

PRESENTATION ON



ANALYSIS AND PREVENTIVE STEPS TO REDUCE ACCIDENTS IN KALABURAGI CITY

BY

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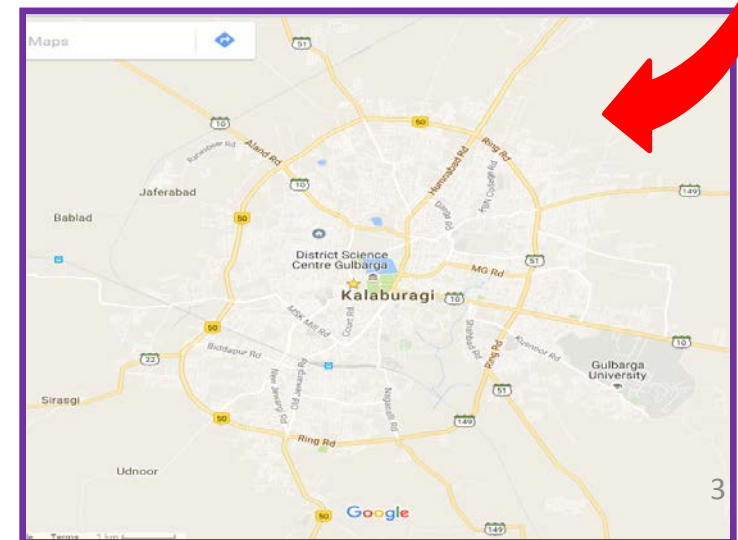
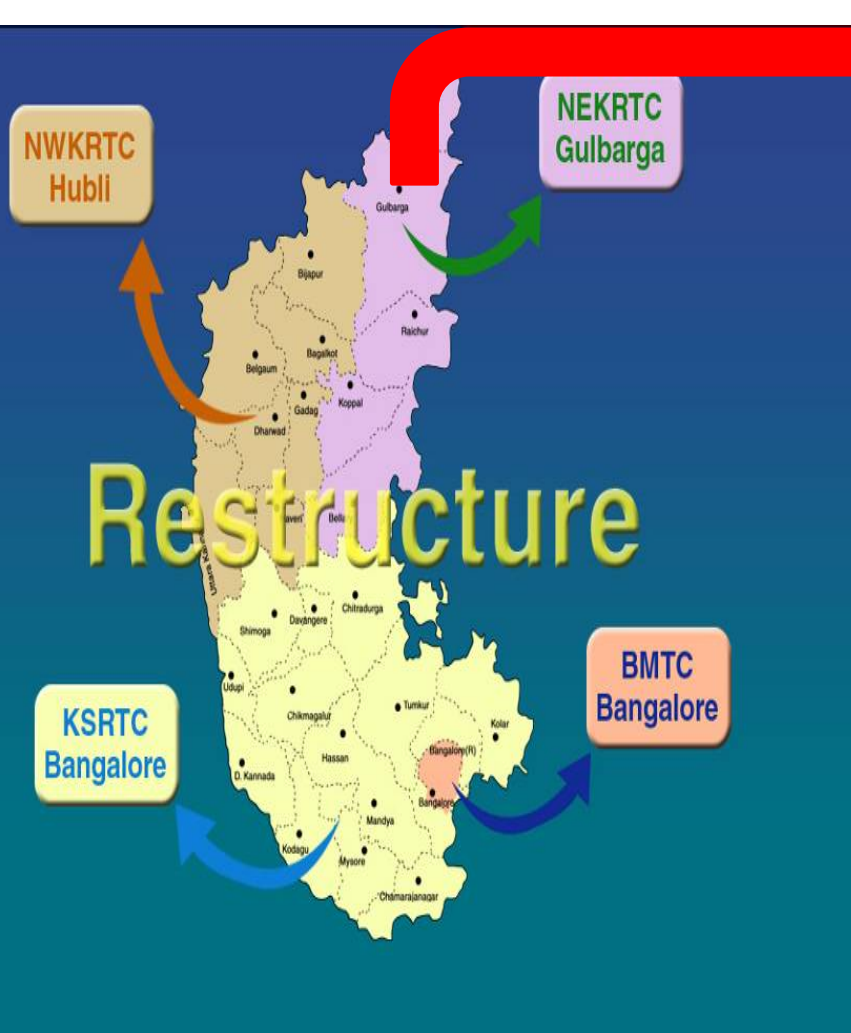




- **Efforts to promote road safety awareness among all vulnerable groups of urban road users through intensive awareness & education programmes.**
- **Zero road deaths and injuries & people can get around in ways that are safe, sustainable healthy & fair life.**
- **Promotes change of behavioural characteristics of road users, drivers of vehicles in specific, towards a safe movement on roads.**
- **Reduce traffic congestion, for easy mobility.**
- **To comply with National Road Safety Policy.**

KALABURAGI CITY AT A GLANCE

- Kalaburagi was earlier known as Gulbarga
- It is one of the 6th largest City of Karnataka
- It is a District as well as the Divisional headquarter of 6 Hyderabad Karnataka region (NE) districts of Karnataka

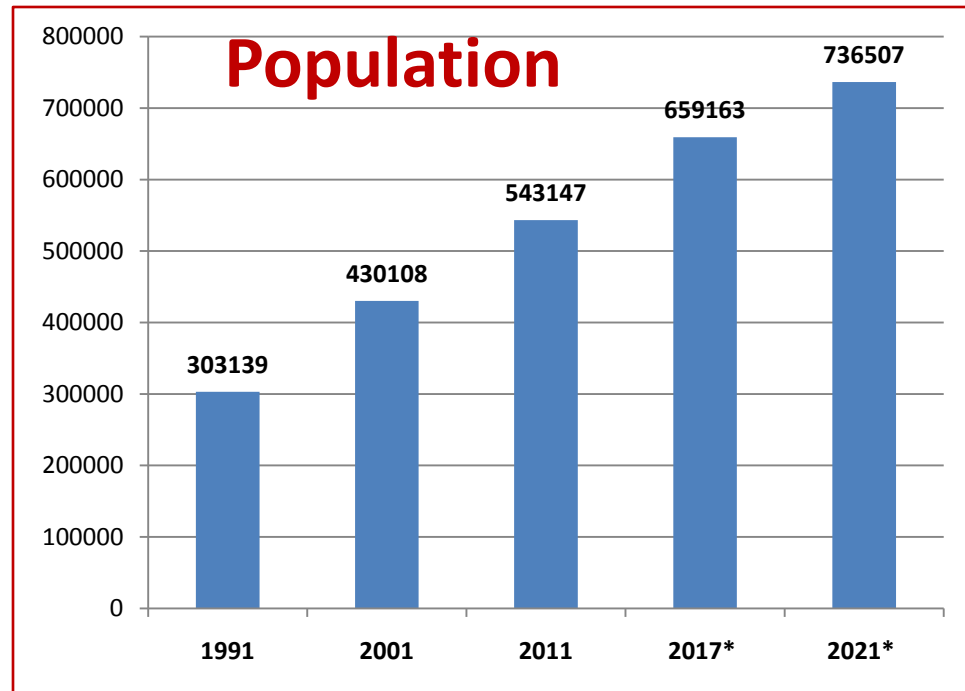


- Kalaburagi City is a Municipal Corporation and is divided into **55** wards
- City coverage area : **64sq. kms**
- Population of the city **5.32** lakhs (2011 census)
- Road network : **825sq.kms**

Avg decadal growth rate : **35.60%**

- Population density : **8486sq.kms**

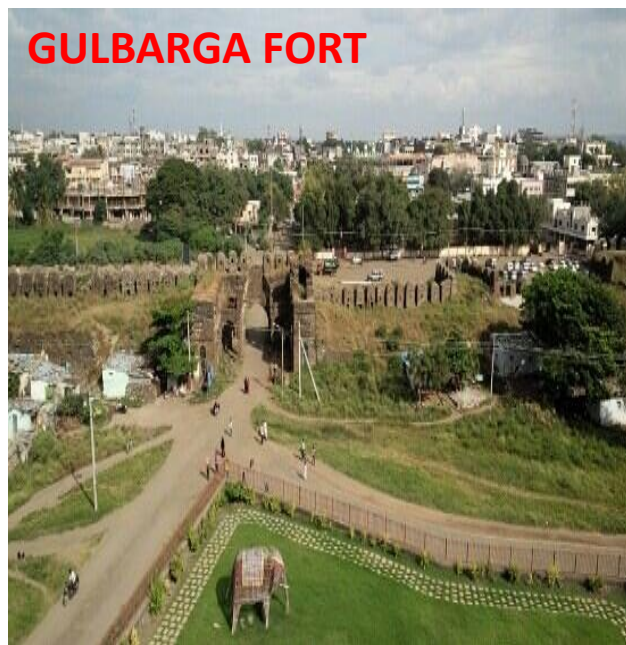
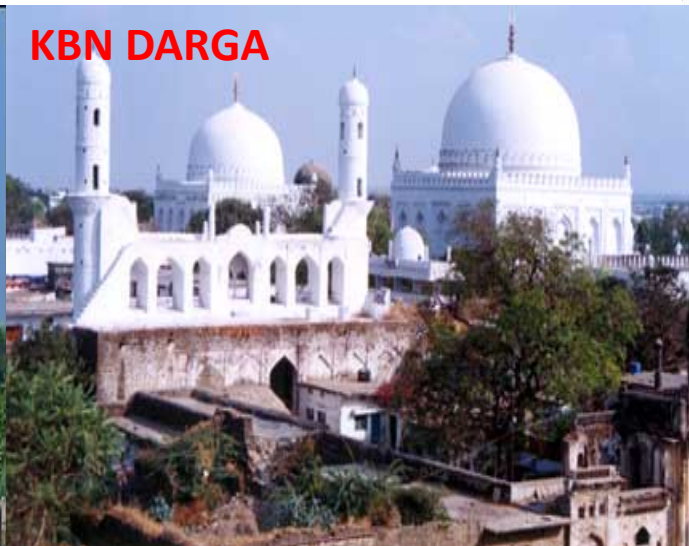
Year	Population	Decadal Growth Rate (%)
1991	303139	38.65
2001	430108	41.88
2011	543147	26.28
2017*	659163	35.60**
2021*	736507	35.60**



* Projected

** Average decadal growth

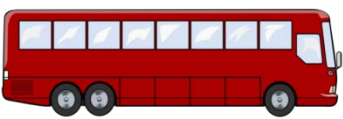
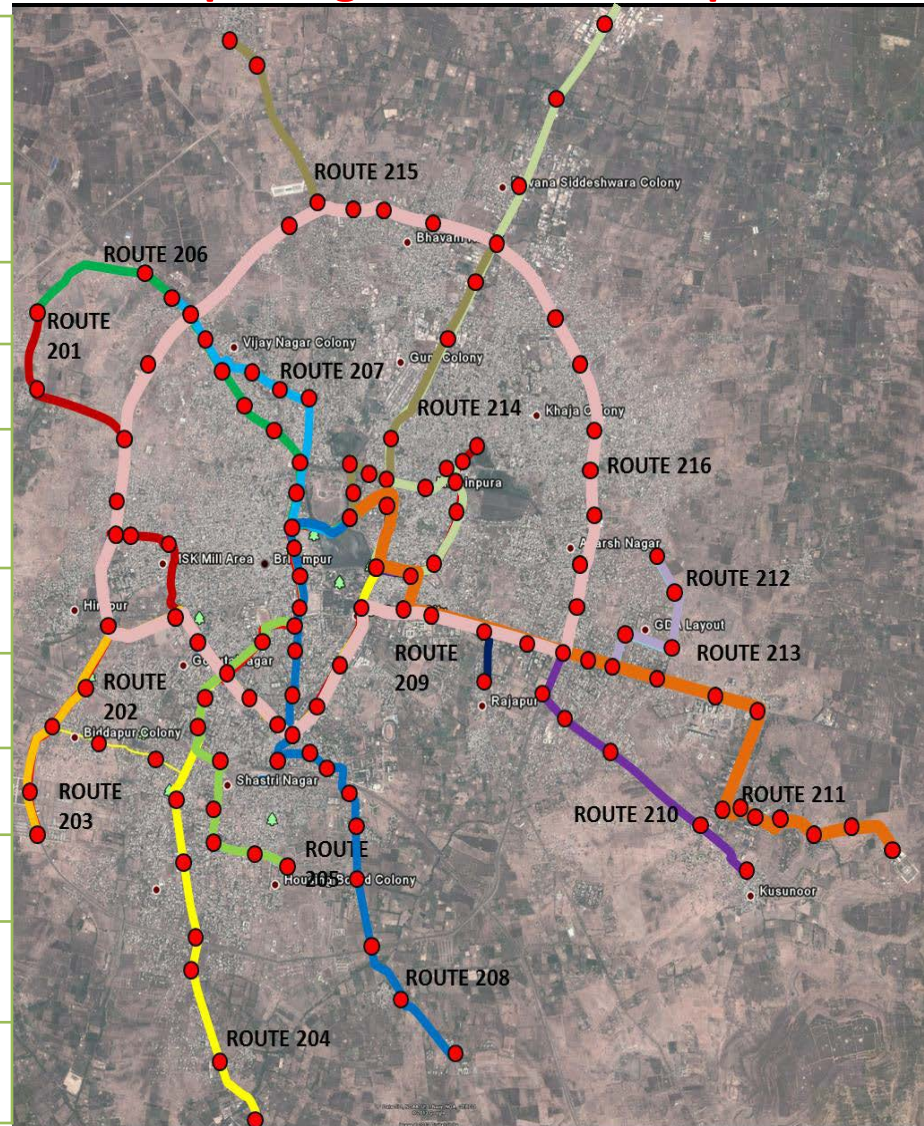
TOURIST SPOTS IN KALABURGI



PRESENT OPERATION IN KALABURAGI CITY

Nrupatunga Bus Route Map

S.N	Parameters (per day)	Present
1	No. of Buses	95
2	No. of Trips	1658
3	Schedule Route kms	16956
4	Vehicle Utilization (in Kms)	182
5	Ridership	73795
6	Ridership per bus	778
7	Revenue per bus (in Rs)	6029.00
8	Average EPKM (in Rs)	33.13
9	Average CPKM (In Rs)	45.89
10	MPKM (In Rs.)	-12.77

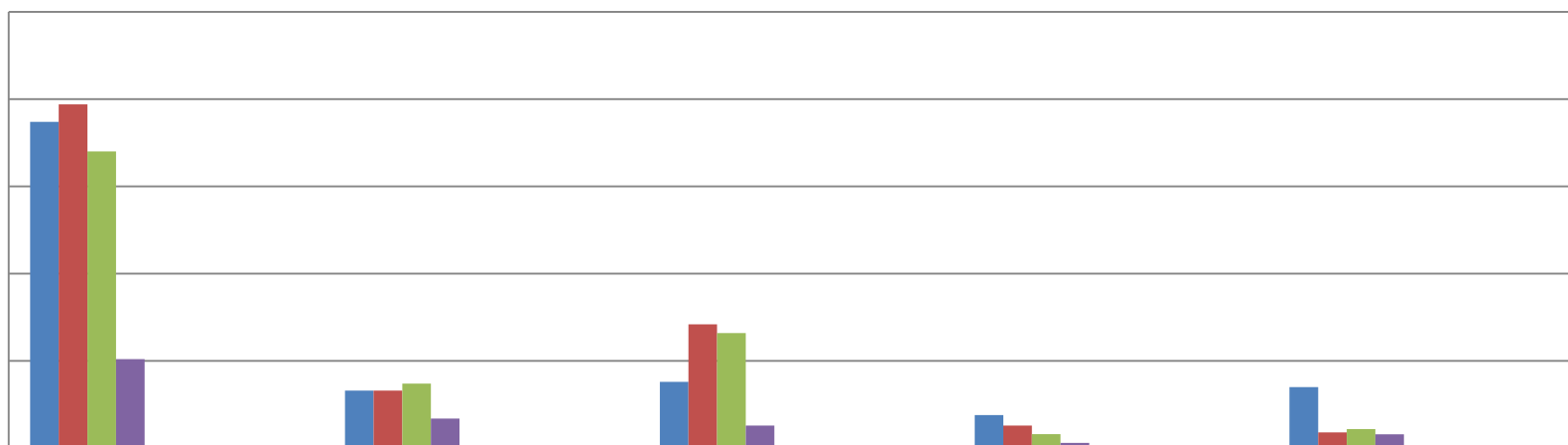


PRESENT TRAFFIC SCENARIO AT KALABURAGI

DETAILS OF ACCIDENTS OCCURRED AT KALABURAGI 2014-15 to 2017 (Upto July-17)

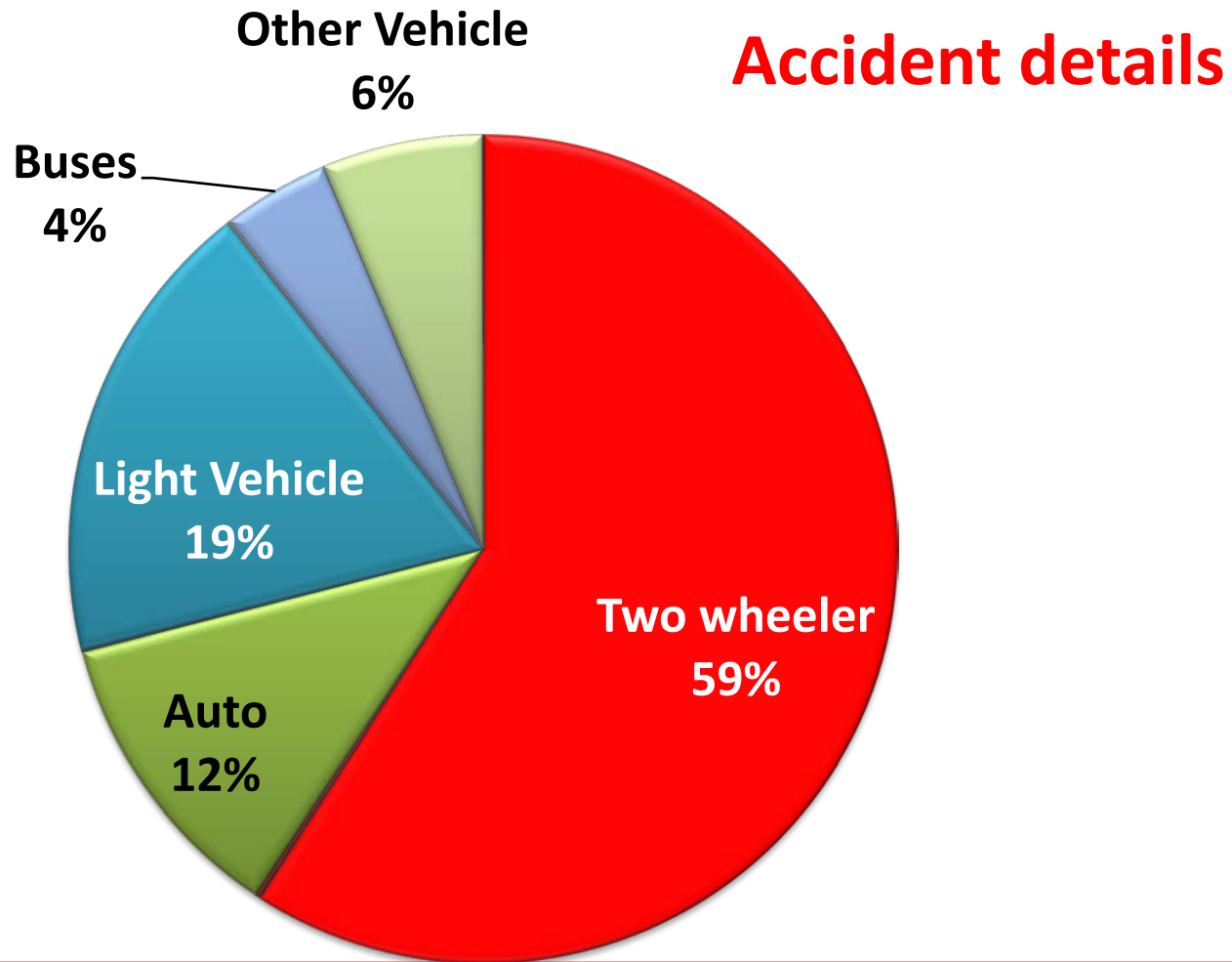
ACCIDENTS DETAILS IN KALABURAGI

250
200
150
100
50
0



	Two wheeler	%age	Auto	%age	Light Vehicle	%age	Buses	%age	Other Vehicle	%age
2014-15	187	59.94	33	10.58	38	12.18	19	6.09%	35	11.22
2015-16	197	60.99	33	10.22	71	21.98	13	4.02%	9	2.79%
2016-17	170	58.22	37	12.67	66	22.60	8	2.74%	11	3.77%

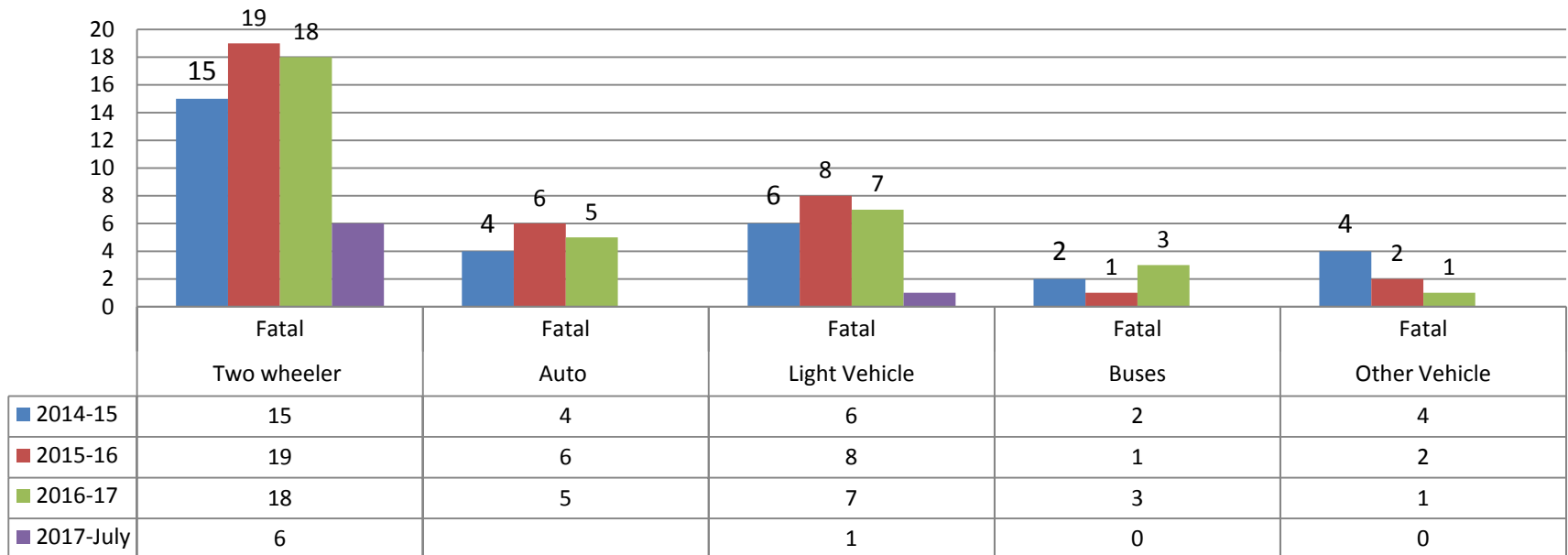
PRESENT TRAFFIC SCENARIO KALABURAGI



FATAL ACCIDENTS AT KALABURAGI

Year	Two wheeler		Auto		Light Vehicle		Buses		Other Vehicle		Total	
	Fatal	Other	Fatal	Other	Fatal	Other	Fatal	Other	Fatal	Other	Fatal	Other
2014-15	15	172	4	29	6	32	2	2	4	31	31	266
2015-16	19	178	6	27	8	63	1	0	2	7	36	275
2016-17	18	152	5	32	7	59	3	1	1	10	34	254
2017-July	6	45		17	1	12	0	1	0	8	7	83

Fatal accidents



MAIN CAUSES FOR ACCIDENTS IN KALABURAGI CITY

1. HUMAN FACTOR:

- Lack of road safety knowledge and non compliance of traffic rules.
- Careless Driving due to insufficient on road driving training before issue of license

2. TRANSPORTATION AND OTHER FACTORS:

- Poor road geometry and inadequate street lighting.
- Heavy traffic congestion due to unauthorized / Lack of sufficient parking places for vehicles.
- Lack of road infrastructure and no separate lanes for pedestrians and two wheelers
- lack of periodical maintenance of road repairs.
- In-adequate traffic signs on the road and at intersections
- Use of more no of personalized vehicles.
- Lack of proper enforcement of Traffic rules by the concerned authority.
- Poor visibility in city during evening and night time.

MAIN CAUSES FOR ACCIDENTS IN KALABURAGI CITY

3. MAIN ACCIDENT SPOT IDENTIFIED IN KALABURAGI CITY

The following are main accident spots identified

1. Rastrapati circle
2. SVP Circle
3. Sedam ring road
4. Humnabad ring road
5. Aland check post

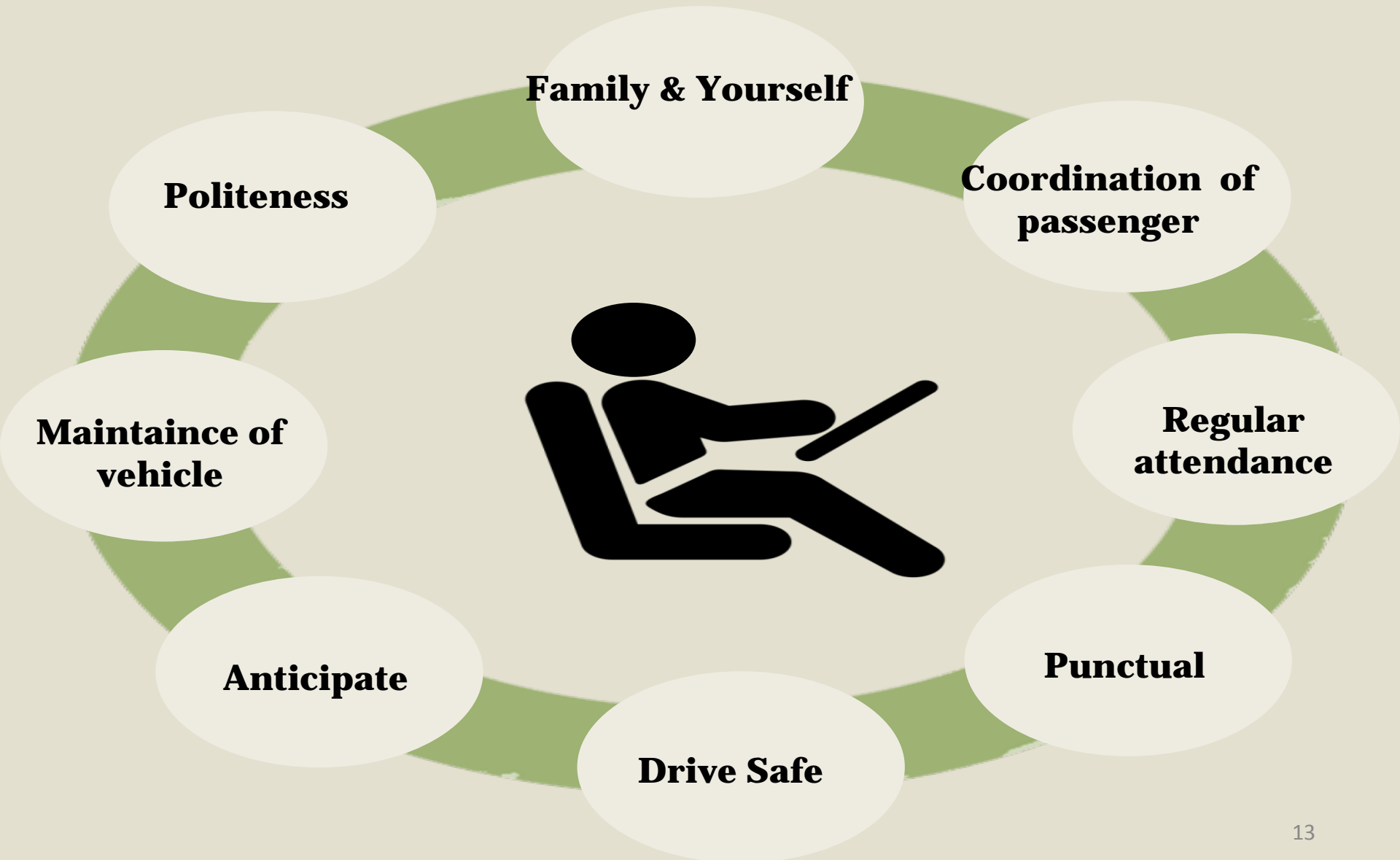
SUGGESTED MEASURES

1. Requested local traffic police to install barricades & signals @important intersections.
2. Avoid stoppage of all types vehicles @these intersections.
3. All traffic signage's be made retro reflective.
4. Need to curb clandestine and unauthorised operation in city

STEPS TO REDUCE ACCIDENTS AND FATALITIES BY 50% BY THE YEAR 2020, IN KALABURAGI CITY

- **Accident spots may be identified along major roads & specific improvement needs to be done.**
- **All speed breakers & humps be marked and signed adequately for night time visibility.**
- **Ensure that adequate street lighting is provided.**
- **Strategy develops to address the issue of road safety based on 4'E's viz. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.**
- **Tightening of safety standards for vehicles like Seat belt, power steering, anti-lock braking system etc.**
- **Educating drivers to follow speed limits, Avoid drugs and alcohol while driving & follow the rules of the road safety measures.**
- **Increase awareness on effect of Gutkha drunken driving.**

Driver Responsibility



- Regularly Conducting Road safety Day/road safety week.
- Regular Training Programs for accident prone drivers in our two training centre.(145 drives from City depot)
- Identify / train / rehabilitate drivers for smooth driving.
- Arranging periodical health camp for drivers regularly compulsory eye check up for drivers who crossed age of 40 years.
- Encourage safe driving by Awarding Silver and Gold Medals to accident free drivers. (175 Gold medals & 682 Silver medal awarded to drivers from 2008)
- City buses are fitted with dashboard to enable driver to view rear side
- Coordination & Interaction with Local enforcing authorities.
- Improving connectivity to interior places by midi/mini busses(49)
Introduction of VTMS (Vehicle tracking management system) with GPS (Global position system)
- Use of Solar panels, Eco-friendly to alternate source of energy.
- Issue of smart card passes.

EXPECTATIONS AND BENEFITS OF THE PROJECT

- **Saving of precious human lives & reduction in injuries, crime cases**
- **Annual financial saving on Corporation Lower insurance costs and increase in per capita income of individual in turn improve in GDP(Gross Domestic Products)**
- **Less frustration and Less traffic hold ups.**
- **Health benefits, can make a powerful contribution to greater social inclusion, social mobility and reduced government expenditure on health, social care and welfare payments.**
- **Efficient and Seamless Mobility of people in urban area**
- **More opportunity to actively participate in Society.. etc.**
- **Environmental benefits like reduction in Carbon Footprint, Air and noise Pollution**
- **Overall Improvement in quality of urban life in terms of safety and economy**

RECOMENDATION

- **Proper parking policy, marking of road signage's and strict implementation by appropriate authority.**
- **Design of proper road network, bus stops /bays, and reducing the speeds at intersections.**
- **Remove all encroachment and obstruction which affecting road users.**
- **Bus day programme to be implemented once in a month.**
- **Drivers should Avoid all sorts of communications with passengers and other electrical equipment's while on driving.**
- **Revising road regulations and traffic management laws and its implementation.**
- **Overall single agency to be setup to co-ordinate strict implementation of road safety policy.**
- **Automotive Safety Technology sensors, radar, cameras, Vehicle tracking unit, Speed Governor and other technologies in a bus can cover potential risk and assist drivers.**
- **Road safety should be topic for school project & road safety week should be observed in school. Competition on tips slogans essays, Painting etc should be conducted at school.**
- **Road safety Mission to be launched like Swatch Bharat Mission.**

THANKING YOU