

Research Article

**Analyzing the Position of the Police and Economic Prosperity in the Situational Prevention of Traffic Crimes**

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**Abstract**

**Background and Purpose:** The shocking statistics of fatalities in traffic accidents in less developed countries than in developed ones send the message that; Crime rates in this area are affected by economic prosperity. On the other hand, the staggering costs of these casualties make prevention the best solution. But prevention at which the equilibrium is observed can be situational prevention.

**Methodology:** The present study suggests that; Using library resources and in the form of description and analysis; Examine the relationship between police powers, economic prosperity, and traffic crime prevention, in addition to the pathology of existing laws. This is qualitative research.

**Findings:** Due to the nature of risk factors in the occurrence of traffic crimes (roads, transport fleet, vehicle, and transportation, etc.), the realization of situational prevention in this area depends on resources and economic prosperity. Apart from the current pivotal role of the police in the field of traffic crime prevention (offense, misdemeanor, criminal), it seems that we will see more success in this area by granting the appropriate legal authority and financial resources to this force.

**Discussion and conclusion:** The economy and its prosperity is a tool in the service of preventing traffic crimes and their consequences, and sometimes it becomes a goal in itself.

**Keywords:** *Police, economics, situational prevention, traffic crimes.*

**Introduction**

Criminology is broadly divided into theoretical and applied criminology. Since the emergence of the leading figure of the Enrico Free School of Research, this current thought that there is no need to justify crime prevention has intensified. To the extent that with the design of the "famous sentence, prevention is better than repression", prevention and its validity were taken for granted. But the question is; basically, is prevention possible? If yes, what are the theoretical foundations of this possibility?

In response, it should be said that; However, recourse to prevention is not acceptable to all criminological theories, but existing practical data promise this. Regarding the second question, reliance on the following two principles can be considered as a theoretical basis for the possibility of prevention: Principle 1: The perpetrator's personality can change in interaction with an external environment (education, upbringing, etc.). Principle 2: Situational conditions are also changeable and human decisions can be a function of these situations. In recent years, we have seen that economics

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has permeated all aspects of human life and has become a measure of the usefulness of actions and reactions. The field of criminology and crime prevention is no exception to this rule<sup>5</sup>.

One of these unintentional crimes is traffic crimes (misconduct, misdemeanor, and crime), which has received a great deal of attention due to its thought-provoking human casualties and the financial costs of casualties (economic perspective)<sup>6</sup>. Efforts to control the rate of these casualties are increasing day by day, especially through prevention. Of course, based on the same economic principles and theories, these preventive efforts and measures are justified as long as the benefits outweigh the costs incurred and we have an economic equilibrium point (the criterion, in terms of both benefits and disadvantages, is economic).

Situational prevention is one of the types of preventive methods that, by hardening the target, increasing the cost and risk of committing a crime, while changing the existing situation, but the perpetrator in an economic transaction and due to the high risk and harm of committing, it discourages him. Technical prevention, enactment of laws and restrictions, empowerment of the police and activists; All can be situational prevention methods. Due to the nature of risk factors in the occurrence of traffic crimes (roads, transport fleet, vehicle, and transportation, etc.), the realization of situational prevention in this difficult area depends on resources and economic prosperity. On the other hand, we know that prevention is often a matter for the police, and their actions and reactions. That is, we can say that; the police can be successful in preventing a traffic crime situation if they: 1- Adequate financial resources (which will result from economic prosperity) 2- Have practical legal powers.

## Background

Varvaei and Fattahi (2016) conducted a study on the status of situation prevention in the Law on Investigation of Traffic Violations approved in 2010 to review the legislator's actions in applying situation prevention measures and in its research, situational prevention in the new law on investigating traffic violations based on the Cornish and Clark model in 5 axes, including reducing the benefits of committing a crime, reducing the incitement of offenders, increasing the risk of committing a crime, eliminating effort and increasing effort. They decided to investigate and as a result, they considered the prevention of the situation acceptable and useful, however, they have considered the legislator's actions in the field of non-criminal prevention as weak and have offered theories about the cooperation of different agencies in this regard. Behnoud (2017) examined the estimated cost reduction of operational capacity due to traffic injuries in Iran. He classified and determined their percentages. Sharifi and Fath Elahi (2015) conducted a study on the study of effective methods of crime prevention in the field of traffic offenses (violations) and believe that; Developed countries deal with traffic offenses through social prevention by creating a culture of the people of their country and criminal prevention does not provide an acceptable result, As a result, they have sought to create a culture of non-imposition of criminal and coercive punishments and, in general, to expand social prevention measures in this regard.

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<sup>5</sup>According to the theory of economic benefit, all actions, even the pursuit of people's rights and grievances by the criminal justice system are viewed from an economic perspective, and will be able to be pursued if there is an economic justification.

<sup>6</sup>Due to the existence of different methods of cost estimation, we see different statistics of costs and socio-economic losses in this area. But what matters is that everyone is shocking. For example: According to statistics (year 92), daily economic losses of 32 billion tomans are imposed on the country's economy due to accidents. In its latest report (1992) on road accidents, the Parliamentary Research Center estimates that the economic and social costs of traffic accidents are about 8% of GDP. The cost in 2011 was about 51 thousand and 910 billion tomans. Zahed, Fatemeh and Rezaei Arjroudi, Abdolreza (2006). Estimating the External Cost of the Road Sector of the Country on the Social Environment (with Emphasis on Road Accidents), Journal of Environmental Science and Technology, Tehran: Volume 8, Number 3 and <http://alef.ir/vdcbag58rhw9p.uiur.html?280941>.

## Theoretical Foundations

### Types of Prevention (Traffic Crimes)

In a general division, crime prevention can be divided into pre-criminal prevention (pre-trial, pre-crime, primary, secondary, etc.) and post-criminal prevention (After the crime, prevention of recurrence of crime, general and criminal, third party, etc.).

Regarding the present research, it can be said: Pre-crime prevention is the first prevention before we witness any traffic crime. Of course, this type of prevention may in some cases be the gateway after the crime. This is where the second prevention can be mentioned; arguing that these violations were grounds for crime and in a way, the risk of committing traffic crimes (misdemeanors and crimes) is increasing, and by controlling these conditions and the associated risk, we seek to prevent the bloody crimes that result from it, that is, fatal accidents (misdemeanors and crimes). However, this is a post-criminal and third-party prevention of the offenses themselves, because our entry has been for a criminal offense.

In the occurrence of traffic crimes from one perspective, transcendental agents and actors play the following role which can be referred to as crime opportunities or at least providers of opportunity to commit a crime, or facilitate the occurrence of these opportunities (as the focus of situational prevention):

Human factor (drivers, police, passengers, pedestrians, managers, and officials: production, import, and export of cars, as well as the field of construction and equipment of infrastructure) -Vehicles (vehicles) -Infrastructure (roads, etc.) -Progressive law and proportionate police powers. Therefore, to achieve crime prevention (especially "situational prevention" in this area, it is necessary to pay attention to the above-mentioned matters.

### The Concept of Traffic Crime and its Types

Traffic crimes are Any behavior (act or omission) in the field of traffic and transportation, for which the law has prescribed a penalty. These crimes can occur in any of the areas: road, rail, air, sea, and even outside the Earth's atmosphere. With the help of the division of crimes in the former Islamic Penal Code, the author divides traffic crimes into three groups: crime, misdemeanor, and violation. In the meantime, criminal offenses are presumed to be traffic accidents that lead to death. Consequences of misdemeanor offenses are also considered to be fewer bodily injuries than death, which sometimes lead to "more serious injuries than death and severe disabilities." Violations are in fact violations of the subject of the Traffic Violations Investigation Law (2010) and the Traffic Regulations (Cabinet Approval, 2005). These violations in themselves are mere "violations of the law and sometimes" result in material damages. But since guilt (carelessness, negligence, disregard for government systems, etc.)<sup>7</sup> are considered and often "the background to the occurrence of criminal offenses and

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<sup>7</sup>According to Article 145 of the Penal Code adopted in 2013, the realization of unintentional crimes is subject to the guilt of the perpetrator. According to this text, and the text of Article 144 of the same law regarding the moral element of intentional crimes, it can be said that the spiritual element of unintentional crimes is the same guilt. On the other hand, according to the commentary of Article 145, negligence, including recklessness, is negligence, negligence, incompetence, non-observance of government systems, and the like are examples of carelessness and negligence. Therefore, it can be concluded and claimed that in fact, the spiritual element of traffic crimes (misdemeanors and crimes) is to commit violations that are the subject of the mentioned laws and regulations.

misdemeanors; And in a way that committing a crime and misdemeanor is almost "impossible" without prior guilt (offenses), they are of special importance.

In this research, traffic crimes include misdemeanors and road crimes; but given the importance described, "Definitely offenses will be covered by themselves."

### **Methodology**

The present study aims to use library resources in the form of description and analysis; examine the relationship between police powers, economic prosperity, and traffic crime prevention, in addition to the pathology of existing laws. This is qualitative research.

### **Research Questions**

The present study seeks to answer the following questions:

1. How does economic prosperity affect traffic crime rates by influencing them?
2. How can the police succeed in preventing a situation of traffic crimes by using economic prosperity and legal powers?

### **Economics and Crime**

In addition to economic crime and economic criminal law as one of the branches of criminal law; With the Gary Becker Nobel Prize for his influential work in 1968, a new field of study called the economics of crime - a subset of legal economics - emerged, which is itself a trend in legal economics. In this view put forward by economists; Criminal activities are seen as a kind of economic activity. Criminals, like economic actors, are individuals who weigh the benefits and costs of their behavior in their criminal activities. On the other hand, according to this view, in dealing with criminal behaviors, the benefits and costs of social reaction should be weighed, and if the benefits of reaction (including prevention, control, and confrontation) outweigh the costs, it should be enforced. The economics of crime seeks ways to simultaneously maximize the effectiveness of these measures and impose the least costs on society. To achieve this, it seeks to strike a balance between the costs of crime control, the benefits of crime control, and the benefits of crime for offenders.

According to Harold Venter, author of *The Economics of Crime*, there are three basic concepts in the economic view of crime: **First**, because a crime-free society needs costly resources to prevent crime, the optimal amount of crime is probably socially beneficial **second**, economists generally do not view crime as a phenomenon without which the world would be better off. **Third**, it is not technically possible to eliminate all crimes, and more importantly, it is not desirable because of the substantial cost of resources for crime prevention.

Economists often assume that criminals are rational people, in the sense that they measure the costs and benefits of their behavior. Therefore, they can prevent crime by preventive policies (often "preventing a situation that strengthens the target of crime, and increases the risk of arrest for committing a crime) that change the likelihood of arrest and conviction and determine the severity of

punishment." Of course, by examining the types of divisions of criminals, we will find that; there are always only a certain number of criminals who think about the outcome of the crime before committing the crime and commit the crime by calculating the profits and losses according to a previous plan (often "criminals with habit and professionalism")<sup>8</sup>.

it should be noted that; Lack of economic prosperity and poverty through a series of sub-branches and Related components (unemployment and employment, income, purchasing power, number of family members, social deprivation, drug addiction, etc.) affect crime rates. At the end of this section it is necessary to remind again that; Expenditures on crime prevention, especially social prevention and growth-oriented, are a high-yield, profitable investment, and business for criminologists and even economists. What is more, in the discussion of situational prevention, and especially in the case of traffic crimes, because the realization of the matter depends on components such as the development of infrastructure (roads and transport fleet, etc.), provision of technical prevention technologies; This, directly and indirectly, reduces criminological costs and losses, With the development of infrastructure, the creation of work and production cycles in the field of technology and the increase of resources resulting from fines will generate income and economic prosperity of society.

### **Economic Prosperity, Police and Situational Prevention of Traffic Crimes**

Situational prevention focuses on specific forms of crime and disorder and analyzes the structure of opportunities that increase the occurrence of these crimes and disorders. This approach makes changes in the design and management of places so that crime can be prevented at a lower economic and social cost (crime economy and equilibrium).

In the field of traffic crimes, since these crimes are generally "unintentional", it can be said that; Physical, environmental, and situational factors (as the focus of situational prevention), either directly or indirectly; By influencing risk factors (humans, roads, and vehicles) they have a greater criminological effect than individual factors and by intervening and eliminating these things, we will achieve better prevention,<sup>9</sup> Therefore, preventing the situation by using economic resources and relying on the powers of the traffic police in this area while eliminating the field, The situation and opportunity to commit such crimes, even in cases where the occurrence of the crime was accompanied by a previous decision and intent to commit a crime or even a misdemeanor; It increases the cost of committing a crime and discourages the individual by influencing this decision.

Since the implementation of situational prevention, including in the case of traffic offenses, is highly dependent on the authority of the police and economic resources, The direct and indirect causes of many of these crimes can be traced to the weakness of the police in preventing interventions<sup>10</sup>.

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<sup>8</sup>In criminology, there are different divisions of criminals from different perspectives, but one example is Siri, which was started by Lombroso, the founder of scientific criminology, and completed by Frey and Garofalo. Enrico Frei (1929-1856), Italy; in general criminology, criminals are divided into five categories: insane, congenital, habitual, accidental, and emotional. Garofalo also considers criminals to be divisible according to the two components of dangerous state and adaptability capacity.

<sup>9</sup>Crime prevention through environmental design seeks to prevent, displace, make unnecessary, or impossible crime by remodeling the principled structure of the physical scene in which crime occurs. . Rahmat, Mohammad Reza (2011). Crime prevention through architecture and urban planning, Tehran: Mizan Publications, second edition: 111.

<sup>10</sup> Equivalent to Note 3 of Article 14 and Article 15 of the Code of Civil Procedure, 2010; Rahvar police can exercise their authority through direct membership in the traffic council and also announcing the impact and fault of the infrastructure in accidents (causing the authorities such as the municipality and the Ministry of Roads to pay damages) and directly and indirectly in the field of prevention. Be active (although these powers are limited and insufficient). It should be noted that according to Articles 211 and 212 of the Traffic Guidelines, approved by the Cabinet in 2005; any executive operations, traffic and possibly traffic jams must be coordinated with the traffic police.

For example, the annual Arbæen ceremony and the return of pilgrims from travel to Iraq. A huge wave of people in the border city of Mehran are waiting for hours for a car to transport them to other cities. Hundreds of buses, minibusses, private cars, and empty taxis refuse to pick up passengers to increase fares illegally. When people came, Rahvar police and police officers explicitly stated that they did not have the authority to force cars to pick up passengers. As a result, empty vehicles block city traffic, create traffic and accident crimes, and people continue to wander in the cold.

### **Economic Prosperity, Police and Technical Prevention of Traffic Crimes**

Today, technology has found its way into all aspects of human life. In the field of situational prevention, we also see the development of technical or technological prevention. In situational prevention, humans and technology (preventive technology) can be active agents.

Empowering traffic police to supply, equip, and use these tools provides some ways to prevent:

- With prevention policies and the use of technical tools, we can much better improve the level of police control and monitoring of the people. And in the case of Jeremy Bentham's accountant, the scales are heavier than the scales of interest, and by increasing the cost of committing offenses (increasing the likelihood of fines, suspension, seizure, etc.) and consequently misdemeanor and criminal offenses; To discourage the person as an influential human factor in these crimes (Bakhtiari et al., 2014, 12).
- Use of intelligent hardware and software systems to control, monitor, record violations, statistics, and data analysis for a variety of scheduling, including Implementing theories arising from the criminology of the transition from thought to action (Najafi Aberandabadi, Hashem Beigi, 2014, 422).

Theories such as - Proper control and supervision of general and specific groups (theory of statistical justice) -Denial of any tolerance with offenders (the theory of denial of zero tolerance) -Dealing with any irregularities (broken window theory) these policies can be implemented using better technical prevention tools.

The use of these tools in comparison with human resources leads to a more justice-oriented approach to the public and prevents discrimination; and while announcing the message of confrontation and punishment for everyone, especially risk-averse and law-abiding drivers, it will also encourage law-abiding drivers to continue law-abiding).

- Controlling the level of safety of vehicles and their possible technical defects during production, sales, supply, import, export, and use.
- Another example of the application of technical prevention can be equipping vehicles with safety parts and tools and neutralizing the risk of vehicles in normal and critical situations (accidents). for example New generation of ABS brakes and more advanced, Smart seat belts, Types of airbags, Types of alarms for the driver and ... Types of warning and warning lights, Speed belts, and speedometers that can intelligently determine the speed limit depending on road conditions, weather, driver skills, etc. and do not easily allow it to be exceeded. The new generation of cold and heat and pressure-resistant tires, wipers, and all kinds of wheel chains. Intelligent systems capable of detecting driver drowsiness and fatigue, etc. are all examples of this equipment.

- Manufacture and supply intelligent vehicles capable of detecting and neutralizing hazards (Using this technology for driverless cars, along with building smart roads, allow you to easily identify the types of hazards available on snow, ice, mountain roads, etc.).
- Utilize intelligent traffic hardware and software to create related databases, and help execute transit plans<sup>11</sup>. For example:
- Database of delinquent drivers and their negative scores. A comprehensive database of accidents and registration and access to accident information such as Time, place, quality, type of vehicle, amount of human and financial losses for proper analysis and planning (Use of these technologies, both directly and indirectly, in providing statistical databases and data analysis; and it is of preventive importance by helping to provide efficient traffic plans. Because by increasing predictability, instant decision-making power, and reducing the time spent on the scene in traffic affairs, it has greatly contributed to reducing deaths and costs and will prevent the waste of public time as the largest asset, in heavy traffic inside and outside the city). Apply traffic restrictions for vehicles with special license plates (even and odd design) Costing access to certain streets and roads (selling park cards and paying tolls) One-way or ban on entering some roads and streets at certain hours and peak traffic (For example, banning private cars from entering some streets or making the Chalous axis one-way during the holidays) and...

In addition to the examples mentioned during the discussions, below are some of these technological tools that have a more controlling and supervisory approach. For example:

Use of intelligent traffic lights that change color by estimating the amount of traffic load. - Use of smart cameras to detect the longitudinal and transverse distance of vehicles from each other and also the movement between the lines to record and fine these violations, and to prevent accidents caused by this violation. - Using a variety of CCTV and open circuit cameras - Using a variety of trackers, GPS and GPS, to know the location and speed of vehicles, especially in public and transit vehicles- Using a variety of speed cameras- Use of aircraft black box-like technology in vehicles (at least in public and freight vehicles) to record driver actions and actions - Preparation and use of passenger and extra load detection cameras, as well as unusual use of the vehicle (freight instead of passenger and vice versa) - Using cameras with the ability to record speed and violation in the dark of night - Use of pedestrian detection and violation cameras along<sup>12</sup> with the use of iris recognition<sup>13</sup> technology and full databases<sup>14</sup>

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<sup>11</sup>Types of monitoring, closed and closed circuit binoculars, traffic counters, statistical analysis software, etc. can help the police in the field of control, monitoring, planning and timely presence on the scene. What is more, the information obtained in this way can be very helpful in other pillars of governance, management and macro-political, security, social, cultural, educational, etc. decisions. It is also very important in the realm of crime and crime detection and arrest. According to the note of Article 24 of the Code of Civil Procedure, 2010, the maintenance of these devices is the responsibility of the municipalities and the Ministry of Roads and Transportation, according to the relevant location. Articles 28 and 29 of the same law regarding the duty of the traffic police regarding the establishment of a computer base, etc. throughout the country.

<sup>12</sup> According to a report dated 12/5/2013 of Jame Jam newspaper, pedestrians account for 28% of the traffic crime death rate. A significant percentage are also blame. This statistic, along with the statistic of countless crimes committed by pedestrians, requires that the police be given the necessary authority to fine and punish them as offenders. Pursuant to Articles 1, 25 of the Law on Investigation of Traffic Violations approved in 2010 and based on code 2073 of the Criminal Code of Rahvar, it has become possible for pedestrians to issue fines of up to 50 thousand Tomans, which unfortunately for reasons such as Lack of infrastructure has not been implemented.

<sup>13</sup> We know that the iris patterns of the human eye in each person are unique. Goodarzi, Faramarz and Kiani, Mehrzad (2012). Forensic Medicine, Tehran: Samat Publications, Ninth Edition: 111-132.

<sup>14</sup> Despite a comprehensive database and identity, it also has remote iris detection technology and cameras; It is possible to control and monitor the traffic behavior of people by using cameras to detect and record violations; For example, by identifying the driver, instead of fining the car, he fined the person, and even in cases where the car escapes and the police are not present at the scene, he imposed a fine and a negative score for the driver.

- Using cameras to detect technical inspection sheets, movement between lanes, seat belt detection, etc.

### **Economic Prosperity, Police, and Increasing People's Purchasing Power in providing Safe Vehicles**

Undoubtedly, in the present study, economic prosperity directly affects the last two factors by increasing people's purchasing power. However, the first factor will also be indirectly affected.

A significant number of killed and injured in traffic accidents are directly and indirectly due to the use of unsafe and non-standard vehicles and parts<sup>15</sup>. This weakens the devices in charge of standardization and safety of products and imports. But it does not end there; In many cases, the general public prepares the device or component knowing that it is unsafe; Why!? Because of the cheaper price of these devices and parts compared to a similar standard and safe items; also, lower purchasing power (poverty) is not able to buy standard items. For example, it is seen that due to the small price difference, a person buys a car without airbags, with normal brakes (not ABS and more advanced models), or without intelligent warning systems; Or because of financial weakness has allowed himself to use freight vehicles instead of riding or vice versa; Or ride private and public cars in a double capacity.

Despite police warnings, the production of these unsafe and non-standard vehicles is increasing sharply, with the highest number of violations (offenses) and the number of fatalities and accidents (misdemeanors and criminal offenses). Of course, the ratio of the number and its use in comparison with other types of cars must also be considered.

It seems that despite the appearance of the case and the police's authority not to number these vehicles (as the only police authority in this area), the police are practically unable to exercise this authority. On the one hand, with all kinds of political, economic, media pressures; On the other hand, due to economic weakness and low public purchasing power, it faces pressure from public opinion and society and people to buy these cars. Therefore, we want to look for a suitable solution and efficient authority for the police in this regard.

Although this component was included in the scope of technical prevention, due to the importance of the issue, it was tried to be explained in a separate section.

### **Economic Prosperity, Police and Traffic Crime Prevention through Infrastructure Development**

The term infrastructure is a set of factors (tools) that facilitate the realization of an object (goal). In the field of traffic crimes and their prevention, infrastructure also includes a set of human, environmental, economic, legal, and executive factors that facilitate traffic and provide the basis for the prevention of traffic crimes; And this can cover all the research topics. However, due to the need for detailed and meticulous processing of topics, in this section, we have tried to examine only the two issues of roads and transport fleets (inner and outer city); and their impact on the subject of the article. Because these two directly and without intermediaries affect the subject of the present study and are also affected by it (economic prosperity).

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<sup>15</sup> Over the years, we have witnessed fatal accidents for imported Scania buses. In the expert examinations, the cause was announced as a defect and weakness of safety and standard (power supply system). This was while thousands of such vehicles had entered the country without any supervision and numbering.



## 1. Ways

The construction and development of roads, the creation of an integrated transportation network in this field, and its connection to the international road network are in dire need of financial resources. But at the same time, it was considered as a feature of development. Regardless of the issue of cultural exchange, roads provide the basis for the economic prosperity of societies, both nationally and internationally, by facilitating trade and industrial exchanges (using vehicles and the transit network). But in the discussion of traffic; Traffic volume, quality and speed of traffic, type of vehicle traffic, traffic volume, traffic hours, accident hotspots, and almost all characteristics of different types of traffic depending on the quantity and quality of available roads (in and out of the city). . On the other hand, it is these features that will affect the rate of traffic crimes and consequently the death rate<sup>16</sup>.

To achieve crime prevention, through the construction and development of roads - inside and outside the city as environmental factors - steps must be taken to eliminate the factors that act as crime agents in this area. At the same time, this issue has become much more specialized and interdisciplinary regarding urban axes and street killings and the need to attract the participation of experts in the field of architecture, design, urban planning, traffic, criminology, policing, highways, etc. to install and construct streets with the necessary characteristics (reinforcing the target and eliminating the opportunities for traffic crime) is essential.

We know that in addition to the above, the design of roads and alleys, architecture and urban furniture, how to place furniture and urban and suburban traffic, the correct design and location of road components and traffic such as Squares, cuts, roundabouts, etc. can all be road features that depend on a percentage of the traffic crime rate, but the following are some of the characteristics of roads (environmental factors) that seem to have the greatest impact on the rate of traffic crimes, in the form of road quality:

### 1.1. Road Quality

Certainly, the quality of the road (proper painting and marking of roads and streets, marking, marking, lighting, road shoulder, etc.) stems directly from economic prosperity. On the other hand, it is effective in preventing traffic crimes and the amount of possible human and financial losses to actors in this field; this has an impact on the economy of households and society, but what is the role of the police in this area?

With the necessary legal authority, the police can act as a watchdog and an intermediary. Because the 24-hour patrol and traffic of the police in the axes makes it easy for them to count the existing shortcomings and shortcomings of the roads and, if there is any binding power; while informing the responsible agencies, they should take steps to eliminate the existing shortcomings and weaknesses. Of course, despite the economic boom and financial resources, the devices are required by the police.

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<sup>16</sup> According to Euronews, 30 to 40 percent of Iran's roads are mountainous.

Colonel Nader Rahmani, the then head of the Raheer Naja Police Traffic Information and Control Center, considers that 49% of the accidents in 2016 were caused or caused by a car overturning.

[The role of the road and features such as: road surface, relevant quality, Asphalt and non-asphalt road, how to margin and secure the axis for the time of departure of the vehicle from the axis, embedding the shoulder and parking on the side of the road, mountainous and proximity of the road to the valley, the axis of the neck, etc. are all determining factors in overturning the car.] ([Http://www.entekhab.ir/fa/news/265391](http://www.entekhab.ir/fa/news/265391)).

Otherwise, the task is obligatory. The type of road (asphalt, highway, freeway, freeway, etc.), proper infrastructure, and pavement are some factors that can be effective in preventing crime and economic prosperity by affecting the quality of the road. Due to space constraints, some of these components are briefly mentioned below:

#### **a) Accident Hotspots<sup>17</sup>:**

There is different news about the quantity and quality of accident hotspots in the country. Recently, up to 3,000 points have been identified.

(However, apart from the identification issue, there are reports of up to 170,000 accident hotspots on the country's roads).

But it can be said;

Taking into account the side roads and highways, this statistic is higher, and this figure is usually determined and announced according to the statistics and the severity of the accidents that occur on the spot.

If we take into account the inherent characteristics of the road itself (degree of turn, slope, etc.) in addition to the condition of the mentioned points (Light - Temperature - Local weather - Traffic signs - Margin - Turning around - Passing through residential, commercial, welfare areas - Bridge - Quality and quantity of accelerators, etc.), this statistic will be much more astronomical<sup>18</sup>.

Unfortunately, even in the geometric design of the construction and construction of new suburban and inner roads, this is neglected and sometimes we see the existence of these points<sup>19</sup>. Therefore, it requires national and serious determination to be used in this direction, first to identify the residents using the appropriate model, then in the form of law, the necessary and central authority to require the responsible agencies (Ministry of Roads and Municipality) to be given to the police in correcting and removing these points. While in the construction of roads, new suburban and inner streets can be legally given the authority to comment to experts, such as traffic police, urban planning, traffic, etc. ; And determined the necessity of following his opinion for those in charge.

#### **b) Smart Ways**

This road factor in addition to environmental and climatic conditions; accounts for a significant percentage of these crimes. For example, in snowy and mountainous axes with stormy weather (snow and blizzard), or icy streets, we usually see a series of accidents with high casualties, or in desert axes with storms and desert winds for reasons such as reduced visibility. We observe the departure of vehicles from the axis and the resulting losses. So by inventing and using smart ways with integrated and modern information systems, we will be able to achieve a significant percentage of these crimes and reduce the available statistics.

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<sup>17</sup> Accident hotspots should be identified in places with accident certificates where the number of accidents can be counted and counted, and this is based on the statistics recorded in that particular place. For example, in Finland, a place with a length of 100 meters that has at least three registered accidents in the last three years is considered an accident point (Zafari, 2012: 14 and 18).

<sup>18</sup> Of course, it should be noted that, as mentioned, the occurrence of these points depends on many other factors. For example, whether the road is mountainous or desert, the road is blocked by the sea, precipice, or forests, passing through residential areas and so on. In many cases, fixing these points requires exorbitant costs, or it is not possible to fix these points, unless it changes the way completely, which also involves spending staggering costs. This is where the problem of economics and the balance between benefits and harms (costs) comes into play again.

<sup>19</sup> According to an article entitled "Leave to die on the road" published in July 2013 in the UK. Twenty-seven percent of the 38,588 deaths in 2006 in the United States were caused by crankcase accidents.

As in other areas, in the field of road construction, we see that science has acquired the technology of building intelligent roads, although it may be in the laboratory. But we will achieve the desired result by investing and working on such defined projects. Examples of these technologies can be: - Construction of intelligent roads that can adjust the temperature of the road surface (This, in addition to preventing the axis from freezing in cold weather, prevents accidents caused by this factor, In hot weather, by keeping the axle surface and car tires cool, it will prevent accidents caused by car tire bursts and casualties).

Installation of an integrated global intelligent system on the roads that give traffic operators (police, passengers, drivers, etc.) the ability to access, use and provide online information of related organizations, including meteorology, etc. (That is, the road can obtain information about how the vehicle is operating after it is placed on its surface and after data analysis, provide it in the form of announcements and warnings - vehicle status - to actors in this field such as driver, passenger, police, etc. Or, for example, be able to record the violations of each vehicle in its data center. By doing so, we will certainly be able to prevent a significant percentage of traffic crimes by influencing the actions and reactions of traffic operators and the way they make decisions.

### **c) Secure Marginalization**

Proper road construction and equipping it with: fences, pedestrian bridges, rail guards, cement blocks, all kinds of shopping facilities, rest, temporary accommodation, etc., definitely need to spend economic resources. But it should be noted that; the revenue generation of some of these facilities and measures (accommodation and welfare centers) and their impact on the development of the tourism industry will soon, in addition to offsetting the costs incurred, also lead to profitability. Paying attention to the correct marginalization of roads can be directly or indirectly effective:

Providing rest for tired and sleepy drivers (Akbari et al., 2013)<sup>20</sup>. Enabling emergency stops for vehicles (in cases such as technical defects of the vehicle, sudden physical and mental attack on the driver or passengers, etc.) and protecting them from collisions with other passing vehicles - Installation of a suitable place for passengers and their safety from the risk of vehicle collisions - Prevention of possible accidental collisions of pedestrians with pedestrians and shops in urban accidents - Preventing the transfer and development of accidents to the opposite lanes and increasing casualties - Strengthening the target of crime related to accidents with pedestrians, and preventing their deaths (We know that many accidents are caused by cars colliding with pedestrians on the side of the road. On the other hand, given that about 28% of deaths in traffic crimes are committed by pedestrians, one of the measures to protect them - as a target of crime - could be the proper marginalization of roads).

Of course, according to some available statistics, the rate of accidents in these parts of the roads is relatively higher: Points of roads that pass through workshop areas, residential areas, or even close to welfare service complexes with large crowds. Therefore, it requires full care in the marginalization of roads, the relevant legal and illegal constructions, and the construction of welfare service centers. In

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<sup>20</sup> According to the Mehr news agency on 5/20/1594, in the words of Sardar Seyyed Teymour Hosseini, the then traffic police chief of Greater Tehran: Research has shown that driver fatigue is the cause of 40% of accidents and in particular 60% of road accidents (<http://mehrnews.com/news/2889618>). In addition, the risk of fatigue-related accidents at night is 10 times. According to the United States Department of Transportation in 2000, driving with drowsiness quadruples the risk of a car accident.

this regard, it is possible to consult and obtain the opinion of road experts and observe these opinions in a legal manner.

#### **d) Road Signs**

Traffic signs, as part of traffic control equipment, play a role in securing roads and guiding drivers as well as possible. These boards in terms of geometric shape, application, and color to:

- Judging and deterrent signs
- Danger or warning signs
- News bulletin boards are divided

When we talk about the impact of the road, we mean the road with all its quantitative and qualitative features.

It should be noted that when it comes to the impact rate of the three actors (road, human, and vehicle), traffic signs, directly and indirectly, affect the impact factor of both human and road risk factors. One of the most important factors in realizing the issue of smart roads is paying attention to traffic signs. These signs are the language of the police and the road for the driver in drawing and depicting the road map and also determine the quality of his driving. Given that the provision, installation, and installation of these signs is the responsibility of the Ministry of Roads and Municipalities, the need for legal authority for the police in this area and the effort to distribute them evenly on all roads is essential.

#### **e) Light**

Improper vision is a key risk factor. According to statistics, the highest frequency of accidents is related to sunset and then night<sup>21</sup>. Irrespective of the discussion of end-of-day fatigue, the main factor in the occurrence of such events can be considered inadequate vision. Two factors can be involved in achieving this to prevent traffic crimes due to insufficient visibility:

**First:** The existence of financial resources (economic prosperity) for the proper lighting of inner and outer city passages.

**Second:** the need to pay attention to the healthy and standard lighting system of cars (types of fog lights, traffic lights, high and low light, danger, etc.). This issue can be important in three ways:

One is the benefit of cars from the lighting system. Another is to follow the necessary standards in this field (of course, it should be noted that sometimes, on the contrary, a lot of light, dazzling and non-standard of some cars that cause accidents) and finally, how to properly use the lights of drivers<sup>22</sup>.

Therefore, the police must stop vehicles during the day and night to ensure the safety of vehicle safety equipment, especially lighting, and to deal with violators in this area. Considering adequate legal enforcement guarantees in this field (fines, suspension, dispatch to a repair shop, etc.) Unfortunately,

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<sup>21</sup> Bakhtiari, Mahmoud et al. (2014). Investigating the role of human risk factors in the severity of traffic accidents on inner and outer city roads, *Journal of Safety Promotion and Injury Prevention*, Tehran: Volume 2, Number 1, Spring 2014, Pages 1 to 8.

<sup>22</sup> To see how to properly use the car lighting system. Articles 146 to 151 of the Traffic Regulations approved by the Cabinet in 2005.

based on the provisions of the Law on Investigation of Driving Violations adopted in 2010, especially Article 4, it seems that; In no case do traffic officials have the direct right to stop the vehicle unless they observe a violation<sup>23</sup>.

## **1.2. transport Fleet**

Today, with the development of trade and progress in all aspects of human life, the need for travel, the increasing movement of passengers, goods, cargo, etc. is increasing day by day so that other types of road transport fleet to Alone did not and do not meet the needs of this field. Therefore, we are witnessing the arrival of new transport fleets, including air transport, train, subway or city train (underground and air), sea transport, all types of high-speed trains and freight and passenger travel outside the city, etc., We are up to date with hardware and software technologies<sup>24</sup> (Saffarzadeh and Bagheri, 2012).

## **Progressive Law, Police, Economic Prosperity and Situational Prevention**

The law, as the third influential factor in determining the rate of traffic crimes, also determines the position of two other factors (human factors and environmental factors). There were also some hints during the discussion; To prevent a situation, the law must pay attention to all the influential components, such as the two factors of "human and environmental". Because we know that in preventing a situation, almost all the actions on the agenda are in some way in conflict with the rights of individuals and according to certain legal principles, it is not possible to limit these rights and also to impose punishment on the behavior of individuals except through legitimate law. At the same time, the idea of economic prosperity and development without law and order seems unlikely.

### **1. Law and the Human Factor**

It refers to all the human factors that are somehow involved in the issue (police, drivers, passengers, pedestrians, the real and legal personality of government officials and policymakers in this field) and their do's and don'ts; and that the law covers all of this.

These do's and don'ts may be in the form of restrictions on drivers, pedestrians, and passengers, or the need for governments to take special measures to prevent crime in this area.

The following is a list of some of the issues in which the human factor is effective and needs to be covered by their laws, are listed and mentioned:

- The necessity of determining punishments through the law and paying attention to its characteristics (Such as their appropriateness, severity, certainty, and certainty, especially accident-causing violations<sup>25</sup>) at all levels, The necessity of determining punishments through the law and paying attention to its characteristics at all levels, one of the weaknesses of the law

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<sup>23</sup> Article 4 of the Code of Civil Procedure, 2010: "Officers subject to Article 2 of this law are allowed to stop violators of traffic laws and regulations after identifying the violation and adapting it to the amount of crimes."

"The details of the vehicle and the driver, and the time and place of the violation and its type, as well as their details should be included in the fine receipt and submitted to the offending driver."

<sup>24</sup> At present, in many developed countries, using intelligent transportation systems (ITC), various tools have been introduced to identify violators and enforce their law in the field of traffic engineering.

<sup>25</sup> Regarding accident-causing violations, see Paragraph "d" of Article 10 and the attached table of Article No. 7 of the Code of Criminal Procedure, 2010.

in this field can be considered as absolutism and lack of attention to the principle of proportionality in this field. To all actors in this field from vehicles to passengers and pedestrians and shortcomings and negligence of officials to perform the relevant duties (Apart from discussing the severity, certainty, and certainty of penalties, for example, the type of vehicle, the time and place of the offense, the driver's condition and other related factors should be included in determining the number of crimes). one of the weaknesses of the law in this field can be considered as absolutism and lack of attention to the principle of proportionality in this field.

- The need to pay attention to financing and manpower in passing laws.
- In addition to addressing the issue of penalties, the use of participatory criminal policy practices and the imposition of significant legal incentives for law-abiding traffic operators will have little effect on fines.
- The need for the necessary powers for the police as the axis of policy implementation at all levels and in various aspects. For example, in the discussion of prevention, confrontation, confrontation, fines, etc.
- Obligation to accompany government officials and politicians in this field.

## 1.2. Law and Environmental Factors

It must be said that; The division of factors into human and environmental - as interfering factors (risk) in the rate of traffic crimes and their prevention to depict them in the minds of the audience and practice these factors are influenced by each other; However, in this section, due to the limitations of the research, we will suffice to enumerate only three environmental factors that the law requires to pay attention to:

- The movement of law in the development of transport infrastructure.
- The need for the law to pay attention to the safety and standard of the vehicle (automobile and parts companies), as one of the risk factors.
- There is a legal requirement for the development of preventive technical technologies.

## Conclusion

The authors have examined the impact of the economic factor and the powers of the police in preventing the situation of traffic crimes (directly and indirectly) as only two factors influencing the situation of prevention, namely the type of situation. Giving it a causal look should be strictly avoided. In the case of the perpetrator, a purely materialistic and materialistic view, regardless of the monotheistic teachings and the educational aspect of man, must also be completely avoided, and the transformation of economics into a goal must also be completely avoided<sup>26</sup>. Because in this case, we have reduced man to the level of an involuntary creature (means), whose decisions are completely under the control of environmental factors. Although in the criminological approach the transition from thought to action this influence is perfected, But it should be noted that; The arena of traffic crimes (except for the type of offense, which in many cases is intentional), is the arena of unintentional crimes, that is, in this area, the perpetrator is only intentional and decisive in committing offenses (fault), although the same fault As a human factor, it may be the cause of misdemeanor and

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<sup>26</sup> The same failed experience of criminological schools of economics as Marxism.

criminal offenses<sup>27</sup>. But in many cases, other factors have also played a role that has been addressed (road, vehicle, etc.), the research also pays more attention to the impact of these factors on the economy. However, the impact of the human factor on these factors and even directly on the economy cannot be denied. Yes, as the article shows, the economy and its prosperity is a tool in the service of preventing the situation of traffic crimes and its consequences, although in some cases it is mixed with the goal and sometimes it becomes the goal itself (Which in the present age and with the emergence of theories such as the theory of economic benefit in the field of crime and law and justice seems natural).

Also, the need to pay attention to the powers of the police, especially in the discussion of situational prevention, will certainly make it easier to achieve goals in this area by using financial resources and economic prosperity. On the other hand, as mentioned, the realization of situational prevention, and the effective components in it, will be a kind of ground for economic prosperity.

The last point is that the weakness, inefficiency, and shortcomings of the police should not be taken into account in any other way. In other words, in addition to granting the necessary powers and financial resources to the police, we need to put the development of training and related and practical supervision in this force on the agenda.

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<sup>27</sup> Articles 144 and 145 BC approved in 2013.