Policy Overview and Domestic Program

“TWO-WHEELERS”, INDIA

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India
TWO-WHEELER SCENARIO IN INDIA

- In 2011, Two wheeler contributes 72% (approx.) of the total composition of the vehicles in India.

<table>
<thead>
<tr>
<th>Country</th>
<th>Two Wheeler</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>Motor Cycle, Scooters &amp; Moped</td>
</tr>
</tbody>
</table>
Automobile Domestic Sales Trends in INDIA

Source: Society of Indian Automobile Manufacturers, 2011
Two wheeler Accidents in India, 2013

- Total Accident: 127886
- Fatal Accident: 27179 (19.3%)
- Person killed: 29145 (19.3%)
- Person Injured: 121723 (80.7%)
### Table 8.1: Road Accidents as per the Time of Occurrence (2013)

<table>
<thead>
<tr>
<th>Time</th>
<th>Number of Accidents</th>
<th>Per cent Share in total Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>06:00 - 09:00 hrs (Day)</td>
<td>54,585</td>
<td>11.3</td>
</tr>
<tr>
<td>09:00 - 12:00 hrs (Day)</td>
<td>76,851</td>
<td>15.8</td>
</tr>
<tr>
<td>12:00 - 15:00 hrs (Day)</td>
<td>74,894</td>
<td>15.4</td>
</tr>
<tr>
<td>15:00 - 18:00 hrs (Day)</td>
<td>83,258</td>
<td>17.1</td>
</tr>
<tr>
<td>18:00 - 21:00 hrs (Night)</td>
<td>82,149</td>
<td>16.9</td>
</tr>
<tr>
<td>21:00 - 24:00 hrs (Night)</td>
<td>51,749</td>
<td>10.6</td>
</tr>
<tr>
<td>00:00 - 03:00 hrs (Night)</td>
<td>29,823</td>
<td>6.1</td>
</tr>
<tr>
<td>03:00 - 06:00 hrs (Night)</td>
<td>33,167</td>
<td>6.8</td>
</tr>
<tr>
<td>Total 24 hrs</td>
<td>4,86,476</td>
<td>100.0</td>
</tr>
</tbody>
</table>

### Chart 8.1: Distribution of Total No. of Road Accidents as per time of Occurrence: 2013

### Age Profile of Road Accident Victims, India

- **0-14**: 7.4, 7.1, 7.1
- **15-24**: 30.3, 32.3, 32.5
- **25-65**: 51.9, 53.1, 53.4
- **65 & above**: 10.4, 7.5, 7.0

*Source: (Ruikar 2013)*
CASE STUDY - DELHI, INDIA

Total Number of Registered two wheelers In DELHI, INDIA 2013

- 64% Private Cars
- 32% M/cycles scooters
- 2% Taxis
- 1% TSRs
- 1% Goods Vehicles
- 0% Buses

Source: Road Accidents In Delhi, 2013

Total number of Persons killed in Road Accidents 2013

- 40% Slowing Moving Puller & Passenger
- 33% Bus-Passenger
- 13% Pedestrian
- 5% Car
- 4% Cyclist
- 2% Two-Wheeler
- 2% Other Drivers
- 1% Drivers of Animal Driven

Source: Road Accidents In Delhi, 2013
DELHI, INDIA

Fatalities Two Wheeler Riders

Registered M/Cycles and Scooters in Delhi

Yearly Growth of M/Cycles and Scooters in Delhi

Source: Road Accidents In Delhi 2013
Case Study, Pune

Total Percentage of Registered Vehicles

- Two-Wheelers: 68%
- Total Vehicles: 100%

Figure 14. Primary Purpose for Two-Wheeler Use by Gender for Pune Survey Respondents

- Male Users:
  - Travel to Work: 72%
  - Travel to Education: 52%
  - Recreation/Shopping: 29%
  - Commercial Purposes: 17%
  - Other: 1%

- Female Users:
  - Travel to Work: 15%
  - Travel to Education: 10%
  - Recreation/Shopping: 1%
  - Commercial Purposes: 1%
  - Other: 1%

Source: Pune Survey, 2012
CHALLENGES ARRISING FROM THE RAPID GROWTH OF TWO WHEELERS

CONGESTION & RESTRICTIONS ON TWO-WHEELERS

ROAD SAFETY

PARKING PROBLEMS
How many Road Traffic Violations have you noticed in these 25 second traffic Video?

<table>
<thead>
<tr>
<th>Type of Mode</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>738</td>
</tr>
<tr>
<td>Auto</td>
<td>101</td>
</tr>
<tr>
<td>Two Wheeler</td>
<td>455</td>
</tr>
<tr>
<td>Bus</td>
<td>24</td>
</tr>
<tr>
<td>Tractor</td>
<td>2</td>
</tr>
<tr>
<td>Truck &amp; Tempo</td>
<td>2</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1324</strong></td>
</tr>
</tbody>
</table>
Lane Violations
Section 4. Age limit in connection with driving of motor vehicles.

(1) No person under the age of eighteen years shall drive a motor vehicle in any public place:
Provided that [a motor cycle with engine capacity not exceeding 50cc] may be driven in a public place by a person after attaining the age of sixteen years.

Section 128. Safety measures for drivers and pillion riders

(1) No driver of a two-wheeled motor cycle shall carry more than one person in addition to himself on the motor cycle and no such person shall be carried otherwise than sitting on a proper seat securely fixed to the motor cycle behind the driver’s seat with appropriate safety measures.

(2) In addition to the safety measures mentioned in sub-section (1), the Central Government may, prescribe other safety measures for the drivers of two-wheeled motor cycles and pillion riders thereon.

Section 129. Wearing of protective headgear.

Every person driving or riding (otherwise than in a side car, on a motor cycle of any class or description) shall, while in a public place, wear [protective headgear conforming to the standards of Bureau of Indian Standards]: 
Traffic Engineering

Traffic Control
- Signs,
- Signals
- Markings
- Regulations

Traffic Design
- Inter-section Design & Redesign
- Channelization
- Parking Facilities

Traffic Planning & research
- Traffic Demands
- Economic Studies
- Programme
- Priorities
- Driver Behaviour
- Improvement in methods of Traffic Control
- Legislation

Traffic Safety education
- Safety Literature,
- Publicity by Press, Radio, Speechless etc.
- Co-ordinated with Dept. Of Education Civic clubs & related agencies

Traffic Accident records
- Collection
- Tabulation & Analysis
- Spot Maps
- Summaries
THANK YOU