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“BEHAVIOURAL STUDY OF PEOPLE USING MOTOR VEHICLES DURING COVID IN JODHPUR – A TEST STUDY”

Authored By - Manish Awana

Abstract:

One of the major transformations over ages is evident the way humans have been connecting with other humans transcending distances across the globe. One prominent mention is required specially towards the development of means of conveyance and transportation. In that direction role of motor vehicles has been of immense contribution, today they exist a variety or class of vehicles accessible to people as per their requirement from which many are regulated by the law for time being in force. The privilege to move on roads requires disciplined behaviour as mandated by law for safety of life and property of all stakeholders concerned. This paper studies behaviour of respondents using motor vehicles.

Background:

The development of humankind has been a steady process that gained significant speed only in the recent times. There have been significant efforts by humans in order to improve the standard of living, prior set standards are often broken and even better demolish existing notions.

The laws relating to motor vehicles are governed by the Motor vehicles Act. This Act was recently amended to increase penalties and the main purpose behind the same was to reduce offences as well as bring about behavioral changes amongst the people necessarily leading to reduction in the number of accidents and casualties which amount to a large loss of life and property.

One of the major stakeholders in India that suggests the rules and regulations to be implemented is the ministry of road transport and highways. It functions in two major departments or wings. In the fulfillment of the legal mandated duty of the institution it also performed a vital role in formulation of recent amendments to the prior legislation of 1988, enhanced to tackle the loopholes of old legislation adequate changes were adopted in 2019.

It is eminently clear that one of the methods of addressing such problems is to improve the standards of procedure from the grassroot levels so that people follow motor vehicle laws. Presently, it is not today rare to find a large number of people across the globe being dependent on accessible legally recognizable modes of transport conveyance of goods or humans.

One of the major goals, that of specialized agency organization set up by State is to ensure the minimalization and reduction in the number of untoward incidents arising from accidents due to technical human or any other factors. On a Global comparison it is clearly evident that contribution of India is immensely high which has been noted to account for about 13% of all fatalities recorded worldwide. Frequent variable found in various researches have upheld contention that prime factor associated is carelessness and negligence of the people having access to public Roads. While other factors also played a significant role in contributing to the number of untoward incidents improper designing of road and related structures.

Also, more prominently a direct relation has nexus with corruption by various stakeholders involved in preparing the roads. Therefore, it would be apt to say that the question is not merely about Transport, commutation and financial aspect but prominent consideration has to be given the life value of an individual.

It is not merely the duty of state but the people to ensure be well-being of other counterparts. It is often noted that strict penalties are prescribed and procedure is updated time to time in order to tackle the menace and improve the condition of road safety. But no pressure can solve the problem unless a behavioral change is initiated. It is more of a duty towards other people than merely being a moral obligation.

Statement of Problem:

The problem is so deeply rooted that not mere legislations, rules and hard handedness of authorities are sufficient to tackle such a critical issue which directly and indirectly effects everyone using public roads be it for transportation of goods or people. However, more significant is the fact that a single person not following motor vehicle rules can be a threat to life and property of persons having access to public roads. The behavior and attitude of people using different categories of motor vehicles can be a significant determinant directly related to the number of officials implementing such laws on ground which are already less than sanctioned strength in most cases.

This is one of contentious problems that cannot be averred merely to few individuals but finds a bigger and broader expression in practical scenario, it is a big systematic issue found in majority of uninformed individuals abusing their access to roads and resources they own or which are available to them by being in a position of power vested in them or by relying on unethical and often unlawful practices. Our attitude and perception towards things can truly form an essential determinant to trace the “why” question in relation to unsafe driving conditions. The best idea can be attained from people who are not only at the receiving end but at times they are cause of trouble too. Further, a reference to a patient is also found where it is asserted that a problem or ailment can only be treated if the diagnosis is made and more importantly, “a solution can be reached only after a problem is recognized as one”- i.e., it is required to accept the deficiencies prevailing in order to set a course correction.

There have been prior attempts at promoting better standards by various researches. However, motor vehicle awareness and behavior are very subjective to people across distinct geographical locations and also varies with time. The primary aim of this study is to identify and examine if people are themselves aware of the recent changes in law and even more importantly what has been their response after certain changes have been introduced by the legislature.

This study is based upon the non-doctrinal method of research.

The proposed exercise attempted to know how is the behavior of people with respect to following of traffic rules directly through a questionnaire method and indirectly accessing their awareness of the law by analysis of other determinants of respondent submitted data.

The research was done keeping in mind certain manner corresponding to clearly finding reasons behind the behavior and attitude of respondents of different age groups. Also, reference questions were prepared to verify any specific factors, which would be impacting the ground reality as to practical implications of the law. Some of the areas to be identified includes assessment of data to verify that people were up to date with relevant changes made recently by legislation or judgment of courts, to observe a pattern as to awareness of recent legal developments in form of amendments and other simple but significant keywords which are essential to decide the course of procedure to be followed under different scenarios as prescribed by law of the land. A systematic probe in to some of these questions has been attempted in this work.

Objectives:

The study was meant to achieve the following objectives:

- To analyze the behavior of people towards motor vehicle laws and rules.
- To examine any special factors could be attributed to a particular age group of people.
- To study the reasons to find what are major factors attributing to negligence on roads.

Hypothesis:

The following hypothesis would be examined in this study:

1. The majority of respondents do not move according to motor vehicle laws.
2. Most of the people would have been challaned for not wearing helmet/ seat-belt.
3. The number of people having helped person involved in a road accident would be more than 50% and the people who didn't help would be substantially high due to fear of police.

Research Design:

In consonance with the aims and objectives of the present study prominent use of non-doctrinal research design has been adopted. However, doctrinal method has been applied only to address the present problem by relying upon content for drafting questions and check necessary variables to test appropriate feedback data to identify and successfully complete the present study. This includes use of words introduced through legislations constantly used also in interpretation by courts.

The non-doctrinal method or empirical approach is the prime highlight of this study. In this pursuit, a sample survey has been carried out to collect the required data by using some structured methods of data collection.

Sample & Locale of the Study:

In order to achieve the framed objectives, the respondents were asked several questions relating to various matters connected with motor-vehicle Laws in India. The Study was conducted during road safety week between 11 - 17 January, 2021. The survey intended to gather information about constituent elements responsible for indicating the behavior and attitude of people towards following of motor-vehicle Laws and matters relating thereto.

The data was collected from respondents in the range which comprised generally of people falling in the age group between 18 - 62. The method of random sampling was referred to collect and stratify data for the purpose of this empirical study. In order to get a clear picture data was meant to be taken from the response of around two hundred and fifty (250) people.

It was the paucity of time and dependence upon offline mode that this option for gathering data was preferred primarily due to Covid-19 pandemic still being active. The number of respondents for sampling purpose was now set to one hundred (100) individuals consisting of both men and women to access the difference if any between the two gender sets. In this study it was found none of the respondents belonged to other category option of gender.

Before giving final touch to the present study, data of certain respondents was left out of analysis which included those men and women who decided to leave few mandatory questions unanswered and few other people who did own or drive/ride any motor vehicle, few of them answered more than one option despite not being asked to thereby compromising the data, therefore, it was necessary to exclude such responses in order to provide a clear data which was authentic and genuine.

Out of the total 45 responses that were deemed to be ineligible 27 of the people did not answer the mandatory questions properly, 16 of the respondents answered wrongly by choosing conflicting options than what was asked. While 2 respondents submitted the form data more than once carrying different data and the same was also rejected as inappropriate and ineligible. Therefore, at the end final sample size comprised of 55 respondents.

Tools for Data collection:

The data for this study was collected through a questionnaire to be marked by the respondents in which most of the questions were required to be marked only with a single response and marking of two or more options has been an exceptional feature restricted only for a question or two. In order to ensure a proper and reliable data the questionnaires were sent through social media applications. Further, draft questionnaire was prepared with due care in simple language without the use of legal jargons to ensure the respondents were comfortable in understanding what was asked. The questionnaire was formulated using English language only. It was clearly expressed that the identity of participants would not be subject to disclosure and they were free to decide upon whether to give personal details like name, gender and other contact information.

Data Analysis:

The data attained from answers to the given questionnaire from the respondents were subjected to critical analysis based upon the problem and necessary segregation of elements essential to determine if the hypotheses were valid or not. It was from the given data set comprising of questions and responses thereto the same was expressed in charts and percentage to ease understanding of data results. Since the data was not enormous in size and sample of study was limited due to COVID-19 pandemic. It was sufficient to make proper analysis of recovered data by referring to certain google, microsoft, calculator tools as no special software were required in the present situation.

Survey

The questionnaire was made in English language which comprised of various questions relating to kind of vehicle, license, digital documents, following of traffic laws, behavior in certain specific situations while accessing public roads when using motor vehicles. This was meant to identify if people were aware and if so, did their behavior got changed or improved on the formulated data scale. Also, attempt was made to find what perception people carried about public transport and traffic related law enforcement authorities.

The layout of questions was as follows:

It included name, gender, age, marital status, profession.

1. Do you ride /drive any kind of vehicle?
2. Which category of vehicle do you ride / drive?
3. Do you hold a valid driving license?
4. Do you carry digital copies of motor vehicle documents?
5. Have you ever faced a situation when a police officer refused to accept your digital copy of document?
6. How often do you wear a Helmet / Seat belt?
7. Have you ever been challaned for not wearing helmet / Seat belt?
8. Have you ever ride/drive a vehicle in a state of intoxication?
9. Have you ever jumped a red light?
10. How often do you allow safe and easy passage of emergency vehicles like ambulance?
11. How often do you give safe passage to pedestrians?

12. Have you ever parked your vehicle in a no parking zone?
If Yes, was your vehicle towed away by the police?
13. Have you ever helped a person involved in a road accident?
If YES what help you offered?
If NO why didn't you help?
14. How often do you ride / drive a vehicle beyond prescribed speed limits?
15. How often do you ride / drive a vehicle on wrong side / opposite direction on public roads?
16. How often do you ride / drive a vehicle with persons beyond the carrying capacity of your vehicle?
17. In your opinion are safety and traffic rules followed in public transport like buses?
18. In the last one year have you or anyone known to you faced a situation where the policemen snatched your vehicle key immediately after stopping you?
19. Have you ever been involved in a road accident where other party or vehicle was damaged and you ran away from the spot?
20. Have you ever been involved in a road accident caused by someone else's fault?
21. How often do you use a mobile phone while riding / driving a vehicle?
22. Do you try to follow rules when riding / driving with family and friends?

The format used to ask questions based on the interview method from the respondents commonly used yes and no as options. It was only in few other questions that more than two options were provided to indicate certain degree of importance of one data relating to a particular thing in comparison to other option provided. Other category included for options to be chosen by the respondents contained: Regularly, Occasionally and Never.

The respondents were also given an option to choose between the best suited options according to questions keeping in mind the objectives of this study. They were also free to choose from in gender option as male, female or other. The respondents were also asked to provide upon their married marital status. However, respecting the identity of participants it was not mandatory to provide these specific details since they could be used for possible identification of respondents. This played important role in getting proper data without compromising neither identity of individual nor credibility of this work.

Findings & Observations

The key conclusions of this study are presented below:

1. It is during this study that some critical observations were made including that the total number of respondents that participated in the study, originally around 200 people were expected to take part but only 100 was chosen due to certain limitations that arose. Further, 45 respondents were found to be in-eligible for the purpose of this work. The final sample size was reduced to 55 respondents. The total age group of respondents was between minimum 18 years to maximum 62 years of age. Out of which maximum respondents were between 19 to 31 years old. Almost 40% of the total people who drive / ride any motor-vehicle were between 23 to 27 years.
2. Out of the total number of respondents that is 55. Men accounted for 78.2% people whereas women accounted for 21.8 % only.
3. Data revealed that 60% or 33 respondents were unmarried while 40% or 22 of them were married.
4. It was analyzed that 43.6% people were self-employed, 30.9% comprised of students, whereas 10.9 % were unemployed. Others were from the following categories retired public servant, software engineer, private employee private sector, student councilor, house-wife/ house-maker accounting to 14.6% of the total.
5. To the first question asking the respondents if they ride/ drive any kind of vehicle there was an overwhelming response of 100% answering with YES.
6. The use of two-wheeler non electric vehicle accounted for 32.7% and two-wheeler electric vehicle was 7.3%. of the total 30.9 % respondents ride/drive more than one category of vehicle. 27.3 % alone accounted for four-wheelers.
7. To the question if they hold a valid driving license 89.1% answered YES while 10.9% said NO.
8. It was revealed that 81.8% respondents carried digital copies of motor vehicle documents and 18.2 % responded with NO.
9. The incidents where a police officer refused to accept digital copy of documents was at 30.9 % whereas 69.1% denied facing any such situation.
10. When asked if you wear a helmet or seat belt from the options like regularly occasionally and never. 85.5% of the respondents agree to the use of helmet seatbelt regularly, 12.7% stated its use as occasionally, 1.8 percent stated of never using a helmet or seat belt.

11. The respondents were asked if they were challaned for not wearing a helmet/ seat-belt 67.3 percent said never, 30.9 percent marked occasionally and the rest 1.9% chose regularly as their option.
12. A question related to driving or riding a motor vehicle in the state of intoxication received 16.4% saying YES, while 83.6% denied of being in such position by answering in NO.
13. When asked if the respondents jumped a red light 52.7% respondent denied while 47.3 % accepted by saying YES.
14. A large number of people that is 96.4 percent set that they regularly allowed safe and easy passage of emergency vehicle like ambulances.
15. Respondents were asked if they gave or allowed safe Passage to pedestrian 83.6% agreed to doing so regularly, while 10.9% chose occasionally as their option and it was only 5.5 % which chose the option never as their choice.
16. To the question if the respondents ever parked their vehicle in a no parking zone 49.1 % said YES and 50.9 percent said NO.
Out of the people that said yes 90% of them did not state if their vehicle was towed away but 10% of them said yes that their vehicle was towed away by the police when parked in a no parking zone.
17. The participants or respondents when asked if there ever helped a person involved in a road accident if yes how did they help 54.3 percent said they called emergency services, 25.7 percent said they provided first aid, and 20% stated that they took the victim to the hospital.
A corresponding question was asked from the people who didn't help 58.6 percent said someone else offer help before them, 17.2 percent mark other as option, while 13.8 percent of the people did not help due to the fear of police and 10.3 percent of the respondents marked lack of time as option for not helping a person involved in a road accident.
18. The participants were asked a question whether they followed prescribed speed limits 23.6% said that they regularly followed prescribed speed limits, 54.5 stated occasionally and 21.8 said that they never follow prescribed speed limits.
19. To check how often the respondents were involved in wrong side driving a question was put to which 47.3% chose the option occasionally, 49.1% chose never and 3.6% said that they were regularly involved in such practice.

20. When asked how often the respondents make use of their vehicle beyond its carrying capacity 70.9% said never, 25.5% occasionally and around 3.6 were found agreed to breaking of capacity rule regularly.
21. A question was asked to know what the respondents felt regarding, public transport following safety and traffic laws. It was around 49.1% who said that they never follow laws and rules, 41.8% chose occasionally, only 9.1% marked regularly as their option.
22. It was 60% of respondents who said YES when asked if they or anyone known to them faced situation where policemen snatched vehicle leys just after stopping them and 40% said NO that they were not aware of such experience in last one year.
23. When asked if any of the respondents were involved in a hit and run situation 9.1% agreed by saying YES, while 90.9% denied of such incident by marking NO option on questionnaire.
24. The respondents were asked if they were involved in an accident due to someone else's fault to which 63.6% said YES and 36.4% said NO.
25. Out of the total 41.8% of respondents said they were occasionally involved in using mobile phone while driving. 54.5 said never and 3.7% said they made use of mobile while riding / driving regularly.
26. It was very interesting to find that 100% of respondents marked YES as option to question if they try to follow rules when with family and friends.

Discussion

In order to study the behavior of the respondent various questions were asked to analyze properly data collected for the purpose of this study. This study was conducted in Jodhpur district in state of Rajasthan.

According to this study the number of people that participated comprised mostly of men.i.e., around 78.2% and women constituted only 21.8% of the total. Majority of the people were self-employed second largest discount belong to the category of students and close to 11% we found unemployed. The maximum number of respondents stated that they used a two-wheeler of electric or electric category. About 30.9% of the people said that they ride/ drive more than one type of motor vehicle.

It is very important to mention that the fines and penalties provided as open under the motor vehicle laws were enhanced to prove as a deterrence for people. However, 10.9% the respondents in our study were found not having a license. This indicates that people are still not following rules despite the government providing hefty fines and extended imprisonment after recent amendments.

In the recent times several efforts have been made by the government and its authorities to promote the use of digital technology. In reference to motor vehicle laws certain documents are now allowed to be presented in government backed applications like dig locker and the same are treated equally to physical documents. But data revealed that 81.8 % of the participants had digital copy of their motor vehicle documents. It was also found that around 30.9% of the respondents faced some sort of trouble or harassment because police use to accept the digital copy of documents. Therefore, it is necessary that better policing be promoted at the ground level otherwise people would loose trust on the system.

Most of the facilities on roads can be restricted or reduced if laws are followed properly. In this direction it is necessary to make use of safety measures like seat belt and helmet according to the vehicle being used as it can make slight difference between life and death at times. This study found 12.7 of people using them only occasionally while a worrying trend indicated 1.8% of respondents never use a helmet or seat belt. Since every life is precious even if the data is miniscule steps must be taken to save life even if one. The data related to challan for not wearing a helmet was backing the previous question where people answered if they used such measures.

One of the major problems on any routes across the world is rash and negligent driving the same is also related with drunk and drive cases or incidents. During the course of this study, it was found net 16.4% of the respondent use or have used their motor vehicle in the state of intoxication.

One of the main reasons that many regions or places problem related to traffic management is the improper functioning or non-functioning of red lights, green light and yellow light. In this study 47.3% of respondents were sometime involved in jumping red light. This shows that either the people are in a hurry or have a problem of time management, it certainly is no good on the safety of not only other vehicles but of the pedestrians making use of the road while crossing footpaths, zebra crossings etc. Interestingly, when asked ok if people gave him a

Passage to pedestrian 83.6% agree to it by saying YES. This is little conflicting with the previous question as jumping red lights is definitely a big threat to safety of pedestrians amongst others making use of public roads.

A little less than half of the respondents.i.e., 49.1% agreed to have parked their vehicle in a no parking zone. Only 10% of the total stated that their vehicle was towed away. This indicates that most of the people were either lucky or traffic enforcement authorities are not good up for this task and certainly need to work better.

The concept of good Samaritan which was earlier introduced by Supreme Court judgements in India is now officially provided under the motor vehicle act after 2019 amendments. It was still found that 13.8% respondents did not offer any help a victim of road accident due to the fear of police. This means that the awareness must be increased and official motor vehicle department must promote this aspect visible practically on roads in order to get public out of fear which must not exist due to preventive and protective provisions now part of the law for time being in force relating to motor vehicles in India.

A **“thrilling speed can easily become killing speed”** because of various factors like design of roads, pedestrians, traffic etc. It was observed that 21.8% of respondents never followed speed limit rule and were involved in over speeding incidents. The issue of driving wrongly and wrong side driving both are very dangerous for the purpose of maintaining road safety data and is one of the most prominent reasons inviting accidents due to negligence. As per the available data 47.3% people were occasionally involved that shows negligent attitude but the problem is even bigger and would be apt to say that 3.6% were found to be reckless because they were found to be regularly involved in such wrong side driving incidents.

Data reveal that 3.6% the people habitually used their vehicles beyond the carrying capacity. One of the main objectives on this study was to identify the public perception towards rules being followed or not in in public transport like buses. It was 49.1% of the total which said traffic and safety rules are never followed, 41.8% chose occasionally. Now it is very clear from the data that only a nominal 9.1% of respondents stated or agreed to rules being followed. In recent times emphasis on increasing access to public transport modes is on a great rise but if that is not safe and not following rules strict action must be taken against the offenders as threat to life and safety of large number of people is compromised.

In the recent past there have been various Court judgements restraining the the officials implementing motor vehicle laws from snatching vehicle keys by jumping across on roads but this trend is still on a rise. This shows either the officials are unaware and if they are well informed for good, they are certainly in contempt and not following what they are lawfully bound to do. A staggering 60% of the respondents stated that they or someone known to them faced such a situation within the last one year. In the present time when various technology and devices exist for enforcing and assisting traffic policemen should they be jumping on the roads not only risking their lives but also other people using roads. The keys of vehicle being snatched in the middle of a road cannot be justified and the authorities certainly require to move towards a course correction in this regard.

Hit and run accidents are a big challenge not only to prevent but tracing the offenders is even a bigger problem. It was 9.1% of total respondents that were at some time involved in such a situation.

According to 63.6% of the respondents they agreed to having faced accident due to someone else's fault. It was found that contrary to the previous question of someone else's negligence, 41.8% of people occasionally used mobile phones while driving, 3.7% regularly used, 54.5% said they never used phones while driving. On roads even one second of distraction can change the fate of someone's life and even likely end someone's life too. Therefore, a behavioral change is required to keep a check on this problem.

The love for family and friends was clearly visible from the responses received. It was found that from complete 100% of respondents all of them chose the option to follow rules and drive safely with family and friends. This is specific data can even be used by the authorities while creating banners or other public display for promoting motor vehicle laws to be followed by people. It would be apt to say that an emotional appeal can work better than just enhanced punishments. Therefore, a little emotional touch should do just fine while attempt is made to improve behavior of people in regard to following of motor vehicle laws and rules related thereto.

Table.

Type				
Respondents (55)	60% 33 Married	40% 22 Unmarried		
Gender	78.2% Male	21.8% Female		
Profession	43.6% employed	30.9% Students	10.9 % were unemployed	14.6% others.
Ride / drive	100% YES			
Type of vehicle	40% Two-wheeler non-electric and electric	27.3% Four- Wheeler	32.7% more than one kind	
Holding valid driving license	89.1% YES	10.9% NO		
Digital Copies of DL	81.8% YES	18.2% NO		
Police refuses to accept digital copy	69.1% NO	30.9% Yes		
Wearing Helmet / Seatbelt	85.5% Regularly	12.7% Occasionally	1.8% never	
Challaned not wearing helmet / Seatbelt	67.3% Never	30.9% Occasionally	1.8% Regularly	
Drive / ride in intoxication state	83.6% NO	16.4% YES		
Jumping red-light	5.7% NO	47.3% YES		
Allowed Safe passage to emergency Vehicle	96.4% Regularly	1.3% Occasionally	1.3% Never	
Safe-Passage to pedestrians	83.6% Regularly	10.9% Occasionally	5.6% Never	
Parking in No- parking Zone	50.9% NO	49.1% Yes		

Vehicle towed by police (50)	90% NO	10% Yes		
Helped person in road accident (35)	54.3% Called Emergency service	25.7% Provided First-aid	20% took to hospital.	
Not Helped person in road accident (29)	58.6% Someone else helped before me.	10.3% Due to lack of time.	13.8% Fear of police.	17.2% any other reason.
Over Speeding	54.5% Occasionally	21.8% Never	23.6% Regularly.	
Driving in wrong side / direction	49.1% never	47.3% Occasionally	3.6% Regularly.	
Drive beyond carrying capacity / overloaded.	70.9% Never	25.5% Occasionally	3.6% Regularly.	
Safety in public transport.	49.1% Never	41.8% Occasionally	9.1% Regularly.	
Policemen snatched key immediately after stopping	60% YES	40% NO		
Hit and run	90.9% NO	9.1% Yes		
Others Fault in road accident	63.6% Yes	36.4% No		
Using mobile while driving / riding	54.5% Never	41.8% Occasionally	3.7% Regularly.	
Following laws when with Family and friends.	100% YES			

Conclusion

In a very recent report published by World Bank has indicated the effect of accidents on the family of victims of road accidents. It was found that more than 50% of the respondent families effacing some kind of mental pressure. It was also found then the hardest hit it by economic factors were people belonging to villages which accounted to 56%, poor people residing in cities that were adversely affected constituted 29.5% of the total.

It is also pertinent to mention that not only individuals but the nation at large suffers due to accidents of motor vehicles. Approximately 3.14% of nations Gross domestic product is affected therefore, it is in best interest of all the stakeholders to make adequate changes not only in laws but attitude and behavior of people has to be made more prudent and responsible.

The data was also breaking the fact that women are seriously affected directly or indirectly. It was observed that 50% of them some sort of financial problem or crisis, about 40% had to choose a new occupation, 11% women had to work more than what they used to work previously thereby creating stressful conditions not suitable for peaceful existence.

It is necessary that the people are made more aware of the recent changes and development in law applicable with respect to motor vehicles in India. The people should be positively reinforced with the idea that they should have necessary documents including insurance, driving license, registration certificate, pollution under control certificate etc., be it in physical or digital mode.

More use of technology and modern devices should be made by the traffic enforcement authorities in place of jumping on roads compromising their security and also of other people having access to public roads.

There is no conclusion without changes being implemented at the grassroot level, in memory of those who became victims of road accidents, some of which are not even alive today to see this conclusion. Om Shanti!

Limitation of the study

The sudden rise of COVID-19 pandemic affected not only a few but all humanity is affected and so was our work. In order to follow and abide by various guideline it was necessary to

limit the size of study, restrict to offline mode for receiving data because of which a large set of people could not be reached. Only people with Mobile Phones and other gadgets could respond to the questionnaire. Also, the questionnaire was drafted in English Language so people knowing other languages could not respond.

Ethics approval and consent to participate.

The present study was conducted by keeping in mind the respect for individual and their privacy. In order to maintain the same, the respondents had the discretion to put their name or gender etc. that is no mandatory provision in this regard was made. The participants voluntarily took part in the survey according to their free will and wish and I humbly thank them all for the same.

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