

The 10th GIFTS 2024
-Panel Discussion-
International Perspectives
on Traffic Safety Culture

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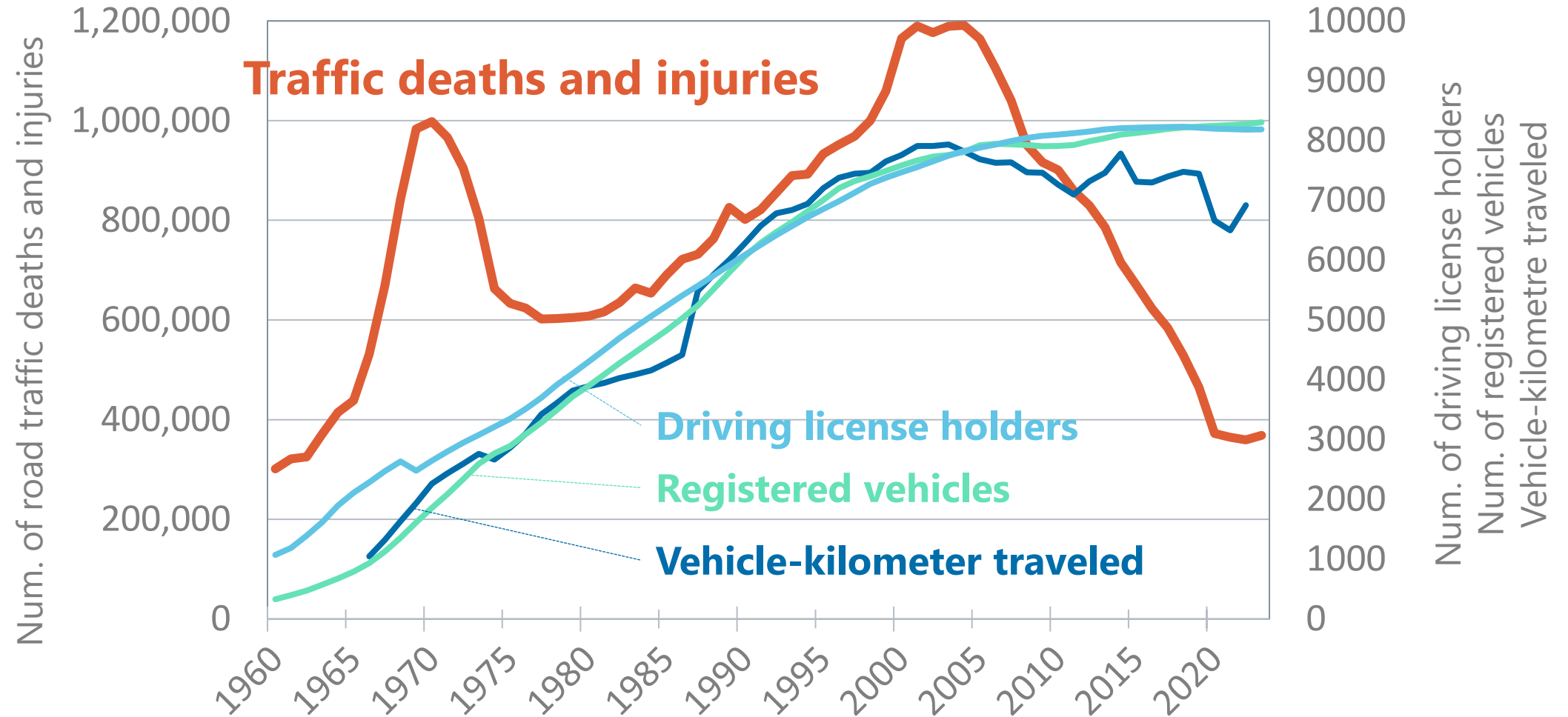
Round 1.

Traffic safety status in Japan and Asian countries – main challenges –

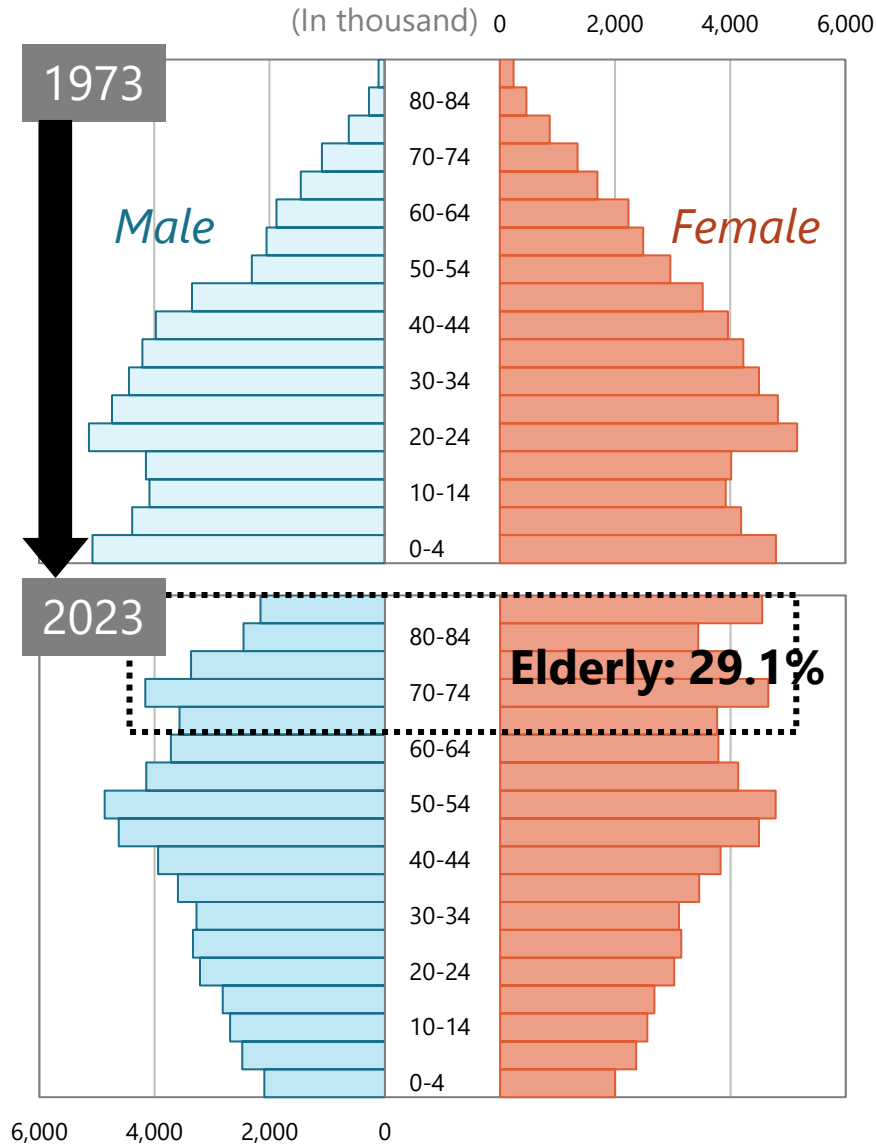
Road traffic safety in Japan: at a glance

- Motorization during 1960-1990 has led infrastructure development, legislation, strengthened penalties, traffic safety education, vehicle technology development, etc.

➔ Matured traffic safety culture (c.f., self-disciplined safety from SEM)

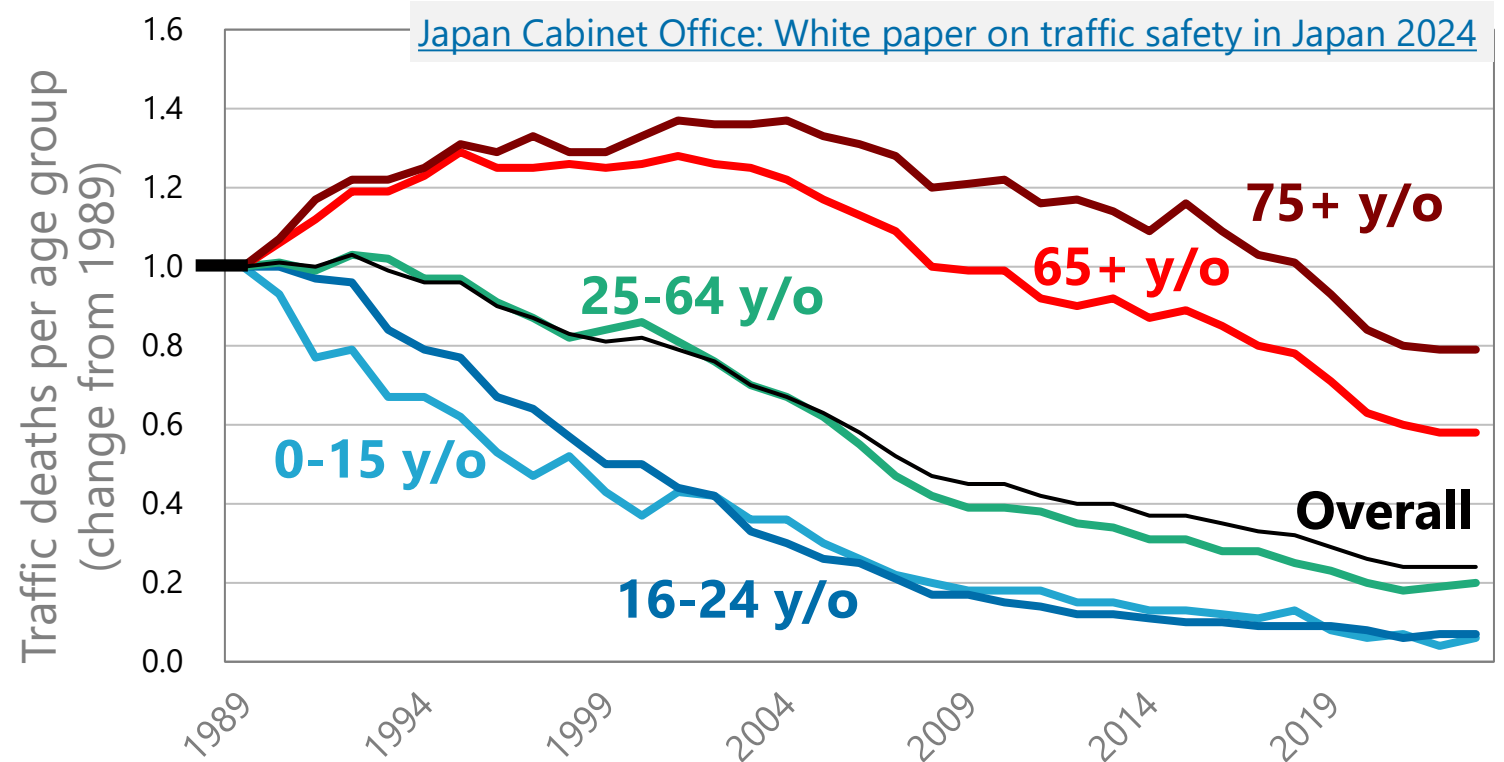


Main challenge (1) Traffic safety in super-aging society



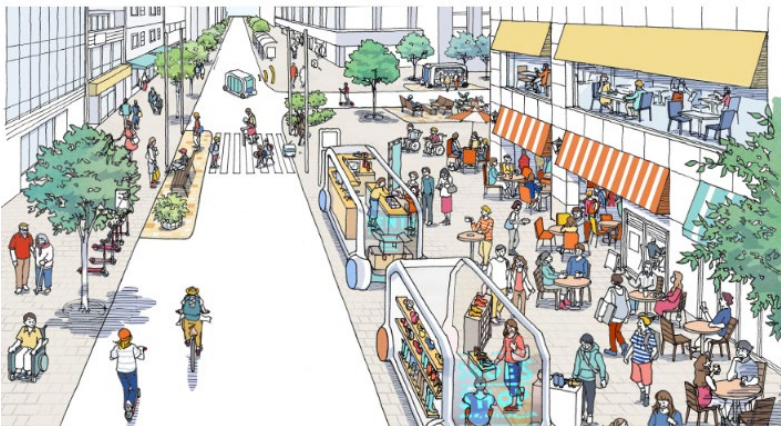
[e-Stat: Population estimation](#)

[Statics Bureau Japan: Population estimation](#)



- **Elderly people** are likely to become both victims and perpetrators.
- Possible measures:
 - Advanced vehicle technologies
 - Driving license system improvement (e.g., conditional license)
 - Accessibility improvement (especially suburb and rural towns)

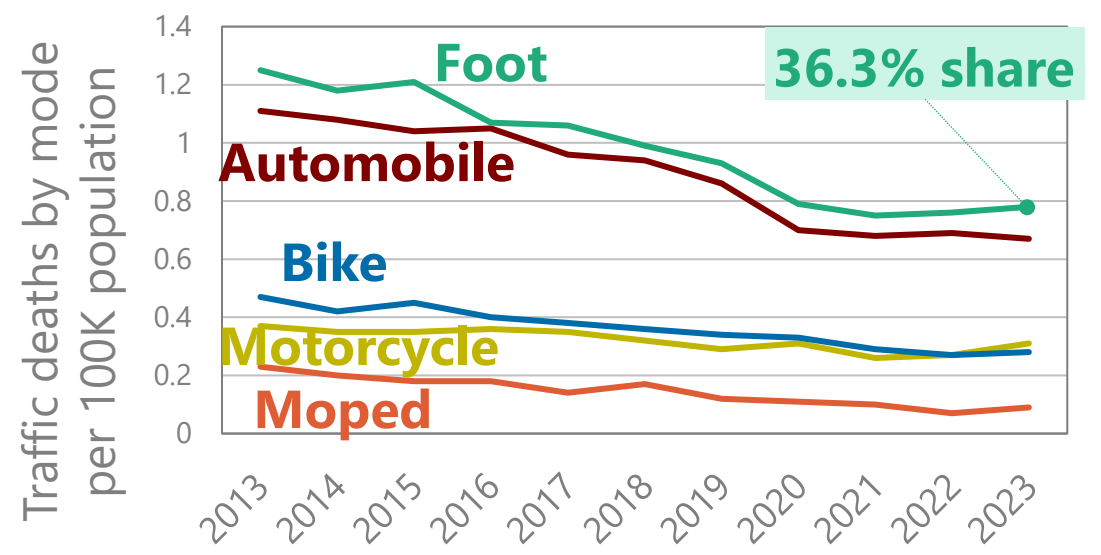
Main challenge (2) Transformation from car-oriented society



[Ministry of Land, Infrastructure, Transport and Tourism Japan: Changing landscape of roads in 2040](#)



- **Promotion of active mode** is required.
 - Consistent with the SEM result
- Possible measures:
 - Reallocation of urban space
 - Protection of pedestrians (traffic calming)
 - Improvement of cycling environment



[Japan Cabinet Office: White paper on traffic safety in Japan 2024](#)

Regulation

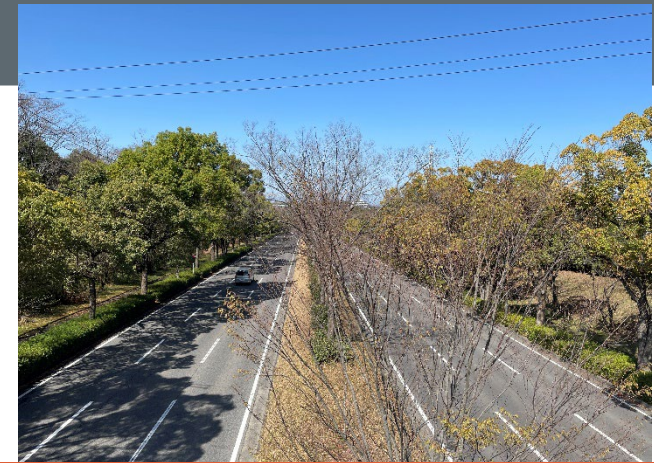
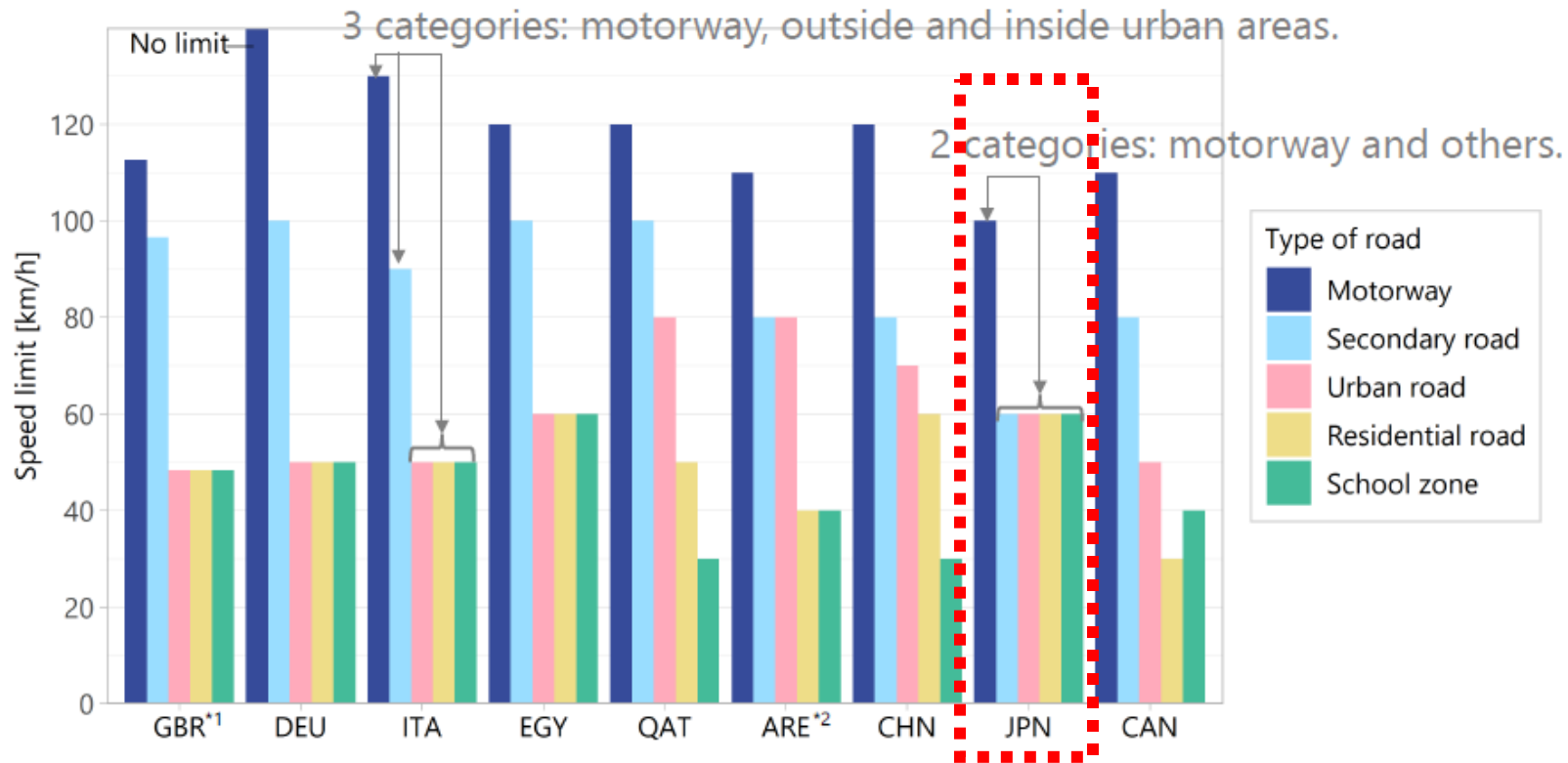
- Zone 30

Physical device installation

- Road closure
 - Rising bollard
 - Speed bump
 - Raised crosswalk
- Speed reduction
 - Narrowed road
 - Chicanes

[Ministry of Land, Infrastructure, Transport and Tourism Japan: Recommendation of Zone 30 plus](#)

Main challenge (3) Unclear functions of roads



Both roads have 60km/h speed limit



- **Speed limits are less respected**, compared to other rules.

- More segregation required: High-speed for intercity connections while low-speed for pedestrian-oriented areas

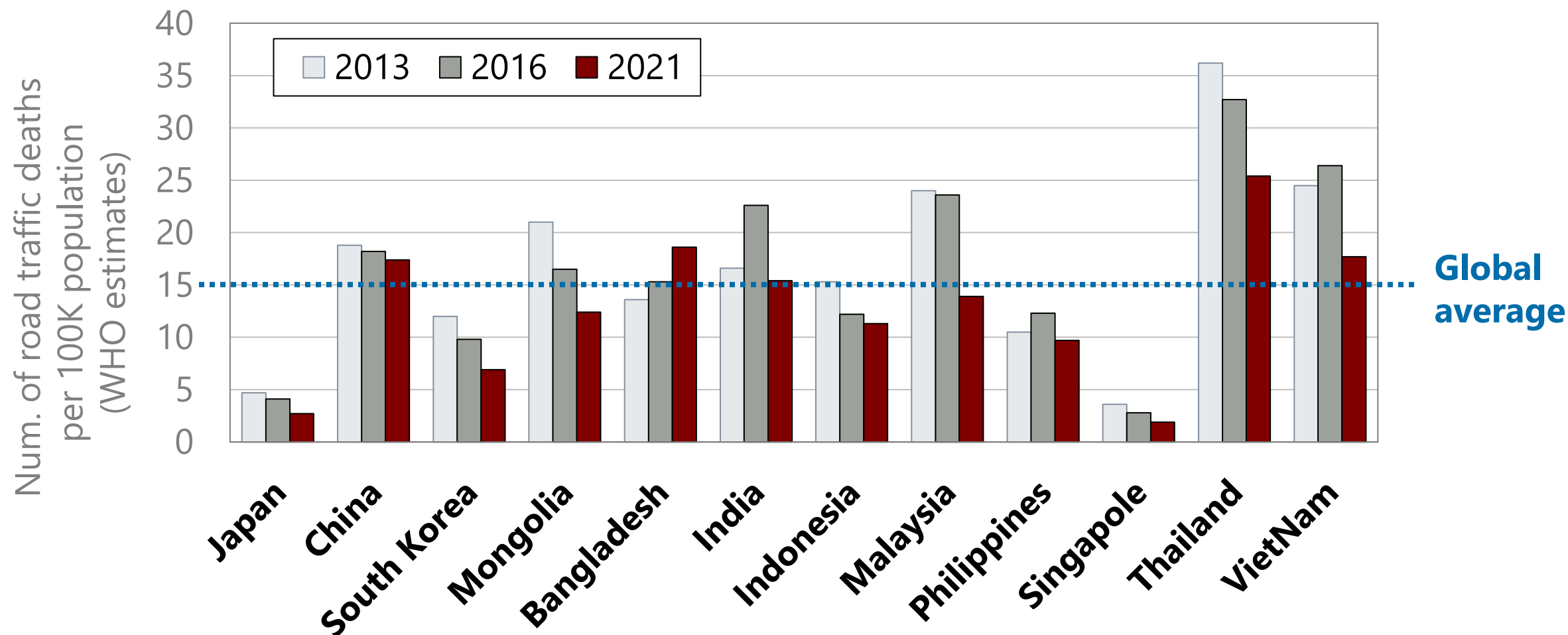
- Possible measures:

- Revision of statutory maximum speed of the roads with no central line into 30km/h (in 2026)
- Comprehensive road network planning and management to satisfy different needs

Road traffic safety in Asian countries: at a glance

- Many Asian countries are **under emerging and developing**, and **motorization is in progress**. Numbers of traffic deaths are high and increasing in some countries.

(c.f., Controlled safety or Pre-motorization status from SEM)



Main challenge (1) Motorization and Heterogeneous traffic



- **Mixture of different types of vehicles** causing severe safety problems.
 - C.f., Motorcycle dependency influences safety (SEM)
- Expansion of cities and cars make situations severer.
 - **Comprehensive urban and transportation planning** required.
- **Will they follow the track that experienced by other countries?**
 - Increase cars first, then realize the importance of car-free.
 - Or will they find more efficient track? (e.g., leapfrog)



Main challenge (2) Comprehensive traffic safety program



- Motorization often invades walking environment.
 - Pedestrians take risky behavior.
- **Education & enforcement** play important roles.
 - **Many people are not aware of traffic rules.**