



Road Safety in Delhi

Issues and Solutions

Anil Shukla, IPS
Joint Commissioner of Police:
Traffic, Delhi

Indian Roads are most dangerous in the world

Times of India

India leads world in road deaths

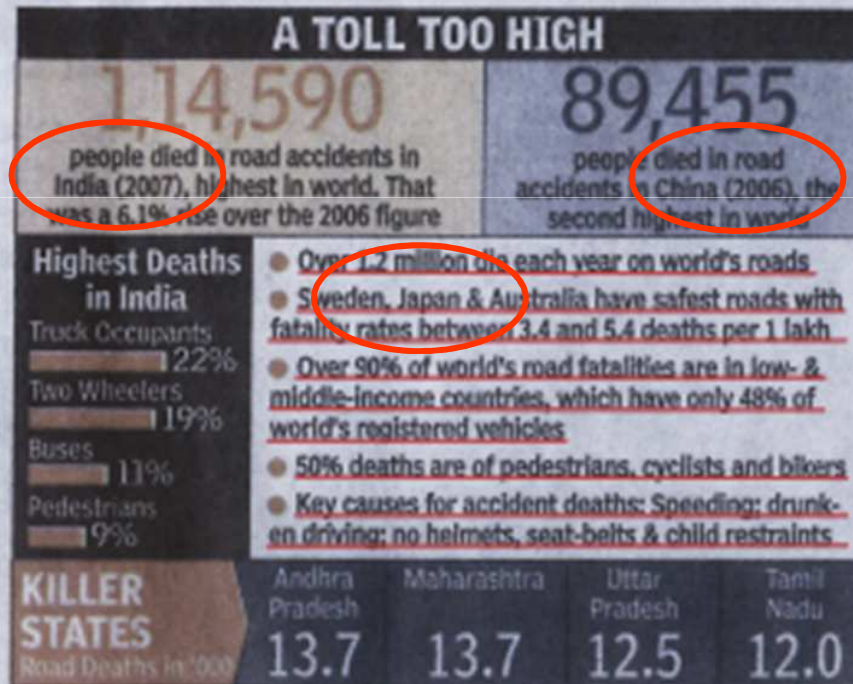
13 Indians Die Every Hour Due To Accidents, Many Cases Not Reported

Dipak Kumar Dash | THN

New Delhi: In a dubious distinction for the country, the World Health Organization has revealed in its first ever Global Status Report on Road Safety that more people die in road accidents in India than anywhere else in the world, including the more populous China.

Calling road fatalities an "epidemic" that will become the world's fifth biggest killer by 2030, the report said while rich nations had been able to lower their death rates, these were sharply on the rise in the third world. It said 90% of deaths on the world's roads occur in low and middle-income countries (21.5 and 19.5 per lakh of population, respectively) though they have just 48% of all registered vehicles.

The statistics for India are chilling. At least 13 people die every hour in road accidents in the country, the latest report of the National Crime Records Bureau reveals. In 2007, 1.14 lakh people in India lost their lives in road mishaps — that's



significantly higher than the 2006 road death figures in China, 89,455.

Road deaths in India registered a sharp 6.1% rise between 2006 and 2007. However, road safety experts

say the real numbers could be higher since many of these accident cases are not even reported. "There is no estimate of how many injured in road accidents die a few hours

or days after the accident," points out Rohit Baluja, member of the UN Road Safety Collaboration and Commission of Global Road Safety representing Asia.

The report, based on 2006 and 2007 statistics collected from 178 participating countries, said globally over 1.2 million people die in road accidents every year and 20-25 million people suffer non-fatal injuries.

Baluja said both central and state governments, while pushing for construction of more highways and roads, were doing precious little to make them safe. "We don't have scientific traffic engineering which forms the basis of road safety improvement practised in US and UK since 1950s. This still remains a matter of consultancy in India as we are yet to have our own traffic engineering wings," Baluja adds.

In fact, the report shows while only 3,298 people died in road accidents in UK in 2006, the figure, at 42,642, was much higher in the US.

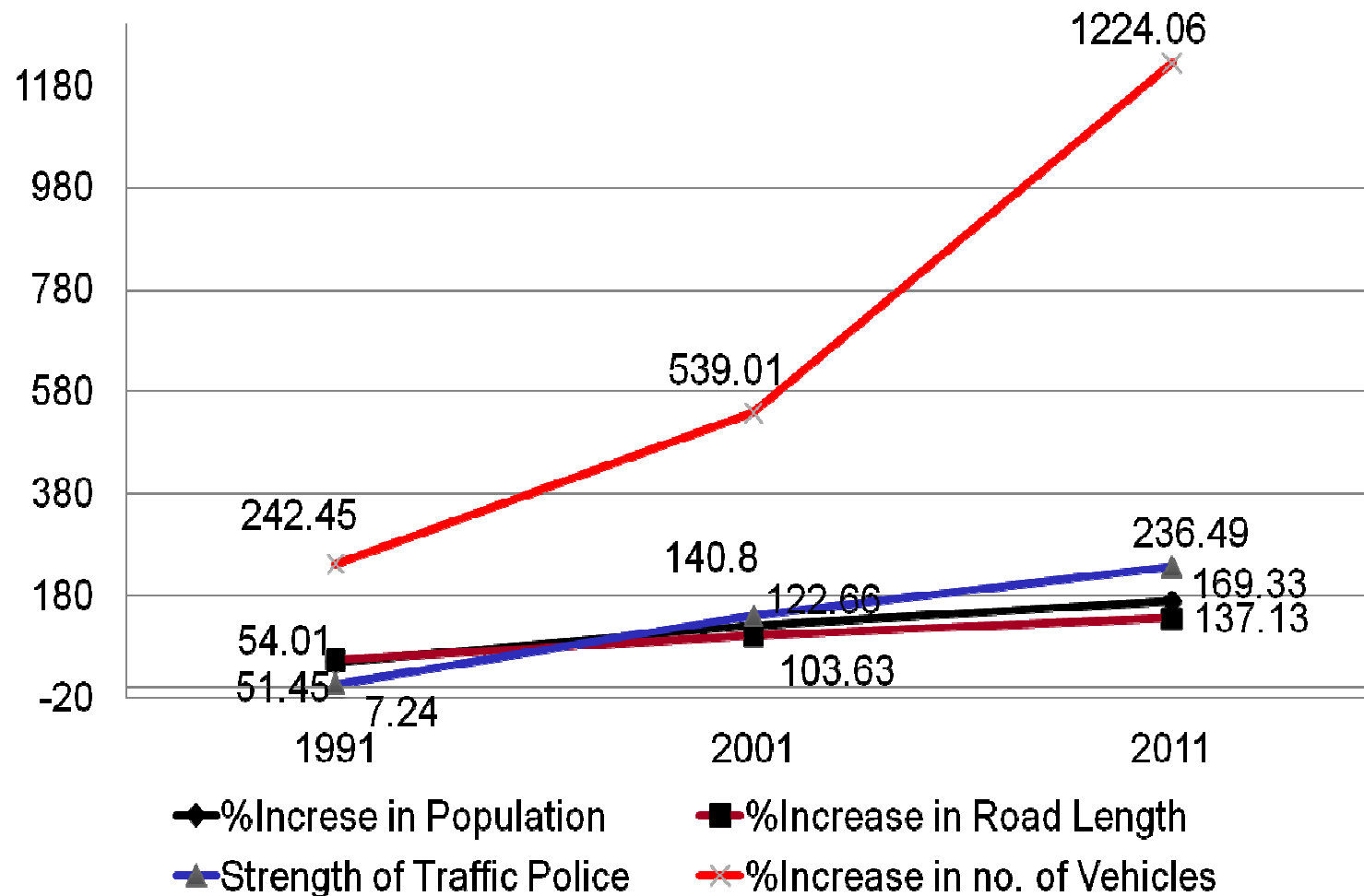
► Speeding main reason, P 8

Growth in Delhi

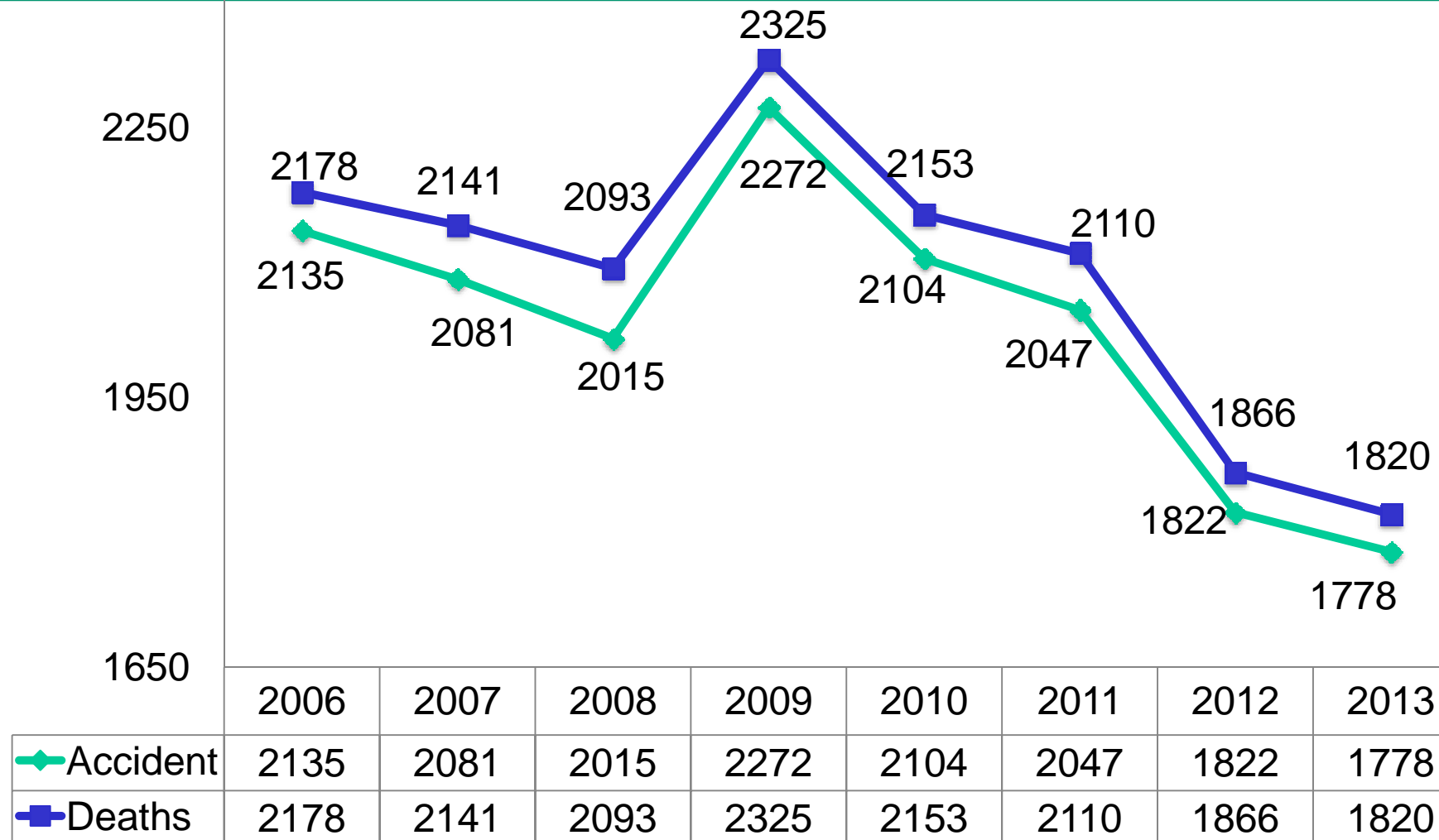


Year	Population	Registered motor vehicles	Road length (in KMs)	Traffic Police Strength
1991	93,70,00	19,23,787	22,487	1,849
2001	1,38,50,507	35,89,748	28,508	4,181
2013	1,71,74,897	81,43,235	33,198	5,834

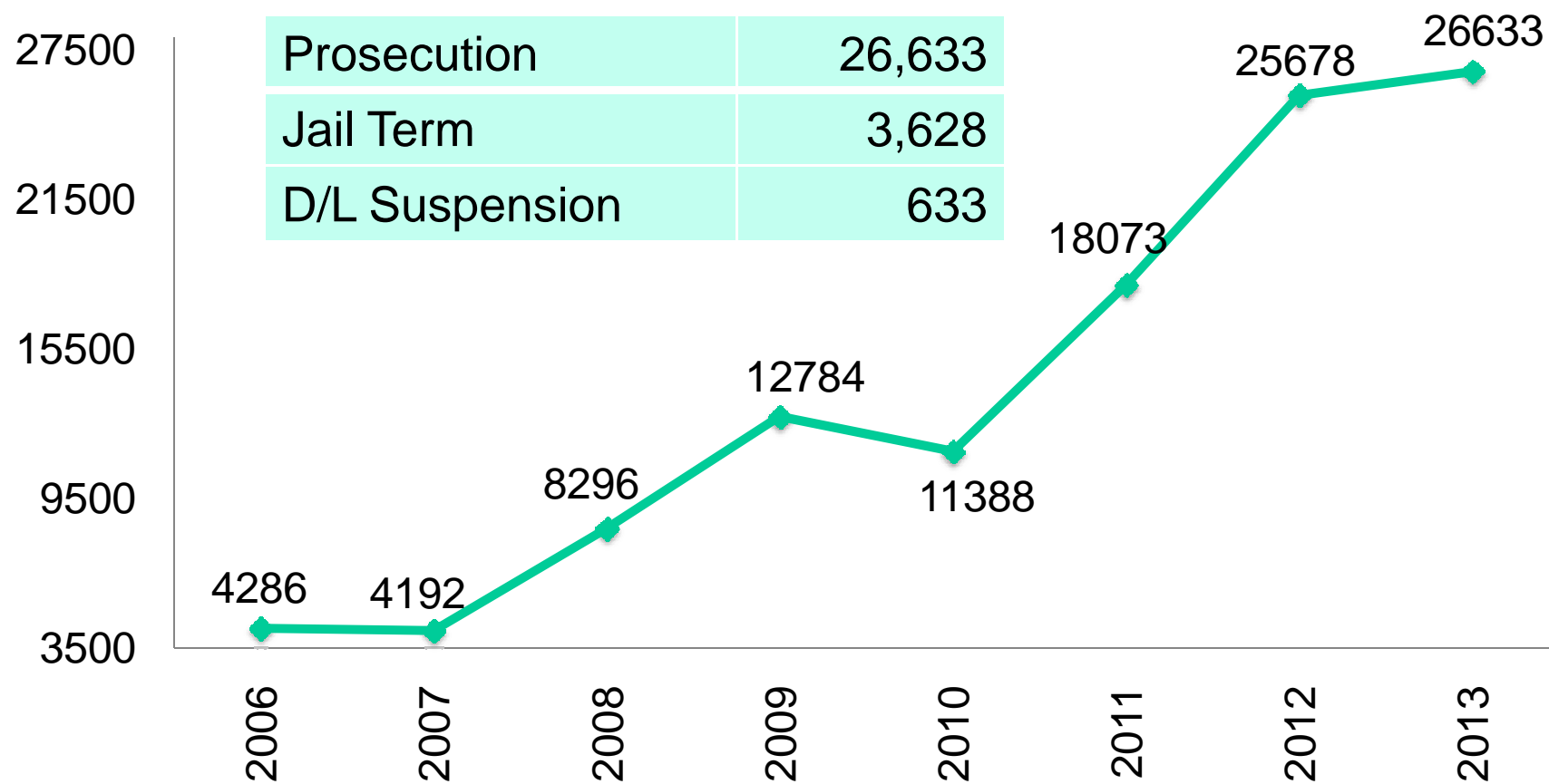
Growth in population, roads & vehicles



Lowest fatal accidents and deaths in 10 years



Drunken Driving



Increase in signalized junctions



Year	Signalized junctions
2007	1037
2010	1119
2013	1199
2014 (Till now)	1251



LAST FIVE YEARS.

10,023 FATAL ACCIDENTS.

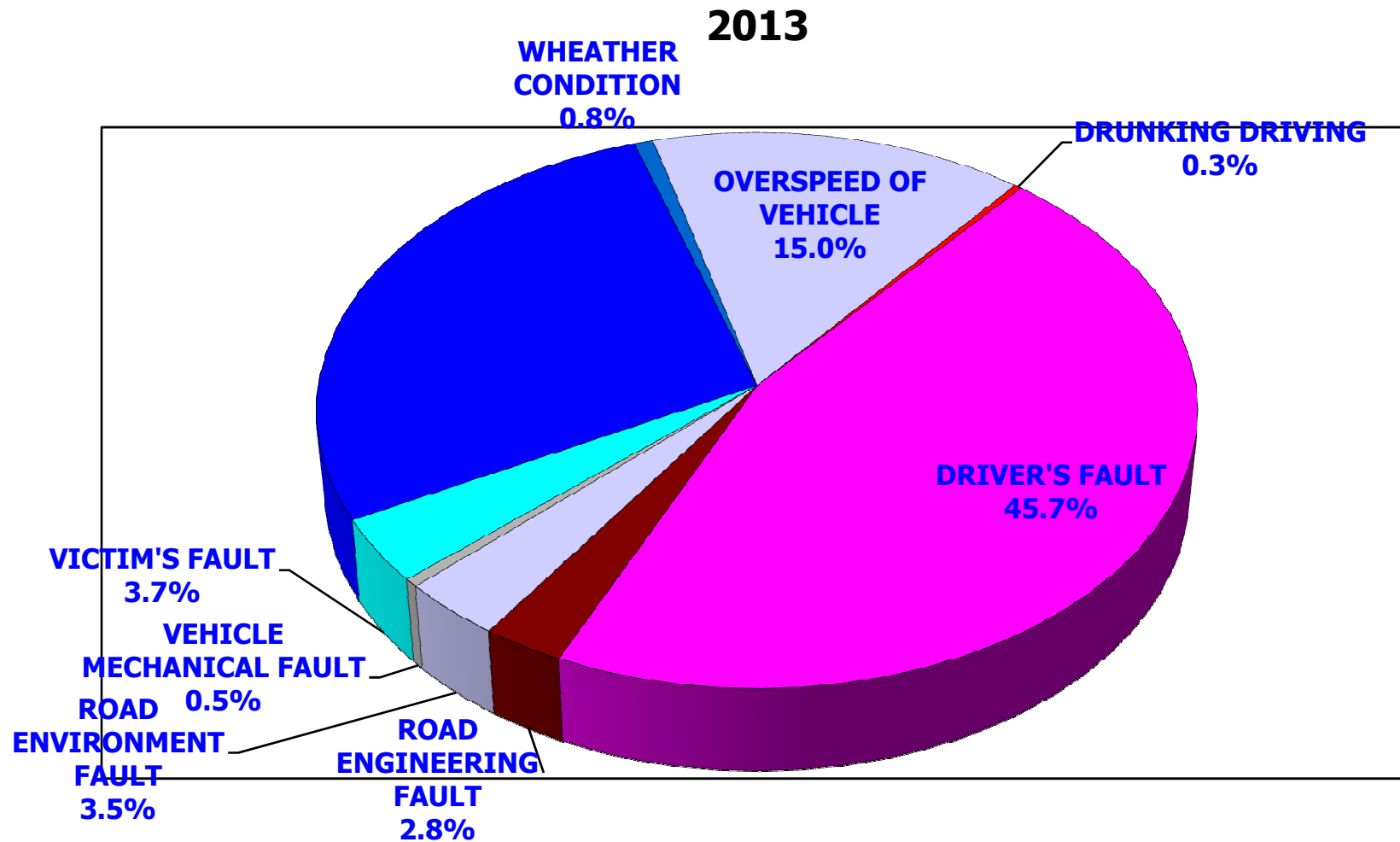
VICTIMS HAVE BEEN



-
- ❖ PEDESTRIANS - OVER 4500
 - ❖ TWO WHEELERS – OVER 3000
 - ❖ CYCLIST AND CYCLE RICKSHAW – OVER 700
 - ❖ AND CARS – OVER 300

THE FIRST THREE COMPRISE 85% OF THE VICTIMS

CAUSES OF ACCIDENTS



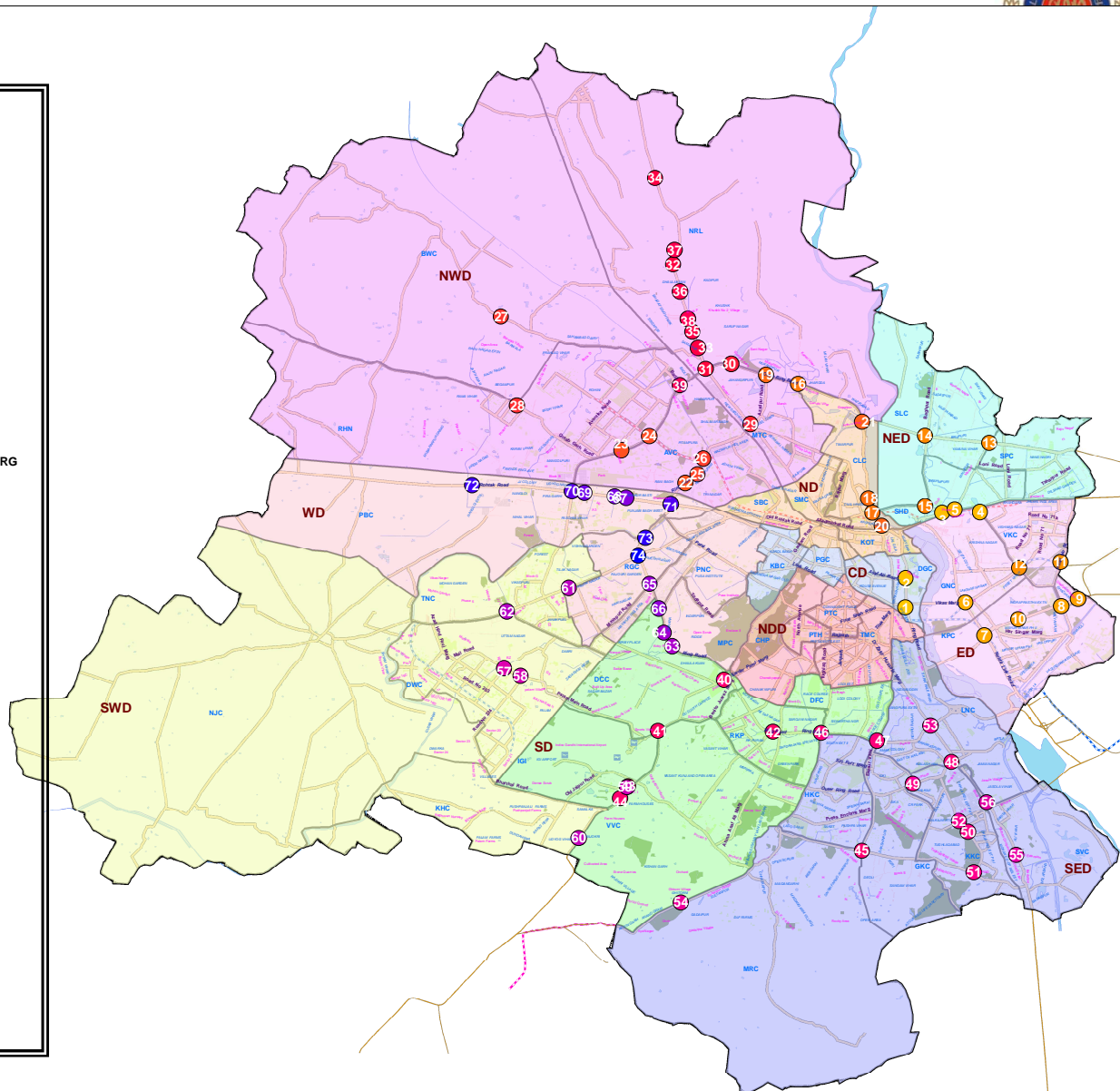
ACCIDENT PRONE ZONES



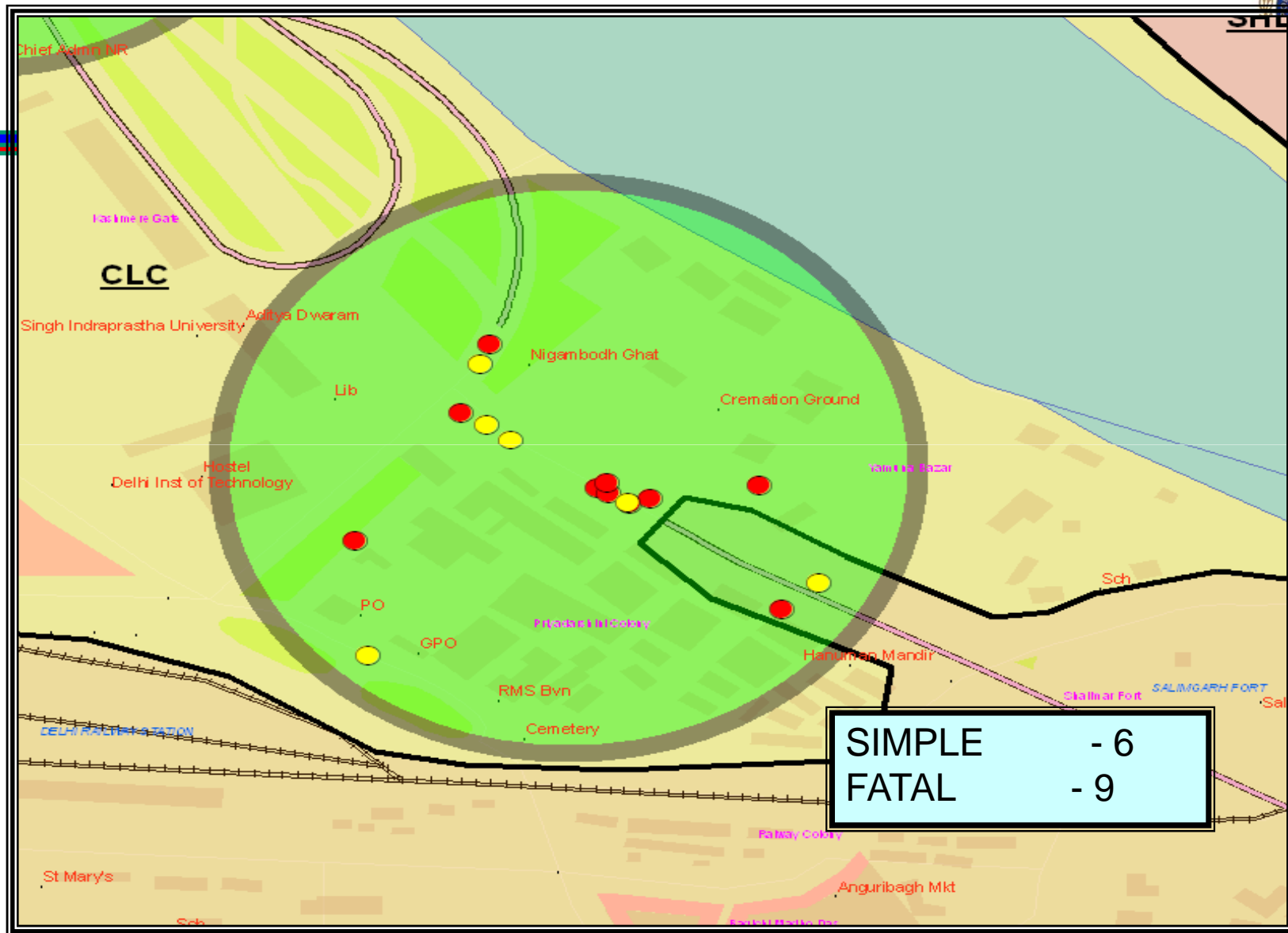
ACCIDENT PRONE ZONE 12

SNO. NAME

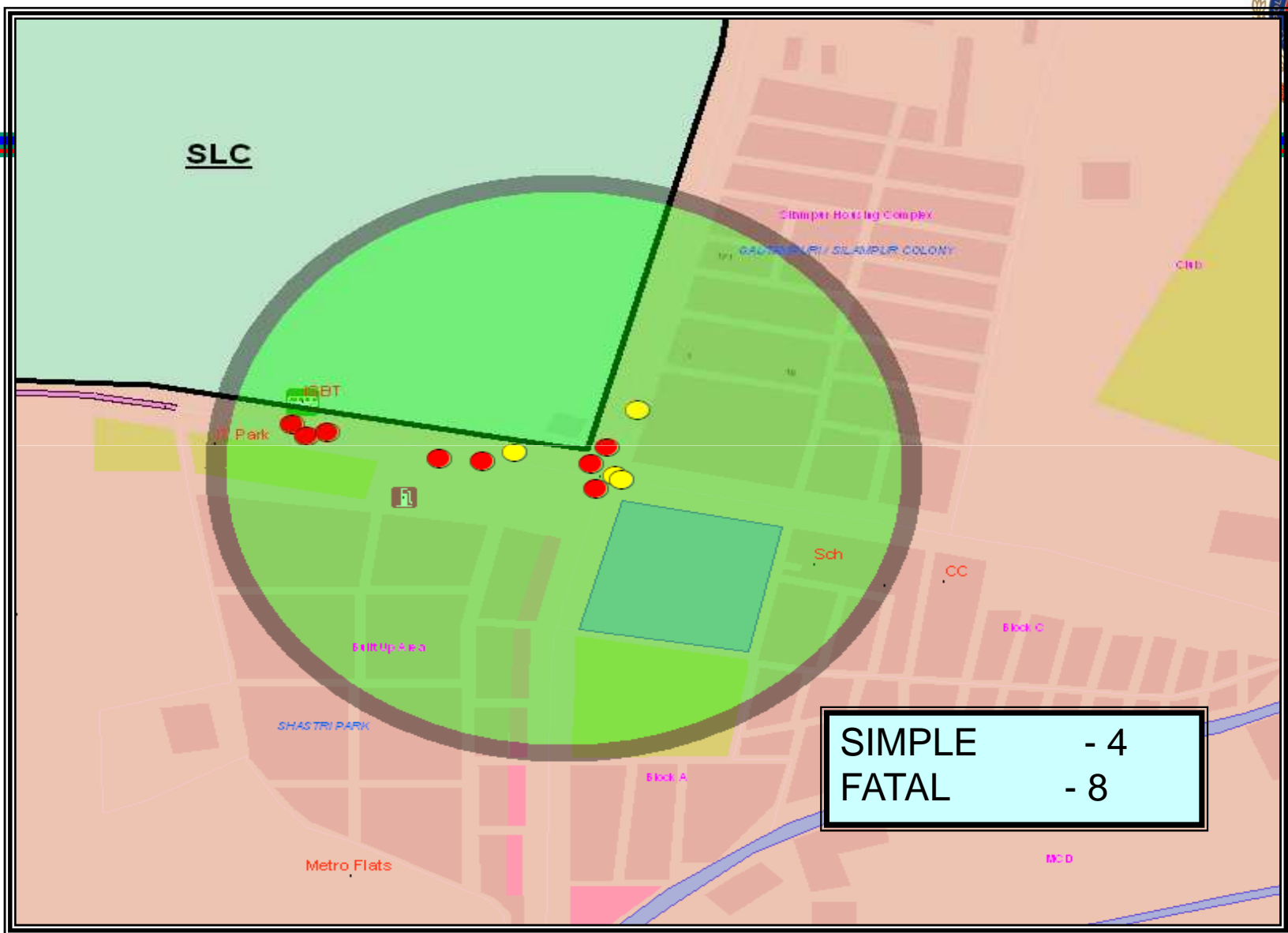
- | | |
|--------------------------------|-----------------------------------|
| 1, ITO | 38, SWAROOP NAGAR |
| 2, RAJ GHAT | 39, HAIDER PUR |
| 3, DHARAMPURA RED LIGHT | 40, DHAULA KUAN |
| 4, KANTI NAGAR | 41, SANJAY T-POINT |
| 5, SEELAMPUR T POINT | 42, HYAAT HOTEL |
| 6, SHAKAR PUR CHUNGI | 43, MAHIPAL PUR FLYOVER |
| 7, AKSHARDHAM MANDIR | 44, SHIV MURTI |
| 8, NEAR GAJIPUR RED LIGHT | 45, KHANPUR T POINT |
| 9, NEAR MURGA MANDI | 46, AIIMS |
| 10, RED LIGHT MV-II | 47, MOOL CHAND |
| 11, ANAND VIHAR ISBT | 48, MODI MILL F/OVR |
| 12, KARKARI MORE | 49, NEHRU PALACE |
| 13, GOKALPURI | 50, OKHLA IND.AREA PH-1 |
| 14, KHAJOORI CHOWK | 51, OKHLA MORE |
| 15, SHASTRI PARK | 52, ROUND ABOUT OKHLA ESTATE MARG |
| 16, BURARI CHOWK | 53, ASHRAM CHOWK |
| 17, ISBT K GATE | 54, GHITORNI RED LIGHT |
| 18, MONESTY RING ROAD | 55, ALI VILLAGE |
| 19, MUKHAND PUR CHOWK | 56, SARITA VIHAR FLYOVER |
| 20, NIGAM BODH GHAT | 57, FIRE STATION SEC-6 |
| 21, WAZIRABAD | 58, SEC-1,2 RED LIGHT |
| 22, BRITANIA CHOWK | 59, RADISSON HOTEL |
| 23, DEEPALI CHOWK | 60, RAJOKARI FLYOVER |
| 24, MADHUBAN CHOWK | 61, GANESH NAGAR |
| 25, SHAKUR PUR RED LIGHT | 62, UTTAM NAGAR METRO STATION |
| 26, WAZIR PUR DEPOT | 63, BRAR SQUARE |
| 27, BARWALA CHOWK | 64, BRAR SQUARE U-TURN |
| 28, SEC-23 PETROL PUMP | 65, MAYAPURI CHOWK |
| 29, AZAD PUR CHOWK | 66, NARAINA |
| 30, BHALSWA CHOWK | 67, METRO STATION MADIPUR |
| 31, MUKHARBA CHOWK | 68, MULTAN NAGAR RED LIGHT |
| 32, HANUMAN MANDIR BUDPUR | 69, METRO STATION PASCHIM VIHAR |
| 33, CNG PUMP SANJAY GANDHI TPN | 70, PEERA GARHI CHOWK |
| 34, KHAMPUR VILLAGE | 71, PUNJABI BAGH CHOWK |
| 35, LIBAS PUR BUS | 72, RAJDHANI PARK |
| 36, NANGLI BUD PUR VILLAGE | 73, ESI HOSPITAL |
| 37, SAI BABA MANDIR | 74, RAJOURI GARDEN |



NIGAM BODH GHAT



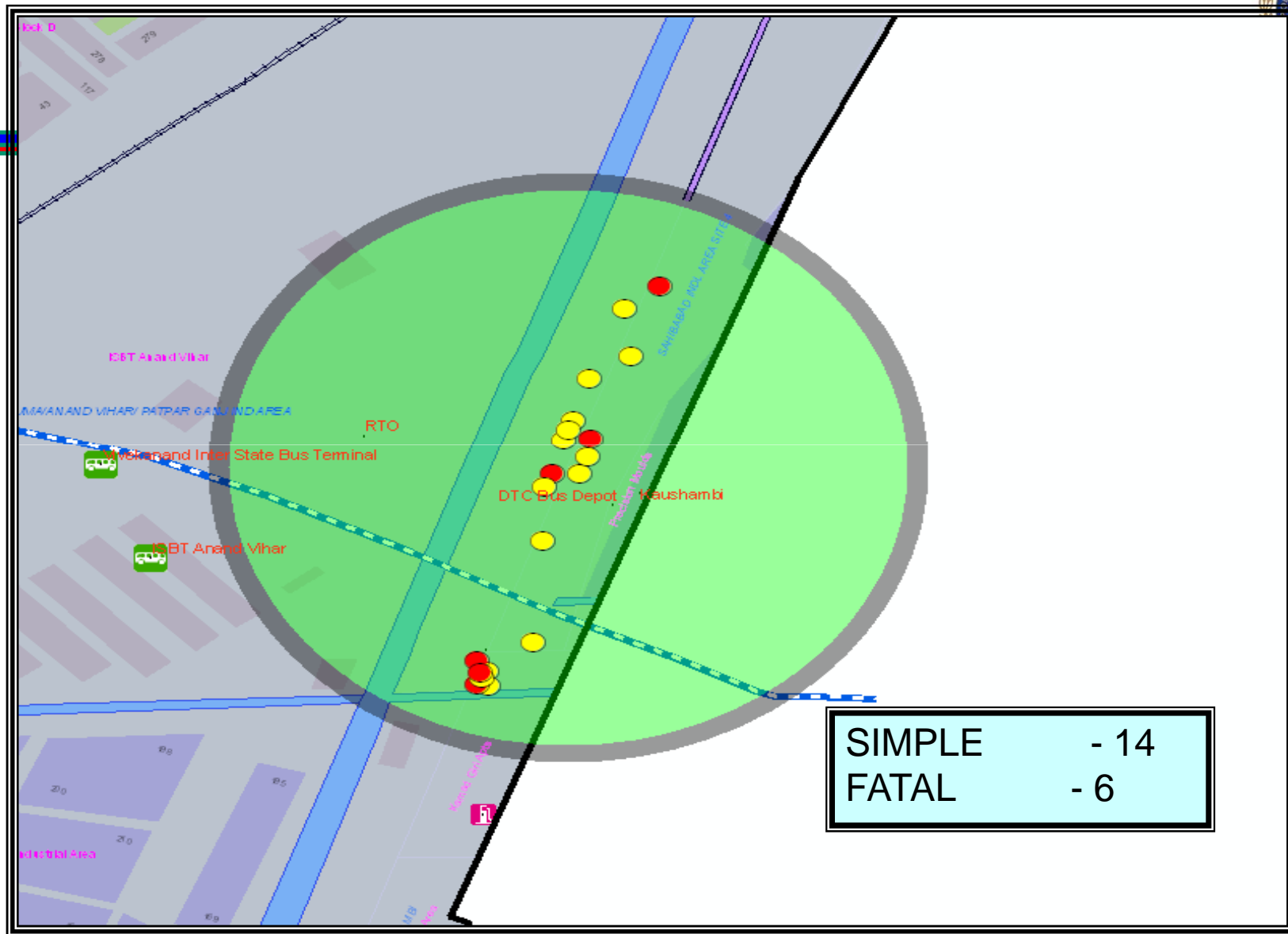
SHASTRI PARK



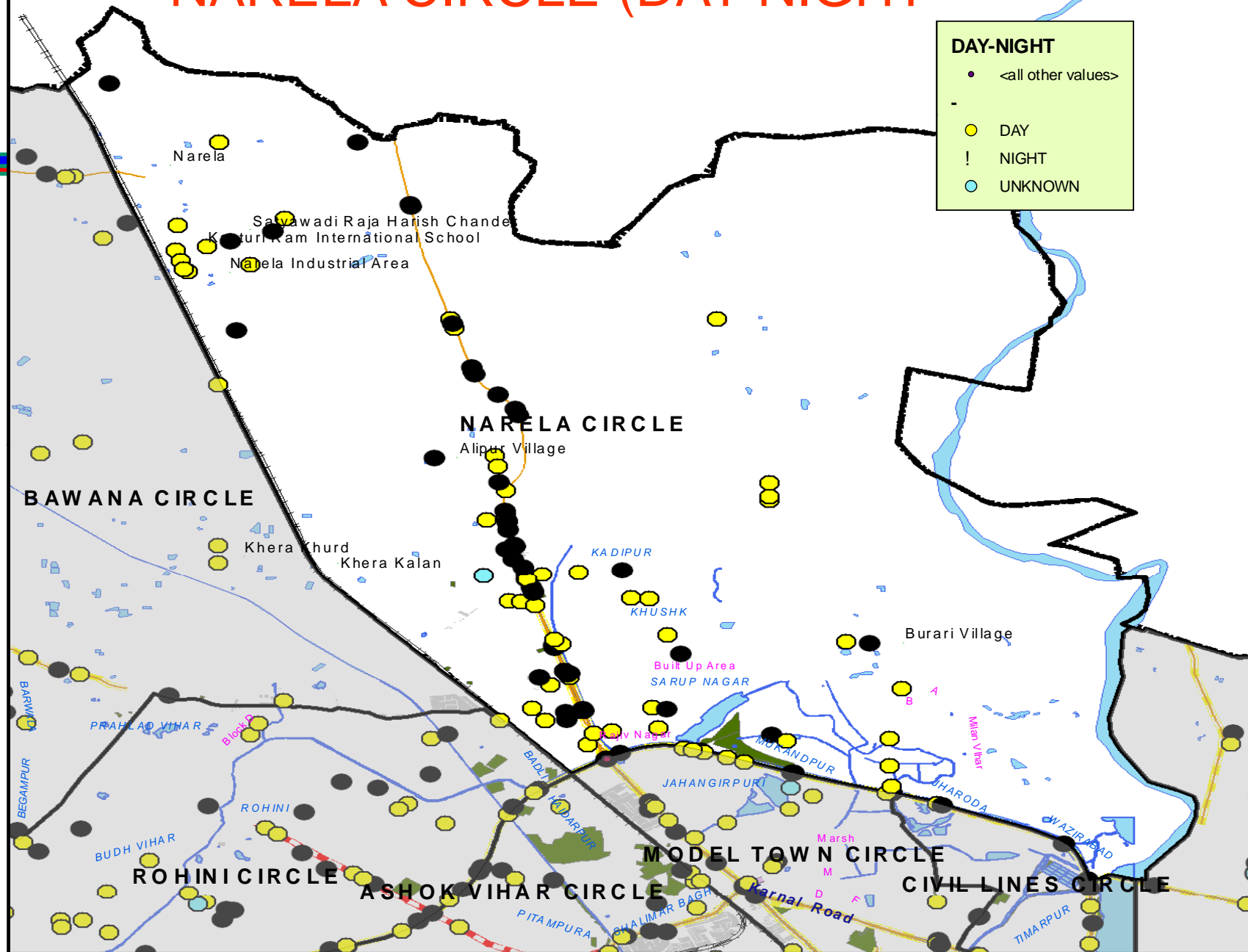
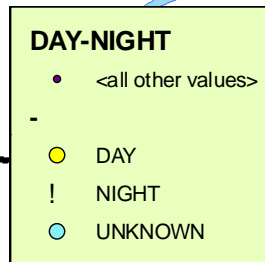
SHAKAR PUR CHUNGI

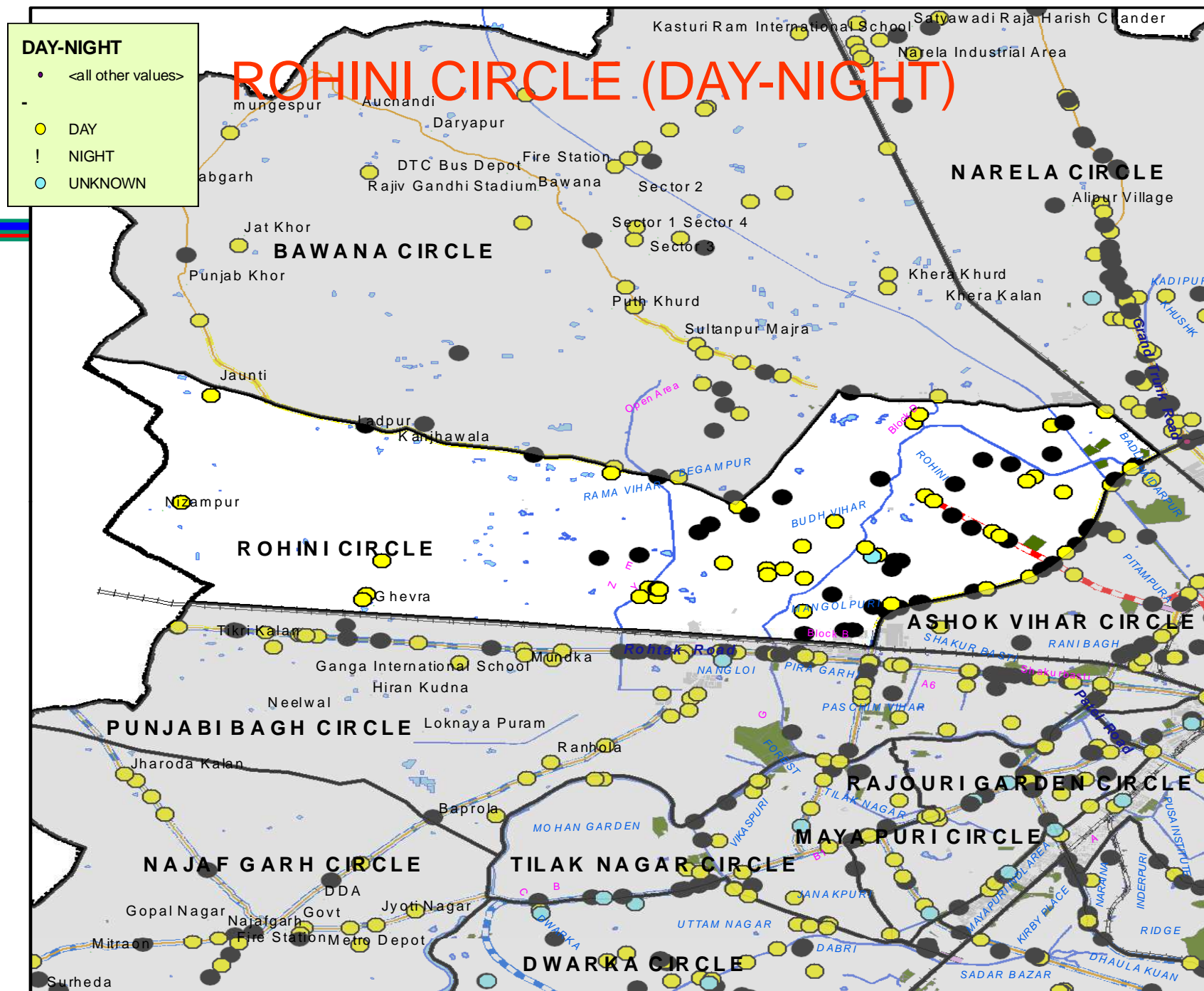


ANAND VIHAR ISBT



NARELA CIRCLE (DAY-NIGHT)



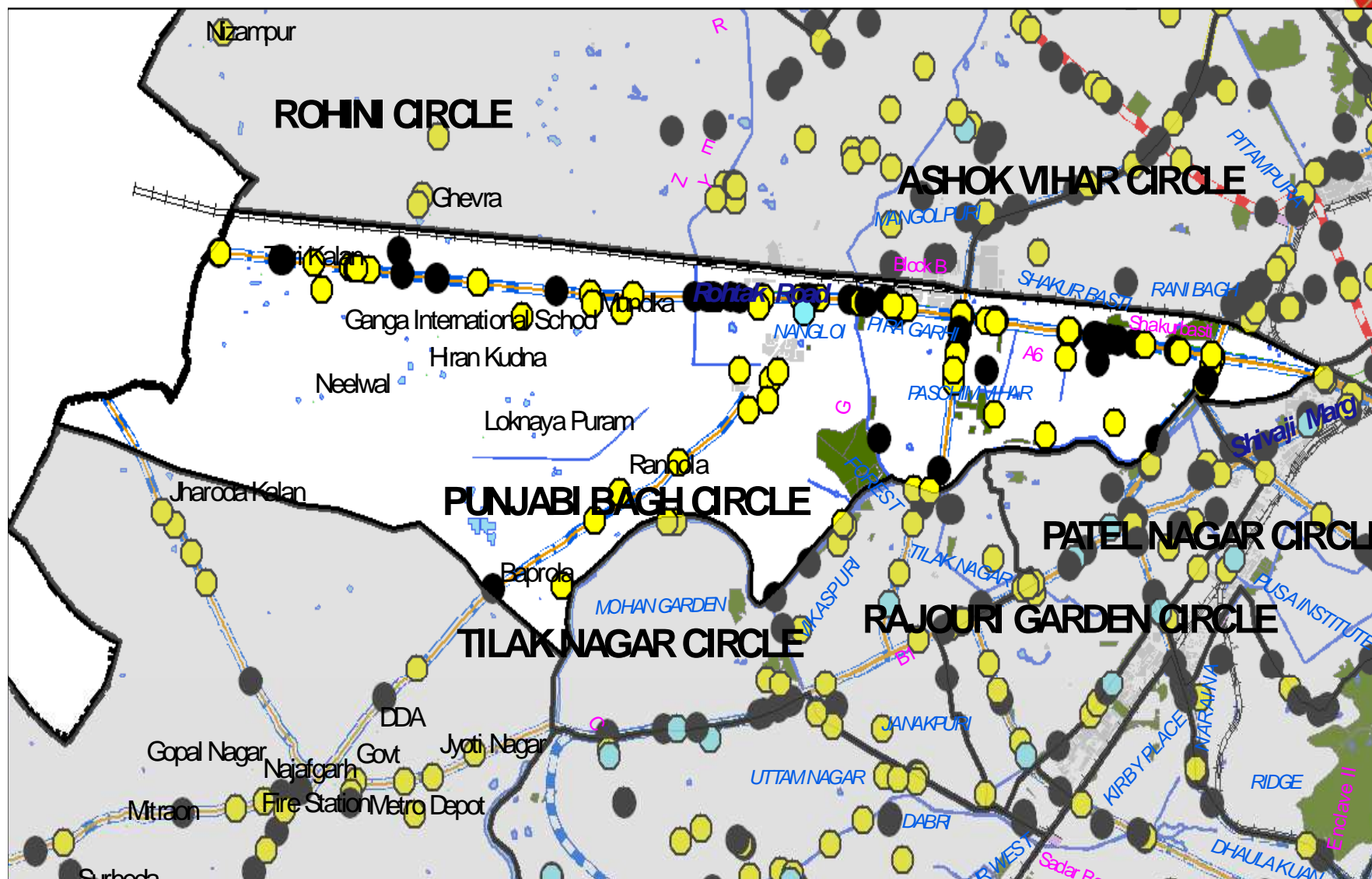


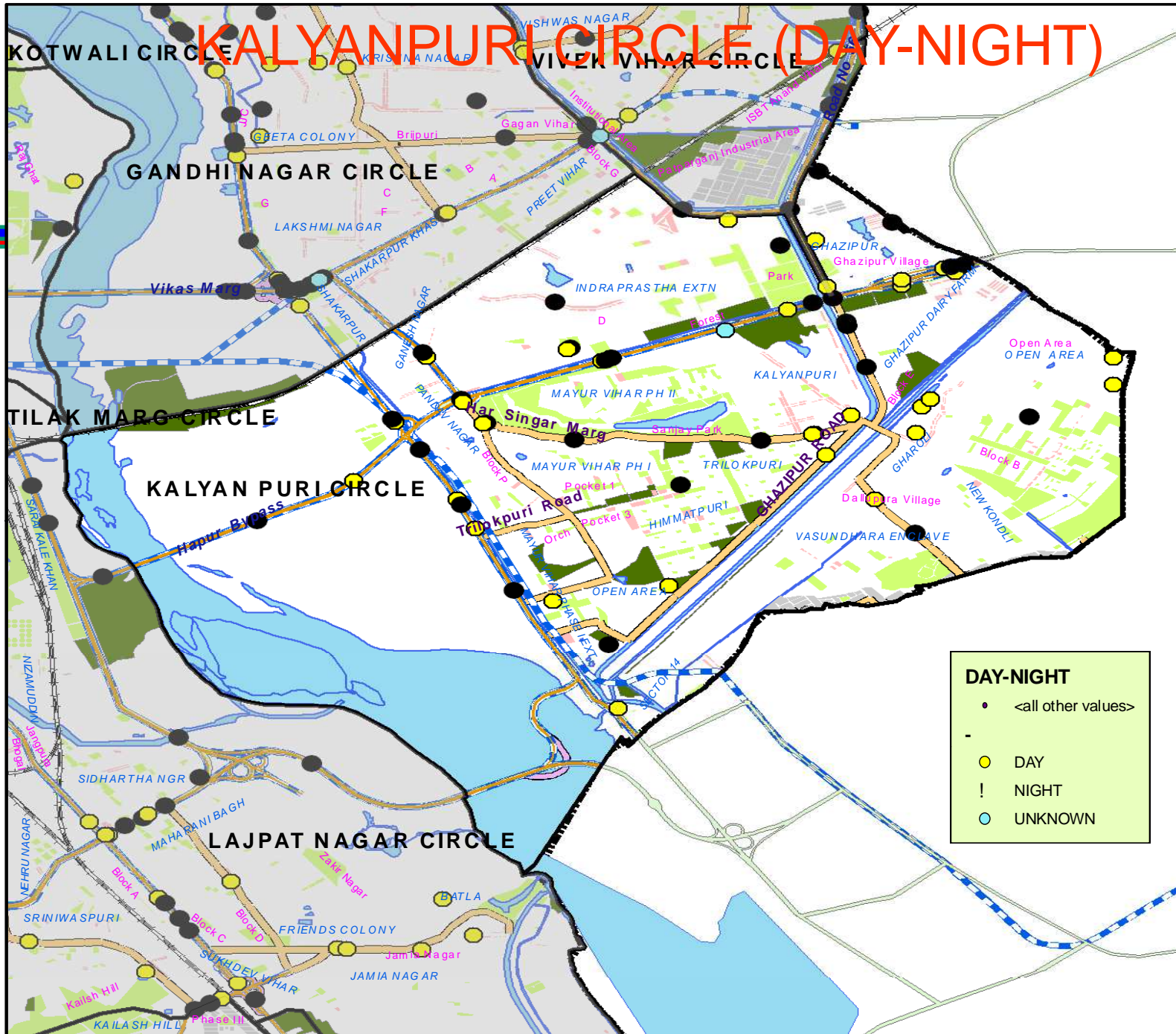
DAY-NIGHT

- <all other values>

-

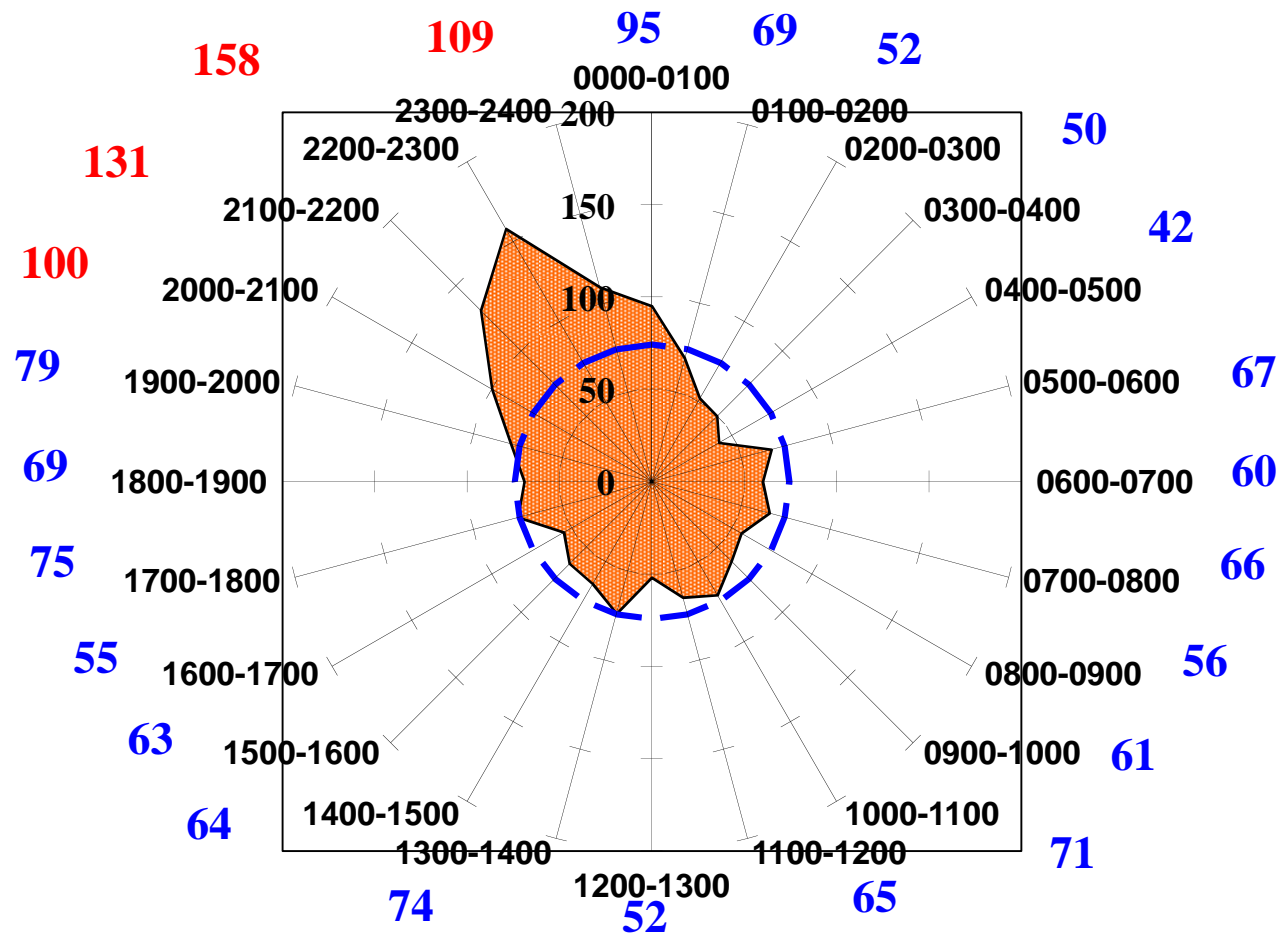
- DAY
- ! NIGHT
- UNKNOWN





TIME -WISE FATAL ACCIDENTS

UN-KNOWN TIME - 39





Major Black Spots

- ✓ Shastri Park
- ✓ Shakar Pur Chungi
- ✓ Nigam Bodh Ghat
- ✓ Mukund Pur Chowk
- ✓ Punjabi Bagh Chowk
- ✓ Ashram Chowk
- ✓ Mahipal Pur Flyover
- ✓ Seelam Pur T-Point
- ✓ Hanuman Mandir Budhpur
- ✓ Britannia Chowk



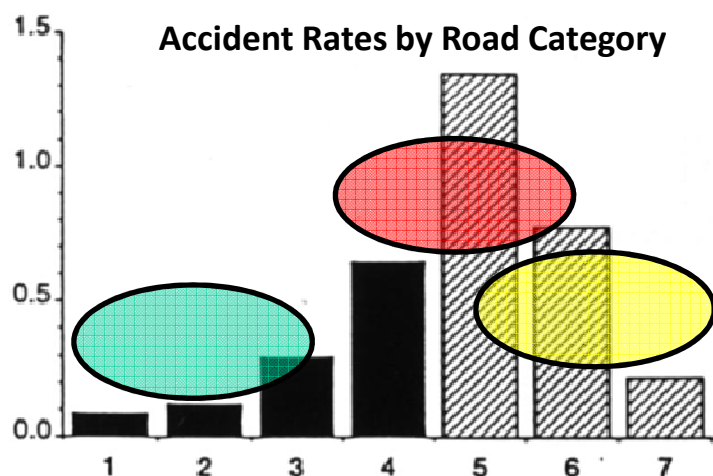
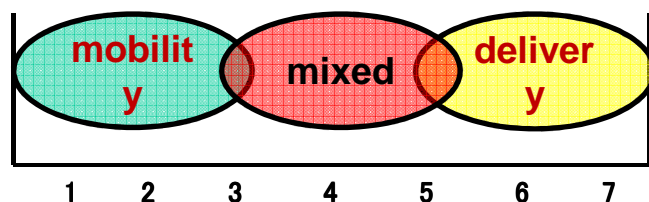
What is needed ?

1. Basic Approach to Road Safety (2/4)



- When the functional use of road network is mixed (mixed function), accident rates become higher.

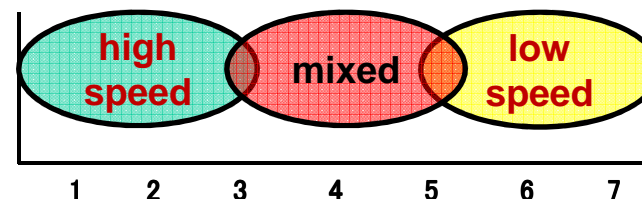
Functional Use



Injury rates in the Netherlands (1986) per million motor vehicle kilometres
(Source: PIARC)

- When the homogeneous use of road network is low (mixed traffic), accident rates become higher.

Homogeneous Use



	Road Category	Speed (km/h)
1	Motorway	100-120
2	Express Road	100
3	Arterial Road	80
4	Local Road	80
5	2 nd Arterial Road	50
6	Residential Road	50
7	Residential Street	8-30

Road Safety Audit



-
- ✓ Of slopes
 - ✓ Embankments
 - ✓ Road curvatures
 - ✓ Road surface
 - ✓ Line of sight
 - ✓ Angle of intersections
 - ✓ Cuts in central verges
 - ✓ Need for FOBs/Subways

Driver guidance mechanism



✓ Is improved through

- Reflectors
- Luminescent Road Markings
- Signages
- Road studs, Cats eyes, reflective bollards

Initiatives



-
- ✓ Education
 - ✓ Regulation
 - ✓ Enforcement measures
 - ✓ Road Engineering measures

Rear under protection device



Rear under Protection





Side under Protection



Education



-
- Road Safety Cell Programmes.
 - School Children.
 - Commercial Drivers.
 - Cyclists.
 - Pedestrians.
 - Two Wheelers.
 - Advertisement Campaign.
 - Obtaining feedback

Engineering



❖ Speed Calming

- Mastic rumblers, thermoplast strips, speed breakers, pseudo speed breakers,

❖ Nose Protection

❖ Reflective Gadgets

- Cats eyes, road blinkers, thermoplast road markings (480 junctions), reflective bollards etc.

❖ Cautionary Signages

❖ Repair of broken central verges

❖ Central verge grills

Engineering



- ✓ FOBs, Subways etc.
- ✓ Heightened Iron Railings on Dividers.
- ✓ Signals and Pedestrians Signals.
- ✓ Removal of encroachments.
- ✓ Repair of Potholed roads.
- ✓ Closure of Cuts

2. Night Time Safety Approach



Dangerous Night Driving

- Causes of traffic accidents are multi-factors involving drivers, vehicles, and roads
- However, a large number of accidents occur during nighttime

Fatality Rates

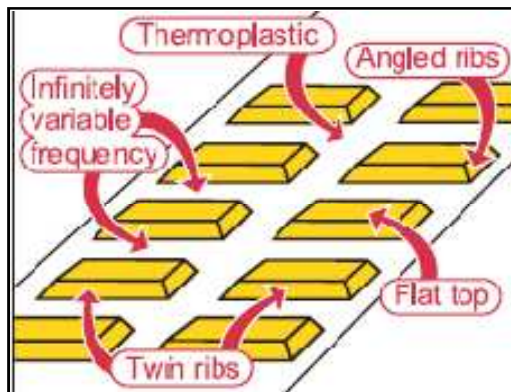


- Nighttime fatality is fourfold larger than daytime
- Rainy fatality is twofold larger than fair weather
- Snowy fatality is threefold larger than fair weather
- Overtaking lane fatality is twofold larger than driving lane
- Over-speeding witnessed for 60% of all accidents
- Non-seatbelt wearing witnessed for 50% of all accidents
- Large vehicle fatality is threefold larger than passenger cars

(Source: E-NEXCO)

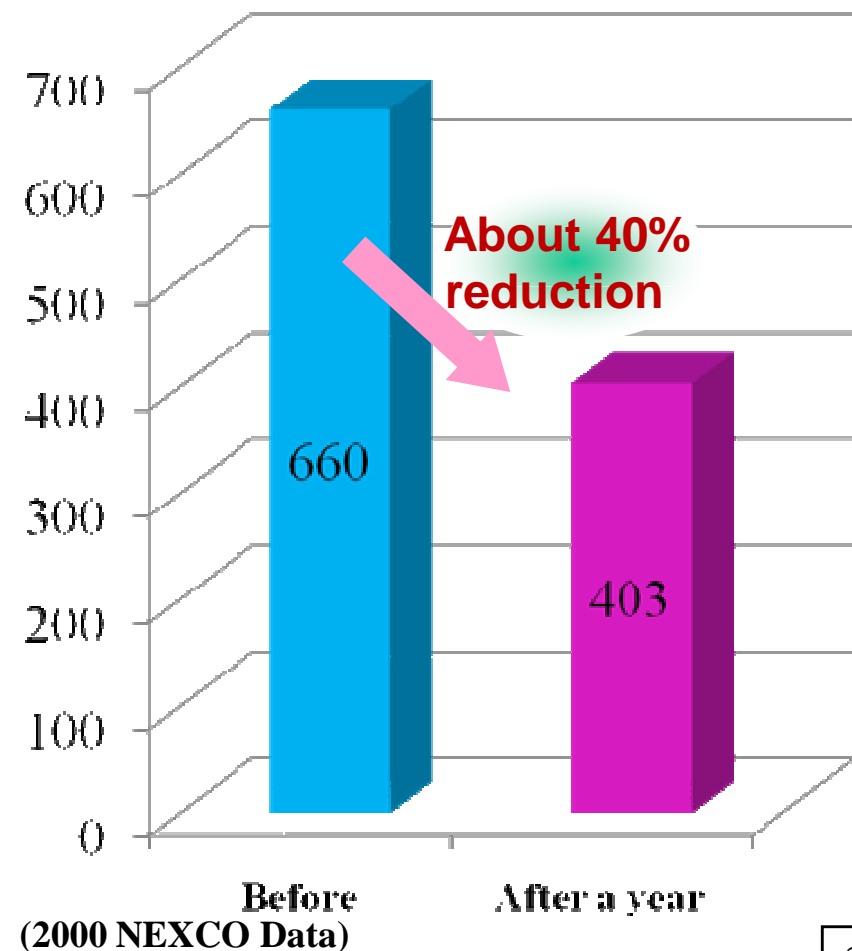
2. Night Time Safety Approach

High Visibility Road Marking



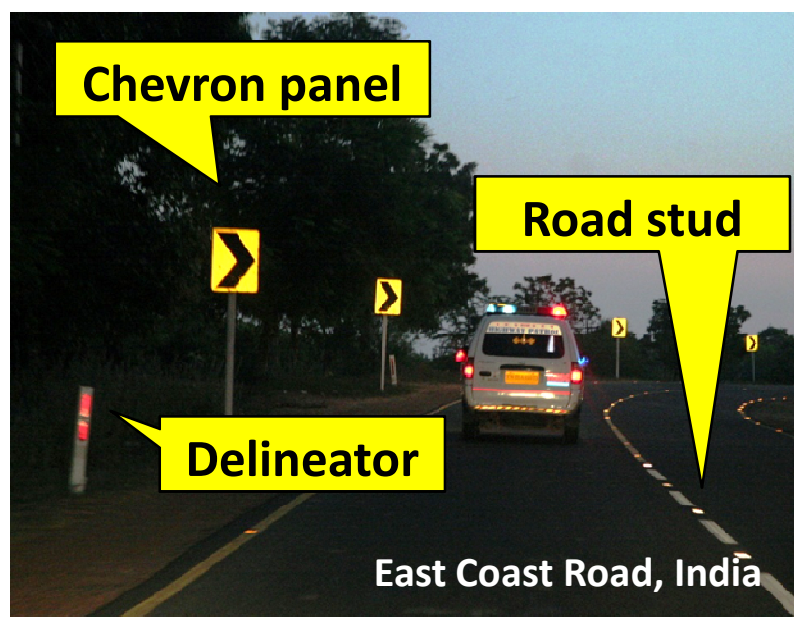
Sound & Vibration Marking

Reduction of number of traffic accidents

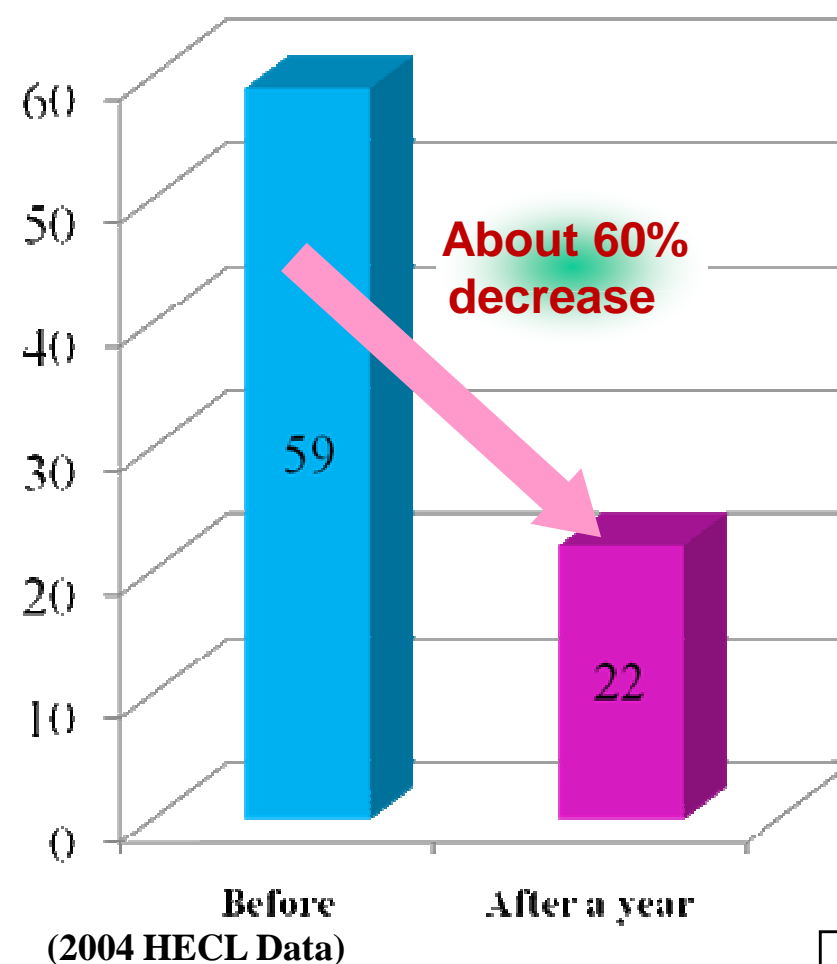


2. Night Time Safety Approach

Curve Indicators



Reduction of number of traffic accidents



Nose protection

- ✓ On low height dividers
 - Installed at nose of low height dividers.
 - High visibility during day and night.
 - Direct the motorists to traffic carriage way.
 - Reduces loss of property and life.

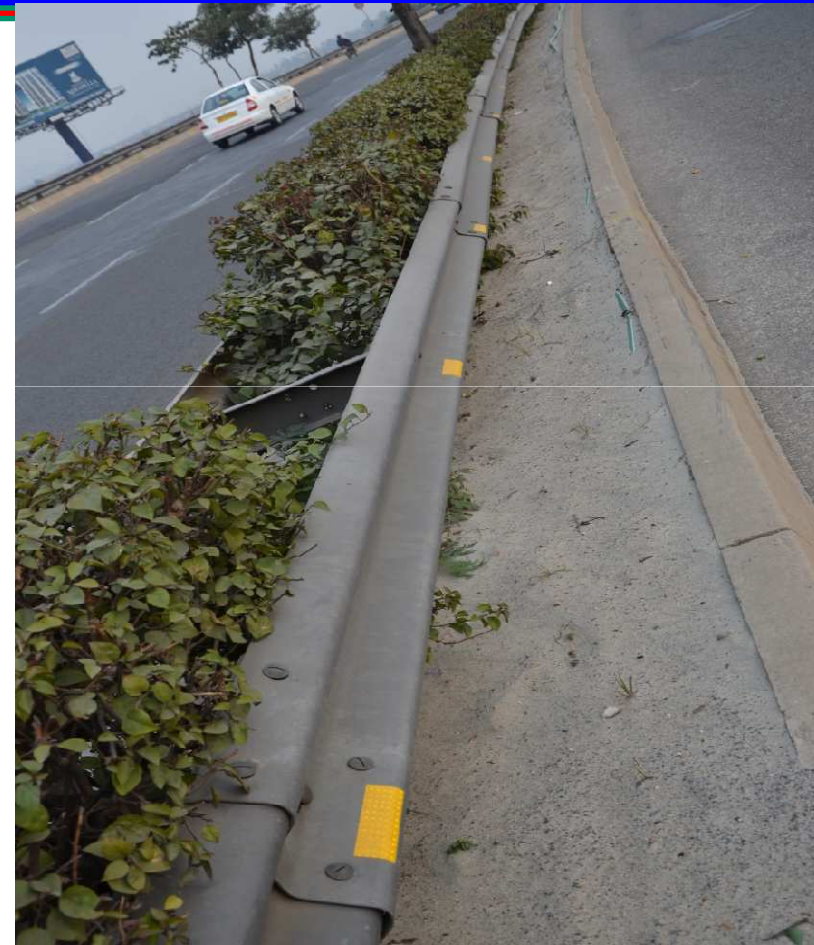
Example: W Point, Tilak Marg



W - Point



Yamuna Expressway



How should be the roads

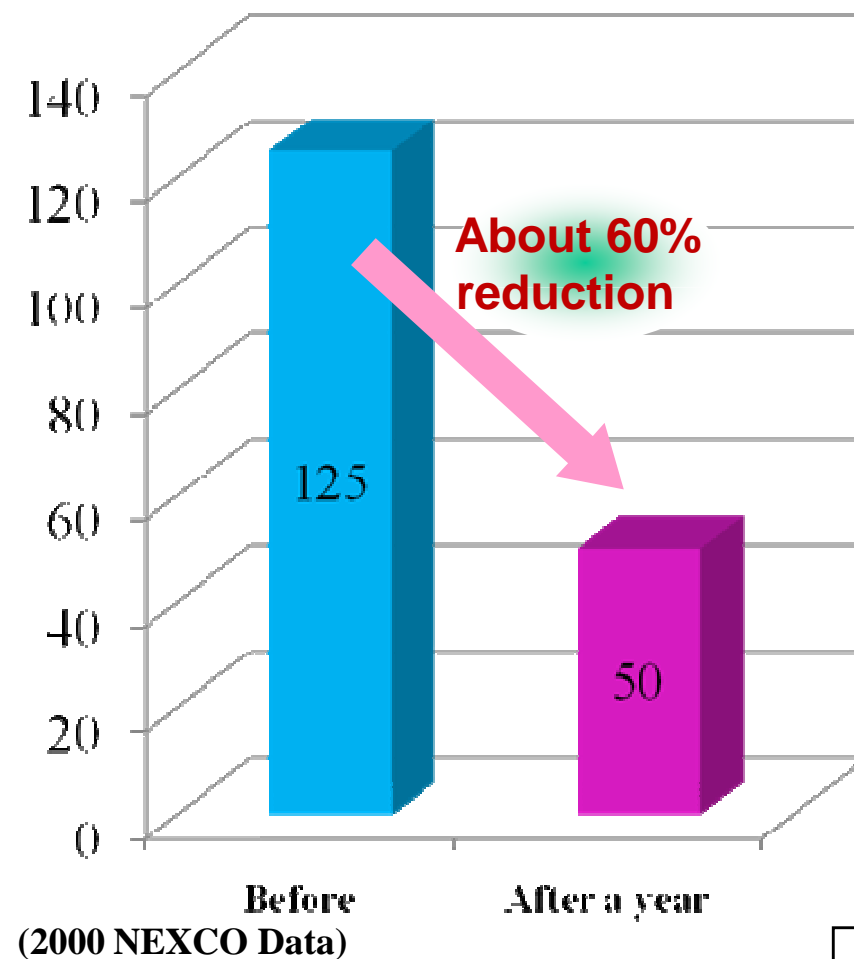


4. Accident-Prone Location Approach (2/10)

Rumble Strips on Sharp Curves



Reduction of number of traffic accidents



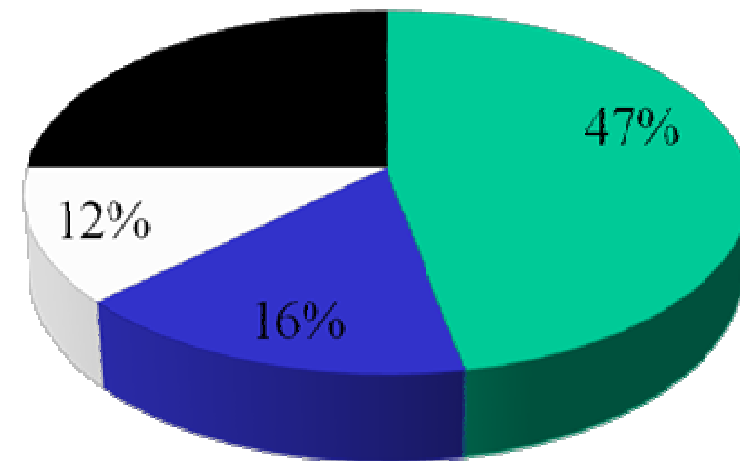
4. Accident-Prone Location Approach (6/10)

Diverging Indicator cum Protector



Casues of Traffic Accidents

- failing to notice
- misjudgement
- mishandling
- others (overspeeding, drunk driving)



(Institute of Traffic Accident Analysis, Japan)

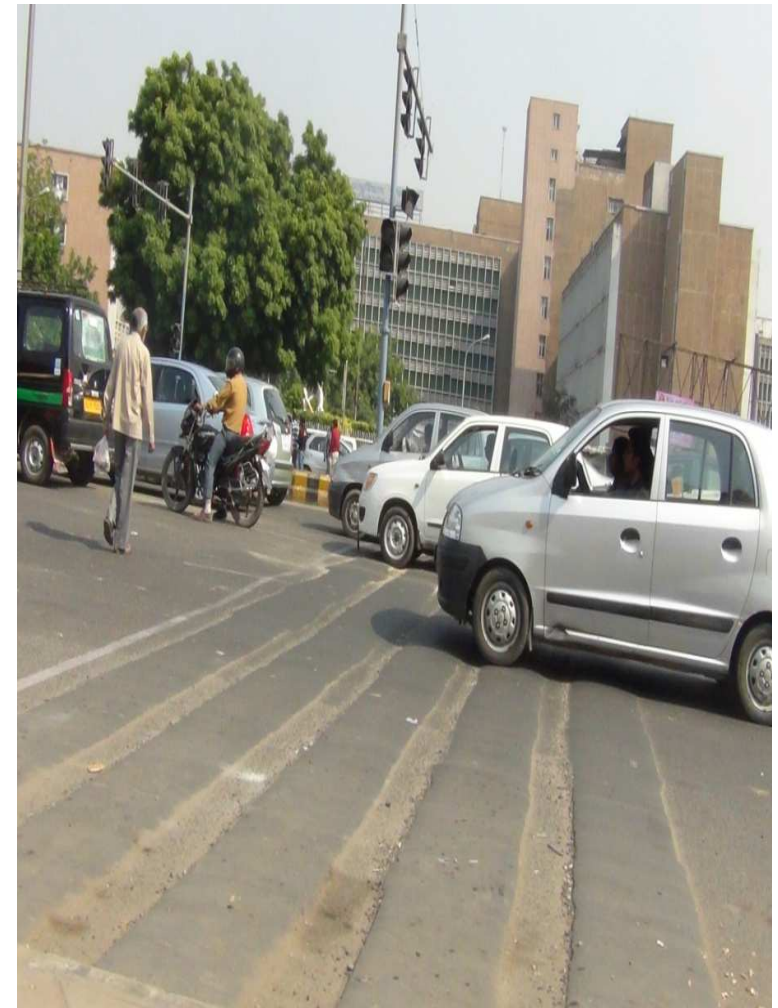
Speed Calming



✓ Mastic Strips

- At pedestrian crossings, it reduces vehicles speed forcibly and reduces the damage.
- Forcibly but gently retards vehicle speed.
- At night, when traffic volume is low, full width of road is available, this device retards over speeding and augments safety.
- These mastic strips are stable, durable, low cost and have longer life.

Example: Fourth Avenue, Lodhi Colony and Aurobindo Marg

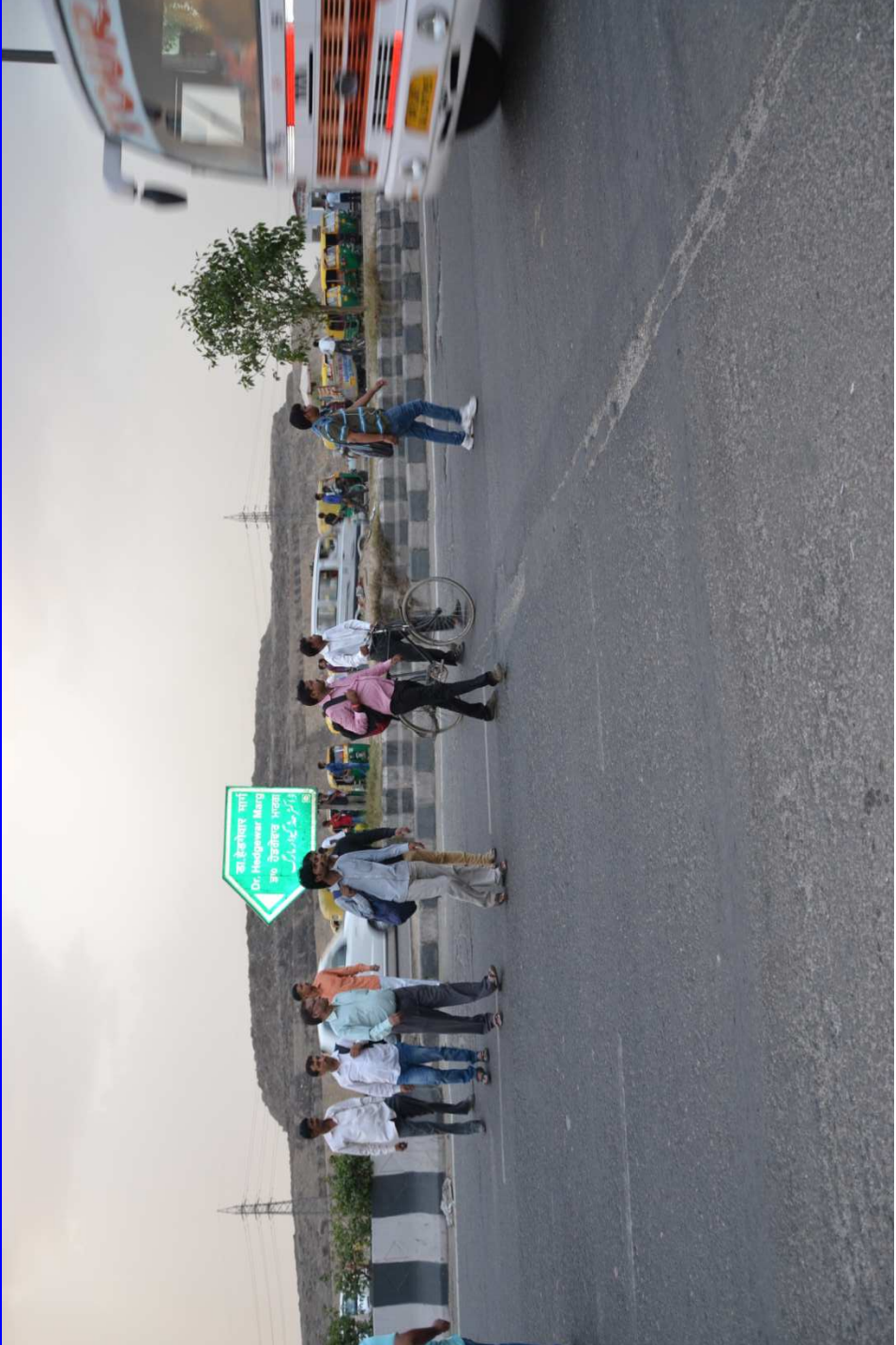


Interventions - Road No. 56



Cautionary Strips





PUNJABI BAGH FLY.OVER. NO NOSE PROTECTION DEVICE



NH-1 BUDH PUR. NO SINAGE FOR UNDER PASS



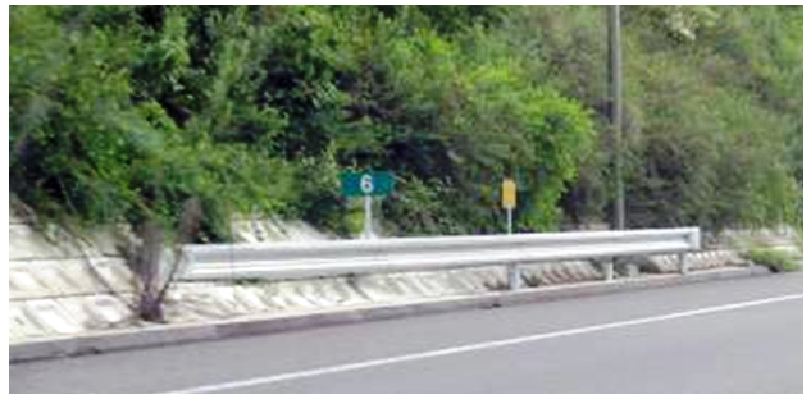
4. Accident-Prone Location Approach (8/10)



Proper Design of Safety Barrier



Covering the edge of bridge and tunnel



Covering a lighting pole



7. Japanese Approach (11/18)



Hazardous Accident Spot Countermeasures Council

- Road Administrators
 - Public Safety Committees
- Study and analysis

National Institute for Land and Infrastructure Management (NILIM)

National Research Institute of Police Science

Institute for Traffic Accident Research and Data Analysis (ITARDA)

Support

Improvement of intersections

Laying electric cables in underground trenches

Construction of sidewalks

Widening roads

Improvement of sight distance

Installation of safety facilities

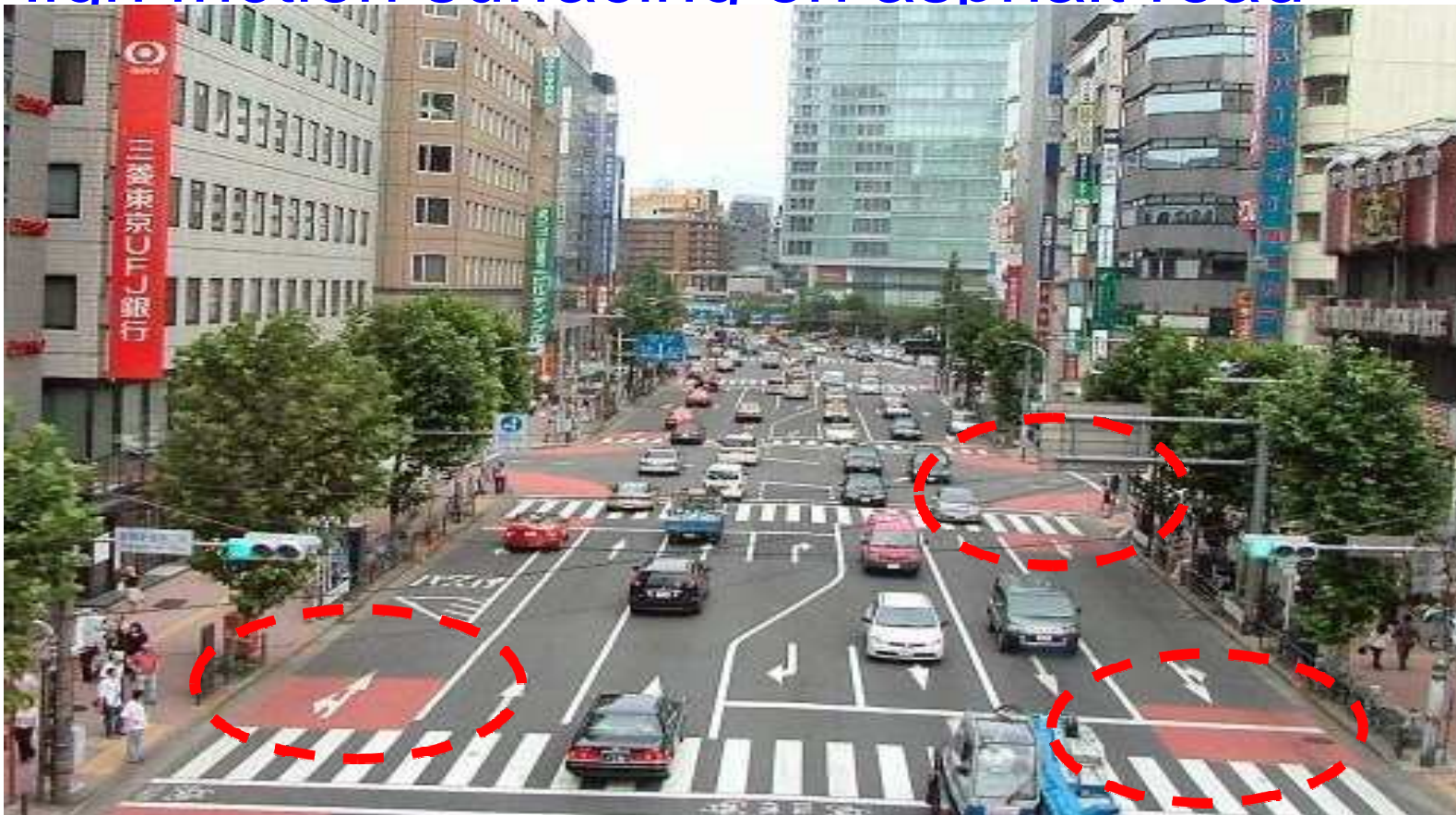
4,000 hazardous spots

Reducing road accidents

Can we achieve this?



- ✓ High friction surfacing on asphalt road



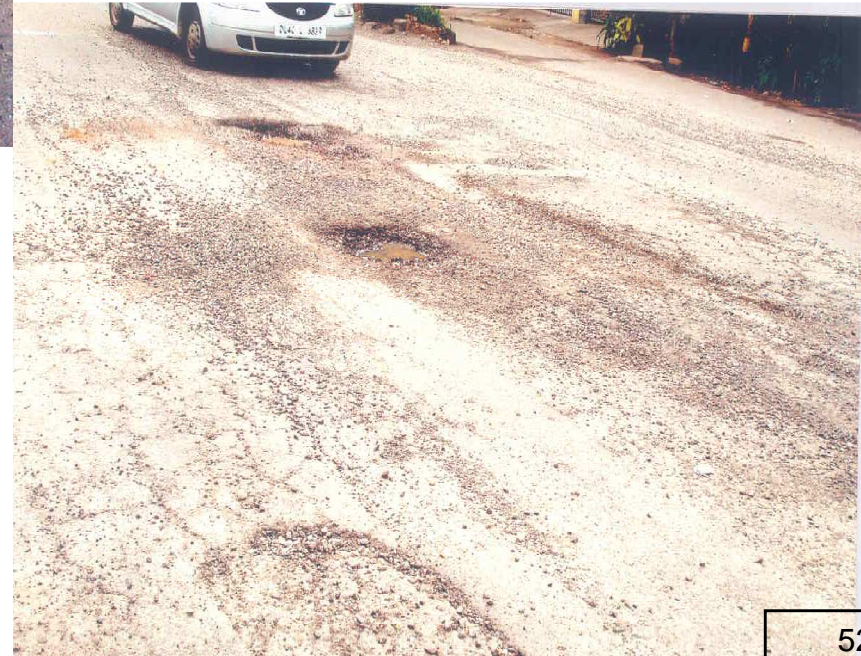
High friction surface

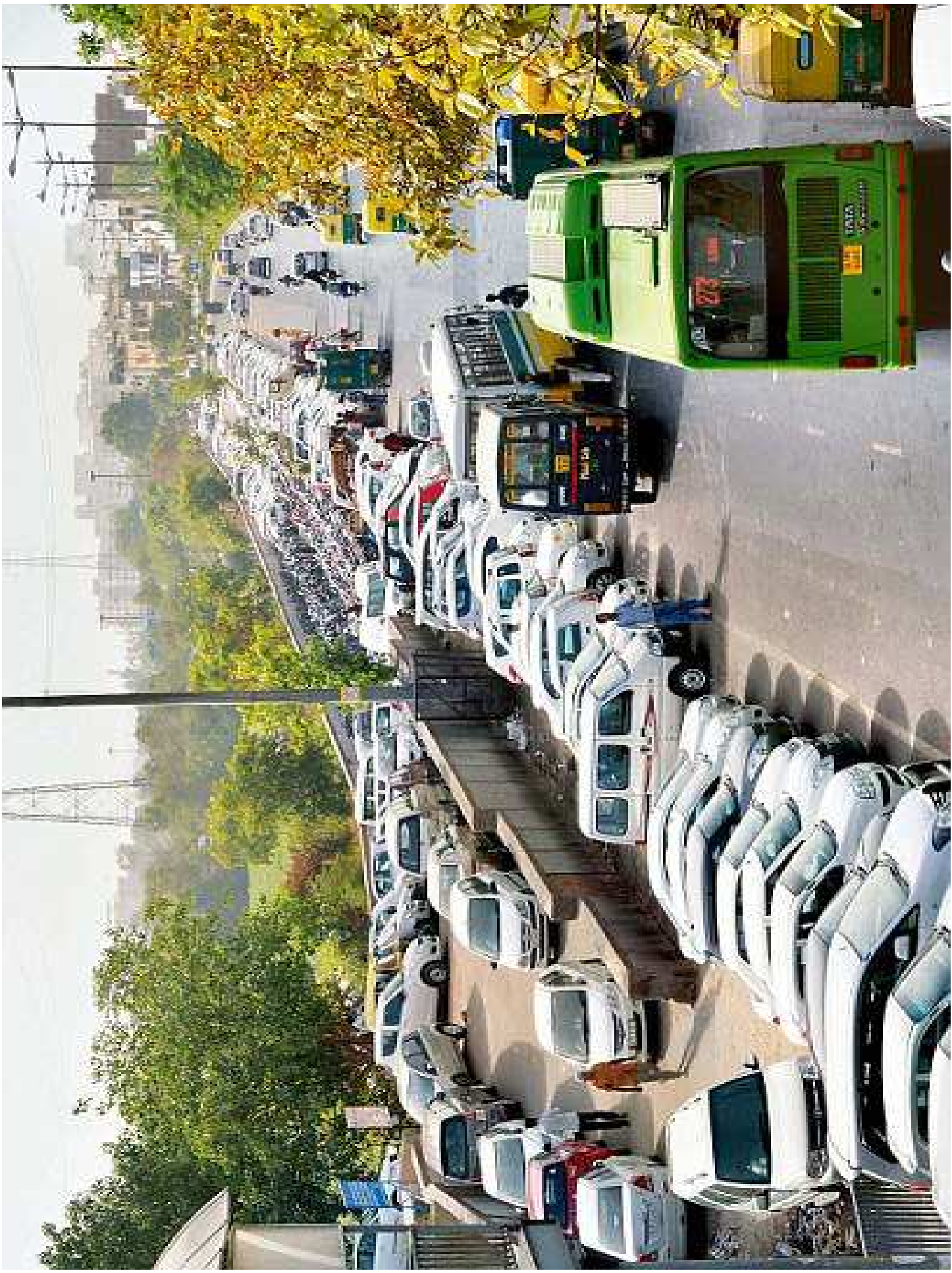


Friction enhanced curves



Condition of roads after rains

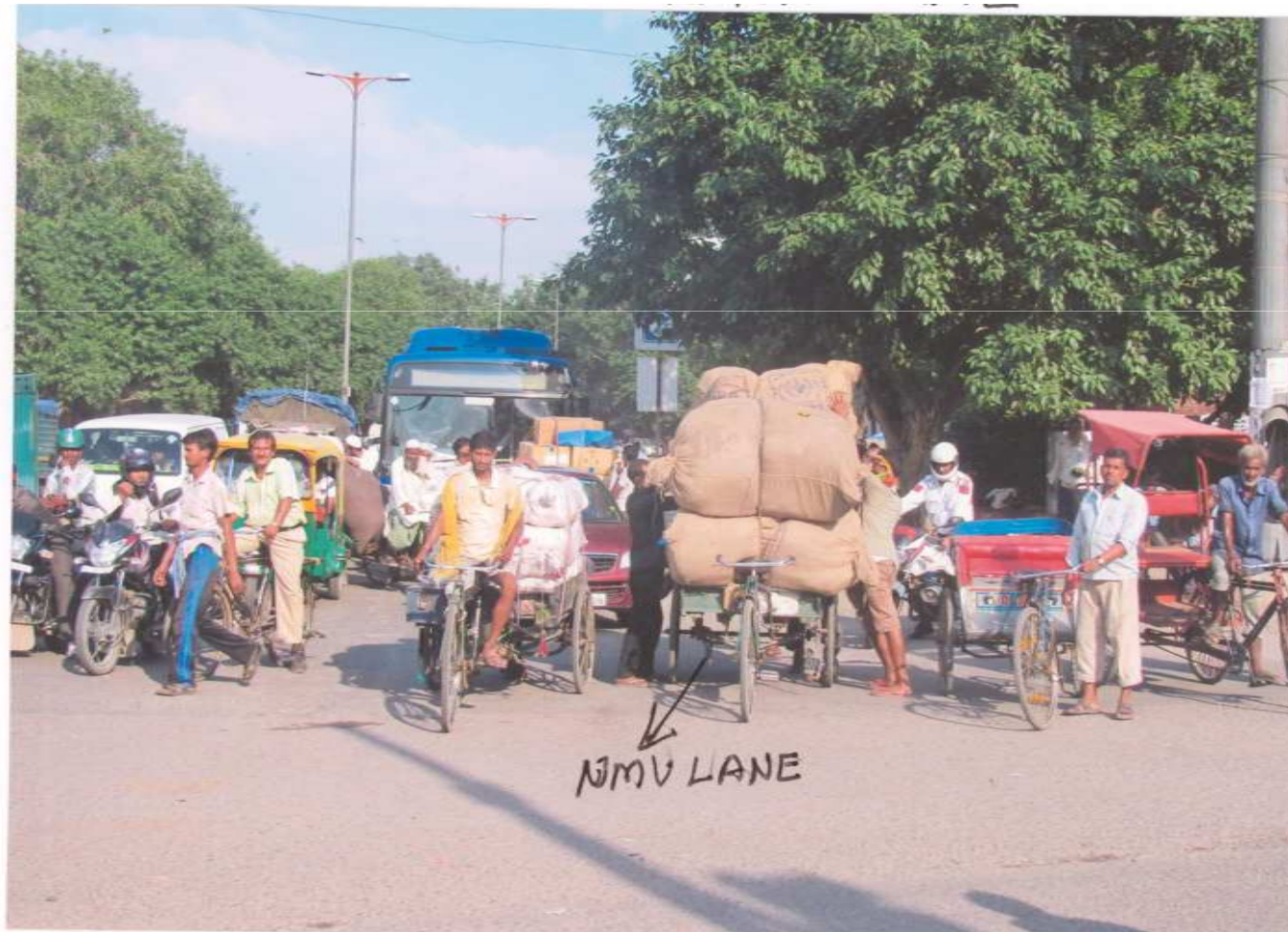








NMVs Spreading Ahead of Stop Line





Obstructive Parking



Loading & unloading



No Entry



- Restriction on plying of commercial goods vehicles.
- Timings
 - ✓ 24 hours
 - ✓ 7.30 AM to 9.30 PM
 - ✓ 7.30 AM to 11 AM
 - ✓ 5 PM to 9.30 PM.

Restriction timings for HGVs/MGVs



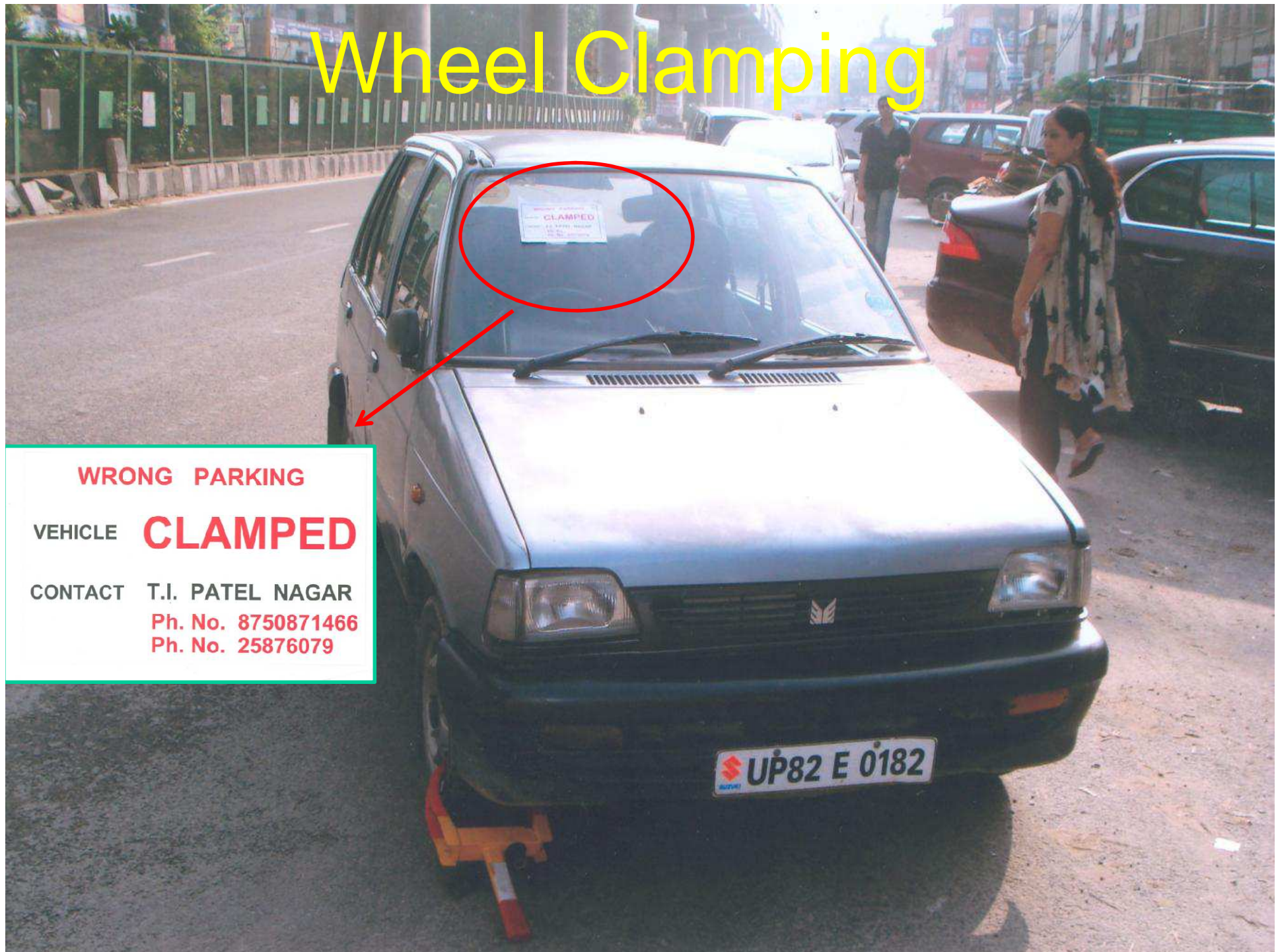
- 24 hours
 - ✓ New Delhi area
 - ✓ Walled City area etc.
- 7.30 AM to 9.30 PM
 - ✓ Aurobindo Marg
 - ✓ Africa Avenue
 - ✓ Lala Lajpat Rai Marg etc.
- 7.30 AM to 11.00 AM & 5.00 PM to 9.30 PM
 - ✓ Ring Road
 - ✓ Outer Ring Road
 - ✓ NH-8 etc.

Signal Modernization



- ✓ 809 Signals & 390 Blinkers
- ✓ 88 Pedestrian Signals
- ✓ 42 Pelican Signals
- ✓ 06 Solar back-up power signals
- ✓ 28 Synchronized corridors
- ✓ 662 signals with CDTs – whole Central Range covered
 - ✓ 65 recently installed
 - ✓ 134 underway

Wheel Clamping



WRONG PARKING

VEHICLE **CLAMPED**

CONTACT **T.I. PATEL NAGAR**
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Introduction of 'E-Challan'



Benefits of E-Challan



✓ Increased Compliance:

- History of driver, vehicle and previous challan
- Stolen vehicle data base
- Transparency & Evidence

● Increased Accuracy:

- Error Free
- Easy Retrievals
- Performance Indicator

✓ Increased Efficiency:

- Checks efficiency of challaning officers
- Provide accurate date, time, place of challan
- Eliminates carbon copies
- Easy retrieval of repeat offence data
- Electronic data base

Repeated Violation Commercial vehicle

07.01.2013 to 15.02.2014



OFFENCE	BUS	CAR	DVAN	GRAMIN SEWA	HTV	LGV	OTHERS	RTV	SCHOOL VAN/ CAB	TAXI	TRACTOR	TSR	TWOWHEELER	TOTAL
DRUNKEN DRIVING * Two offences in a calendar year **Cancellation of DL/badge/permit and RC	0	1	8	0	0	3	1	0	0	2	0	9	0	24
WITHOUT PERMIT	26	11	25	248	8	13	7	25	1	6	1	95	24	490
WITHOUT FITNESS * One instance ** Cancellation of D/L	30	20	70	266	16	62	8	28	4	10	3	78	20	615
WITHOUT DRIVING LICENCE * One instance ** Cancellation of Permit/RC	26	28	218	286	20	136	21	23	3	22	2	479	41	1305
PERMIT VIOLATION * Two offences in a calendar year ** Cancellation of Permit/RC	102	57	66	581	15	37	31	67	10	58	5	625	62	1716
Not driving in proper lane Without speed governor Stopping without bus stop Wrong overtaking * 4 times in a calendar year ** Cancellation of Permit/RC	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	184	117	387	1381	59	251	68	143	18	98	11	1286	147	4150

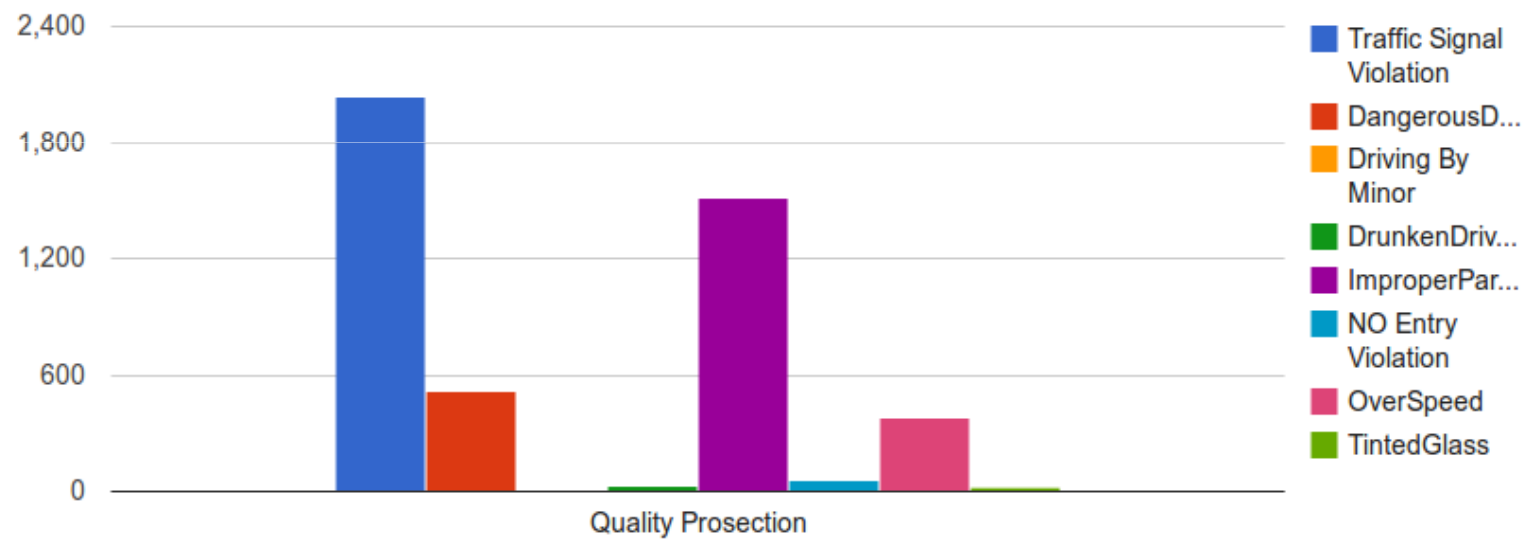


Sample Reports

Quality Prosecution



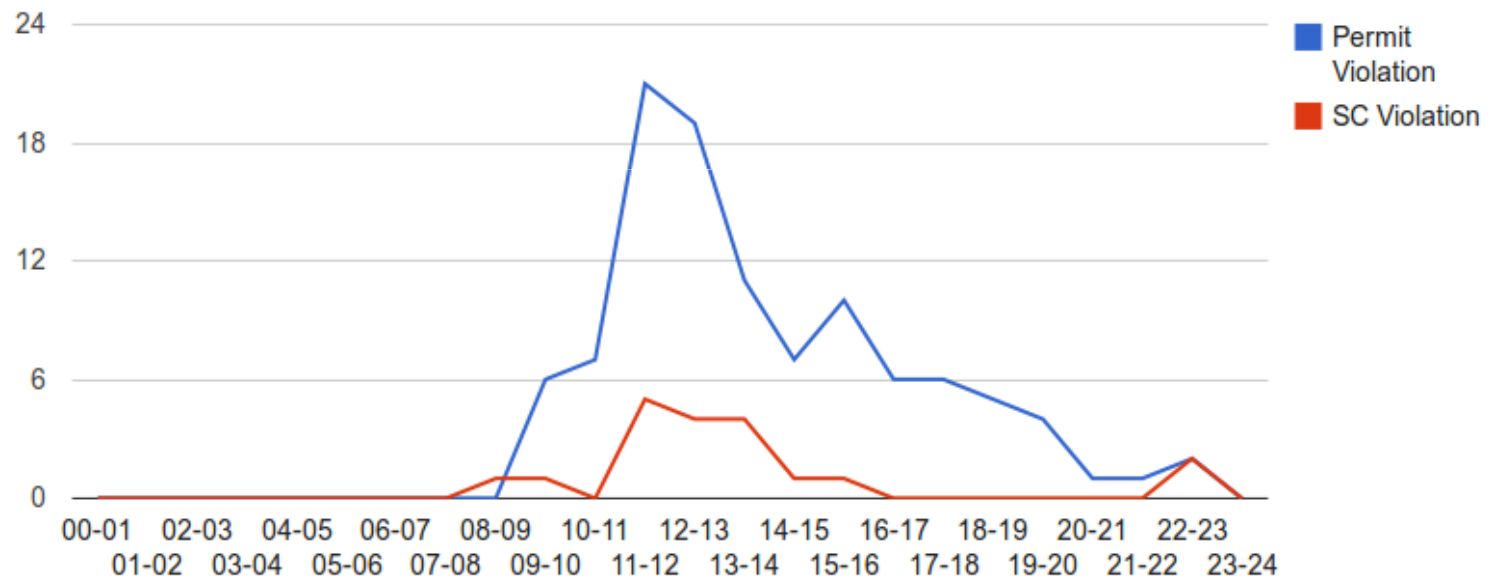
Quality Prosecution



Supreme Court and Permit Violations



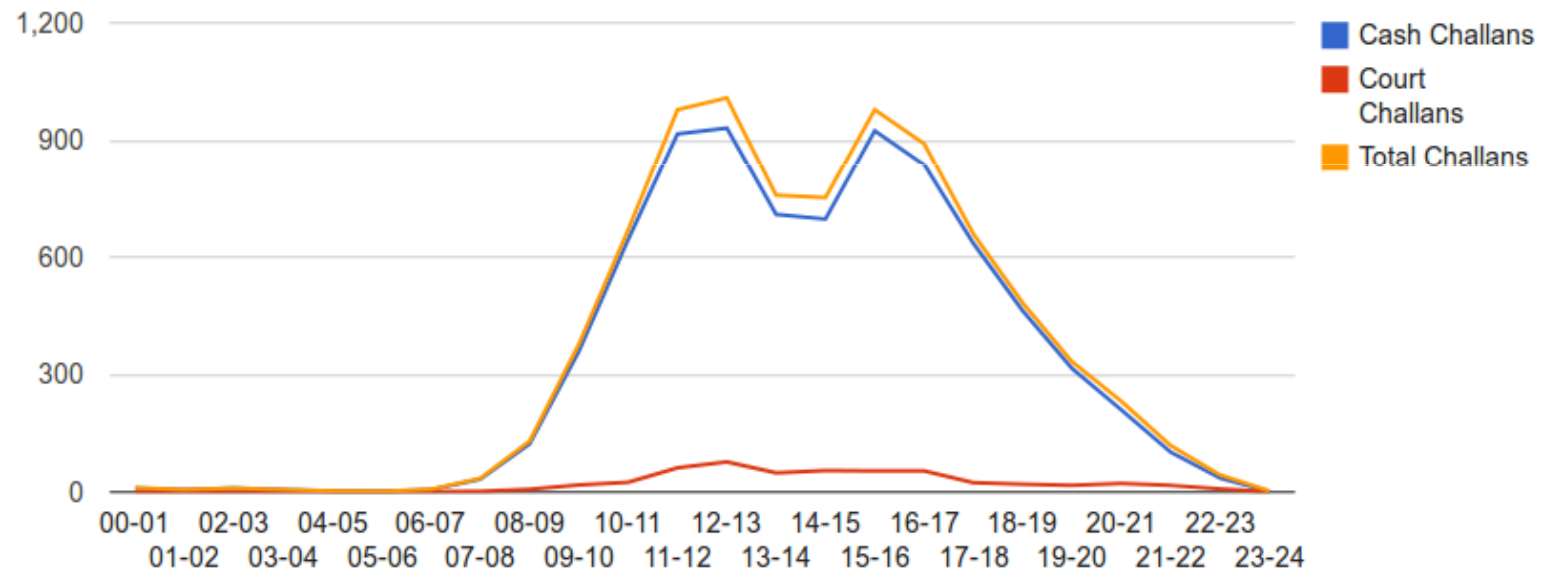
Supreme Court And Permit Violations



Total Challan Progress



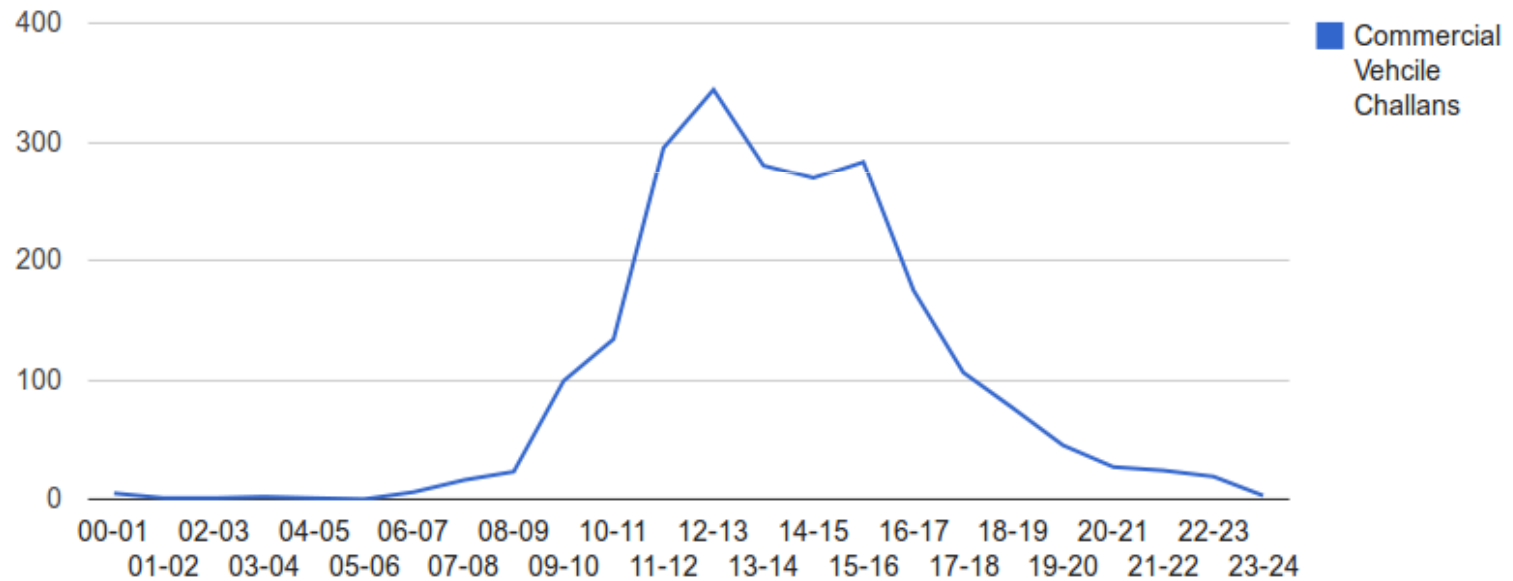
Total Challan Progress



Prosecution Of Commercial Vehicles



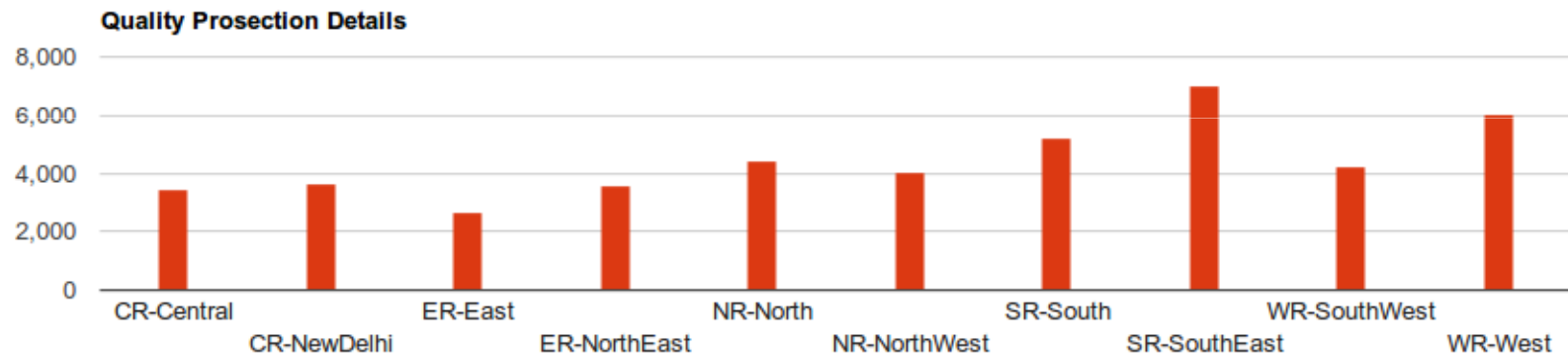
Prosecution Of Commercial Vehicles



Fortnightly Quality Prosecution



Quality Prosecution Details



ITMS Solution Highlights



ITMS Primary Components



Red Light Violation
Detection System



Speed Detection
System



Variable Message
Signs



Speed Control Signs
and Lane Violation
Detection



Adaptive Traffic
Signal Control



Public Address System

Expected Outcomes

Reduction in road accidents

Reduction in traffic congestion

Detection of red light violations, lane changes and over speeding etc.

Decrease in overall travel time

Decrease in Fuel Consumption and Emissions

Better Information Dissemination to road users

Parking Management

Infringement Coverage with ITMS



Delhi Traffic Police Command & Control Center

Over Speed

Red Light Jumping

One Way Violation

Stop Line Crossing

Yellow Line Violation

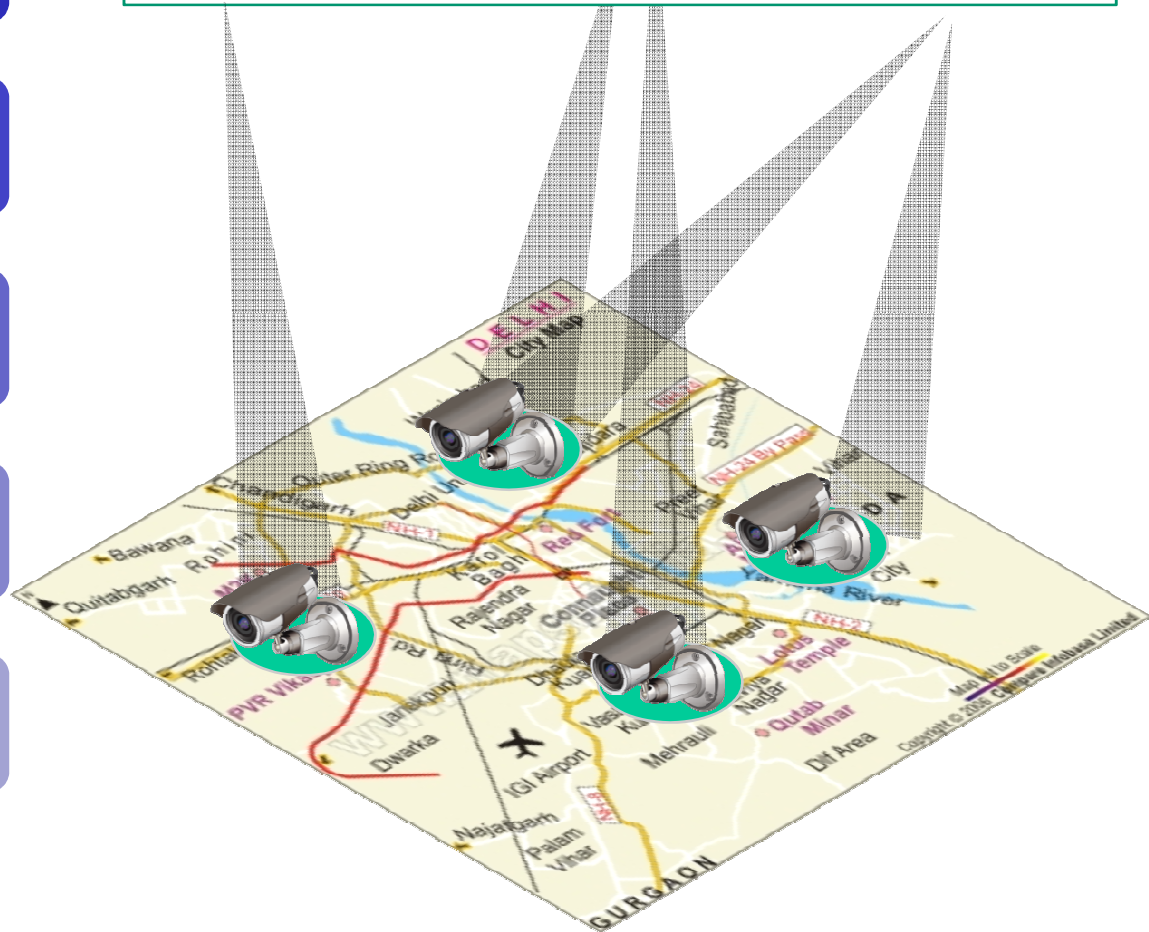
Improper Parking

Not Driving Proper Lane

Stop without Bus Stop

Park/Wait in Bus Lane

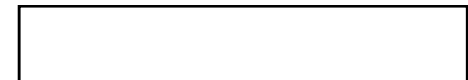
Dangerous Driving

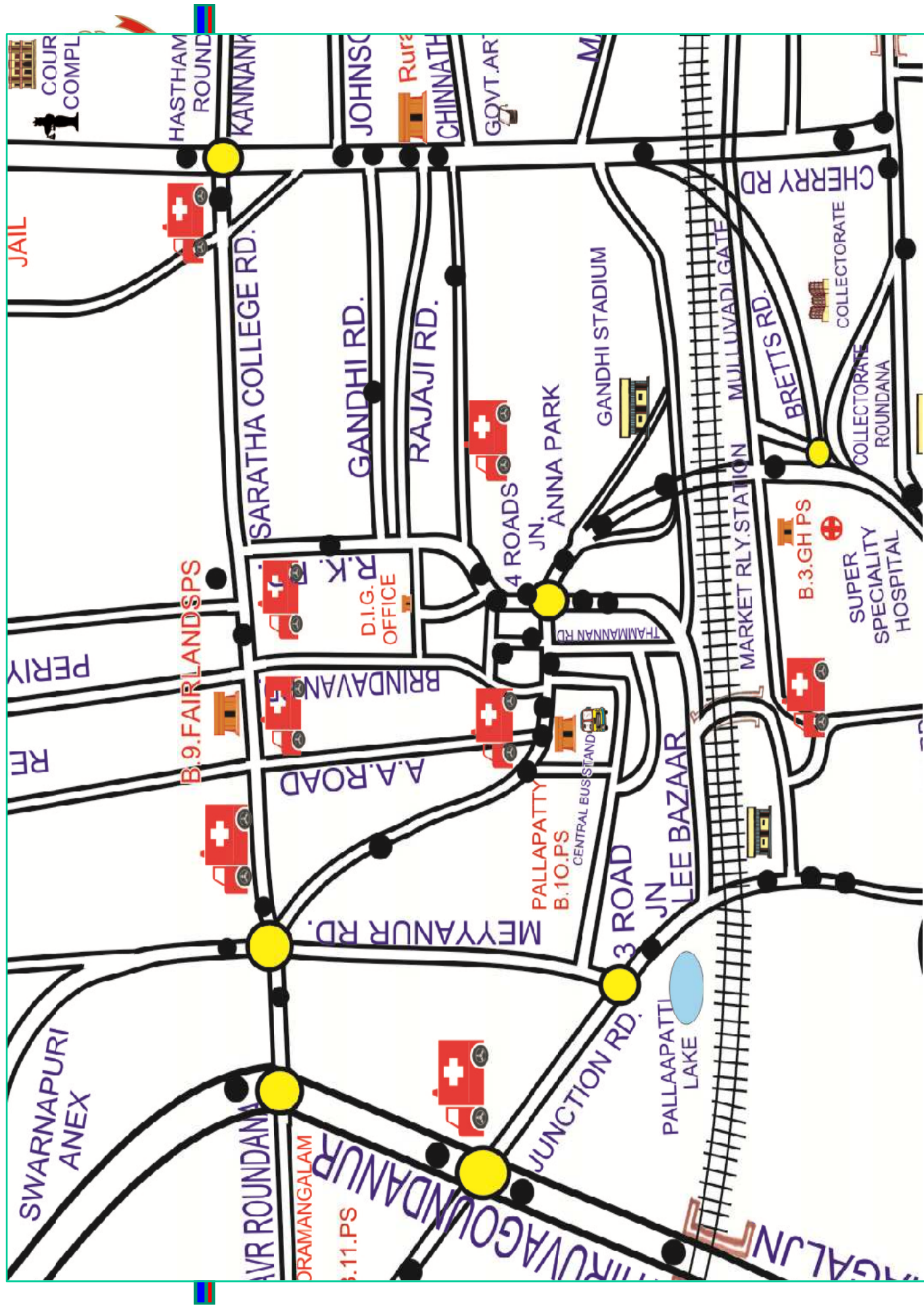


WAY FORWARD....



- ✓ Better Ambulance service
- ✓ Pedestrians Awareness
- ✓ Motorists Education
- ✓ Engineering Interventions
- ✓ Technology-
 - ITMS
 - ABS





PARTICIPATION OF PRIVATE AMBULANCE



St. MARY'S AMBULANCE
@ Sarada College Road



CHELLAM HOSPITAL AMBULANCE
@ Hasthampatti Roundana



SHANMUGA HOSPITAL AMBULANCE
@ Kannakurichi Road



MANI AMBULANCE
@ Four Road Junction



GB AMBULANCE
@ Brindavan Road



M.G.M AMBULANCE
@ Manalmedu



Education

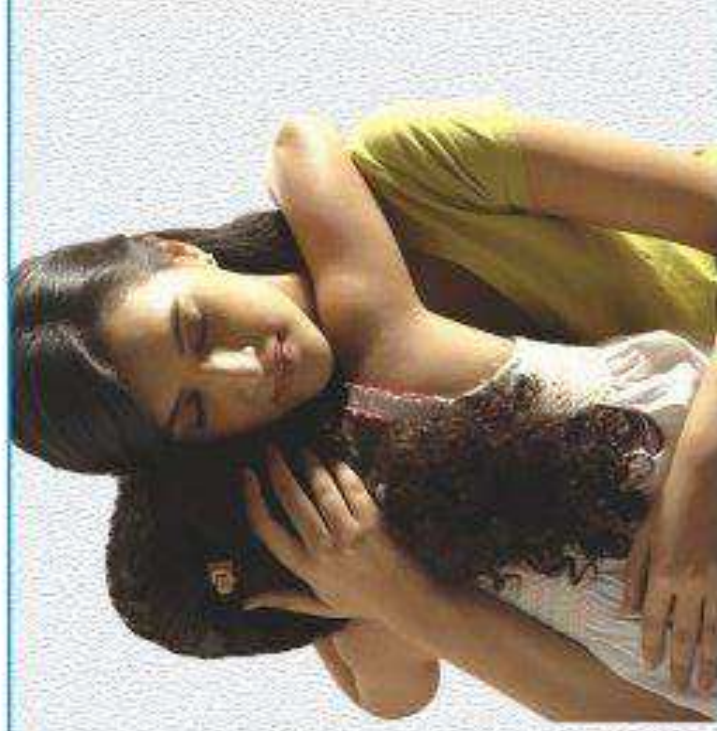




Fixing reflective tapes on 10 lac bicycles



कुछ नुकसानों की भरपाई कभी नहीं होती।



शराब पीकर गाड़ी न चलाएं।



दिल्ली पुलिस

24 घंटे ट्राफिक हेल्पलाइन: 011-25344444

Size: 16(w) x 25(h) cms

FROM THE BAR TO
BEHIND THE BARS



DON'T DRINK & DRIVE



DELHI POLICE

Traffic Police Helpline 011-25344444

Size: 1.5(w) x 2(h) feet (Ratio)



Public interface

Front page





DELHI TRAFFIC POLICE
WITH YOU FOR YOU ALWAYS

 Traffic Helpline

 Complaint Against TSR/Taxi

 SMS Services

25844444/1095

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& Education

 eChallan/
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Traffic will be heavy

SERVICES

KNOW YOUR TRAFFIC CIRCLE

TENDERS

PUBLIC INTERFACE

BE ROAD SMART


PHOTO GALLERY


FAQ'S






E-challan Notice





**DELHI TRAFFIC POLICE**
WITH YOU FOR YOU ALWAYS



 Traffic Helpline


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TRAFFIC UPDATES

Traffic will be heavy from Raja Garden towards Sh

Services

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eChallan Status

VEHICLE NUMBER*

Pending Notices Against Vehicle Number : DL1CAR1234

<input type="checkbox"/>	NOTICE_NO	OFFENCE DATE/TIME	OFFENCE	OFFENCE AT	AMOUNT	ONLINE PAYMENT
<input type="checkbox"/>	0157346	20/10/2013 12:36 PM	Driving Without Seat Belt	Nehru Place	200	<input type="button" value="PAY NOW"/>
<input type="checkbox"/>	0157346	20/10/2013 12:36 PM	Driving Without Seat Belt	Nehru Place	100	<input type="button" value="IN COURTE"/>
<input type="checkbox"/>	0157346	20/10/2013 12:36 PM	Driving Without Seat Belt	Nehru Place	1100	<input type="button" value="PAY NOW"/>
<input type="checkbox"/>	0157346	20/10/2013 12:36 PM	Driving Without Seat Belt	Nehru Place	500	<input type="button" value="PAY NOW"/>
<input type="checkbox"/>	0157346	20/10/2013 12:36 PM	Driving Without Seat Belt	Nehru Place	600	<input type="button" value="IN COURTE"/>



DELHI TRAFFIC POLICE
WITH YOU FOR YOU ALWAYS



Traffic Helpline

25844444/1095



Complaint Against TSR/Taxi

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SMS Services

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South East District

To search type and hit enter

DCP : Shri Prem Nath

☎ : 9818099053

☎ : 011-26266748

✉ : dcptsr-dtp@nic.in

ACP : Shri Rajender Prasad Arya

☎ : 8750871414

☎ : 011-26251883

✉ : :acpsedt14@gmail.com

Greater Kailash
Circle

Hauz Khas
Circle

Kalkaji
Circle

Lajpat Nagar
Circle

Sarita Vihar
Circle

Mehrauli
Circle

Traffic Circle, Greater Kailash

TI : Inspector Bir Singh

☎ : 8750871458

☎ : 011-26414224

✉ : gkcdtp@gmail.com

How to reach the Traffic Police Circle

- Situated:-P.S.Nehru Place Near Paras Cinema
- Chirag delhi Flyover
- Moolchand Flyover
- Archana t-point sadik Nagar

Sector Information

- ZONE-1- Archna T- point,sant nagar,Jamrudpur,G.k.1,Kailash hills,central school Andrews ganj
- ZONE-2- Chirag delhi,Sadik Nagar T- point, Shekh Sarai T- point Pushpa Bhawan
- ZONE-3- Khanpur crossing,khanpur depot,devli mor ,tigri t- point
- ZONE-4- Hamdard T- point,Ratia marg,Batra hospital,Tigri Cut
- ZONE-5 -Tara appartment,Alaknanda Market,Mandakini t-point,Kamal t-point
- ZONE-6- Savitri cinema,Punjabi dhaba,A-B Block CR Park,K block Market no 1 ,Market no 2 and Jalebi chowk CR Park

Important Places

- M block Market- G.k. 1
- M block MKT G.k.-1
- Market No 1 CR Park
- Market No 2 CR Park
- Alaknanda Market

Major Corridors

- BRT Corridor (Khanpur to MoolchandFlyover)
- Lala Lazpat Marg
- Outer Ring road (Chirag delhi flyover to Nehru place flyover)
- MB Road (Khanpur to Hamdard)
- RD Marg

Traffic Junctions

- ARCHANA T-POINT

Most Popular Social Media



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You Tube



The journey

- ✓ Over 3 years of fulfilling experience
- ✓ 37,18,350 posts on Page.
- ✓ 10,453 posts every day.

facebook

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Delhi Traffic Police

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Government Organization

Delhi Traffic Police manages 'traffic mobility with safety'. Substantial achievements in traffic management with lesser accidents...

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Delhi Traffic Police

5 hours ago

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Devintas Oras

Like 4 Like



Delhi Traffic Police

February 24

Road Safety March by School children from India Gate Rajpath to Shastri Bhawan on the occasion of Delhi Police Week on 22-02-2014 (5 photos)



Like · Comment

👍 Himanshu Jassal, Ramesh Chander, Anshika Singh and 49 others like this.



Jatteen Agarwal Ya sab to thik han lakin koi suggestion dena ho to khan da ya bhi to bta do kai help line number pa call karna ka badd bhi koi sun wai nahi hoi or msg sa bhi kuch nahi hona wala han.

February 24 at 7:07am



Anshika Singh aap log road sefety kar rhe ho , aaj subhah bas se jaate samay aapke Head Qtr k saamne se teen char ladke byk se bina helmet double triple riding krte huye red light jump kr gye... red light se aage kabhi kabhi traffic k log khade hote hai,,, lagta hai logo ko kisi ka darr hi nhi hai.

19 hours ago



Delhi Traffic Police

February 24

Pantomime Show on the occasion of Delhi Police Week on 22-02-2014. (4 photos)



Like · Comment

4

👍 Traffic Zam, Dinesh Kumar Tyagi, Piyush Angrish and 69 others like this.



Dev Walia STOP THIS DRAMEBAAZI....WHO WILL TAKE CARE OF THE PEDESTRIANS WHEN THE FOOTPATHS MEANT FOR THEM ARE ENCROACHED BY STREET VENDORS RUNNING THEIR EATING JOINTS????? WAKE UP FROM THE SLUMBER.

February 24 at 8:21am · 1



Jay Moorchilot Looks like Delhi needs a forum like CochInPedestriansForum for the good of pedestrians - <https://www.facebook.com/CochInPedestriansForum>



CochIn Pedestrians Forum

CochIn Pedestrians Forum's mission is to raise the issues faced by pedestrians i... [See More](#)
Non-Profit Organization: 418 like this

4 hours ago

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Photos and videos >



Delhi Traffic Police

@dtptraffic

24x7 Control Room : +91-11-25844444

India, Delhi · delhitrafficpolice.nic.in

TWEETS

3,549

FOLLOWING

0

FOLLOWERS

93.6K

 Follow

Tweets



Delhi Traffic Police @dtptraffic · 5h

Traffic is now normal in the carriageway going towards Punjabi Bagh on Britania Flyover.

Expand

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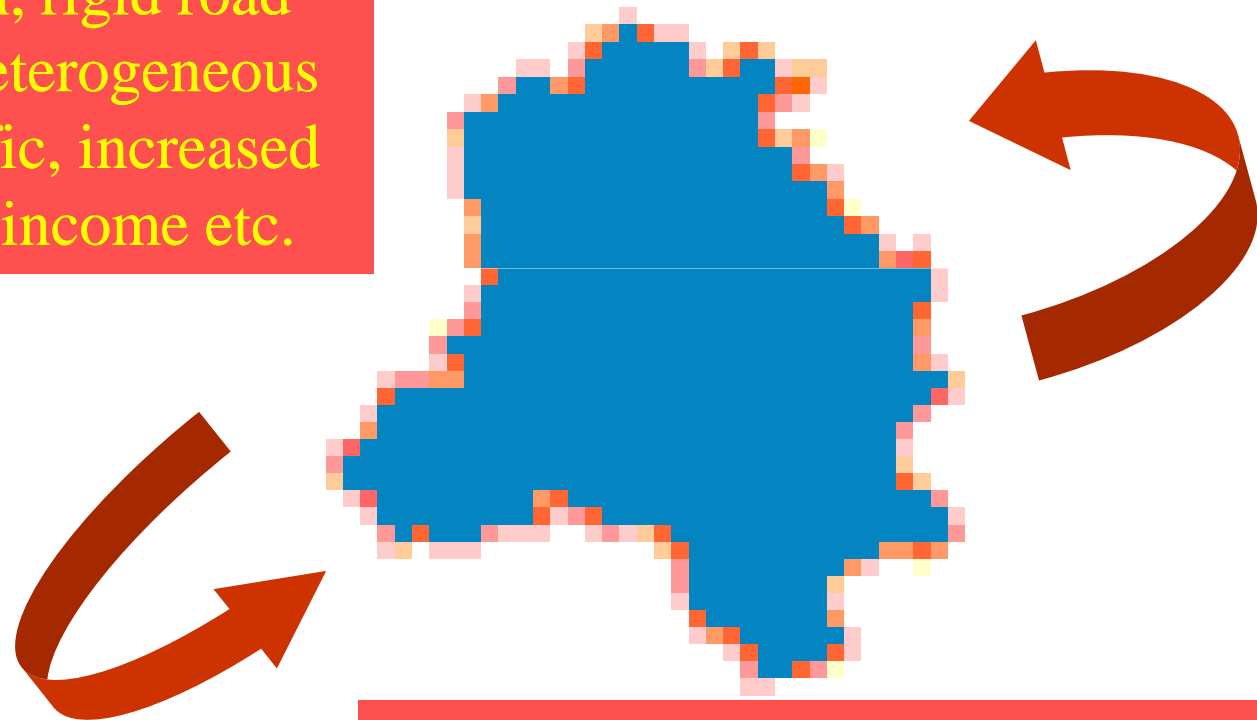


THANKS

Causes of growing congestion in Delhi



Vehicular
population, rigid road
network, heterogeneous
mix of traffic, increased
per-capita income etc.



Migration due to Job
Opportunities

Vegetables & Fruits



City acts as a
store house

