

HumanQind



TRANSPORT DEPARTMENT
Government of NCT of Delhi



Safe School Zones

International Course for Road Safety,
TRIP Centre, IIT Delhi

28.11.24

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HumanQind

Helping children design their world of wellbeing

HumanQind is a compassion centered design organisation working at the intersection of human rights, education, mobility, architecture, civic engagement and design.

Fueled via ***compassion centered design***, we build processes and programs to solve the everyday challenges of the present alongside young to break the cycle of poverty and fuel radical transformation for an equal world.

Our flagship program CROSSWALK offers a unique step by step model to co-build safer school going experiences, and shape proximate leadership in our communities.

In partnership with Transportation Research and Injury Prevention Centre (TRIP Centre, IIT Delhi) and Delhi Government, we are lead partners to ongoing Safe School Zone Initiative in New Delhi and team behind **India's first school zone designed by India's young.**



Impact of unequal & unsafe school going experiences lasts beyond school years

*45 children die daily in India due to Road Traffic Crashes (NCRB, 2022).

1 classroom a day eliminated daily.

40%

Indians are below 18

41%

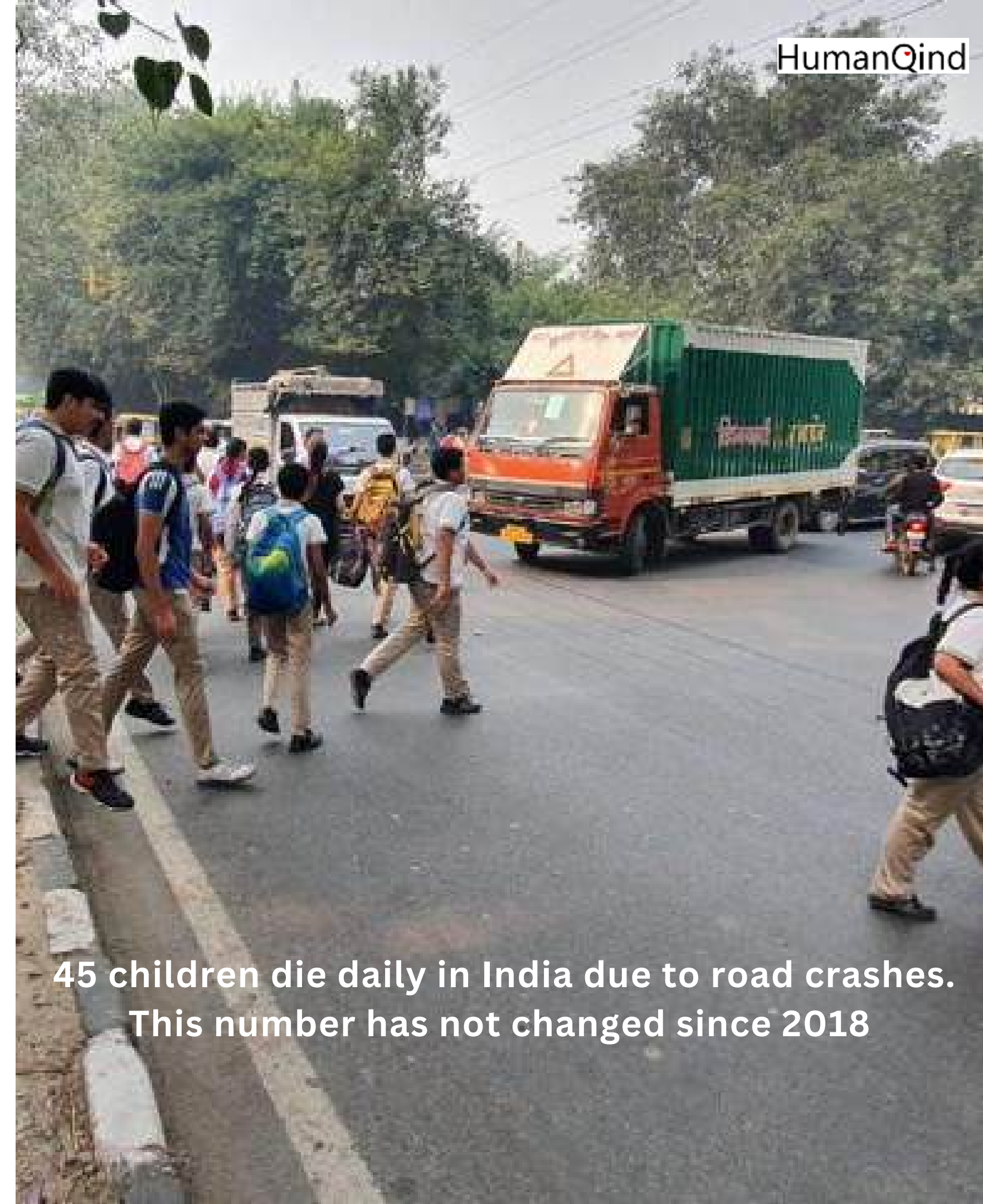
physical safety & mental health
affected by road traffic injuries

100%

have no say, no agency in
decision making & lead
invisible lives

Background

- Traffic Injuries are the leading cause of death for children globally. 1.7 Lakh people died in India due to RTIs.
- 16353 reported deaths (Under 18) (Source: NCRB 2022)
- 15000 deaths near school / institution areas.
- Education programs are least effective with young children (Sandels S (1975)).
- For children, everyday battle for safety outside schools creates negative impacts lasting beyond school years

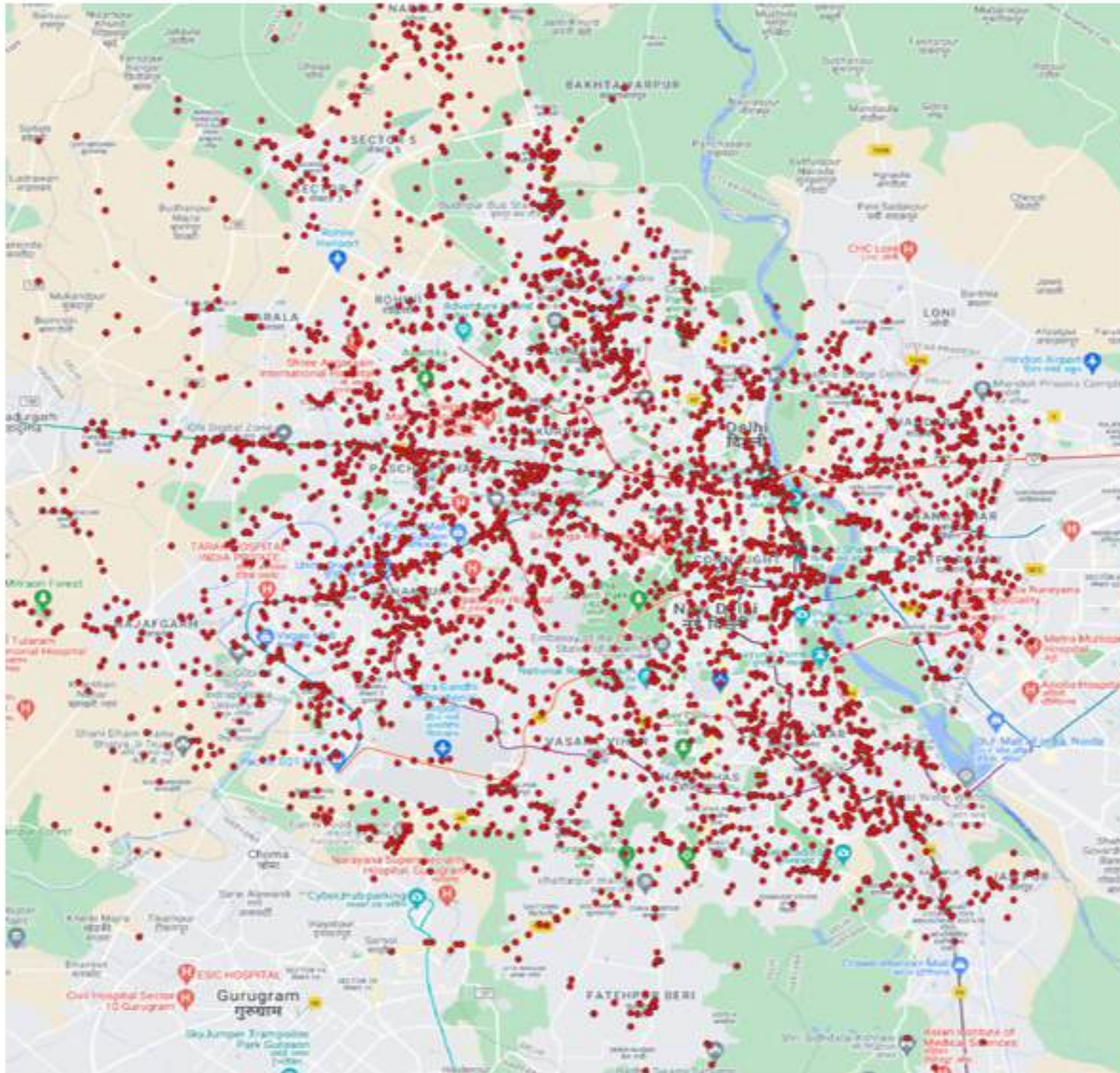


**45 children die daily in India due to road crashes.
This number has not changed since 2018**

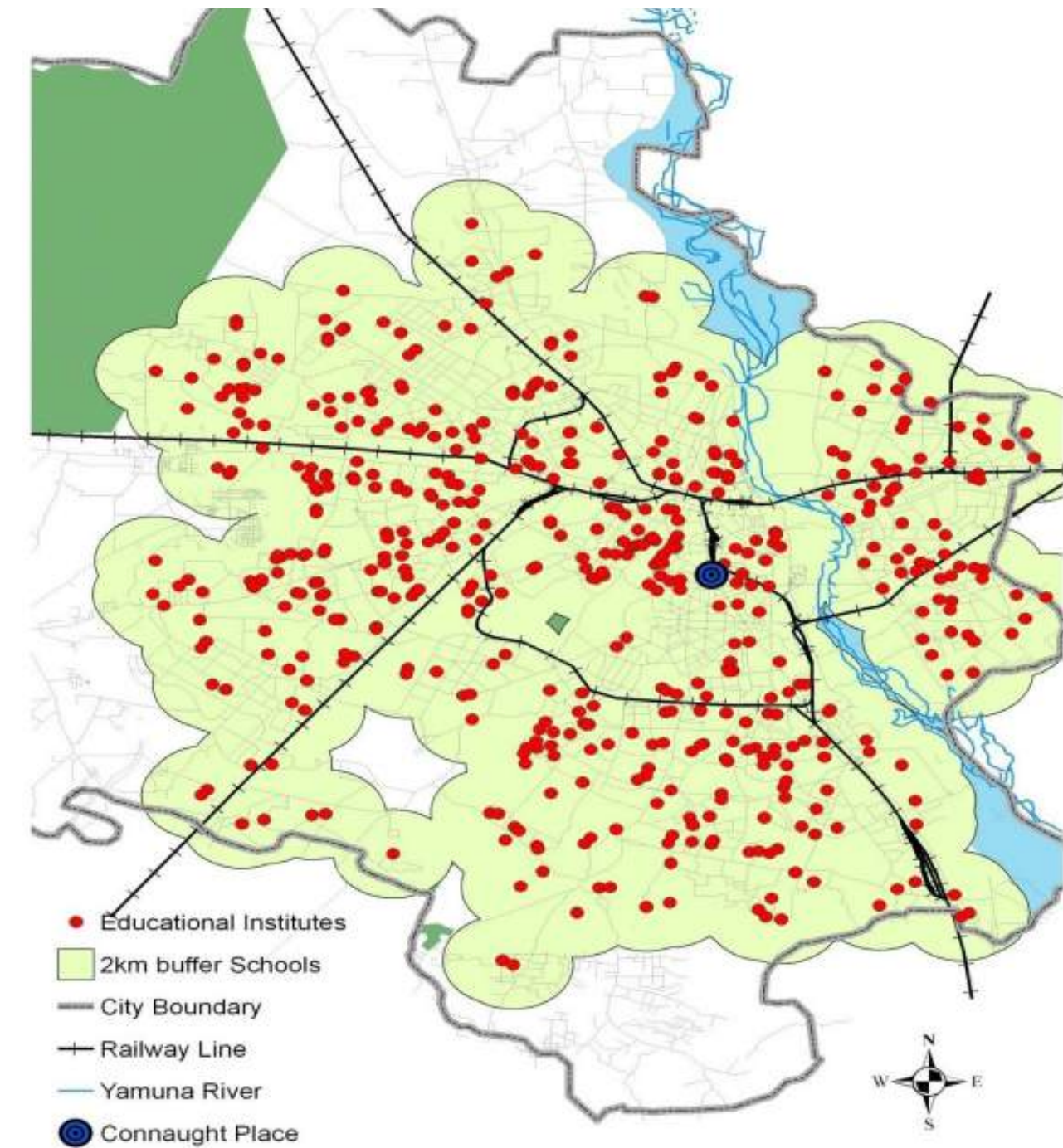


Tale of Two maps

Crash Locations in Delhi



2km buffer around Schools



Evidence of road user education

- Education campaigns, when conducted in isolation, are not effective
- Education has the greatest effect on road user behaviour *when accompanied* with strict enforcement or other measures
- Even then, longer duration of campaigns needed for a sustained behavioural change
- Education campaigns are least effective with young children
- Education programs that have low-intensity messages, are lecture oriented, and information-only in nature are not effective

Alan F. Williams (2007). *Public information and education in the promotion of highway safety. Research Results Digest 322, NCHRP Project 17-33, TRB, Washington D.C.*

Sandels, S. (1975). *Children in traffic*. Hartley, J., editor.

Complex Systems - Finding the Gap



Policy / Commitments

2010

Right to Education Act

2020

National Education Policy

2030

Sustainable Development Goals



School

Typology

Gender

Income Level

Temporal

Street

Geography

Right of Way

Speed

Land Use

Built Environment

Governance

Lead Agency for
Road Safety

District Road Safety
Committees

INNOVATION

Approach

- Care based - Compassion centered
- Intersectional - Evidence based – Context Adaptive
 - Stakeholder appropriate
- Ecosystem Improvement
- Principles:
 - Traffic Safety
 - Human Rights
 - Ladder of Participation
 - SDGs - Leave No One Behind



School Selection

- One every district
- Schools in 100m vicinity of a blackspot / accident area
- Schools located within 100m catchment of Delhi' government's street upgradation project
- Typology
- Gender

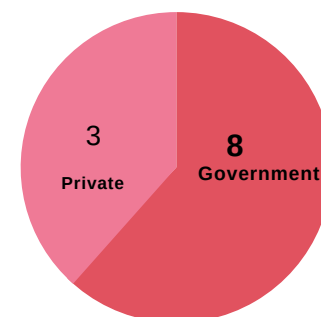


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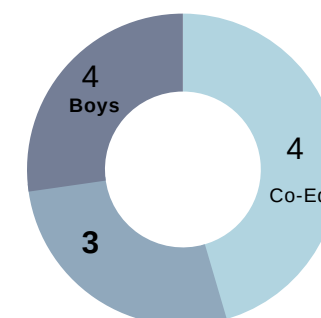


दिल्ली सरकार
आप की सरकार

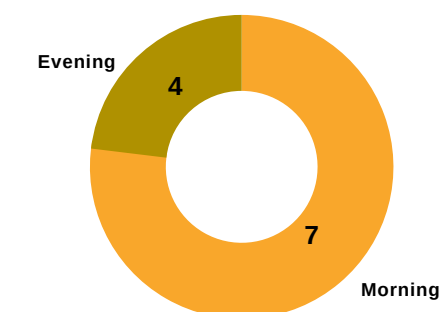
School Distribution



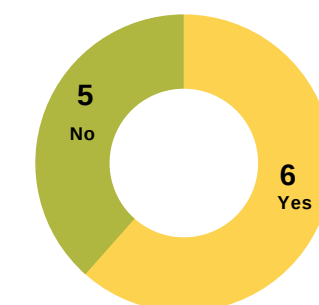
Gender



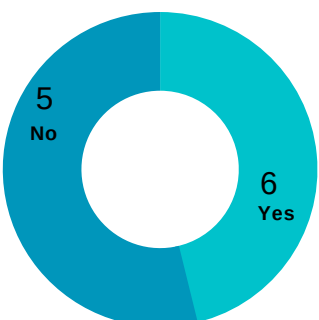
School Time



Shared Campus



School Cluster



Solution | Empowering School Communities



HumanQind **CROSSWALK INITIATIVE**

A unique innovation in road safety education where children can cocreate change with their school community through experiential learning kits customized to their everyday environments.

1

Orientation

2

Data
Collection

3

Design
Collaboration

4

Exhibition

5

Implementation

6

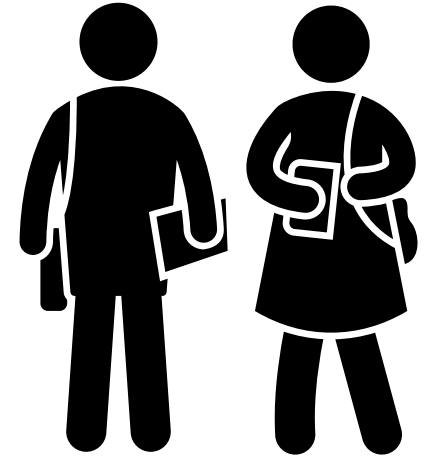
Management

Innovative Experiential Curriculum for Road Safety



Current Partnership : Delhi Government

Co-Creation Steps



1 | Orientation



2 | Collection of School Data



3 | Design Collaboration



4 | Exhibition



5 | Implementation



6 | Management



1 | Orientation

Road safety Club support a long term traffic safety and school accessibility road map to provide 21st century skills and civic leadership to every student.



3 | Design Co-lab

Space to Place with Lived Experiences

- 10 x 90 min workshops building voice, visibility, agency in students
- 90 min workshop with staff and parents



4 | Exhibition

- Community Organizing towards a shared purpose
- Democratic voting for the proposal with all students, parents, staff
- Neighborhood days
- Submission to Transport Department and District Road Safety Committees



5 | Implementation

Building Physical Safety, Trust and Social Cohesion

Role of District and State actors critical



6 | Manage

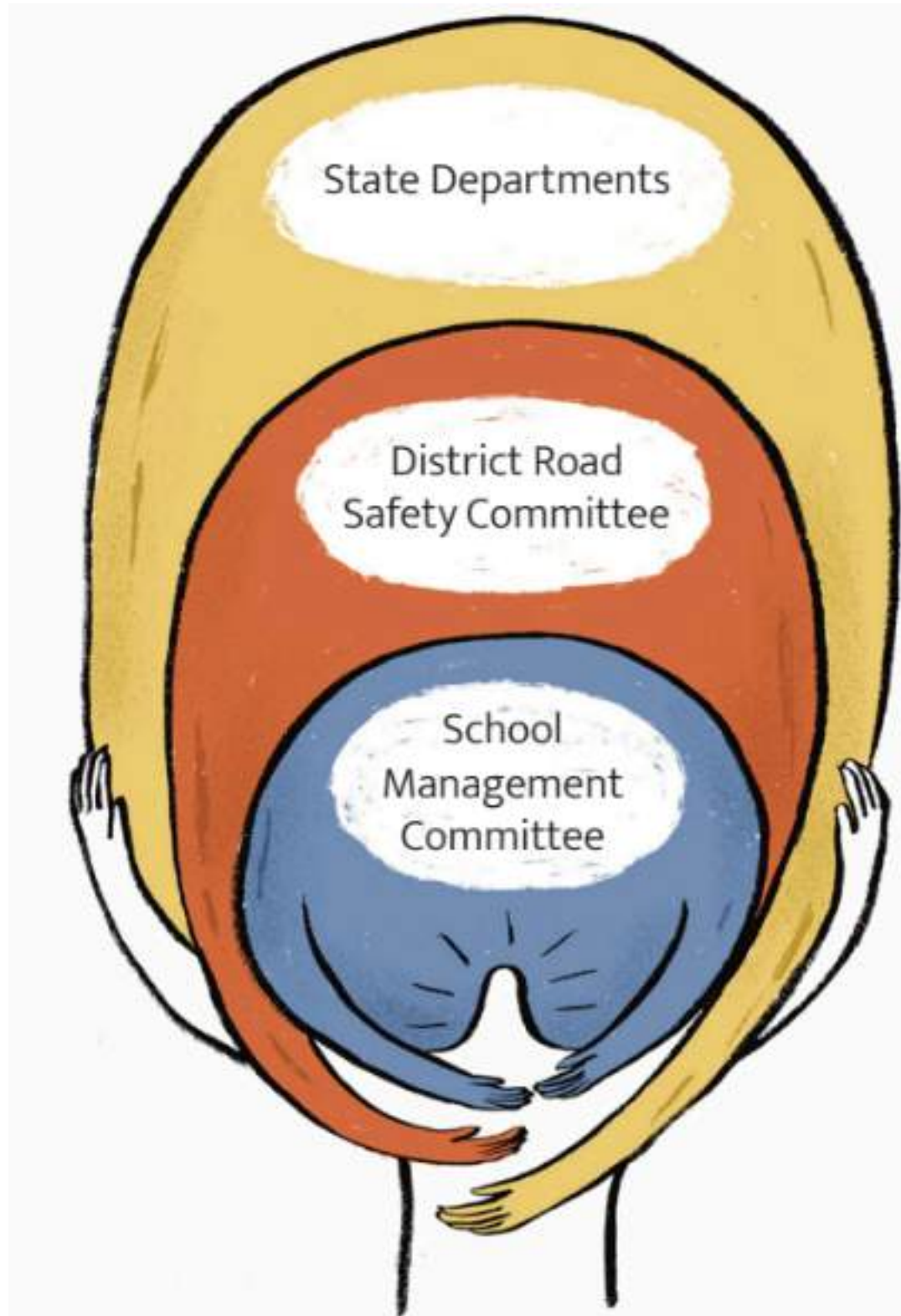
Community driven school zone management

- School Zone Management with Road Safety Club and other leadership



Why are Cycle tracks important for the school zone?

Empowering Ecosystem



Safe School Zones

All proposals ready for implementation



SAFER DELHI THROUGH ROAD SAFETY CLUBS



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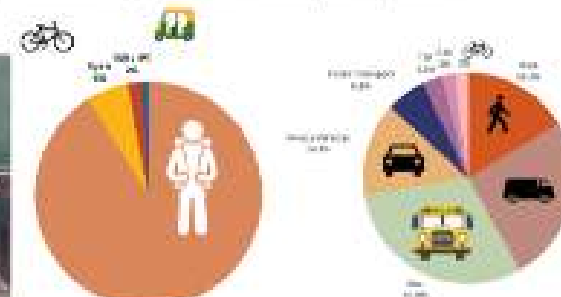
Road Safety Booklet -
6 step approach

School based Road Safety Clubs



Road safety Club support a long term traffic safety and school accessibility road map to provide 21st century skills and civic leadership to every student.

Travel Data Collection



Youth and Student Alumni support travel data Collection.

Design Collaboration



Youth fellows and early professionals engage with students, staff and parents to conduct the experiential learning curriculum to develop blueprints

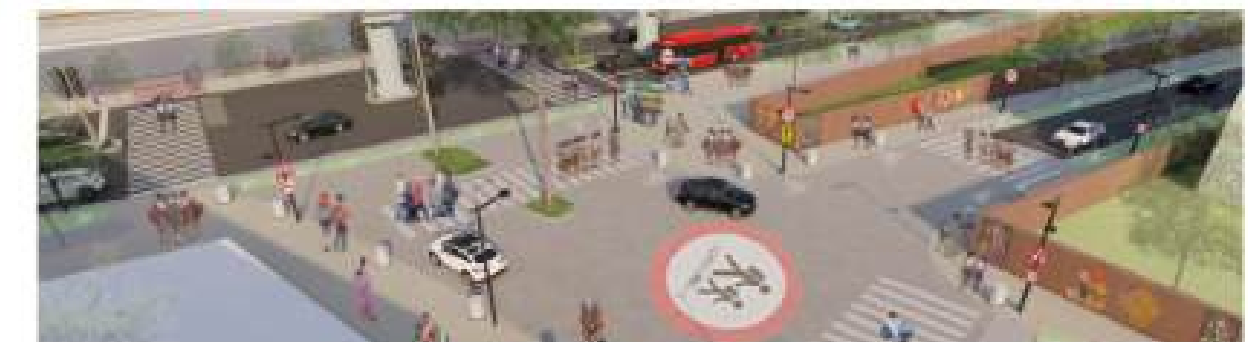
Exhibition | Evidence Based - Community Centered - Context Responsive Safe School Zone Blueprint



Participating students disseminate the school plan via exhibition of the proposal to all students, parents and staff members

Milestones & Activities from Road Safety Club to all school with parents, volunteers, youth interns & fellows

School based exhibition, reports, video, bulletin



Safe School
Zone Plan & View



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India's first school zone designed by India's young

- **250 meters of Happiness** - a 250 m length school zone completed implementation
- While intervention was designed by 1 classroom (50 children) the impact is to 10000 children sharing the school zone
- Designed as per Indian Road Congress Standards
- Implemented by Public Works Department, Delhi Government



250 meters of Happiness : First Blueprint



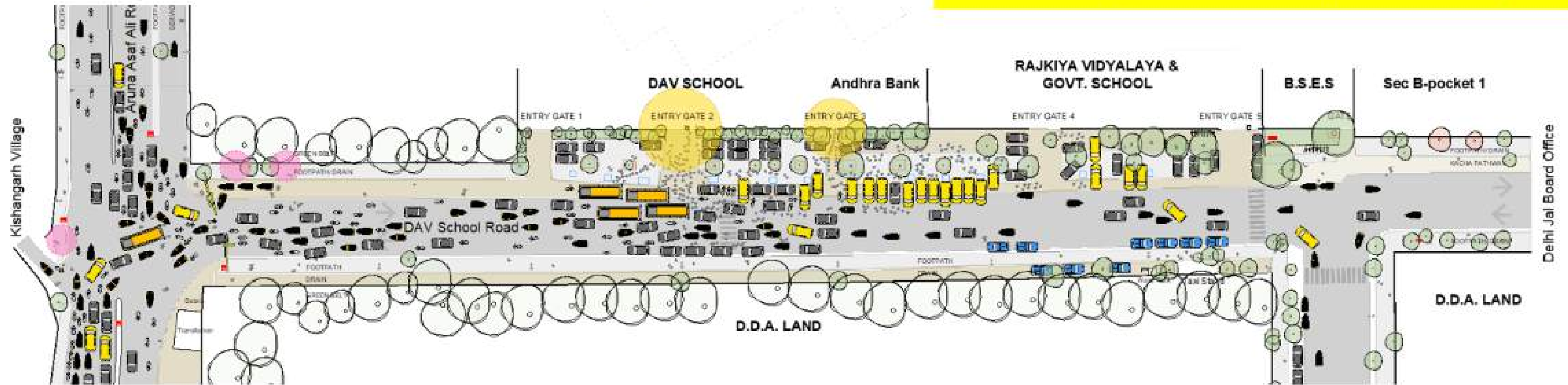
Project Journey : 2019 - 2024



Safe School Zone Plan : 2019 & 2024

Existing Plan - Mapping Activities - Movement & Analyzing Conflicts

4 Schools | 10000 students | 6.30am - 5.30pm



Proposed Plan



Before (2019)



After (2024)



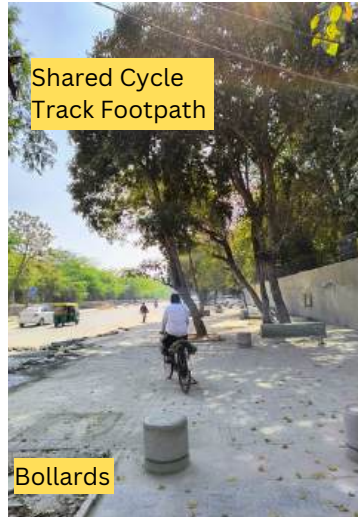
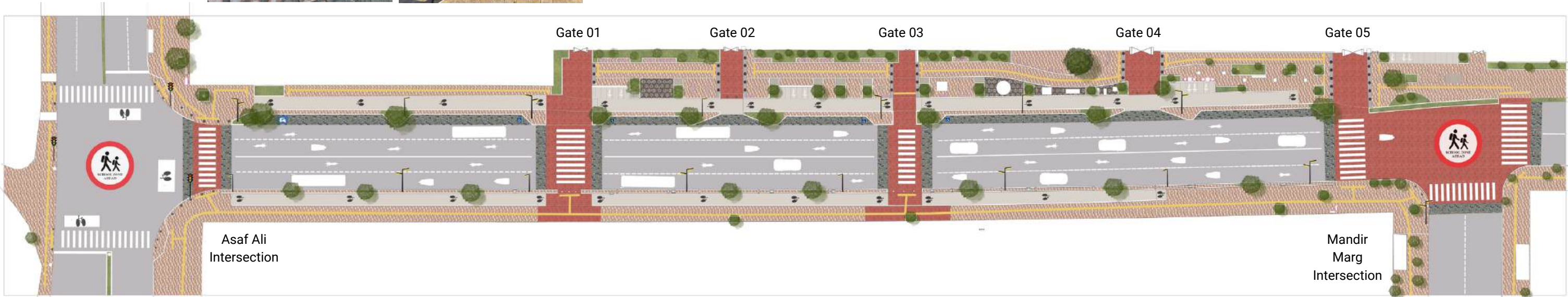
250 M of Happiness - Design Elements



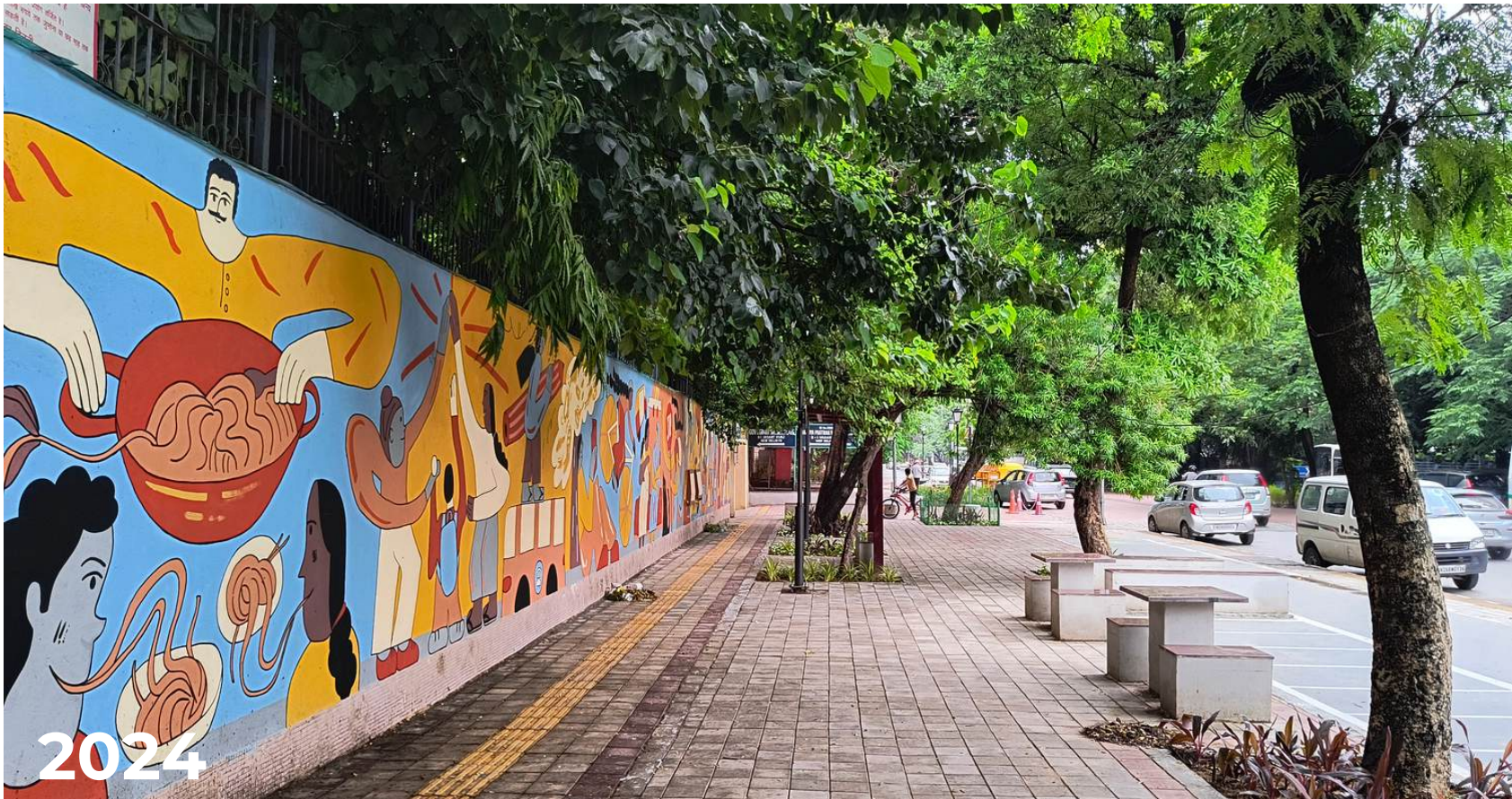
DAV Public School



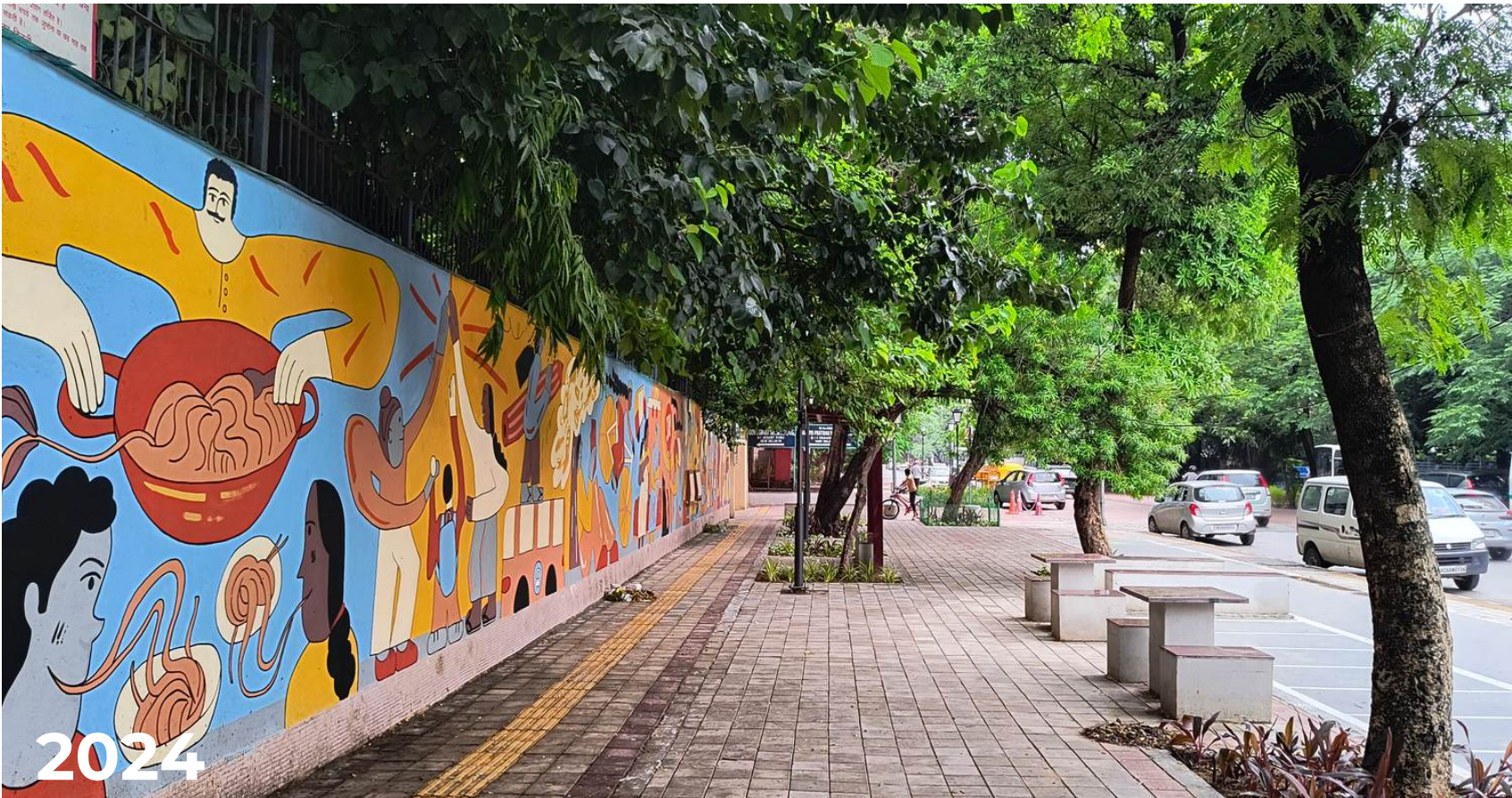
GGSSS, GBSSS and RBVP



Before (top) & After (bottom)



Before (top) & After (bottom)



Thank you

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Helping children & communities
to design their world of well-being

