

Analysis of Laws Pertaining Non-Motorized Vehicles

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ABSTRACT: *In retrospect, overtime and orthodox thought have evolved enormously in the cycling fraternity, i.e. the classification of the use of non-motorized vehicles as a means of travel for those who have their hands tied economically has changed and a more liberal approach to overtime has been provided by recognizing the advantages of health, climate, fiscal, etc. And though, when looked at vis-a-vis, the present cycling situation leaves a gap for different changes. Therefore, this research paper covers in brief all the advantages, disadvantages and other facets of cycling, as well as addressing numerous questions such as what the actual state of cycling lanes is and why it is high time for individuals to consider lanes as intrinsic facility.*

KEYWORDS: *Cycling, Preventive measures, Road sense, Systematic laws, Two Wheelers.*

INTRODUCTION

Cycling is a practice that is arbitrary. It is a way of commuting for others and a hobby for some. In contrast, cyclists can also be split into two categories, one cycling by choice and the other a 'captive cyclist' who are limited by economic limitations and have no transport alternative. The latter takes priority over Indian towns. Since many are forced to choose cycling as a means of transportation, they are also forced to do the same without taking into account the fact that cycling infrastructure is not up to the mark and they put their own and other lives at risk by preferring to disregard this reality[1].

But not much blame can be put on the group that has no other way to do the same, so let's recognize the citizens' pitfalls and other shortcomings as a society and the government as the head of the w.r.t. Non-motorized transport of the citizens. Cycles have been in existence nearly since the invention of wheels and have been a significant source of transportation for many. The inventions did not, however, end with the advent of wheels and the same continues to occur and cycling has been stereotyped by many overtime to be the less fortunate mode of transport with the emerging modes of transport[2].

In several developed countries in South Asia, non-motorized vehicles have played a significant role in fulfilling the need for door-to-door transport services. Popular non-motorized cars include the rickshaws of Bangladesh and the rickshaw-van, the rickshaw-puller of India. In the absence of so-called public transit networks, these modes have played an important role in transporting people and goods safely, effectively and cheaply. In metropolitan Dhaka, non-motorized vehicles account for 70 percent of car journeys, more than anywhere else in the country. In comparison, about 30 percent of the overall value generated by the transport sector was contributed by the rickshaws. This is more than double the contribution of all the transposition of motorized roads[3].

The effects of bicycle presence on intersection ability, roadway segments between intersections, and the capacity of designated bicycle facilities are addressed in the Highway Capacity Manual. However, the proportion of bicycles in most Asian countries, except China, is very small. Furthermore, there is no clause in the Highway Capability Manual to examine the impact of non-motorized vehicles on specific traffic parameters of heterogeneous (non-motorized vehicles and motorized vehicles on the same roadway) traffic flow. The flow of heterogeneous traffic on urban roads is extremely complicated and the flow of traffic on urban roads is very complex.

In order to model flow behaviors on urban highways, current computational methods cannot be used explicitly.

Due to the reasons mentioned above and the lack of research on the impact of non-motorized vehicles on traffic characteristics, the purpose of this study is to present the heterogeneous traffic flow analytical technique and to establish heterogeneous traffic flow passing/overtaking and land-use models. This paper explores

macroscopic flow relationships of simple traffic parameters (speed-flow-density) based on a cross-sectional basis for heterogeneous traffic flow. In addition, a passing/overtaking model will be built for heterogeneous traffic flow[4].

DISCUSSION

Cycling has played a significant role in promoting connectivity since its inception. Due to natural calamities or the modern tech's malfunctioning, cycle has always been the most effective and faithful solution in all the challenging times. And otherwise, a bicycle would not only be used as an emergency vehicle, but it can even act as a safer and more convenient way of everyday travel and transport with the right facilities.

Recently, cycling has easily taken over all the other preferred physical practices by storm.

As a result, many gyms have been closed during the days of a pandemic where social distancing has been the highest focus, and all other recreational events that used to easily fall into the category of hobbies such as cycling, rugby, etc. have been discarded and there are no signs of people going back to them anytime soon. Therefore, cycling has unexpectedly become the fashionable solution to the prevalent dilemma of many people, i.e. the absence of any physical exercise. When it was invented and humans have just gotten to know the 1st use of the infamous technology, i.e. wheel, cycling was very much in discussions last time.

Cycling, though, has egoistically and rudely taken advantage of the same people who are primarily grateful for its usage up to now and helped keep it going for so long, and after so many technological advantages, with its increasing popularity much like human celebrity. Many of these individuals will work for simple subsistence and survive hand to mouth and opt for cycling as an economical mode of travel rather than only for recreation. In comparison, many individuals who have now switched to cycling were the ones who used to envy it earlier and were more likely to switch to motorized vehicles.

The planet must bet on the bicycle during this COVID-19 pandemic. During the lockdowns, along with other public transit constraints, several cities around the world, including Bogota, Paris, Kampala, Budapest, Montreal, Barcelona, Lima, Vancouver, Berlin, Mexico City, Austin, and Oakland, among others, proved that life overall would be much easier with fewer vehicles and altered highways. By building pop-up cycle paths, highways have been repurposed, making them healthier for everyone. Bike shops have been elevated to critical status in many cities and kept open throughout this extraordinary period to accommodate cycling commuters. Governments have treated bicycles in some developed and emerging countries as critical utilities that have been kept available throughout the crisis.

Bicycles have become as important in Australia as toilet paper! It is very sad, but it is an inconvenient fact for cyclists that the Chinese and many others have turned to private vehicles because of a lack of interest in public transport and very low fuel costs. In reality, while China has many strict laws when it comes to its media policy, news and talks have come from the epicenter of the COVID-19 crisis, Wuhan, justifying growing fears that once the COVID crisis is over, CO2 emissions will return with a vengeance

Since the economically backward people are still the bedrock of the population because of the monetary restriction and less because of their choice, they kept the market for cycles in check all this long, but now due to the rapid influx of cycle users and the courtesy of demand rule, the rise in demand has subsequently resulted in price rises. In addition, the increased demand has led to a lack of supplies that has made the costs even more premium and the evergreen characteristic of humans becoming selfish and taking advantage of the timid and oppressed has led vendors and traders to further exploit the present scenario.

CONCLUSION

To recap the above paragraphs, the growth in demand and positive exposure received by cycling as a sport has contributed to a much-needed big shift towards cycling, but it has also taken away from the humble segment of society the cheaper means of transportation.

The consequence of the above foresight information and other associated potential impacts will be:

There has also been a longing for sufficient infrastructure, along with the much required change towards cycling, and more specifically, recognition of the fact that there is a need for one and the fact that so far we have been oblivious of the value of bicycle protection and necessities, including their right to be considered, us.

Valued and considered by all drivers of motor vehicles. The full power of cycling as a leisure practice, a greener mode of transport as well as a healthier hobby would also contribute to the demand on the government to improve the services, infrastructure and laws regulating cyclists along with the emergence of new ideas that will ultimately contribute to the growth of cycling, most likely as a result of a revolution calling for much need to reform

For daily physical exercise, healthy forms of transport such as walking and cycling should be encouraged, which would ultimately give positive feedback. Not only does an active mode of transport encourage wellbeing, but it leads to beneficial impacts on the atmosphere when the aforementioned active mode of transport takes place during short road journeys and serves as a greener alternative to diesel engine vehicles that emit air pollution, resulting in high emissions compared to zero in the case of walking or cycling. You can quickly incorporate walking and riding into the busy lives of people disguised as leisure-time activity.

If hit by a vehicle at a lower speed but at a decent speed, the risk of road user dying if hit by a car rises at a great rate, less than a lower chance of dying.

A published study showed that bike facilities function as "calming" traffic mechanisms, slowing down drivers and reducing fatalities.

Bearing in mind the modern conditions, its environmental advantages are most important to consider:

The fact that there are virtually zero emissions in terms of noise pollution per cycle is not contested. Cycling facilities will play a crucial role in increasing bike sharing, thus reducing road users' emissions of air pollution and other health-related detrimental effects of pollution.

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