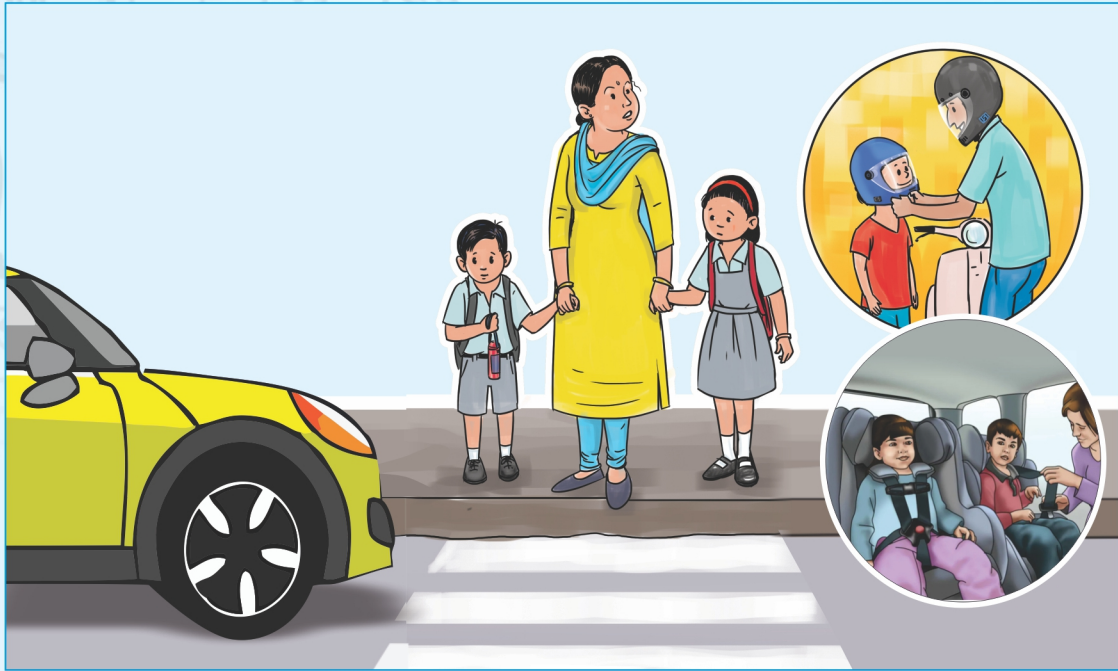




CHILDREN AND ADOLESCENTS ROAD SAFETY ACTION PLAN FOR PUNE DISTRICT



Draft for Consultation

Prepared for Pune District Road Safety Committee under the
Pune District Road Safety Program

April 2024

CEE

Centre for Environment Education



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By UNICEF and its partners

Centre for Environment Education | RISE Infinity Foundation | UNICEF

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Abbreviations

ADGP	Additional Director General of Police
ADSI	Accidental Deaths and Suicides in India report
CIRT	Central Institute of Road Transport
CP/SP	Commissioner of Police/ Superintendent of Police
CRS	Child Restraint Systems
CSO	Civil Society Organisations
CSR	Corporate Social Responsibility
DDMA	District Disaster Management Authority
DIET	District Institute of Education and Training
DIO	District Information Officer
DRSC	District Road Safety Committee
DSSC	District School (Bus) Safety Committee
EMRI	Emergency Management and Research Institute
IRC	Indian Road Congress
MEMS	Maharashtra Emergency Medical Services
MMVR	Maharashtra Motor Vehicles Rule, 2011
MoRTH	Ministry of Road Transport and Highways
MoUD	Ministry of Urban Development
MSRDC	Maharashtra State Road Development Corporation
MSRTC	Maharashtra State Road Transport Corporation
MVA	Motor Vehicles Act, 1988
MVAA	Motor Vehicles (Amendment) Act, 2019
NCC	National Cadet Core
NCRB	National Crime Records Bureau
NGO	Non-governmental Organisations
NHAI	National Highway Authority of India
NHM	National Health Mission
NSS	National Service Scheme
NYK	Nehru Yuva Kendra
PCMC	Pimpri Chinchwad Municipal Corporation
PMC	Pune Municipal Corporation
PMPML	Pune Mahanagar Parivahan Mahamandal Limited
PMRDA	Pune Metropolitan Regional Development Authority
PRO	Public Relations Officer
PWD	Public Works Department
RSA	Road Safety Audits
RSAP	Road Safety Action Plan
RTA	Road Transport Authority
RTO	Road Transport Officer
RWA	Resident Welfare Association
SCERT	State Council of Education, Research and Training
SDMA	State Disaster Management Authority
STC	School Transport Committee
VRUs	vulnerable road users
WHO	World Health Organisation
ZP	Zilla Parishad

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Context

National

Road safety for children and adolescents is a critical public health concern as road traffic injuries is a leading cause of death among children and adolescents in the age group of 5 to 19 years globally (*WHO, Global Health Estimates, 2019*). According to *Accidental Deaths and Suicides in India (2018, 2019, 2020, 2021, 2022)* report published by the National Crime Records Bureau, 77,386 children and adolescents, in the age group below 18 years, were killed in road crashes in the five-year duration from 2018 to 2022, making it more than 40 child's lives being lost per day to road crashes in India. The road crash injury related deaths in the age group of below 18 years increased from 14,875 in 2021 to 16,443 in 2022, amounting to 10.54 per cent increase in one year.

Maharashtra

In 2022, Maharashtra had the sixth-highest road crash numbers among states in India. The State accounted for 7.2 per cent of total road crashes reported in India. The crashes have increased by 13.3 per cent in 2022 when compared with the year 2021. Similarly, the State ranked third in road crash fatalities in India and accounted for 9 per cent of the national total with 15,224 persons killed due to road traffic injuries in 2022. The number of road crash fatalities in the State has risen by 12.54 per cent in 2022, compared with 2021. (*Road Accidents in India 2022, Ministry of Road Transport and Highways*)

Pune

Pune district is covered under the jurisdictions of CP/SP office for Pune Rural, Pune City and Pimpri Chinchwad City. The data for road crashes is collected and published as per these jurisdictions. In 2022, the number of fatalities in the age group of below 18 years, in Pune Rural was 50, in Pune City was 14 and in Pimpri Chinchwad City was 19, adding up to 83 road traffic injury-related deaths among children and adolescents in Pune district.

Pedestrians constitute about 32 to 34 per cent of road crash fatalities in Pune City and Pimpri Chinchwad City respectively, and 13 per cent in Pune Rural. Cyclists account for 2 per cent of deaths in road crashes in both Pune City and Pimpri Chinchwad City, whereas there is no clarity in data for Pune Rural for cyclists. (*Maharashtra Road Crash Report 2022, Accident Research Cell, Additional Director General of Police (Traffic), Highway Police Maharashtra State*)

Fatalities near schools, colleges, and other educational institutions

Although the age-disaggregated data is not available there were 33 road crash related fatalities recorded in all age groups near to the schools, colleges and educational institutions in the urban parts of Pune City. Whereas, in urban areas of Maharashtra in 2022, 10.2 per cent of the total deaths due to road crashes were reported near to any school, college and other educational institution. (*Accidental Deaths and Suicides in India 2022, National Crime Records Bureau*)

Fatalities in urban and rural areas

In 2022, 4,164 persons were killed and 10,241 persons were injured in 12,409 road crashes in urban Maharashtra as against 11,060 persons killed and 16,998 persons injured in 20,974 road crashes in rural Maharashtra (*Road Accidents in India 2022, Ministry of Road Transport*

and Highways). Similarly, for the rural areas of Pune district in 2022, the number of fatalities were 923 and injuries were 1,259, reported in 1,634 road crashes. Whereas, the road crash fatalities for urban areas, considering 325 for Pune City and 371 for Pimpri Chinchwad City together, were 696. The total injuries for urban areas were 1,417 (considering 608 in Pune City plus 809 in Pimpri Chinchwad City) and crashes were 1,875 (with 817 for Pune City and 1,058 for Pimpri Chinchwad City together), in 2022. (*Maharashtra Road Crash Report 2022, Accident Research Cell, Additional Director General of Police (Traffic), Highway Police Maharashtra State*)

Fatalities due to non-use of helmets, seat belts and child restraint systems

In 2022, Maharashtra was second in number of fatalities among two-wheeler riders. 3,728 two-wheeler drivers and 1,497 passengers were killed in the State due to non-wearing of helmets. Similarly, 771 four-wheeler drivers and 750 passengers were killed in road crashes for non-use of seat-belts in the State. (*Road Accidents in India 2022, Ministry of Road Transport and Highways*) The data of road crash deaths resulting due to non-use of helmets and seat belts are published aggregate for national and state level, detailed data for district and city level will provide a better understanding. The child restraint systems also need to be covered as an important risk factor for children.

Fatalities due to underage driving

In 2022, in the age group 0 to 9 years, 1 two-wheeler rider died in a road crash, and in the age group 10 to 19 years, 18 riders or drivers died in crashes in Pune City. Age data was missing in 39 out of 141 cases of two-wheeler fatalities. (*Vital Strategies, data analysis for Pune City, 2022*)

Need for data strengthening

Further age-disaggregated data available for analysis for certain risk factors at a granular level will provide enhanced understanding necessary for developing a comprehensive child road safety policy and evaluating the effectiveness of actions taken.

Approaches

The road safety action plan should focus on interventions that are designed and implemented in an integrated Safe Systems Approach, combining engineering, enforcement of legislation and education interventions. The use of a safe systems approach focuses on planning roads and journeys that anticipate human error and protect vulnerable road users. All components of a Safe Systems approach need to be interconnected, with design and implementation across diverse sectors and actors to strengthen and multiply their impacts. Commitment to collaborative action is needed by government, civil society organisations and the private sector.

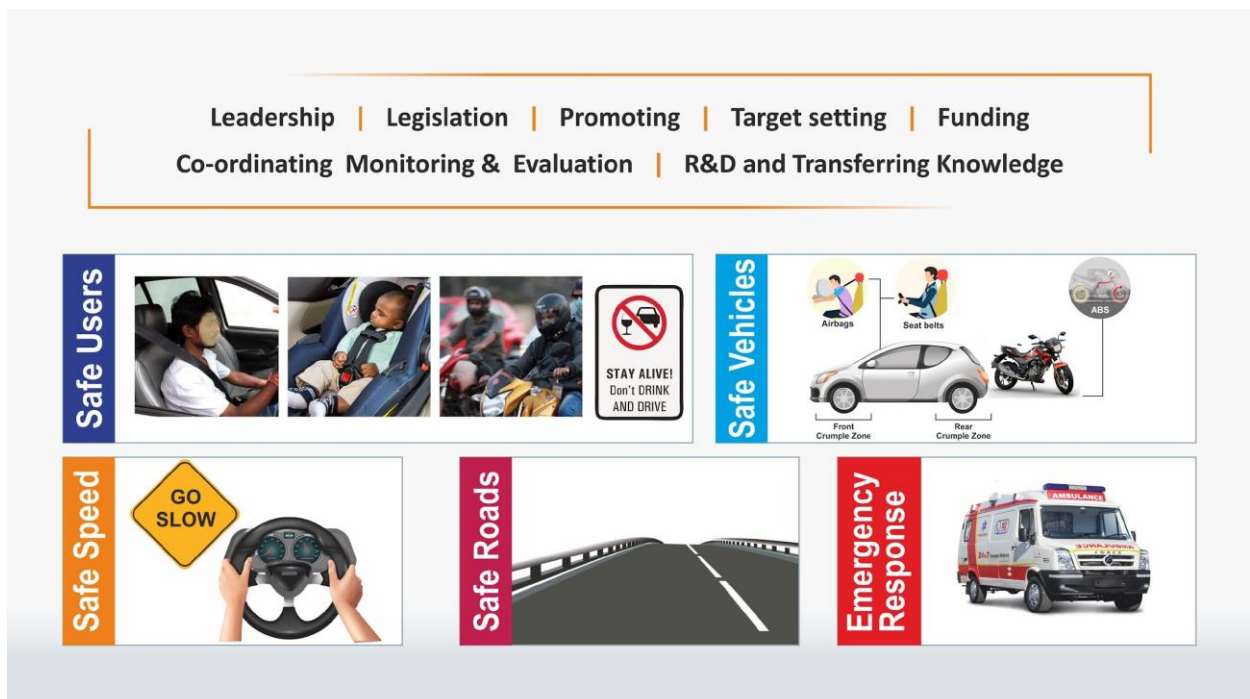
Safe Systems

The “Safe Systems approach” is based on three key principles, namely - i) people make mistakes, ii) people are fragile, and iii) the system should be forgiving. ***The globally accepted Safe Systems Approach takes us away from blaming the driver, and road users, to designing and implementing safer systems, including:***

- *Safe Roads and Mobility*
- *Safe Speed*
- *Safe Vehicles*
- *Safe Users, and*
- *Emergency Response.*

An *integrated Safe Systems* approach emphasises that road safety can not be compromised or traded-off to achieve other social needs. In this context, road safety should not be approached as a stand-alone issue but as an integrated component of many different policy agendas, including child health, climate action, gender and equity.”¹

The attributes of the Safe Systems Approach are leadership, legislation, promoting, target setting, funding, coordinating monitoring & evaluation, and R&D and transferring knowledge. Hence, the multi-institutional approach is the key contributor for improving road safety.



The “Safe Systems” Approach

The behavioural risk factors for safe users, infrastructure and environment for safe roads, safe vehicle standards and emergency response service in the event of a crash and post trauma care are equally relevant for the safety of children and adolescents as vulnerable road users. The key behavioural risk factors in road safety are speed, helmet, seat belt, child restraint system, drink and drive, distracted and dangerous driving and in the context of adolescents, underage driving, and risk-taking behaviour, and it can be influenced by systems design and management.

¹ WHO Global Plan for the Decade of Action for Road Safety 2021-2030.

Available at <https://www.who.int/publications/m/item/global-plan-for-the-decade-of-action-for-road-safety-2021-2030>

Rethink Mobility

The Decade of Action for Road Safety calls for “Rethink Mobility” to reduce the road traffic deaths and injuries by half. Rethinking mobility is a global priority to build better, safer, more resilient, efficient, and sustainable transport systems for all.

Globally, it is recognized that ***promoting safe, affordable, accessible walking, cycling and public transport facilities greatly strengthens road safety.***

Bringing down travel by private motorised vehicles can reduce risks for pedestrians and cyclists as well as drivers.

Multi-institutional approach

The engagement of multiple institutional actors and stakeholders is key to the preparation and implementation of a state, district or city-level road safety action plan and the improvement of road safety for children and adolescents in Pune district. The institutional and other stakeholders are mapped based on the Haddon Matrix².

Child and Adolescent Road Safety					
Based on Haddon Matrix					
		Pre-crash	Crash	Post-crash	
Parents, caregivers	Human Factors	<ul style="list-style-type: none"> • Education, licensing • Driving skill for crash avoidance (brake, turn) • Driver impairment (alcohol, drug) • Ability to use safety equipment appropriately 	<ul style="list-style-type: none"> • Helmet, standard, fastening • Bicycle helmet • CRS/Child seat • Placement of child 	<ul style="list-style-type: none"> • Response to emergency medical aid • Severity of injury • Type of injury • Prevention of disability • Rehabilitation 	
RTO, School Transport Committee	Vehicle Factors	<ul style="list-style-type: none"> • Vehicle design standards • Crash avoidance technology, equipment (lights, tires, brake system, rear view camera) • Vehicle load 	<ul style="list-style-type: none"> • Speed of travel • Functioning of safety equipment (seat belt, air bags, breaks) • Energy absorption of vehicle 	<ul style="list-style-type: none"> • Ease of extraction from vehicle • Integrity of fuel systems and battery systems 	
Municipal Road Dept, PWD/Highways Dept	Physical Environment	<ul style="list-style-type: none"> • School Zone, drop point • Road design, signages, hazards, footpath, crossing, signal time, cycle track, light • Distractions • Weather conditions 	<ul style="list-style-type: none"> • Roadside features • Guardrails • Type and size of object struck • Separation of traffic 	<ul style="list-style-type: none"> • Distance of EMS • Notification of EMS • Accessibility to crash victims • Evacuation 	<ul style="list-style-type: none"> State & Municipal Health Depts Traffic Police
DRSC, RTO, City Traffic Police, School Education Dept, STC	Social/Economic	<ul style="list-style-type: none"> • Social norms - STC SOP • Information sharing • Enforcement activities • Insurance incentives • Laws concerning use of safety equipment 		<ul style="list-style-type: none"> • Child Trauma system center, equipment, personnel, training • First aid & first responders • Public fund to start treatment 	<ul style="list-style-type: none"> Emergency Medical Services 108

Child and Adolescent Road Safety based on Haddon Matrix

² Haddon W Jr. (September 1999). "The changing approach to the epidemiology, prevention, and amelioration of trauma: the transition to approaches etiological rather than descriptively based". *Inj. Prev.* 5 (3): 231–5. doi:10.1136/ip.5.3.231. PMC 1730511. PMID 10518273.

Available at <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1730511/pdf/v005p00231.pdf>

The institutions for child and adolescent road safety in Pune district are:

Pillar	Stakeholder	Role
Road Safety Management - Institutional and Technical Capacity Building	State Transport Department, Pune District Road Safety Committee, Pune District Collectorate, PMC, PCMC, Zilla Parishad, Education Dept, Health Dept, Road Dept, Traffic Police Dept	Local authority, governance in road safety, implementation and monitoring, institution setting, role assigning and capacity building
Safer Road and Mobility	NHAI, PWD, MSRDC, Road Depts of PMC and PCMC. Zilla Parishad, Ward Office, Block Office, Gram Panchayat, MSRTC, PMPML, School Transport Committee	Road infrastructure and School Zone safety, and transport service provision
Safe Vehicles	State Transport Department, RTA/RTO, School Transport Committee, school mobility service providers and school transport vehicle operators, drivers, attendants, parents	Regulation and monitoring of vehicles/ school transport, service provision and management, availability of safer modes choices
Safer Road Users, through improvement in enforcement of traffic regulations, and better availability of protective gear	Traffic Police, Automobile dealers, product dealers, parents, caregiver, teachers and other adults, drivers training schools, service centres, fitters	Enforcement of Rules, compliance with rules, product availability and accessibility, training and promotion
Education and Training	State Transport Dept, District Road Safety Committee, Training Institute (CIRT/Yashada), Education Depts of Zilla Parishad, PMC and PCMC, DIETs, SCERT, School Transport Committee, Medical/ Public Health Depts, Directorate of Medical Training, Medical Colleges, Civil Society Organisations, NGOs, parents, caregiver, teachers, road safety and sustainable transport experts, consultants, designers, CSRs	Anchor road safety for school children, training of depts and stakeholders, Knowledge support, engagement, and communication, resources
Emergency Care	Directorate of Medical Services, District Civil Hospital, Medical / Public Health Depts of State, PMC and PCMC, Family Welfare Dept, EMRI/ MEMS, hospitals, trauma care centres, paediatrics, ambulance service providers, traffic police	Health, Emergency and Trauma Care, green channel for ambulance to access crash spots

“The Supreme Court Committee on Road Safety has directed to ensure an annual reduction of at least 10 per cent in road crash deaths.”

“The Chairman of the Pune DRSC acknowledged that the national target of halving road crash fatalities is applicable locally and that the DRSC should aim to achieve (and exceed it) not only for children and adolescents but for all road users.”

Pune District Road Safety Action Plan for Children and Adolescents

Pillar 1: Road Safety Management - Institutional and Technical Capacity Building

Strengthening of the institutional structure and the technical capacity building for child and adolescent road safety at the district level is an important aspect for improving the road safety for this specific vulnerable road user group. The institutions concerned directly for the implementation of child and adolescent road safety initiatives at the local levels in the district are schools and education departments, road departments, traffic police, local authority, RTO and health and medical department.

The School Transport Committees to be constituted at every school, under the Maharashtra Motor Vehicles (Regulations for School Buses) Rule, 2011, (as per Section 67 of the Motor Vehicles Act, 1988), have been given **the responsibility to look into the matters pertaining to the safe transportation of school children**, apart from transportation fees, identification of bus stops and verifying documents of school transport vehicles, etc. Hence, the School Transport Committees at schools need to be strengthened to build their understanding of child road safety and their role, take up the role of facilitating the initiatives required for improving road safety of children travelling to schools and undertake coordination with the concerned departments including roads, traffic police, RTO, health and medical and local authority for the same.

These key departments need to be sensitised about the child and adolescent road safety aspects, the concept of the "Safe Systems approach" and the need for multi-institution coordination among their departments and their branch offices at the local levels in the district and talukas. These departments would need to build the capacity of their technical officials posted at the local levels to coordinate the initiatives under the Pune District Road Safety Action Plan for Children and Adolescents programme. They would need to identify and designate a nodal official especially for the child and adolescent road safety action plan to be reached out by the School Transport Committees and coordinate the activities among their department and the concerned departments.

Activity

Following are the board activities listed to be undertaken for the Road Safety Action Plan for Children and Adolescents for Pillar 1 on Road Safety Management - Institutional and Technical Capacity Building.

1. School Transport Committee

Reinitiating the School Transport Committees in the schools or setting up of the committee in the schools where it is not present or has lapsed. It can be targeted to be done in the current academic year of 2024-2025 in all the schools in the district including Pune Rural, PMC and PCMC, which has about 7,200 schools across. This can be facilitated through the Education Departments, local RTOs, Traffic Police, Road Departments, Public Health and Medical Department and local authorities

including Block or Ward Offices, Zilla Parishad, PMC and PCMC, through their offices can be a member of the School Transport Committees. The School Transport Committee should report to the District Road Safety Committee through the Education Department. The District Institute of Education and Training through the State Council of Education, Research and Training can conduct the capacity building of the School Transport Committee members. This can be an ongoing programme of the Education Department.

2. *Child Road Safety Cell and Nodal Officer*

Formation of Child Road Safety cell and designation of a nodal officer for Child Road Safety in the Road Departments, Traffic Police, RTO, Public Health and Medical Department and local authorities including Block or Ward Office, Zilla Parishad, PMC and PCMC, for coordination of Child Road Safety related activities with the School Transport Committees to be done by the concerned departments and communicated to others.

3. *Reporting of School Transport Committees*

The reporting procedure for the School Transport Committees should be defined. The School Transport Committees should report on its activities and the issues concerning child road safety related to their schools to the Education Department, which can then be put up to the District Road Safety Committee. The District or Municipal School (Bus) Safety Committee should be working in accordance with the District Road Safety Committee. The reporting can be at least once in a semester, with the first one at the start of the academic calendar of the school year. The reporting can include key points from the minutes of the meetings, child road safety issues faced by the school and students, support required to address the issue and any subsequent action taken for the same and benefits.

4. *Formation of a Training Unit for Child Road Safety*

A training unit for child road safety should be formed at the appropriate institution e.g. Central Institute of Road Transport, Yashada, State Disaster Management Authority, National Health Mission. The training should be conducted in a multi-stakeholder's environment coordinating among the departments. The training should focus on institutionalising child road safety through capacity building of different departments, other stakeholders and actors with building the understanding of the Safe Systems approach. Training of key concerned departments should be conducted in the initial one or two years of the action plan.

5. *Training of School Transport Committees*

The training for all the School Transport Committees in the district should be conducted to build their understanding of child and adolescent road safety and Safe Systems approach and their role in implementing the action plan.

6. *Cascading Training for Education Department and Training Schools*

The cascading training of the education department and training schools should be done on child road safety and safe systems approach. This should be the training on the management aspects of child road safety rather than the training on academic aspects of teaching to students. The approach here is not to educate the children but

to orient the adults and caregivers including teachers and parents on creating safe systems for child road safety.

7. Cascading training for Road Departments

Training should be conducted for different road departments including the Public Works Department, Projects Division, Maharashtra State Road Development Corporation, National Highway Authority of India, Pune Division, Road Department of Pune Municipal Corporation and Road Department of Pimpri Chinchwad Municipal Corporation, Block Office and Ward Office responsible for maintenance of roads. The training should aim at orienting the engineers and officials of above road departments working on field and involved in construction and maintenance of roads and road elements about child road safety and safe systems approach, the requirements to make road infrastructure and environment safer for children, and making the school zones safer. The trainers should further ask them to sensitise the contractors and people working in the road construction and maintenance projects about the needs of child road safety with regard to safe school zone and road environment.

8. Cascading training for Public Health and Medical Department

Cascading training should be organised for the medical professionals of the Public Health and Medical Departments in the district. The training should focus on sensitising them about importance of timely medical care in child road safety and the need for creating emergency response systems and trauma care facilities in the urban as well as the rural areas which are equipped with child related medical equipment in ambulances and paediatric specialists linked with trauma care centres to be called in case of an emergency. The paramedic staff should also be trained and equipped to manage child related emergencies in case of any road traffic injury.

9. Cascading training for Traffic Police

Cascading training should be conducted for the Traffic Police personnels about child road safety and safe systems approach and the need for enforcement of rules related to child road safety and safe speed limit in the school zones. Traffic Police should be trained and oriented on managing speed limits for different road environments and road classifications. They should be asked to orient new drivers about the use of safety equipment and the role of enforcement in improving road safety and to stop underage driving. Training can be conducted for their branches covering Pune Rural, Pune City and Pimpri Chinchwad City jurisdiction areas.

10. Cascading training for RTO

Conduct cascading training for the RTO officials and motor vehicle inspectors regarding the child road safety and school transportation for Pune district, Pune City and Pimpri Chinchwad City. They can further be oriented about the safety aspects of the school transport vehicles, identification of places for drop off, inspection of vehicles at the start of academic year and enforcement of rules related to school transport vehicles as part of the School Transport Committees.

Pillar 2: Safer Roads and Mobility

Making roads safer is one of the most important elements in the Safe Systems approach for improving safety for all kinds of road users including pedestrians, cyclists, children, persons with disabilities, elderly as well as motorists. Speed, infrastructure elements and road environment are integral to safe roads and interact with each other and the users. Therefore, the infrastructure elements and the speed need to be designed according to the safety of the vulnerable road users taking into consideration the intended users, the human tolerance factor and the road environment around.

The vulnerable road users like pedestrians, cyclists, non-motorised road users, children, elderly and persons with disabilities have a requirement for safe infrastructure elements that protects them from the speed and the fast-moving motorised vehicles while walking along and crossing the roads at desired places. MoRTH has directed to conduct pedestrian surveys and provide safe infrastructure where required. Speed is equally important, looking at it being the single most cause for road fatalities. Design of infrastructure is the most effective way for enforcement of speed and traffic calming measures. The Indian Road Congress provides the Guidelines for Pedestrian Facilities under IRC: 103 2012.

The places where children's presence is more must be taken into priority to make them safer which includes the school zones, playgrounds and the routes to schools. A "School Zone" is an area covered in a 100 metres radius around the school entrances. The Ministry of Urban Development mentions to designate a School Zone or a playground by providing school zone signages, under The Code of Practice (Part 4) on Signages. The Indian Road Congress also mentions to designate a School Zone by providing school zone signages, in IRC: 67-2012 (2001).

The Indian Road Congress Guidelines for Pedestrian Facilities under IRC: 103 2012 provides for standards for School Zones and suggests designing Safe Routes to Schools. It also mentions placement of marshals or traffic wardens for safety of students at school entrances and designation of Drop-off Zones for the school transport vehicles. The Indian Road Congress has drafted IRC SP: 32 a Road Safety Manual for Schools, that provides standards for the school zones.

The Motor Vehicles (Driving) Regulations, 2017 (Clause 16(5) on Speed), notified by the Ministry of Road Transport and Highways under Section 118 of the Motor Vehicles Act, 1988, provide regulation for driving motor vehicles, and mandates 25 km per hour, or a lower posted speed specified by signage, as the speed limit for driving while passing a school or a hospital or a construction site or on roads without footpaths and soft shoulders where pedestrians use a part of carriageway to walk. It also prohibits vehicles to overtake in School Zones, wherever indicated by signages, or on roads without footpaths where pedestrians use part of it to walk.

Hence, it becomes very important to improve the places where children are present, especially the school zones present in the Pune district. The above prescribed measures are useful for safer School Zones whereas additional might be required to implement. The Ministry of Road Transport and Highways has also issued an office memorandum to undertake Road Safety Audits of highways and other roads by trained professionals and

improve the road infrastructure to enhance the safety of road users. In the Pune district, school zones can be prioritised for undertaking the Road Safety Audits and implementation of improvement plans. Speed Audits can also be undertaken near school zones to identify the priority areas for enforcement of speed and traffic calming measures.

The United Nations Decade of Action for Road Safety calls for “Rethinking Mobility” with the perspective of enhancing road safety for all. Understanding that the present unsustainable transportation system with dominance of personalised modes may not provide the required level of safety and the need is to shift to safe and sustainable modes of transportation and making the modes like walk and cycle safer and the shared modes of transports accessible to the majority, by inducing modal shifts that will help sustainably improve the overall safety of all road users. For example, the modal share of two wheelers is increasing fast in present times but unfortunately it accounted for a major share of about 58 per cent of total road crash fatalities in Pune City in 2022.

There is a need to induce a shift from the personalised modes to the shared modes that are much safer and make the modes of walking and cycling safer by providing safer road infrastructure and creating safer road transportation systems. It also needs to discourage parent drops by two and four wheelers. Reduction in the personalised modes of transport like two- and four-wheelers will make roads safer for children and adolescents. Creating and enhancing safer road infrastructure for walking, cycling and shared modes of transport like buses in Pune district will encourage this shift to safer mobility.

Activity

Following are the activities listed to undertake for the Road Safety Action Plan for Children and Adolescents under Pillar 2 on Safer Roads and Mobility.

1. Road Safety Audits of School Zones

Road Safety Audits of the School Zones in the Pune district and implementation of recommendations (at least once a year to begin with, and then once every two years in a staggered manner, with provision for rapid response to address special situations (e.g. schools near emergent black spots, construction sites, in 1 km radius of high-speed roads, of the major intersections or crossings near a school used by students, etc). The audit should be done from the perspective of children as road users and their caregivers, pedestrians and cyclists. It can be undertaken by the respective road departments for their jurisdiction areas.

a. Safe Speed Audits

Apart from the infrastructure audit, speed audit may be done in and around the school zone for the compliance of speed limit of 25 km per hour, measures on enforcement of speed limit and traffic calming can be implemented for safe speed in school zones

2. Pedestrian count study

Pedestrian count study at the major junctions and crossings on highways and major roads on route to schools in 1 to 2 km radius for the need to make it safer and implementation of safe pedestrian crossings appropriate for children. Sections with construction and without footpaths can be taken for pedestrian study near heavy traffic areas, market places, human habitations and places with high pedestrian

footfalls. Sight distance and angle and quality of illumination should be checked for visibility of children walking or crossing.

3. *Safer crossings*

Set proper signal timings at signalised junctions and mid-block crossings near schools, to allow for safe crossing of children and adolescents with respect to school start and end times.

4. *Safe walk and cycle*

Activation of “walking and cycling school bus” based on schools’ needs, through empanelment of interested civil society organisations, schools and volunteers. Making walking and cycling safer by infrastructure improvements.

5. *School public transport*

Commission a study to estimate the school public transport needs in different school clusters in the Pune district and develop options for strengthening school bus services and shared school transport.

Pillar 3: Safer Vehicles

A directive from the Supreme Court of India provides guidelines for safety in school buses carrying school children. It mentions about specifications of vehicle, colour and features for visual identification, two emergency exits in the bus, window grills, qualification and uniform for driver, provision of an attendant from school, tamper-proof speed governor, First Aid Box, seating capacity for children, space for carrying school bags, child handing over instructions, list of children with emergency information and contact detail, annual fitness test and state transport authority is made responsible for issuing permits.

School buses are generally specific buses for carrying school children and are operated by schools or private service providers and are regulated by the RTO. The speed limit for school buses is 40 km per hour. The seating capacity for school children below 12 years of age is 1.5 times the permitted capacity and for children above 12 years equals the permitted capacity of the vehicle. Parents are made responsible to deliver their children to school bus on time and pick-ups, and to train their children how to wait and ride the school bus.

School students are also carried in other types of vehicles including vans and auto rickshaws. The speed limit and seating capacity are applicable to other school transport vehicles. However, they lack a standard guideline and mostly operate informally. Parents are responsible for these privately run school vans and auto rickshaws and schools are not. But the RTO can inspect and regulate these vehicles. These modes have their niche due to the benefits they offer like low cost, flexibility in routes and fees, closer pick-ups and drop-offs, etc. and run on trust and responsibility of parents. They are a good option for children from modest economic backgrounds studying in government schools both in rural and urban areas. Sometimes they overload and overspeed.

Activity

Following are the activities suggested to undertake for the Road Safety Action Plan for Children and Adolescents under Pillar 3 on Safer Vehicles.

1. *Safety audit of school buses*

School buses should be audited at the beginning of the academic years before providing the fitness certificate to operate as a school bus for mechanical and other specifications. The School Transport Committee should verify all the documents and certificates related to the vehicle-

- the driver and the operator including Registration Certificate,
- Certificate of Fitness
- Certificate of Insurance,
- Permit to Operate as School Bus,
- Pollution Under Control Certificate,
- Driving License,
- Driver's Health Check-up Certificate,
- Emergency Exits,
- Fire Extinguisher and First Aid Kit.

a. *School bus drivers' child road safety course*

A school bus driver orientation refresher course to be arranged for the school bus drivers by the RTO in collaboration with the School Transport Committees and CIRT, orienting and refreshing them on the child road safety aspects, road behaviours, safe driving practices and First Aid and First Respondent.

2. *System for registration of school mobility services by auto rickshaws, vans, and buses*

A registry system should be initiated for the school mobility services by the auto rickshaws, vans and buses that are run informally outside the domain of the School Transport Committee or School Management Committee. This can be initiated through RTO and information can be disseminated through schools. A facilitation by RTO and schools through a registration system can make these modes be managed better and with increased safety for students.

a. *Annual circular for registration*

Issuance of an annual circular for the mandatory registration of service providers (individual or company/ non-profit entity) for school mobility services and school transport vehicles by the District School (Bus) Safety Committee in association with the RTO and the school education department of the Zilla Parishad Pune district, Pune City and Pimpri Chinchwad City.

b. *Setting system for mandatory registration*

Set up and manage the systems for mandatory registration of school transport service providers, including their health check-up. RTO should set up the mandatory registration system for the school mobility service providers and school transport vehicles which can be made operational in association with the school education department. The drivers should be subjected to health check-up and surprise blood alcohol level tests and the certificates should be made available on the registration system. The health/ medical department can organise check-up camps for school vehicle drivers in the beginning of the academic year.

Pillar 4: Safer Road Users, through improvement in enforcement of traffic regulations, and better availability of protective gear

Child helmets and child restraint systems (or child car seats) provide a very high level of safety to the children travelling by a two wheeled or a four wheeled vehicle, respectively. Global evidence shows that use of safety helmets while riding on a two-wheeler reduces the risk of head injuries by 69 per cent whereas use of child restraint systems in a car reduces the risk of serious injuries in the range of 71 to 95 per cent.

Similarly, the use of motorcycle helmets for an adolescent riding a two-wheeler and car restraints (safety or seat belts) in a four wheeled vehicle effectively reduces the risk of fatalities in this age group.

In India, the Motor Vehicles Act, 1988 and the Motor Vehicles (Amendment) Act, 2019 makes it mandatory for the driver of a two-wheeler to secure a child above 9 months of age by making her/him wear a child helmet while carrying on a two-wheeler. Similarly, the driver of a four-wheeler has to secure the child by a child restraint system, a child car seat or a booster seat while carrying the child in a four-wheeler.

According to the Act, it is mandatory for an adolescent to wear a motorcycle helmet while driving or riding on a two-wheeler and wearing a safety belt or seat belt while travelling in a four-wheeler as a driver or a passenger.

The helmet has to be a Standard ISI marked helmet and the straps of the helmet must be fastened as per the act. There is also a provision for penalty of Rs 500 in Maharashtra Motor Vehicles Rules and impounding of driving license for 3 months in case of violation to helmet rule. The penalty for not using the child restraint system or a seat belt is Rs 1000 for each of the violating occupants in the car including the rear seats.

In addition to use of child restraint systems, wearing of seat belts and helmets, the other behavioural factors associated with road crash risks are speeding, drink and drive and dangerous driving. Speeding is driving at the speed higher than the speed limit, both for the road and mode of mobility. Dangerous driving is distracted and careless driving, use of mobile phones, jumping signals, driving against the flow of the traffic, etc. These behavioural factors further create and enhance the risk for children and adolescents and other vulnerable road users walking and cycling on roads, apart from their own. The Motor Vehicles Act prohibits such behaviour on the road and provides a penalty for such violations.

The Act has provision to obtain a driving licence for driving any specific class of vehicle and prohibits driving without the licence. It also mentions the age limit for obtaining the licence for driving any class of vehicles through a process of learning to drive. Underage without licence driving is observed among adolescents in Pune district.

The state government is responsible for implementation and enforcement of rules related to above risk factors as per the Motor Vehicles Act. The effective implementation and

enforcement of these road safety rules as per the Act supported with other measures like enabling factors and education will enhance the level of compliance among the road users.

Activity

Following are the activities suggested to undertake for the Road Safety Action Plan for Children and Adolescents under Pillar 4 on Improvement in Enforcement of Traffic Regulations, Safer Road Users.

1. *Targeted enforcement of road safety rules related to children and adolescents*
Identify through the annual school zone audits, locations that are more vulnerable for children and adolescent road users, including as pedestrians, cyclists, and underage driving. Enforcement of rules related to child helmet, child restraint system, seat belt, underage driving, speeding, distracted driving, and drink and drive in a sustained manner.
2. *Annual enforcement plan*
Prepare an annual surveillance and enforcement plan based on the audit recommendations (e.g. helmet compliance for children and adolescents, underage driving near institutions, speeding in school zones, drink and driving during celebrations). Plans can have a strategic target to check certain percentage of road users e.g., for drink and drive, target underage driving near schools, colleges and institutions and arrange for training and licensing. Plan should engage the institutions, Parent Teacher Associations, civil society organisations, NGOs and resident groups to support enforcement. It should also study the compliance level achieved through strategic implementation of the plan to know the effectiveness and feed into the subsequent annual plan. It should identify the role of and support from other stakeholders and departments.
3. *Special focus on addressing underage driving*
Invite partnership of youth counsellors and psychology professionals to develop innovative initiatives for addressing risk taking behaviour, especially of male adolescents and youth, considering this is the demographic segment with the highest number of road crash fatalities.
4. *Innovations in surveillance and enforcement*
Invite partnerships from interested design and behaviour science experts for innovations in surveillance and enforcement to nudge riders' behaviour towards compliance.
5. *Enhance awareness and availability of child helmets and child restraint systems*
Issue a circular to automotive dealers, showrooms, and helmet dealers to mandatorily display and inform buyers about child helmets for two-wheeler users and child restraint systems for four-wheeler users.
6. *Awareness drives among parents through health professionals and schools*
Conduct awareness drives on the necessity of using child helmets and child restraint systems among parents

Pillar 5: Education and Training

Education of key stakeholders, user groups (caregivers) and influencers is important to create an enabling environment, increase compliance with road safety rules and hence improve the road safety of children and adolescents as road users. The main approach taken here is not to educate the children on following the road safety rules but towards the

adults who have their role in creating a safe environment and facilitating safe practices for children as road users.

Education should be used as a strategy to facilitate, enable and support other road safety initiatives through creating safe systems and promoting safe practices among stakeholders as users.

Training of key actors will be required on certain aspects which will make them unable to behave in a manner to promote and improve safety for children and adolescents. These could potentially induce the behaviour change to enable and adopt safe practices. Some of the training targeted to specific stakeholders are mentioned in the roles of the institutional actors in Pillar 1. Training here can be to other stakeholders including automobile dealers, fitters, parents, caregivers, bystanders, etc.

Activity

Following are the activities recommended to be undertaken for the Road Safety Action Plan for Children and Adolescents under Pillar 5 on Education and Training.

1. *Child helmets demonstrations*

Organise child helmet use demonstrations at schools, colleges, pre-primary schools, *Anganwadis*, and playgrounds for parents and caregivers. Schools can also be provided with stock of some child helmets for running a child helmet bank as an idea to promote awareness and use of helmets and facilitate for parents with economic barriers.

2. *Child restraint systems demonstration*

Organise demonstrations of the use of child restraint systems use demonstrations at schools, pre-primary schools and *Anganwadis* for the parents and caregivers to increase awareness about child safety in four-wheelers. Presently, very few people are aware of the use of child restraint systems for the safety of children in a four-wheeler. A fitter can be provided to organise the child restraint systems fitting workshop or stall for parents and caregivers.

3. *Dealers and fitters*

Dealers of bikes and cars should be encouraged to educate new parents and caregivers about the mandate and use of child helmets and child restraint systems. Service centres can organise workshops and stalls to educate parents about the use of helmets and child restraint systems. Dealers and service centres should conduct orientation sessions on child safety for their customers. Fitters can also be trained about the use and fitting of child restraint systems with proper age group requirements.

4. *Driving schools*

Motor driving schools should be asked to organise educational workshops and training sessions for people and their customers on child road safety and the use of safety gear, helmets and child restraint systems.

They may be requested to organise training for two-wheeler learner licence holders. The training should include road safety aspects including the use of helmets, speed, child safety, safe road behaviour, etc. Presently, there is no training programme for the novice driver or learners of two-wheeler driving.

5. *First Aider and First Responder*

Organise First Aider and First Responders trainers for schools, colleges, youths (NSS, NYK, NCC), *Anganwadis*, bystanders from the community, volunteers, civil society organisations, NGOs, school mobility service drivers and operators, bus attendants, through *Apada Mitra* programme. Certify them and maintain a registry of the trained people and map them to schools and colleges in the blocks and wards.

6. *Traffic Warden*

Develop and conduct a training programme for the volunteers willing to do the job of traffic wardens at schools to facilitate gate management at schools for safe walking, cycling and crossing of children in association with the school transport committees. Training can be conducted by the local traffic police department and nominated for managing the school gate and students' safe crossings.

7. *Social media communication*

Develop messaging and content for educating general people about child and adolescent road safety, the safe systems approach and the Pune district road safety action plan and the initiative taken thereunder, emergency information, Good Samaritan, etc and disseminate this through various social media and mass media channels of the concerned government departments. The messages could be action-oriented and targeted to specific groups for specific actions. Use the approach of adults taking the responsibility of making roads safer for children and adolescents instead of educating children and pushing responsibility on them. This can be an ongoing activity with intensification during specific days and times like Road Safety Month, festivals and celebrations.

Pillar 6: Emergency Care

The Safe Systems approach first focuses on preventing road traffic crashes and injuries causing any fatality. But in case a crash happens and injury is caused, emergency services are another important element that needs to be strengthened on priority to be able to respond properly in time. Emergency response, trauma care and post-trauma rehabilitation are the quintessential part of public health to respond to emergencies arising out of road traffic crashes.

The public health system requires strengthening emergency response services with wide network coverage, fast communication channels, quick reach and rescue, and wider publicity. The ambulance service needs to be updated and equipped with child and paediatric medical requirements. It further needs to upgrade existing emergency and trauma care centres to be equipped and ready to deal with the cases of child trauma arising from any road crash injury and set up new child or paediatric trauma care units in the areas lacking such services, especially in the rural areas of Pune district.

The doctors, the medical professionals and the staff at the trauma care centres need to be trained to deal with child trauma cases. In the rural parts of Pune district, due to the lack of paediatric experts, there is a need to identify such experts including from the private hospitals and the self-practitioners and link them with the emergency care and trauma care centres. Some beds need to be reserved for children for such cases in the existing hospitals and trauma care centres in Pune.

Information about ambulance services and child trauma care centres must also be widely available. The Emergency Management and Research Institute (EMRI) needs to be

equipped to identify and respond to child-related cases of emergencies caused due to road crash injuries. The EMRI should maintain a database of such child road crash injury-related data and provide information to the public health department for better management of child road safety and emergency response. The schools in the Pune district should be mapped and linked with the nearest child trauma care centres as an emergency preparedness plan. Emergency response drills can be conducted with the schools and training on first aid and emergency response should be given to the required number of staff at the schools and colleges.

Post-trauma rehabilitations are also the requirements that might arise in case of road crash injuries for children and adolescents. Therefore, it needs to develop such centres providing post-trauma rehabilitation services to road crash injury survivors which should be equipped for children and adolescents.

Activity

Following are the activities recommended to be undertaken for the Road Safety Action Plan for Children and Adolescents under Pillar 6 on Emergency Care.

1. *Emergency information dissemination*
Provide information on emergency care toll-free numbers, and the location of trauma centres catering to children and adolescents, through a circular to all schools and junior colleges. Ask schools and colleges to put these numbers on display in the school premises for easy access and inform about this in the school assembly. Parents, guardians, caregivers and other adults should be made aware about the nearest child trauma care centres and the emergency numbers through different communications channels like displays at the schools, during open days and gatherings at schools, social and print media, etc.
2. *Child trauma care centres*
Strengthen the network of child trauma care centres, at least one in each block. Link schools with the nearest child trauma care centres. Train the medical professional staff on child trauma care.
3. *Emergency protocol and drill*
Develop emergency protocols for responding to child and adolescent emergency needs at schools and junior colleges. Designate the First Aider and First Responders at the school who are trained and certified in emergency care and oriented with the school emergency plan. Conduct emergency response drills for the schools, colleges and other respondents in the area.

The above activities in the road safety action plan are further elaborated with details in terms of annual target breakups, responsible departments and stakeholders, resource requirements, timeline and indicators to measure in the road safety action plan format provided by the Ministry of Road Transport and Highways for the state action plan preparation, in consultation with specific departments. The plan is elaborated in the tabular format for the references of the concerned departments. The draft plan can be shared with the concerned departments and stakeholders through the Pune District Road Safety Committee to seek their input and comments. The review of the implementation of the action plan and progress should be monitored by the members of the Pune District Road Safety Committee.

The resource requirements for the implementation of the action plan can be allocated in the annual budgets of the concerned departments under their ongoing and routine activities. Some of the activities can be part of the routine activities of the department and as per the directives of the Ministry of Road Transport and Highways. The additional resource requirements should be secured from the State Road Safety Fund set up at the state level for supporting road safety improvement activities. For major activities emerging from the action plan funds can also be sourced in the state budget for the transport department. Corporate Social Responsibility cell and civil society organisations can be collaborators for action plan implementation.

Pune District Road Safety Action Plan for Child and Adolescents

Pillar 1: Road Safety Management - Institution and Technical Capacity Building

SI No	Activity		Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other stakeholders	Resources Required Budget	Progress Indicator
1.	Reinitiating the School Transport Committee (STC) in the schools or setting up STC in the schools where it is not present or has lapsed. Orient STC on Child and Adolescent road safety and assign the role of road safety for students. Include a member from RTO, Traffic Police, Block / Ward Office,	District level in Pune Rural and Gram Panchayat level	All schools in the district, PMC and PCMC, approx. number of schools 7,200	Refresher training for 20 percent STC	Refresher training for 20 percent STC	Refresher training for 20 percent STC	Refresher training for 20 percent STC	Refresher training for 20 percent STC	Education Depts of Pune Zilla Parishad, PMC, and PCMC DIET / SCERT <i>(Training should be on non-academic and management aspect of road safety for STC)</i>	Schools, Parents, School Mobility Service Providers, RTO, Traffic Police, Block / Ward Office, Road Dept, Medical / Health Dept, Zilla Parishad, PMC, PCMC, Gram Panchayat, NGOs, local community	Joint Communications from DRSC and Zilla Parishad, PMC and PCMC to schools (STCs), Orientation of STC members, refresher training course	Number of schools STC is set up and active, Govt Depts in STC members, Training and Refreshers done, Meetings of STC happening and MoM on road safety agenda
PMC level												
PCMC level												

SI No	Activity	Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other stakeholders	Resources Required Budget	Progress Indicator	
	Medical dept. STC should meet once in a semester, one before start of academic year							members)				
2.	Formation of Child Road Safety (CRS) cells in depts of roads, medical, education depts, Traffic Police, RTO and Block / Ward office, and designation of a nodal officer	At departments level in district and blocks PMC Depts and Ward level PCMC Depts and ward level	In two months of 2024-25, in departments of roads, education, medical, Traffic Police, RTO, Block / ward Offices	-	-	-	-	-	DRSC, PMC, PCMC and their education, road, medical depts, Traffic Police, RTO, Block / Ward Offices	Schools	Joint Communications from DRSC and Zilla Parishad, PMC and PCMC to all concerned departments, designation of nodal officer within depts	CRS cell set up, nodal officer designated and communicated to concerned departments and STCs
3.	Setting process for reporting of STCs - STCs to report to	District level in Zilla Parishad	In the two months of academic year 2024-25	Report of STCs submitted to	Report of STCs submitted to DRSC	Report of STCs submitted to DRSC	Report of STCs submitted to	Report of STCs submitted to	Education Departments of Zilla	Schools	Joint Communications from DRSC and	Reporting process set, reports

SI No	Activity	Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other stakeholders	Resources Required Budget	Progress Indicator	
	Education Depts, Education Depts to DRSC through District School Safety Committee <i>(report can include MoM, issues faced, support needed, action taken if any, etc)</i>	PMC level PCMC level		DRSC			DRSC	DRSC	Parishad, PMC and PCMC, District / Municipal School Safety Committee	Zilla Parishad, PMC and PCMC to Education departments and Schools (STCs)	being received	
4.	Formation of a training unit for child road safety at an appropriate institution (e.g. CIRT, Yashada, SDMA, NHM)	District level	Set up in the academic year 2024-25, develop modules & contents, testing	Trainings conducted for 25 per cent of concerned depts, and stakeholders	Update and Trainings conducted for 25 per cent of concerned depts, and stakeholders	Update and Trainings conducted for 25 per cent of concerned depts, and stakeholders	Update and Trainings conducted for 25 per cent of concerned depts, and stakeholders	Refresher trainings as per need	DRSC, Training institutions	Schools and all concerned departments, NGOs, road safety experts for module and content preparation	Formation of training unit, training of master trainers, resource persons, module and content development, conducting training programmes	Formation of training unit, preparation of modules, training sessions conducted for depts and stakeholders

SI No	Activity	Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other stakeholders	Resources Required Budget	Progress Indicator	
5.	Trainings of schools / STC members on CRS, including first aid and emergency response (2 days training on CRS, 1 day training on first aid and respondent)	District / ZP level for rural schools PMC level PMC level	Two days CRS Trainings of 2,400 schools, in 60 batches, of 40 teachers, and 1 day training of first aid	Two days CRS Trainings of 2,400 schools , in 60 batches, of 40 teachers, and 1 day training of first aid	Two days CRS Trainings of 2,400 schools, in 60 batches, of 40 teachers , and 1 day training of first aid	Refresher training based on requirements	Refresher training based on requirements	Refresher training based on requirements	The Training Unit set up, Education Departments of ZP, PMC and PCMC	Schools, DIET / SCERT, DRSC, ZP, PMC, PCMC, SDMA / DDMA, Apada Mitra	Conducting training programmes on CRS and First Aid	The training programmes conducted, number of school teachers, STC members trained and schools covered
6.	Cascading training for education department and training schools	District / ZP level PMC level PCMC level	Cascading training of master trainers and centre heads of education departments and training schools, of DIET, SCERT, PMC and PCMC	Refresher trainings	Refresher trainings	Refresher trainings	Refresher trainings	Refresher trainings	Education Departments of ZP, PMC, PCMC, DIET, SCERT	Training Centres of Education Depts, centre heads	Organising and conducting cascading Training Programmes for education dept master trainers and centre heads	The trainings conducted, and number of master trainers and centre heads trained in Pune Rural, PMC and PCMC
7.	Cascading	District	Cascading	Refres	Refresh	Refresh	Refresh	Refre	Road	Designers,	Organising	The

SI No	Activity	Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other stakeholders	Resources Required Budget	Progress Indicator	
	training for roads depts	level PMC level PCMC level	trainings for the trainers and engineers of roads depts, heads of divisions, projects, depts, block offices (9 blocks of PWD) and ward offices of PMC and PCMC, (can be one or two from each depts)	her trainings	er trainings	er trainings	er trainings	sher trainings	depts at district level including NHAI, Pune Division, PWD, Projects Division, MSRDC, Zilla Parishad / Gram Panchayat, Road Dept of PMC and Road / Projects Dept of PCMC	consultants, contractors on road works	and conducting training programmes	training programmes conducted, number of engineers trained
8.	Cascading training for Public Health/ Medical depts	District / Block level PMC level PCMC level	Cascading trainings of Medical Officers at the District level hospitals, block level health care centre /	Refresh her trainings	Refresh er trainings	Refresh er trainings	Refresh er trainings	Refresh er trainings	District Civil Hospital, Directorate of Medical Services, Directorate Health, Directorate	EMRI, Child Development Dept, ASHA, etc	Organisation and conducting training programmes	The training programmes conducted and health care professionals,

SI No	Activity	Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other stakeholders	Resources Required Budget	Progress Indicator	
			public health centres, PMC medical dept, PCMC medical dept, trauma care centres, trainers at medical colleges and family welfare dept					te of Medical Education, Family Welfare Dept, National Health Mission			trainers and administrators trained	
9.	Cascading training for Traffic Police, including managing speed limits for different road environments and road categories.	Pune Rural	Cascading trainings of traffic police personals, trainers and enforcement officers, of Pune Rural, Pune City and Pimpri Chinchwad City, on CRS and role of enforcement and speed management	Refresher trainings	Refresh er trainings	Refresh er trainings	Refresh er trainings	Refre sher trainings	Traffic Police Departments of Pune Rural, Pune City and Pimpri Chinchwad City	Volunteer organisations for traffic wardens	Organising and conducting training programmes	The training programmes conducted, and number of traffic police personals trained
	Pune City											
	Pimpri Chinchwad City											

SI No	Activity	Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other stakeholders	Resources Required Budget	Progress Indicator
10.	Cascading training for RTO Officials and motor vehicles inspectors	District level Pune Rural PMC level / Pune City PCMC level / Pimpri Chinchwad City	Cascading training of RTO Officials and motor vehicles inspectors on child road safety and safety in school transport		Refresh training		Refresh training	RTO of Pune Rural, Pune and Pimpri Chinchwad	School mobility service providers and transport vehicle operators, school bus, van, rickshaw drivers, drivers training schools, new learner drivers / licence seekers	Organising and conducting training programmes	The trainings organised and the professionals trained

Pillar 2: Safer Roads and Mobility

SI No	Activity		Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator
1.	Safety audit and implementation of recommendations (at least once a year to begin with, and then once every two years in a staggered manner, with provision for rapid response to address special situations (e.g. schools near emergent black spots, construction sites etc))	District level	Road Safety Audit for 20 per cent school zones in each jurisdiction areas which is about 1,500 schools and implementation of recommendations, preference to schools near black spots, construction sites, highways	Road Safety Audit of 20 per cent schools in each jurisdiction areas which is 1,500 schools and implementation of recommendations	Road Safety Audit of 20 per cent schools in each jurisdiction areas which is 1,500 schools and implementation of recommendations	Road Safety Audit of 20 per cent schools in each jurisdiction areas which is 1,500 schools and implementation of recommendations	Road Safety Audit of 20 per cent schools in each jurisdiction areas which is 1,500 schools and implementation of recommendations	Reassessment of School Zones in staggered manner	Roads departments including NHAI, PWD, Project Division, MSRDC, Road Depts of PMC and Road / Projects Dept of PCMC	Schools, road designers and contractors and construction companies	Road Safety Audits of School Zones, and implementation of recommendations	Number of schools safety audits conducted Implementations of recommendations at school zone to make it safer
		PMC level										
		PCMC level										
1a.	Safe speed audits in and around school zone and crossings on	District level for Pune rural	Safe speed audits at strategic locations, in school	100 locations in Pune rural, in	100 locations in Pune rural, in	100 locations in Pune rural, in	100 locations in Pune rural, in	100 locations in Pune rural, in	Roads departments including NHAI,		Speed audit to be done, it can be commission	Number of safe speed audits done

SI No	Activity		Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator
	high-speed roads nearby	PMC level	zones near highways, around schools and on route to schools to identify speed management and enforcement measures, 100 locations in Pune rural, in 50 PMC and 50 in PCMC	50 PMC and 50 in PCMC	50 PMC and 50 in PCMC	and 50 in PCMC	50 PMC and 50 in PCMC	50 PMC and 50 in PCMC	PWD, Project Division, MSRDC, Road Depts of PMC and Road / Projects Dept of PCMC		ned to college students under guidance of road safety experts	every year and speed management measures suggested and implemented
PCMC level												
2.	Pedestrian count study of major junctions and crossings on route to schools in 2 km radius and implementation of safe pedestrian crossing measures	District level	Pedestrian count study of major crossings on route to schools based on road safety audits, 100 locations in Pune rural, 20 in PMC and 20 in PCMC	100 locations in Pune rural, 20 in PMC and 20 in PCMC	100 locations in Pune rural, 20 in PMC and 20 in PCMC	100 locations in Pune rural, 20 in PMC and 20 in PCMC	100 locations in Pune rural, 20 in PMC and 20 in PCMC	100 locations in Pune rural, 20 in PMC and 20 in PCMC	Roads departments including NHAI, PWD, Project Division, MSRDC, Road Depts of PMC and Road / Projects		Pedestrian count study to be done, commissioned to survey agency	Number of pedestrian count study done and suggestions implemented to make pedestrian safer
PMC level												
PCMC level												

SI No	Activity		Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator
									Dept of PCMC			
3.	Set proper signal timings at signalised junctions and mid-block crossings near schools, to allow for safe crossing of children and adolescents with respect to school start and end times.	District level PMC level PCMC level	100 locations near schools in Pune Rural, 50 locations in PMC and 50 in PCMC	100 locations near schools in Pune Rural, 50 locations in PMC and 50 in PCMC	100 locations near schools in Pune Rural, 50 locations in PMC and 50 in PCMC	100 locations near schools in Pune Rural, 50 locations in PMC and 50 in PCMC	100 locations near schools in Pune Rural, 50 locations in PMC and 50 in PCMC	100 locations near schools in Pune Rural, 50 locations in PMC and 50 in PCMC	Traffic Police on Pune Rural, Pune City and Pimpri Chinchwad City, Roads depts including NHAI, PWD, MSRDC, Road Depts of PMC and Road Dept of PCMC		Ongoing activity of Depts	Number of signals proper timings are set near schools for children crossings
4.	Activation of "walking/ cycling school	District level	Try out 2 in each Block of Pune	Replicating in other	Promotion of the idea	Promotion of the idea	Promotion of the idea	Promotion of the idea	ZP, PMC, PCMC,	PTA, civil society organisati	Promotion activities	Number of walking

SI No	Activity	Target 2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator	
	bus” based on schools’ needs, through empanelment of interested civil society organisations,	PMC level PCMC level	district, 2 to 3 in PMC and PCMC	areas				idea	School education Dept, Schools, STC	ons, Cyclist groups, Pune Cycle Partnership, RWAs, citizens groups	and cycling school bus activated	
5.	Commission a study to estimate the school public transport needs in different school clusters in the Pune district and develop options for strengthening school bus services/ shared school transport.	District level PMC level PCMC level	Study commissioned for school clusters in 2 Blocks of Pune district rural, and in 2 wards of PMC and in 2 wards of PCMC	Replicate to other blocks and wards	Replicate to other blocks and wards	Replicate to other blocks and wards	Replicate to other blocks and wards	Replicate to other blocks and wards	Zilla Parishad , PMC, PCMC	Education Depts, PMPML, MSRTC, PMRDA	For the study to be commissioned on school transport needs for school clusters in Pune rural, PMC and PCMC	Study reports with recommendations and school bus service / shared school transport plans

Pillar 3: Safer Vehicles

SI No	Activity		Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator
1.	Safety audit of school buses	District level	All the school transport vehicles before the start of new academic sessions	RTO (<i>rural, Pune and Pimpri-Chinchwad</i>)	STC	Ongoing activity of RTO	Number of school transport vehicles audited and given fitness certificates out of total school transport vehicles
1a.	Course on child road safety for school transport vehicle drivers	District level	All the drivers of school transport vehicles	Transport Department, RTO, Training Unit to be set up	STC, School Mobility providers and operators, CIRT, Driving Training Schools	Training programme organisation and conducting	Number of drivers trained and oriented out of total drivers operating / registered
2	System for registration of school mobility services by rickshaws, vans, and buses	District level	All the school mobility service providers and operators including buses, vans and rickshaws	Transport Department, RTO	STC through schools, and NIC to develop online portal over time, as required	Development of registry system, registration is ongoing activity of transport dept / RTO	Registry system developed and all school mobility service providers and operators registered on it
2a	Issuance of an annual circular for the mandatory registration of service providers (individual or	District level	In the beginning of every school academic year	DRSC, RTO	STC, School Education Dept, NGOs, Driving Training	As part of ongoing activity, official process,	Issuance of annual circular, publicity and registration

SI No	Activity		Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator
	company/ non-profit entity)				Schools	publicised through DIO	process
2b	Set up and manage the systems for mandatory registration of school transport service providers, including their health check-up.	District level	Setting mandatory registry system for school transport service providers In 2024-25, and managing subsequently, and Health check-up in the beginning of every school academic year	Transport Dept, RTO, and Health / Medical Depts of District, PMC, and PCMC	NIC, STC, NGOs working on health and road safety, CSR groups to support	Development of registry system, registration is ongoing activity of transport dept / RTO can be done through NIC or Vahan portal of transport dept, Driver Health check-ups can be done by District, PMC and PCMC hospitals as their ongoing activity under National Health Mission	Registration System developed for school transport service providers, and Health check-up done of school transport vehicle driver out of total such drivers

Pillar 4: Improvement in Enforcement of Traffic Regulations, Safer Road Users

SI No	Activity	Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator				
1.	Identify through the annual school zone audits, locations that are more vulnerable for children and adolescent road users, including as pedestrians, cyclists, and underage driving.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">District level</td> <td rowspan="3" style="width: 50%;">Linked with the Activity 1 of Pillar 2, Road Safety Audit of School Zones, 20 percent, i.e., 1,500 schools to be covered every year</td> </tr> <tr> <td>PMC level</td> </tr> <tr> <td>PCMC level</td> </tr> </table>	District level	Linked with the Activity 1 of Pillar 2, Road Safety Audit of School Zones, 20 percent, i.e., 1,500 schools to be covered every year	PMC level	PCMC level	Traffic Police, RTO, Road Departments of district, PMC and PCMC	STC, Road safety experts, auditor, NGOs, civil society groups, Block Offices and Ward Offices	Joint analysis of road safety audits, as ongoing activity of concerned departments, DRSC, and State Transport Dept	Identification of vulnerable locations for children and adolescents require improved enforcements
District level	Linked with the Activity 1 of Pillar 2, Road Safety Audit of School Zones, 20 percent, i.e., 1,500 schools to be covered every year									
PMC level										
PCMC level										
2.	Prepare an annual surveillance and enforcement plan based on the audit recommendations (e.g. helmet, speed, underage driving, drink and drive, etc)	District level	Annual plan to be prepared for implementation by the start of the academic year with budgets allocated to it <i>(starting from 2024-2025)</i>	Traffic Police, DRSC	State Transport Department, District Collectorate, RTO, PMC and PCMC, Road safety experts, auditor, NGOs, civil society groups, expert institutions	Plan preparation to be done as Department budget of District Collectorate, Traffic Police, RTO, PMC and PCMC, implementation to be supported by the three authorities (District Collectorate, PMC and PCMC), and State Transport Dept from the state Road Safety Fund	Annual plans of surveillance and enforcement for Pune Rural, Pune City and Pimpri Chinchwad City, and annual implementation and monitoring reports of the plan with level of compliance			

Pillar 5: Education and Training

SI No	Activity	Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator	
1.	Child helmets use demonstrations at schools and promotion of child helmet through child Helmet Bank at schools for parents of economically weaker sections, helmet demonstrations at junior colleges for adolescents	<p>District level</p> <p>PMC level</p> <p>PCMC level</p>	Cover all the schools and junior colleges with the help of STC / PTA in Pune district, 20 per cent schools and junior colleges every year, can be part of an annual campaign, Helmet Bank idea implementation in 50 ZP schools, 20 PMC schools and 20 PCMC schools, in every year, provide opportunity to purchase at the time of demo	RTO, Traffic Police	STC, PTA, Education Dept, PMC, PCMC, NGOs, civil society organisations, CSR, Motor Driving Training Schools	Organisation of demo as part of the campaign, CSR funds, Road Safety Fund for making helmet banks	Annual numbers of schools and junior colleges child helmets demos conducted, sales data of child helmet in Pune district, increase in child helmet compliance level among parents carrying children on two wheelers, can be linked with enforcement plan, Activity 2 Pillar 4
2.	Child restraint systems use demonstrations at schools, trained fitters to demonstrate positions as per age of the child	District level	Cover all the schools and pre-primary with the help of STC in Pune district, 20 per cent schools every	RTO, Traffic Police	STC, PTA, Education Dept, PMC, PCMC, NGOs, civil society organisations,	Organisation of demo as part of the campaign, CSR funds, Road Safety	Annual numbers of schools and pre-primary child restraint systems demos conducted, sales

SI No	Activity	Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator	
		PMC level	year, can be part of an annual campaign, give preference to schools at urban centres, Taluka / Block Town place, near highways in initial phase, provide training and opportunity to purchase at the time of demo	CSR, Motor Driving Training Schools	Funds	data of child restraint systems in Pune district, increase non-compliance level if any among parents of children below age 7 years	
		PCMC level					
3.	Dealers of bikes and cars to educate buyers (especially young couples) about child helmets and child restraint systems, provide them demonstration of use child safety equipment and information brochures on child helmet and child restraint systems, have products available for those need to purchase, have trained fitters to demonstrate use of child restraint systems and age wise fitting positions	District level	Cover all two and four-wheeler dealers in Pune district rural, PMC and PCMC, Two-wheeler dealers to provide child helmets at the time of purchase of bike as per the rule, provide opportunity to purchase at the time of sale, instalment schemes, cover purchase of safety equipment in the loan amount	RTO, Traffic Police, District Collectorate	Excise / GST / Tax Department, State Transport Department, automobile dealers' associations, CSR, NGOs, civil society organisation	For reach out to automobile dealers, official circular or guidance, initial fund from CSR, NGOs, Road Safety Funds	Number of dealers onboard and taken initiative out of total, sales data of safety equipment, increased compliance level survey data
		PMC level					
		PCMC level					
4.	Motor driving training schools, educating on	District level	Cover all motor driving training	RTO, District Collectorate,	CIRT, Motor driving training	Training modules on	Motor Driving Training Schools

SI No	Activity		Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator
		child road safety, road safety rules, risk factors and use of child helmets and child restraint systems to the new driving learners, driving licence applicants, initiate two wheelers driving lessons and safety practices for two-wheeler riders of all ages	schools in Pune district rural, PMC and PCMC, to offer two-wheeler drivers training programme, educate about child road safety, and safety equipment use trainings and purchase guide for child helmets and child restraint systems, and lessons on safe behaviour with regard to child road users	DRSC	school associations, State Transport Department, NGOs, Civil society organisations	child road safety for motor driving training schools, two-wheeler driving, road safety rules, use of safety equipment to offer to new learners, CSR support, NGOs, civil society organisations, Road Safety Fund	on boarded, modules developed and started to offer, number of people trained on child road safety and use of safety equipment every year
5.	First Aid and First Respondents training with child road safety specific information and certification by Apada Mitra or training agency, train people including teachers, parents, students, alumni, school transport vehicle driver, school bus attendant, college students, youth volunteers, NCC, NYK, NSS, bystanders, vendors, civil society organisations, NGOs,	District level	Training of 10 people per school, junior college and educational institution's locations in Pune rural, PMC and PCMC	SDMA, DDMA, Health Department, Training Unit	DRSC, District Collectorate, STC, youth groups / organisations, NCC, NSS, NYK, NGOs, civil society organisations, RWAs, CSR, Block / Ward Offices	Organising and conducting training programmes on First Aid and First Respondents with specific information on child road safety, CSR funding, Road Safety Fund, Disaster	Number of trainings done and people trained, certified in first aid and first respondents, and linked with schools, junior colleges and educational institutions

SI No	Activity	Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator	
	club members, community members, etc. provide locally relevant emergency informations				Management Fund, under ongoing activity of health department and Disaster Management Department		
6.	Traffic Wardens training for volunteers willing to do the job of school gate management and facilitate safe walking, cycling and crossing of school children and help STC at the start and end timings of schools, for the people volunteered from parents, community, alumni, NGO, civil society groups, road safety petrol, etc with recognition by the local traffic police department to do this job in association with them, Provide traffic warden kit with visual identify and tools required like stop, go placards badge, whistle, etc.	District level PMC level PCMC level	Start will 50 schools in Pune district rural, 50 in PMC and 50 in PCMC, prioritise school locations based on school road safety audits, at or near to high-risk areas, black spots, highways, interest and demand expressed by school or STC, in year 2024-2025, replicate in other schools every years as per the audit report and demand raised, announce such training opportunity to schools	Traffic Police, RTO, Training Unit	STC, PTA, alumni, volunteers' group, NGOs, civil society groups, youth organisations, community member, etc	Organising and conducting training programme, Traffic Warden Kit for traffic management (fluorescent jackets, stop and go placards, whistle, cap, badge, ID card, etc)	Number of trainings conducted, volunteers trained and working, schools covered
7.	Social and mass media	District level	An ongoing activity,	DIO, DRSC,	All concerned	Ongoing	Number of posts,

SI No	Activity	Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator
	<p>communication on child and adolescent road safety, Specific message and content disseminated to targeted public through mass and social media channels of all concerned government departments and cross postings. Cover safe systems approach, Pune district road safety action plan initiatives, emergency information, Good Samaritan, etc. Action oriented messages promoting the approach of adults taking the responsibility to make roads safer for children instead of educating and pushing responsibility on them.</p>	<p>starting from year 2024 - 2025, one or more post at least per fortnight, thematic during specific times like Road Safety Month, children day, festivals and celebrations, use channels like Facebook, Twitter / X, Instagram, etc, cover all age group and users, video statements with messages from senior leaders and officials, parents, teachers and children, social leaders, influencers, etc</p>	<p>District Collectorate, Traffic Police, RTO</p>	<p>government departments and institutions, members of DRSC, NGOs, civil society organisations, experts, social leaders, influencers, STC, schools, parents, teachers, students, youths, women, etc</p>	<p>activity of DIO / PRO and government departments, content creation can be supported by departments, CSR funds, NGOs, civil society groups, volunteers, youths, influencers, etc</p>	<p>types of messages, quality and relevance of the content, outreach, frequency and engagement over social media and coverage on mass media</p>

Pillar 6: Emergency Care

SI No	Activity	Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator	
1.	Provide information on emergency care toll-free numbers, and the location of trauma centres catering to children and adolescents, through a circular to all schools and junior colleges.	District level	Cover all the schools and junior colleges in Pune district rural, PMC and PCMC, and disseminate the information, in academic year 2024-2025	District Medical Department, Health Depts of PMC and PCMC, under National Health Mission programme, School Health and Wellness Programme	DRSC, Education Departments, STCs, District Collectorate, PMC, PCMC, NGOs, civil society organisations	Ongoing activity of Health / Medical Dept and Education Dept, District Collectorate, PMC, PCMC	Number of schools and junior colleges received and put on display the information and link with nearest trauma or health care centres
2.	Strengthen the network of child trauma care centres, at least one in each block. Train required number of medical and non-medical staffs at all levels in child trauma care, Link schools and junior colleges with nearest child trauma care centres, Equip emergency response services and ambulances for child trauma care facilities	Block level	Develop or upgrade trauma care centres, emergency care to child trauma care centres, develop one child trauma care centre in every block of Pune district, one or more child trauma care centres in PMC and PCMC, by academic year 2024 - 2025	Medical / Health Departments, National Health Mission Programme, Directorate of Medical Services, etc, DRSC, Zilla Parishad, District Collectorate, PMC, PCMC, Maharashtra Emergency Medical Services, and others directly concerned	State Public Health / Medical Department, private paediatric hospitals, experts and practitioners, NGOs, civil society organisations, CSRs	Upgradation and development of child trauma care centres, emergency response services, training and capacity building of medical professionals and staffs, state and municipal health budgets, grants and Road Safety Fund, CSR	Development of child trauma care centres in very block and in PMC and PCMC, number of staff trained, and number of ambulances equipped with child trauma response facilities
		PMC level					
		PCMC level					

SI No	Activity	Target	Nodal Agency	Other Stakeholders	Resources Required Budget	Progress Indicator	
3.	Conduct drills for emergency protocol and school emergency plan, train persons at schools on First Aid and First Respondents, and link school to the nearest child trauma care centre for emergency response centre	District level	Cover all the schools and junior colleges in Pune district rural level, PMC level and PCMC level, 20-25 percent every year, from academic year 2024-2025	Health / Medical Department, District Civil Hospital, Directorate of Medical Training and Services, Family Welfare Dept, DRSC, Zilla Parishad, PMC, PCMC, Maharashtra Emergency Medical Services	STC, school education department of Zilla Parishad, PMC and PCMC, NGOs, civil society organisations, Apada Mitra	Organising and conducting emergency response drills at schools, preparation on school emergency response plan, train school staff on First Aid and First Respondents, under ongoing programmes of health and education departments, School Health and Wellness programme, National Health Mission, CSR, Road Safety Funds	Number of schools emergency drills conducted, schools linked with nearest child trauma care centres, school emergency response plan activate with persons designated
PMC level							
PCMC level							

Source Reference:

Road Safety Action Plan format provided by MoRTH

<https://drive.google.com/file/d/1GOvY3gQG7FIEcbBXLk4--VSbjuUFLGsd/view?usp=sharing>

