

# 3

## VICTIMS OF ROAD ACCIDENTS

In 2015, a total of 8085 accidents were reported, in which 1622 persons lost their lives and 8258 were injured thereby totalling to 9880 road accident victims (including victims killed and injured)(Table 3.1).

- This implies that 16.41% people of the total road accident victims lost their lives. This fatality rate was 16.79 % in the year 2014. But, in fact, **the fatality rate amongst all road accident victims has been decreasing steadily since last few years** viz. 21.95%, 20.41% 16.79 % and 16.41 % during the years 2012, 2013, 2014 and 2015 respectively. (Table 3.1)

**Pedestrians continued to be the highest number of victims of road accidents.**

- During the year 2015, a total of **684 pedestrians lost their lives and 2862 were injured** while 749 pedestrians died and 2949 were injured during the year 2014. This works out to be **42.17 % of all victims killed** in the year 2015 and 44.8 % in 2014. Proportions for the injured pedestrians were lower at 34.6% in 2015 & 35.6% in 2014 (Table 3.2). **This signifies that pedestrians are most prone to be killed in road mishaps.**
- Apparently, most of the pedestrians belong to lower strata of the society including the labour class who have come to Delhi to earn their daily wages. Pedestrians are most vulnerable road users in which 2862 (34.65%) injured and 684 (42.17%) killed) in 2015. The trend in the deaths of pedestrians shows

that the share of pedestrian deaths ranges between 40% and 45% of total victims who died. (Table 3.2).

- **Lack of proper & sufficient numbers of pedestrian crossings, F.O.Bs, subways and non-continuous, intentionally encroached, un-friendly and poorly maintained footpaths etc., ignorance of road safety rules, disregard to other road users' rights by vehicle drivers can be the major reasons of such accidents.**
- **The condition of road crossing facility is no better.** FOB/ Subway is provided after many kilometers on 6 or 8 lanes highways and arterial roads; and wherever provided, many are too unfriendly to the road user, being located either very far from the potential point of crossing or ramp dropping on the wrong side or without having escalator/ lift facility also due to lack of proper signage at appropriate place to enable people to know these facilities.
- As far as cyclist victims are concerned, their share of all victims has remained below 10% since last 10 years and around 3% to 6% during last 5 years. In the case of cyclists injured, this percentage has been reducing gradually since last 10 years and has come down from 7% to 3.6% (Table 3.2). Also, an overall decreasing trend is being seen in the deaths of cyclists over the years and their number of fatalities has always remained under 200 figures since last 10 years and last 3 years their number of

**TABLE – 3.1**  
**VICTIMS (KILLED & INJURED)**

YEAR	PEDESTRIANS		CYCLISTS		CAR OCCUPANTS		SCOOTER / M. CYCLE RIDERS		BUS PASSENGERS		*SLOW MOVING VEHICLES' PULLER & PASSENGERS		DRIVERS OF ANIMAL DRIVEN VEHICLE		OTHER DRIVERS		TOTAL	
	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ
2001	924	3271	174	646	44	743	383	2120	86	287	52	240	1	4	145	1012	1842	8449
2002	817	3121	172	617	50	639	394	1977	53	183	45	226	1	6	146	1049	1696	7929
2003	856	3017	186	508	61	671	436	2100	33	169	48	250	1	2	164	1682	1801	7829
2004	979	3096	181	506	42	684	467	2244	49	209	44	295	1	14	214	949	1977	7997
2005	935	3406	179	528	57	525	568	2293	60	303	46	255	1	12	203	960	2049	8282
2006	1030	3194	154	451	57	611	614	2485	66	269	41	276	0	7	207	987	2169	8280
2007	1071	2831	128	390	64	580	594	2536	44	148	29	198	5	29	205	998	2140	7710
2008	1043	3015	107	353	41	549	641	2355	31	136	19	166	7	24	204	744	2093	7342
2009	1170	2677	121	261	58	444	691	2350	37	121	29	170	6	20	213	893	2325	6936
2010	960	2465	137	309	48	493	705	2438	27	97	37	171	2	14	237	1121	2153	7108
2011	961	2387	107	295	66	423	676	2396	25	96	32	198	1	15	242	1165	2110	6975
2012	828	2261	114	249	64	482	577	2236	16	91	26	121	1	12	240	1181	1866	6633
2013	749	2568	92	305	77	522	613	2573	20	111	32	188	2	28	235	803	1820	7098
2014	749	2949	64	313	51	524	569	3136	7	66	24	296	3	20	204	979	1671	8283
2015	684	2862	71	297	80	632	567	3270	11	53	23	255	2	28	184	861	1622	8258

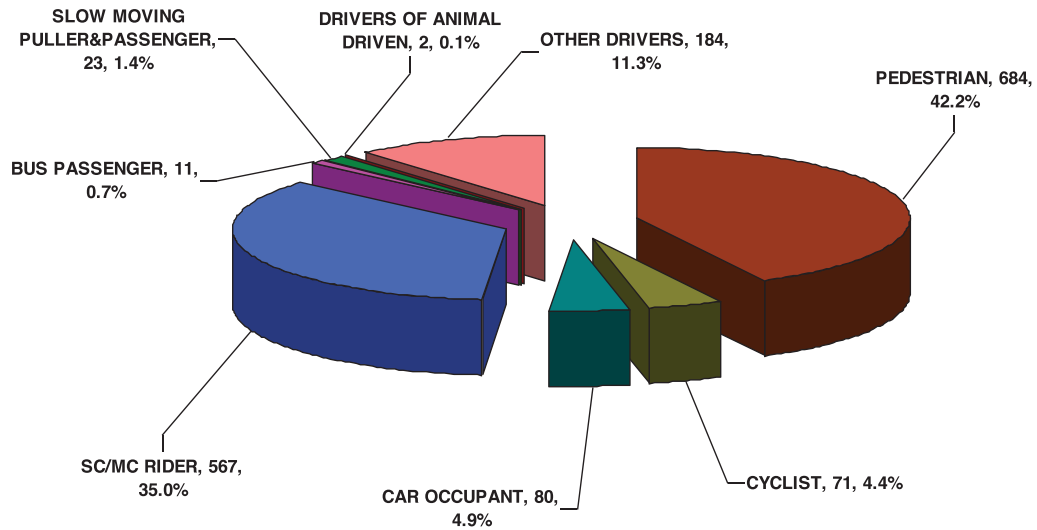
\*Hand Cart, Electric rickshaw & Cycle Rickshaw.

**TABLE – 3.2**  
**VICTIM PROFILE (% OF TOTAL IN THE YEAR)**

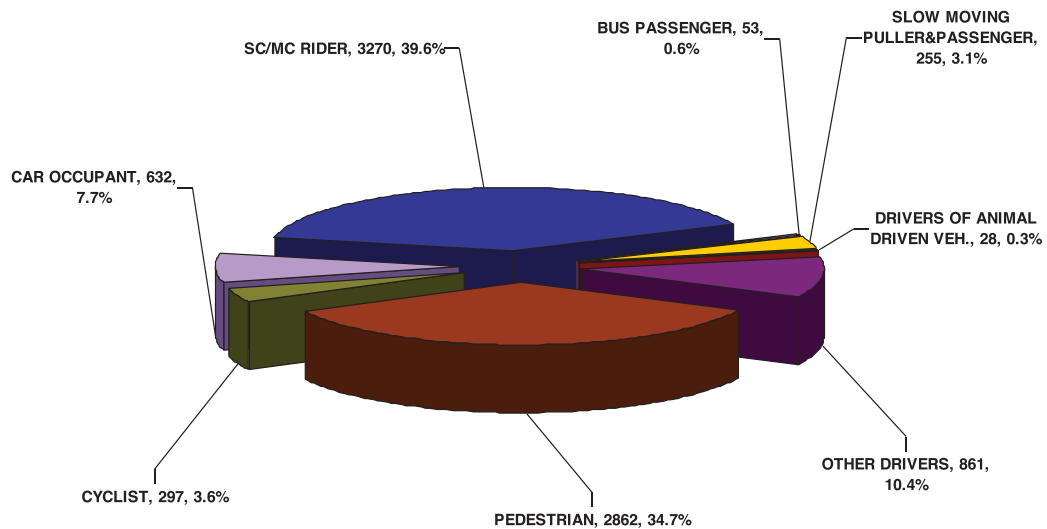
YEAR	PEDESTRIANS		CYCLISTS		CAR OCCUPANTS		SCOOTER / M. CYCLE RIDERS		BUS PASSENGERS		*SLOW MOVING VEHICLES' PULLER & PASSENGERS		DRIVERS OF ANIMAL DRIVEN VEHICLE		OTHER DRIVERS	
	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ	KLD	INJ
2001	50.16	38.71	9.44	7.64	2.38	8.79	20.79	25.09	4.66	3.40	2.82	2.84	0.05	0.04	7.87	11.97
2002	48.27	39.36	10.24	7.78	2.94	8.05	23.23	24.93	3.13	2.30	2.65	28.54	0.05	0.07	8.60	13.22
2003	47.53	38.54	10.33	6.49	3.39	8.57	24.21	26.82	1.83	2.16	2.67	3.19	0.06	0.03	9.11	13.82
2004	49.51	38.71	9.15	6.32	2.12	8.55	23.62	28.06	2.47	2.61	2.22	3.68	0.05	0.17	10.82	11.86
2005	45.63	41.13	8.74	6.37	2.78	6.34	27.72	27.68	2.93	3.66	2.24	3.08	0.05	0.14	9.91	11.60
2006	47.48	38.57	7.2	5.44	2.62	7.37	28.30	30.01	3.04	3.24	1.89	3.33	0.00	0.08	9.72	11.92
2007	50.06	36.71	5.98	5.05	2.99	7.52	27.75	32.89	2.05	1.91	1.35	2.56	0.23	0.37	9.57	12.94
2008	49.88	41.07	5.11	4.85	1.95	7.54	30.63	32.37	1.48	1.86	0.90	2.28	0.33	0.32	9.74	10.22
2009	50.32	38.59	5.20	3.76	2.49	6.40	29.72	33.88	1.59	1.74	1.24	2.45	0.25	0.29	9.16	12.87
2010	44.58	34.67	6.36	4.34	2.23	6.93	32.74	34.29	1.25	1.36	1.72	2.40	0.09	0.19	11.01	15.77
2011	45.55	33.59	5.07	4.15	3.07	6.20	32.06	34.67	1.30	1.29	1.48	2.80	0.04	0.22	11.40	17.10
2012	44.37	34.08	6.10	3.75	3.43	7.27	30.92	33.71	0.86	1.37	1.39	1.82	0.05	0.18	12.9	17.8
2013	41.15	36.17	5.05	4.29	4.23	7.35	33.68	36.24	1.09	1.56	1.75	2.64	0.10	0.39	12.91	11.31
2014	44.82	35.60	3.83	3.77	3.05	6.32	34.05	37.86	0.41	0.79	1.43	3.57	0.17	0.24	12.20	11.81
2015	42.17	34.65	4.37	3.59	4.93	7.65	34.95	39.59	0.67	0.64	1.41	3.08	0.12	0.33	11.34	10.42

\* Hand Cart, Electric rickshaw & Cycle Rickshaw.

**FIGURE-3.1 VICTIMS KILLED IN 2015(1622)**



**FIGURE-3.2 VICTIMS INJURED IN 2015(8258)**



fatalities has remained under 100 figures. The most recent addition to the complex variety of Delhi vehicles, the **Electric rickshaw**, was victim in 25 simple accidents in these accidents **52 persons** injured in year 2015.

**Similar trend is seen in case of two wheelers (scooter & motor cycle) rider victims over the last 5 year as their number of casualties is decreasing gradually except for the year 2013(Table 3.1).**

- **This is the second most vulnerable category of victims which accounted for 567 (34.95%) of all those killed and 3270 (39.6%) of all injured victims in 2015.** The figure of died persons has decreased from last year. The number of two wheeler rider victims getting injured in Road Accidents increased from 3136 (2014) to 3270 (2015) an increase of around 4.3%, which is

alarming.

- This derives the conclusion that **two wheeler riders have been involved in 1 in every 3 deaths or injuries.** One important fact that can be noted from Table 3.2 is that the share of two-wheelers in victims is slowly increasing in both, as rider getting injured and riders getting killed.

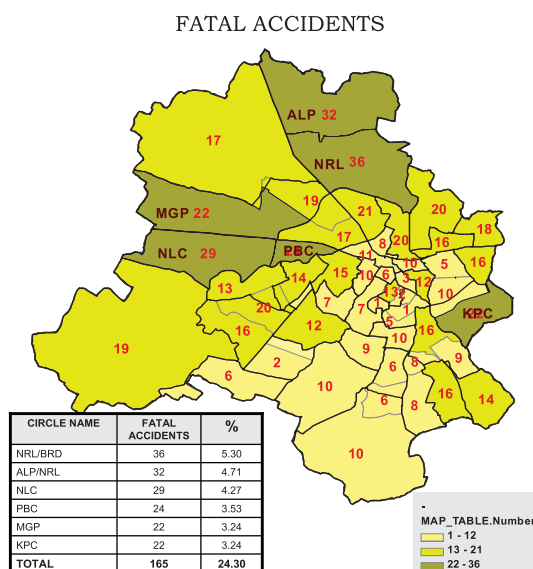
**The share of deaths of car occupants out of total fatalities has remained from 5% to 3% over the years on.**

- It is showing increasing trend over last 7 years In case of injured; it has remained from 6% to 9% over the year on.
- From Tables 3.1, it is clear that the **passengers of buses are the safest among the road users** and their numbers are showing a **decreasing trend.** Other categories of victims are insignificant from analysis point of view.

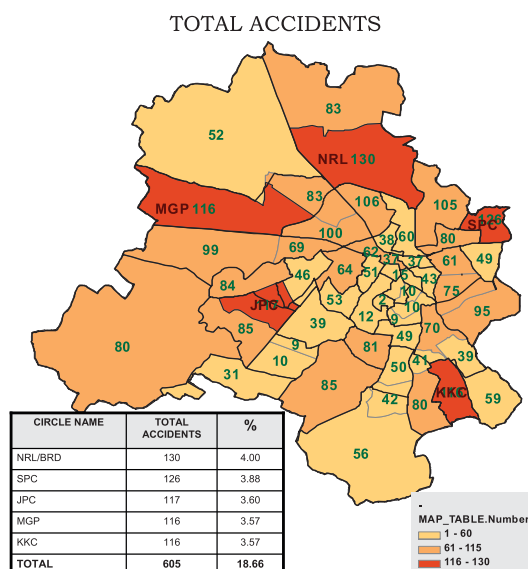
**Map 3.1(a) to Map 3.3(b) shows the traffic circle wise concentration of pedestrians, cyclists and two wheeler victims.**

- **More pedestrian are being killed in North and Northwest region of Delhi (Map 3.1a).**

### Top Circles in Pedestrians Accidents



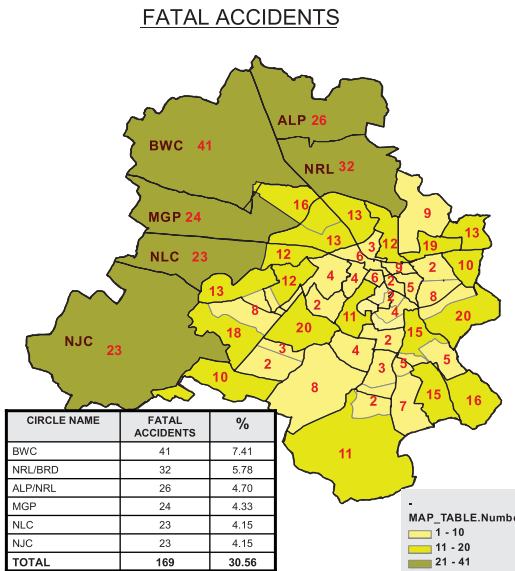
Map 3.1(a) (for area refer to Map 2.2)



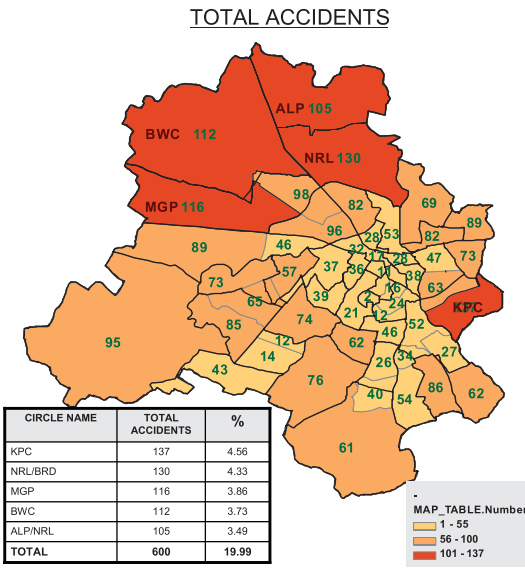
Map 3.1(b) (for area refer to Map 2.2)

- Similar the trend for two wheeler victims, they are more vulnerable in regions of Bawana, Narela and Alipur (Map 3.2a).

### Top Circles in Two - Wheelers Accidents



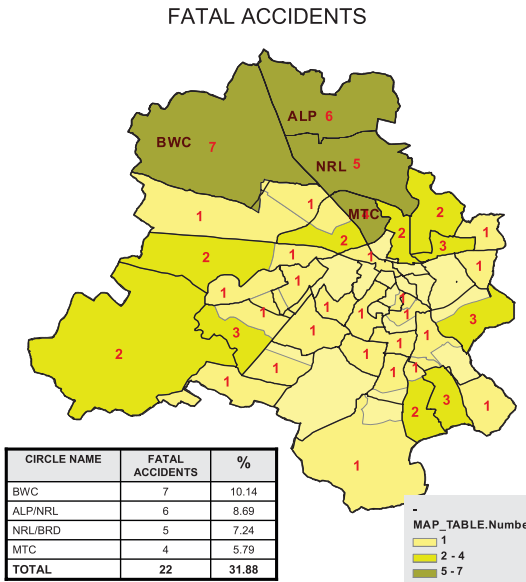
Map 3.2(a) (for area refer to Map 2.2)



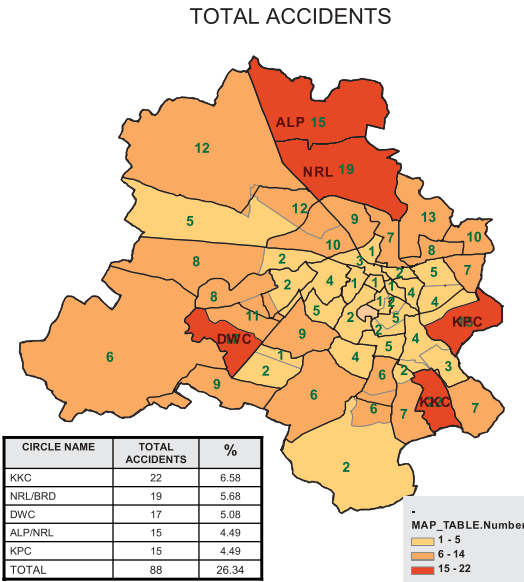
Map 3.2(b) (for area refer to Map 2.2)

- Cyclists are more vulnerable in Bawana, Alipur, and Narela region (Map 3.3a).
- The no. of total accidents of two wheelers are more in Kalyanpuri, Narela, Mangol puri, Bawana and Alipur region (Map 3.2(b))

### Top Circles in Cyclists Accidents



Map 3.3(a) (for area refer to Map 2.2)

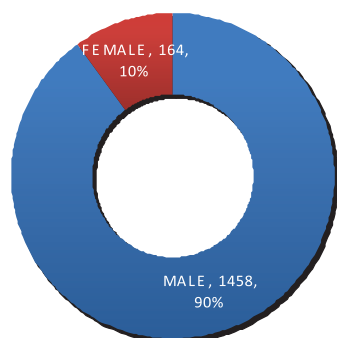


Map 3.3(b) (for area refer to Map 2.2)

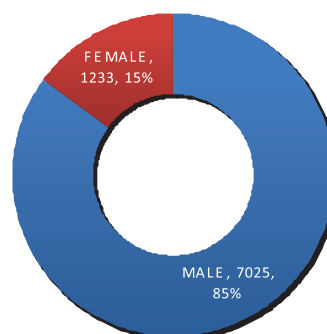
**A demographic classification of all victims shows a definite trend.**

- Males have always outnumbered females as victims of road accident. **In 2015, 89.9% of the victims died were males** of all age while in the year 2014 it was 89.4%.
- In all, 1347 male adults and 131 female adults were killed while 6455 male adults and 1059 female adults were injured.
- Since last few years, the numbers of female adult getting injured have been **increasing**. This could be attributed to change in social system as more women travel for job etc.
- Out of the total children **victims of fatal crashes, 111 were boys and 33 were girls, whereas 570 boys and 174 girls were injured.** (Table 3.3). Hence, the numbers of boy victims have always been more than the girls.

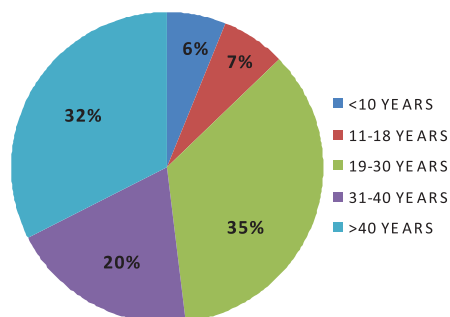
**SEX RATIO OF PERSONS  
KILLED**



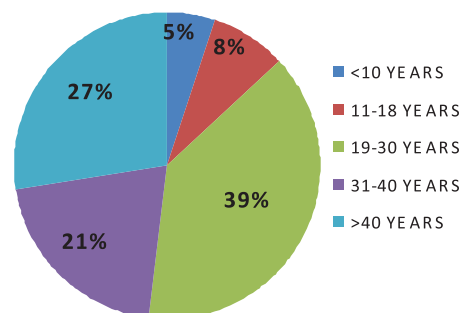
**SEX RATIO OF PERSONS  
INJURED**



**AGE PROFILE OF PERSONS KILLED**



**AGE PROFILE OF PERSONS INJURED**



**TABLE – 3.3**  
**CHILDREN AND ADULTS (SEX-WISE) KILLED / INJURED IN ACCIDENTS**

YEAR	CHILDREN				ADULTS			
	KILLED		INJURED		KILLED		INJURED	
	BOYS	GIRLS	BOYS	GIRLS	MALE	FEMALE	MALE	FEMALE
1996	19	11	63	32	2292	39	10087	106
1997	39	30	84	75	2212	61	10376	165
1998	38	41	70	60	1980	123	8490	285
1999	30	28	63	80	1878	109	8234	235
2000	41	22	226	88	1840	111	7934	498
2001	68	30	318	143	1615	129	7293	695
2002	46	21	242	116	1560	69	7039	532
2003	105	33	157	87	1603	60	7107	478
2004	65	24	205	112	1797	91	7224	460
2005	51	22	195	92	1854	122	7523	472
2006	39	21	206	114	2004	105	7385	575
2007	120	22	458	117	1891	107	6678	457
2008	136	45	508	122	1790	122	6140	572
2009	131	43	464	144	1993	158	5563	765
2010	111	38	482	138	1835	169	5738	750
2011	107	50	534	160	1772	181	5344	937
2012	119	39	515	148	1553	155	5056	914
2013	83	27	518	140	1548	162	5431	1009
2014	106	32	573	153	1388	145	6522	1035
2015	111	33	570	174	1347	131	6455	1059

Note: - Children means persons up to the age of 18 years

**TABLE – 3.3 (A)**  
**AGE GROUP (SEX-WISE) KILLED / INJURED IN ROAD ACCIDENTS- 2015**

AGE GROUP	PERSONS K I L L E D			PERSONS I N J U R E D		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
<10 YEARS	44	26	70	181	98	279
11-18 YEARS	67	7	74	389	76	465
19-30 YEARS	373	25	398	1929	274	2203
31-40 YEARS	206	15	221	1010	159	1169
>40 YEARS	308	59	367	1292	266	1558
UNKNOWN AGE	460	32	492	2224	360	2584
TOTAL	1458	164	1622	7025	1233	8258

**TABLE – 3.3 (B)**  
**AGE GROUP (SEX-WISE) KILLED / INJURED IN ROAD ACCIDENTS- 2014**

AGE GROUP	PERSONS K I L L E D			PERSONS I N J U R E D		
	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL
<10 YEARS	56	27	83	231	87	318
11-18 YEARS	50	5	55	342	66	408
19-30 YEARS	389	34	423	1825	239	2064
31-40 YEARS	220	20	240	966	143	1109
>40 YEARS	290	49	339	1249	278	1527
UNKNOWN AGE	489	42	531	2482	375	2857
TOTAL	1494	177	1671	7095	1188	8283

