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Road Safety Policy and Programme (for India)

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Presentation Structure

- Safety scenario
- Prelude to Policy
- International Practices
- Way Forward

Road Traffic Accidents in India

- **Accidents** - **0.48million** (annual)
(1 every minute)
- **Injuries** - **0.5 million** (annual)
- **Fatalities** > **1,20,000** (annual)
~ 350 daily
~ (1 every 4.5 minute)

India loses around INR 80 billion (US\$ 18 b) annually in road traffic crashes (~ 3% of GDP)

Accident Scenario (contd.)

Fatalities

1 Person
Killed
every 4.5
minutes

On National
Highways 1
Fatality
every 30
minutes

In Delhi 3
Pedestrians
are Killed
everyday

In First 23
Metropolitan
Cities 1 Fatality
in every 56
minutes

Injuries

14
Casualties
every
Minute

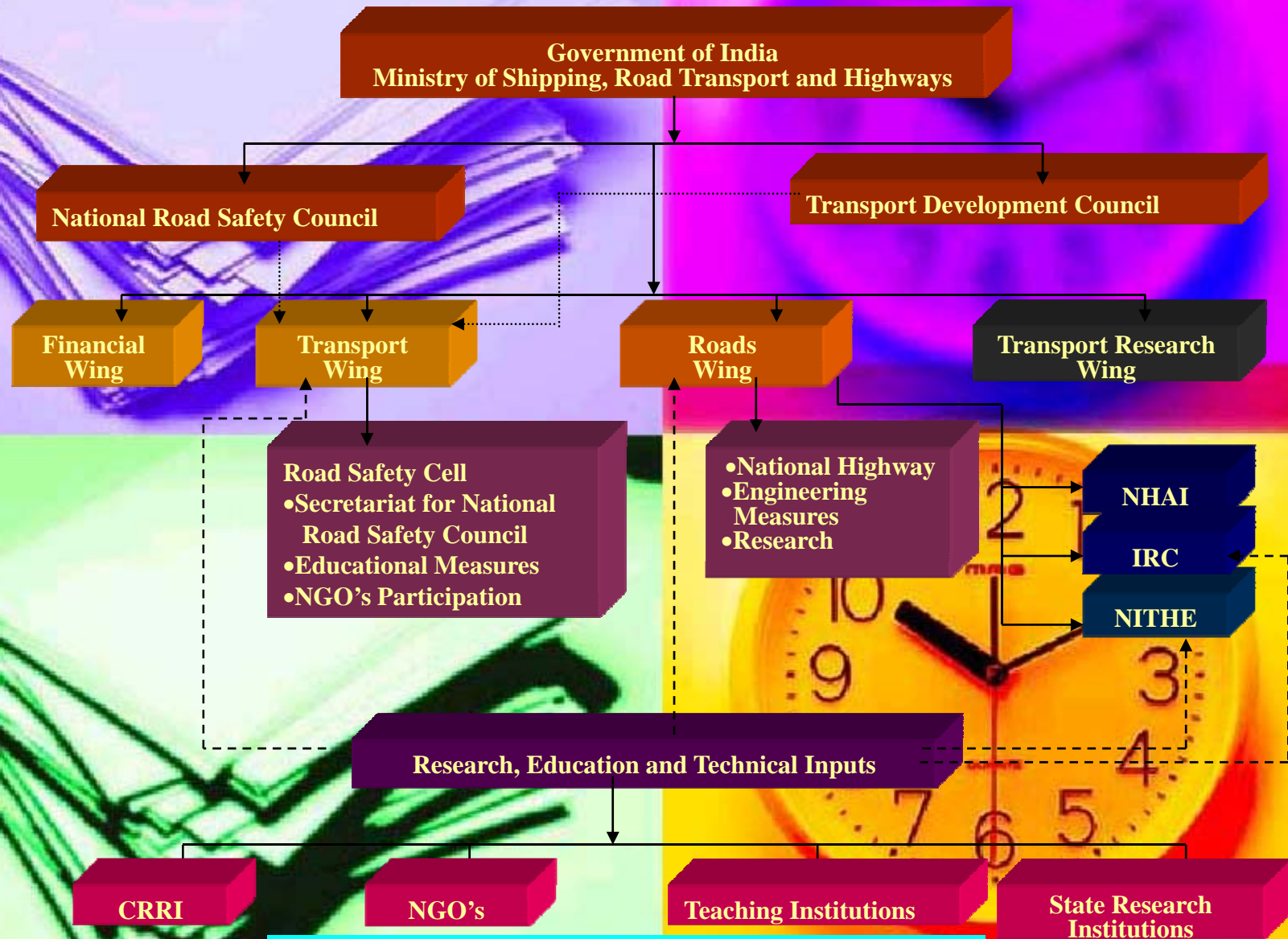
1 Person
suffers a
Major Injury
every 25
seconds

1 Person
suffers **Minor
Injury** in every
0.53 seconds

Fatal Major
Injury :
Minor Injury
:: 1:15:70



Institutional Arrangements



However overall impact has been ineffective

Prelude

- 1994 - MoRTH announced Road Safety Policy
- 2003 - MoRTH undertook a study for framing the Road Safety Policy and Strategies.
 - ❖ The out come of this study was a draft National Road Safety Policy.
- 2005, MoRTH constituted an Expert Committee for establishing a Directorate of Road Safety and Traffic Management
 - ❖ modified National Road Safety Policy for adoption by the Government.

Policy is yet to be Notified

Road Safety Policy (1994)

- Improvement in Road Users behavior
- Reduction in frequency and severity of accidents by 2001
 - ❖ **Fatalities** ↓ **50%**
 - ❖ **Accidents** ↓ **40%**
- Take advantage of modern technology/development
- State Governments to prepare Strategies and Action Plan
- Protection of Vulnerable Road users
- Safer roads and vehicles
- Improved Trauma Management



Draft Road Safety Policy, 2003

- Raising Awareness About Road Safety Issues
- Providing Enabling Legal, Institutional And Financial Environment For Road
- Road Safety Information Database
- Safer Road Infrastructure
- Safer Vehicles
- Safer Drivers
- Safety For Vulnerable Road Users
- Road Traffic Safety Education And Training
- Traffic Enforcement
- Emergency Medical Services For Road Accidents
- HRD & Research For Road Safety



Draft Road Safety Policy, 2005

- Raising Awareness About Road Safety Issues
- Establish Road Safety Information Database
- Ensure Safer Road Infrastructure
- Safer Vehicles
- Safer Drivers
- Safety For Vulnerable Road Users
- Road Traffic Safety Education And Training
- Enforcement of Traffic Enforcement
- Emergency Medical Services For Road Accidents
- HRD & Research For Road Safety
- Strengthening Enabling Legal, Institutional and Financial Environment for Road Safety



Vision Statements by some Countries

- Australia - Safe road use for the whole community
- Austria - To have a road safety level that is comparable to the levels found in the top third countries in the EU.
- Canada - To have the safest roads in the world
- Denmark - One accident is too many
- Great Britain - Tomorrow's roads: safer for every one
- Netherlands - Sustainable road safety
- New Zealand - To create a safety culture in New Zealand that delivers land transport safety outcomes that achieve world best practices
- Sweden - Vision zero



UK Road Safety Strategy

- Adopts a thematic approach
 - ❖ Safer for children
 - ❖ Safer drivers - training and testing
 - ❖ Safer drivers - drink, drugs and drowsiness
 - ❖ Safer infrastructure
 - ❖ Safer speeds
 - ❖ Safer vehicles
 - ❖ Safer motorcycling
 - ❖ Safer pedestrians, cyclists and horse riders
 - ❖ Better enforcement
 - ❖ Promoting safer road use
- Target in 2001 was to reduce fatalities by 50% by 2010 but achievement by 2009 was upto 36%



Sweden - Vision Zero

■ Strategic principles

- ❖ The traffic system has to adapt to take better account of the needs, mistakes and vulnerabilities of road users.
 - ❖ The level of violence that the human body can tolerate without being killed or seriously injured forms the basic parameter in the design of the road transport system.
 - ❖ Vehicle speed is the most important regulating factor for a safe road traffic. It should be determined by the technical standard of both roads and vehicle so as not to exceed the level of violence that the human body can tolerate.
 - ❖ System designers are responsible for the design, operation and the use of the road transport system and are thereby responsible for the level of safety within the entire system.
 - ❖ Road users are responsible for following the rules for using the road transport system set by the system designers.
 - ❖ If the users fail to comply with these rules due to a lack of knowledge, acceptance or ability, the system designers are required to take the necessary further steps to counteract people being killed or injured.
- Target for Zero fatality and serious injuries by 2020

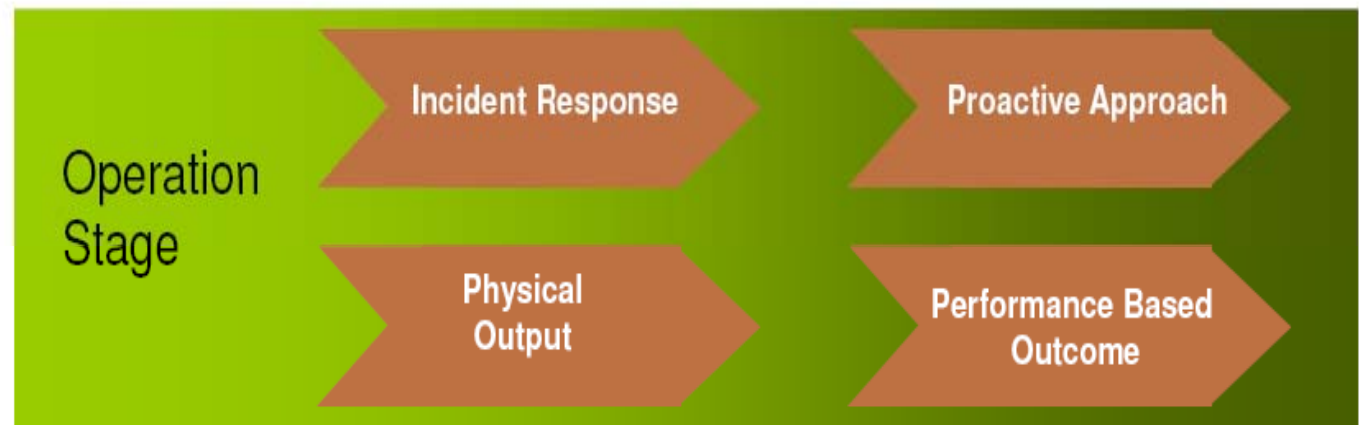
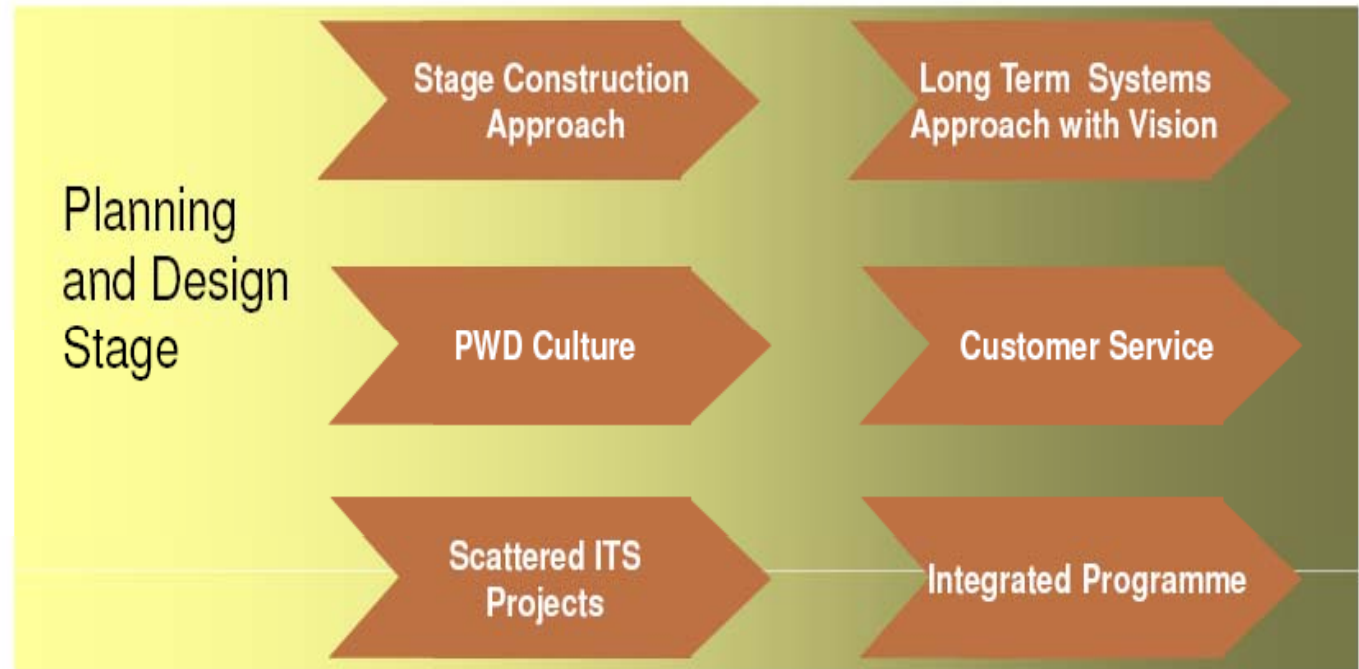


Road Safety Policy and Programme

- Road Safety Policies usually deal with
 - ❖ National commitments over a long period of time
 - ❖ Identification of macro, national performance targets.
- Policy goals - two broad types:
 - **a vision -**
 - ❖ Swedish 'Vision Zero'
 - ❖ Dutch 'sustainable safe system'
 - ❖ Russian vision
 - **pragmatic, quantified targets** - such as in the UK



Approach for Safer Road Network



Approach for Safer Road Network (contd.)

- Human (Drivers) are bound to commit mistakes
- Responsibility to be shared between road users and systems providers
 - ❖ Designers to provide safe roads
 - ❖ Drivers and other users to follow rules
 - ❖ Enforcing agencies to enforce observance of Rules



Approach for Safer Road Network (contd.)

- Planning and designing 'Forgiving Highways'
- Preventing pedestrians and other vulnerable users from accessing the Highway
- Preventing motor vehicles entering pedestrian zones
- Comprehensive Planning with Vision





Policy - Main Challenges

- Commitment to safety by policy makers, planners and designers
- Awareness for all stake holders on the criticality of safety on road use
- Mixing of slow with high speed traffic
- Lack on enforcement on linear development
- Belief that human factors are major cause of road traffic crashes

Road Safety Policy for India

- A firm political commitment at the highest level towards road safety
- Problem to be tackled in a mission mode as being done for other public health concerns such as AIDS and Cancer.
- Immediate announcement of the policy, as the statement of intent and political commitment, with definite programme and action plan
- A Vision Statement – Safer roads for everyone
- Policy Statements
- Strategies suiting Indian situations
- Definite and programme and action plan with realistic targets and time frame





Policy Statements and Strategies

- Raising Awareness about Road Safety Issues.
- Strategies to Implement Policy
 - ❖ Raising awareness among key decision-makers, stakeholders and NGOs to facilitate them for planning and promoting road safety.
 - ❖ Raising awareness about the gravity of road safety issues amongst all citizens of the country and particularly the young, elderly and the infirm.
 - ❖ To enlighten various road user groups with respect to their roles and responsibilities



Policy Statements and Strategies (contd.)

- Establish a Road Safety Information Database
- Strategies to Implement Policy
 - ❖ Improve the reporting of important details at the scene of accident shortly after the occurrence of the accident.
 - ❖ Improve the storage and accessibility of all data relevant to an accident such as vehicles involved, road environment etc.
 - ❖ Development of a comprehensive road safety information database needed for operating effective safety management systems/programmes at National, State and City levels.



Policy Statements and Strategies (contd.)

- Ensure Safer Road Infrastructure
- Strategies to Implement Policy
 - ❖ Require all proposed new and rehabilitation road schemes to be checked from a safety perspective for all types of road users (specially VRUs) during the planning and designing stages through Road Safety Audit
 - ❖ Adopt accident reduction strategies for existing roads through black spot improvement programmes.
 - ❖ Review design standards, codes, guidelines, recommended practices, access control and development control procedures to ensure best global practices for road safety are incorporated
 - ❖ To facilitate quality improvement of practicing highway engineers on various road safety aspects through training and dissemination of appropriate road safety knowledge.



Policy Statements and Strategies (contd.)

- Safer Vehicles
- Strategies to Implement Policy
 - ❖ To promote safety conscious design of vehicles to ensure safe transport for passengers, drivers and other road users.
 - ❖ To promote the statutory periodic inspection as an essential check on the road worthiness of vehicles.
 - ❖ To minimize impact of vehicle operation on roads.



Policy Statements and Strategies (contd.)

- Safer Drivers

- Strategies to Implement Policy

- ❖ To facilitate systems which ensure that trained and competent new drivers are permitted to come on the roads.
- ❖ To improve the manpower both quantitatively and qualitatively, to test and evaluate the driving ability of all license applicants to be done by a system of accreditation of the quality of testing and evaluation of drivers.
- ❖ To assist and encourage setting up of model driving schools with adequate infrastructure and tools in partnership with automobile manufacturers, other private sector participants and NGOs.



Policy Statements and Strategies (contd.)

- Safety of Vulnerable Road Users
- Strategies to Implement Policy
 - ❖ Recognize Vulnerable Road Users (VRUs) are equally important as the motorized vehicle, in the planning, designing, construction and operation of roads and to provide for their special needs and requirements.
 - ❖ To update existing and develop new standards, guidelines and recommended practices in line with accepted international practices to facilitate safe accommodation of VRUs.
 - ❖ To encourage NGOs to work with Vulnerable Road Users, to increase their awareness of the dangers.



Policy Statements and Strategies (contd.)

- Road Traffic Safety Education and Training
- Strategies to Implement Policy
 - ❖ Encourage inclusion of road safety awareness as part of educational curriculum for students of various age groups.
 - ❖ To develop and implement road safety publicity campaigns by using the creative resources of both Government, professional agencies and NGOs for various target groups as per their respective requirements.
 - ❖ Planning and implementing community based road safety
 - ❖ Programmes to engage local as well as non-governmental partners in the areas of road traffic safety that most affect their daily lives.
 - ❖ Planning, designing and implementing training programmes for various specific groups involved in road safety management tasks e.g. Traffic Personnel, Highway Engineers, School Teachers, Town Planners, NGOs etc.



Policy Statements and Strategies (contd.)

- Enforcement of Safety Laws
- Strategies to Implement Policy
 - ❖ To take appropriate measures to improve the capacity of concerned state agencies, to affect improvement in their driver testing and vehicle testing to the required standards.
 - ❖ To take appropriate steps to ensure that the enforcement authorities are adequately manned, trained, and equipped and empowered to carry out their function ensuring safe road use and orderly traffic flow including the traffic situation, land use and road network planning etc.
 - ❖ To setup a national level Traffic Police Training Institute to serve, motivate and provide incentive and necessary help to each State to set up modern police training schools within their jurisdiction.



Policy Statements and Strategies (contd.)

- Emergency Medical Services for Road Accidents
- Strategies to Implement Policy
 - ❖ To improve communication system available with police and other emergency services as a means to reduce response times
 - ❖ To train police, fire and other emergency service personnel such as those on ambulances and paramedics in basic first aid for road crash victims.
 - ❖ To develop local and regional trauma plans based on study of post accident assistance and consequences for road traffic accident casualties



Policy Statements and Strategies (contd.)

- Human Resource Development and Research for Road Safety
- Strategies to Implement Policy
 - ❖ Appropriate measures to improve the capacity of concerned state agencies, to affect improvement in their driver testing and vehicle testing to the required standards.
 - ❖ Steps to ensure that the enforcement authorities are adequately manned, trained, and equipped and empowered to carry out their function ensuring safe road use and orderly traffic flow including the traffic situation, land use and road network planning etc.
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Action Plan

- Honour UN Decade (2011 – 2020) of Action for Road Safety
- Immediate notification of Policy on Road Safety in India
- Fixing of Targets
 - ❖ Significant reduction in road fatalities by 2020
 - ❖ Significant reduction in Road traffic crashes
- Action Plan
 - ❖ Implementation of Speed Limit Report, urgently
 - ❖ Safety Audit on NHs and SHs and implementation of findings – time bound in five years
 - ❖ Vulnerable Road Users – Compulsory helmet wearing by two wheeler drivers and riders in all States within a year and road design to meet their needs.
 - ❖ Introduction of seat belt – within two years.
 - ❖ Safer vehicle fronts for trucks and buses two years time.
 - ❖ Stricter driving licensing with computerization and penalty provision in two years time.
 - ❖ No tolerance on compromise on safety while developing National and State Highways.
 - ❖ Black spot identification and accident counter measures for rural and urban roads – in five years time.
 - ❖ **Firm Commitment to provide Safer roads and not cheaper roads**
 - ❖ Setting up of proposed Directorate of Road Safety with dedicated funds



Thanks for
Your Attention