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## A STUDY OF TRAFFIC VIOLATIONS ON ROAD SAFETY SCENARIO

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### **ABSTRACT**

*The accident data collection format of the ministry of road transport and highways and now a part of the crime and criminal tracing network and systems(CCTNS) of the police is quit cumbersome requires about 60 fields to be field up this process of data collection is quit time consuming but it is essential to identify to true cause of an accident and take remedial measures similarly, the main objective of the recent IRAD (integrated road accident data base) project, and initiative of the ministry of road transport and highways, funded by the world bank and under implementations. Is to enrich the accident data base and improve road safety in the country.*

**KEY-WORDS:** Criminal tracking, cumbersome, CCTNS, IRAD, remedial measures.

### **INTRODUCTION**

Last year while inaugurating a webinar on vehicle crashes and road safety organized by the MIT art design and technology (ADT) universally pure union minister for road transport and highways nothingadkari reversed that target is to reduce 50% accident by 2025 adding that we can achieve zero deaths due to road accident by 2030. He said that the ministry of rod transport and highways had participate in a conference in Sweden in 2020 –the 3<sup>rd</sup> high level global conference on road safety for achieving global goals 2030 where it was conceptualized to have zero road fatalities in India by 2030 therefore, there was a need to expedite the task of saving lives in accidents traffic rules are designed to protect you and other drivers on the road the government of every country plans some rules and regulations and applies them to the people of that country traffic rules are one of them which is to be made for the better transportation system of country in 2010 the united nation general assembly after considering

alarming situation of road accidents fatalities adopted the global plan for the decade of action for road safety 2011-2020 aimed of reducing fatalities in road accidents by 50% by the year 2020 and was accepted by much of the world including India traffic violations can be easily defined as an act that violates the traffic laws of the concerned state and country with the rise in the cases of traffic rule breaks accidents cases also rise the most common traffic violation are unsafe road environment insufficient driver knowledge ,failure to recognize danger , in proper thinking , wrong driving habits abide by traffic regulations, avoid sudden maven's , do not spread soon a moving violation is any violation of the law committed by the driver of a vehicle while it is in motion through a number of steps have been taken in the last decade to check road accidents statistics published by the ministry of road transport and highways show that the number of deaths in roads accidents increased from 1,42,485. In 2011 to 1,51,113 in 2019 the ministry is at publish its data for the year 2020 but the annual publications of the national crime records bureau titled accidental deaths and suicides in India 2020 shows that 1,33,201. Deaths were recorded in 2020. This reduction of accidents in 2020 was primarily due to the various lockdowns which were in force during the first wave of covid-19 when only a limited number of motor vehicle were on the roads however, the fatality (that is a number of deaths per 100 accidents) which was 26.9 in 2001, continued to rise from 28.63 in 2011 to 37.54 in 2020 thus it is evident that despite setting a target of a 50% reduction in accidental deaths the fatalities from road accident actually increased in the last decade

### **ROLE OF COURT CONCERNED TRAFFIC VIOLATIONS**

The supreme court of India while learning a petition filed by Dr. S. Rajashekar an orthopedic surgeon and then president of Indian orthopedic association (WP civil NO:295 of 2012) on road safety, passed on order to constitute on committee on road safety under the championship of justice K.S. Radhakrishna which was notified by the ministry of road transport and highways on may30, 2014 the court on Nov30, 2017 issued a number of directives with regard of road safety that inter alia included the constitution a state safety council establishment of lead agency, the setting up of road found notification of a road safety action plane, the constitution of a district road safety committee engineering improvement the identification and rectification of black spots the adoption of traffic calming measures conducting road safety audits the acquisition of road safety equipment the establishment of trauma care centre and the inclusion of road safety education in the curriculum of schools though the committee on the road safety followed up every direction of the court with states and helped in improving the overall road safety scenario there is many slip between the on up and the lip.

### **NEED OF STUDY**

The motor vehicle (MV) act of 1988 was partially amended in august 2019, and same of the amended and now section which made traffic violations more stringent come into effect from September1 2019 however the most states did not measure the corresponding compounding traffic violation fee this increase was criticized and people protested on the pretend that the (fine) paying capacity of the average Indian was still limited also only a few cases of traffic violations are contested by the accused in a court law therefore the expected impact of deter ant provisions of the amended law could not be realized on ground enforcement manpower that is available is insufficient to deal with the steadily increasing volume of traffic the automation of processes is still in its intense and limited to large cities the no of 'lit and run' cases may decrease if the intelligent traffic mgt system is implemented an highways and other major roads bureau of police research and development has suggested a formula to calculated the number of traffic police man required in any district it is largely based on the number of

registered motor vehicle in any district similar ideas were suggested for traffic equipment requirement also due to a limited road safety fund or other funds at the disposal of the police are insufficient to effectively check traffic violations there are inadequate funds for the ratification of black spots and undertaking traffic calming measures through more than 60% road accident reportedly take place because of more spreading, 'spread limit' sign boards are rarely seen found even on state highways and major roads most drivers and conductors and other staff in transport companies (except for govt corporation) do not get benefits of the organized sector they draw a meager salary usually do not have a weekly off order most often forced to work overtime therefore unless their services conditions are improved their attitudes towards road safety cannot be expected to be above board.

## UNSAFE ROADS

Perhaps the most challenging task is to improve the driving skills of drivers and change the casual attitude of other road users towards road safety even today getting a driving license is most a difficult task there is no standard written and rigorous practical test many states do not have test driving tracks there is no institutes for refresher training if the driving license of a person is suspended through the amended motor vehicle act has contain provision in this degrade they have yet to come into force it have been observed that about two thirds of fatalities of road fatalities are two wheeler drivers and pillion riders but there is not enough emphasis being given to them though the wearing of safety head gear is mandatory it is not enforced strictly in all states alone to a lack of strong well even an amended provision that relates to offences by juveniles is not enforced strictly the emergency response support system (ERSS) with its pan-India emergency response number 112, has proved very useful in saving the lives of accident victims in the golden hours, but this scheme has most been implemented evenly across states driving situations that carry an immersed risk of an accident because of the state of the road hazards roads caused by bad weather poorly maintained roadways and poorly designed road ways failure to wear seat belts drunk driving/impaired driving weight driving/ driver fatigue a road side is called unforgiving it hazards objects such as trees are placed at an appropriate obstinacy from the road so that the risk of severe accident is minimized poor road conditions can lead to more than just a bumpy ride this includes potholes uneven road surfaces broken concrete exposed rebar sinkholes and road cracks

## CONCLUSION

The accident data collection format of the ministry of road transport and highways and now a part of the crime and criminal tracking network and system (CCTNS) of the police is quite cumbersome this is process of data collection is quite true consuming but it is essential to identify the true cause of an accident and take essential measure similarly the main objective of the recent IRDA (integrated road accident data base) project an initiative of the ministry of road transport and highways funded by the world bank and over implementation is to enrich the accident data base and improve road safety in the country by collecting data from different stakeholders using the IRAD mobile and web application hopefully the implementation of these project will bring same synergy and make the data collection procedure more user friendly. A number of steps have been taken by the ministry of road transport and highways and states to improve the road safety scenario in the country lives cannot be lost at the cost of poor enforcement of traffic law unless the states and the centre or on the same page in improving and strengthening the infrastructure of safety by enabling more funds merely and only fixing targets will not be a pragmatic approach to reduce road accident fatalities.

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