

9th IRF Regional Conference

Road Safety Initiatives: Status and the Way Forward

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RECOMMENDATIONS

A. GENERAL

1. The National Road Safety Policy 2010 should be the focus of implementation.
2. The Road Safety Bill 2015 is the basic legislative measure which should be unanimously approved by all political parties in Parliament without any further delay.
3. Each State/UT should formulate the Road Safety Action Plan with short and long term targets to enable monitoring of the quantifiable progress during the remaining 5 years of the UN Decade of Action.
4. Apart from highways, Road Safety initiatives will cover urban roads including roads planned in AMRUT and SMART Cities.
5. Digital India to be fully integrated to improve Road Safety.

B. DETAILED RECOMMENDATIONS ON PILLARS

Pillar – 1: Road Safety Management

1. The Central Government should urgently constitute the autonomous Road Safety Board/Authority with State Level Road Safety Council. In case of any delay in passage of Road Safety Bill in the Parliament, an Ordinance may be promulgated, so that road safety activities get implemented with immediate effect.
2. The Road Safety Fund be created at Centre and at the State Level with sustainable funds using appropriate share from the budget/toll/tax/cess/fines/insurance, etc.
3. Mechanism for achieving synergy amongst all the stakeholders (PWD or Road Authority, Police, Transport, Medical/Health, Education,

- Municipality, Urban Development Authority, Cantonment Board, etc) be put in place.
4. Capacity development of each Department be attained with funds from the Road Safety Fund.
 5. Robust Road Accident Database be created urgently for facilitating proper analysis of the road accidents leading to appropriate safety solutions.
 6. The driver and vehicle licensing systems across the whole country need to be revamped, with transparent procedures on a common digital database which shall include the database of insurance of vehicles.
 7. Centres of Excellence be established across the country to create capacity in road safety research as well as human resource for road safety engineering.

Pillar - 2 : Safer Roads and Mobility

1. All 'Blackspots' must be identified and addressed on priority in a phased manner for the entire road network. All Secretaries/E-in-C of PWDs need to monitor to ensure that the design of the counter measures is got completed within 6 months. Land, wherever required, be acquired even through direct purchase up to 10 hectares following the Odisha example. Implementation of removal of all black spots be got completed by end of 2017.
2. All new developments of roads must pass through a safety audit system at the design and pre-opening stages to avoid any blackspots in the network. RSA should be adopted uniformly for existing and new roads (for both urban and non-urban) as mandatory requirements at all stages of, operations and management of the network.
3. All existing and new roads be equipped with standard traffic control features like signs, markings, studs, crash barriers, delineators, etc.
4. NH/SH passing through villages and towns need special treatment to ensure safety of VRUs. Provision of service roads, footpaths, pedestrian crossings (at grade and grade separated) supported by all traffic control devices are essential for speed management and ensuring safety.
5. All urban and non-urban roads should adopt modern technologies (such as application of ITS) to make the roads safer for the users say

in next 5 to 10 years. For this, planning should be completed in next 18 months.

6. Removal of encroachments is a necessary requirement for safer roads.
7. Road Standards need review to harmonise with best Road Safety Global Practices.

Pillar – 3 : Safer Vehicle

1. Active and Passive safety features should be adopted for all vehicles produced and sold in India in harmony with EEC regulations for vehicle safety.
2. The trucks and buses must comply with the safer vehicle standards and compliance should be attained on urgent basis.
3. Inspection & Maintenance Regime (Inspection and Certification) should be brought in as a regulatory mechanism for the in-use vehicles safety in each category for ensuring safety.
4. Tractors, e-Rickshaws and Non-Motorized vehicles (which use the Indian roads both in urban and rural areas) need to be made safer by adopting innovative features and retro-reflective devices.
5. Cycle manufacturing to be brought under standard regime with retro reflective tapes duly fitted on all bicycles manufactured in the country.
6. Existing bicycles to be covered in a time bound manner, say in next 30 months.
7. A plan for scrapping old vehicles as end of Life Regime needs to be introduced.
8. Any vehicle/type of vehicle being permitted on the road must be Road Safety compliant.

Pillar – 4 : Safer Road Users

1. The deficiencies in infrastructure be addressed to support road user behaviour for safety.
2. Deficiencies in road users (failing of road users) is bound to happen and it will continue. The infrastructure, education, campaign, traffic control, etc. be designed to address human errors in road use

behaviour. Increased use of Social Media be made to propagate Road Safety.

3. Limitation of the road users (including differently abled ones) be accommodated through a safe system approach.
4. Speed reduction by reduction of lane width, use of helmets, avoiding drinking and driving and promoting use of seat belt through enforcement and campaign are the ways to ensure behavioural change. Only campaign may not give results.
5. Over-loaded and oversize (non-standard) vehicles need strict enforcement as they create safety problems for road users. The overloaded vehicles need to be detained, extra load off loaded and transferred to another vehicle.
6. Priority be given to speed control and junction improvements as these account for 47% of accidents.
7. Safety in the Construction/Project Zone needs priority for implementation.

Pillar – 5 : Post-Crash Response

1. Trauma-care is like human right and a serious effort is needed across the country, for creating a network of trauma care facilities to meet the huge requirement.
2. The “First Response Care” can be established through Communities and able-bodied persons along the highways trained in the art of trauma care (the response skills) as the “first responders” which can save 70% of the lives lost in accidents in India. The principle is “Bring them alive”, “Keep them alive”, and “Make them better” as the basis of first response care.
3. Capacity building is required on a very large scale for pre-hospital trauma care facilities by training paramedics and deploying them in all categories of hospitals and primary health centres. Use Defence Personnel, Operation Theatre Attendants, Nursing JCOs, and give them special training programmes to overcome the shortages.
4. First responder training can be made an essential part of the training of the police force across the country.
5. The database on the death, disability and rehabilitation etc needs to be developed using hospital data; with an integrated module with

the robust Accident Database, which can reveal important facts of road accident related issues.

6. The clear route/path for ambulance on a road is to be assured by a legal mechanism. Non-critical trauma patient can even use Motor-Cycle ambulance, 3-wheeler ambulance in dire emergencies, while a cardiac or other seriously critical trauma may even need higher forms of transport like helicopter.
7. Trauma registry can be developed for the entire country.
8. There should be standards and protocols defining the road side care with mandate for commercial vehicle drivers, school teachers and local health care workers to participate in the programme and actual rescue.
9. A network of training centres to be established with simulated environments.

Technical Session – 6: Funding of Road Safety and Monitoring & Evaluation

1. Funding for Road Safety be achieved through a dedicated fund for road safety initiatives. Such a Fund could be raised from share of toll, cess, taxes, fines, other levies and insurance premia, etc.
2. Central and State Governments have dedicated allocation for road safety. These funds be utilised for priority safety problems like black spots removal, ROB, underpasses for NH/SH, etc.
3. PPP is a good means for implementing advanced technology for enhancement of road safety and holds great promise for 24x7 traffic enforcement in large cities (speed enforcement and red light violation, etc.)
4. Parliamentarians are requested to use MPLAD Funds for undertaking extensive Road Safety works.
5. Mobilise Corporates (as committed by Hero MotoCorp) to contribute/take ownership of area within 20 km radius of their Industry/Factory to make it accident free zone. Propagate this in Delhi with the help of FICCI/CII/ASSOCHAM/PHDCCI. Delhi's success can be emulated across the nation.