

Abstract

Almost every country and major city government is involved in planning for the future in view of the pressure put on us by fears of climate change. In large number of low and middle-income cities the proposed measures will have little impact in the next decade or so because the solutions suggested already exist in some form or the other. On the other hand, what has to be ensured is that urban transportation planners do not move toward infrastructure development that will fix our future to high energy use and CO₂ emissions. This change will not be easy as traditional mobility planning is embedded in text books, is very attractive as a symbol of progress and profitable for large consultancy/contracting/manufacturing corporations worldwide. Pressure for changing policies will be successful if majority of city residents can be convinced that there current and future mobility/accessibility needs can be met at lower risk levels, at lower costs and wider availability of choices. Proposed solutions will have a greater degree of successful implementation in the future if the following issues are addressed in theory and design: traffic safety, design for informal activity on roads and reduction of crime by design, equal spread of low income people in all parts of the city.

Brief Profile

Dinesh Mohan is Volvo Chair Professor for Biomechanics and Transportation Safety and Co-ordinator of the Transportation Research and Injury Prevention Programme at the Indian Institute of Technology, Delhi. DM obtained his BTech in Mechanical Engineering from the Indian Institute of Technology Bombay, followed by a Masters degree in Mechanical and Aerospace Engineering from the University of Delaware and then a PhD in Biomechanics from the University of Michigan, Ann Arbor. He started his research career working on vibrations of anisotropic plates and moved on to mechanical properties of human aortic tissue. This was followed by work on head, chest and femur injury tolerance, injuries in human free falls, effectiveness of helmets, child seats and the first evaluation of airbags in real world crashes. This background helped him work on epidemiology of road traffic crashes and injuries in rural India, helmet design, pedestrian, bicycle and motorcycle crash modelling, and technological aids for the disabled. Concerned with mobility and safety of people outside the car he is trying to integrate these issues within a broader framework of sustainable transport policies, urban transport options and people's right to access and safety as a fundamental human right. He is the recipient of: Distinguished Alumnus Award of Indian Institute of Technology Bombay, the American Public Health Association International Distinguished Career Award, the Bertil Aldman Award of the International Council on Biomechanics of Impacts, the International Association for Advancement of Automotive Medicine's Award of Merit and the International Association for Accident & Traffic Medicine's International Award and Medal for outstanding achievement in traffic safety.