

RASH RIDING AMONG THE YOUTHS: AN ANALYTICAL STUDY

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Introduction

Today's life many people are intentionally or unintentionally driving rashly, so many accidents are occurring in driving. According to the statistics from World Health Organization (WHO), traffic accidents became one of the highest 10 leading causes of death within the world. Specifically, traffic accidents claimed nearly 3500 lives daily in 2014. Studies show that almost all traffic accidents are caused by human factors, e.g. drivers' abnormal driving behavior. More than a Million people have died in traffic crashes in the United States drunk driving is one of the main causes. Driver's behavior is a combination of different factors such as the driver, the vehicle and the environment.

Reckless driving, over speeding, decline to follow traffic rules and drunken driving are main reason for road accidents. The statistics also show that most of the road accidents in the highways are due to drunken driving only. Globally, some 480,000 deaths and 20 million of people get injured by drunken driving every year. In most high-income countries about 20% of fatally injured drivers have excess alcohol in their blood, i.e., Blood Alcohol Concentration (BAC) in excess of the legal limit. In contrast, studies in low- and middle-income countries like India have shown that between 33% and 69% of fatally injured drivers and 29% of non-fatally injured drivers had consumed alcohol before their crash. No matter how common these types of accidents are, reckless drivers do not have the right to endanger other drivers, pedestrians, or cyclists on the roadways. However, this fact does not prevent drivers from committing these dangerous acts. Some of the most common causes of reckless driving includes, speeding, following too closely (tailgating), road rage, aggressive driving, complete disregard of red lights and stop signs, driving under the influence of drugs or alcohol, distracted driving, failure to use turn signals, failure to use headlights at night or in the rain and making illegal turns or lane changes etc.

Literature of Review

More than 90 percent of road deaths in 2016 were attributed to rash driving with the latest National Crime Research Bureau (NCRB) statistics revealing 1.5 lakh deaths in 1.35 lakh road accidents due to delinquent driving. The crime data released by the bureau covers all crimes booked under Indian Penal Code. The NCRB is yet to release its data on all accidents and suicides that were reported during 2016, which includes those where FIRs are filed. While the NCRB covers all IPC data, as of now only the road transport ministry has records of all road accidents in 2016. As per this report, 1.51 lakh people died in road accidents and driver's fault was responsible for 80.3 percent of these fatalities. Some road safety experts have raised

questions on such details and argued that there might be lack of proper investigation in many road accident deaths.

The NCRB report is not surprising considering the agency has been following the same parameters for several years. For example, in 2015 out of a total 1.49 lakh people dying in road accidents, 1.34 lakh were due to rash and negligent driving. This works out to be 90.3 percent. It has sometimes been argued that road accident deaths are entered under negligent and rash driving in firms as piecing together accidents is not always easy. There is no clause in IPC to put a road accident caused due to pothole or bad engineering. In most of the cases, police reach the spot after accidents have happened and hence they mainly depend on eyewitness accounts. Usually, these eyewitnesses say the vehicle was moving fast, said a senior police officer. This may lead to an inflation of accidents where negligent driving is the cause, but this remains the chief cause of deaths on the roads. Since victims of road accidents are mainly compensated from the accumulated third party insurance premium collected from vehicles, most of the cases are registered under rash and negligent driving head, he added. Across the world countries that have brought down road deaths have first done work to get the right data, find the exact reasons. Unless we do this ground work, we won't be able to treat the disease, said road safety expert Rohit Baluja.

Sanjoy Kumar Singh (2017) found that the 30-59 years, the economically active age group, is the most vulnerable population group. In general, male face higher fatality and accident risk than their female counterparts. Moreover road accidents are relatively high in May-June and December-January which shows that extreme weather influences the occurrence of road accidents. There are several factors responsible for accidents but drivers' fault is the most important factor; drivers' fault accounted for 78% of total accidents, 76.5% of Total injuries and 73.7% of the total fatalities.

Accidents caused by drivers without license increased by 54 percent between 2012 and 2014, according to data provided by the police department of all states and union territories. In absolute numbers, the accident count went up from 25,463 to 39,314. In the same period, drivers younger than 18 caused between 19000 and 21500 accidents. Global studies suggest drivers in the age group of 16 to 19 are four times more likely to speed, jump traffic lights, take wrong turn and drive after consuming alcohol and drugs. Jha Deepak et.al (2017) after conducting a survey on 52 persons and reports that, majority of the respondents felt that people do not follow traffic rules and do not give way to non-motorized vehicles and pedestrians. Most of them were of the opinion that people should follow traffic rules. However 17 percent of them agreed that they will break the traffic rules under one or another out of four situations.

Methodology

The present study is analytical in nature. Descriptive research design was selected for this study. For the present study snowball sampling method was used. 100 rash riders were analyzed in this present study. The study was carried out in Chennai city. The primary and secondary data was used in this present study. Primary data were collected from the respondents by means of personal interview using structured interview schedule. Observation method also

applied to collect the supplementary information. The Objectives of this present study is to know the socio-economic condition of rash riders, to find out the causes and Consequences of rash riding in Chennai and to study the relationship between the rash riding and road accidents.

Discussion

In this present study all the respondents are male because this study about the rash riding among the youngster which is highly performed by the boys than the girls. Majority of the respondents of this present study are between the age group of 20-25. Half of the respondents are graduates. Majority of the respondents of this present study are engaged with corporate and marketing sector. A high majority of the respondents are falling under the nuclear family. All the respondents are unmarried. Nearly half of the respondents are falling under the middleclass family having income of around 25,000 to 35,000. Most of the respondents of this present study are using Bajaj two wheelers and half of the respondents are using two wheelers that have a cubic capacity of 100cc to 140cc. Majority of the respondents are using two wheelers that have a top speed ranging from 140 to 160 km/hr. More than half of the respondent's two wheelers are between 1 to 2 years of service age. Around three fourth of the respondents use their two wheelers daily and about half of the total respondents use it to get to work. A little more than three fourth of the respondents are travelling an average distance of 200 to 500 kms per week. Almost all the respondents ride at an average speed of 60 to 80 km/hr. All the respondents are servicing their two wheelers on a regular basis and majority of them are servicing it once in three months. Nearly half of the respondent's ridden top speed ranges from 141 to 160 km/hr. All the respondents are riding rash and majority of them are doing at occasionally. Nearly half of the respondents are riding rash because of their necessity. Majority of the respondents have no engaged in traffic racing. Of the 10 percent of respondents who have engaged in traffic racing, 8 percent of them have done it for cash/bet. Majority of the respondents tend to spend between 2000 to 3000 rupees at every month for their two wheelers. All the respondents have got their license and all of them have insured it up-to-date. None of the respondents are using helmet as they all feel it uncomfortable. Half of the respondents have ridden under alcohol/drug influence and all of them have done it because they were returning from parties. Majority (98 percent) of the respondents has indulged in accidents and majority of them have gone through it twice. Most of them say that, they have met with accidents on a larger scale because if signal violation. All the respondents have been caught by police and majority of them have been caught for five times and more. 96 percent of the respondent's vehicles have not ceased ever as the police used to called some meager fine amount and leave the violator free. The remaining 4 percent of the respondent's vehicles were ceased during accidents.

Conclusion

Rash riding of vehicles by youngsters is a great problem of all the societies. It causes many accidents. The parents and the family are highly affected by this. Moreover when the accidents happen, our society blames their parents first. If their children riding motorcycle, bike or any two wheeler, the parents should advised them to drive slowly and not drive without license. Parents should make their children understand about the accidents which occur due to

rash driving and how the families suffer when an accident takes place. It is the duty of the parents that they should check their children off and on when they are driving just to know how their children drive. Below 18 years of age children should not be allowed to drive bikes or motorcycle as they do not have any license. Because violating traffic rules never consider as offense by the youngster. Rash driving can be controlled only by proper guidance of parents and strict rules by government or administration, as youngsters are the most unsafe drivers on the road, a threat to themselves and to others.

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