

## THE URGENT NEED FOR TRAFFIC CALMING MEASURES FOR PEDESTRIANS IN INDIA

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The pedestrian safety problem is immense in all developing countries. The main aims of this project were therefore: 1) To understand pedestrian safety problems in a developing country, India, and in a specific city, Jaipur 2) To identify feasible traffic calming measures.

The project embraced a wide range of methods. First of all international experiences from Sweden and other OECD countries were gathered and assessed regarding the relevance to Indian conditions. This was complemented with field studies at seven sites in the city of Jaipur. A wide range of field studies were made, out of which traffic conflict studies performed according to the Swedish Traffic Conflicts Technique (TCT) were the most important. The Swedish TCT is a valid method to assess safety based on “almost-accidents”.

The interaction and conflict studies showed that the intersections are very hostile places for pedestrians and that pedestrians are extremely exposed and vulnerable when crossing the road. From previous research we know that children, elderly and people with disabilities are the most exposed groups among the pedestrians which implies that the situation, if possible, is even worse for these groups. The results also showed that motor vehicle speeds often are too high to allow a safe and proper communication between motor vehicle drivers and pedestrians. On site observations of the intersection design showed that there seldom are proper footpaths and existing pedestrian crossings are neither located nor designed to suit the need of pedestrians. The pedestrian crossings are often located too far from the intersection which implies a considerable detour which was demonstrated by pedestrians not using them. In addition, the refuge in the middle of the road proved to be an obstacle in itself as there seldom was a passage arranged through the refuge which meant that pedestrians had to climb the sometimes 40cm high kerb.

The main conclusion of the studies is that there is an urgent need for Traffic Calming measures in Jaipur and presumably in many other Indian cities. The proposed measures in this project are low cost “standardised Traffic Calming measures” and consist of humps at all entrances and exits to the intersections to ensure low speeds and raised footpaths at all corners to make the approaches for pedestrians as comfortable and safe as possible by preventing cars from being able to use that space. The pedestrian crossings are moved closer to the intersection so that pedestrians do not have to make large detours to use them and the refuges are provided with a passage at the same level as the pedestrian crossing. The measures proposed are very simple and that is a very important part of the strategy. Without simplicity and low costs there will never be any large scale use. Unfortunately no measures are so far introduced in Jaipur. However, when this is done, and after studies are carried out, it is time to decide on studies for assessing the validity of the results in other parts of India.

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