

# STREETS FOR ALL, MOBILITY FOR ALL



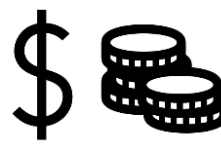
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EXECUTIVE DIRECTOR, WRI INDIA

# ROAD SAFETY – GLOBAL SNAPSHOT

**1.35 Million**

People lost their lives in 2016 due to road traffic crashes



**1/2**

Of people who get killed are pedestrian, cyclist and two wheeler users

**#1**

Cause of death for young and children & young adult (5 – 29 yrs)

**3%**

Of GDP is lost in countries due to road traffic crashes

**93%**

of these fatalities happen in low & middle income countries

# ROAD SAFETY SCENARIO – INDIA

1.51 Lac

People lost their live in  
2019 due to road traffic  
crashes

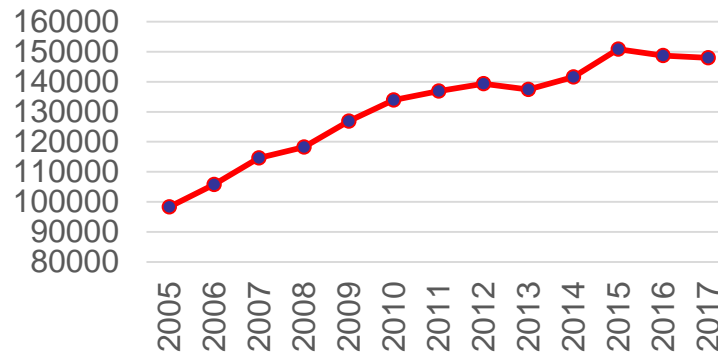
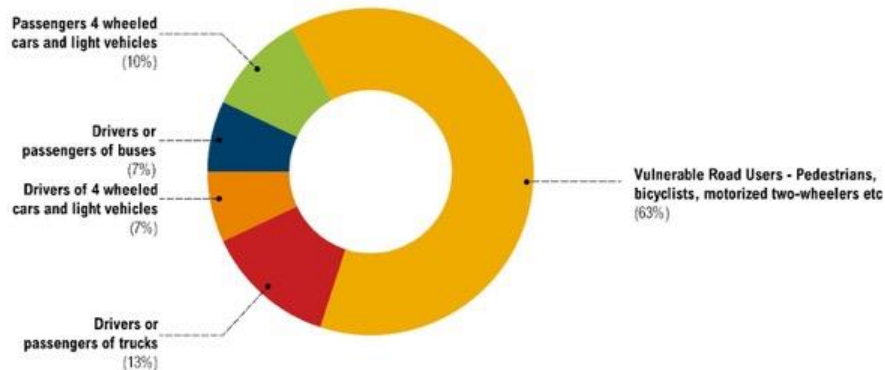
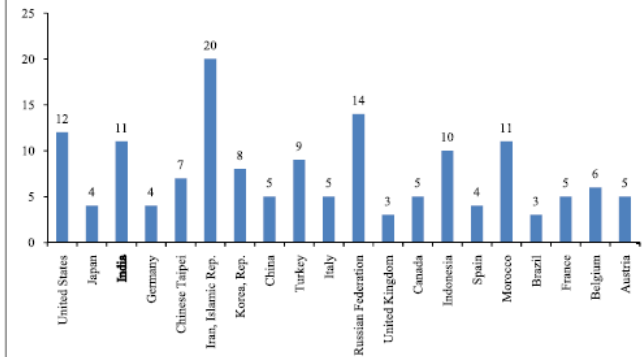


Chart 8.1: Country wise number of person killed per lakh population - WRS 2018



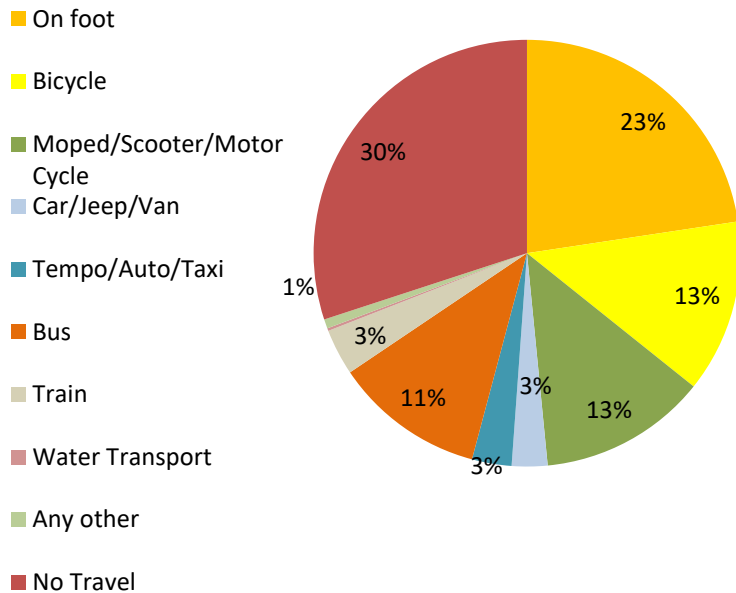
WHO estimates the number to be

**207,551**  
deaths annually

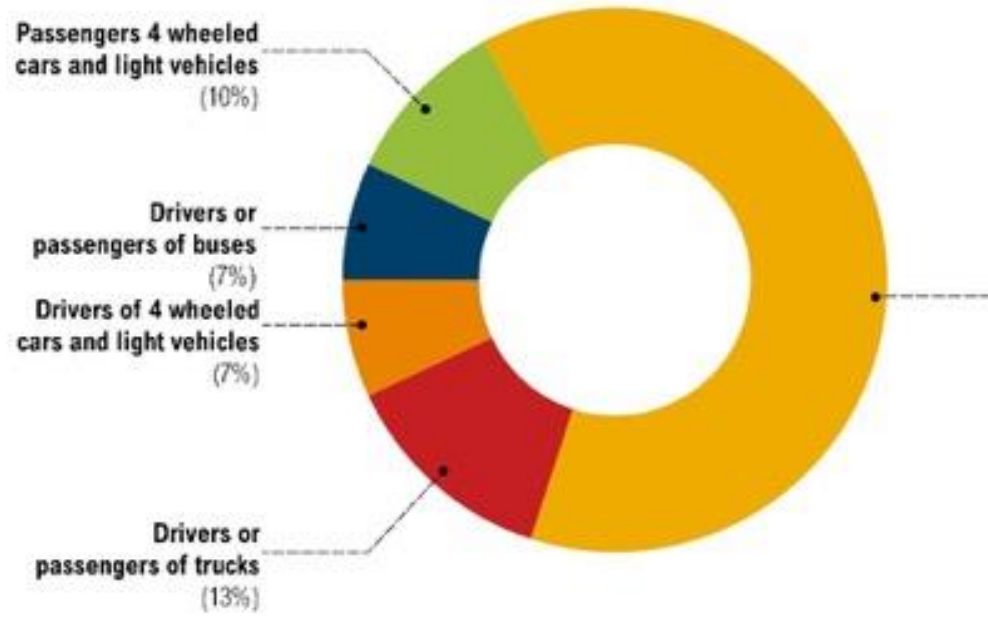
It is estimated that **3%**  
of India's GDP is lost due to road traffic  
crashes

# MOBILITY VS SAFETY PROFILE

Commute Pattern (2011 Census)



Pedestrians, Cyclist and 2-Wh constitute 70% of all commute trips



Vulnerable Road Users – Pedestrians, Cyclist and 2 Wh (62%)

# ROAD SAFETY – IMPACT & COMMITMENT



## Poverty

Research from South Korea shows that one third of traffic crash victims experienced job loss due to their disability.



## Gender

In India, women bear the brunt of caregiving activities post-crash, it impacts their return to livelihoods and income



## Sustainability

Research from Philippines shows safety has a very strong linkage with transport mode choices and usage



## Development

7% to 22% increase in GDP per capita over 24 years - can be achieved through substantial reduction in road traffic injuries



## UNGA

declared the second decade of action in road safety in Aug 2020



## MDBs

The 10 MDBs support the 2<sup>nd</sup> decade of action on road safety



## SDG

Goal 3.6: reduce traffic deaths by half in 2020 compared to 2011



## Safe Systems

EU reduced 53% their fatalities between 2011 & 2016 through Vision Zero

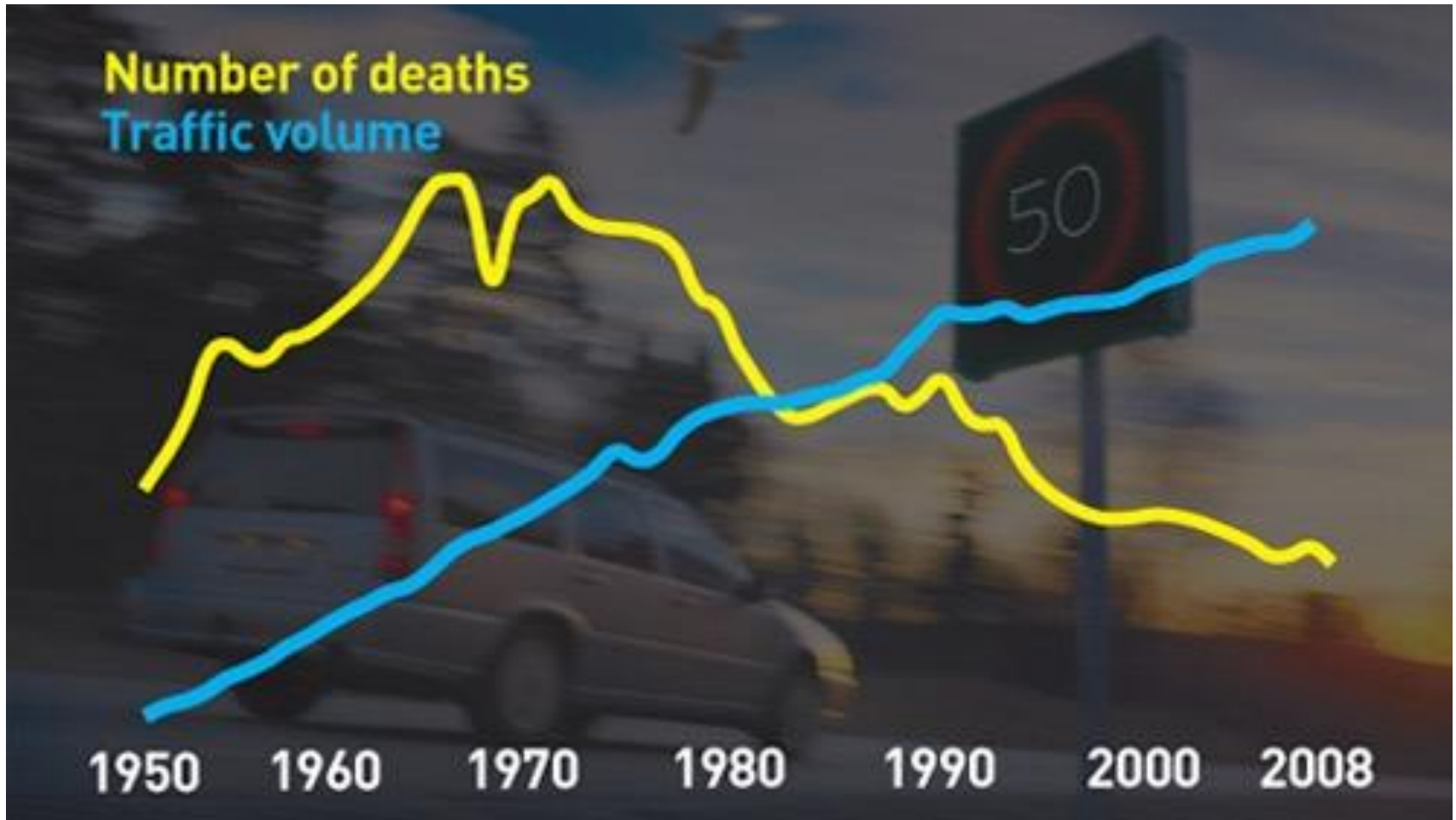
# ROAD SAFETY - CHANGE IN APPROACH

	TRADITIONAL	VISION ZERO
What is the problem?	Accidents Risk	Fatalities & Serious injuries
What causes the problem?	Human Factors	Humans make mistakes & Humans are fragile
Responsibility?	Individual Road Users	System Designers
People's demand for road safety	People dont want safety	People want safety
What is the appropriate goal?	Optimum number of fatalities & serious injuries	Eliminate fatalities & serious injuries

***In Sweden, Vision Zero fundamentally changed how traffic safety was addressed and approached from policymakers.***

Source: Belin, M.A. 2015. Presentation to the Swedish Transport Administration Vision Zero Academy. Vilnius, Lithuania, September. Belin, M.A., P. Tillgren, and E. Vedung. 2012. "Vision Zero: A Road Safety Policy Innovation." *International Journal of Injury Control and Safety Promotion* 19 (2): 171–79.

# ROAD CRASH SCENARIO IN SWEDEN (BEFORE AND AFTER VZ)





# SAFE SYSTEM PRINCIPLES



**Humans Make Errors**



**Humans Are Vulnerable to Injury**



**Responsibility Is Shared**



**No Death or Serious Injury is Acceptable**



**Proactive vs. Reactive**



# ACTION AREAS FOR SAFE SYSTEMS



# Thank You

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