

POLICE ORDER No. 191

Road safety With rapid industrialisation, unprecedented mechanisation and larger concentration of population in cities and towns, the problem of traffic control over-shadows in magnitude any other police regulatory task. There is hardly any one who is not inevitably affected by the adverse problems that arise from the ever-increasing use of the automobile. That more people are injured and killed in automobile accidents than as a result of any other mischief, which is the task of the police to prevent, is, perhaps not fully realised. The loss of human life and property sustained in automobile accidents is comparable to any other form of loss, the police are charged with preventing.

2. The rapid increase in the rate of accidents has already caused considerable alarm and it has been urged by the public that positive steps should be taken to prevent accidents. The rise in the registration of motor vehicles, particularly heavy motor vehicles, poses several problems which have to be tackled efficiently. The solution is not to restrict the number of slow or fast moving vehicles on the road, for the clock of national prosperity can not be put back and road transport will continue to play a vital roll in any plan of national development.

3. The problem of traffic, its control and organisation can well be divided into:—

- (1) Enforcement
- (2) Engineering, and
- (3) Education

ENFORCEMENT

(i) *Registration of vehicles*—The Registering Authority has to ensure that vehicles with defective mechanism are not allowed to ply on the roads. To ensure this it is essential that certificates of fitness issued by the Motor Vehicle Inspectors should be thoroughly scrutinised and if any defects are noticed, tax token may not be issued. It is also necessary to conduct surprise inspection of heavy motor vehicles on the road regularly at irregular intervals by a Gazetted Police Officer or the Motor Vehicles Inspector, so that, if the use of a particular vehicle would constitute a danger to the public its certificate of fitness can be cancelled and registration certificate suspended till the defects pointed out are remedied and Motor Vehicles Inspector's fresh certificate of fitness produced. In this connection Section 33 and Section 38 of the Motor Vehicles Act, 1939 read with rules 32 and 37 of the Orissa Motor Vehicles Rules are relevant. These steps will reduce to a large extent plying of motor vehicles with defective mechanism which is one of the factors contributing to the high incidence of accidents.

(ii) *Licensing of Drivers*—Drivers who are either inexperienced or are addicted to alcohol or are physically not fit, e. g., defective eye-sight hardness of hearing, etc. are responsible for a number of accidents. The test of competence to drive shall be conducted with utmost strictness, particularly in regard to heavy motor vehicles. The test must be conducted by the Superintendent of Police or the Additional Superintendent of Police personally as far possible and in case he is not available, by a Gazetted Police Officers specially authorised for this purpose in writing. Before a license is issued, the licensing authority should be thoroughly satisfied (a) that the applicant is competent to drive a heavy motor vehicle in congested areas; (b) that he is not addicted to drinks (this can be found by police verification), (c) that he is thoroughly acquainted with the driving and traffic signals, (d) that he has no physical disability and that he has a fair knowledge of rendering first-aid to the injured and (e) that he can attend to minor repairs of the vehicle in case of any breakdown on the road. It is unfortunate that these points are not kept in mind at the time of issue of licence with the result that incompetent persons are issued with driving licences.

(iii) (a) *Regulation of Traffic*—The traffic police are required to regulate the flow of vehicle (both fast and slow moving), assist pedestrians using roads and generally to carry out such duties as are necessary to prevent danger to road users and to enforce the provisions of the law. In the execution of these basic tasks, a Traffic Policeman is always required to be courteous, but at the same time firm. He must necessarily possess thorough knowledge of the provisions of the Motor Vehicles Act and Rules, the Municipal Bye-laws certain Sections of the Police Act and also local orders and rules relating to public thoroughfares and places. He should have a good knowledge of the plan of the roads and the lay out of the town in order to assist the road-users and direct traffic. Depending on the work-load, the personnel required for traffic duty would be for :—

- (i) Supervision
- (ii) Patrolling
- (iii) Parking
- (iv) Place of entertainment
- (v) Point duty; and
- (vi) Investigation

(b) In addition to the staff required for the above branches of work, and again dependent on the volume of traffic, important towns, e. g., Cuttack, Puri, Bhubaneswar, Rourkela, Berhampur and Sambalpur should have, one, two or more flying squads, will facility for quick transport i. e. Jeep and motor cycles for checking overspeeding the other branches of traffic rules and laws on the public highways. These squads should be equipped with wireless, stop-watches, portable weight bridges (if available), which can detect with accuracy overspeeding and overloading respectively. The vehicles used for such purposes should be provided with accurate speedmetres so that they can follow of vehicles detected of being driven at a high speed and that their readings would be accepted without question by Courts.

(c) With regard to the strength of Traffic Police, the strength in each district is determined on the basis of requirements for manning traffic points, places of public entertainment, parking places and for furnishing traffic patrols.

(d) A large number of accidents on the highways are due to increase in the number of slow moving vehicles such as rickshaws, bullock-carts etc. Experience has shown that many of the rickshaw-pullers are old, infirm or boys in their teens; some have defective eye-sight and some are addicted to drinks. They are a perpetual hinderance to the free flow of fast moving vehicles. Licensing of the rickshaw-pullers is done by the Municipality or the Notified Area Council. It will be worth while to take up with the Municipals, Notified Area Council and Grama Panchayat Authorities to issue them with licences with photographs so that only adults who are physically fit are licensed. Physical fitness of rickshaw-pullers may be supported by medical certificates. The licensing of rickshaw-pullers will also eliminate many the absconders and untraced criminals who earn their livelihood as rickshaw-pullers.

(e) It is also essential that the rickshaws are properly inspected regularly at irregular intervals to ensure that the brakes are in order and in case of defective brakes or bells, action can be taken for the cancellation of the registration of the rickshaws which is usually done by the Municipality/Notified Area Council/Grama Panchayat.

(f) In order to regulate traffic it is essential that efforts should be made to mark lanes for slow and fast moving vehicles. Congested streets and highways may be declared as "One way streets" so that vehicular traffic can move exclusively in one direction during all or a substantial part of the time as the officer-in-charge of the traffic control may decide. This will prevent accidents and afford necessary facility to the users of the road.

(g) Indiscriminate parking of motor and other slow-moving vehicles poses one of the main problems of traffic control and this must, therefore, engage serious attention. Nothing is more productive of street congestion and its attendant evils than uncontrolled street parking. One or two parked vehicle can obstruct and even endanger hundreds of moving vehicles. Instances are also not rare where casualties have caused through pedestrians having their view

of the traffic impaired, and thus stepping out from behind a stationary vehicle in front of moving one. It is also dangerous to cyclists since while trying to steer a parked vehicle the might encounter moving vehicles coming from either directions. For this reason, it is necessary to impose certain restrictions as to street parking in many congested areas; from limiting waiting time; unilateral parking or to prohibit altogether parking of vehicles in certain areas and declaring those as "No Parking" areas. Proper study of local conditions is necessary to gauge correctly the parking and traffic situation.

The considerations involved in the parking of vehicles are —

- (a) The street area necessary to move traffic in it;
- (b) The necessity for parking space for short time and long time parking;
- (c) The available space for parking both on and off the street; and
- (d) The availability of police personnel to enforce restrictions.

To this end, Traffic Officers should make observation of these factors periodically and fix up place where no parking of any vehicle should be allowed at any time or during a particular period of the day; where cars or other heavy motor vehicles should not be allowed to park etc. Parking place for each type of vehicles should also be fixed and if and where necessary parking time also. In respect of motor vehicles such restrictions shall be imposed in accordance with the provisions contained in Sections 74—77 of the Motor Vehicles Act. In respect of other vehicles the local authorities should be requested to issue necessary orders under the Municipal Act, Rules/Bye-laws. These traffic restrictions, however, shall require constant enforcement to make them effective.

(h) At road junctions and intersections, flow of traffic controlled by traffic signals or by constructing roundabouts, which are otherwise called as traffic islands, in the centre. Properly constructed, such islands automatically control the traffic at such places without even any mechanical or manual traffic signals, while at the same time maintaining a high degree of traffic fluidity without cessation. Traffic signals will invariably mean periodical alternate stoppage of the cross-streams.

With the layout of the roads as they are now in our cities and towns, construction of such suitable traffic islands or roundabouts may not be possible at all important junctions or intersections but wherever possible this must be done and the local authorities should be insisted for the same. If suitable roundabouts are not possible to altogether obviate the necessity of mechanical or Manual traffic signals and if space is available at such junctions and intersections, small traffic islands can be constructed since such islands will to some extent control the flow of traffic and besides the traffic post, either manual or mechanical, can be installed over such islands for easy operation.

Wherever new lay-outs for the roads are made the authorities should be insisted to construct suitable roundabouts.

(i) All occasions which attract large crowds and vehicles required special traffic arrangement. As the police are responsible for the handling of traffic on the streets at all times problems arising from special events like important festivals, fairs, meetings, sports, V. I. P. visits, etc., must receive particular attention. One of the most important of the problems is the organisations and control of traffic and these naturally make heavy demands upon the resources of the police personnel.

To face the problems on such occasions, proper record must be kept of traffic plan which should include information about:—

- (a) Condition of the roads;
- (b) Their characteristics, i.e., bottlenecks, curves, gradients, cross-roads and junctions etc.;
- (c) Possible volume and character of traffic;
- (d) Facilities for traffic control, i.e., traffic-signs, traffic signals and traffic control personnel;
- (e) Other topographical considerations such as railway level crossings, bridges, culverts etc.;
- (f) Sufficient knowledge about the traffic difficulties that have happened in the area in the past to be able to avoid their recurrence, for instance, the points at which the heaviest traffic pressure is to be expected etc.

Plans for fixed events like Pujahs, fairs and festivals, sports etc., and mobile events like parades and processions should be different. For fixed events, it may be necessary to prohibit parking altogether in some streets. Signs for this purpose should be erected early in the morning of the events, so that all the parkers may be warned of. Where two way street are to be converted temporarily to one way movements portable signs must be erected at suitable points. Alternative routes might have to be selected for different types of vehicles. Parking places should have to be selected. In making all these arrangements care must always be taken that the public may not be unnecessarily inconvenienced and confused.

For mobile events, while some of the above arrangements may be necessary, the most important factor to be remembered further for such occasions is that the traffic circulation during such events is not prevented or disrupted. This will require constant and special supervision by senior officer. Motor cycle and Radio patrols can be used to great advantage to keep the area free from parking and other obstructions. It is important that some kind of mobile contact be maintained on detours to keep them open and provide communication with other officers. Till we have walkie-talkie radio, the V. H. F. sets should be used for the purpose. Every officer and man participating should be made to appreciate the importance of—

- (i) Keeping the traffic on the move;
- (ii) Preventing vehicle congestion from starting ; and
- (iii) Carrying out the task allotted to him as efficiently and in as short a time as possible. Some individual should be made responsible for each part of the arrangement.

Traffic plan for all these events must be worked out sufficiently in advance for the issue of orders so that there may not be any last minute difficulty. Routes should be surveyed and maps and sketches prepared. All necessary informations should be circulated and fullest co-ordination between all persons participating in a traffic scheme should be ensured. Instructions should contain a detailed schedule of duties, personal responsibilities, hours of duty, reliefs, etc. As little as possible should be left to chance. On important occasions and whenever on other occasions, the personnel should be rehearsed properly.

(i) Supervision of duties of traffic policemen is necessary. Besides the regular supervisory staff e. g., Havildars, Traffic Sub-Inspectors, Sergeants and Traffic Inspectors, the duties of the Traffic policemen and the flying squads should be checked by Gazetted Officers. In addition surprise checks should be organised regularly at irregular intervals both by day and night.

IV. Co-operation of the public in Traffic Control and enforcing Traffic Laws—Co-operation between the public and the police in traffic control and enforcing traffic law is of the utmost value. All policemen on traffic duty should do their duty with every possible moderation and forbearance. It must be remembered that in a democratic country like ours, executive power should be used in as wise and as gentle a manner as is consistent with the maintenance of public order. Good relations between the public and the police can best be maintained by taking extreme care beforehand that the public are given a square deal and to take them into confidence. Many people may be ignorant of traffic laws and restrictions and the first step the police should take is to dispel, as far as possible, such ignorance by means of press communiques, wireless and radio broadcasts, pamphlets and cinema slides etc. In no circumstance, the policemen on traffic duty should behave rudely or discourteously with any member of the public. They should not use any words by which any one is likely to feel resentment. If each person is addressed in such way as he would expect and wish to be addressed and his personal reactions are considered, the task for police is certain to be made easier. A good policeman must know how to phrase his remarks to the best advantage. If despite his best efforts to be civil and courteous, a policeman is met by hostility and resentment, he must not lose his temper but remember that a soft answer is apt to turn away wrath,

Everything possible must be done to ensure that the implementing of the detailed requirements of the traffic laws and restrictions must not undermine the essentially good relation between the Police and the public, but at the same time it must be recognised that there can be no proper co-operation of a basis of slakness on the part of the public. Only when the public seek consistently to obey the laws can there be a complete co-operation.

(v) *Investigation of Traffic offences*—(a) Experience has shown that there is inordinate delay in the visiting of spot by the investigating and supervising officers after a traffic accident takes place. Delay in the spot visit causes disappearance of evidence and besides confidence

of the public in the police is shaken. It is essential that investigating and supervising officers should visit the spot of the accident as soon as possible and the Superintendents of Police should ensure that there has been no delay in the spot visit. In case of delay in the spot visit, both the explanation of the investigating officer and the supervising officer should be taken for disciplinary action. The supervising officer should decide whether in a particular case the inspection of motor vehicle involved in the accident by the Motor Vehicle Inspector is necessary. The present practice of summoning the Motor Vehicle Inspector, in each and every case of accident even if this is not warranted cause unnecessary harassment to the owners and drivers of Motor vehicles and also causes delay in the investigation of cases. It is noticed that the investigating and supervising officers are not prepared to take responsibility and do not want to use their discretion. In future the decision as to whether in a particular case inspection of the Motor Vehicle involved in the accident by the Motor Vehicles Inspector is necessary or not shall be taken by the supervising officer and the Superintendent of Police shall ensure that the discretion has been used rightly. Investigation of traffic offence shall be closed as quickly as possible.

(b) Police officers investigating into traffic accident cases should pay particular attention to the following points:—

(1) *Spot*—A map of the place of occurrence should invariably be drawn to scale and all details showing the position of the vehicle, victims, witnesses, etc., should be given.

(2) *Condition of the Road*—Whether straight road or curved road, low gradient or high gradient, with of the road showing the metalled and unmetalled portions, whether the road was muddy, slippery, wet or dry at the time of occurrence, surface condition of the road, whether smooth top, corrugated, etc., should be noted.

(3) *Condition of the Traffic*—Whether there was heavy traffic at the time of accident.

(4) *Condition of the visibility and weather*—Whether day or night, adequacy or otherwise of lighting arrangements, whether it was rainy if so, whether visibility was affected.

(5) *Particular of vehicle or vehicles involved*—Make, model, registration number, name and address of owner and also whether the vehicle has been taxed. In case of transport vehicle whether they are covered by valid certificates of fitness and number of passengers travelling/load taken against capacity covered by the Registration Certificate.

(6) *Condition of the vehicle*—Condition of horns, brakes, tyres, lamps, reflectors, steering gear etc., details of damage the vehicle after accident and opinion of the Motor Vehicle Inspectors.

(7) *Driver*—Name and address of driver with particulars of his driving licence and whether the licence is valid, physical fitness of the driver, i. e., whether the driver was driving the vehicle under the influence of alcohol or any intoxicating drugs.

(8) *Speed of the vehicle at the time of accident*—Passengers travelling in the vehicle and witnesses near the spot should be examined. Skid marks will be helpful. The Motor Vehicle Inspector can also give his opinion from the skid mark and surrounding circumstances.

(9) *Casualties*—These will include driver, passengers, pedestrians, animals, etc. Damage to properties, if any, should also be noted separately.

(10) *Subsequent conduct of the accused driver*—Whether accident was reported at the police station and the injured removed to the hospital, tampering of vehicle after accident in order to cause disappearance of evidence.

(11) *Negligence of the driver*—Rash driving, over-crowding or over-loading of the vehicle, failure to blow horn, driving on the wrong side of the road, overtaking, failure to dim lights, disobeying traffic signals and regulations etc.

(12) *Negligence of victim*—Enquiries should reveal how far the victim was responsible for the accident. The question of contributory negligence should also be looked into.

(13) *Negligence of pedestrians and animals*—This happens when the pedestrians or animals obstruct the passage of car all at once or try to cross the road from one side to the other.

(14) *Medical Examination*—All persons whether the accused driver, passenger or victim who received injury as a result of accident should be sent immediately for medical examination. If the victim is dead as a result of accident, dead body should be sent for post-mortem examination.

(15) *Seizure*—Vehicles involved in accidents should not ordinarily be seized unless the investigation requires it. In cases where the accident resulted in loss of life or injury to person, vehicles shall be seized and kept under proper guard till after the expert's examination. Registration Certificate, Fitness Certificate, Permit of the vehicle, driving licence of the driver should also be seized.

(16) *Photography*—It will be useful to take photograph of the vehicle involved in the accident at the spot in the proper perspective and produce the photograph in the Court.

(17) *Third Party Insurance*—This points is generally overlooked by investigating officers. This should be checked.

(vi) *Prosecution of Traffic offences*—To prevent institution of cases on trifling grounds or unnecessary harassment and also to bring to the notice of drivers their acts of omission or commission which frequently go unnoticed, the Superintendent of Police may issue warning notices in the first instance. A copy of the warning notice should be kept in the D. L. Register maintained in the District Police Office for future reference. A red post card in the *pro forma* 'A' enclosed may be introduced to be used as warning notice.

While there has been a perceptible rise in the number of prosecutions, there is evidence to show that imultaneously there has been a progressive increase in the number of cases pending disposal. Delay in the disposal of cases causes great concern. One of the main causes of such delay is the difficulty in securing the appearance of the witnesses who have to travel long distances from their respective stations. This difficulty would be considerably reduced if Mobile Courts as has been introduced in some of the districts, were set up in all such areas where motor traffic is heavy. These Mobile Courts would easily be effective in the sense that fine should be realised promptly without any expenditure. The punishment would also become sufficiently deterrent.

(vii) *Suspension of Driving Licence*—Another more effective way of dealing with traffic offences is to suspend the driving licences for a specified period for holding or obtaining licences. In this connection, it is noticed that the Licensing Authorities are not making use of Section 15 (c) of the Motor Vehicles Act. Section 15 (c) lays down that if a Licensing Authority is satisfied after giving him, the licensee, an opportunity of being heard, that a person has by his previous conduct as driver of a motor vehicle shown that his driving is likely to be attended with danger to the public, it may or reasons to be recorded in writing, make an order disqualifying that person for a specified period for holding or obtaining a licence.

To prove that the licensee by his previous conduct as driver of a motor vehicle has shown that his driving is likely to be attended with danger to the public, the previous conduct can be provided by (1) result of conviction in a previous case; (2) issue of warning notice; or (3) warning recorded, in the driving licence. The issue of warning notices and entry of warnings in the driving licences will strengthen the hands of the Licensing Authority to take action under section 15(c) of the Motor Vehicles Act.

Before the order of suspension is passed, a show-cause notice has to be served on the licensee asking him to show-cause within a particular date why his driving licence should not be suspended for the reasons to be specified in the show-cause notice. On receipt of the explanation the Licensing Authority will pass the order of suspension and simultaneously the licensee asked to deposit his driving licence with the Deputy Superintendent of Police in charge of the Motor Vehicles Branch within a period to be specified by the Licensing Authority in the order of suspension.

Instances have come to notice in which the convictions or warnings or suspensions, etc. are not noted in the driving licences and the relevant records mostly due to the connivance of the motor vehicles clerks. The Gazetted Officer in charge of the motor vehicle section should be made directly responsible for these omissions.

(viii) *Recruitment and training of Traffic Police*—The task of Traffic Policemen is onerous and he can execute it efficiently only if he is properly recruited, fully trained and has the necessary personality. Traffic Policemen should be of a minimum height of 5'-7". Those who are transferred from the regular Police to the Traffic staff should be put through a course of training either in the district or in a Traffic Training School. After they pass out from the Traffic Training School a note shall be recorded in their Service Books.

Those who are posted to the Traffic should not be transferred too soon and the normal period of such posting should not be less than 5 years.

(2) ENGINEERING

The problem of traffic control is not only a Police problem but also an engineering problem. The roads are mostly narrow, the corners are dangerous and the cross-roads too crooked to permit safe driving. Many of the accidents are due to insufficient street lighting, absence of traffic control signals, absence of pedestrian inlands, absence of highway sidewalks, absence of playgrounds and play facilities, parks, etc., which compel children to play on highways and streets. Presence of a liquer shop, bar or den of intoxicant drugs near the black spots contribute to the accidents. Here close co-opertion between the Police, Works Department, Municipal/ Notified Area Council Authorities, etc., is necessary. Above all the major factor contributing to road accidents in our country is the lack of road sense among the pedestrians and drivers of slow-moving carts. They have to be constantly educated in road safety measures.

(3) EDUCATION

(i) The steps that have been suggested to improve the methods of traffic control are not of much avail unless sustained work is undertaken to educate the people how to use public roads. In more advanced western countries, "Safety First" associations controlled mostly by non-official agencies have been set up. Courses of lectures have been prescribed for educational institutions for educating the youth in the use of public roads and the children are being taught to develop road-sense. Showing appropriate films and taking them out on road to allow them gain practical experience have been found to be useful.

(ii) Police jeeps used for traffic control duties shall be equipped with loud speakers. They may be used at important corners where there is a large volume of pedestrian traffic. It is an effective means of educating pedestrians and at the same time, the drivers may have their attention called to bad practices while these jeeps fitted with loud speakers are in motion or while they are strategically parked.

(iii) It may also be useful to educate some of the willing urban Home Guards in traffic control duties so that in an emergency they can take over from the Police the duties of traffic regulation and control.

(iv) The District Magistrate may be requested to make the services of the District Public Relations Officer available for educating the public in road-sense through loud speaker.

(v) In one or two important districts where there is a large number of High Schools "Traffic Safety" competitions can be arranged annually to educate the boys and girls. A running trophy can be awarded to the institution earning the highest number of points in the competitions and parchment certificates will be awarded to students who show outstanding performance in the competition. To start with this scheme will be introduced in Cuttack district immediately.

This will bring the police closer to the student community and will be an effective check of the students indiscipline.

(vi) In the "Traffic Safety Week" the Police, Home Guards, Students will participate to focus the attention of the Public on the appropriate use and observance of pedestrian crossing places, observance of traffic regulations both by pedestrians and drivers, to promote greater safety on our roads.

4. *Records and Statistics*—The traffic unit like all other units in the department needs some administrative and operating records. With the help of the records and statistics it would be possible to analyse each case of accident and take steps to remove the causes of accidents. Since in almost every district a Traffic Police Inspector/Sub-Inspector has been posted. He shall maintain the records and statistics relating to all Traffic accidents. The case records may be in the Vernacular Section of the District Police Office, but the traffic Police Inspector/Sub-Inspector shall take notes from the records for his statistics. He shall maintain statistics in the *Pro forma* 'B' enclosed, a statement in *Pro forma* 'C' enclosed, shall be furnished by the District Superintendent of Police to the Superintendent of Police, C. I. D., Crime Branch to reach him latest by the 7th of every month so that the Crime Branch need not have to issue reminders to defaulting districts and indefinitely defer their examination of the subject awaiting receipt of the district statistics.

In addition the Superintendents of Police shall also submit a statement of F. I. R. and non-F. I. R. case pending trial in different courts regularly every month to reach the Superintendent of Police, C. I. D., Crime Branch, by the 7th latest. This information shall be furnished in *Pro forma* 'D' enclosed. On receipt of the information in this *Pro forma* I shall take up the matter with the Additional District Magistrate (judicial) and also with the Registrar High Court, if necessary, to expedite disposal of cases.

(Previous Police Order Reference No. 10 of 1964)

PRO FORMA A

No. /M. V.

Dated.....the.....19

WARNING NOTICE

DEAR SIR,

Motor Vehicle No. registered in your name was found (Gist of offence).....
 on (Date)..... at (Time)
 at (Place).....

You are requested to take note of this and warn the driver against repetition of such offence in future.

Yours faithfully

Registering Licensing Authority-
 cum-Superintendent of Pollice.....

PRO FORMA B

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
F. I. R. case reference	Date and time of occurrence	Place of occurrence	Persons killed	Persons injured	Reg. No. of the vehicle	Type of the vehicle	Whether insured against third party risk or not.	Name and address of owners	Name and address of driver	Particulars of driving licence	Previous convictions, warnings, if any.	Cause of accident	Suspension of driving licence	Suspension of registration certificate.	REMARKS

* In sufficient street lighting, speeding, over-taking failure to dim head lights, mechanical defects over loading, defective road conditions, drunkenness of drivers, fault of driver, negligence of pedestrians or animals or negligence of drivers of slow moving vehicles, etc.

PRO FORMA C

District Month Year

Number of accidents reported.	Number of accidents in previous month.	Mechanical defect	Fault of driver	Fault of pedestrian or animal, driver of slow-moving vehicle.	Drunkenness of driver	Road conditions	Speeding	Over-taking	Over-loading	Failure due to dim light	Number of D. Ls. suspended.	Number of R. Cs. suspended.	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

PRO FORMA D

Name of the Court	No. of F.I.R. cases pending trial (Yearwise)	No. of non-F.I.R. cases pending trial (Yearwise)
(1)	(2)	(3)

In remarks column mention the plague spots of accidents during the month and the time of occurrence/road condition speeding over-taking as the case may be, noticed to be common cause of majority of the accidents that took place.