



ROAD ACCIDENTS IN DELHI 2017





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FOREWORD

Every year Road accidents cause a large number of deaths globally. In India also, many people die each year owing to road accidents. During the year 2017, 1584 people died in Delhi due to the same. Ideally, the deaths caused by road accidents are preventable if timely interventions in terms of road engineering, policy framing, enforcement, etc., are made.



Delhi has a huge number of vehicles, more than those registered in Chennai, Kolkatta and Mumbai put together. However, the road networks have not increased proportionately. This has resulted in heavy traffic volumes. Various types of vehicles with varying speeds move on the same roads along with a sizeable number of pedestrians without proper facilities for the pedestrians and non-motorised vehicles. This makes road safety issues more difficult to deal with.

Road accidents have a bearing on economy, public safety, and cause emotional losses. The family members of the victims of road accidents suffer tremendously both emotionally as well as financially. Road safety, therefore, is a big concern for those handling issues related to traffic, transport, and city planning. Reduction in road accidents is possible by improvements in vehicle design, operating environment, infrastructure and enforcement of safety regulations and standards, and strict enforcement of Licencing regimen.

The booklet “Road Accidents in Delhi 2017” has covered all aspects of road accidents and safety measures. It has an elaborate analysis of data related to accidents in Delhi. I hope that this booklet will be useful for the researchers, policy makers, and civil society organisations working in the fields of road safety.

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PREFACE

Delhi has witnessed a phenomenal increase in both human and vehicular population during the past few decades. There are over 10.40 million registered vehicles in Delhi. Despite the commissioning of Metro Rail in Delhi and NCR which is carrying nearly 27 lakh commuters every day, the vehicle population in Delhi roads continues to grow with registration of about 7 lakh vehicles every year.



During 2017, 6673 road accidents occurred in Delhi in which 6604 people were injured and 1584 people lost their lives. Data indicates that 44.3 % of the total people killed in road accidents were pedestrians. Scooter and Motorcycle riders were the second most vulnerable victims constituting 35.2 % of fatalities. Road accidents tend to increase during 8 pm to 2 am. National highways and major roads of the city are more accident prone due to heavy movement of commercial as well as other vehicles.

Although the number of deaths in the road crashes in Delhi is declining since 2010 (from 2153 to 1584 in 2017), the need to promote preventive strategies for road safety remains urgent.

It is a fact that road crashes have now become a public health issue which affects everyone including pedestrians, cyclists, motorists etc. Also, pedestrian victims of road accidents are invariably from the poorer sections of the society.

Road accidents involve roads, road users, motor vehicles and other miscellaneous factors, and therefore an integrated and holistic approach is required to tackle road safety issues in the NCT of Delhi.

To prevent, reduce and check road injuries and fatalities on various roads of Delhi, action in coordination with all stakeholders and government agencies with focus on 4 Es – Education, Enforcement, Engineering and Emergency Care is the need of the hour.

There is a need to ensure conscious planning for safe design of roads, intersections and other infrastructural developments in coordination with various stakeholders and government departments. The best practices need to be incorporated and a 'Safe System Approach' is to be followed that accommodates human error for ensuring safe transport system for all road users. Accident prevention

and reduction strategies for existing roads and intersections should be adopted through continuous identification of black spots on city roads with time bound improvement plans.

All the needs of non-motorized vehicles, pedestrians, children, elderly and persons with disabilities should be taken into account in appropriate manner in designing and construction of all roads and intersections in both rural and urban areas of the NCT of Delhi.

The rights of non-motorised road users, who are invariably from the poorer sections of society should be specifically recognized, and a safe and accessible road system network should be provided for them.

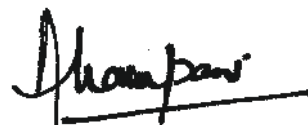
The awareness on various parameters of road safety amongst the general public of Delhi through education, training and publicity campaigns etc is essential for improving road safety.

Enforcement with maximum use of technology including camera-based surveillance, speed detectors, breathalysers etc. and through adequately manned, trained and equipped personnel who can undertake their functions more effectively and professionally, is the need of future.

The analysis of accidents plays an important role in finding out the ways to check accidents and identify actions required to be taken by Traffic Police. I am sure such a scientific analysis would help our field officers and researches to further identify and understand accidents- prone roads/ areas, so as to find appropriate solutions for achieving the highest standards of smooth and safe traffic on Delhi Roads.

I hope that the present book will be useful for the understanding of the traffic scenario in Delhi and to make coordinated efforts for realization of the objective of making Delhi Safe.

This report is also available in PDF format on our website at www.delhitrafficpolice.nic.in.



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LIST OF ACRONYMS / ABBREVIATIONS

M.V. ACT	Motor Vehicle Act
RTV	Road Transport Vehicle
DTC	Delhi Transport Corporation
TSR	Three Seater Auto Rickshaw
LGV	Light Goods Vehicle
HTV	Heavy Transport Vehicle
W/O	Work Out
U/S	Under Section
PUCC	Pollution Under Control Certificate
MC/SC	Motor Cycle/Scooter
PSV	Public Service Vehicle
RUPD/LUPD	Rear Under Protection Device/ Lower Under Protection Device
U/A	Underage
GPS	Global Positioning System
GIS	Geographic Information System
APZ	Accident Prone Zones
RD	Road
NMV	Non Motorised Vehicle
FOB	Foot Over Bridge
CATS	Centralised Ambulance Trauma Services
PVT	Private
M/CY	Motor Cycle

LIST OF TRAFFIC CIRCLES AND THEIR ABBREVIATIONS

S.NO.	RANGE NAME	RANGE	DISTRICT NAME	DISTRICT	CIRCLE NAME	CIRCLE
1.	CENTRAL RANGE	CR	CENTRAL DISTRICT	CD	PAHAR GANJ CIRCLE	PGC
2.	CENTRAL RANGE	CR	CENTRAL DISTRICT	CD	KAROL BAGH CIRCLE	KBC
3.	CENTRAL RANGE	CR	CENTRAL DISTRICT	CD	KAMLA MARKET CIRCLE	KMC
4.	CENTRAL RANGE	CR	CENTRAL DISTRICT	CD	DARYA GANJ CIRCLE	DGC
5.	EASTERN RANGE	ER	EAST DISTRICT	ED	KALYAN PURI CIRCLE	KPC
6.	EASTERN RANGE	ER	EAST DISTRICT	ED	VIVEK VIHAR CIRCLE	VKC
7.	EASTERN RANGE	ER	EAST DISTRICT	ED	MANDAWALI CIRCLE	MWC
8.	EASTERN RANGE	ER	EAST DISTRICT	ED	GANDHI NAGAR CIRCLE	GNC
9.	NORTHERN RANGE	NR	NORTH DISTRICT	ND	KOTWALI CIRCLE	KOT
10.	NORTHERN RANGE	NR	NORTH DISTRICT	ND	CIVIL LINES CIRCLE	CLC
11.	NORTHERN RANGE	NR	NORTH DISTRICT	ND	SADAR BAZAR CIRCLE	SBC
12.	NORTHERN RANGE	NR	NORTH DISTRICT	ND	SABZI MANDI CIRCLE	SMC
13.	CENTRAL RANGE	CR	NEW DELHI DISTRICT	NDD	PARLIAMENT STREET CIRCLE	PTC
14.	CENTRAL RANGE	CR	NEW DELHI DISTRICT	NDD	TUGHLAK ROAD CIRCLE	TRC
15.	CENTRAL RANGE	CR	NEW DELHI DISTRICT	NDD	PARLIAMENT HOUSE CIRCLE	PTH
16.	CENTRAL RANGE	CR	NEW DELHI DISTRICT	NDD	TILAK MARG CIRCLE	TMC
17.	CENTRAL RANGE	CR	NEW DELHI DISTRICT	NDD	CHANAKYA PURI CIRCLE	CHP
18.	CENTRAL RANGE	CR	NEW DELHI DISTRICT	NDD	BARA KHAMBA ROAD CIRCLE	BKR
19.	EASTERN RANGE	ER	NORTH EAST DISTRICT	NED	SHAHDARA CIRCLE	SHD
20.	EASTERN RANGE	ER	NORTH EAST DISTRICT	NED	KHAZOORI CIRCLE	KZC
21.	EASTERN RANGE	ER	NORTH EAST DISTRICT	NED	SEEMA PURI CIRCLE	SPC
22.	OUTER RANGE	OR	NORTH-WEST DISTRICT	NWD	MODEL TOWN CIRCLE	MTC
23.	OUTER RANGE	OR	NORTH-WEST DISTRICT	NWD	BURARI CIRCLE	BRD
24.	OUTER RANGE	OR	NORTH-WEST DISTRICT	NWD	ASHOK VIHAR CIRCLE	AVC
25.	OUTER RANGE	OR	NORTH-WEST DISTRICT	NWD	NARELA CIRCLE	NRL
26.	OUTER RANGE	OR	OUTER DISTRICT	OD	BAWANA CIRCLE	BWC
27.	OUTER RANGE	OR	OUTER DISTRICT	OD	ROHINI CIRCLE	RHN
28.	OUTER RANGE	OR	OUTER DISTRICT	OD	MANGOL PURI CIRCLE	MGP
29.	SOUTHERN RANGE	SR	SOUTH DISTRICT	SD	I.G. AIR PORT CIRCLE	IGI
30.	SOUTHERN RANGE	SR	SOUTH DISTRICT	SD	PALAM AIRPORT CIRCLE	PAP
31.	SOUTHERN RANGE	SR	SOUTH DISTRICT	SD	R.K. PURAM CIRCLE	RKP
32.	SOUTHERN RANGE	SR	SOUTH DISTRICT	SD	DEFENCE COLONY CIRCLE	DFC
33.	SOUTHERN RANGE	SR	SOUTH DISTRICT	SD	DELHI CANTT CIRCLE	DCC
34.	SOUTHERN RANGE	SR	SOUTH DISTRICT	SD	VASANT VIHAR CIRCLE	VVC
35.	SOUTHERN RANGE	SR	SOUTH EAST DISTRICT	SED	SUKHDEV VIHAR CIRCLE	SDV
36.	SOUTHERN RANGE	SR	SOUTH EAST DISTRICT	SED	LAJPAT NAGAR CIRCLE	LNC
37.	SOUTHERN RANGE	SR	SOUTH EAST DISTRICT	SED	HAUS KHAS CIRCLE	HKC
38.	SOUTHERN RANGE	SR	SOUTH EAST DISTRICT	SED	SARITA VIHAR CIRCLE	SVC
39.	SOUTHERN RANGE	SR	SOUTH EAST DISTRICT	SED	KALKAJI CIRCLE	KKC
40.	SOUTHERN RANGE	SR	SOUTH EAST DISTRICT	SED	SANGAM VIHAR CIRCLE	SGV
41.	SOUTHERN RANGE	SR	SOUTH EAST DISTRICT	SED	SAKET CIRCLE	SKT
42.	SOUTHERN RANGE	SR	SOUTH EAST DISTRICT	SED	GREATER KAILASH CIRCLE	GKC
43.	SOUTHERN RANGE	SR	SOUTH EAST DISTRICT	SED	MEHRAULI CIRCLE	MRC
44.	WESTERN RANGE	WR	SOUTH-WEST DISTRICT	SWD	KAPASHERA CIRCLE	KHC
45.	WESTERN RANGE	WR	SOUTH-WEST DISTRICT	SWD	DWARKA CIRCLE	DWC
46.	WESTERN RANGE	WR	SOUTH-WEST DISTRICT	SWD	TILAK NAGAR CIRCLE	TNC
47.	WESTERN RANGE	WR	SOUTH-WEST DISTRICT	SWD	NAJAF GARH CIRCLE	NJC
48.	WESTERN RANGE	WR	WEST DISTRICT	WD	JANAK PURI CIRCLE	JPC
49.	WESTERN RANGE	WR	WEST DISTRICT	WD	NANGLOI CIRCLE	NLC
50.	WESTERN RANGE	WR	WEST DISTRICT	WD	PATEL NAGAR CIRCLE	PNC
51.	WESTERN RANGE	WR	WEST DISTRICT	WD	MAYA PURI CIRCLE	MPC
52.	WESTERN RANGE	WR	WEST DISTRICT	WD	PUNJABI BAGH CIRCLE	PBC
53.	WESTERN RANGE	WR	WEST DISTRICT	WD	RAJOURI GARDEN CIRCLE	RGC