Governance of Road Safety Planning and Implementation: WHY?

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Persons Killed
1,68,547 (2022)
1,55,632 (2021)
1,54,732 (2019)
1,51,417 (2018)
147,913 (2017)
150,785 (2016)

Persons injured
4,39,000 (2019)
4,70,975 (2017)
4,94,624 (2016)

an underestimate for injuries, not all injuries are reported to the police.

Fatalities?
Road Safety Change

Increase in fatalities in RTC: 10 states
Decrease in fatalities in RTC: 3 states
Unchanged in 3 states
Estimated 30,000,000 hospitalised in 2018

- MVA 1989
- NHAI Act 1988
- Sundar Committee 2005-7
- Supreme Court Committee 2014
- Amended MVA 2019

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities per 100,000 persons</th>
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<tr>
<td>1970</td>
<td>0</td>
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<td>1975</td>
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<td>1980</td>
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Safe Systems Approach

- Structural analysis of injury producing systems

- Focus is on the injury causing properties of systems rather on the errors of owners, designers, operators

- Moving away from conventional explanations which are myopic overlooking the interrelationships between the various components of the system.
The Vision Zero
October 1997, Road Traffic Safety Bill, Swedish Parliament

▪ “The zero vision is based on the notion of "allowing" incidents to occur, but at a level of violence that does not threaten life or long-term health”

▪ “In the zero vision, the entire transport system must be designed to accommodate the individual who has the worst protection and the lowest tolerance of violence.”

▪ “The responsibility for every death or loss of health in the road transport system rests with the person responsible for the design of that system. This is the ethical basis for realizing the zero vision.”

CLAES TINGVALL
Vision Zero a policy innovation

Traditional | Vision Zero
---|---
Accidents risk | Fatalities and serious injuries
What is the problem? | Humans make mistakes
Human factors | Humans are fragile
What causes the problem? | System designers
Individual road users | People want safety
Responsibility? | People want safety
Peoples demand for road safety? | Eliminate fatalities and serious injuries
Optimum number of fatalities and serious injuries |
Traffic safety principles/the corner stones for developing safe highways in LMICs.

• Principle 1 Recognition of human frailty
• Principle 2 Acceptance of human error
• Principle 3 Creation of a forgiving environment and appropriate crash energy management.

Principle 1 and 2 must recognize that highways in LMICs will have presence of NMVs and pedestrians along with motorized traffic.

Principle 3 becomes the operational principle for setting appropriate speed limits for ensuring a forgiving environment for all road users.

Pedestrians will make mistakes in judging the possible risk in the system whereas, drivers can make mistakes in adopting an appropriate speed.
Questions?