Road Safety in Delhi
Issues and Solutions

Anil Shukla, IPS
Joint Commissioner of Police:
Traffic, Delhi
Indian Roads are most dangerous in the world

India leads world in road deaths

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

Dipak Kumar Dash | TNN

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 collated from 125 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 1980s. 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 3,286 people died in road accidents in UK in 2006, the figure, at 42,642, was much higher in the US.
# Growth in Delhi

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Registered motor vehicles</th>
<th>Road length (in KMs)</th>
<th>Traffic Police Strength</th>
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</thead>
<tbody>
<tr>
<td>1991</td>
<td>93,70,00</td>
<td>19,23,787</td>
<td>22,487</td>
<td>1,849</td>
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<td>2001</td>
<td>1,38,50,507</td>
<td>35,89,748</td>
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<tr>
<td>2013</td>
<td>1,71,74,897</td>
<td>81,43,235</td>
<td>33,198</td>
<td>5,834</td>
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</table>
Growth in population, roads & vehicles
## Lowest fatal accidents and deaths in 10 years

<table>
<thead>
<tr>
<th>Year</th>
<th>Accident</th>
<th>Deaths</th>
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<tr>
<td>2006</td>
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<td>2007</td>
<td>2081</td>
<td>2141</td>
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<td>2008</td>
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<td>2093</td>
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<tr>
<td>2009</td>
<td>2272</td>
<td>2325</td>
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<tr>
<td>2010</td>
<td>2104</td>
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<td>2011</td>
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<td>1822</td>
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<td>2013</td>
<td>1820</td>
<td>1778</td>
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# Increase in signalized junctions

<table>
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<tr>
<th>Year</th>
<th>Signalized junctions</th>
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<td>2007</td>
<td>1037</td>
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<tr>
<td>2010</td>
<td>1119</td>
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<tr>
<td>2013</td>
<td>1199</td>
</tr>
<tr>
<td>2014 (Till now)</td>
<td>1251</td>
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</tbody>
</table>
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 COMPRIZE 85% OF THE VICTIMS
CAUSES OF ACCIDENTS

- Driver's Fault: 45.7%
- Overspeed of Vehicle: 15.0%
- Drunk Driving: 0.3%
- Weather Condition: 0.8%
- Victim's Fault: 3.7%
- Vehicle Mechanical Fault: 0.5%
- Road Environment Fault: 3.5%
- Road Engineering Fault: 2.8%
- Not Known/Other: 27.8%
SHAKAR PUR CHUNGI

GNC

SIMPLE - 12
FATAL - 6
ANAND VIHAR ISBT

SIMPLE - 14
FATAL - 6
PUNJABI BAGH CIRCLE (DAY-NIGHT)
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**
  
  - mobility
  - mixed
  - delivery

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

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<table>
<thead>
<tr>
<th>Road Category</th>
<th>Speed (km/h)</th>
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</thead>
<tbody>
<tr>
<td>1 Motorway</td>
<td>100-120</td>
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<tr>
<td>2 Express Road</td>
<td>100</td>
</tr>
<tr>
<td>3 Arterial Road</td>
<td>80</td>
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<tr>
<td>4 Local Road</td>
<td>80</td>
</tr>
<tr>
<td>5 2nd Arterial Road</td>
<td>50</td>
</tr>
<tr>
<td>6 Residential Road</td>
<td>50</td>
</tr>
<tr>
<td>7 Residential Street</td>
<td>8-30</td>
</tr>
</tbody>
</table>

(Source: PIARC)
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
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

Fatality Rates

- Nighttime fatality is **fourfold** larger than daytime
- Rainy fatality is **twofold** larger than fair weather
- Snowy fatality is **threelfold** 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 **threelfold** larger than passenger cars

(Source: E-NEXCO)

Dangerous Night Driving

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

(Source: E-NEXCO)
2. Night Time Safety Approach

High Visibility Road Marking

Reduction of number of traffic accidents

About 40% reduction (2000 NEXCO Data)

Sound & Vibration Marking
2. Night Time Safety Approach

Curve Indicators:
- Chevron panel
- Road stud
- Delineator

East Coast Road, India

Reduction of number of traffic accidents:

<table>
<thead>
<tr>
<th>Before (2004 HECL Data)</th>
<th>After a year</th>
</tr>
</thead>
<tbody>
<tr>
<td>59</td>
<td>22</td>
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</tbody>
</table>

About 60% decrease
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

About 60% reduction

Japanese rumble strip

Indian speed breaker

(2000 NEXCO Data)

Before

After a year

125

50
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

Height increased to 7 feet
Cautionary Strips
PUNJABI BAGH FLY.OVER. NO NOSE PROTECTION DEVICE
NH-1 BUDH PUR. NO SINAGE FOR UNDER PASS
Proper Design of Safety Barrier

Covering the edge of bridge and tunnel

Covering a lighting pole
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

Widening roads

Improvement of sight distance

Installation of safety facilities

Construction of sidewalks

Laying electric cables in underground trenches

4,000 hazardous spots

Reducing road accidents

Japanese Approach (11/18)
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
Ph. No. 8750871466
Ph. No. 25876079
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

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<tr>
<th>OFFENCE</th>
<th>BUS</th>
<th>CAR</th>
<th>DYAN</th>
<th>GRAMIN</th>
<th>SEDWA</th>
<th>HTV</th>
<th>LGV</th>
<th>OTHERS</th>
<th>RTV</th>
<th>SCHOOL VAN/CAB</th>
<th>TAXI</th>
<th>TRACTOR</th>
<th>TSR</th>
<th>TWOWHEELER</th>
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<td>**Cancellation of DL/badge/permit and RC</td>
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<td>**Cancellation of Permit/RC</td>
<td>26</td>
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<td>PERMIT VIOLATION</td>
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<td>* Two offences in a calendar year</td>
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<td>Without speed governor</td>
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<td>Wrong overtaking</td>
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<td>* 4 times in a calendar year</td>
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Sample Reports
Quality Prosecution
Supreme Court and Permit Violations

Supreme Court And Permit Violations

- Permit
- SC Violation
Total Challan Progress
Prosecution Of Commercial Vehicles

Prosecution Of Commercial Vehicles

[Graph showing the prosecution of commercial vehicles from 2000-2024 with a peak in 2013-2014.]
Fortnightly Quality Prosecution

Quality Prosecution Details

CR-Central  CR-NewDelhi  ER-East  ER-NorthEast  NR-North  NR-NorthWest  SR-South  SR-SouthEast  WR-SouthWest  WR-West
**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

- 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

Delhi Traffic Police Command & Control Center
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
@ Hastampatti 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
FROM THE BAR TO THE BARS

DON'T DRINK & DRIVE

DELHI POLICE

Traffic Police Helpline 011-25944444

कुछ नुकसान की भरपाई कभी नहीं होती।

24 V/28 P/C Size (inches) 011-25944444
Public interface
Front page
E-challan Notice
South East District

DCP : Shri Prem Nath  ☎ : 9818099053  ✉ : 011-26266748  📧 : dcptsr-dtpnic.in
ACP : Shri Rajender Prasad Arya  ☎ : 8750871414  ✉ : 011-26251883  📧 : acpsedt14@gmail.com

Greater Kailash Circle  Haiz Khas Circle  Kalkaji Circle  Lajpat Nagar Circle  Sarita Vihar Circle  Mehrauli Circle

Traffic Circle, Greater Kailash

TI : Inspector Bir Singh  ☎ : 8750871458  ✉ : 011-26414224  📧 : gkcdept@gmail.com

How to reach the Traffic Police Circle
- Situated at P.S., Nehru Place Near Paras Cinema
- Chirag Delhi Flyover
- Moolchand Flyover
- Archna Point E-Block, Netaji

Sector Information
- ZONE-1: Archna T-point, Jantar Mantar, Jawahar Lal Nehru Place, Central School, Andrews Ganj
- ZONE-2: Chirag Delhi Flyover, Moolchand T-point, Shahib Sarai T-point, Ghazipur
- ZONE-3: Khampur Cross Roads, Khampur Depot, Delhi Metro, C P T-point
- ZONE-4: Haiderdard T-point, Rattan Marg, Safdarjung, TGT Cut
- ZONE-5: Tara Appartment, Alaknanda Market, Mandir Marg T-point, Karnal T-point
- ZONE-6: Savitri Cinema, Punjabi Bagh, 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 MK G.K. 1
- Market No.1 CR Park
- Market No. 2 CR Park
- Alaknanda Market

Major Corridors
- BRT Corridor (Khampur to Moolchand Flyover)
- Lala Lajpat Marg
- Outer Ring Road (Chirag Delhi flyover to Nehru Place flyover)
- MTB Road (Khampur to Haiderdard)
- KD Marg

Traffic Junctions
- ARCHAN A T-POINT
Most Popular Social Media
The journey

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✓ 37,18,350 posts on Page.
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Delhi Traffic Police
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Government Organization
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Delhi Traffic Police
5 hours ago •

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

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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 bitta 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 safety kar rha ho , aaj subhna bas se jaate samay aapke Head Qtr k saamne se teen char ladke byk se bina helmet double triple riding krte huey red light jump kr gye.... red light se aage kabhi kabhi traffic k log khade hota hai,,,, lagta hai logo ko kisi ka darr hi nhi hai.
19 hours ago

Dev Walia STOP THIS DRAMEBAAZI....WHO WILL TAKE CARE OF THE PEDESTRIANS WHEN THE FOOTPATHS MEANT FOR THEM ARE ENCROACHED BY STREET VENDORS RUINING THEIR EATING JOINTS???? WAKE UP FROM THE SLMBER.
February 24 at 8:21am · 1

Jay Moonchilot 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
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

Fuel

Oil

Food

Grains

Iron & Steel

DELHI

Fuel

Oil

Food

Grains

Iron & Steel

Vegetables & Fruits

City acts as a store house