improving air quality. San Francisco has enforced a Better Street Policy. New York City is promoting pedestrian infrastructure. In Auckland, the Land Transport (Road Users) Rule stops motorists from stopping or parking on a footpath and pedestrians have to be given right of the way.

PREVENTION MEASURES

RTA's are amenable to prevention strategies

HELMETS FOR TWO WHEELER RIDERS:

Setting and enforcing mandatory helmet use is an effective intervention for reducing injuries and fatalities among two-wheeler users. Wearing a helmet decreases the risk and severity of injuries by about 72% and likelihood of death by 39% as per WHO road safety are manual on use of helmets. Seat-belts and child restraints: It should be mandatory to wear seatbelts both for the front and rear occupants of the car. Wearing a seat-belt reduces the risk of a fatality among front-seat passengers by 40–50% and of rear-seat passengers by between 25–75%. Children of any age should not be seated in the front seat and should have child restraints. The latter is also effective in reducing injuries that can occur during non-crash events, such as a sudden stop, a swerving evasive manoeuvre or a door opening during vehicle movement.

SETTING AND ENFORCING SPEED LIMIT:

Pedestrians have a 90% chance of survival if hit by a car travelling at a speed of 30km/h or below, but less than a 50% chance of surviving an impact of 45km/h or above. Speed-monitoring cameras and radars and speed-limiting governors in vehicles are useful devices in enforcing the speed limit.

SETTING AND ENFORCING ALCOHOL LIMIT:

Drinking and driving is one of the main causes of road crashes worldwide. Laws that establish blood alcohol concentration (BAC) of 0.05g/dl or below are effective at reducing the number of alcohol-related crashes.

BANNING DRIVERS FROM USING HAND HELD MOBILE PHONES:

Drivers using a mobile phone are approximately four times more likely to be involved in a crash than when a driver does not use a phone.

ROAD SAFETY

The central and the state governments have been implementing measures to make our roads safer. But the magnitude and gravity of the problem is such that these alone will not suffice. There is a need for the society at large to take cognizance of the issue and to join hands to make road safety a social movement. To give all the stakeholders an opportunity to take part in concerted action for the cause, “Road Safety Week” is observed throughout the country every year in the month of January. The theme of Road Safety Week in the year 2014 was “When on the road, always say, ‘*Pehle Aap*’”. The theme of Road Safety Week for 2015 is “Build a safety culture for sustainable supply chain.”

REVISED DRIVING GUIDELINES

When driving, you should assume at all times that everyone around you is suffering from a severe mental disease that makes them either suicidal or homicidal. For example, when you are driving down a road in very fast traffic and notice a car waiting to merge, it is best to assume this deranged driver will plan on pulling out in front of you, slowing to a stop, and then making an illegal U-turn. Once this assumption becomes common for you, you will find driving much more pleasurable.

As a driver, your only obligation is to concern yourself with what is ahead of you. Do not refer to the side or rearview mirrors. Keep moving forward at all costs, and do not stop for any reason whatsoever.