

**EXPLORING THE RISKY ACTS OF NON-OWNED
VEHICLE'S DRIVERS AND ROAD ACCIDENTS IN
DISTRICT CHITRAL, KHYBER PAKHTUNKHWA
PAKISTAN**



AMIR UDDIN

Department of Sociology
Quaid-I-Azam University, Islamabad

2021

**EXPLORING THE RISKY ACTS OF NON-OWNED
VEHICLE’S DRIVERS AND ROAD ACCIDENTS IN
DISTRICT CHITRAL, KHYBER PAKHTUNKHWA
PAKISTAN**



**“Thesis submitted to the Department of Sociology, Quaid-I-Azam
University, Islamabad, for the partial fulfillment of the degree of
Master of Science in Sociology”**

By

Amir Uddin

Department of Sociology
Quaid-I-Azam University, Islamabad

2021

ACKNOWLEDGEMENT

All thanks and praises to Allah Almighty for his countless blessings to accomplish my research. I would like to express my sincere gratitude to my supervisor Dr. Muhammad Zaman for his guidance and encouragement. I am also grateful to Miss Hifza Irfan PhD scholar for her motivation and support to complete my research. She was always there to support whenever I have question about my research.

This acknowledgment will be meaningless if I do not mention of my parents and family members for their numerous loves and pray. My heartiest gratitude is for my beloved sister for her enlightenment and guidance, without her support and encouragement I would not be in this stage.

I am also thankful to all helping hands and minds that guide me to complete my research especially Zaheer Abbas and Muhammad Aadil.

Amir Uddin

ABSTRACT

Road accident is considered one of the challenging public health problems across the worldwide. About millions of people lost their lives and have severe injuries because of road accidents. Almost, driver's mistakes have been recorded 90% of total road accidents. The main objective of this study is to explore the risky acts of non-owned vehicles drivers and road accidents in Chitral and to identify the precautionary measures that can lessen road accidents. In this study qualitative approach is used where the researcher collected data from drivers, public, and police through in-depth interviews in recorded form. Risk Society Theory demonstrate the data that modernization has increased heavy traffic on roads which compel drivers to take risks while Deterrence Theory suggest the risky acts of drivers can be controlled by the help of formal and informal means. According to this study's finding the risky acts of non-owned vehicles drivers prone to road accidents in Chitral. Most non-owned vehicle's drivers are unskillful, inexperienced, and license less. The drivers took risks for the sake of economic burden by overloading and over speeding to take first turn for first trip. The drivers use mobile phone (calling and texting), use drugs (BONG, a kind of chars in black color), and driving in darkness in mountainous roads. Such risky acts can be controlled strictly enforcing laws by administration.

Table of Contents

Chapter No. 1	1
INTRODUCTION	1
1.1 Statement of the Problem	5
1.2 Research Question.....	5
1.3 Objectives of the Study	5
1.4 Significance of Study	6
Chapter No. 2	7
REVIEW OF THE RELEVANT LITERATURE	7
2.1 Road Accidents and Global Deaths/Injuries	8
2.2 Road Accidents in Arab Countries.....	11
2.3 Road Accidents in Asia.....	12
2.4 Road Accidents in Pakistan.....	14
Chapter No. 3	20
THEORETICAL FRAMEWORK	20
3.1 Deterrence Theory.....	21
3.1.1 Application of Theory	23
3.2 Risk Society Theory	23
3.2.1 Application of Risk Society Theory	26
3.3 Propositions of the Study	27
Chapter No. 4	28
CONCEPTUALIZATION AND OPERATIONALIZATION	28
4.1. Conceptualization.....	29
4.1.1 Road Accidents	29
4.1.2 Risky Acts.....	30
4.2. Operationalization	30
4.2.1 Road Accident	30
4.2.2 Risky Acts.....	31
Chapter No. 5	33

RESEARCH METHODOLOGY	33
5.1. Research Methodology.....	34
5.2 Research Design.....	34
5.3 Universe of the Study.....	34
5.4 Unit of Analysis	35
5.5 Sample Techniques	35
5.6 Sample Size.....	35
5.7 Tools for Data Collection.....	36
5.8 Tool for Data Analysis	36
5.9 Technique for Data Analysis.....	36
5.10 Opportunities and Limitations of the Study	36
5.11 Ethical Consideration	37
Chapter No. 6	38
RESULTS AND FINDINGS	38
6.1 Demographic Information of Non-Owned Vehicle’s Drivers.....	39
6.2 Careless Behavior of Drivers	39
6.2.1 Unawareness about Traffic Rules.....	41
6.2.2 Aggressive and Anger Driving.....	42
6.2.3 Self-Created Rules.....	44
6.2.4 Young Age Driving	44
6.2.5 Inexperienced and unskillful Drivers	46
6.2.6 Darkness Driving.....	47
6.2.7 Driving Unfit Vehicles	48
6.2.8 Disinterested with Driving.....	49
6.3 Perceptions of Public.....	50
6.3.1 Over Speeding: Competing with other Drivers	50
6.3.1.1 Taking First Turn.....	50
6.3.2 Over Loading: Risk of Accidents	52
6.3.2.1 Financial Stability.....	52

6.3.3 Using of Drugs.....	54
6.3.4 Engage in other Activities: Distract the Mind of Drivers.....	56
6.3.5 Poor Weather Condition	57
6.3.6 Lack of Surveillance: Linkage Traffic Police with Drivers	58
6.3.6.1 Issuance of Beriberi License.....	60
6.4 Administration.....	61
Chapter No. 7	66
DISCUSSION AND CONCLUSION	66
7.1 Discussion	67
7.2 Conclusion.....	71
REFERENCES.....	73

List of Figures

Figure 3.1. Model for Deterrence Theory	22
Figure 3.2. Model for Risk Society Theory	25

Chapter No. 1

INTRODUCTION

Road accident is considered as one of the leading cause of deaths and injuries which is double than that of the fatality cause such as crime, terrorism, and war. There are several factors which cause road accidents; among those human factors such as, non-owned vehicle driving is considered as the major cause to road accidents in Chitral. Risky behaviors of non-owned vehicle's drivers are prone and considered one of the contributory factors which lead to road accidents in Chitral. Majority of drivers belong to low-economic family where they drive other's vehicle and have been given a smaller number of privileges. Non-owned vehicle drivers have been given target of amount that they must pay to owners monthly or quarterly in a year. On the other hand, the owner of the vehicle makes an agreement for each trip the drivers have been given extra charges or pay for per trip, where non-owned vehicle's drivers perform risky acts to get more and more money.

According to Global Status report of road safety approximately 1.35 million people lost their lives and cause up to 50 million injuries in road traffic accidents annually. Driver's fault has been estimated almost 90% of road traffic accidents (RTAs). The deaths ratio has been recorded 93% in low and middle- income countries having 60% of world's vehicles. Particularly, average death toll is 27.5% per 100,000 populations; the rate is almost thrice times highest in low-income countries where the average rate is 8.3% deaths per 100,000 populations which have 1% of the world's vehicles and 13% of fatalities (WHO 2018: 6).

Developing countries adopt the culture of developed nations where they face challenging issue regarding to traditional beliefs, norms and value of the native culture. Drivers in developing countries Mostly in Asian region follow the traditional beliefs such as using the Quranic sculptures in the form of amulet believing that the amulet protect and avoid to road accidents while ignoring the road traffic rules. The risky behavior of drivers and believing the

traditional norms lead to road accidents. Being less motorized, developing nations are more prone to greater number of road accidents than developed countries. Cultural perception is common among the people in Pakistan where they prefer their cultural rules than scientific norms and do not care while driving. The risky behavior and carelessness towards traffic rule violations lead to road traffic fatalities. On the other hand, the rapid increase of vehicle on roads driven by unprofessional and deviant behavior of drivers lead to road accidents (Kayani, King and Fleiter 2011).

The drivers involved in accidents may be classified by age, sex, driving experience, social or occupational status. The driving behavior (or aberrant driving behavior) of these individuals can be influenced by temporary states such as those induced by alcohol or drugs, or by psychological and physiological factors such as mood, stress fatigue or sleepiness, as well as more permanent cognitive, attitudinal, and motivational factors (Maycock 1997).

The statistics from 2010 showed that 332 people lost their lives while, 27264 were injured in less than a year due to careless driving, over speed, usage of drugs and wrong U-turns. This showed that the road safety records of the country are worsening; because the police do not reach at the accident place and do not carefully record the actual cause of accidents on the accident spot. The major accidents were happening due to inexperienced drivers who were driving without licenses. There is not any proper mechanism of issuing licenses in Pakistan, especially for the public transport drivers. Whoever, having sources in the police and the administration, can be easily obtained a commercial or heavy traffic vehicle driving license, even without any physical and driving test (Winter et al. 2007: 32).

A study has conducted by Khan, Asir and Iqbal (2010), showed that the worldwide road accidents are increasing rapidly. Many people lost their lives

and face severe injuries because of road accidents annually. In developing countries, the ratio of road accidents increases due to increase of motorization, which leads to health problem of people. Mostly, the productive age people are prone to road traffic accidents. There are several factors to road accidents among those the illiterate and unprofessional drivers commit more road traffic accidents. Road safety authority is not able to lessen road traffic accidents and control deviant behavior of drivers. Money can be invested on hospitalization and rehabilitation of property which put a great impact on economy of a country, which have been affecting to road traffic accidents.

Aberrant driving behavior is considered as one of the significant causes of road accidents in Pakistan. There are four solid dimensions of behavioral driving which lead to road accidents like, aggressive driving, unlawful driving, risky driving, and egoistic driving. Pakistani drivers show aggressiveness, competitive and disrespect of traffic rules while driving. The behavior of drivers can be explained through their attitude which can be influenced by socio demographic characteristics and driving environment. The risky behavior is common among Pakistani drivers where they restrain female drivers on roads by overtaking, sounding horn, and improper changing lanes. The unsafe behavior of drivers like drink driving, emitting excessive smoke, and driving without license are the major factors of road accidents. On the other hand, the risky behavior of drivers' nighttime driving, violation of traffic rules wrong side driving, and non-use of seatbelt lead to road traffic accidents. A comparative analysis between Pakistan and UK shows that, the ratio of road accidents is higher in Pakistan because of poor road safety system whereas UK being six times more motorized the numbers of road accidents are less than Pakistan. The risky behavior of Pakistani drivers is considered less disciplined and less organized because of risky behaviors, aggressiveness, and violation of traffic rules (Batool and Carsten 2017).

Among developing countries Pakistan has history of world's worst road traffic accidents records and traffic related issues. As data showed that 14.4 fatalities occur per 10,000 vehicles. A study conducted by Zia and his co-workers in Islamabad to examine the road traffic accidents. The study showed majority of victims are pedestrians which has recorded 38.5% of the total road crashes where 79% male and 21% females are victimized. High speed driving and reckless driving are considered as the leading factor of road accidents where poor response of drivers on roads lead to accidents and affect the pedestrians (Zia et al. 2014).

1.1 Statement of the Problem

This study investigates that the drivers who drive other vehicles are more prone to road accidents. Non-owned vehicles drivers took certain risky acts because of financial fulfillment that lead to road accidents. Chitral being a remote area the people face financial crisis where the drivers cannot own their own vehicle, they drive other vehicle making an agreement with their owners about the privileges. The owners make agreement about salary offering less amount and offer drivers extra payment for each trip. To make more and more trips the drivers took certain risks that cause accidents.

1.2 Research Question

What are the social determinants that lead to risky acts among non-owned vehicle's drivers and cause road accidents in Chitral?

1.3 Objectives of the Study

1. To explore the causes of road accidents in Chitral.
2. To explore the behavior of non-owned vehicle driver while driving.
3. To study the behavior of drivers about traffic rules.
4. To examine the role of administration how they perform actions against drivers who violate traffic laws.

1.4 Significance of Study

Multiple studies have been conducted about road accidents in different areas in Pakistan, but this study has been conducted in the remote area of Khyber Pakhtunkhwa, Chitral where no such study on the factors and reasons behind road accidents has been conducted so far. This study provides awareness to the people about the risky acts of non-owned vehicle drivers such as the drivers increasing the height of passenger seats to adjust better beneath the seats that cause overload of vehicles and high-speed driving to take a first turn for the next trip that led to road accidents. The study makes people aware of the impact of accidents on society and helps other researchers to conduct further analytical studies on this topic.

Chapter No. 2

REVIEW OF THE RELEVANT LITERATURE

2.1 Road Accidents and Global Deaths/Injuries

Every year, approximately 1.25 million people have lost their lives because of road traffic accidents. The number is double than that of fatalities by a war, crime and terrorism. Almost 90% of road traffic accidents are caused by driver's risky acts while driving: somebody uses alcohol during driving, texting messages while driving, falling asleep and dreaming instead of heeding to roads driving (Harari 2018: 23).

The World Health Organization (2009:217) revealed that, 1.2 million people lost their lives per year and 20 to 50 million suffer non-fatal injuries globally. The road traffic accidents are the eight-leading cause of death for all age groups in developed and developing countries. Global status report published in 2009, where 178 countries have been recorded the causes and deaths of road traffic accidents. Low-income countries face serious challenges to road traffic accidents than high income countries. 90% of deaths occur in low- and middle-income countries which have 48% of world vehicles. The global status report showed that, America faces a serious challenge of road fatalities. The report showed that, 42642 people lost their lives in road crashes. The ratio of fatalities between male and females have been recorded 70% and 30% respectively and 3305237 people faced serious injuries. Four-wheeler drivers have been recorded 51% of the total road accidents.

In 2012 National Highway Traffic Safety Administration reported that approximately 30,800 people died and 163,000 faced injuries to road traffic accidents. The contributory factors of road traffic accidents in USA have been recorded; 31% of road accidents caused by alcoholism, 30% occurred because of high-speed driving, and 21% because of distract driving (National Highway Traffic Safety Administration 2012: 42).

Road traffic accidents are a huge health challenge for countries those located in European region. In 2013 the road traffic fatalities have been estimated

84590 deaths and 1.6 million injuries of the total road accidents. The major factors of road accidents are risky behavior of drivers, (high speed driving, drink driving, non- use of motorcycle helmets, driving without using seat belts). While driving, using of mobile phones is also considered as a key factor which distracts the behavior of drivers and cause road accidents (World Health Organization 2015: 7-14).

In 1999 between 750,000 and 880,000 people lost their lives to road accidents and almost 85% of the deaths occurred in developing countries. The Asian - pacific region remained on top of the list. The study demonstrates that road traffic crashes are increasing in developing countries while in developed countries the ratio of road crashes decrease. The road crashes rose to 40% in Asia-Pacific region between 1987-1995 while in Middle East and northern African region the road crashes have been recorded 36%, Latin American region the road crashes increase to 16% and 31% road crashes rose in central and eastern Europe. Road crashes have great impact on the economy of countries especially developing and transitional countries. This study suggested that the road crashes affect the economy 2% annually and in motorized countries the estimated cost is 1% of GNP. In developing countries, the estimated cost is 1% of GNP while in transitional countries the estimated cost is 2% (Jacob, Thomas and Astrop 2000: 1).

In Britain Road traffic accident occurred involving drivers in different ages and gender. The most contributory factors which caused road traffic accidents among young drivers are risk taking behavior, inexperience, lack of skills and young drivers use drugs, alcohol while driving which distract the mind and caused collisions and accidents. In contrast the medical issue and poor eyesight among old drivers caused to collision of vehicles (Rolison et al. 2018: 15).

World Health Organization reported that 3298 people died and 264288 becomes injured due to road traffic accidents. The ratio of the deaths and injured people are 76% males and 24% females. The statistics showed that, the fatality rate is high among drivers 4-wheelers has been recorded 36% of the total fatalities and 21% pedestrian's victim of road traffic fatalities (World Health Organization 2009: 215).

The factor that leads high speed driving is using of drugs and alcohol, which promote aggressive behavioral driving, absent mildness, and risk-taking behavior of drivers. A French study investigated that, on-duty journey driving cause road accidents. When the urgent journey increases the on-duty road accidents risk also increase. The study investigates two factors of road accidents. Firstly, burden of work force and not self-own vehicles are the major factors of road accidents. Secondly, on duty road accident victims reported that, on duty road accidents is higher than that of private journey because of the risky behavioral factors of drivers. The drivers do not use the systematic seat belt, use mobile phones, and do not respect the speed limits (Fort et al. 2013).

In Australia hitting with animals on roads is the major factor of road accidents. High speed driving of 100km/hr which contributed 81% fatalities, and 67% of hospitalization. This study showed that 51% of road fatalities and injuries occur because of hitting of animals while some crashes occurred vehicle missing animal distract their path or overturned and hit other objects and crashes occur. Mostly, Kangaroos and Wallabies are prone to road crashes. Almost 68% of road crashes because of hitting animals (Rowden, Steinhardt, and Sheehan 2008: 1866).

A seasonal comparative analysis to road accidents has been conducted by Omranian and his co-worker, bad weather condition is one of the leading causes of road crashes in Texas. Almost 57% of road crashes occurred in wet

roads than dry roads. In 2015 the total road crashes have been estimated 482320 in winter seasons which higher than other seasons (Omranian et al. 2018:13).

In Finland poor weather condition is the major cause of road traffic accidents. Driving on the snowy roads and icy roads causes road accidents six times higher than other roads. The change in temperature reduces friction on the roads which lead slip of vehicles. The change in temperature lead to relative accidents risk. Poor weather condition promotes poor visibility for drivers and slush which confuse drivers during driving and cause road accidents (Malin, Norros and Innamaa 2019: 184).

2.2 Road Accidents in Arab Countries

In 2000, Ansari and his colleagues conducted a study to road traffic accidents in Saudi Arabia, where they investigated the fatality rate between 1971 to 1997. According to the report 564762 people lost their lives or face injuries to road traffic accidents which is equal to 3.5% of the total population. The fatality rate has `been recorded 66914, which showed that every hour one person dies and four serious injured of the total road accidents. The major factors are high speed driving and disrespect of traffic rules which causes 65% of the total road accidents (Ansari et al. 2000: 37).

In UAE drivers' fault is considered one of the leading causes of road accidents. Almost 91% of driver's fault related to high-speed driving was males. The last five years statistics of the total road accidents has been recorded 81% because of high-speed driving. Educated drivers have more prone to violate the traffic rules, speeding violation among educated drivers have been recorded 54% of the total road crashed. Young drivers contribute more speed violation than old drivers (Hassan et al. 2017: 351).

A study conducted by Alsaleh (2006:10) revealed that social and psychological factors are the prominent cause of road accidents among Kuwaiti drivers; the behavior shown by the drivers is aggressive and full of rage. The study demonstrated that, 94% of drivers left the road, 93% deliberately crossed the breaker, 96% violate traffic signals and 85% of them park their cars on the non-parking areas.

The risk perception and aberrant driver's behaviors are found mostly among the drives in low- or middle-income countries. Drivers take risks in traffic and other environmental domain. In 2013 Simsekoglu and his colleagues conducted a comparative study to the risk perception fatalistic beliefs and driver's behavior among Turkish and Iranian drivers. The study showed that, Turkish drivers follow the traffic rules while Iranian drivers violate the rules, and less use of seat belts (Simsekoglu et al. 2013).

2.3 Road Accidents in Asia

The struggle of Asian countries entered late in the circle of industrialization to become developed countries, the cultural norms, and values they adopted to meet the criteria was from developed countries evaluating from their own environment. The sudden adaptation of the developed culture and lack of road safety rules increase the road traffic accidents. The global status report on road safety investigates that, 90% of road traffic accidents occurred in low- and middle-income countries facing one million people dead annually (World Health Organization 2009: 22).

Society is a network of individuals, families, and friends in relationship where road accidents deteriorate the functional system killing people, road crash disabilities and injuries. The road accidents affected the social cost and economical cost of victim families. Road accidents and injuries in low-income countries have the economic cost of 1% of GNP, 1.5 percent in middle-income countries and in high-income countries the economic cost is estimated

2% of the Gross National Product (GNP). From global perspective the economic cost is estimated US\$518 billion annually, low-income, and middle-income countries have US\$65 billion of the economic cost because of road crashes per year (World Health Organization 2004: 2).

Being a leading developing country in Asia, China faces serious problems related to road accidents. According to the Global status report and road safety, in 2006, 89455 people died in road accidents where males and female's ratio was 79% and 24% respectively where the non-fatal road crashes were estimated 431139 (World Health Organization 2009: 82).

In 2018 a study has conducted by Liu and his co-researcher to road traffic accidents in China. Three main factors have been studied like human factor, environmental factor and vehicle factors. Among all the three factors human factor/drivers' fault is found the major cause of road traffic accidents in China. Using of alcohol/drugs and fatigue driving among professional drivers has been recorded 79% of the total road accidents. Unfit vehicles overload situation and failing of break and cause of road accidents has been estimated 49.1% and 13.8% respectively. Poor weather has also caused road accidents which lead 9.5% of road traffic accidents (Liu et al. 2018: 4).

India is one the second populated country after China facing the worsening road traffic fatalities and injuries. Road traffic accidents is one of the leading and growing health issues in India. A weekly report showed that, 2650 people died and 9000 have injured because of accidents. In 2013 the total road fatalities and road injuries have been recoded 137,423 and 469,900 respectively. The statistics showed that every hour 15 fatalities and 53 injured to road traffic fatalities. The current growing ratio predicts that, if the trends continuous the fatality rate would be 100% up to 2027. It can be predicted that the deaths to road traffic accidents would cross the numbers of 250,000 by 2025. Driver's fault is considered one of the leading causes of road traffic

fatalities and injuries, where 78% road accidents occur because of driver's faults; exceed the speed limit, using drugs and alcohol, and overloading/overcrowding (Singh 2017).

There is positive relationship between road traffic accidents and literate drivers. In India educated drivers face more road accidents than uneducated drivers such as Taxi drivers being uneducated prone less traffic road accidents. The educated drivers showed risky acts and reckless driving on the roads. Overconfident and violation of traffic rules are found among educated drivers than uneducated drivers. The educated drivers took risk overtaking other vehicles to reach their offices and homes quickly (Dash, Sethi and Dash 2021: 1).

The urbanization and motorization increased rapidly day by day which leads to road traffic accidents. In developing country like Bangladesh road accidents is a challenging issue which affected the society socially and economically. The families of the road accident's victims face serious challenge regarding to economy. Road accidents damage public property, the vehicles owner's loss their vehicles, and the victim people cannot effort the expenses of the treatment. Reckless driving and overloading are the major cause of road accidents. Another major factor which causes of road accidents is poor weather condition (Islam and Dinar 2021).

2.4 Road Accidents in Pakistan

According to World Health Organization (2009) that every year 265,000 people lost their lives in road crashes in South Asian countries, and Pakistan remains with around 41,500 deaths annually. WHO reported that, in 2014 almost 2.69% Pakistanis lost their lives due to road traffic accidents. The figure showed that every 20th people lost their lives from 100,000. This figure ranked Pakistan as the highest road accidents rate globally. Approximately 30 accidents per 10,000 registered vehicles occurred in Pakistan, which is

considered as the highest death's ratio in the world. In Pakistan, death rates due to road traffic accidents has been recorded 5565 deaths annually, while in UK the deaths rates have been recorded 3298 annually, being six times more motorized in term of registered vehicles than Pakistan (World Health Organization 2009: 162).

According to country report (Road Safety Situation in Pakistan) the fatality rate is much higher than the developed countries like, Japan, UK, and USA. The statistical data showed that fatalities in Pakistan have been recorded 20.0 per 10,000 vehicles, whereas in Japan, UK, and USA road fatalities are 1.7%, 2.0%, and 2.0% per 10,000 vehicles, respectively. The road traffic accidents in Pakistan are much higher than that of European regions. In 2015 the total road traffic accidents has been recorded 39.0% whereas in Europe 1.68% accidents reported (Road safety in Pakistan 2015).

Injuries have great impact of the economy and production of nations whereas it affects the injured victim and their families especially. Mostly, injuries are higher in developing countries affecting large amount of economic burden investing on health. Pakistan is a developing country with population of 136 million with no recorded data of road injuries. Road injuries occurred because of certain reasons; road accidents, collision of motorcycles, homicides, overtaking of vehicles, assaults, and occupational negligence (Ghaffar et al. 1999: 11).

According to "Pakistan Bureau of statistics" from 2019-2020, 104,125 traffic accidents have reported. Out of the total accidents 55,141 have lost their lives and 126,114 have become the victim of severe injuries. The country report on measures taken for improvement of road safety situation in Pakistan (CRMRS) the general statistics about the nature of road traffic accidents (RTAs) has been recorded as; 28.5% road accidents is caused by careless driving, 18.1% dozing at wheel, 8.6% improper crossing by pedestrians, 7.1%

tyre burst, 5.7% slippery roads, and 5.5% of road traffic accidents occurs due to over speeding (Pakistan Bureau of Statistics 2018: 4).

In 2013 a comparative analysis to road accidents has conducted among all provinces in Pakistan. The study investigated rash on roads and inattentive behavior of drivers are considered the leading factors to road accidents. Road accidents between 2000 to 2010 among all provinces showed that, Punjab face serious challenge to road accidents whereas Baluchistan has minimum ratio to road accidents. Fatal and non-Fatal accidents have apparent distinction between all provinces except KPK. The number of fatal accidents is higher in numbers than non-fatal accidents in Sindh (Gulzar et al. 2012: 373).

Aggressive behavior of drivers is the major cause of road traffic accidents (RTAs). Mostly, the driving anger increases among the young drivers as compared to aged drivers. There are certain factors which lead driver's aggressiveness. High influx vehicle is the major cause of road congestion and road accidents. In Pakistan, the public transport system is not facilitative and functional, so people prefer to personal vehicles. Every individual prefers their own vehicles which leads heavy traffic on roads. The inexperienced drivers with less traffic information violate traffic rules which create blockage and congestions on the roads. On the other hand, temporary blockage of roads for VIPs and government officials (ministers) creates heavy traffic which promotes aggression among the drivers and lead road traffic accidents (Sadia, Kamal and Jami 2018: 135).

Hussain and Shi conducted a comparative study to road traffic accident between Pakistani and Chinese drivers, the study investigated that aberrant behavior among Pakistani drivers is much more than that of Chinese drivers. Pakistani drivers showed aggressive behavior and risky acts during driving, Pakistani drivers are less disciplined and less organized than Chinese drivers (Hussain and Shi 2020: 6).

A study in 2012 was conducted by Kayani and his co-researchers investigated that, In Pakistan some of the drivers believe that accidents occur because of God's will, they relate everything to fortune. Those drivers relate every happening to fortune and say that it is all written in their fate and start ignoring scientifically based preventive measures that otherwise is necessary for safe and sound journey. Thus, believing in superstitions, ignoring preventive measures, and taking un-necessary risky act increase among drivers and cause road accidents (Kayani, King and Fleiter 2011: 6).

In Pakistan men play a very dominant part in their families' workforce as they support their familiars economically, but God forbids if he becomes the victim of road traffic accidents: injury, disability or death, the whole family faces economic crisis. The youth play a very vital role in the socio-economic development of any nation, but unfortunately, they are most susceptible to road accidents because they are more likely to go outside and earn bread and butter for their families. There could be certain reason of road traffic accidents from ignorance of traffic rules by pedestrians, speedy driving of unskilled drivers, poor condition of the roads, under-age driving; one wheeling, using cell phones during driving, over-loading, ignoring road safety measures are also the leading causes of road traffic accidents (Khan and Tehreem 2012:22).

Road traffic accidents have great effect on the health of public. The negative attitude of drivers towards traffic rules and using of drugs are the leading factor to road traffic accidents. In Gilgit Baltistan the risky acts and negative attitudes of drivers, driving without license is the leading cause of road accidents. Majority of driver on the roads have poor economy where driving profession is considered as the only easy way of income source. The drivers are the only bread winner earning less than 35000 Pakistani rupees monthly, 72% of the drivers run joint family system. (Khan et al. 2020: 943).

The aberrant behaviors of drivers have positive relationship to road traffic accidents. A study has conducted on Karakorum highway in Gilgit Baltistan to explore the aberrant behavior of drivers and causes of road accidents. The study demonstrated that drivers' risky acts and driver's fault is the contributory factor to road accidents where the result showed mostly the drivers are illiterate, lack of knowledge about driving rules, aged and belong to low-income families. The major factors which caused to road accidents by driver's faults are using of alcohol and marijuana, lack of information about weather condition, ignoring traffic rules and sign boards, unfit vehicles, and crowded passengers. On the Karakorum Highway the ratio of accidents of buses are higher than other vehicles. One of the contributory factors to road accidents is single drivers driving too long distance. (Mehmood and Baig 2019: 36). The aberrant behaviors of drivers can be influenced by the social and psychological factors, like, drug use, stress, mood, and sleeplessness. The sleeplessness is a major contributory factor in the road traffic accidents, about 20% of total accidents were related to sleeplessness (Maclean, Davies and Thiele 2003).

The city of Peshawar is considered as the most polluted and congested city related to the traffic. Illegal buildings and land grab and heavy traffic lead to congestion of roads, which put great effect on driver's lives and the pedestrians as well. The poor traffic management has negative impact on the social and economic life of people. According to drivers and other road users poor traffic problems affect the life, disturb the daily activities, and miss the opportunity to reach in destination on time because of heavy traffic jams. Due to traffic jams the expenses of fuel increase, spending more time in heavy traffic lead health problems and psychological impacts because of noise and the polluted atmosphere. Approximately private car owners and public transport vehicles invest PKR 120-200 extra fuel/gas due to traffic jams. On the roads drivers and pedestrians face serious challenge and problems, among

those women and children are prone to the congested roads. Inexperienced driver's wrong parking of vehicles and the encroachment of footpaths by shopkeepers and vender cause road congestion (Ali, Shah, and Hussain 2020: 410).

Distractive driving is the major cause of road traffic accidents among the young drivers in Peshawar. In 2019, drivers' distractions among the young drivers have been reported 94.7% of the total road traffic accidents. Both males and females of all age group became victim of the distractive driving. Distracted driving is the risky acts of drivers who engaged in other activities while driving. There are certain factors which lead drivers towards distractive behavior of driving. Among those factors using of mobiles was common. On the other hand, other driving distraction like; listening to music has been recorded 75.7%, drinking/eating while driving has 61.7%, dreaming at daytime 44.2 %, and used to smoke has been recorded 24.2% of the total distractive driving on the roads (Bahadur et al. 2019: 31).

2.5 Assumptions

1. Road accidents throw back the nation into deep economic crisis.
2. The non-owned vehicles drivers are more prone to road accidents than self-owned vehicles drivers because of financial burden.
3. Smuggling of non-custom vehicles lead heavy traffic on roads that increase road accidents.
4. Young age drivers take risks while driving than aged drivers.
5. Due to lack of administration role road accidents increases day by day.
6. Drivers belonging to low economic family background are more prone to road accidents.

Chapter No. 3

THEORETICAL FRAMEWORK

A theoretical framework is more than a formal or substantive theory and includes many specific formal and substantive theories that may share basic assumptions and general concept in common (Neuman 2015). It provides orientations about to observe and think of social world. In this chapter risk society theory and deterrence theory have been applied where the theories have been explained in different context and have applied according to specific context.

3.1 Deterrence Theory

Deterrence is a process that prohibits people to practices such acts that are against the laws and rules. There are two types of deterrence, general deterrence, and specific deterrence. General deterrence is a way that can be applied on general population where the public see taking actions against the offenders and they avoid practicing such deviant acts after that. Specific deterrence can be applied on individual where he/she violate the rules or laws. The deterrence theory has been proposed by the work of three classical philosophers Hobbes, Beccaria and Bentham that can be related with three components severity, Certainty and Celerity. According to this when punishment is introduced in society the people will be aware of about it and avoid doing certain acts against the laws. As classical theorist Beccaria he proposed that if a person has an idea about the punishment, he/she avoid practicing such offending acts.

According to Asbridge et al. (2004) there are two types of deterrence: General and specific deterrence. General deterrence argues that drivers commit more risky and deviant acts if there is no check and balance and punishments. In contrast if the administration and authority strictly took actions and punish the culprit, the risky acts can be lessened, and the culprits also suggests to others to avoid such kinds of deviant and risky acts among the drivers. In specific deterrence the practices of punishments should be indirectly applied on the

offenders while in general deterrence the administration like police and law enforcement agencies punish the culprits.

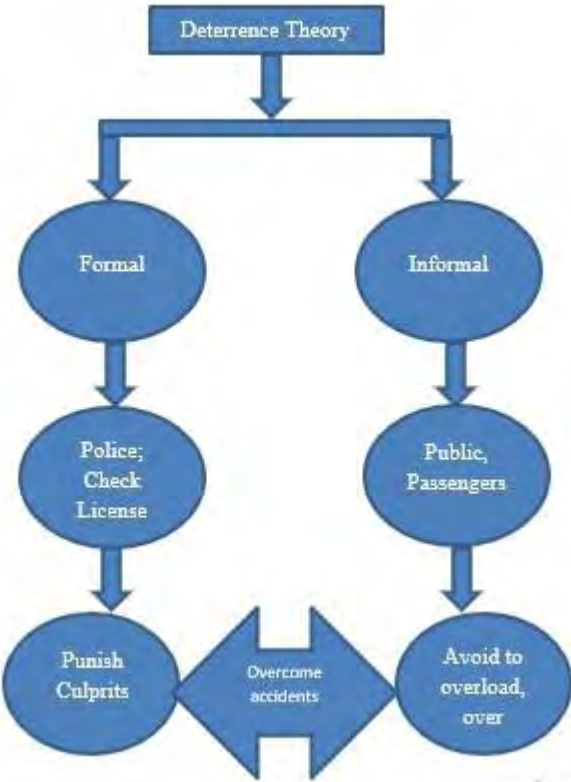


Figure 3.1. Model for Deterrence Theory

The above-mentioned model figure 3.1 explained that human take risk in their surrounding practicing such activities that the people are not being familiar too that overthrow the people in troubles. The risky acts can be controlled in two ways. Firstly, the risks can be avoided through formal laws where the administration will play role, stopping the people of performing risks acts that are against the laws. The police can control over speeding vehicles because of violating the traffic laws. secondly the risky acts can be avoided by informal laws where the risk practitioners can get lesson from the previous punishment of culprits.

3.1.1 Application of Theory

This theory stated that, to control the deviant acts of one party the other creates such circumstances that put fear on the opposition party. Due to fear of the threat's opposition cannot practice such activities that can be against of the others. Deterrence is an idea that an individual avoids the risky acts, deviant behavior, and criminal acts, if the individual has information about the negative consequences and punishment of such actions.

For this study, the deterrence theory stated that violation of norms and risky behavior has relationship with punishment, the deviant behavior and risky acts can be controlled and lessened through punishments and strict check and balance. In this study, if drivers knew and have idea of their performed acts outcomes on roads, so they avoid risky act. To avoid the risky acts of driver's concern departments such as police can enforce the law which can be formal or informal. Formal actions can control the culprit's applying punishment to them that he can avoid performing such acts again. Positive sanctions may be in form of rewards and negative sanctions would be in form of punishment making them prison and banned on them.

3.2 Risk Society Theory

Ulrich Beck in (1992) proposed Risk society theory. This theory implies that modernity has transformed the society into a risky society. The industrial revolution created an immense insufficiency of food, transportation, communication and production of goods and services, to cope up with this insufficiency, man adopted technological innovations that although increased the general wealth and life standard of man both with lessening starvations and some other positive impacts, this sharp development promoted more hazardous impacts for the society like affecting the natural resources and increasing the level of risk in the society.

With increasing modernity, industrialization and urbanization new inventions also increased that replaced the natural resources. Industrialization and urbanization have polluted the modern world, increased global warming and increased the accident ratio. At the one hand these developments have facilitated the modern world while on the other hand these developments negatively impacted the society converting the modern society into a risky one. Ulrich Beck was against modernity because he thought that modernity is harmful for the well-being of mankind. He thought that in pre-modern society technology has not well developed therefore risks were also in a very less number that could be contained with ease. Man, lives were pretty much secure from unwanted risks but with modern developing society and invention of new technology, industrialization, and urbanization the risks in the society are also increasing.

To take an example, in the pre-modern times there was no concept of mobile phones and mere vehicles therefore there was not that much risk but with industrialization, urbanization and technological innovation produced a huge number of mobile and vehicles that became indispensable to human lives. Drivers also use mobile phones while driving which distracts himself from driving to other activities so that they lose their concentration that increase the likelihood of accidents. Therefore, Beck believes that modernity caused manufactured risks –which are man-made not natural.

Ulrich Beck (2004: 16) in his book, a critical introduction to risk society, he argues that at the time of industrial modernity roughly encompassing the first two thirds twentieth century a growing humanly produced dangers such as smoking, drinking and resulting injuries surpassed the natural hazards. From pre-industrial to industrial society, the incidence of economic and technological risks rises, and accidents are recognized as the products of

faulty human decisions. From pre-industrial to industrial era natural hazards and accidents were displaced by an aggregation of man-made risks.

Ulrich Beck states in his book (1992: 59) industrial society is a risky society. Any risk taken inside a society badly affects the economic, cultural, health and social set up of the society in general and society.



Figure 3.2. Model for Risk Society Theory

The figure 3.2 explained that there are two types of risks which occurred in universe and the people face them. One is natural risk that occur naturally where heavy snowfall cause of snow avalanche. On the other hand, man-made risk occurs because of the fault of people where people perform such activities

that promote risk in society. The technological innovation throws the people towards modernization where the individuals took risks practicing such innovation. Mobile is one of the innovations that drivers use while driving that lead to road accidents

3.2.1 Application of Risk Society Theory

This research is related to the before mentioned theory. The theories point out the risk created in societies due to technological development and innovations and resulting risk with them. These new technological innovations with their complexions demand pre-planning and expertise while dealing with them. Instead of developing the required skills for the innovation, the people try suddenly to adopt themselves with the technology without plans and expertise. The sudden adaptation of new innovations led to social disturbance because the indigenous cultures do not accept the new innovations. People try to adopt themselves with these innovations that create risk in the society.

Vehicles are also the product of technological innovations. Day by day new model of vehicles are manufactured and existing ones are upgraded, that promote complexion and motorization on roads. People consider the driving profession as easy way to generate income, so every individual have dreams to earn much more money from dawn to dusk. Without fulfilling the requirement of driving principles drivers come on roads with risky behavioral acts that cause road accidents. Wealthy people buy vehicles hiring unprofessional drivers offering minimum amount as a privilege. The privilege that an owner has offers to drivers cannot fulfill their necessities. Therefore, to fulfill the economic burden the drivers took risky acts that cause road accidents. To generate more and more income the drivers, drive full day which compel drivers in drowsiness on roads and cause accidents. On the other hand, the drivers don't pay heed on the maintenance of vehicles, by the passage of time the vehicles are not able to run and got incidents. The

risky/deviant acts of drivers should be controlled by formal and informal means by authority and traffic management.

3.3 Propositions of the Study

- Risk society suggested that the new technological innovations and modernization lead to risky acts in society.
- Theory of deterrence proposed that, risky acts of individual can be controlled by formal and informal means.

Chapter No. 4

**CONCEPTUALIZATION AND
OPERATIONALIZATION**

4.1. Conceptualization

Conceptualization is phenomenon having an abstract construct and elaborating with clear concept and theoretical definition (Neuman 2015: 201) It is a process that filters and demarcates the subject through clear and visible indicators designing the important construct through reviewing existing literature. Non-owned vehicles drivers and road accidents are the main indicators of the study. Through worldwide road accidents is considered one of the challenging, and serious issues that have great impact on society, socially, and economically.

4.1.1 Road Accidents

Zia et al. (2014) defined that “Road Traffic Accident (RTA) occurs when a vehicle collides with another vehicle, pedestrian, animal, road debris, or other stationary obstruction, such as a tree or utility pole”. In nutshell it is defined any such obstacles on roads that cause the collisions between vehicles or any other things which lead road accidents. There are several indicators that cause road accidents like: high speed driving, violation of traffic rules, distracted driving, and driving unfit vehicles.

Road accidents were defined by The Vienna convention the smash of running vehicles on road lead to road accidents. A situation where vehicle and human come in contact which create dilemmic environment define as road accidents. Rautela and Sharma (2004) explained that a collision of vehicles leads to road accidents occur in public place where the victim lost their life within 30 days that consider as road accidents.

Road accident is undesired and unplanned event causing injuries and fatalities. Growing numbers of injuries and fatalities have great impact on the social and economic cost of a country (Herman 2011). Such unexpected and unintentional moments affect the social life of human, destroying property, health and animals that defined as road accidents.

4.1.2 Risky Acts

Turner et al. (2004) defined that such act which is unacceptable volitional act with potentially negative output. Such act promotes non-seriousness towards the preventive measures like; high speed driving, use of drug abuse, and unprotected sex. It is known that undesirable actions and practices that are against the norms are defined as risky acts.

Risky behavior is defined by Trimpop (1994) as “any consciously or non-consciously controlled behavior/act with a perceived uncertainty about its outcome, and about its possible benefits, or costs for the physical, economic or psycho-social well-being of oneself or others.”

According to Kish-Gephart (2017) the individualistic approach where an individual performs certain acts to attain his personal achievement that can affect and deteriorate the life of individual as well as other people (social, physical, and mental) level. Such kinds of risky acts promote social disturbance in society spoiling the social life of people.

4.2. Operationalization

The process through which a researcher relates the conceptual definition of study with measures for the observation of constructs empirically. It helps researchers to connect the constructs with clearly definition and measures by its best way.

4.2.1 Road Accident

Any un-predictable scenario that occurs on roads or any places by the collisions of vehicles with each other. Such incidents affect the life of people, animals and affect the physical capability of people and damage properties which lead to financial crisis.

The suddenly occurring situation that causes the loss of life and lead to disability is increasing day by day. There are several factors that leads to such incidents are.

Aberrant behavior of drivers is the contributory factor causing road accidents. Overloading is one of the major causes of road accidents. While loading goods on vehicles drivers' loads too many goods that the vehicles have no capacity to effort such burden. The reckless driving is also one of the contributory factors of road accidents where drivers are not aware of road safety laws who violate the traffic rules which cause road accident.

Another major factor that causes road accidents is inexperienced driving. Youth consider driving profession as the easiest way to generate income. They learn driving skills from their relatives or friends for short period. The duration they give for learning driving is minimum where they only know how to move steering and change the gears. After that the drivers come on roads with less driving skills and unawareness of road safety laws that cause road accidents.

4.2.2 Risky Acts

Any aberrant behavior that individual performs for the sake of competition, dignity or any other purpose that put negative consequences and affect the social life of people. Such kinds of actions people adopt them without preparing themselves that have negative impacts on the life of people. Due to modernization and technological innovation new innovations are invented that an individual is not well aware of the usage of system. Without fulfillment the requirements of the new system an individual adopt the innovation that lead risky act and have negative consequences. The sudden adoption of the innovation or the adaptation of material culture which put behind the non-material culture and promote cultural lag.

An aberrant behavior of drivers is one of those actions that promote challenging issue for human life. Drivers perform certain acts such as, high speed driving, driving without license, driving in night, overloading, poor vehicles driving, inexperience driving, driving in bad weather condition and using of drugs while driving. To fulfill the economic burden drivers, drive 24 hours on roads that deteriorate the drowsiness of drivers.

Chapter No. 5

RESEARCH METHODOLOGY

5.1. Research Methodology

Research methodology is a systematic way of entire process in research that focus on the research problem in a research and help researcher to solve the problem and approach to new conclusion. The entire process that researchers describe and explain the phenomenon. On the other hand, research methods are the steps that researchers use during research for data collection related to research topic. This chapter gives explanation of all the methodological apprehensions that are used in this study, such as techniques for data collection, procedure for sampling and methods for processing data.

5.2 Research Design

Research design is a strategy that describe a complete list of lay out of activities in a logical way. In this study the nature of research is exploratory where for the justification of result the reasoning technique is used with qualitative approach that help to define the study clearly. This method help researcher in in-depth investigation about the risky acts of non-owned vehicle's drivers and road accidents in Chitral. The raw data can be easily analyzed by this method that consume the time of researcher.

5.3 Universe of the Study

The study related with risky acts of non-owned Vehicle's drivers and road accident in District Chitral where the researcher studied the perceptions of non-owned vehicle's drivers, passengers/people and administrative staffs and make them universe for this study. Chitral being one of the remote area and mountainous place located in KPK. The ratio of traffic increases day by day whereas the ratio of accidents also increases. The researcher being a native residence of Chitral was interested in research this emerging problem and comfortable about this study.

5.4 Unit of Analysis

In this study the researcher focus is on the risky acts of non-Owned vehicles drivers and road accidents where the researcher observed the nature of road accidents taking information from public, non-owned vehicles drivers and administrative staffs so the unit of analysis are public, non-Owned vehicles drivers and administration.

5.5 Sample Techniques

In this study the researcher selected purposive sampling where the researcher chooses respondents according to the purpose of the study. The samples have been taken according to the researcher's own judgement where the researcher collect data from whom he has select from population. Whereas the data have been collected at two travel agency (Adda) that provide transport service to the people of Chitral, and from hospital where drivers take the people for the injection of Covid-19 pandemic.

5.6 Sample Size

The researcher selected the technique of purposive sampling where seventeen (17) respondents have participated for this research where six non-owned vehicle's drivers, nine respondents from public and two respondents from administration. The researcher has interviewed six non-owned vehicle's drivers where the information's according to themes that researcher asked in questionnaire has been repeated after interviewing five drivers where no new information has added. The purpose of the study was to get general information and to observe the perspective of valued based respondents, therefore limited numbers of respondents were chosen from diversified areas. Similarly, from the respondents in public the researcher received repeated information after interviewing eight participants, where no new information has been found. From the administration sector a main body of the department remained part of data collection, a traffic warden where he informed about the

risky acts of drivers and about role of administration when researcher ask question according to the themes. The second respondents also repeated the same information.

5.7 Tools for Data Collection

The researcher used In-Depth interviews techniques in this study for data collection. An open-ended interview guide has been selected by researcher for data collection to the concerned respondents. The study was investigated from individual face to face interview and mobile phone used to record the data.

5.8 Tool for Data Analysis

All the data were collected by researcher himself and was in recorded form, therefore the researcher himself analyze the data. In this study the researcher used thematic analysis where similar results have been compiled under the generated themes.

5.9 Technique for Data Analysis

The researcher used thematic analysis where the collected data have been made in the form of transcripts and then make theme of all the data.

5.10 Opportunities and Limitations of the Study

The aim of this study was to examine the risky acts of non-owned vehicles drivers and road accidents in Chitral. The findings of this study may guide to those researchers who want to work on this topic in more detailed and comprehensive study in future. The study also aware of people about the impact of accidents on society and aware people about risky acts of drivers. During data collection some respondents participated in good manner while some respondents were not willing to participate properly with answering some questions.

5.11 Ethical Consideration

The researcher remained careful about the ethical concerns and make assure of the respondents about the confidentiality of their participation. It is the responsibility of the researcher to have normal and patient behavior with the respondents while asking question in data collection. The researcher provided a peaceful and friendly environment during data collection. The researcher has clearly defined the research topics with the respondents and discussed the purpose of the study. The researcher asked polite question in a technical way where the respondents missed some important part of the question and avoided such questions whenever the respondents feel awkwardness. During the interview when any participants have rude behavior about the research or the question the researcher made polite and friendly behavior with the respondents. By the end the researcher remained thanks to the respondents for their valuable information and active participation and makes them clear that their participation should be kept in confidential.

Chapter No. 6

RESULTS AND FINDINGS

6.1 Demographic Information of Non-Owned Vehicle's Drivers

The collected showed that the drivers who drive other's vehicles are between the ages of 20-40 years. The Non-Owned vehicle's drivers drive different vehicles such as Land Cruiser (used for passengers as well as goods), Duksen (a type of vehicle used for both passenger and goods), coach and Jeep mostly used for passengers and somehow for goods as well. The data showed that there is an agreement between owner of vehicle and driver. Some owners set a salary of Rs 8000/- per month and 1000/500 for each trip but some owners make agreement of Rs 1500/- for each trip not a fixed salary. Mostly the drivers drive in darkness for the sake of taking first turn that the travel agency has set rules the one who reaches in "Adda" first he can take turn for the returning trip. Majority of drivers are under Matric because they left school and choose driving as an easy profession to generate income.

6.2 Careless Behavior of Drivers

Almost 90% of accidents occurred because of driver' faults (Harari 2018; Mehmood and Baig 2019). According to Khan et al. (2020) one of the contributory factors that caused road accidents is the faults of drivers. The drivers fault lead 75% of road accidents in Pakistan. The driver's faults such as overloading, high-speed driving, usage of drugs, driving in poor weather, competing, and racing in poor roads, overtaking in wrong way and nighttime driving. The data showed that risky acts of Non-Owned Vehicle's drivers are the leading factor of road accidents. When the researcher asked about the causes of road accidents in Chitral the respondents respond as;

A respondents stated that:

"The only factor that lead road accidents in Chitral is the careless behavior of drivers."

The result showed that behavior of drivers has direct link with road accidents. Human behavior is not stable that change from time to time. Individuals perform certain acts according to the changing behavior. The drivers performed such acts that are against of traffic rules such as overtaking from wrong side and wrong U-turn cause road accidents. On the roads the drivers change the speed of vehicles whenever they want, to make the route short cut the drivers used wrong way U-turn and tried to overtake vehicle that created disturbances on roads and cause accidents.

Another respondents said:

“Almost 99% of road accidents occur because of driver’s faulty acts.”

Man is prone to errors. Human beings commit such mistakes which are harm himself as well as other people in the very society he lives in; In most of the incident’s drivers for the sake of money overload their vehicles, overspeed their vehicles and do not look for poor weather forecast when it comes to earning money thus, they blindly commit risky acts that causes road accidents.

Similarly, other respondents argued:

“Somehow technical fault in vehicles cause of road accident, when some technical faults occur the drivers cannot control the vehicles because of wearied roads.”

Majority of drivers agreed that technical fault in vehicle mainly cause of road accidents such as failing of break, steering lock, and breakdown of tyre rod. Machineries are man-made but they are not 100% efficient, there is always a chance of error and technical faults that can happen anywhere and anytime which the drivers themselves cannot identify and control thus some external factors cause accidents. Some of the times such un-fortunate incidents happen to drivers that are totally not in their control, such happenings are totally machinery’s fault rather than drivers.

A senior driver stated:

“That poor road condition and abnormal weather also cause road accident, whereas drivers’ faults can be measured 99% of the total road accidents.”

According to this data the poor road condition and abnormal weather led to road accidents where the road located among mountains and if the road becomes wet and snowy the accidents occur. The changing temperature in road reduces hardness of road surface and minimize friction that make the wheels of vehicles slip. Being wearied and one lane road in Chitral there accident occur because of vehicles collisions while crossing. In mountainous place the road is narrow, where two vehicles cannot pass at the time. When the vehicle come in contact in a single lane road there may chances of collision of vehicles.

6.2.1 Unawareness about Traffic Rules

The data showed that drivers violate the road safety laws because of unawareness about the traffic rules on roads. The drivers don not know how to use indicators, how to overtake the vehicle and do not focus the sign boards where to drive slow passing schools, and other institutions or among houses.

According to one respondent:

“Drivers do not follow traffic rules because of they don’t have awareness about traffic laws.”

In the study area there are no traffic rules and regulations, the drivers do not have education about traffic laws and unfortunately there are no one to enforce them to follow these laws therefore the drivers overtake in risky areas without following indicators thus becoming more prone to accidents. This finding showed that drivers violate the laws of traffic they do not use indicators. The drivers who have no professional driving skills do not give importance the rules of traffic.

Similarly, another respondent stated:

“There is not any sign boards and cameras on roads that driver is afraid of been caught, due to this the drivers violate traffic laws.”

Across the country the road safety measures are not functional as compared to other developing nations, therefore the drivers do not pay heed on the traffic safety measures while driving, they driver according to their will. The drivers do not see the heavy traffic on roads and overtake wrongly that cause accidents. Chitral being a remote area the focus of administration is not good towards road safety laws. There are no traffic signals, and proper speed breaker on roads. The drivers do not afraid of being caught so they perform such acts that cause accidents.

6.2.2 Aggressive and Anger Driving

One of the respondents said, *“the behavior of drivers is not good with passengers they use abusive language and even fight with passengers.”*

Hussain and Shi (2020:6) demonstrated that the drivers in Pakistan show more aggressive behavior while driving. They conducted a comparative study to observe the behavior of Pakistani and Chinese drivers where they found Pakistani drivers are less disciplined and shows anger. In this study the data show the drivers behaviors are not good in behavior with their passenger if passenger becomes late the drivers misbehave with them. The drivers argue with passengers to leave the vehicle and to choose for other vehicles. Mostly the passengers contact with drivers to reserve seat where the driver found another passenger, he will ignore the passenger who has already reserved seat.

Another respondent said:

“That there is one driver with him no body want to travel because of his rude behavior and bad attitude with passengers.”

Man by nature is attention seeker, man needs to give a friendly space to engage his other counterparts. To attract people attention a person must be polite and friendly then other people can interact towards them. This finding demonstrated that the driver's behavior is not good with passengers, where the drivers show anger and moody all the time. He does not care of passengers where passengers need something like water or other things, he does not stop vehicle.

Moreover, one respondent stated:

“The drivers in the roads of Chitral consider themselves as God where they misbehave with passenger if somebody becomes late and have many goods. The drivers did not care of passenger properly.”

As this finding argued the drivers are all and all where they think to give free services for passengers. The drivers take passengers according to their will and when they found passenger becomes late about to the fixed time the drivers even fight with them. As the overall road safety system in the country is not active, they do not perform their duties according to the job description where in Chitral there is no such system for road safety that can guide and observe the ongoing situation. There is no check and balance or any rules for drivers to depart their vehicles in a time or consider the problems of passengers.

According to a traffic warden, *“firstly, the drivers violate the traffic laws and show aggressive behavior to traffic police. They are not ready to give proper information and requirements to police.”*

It is the failure of system where people in society do not show acceptance for each other, nobody is ready to accept their faults. People rudely behave with others and misbehave with each other's. when it comes to the violation of traffic laws, drivers violate the traffic rules and do not accept their faults and

repeat the deviant acts time by time. Human beings face challenging tasks in life, and they struggle with them, it does not mean that to defeat those troubles they violate rules and laws of society. when those acts are performed in society there a cultural lag generate, and the society cannot run properly. When the drivers are stopped on road for investigation, the drivers pretend about emergency and forgotten of license and identity card. They blame on administration and demand of roads.

6.2.3 Self-Created Rules

As one respondent said, *“The drivers’ union lead to drivers to make self-created rules for transport according to their personal interests.”*

According to data the drivers have union where they have targeted some rules regarding to travelling according to their own will. There is one travel agency in the main city of Chitral which provides transport service to people. The agency and union of drivers have set rules the driver who come first and reached the very first time in adda he will take turn for the next trip, the one who reaches in second time he deserves to take turn for the second trip. It shows the concepts of (First Come First Serve) where every driver wants to take first turn. On the other hand, the drivers have set the departure time according to their own will. The drivers’ union make rules according to their own will. There is no fix time for departure of vehicle the drivers themselves fix according to their will. Another self-created rule is the driver who come first in adda will take first turn.

6.2.4 Young Age Driving

Finance is an essential component for the survival of life, every things demand for money without money man cannot survive in life. A respondent said, *“That lack of finance compel youth to left school and compel them toward driving profession. People consider driving is an easy way to generate income and force youth toward this profession.”*

According to collected data the ages of drivers are between 22-45 years. Majority of drivers are young who drive other vehicles on roads. The data also showed that young age drivers are more prone to road accidents in Chitral. The young age drivers show aberrant behavior towards traffic laws that lead to road accidents. Aggressive behavior and emotional driving are common among young drivers where they are unaware of traffic rules, lack of skills towards driving and risk-taking behavior. Using of mobile phones are common among young drivers that aged drivers. The young age drivers use mobile phones calling and chatting with other while driving. Such risky acts distract the behavior of drivers that cause road accidents. Lack of resources and financial problem children left schools and remained at their homes where the family force to generate income that children consider driving as a easy profession to generate income, where they learnt driving from friends or any family members.

Similarly, another respondent argues:

“Some young drivers drive vehicles for fun. They do not follow traffic laws and do not have the requirements of driving when they are on road. They make race with others that lead to accidents.”

In the society there are different people with different class, status, and positions. Those who belong to upper class family or have enough amount of financial stability they enjoy their life. They act those activities that they want. They possess personal vehicle for each individual and use them for fun and entertainment. When those drivers come on road, they make entertainment while racing with other drivers and friends as well. Some drivers do not fulfill the requirements of traffic rules because they are not serious about the profession and compete with other drivers for fun violating traffic laws.

6.2.5 Inexperienced and unskillful Drivers

Similarly, a local person stated:

“There are no driving schools in Chitral due to this driver are not so skillful, that promote risky behaviors, and less experienced among drivers.”

According to data, most drivers have learnt driving from family members and relatives. For the sake of service and parking of vehicle the family elders’ hand over the keys of vehicle to their younger children. Gradually the children are becoming familiar with the vehicles and drive for short distance. The family allow them to drive where the young children show enthusiastic towards driving. Sometime the elders sent the children to trip considering that he is now driver. The young drivers have no idea about the technical faults of vehicle where they drive a vehicle as a steering driver. There are no proper driving schools in Chitral where the young people learnt professional driving skills. Because of no proper driving schools, the young guys learnt driving from their family members and relatives that lead unskilled drivers on roads.

Another respondent said:

“Short period of driving from any relatives and friends lead to inexperience and upskills in driving skills where drivers just drive as a steering driver, if some technical faults occur, he has no idea about them.”

Chitral being a remote area people are deprived from the necessities of life. On the other hand, government do not focus about the developmental activities towards the deprived area. When it comes to road safety measure there are no proper driving schools in Chitral where young people learn professional driving skills and have command on driving. Due to lack of those facilities people approach to other sources that are not properly engaged those youth such as learning driving from friends and family members. This finding showed that learning driving from friends and relative the young drivers do

not give importance towards driving skills, they learnt for short period when they are just familiar with steering the came on roads. They are not aware of about how to control vehicle, how to make room for loaded vehicles.

6.2.6 Darkness Driving

A respondent demonstrated that, *“Nighttime driving distracts the mind of drivers; the blurriness of headlight confuses drivers. Sometime the vehicle encountered animals on roads in nighttime that cause accidents.”*

According to this finding driving in darkness distract the mind of drivers where the light of other vehicle confuses drivers and in abnormal weather the rain or snow distract the minds while contacting on the front glass. There is a chance of collision with animals that wonder on nighttime. Driving in nighttime is another important factor that causes road accidents. The data showed that drivers cannot control vehicles in nighttime where the light of the vehicle has limited range of light direction. The blurriness of head lights confuse driver in which direction he can drive the vehicle. Another contributory factor in darkness driving is drowsiness where the drivers cannot fulfill their sleep because of day night driving for the sake of economic fulfillment. During driving the drivers get sleep and cause road accident. For the sake of regular trips, the drivers set time inform the passenger for departure at 3pm where they drive in darkness and the returning time also on the roads travelling in darkness that deteriorate the sleepiness of drivers.

According to driver he stated:

“Driving is nighttime is far better than daytime because of there is no rush on roads in nighttime that will make easy to drive freely.”

It is a general perception that in society people try to make themselves innocent, clean, and positive. Nobody could accept their fault if they committed. When it comes to incidents of vehicle the drivers put fault on

pretend of damaging any parts of vehicles that causes accidents. Drivers mostly in favor of driving in nighttime they argue nighttime driving is comfortable because there is no traffic on roads. In nighttime the road remains clear and have suitable temperature that vehicle cannot get hot and run in a smooth way.

6.2.7 Driving Unfit Vehicles

As one respondent expressed his idea:

“Mostly non-owned vehicle drivers maintain unfit vehicles because of financial burden. The owners did not give any extra charges to repair the parts of vehicle.”

This finding showed that the owner of vehicle does not give any extra payment to drivers for repairing of vehicles. the owners think that the vehicle give more work and less expenses used in vehicles. For the heavy damages such as loss of engine and gear box the owner pays extra charges to drivers. The finding also showed that drivers cannot maintain vehicles fit. Mostly the non-owned vehicle’s drivers have unfit vehicles. The drivers took risks if some parts of vehicles damage, they want to run vehicle with those damaged parts. By timely the drivers cannot change the break oil, oil and cannot properly check the vehicles on regular basis. The drivers said that the owner of vehicles cannot give extra charges for vehicles maintenance; they make an agreement with drivers for the major faults in vehicles such as damage of engine, change of tyre and support drivers if accidents occur.

Moreover, one local argued:

“There is a general perception among drivers (Ya Kia Ma Tana) it means the vehicle I drive do not belong to me; I don’t care what ever happen. Practicing that the drivers do not care of vehicle and make the vehicle unfit.”

There is a general saying Easy come Easy go, it means that if a thing belongs to others the user cannot give importance to that because if the thing damage, he/she has not care of about it. When it comes to vehicle that a person drives other vehicles think that if there is fault in vehicle the owner will expense on it. According to this finding the non-owned vehicles drivers give less importance to vehicle because the vehicle does not belong to him. The drivers take certain risks that damage the vehicle such as overloading, and not proper service.

6.2.8 Disinterested with Driving

Work can be valuable and good when individual take interest in that work, the disinterests of individual put fault and empty in that nature of work. A local person stated: *“The disinterest with the profession is because of not proper counselling and lack of resources for individual.”*

The finding argued that at the early stage the socialization of individual is not taken according to interests of individuals where the young people are not provided proper counselling. Chitral being a remote area there is lack of resources that affect individual while choosing their career. Driving is a kind of profession that people choose this profession according to their will, if someone has enthusiastic towards this profession, he is satisfied from his life whatever he did. In this study the data demonstrated that young people left school and remains stay in their homes whereas other people suggest them driving instead of lying in their homes. The societal pressure and family the young boys choose this profession which they do not like. The disinterested of young drivers which result that they do not give importance to vehicles, have no expertise on driving skills and they do not follow traffic rules which lead to road accidents.

Equally Another respondent said:

“The disinterests are because of individual himself. In young the individual wanted to have fun in driving and choose the profession. Some drivers disinterest because of low income.”

There are agents of socialization in society that influence on individual such as peer pressure, and activities in surrounding environment. In childhood children desire to make fun and entertainment where they compromise their interest and adopt those activities that are perform mostly in society. At the early state young people have desires to become a driver when they become drivers accidentally the do not satisfy with their profession. Nowadays vehicles are increasing day by day and the work of drivers decreasing where the less income cannot fulfill the individual requirements.

6.3 Perceptions of Public

6.3.1 Over Speeding: Competing with other Drivers

Over speeding is another major factor that causes road accidents. Because of over speeding the vehicles is not in control of drivers and left the road, collide with other vehicle, and hit with mountains or any other things which came in contact.

6.3.1.1 Taking First Turn

Is the nature of human to acquire the target in first turn and to gain everything? Human desires that all desired things can be achieved by him. According to one driver, *“Yes, I obviously try to reach on adda as soon as possible because if I reach, I will take first chance and it will be easy for me to reach at my home the same day.”*

This finding showed that drivers have made rules for themselves that the one who come first in adda will take first turn. For the sake of more trip and to reach the destiny at the same day drivers used high speed driving. The Non-Owned vehicle’s drivers have an agreement with their owner that the more

drivers can make trip he will be paid extra charges. The data showed smoothly the owners have an agreement with the drivers about the trip as well as for monthly salary. Some drivers have been given 8000-12000 per monthly and Rs 1000/- per trip, on the other hand some drivers have been given only trip's charges. To take more and more trip the drivers struggle for the trips. Whereas there is a rule among drivers the one who come first in ADDA he will take the first trip. Therefore, the drivers drive in high-speed competing with other vehicles and cause accidents.

A local person stated:

“The drivers fix timing of departing vehicles in the early morning or mid night at 2’0 clock that they could come again when they reach in earl time.”

There is no proper rules and regulations about timing of departure of vehicles. in Adda the drivers have union they make rules and regulations according to their own interest and willing where they run their vehicle. The result showed that there is no fix time for the departure of vehicle in adda whenever the drivers wanted the departed their vehicles. at the very early morning at 3pm the drivers fix time that they will go first on the way they will pick passengers also. Mostly the drivers wait for the fulfillment of seats in vehicle, and enough loads that they can earn more money.

Another person said, *“Drivers make over speeding because of racing with other drivers, mostly the high-speed driving is among young drivers.”*

Racing of vehicles is direct link with accidents. The more high-speed driving chance the more in accidents ratio. Being emotional and fulfillment of blood among young people., they cannot control on their emotions and lead towards risky acts. The data showed that the drivers who drive high-speed driving are young age drivers. They used to high-speed driving competing with other drivers for enjoyment and challenging to other drivers. Mostly when one

driver passes over other driver, he used indicators challenge him and showing him inferior that make other driver rage and he follow the vehicle with high-speed driving. Some time they do not allow other vehicle to overtake that's why the other drivers also show risky acts to show high speed driving.

Similarly, other respondents argued:

“When a driver overtakes to other vehicle, he takes horn and use light to other vehicle where the driver get rage and have over speeding.”

Society is composed of individual where every individual wants to compete with other while doing different activities. A person think that all the desired goals are in the hand of that person and those individual struggles to achieve those targets. When an individual in opposition side march towards the targets the other get rage and compete with them. When it comes to driving, Sometimes, when one driver overtakes a vehicle, on the way he picked all the passengers the driver who left behind become raged and think to take first turn from adda and used to high-speed driving. Mostly the non-owned vehicle's drivers take risk for the sake of generating more income while giving everyday trip.

6.3.2 Over Loading: Risk of Accidents

In this study majority of respondents agreed that the major factor of road accidents is overloading. The driver's loads goods on vehicles that the vehicle has no capacity to effort such burden that cause accidents. The Non-Owned vehicles drivers are prone to overloading because of generating more income. The drivers take two hundred rupees per 50kg of goods; the more goods provide more income for drivers.

6.3.2.1 Financial Stability

A driver who drives duksen vehicle said, *“Landcruiser drivers increase the height of passengers seat to adjust more goods beneath the seat.”*

The drivers of Landcruiser take risks for the sake of economic fulfillment increasing the height of seats. They change the seat height to manage more goods beneath the seats of passengers. The Non-Owned vehicles drivers who drive Land Cruiser (A type of vehicle having 14 passengers and have space about 10-15 mn goods on the top of vehicle) arrange some space beneath the seat inside the vehicles. The drivers have increased the height of seat's stand to make more space for goods beneath the passengers. For the sake of money avarice, the non-Owned vehicle drivers overload vehicle which cause accidents.

As a driver said:

“that passenger force drivers to take their goods, when the driver refused to take the passenger make agreement if his goods are not take he will also leave the vehicle.”

Sometime people take risks in life without focusing the outcomes of those risks. People want to take short cut either in difficult situation as well, they ignore problems and follow the short cut. There is societal pressure as well as people pressure that put other individual towards risky acts and create problems overall society. The finding showed that passenger forced drivers to overload vehicles. the passengers make an agreement that if the goods of passenger left behind, he will not travel in the vehicle because he should have to pay extra charge when the goods are loaded to other vehicles.

According to one respondent:

“The drivers make overload to earn more and more money, from dawn to dusk the drivers want to become wealthy and have their own vehicle therefore they overload.”

The drivers overload vehicle to earn more money of the extra goods that the owner has make agreement. The drivers think to buy his own vehicle that can

be possible to get more trip and loading more goods, therefore the drivers overload vehicle without focusing the capacity of the vehicles. The drivers have perception that (Ya Kia Ma Tana) it means that the vehicle is not mine, I do not care what ever happen. In May 2021 there, accident occurred in Upper Chitral an eighteen-seater Land Cruiser drowned into the river where 6 passengers disappeared into river and recovered after a month, two dead bodies have recovered at the accident time and the remaining have faced severe injuries, the cause of accident was only overloading according to the people. In wearied roads the vehicles cannot function properly because of overloading and have accident.

Moreover, another local person stated, *“The owner has agreement of fixed load of 20 mn instead of this demand the more load the driver the money owned by the drivers.”*

In society every individual wants his personal interest and self-profit. Every time the individual desire for self-interest that they perform risky activities to fulfill the interests. When it comes to drivers the drivers especially the non-owned vehicles drivers follow the self-interest and self-benefits. There is an agreement between owner and driver to take of 20mn of load for land cruiser, 35 of duksen and 15 of for special jeep. On the other side the owner has agreement that the above-mentioned good’s hire will be given to owner and the remining loads will be saved for drivers.

6.3.3 Using of Drugs

Using of drugs is another contributory factor that led to road accidents. According to data the young age drivers are prone to drugs use than aged drivers. Drivers use “BONG” (A type of chars in black color that can be filled in cigarette) before driving and during driving. Such kind of things creates emotional driving behavior where drivers cannot be in a sense. Such kind of risky acts led to reckless driving, and careless behavior among drivers.

One respondent stated:

“Mostly the drivers use drugs (Bong) that distract the mind of drivers. When the driver takes drug, he considers himself a king and never focus the danger that came in contact.”

People use such kinds of additive substances that help to people relax mildness and good feeling. Drugs flow the blood in a fluent way that create emotional situation in mind and compel a person towards such activities that create problems. There is different type of drugs that people use in different manner. As this data demonstrated that the risky activity such as using of BONG (a type of drug in black color filled in cigarette) make emotional and lead to risk taking behavior of drivers. After using this the drivers did not see the danger situation Infront of them. They think to achieve the target showing bravery.

According to a driver:

“Without a drug if a driver is addicted, he never drives vehicle. If he took drug, he can better drive.”

When a person becomes addict of any drugs that he considers that drag as food for him, without that he cannot perform any act and shows laziness. When the addicted person has no drug, he feels laziness and feel drowsiness. He is not ready to do any work and always remain in boring situation. When it comes to drivers, they survive without food but not drugs. The result showed that the addicted drivers feel comfortable and relax when they use drugs while driving. Without using drugs, the drivers show angry behavior, he doesn't have interest to drive vehicle and show laziness.

6.3.4 Engage in other Activities: Distract the Mind of Drivers

Researchers asked driver that do you drink water, eat something while driving? The driver stated: *“Yes, definitely I can drink and eat while driving. He further said that only drinking water I cannot stop vehicle.”*

While driving the drivers perform such acts that distract the mind of drivers from driving such as drinking water while driving, one hand driving and eating some things that convert the driver mind towards other activities. During driving the drivers should be very careful and attentive towards road directions. Drivers engaged in such activities that distract the minds of drivers towards other activities. During driving the drivers eats something and drink water with one hand where the mind of driver changes and become chance of road accidents. On the other hand, passenger starts debate talking about some issue where driver also participate in that discussion that distract the driver’s mind.

Another driver said:

“Some time debates of passengers distract and confuse the mind of drivers.”

At a time, an individual can focus and perform one act, if the mind of the individual distract it creates challenge to perform the act in proper way. This finding showed that the debate of passenger also distracts the mind of drivers where passengers used to debate of any social, religious, and political issue. Sometime the passengers become hyper and fight with each other’s that put pressure on drivers to handle the situation in a peaceful manner and distract the mind of drivers. To handle the situation the drivers also participate in debate and become double minded towards driving. The drivers are afraid that if the passenger fight the driver should be blamed and he also participates in debate.

6.3.5 Poor Weather Condition

According to local person, “Mostly young driver took risks in poor weather condition saying that accident occur because of God’s will. Human can never stop the accident if there is accident in luck. He further said that there is general perception in young drivers (Ma Bachen Ka Kelak Asur) it means that I am not married, no wife and children those will cry back to me.”

Poor weather is also a factor which leads to road accidents. Mostly In winter season there is abnormal weather because of heavy snowfall. The road has been covered with snow and heavy snow fall lead to avalanches that damage road. In that situation the drivers took risks to drive vehicle where the snow becomes slippery for vehicles and cause accidents. Some drivers show aberrant behavior saying “Ma Bachen Ka Kelak Asur” it means I am unmarried and have no children they cry for me. Mostly the unmarried drivers repeat this sentence and ready to drive in such abnormal weather. In winter season because of abnormal weather the non-Owned vehicles drivers are more seen on roads due to fulfillment of economic burden. If they stay home or do not make trip, they have not been given salary or trip charges. They take risk and face road accidents. Mostly the drivers have perception that accidents, and deaths are in the hand of Allah whatever He wants the accidents will occur.

A senior driver said:

“Abnormal weather condition also causes road accidents. there is only one lane road in poor weather or if the roads get icy it difficult to cross the vehicles. Because of poor weather the vehicles slip and cause accidents.”

The poor weather condition changes the nature of surface of road while reducing frictions and make the road slippery. Vehicle needs a rough surface to move without that a vehicle cannot move forward and loose balance. When it comes to driving in abnormal weather, young drivers used to believe that

accident will occur if God wants, human can never control accidents. On the other hand, young driver used to drive in poor weather saying will do travel if accident occur doesn't matter that there is no one left behind to cry for them. Mostly this sentence repeated by young and single drivers.

Another respondent stated:

“Mostly non-owned vehicle driver drives in abnormal weather because they have not been paid if they stay remained in their homes. For the economic burden the drivers drive in such weather condition.”

In our society majority of people work on daily wages where every day they must struggle every day in search of income. If some incidents occur the individual can deprive from income and move towards risky acts. This finding showed that the owner will pay salary to drivers if they generate income while having trips. In winter season due to poor weather and poor road the drivers remained at homes, therefore there is no income generate if drivers remained at homes. Chitral been a mountainous area and snowy region there snow fall start from November till March. During these months a non-owned vehicles driver cannot survive without having trips to generate income for owners as well as for their family.

6.3.6 Lack of Surveillance: Linkage Traffic Police with Drivers

In society there are different nature of people having different responsibilities and jobs. Every individual must be responsible for his duty. When it comes to road safety administration, they do not perform their duties in proper manner. A respondent said, *“The police get released the drivers who violate the traffic laws on based on friendship, relationship and reference of any authorities. The drivers repeat the deviant acts because they know the will get released if caught.”*

There is link between drivers and police, they met every day on road and make interaction. When the driver found guilty the police do not take action because of knowing each other or any relations. The data demonstrated that all the risky acts that have been performed by non-Owned vehicle's drivers are because of the negligence of administration where the concern departments do not play their active role and practice their job duties honestly. The police show nepotism based on relationship, friendship, and territorial base. When the police found guilty of drivers of violating traffic rules the police just practice the formalities where they cannot take strict actions against the culprits. Wherever the accidents occur the police do not investigate the real cause and if they found so the data area not shown exactly. When the drivers have get released easily, they practice the deviant acts repeatedly that increases the risk of accidents.

Similarly, one more respondent argued, *“When accident occur, the police reached the area after a long time. They just fulfill the formalities and get rid from the accident area. Police do not investigate properly what is the real cause of accident.”*

Concerned departments have responsibilities about the activities and incidents that occur related to those departments. Whenever the incidents happen the authoritative departments must be in action current time and to investigate the cause of incidents. Whereas in accidents of vehicles the administration must be active and fairly investigate the cause of accident on time and identify the real cause of accident. The data showed that police do not take seriously the accident where they reach the accident area after a long time then just ask about the nature of accident to fulfill the formality. They do not investigate the real cause of accident properly and left the area.

6.3.6.1 Issuance of Beriberi License

Majority of respondents perceptions showed that the drivers who receive license offering beriberi they are more prone to accidents because of the have no potential and have expertise about driving skills. The bribery issuance of license promoted unskillful drivers, and inexperienced drivers on roads that cause road accident.

One respondent stated:

“Mostly the license can be issued with the reference of some authorities of any friends and relatives in police department to the drivers.”

A person has a specific duty in society either in formally or informally. The formal duties are in the form of achieved statuses such as a person get job, he has specific duties, and the person is responsible and accountable about that duty. While informal duties are a person can be responsible for ascribed duties likewise obeying the norms and values of societies. If a person uses those duties in favor of other individual’s personal interest, there will be conflicts and social issues generate. In stance, a traffic police have duty to observe the road safety measures and take actions against the culprits. If police do not check the violent activities on roads the ratio of accidents increases or do not check the skills of drivers while issuing them license the unskillful drivers become prone to accidents on roads and create social disturbances in society. Those drivers do not fulfill the skills for driving when they failed, they ask their relative or any concern authorities for the issuance of license to drivers.

Another respondent said:

“Some drivers learn short period of driving, if they move vehicle to a short distance, they consider they are driver now. The wanted to earn to his own and give bribery and took license.”

A person who learns driving from any driving school he pays money to driving school that cause of investment of money. Sometime the young drivers must stay out of homes like in hostels and rented rooms, it costs of money, therefore the young people prefer to learn the skills in easy way without any costs. The result showed that short period of driving course promotes unskillful and inexperienced drivers where young drivers after having a steering driver and be able to move the vehicle to very short distance consider themselves as a professional driver and start driving on roads. They think to have self-vehicle that's why they took risk without knowing the technical faults of vehicles.

Similarly, one more respondent said:

“There is no check and balance from police side. While we are travelling, I have not seen any police to check overloading, license and other requirements.”

The traffic police department and road safety administration have responsibilities of surveillance of all the practicing activities on road. Police can play a positive role reducing road accidents while proper checking of vehicles, drivers and all the requirements that a driver must be during driving. According to this finding, the result showed that on the roads police do not give duty properly they just showed the formalities and released drivers easily. Police just take round of vehicle just examine and ask to go. When police take easy while enforcing the laws on roads do not check drivers' behavior, overloading, high speed driving, license and underage driving the drivers also have no worry about the violation of traffic rules.

6.4 Administration

According to the traffic warden of police the risky behavior of drivers leads to road accidents. The main factors that cause accidents are aggressive behavior,

overloading, over speeding and using of drugs. When the drivers found guilty the actions should be taken according to the law.

According to traffic warden:

“Traffic police actively play their role while checking all the requirements of driving skills. When the drivers violate the rule action can be taken through online system according to the law.”

Day by day the technological advancement is modernized and digitalize where every system can be practice online before that all the activities performed in manual way. This finding showed that the sanction for the drivers who violate laws are being take through online process. There is a system that if drivers found guilty and violent behavior towards traffic rules while overloading code 29 has enforced on them, code 30 for license and code 42 for overloading. Just like those other violent actions have different codes that have different process of taking actions. The fine is automatically enforced on the culprits through online system and action taken by concerned department.

When the researcher asks about the repetition of violent acts of drivers. The traffic warden said, *“If the individual repeat certain acts violating the laws another heavy action should be taken and refer to the other department for more inquiry. There will sanction of impound of vehicle and cancel of license.”*

It is the nature of human to involve in such activities that are prohibited and have been chance of creation of troubles for individual as well as for society. Such deviant activities can be practiced by people time by time been aware of the negative impacts of those activities. When it comes to the violations of road safety measures people are aware about the negative impacts, it may be chance of deaths, severe injuries and los of properties as well, beside that people violate the rules and regulations. Especially drivers violate the rules

and traffic laws and create problems for administration and society as well. When the drivers repeated the same acts against and been caught, they can be referred to another department where punishment should be enforced either cancellation of license or impound of vehicles. knowing that the sentence is not for long time, the deviant actors can be released within a week or month the drivers ignore the laws. Police take actions according to the law and the case is forwarded to another department.

Local police stated, *“When we are on duty, we check the requirements of driving requirements of drivers, where that found guilty action are taken. Some time we impound vehicle of drivers.”*

Traffic police department is responsible about the activities and enforcing of laws related to road safety measures and observing the overall situations. In Pakistan the road safety measures are not functional across the country. The traffic police department and units are limited in the metropolitan cities or active in those cities where the main markets are running. In rural areas there are no proper traffic departments that can surveillance the activities about road safety. The road safety duty is performed by the local police just to fill the formalities about traffic rules. Time by time the local police make a campaign of checking of requirements about traffic requirements on roads. The police have been given duty of a targeted challan from any specific area, to fulfill the target the police campaign in a specific day. When any person found guilty the action taken by the police.

The local police further said:

“The culprit has taken Infront of court with last FIR report, it is the duty of court to enforce further punishment when the culprits repeat the same act.”

Different departments have different responsibilities where the cases are processed from departments to departments. A person must answerable

In front of each department and after proceeding the case by all departments the decision is taken by concerned department. When it comes to the road safety measures, if drivers violate any traffic rules and got accidents the case is processed through different departments. This finding showed that the drivers who found guilty and repeat violent acts action taken where police attach the previous FIR with the reported case and take them in front of court where further action taken.

When the researcher asks about the role of administration, the police stated:

“When we found drivers violating the rules, we take actions while the passengers request police to make relaxation for drivers. To reach in their destiny on time the passengers compromise of risky acts of drivers.”

In society every individual must play his roles in positive way to make the society functional. Without active participation of individual the societies cannot run and functional. It is the responsibility of individual to identify the strength and weakness of other individual in a society and aware then about the impacts of their actions. If individual prefer to support of such deviant acts of other individual the society becomes sick and cannot fulfil the demands of people. When it comes to the relationship of passengers and drivers on roads the passengers totally support driver when the driver has been caught about any deviant actions. The public also involve while supporting the risky acts of drivers. When the drivers are being caught because of overloading the passengers request to police and make assure the driver will never perform such act again. If there are some authoritarians among passengers, they approach to other authoritarian to get released of drivers.

Similarly, other police stated:

“When accident occur the local people and other drivers hide the real cause of accidents, they escape the drivers for further investigations. The affected people do not cooperate with police in investigation.”

The social responsibilities of people in a society are to identify the abnormal acts and such activities that deteriorate the norms and values of society. A society can be functional when all the members equally participate and identify the problems and make solution of those problems. When individual support the deviant acts it creates social disturbances in society and generate gaps among the people in society. Road traffic accidents area also a social problem that create panic and social disturbances in society. when accident occur, people try to hide the real cause of accidents when police investigate the reason, even the affected persons also hide the real situation. This finding showed that public do not support the police while identifying the real cause of accidents. When accidents occur, people escape the drivers from investigation because of relationship, and friendship. People compromise with drivers if accidents occur the affected people hide the real cause of accidents. They have been told to talk about the technical fault of vehicles not the risky acts of drivers.

Chapter No. 7

DISCUSSION AND CONCLUSION

7.1 Discussion

In modern world the road accident is increasing rapidly where the fatalities and injuries are higher than other causes of deaths. This research conducts to identify the causes of road accidents in Chitral where no such research has conducted on this challenging issue. In this study the researcher observes the behavior of those drivers and their confidence about driving skills that drive other vehicles. The researcher collects data from non-owned vehicle's drivers, public and administration staff. The topic of research is "exploring the risky acts of non-owned vehicles drivers and road accident in Chitral" the age of the respondents was between 18-65 years.

According to Harari (2018:23) the fatalities because of road accidents are 1.25 million per year. The figures exceed to more than that of death ration by war, crime, and terrorism. Where driver's fault has considered 90% chance of road accidents. Drivers practices certain acts that lead to road accidents such as, alcohol using driving, high speed driving, daydreaming instead of paying attention to driving, and using mobile phones. He further says that self-driving vehicles drivers cannot perform such risky acts during driving. When it comes to the context of Chitral the data shows that non-Owned vehicles drivers perform certain acts that lead to road accidents. Over speeding is one of the contributory factors that can be practiced by the non-owned vehicles drivers in Chitral. The drivers drive-in high-speed manner from the sake of taking first turn in adda for the next trip. In Chitral the drivers have make rules for themselves where driver who reaches first in" Adda" he will take first trip. Similarly, World Health Organization (2009:18) report that there is directly relationship between speed and accidents. Approximately 5% increase in speed can be result of 10% of road accidents and 20% of death's crashes. Across the worldwide only 29% of countries have laws of 50km/hr driving in urban limit, but in Chitral there is no traffic signals, cameras that can avoid drivers to reduce seed limits. After the distance of 30km or more than that

there is a check posts where two or three administrative staffs fulfill their formalities.

Another major factor that causes road accidents is overloading of a vehicles. Zhangh et al. (2021) reported that overloading of vehicles creates possibility of road accidents. When the speed of overloaded vehicles increases the chance of road accidents also increase. Mostly young age drivers with the age of around 25 years drive overloaded vehicles. This study shows that non-owned vehicles drivers' driver other vehicle where owner have an agreement with them about the passenger' gavel that the drivers should provide to owner, on the other hand the owner also have an agreement how much load the drivers can load to vehicle the pay will be given to drivers. Non-Owned vehicles drivers perform certain acts such as increasing the height of seat to arrange goods beneath the seat of passengers. The drivers load the vehicles too much where the vehicles cannot effort the burden and cause accidents. The drivers perform such risky acts for the sake of economic burden which they want to be rich from dawn to dusk.

Relating the present study with sociological theory "Risk society theory" the modernization and technological innovation the motorization is directly relationship with road accidents. People adopt the material culture while ignoring the non- material culture. As Islam and Dinar (2021), 1.2 million people lost their life and 50million faces serious injuries because of road accidents. The urbanization and motorization increase the ration of accidents day by day. Whereas the result shows that about 20 people killed on daily basis in Bangladesh. The accident directly affects the social and economic life of people. In Chitral, Non-Customed vehicles from Torkham border can be smuggled that increase motorization in the region where everybody wants its personal vehicle and hire driver. The drivers are inexperienced and young where they have offered less privilege or have an agreement by the owner

offering them more privileges for trips. The drivers struggle day and night to have more and more trip.

The risk society theory also suggest that modernization and the technological innovations have changed the world where every individual take certain risks practicing the innovation without been familiar to them. They adopt the material culture ignoring the non-material culture that promote cultural lag in society. Mobile phone is one of the best examples that drivers use during driving and cause road accidents.

Bahadur et al. (2019) stated that distractive driving behavior is another risky act that leads to road accidents. Mostly young drivers engage such activities like using of mobile phones, eating something during driving and focused mind in listening to music distract the minds of drivers and cause road accidents. In this study a young 22 years of non-owned vehicle's driver says that he has himself face accidents while using mobile phone. He further says it was about 30-40 seconds he engages with mobile phone and the vehicle remains out of control and hit with a rock.

As Batool and Carsten (2017) stated that aberrant behavior of drivers leads to accident where the aberrant behavior such as aggressive driving, unlawful driving, and egoistic driving. The drivers show aggressive behavior towards traffic rules, wrong way overtaking, wrong way changing the lane, driving without licensed lead. Similarly, Hussain and Shi (2020) reported that Pakistani drivers are less disciplined and less organized than Chinese drivers. Sadia, Kamal and Jami (2018) argued that the aggressive behavior is high among young drivers because of heavy traffic jam on roads for the VIPs, politicians and authoritarian. When the researcher asks to respondents "why non-owned vehicle's drivers face more accidents" the respondents' responses were the aberrant behavior of drivers cause of accidents. This study shows that egoistic driving of non-Owned vehicle's drivers leads to accidents where

the non-owned vehicles drivers perform violent acts for the sake of economic burden, they do not focus on their health, do not fulfill their sleep, for daily trip they mostly drive in darkness that cause accidents. Another factor of accidents in Chitral the road system is on lane drive road where every driver expects to other drivers to make space for other vehicles, when it comes closer the vehicles collide and accident occur. In this study the Deterrence theory can be applied to control the violent acts of drivers in two ways, Formal and Informal way. In formal deter the police play their role checking the driving requirements and punish the culprit if found guilty, and impound the vehicles, while in formal deter give lesson to avoid certain acts that against the traffic rules and other drivers will be aware of the punishment looking the victim who becomes culprit.

The risky acts of non-Owned vehicle's drivers strongly have relationship with the road accidents in Chitral, where a road accident increases day by day. The shows non-Owned vehicle's drivers perform certain risky acts that result of road accidents. The drivers who drive other's vehicles are belonging to low economic families. Mostly the Non-Owned vehicle's drivers are young between the ages of 22-40 years. The drivers have less skill and in experienced because that have learnt driving from their family members. In Chitral the major factor of road accidents occurs due to driver's mistakes, such as overloading is one of the contributory factors where non-Owned vehicle's drivers changes the passenger seats increasing height to arrange goods under the seats. Over speeding also, a key factor of road accident that drivers make competition and race with other's drivers to take first turn for the first trip. There is a direct relationship between distracted behavior of drivers and road accidents. Drivers perform such activities that distract the mind of driver like, drug use driving (BONG; A kind of chars in black color fill in cigarette), violating traffic rules, ignoring the sign board, wrong way overtaking, and driving unfit vehicles that increase the chance of accidents.

For the lessening of road accidents in Chitral and to control the risky acts of drivers' certain measures can be applied which are the administration should take seriously to control the risky acts of drivers checking licenses, promote professional drivers on roads, checking driver's age and experience of driving. If drivers found guilty, he should be punished according to law where other drivers will avoid performing such acts. There will be a proper time of departure of vehicle and to control the drivers driving in darkness. The government should organize seminars that aware public about road safety laws that will help administration to identify the drivers who violate the rules.

7.2 Conclusion

The study was conducted in Chitral. The purpose of the study was to identify the causes that non-owned vehicle's drivers commit and lead to road accidents. According to the study the objectives have been achieved. The study showed that non-owned vehicle's drivers are prone to road accidents because of taking certain risky acts. The drivers who drive other's vehicles are belonging to low economic families where the drivers take risks for the fulfillment of family expenses. In Chitral the major factor of road accidents occurs due to driver's mistakes, such as overloading is one of the contributory factors where non-owned vehicle's drivers changes the passenger seats increasing height to arrange goods under the seats for the sake of economic fulfillment. Over speeding also, a key factor of road accident that drivers make competition and race with other's drivers to take first turn for the first trip. There is a direct relationship between distracted behavior of drivers and road accidents. Drivers perform such activities that distract the mind of driver like, drug use driving (BONG; a kind of chars in black color fill in cigarette), violating traffic rules, ignoring the sign board, wrong way overtaking, and driving unfit vehicles that increase the chance of accidents. For the lessening of road accidents in Chitral and to control the risky acts of drivers' certain measures can be applied which the administration should take serious actions

to control the risky acts of drivers checking licenses, promote professional drivers on roads, checking driver's age and experience of driving. If drivers found guilty, he should be punished according to law where other drivers will avoid performing such acts. There will be a proper time of departure of vehicle and to control the drivers driving in darkness. There will be an inquiry about owners of vehicles that they will pay appropriate privileges to the drivers. The government should organize seminars that aware public about road safety laws that will help administration to identify the drivers who violate the rules.

REFERENCES

- Ali, Zulfiqar, Akhtar Ali Shah, and Anwar Hussain. 2020. "Growing Traffic in Peshawar: An Analysis of Causes and Impacts." *South Asian Studies* 27:409-420.
- Alsaleh, Amer. 2006. "The Impact of Social and Psychological Factors on Car Accidents in among Drivers in Pakistan." *Transportation Research Part F: Traffic Psychology and Behavior* 47:176-186.
- Ansari, S. F Akhdar, M. Mandoorah and K. Moutaery. 2000. "Causes and Effects of Road Accidents in Saudi Arabia" *Public Health* 114:37-39.
- Asbridge, Mark, Robert E. Mannn, Rosely Flam-Zalcman, and Gina Stoduto. 2004. "The Criminalization of Impaired Driving in Canada: Assessing the Deterrent Impact of Canada's First per se Law." *Journal of Studies on Alcohol* 65(4):450-459.
- Bahadur, Sher, Saminullah Khan, Attaullah Jan and Rizwan Anwar. 2019."Factors Associated with Distractions of Driving Attention in Young Drivers: An Attribution to Road Traffic Incidence among Children and Adolescents in Peshawar." *Med. Forum* 30(6):31-35
- Batool, Zahara and Oliver Carsten. 2017. "Self-Reported Dimensions of Aberrant Behaviors in Pakistan" *Transportation Research Part F* 47:176-86.

- Beck, Ulrich. 1992. "From Industrial Society to the Risk Society: Questions of Survival, Social Structure and Ecological Enlightenment." *Theory, Culture and Society* 9(1):97-123.
- Dash, Devi Prasad, Narayan Sethi, and Aruna Kumar Dash. 2021. "Education, Human Error, and Road Crash Risk: An Empirical Investigation in the Indian States." *Journal of Public Affairs* 21(1): e2163.
- De Winter, J. C.f, P. A. Wieringa, J. Kuipers, J. A. Mulder and M. Mulder. 2007."Violations and Errors during Simulation-Based Driver Training." *Ergonomics* 50(1):138-158.
- Fort, Emmanuel, Mireille Chiron, Philippe Davezies, Alain Bergeret and Barbara Charbotel. 2013. "Driving behaviors and on-Duty Road Accidents: A French Case-Control Study." *Traffic Injury Prevention* 14(4):353-359.
- Ghaffar, Abdul, Adnan A. Hyder, Momina I. Mastoor and Irshad Shaikh. 1999. "Injuries in Pakistan: Directions for Future Health Policy." *Health policy and planning*, 14(1):11-17.
- Gulzar, Shazia, Farzan Yahya, Zarak Mir, Rabbia Zafar. 2012. "Provincial analysis of traffic accidents in Pakistan." *Academic Research International* 3(3):365.

- Harari, Yuval, Noah. 2018. "The Technological Challenge" in 21 lessons for the 21st Century: Work. 1st ed. Adobe Garamond Pro by Integra Software Services Pvt. Ltd, Pondicherry. Pp.1-352
- Hassan, M. Hany, Mohamed Shawky, Mohammad Kishtaa, Atef M. Garib, Hussain A. Al-Harthei. 2017. "Investigation of Drivers' Behavior towards Speeds using Crash Data and Self-Reported Questionnaire." *Accident Analysis & Prevention* 98:348-358.
- Herman, De Croo. 2011. "Traffic Law Enforcement across the EU." *European Transport Safety Council*:2
- Hussain, Muhammad, and Jing Shi. 2020. "Predictors of aberrant driving behaviors of Pakistani drivers by using proportional odds (PO) model." *Asian Transport Studies* 6:100005.
- Islam, Md. Ashraful, and Yousuf Dinar. 2021. "Evaluation and Spatial Analysis of Road Accidents in Bangladesh: An Emerging and Alarming Issue." *Transportation in Developing Economies* 7(1):1-14.
- Jacobs, Goff, Amy Aeron-Thomas, and Angela Astrop. 2000. "Estimating Global Road Fatalities." *Transport Research Laboratory Old Wokingham Road CrowThorne, Berkshire, RG45 6AU.*

- Kayani, Ahsan, Mark J. King, and Judy J. Fleiter. 2011. "Fatalism and Road Safety in Developing Countries, with a Focus on Pakistan." *Journal of the Australasian College of Road Safety* 22(2):41-47.
- Khan, Abdul Manan, and Ansa Tehreem. 2012. "Causes of Road Accidents in Pakistan." *Journal of Asian Development Studies* 1(1):22-29.
- Khan, Sarfraz, Sana Mehmood, Sundas Ayyub, Rahim Bakhsh. 2020. "Road Traffic Accidents as a Risk to the Public Health in Gilgit-Baltistan, Pakistan." *Rawal Medical Journal* 45(4):943-946.
- Khan, U. Zaka, Khaled M. Al-Asiri, and Javaid Iqbal. 2010. "Injury Patterns from Road Traffic Accidents." *Pakistan Journal of Medical Sciences* 26(2):394-7.
- Kish-Gephart, Jennifer, J. 2017. "Social Class and Risk Preferences and Behavior." *Current Opinion in Psychology* 18:89-92.
- Liu, Guodong, Siyu Chen, Ziqian Zeng, Huijie Cui, Yanfei Fang, Dongqing Gu, Zhiyong Yin, Zhengguo Wang. 2018. "Risk Factors for Extremely Serious Road Accidents: Results from National Road Accident Statistical Annual Report of China." *PLOS one* 13(8):1-11.
- MacLean, Alistair W., David, R.T. Davies, and Kris Thiele. 2003. "The Hazards and Prevention of Driving while Sleepy." *Sleep Medicine Reviews* 7(6): 507-521.

- Malin, Fanny, Ilkka Norros, and Satu Innamaa. 2019. "Accident Risk of Road and Weather Conditions on Different Road Types." *Accident Analysis and Prevention* 122:181-188.
- Maycock, G. 1997. "Sleepiness and driving: the Experience of UK Car drivers." *Accident Analysis & Prevention* 29(4): 453-462.
- Mehmood, Sana. And Baig Raheem, Saima. 2019. "Aberrant Behavior of Drivers and Involvement in Road Accidents: A Case Study of Karakoram Highway from Gilgit-Baltistan to Islamabad." *The Explorer Islamabad: Journal of Social Science* 4(1):29-38.
- National Highway and Motorway Police (NHMP).2011. "Law and Human Behavior." 35(3):221-234.
- National Highway Traffic Safety Administration (NHTSA). 2012. "Traffic Safety Facts." *U.S. Department of Transportation*
- Neuman, W. Lawrence. 2015. "Qualitative and Quantitative Measurement." Pp. 205-7 in *Social Research Methods: Qualitative and Quantitative Approaches*. 7th ed. India, Pearson India Education Service Pvt. Ltd.
- Omranian, Ehsan, HatimSharif, Samer Dessouky, Jose Weissmann. 2018. "Exploring Rainfall Impacts on the Crash Risk on Texas Roadways: A Crash-Based Matched-Pairs Analysis Approach." *Accident Analysis Prevention* 117:10-20.

Pakistan Bureau of Statistics. 2018. Block Wise Provincial Summary Result of 6th Population and Housing Census-2017. Islamabad: Pakistan Bureau of Statistics.

Rautela, Piyoosh, and Ravish Sharma 2004 "Insight into the Nature of Road Accidents from Data on Injured and Dead." *Disaster Prevention and Management: An International Journal* 13(5):374-8.

Rolison, Jonathan J. Shirley Regev, Salissou Moutari, and Aidan Feeney. 2018. "What are the Factors that Contribute to Road Accidents? An Assessment of Law Enforcement Views, Ordinary Drivers' Opinions, and Road Accident Records." *Accident Analysis and Prevention* 115:11-24.

Rowden, Peter, Dale Steinhardt, and Mary Sheehan. 2008. "Road Crashes Involving Animals in Australia." *Accident Analysis and Prevention* 40(6):1865-1871.

Sadia, Rayna, Anila Kamal, and Humaira Jami. 2018. "Role of Aggressive and Adaptive Anger Expression in Prediction of Accidents among Pakistani Drivers." *FWU Journal of Social Sciences* 12(1):127-137.

Simsekoglu, Ozlem, Trond Nordfjaern, Mohsen Fallah Zavareh, Amin Mohamadi Hezaveh, Amir Reza Mamdoohi, and Torbjorn Rundmo.

2013. "Risk Perceptions, Fatalism and Driver Behaviors in Turkey and Iran." *Safety science* 59:187-192.

Singh, Sanjay Kumar. 2017. "Road Traffic Accidents in India: Issues and Challenges." *Transportation Research Procedia* 25:4708-4719.

Trimpop, Rüdiger M. 1994. *The Psychology of Risk-Taking Behavior: A Short Description of Long History of Risk Taking*. North Holland, Elsevier Science B.V. Sara Burgeharstraat 25 P.O. Box 211, 1000 AE Amsterdam, The Netherland

Turner, Cathy, Rod Mc. Clure, and Sandi Pirozzo. 2004. "Injury and Risk-Taking Behavior—A Systematic Review." *Accident Analysis & Prevention* 36(1):93-101.

World Health Organization. 2004. "World Report on Road Traffic Injury Prevention." Geneva: World Health Organization.

World Health Organization. 2009. Global Status Report on Road Safety Geneva: World Health Organization.

World Health Organization. 2013. "Global Status Report on Road Safety." China. World Health Organization.

World Health Organization. 2018. "Global Status Report on Road Safety." World Health Organization.

Zhang, Guangnan, Yanyan, Li, Mark, J. King, and Qiaoting, Zhong. 2021.

"Overloading Among Crash-Involved Vehicles in China: Identification of Factors Associated with Overloading and Crash Severity." *Road Safety in China, Springer, Singapore* 25(1):36-46.

Zia, Yousaf, Muhammad Sabir, Zia-ul-Islam, and Imran Ullah Saeed. 2014.

"Pedestrian Injuries and Fatalities by Patterns in Reported Road Traffic Crashes-Islamabad." *The Journal of the Pakistan Medical Association* 64(10):1162-1165.