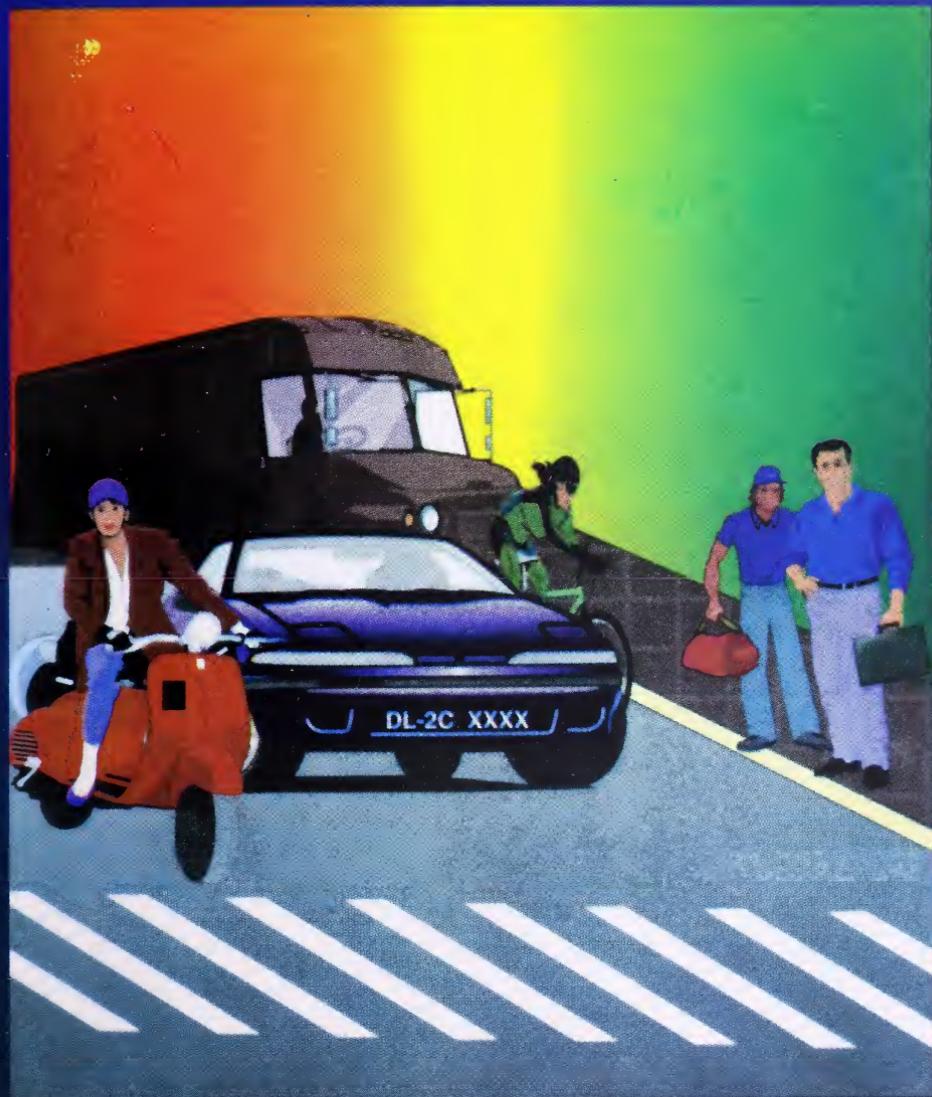


HIGHWAY SAFETY CODE



INDIAN ROADS CONGRESS
NEW DELHI

SPECIAL PUBLICATION NO. 44

**Indian Roads Congress
Special Publication 44**

**HIGHWAY
SAFETY
CODE**

NEW DELHI 1996

**Indian Roads Congress
Special Publication 44**

HIGHWAY SAFETY CODE

Published by:
The Indian Roads Congress

*Copies can be had from
The Secretary General, Indian Roads Congress,
Jamnagar House, Shahjahan Road,
New Delhi-110011*

NEW DELHI 1996

**Price Rs. 200/-
(Plus packing &
postage charges)**

Published in April, 1996

Reprinted : March, 2003

Reprinted : November, 2008

Reprinted : July, 2011

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Edited and Published by

Shri S.C. Sharma Secretary, Indian Roads Congress,
Printed at Aravali Printers & Publishers Pvt. Ltd.

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HIGHWAY SAFETY CODE

1. INTRODUCTION

1.1. This Code is not a manual of traffic law, although some of the measures dealt within it are prescribed by law. Others are dictated by good sense and courtesy. However, each category is as important as the other.

1.1.1. Based on the recommendations of the First Highway Safety Workshop held at Chandigarh in January, 1972 the Traffic Engineering Committee of the Indian Roads Congress decided to take up the preparation of Highway Safety Code. Since then this Code has been extensively discussed and modified several times by the Traffic Engg. Committee. The final draft of the Highway Safety Code was discussed in the meeting of this Committee held on 2.12.1991 (personnel given below):

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1.1.2. Thereafter it was approved by the Highways Specifications & Standards Committee in its meeting held on 1.9.1992, subject to some minor modifications to be carried out by a group consisting of S/Shri M.K. Bhalla & J.B. Mathur.

1.1.3. The modified draft was subsequently approved by the Executive Committee on 11.11.1992 and by the Council in their meeting held on 28.11.92 subject to modifications based on comments of members of the Council.

The draft was finally modified by S/Sh. Nirmal Jit Singh & A.P.Bahadur in consultation with the Convenor, Highways Specifications & Standards Committee as authorised by the Council for printing as one of the IRC Publication. The finalised draft was received from Convenor, Highways Specifications & Standards Committee on 2.4.93 for printing as one of IRC publications.

1.2. Purpose of the Code

The Highway Safety Code is designed to help road users to traverse the roads safely. It is intended to induce good traffic sense, discipline and courtesy in road users while familiarising them with the rules and laws governing the use of roads. It also gives tips on safe driving and explains meanings of road signs, pavement markings and signals met on the roads.

Driving on the highways is more demanding than ever before. It requires skill, concentration and caution to steer oneself safely on the road.

It is important that every road user knows and understands the

rules of the road. Safe driving is a continuous learning process. Careful reading and compliance of the safety instructions contained in this code by all road users will go a long way imbibing safety culture, thus saving precious human lives, disabilities and injuries and mitigating socio-economic losses.

1.3. Organisation of the Code

The Highway Code consists of a number of chapters covering various types of road users. Road users explicitly covered are Pedestrians, Animal Drawn Vehicles, Cyclists, Motor-Cyclists and other Motorised Vehicles. The gist of the whole document is given in the end in the form of Do's and Don'ts for various road users. These summarise the behavioural and other attributes that the road user is expected or required to follow so that those who do not want to go through the whole document can derive the benefit by studying that part only. A brief driving and road craft manual has also been added. Some figures giving the various traffic signs and signals and some diagrams depicting various traffic situations are also included, so as to make the document more illustrative and easily understood.

2. GENERAL SAFETY RULES FOR ALL ROAD USERS

2.1. Traffic Rules have been established as a systematic framework to serve as a guide and commitment common to all. Obeyance of traffic rules is a fundamental responsibility of all citizens. Everyone must follow the basic road rules and drive with common sense and with consideration for safety of all the road users.

2.2. Basic Road Rules

It is everyone's social responsibility to understand and follow the road rules, road signs and markings. Some of the general rules that should be remembered are:

- (i) It is an offence for any person to disregard a traffic law or fail to follow the instructions stipulated therein.
- (ii) All traffic must keep to the left.
- (iii) No person should drive a motorised vehicle without a driving license valid for the class of vehicle being driven.
- (iv) Driver must produce his/her driving licence if he/she is driving a motor vehicle in any public place, on demand for examination by a Police

Officer in uniform.

- (v) Before driving, a driver must ensure that vehicle is properly licenced, registered and insured and that there are no restrictions in the relevant insurance policy (for example as to who can drive the vehicle) which would make the insurance invalid.
- (vi) Every driver of a motor vehicle shall cause the vehicle to stop and remain stationary so long as may be reasonably necessary, when required to do so by a Police Officer in uniform or when the vehicle is involved in an accident, irrespective of whether he/she is or is not responsible for the accident. He/she shall give his name and address of the owner of the vehicle to any other person affected by such accident and who demands it, provided that such person also furnishes his/her name and address.
- (vii) When someone else appears to behave recklessly or rudely, control yourself and never stop to retaliate, it is both degrading and dangerous.
- (viii) Vehicles displaying "L" plates are in the charge of learners and inexperienced drivers; be wary of them and give them clear passage and chance.
- (ix) Be particularly patient with old people, the blind and the infirm and assist them wherever possible, for they have special problem in negotiating traffic.
- (x) If a fire service vehicle or an ambulance or police car with siren are approaching allow them free passage by driving to the side of the road.
- (xi) Do not go on to the road, if you are in a temper, excited or upset; try to calm yourself before entering the road.
- (xii) Do not flash a light onto the road so as to dazzle and blind the eyes of an approaching driver.
- (xiii) Refrain from throwing things like cigarette butts, empty juice tins, packings etc. out of your vehicle window onto the roads. These can be dangerous and troublesome for other road users. Do not project part of your body or objects from inside the vehicle.
- (xiv) Do not use horn unless absolutely necessary. Do not make unnecessary noise or do anything else which may irritate others.
- (xv) If you notice any person(s) who have had either an accident or breakdown, inform the police and ambulance services and give the injured a helping hand in any way you can.
- (xvi) While on the road, be prepared for the worst and keep sufficient emergency and first-aid equipment in the vehicle.
- (xvii) No person driving vehicle should allow any person to stand or sit or place anything in such a manner or position as to hamper the driver or his control of the vehicle.
- (xviii) When a police officer in uniform is on the spot directing traffic, obey his hand signal, even if the hand motion contradicts the traffic light, sign

or pavement marking on traffic lanes, but do so with the greatest caution.
(See Fig. 1 for typical hand signals by traffic police)

- (xix) At non-signalised zebra pedestrian crossings, vehicles should give way to pedestrians. At signalised crossings, when red light is on vehicles should not cross strip line or block zebra crossing.



Fig. 1. Hand Signals by Traffic Police

2.3. Road Signs, Traffic Lights and Pavement Markings

2.3.1. Everyone must obey all traffic signs, traffic lights and pavement markings. It is the duty of every person, not only vehicle drivers but also pedestrians and bicycle riders to become acquainted with traffic signs, lights and pavement markings.

2.3.2. Road signs : There are specific standards for signs regarding their colour, shape and size. It is everyone's duty to know them and follow the message conveyed meticulously. Road signs transmit consistent and uniform messages about the travel route anywhere in the country.

In India, traffic signs are grouped under the following categories:

- (i) **Mandatory/Regulatory Signs:** These signs convey messages about traffic laws and regulations i.e. do's and don'ts. They give orders which must be followed. These signs are mostly circular in shape. Those with red circles are mostly prohibitive and those in blue give mandatory directions. Violation of such signs is an offence punishable under M.V. Act and the State Police Acts. The various signs and messages are given in Fig. 2(i).
- (ii) **Cautionary/Warning Signs:** These signs tell you what to expect ahead. These are posted before the hazard on or near the road to forewarn the road user. Warning signs are usually triangular with red border and black symbol or message on white background. The various signs and their messages are given in Fig. 2(ii).
- (iii) **Informatory Signs:** These signs guide as to where you are going and how to go there. These are mostly rectangular and provide information on intersecting roads, and guide you to the correct route or to points of intersect along the highway. They also help you find hospitals, service stations, restaurants, etc. The various signs and their messages are given in Fig. 2(iii).
- (iv) **Work Zone Signs:** These signs are provided to guide traffic through highway construction or maintenance zones. When approaching a work zone, pay particular attention to flaggers who may stop you or ask you to slow down. The various signs and their messages are given in Fig. 2(ii).

2.3.3. Traffic lights/signals: Traffic signals are generally installed at intersections to control the movement of vehicles. All traffic must move in conformity with the traffic lights or signals. Only heed the traffic light directly facing the direction in which you are moving. Even when the signal for the traffic on the side road has become red, it does not necessarily mean that your signal is green and that



Fig. 2 (i) Mandatory/Regulatory Signs Signs Giving Orders—Mostly Circular





Fig. 2. (ii) Cautionary/Warning Signs-Mostly Triangular





Fig. 2. (iii) Informatory Signs-Mostly Rectangular



you are at liberty to go ahead. The signals indicate the following depending on the colour (see Fig. 3).

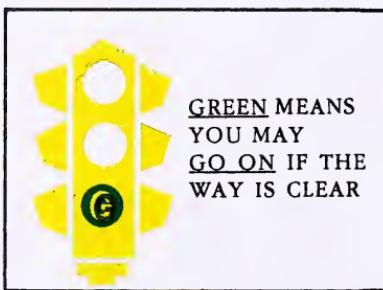
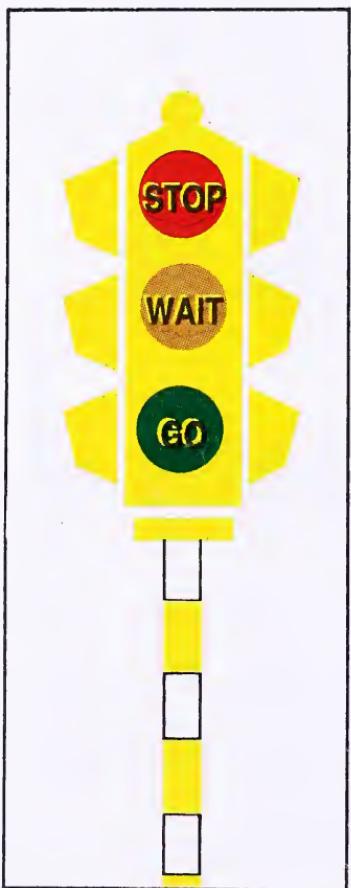
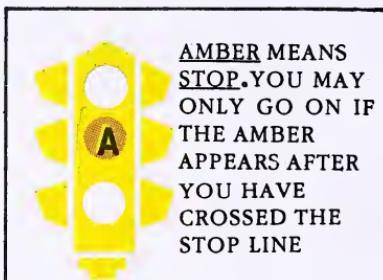
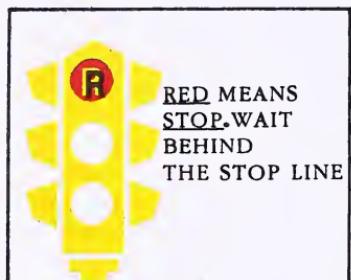


Fig. 3. Traffic Light Signals

(a) Steady Red:

- (1) Steady red light requires you to stop and wait behind the stop line or cross-walk on the carriageway. If there are no lines, stop before the intersection. Wait until a green signal appears before proceeding.
- (2) You may turn left while the signal is red provided it is not prohibited by a sign. But you must first stop and yield to pedestrians and other traffic.

(b) Flashing Red: Alternating flashing red light means you must come to full stop and proceed cautiously after making a safety check on all approaching traffic. This is generally provided at level crossings, bridges, airfield, fire stations, etc.

(c) Steady Yellow: A steady yellow light requires you to stop before the stop line. It indicates that signal is changing. You may go through if the green light has changed to yellow light soon after you have crossed the stop line or are so close to it that to pull up might cause an accident. Then continue through carefully.

(d) Flashing Yellow: A flashing yellow signal warns you of hazard ahead. Slow down and proceed with caution giving due attention to other traffic pedestrians and vehicles.

(e) Green: A green signal means you may proceed through the intersection if the way is clear. You can also make a right or left turn if not prohibited by signs but take special care and give way to pedestrians who may be crossing.

(f) Green Arrow: A green arrow means you may turn in the direction indicated by the arrow provided the way is clear. You may do this irrespective of whatever the other lights may be showing.

(g) Pedestrian Signals:

(i) Pedestrians facing a steady green with human figure in readiness to move or illuminated words "WALK" may cross the street in the direction of the signal indicated (see Fig. 4). At flashing signal, pedestrians should quickly proceed to the nearest refuge island or footpath and those on refuge or footpath should not enter the carriageway.

(ii) Pedestrians facing a steady red with standing human figure or "DON'T WALK" signs or upraised palm should not enter the road in the direction of the signal indicated (see Fig. 4). If the sign is flashing, those who are partially across the street should quickly cross to the nearest refuge.



Fig. 4. Pedestrian Signals

(h) Lane Use Signals: In multi-lane highways/toll areas, special signals may be placed directly over traffic lanes to control traffic (see Fig. 5). These signs indicate how specific lanes can be used:

- (i) **Steady Green Arrow:** This means the lane over which the arrow points can be used by traffic.
- (ii) **Steady Yellow 'X':** This indicates that a lane control change is ahead, so prepare to safely vacate this lane.
- (iii) **Steady Red 'X':** This indicates that this lane is closed and you are not permitted to use this lane.
- (iv) **Flashing Yellow 'X':** This indicates that you may use this lane to make a left turn with caution.



Fig. 5. Lane Use Control Signals

2.3.4. Pavement markings: Most roads have pavement markings to delineate the centre of road, identify travel lane, define road edge. Pavement markings also provide information about special lane use. Markings can also be in the form of patterns, arrows, or other devices set into or attached to the carriageway or kerbs or to objects within or adjacent to the carriageway, for control, warning, guidance or information of road users.

Generally white/yellow lines separate traffic moving in opposite directions. White lines divide lanes of traffic moving in the same direction. As a general rule broken traffic lines can be crossed while solid lines cannot be crossed.

Examples of common pavement markings and their meaning are given hereinunder (see Figs. 6 to 8).

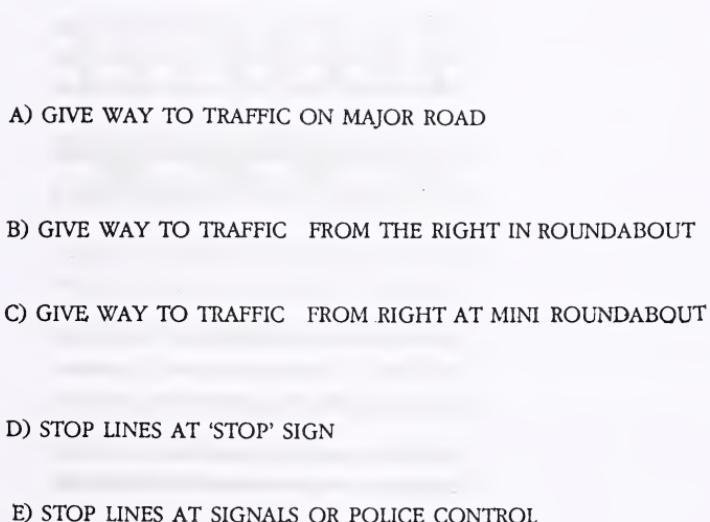
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- A) GIVE WAY TO TRAFFIC ON MAJOR ROAD
 - B) GIVE WAY TO TRAFFIC FROM THE RIGHT IN ROUNDABOUT
 - C) GIVE WAY TO TRAFFIC FROM RIGHT AT MINI ROUNDABOUT
 - D) STOP LINES AT 'STOP' SIGN
 - E) STOP LINES AT SIGNALS OR POLICE CONTROL

Fig. 6. Road Markings Across the Carriageway

Lines across the carriageway (see Fig. 6)

- (a) **Give way lines** [see Figs. 6(a), (b) and (c)]: These are double broken white lines painted across the pavement after a "GIVE WAY" sign. These lines are used on a minor road at the entrance to an intersection where it is necessary to assign the right of way to the major road but stopping is not warranted at all times. This indicates that vehicles must approach with caution and proceed beyond these lines only if there is a gap in the traffic on the main road. These lines may be accompanied by

words or a triangle painted in advance of the lines.

- (b) **Stop lines at “STOP” sign** [see Fig. 6(d)]: These are solid double white lines painted across a pavement at or near but after a “STOP” sign. These lines indicate the vehicles must come to a halt before these lines. These are used on a minor road at its intersection with a major road where conditions are considered to be unduly dangerous due to restricted visibility, bad alignment, high accident record etc. making it imperative for main road traffic to stop on every occasion. These lines may be accompanied by “STOP” written in advance of the line.
- (c) **Stop lines** [see Fig. 6(e)]: These are continuous white line painted across a carriageway and indicate where the vehicle should stop when directed by a stop light or a police officer
- (d) **Pedestrian crossings** [see Fig. 7]: These are white stripes 2 to 4 m in length and 50 cm wide painted parallel to the road equally spaced. Where these lines are provided, pedestrians must cross at this point. All vehicles should give way to pedestrians at such crossings.



Fig. 7. Zebra Controlled Area

2.4. Lines along the carriageway

- (a) **Centre line** [see Fig. 8(a)]: A single broken white line defines the centre of a two way road. Vehicles should not cross it



Fig. 8. (a) Centre Line

for overtaking, unless one can see that the road is clear well ahead. Special care be exercised when overtaking.

- (b) **Double solid white/yellow lines** [see Fig. 8(b)]: A double solid white or yellow centre line defines the centre of a road

Fig. 8. (b) Double White/Yellow Line

where traffic is flowing in both directions. Where provided overtaking is not permitted in either direction. Vehicle must not cross or saddle it except when needed to get in and out of premises or a side road, or when ordered by a policeman to cross the line or when needed to avoid a stationary object.

- (c) **Combination of a solid and a broken line** [see Fig. 8(c)]: The combination of a solid white/yellow and a broken white/

Fig. 8. (c) Combination or Solid and Broken Line

yellow lines also defines the centre of a two way road. Passing is permitted for vehicles with the broken line on the edge of their line. Vehicles may not overtake when a solid white/yellow line is next to their lane.

- (d) **Short broken white lines** [see Fig. 8(d)]: These are used to



Fig. 8. (d) Multi Lane Marking

divide the road into lanes. Vehicles are required to drive between these lines. Keep to the left lane except while overtaking or turning right or passing a parked vehicle. Where the extreme left lane is used by slow moving traffic, fast vehicle should keep to the middle lane.

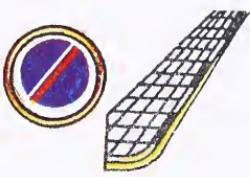
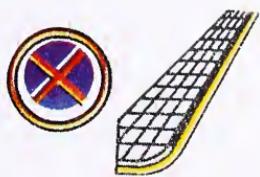
- (e) **Areas of white diagonal stripes** [see Fig. 8(e)]: Areas of white



Fig. 8. (e) Diagonal Stripes

diagonal stripes, or white chevrons, painted on the road are to separate traffic streams. Do not drive over these areas if you can avoid doing so.

- (f) **Border or edge lines:** These are continuous white lines provided at the edge of carriageway, and delineate the limits of the main carriageway upto which a driver can safely venture.
- (g) **Parking prohibited lines** [see Fig. 9 (a) to (c)]: A solid continuous yellow line painted on the kerb or edge of carriageway along with a "No-Parking Sign" indicates the extent of No-Parking Area. Where such lines are marked, no vehicle should be parked or stopped in the length so marked. If the yellow line is broken parking is not allowed but stopping may be permitted.
- (h) **Box junction or keep clear** [see Fig. 9(d) and (e)]: These are yellow crossed diagonal lines with form of a box. In this marked area vehicles must not become stationary even for a short time. Drivers are prohibited from entering such areas even if the signal is green but the area cannot be easily crossed.



BOX JUNCTION
(d)

DO NOT BLOCK
ENTRANCE TO
SIDE ROAD
(e)

Fig. 9. Pavement Markings

3. SAFETY OF PEDESTRIANS

3.1. Pedestrians form a major part of road users in India. They are also the most vulnerable group in terms of their involvement in fatal accidents and serious injuries. This Code has been framed with the basic objective of providing guidelines for safe travel on roads and is based on research done throughout the world on safety for pedestrians. Meticulous compliance of these guidelines can go a long way in promoting pedestrian safety.

3.2. Walking Along the Road

3.2.1. Where there is a designated Kerb footpath or shoulder of sufficient width, pedestrians are required to walk on these.

3.2.2. If there is no Kerb footpath, or designated shoulder, the pedestrians must walk close to the right side of the road such that they are facing the oncoming traffic and can see it (see Fig. 10). Pedestrians must keep as close to the side of the road and not walk more than two side by side. They must keep one behind the other if possible, particularly in heavy traffic or in poor light and at corners.

3.2.3. Children, upto the age of seven at least, should not be allowed alone on the road. Elders must accompany them and they must keep themselves between the traffic and the children. They must always keep tight hold of their hands and must not let them run into the road.

3.2.4. Pedestrians must always wear or carry white or light coloured clothes or vests with reflective tapes in the dark or in poor light. Reflective materials can be seen in headlights at upto three times the distance compared to ordinary clothes, but fluorescent materials are of little use in the dark.

3.2.5. Blind persons walking along a road at night must carry one cane/stick painted with reflective paint or fixed with reflective tapes of sufficient width and preferably wear vests with reflective tapes fixed on it. Wearing of bright clothes is a must.

3.2.6. A group of people marching on the road (e.g. returning from work at night) should keep to the left. There should be lookouts in front and the backs wearing reflective clothings at night and fluorescent clothings by day. At night the lookout in front should



Fig. 10. Walk Facing the Traffic & Keep Children Away from Traffic Side

carry a white light and the one at the back a bright red light visible from the rear. Additional lights should be carried by people outside of the long column.

3.2.7. Pedestrians are prohibited from entering or crossing on the Expressways and their slip roads.

3.3. Crossing the Road

3.3.1. Where to cross: The pedestrian must cross the road on an intersection with traffic light nearby. All efforts should also be made to use pedestrian foot bridge or underground pedestrian subway if they are within reasonable distance. Otherwise cross under a street

lamp where you can be seen (see Fig. 11). It is extremely dangerous to jump guard rails and cross the road at such places (see Fig. 12).



Fig. 11. During Night Cross Underneath a Street Lamp



Fig. 12. Do not Jump Over the Guard Rails or Walk on the Carriageway Side

3.3.2. Kerb Drill (see Fig. 13): If there is no designated crossing place nearby, choose a place where you can see clearly along the road in all directions. Do not try to cross between parked vehicles. Move to a clear space and always give drivers a chance to see you clearly and well in time. Then follow the following "Kerb Drill":

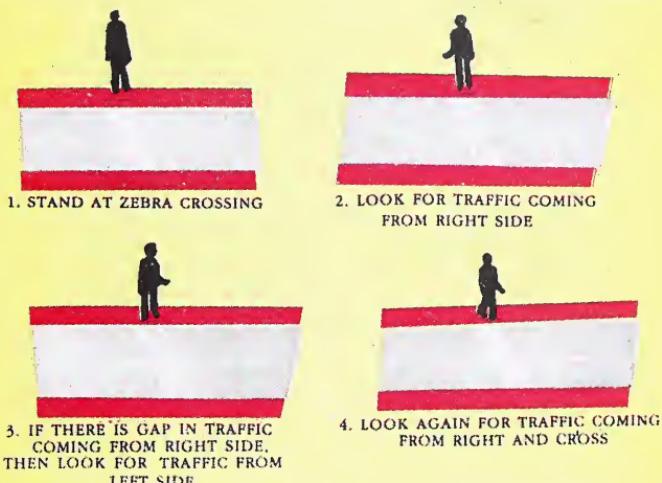


Fig. 13. Kerb Drill

- (i) "Stand back at the edge of the road where you can see and hear traffic coming. Look right, look left and look right again and listen. When the road is clear and you do not hear any traffic coming, cross at right angle as quickly as you can, without running but keeping a look out for traffic. Keep in mind that stopped vehicles will sometime block vision creating a blind spot".
- (ii) **Parked Vehicles:** Try not to cross the road between or in front of parked vehicles (see Fig. 14). When inevitable be doubly careful as you will be visible to the traffic on the road. Stop at the edge of the parked vehicle and do your kerb drill.
- (iii) **One-Way Streets:** On a one-way street, there will be more than one stream of traffic, more likely more than two, the nearest one being of slow vehicles and the farther ones of fast moving vehicles. While crossing such a street, make sure that a sufficient gap in the traffic streams in all the lanes is available to enable you to cross over safely.
- (iv) **Divided Roads:** For a divided road with a central verge or median, first cross over to the central verge after performing your kerb drill. At the central verge, go over again with your kerb drill and cross over when it is safe to do so.



Fig. 14. Do not Cross Between Parked Vehicles

3.3.3. Crossing at traffic signal

- If there is a separate pedestrian signal (see Fig. 4) do not cross when the pedestrian signal shows either a "DON'T WALK" or Palm of hand or red man. Cross only when "WALK" or "Green Man" or "Green Signal" comes on. You must cross with care. If the green signal starts flashing, do not start crossing. If you are already midway, quickly finish the crossing. At crossings where there is a push button traffic light for pedestrians, push the button and wait for your light to turn green and then move on but do not depend on light alone and look both ways and cross cautiously.
- If there is no specific pedestrian signal, only cross when the signal in your direction of travel has turned green and lane which you intend to cross has red signal. Even after the signal has turned green for you, be sure and visually confirm that all vehicles have stopped before you cross. Remember to look for turning traffic and remember also that some traffic lights

allow traffic to proceed in some lanes while other lanes are stopped.

3.3.4. Guard rails: If guard rails are provided, do not jump over them to cross the road but use only the gaps provided. Do not walk on the roadside of the guard rails (see Fig. 12).

3.3.5. Zebra crossings: (see Fig. 7) The convention for zebra crossing is that once a pedestrian has entered a zebra crossing, he gets priority over other traffic. This convention also implies that, before stepping on the zebra crossing, the pedestrian should see that there is no vehicle approaching the zebra crossing immediately and to allow sufficient distance and time to any approaching traffic to stop before reaching the zebra crossing. However, in our country, this convention is not enforced and many vehicle drivers are not educated about this. As such, even while attempting to cross the road on a zebra crossing, it is imperative for pedestrians to see that the carriageway is clear, for a sufficiently long distance of vehicular traffic to enable them to cross over safely. Even if this convention comes to be accepted widely by the motorists, the advisability of the pedestrians keeping proper watch and care for their own safety cannot be over stressed.

If there is a refuge island in the middle of the zebra crossing or at uncontrolled intersections, road-way on either side of the island should be treated separately and kerb drill followed for crossing the road.

3.3.6. Crossings controlled by police or traffic wardens: Do not cross the road if the police or any other officer, e.g., traffic warden or member of the school traffic control squad, controlling the traffic, is allowing traffic to move and has signalled you to stop.

3.4. Getting on or off a Bus

3.4.1. Do not alight or board a moving bus or even a stationary bus unless it is standing on a recognised bus stop. If you want to get in a bus at a "By request" bus stop, give a clear signal for the bus to stop and do not try to get in unless the bus has stopped.

3.4.2. When you get off a bus and want to cross the road, wait until the bus has moved off and you have a clear view of the road. In case the bus seems to be taking a long time in moving off, do not cross the road in front of the bus but come to its back, perform

your kerb drill and cross only when it is safe to do so (see Fig. 15)



Fig. 15. Do not Cross Over from in Front of a Bus at a Bus-Stop

3.4.3. Do not board a bus which is so full that some portion of your body remains outside its frame work (see Fig. 16)



Fig. 16. Do not Board an Over-Crowded Bus

3.5. Special Situations

3.5.1. Extra instructions for rural areas

- (1) On rural roads, walk always facing the oncoming traffic and not on the carriageway but on the shoulders.
- (2) Do not use the carriageway in rural areas for general purposes as drying clothes, covers, vegetables etc.

3.5.2. Emergency vehicles: Pedestrians should clear off the road and stand on the side on seeing or hearing an ambulance, a fire engine or police or other emergency vehicle approaching with its lamp flashing or hear a two tone horn or siren sounding.

3.5.3. Walking at night: At night, the vehicle drivers are prone to get momentarily and partially blinded by the headlights of an approaching vehicle. As a result, while the pedestrian can see the headlights of a vehicle, the driver cannot see the pedestrian. It is, therefore, extremely dangerous to stand in the middle of the road between traffic lanes for crossing at night. You must, therefore, first start crossing only if you can cross all the lanes in one go. Secondly, you must cross at a place where the area is well lit so that your presence is conspicuous to the approaching traffic. Thirdly, you must wear light coloured clothings and attach reflectors to your clothing, attache case, cane or shoes.

3.5.4. Walking in rain: Visibility from vehicles is reduced due to rain in a similar way as at night. Road surface becomes slippery and walking and stopping distance of cars and other vehicles increases. When raining, pedestrians also run the risk of slipping and falling. Pedestrians must not, therefore, block their vision by umbrella and leave plenty of time for crossing. Avoid sprint across the road.

3.5.5. Railway crossings: Many pedestrians fatalities occur at railway crossings. Do not cross when the crossing gate has begun to fall. Do not try to squeeze under the gate to cross. Stop on the side if you hear or see the train approaching. Do not take any risk as the crossing area may be rough and you may fall on the track

3.5.6. Prohibition: Pedestrians are prohibited from standing on a highway to solicit employment, business or contribution from the occupant of any vehicle. Pedestrians are not allowed to stand on or next to a highway to solicit the watching or guarding of any vehicle

while parked or about to be parked.

3.5.7. Pedestrians should not cut corners and try to save time by crossing the road diagonally.

4. ANIMALS & ANIMAL DRAWN AND MANUALLY DRAWN VEHICLES ON THE ROADS

4.1. Animals individually or in herds should not be left on the road or roadland. It is not permissible to use roadside land for grazing or exercising animals.

4.2. If you are herding animals along a road, keep the animals to the left side of the road and leave sufficient passage for plying of vehicles. If the herd is large, more people must accompany it and it should be spaced out longitudinally so as not to block the road, the herd should be guided along so as to prevent animals straying into vehicle path.

4.3. Before riding a horse, elephant or a camel on the road, make sure you can control it in traffic and that it does not get out of control due to blowing of horn or traffic noise. When riding an animal, keep to the left and when leading it keep it on your left. On one-way streets, proceed only in the direction of traffic and keep to the left. Follow the road rules and signals.

4.4. Do not let any animal loose on the road whether it is a dog, cow, buffalo, horse, elephant or a camel. Animals must be kept on leash and should not be allowed to wander about on the road or allowed to graze along it.

4.5. Slow moving and animal drawn vehicles should move on the extreme left of the road and must give proper and timely signal when changing lane. It is the duty of the driver to look behind and see before turning. Turn only if the lane is clear or there is sufficient gap in the traffic.

4.6. Goods loaded on slow moving vehicles should not protrude on the side, back or front. If long articles, such as girders or poles are being carried, a red flag at the end should be displayed. At night a red lamp or a reflector should be displayed at the rear end (see Fig. 17).

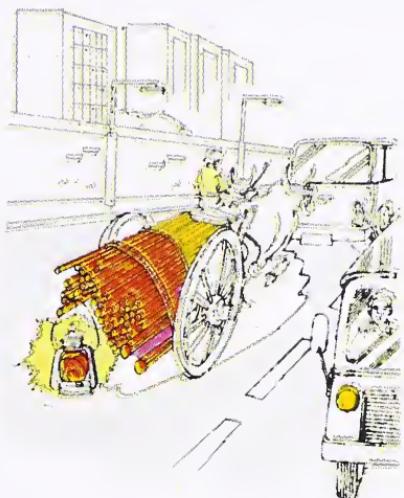


Fig. 17. At Night, have a Lighted Red Lamp at the Extreme Point of Projected Load on Bullock-cart

4.7. At night all such vehicles should have a lamp showing white light in front and another showing red light (See Fig. 18) at the back. Adequate reflectors or reflective sheeting

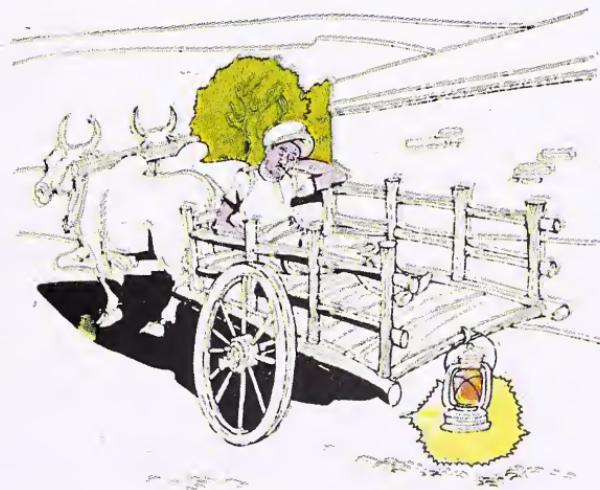


Fig. 18. Do not Sleep in your Bullock-cart while it is in Motion

should be fixed on the rear portion of such vehicles and remaining portion painted white.

5. CYCLING ON ROADS

5.1. Inspecting your bicycle

Before getting on your bicycle (see Fig. 19) be sure to check out the following and do not get on the road if any one of these checks is not satisfying:

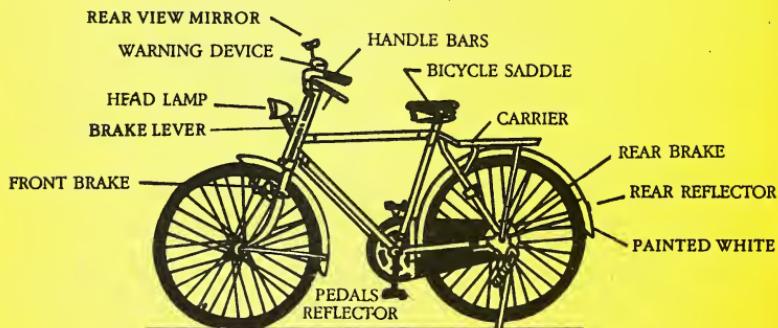


Fig. 19. The Typical Bicycle

- (1) Check to see if the seat is tight and stable and its height is such that the toes of both feet can easily touch the ground.
- (2) See that the handle bars are firm and perpendicular to the front wheel.
- (3) When you mount the seat and grasp the handle bars, your upper body should be inclined slightly forward and you should be able to see the signals and traffic clearly in this position. If not adjust the seat and handle bars. Note that racing cycles with low handles are not safe for normal riding on the road.
- (4) Be sure that there is no tendency for the feet to slip off the pedal, due to the pedal being worn out or in any other way damaged.
- (5) Check out the brakes on both the front and the rear wheels. At a speed of ten kilometres per hour, you should be able to come to full stop in less than three metres.
- (6) Ensure that a warning device (bell) has been fixed and can be operated without removing your hand from the handle.

(7) Ensure that you have front and rear lamps and these are working. Ensure that your rear mudguard is painted white and it has an effective red reflector.

(8) Make sure that your tyres are in good condition and are properly inflated.

5.2. Your cycle should be visible at night and be conspicuous during the day. For this purpose the front and rear guards should be painted yellow and orange or provided with reflectors. Pedal edges and rear should be provided with reflectors. You should also wear fluorescent yellow/orange vest with reflectorised tapes stitched in a suitable pattern.

5.3. Before starting to ride, find a place in the road that offers good vision and enter the traffic from the left side after having carefully looked both ways.

5.4. Before turning right or left or moving out to pass or pulling up, always glance back or look through rear view mirror behind and make sure it is safe. Give a clear arm signal to show what you intend to do (see Fig. 20).



Fig. 20. Arm Signals

5.5. If you want to turn to the right, move to the extreme right of the road and wait for a safe gap in the traffic in both directions

before you start to cross.

5.6. On busy roads and at night, if you want to turn right it is safer to stop on the left hand side of the road, wait for a safe gap in the traffic and then start to turn.

5.7. Do not ride more than two side by side. Ride in single file in busy or narrow roads. Do not ride on a footpath..

5.8. At a road intersection with traffic lights when the signal is against you, do not zig-zag your way to the front of the waiting queue of the vehicles.

5.9. While riding, observe the following:

- (a) Always hold the handle-bar with both hands and keep your feet on the pedals. Except when you are giving signal, it is against the law to ride with one hand.

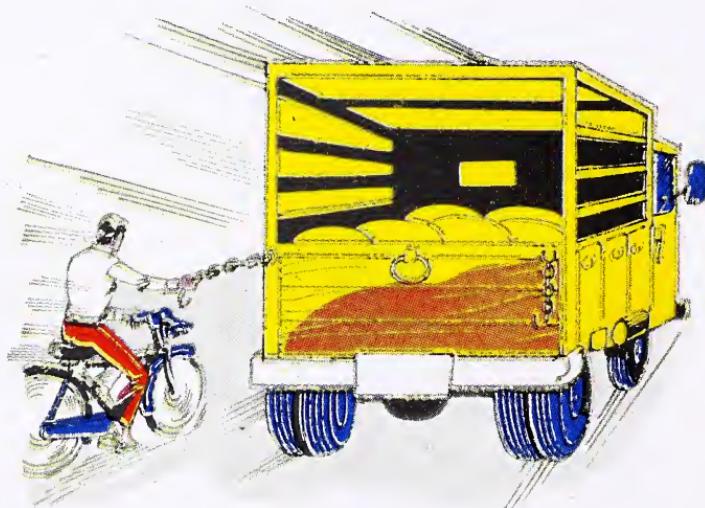


Fig. 21. Do not hold to a Faster Vehicle

- (b) Do not hold on to another vehicle (specially a fast moving one) or another cyclist (see Fig. 21).
- (c) Do not carry any passenger on your cycle, unless your cycle has been altered to carry one.
- (d) Do not ride too close behind another vehicle or in between the vehicles.

- (e) Do not carry anything which is likely to affect your balance or be nuisance to other vehicles, e.g. heavy weight or long bars or which is likely to get entangled with the wheels or chain (see Fig. 22).



Fig. 22. Do not Overload Your Cycle

- (f) Do not lead an animal while riding cycle.

5.10. If a separate cycle track is provided, do use it instead of using the main carriageway.

5.11. Do not enter into speed competition with any other cyclist or vehicle on the road.

5.12. Be on the defensive rather than dashing. Do not indulge in any form of trick cycling on the road, which is not the correct place for it.

5.13. Gain familiarity with the rules of the road, road signs and markings. These are applicable to you also.

5.14. It is dangerous to have two people on a bike in heavy traffic. Even where there is little traffic, two on a bike should be avoided. Where there is a holding seat, it is permissible for a child to be carried.

5.15. Do not attempt to ride with loose fitting shoes or clothings which will hinder or clog the pedals, wheels or the chain.

5.16. Do not ride holding an open umbrella. It is dangerous to ride with a dog or other animal running along on a rope or chain. Things should not be carried by the hand and hung down from the handle bars.

5.17. Remember that you should be seen as easily as a larger vehicle and that you should always give clear arm signal to let drivers behind you know what you intend to do especially at roundabouts and intersections. Always look behind before making any change in direction and do so only if it is safe.

5.18. At night and also inside tunnels and on foggy days, keep the light turned on. Should you be momentarily blinded by lights of approaching vehicles, pull over and stop at the far left side of the road and wait for a few seconds until the car has passed and vision has recovered.

5.19. Should your vehicle brakes or lights go out of order, walk along side the bike pushing it with your hands. Do the same if road surface is extremely slippery and there is a lot of wind, dust or rain.

5.20. There are many bicycle accidents in which a bicycle moving along the far left of the road gets hit by a car or truck as it makes a left turn (see Fig. 23). When intending to continue straight at such intersections take special care to look out for the position and speed of vehicles turning to the left.

5.21. Crossing of Intersections

- (1) Cyclist should follow the normal rules of traffic and cross only when the traffic light is



Fig. 23. While Turning left look for Safety of the two Wheelers/Animal drawn Vehicles

green.

- (2) When making a turn to the left, check for safety behind you and give the proper turning hand signal well in advance. You should stay as far to the left as possible and slow down to a safe speed. It is the cyclist's responsibility to turn so as not to interfere with the progress of pedestrians already in the pedestrian crossing.
- (3) For a right turn check the traffic behind you with a glance over the shoulder and give a hand signal. The hand signal consists of extending your right arm out straight, horizontally with the palm facing down. Stay over as far to the left of the road as possible, going straight across to the far side of the intersection and then make a smooth sweeping turn. Keep your speed down so that you can make a safe turn.
- (4) At roundabouts, stay in the left hand lane and look out particularly for vehicle crossing your path to leave the roundabout.

6. ALL MOTORISED VEHICLES

6.1. Motorised vehicles are the most lethal of those using the roads and the responsibility rests on its drivers to protect the other users especially the pedestrians, cyclists and two-wheeler drivers. Meticulous compliance of the rules given here would reduce the risk of your getting involved in accidents.

6.2. Pre-Drive Checks

- (i) Before getting into the vehicle check whether you have the valid licence, registration certificate, inspection certificate and insurance policy. 'Learner Licence' holders should also check if the 'L' plate is affixed to the vehicle and driver supervisor is present.
- (ii) Check the vehicle and its fixtures every day, which should include check of the cooling water in the radiator, engine oil, air pressure in tyres, conditions of tyres, headlights, brake lights, direction indicator, steering and the brakes. Clean the wind screen, windows and wiper. After getting in, adjust the seat, rear view and side mirrors, fasten seat belts if any, and wear your glasses, if you need them to see clearly.

6.3. Plan the Day's Driving

- (i) An important aspect of driving is trip planning. This applies not only to long distance driving but also to shorter trips. Your driving plan should match your driving skills, endurance and one's performance. Adequate trip planning can help minimise the need to slow down, stop suddenly or make sudden turns. Trips will be safer and more enjoyable.
- (ii) It is best to use a road map and plan in advance as to where you will drive, how you will get there, the number of hours it should take, and the rest and parking spots.

- (iii) A break from driving should be taken every two hours when driving over long distances. If you become drowsy, pull over immediately to the road side, and take nap or get your blood circulating before you continue your journey.

6.4 When Not to Drive

Do not drive when you are tired, worried or if you have taken medicines for allergy, cold, headache etc., that induce drowsiness. In such conditions your power of concentration and ability to act decisively gets impaired rapidly and chances of traffic accidents increase. It is against the law to drive under the influence of alcohol, drugs, stimulators, etc.

6.5. Starting Off

- (i) Never set your vehicle in motion until you have looked around and under it for children and animals. Look into the rear view mirror as well as on both sides and behind the vehicle to see that there is nothing around to interfere with your movement. Give proper signal before moving out.
- (ii) Don't move your vehicle until the road is clear and you are certain that gap available will allow you to safely enter the traffic stream without causing damage to yourself and others. Once on the road, keep to the left and never drive on the crown of the road irrespective of discomfort involved.

6.6. Lane Driving

- (i) **Driving along:** On a six-lane (or wider) road with a dividing median, keep to the middle lane as far as possible, leaving the extreme left lane for slow moving vehicles and the lane on your right for vehicles which want to overtake you or go at a faster pace. Do not weave from lane to lane; stick to your own lane. In case of a four lane divided road, move on the right lane leaving the left lane for slow moving vehicles. Always allow others to overtake you, if they want to. For a two lane road, keep to the left, except when you intend to overtake or turn right or when you have to pass stationary vehicles or pedestrians on the road. On such occasions observe all safety precautions.
- (ii) Stick to your lane of travel and do not unnecessarily wander from one lane to another. If you need to move into another lane, first look into your mirror for the traffic following you and if it is safe, give signal and then move over. Be sure that in doing so, you are not compelling another driver to change his lane or speed of travel.
- (iii) In a traffic held-up, do not try to reach as far ahead as possible by jumping the queue by cutting into another lane.
- (iv) On a three lane single carriageway, use the middle lane only for overtaking and turning right. Remember that this is a lane common for

you as well as for on-coming traffic and no one has exclusive right of its use.

- (v) On a three lane dual carriageway, you may move in the middle lane, leaving the extreme left lane for cycles and slow moving vehicles and the lane on your right for vehicles overtaking you or going faster than you. You may use that lane only for overtaking or for turning right and that too after taking all the precautions.
- (vi) In one way streets, choose the correct lane for your exit as soon as you can. Never change lanes suddenly. Unless road markings indicate otherwise, choose the left hand lane when going to the left and the right hand lane when going to the right, choose any lane when going straight on. Always remember that other vehicles will be passing you on both sides.
- (vii) On single lane roads which are plentiful in the country, when you see a vehicle coming towards you or the driver behind you wants to overtake, you should partly go over the shoulders and allow the other to pass you.
- (viii) On hilly roads, the vehicles going uphill have the prior right of way and the vehicles going downhill should give way so that they do not have to stop.
- (ix) When approaching junctions, be guided by any lane indication arrows marked on the road and take the lane appropriate to your further direction of travel (see Fig. 24).

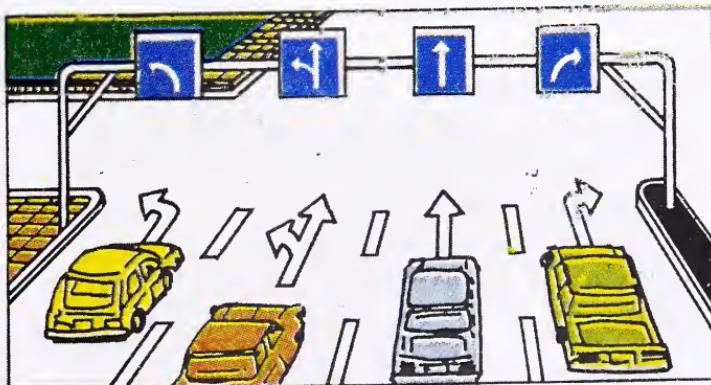


Fig. 24. Choose Lane According to Marking

- (x) If, on any road, a specific lane is earmarked for buses only and is indicated as such by proper signs and markings, it should not be used by other vehicles. In your travel, choose the proper lane for your route and stay in it until for good reason you must move to another. Do not cut in

from one lane to another, even if the traffic in your lane has slowed down.

6.7. Keeping Space Cushion

6.7.1. If another driver makes a mistake, you need time to react. The only way you can be sure, you will have enough time, is to leave plenty of space between you and the vehicles around you. Try to drive in the middle of a lane and keep a cushion of space on all sides (see Fig. 25).

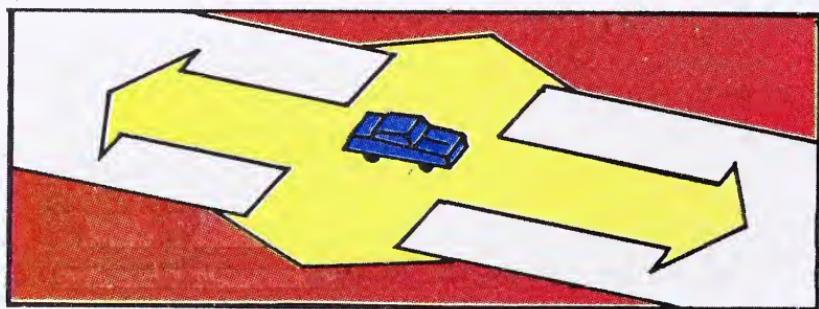


Fig. 25. Vehicle Space Cushion

6.7.2. Front Cushion

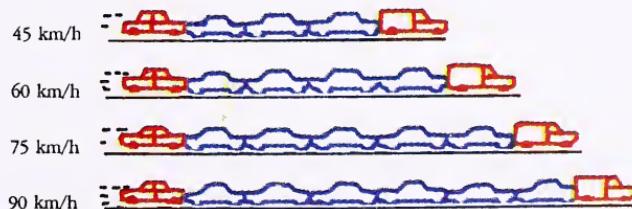
(1) Do not follow the vehicle ahead too closely; if the vehicle ahead stops or slows down suddenly, you will not be able to stop in time. Before a car stops, it covers a reaction distance from the time when the driver first senses danger, applies the brakes to when the braking action first comes to take place. In addition, there is the braking distance covered in the time from when the braking action first begins to take place to when the vehicle actually comes to a halt. These together make stopping distance and is given as a function of the driving speed in Table-1.

Table-1: Stopping Distance

| Speed (km/ph) | Brake reaction time distance | Braking distance | Total safe stopping distance |
|--------------------------|---|-------------------------|---|
| | (metres) | (metres) | (metres) |
| 20 | 14 | 4 | 18 |
| 25 | 18 | 6 | 24 |
| 30 | 21 | 9 | 30 |
| 40 | 28 | 17 | 45 |
| 50 | 35 | 27 | 62 |
| 60 | 42 | 39 | 81 |
| 65 | 45 | 46 | 91 |
| 80 | 56 | 72 | 128 |
| 100 | 70 | 112 | 182 |

It is desirable to keep the required stopping distances in mind and to drive at speed at which you can stop safely even when a dangerous situation suddenly arises.

(2) In situations where it is not possible to keep the aforesaid safe stopping distance between the adjacent vehicles, e.g. in urban/ semi-urban areas under high traffic conditions, as a thumb rule for safety, a headway of atleast one car length for every 15 km/hour speed (as illustrated in Fig. 26) must be ensured.



NOTE : INCREASE THESE GAPS IN BAD LIGHT AND ON WET OR DUSTY ROADS.

Fig. 26. Safe Distance Between Vehicles

(3) In some situations you need extra cushion. Allow a longer following distance when:

- (i) Travelling on slippery road or when tyre treads are worn out;
- (ii) Following motorcycles. If the motorcycle falls, you would need extra distance to avoid the rider. The chances of a fall are greater on wet roads, road bumps, rough roads or metal grating;
- (iii) When driver behind you passes, increase distance to allow room for the passing vehicle;
- (iv) When following drivers whose rear view is blocked. The drivers of trucks, buses or vans pulling trailers cannot see you very well and could slow down;
- (v) While carrying heavy load. The extra weight increases the braking distance;
- (vi) Driving of high speeds;
- (vii) Following large vehicles that block your view of road ahead;
- (viii) On a upgrade or a hill;
- (ix) Approaching slow moving vehicle.

6.7.3. Side cushion: You also need a space cushion in the lateral side, so that you have room to react when other cars make sudden move towards your lane. To help avoid accidents remember the following points:

- (i) Avoid driving alongside other vehicles on multi-lane roads. If possible, move ahead of the other cars or drop back.
- (ii) Keep as much lateral space as possible between you and oncoming cars.
- (iii) Make room for cars entering from side. If there is no one next to you, signal check traffic and move over a lane.
- (iv) Keep a space between you and parked cars. Someone may open a car door or step out between parked cars or a car may start to pull out suddenly.
- (v) If there is a child or a bike on your left, give a wide berth as he is most likely to make a sudden move.
- (vi) If there are animals moving along the road, do not blow horn to startle them and keep a good margin to take care of sudden change in direction towards you.

6.7.4. Cushion behind: Watch the road behind you by frequently glancing in your rear-view mirror. If the following vehicle is too close to you, give him opportunity to overtake you by moving carefully to the left. Maintain a steady speed and signal in advance when you

have to slow down or change lane. Never accelerate while you are being overtaken. Look over your shoulder for vehicle overtaking in blind spot area (see Fig. 27).

6.8. Overtaking

6.8.1. Steps in overtaking: Following order of operations will ensure safe overtaking of other vehicles:

- (1) Make sure that overtaking is not prohibited on that stretch of road.
- (2) Before you start overtaking, make sure that road is clear on your right side for sufficient distance to complete overtaking safely. Then look into your rear view mirror to see if there is a vehicle following closely and check to be sure that there is no vehicle on your right and right rear end. Look over your shoulder in the "blind area" or in side mirror, if there is one, to ensure that there is no vehicle on right rear end (see Fig. 27).

BLIND SPOT



BLIND SPOT

Fig. 27. Blind Spot Area

- (3) Thereafter, give a right turn signal to let your intention be known well in time (see Fig. 28).

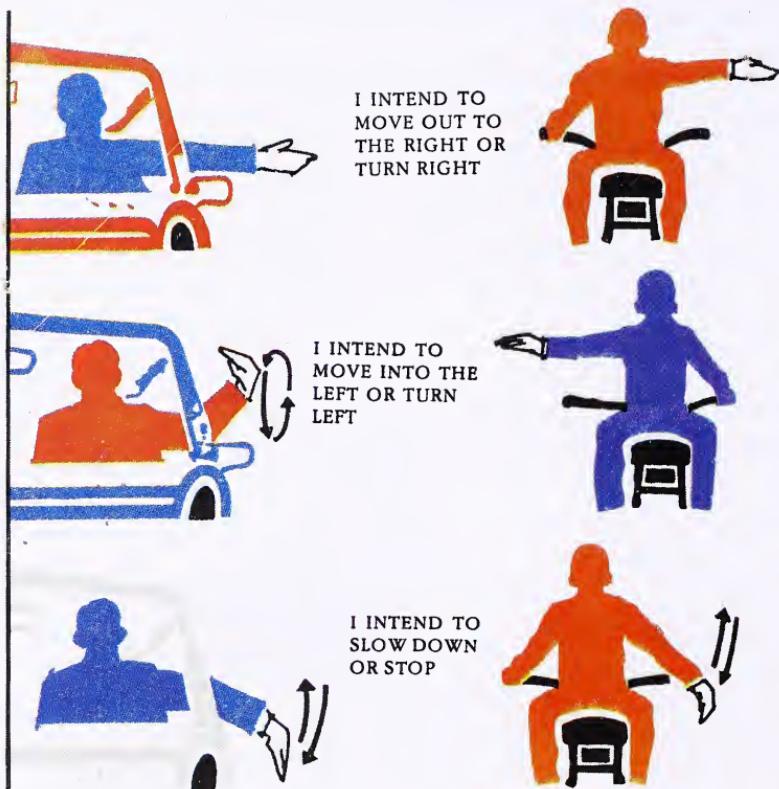


Fig. 28. Arm Signals

- (4) Then accelerate gradually and smoothly cross-over into the right side lane and pass by the vehicle making sure to keep a safe lateral distance from the right side of the car you are passing.
- (5) Give a left turn signal, stay in the overtaking lane until you can see the vehicle you passed in the rear-view mirror and are sure it is behind you.

At that point you may slowly and smoothly move back into the lane you left behind (see Fig. 28).

- (6) Turn off your signal.
- (7) DO NOT suddenly cut in front of the overtaken vehicle or unreasonably squeeze in front of other cars or draw up too close to vehicles running parallel to your car.

6.8.2. Overtake only on the right, except:

- (a) When the driver in front has signalled his intention of turning to the right and you can overtake him on the left without getting in the way of others.
- (b) When you want to turn to the left at a junction.
- (c) When traffic is moving slowly in queues and vehicles in the lane on your right are moving at a pace slower than in your lane.

6.8.3. When you are being overtaken, slow down a little so that the other vehicle may overtake without increasing its speed too much. In any case do not accelerate.

6.8.4. On an ordinary two-lane road, allow the on-coming vehicle to pass you before you overtake parked vehicles, slow vehicles or other obstructions on your left side.

6.8.5. You must not overtake, if you have to cross or straddle double white lines or double white lines, with an unbroken line nearer to you or after "No Overtaking Sign" and till the end of restoration sign or in zig-zag area before zebra crossings.

6.8.6. Do not overtake at or when approaching

- (a) a pedestrian crossing;
- (b) a road junction or within 30 m of an intersection;
- (c) a corner or bend;
- (d) a crest of a vertical curve;
- (e) a level crossing.

6.8.7. Do not overtake

- (i) When the vehicle you are overtaking is itself overtaking another vehicle and also when you are being overtaken by other vehicle.
- (ii) When to do so would force, another vehicle(s) to slow down or swerve.
- (iii) WHEN IN DOUBT—DO NOT OVERTAKE
- (iv) Where road narrows down

- (v) Where it would involve driving over an area marked with diagonal strips or cheverons.

6.9. Getting Through Intersections

6.9.1. Maximum number of accidents occur at intersections. Be very alert and cautious when approaching and negotiating an intersection. Consider your road position and your speed. Enter the intersection area when you are sure it is safe to do so and that you will not block it.

6.9.2. At an unsignalised intersection with double broken white lines across the road and/or with a "GIVE WAY" sign, you must let the traffic on the cross-road go by first and enter only if a gap is available. At an unsignalised junction with a "STOP" sign and a double solid white line across your approach, you must first stop at the line, wait for safe gap in the traffic and move only if a safe gap is available.

6.9.3. When there are road signs or pavement markings giving instructions on from which lane one should turn or what type of vehicle may turn etc., these instructions must be complied with. When making a left turn, take the left lane in advance. When taking a right turn go over in advance or close to the centre line of the road as possible. When you are intending to turn right at an intersection, if any other vehicle coming from opposite direction is in the process of going straight or turning left, even if you have arrived first, you must not obstruct the passage of that vehicle. At places showing like blue coloured compulsory turn signs, vehicle must turn compulsorily in the designated direction, even if you desire to go in another direction.

6.9.4. On roads where there are designated traffic lanes with arrows or other signs and pavement markings stipulating from which lane one is permitted to turn and in which direction, all turning and driving must be done in conformity with these stipulations. If the vehicle in front of you should give a signal to turn right or left or to change lanes in order to travel or a traffic lane designated by road sign or pavement markings, you must not hinder that vehicle's effort to change lanes.

6.9.5. Box-markings [see Fig. 9(d)] Box junctions have criss-cross yellow lines painted on the road. You must not enter the box if your exit road or lane from it is not clear. But you may enter

the box when you want to turn right and are prevented merely by on coming traffic or vehicles wanting to make a right turn.

6.9.6. If you are going on a minor road and approaching an intersection with a major road, stop at the intersection, look around and wait for a safe gap in the traffic to negotiate the intersection. Traffic on the major road has a prior right of way but it has a corresponding duty to be careful about traffic from minor road. At intersections where the width of road seems to be uniform and there is no stop or give way sign, you must give way to vehicle coming from your right.

6.9.7. When there is a hold up in the traffic due to adverse signal, wait at your position in the queue and do not try to zig-zag your way to any position in the front.

6.9.8. Signalised intersection: If the signal shows green light, you have the right of way, but do not try to rush through the intersection for fear of change in the signal. Drive through the intersection cautiously, without undue hurry, and when you are sure it is absolutely safe. Never go forward beyond the "STOP LINE" if the signal shows an amber light or an amber and red light together. Where traffic lights have a "LEFT TURN" green arrow filter signal, do not get into the lane where filtering is allowed unless you want to go in the direction shown by the arrow. Then also proceed carefully and give way to pedestrians.

6.10. Turning

6.10.1. When turning, slow down to a speed that enables you to keep control in case of emergencies and react to unexpected situations. It is important to be alert when turning. Watch out for pedestrians and other traffic. To complete a turn safely, three things are important: Signalling (see Fig. 28) positioning in proper turning lane and completing the turn in proper lane.

6.10.2. Mistakes rectification: Sudden turns or lane changes cause accidents, so if you start through an intersection, keep going. If you start to make a turn, follow through. If you make a mistake, go on to the next intersection. You can work your way back to where you want to go.

6.10.3. On two lane two way road, make right turn from as close

to the centre line as possible (see Fig. 29). Left turn should be made from or close to the left edge of the road as possible. On multi-lane roads start from the lane closest to where you want to go.

6.10.4. Completing the turn in proper lane: If you are turning on to a road which has more than one lane in the direction you wish to travel, turn into the closest lane going in that direction. For example, turn into the right lane when making a right turn. If you want to change to another lane, move only after you have negotiated your turn and traffic is clear.

6.10.5. Turning right: Well before you turn to the right, use your mirror to ascertain the position and movement of the traffic behind you. Give a right turn signal and when it is safe, enter the lane just left of the middle of the road or in the space marked for right turning traffic, the traffic behind you will now be passing on your left (see Fig. 30). Now wait for a safe gap in the oncoming traffic and when you find it, make the turn without cutting the corner. Remember again "MIRROR-SIGNAL-MANOEUVRÉ". When turning right on a dual carriageway or when turning in from a side road and then turning right, wait in the opening in the central verge until you find a safe gap in the traffic in the 'second half' of the road then cross over. When turning right at a junction where there is an opposing vehicle also turning right, drive your vehicle so that you keep it to your right and pass behind it (offside to offside). Check for other traffic on the carriageway intending to cross before completing the turn.

6.10.6. Turning left: Well before you turn left, look into your mirror and give a left turn signal. You should be particularly careful



Fig. 29. Completing Turn in Proper Lane

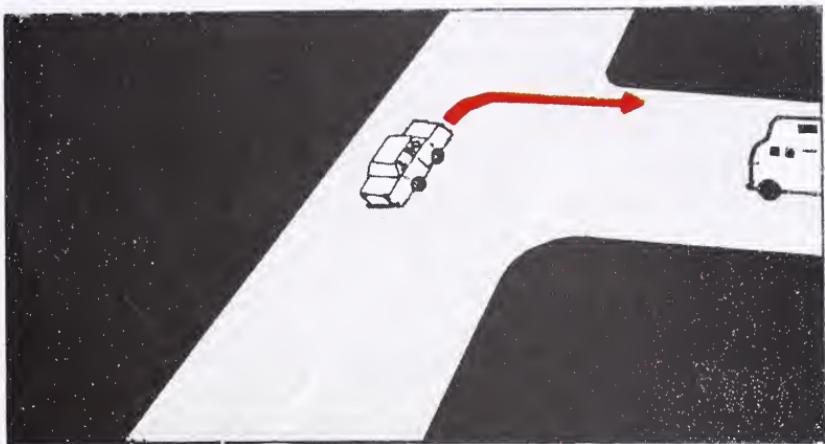


Fig. 30. Turning Right

about cyclists and other slow moving vehicles which are always confined to the left-most part of the road (see Fig. 31). If absolutely safe, move over to the left lane and take a turn smoothly without swerving to the right before or after the turn.

6.10.7. U-turn: Make a U-turn if you can do so without endangering other traffic. If choosing a place to make a U-turn, make sure that drivers approaching from all directions can see you. Remember that crest of hill or a curve on the road can block another driver's view of your vehicle. Do not make a U-turn where it is prohibited.



Fig. 31. Turning Left

6.10.8. Roundabouts: At a roundabout, the traffic coming from the right i.e. which is already in the roundabout has the prior right of way. Give way to traffic coming from your right (Fig. 32a) but keep moving if your way is clear. Unless the approach road on the roundabout itself are clear or local conditions, or road markings indicate otherwise, you should:

- (i) When turning left approach the roundabout in the left lane and leave by that very lane (Fig. 32b).
- (ii) When going forward, approach in the middle lane and keep to it. As you enter the roundabout, use right turn indicator to make it known to the traffic following you that you are not turning to the left. Switch on to left turn indicator before the exit to be taken (Fig. 32c).
- (iii) When turning right, approach the intersection in the right hand lane; use the right turn indicator before entering the roundabout and continue showing it while keeping to the right hand lane in the roundabout; switch on to the left hand indicator before the exit to be taken (Fig. 32d).
- (iv) When giving right, leave the roundabout in the middle or left lane (if it is free of slow moving traffic) of the exit road unless traffic conditions dictate use of right hand lane.
- (v) When in a roundabout, be careful about the vehicles crossing in front of you and leaving by the next exit.

6.11. Reversing

- (a) Before you reverse, make sure there are no pedestrians specially children, or any other impediments on the road behind you. Be specially careful of the blind area behind you i.e. area which is obscured from the driver seat because of the design of vehicle body.
- (b) It is always better to get down from the vehicle and see for yourself that there are no obstructions at the back. Otherwise, if you can get the help of some one who can guide you in reversing, seek it.
- (c) Never reverse from a side road to a main road. If there is no other way, seek some one's help for it.

6.12. Right of Way

6.12.1. Moving with and through traffic demands skill that can be obtained only by extensive practice. The actual physical skills are relatively easy but the crucial judgement skills associated with the different vehicular movements require practice. But more important is understanding of the concept of right-of-way. The general rule is that you must give way to traffic coming from your right (see Fig. 33). The law does not give you an absolute right, it only requires

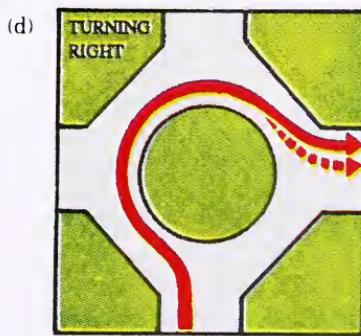
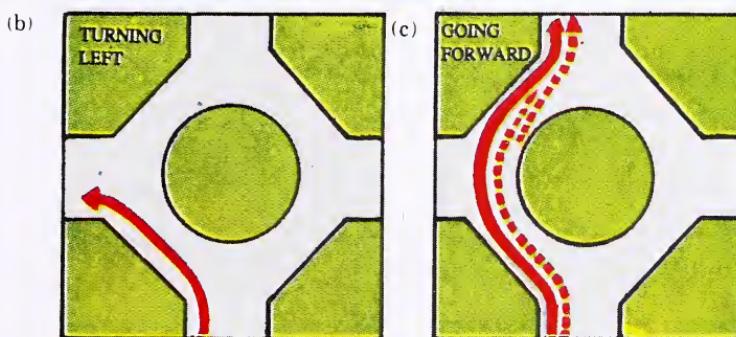
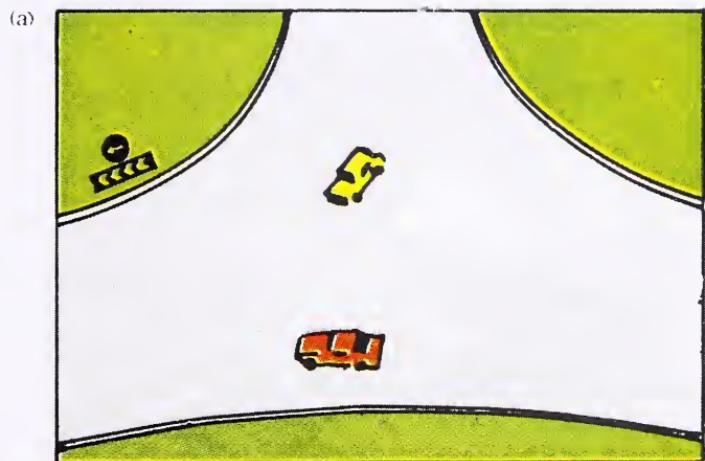


Fig. 32. Turnings at Round Abouts

you to yield to other traffic. Sometimes a driver going through an intersection must stop for a car coming from left, if necessary to prevent an accident. Do not insist on your right-of-way, if, by doing so, you will be involved in an accident. However, if an accident does occur, the other party would be declared as at fault.

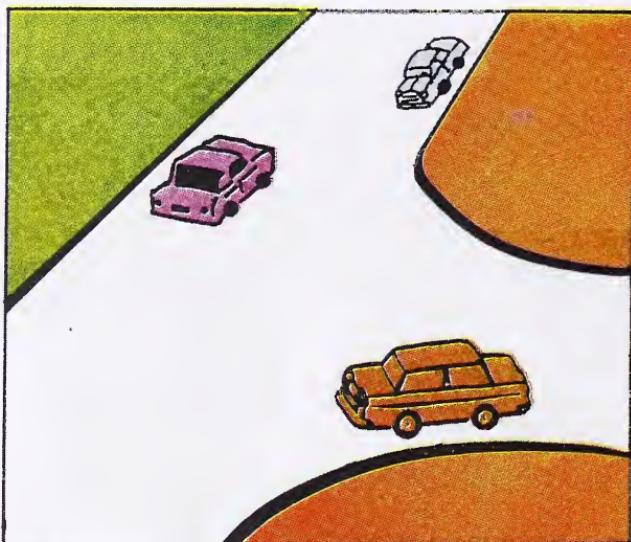


Fig. 33. Give Way Marking

6.12.2. When there are no signs, signals or markings to tell you what to do, the following rules should be followed:

- (1) Drivers turning right must 'give way' to oncoming cars going straight ahead.
- (2) Drivers entering a rotary/traffic circle must yield right of way to drivers already in the circle or attempting to leave it.
- (3) A vehicle entering a main road from a driveway or an alley must come to a complete stop and wait until the main road is clear.
- (4) Drivers must yield/give way to pedestrians under the following conditions:

- (a) When a blind pedestrian carrying a cane or accompanied by a guide dog is crossing anywhere.
 - (b) When pedestrians are crossing on a painted pedestrian crossing.
 - (c) When pedestrians are crossing the roadway at an intersection and there is no traffic light or marked crossing.
 - (d) When pedestrians are crossing across a private driveway or alley.
 - (e) When the car is turning a corner and pedestrians are crossing with the light.
- (5) When two vehicles approach to enter an intersection from different roads at approximately the same time, driver coming from the right must yield to vehicles coming from the left.
- (6) At a four way stop the driver reaching the intersection first should proceed first (of course all cars must first stop).

6.13. Stopping and Parking

6.13.1. Do not park where parking is prohibited and do not even stop where parking and stopping is prohibited. At many locations, parking is prohibited, and others both parking and stopping is prohibited. Difference is in the intention and period of stop. Parking is a state of continued stopping exceeding 3 minutes in which driver may leave the vehicle such that the vehicle cannot be driven right away. When one stops to let people in and out of a car if bags and goods are unloaded, it is a stop and not a parking e.g. at airport entrance.

6.13.2. Before you park or stop, ensure that it is legal to do so in that zone. If there is a "No Parking" or "No Parking and No Stopping" sign posted nearby and/or there is a yellow line (continuous or otherwise) painted on the curb or at the edge of pavement, it is illegal to park in the length defined by the yellow line or the definition plate of the no parking sign. There may be time limits and days of week defined for no parking. Illegal parking or stopping not only creates traffic congestions and other problems in the area, but because it cuts down on visibility, it causes accidents.

6.13.3. Never park your vehicle in the following places:

- (1) On the side walk or pedestrian crossing
- (2) Within an intersection or 10m from edge of intersection or signal
- (3) Along or opposite any street excavation or obstruction or parked vehicles

- (4) At any place which will obstruct traffic
- (5) On any bridge structure, in a tunnel or underpass or on a expressway
- (6) On a railway crossing
- (7) In front of public or private driveway
- (8) Near a traffic sign or sign also as not to obstruct its visibility
- (9) Within 5m of fire hydrant and 10m of driveway to entrance of a fire station or a police station or a hospital and an ambulance entrance or a pedestrian crossing.
- (10) At a bus stop or 5m from it.

6.13.4. How to park

(1) If there is a kerb, park on left side as close to it as you can (but not more than 0.3m away). If there is no kerb pull off on the shoulders as far as you can safely do so but leave 0.75 m width for pedestrians to move on. When you must park on the road allow atleast 3m for passing vehicles. Make sure that your car is visible for atleast 150 m in both directions. If these conditions are not met, find another parking place and walk back.

(2) Always park in the direction of traffic movement. Make sure that your car cannot move. Engage your parking brake and shift the gear to engage the engine. If you are parked on a sloping road, or a hill, then your wheels are as follows:

- (i) On down slope if there is a kerb on the left, steering wheel should be turned left towards the kerb. Put the gear in reverse.
- (ii) On up-slope, if there is a kerb on the left, steering wheel should be turned right so that if the vehicle slides back the wheel will be supported by the kerb. Put the gear in first.
- (iii) If there is no kerb, turn the wheel towards right so that vehicle always slips towards the shoulder and put a brick or block in front of the tyres if facing down or back if facing up hill.

(3) If there is a designated parking bay in the area park the vehicle in the bays marked.

6.13.5. Before opening any door of a vehicle, look round to ensure there is no one on the road or footpath close enough to be hit by the door. Get out of the vehicle on the side nearer the kerb and insist on others (specially children) doing the same even if they are sitting on the other side of the vehicle.

6.13.6. Before getting off, see that the doors have been properly closed and locked. Similarly when coming to stop, get as close to the kerb as possible. Before leaving the vehicle, make sure your handbrake is on firmly and the engine and headlamps are switched off. Always lock your vehicle and do not let the ignition key remain in the vehicle.

6.13.7. Do not park your vehicle on the road if there is fog. If it cannot be helped, do not leave your vehicle without lights.

6.13.8. If vehicles have to be parked for the night without lights, they should be parked as near the street light as possible.

6.14. Driving in Hazardous Conditions

6.14.1. Night driving: Keep in mind that night driving means poor visibility, expect a reduction in your ability to distinguish cars, pedestrians or people or cycles as quickly as in the day time. Ability to judge speed diminishes and to make matters worse, you can expect a good number of drunks on the street and a lot of tired pedestrians and cyclists. You must, therefore, drive slower and keep a constant eye out for any roadside pedestrian, cyclist or car that is illuminated by passing headlights even briefly. If you see a flashing of brake light or see a weave or even a single stagger slow down.

6.14.2. Reduce the night accident danger in following ways:-

- (a) You must drive with head, tail and side lights on.
- (b) The windscreen must be as clean as possible at all times, because a vehicle travelling along a road acquires fine particles of dust which adhere to the windscreen and this dust catches the rays from headlights of oncoming vehicles and diffuse them across the glass thereby causing glare.
- (c) Drive at night when rested. Fatigue impairs night vision and other factors of driving.
- (d) Know the range of your headlights and know how well you can see at various distances. That is, be able to stop within the visibility range of your headlights. Never overdrive your headlights.
- (e) Avoid using dark or coloured glasses at night.
- (f) Keep headlights properly adjusted. Ensure that the depressed beams are not so as to give the oncoming driver's a glare.
- (g) Avoid smoking
- (h) Keep your vehicle's battery, lights and electrical system in good condition.

- (i) Avoid lighting matches or using bright lights in your vehicle. Keep interior lights off. You should keep your eyes adapted to darkness.
- (j) When facing glare from approaching headlights, reduce speed and avoid looking directly at the lights, to avoid blinding by the direct exposure.
- (k) Keep speed reduced or stop, if need be, until your eyes recover from the effects of the lights.
- (l) Always dip your headlights when meeting other vehicles. A driver blinded by your high beam headlights may sidewipe your car.
- (m) Depress your headlights when following another vehicle. The glare caused by your lights shining in his rear view mirror can reduce his vision and cause an accident.
- (n) When overtaking, keep your lights on low beam. If on-coming vehicles are still on high beam, blink your lights up and down as a signal. If he does not lower his lights in time, do not retaliate.
- (o) In wet weather, use the screen wipers because particles of dirt and mist on the screen obstruct the view. This is made much worse by the lights of approaching vehicles. Any reflection on the inside of the screen caused by light from behind will have a bad effect on driver's vision.
- (p) A professional driver should get his eye sight periodically tested. Keep away from the wheel if you feel that your eye sight has been seriously impaired for night driving.

6.15. Bad Weather Driving

6.15.1. Driving in dust storm: Dust storm reduce the forward and lateral vision and dust also blinds pedestrians, cyclists or motor cyclists who may wander across your path. In addition, weak tree branches, power cables or hoardings may break and fall across the road. In such conditions keep your lights on and drive very slowly watching for pedestrians, cyclists, etc. Use the centre line marking, guard rails or tail lights of vehicles in front to guide you along the road but do not drive too close to the vehicle in front. Use your horn freely to avoid danger especially at blind curves or turns. Do not park under trees, hoardings or power lines.

6.15.2. Driving in rain

- (1) When it rains, visibility is cut down, windscreen gets fogged over, road surface becomes slippery and pedestrians in their anxiety to avoid getting soaked run across the roads. Therefore, drive slowly and keep longer distance between the vehicle in front and give way to pedestrians.
- (2) Drive carefully and avoid sudden starting, overtaking and turning. Such

manoeuvres can cause skids and overtaking under wet conditions.

- (3) Rain softens the ground and can cause landslides. Don't get too close to the outside edge of winding hill roads.
- (4) Because of the oil and mud which gradually coat the surface of paved roads, they are most slippery when it first begins to rain and before oil and mud gets washed away. Drive very carefully at such times.
- (5) Drivers must slow down around pedestrians so as not to splash them with mud and dirty water.
- (6) When you pass through a deep puddle of water there is danger that water leaks into the brake drums causing the brakes to malfunction. As such avoid going through deep water and after passing through, test the brakes and squeeze the water out by repeated application of brakes till the brakes take hold. Slow down under such conditions.
- (7) Be sure that your wind screen wipers are in good working order. Keep the windscreens clean of dust, oil etc. When your inside glass fogs up, clean it with dry cloth and open the side window. Put on the heater if installed in the vehicle.

6.15.3. Driving in fog: Put on your light in fog and drive slowly, using road markings, guide rails and tail lights of the car in front as a guide. If you have yellow fog lights use them. Use them at blind corners.

6.15.4. Driving in snow

- (1) As roads become extremely slippery often it has snowed or iced, drive with chains, snow tires and reduce your speed.
- (2) Avoid sudden steering and braking as it can cause skids. Drive in lower gear.

7. MOTOR-CYCLING ON ROADS (INCLUDING SCOOTERS)

7.1. Preparing to Ride

For a motorcyclist/scooterist, completion of the journey safely, without any mishap depends on proper protective gear and check of vehicle before start. The following are essential:

7.1.1. Protective gear: Most injuries to motorcyclist or scooterist are on the head or on the legs. Most problems arise due to dust/insects getting in the eyes. Three most important things, therefore,

are leg-guards, helmet and eye protection (see Fig. 34).

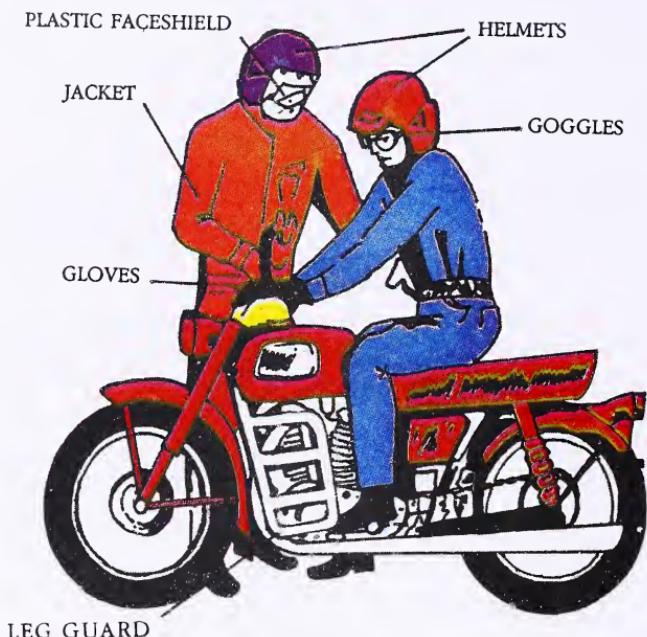


Fig. 34. Protective Gear

'A' Helmet: No rider should enter a road without a helmet. Pillion rider should also wear a helmet. Even a poor helmet is a little better than no helmet. When you put on the helmet, make sure it is securely fastened. Studies of cases of accidents show that a loose helmet is only slightly better than not wearing a helmet at all. A helmet should:

- (a) Meet the ISI requirements.
- (b) Fit snugly all the way around.
- (c) Have a strong helmet strap. Snap fasteners can unsnap in an impact.
- (d) Be of light colour having reflective tapes on the back and sides.
- (e) Be free of defects such as cracks, loose padding, frayed strips or exposed metal.

'B' Eye protection: Your eyes need protection from wind, dust, dirt, rain, insects and the small pebble thrown up from vehicles ahead. A plastic face/shield is best but a set of goggles can also suffice. To be effective eye protection must:

- (a) Give a clear view on either side.
- (b) Be made of material that does not shatter.
- (c) Fasten securely so that it cannot be blown off.
- (d) Allow air to pass through so it won't fog.
- (e) Allow enough room for eye glasses or rim glasses if needed.

Tinted eye protection should not be worn at night.

7.1.2. Vehicle check: Make sure that you are familiar with the motorcycle before you ride it on the road. Check the tyres for proper air pressure, worn or uneven tread and or damage or cracks. A blow out on a motorcycle can be extremely dangerous.

Check brakes by trying front and rear separately and ensure that each one holds the vehicle when it is fully applied. Check your headlights, turn lights, brake lights and tail lights. Check horns. Make sure that the drive chain is properly adjusted and lubricated. Adjust mirrors before you start so that you can see on both sides of your body.

7.2. Visibility of Motorcycle/Scooter

7.2.1. Drivers of cars involved in collision with motorcycles often say that they never saw the motorcycle. The motorcycle rider must, therefore, for his own safety make efforts to make himself more noticeable. The best thing to do is to *keep the headlights on at all times*. This makes the vehicles one and a half times more visible. Wear bright coloured reflective helmets and clothing. Yellow, orange and red colours are most easily seen. Reflective tape clothing also helps, carry a reflective vest to wear at night.

7.2.2. Make extensive use of horn to draw attention to yourself. Blow a horn while overtaking, when you see a parked car about to start or while passing cyclists or if you have doubts about what others might do.

7.2.3. Keep your motorcycle where it can be seen. Know the "blind spots" for vehicle of cars and trucks and do not ride in the

blind spot areas (see Fig. 35). Either drop behind or quickly pass the blind area. Try to ride where you can see the rear view mirrors of the vehicle ahead and keep your headlights on. Drive in the centre of lane so that you are clearly seen and not struck on the side. Use longer vehicles as a shield while turning without getting into its blind spots.

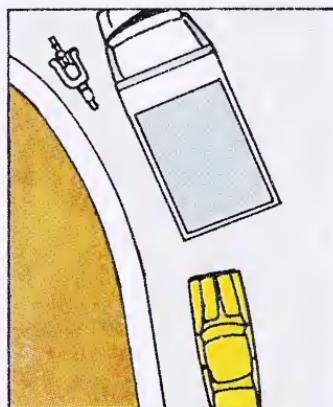
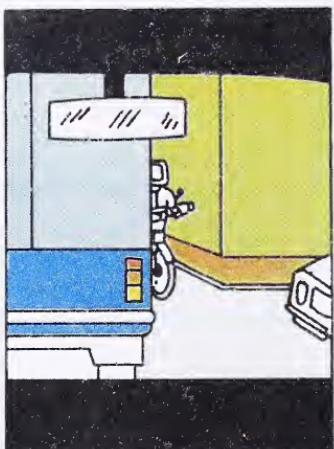


Fig. 35. Blind Spots for Motor Cycle Driver

7.2.4. Use your turning signal flashes to make yourself visible. However, it is dangerous to leave a turn signal blinking after having negotiated a turn.

7.2.5. Tap your brake pedal to flash your brake lights before you slow down.

7.2.6. For stopping and parking please refer to para 6.13.

7.3. Safe Driving

A safe driver must depend on his own observations to stay out of trouble. Following rules should be followed :

- (1) Avoid power stops or sudden swerving, keep checking the road surface ahead for slippery spots, road bumps, broken pavements, loose gravel, wet leaves or objects lying on the road. Look in front for cars stopping or turning ahead.
- (2) Before turning, check rear view mirror for following vehicles and

estimate its distance from you. Account for convexity of mirror while doing so. Before changing lane and making a turn make a final head check by turning your head and seeing over the shoulder for traffic behind you. Turn only if it is safe to turn and indicate appropriate arm signal (see Fig. 28). Also refer to Para 6.10.

- (3) At intersections follow the road rule as indicated in para 6.9.
- (4) Keep distance between yourself and other vehicles. Under ordinary conditions, keep at least two seconds distance between yourself and the car ahead. While overtaking (Fig. 36) keep well away from the vehicle to avoid a side swipe, leaving large lateral gap to a large truck. These vehicles can create gusts that can affect your controls. You have more room for error if you are in the middle of your lane. Do not overtake from the wrong side or from where you are not expected. Also refer para 7.8.
- (5) Do not share a lane with another car. Do not ride between cars. Discourage others from sharing the lane with you by keeping in the centre of the lane.
- (6) Watch out for slippery & uneven surfaces, grooves and grating, and reduce speeds at turns
- (7) For stopping always use both the brakes. Apply front brake steadily without locking the wheel, it provides $\frac{3}{4}$ th of your braking power. Use rear brake simultaneously without locking the wheel. Do not use front brake alone or you may overturn. Make a quick turn to avoid hitting the obstacle in front.
- (8) While riding in group, keep



Fig. 36. Overtaking by Motor Cycle

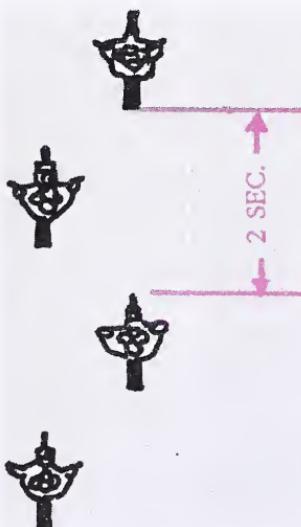


Fig. 37. Travelling in Groups

a safe distance from others and drive in staggered formation with 2 seconds distance between riders. While overtaking do it one at a time. (See Fig. 37).

- (9) Do not drive when you are fatigued, smoking or under the influence of alcohol or drugs. Riding a motor-cycle is far more demanding than driving a car. Stop, wait and rest till you are normal.

8. ADDITIONAL REQUIREMENTS FOR TRUCK AND BUS DRIVERS

8.1. Truck and Bus Drivers require special knowledge and skills and since they share the road with many smaller vehicles and vulnerable road users, they have an additional responsibility for taking all possible safety precautions.

8.2. Pre-Drive Checks

8.2.1. Take a walk around the vehicle before starting, checking each relevant component. Look for broken disconnected wires, loose bolts, cracks in metal, lights that do not work, flat tyres or any other damage which could effect the safety of the vehicle. Make a special check of the following:

- (1) Check both sides of the vehicle position fixing off rear view mirror for proper rear view, tyres for inflation, treads, cuts, valve cap and rim slippage. Check wheels for security of nuts, axle studs and excessive grease leakage. Check suspension, and steering mechanism as is visible for general condition and leaks, check springs, shackles and "U" bolts for general conditions.
- (2) Check windscreen for cleanliness, condition of wiper blades and tension of wiper arm against windshield.
- (3) In case of trailers, check trailer air and electrical connections for security and condition of the hoses and insulation. Bleed all air tanks of visible moisture and sludge check conditions of light and reflectors on the end of trailer. Check fifth wheel assembly for loose mounts, damage and being locked around the trailer king pin. Check for any damage to the bottom of trailer as visible from this point. Check trailer support (i.e. landing gear). Support should be up, handle pushed in for low gear and stowed.
- (4) Check the rear of vehicle and trailer for working of clearance lights, identification lights, reflectors, registration plate lights, flashing turn signals and brake lights.

8.2.2. Upon completion of predrive circle check, make a brake test with foot pedal within the first 15m of movement of truck.

8.2.3. Every truck, trailer and truck tractor must be equipped with

rear wheel shield/guards to prevent spraying of water, dirt or gravel from ground surface from the rear wheels to vehicle behind.

8.2.4. The load in the vehicle must be secured to prevent its dropping, sighting, leaking or otherwise escaping.

8.2.5. When towing vehicles the connections must be strong enough to pull all the weight towed and the impact of sudden pull and the distance between the two vehicles should not exceed 4.5m. The towed vehicle must have a red flag displayed on the connection between the vehicles.

8.3. Special Tips for Bus Drivers

The bus driver's most important concern is the safety of passengers. The following points should be taken care of while driving bus:

- (1) Bus driver should make a smooth start and pick up speed gradually. He should avoid sudden braking, maintain steady speed and avoid jerking turns.
- (2) Before starting, the driver should make sure that all the doors are closed and that there are no vehicle, cyclist or pedestrian in the intended vehicle path. When moving ahead the driver should move parallel to the curb and in the centre of lane selected.
- (3) When pulling into a bus stop he should reduce speed gradually to enable a slow smooth stop. He must apply brakes smoothly and steadily to avoid jerks. He must drive as closely as possible to the kerb when preparing to load or discharge passengers and must not stop partially or wholly blocking the through lane.
- (4) When making left turn the driver must check traffic to the rear, alongside and straight ahead. He should signal his intention atleast 30m before turning and keep as close to the left as possible. He should turn the steering evenly and check on vehicles or other objects on the sight. He should gradually straighten out the bus.
- (5) When turning right the driver should place his bus as soon as possible in the right lane so that wheels are just left of the centre of the road and give proper signal in advance of his intention to turn. The driver should begin the turning movement when the front of the bus is even with the centre of the cross street. He should turn the steering evenly and smoothly and drive slowly and continuously constantly checking for clearances.
- (6) The driver should constantly check the mirror, anticipate any unusual vehicle or pedestrian movement which might call for a sudden stop and take preventive measures.

8.4. Overtaking

8.4.1. Truck and Bus drivers must pass other vehicles only when they are certain that there is adequate clear space ahead for completing the pass without racing and without risk to themselves and others. He must not try to pass unless there is enough difference between his speed and that of the vehicle ahead so that he can pass safely and without undue delay. He must not pass more than one vehicle at a time. If he stresses to pass a line of traffic he may find himself in a position where he cannot return to the left lane should the need arise. On multi-lane highways, he should not pass if he is likely to block faster traffic overtaking from the rear.

8.4.2. When overtaking, signal must be given to indicate change of lane both when pulling out to pass and when returning to the left hand lane. The signal is only an indication of driver's intention, but it does not give him the right of way or guarantee that he can change lane safely. He must always check traffic carefully and pass only when he can do so safely and without interference.

8.4.3. When being passed by another vehicle, he should keep well to the left side and if necessary reduce speed to allow safe passing. He should never speed up to prevent another driver from passing and should be alert to the driver who tries to pass in an unsafe place. He should not try to block him and be ready to do anything that may be necessary to avoid being involved in an accident.

8.4.4. At night he must dim the light after being passed to avoid creating glare in other driver's mirror.

8.5. Speed Control

8.5.1. Drivers of large vehicles must adjust their speeds as necessary and prudent for safe driving. Driver must take into consideration the weather, the condition of the road, traffic density, the type of load carried, the condition of tyres and brakes and his own physical and mental condition.

8.5.2. Generally the heavy vehicles must adjust their speed to match the traffic flow. Driving faster than the flow of traffic would involve continuously changing lanes thereby increasing risks of being involved in an accident. This would involve constantly reducing gap

between his vehicle and the traffic ahead giving little space to stop in an emergency. It creates more driving problems and increases chances of a driver making a wrong decision. On the other hand driving slower than the flow of traffic can also be dangerous as being a source of hinderance to other cars or trucks.

8.5.3. Obstructing traffic going up a hill or gradient is a common complaint against trucks or buses. He should not overload the vehicle thereby causing an appreciable drop in speed on gradients. Delays should be reduced on gradients by keeping to the left and allowing faster traffic to pass. On narrow winding hilly roads it may be necessary to pull over and stop where convenient to allow congested traffic behind to pass.

8.6. Turning

8.6.1. Left turning: While making left turn driver should try to stay within proper lane but this may not be possible in a combination vehicle. He should know the amount of "off-tracking" in his vehicle for various curve radii. He should remember that cutting too short to left into a street will cause rear wheel to run over the curb or shoulder. He thus runs the risk of damaging tyres, endanger pedestrian, or hit fixed objects such as telephone or power poles or sign posts. If the streets are narrow, he will have to proceed well into the intersection i.e. into the second traffic lane before having his turn (see Fig. 38). If he has to swing wide, he should be very sure that this can be so done safely. If he has to block off the other traffic lane he should ensure that smaller vehicles are not trying to go around on his left. If they are, stop and wait for them to clear. If he has to swing wide, it should be made into the street he is entering (and not into the street he is entering) and not into the street he is turning from, so that the traffic in front is clearly visible.

8.6.2. Right turning: When making a right turn, he must check traffic conditions in all directions before turning and continue to check traffic while making the turn. Entering the intersection keeping just to the left of centre and making sure that the vehicle's rear wheels are not cutting so short that they might strike other vehicles at the curb.

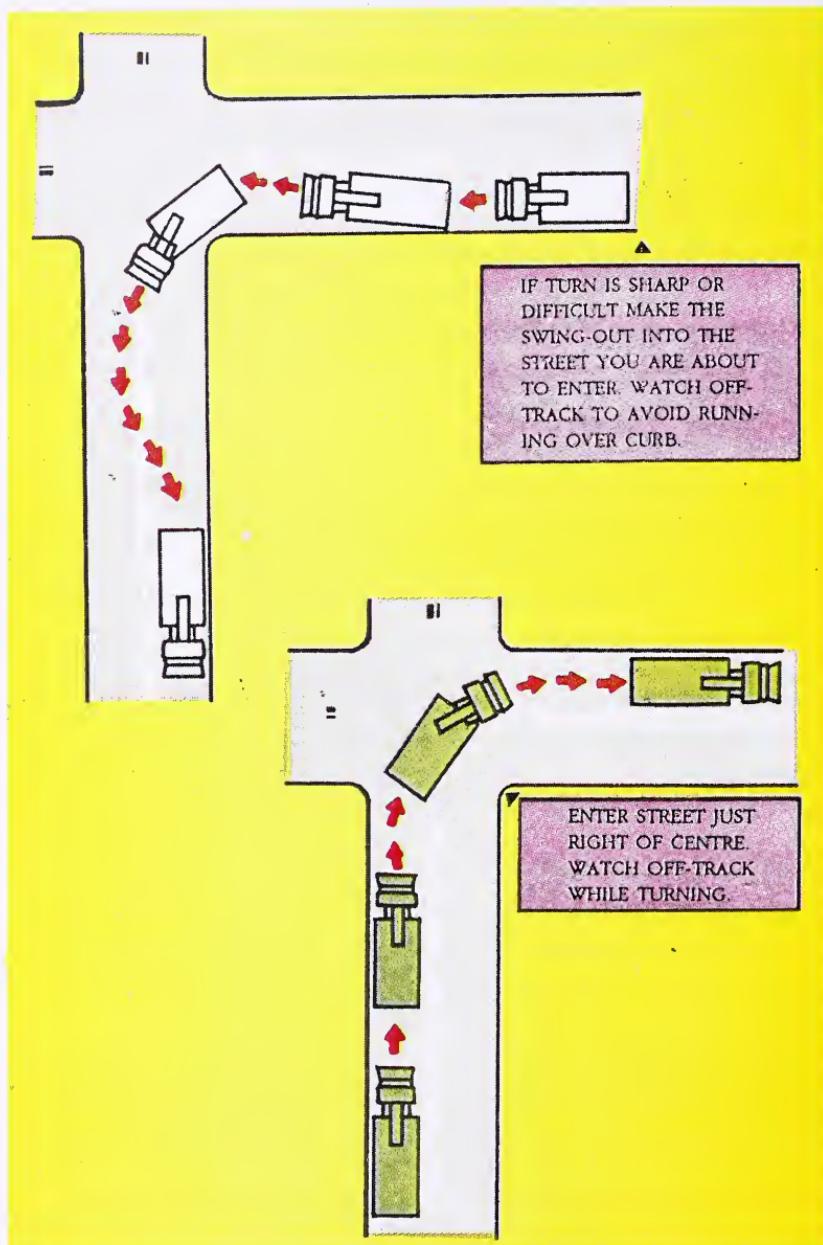


Fig. 38. Turning at Junctions

8.7. Driving on Curves

8.7.1. It is important that he enters the curve at a proper speed so as not to expect to slow down after entering the curve. If he enters the curve too fast the vehicle will skid and roll over. If he applies brakes on a curve, the vehicle may skid or jack-knife. He should begin to accelerate only after having passed the mid-point of the curve.

8.7.2. The most important thing to understand while driving long heavy vehicles is that while going on curves the rear of the vehicle follows a different path than the front and the difference in track is called the "off-tracking". The greater the distance between the front wheels and the rear wheels and the sharper the turn, the greater is the amount of off-track. Every driver must know the magnitude of off-tracking on narrow curves. On right curves, he should keep the front of the vehicle towards the outside of the curve so that the rear will not cut short into the opposing traffic lane. On the left curve, he should keep the vehicle front towards the centre of the road so that the rear does not run off the road (see Fig. 39).

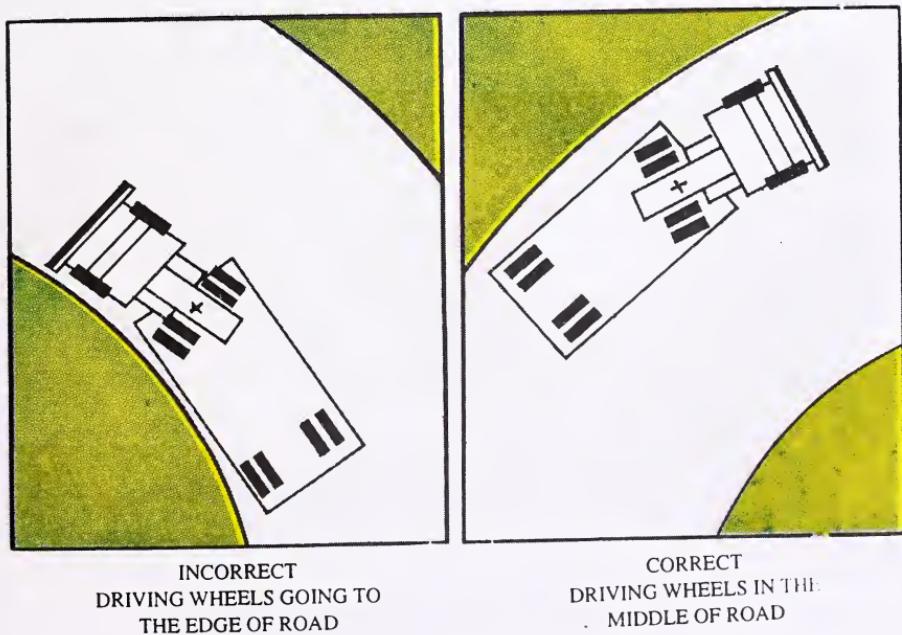


Fig. 39. Position of Driving Wheels While Taking a Turn

8.8. Reversing

8.8.1. He must not reverse the vehicle unless he can do so without interfering with other traffic. The vehicle should be parked safely and cleaner/conductor asked to get down and stand on left side and guide while reversing. Even with a guide, driver is the one responsible for reversing.

8.8.2. The control of single unit truck while reversing is the same as that for a car. The steering is turned in the direction of the movement of back end. But while turning a combination vehicle driver must move the steering in the direction opposite to that in which the rear of semi-trailer is to be moved. The trucks-tractor follow an S-shaped curve. Familiarity with turning is a must and reversing should be done carefully.

8.9. Parking

8.9.1. The driver should not park in middle of the road or leave the disabled vehicle on the carriageway. The shoulder should be used to park the vehicle. In cities he should pull as far as possible to the left and park on untravelled portion of road. Vehicle should never be parked where it obscures another driver's vision or obstructs a turning movement.

8.9.2. When parking, set the parking brake and place the transmission in the lowest forward gear or reverse. If there is a kerb, turn the front wheel towards the curb on downgrade or level surface and away from the curb when parking on an upgrade. If the grade is steep use check blocks under the wheel. Never park on a steep grade unless absolutely necessary.

8.9.3. When vehicle is disabled, or stopped for more than ten minutes on a roadway, use four way flashing signal to warn traffic.

8.10. Length of Load

If the load on any vehicle extends more than 1 m beyond the rear of vehicle, a red flag must be displayed at the end of load during day and red light at night.

8.11. Emergency Stop and Traffic Guidance

8.11.1. If the vehicle is disabled, it is important to give warning

to other road users by use of red flags: reflective triangles and red lanterns. Place one warning flag or triangle at least 30 m behind the vehicle and one at each edge of vehicle. At night arrange for a lantern to be placed at the same distance and on outer edge of vehicle to delineate it clearly. Do not put stones or obstructions on the road which are not clearly visible. On removal of vehicle remove all the obstructions placed on the road.

9. HIGHWAY EMERGENCIES FOR FOUR WHEELED VEHICLES

9.1. Even if you obey all traffic laws and drive safely, things may happen which you do not expect. If you are like most drivers, you won't have the opportunity to practice your response to an emergency before it happens. Knowing how to handle driving emergencies will help you to avoid a serious accident. When confronted with an unexpected situation, you will have to use skills of steering, acceleration and braking, used individually and in combination to face the emerging situation successfully. Given hereunder are some standard useful procedures:

9.2. Steering

9.2.1. Good steering skills are essential to maintain control of your vehicle. Often in an emergency you must react quickly and correctly to avoid an accident. To steer quickly, you must hold the steering wheel correctly.

9.2.2. To turn quickly to the left follow the steps shown in Fig. 40.

9.2.3. To turn to the right, follow these same steps but turn the steering wheel in the opposite direction.

9.2.4. To turn quickly, your hands must be on opposite sides of the steering wheel (the nine and three o' clock hand positions), get used to holding the steering wheel this way all the time.

9.3. Accelerating

At times you have to accelerate to avoid an accident. For example, if another car is about to hit you from the side or from behind, you must speed up to avoid a collision.

STEERING

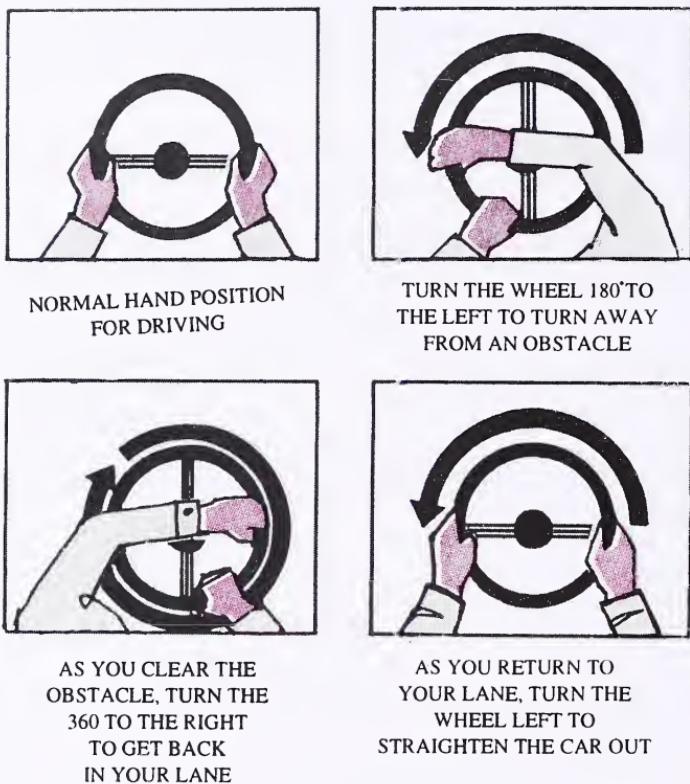


Fig. 40. Steering

9.4. Braking

While braking is often an essential response to driving emergencies, using your brakes improperly can actually cause an accident. In emergencies many drivers simply slam on their brakes. This locks the brakes, puts the car into a skid and makes it impossible to steer. Pumping the brakes is generally the best way to stop. The car stops quicker and you maintain your steering control. This improves your chances of avoiding a collision.

9.5. Skidding

9.5.1. Skidding often results from such conditions as ice, wet roads or fast speeds. If your car begins to skid, follow these steps:-

- Turn the steering wheel in the direction your vehicle is skidding. If the rear of your car is skidding to the left, steer to the left. If the rear of your car is skidding to the right, steer to the right. When you steer to correct a skid, another skid may result in the opposite direction. But the second skid will not be as severe as the first. Be prepared to stop the second skid by steering in the opposite direction. It may take several steering movements to regain control of your car.
- When skidding, do not use your brakes. If you hit the brakes the skid will be worse. By braking you also risk locking your wheels and losing control of steering altogether.

9.5.2. Handling slippery surfaces: Skid happens most often on slippery surfaces. A road that is safe under most conditions can be dangerous when slippery. Ice and packed snow, especially when you are driving at high speeds or going downhill, can cause the car to skid.

If you are about to drive over a slippery surface or if your car is hydroplaning these tips may help you avoid a skid:

- Take your foot gradually off the accelerator pedal.
- Turn slowly, only as much as necessary to keep your car on the road.
- If you have to use your brakes, pump them gently.
- Do not try to stop rapidly and turn quickly

9.6. Handling Car Emergencies

No matter how well you take care of your car, there is still a chance of car failure. Some of the more common car failures and what to do about them are as follows:

9.7. Brake Failure

If your brakes suddenly give out ...

- Pump the brake pedal rapidly several times. This will often build up enough brake pressure to stop the car.
- Use the parking brakes. Hold the brake release so you can let off on the brake if the rear wheels lock and you begin to skid. If that does not work ...

- Shift to low gear and look for a place to slow to a stop.
- Make sure the car is off the roadway.
- After the car has stopped, call for help. Do not try to drive the car to a garage.

9.8. Blow Out

Although tyre blowouts are sometimes preceded by thumping sound, you do not usually have advance warning. As a result, it is important to protect against blowouts by keeping your tyres in good condition and properly inflated.

If you have a sudden tyre blow out:

- Hold the steering wheel tightly.
- Take your foot gradually off the gas pedal.
- If you have to use your brakes, pump them gently.
- Let the car slow to a stop. Make sure it is off the road before changing the tyre.

9.9. Power Steering Failure

If the engine stalls:

- Hold the steering wheel tightly, you will have difficulty in steering.
- Brake gently to stop the car (If your car has power brakes you may have to pump hard).
- Restart the engine.

9.10. Headlight Failure

If your headlights suddenly go out ...

- Try the dimmer switch. It may turn the headlights on again.
- Try the headlight switch a few times.
- If these efforts fail, try the parking lights, emergency flashers or turn signals.
- Slow down, pull off the road and leave the emergency flashers on if they work.

9.11. Accelerator Sticks

The car just keeps on going faster and faster ...

- Keep your eyes on the road.
- Shift to neutral immediately.

- Pull off the road when you have slowed down.
- When stopped turn off the engine and turn on your emergency flashers.

9.12. Drifting off the Pavement

If your wheels drift on to the road shoulder, slow down gradually until you can pull back on to the road safely. When the shoulder is below the edge of the road, avoid rubbing your tyres against the pavement edge.

If there is obstruction on the road shoulder which prevents you from slowing down, centre your car over the road edge. Steer quickly to the left. When the front wheels of your car re-enter the pavement, steer to the right.

9.13. Protecting yourself in Collisions

You may not always be able to avoid a collision. To protect yourself, wear your seat belt and shoulder harness and adjust your head rest.

Other ways to cut down the severity of injury in an accident are:

If you are about to be hit from the rear:

- Steer the vehicle away from opposing traffic.
- Brace yourself between the steering wheel and seat back.
- If your car has headrests, press the back of your head firmly against the headrest.
- If possible, be prepared to apply your brakes so you won't be pushed into another car.

If you are about to be hit from the side

- Brace yourself with the steering wheel to keep from being thrown against the side of the car.
- If possible, get ready to steer so you can try to control the car.

If you are about to be hit from the front

- Use your arms and hands to protect your face if you are wearing a shoulder harness, throw yourself across the seat so you don't hit the steering column or the windshield.

9.14. Emergencies and Seatbelts

You are better prepared to handle any emergency if you are

wearing your seat belt and shoulder harness. Seat belts increase your chances of surviving a collision. These chances are even better when you wear both a seat belt and a shoulder harness.

Some of the advantages of wearing safety belts are:

- They keep you from being thrown from the car. In a collision you have better protection if you stay inside the car.
- They slow your body down with your car. If you are not wearing a seat belt and shoulder harness in a collision, your car stops at impact but you keep going. Most likely you will be stopped by the dash board or windshield. At only 40 km/h this is like hitting the ground from the top of a three-storey building.
- They keep you from moving around on the seat at sudden stops and turns. You cannot control your car if you slide from behind the wheel.

Seat belts and shoulder harness can only do all these things if they are buckled. You won't have time to buckle your seat belt in an emergency, so you have to do it before you start to drive.

Use seat belts properly. Keep the lap belt fairly tight, but comfortable, across your lap and hips. Make sure it is below your stomach and rests on your hip bones. Adjust the shoulder harness so it's loose enough to let your fist go between the belt and your chest. If you wear your seat belts like this, they will be comfortable and give you ample protection.

9.15. Accidents

If you are involved in an accident:

- Stop your car at or near the accident scene. If you can, move your car off the road so you don't block traffic.
- Notify the police if the accident involves death or injury. Also call police if any vehicle is damaged to the extent that the vehicle requires towing. If the drivers of the cars are hurt and cannot notify the police, then others involved in the accident must call for help.
- Get the names and addresses of all people involved in the accident and any witnesses. Make sure you also get the names and addresses of any injured persons.
- If the accident involves a parked car, try to find the owner. If you cannot, leave a note in a place where it can be seen and notify the police. The note should contain:

Your name and address

- Your driver's license number
- Date and time of the accident
- Your insurance company's name and your policy number.

10. TRAFFIC ACCIDENTS AND FIRST AID

10.1. Whenever there is a traffic accident, the driver on the scene should help the victims. Necessary arrangements to assist the injured persons by arranging him to be carried immediately to the nearest hospital should be made.

Notify the nearest Police Station by Telephone or otherwise, as quickly as possible, if your vehicle is involved in an accident. Irrespective of whether you are at fault or not, you are required to stop and remain stationary as long as reasonably necessary.

10.2. Most of the fatalities in road accidents occur due to heavy bleeding and lack of immediate medical attention. If there are injured people, apply whatever First Aid you can until the victim can be transferred to a hospital. This might include trying to stop heavy bleeding with bandage, handkerchief and clean clothing, if necessary. Be careful about moving the injured especially those with head injuries. If there is an imminent danger that later harm could be done to the injured or that non-removal from the road could result in another accident, do your best to get the injured to safety as quickly as possible.

10.3. No matter how minor the accident, it should be reported to the Police. Even if you have no external injuries, but have received severe thumping on the head you must go in for a medical check up. If not done, the injury may show up later and you may have complications.

10.4. Following First Aid Treatment is Advisable

10.4.1. When injuries have resulted from a traffic accident, do the following as quickly as possible:

Look over the injured. In order to get the needed emergency care, call ambulance and police services. First of all make the following quick assessment of injuries:

- A. Is the victim conscious? If you ask the injured a question or two, you will find out if he is in his senses or not.

- B. Is he breathing? Is the chest moving? You can usually tell by placing your ear near the mouth or nose of the injured person.
- C. Is there much loss of blood? ... Where is the bleeding and what is the extent of bleeding?
- D. Is there vomitting? ... Do you see vomit like substances in or around the mouth?
- E. Are there any other abnormalities or trouble? ... Does any portion of the bone structure or body seem to be dislocated or distorted in shape? Find out if any one is feeling particularly acute pain in any part of the body.

10.4.2. First aid treatment: After you have a good idea of the extent and priority of injury, administer first aid as below:

- A. The first step will be to stop rapid loss of blood. If blood is pouring out profusely, a tourniquet type approach is necessary following the basic principle that, e.g. on any limb, a bandage should be tightly bound between the cut and the heart so as to arrest the blood flow out of the wound. Remember, however, that a tight constriction application of this sort, if continued too long can result in the loss of the limb. As bleeding slows, these triangular bandages handkerchiefs or towels etc., should be gradually loosened. When bleeding is not so severe, it is sufficient to apply hard and direct pressure on the wound with a clean handkerchief or cloth.
- B. Get the injured to relax, rest or sleep in a comfortable position. When the injured is unconscious, it is possible to suffocate and die by having breathing blocked by vomitting etc. As a precaution against this, have people recline in a position like that one shown in Fig. 41.

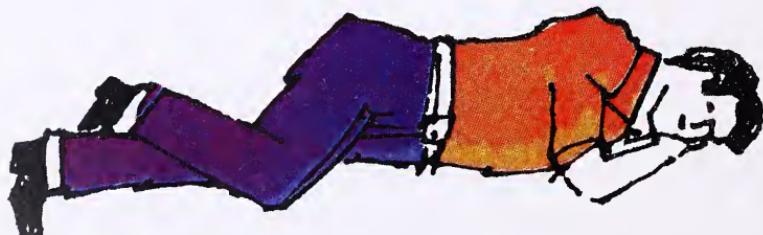


Fig. 41. Aid to Accident Victim

If the victim has a head or neck injury, it is risky to move him around. Better leave him as he is, until the ambulance and doctor arrive.

10.5. Be Prepared

When driving it is not enough to merely know what to do, should there be an accident. Be ready for the worst and have the necessary bandages and gauge with you in your car.

11. TRAFFIC LAWS

11.1. In India, the traffic is governed by several laws some of which are listed below:

- (1) Motor Vehicle Act, 1988.
- (2) Motor Vehicle Rules (each State Government/Union Territory notifies its own Rules in addition to those notified by the Central Government).
- (3) State Police Act and Rules e.g. Delhi Police Act (each State enacts such laws) and Delhi Traffic Rules.
- (4) Criminal Procedure Code and Indian Penal Code.

11.2. Motor Vehicle Act lays down detailed laws and procedure for licencing of Drivers, registration of vehicles, control of Transport vehicle, control of Traffic, insurance of vehicle and offences and penalties. There are additional rules for traffic under other State enactments. A schedule of Traffic offences prepared by Delhi Police is given as *Appendix I* for guidance of road users so as to make them aware of their obligations.

12. DO'S & DON'TS FOR ROAD USERS

12.1. Pedestrians

12.1.1. Do's (General):

- (1) Walk on side-walks only wherever available.
- (2) If there are no side walks, walk on the right hand side of the road i.e. walk facing the on-coming traffic in single file and never more than two abreast.
- (3) If accompanied by children or an animal, put yourself between the traffic and your charge.
- (4) Observe traffic rules and directions given by traffic signals

or police officer on duty.

- (5) If you are using the road at night, wear something white or light coloured, or atleast carry something white (handkerchief) in your hand, if you cannot carry a torch.

12.1.2. Crossing the road

- (1) As far as possible, cross the road on zebra crossing or pedestrian over bridge/underpass only.
- (2) When intending to cross a road, stop on the edge of the kerb and look to your right then look to your left and again look to your right. If there is no traffic coming, walk quickly straight across. But do not run.

12.1.3. Don'ts

- (1) Do not allow children to play on the roads or places just adjacent to the roads.
- (2) Do not cross the road between or from the rear of parked vehicles. If absolutely necessary, stop at the edge of the parked vehicles in such a way as to be visible to the oncoming traffic, look both ways and cross over when perfectly safe to do so.
- (3) If guard rails are provided, do not jump over them to cross the road but go through the gaps even if you have to walk some distance to do so.
- (4) Do not alight or board a moving vehicle.
- (5) Do not board a vehicle which is so full that some portion of your body will remain outside its framework.
- (6) Do not use the carriageway in rural areas for any such purpose as drying clothes or cereals etc.

12.2. The Cyclist

12.2.1. Do's

- (1) Always keep your cycle in a good condition as regards tyres, brakes, head-lamp, bell, rear-reflector and white paint on rear mudguard.
- (2) While riding, always hold the handle with both hands and

your feet on both pedals unless the exigencies of the situation warrant you to do otherwise for sometime.

- (3) If a separate cycle track is provided, do use it.
- (4) Try to be conversant with the rules of the road and the directions given by road signs, signals and markings.

12.2.2. Don'ts

- (1) Do not start off, stop or change the direction of your movement without giving a clear signal well in advance, so as to indicate your intention, besides just glancing at the back.
- (2) Do not ride more than two side by side.
- (3) At a road junction when the signal is against you, do not zig-zag your way to the front of the waiting queue.
- (4) Do not hold on to fast moving vehicle in order to travel quickly or to save exertion.
- (5) Do not carry any passenger or anything which is likely to affect your balance.
- (6) Do not enter into a speed competition with others or indulge in any form of trick cycling on the road.

12.3. Slow Moving Vehicles

12.3.1. Do's

- (1) Move on the extreme left lane of the road and give proper and timely signal when changing the lane or direction of travel.
- (2) When pulling up or making a start, turn over and see that you are not thereby forcing the traffic at your back to change its speed or direction of travel abruptly.
- (3) Get your vehicle fitted with Cat's eye reflectors, other reflectors or reflective sheeting at the back, so that you may be noticed by fast moving vehicles at night.
- (4) If long articles are being transported, a red flag in day time and a red lamp and a flag at night should be displayed at the overhanging end.

- (5) Bullock-carts should have a lamp showing white light in front and a red light at the back.
- (6) For cycle rickshaws all the accessories essential for cycles are necessary.

12.3.2. Don'ts

- (1) Do not move about in circles in search of customers but wait at authorised stands.
- (2) Do not indulge in manoeuvres which may compel the fast moving vehicles to change their speed or direction of travel.
- (3) Do not over-load your vehicle with goods or passengers.
- (4) On rural highways, do not go to sleep while your bullock is dragging on the cart.
- (5) Do not stop on the pavement.
- (6) Do not leave the vehicle unattended on the road.

12.4. Motorised Vehicles

12.4.1. Do's

- (1) Before driving, make sure that your vehicle is properly licenced, that its insurance has not lapsed and that you have a valid driving licence for the vehicle which you are now driving.
- (2) Notwithstanding the fact that you have been given a driving licence, you must be sure that your eye sight, hearing and other psycho-physical faculties, are upto the standard required for passing the driving test.
- (3) Make sure that your tyres are suitable for the vehicle, are properly inflated, have a tread of atleast 1mm and are free from cuts and other defects.
- (4) Your horn, windshield wiper and the instruments on the dashboard such as speedometer, fuel meter etc. are in working order.
- (5) Your brakes and steering are in excellent condition and are properly adjusted.
- (6) Your vehicle has the required number of properly adjusted

mirrors to enable you to see the traffic behind you.

- (7) The load on your vehicle is not in excess of that prescribed by law or so badly distributed or packed as to be dangerous.
- (8) The load on your vehicle does not project sideways or at the back or in height more than prescribed by law and that in day time a red flag and at night a red lamp is carried at the far end of the projected load.
- (9) Your vehicle has all the lamps, reflectors, direction indicators and stop lamps required by law and your head lamps comply with the anti-dazzle requirements.
- (10) You should carry the necessary spares normally fan belt, cut outs, fuse plugs, jack, spare wheel, etc.
- (11) Along with other accessories, you have with you a red reflective hazard marker as indicated in para 8 above.

12.4.2. When driving you must

- (1) Sit in a position so that you are able to reach all the controls in the vehicle comfortably and are also able to see the road and traffic ahead of you.
- (2) Adjust your rear view mirror so that you are able to know the position of traffic behind you.
- (3) Observe the speed limit prescribed for that particular road or area in which you are driving.
- (4) Give precedence to pedestrians who are on an uncontrolled zebra crossing or a push-button controlled crossing when amber light is flashing.
- (5) Observe all the signals and directions conveyed by road markings even though there is not any traffic or any policemen around to check you, and
- (6) Cultivate the habit of defensive driving and while driving, be tolerant towards the follies and fobies of other road users.

12.4.3. When driving you must not

- (1) Drive recklessly or at a speed and in a manner which is dangerous to the public in the prevailing circumstances on the road.

- (2) Drive without due care and attention or without reasonable consideration for other road users.
- (3) Drive under the influence of alcohol or sedative drugs, and
- (4) Drive a vehicle which is not roadworthy or which emits excessive smoke or noise.

12.4.4. When you stop, you must

- (1) Set the hand brake and stop the engine before you leave the vehicle and thereafter, lock the vehicle.
- (2) Switch off your head-lamps but keep the side and tail lamp on, if you are stopping on a carriageway.
- (3) Stop the vehicle on the side or on shoulder in such a way that it does not hinder through traffic, and
- (4) Produce your driving licence and other papers if required to do so by a police officer.

12.4.5. When you stop, you must not

- (1) Stop your vehicle on a zebra crossing except in very special circumstances or to avoid an accident.
- (2) Park your vehicle on the side walk, cycle track, in front of the gate of any building or hospital so as to hinder the entry or exit of any vehicles, near a water hydrant or very near the intersection or in such a manner as to cause danger to other road users.
- (3) Park at night on the right side of the road or without side and rear lights on or at a place which is dark without the benefit of street lighting.
- (4) Sound your horn while stationary except in time of danger due to any other moving vehicles, and
- (5) Open any door of the vehicle carelessly so as to cause injury or danger to any one.

12.4.6. In case of an accident, you must

- (1) Stop

- (2) Give your name and address and any other information required by a police officer or any other person who may have reason to know.
- (3) If no one is present, report the matter to police at the earliest and within 24 hours of the accident, and
- (4) Render all possible help to the other party or the injured persons, if any.

12.4.7. In case of an accident, you must not

- (1) Run away from the scene of the accident, and
- (2) Meddle with the scene of the accident in order to twist or destroy any evidence.

13. DRIVING AND ROAD CRAFT MANUAL

13.1. The Physical and Mental requirements of a Motor Vehicle Driver

The most important factor in driving is the driver himself. All other considerations, such as road worthiness of the vehicle, speed of travel and so on, are his responsibilities and within his control.

The make up of a good driver is determined by permanent physical and psychological character and certain temporary influences which limit his ability to drive safely. All other driving hazards become many times worse if he is not at his physical and mental best.

Driving involves the same attitudes which are desirable in all walks of life—courtesy, responsibility, maturity, unselfishness, tolerance and dependability. One can be an excellent driver mechanically but it is the mental attitude to driving which really counts. Driving a motor vehicle is a full-time occupation both mentally and physically. Carelessness and a selfish attitude towards other road users account for most of the accidents. Good vision, good hearing and a good standard of health all have an essential bearing on the power of concentration and perception so necessary in present-day driving.

Moreover the vehicle driver must be able to formulate a safe driving plan for every circumstance on the road, and then carry that plan into effect with deliberation. To do this his muscular system must

be in good condition, when driving. The movements of the limbs exercising control of the vehicle must be sure and accurate.

13.2. Learning to Drive

- (i) Any person learning to drive a motor vehicle is required to obtain a learner-driver's licence
- (ii) A learner licence holder must display on the front and the rear of his vehicle 'L' plates as prescribed in the law.
- (iii) A learner licence holder must carry his learner licence at the time of driving. A learner licence has no grace period.
- (iv) A learner licence is valid only in the State where it is issued.
- (v) A learner licence holder is required to carry by his side a person duly licenced to drive a vehicle who should sit in such a position as to be able to readily stop the vehicle. (In some states this does not apply to learner scooter/motorcycle driver)
- (vi) The minimum age for applying for a learner-licence is 18 years.

13.3. Driver's Licence

- (i) Your driver's licence is a privilege not a right. It is upto you to see that this privilege is not abused.
- (ii) The right attitude to driving is a sign of maturity. One can be an excellent driver mechanically, but it is the mental attitude to driving which really counts.
- (iii) A permanent licence is valid only for the type of vehicle for which it is issued.
- (iv) After its date of expiry, you have 30 days grace period within which to get the licence renewed.
- (v) The minimum age for applying for a permanent driving licence is 18 years. For a paid driver it is 20 years. A paid driver must carry his driving licence while driving.
- (vi) A permanent licence is valid throughout India.

13.4. Before Moving Off

Before moving off, you should know your capabilities as well as the vehicle you are going to drive. You should not drive fast unless you are familiar with its behaviour and never demand more of it than you know you can get.

Make sure that:

- (i) Your vehicle is registered.

- (ii) Registration number is displayed prominently on front and rear in the prescribed manner.
- (iii) It is insured.
- (iv) Your vehicle is in roadworthy condition.
- (v) You have a valid driving licence for the type of vehicle you intend to drive.
- (vi) You are physically and mentally fit to drive.
- (vii) You are not under the influence of drinks/drugs to an extent that you are unable to control the vehicle properly.

13.5. Things Necessary in Different Vehicles and Useful Accessories

13.5.1. General

- (i) Brakes should be in good working condition.
- (ii) Horn in working order.
- (iii) Head lights, back lights in working condition.
- (iv) Tyres properly inflated and in good and sound condition.
- (v) The steering mechanism in good and sound condition.
- (vi) A silencer not causing undue noise.
- (vii) No defect in the vehicle which would cause undue noise or release smoke.
- (viii) A number plate displayed on front and rear in the prescribed manner.
- (ix) Vehicle to be in roadworthy condition.

13.5.2. Scooter

In addition to the above, a scooter should have:

- (i) Correct provision for one passenger only.
- (ii) If fitted with a sidecar, must have rear-view mirror.

13.5.3. Motor cycle

In addition to what is mentioned at para 13.5.2, a motor cycle should have:

- (i) A suitable device to prevent garments of the pillion rider from getting entangled with the spokes.
- (ii) Provision for footrest.
- (iii) A suitable device for pillion rider to hold on to the motorcycle.
- (iv) Provision for crash guard.

13.5.4. Car/bus/truck

In addition to what is mentioned at para 13.5.1, a car/bus/truck should:

- (i) Have a well-maintained transparent windscreens and side and rear windows (rear window not in truck).
- (ii) Have efficient automatic windscreens wiper.
- (iii) Have a rear-view mirror, appropriately adjusted.
- (iv) Be equipped with electrical or mechanical device, if it is a left hand drive.

13.5.5. Other useful accessories for scooterist/motor-cyclist

In addition to what is stated above, it is always useful for a scooterist/motor-cyclist:

- (i) To wear a helmet. This will protect him from head injuries in the event of an accident.
- (ii) To have a windscreens as a shield against dust particles or any other flying objects which may hit his body/eyes while he is driving.
- (iii) To wear a pair of sun glasses so that blowing wind does not irritate his eyes or affect his vision.

13.6. Road Worthiness of a Vehicle

There is no vehicle so far manufactured which will go on running month after month without due attention. From the day a vehicle leaves the manufacturing plant, it starts to wear and this process involves the gradual deterioration of vital working parts.

Besides replenishing petrol, and paying for insurance tax token and servicing, the following vehicle parts should be checked:-

- (a) **Tyres:** Besides being properly inflated, they should have ample tread and be free of bulges, cuts, embedded stone and uneven wear. Look for signs of uneven wear which calls for alignment of the front and balancing of the wheels. Don't forget to check your spares like spare wheel, fan belts, etc.
- (b) **Brakes:** The handbrake should hold the vehicle on any grade. The footbrake should hold evenly while the pedal is still 2-3 cm or more from the floor.
- (c) **Lights:** Headlights should operate and be correctly adjusted. Rear lights,

- stop lights and turn signals should all be checked for proper operation.
- (d) **Steering:** Front wheels should be properly aligned. The steering wheel should be free of excessive play.
 - (e) **Rearview mirror:** Adjust rear-view mirror for a clear view of the road behind.
 - (f) **Horn:** Should operate with a bold clear sound.
 - (g) **Exhaust system:** Make sure it is tight, quiet and free from leaks
 - (h) **Glasses:** All glasses should be clean, free from cracks, discolouration, unauthorised stickers. Especially before night driving, clean your wind-shields and eye glasses inside and outside to reduce reflection.
 - (i) **Windscreen wiper:** Should work properly and wipe clearly, worn blades should be replaced with new ones.
 - (j) **Radiator hoses:** Any that are cracked or feel soggy when squeezed need renewing.
 - (k) **Fluid levels:** Keep yourself informed about fluid levels by frequent checks. Be sure that all drain plugs are securely closed to prevent cracks.
 - (l) **Fan belt:** It should be checked every 1500 to 2000 kms. It should have about 2-3 cm of up and down movement between pulleys and should not show cracks, ply separation or other signs of deep wear.

13.7. Driver Reaction Time

Driver reaction time is the time that passes between the moment a driver observes the need for action and the moment he takes that action. It is of major importance when applied to braking. On an average a smart driver takes 3/4th of a second to react and to reach for the brakes, during which time if he is driving at a speed of 50 km/hour, he will have covered 13m without losing any appreciable speed. This is called the thinking distance. It varies with the speed of the vehicle, with the physical and mental condition of the driver and with the degree of concentration the driver is giving to his driving.

The ability to react quickly can deteriorate in several ways. Undue worry, fatigue, illness and the effects of alcohol are well known causes of lack of mental and physical well being.

13.8. Defensive Driving

It is not enough if you are a law-abiding driver. Your chances of being involved in an accident will be further lane ended, if you practice the system of defensive driving.

In judging safety performance, we are not concerned whether you had the legal right of way or whether the other driver disobeyed traffic regulations. We are also not concerned with conditions of the road or weather. When you have failed to make an allowance and an accident results, you have failed to prevent the accident. The plain fact is that if you have failed to do everything you reasonably could have done to prevent the accident, you are not a defensive driver.

Defensive driving includes pride in never taking to other road users by surprise, and in not being taken by surprise, pride in concentrating on your responsibilities rather than on your rights, pride in showing care, courtesy, and consideration to other road users.

The acts of a courteous driver can set an example for other road users and this can help reduce accidents. On the other hand, a discourteous act can set up a chain reaction for more courtesy, often with tragic results.

Each driver should condition himself, so that he will react safely to situations in which danger is an element, so that safety becomes a habit.

**TRAFFIC OFFENCES UNDER MOTOR VEHICLE ACT, 1988
(MVA), CENTRAL MOTOR VEHICLE RULES, 1989 (CMVR)
AND RULES OF ROAD REGULATION, 1989 (RRR)**
(M = "MVA", C = "CMVR", R = "RRR")

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|--|--------------------------|-----------------------------|
| SIDE INDICATOR (FLASHING AMBER) NOT VISIBLE, WHEN IN OPERATION FROM FRONT/REAR | C 102(2)(1) | 177 |
| MOTOR VEHICLE WITH SIDE INDICATOR AT IMPROPER POSITION | C 103(2) | 177 |
| MOTOR CYCLE MANUFACTURED WITHOUT SIDE INDICATORS | C 103(3) | 177 |
| TRANSPORT VEHICLE NOT FITTED WITH TWO REAR RED REFLECTORS | C 104(a) | 177 |
| NON TRANSPORT VEHICLE NOT PROVIDED WITH A REFLECTOR OR A REFLECTING TAPE AS PRESCRIBED | C 104(2) | 177 |
| HTV/UNCONVENTIONAL/EXTRA ORDINARY TYPE VEHICLE NOT FITTED WITH RED INDICATOR LAMP OF PROPER SIZE | C 105 (6) | 177 |
| HEAD LAMP NOT ACCORDING TO SPECIFICATIONS/DAZZLING TO OTHERS | C 106(1) | 177 |
| HEAD LIGHT PANELS NOT SHADED BY PAINTING LIKE A BULL'S EYE AT THE CENTRE OF REFLECTORS CARRIAGE | C 106(2) | 177 |
| GOODS VEHICLE NOT FITTED WITH TOP LIGHTS AT RIGHT CORNER AT FRONT AND REAR/TOP LIGHTS NOT LIT | C 107 | 177 |
| SHOWING OF A RED LIGHT AT THE FRONT OR LIGHT OTHER THAN RED AT THE REAR | C 108 | 177 |
| NOT HAVING PARKING LIGHT FOR THE GOODS CARRIAGE (FRONT-WHITE, REAR-RED.) | C 109 | 177 |
| AUTO-RICKSHAW NOT FITTED WITH PRESCRIBED LAMPS (1 FRONT AND 2 SIDE LAMPS, RED REAR) | C 110 | 177 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|---|------------------|---------------------|
| SPOT LIGHT OR SEARCH LIGHT FITTED WITHOUT PERMISSION | C 111 | 177 |
| VEHICLE NOT FITTED WITH ELECTRIC/OTHER DEVICE APPROVED BY BIS FOR GIVING AUDIBLE/SUFFICIENT WARNING | C 119(1) | 177 |
| NOT CARRYING THE LIST OF PASSENGERS DULY ATTESTED BY TOURIST VEHICLE | C 85 (1) | 192 |
| VIOLATION OF DIMENSION IN CONSTRUCTION OF VEHICLE REGARDING LENGTH, WIDTH & HEIGHT | C 93 | 177 |
| MOTOR VEHICLE NOT EQUIPPED WITH TWIN SYSTEM OF HAND BRAKES & FOOT OPERATED SERVICE BRAKES. | C 36(1) | 177 |
| BRAKING SYSTEM NOT MAINTAINED IN EFFICIENT CONDITION AND CAPABLE OF STOPING THE VEHICLE | C 96(2) | 177 |
| THE STEERING SYSTEM NOT MAINTAINED IN GOOD AND SOUND CONDITION AND NOT CONFORMING B.I.S. MARK | C 28 | 177 |
| MOTOR VEHICLE OTHER THAN M. CYCLE & THREE WHEELED INVALID CARRIAGE NOT HAVING REVERSE GEAR | C 99 | 177 |
| THE GLASS OF WINDSCREENS & THE WINDOWS OF MOTOR VEHICLE NOT OF SAFETY GLASS (BIS) | C 100 | 177 |
| MOTOR VEHICLE OTHER THAN TWO WHEELER WITHOUT AUTOMATIC WINDSCREEN WIPER | C 101 | 177 |
| EXHAUST PIPE OF SERVICE VEHICLE NOT SHIELDED FROM INFLAMMABLE MATERIAL FROM OTHER PARTS OF VEHICLE | C 114 | 177 |
| VEHICLE NOT FITTED WITH SPEEDO METER/SPEEDOMETER NOT WORKING | C 117 | 177 |
| TRANSPORT VEHICLE NOT FITTED WITH SPEED GOVERNOR. | C 118 | 177 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|---|--------------------------|-----------------------------|
| COMPONENTS INSTALLED BY MANUFACTURER WHICH DO NOT CONFORM TO THE STANDARDS OF B.I.S. | C 124 | 177 |
| WITHOUT SEAT BELT FOR DRIVER/FRONT SEAT, COLLAPSIBLE STEERING COLUMN/PADDED DASHBOARD/AUTODIPPER | C 125 | 177 |
| VEHICLE OTHER THAN ROAD ROLLER, OR A TRACK LAYING VEHICLE NOT FITTED WITH PNEUMATIC TYRES | C 94 | 177 |
| TYRE SIZE AND PLY RATING NOT ACCORDING TO SPECIFICATION GIVEN IN R.C | C 95 | 177 |
| VEHICLE OTHER THAN DEFENCE PAINTED IN OLIVE GREEN COLOUR | C 121(1) | 177 |
| MOTORCYCLE WITHOUT PERMANENT HANDGRIP, FOOT REST AND SAREE GUARD | C 123 | 177 |
| ISSUE AND RENEWAL OF CERTIFICATE OF FITNESS BY TESTING STATION WITHOUT AUTHORITY FROM STA | C 63(1) | 177 |
| LEARNING M.V. DRIVING WITHOUT ACCOMPANIED BY INSTRUCTOR WITH VALID D/L SITTING TO CONTROL VEHICLE | C 3(1)(B) | 177 |
| ESTABLISHING OR MAINTAINING ANY DRIVING SCHOOL OR ESTABLISHMENT FOR DRIVER TRAINING | C 24 | 177 |
| MENTION OF GENERAL CONDITIONS BY MOTOR TRAINING SCHOOL | C 27 | 177 |
| MENTION OF GENERAL CONDITIONS OF LETTER OF AUTHORITY BY TESTING STATION | C 65 | 177 |
| STARTING OR ENDING JOURNEY OUTSIDE THE STATE WITHOUT REPORTING | C 85(3) | 192 |
| TOURIST VEHICLE NOT PAINTED IN PRESCRIBED MANNER AND WORD 'TOURIST' INSERTED ON BOTH SIDES OF IT | C 85(7) | 192 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|---|--------------------------|-----------------------------|
| TOURIST VEHICLE NOT DISPLAYING IN THE FRONT TOP YELLOW BOARD SHOWING VALIDITY FOR STATES | C 85(8) | 192 |
| OPERATING TOURIST VEHICLE AS A STAGE CARRIAGE | C 85(9) | 192 |
| NOT MAINTAINING A LOG BOOK IN PRESCRIBED MANNER BY A TOURIST VEHICLE | C 85(10) | 192 |
| WORDS 'TOURIST VEHICLE' NOT PAINTED ON MOTOR CAB ON BOTH SIDES IN PRESCRIBED MANNER | C 85(B)(1) | 192 |
| BOARD SHOWING THE VALIDITY OF PERMIT FOR STATES NOT DISPLAYED IN FRONT OF MOTOR CAB ABOVE NO. PLATE | C 85(B)(2) | 192 |
| NOT FILLING QUARTERLY RETURN IN FORM 49 BY NATIONAL PERMIT HOLDER | C 89 | 192 |
| NOT DISPLAYING THE WORDS 'NATIONAL PERMIT' IN PRESCRIBED MANNER ON NATIONAL PERMIT VEHICLE | C 90(1,2) | 192 |
| CARRYING ANY GOODS WITHOUT A BILL OF LADING IN FORM 50 BY NATIONAL PERMIT VEHICLE | C 90(3) | 192 |
| NOT PROVIDING TWO DRIVERS AND A SEAT FOR SPARE DRIVER TO STRETCH AND SLEEP ON BACK OF DRIVER SEAT | C 90(4) | 192 |
| PICKING UP OR SETTING DOWN GOODS BETWEEN TWO POINTS SITUATED IN THE SAME STATE BY N.P. VEHICLE | C 90(7) | 192 |
| PASSENGER ENTRANCE & EXIT GATE NOT AS PRESCRIBED FOR TOURIST VEHICLE | C 128(3) | 177 |
| NOT PROVIDING OR IDENTIFYING EMERGENCY DOORS FOR TOURIST VEHICLES | C 128(4) | 177 |
| WITHOUT SEPARATE DOOR WITH SLIDING WINDOW NEAR THE DRIVER'S SEAT OF TOURIST VEHICLE | C 128(5) | 177 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|---|--------------------------|-----------------------------|
| WITHOUT FRONT WIND SECREEN OF CLEAR AND DISTORTION FREE SAFETY GLASS | C 128(6) | 177 |
| VEHICLE WITHOUT PRESCRIBED WINDOW SIZE/LAMINATED SAFETY GLASS IN WINDOWS | C 128(7) | 177 |
| NOT PROVIDING LUGGAGE HOLDS AT THE REAR OR AT SIDES OR AT BOTH OF TOURIST VEHICLE | C 128(9) | 177 |
| TOURIST VEHICLE EXCEEDING CAPACITY OF 35 PASSENGERS EXCLUDING DRIVER/ATTENDANT OF TOURIST VEHICLE | C 128(10) | 177 |
| PASSENGER COMPARTMENT NOT ADEQUATELY ILLUMINATED IN TOURIST VEHICLE | C 128(12) | 177 |
| USING TRADE REGISTRATION MARK AND NUMBER ON VEHICLE OTHER THAN FOR WHICH IT WAS ISSUED | C 39(1) | 177 |
| NOT CARRYING TRADE CERTIFICATE AND DISPLAYING TRADE REGISTRATION MARK AT CONSPICUOUS PLACE | C 39(2) | 177 |
| USING A TRADE CERTIFICATE BY THE PERSON OTHER THAN TO WHOM IT WAS ISSUED | C 40 | 177 |
| USING M.V. IN PUBLIC PLACE WITH TRADE CERT. FOR PURPOSES OTHER THAN TRIAL/TEST/BODY BUILDING ETC. | C 41 | 177 |
| DELIVERY OF VEHICLE TO PURCHASER WITHOUT REGISTRATION WHETHER TEMPORARY OR PERMANENT | C 42 | 177 |
| NOT MAINTAINING A REGISTER IN FORM 19 BY THE HOLDER OF TRADE CERTIFICATE | C 43 | 177 |
| NOT DISPLAYING REGISTRATION MARK IN PRESCRIBED FORM AND MANNER (DEFECTIVE NUMBER PLATE) | C 50 | 177 |
| REGISTRATION MARKS ON M.CYCLE AND INVALID CARRIAGE NOT ACCORDING TO SPECIFICATION | C 51 | 177 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|---|--------------------------|-----------------------------|
| USING NON TRANSPORT VEHICLE AFTER EXPIRY OF R.C. (15 YEARS) WITHOUT RENEWAL | C 52(3) | 192 |
| NOT DISPLAYING REGISTRATION MARKS IN THE PRESCRIBED MANNER BY DIPLOMAT OR CONSULAR (CD VEHICLE) | C 77 | 177 |
| NOT CARRYING/PRODUCING FITNESS, AUTHORISATION, INSURANCE, R.C. NATIONAL PERMIT & TAX TOKEN | C 90(5) | 192 |
| CONSIGNER NOT SUPPLYING ADEQUATE INFORMATION ABOUT DANGEROUS /HAZARDOUS GOODS TO DRIVER/OWNER | C 131 | 190(3) |
| DRIVER WITHOUT INFORMATION OF DANGEROUS/HAZARDOUS GOODS GIVEN BY OWNER/CONSIGNER WHILE TRANSPORTING | C 132(3) | 193(3) |
| NOT TAKING NECESSARY PRECAUTION FOR TRANSPORTING DANGEROUS/HAZARDOUS GOODS BY DRIVER | C 133 | 190(3) |
| NOT PRODUCING R.C., INSURANCE, FITNESS, PERMIT, D/L, OR QTHEIR RELEVANT DOCUMENTS OR EXTRACTS OF THEM | C 139 | 192 |
| NOT DISPLAYING 'L' PLATE IN RED ON WHITE BACK GROUND WHILE DRIVING WITH LEARNER'S LICENCE | C 3(1)(C) | 177 |
| DRIVING IN PUBLIC PLACE 1/2 HR AFTER SUNSET AND 1/2 BEFORE SUNRISE | C 105(1) | 177 |
| GOODS CARRIAGE TRANSPORTING DANGEROUS/ HAZARDOUS GOODS NOT LEGIBLY MARKED WITH EMERGENCY INFORMATION | C 134 | 190(3) |
| NO REPORTING THE OCCURRENCE OF ACCIDENT INVOLVING DANGEROUS/HAZARDOUS GOODS TO NEAREST POLICE STATION | C 136 | 190(3) |
| PARKING OF TOURIST VEHICLE ON BUS STAND USED BY STAGE CARRIAGE AND OPERATING FROM THAT BUS STAND | C 185(6) | 192 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|--|--------------------------|-----------------------------|
| NOT COMPLYING WITH THE CONDITIONS WHILE TRANSPORTING GOODS OF DANGEROUS OR HAZARDOUS NATURE | C 129 | 190(3) |
| NOT DISPLAYING MARK OF CLASS, LABEL WITH TYPE, WHILE TRANSPORTING DANGEROUS OR HAZARDOUS GOODS | C 130 | 190(3) |
| EMMITTING EXHAUST GASES FROM ENGINE DOWNWARDS OR TO LEFT SIDE OF THE VEHICLE | C 112 | 177 |
| EXHAUST PIPE LOCATED WITHIN A DISTANCE OF 35 MILLIMETERS FROM THE FUEL LINE CONNECTING TANK & ENGINE | C 113 | 177 |
| EMISSION OF SMOKE, VISIBLE VAPOUR, GRIT, SPARKS, ASHES, CINDERS OR OILY SUBSTANCE FROM EXHAUST | C 115(1) | 190(2) |
| NON SUBMISSION OF THE VEHICLE FOR TEST OF MEASURING THE STANDARD OF SMOKE/OTHER POLLUTANTS | C 116(2) | 190(2) |
| VEHICLE WITHOUT SILENCER | C 120 | 190(2) |
| NOISE FROM VEHICLE EXCEEDING NOISE POLLUTION NORMS | C 119(2) | 177 |
| VIOLATION OF PROHIBITION OR RESTRICTION BY HEAVY GOODS/PASSENGER VEHICLES IN ANY AREA OR ROUTE | M 113(1) | 194(1) |
| VIOLATION OF NOTIFICATION OF STATE GOVT. BY VEHICLES FOR PLYING IN PROHIBITED/RESTRICTED ROAD/AREA | M 115 | 194(1) |
| WILLFULLY REMOVING, ALTERING, DEFACING OR TAMPERING WITH TRAFFIC SIGNS | M 116(5) | 177 |
| DRIVING VEHICLE WITH LEFT HAND STEERING WITHOUT MECHANICAL/ELECTRICAL SIGNALLING DEVICES | M 120 | 177 |
| DRIVING VEHICLE NOT FITTED WITH PNEUMATIC TYRES | M 113(2) | 194(1). |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|--|--------------------------|-----------------------------|
| DRIVING WITHOUT VALID FITNESS CERTIFICATE | M 56 | 192(1) |
| DRIVING WITHOUT INSURANCE AGAINST THIRD PARTY RISK. | M 146 | 196 |
| REFUSING TO GIVE INFORMATION ABOUT INSURANCE | M 151 | 179(2) |
| DRIVING MOTOR VEHICLE WITHOUT LICENCE | M 3 | 181 |
| DRIVING OF MOTOR VEHICLE BY MINOR (UNDER AGE) | M 4 | 181 |
| OWNER OF A VEHICLE ALLOWING A MINOR OR A PERSON WITHOUT LICENCE TO DRIVE HIS VEHICLE | M 5 | 180 |
| WORKING AS CONDUCTOR OR EMPLOYING ANOTHER PERSON AS CONDUCTOR WITHOUT HAVING CONDUCTOR'S LICENCE | M 29 | 182(2) |
| SELLING OF TICKETS/SOLICITING CUSTOMERS FOR PUBLIC VEHICLE WITHOUT LICENCE BY AGENT/CONVASSER | M 93(1) | 193 |
| COLLECTING/FORWARDING/DISTRIBUTING GOODS, FOR GOODS CARRIAGES WITHOUT LICENCE BY AGENT/CONVASSER | M 93(2) | 193 |
| CONTRAVIENNTION OF THE PROVISIONS OF CONDUCTOR'S LICENCE | M 29 | 182(2) |
| CONTRAVIENNTION OF PROVISIONS OF DRIVING LICENCE | M 23 | 182 (1) |
| DRIVING OR ALLOWING TO DRIVE A VEHICLE AS TRANSPORT VEHICLE WITHOUT PERMIT | M 66 | 192(1) |
| REFUSAL BY 2/3 WHEELED CONTRACT CARRIAGE | M 178(3,a) | 178(3) |
| REFUSAL BY VEHICLE OTHER THAN TWO/THREE WHEELED CONTRACT CARRIAGE | M 178(3,b) | 178 (3) |
| FAILURE TO PROVIDE ADEQUATE VENTILATION IN PERMIT VEHICLE (TOURIST) | M 128(8) | 177 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|--|------------------|---------------------|
| DRIVING OR ALLOWING TO DRIVE WITHOUT R.C. OR DURING CANCELLATION OR SUSPENSION OF R.C. | M 39 | 192 |
| FAILURE TO APPLY FOR NEW REGISTRATION WITHIN 12 MONTHS ON REMOVAL OF VEHICLE TO ANOTHER STATE | M 47(5) | 177 |
| FAILURE TO INTIMATE WITHIN 30 DAYS TO STA THE CHANGE OF ADDRESS OR PLACE OF BUSINESS. M 49(2) | | 177 |
| FAILURE OF THE TRANSFER OR TRANSFeree TO REPORT ABOUT TRANSFER OF OWNERSHIP WITHIN 14/30 DAYS. | M 50(3) | 177 |
| ALTERATION OF A MOTOR VEHICLE WITHOUT PERMISSION | M 52(1) | 191 |
| DRIVING OR ALLOWING TO DRIVE UNLADEN VEHICLE EXCEEDING THE WEIGHT GIVEN IN R.C. | M 113(3,a) | 194(1) |
| DRIVING OR ALLOWING TO DRIVE A LADEN VEHICLE EXCEEDING THE WEIGHT GIVEN IN R.C. | M 113(3,b) | 194(1) |
| NOT CONVEYING THE VEHICLE TO WEIGHING DEVICE WHEN DIRECTED BY AUTHORITY | M 114(1) | 194(2) |
| NOT REPORTING THE OCCURRENCE OF DAMAGE OF TRAFFIC SIGNS WITHIN 24 HRS. TO POLICE STATION/OFFICER | M 116(6) | 177 |
| TRAVELLING WITHOUT PASS/TICKET IN A STAGE CARRIAGE | M 124 | 178(1) |
| DERELICTION OF THE DUTY BY CONDUCTOR | M 124 | 178(2) |
| NOT PRODUCING D/L, C/L, R.C., PERMIT, FITNESS CERTIFICATE AND INSURANCE ON DEMAND BY AUTHORITY | M 130 | 177 |
| DUTY OF DRIVER TO STOP AT UNGUARDED RLY. LEVEL CROSSING AND ENSURE THAT NO TRAIN/TROLLEY IS COMING | M 131 | 177 |
| NOT STOPPING VEHICLE WHEN REQUIRED BY POLICE OFFICER IN UNIFORM OR BY PERSON INCHARGE OF ANIMAL | M 132(1) | 179(1) |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|--|--------------------------|-----------------------------|
| DUTY OF OWNER TO GIVE INFORMATION OF DRIVER/CONDUCTOR ACCUSED OF AN OFFENCE UNDER M.V. ACT | M 133 | 187 |
| DUTY OF DRIVER IN CASE OF AN ACCIDENT AND INJURY TO A PERSON OR DAMAGE TO PROPERTY OF THIRD PERSON | M 134(a) | 187 |
| NOT REPORTING THE CIRCUMSTANCES TO A POLICE OFFICER OR AT POLICE STATION WITHIN 24 HRS. OF AN ACCIDENT | M 134(b) | 187 |
| CARRYING PERSON ON RUNNING BOARD OR OTHERWISE THAN WITHIN THE BODY OF THE VEHICLE | M 123(1) | 177 |
| TRAVELLING ON THE RUNNING BOARD OR ON THE TOP OR ON THE BONNET OF THE VEHICLE | M 123(2) | 177 |
| ALLOWING ANY PERSON TO STAND/SIT/PLACE ANYTHING IN A MANNER AS TO HAMPER THE CONTROL OF DRIVER | M 125 | 177 |
| TRIPLE RIDING ON A TWO WHEELER | M 128(1) | 177 |
| DRIVING A MOTOR CYCLE WITHOUT PROTECTIVE HEADGEAR (HELMET) | M 129 | 177 |
| ALLOWING THE VEHICLE TO REMAIN STATIONARY WITHOUT LICENCED DRIVER ON SEAT OR STOPPING MECHANISM | M 126 | 177 |
| DRIVING VEHICLE EXCEEDING THE MAXIMUM OR BELOW THE MINIMUM SPEED LIMIT PRESCRIBED | M 112(1) | 183(1) |
| ABETMENT FOR OVER SPEEDING BY EMPLOYER OR PERSON INCHARGE OF THE VEHICLE | M 112(2) | 183(2) |
| LEAVING VEHICLE IN DANGEROUS POSITION AT PUBLIC PLACE | M 12 | 177 |
| DRIVING DANGEROUSLY (RASH AND NEGLIGENT DRIVING) | M 184 | 184 |
| DRIVING BY A DRUNKEN PERSON OR BY A PERSON UNDER THE INFLUENCE OF DRUGS | M 185 | 185 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|--|--------------------------|-----------------------------|
| DRIVING WHEN MENTALLY OR PHYSICALLY UNFIT TO DRIVE | M 186 | 186 |
| ABETMENT FOR DRIVING DANGEROUSLY | M 188 | 184 |
| ABETMENT TO DRIVE A VEHICLE BY DRUNKEN PERSON OR A PERSON UNDER THE INFLUENCE OF DRUGS | M 188 | 185 |
| ABETMENT TO DRIVE A VEHICLE BY A PERSON MENTALLY OR PHYSICALLY UNFIT TO DRIVE | M 188 | 186 |
| DRIVING PART IN UNAUTHORISED RACING/TRAILS OF SPEED | M 189 | 189 |
| DRIVING VEHICLE IN UNSAFE CONDITION | M 190(1) | 190(1) |
| DRIVING INJURY OR DAMAGE TO PROPERTY IN ACCIDENT BY USING DEFECTIVE VEHICLE | M 190(1) | 190(1) |
| DRIVING VEHICLE WITHOUT AUTHORITY | M 197(1) | 197(1) |
| DRIVING CONTROL OF VEHICLE BY FORCE OR INTIMIDATION OR THREAT | M 197(2) | 197(2) |
| AUTHORISED INTERFERENCE WITH THE VEHICLE | M 198 | 198 |
| DRIVING OR ALLOWING TO DRIVE A VEHICLE VIOLATING AIR/NOISE POLLUTION STANDARDS | M 190(2) | 190(2) |
| CARRYING OF PERSONS ON A TRACTOR OR IN THE DRIVER'S CABIN OF GOODS VEHICLE MORE THAN MENTIONED IN R.C. | R 28 | 119/177 |
| CARRYING OR PLACING OF GOODS SO AS TO MASK OR INTERRUPT VISION OF ANY LAMP OR REGN. MARK | R 16(i) | 119/177 |
| MAINTAINING THE REGISTRATION AND OTHER MARKS IN A CLEAR AND LEGIBLE CONDITION | R 16(ii) | 119/177 |
| DRIVER NOT CONVERSANT WITH SECTIONS 112, 113, 121, 122, 125, 132, 134, 185, 186, 194 & 207 OF M.V. ACT, 1988 | R 33 | 119/177 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|--|--------------------------|-----------------------------|
| CARRYING DOCUMENTS, D/L & TT FOR PVT. AND D/L TT., PERMIT, FITNESS INSURANCE FOR TRANSPORT VEHICLE | R 32 | 119/177 |
| PARKING NEAR INTERSECTION, BEND OF CORNER, OR A HILL WHERE ROAD AHEAD NOT CLEARLY VISIBLE | R 6(b) | 119/177 |
| SLOWING DOWN AT ROAD JUNCTION, PEDESTRIAN CROSSING/ROAD CORNER | R 8 | 119/177 |
| DRIVING THE VEHICLE TO THE LEFT HAND SIDE OF THE ROAD | R 2 | 119/177 |
| GIVING WAY TO TRAFFIC HAVING PRIORITY (MAJOR ROAD/TO THE RIGHT SIDE) AT ROAD JUNCTION | R 9 | 119/177 |
| NOT GIVING FREE PASSAGE TO FIRE SERVICE VEHICLES AND AMBULANCE | R 10 | 119/177 |
| NOT GIVING PROPER SIGNAL TO SLOW DOWN/ STOP/TURN RIGHT/TURN LEFT OR ALLOWING OTHER VEHICLE TO OVERTAKE | R 13 | 119/177 |
| CHANGING THE LANE WITHOUT SIGNAL ON ROAD HAVING LANE MARKING | R 18(i) | 119/177 |
| VIOLATION OF DIRECTION, WHETHER GIVEN BY TRAFFIC SIGNAL, POLICE OFFICER OR ANY AUTHORISED PERSON | R 22 | 119/177 |
| NOT KEEPING SUFFICIENT DISTANCE FROM VEHICLES IN THE FRONT SO AS TO AVOID COLLISION | R 23 | 119/177 |
| NOT GIVING PRECEDENCE TO VEHICLE GOING UPHILL WHILE COMING DOWN THE HILL | R 25 | 119/177 |
| ALLOWING ANY PERSON TO STAND/SIT/ANYTHING TO BE PLACED IN THE MANNER TO HAMPER CONTROL OF VEHICLE | R 26 | 119/177 |
| EXCEEDING 25KM/PER HOUR WHEN PASSING PROCESSION, BODY TROOPS/POLICE ON MARCH, MEN AT REPAIR WORK | R 27 | 119/177 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|--|--------------------------|-----------------------------|
| DRIVING VEHICLE LOADED IN A MANNER EXCEEDING THE LIMIT TO THE FRONT/SIDE/ REAR OR IN HEIGHT | R 29 | 119/177 |
| DRIVING VEHICLE BACKWARD CAUSING DANGER OR FOR UNREASONABLE DISTANCE/TIME | R 31 | 119/177 |
| TOWING OF A VEHICLE BY ANOTHER VEHICLE FOR PURPOSE OTHER THAN DELIVERY/REPAIR AT WORKSHOP | R 20(1) | 119/177 |
| TOWING BY VEHICLE OTHER THAN CRANE WITHOUT DRIVER ON STEERING OF THE VEHICLE BEING TOWED | R 20(2) | 119/177 |
| DISTANCE BETWEEN THE TOWING VEHICLE AND VEHICLE BEING TOWED AWAY MORE THAN 5 METERS | R 20(3) | 119/177 |
| EXCEEDING 24 KMS PER HOUR WHILE TOWING ANOTHER VEHICLE | R 20(4) | 119/177 |
| DRIVING A VEHICLE IN REVERSE DIRECTION ON ROAD WITH CENTRAL VERGE | R 17(ii) | 119/177 |
| CROSSING YELLOW LINE ON ROAD WHILE OVERTAKING/CHANGING LANE | R 18(ii) | 119/177 |
| CROSSING STOP LINE AT INTERSECTION ON RED LIGHT/STOP SIGNAL GIVEN BY POLICE | R 19(1) | 119/177 |
| OVERTAKING WHEN VEHICLE FOLLOWING HAS ALREADY STARTED FOR OVERTAKING HIS VEHICLE | R 6(c) | 119/177 |
| OVERTAKING A VEHICLE WHEN OTHER DRIVER HAS NOT SIGNALLED FOR ALLOWING TO BE OVERTAKEN | R 6(d) | 119/177 |
| OBSTRUCTING VEHICLE OVERTAKING FROM BEHIND BY INCREASING SPEED/CHANGING LANE | R 119 | 177 |
| NOT USING SIDE INDICATORS BEFORE TURNING | R 119 | 177 |
| PARKING ON ANY ROAD CAUSING DANGER, OBSTRUCTION OR INCONVENIENCE OR VIOLATION OF PARKING MARKING | R 15(1) | 119/177 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|---|--------------------------|-----------------------------|
| PARKING NEAR A ROAD CROSSING, A BEND, TOP OF HILL, OR A HIMPACKED BRIDGE | R 15.2(i) | 119/177 |
| PARKING ON FOOTPATH | R 15.2(ii) | 119/177 |
| PARKING NEAR TRAFFIC LIGHT OR PEDESTRIAN CROSSING | R 15.2(iii) | 119/177 |
| PARKING IN A MAIN ROAD/ROAD CARRYING FAST TRAFFIC | R 15.2 (iv) | 119/177 |
| PARKING OPPOSITE ANOTHER PARKED VEHICLE OR AS AN OBSTRUCTION TO ANOTHER VEHICLE | R 15.2(v) | 119/177 |
| PARKING ALONGSIDE ANOTHER PARKED VEHICLE | R 15.2(vi) | 119/177 |
| PARKING ON A ROAD OR PLACES ON ROAD WHERE THERE IS A CONTINUOUS WHITE LINE | R 15.2(vii) | 119/177 |
| PARKING NEAR A BUS STOP, SCHOOL OR HOSPITAL ENTRANCE OR BLOCKING A TRAFFIC SIGN ETC. | R 15.2(viii) | 119/177 |
| PARKING ON THE WRONG SIDE OF THE ROAD | R 15.2(ix) | 119/177 |
| PARKING WHERE PARKING IS PROHIBITED | R 15.2 (x) | 119/177 |
| PARKING A VEHICLE AWAY FROM THE EDGE OF FOOTPATH | R 15.2(xi) | 119/177 |
| OVERTAKING CAUSING INCONVENIENCE OR DANGER TO OTHER TRAFFIC ON ROAD | R 6(a) | 119/177 |
| DRIVING MOTOR VEHICLE ON FOOTPATH/ CYCLE TRACK | R 11 | 119/177 |
| TAKING 'U' TURN ON PROHIBITED AND BUSY TRAFFIC ROAD OR NOT TAKING PRECAUTION DURING TAKING 'U' TURN | R 12 | 119/177 |
| DRIVING ON A ONE WAY ROAD AGAINST THE DIRECTION OF SIGN BOARD | R 17(i) | 119/177 |
| APPLYING BRAKES ABRUPTLY UNLESS NECESSARY FOR SAFETY REASON | R 24 | 119/177 |

| TRAFFIC OFFENCE DESCRIPTION | RULE/ SECTION | SECTION MVA 1988 |
|---|--------------------------|-----------------------------|
| CARRYING EXPLOSIVE, HIGHLY INFLAMMABLE OR DANGEROUS SUBSTANCE IN PUBLIC SERVICE VEHICLE | R 30 | 119/177 |
| SOUNDING THE HORN NEEDLESSLY OR CONTINUOUSLY. | R 21(i) | 119/177 |
| SOUNDING HORN IN SILENCE ZONE | R 21(ii) | 119/177 |
| DRIVING VEHICLE FITTED OR USING ANY MULTI HORN/PRESSURE HORN | R 21(iv) | 119/177 |
| DRIVING VEHICLE CREATING UNDUE NOISE WHILE VEHICLE IS IN MOTION | R 21(v) | 119/177 |
| NOT USING SILENCER FOR EXHAUST WHILE DRIVING A VEHICLE | R 21(iii) | 119/177. |

