

Drivers' Experiences of Traffic Police Corruption and Their Compliance with Traffic Laws in Lahore City

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This paper examines drivers' perceived traffic police corruption and its impact on their compliance with traffic laws in the capital city of province Punjab i.e. Lahore. For this purpose quantitative methodology was employed and cross-sectional survey was conducted on 400 driver participants recruited through simple random sampling. Questionnaire was used as a tool of data collection and regression analysis was done in order to assess the impact of independent variables on dependent variable. Results show that personal and vicarious corruption experiences decreased the drivers' likelihood to comply with traffic laws. Moreover, it was found that the drivers' personal and vicarious corruption experiences in Lahore city were less that still affect their level of compliance with traffic laws. The implications of these findings are discussed.

1. Introduction

In this study, we investigated the role of traffic police corruption in shaping the drivers' less likelihood to comply with traffic laws. However, traffic violations increase the likelihood of road accidents and according to World Health Organization (WHO) report on road safety, traffic fatalities are a major global problem. According to this report, the estimated death rate is 1.3 million deaths per year. The report further noted that traffic injuries would be the seventh leading cause of death by the year 2030 (WHO, 2022). However, road traffic accidents are strongly associated with driver behavior (Luke, 2023). Some of these fatalities arise from not complying with traffic laws by drivers including over speeding, drunk driving and failure to wear helmets or seatbelts (WHO, 2022). Therefore, explaining why drivers do not comply with traffic laws becomes urgent task which needs to be addressed for potential policy implications. Moreover, the factors behind less compliance or traffic violations explored through research evidence can be basis for making of the policies to increase the drivers' compliance hence, decrease in traffic violations that result in less road accidents (Tenkebe, 2019).

The main concern in the present research is about the corrupt practices of traffic police and their impact on the drivers' compliance with traffic laws. Compliance with traffic laws is an attitude developed through cognitive and affective processes relating to discipline as well as obedience towards, rules and regulations, prohibitions and directions of police authorities. Wherein in non-compliance the individuals will be warned, fined and other sanctions will be enforced according to situation and violation (Himawan, 2023). However, the public tendency of compliant behavior is affected by the level of corruption committed by the traffic police in their interaction with the public.

Corruption is defined as the "subordination of public interests to private aims involving a violation of the norms of duty and welfare accompanied by secrecy, betrayal, deception and a callous disregard for any consequence suffered by the public" (Alatas, 2015). Corruption erodes the moral fabric of society and more critically, it violates the social and economic rights of the poor and the vulnerable (Ekumankama, 2022). Corruption in law enforcement institutions is prevalent in third world countries (Gould, 2019). Moreover, there is a common perception among the people in third world countries that police are corrupt (Norman, et al., 2017). Corruption practices among police reflect the state institutions' degree of accountability, responsiveness, and general situation regarding regulation. It also reflects the relations between police and citizens, trust of citizens on states' institutions, nature and evolution of that society and finally general intricacies of accountability as well as public policy. Such an analysis between unlawful actions of law enforcement authorities and public response to these unlawful dealings clears the understanding about how criminal justice system is structured and works (Onyango, 2022). When the government officials do unlawful activities and bribes, the citizens are more likely to break the law. Societies with weaker legal enforcement and where it is socially acceptable to engage in some degree of unlawful behavior are more likely to have higher levels of corruption and lower levels of citizens' compliance with the law (Guida-Johnson, 2022).

There are multiple ways of corruption among different authorities of law enforcement (Ivkovic 2002; Jauregui 2016). It includes bribery, nepotistic exchanges, over-enforcement based on extra-legal considerations, under-enforcement and, suppression of criminal evidence (Roebuck & Barker 1974; Newburn 1999; Tankebe 2010). Public feelings regarding compliance with laws have been shown to be discouraged due to corruption of the police (Jackson et al., 2014). However, corruption within the traffic police includes accepting bribes from motorists to overlook traffic violations, such as speeding, violating red lights, not wearing a seatbelt, or using mobile phones while driving. This behavior erodes public trust in law enforcement, undermines road safety initiatives, and contributes to a culture of impunity.

Road safety, public trust, and the general operation of traffic management systems are all significantly impacted by the intricate and interwoven phenomenon that is the link between drivers' adherence to traffic laws and the corruption of traffic police (Onyango, 2018). Corruption among traffic police officers can result in uneven and biased law enforcement. Bribery and other corrupt practices can lead to lax enforcement of some traffic laws but harsh enforcement of others. The legitimacy of traffic laws is weakened by this selective enforcement, which gives drivers the impression that compliance is negotiable depending on financial incentives or personal relationships (Oleinik, 2016).

1.1 Context of the current study

Pakistan having been colony of west and police in it was historically used to maintain law and order by suppressing the masses. The fundamental duty of the police was curbing rebellion. Importation of British criminal justice system became significant in order to maintain law and order during British (Kumar & Verma 2009). Therefore, police was intended to serve and show their loyalty only towards colonial administration by suppressing and controlling the general masses (Bayley, 1972).

The earlier imposed criminal justice system and police system were remained intact in Pakistan even after the independence of sub-continent in 1947. The indigenous elite replaced the old colonial masters and police could not deliver the public as for as their protection and security were concerned. The law and police were misused by the elite in order to fulfill their political ends. In this scenario police as an independent institution could not flourish but served the interests of political elite. Being politicized and having been misused police could not able to serve the public rather suppressed them and corruption practices rise. Therefore, not everybody equal in front of law. Without some connections citizens face risk bribery and blackmailed during their interaction with police officers (Mohammad & Conway, 2005). Corruption is still considered as widespread and has become systemic in Pakistan. The corrupt practices in general and bribery in particular are common in different institutions of Pakistan (Noor, 2009). However, police department is perceived as the most corrupt institution in the country.

It is pertinent to state that in Pakistan, there is distinction between general police (Thana Police) and traffic police based on their primary responsibilities and areas of focus. The general

police force is responsible for maintaining law and order, preventing and investigating crimes, ensuring public safety, and handling a wide range of criminal activities. The traffic police, on the other hand, enforce traffic rules and regulations in order to manage and regulate the traffic flow on the roads. Before recruitment of traffic warden in 2006, the traffic police was highly corrupt. Through recruitment of well-educated youth in good grades and offering better salaries to them brought a significant change in the corruption culture in traffic police. The traffic police in Pakistan in general and Punjab in particular has taken multiple community friendly initiatives. Officers who display professionalism, helpful attitude, and courtesy, during their interactions with the public are highly likely to be seen as community-friendly. In some areas in Pakistan including Lahore (a capital territory in Punjab province) traffic police have implemented community policing initiatives which has resulted into more trust on traffic police department and also discouraged the corruption practices among traffic police officers.

Similarly, traffic police in Pakistan, at times, engage in public awareness campaigns to educate the community about traffic rules and safety. These initiatives contribute to a friendlier relationship between the police and the public, as they demonstrate a proactive approach to community engagement. Due to these initiatives, the tendency of corrupt practices and bribery instances are less among traffic police personnel as compared to other institutions. The use of technology, such as electronic ticketing systems and surveillance cameras, has enhanced transparency and reduced opportunities for corruption. The both technologies have been implemented in the Capital City of Lahore.

2. Literature Review

The relevant literature transpires that public show reluctance to abide by the law and cooperate with legal authorities when they perceive law enforcement authorities as corrupt (Tenkebe, 2009; Jackson et al., 2014; Akinlabi & Murphy, 2018; Akoensi, 2019; Malone & Dammert, 2021). The public trust in law enforcement organizations is damaged by corruption within the traffic police. Drivers may be less inclined to voluntarily comply with traffic laws if they believe that corruption affects how those laws are applied (Karari, 2019). The lack of trust in the fairness of enforcement might lead to greater occurrences of non-compliance, as drivers may assume they can act with impunity (Nayamai, 2023). Corruption within traffic police contributes to broader institutional distrust. Traffic rule breaking may be justified in the thoughts of drivers as a form of resistance against perceived injustice, as a result of their perception that the system is fundamentally corrupt (Sahin, 2014). When breaking the law becomes commonplace, drivers could start to view breaking the law as more acceptable than following it (Jackson, et al., 2012).

Numerous studies have demonstrated that it becomes difficult to comply with the law when law enforcement officials engage in a high level of corruption (Jackson, et al., 2014, Tenkebe, 2009). In light of this, those who have personally or indirectly encountered police corruption may refuse to assist with legal authorities. Tenkebe (2009) used survey data from 374 Accra, Ghanaian individuals, and found no evidence that police corruption experiences affected people's

inclinations to cooperate with the police. Tankebe (2010), on the other hand, connected the public's perception about corruption of police in Ghana to the notion that the force is unfair, incompetent, and unreliable. However, Bradford et al. (2014a) in South Africa found a connection between the public's perception of police corruption and its link with illegitimacy of police institution. Similarly, Akinlabi (2018) in Nigeria found that public felt obligation to obey the legal authorities as well as their moral alignment with legal authorities were not influenced by authorities' unlawfulness. Similar results from Boateng's (2018) cross-national investigation of the connection between institutional corruption and lack of trust in police. Nivette and Akoensi (2019) conducted research in Ghana using factorial survey design based data and he found the public who were confronted with police corruption reported their dissatisfaction with police. Similarly, Desmond *et al.* (2016) while conducting study in the United States on Milwaukee residents analyzed emergency calls to the police department found that the exposure through media about misconduct by police reduced residents' likelihood to report crimes to police. The studies revealed that when public perceive that the police is corrupt their compliance with laws and cooperation with police minimized.

What, then, is the extent of police corruption in Pakistan especially in traffic domain? Is traffic police corruption linked to low compliance with traffic laws among drivers? The current study aimed to address the link between drivers' perceptions of traffic police corruption and their self-reported compliance with traffic laws. The present study tests the hypothesis:

Hypothesis: The more drivers experience police corruption, the less willing they will be to comply with traffic laws.

3. Methodology

3.1 Data

A cross-sectional survey was employed to measure key concepts. Data of the present study came from a survey conducted in Lahore i.e. the capital of the Punjab Province in Pakistan. The sample size (400 driver respondents) was calculated through Taro Yemmi's formula for calculation of sample size. The drivers were selected through simple random sampling (using sampling with replacement method) from the data of drivers that was got from traffic police department. Expectedly, 95 per cent of driver respondents were male. This is based on the fact that driving is entrusted to male in societies like Pakistan which has long history of patriarchal cultural practices in which women are not encouraged for driving.

The survey was written in English and then translated into Urdu that is the National language of Pakistan. Urdu is spoken in educational institutions and public and private offices whereas Punjabi language is spoken informally. In case of educated respondents the questionnaire was handed over to the respondent while in case of uneducated, the researcher self-administered the questionnaire in the native language. Socio-demographic characteristics of interviewees are described in Table 1.

3.2 Measures

3.1 Compliance with Traffic Laws

Compliance with traffic laws (outcome variable) a self-reported compliance by the drivers was measured through four items on five point scale ranging from very often-1 to never-5. The first item was “Do you violate red light when you are in hurry? The second item asked “Do you violate speed limit? The third item asked, “Do you drive without fastening seat belt / helmet? The fourth item asked “Do you use mobile phone while driving? However, the higher score on the scale means less violation of traffic rules and high compliance with traffic laws. The value of Cronbach’s Alpha (75.6) shows that the scale is reliable.

3.2 Experience of Traffic Police Corruption

Experience of traffic police corruption (an independent variable) was measured through three items on five-point scale ranging from never-1 to very often-5. The first item was “Have you ever paid money to a police officer to overlook your unlawful behavior? The second item asked “Have you ever witnessed somebody paid money to a police officer to overlook his unlawful behavior? The third item asked, “Have you ever made use of somebody related to a police officer to prevent from challan? However, the higher score on the scale means high level of corruption among traffic police. The value of Cronbach’s Alpha (80.6) shows that the scale is reliable.

Table No 1: Socio-demographic characteristics of Driver respondents

Variables	Frequency	Percentage	Variables	Frequency	Percentage
Age of the Respondent			Driving Training		
18-30	250	62.5	Informal	323	80.8
30-45	112	28.0	Formal	77	19.3
45 and above	38	9.5	Driving Experience		
Gender			less than 1 year	19	4.8
Male	381	95.3	1-2 years	69	17.3
Female	19	4.8	2-4 years	89	22.3
Marital Status			4-6 years	112	28.0
Unmarried	209	52.3	more than 6 years	111	27.8
Married	178	44.5	Hours of Daily Driving		
divorced/widow/separated	13	3.3	less than 1 hour	48	12.0

Level of Education					
				95	23.8
			1-2 hours		
Secondary and below	150	37.5		101	25.3
			2-4 hours		
Intermediate & Undergraduate level	146	36.5		65	16.3
			4-6 hours		
Post graduate and above/ Professional degree	104	26.0		91	22.8
			more than 6 hours		

The socio-demographic characteristics of the driver respondents for the current sample are presented in Table 1. The majority of the research participants were male (95.3%), as far as the age of the respondents was concerned, 62.5% were between 18 and 30, 28.0% were between 30 and 45 years, 9.5% belonged to age category of 45 and above 60. In response to marital status of the respondents 52.3% respondents were unmarried 44.5% were married and 3.3% were divorced/widowed/separated. A total of 37.5% of the respondents were at the education level of secondary level or less, whereas 36.5% of the respondents were either intermediate or graduate level of education, the remaining 26.0% of the driver respondents had post graduate and above/professional degree. 80.8% of the drivers learned how to drive informally whereas 19.3% of the drivers got formal training to drive vehicle. As per driving experience, 22.1% of the drivers had driving experience 2 years or less, whereas 52.8% had driving experience between 2 and 6 years, the remaining 27.8% had more than 6 years' experience of driving. With regard to daily driving 35.8% drove vehicle up to 2 hours or less, 41.6% drove vehicle between 2 and 6 hours however, the remaining 22.8% of the driver respondents drove vehicle more than 6 hours.

3.3 Statistical analysis

SPSS 22.0 version was used to analyze the data. Simple Regression was used to assess the relationship between independent (experience of traffic police corruption) variable and dependent (self-reported compliance with traffic laws) variable. Moreover, multiple regression analysis was done by including socio-demographic and some control variables to assess the fitness of the model.

4. Results

4.1 Drivers' Response on Compliance with Traffic Laws Scale

Table 2 presents the drivers self-reported compliance with traffic laws. In response to the traffic violation with regard to speed limit, 29.5% of the drivers stated that they never violated the speed limit. Whereas, 49.0% of driver respondent responded that they rarely violated speed limit. However, collectively their contribution is 78.5%. This shows that the majority of the drivers do not violate the traffic offense of speed limit. However, 18.3% drivers reported that they violated

the speed limit sometimes. Pertaining to the violation of red light majority 44.5% drivers responded that they rarely violated the red light and 37.8% drivers opined that they never violated the red lights. While, the respondents (15 per cent) stated that they violated red lights sometimes. Similarly, in relation to the violation of seat belt and helmet 32.3% of the drivers said they never violated this rule and 41.5% of the drivers stated they rarely violated this rule. However, 16.8% of the drivers reported to violate the wearing of speed belt rule sometimes. Meanwhile, 8.8% stated as to violate this rule often. As far as traffic offense of using mobile phone while driving is concerned, 48.5% drivers rarely used mobile phone while driving while 27.5% never used mobile phone during driving on the roads. However, drivers (21.8 per cent) stated that they sometimes broke the traffic rule of not using mobile phone while driving. Hence, the findings of the Table 2 revealed that majority of the drivers did not violate the traffic laws which implied that majority of the drivers abide by the traffic rules all the time.

Table2. Drivers’ Self-reported Compliance with Traffic Laws

Items	Very often	Often	Sometimes	Rarely	Never	Total
You violate speed limit while driving	2(.5%)	11 (2.8%)	73(18.3%)	196(49.0%)	118(29.5%)	400(100%)
You crossed a red light when you are in a hurry	2(.5%)	9(2.3%)	60(15.0%)	178(44.5%)	151(37.8%)	400(100%)
You drive without fastening seat belt/helmet	3(.8%)	35(8.8%)	67(16.8%)	166(41.5%)	129(32.3%)	400(100%)
You use mobile phone while driving vehicle	0(00%)	9(2.3%)	87(21.8%)	194(48.5%)	110(27.5%)	400(100%)

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concerned, 48.5% drivers rarely used mobile phone while driving while 27.5% never used mobile phone during driving on the roads. However, drivers (21.8 per cent) stated that they sometimes broke the traffic rule of not using mobile phone while driving. Hence, the findings of the Table 2 revealed that majority of the drivers did not violate the traffic laws which implied that majority of the drivers abide by the traffic rules all the time.

4.2 Drivers’ Response on Traffic Police Corruption Scale

Table 3 demonstrates drivers’ personal or vicarious experiences of corruption. Strikingly, in response to the question of having paid money to a police officer very often or often to overlook their unlawful behavior, some (10.7%) of the respondents reported to have paid the money as a corruption. While 12.3% paid money to overlook unlawful behavior sometimes. However, 35.5% and 41.5% of the drivers rarely and never paid money respectively to traffic police officer to overlook their unlawful behavior. The respondents (29.1%) stated that they witnessed somebody paying money to a police officer. Whereas, the majority of drivers reported either rarely (29.3%) or never (24.3%) witnessing the same behavior ‘sometimes’ (17.5%). Strikingly, majority of the drivers reported for either rarely (26.8%) or never (37.5%) using somebody to influence traffic police officer in order to avoid challan. While a minority (19.3%) had used somebody to influence traffic police officer either very often or often to avoid challan or overlooking unlawful behavior.

Table3. Drivers’ Experience of Traffic Police Corruption

	Never	Rarely	Sometimes	Often	Very often	Total
Have you ever paid money to a police officer to overlook your unlawful behavior?	166 (41.5%)	142(35.5%)	49(12.3%)	29(7.2%)	14(3.5%)	400(100%)
Have you ever witnessed somebody paid money to a police officer to overlook his unlawful behavior?	97(24.3%)	117(29.3%)	70(17.5%)	55(13.8%)	61(15.3%)	400(100%)
Have you ever made use of somebody related to a police officer to prevent from challan?	150(37.5%)	107(26.8%)	66(16.5%)	60(15.0%)	17(4.3%)	400(100%)

4.3 Simple Regression Analysis

Simple regression analysis was used to investigate the impact of independent variable on the dependent variable i.e. compliance with traffic laws. Table 4 indicates the results of simple linear regression analysis between independent variable i.e. experience of police corruption and dependent variable i.e. compliance with traffic laws:

Table No 4: Impact of Independent Variables on Dependent Variable

Variable	R	R ²	F	B	T	P-value
Police corruption	.208***	4.3***	18.02***	-.137	-4.245	0.000

4.4 Police Corruption as Predictor of Compliance with Traffic Laws

Results of simple linear regression analysis between traffic police corruption and compliance with traffic laws shows a correlation coefficient of .208 which is highly significant at 99% confidence interval. However, experience of traffic police corruption explained 6.3% of variance in the compliance of traffic laws and F-Value indicate the fitness of the model of regression. However, Beta value (-.137) indicate the inverse significant relationship between police corruption and compliance with traffic laws. Beta values indicated that one unit of increase in the traffic police corruption decreases about -.137 units of compliance with traffic laws which is also significant at 99% confidence interval (CI). It is implied from the above finding that when drivers experience police corruption, they are less likely to obey the traffic laws.

4.5 Multiple Regression Analysis

Table No 5: Predicting Compliance with Traffic Laws

Variable	B	t	P-value	Variable	B	t	P-value
Age	.034	.532	.595	Driving Training	.063	1.324	.186
Gender	.161	3.379	.001	Driving Experience	.044	.827	.409
Marital Status	-.001	-.023	.981	Hours of Daily Driving	.229	4.095	.000
Education	.175	3.659	.000	Police Corruption	-.176	-3.623	.000
R	.39***						
R²	.15***						
F	8.90***						
P-value	0.000						

Multiple regression analyses was undertaken to address the aims of this study. Table 5 presents the results for a multiple regression analysis showing predictors of compliance with traffic

laws. Multiple regression analysis was conducted including four demographic variables (age, gender, marital status, education), and three control variables (driving training, driving experience and daily hours of driving) along with including one independent Variable i.e. experience of traffic police corruption.

Table 5 presents multiple regression analysis including seven demographic/control variables along with one independent variable to assess their impact on drivers' self-reported compliance with traffic laws.

In the model, individually, four variables including gender ($\beta = .161$; $p < .005$), education ($\beta = .175$; $p < .001$), daily hours of driving ($\beta = .229$; $p < .001$), and traffic police corruption experience ($\beta = -.176$; $p < .001$) were significant predictors of drivers' self-reported voluntary compliance with the traffic laws. These results indicate that those who are female were more likely to abide by the traffic laws as compared to single in Pakistan. Similarly, the drivers who have higher level of education abide by the traffic laws more. Importantly, the drivers who spent more hours for driving on the roads of Lahore on daily basis, there is highly likely that they would comply with traffic laws. However, the result of multiple regression analysis revealed the inverse relationship between drivers' personal or vicarious experiences of traffic police corruption and their compliance with traffic laws which means that compliance with traffic laws decreases with the increase in corruption practices among the traffic police personnel. Overall, this model remained significant and a correlation coefficient of .39 is highly significant at 99% confidence interval. However, variance explained by the first model is 15 per cent and 85 per cent variance is unexplained which may be the result of some other important variables.

4.6 Discussion

In the present article the findings from a survey regarding drivers' personal or vicarious experiences of traffic police corruption and their self-reported compliance with traffic laws have been presented. The results of the present study proved the study hypothesis that the personal as well as vicarious experiences of traffic police corruption has decreased the drivers' likelihood to comply with traffic laws. With regard to socio-demographic as well as control variables, it was found that the female drivers complied with traffic laws more as compared to male. This result appeals that women are more conscious and do responsible driving as compared to men. Expectedly, level of education also predicted the compliance with traffic laws. It means that the drivers who were well educated reported less violation to the traffic laws. This result is also logical that education and awareness makes a person more responsible even with regard to his driving behavior.

Interestingly, daily hours of driving were also significantly predicted compliance with traffic laws which means that the drivers who drive more hours on daily basis they care for the rules more and has become habitual in abiding by the traffic rules. The possible reason behind this a driver cannot afford violations to traffic laws because he has to face repercussions for violating the traffic laws. For instance, Challan on daily basis, the frequent stoppage at different spots, even

the banning of vehicle and referred to police station and pursuing court for handing over of vehicle is problematic and unaffordable economically for a driver. Therefore, the drivers who drive more hours on the roads of Lahore city are more concerned to their compliance with traffic laws.

Importantly based on study hypothesis it was found that police corruption was also strongly linked to drivers' decreased compliance with traffic laws in Lahore. It means that when the drivers experience more corruption they are less likely to comply with traffic rules. This result in line with the prior researchers conducted by Nivette and Akoensi (2019), Akinlabi (2018), Bradford, (2014); Jackson, et al., (2014) and Tenkebe, (2010 & 2009), where they found that when people find police to be corrupt and inefficient, there is less likely that the public will adhere to rules and regulations and even cooperation with police minimized.

It is very pertinent to mention that the drivers' comparatively low level corruption instances describe the main difference between general police (Thana Police) and traffic police. As far as general police of Lahore is concerned, they are very corrupt, inefficient and have lack of ability to control crimes (Jackson, et al., 2014). To the contrary the traffic police is different because of multiple reasons. The first reason is that when the traffic wardens were recruited they were offered handsome salaries. The second reason behind this was the higher level of education of the traffic wardens. The third possible reason is higher exposure and training to safeguard the public and even ethical education during training. Most importantly, having less influence, less power jurisdiction, and even low space for misusing the power as compared to general police is also factor in this regard. Last, but not the least is using of modern technology for instance ticketing system and installation of Surveillance Cameras on the roads also reason behind less corruption among traffic police in Lahore.

5. Conclusion

This article examined drivers' personal and vicarious experiences of corruption and its impact on their compliance with traffic laws. The results of the study reveal that although drivers' corruption experiences are less in capital city of Punjab province still it affects their compliance with traffic laws. Moreover, from the results of the present study it is also evident that female drivers as compared to male drivers, well-educated drivers as compared to less educated, and drivers who drive more hours on daily basis on the roads of Lahore are more likely to abide by the traffic laws. Most importantly, traffic police corruption was inversely related to compliance with traffic laws which means corrupt practices discourage compliance with traffic laws among drivers. Finally, the corruption instances are less in traffic police department due to several reasons, i.e. good level of education, proper training, ethical considerations regarding life-saving, low space for misuse of power, and because of utilizing modern technology on road for surveillance purposes.

5.1 Limitations

First, we measured self-reported compliance with traffic laws, that may have been impacted by "social desirability bias" that is the tendency of the respondents whereby they instead of sharing true experiences present themselves in positive light (Nederhof, 1985). Therefore, it

becomes very important that there must be use of innovative methods such as (e.g. video recording of such encounters) to go beyond self-reported information and capture the real time drivers' compliant behavior with regard to traffic laws.

Second, drivers were asked to report their personal experience of corruption as well as vicarious experiences. It is likely that the drivers less likely to details corruption instances because of maintaining personal decorum. Moreover, there was possibility that the vicarious experiences of corruption reported by the drivers may not be factual. it was possible that reports of vicarious experiences of corruption might not be factual.

5.2 Recommendations

The results of the present study have important implications for future policies in traffic police department. Following measures must be taken by traffic police department to counter corruption:

- Traffic police officers must be trained in a way that they could develop professional attitude by giving them exposure to their duties, citizen's rights modern ways of dealing with public.
- Traffic police officers must be given ethical education and exposure to negative implications of their corrupt practices in society.
- Public must be given awareness regarding evils of corruption through awareness campaigns and developed such a system that through their complaints, the officers must be held accountable.
- Effective monitoring system must be launched for instance the safe city cameras to counter corruption practices and to control traffic violations.
- The police officers who are involved in corruption must be punished severely.
- The duty of traffic police on roads is hectic therefore, department should give some extra incentives along with good salaries in order to discourage corruption among traffic police officers. As according to Baaz and Olsson (2011) who suggest that fighting corruption requires more than a good salary.

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