

POLICE ORDER No. 226

SUBJECT—Observance of quarterly Traffic Week

I. Object—Road accidents are on the increase, primarily due to increasing number of vehicles plying on the roads, comparative unsuitability and insufficiency of the existing roads for heavy volume of fact traffic and such other causes. While it is not within the means of the pole to remove the primary causes of road accidents, the police can, to some extent, reduce the number of accidents by educating the public in road safety measures. Hence it is necessary that traffic education should be imparted at frequent intervals. We have been therefore observing quarterly Traffic Weeks since 1963.

II. Method of observance—The Traffic Week is to be observed in all the towns and important roads of the district. The regular district staff as well as the M. V., Enforcement staff should be divided into groups and sent to different places in the district to propagate the road safety measures to the road users over the microphone. During such propagation the public should be informed of the various causes of road accidents as mentioned below under head "Secondary causes accident" and the precautions they should adopt to avoid them. The District Magistrates may be requested to depute the DPRO/ADPRO to assist in the propaganda work and to spare the speech equipments during the Week.

Selected officers may be posted at the entrance and exit of the towns to warn the drivers of incoming and out-going vehicles not to drive vehicles in contravention of the provisions of speed limit as laid down in the 8th schedule of the M. V. Act or as prescribed by the R. T. As.

III. Secondary cause of accidents— (1) Lack of proper maintenance of the vehicles, contributes to the incidence of accidents. The drivers and owners are to see their vehicles are in order before they are brought on the road.

(2) Many owners, specially of goods transport vehicles, want their drivers to work overtime in order to earn more. Long hours of driving puts great physical strain on the drivers and the consequent fatigue contributes towards accidents. Hence the law has prescribed that no driver should work for more than 5 hours at a stretch and nine hours a day. Thus the owners and the drivers should be told to avoid over exhaustion.

(3) Influence of alcohol is also responsible for several accidents. Drinks make the mind haz. and unsteady and after drinks a driver losses control over the steering. So the drivers should not drive vehicles while under the influence of liquor.

(4) Movements of children on roads, streets and thorough fares also contribute to these accidents. Parents and guardians are mainly responsible for the uncontrolled movements of their children. They should be requested to be very watchful over the movements of their children.

(5) Now-a-days the indisciplined conduct and attitude of some of the refractory School and College students also contribute towards accidents. They do not follow the rules of the road, go on cycles in rows, do not obey traffic signs and signals and never care for the convenience of the other road user. Lectures should be arranged in the educational institutions by contacting the concerned authorities about improper use of road and its evil effects.

(6) Over-loading/over-speeding are also factors which contribute towards accidents. The drivers should be cautioned about the evil effects of such driving and defaulters should be prosecuted.

(7) While driving vehicles the drivers should be very particular about the traffic signs and signals. The other road users should also pay equal attention to these traffic signs and signals. Demonstration of all traffic signs and signals may be arranged to educate the public to be well conversant with them. It is worthwhile associating N. C. C. Cadets and Boy Scouts in traffic control work. This will not only create better enthusiasm amongst the students, it would also ensure better co-operation from the public.

(8) The Gazetted Police Officers as well as other Subordinate Officers should make it a point to congregate the rickshaw pullers, bullock-cart men and available pedestrians in the evening at a public place and impart instructions about the use of the road and its bad effect if not used properly.

(9) Documentary film/films on road safety measure, if available and cinema slides should be exhibited to educate the public emphasising the need for observing road safety measures rigidly.

(10) On the concluding day of the traffic week a mobile court may be arranged and offenders brought to book for any traffic violations and heavy penalty insisted upon for such deliberate violations inspite of the instructions given as on preceding days of the Week. The District Magistrate may be requested to direct the R.T.O./A.R.T.O./M.V.I. to render all possible assistance to the police for making the Traffic Week a success and in checking the vehicles and taking action against the defaulters.

IV. Preparation of the report—A detailed report should be prepared and sent to S.P. Crime Branch, within a fortnight of its observance, containing information as in the prescribed *Pro forma* :—

Report on the observance of Quarterly Traffic Week for the.....quarter
19....., dated.....

1. Name of the places of the district where traffic week was observed
2. Designation of Gazetted Officers and subordinate Police Officers engaged in propaganda work.
3. Name of the places where propaganda on road safety was done with the help of microphone and loud-speaker (with the help of DPRO/ADPRO).
4. Name of educational institutions where lectures were delivered by Gazetted /Non-gazetted Police Officers with regard to roads safety measures.
5. Name of the cinema houses and other places where cinema slides/films were exhibited on road safety measures.
6. Name of the places where demonstrations were arranged to make the Public conversant with the traffic signs/signal and rules.
7. Number of drivers warned for over speeding
8. Number of drivers prosecuted for such offences
9. Number of driving licences/Registration certificates suspended and fitness certificates cancelled during the Week (to be shown separately).
10. Number of fatal accidents with number of deaths during the Traffic Week
11. Number of non-fatal accidents with number of injured persons during the Traffic Week
12. Place and date of Mobile Courts held
13. Number of prosecution reports submitted during Mobile Court
14. Total amount of fine/penalty/tax realised as a result of holding Mobile Court
15. Number of accidents and deaths occurred in the weeks preceding and subsequent to the Traffic Week.
16. The weekly average number of deaths due to accidents of the quarter in which the Traffic Week is observed.
17. The weekly average number of deaths of the year preceding the years in which Traffic Week is observed.
18. The number of deaths that occurred in the three preceding Traffic Weeks