

## Country fact sheet India



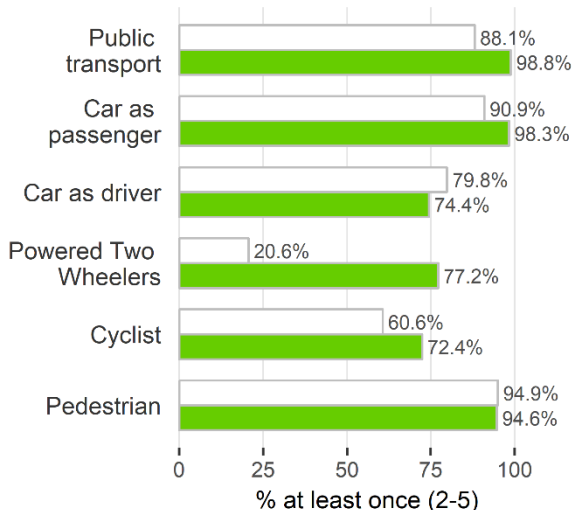
### ESRA2 results

ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centres, public services, and private sponsors, from all over the world. The aim is to collect and analyse comparable data on road safety performance, in particular road safety culture and behaviour of road users. The ESRA data are used as a basis for a large set of road safety indicators. These provide scientific evidence for policy making at national and international levels. Vias institute in Brussels (Belgium) initiated and coordinates ESRA, in cooperation with eleven core group partners (BAST, BFU, CTL, IATSS, IFSTTAR, ITS, KfV, NTUA, PRP, SWOV, TIRF). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions<sup>1</sup>. The themes covered include: self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures. The survey addresses different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) and targets car occupants, motorcycle and moped drivers, cyclists and pedestrians.

This country fact sheet contains key results of the second edition of the ESRA survey, which was conducted simultaneously in 32 countries in 2018. In total this online panel survey collected data from more than 35 000 road users (1035 in India). An overview of the initiative and more results are available on [www.esranet.eu](http://www.esranet.eu). The following figures show a core set of variables in which India (**green**) is compared with the European ESRA2 mean<sup>2</sup> (white).

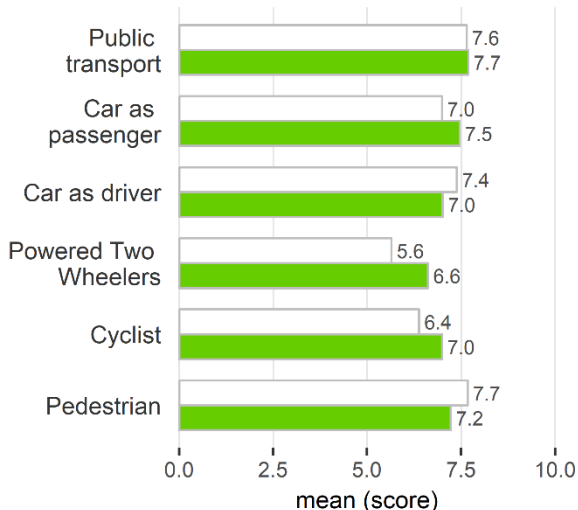
#### Mode of transportation

During the past 12 months, how often did you use the following transport modes (5-point scale from 1=never to 5=at least 4 days week)



#### Safety feeling

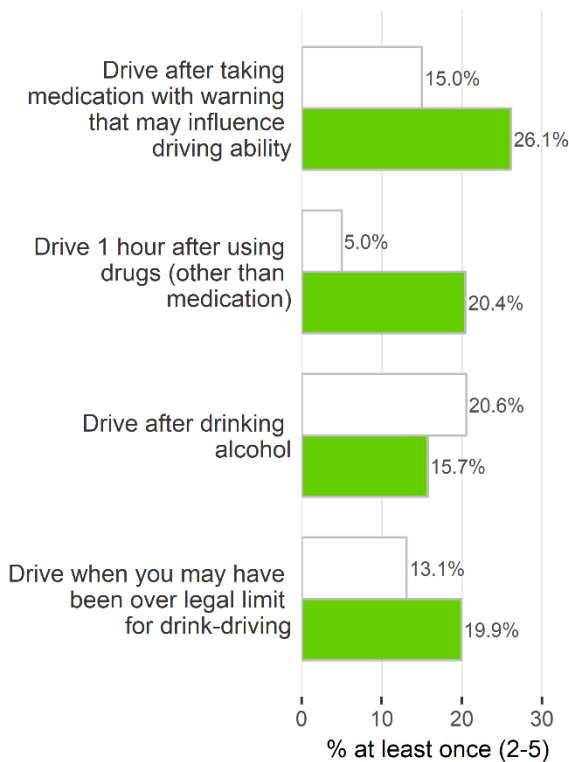
How safe or unsafe do you feel when using the following transport modes (11-point scale from 0=very unsafe to 10=very safe)



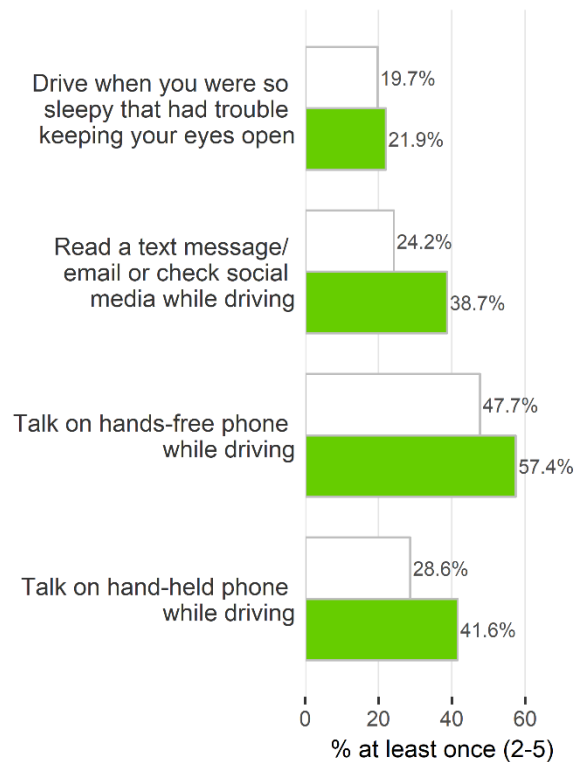
## Self-declared behaviour

Over the last 30 days, how often did you... (5-point scale from 1=never to 5=(almost) always)

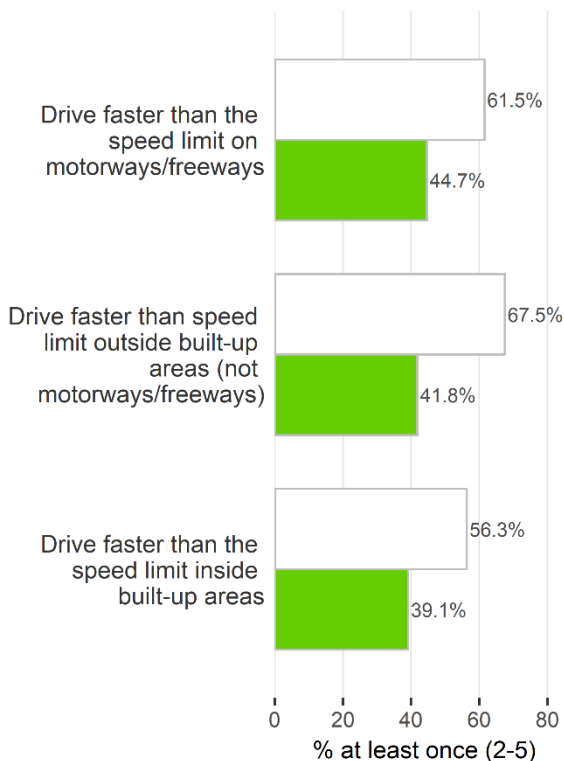
### DUI as a car driver



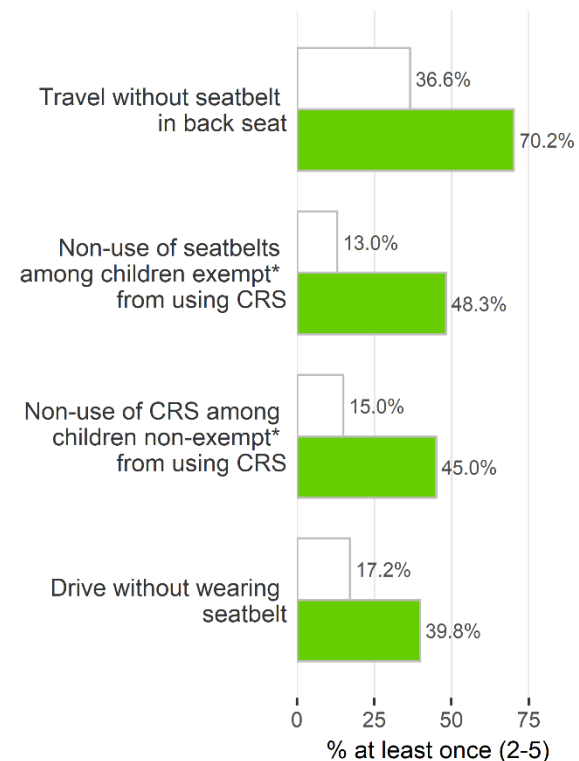
### Distraction & fatigue as a car driver



### Speeding as a car driver



### Seat belt use in a passenger car

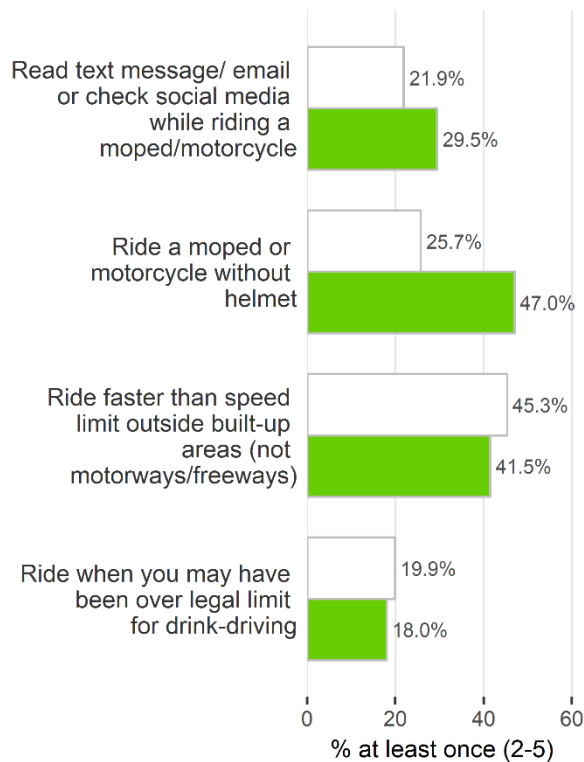


\* specified based on national regulation on this topic

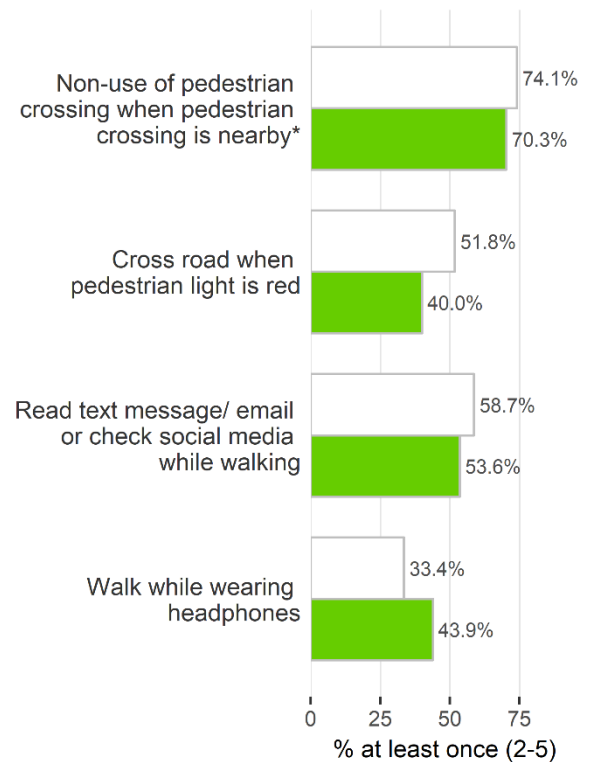
## Self-declared behaviour

Over the last 30 days, how often did you... (5-point scale from 1=never to 5=(almost) always)

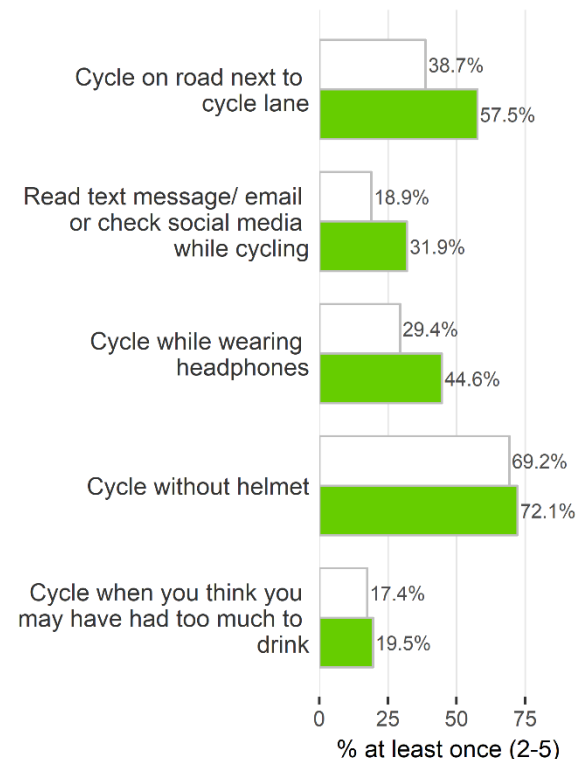
### Powered Two Wheelers



### Pedestrians



### Cyclists



\* specified based on national regulation on this topic

### Sample size\*

Road users who use each transport mode at least a few days per month.

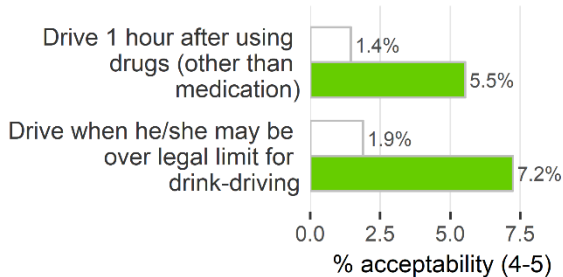
Mode of transportation	India	Europe20
Car drivers	707	15196
Car drivers who transported children (<18y) exempt from using CRS	333	5694
Car drivers who transported children (<18y) non-exempt from using CRS	408	6094
Car passengers	900	13597
Powered Two Wheelers	740	2611
Pedestrians	938	18466
Cyclists	587	8443

\*weighted sample for self-declared behaviours.

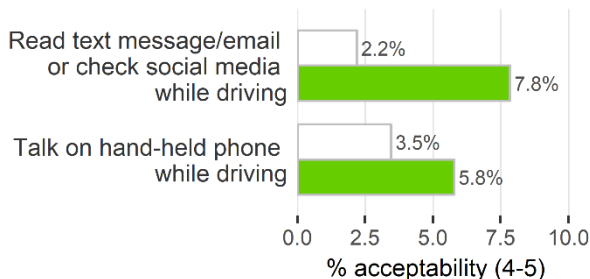
## Personal acceptability

How acceptable do you, personally, feel it is for a CAR DRIVER to ... (5-point scale from 1=unacceptable to 5=acceptable)

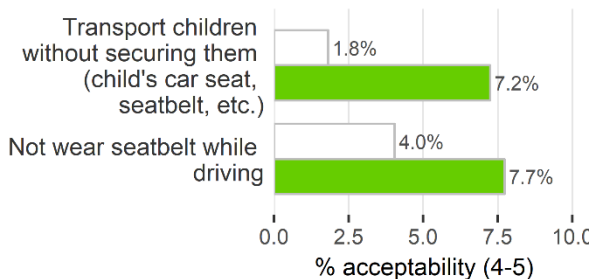
### DUI



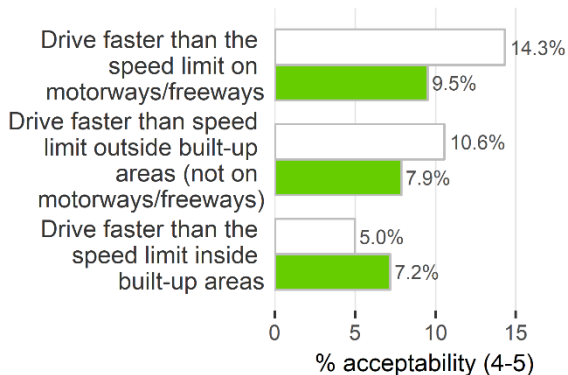
### Distraction



### Seat belt



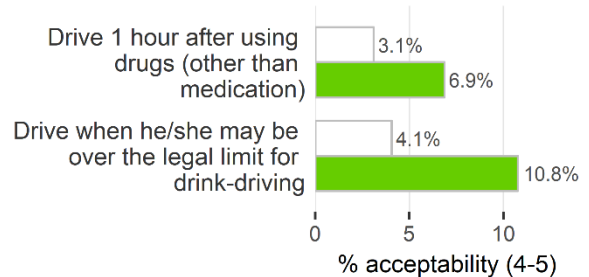
### Speed



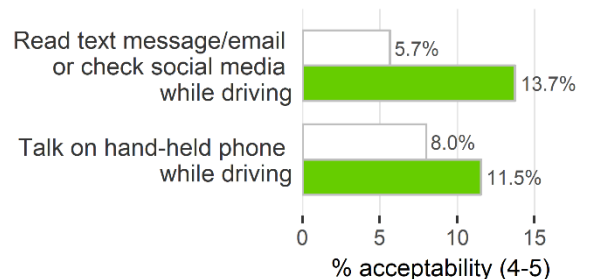
## Others' acceptability

Where you live, how acceptable would most other people say it is for a CAR DRIVER to... (5-point scale from 1=unacceptable to 5=acceptable)

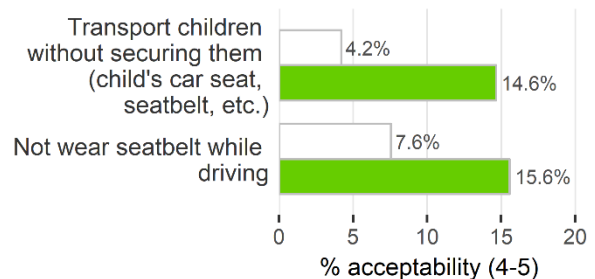
### DUI



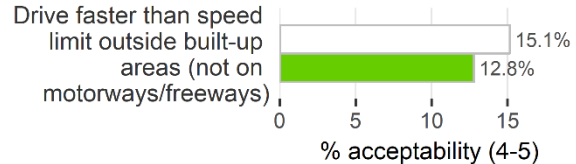
### Distraction



### Seat belt

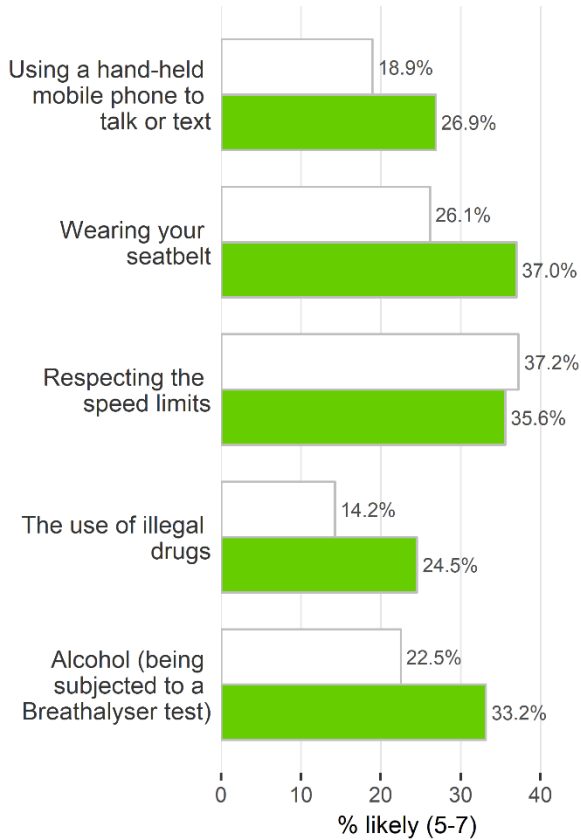


### Speed

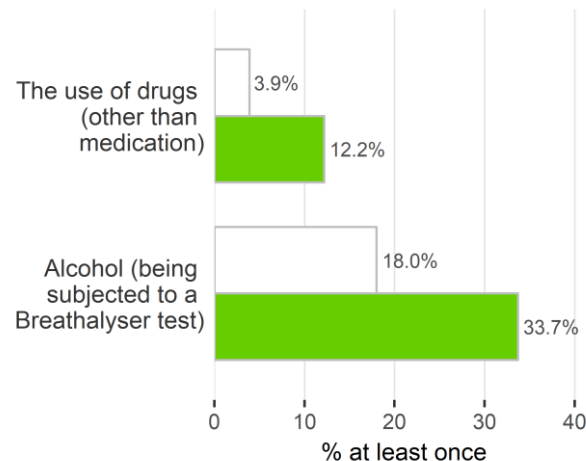


## Enforcement

On a typical journey, how likely is it that you (as CAR DRIVER) will be checked by police for... (7-point scale from 1=very unlikely to 7=very likely)

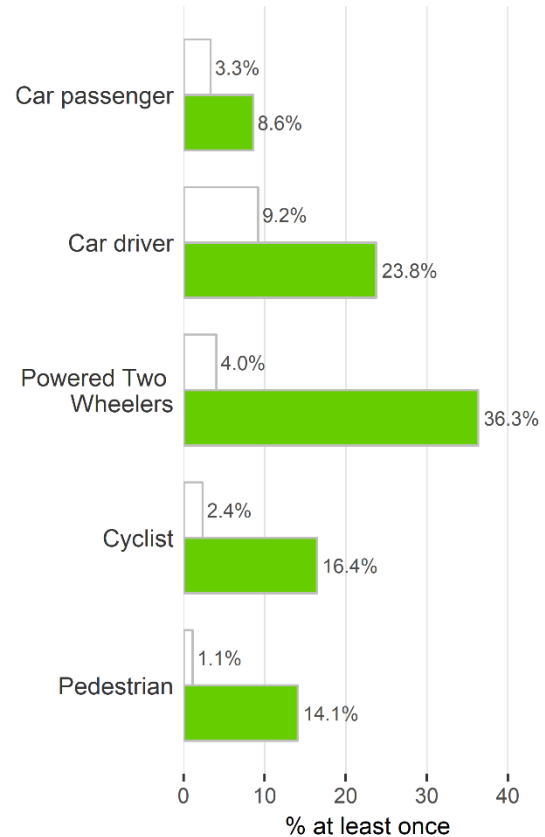


In the past 12 months, how many times (as a CAR DRIVER) have you been checked by the police for... (number)



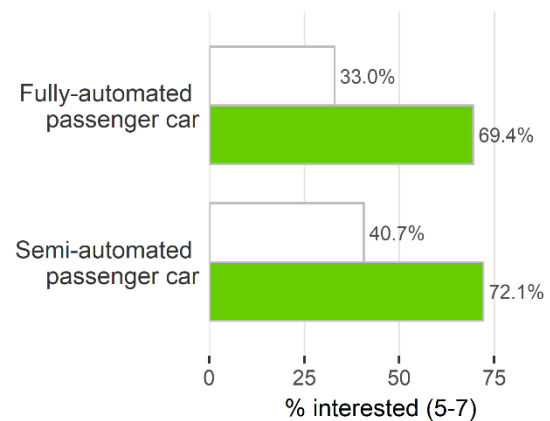
## Involvement in road crashes

In the past 12 months, how many times have you personally been involved in road crashes as... (number)



## Vehicle automation

How interested would you be in using a... (7-point scale from 1=not at all interested to 7=very interested)



## Background Data

Basic data of India in relation to the European average<sup>3</sup>.

### Exposure

	year	IN
total length of roads (km)	NA	NA
total length of motorways (km)	NA	NA
vehicle kilometres (total in millions)	NA	NA
motorisation rate (motor vehicles/1000 inhab.)	2015	160

Source: WHO 2018

### Persons killed in road accidents by age (WHO & CARE database)

ages	year	IN		EU	
		absolute number	%	absolute number	%
0-14	2016	NA	NA	616	2.4
15-17	2016	NA	NA	593	2.3
18-24	2016	NA	NA	3370	13.1
25-49	2016	NA	NA	8808	34.2
50-64	2016	NA	NA	5177	20.1
≥65	2016	NA	NA	7057	27.4
unknown	2016	NA	NA	144	0.6
TOTAL	2016	150785	100.0	25765	100.0

European sum computed with the most recent available year by country (2010: SK; 2015: LT, IE; others: 2016).

### Persons killed in road accidents by transport mode (CARE database)

mode of transportation	year	IN		EU	
		absolute number	%	absolute number	%
car (including taxi)	2016	NA	NA	12034	46.7
moped	2016	NA	NA	677	2.6
motorcycle	2016	NA	NA	3606	14.0
pedal cycle	2016	NA	NA	2071	8.0
pedestrian	2016	NA	NA	5468	21.2
other	2016	NA	NA	1909	7.4
TOTAL	2016	150785	100.0	25765	100.0

European sum computed with the most recent available year by country (2010: SK; 2015: LT, IE; others: 2016)

## Population

	year	IN	EU
population (M. inhab.)	2017	1339.2	512.4
density (inhab./km <sup>2</sup> )	2017	407.4	116.9 <sup>4</sup>
males (% of total)	2017	51.8	49.0
females (% of total)	2017	48.2	51.0
urban (% of total)	2017	34.0	75.4
internet users (per 100 people)	2017	34	81

Source: World Bank

## Traffic legislation in India

Speed limits for passenger cars	(km/h)
motorways	100
secondary or regional roads	100
in built-up areas	100
Drink-driving	BAC limits
max. BAC for drivers (g/l)	0.3
max. BAC for young/novice drivers (g/l)	0.3
max. BAC for professional drivers (g/l)	0.3
Protective systems	
obligation to use seatbelt in front seat	yes
obligation to use seatbelt in rear seat	yes
obligation to use child restraint systems for transport of children	no
obligation to use a helmet as a moped rider	-
obligation to use a helmet as a motorcyclist	yes

Source: WHO 2018

<sup>1</sup> Please note that this country fact sheet has been written in British English. Exact wording of items and spelling was adapted according to the needs of the national language versions of the ESRA2 survey.

<sup>2</sup> The European ESRA2 mean is based on the results of the 20 European countries participating in the ESRA2 survey: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, and United Kingdom.

<sup>3</sup> The European average is based on the EU-28: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden and the United Kingdom.

<sup>4</sup> Population density EU is based on the total population of the EU-28 (512 431 044 inhabitants; Source: World Bank) divided by the total surface of the EU-28 (4 384 317 km<sup>2</sup>; Source: World Bank).

Please refer to this document as: Vias institute (2019). Country fact sheet India.  
ESRA2\_2018 survey (E-Survey of Road users' Attitudes). Brussels, Belgium: Vias institute.