



WHO Collaborating Centre
for Research and Training in Safety Technology



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8th UN Global Road Safety Week

Data to Action for District Road Safety – Making Walking and cycling Safer

17.05.25 | Board Room, IIT Delhi



On the occasion of 8th UN Global Road Safety Week (12–18 May 2025), Transportation Research and Injury Prevention Centre organised an event “Data to Action for District Road Safety - Making walking and cycling safer”. The event was held at IIT Delhi, in a hybrid format, and included discussion on district reports for all 11 districts of Delhi. The event attendees included members from WHO SEARO, WHO India, Supreme Court Committee of Road Safety (SSoRS), District Magistrate – South, members from report team led by IIT Delhi- SGArchitects - HumanQind, NGOs, Civil Society, School principals, teachers and students.

Key Highlights

1. Prof. Deepty Jain, Coordinator - WHO Collaborating Centre at TRIP Centre, IIT Delhi welcomed all panellists and attendees in the room as well as those joining remotely. She highlighted that TRIP Centre aims to improve mobility for all and safety of the most vulnerable road users. TRIP Centre collaborates with government agencies, funding agencies, communities, and CSOs to improve road safety.
2. Mr. Tashi Tobgay, regional Adviser, WHO Regional Office for SE Asia in his opening remarks, emphasized the urgency of road safety, noting that India loses over 200,000 lives on roads annually, including many children and advocated for a safe system approach focusing on road and vehicle design that protects all users. The UN Road Safety Week's theme of making walking and cycling safe is timely. Prioritizing walking and cycling promote physical activity, reduces air pollution, improves mental health, and helps achieve sustainable development goals.
3. Prof. Rahul Goel (TRIP Centre) made a presentation on the highlights of the District Road Safety Report (led by IIT Delhi), which includes District specific crash data analysis (2019-2022) and Detailed design and estimate for proposal implementation of two high risk junctions and 1 school zone. The interventions in these reports could help districts formulate their own district road safety plans. Three of the 11 reports were prepared in collaboration with Vital Strategies (Global public health organisation) , and the remaining 8

were completed by TRIP Centre in collaboration with SG Architects and HumanQind. Delhi traffic crash data was provided by Delhi Traffic Police for years 2019 – 2022. Access to e-DAR (e-Detailed Accident Report) was not available to the research team.

Ms. Ruchi Varma (CEO, HumanQind) explained the experiential learning approach to prepare the process in 11 schools, one every district. In collaboration with the Lead agency for Road Safety, the Safe School Zone Initiative included establishment of road safety clubs, constituted by Directorate of Education in 2022. Using the innovative six step method, evidence-based safe school zone proposals were developed with respective road safety clubs. One school zone (District South) has been implemented and other 10 locations are pending implementation. The District Road Safety Committee (DRSC) helps in coordination through the education department, the road owning agency, the traffic police and other department in implementation and management. She showcased District West and District South school zone proposals as a case study.

Prof. Rahul concluded by showing impact of implementation of 22 intersections and 11 school zones. The 33 locations cover all street typologies, 11 districts, all school type and different agencies involved to anchor road safety stewardship. With implementation of 10 locations, Delhi will positively impact 25 schools and 100,000 student & families. All designs are compliant with Indian Road Congress guidelines and estimates are prepared using DSR 2023. DRSCs, schools and local road owning agencies can use these designs as templates to improve other high-risk locations in the district.

District Road Safety Reports

- Targeted at the District Road Safety Committees (DRSCs)
- Data-backed understanding of which interventions need to be implemented and where
- To facilitate formation of district road safety plans



The reports have been shared with all DRSCs and also available on TRIP Centre website for feedback and comments from District Road Safety Committee.

Report Link: <https://tripc.iitd.ac.in/media/trainingmaterial>

4. Prof. Geetam Tiwari (Prof. Emeritus, TRIP Centre, IIT Delhi) moderated a panel of Role of District Road Safety Committees in making walking and cycling safer in Delhi. The panelist included Shri Mekala Chaitanya Prasad, IAS (District Magistrate - South), Mr. Sandeep Gandhi (SGArchitects), Ms. Ruchi Varma (HumanQind), Mrs. Anju Puri (former principal DAV Vasant Kunj).

She highlighted that identifying interventions based on data allows for monitoring performance and solving problems effectively. Community demand, especially from children, is crucial for effective action. Previous audits revealed that state minutes were not based on data, and discussions were ad hoc. The reports provide data for discussion of risk locations and remedial measures at the district level.



- Shri Prasad emphasized the need for synergy between various departments and the involvement of local communities in addressing road safety issues. The district is not a self-sustained unit in Delhi, as various departments are fairly independent. Directions from the district road safety committee should be binding. There should be penalties for departments not following the directions. Discretionary funds should be allocated to enable districts to implement road safety models. Untapped funds should be utilized. Electronic enforcement is crucial.
- Mr. Gandhi discussed the importance of problem assessment, compliance with regulations, and budget considerations in designing and implementing road safety measures, advocating for the training of state agencies and the involvement of stakeholders in the process. Experts need to collaborate with users & other stakeholders and design solutions. Bus stops are main pedestrian generators and should be located closer to intersections, with safe-crossing facilities for pedestrians. All intersections should be treated as 30 kilometer per hour zones, with traffic calming measures. Speed control needs both enforcement and physical calming measures (e.g., uncut stone before bus stops). Metro and flyover agencies should be made aware of proper junction and crossing design principles.
- Ms. Varma shared the learnings from implementation of pilot school zone. There is persistent focus on the car movement rather than caring for student safety. She shared that the proposals have been ready since July 2023, submitted to transport department and are being discussed within some DRSCs for implementation. However, no school zones have taken it forward for implementation. Some districts have also started discussing project expansion. She also explained the budget heads in estimate includes a component on need of work zone safety and design consultants trained in road safety in project implementation. State agencies are not well versed with IRC guidelines and continue to execute unsafe

infrastructure. The model projects can be seen as a capacity building project for implementing agencies.

- Mrs. Anju Puri shared her experience of the school zone transformation. The school is now a happy place for children and parents. She informed the panel of a crash of a pre primary student who is now under life long disability and has not returned to school. The students who started this project were 9 and now are 15y old. With the road safety clubs and school zone project she has witnessed students becoming more compassionate and change agents. Visually challenged students were happy because they could attend school safely. The school community has also learnt how to cocreate solutions which also fosters life skills. The community was involved, and the RWA collaborated. The government also gained confidence and the project impact.

The discussion expanded to comments from Mr. Sanjay Bandopadhyaya (Member, Supreme Court Committee on Road Safety, SCCoRS), Mr. D.B. Srinivasan (DIMTS), Mrs. Sarika Panda (Rahagiri Foundation).

- Mr. Sanjay Bandopadhyaya (SCCoRS) explained that e-DAR data is more complete and integrated than police FIRs alone. Research institutes like TRIP Centre should request for access to eDaR database. It is possible to provide access to institutes like TRIP Centre ensuring compliance to data privacy laws. It was suggested that electronic devices be compulsory included in all high-risk areas, with signals going to the police and transport department control rooms. District Road Safety Committees are required to meet every month, and decisions must be uploaded to the website. He mentioned TRIP centre should send a letter on DRSC working highlighting weak coordination between departments and delays in implementing DRSC decisions. DRSC should have access to funds to accelerate implementation of safety projects. The school zone implemented should be submitted as a case study across all districts in India and a call to accelerate such measures should be taken up.
 - Mrs. Panda highlighted governance issues in DRSC meetings; the need for agencies to prioritize road safety over traffic congestion; the importance of prioritizing road safety in the district to achieve a 50% reduction in fatalities by 2030. District Road Safety Fund should be used to improve road safety through data informed interventions prioritizing infrastructure modifications and enforcement rather than organizing awareness campaigns.
 - DB Srinivas noted that none of the intersections in Delhi meet basic IRC recommendations and emphasized the need to prioritize interventions for pedestrians, cyclists, and students, advocating for a culture of prioritizing proper solutions over compromised ones.
5. District Road Safety Committee, District South in collaboration with HumanQind & PWD Delhi completed the transformation of its pilot school zone – ‘250 meters of Happiness’. This is also Delhi’s first student friendly street and India’s first school zone designed by India’s young. The pilot school DAV Vasant Kunj students – Khyati, Shreya, Debabrata, Jahnvi and Kavya (Army Public School- Shankar Vihar) presented their impact story of collaboration,

learning and transformation of school zone, their lives and impact on school community. As a call to action, students reminded the audience that six years ago no one believed them that school zones can be designed and transformed by students. Today it is a reality for 10000 students. They mentioned that students as young as 9 can transform their districts, if given a chance. They urged for implementation of the project of every school zone, starting with other 10 that have been prepared by students.

The project has introduced a new community-government partnership model and demonstrated role of student agency and importance of road safety club leadership involving principal, parents, teachers, students and government stakeholders.



- The session concluded with closing comments emphasizing the need to work closely with communities, school children and develop targeted interventions based on data. Safety of pedestrians, cyclists and motor cyclist should be given highest priority by all stakeholders.
- Prof. Deepty Jain shared a vote of thanks.



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