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## BEHAVIOURAL, ENFORCEMENT AND ENVIRONMENTAL ISSUES

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### **Behaviour pattern of road users/motorists have direct link with the occurrence of accidents.**

The following are the description of these driving habits, behaviour & the efforts by Traffic Police to curb the violations through special enforcement drive.

#### **Helmet**

- U/s 129 of the Motor Vehicles Act 1988, every two wheeler rider including pillion are required to wear helmet while driving.
- Use of helmet by two wheeler riders has also been made compulsory in the traffic laws and strict enforcement is being done by Traffic Police besides creating awareness by its Road Safety Education cell. Yet, lots of people wear helmet only due to fear of prosecution and not for their safety. This tendency of not wearing helmet often causes people risk of their life.
- In the year **2015, 469528 riders and 177508 pillion riders were prosecuted for not using helmet** (Table 8.1).

#### **Seatbelt**

- Seatbelt has been made a compulsory fitment in four wheeled vehicles and 4 wheel car drivers and co-passengers are required to wear the seatbelt when the vehicle is in motion.
- Driving without using seatbelt is a punishable offence u/s 138(3) CMVR 1989. But still, many car users & HTV, LGV & bus drivers tend to violate this law. Traffic Police has been challaning these violators round the year.

- Road Safety Awareness campaigns have been launched time to time and wide media publicity has been given to make people wear seat belt for their safety.
- In the year 2015, 220047 people were prosecuted for without seat belt (Table 8.1).

#### **Drunken Driving**

- **Driving under the influence of liquor/drugs is a punishable offence u/s 185 M. V. Act 1988.** Drunken driving has proved to be one of the major causes of traffic accidents though the real statistics can not be known due to various factors before establishment of offence of drunken driving.
- Moreover, around 39% fatal accident cases are 'hit & run' cases owing to which the drunken driving factors can not be officially established in those cases. However, the prosecution statistics in this account is sufficient to draw the inference.
- Efforts were made to reduce the number of accidents caused due to drunken driving by increasing the prosecution of drunken drivers. In the year 2015, **a total of 25,958 persons were caught & prosecuted** on this account, but the real number of culprits driving under influence of liquor may be much higher than the prosecution figures show as all may not have been and cannot be caught.
- However, with continuous pressure and **strategic prosecution by launching**

special drives by Traffic Police till late in night, there has been a positive impact on the reduction of road accidents.

#### Hit and Run Cases

- It has been found that out of **1582** fatal accidents, 623 were hit and run cases. As such **39.4 % of the fatal accidents are hit and run** cases in the year 2015 while last year 40.6 % cases were in hit & run category. In terms of **total accidents 2041, (25.2%) were of hit & run** in the year 2015.
- Most of such accidents occurred at nights when there is no eye witness to such occurrences. The apathetic attitude of people generally leads to such category of accidents. Often, passers-by try to ignore or avoid getting involved themselves in helping the accident victims on the pretext of not having time or not getting involved in legal hassle.

#### Mobile Phone

- The use of mobile phone while driving falls under dangerous driving and hence is a punishable offence U/s 184 M.V. Act 1988. It has now become a virtual menace for safe driving on Delhi roads.
- In the year **2015 alone, 2,36,930 people were prosecuted for dangerous driving** (Table 8.1).

#### Lane Driving

- Though the **Hon'ble Supreme Court of India has ordered for commercial vehicles to move in extreme left lane (Bus lane)** and disallowed other private vehicles in this lane but, the traffic volume on all roads is so huge that in spite of heavy enforcement of this rule by Traffic Police, the tendency of violating each other's lanes have been increasing.
- Moreover, **vehicles keep changing lanes without following the rules/ regulations** at their choice. This tendency is more rampant among two wheeler riders.

Traffic Police has been launching special drives against such offenders time to time as well as they are also being caught & prosecuted on daily basis.

- **Commercial vehicles are also being impounded under the 'Violation of Hon'ble Supreme Court's Directions' and their permits are suspended** for a certain period/days to deter them to repeat their acts.
- Besides, **road safety education** is also being imparted to the cross section of the society along with general publicity.

#### Overburden of Work / Night Awakening

- The fast economic development, fierce competition and centralization of economic activities have led to **long working hours** culture or compulsion, which often involve **late and early hours of work and night shifts**. A large number of work places, factory, industry, offices work round the clock in shifts.
- Long distances of daily commuting results in more travel time, reduces one's actual hours of work and the person feels **pressure on accomplishing tasks in lesser time**.
- The **overburden, night awakening and pre-occupation of mind** leads to pressure on the individual and lessens his attention/concentration while driving a vehicle.
- **Lack of patience or impulsive/callous or careless attitudes of individuals** are also responsible for the violation of traffic rules' and thereby causing accidents.
- It is also seen that a **major chunk of commercial goods traffic passes through Delhi roads in the night time when No-entry restrictions are lifted**. Everyday after 10 p.m. or even before, a sudden rush of heavy commercial goods vehicles is seen on major roads/national highways. By this time, however, the evening peak hours of personal vehicles

Statistics related to prosecution against violation of traffic rules related to the factors mentioned in this chapter are shown in Table 8.1

**TABLE-8.1**  
**PROSECUTION AGAINST VIOLATION OF RULES – 2015**

SL.NO	VEHICLES	NO USING SEAT BELT	RIDER W/O HELMET	PILLION RIDER W/O HELMET	DRUNKEN DRIVING	DANGEROUS DRIVING
1.	HTV	23874	-	-	304	83402
2.	LGV / MMV	67274	-	-	837	112743
3.	D. VAN	999	-	-	385	8047
4.	PVTSTA	43	-	-	3	209
5.	CHARTPVT	5020	-	-	33	5932
6.	DTC	393	-	-	-	952
7.	TRAILOR	6	-	-	-	1530
8.	SCHOOLBUS	269	-	-	-	525
9.	ROADWAYS	212	-	-	-	1195
10.	RTV	1117	-	-	18	1018
11.	CALLCENTRE	712	-	-	20	87
12.	TAXI	8396	-	-	505	1904
13.	CARJEEP	110987	-	-	8390	14015
14.	TRACTOR	0	-	-	15	202
15.	TSR	-	-	-	697	725
16.	SCMC	-	469528	177508	14666	2028
17.	OTHERS	195	-	-	16	47
18.	GSEWA	34	-	-	67	1157
19.	CLUSTERBUS	338	-	-	2	971
20.	INTERSTATEBUS	178	-	-	-	241
TOTAL CHALLAN		220047	469528	177508	25958	236930
COMPOUND CHALLAN		219796	468833	177147	-	211409
COURT CHALLAN		251	695	361	25958	35521

traffic do not get-off practically and as late working hours/shift culture exist in many establishments apart from other reasons like social functions forcing people's movement in night. This huge volume of all types of vehicles create severe space crunch on roads and vehicles start jostling with each other, even dangerously and many times this scenario leads to accidents.

- **The night heavy commercial goods traffic also has a large number of interstate vehicles criss-crossing Delhi due to lack of bypasses though they do not have Delhi as their destination.** Also, these commercial vehicles, while moving in night, often tend to violate their

earmarked left most lane in hurry and also cause severe accidents. This violation of not sticking to left lane by commercial vehicles attracts the 'violations of Hon'ble Supreme Court's Guidelines' and becomes an offence u/s 66(1)/192(A) M. V. Act 1988. The vehicle is impounded on the spot and court proceedings start.

- Traffic Police also launches regular special night drives against these types of violations and heavily prosecutes them. During the year **2015, a total of 10,030 vehicles were prosecuted** under the offences 'Violation of Hon'ble Supreme Court Guidelines'.

## Environmental challenges for Prosecution

**Delhi is facing serious environmental problems. Vehicular emissions and higher concentration of pollutants in its urban atmosphere is one of major cause of air pollution in the city.**

- At present, Delhi's vehicular population of over 88 lakhs which has been distributed over a human population of approximately 181 lakhs, indicating a high number of vehicles per lakh human population.
  - **Inferior and adulterated fuel quality, poor motor vehicle maintenance, inadequate traffic planning are some of the major contributors for increase in vehicular pollution particularly in city areas.**
  - Regular measurement of air pollutant and monitoring of air quality, establishment of realistic air quality standards, source inventories, understanding on seasonal variations of air pollutant in the ambient atmosphere are some of the very important factors of any pollution management scheme.
- **To mitigate the vehicular pollution the following environmental challenges are being faced by Delhi Traffic Police for which necessary prosecution action and regulations measures are ensured by Delhi Traffic Police:-**
    1. Action against polluting **vehicles plying without PUC** and visible polluting vehicles.
    2. Action against vehicles **carrying construction and allied material without proper covers** in goods vehicles.
    3. Action **against 10 years old diesel and 15 years old petrol driven vehicles alongwith challaning and impounding of 15 years or more de-registered diesel motor vehicles.**
    4. Action against **parking of motor vehicles on metalled roads** in Delhi.
    5. Action against **pressure horns and modified silencer** in motor vehicles.
    6. Returning of **non-destined goods vehicles** from Delhi borders.

