

Impact of Motorists Not Sharing the Road With Pedestrians

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BIBLE QUOTES:

GIVE AND IT WILL
BE GIVEN TO YOU

Not Sharing Is Not Good For Anyone



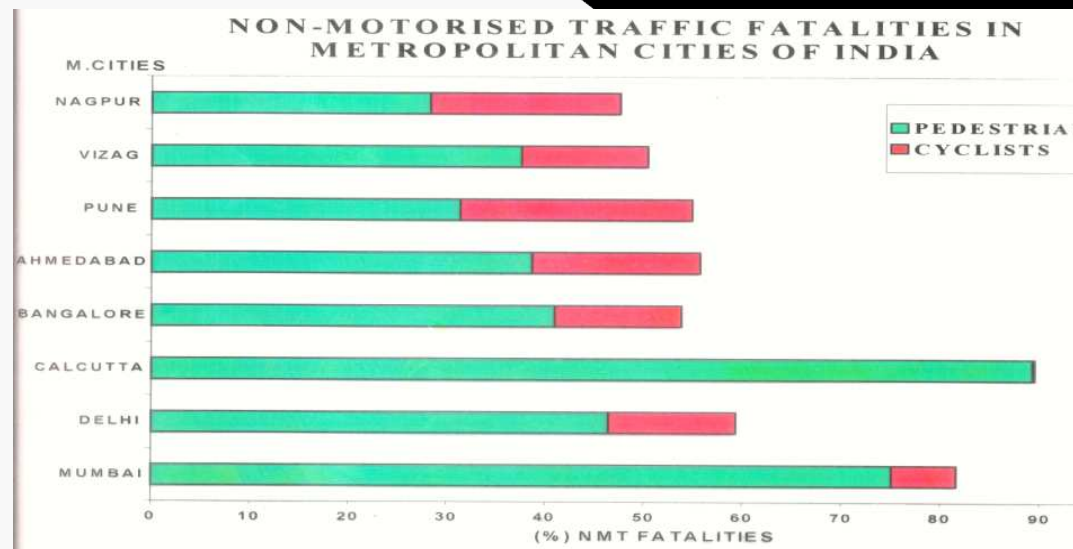
Road Safety Situation

- Highest number of fatalities in the world
- Around 1,20,000 fatalities per year
- Proportion of fatal accidents has increased from 17.6% in 2001 to 20.4% in 2006.
- Accident severity has increased from 19.9 in 2001 to 22.9 in 2006



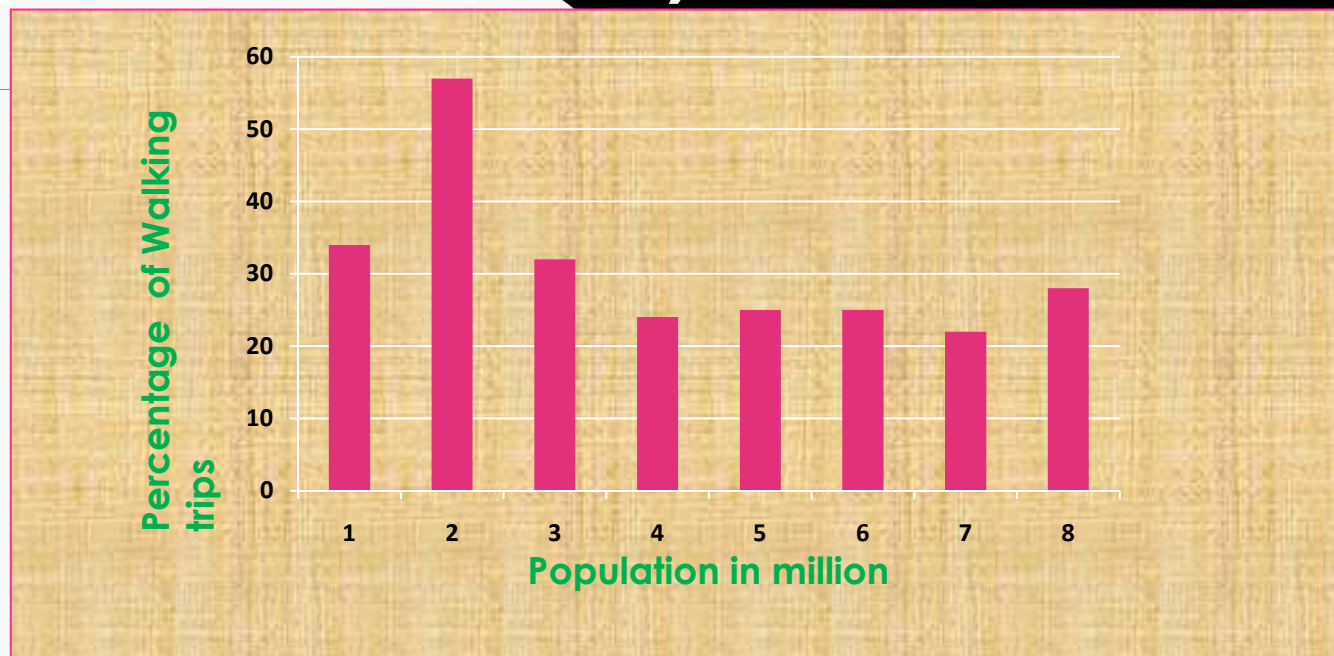
Who are Getting Killed in India?

- Like other Asian and African countries, the non-motorised transport (NMT) road users consisting of pedestrians, cyclists and other slow moving riders 60-80%.



Magnitude of Walking Trips in India'

- Little organized data is available.
- Walking trips formed around 32% of all trips in Delhi (1994).



“Walking trips in Metropolitan Cities”

- Share of walk trips in bigger cities (More than 10 million population) is quite substantial.
- Mumbai 52%, Ahmedabad cycling and Walking 54%, Chennai 27%.



Profile of Walkers

- Walking is the mode for the poor
- Mode of disrepute
- Pedestrians come from unauthorized colonies, slum clusters and low-income areas
- They even cannot afford public transport fares
- Mostly laborers, students, housewives etc.



Pedestrian Facilities in India

- Pedestrian facilities are awfully lacking
- In Delhi, capital of India, 40% roads do not have footpaths
- Provided sidewalks are too high, ill maintained and blocked by parked vehicles, civic utilities, hoardings, vendors etc.





Problems Faced by Pedestrians



Lack of rural footways forcing pedestrians to walk on the carriageway in India



Crossing Facilities

April, 2008 Study on “Pedestrian Safety at Urban Intersections in Delhi revealed

- No pedestrian signal
- Very few pedestrians refuge islands
- Zebra crossings missing
- Lack of subways or poor design
- Inadequate crossing time



Crossing Facilities



“ Dangerous Behaviour due to Lack of Crossing Facilities”

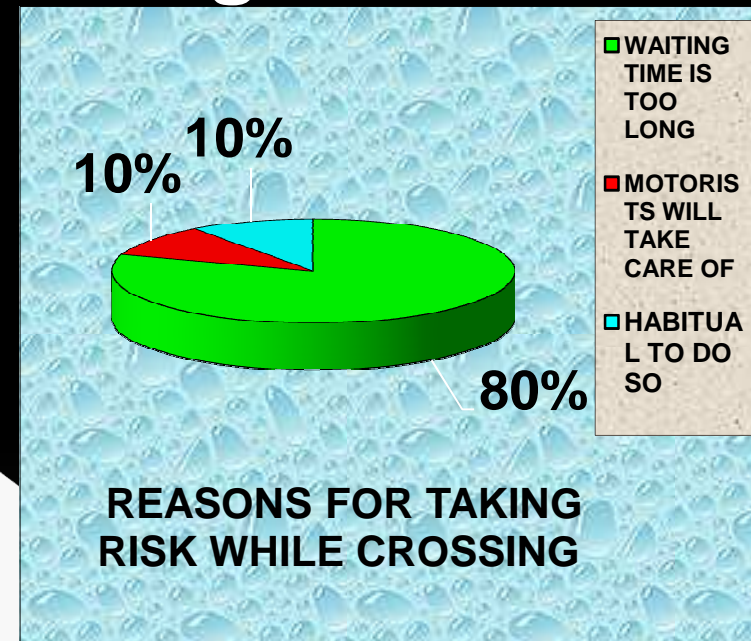


Findings of Opinion Surveys

➤ 90% felt unsafe while crossing

➤ Reasons :

- Allotted crossing time inadequate (65%)
- Inadequate width of footpaths (73%)
- Too high to climb up (64%)
- Encroached (81%)



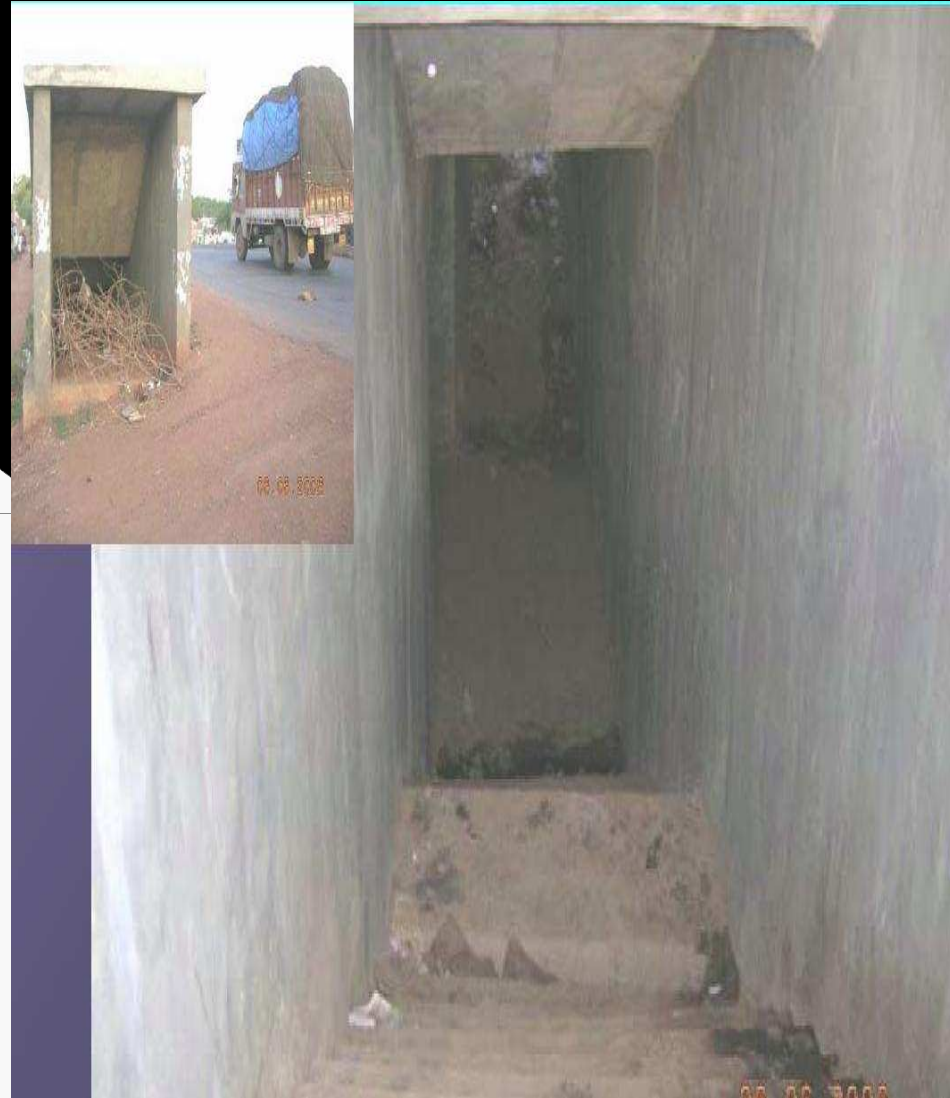
“ Inadequate Pedestrian Facilities under Recent Up-gradation Programmes”

➤ Road Safety Audits carried out by CRRI, New Delhi at various stages of the project for up-gradation of National Highways revealed that there were no adequate pedestrian footpaths provided or proposed when these passed through inhabited areas.



Subways Provided are

- Unattractive to see
- Be accessed by steps
- Not disabled friendly
- Require a significant diversion from direct walking route
- Poorly maintained
- Personal security not provided



Motorists Are Not Sharing The Road With Pedestrians



“ Lack of Concern for Pedestrians in Planning & Design of Roads”

- **Pedestrian Facilities are not planned and provided**
- **Roads are widened at the expense of cutting down pedestrian facilities**
- **Provided ones are taken away by motorists and other non-transport users**



Impact of Not Sharing the Road with Pedestrians

ROAD FATALITIES AND INJURIES

- Pedestrians account for 40-45% fatalities
- Mumbai 75%, Kolkata 90%



Poverty & Road Safety

- Study by CRRI (1991) revealed that pedestrians accounted for 45% of total road deaths in Delhi and 84% of them were poor.
- 55% of them were unaware of the existing provisions of the compensation law and no one could get any ex-gratia grant within two years of accident.
- Study in Bangalore revealed that over 7 out of 10 poor families suffered a decrease in total household income after a member was killed or seriously injured.

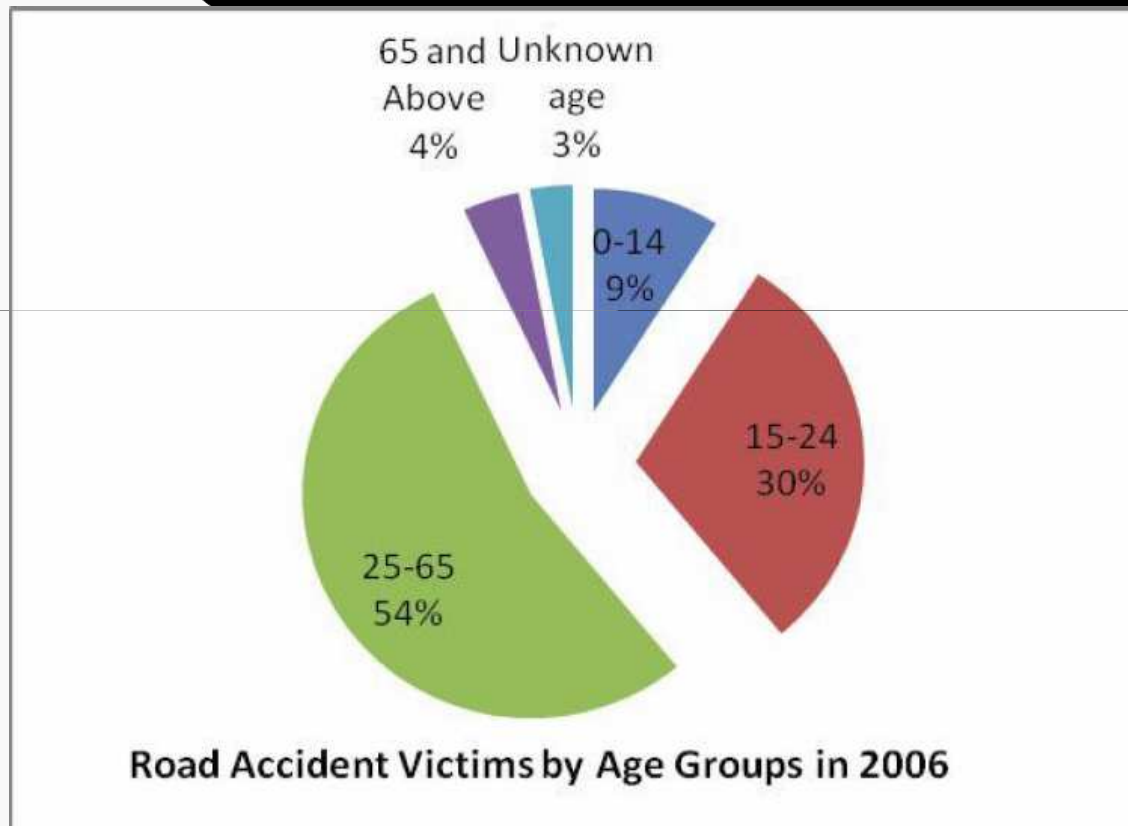


National Economic Costs

- Road crashes are costing **3%** of GDP
- Most productive age group people (15-44 years) are killed in road accidents
- Because of scarcity of good rehabilitation care facilities and lack of aids for the disabled, road crash victims face greater lack of access and employment opportunities
- Social suffering is increasing

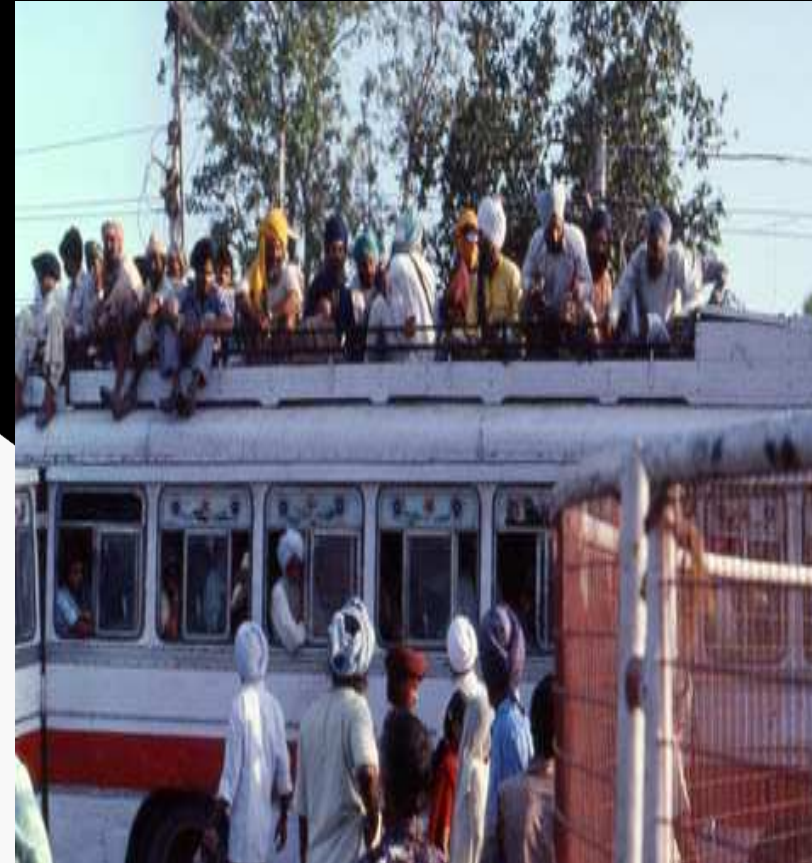


Most Productive Age Group Persons Are Killed In Road Accidents



Inequalities of Transport and Social Unrest

- Inequalities of transport are increasing
- Women, elderly, poor, Disabled, Children are the worst sufferers as they walk or cycle down and use public transport
- Long term social, economic psychological effects





Congestion

- Due to non-provision of pedestrian facilities and non-segregation of non-motorized traffic, congestion problem is increasing at inhabited sections of National and State Highways and roads with heavy pedestrian volumes





Suggested Measures

- Share the Road space with Pedestrians
- Plan for pedestrian facilities like sideways, non-motorized lanes, subways, underpasses, NMT crossings.
- RSA can ensure that the road space is shared at appropriate stages of project in a cost – effective way
- Check for provision for pedestrian facilities at each stage of Project design and implementation stages



Traffic Calming

- Speeds are to be reduced at certain locations, particularly at inhabited areas, urban areas and near schools, markets and factories



Traffic Segregation

- Motor Vehicle segregation can be through time or space separation
- Quality and space of pedestrian facilities should be according to their needs and at par with those of motorists.



Conclusions

➤ To have sustainable safe and equitable development, highway engineers and planners must ensure that motorists **get their** share of the road space with pedestrians.

➤ Not doing so will have far-reaching effects globally, **in efforts to combat the universal menace of avoidable road accidents.**



Thank You