**Introduction**

Road accidents are a major cause of injury and death in young people. We read about road accidents almost everyday in the newspapers. In Delhi alone almost 1700 people die in road accidents every year and many more are crippled. The causes may vary from rash driving to being careless on roads. This session helps students to identify the causes of accidents, learn road rules and understand traffic signals, to avoid accidents. They will also be sensitized towards developing road safety habits as a means to avoid accidents on the road.

**Methodology**

**Step 1:**

Please read the Fact Sheet carefully and go through this session well in advance before you carry it out with the students.

**Note for Teachers:**

It would be a good idea if you can arrange for a resource person from the Traffic Department for this session. He can help in explaining traffic rules and traffic signals. A visit to a Traffic Training Park could also be organized for actual experience and understanding of traffic signals and rules.

**Step 2:**

Greet the class and tell them that they will start the session with the story of a boy, Mohan, who lost his father and one arm in a road accident. Invite a student to read out the case study.

**CASE STUDY:**

Mohan, a student of class 8, was going with his father to the nearby market to buy vegetables and fruits on their motorcycle. Suddenly a car came at a very fast speed, jumped the traffic signal and hit both Mohan and his father. Both fell down. Mohan was badly injured and started crying in pain. He was unable to move his left arm and felt pain in his abdomen. He looked around for his father and saw him lying motionless. He called out "Papa get up! My left arm is badly injured. Are you

---

This Session has been prepared with the Delhi Traffic Police.
Alright? Papa! Papa!" But there was no response from his father. He
didn’t know that his father had died on the spot. A mistake made by
someone resulted in a loss for someone else. Mohan, for no fault of
his own, lost his father and an arm. His mother was shattered. “How
things change in a moment! How will I now bring up two children
and an old mother in law?” were her main thoughts.

Step 3:
Thank the student who read the case study. You can also show the
students the news clippings on such cases in the Fact Sheet. Now ask
the students, “Why do you think this accident occurred? Why do accidents generally occur?”

**Expected Responses:**
- The driver did not follow traffic rules and was driving very fast.
- People very often jump red lights.
- Some people are unaware of traffic regulations.
- People often don’t care about traffic rules. Everyone is not careful enough.
- Youngsters drive at high speed for thrills.

**Note for Teachers:**
Tell them that there are many reasons for road accidents, but almost all of them are due to people and
pedestrians not looking where they are going. Often it is the careless attitude of the people, drunken
driving, and bad driving, at times vehicles being driven by minors, which are all examples of irresponsible
behaviour.

Step 4:
Divide the class into two groups. Each group will enact one role play. Ask each group to take a few minutes to prepare
for the role play. Provide them the situations, as below:

**Situation 1**
"Ask the first group to enact a scene where a few people are trying to cross Delhi’s busiest road. Let some students be
pedestrians of varying ages, and let other students use their imagination to act out as cars, autos, motorcycles, buses etc.
running at high speed on the road. How should the people cross the road? From where?"

**Situation 2**
"Ask the second group to pretend that they are riding motorcycles or scooters. Half are wearing helmets (the students can
make paper hats for this) and the other half is not. All of them have a head on collision. What happens to the two
groups?"

Step 5:
Applaud each group as they make their presentations. Remind them that crossing a busy street without using a
subway, or over bridge or at the zebra crossing can lead to accidents. Using a helmet can save a motorcyclist’s life
and not using one could lead to death. You can also add on other situations like sitting in a car without the safety
belt - what happens if there is an accident?
Step 6:
Familiarize the students with the road and safety instructions in the Handout. Give copies to the students. Go through the complete list at least twice. Try to put up a coloured printout of the Handout on the classroom walls.

Step 7:
Share all the points in the Fact Sheet with the students, particularly the following:

**Importance of Road Safety Education**
- Alarming increase in the number of accidents.
- Every year lakhs of people are killed and crores injured all over the world.
- In India around 80,000 people are killed which is 6.6% of the total fatality of the world.
- In Delhi itself around 1700 lives are lost every year.

**Causes of Accident**
- Lack of awareness of road rules
- Irresponsible behaviour and callous attitude
- Poorly maintained vehicles
- Bad driving
- Drunken driving
- Adventurous driving
- Jaywalking
- Not wearing seatbelts
- Keeping children in front of the adult riding a scooter/motorcycle
- Using mobile phones while driving

**Key Messages:**
Highlight and repeat the following to the class:
- Poor awareness about traffic rules is a major reason for the large number of accidents.
- We must be careful while crossing the road and familiarize ourselves with road signs.
- We can spread awareness of road traffic rules in our families and community.

**Ideas for Learning More:**
Ask the students to:
- Visit a traffic park to learn the use of various road safety signals/methods.
Evolution of Traffic

In ancient times, there was no transportation system. With the passage of time human beings tamed animals and used them as modes of transportation.

The invention of the wheel marked the turning point in human civilization. Carriages that could carry three-four passengers, driven by animals, came into usage.

In the sixteenth century the invention of automatic mechanized vehicles helped people travel from one place to another faster. The world's first car was invented in 1769 by Nicholas Joseph Cugnot. After that there was no turning back, vehicles of different shapes and sizes began to be developed and introduced. All this brought with them a new threat to human life i.e. roadside accidents.

Ways and means were introduced to ensure safety and smoothness of traffic on roads. Several rules were introduced to make the roads safe and reduce the number of accidents. Even Kautilya’s Arthashastra contains road rules and regulations in great detail.

The rules have been modified from time to time, keeping in view the local/topical needs and requirements. New regulations have been laid down for different categories of road users.
Be A Safe Pedestrian

Pedestrians are the most vulnerable road users. 50% of casualties on roads are attributed/related to them. This is because they do not follow the road rules properly and do not walk on roads carefully. Pedestrians have the first right on roads but these rights have their accompanying duties.

Motorized vehicles cannot be stopped abruptly. Even at speeds as low as 20 KM/Hr it takes a few seconds before they come to a complete stand still. Hence it is the duty of the pedestrian to give the vehicle driver ample reaction time.

Cross Roads Safely
Cross Roads from Safe Places

Zebra crossing:
Where there is regular pedestrian movement, zebra crossings have been marked for their safe crossing. Wherever zebra crossings are provided, pedestrians should use them.

Subway or Foot Overbridge:
On roads with fast moving traffic, subways/foot overbridges are built for safe cross over of pedestrians. These are the most convenient and safe means for pedestrians to cross roads as they need not be bothered about vehicular movements.

Where Traffic is Visible to You & You Are Easily Visible to Vehicle Drivers

It is very important for the vehicle driver to see you well in advance so that they are able to react as per the requirement, because mechanized vehicles cannot be stopped in an instance.
Don'ts

Do Not Cross in Between Parked Vehicles
Chances are there that vehicle drivers may start the vehicle abruptly. Moreover they might not be aware of your presence till you reach near them.

Do Not Cross in Front of Stationary Vehicles
When you do so you are not visible to the vehicle drivers coming from behind the stopped vehicle. Let the stopped vehicle pass by and then cross only after ensuring that there is no vehicle coming from behind.

How to Cross the Road

1. Look to the right.
2. Look to the left.
3. Look to right again.
4. Cross walking straight across the road, and do not run.
5. On roads having central verge, first cross one arm, wait at the central verge then cross the next arm after ensuring that there is no vehicle coming from the other direction.

- Stop at the edge of the road.
- Look and listen, both ways, to see and hear if any vehicle is coming.
- Wait for all the traffic to pass, and for the road to be clear.
Keep looking and listening till you complete crossing.

While crossing the road at a zebra crossing, especially at manned intersections, only cross when the signal for vehicular traffic is red.

While crossing at zebra crossings at unmanned places, only cross when the vehicles are at a safer distance.

Do not step into the road if you see or hear any emergency vehicles such as police vans, fire engines, ambulance, etc.

Do not jump over the railings on the central verge to cross the road, it can be dangerous. Walk up till the gap provided for the pedestrians to cross the road.

Walk Safely

Use footpath wherever provided.

In the absence of a footpath walk on the right side of the road facing the oncoming traffic.

Children below eight years should be accompanied by an older person while on roads. Walk one behind the other and never more than two, side by side.

Wear light coloured clothes during the night or carry a lighted torch/white handkerchief so that you are easily seen by other road users.
Roads Are Not Play Grounds

1. Do not play on roads or streets.
2. Roads are meant for traffic.
3. Do not ride a tricycle or take a baby cart on the road.
4. Do not chase a ball or kite or a play mate on the road.

- Do not play around a parked vehicle as you may get hurt if it is suddenly started.
- Play at safe places such as parks, playgrounds and vacant plots.

Be A Safe Cyclist

Cyclists form the next vulnerable category of road users. Most of the accidents involving cyclists are the result of their carelessness. They also do not follow road rules properly and behave most unpredictably on roads.

You Are a Good Cyclist Only If You Can

1. Ride in a straight line for 10 meters.
2. Stop suddenly without falling.
3. Give signals with one hand while riding.
4. Look back over your shoulders and make a right turn without any trouble.

Where to Cycle

1. Ride on cycle tracks/service roads if available.
2. Ride on the extreme left side of the road.
How To Cycle

- Ride in a single file.
- Do not race on road.
- Keep safe distance from other vehicles.
- Obey traffic signals like rest of the vehicles.
- Wear proper head gear.

- Before turning ensure that there is no traffic behind and then turn after giving proper indication.
- Be careful while passing stationary vehicles.
- Switch on the light at night.
- Be extra cautious while crossing an unmanned intersection. Cross only when there is no vehicle on the left or right arm.

- Do not hold on to another moving vehicle.
- Do not indulge in stunt riding. You may lose your balance and this will cause inconvenience to other road users. It may also result in an accident.

Commute Safely in Buses

Accidents involving bus commuters are also not very rare and most of them occur because of the hurry and carelessness of the bus commuter himself. They are always in a hurry either to catch the bus or to get down from the bus, and in the process, get knocked under the tyres of the bus or other vehicles.
Do's

- Get up early and start from home early, otherwise you will have to rush on the roads to reach your destination in time.
- Board the bus from the designated bus stop in a queue. Boarding the bus in a hustle and bustle means loss of time as well as inconvenience to yourself and others.
- Once inside the bus behave properly. Do not make noises and do not indulge in fights or arguments with other students as this may distract the attention of the driver.
- Hold on to the railings of the bus properly, otherwise you are likely to fall while the bus is turning or when the driver applies a sudden brake.

- Get down only when the bus has completely stopped otherwise you are likely to fall and be run over by the rear wheels of the same bus, or other vehicles can hit you.
- After getting down, wait till the bus leaves, before crossing the road. There may be vehicles coming from behind the bus, you have alighted, which might hit you as you begin crossing. Even the driver of the bus from which you have alighted might hit you.
- If the driver is not following the road safety norms, inform this to your Parents/Teachers.

Don't

- Do not stand on the steps of the bus. You may fall on the road at the slightest of jerks and you may be run over by the rear wheels of the same bus or vehicles coming from behind.
- Do not rush or run to catch your bus. In the process you may fall and get injured.
Safe School Transportation

Cycle Rickshaws, Auto Rickshaws, Omnis, RTVs, and buses are employed for carrying children to and back from schools. But we never give a serious thought to their safety aspects.

Cycle Rickshaws and Auto Rickshaws are the most unsafe means of transportation for school children. Both are loaded with children double than the actual seating capacity and the bags and other accessories of children are hung on its backside causing inconvenience to other road users.

Cycle Rickshaws/Auto Rickshaws are open vehicles. They do not have protective cabins unlike Omnis, RTVs and buses, which have doors that can be closed. Tiny tots are likely to fall off from cycle rickshaws/auto rickshaws because they are open and have no provision for doors that can be closed. Hence, it is advisable that preference be given to buses or RTVs wherein the safety of children is ensured.

However, if cycle rickshaws/auto rickshaws are to be employed as school transportation ensure that they are not overloaded. The number of children should not exceed 1.5 times the actual seating capacity.
- Always fasten seatbelt. Seatbelt prevents you from being thrown out from the vehicle. Death and injury are more likely if you are thrown from the vehicle than if you remain inside.

- Adjust the seat belt properly. Place the lap belt as low as possible over the hips (not over the abdomen) and the shoulder belt on the chest over the shoulder (not over the neck).

- Do not indulge in talking with the driver. This may distract his attention, which may result in his losing control over the vehicle.

- Children below 12 years of age should occupy the back seat. You should never travel in the front seat because in case of a crash your face, teeth, etc. may hit the dashboard or windscreen resulting in serious injury.

- Backseats are the safest place for children to travel because in case of an accident they only hit the back of the front seat, which is relatively soft surface.

- Children below 5 years of age must be restrained in safety seats appropriate for their age and weight. Unrestrained children are three times more likely to be injured than those who are restrained.

**Guide The Elders**

Your participation is of utmost importance in ensuring safety on roads. Being a co-passenger you can easily observe the follies committed by elders and correct them.

**Ensure that your family members**

- Maintain the vehicle properly.
- Wear helmet properly while riding a two-wheeler.
- Fasten the seat belt and do not use mobile phone while driving.

- Drive in lane.
- Obey traffic signals.
- Stop before stop line.
- Maintain yellow line discipline.
- Overtake from right side.
- Give proper signal before turning.
**Don'ts**

- Do not over speed. Speed limits have been fixed for the safety of road users.
- Do not drink and drive, drunken driving is one of the major cause of accident.
- Do not indulge in road rage. Have patience and give others their right of way.
- Do not park the vehicle at an unauthorized place as it causes inconvenience to other road users.

---

**Appendix Road Signs**

![Image of road signs]

- Cycle prohibited
- Pedestrians prohibited
- Speed limit
- Compulsory cycle track
- Cycle crossing
- Pedestrian crossing
- School ahead
- Barrier ahead
- Unguarded Level Crossing
- Guarded Level Crossing
First-Aid to Accident Victims

In Case of Minor External Injuries

❖ Clean the wound by washing them with running water.

❖ In case of profuse bleeding cover the wound with a clean cloth, tissue paper, etc.

❖ Raise the wounded part so as to reduce the blood flow to the wounded area.

In Case of Fracture

❖ First aid to all fractures and dislocations must aim to reduce movement.

❖ Try to shift the person to the hospital in the very same position as movement may cause more harm to the part which has been damaged.

In Case Part of a Limb is Cut Off

❖ It may be possible to reattach a cut off part. Put it inside a clean polythene bag and place this in another bag with cold water or ice.

❖ If nothing is available, carry the amputated part in a clean cloth quickly to the hospital.

❖ In large crush injuries/amputation involving limbs, avoid washing the wounds as it will lead to more blood loss. To stop excessive bleeding just cover the wound with a clean cloth and tie a cloth/ pressure bandage (neither very tight nor loose) slightly above the actual wounded area.
An Ideal School Bus

Guidelines for Drivers/Conductors

- The bus should not exceed the speed limit of 40 Km/h and should be driven in the bus lane.
- The driver should have more than five years of experience in driving heavy vehicles.
- A qualified and trained conductor should be present in the bus for assisting small children.
- The driver and the conductor should be dressed in distinctive uniform.
- The number of children should not exceed 1.5 times the actual seating capacity.
- The driver should stop the bus at the designated bus stops only and should not overtake any moving four-wheeled vehicle.
- The driver and conductor should ensure that children have properly boarded/alighted the bus before resuming driving.
- The conductor should assist tiny tots in alighting and boarding the bus in a queue as well as in crossing the roads in the absence of any elders.

Be A Safe Co-Passenger

Whenever you are traveling with your Parents in a two-wheeler or car follow the safety norms and wear the safety gadgets and ensure that elders driving the vehicles are abiding by the rules.

- Always wear helmet. Helmets are not only for elders. Helmets meant for children are also available in the market. If you are a pillion rider ensure that you wear an ISI marked helmet fitting your head.
Shifting the Injured to the Hospital

- Ensure that the injured are carried on a firm board or stretcher so that the spine remains stable.
- The back, neck and airways need to be protected from further injury. Hence always take the help of another person.
- If he/she is unconscious, gently place a large folded cloth or towel under the neck so that the neck does not sag against the ground.
- During transportation keep a watch on the victims breathing and pulse, keep the airway clear to ensure proper breathing.
- If there is only a limb injury the patient can be safely taken to the hospital on a chair in a sitting position.
Attention: Principals & Parents

Ensure safe transportation of school children by safe vehicles

School bus should be equipped with speed control devices to ensure the maximum speed of 40 km/h.

School bus should not overtake any other motorised four-wheeler.

School bus should be driven in the designated bus lane only.

School bus should halt at designated bus stops only.

School bus should essentially carry two boards of 400mm x 400 mm (at front and rear extreter), written - 'SCHOOL BUS' in bold and block letters of 100mm height and 16 mm thickness.

School bus should be equipped with closing door.

School bus should be equipped with convex cross view mirrors, hand rails, the steps and stanchions. Its windows should be equipped with steel bars.

Number of students travelling in the bus should not exceed one & a half times the total seats and it should carry full particulars of the passengers - students.

School bus should be equipped with first aid box, fire extinguisher and back racks.

School bus should have amber flashing lights on all the top four corners.

The driver of the school bus must fulfill the following:

(i) Must have 5 years experience of driving similar category of vehicle
(ii) Have not been challaned more than twice in a calendar year on violating stop line bus lane, parking regulations, overtaking, jumping red light, allowing unauthorized person to drive
(iii) Have not been challaned for rash driving, causing hurt/grievous hurt by an act endangering life or personal safety of others or culpable homicide not amounting to murder.
(iv) Must be in proper uniform with badge while on duty.

The driver of the school bus should carry proper authorization card with full particulars, issued by STA and the card should be displayed at a prominent place inside the bus.

School bus should have a licensed bus conductor on board.

ADVICE TO PARENTS/PRINCIPALS

Parents are advised not to patronize unsafe mode of transport for sending their children to school.

Vehicles using CNG/LPG as fuel unauthorizedly should not be used for transporting school children. It is dangerous to the safety of children.

Boarding and de-boarding of school students should be done with utmost safety and students must cross the roads under the guidance of school/bus staffs.

School buses/transport engaged by school should not be parked outside the school causing obstruction. School buses should be parked in the school premises.

School authorities and transport operators should note that buses violating these safety norms will face impounding, challans and even cancellation / suspension of permits

DELHI TRAFFIC POLICE
Citizens First
Call 24 Hours Traffic Help Line at 23378888

Fax: 26190850  Website: www.delhitrafficpolice.nic.in
  e-mail: dcpladl@saltym.net.in, info@ntab.nic.in
Jaywalking: Cops prefer traditional punishment

Neha Attre | New Delhi

Jaywalkers continued to be chalenned in the Capital for the second consecutive day. Although a total of 181 challans were issued, traffic cops were less harsh on most of the violators and handed down mild punishments and warnings on Thursday.

At ITO and Connaught Place, jaywalkers, who were caught, were let off after they did a few sit-ups, which they were asked to do in full public view by the cops. Even violators preferred sit-ups to doing rounds in courts.

When asked about this, Joint Commissioner of Police (Traffic) Qamar Ahmad said, it was better punishing them on the spot in public. “Yes, they are being let off. Our aim is to educate people about traffic rules and make them aware of the rule of the road,” Ahmad told The Pioneer.

Jaywalkers too were game to punishments like tendering apologies or doing a few sit-ups. They were ready to obey whatever cops asked to do so that they could get out of the situation. “I am ready to pay the fine and even do whatever they say. After all it’s better than getting into legal trouble. Who wants to go to court?,” asked Kishan Singh, a resident of Ghazialbad.

The impact of the drive could be seen in some places. Pedestrians were seen patiently waiting at the Zebra crossings for signals to turn green. Even though the drive did

TOTAL CHALLANS ON DAY - I: 260
TOTAL CHALLANS ON DAY - II: 181 (Hr 7 pm)

- Delhi Gate — 14
- ISBT — 10
- ITO Tilak Bridge 30
- Connaught Place 37
- Ashram Chowk 30
- Moti Nagar crossing 60

Noble Punishment: A jaywalker being made to do sit-ups by Traffic cops for violating rules at ITO in New Delhi on Thursday

“manage to discipline a few, many flouted rules with impunity. Some even managed to give a slip while the less fortunate were seen arguing with cops.

"The drive was launched with the intention of making pedestrians realise the importance of zebra crossing. This is an awareness drive.” added Ahmad.

(Adapted)
280 die in Indian road accidents every day

Vishwa Mohan | TNN

New Delhi: Indian roads are known to be dangerous. But just how lethal they are is now evident with official figures revealing that nearly 280 people die in road accidents every day. Among the metros, Delhi tops the chart with 1,717 persons dying on its roads in 2005.

The figures for 2006 are being compiled, but the number of persons dead is likely to be more than 100,000. This staggering number is all the more distressing as the profiles of victims reveal that two-thirds of the dead in 2005 were in the 15-44 age bracket. This highlights not only a tragic waste of lives but could also point to lack of post-accident emergency services.

Among cities, Chennai is second behind Delhi with 1,055 dead, followed by Bangalore (835), Mumbai (787), Kanpur (598), Hyderabad (577), Jaipur (495) and Kolkata (484). In Delhi, nearly one-fourth of the victims were pedestrians, a testimony to the city’s culture of reckless driving as well as poor road etiquette.

At the national level, smaller vehicles, including cars and two-wheelers, contribute virtually as much to making Indian roads a death trap as do heavier vehicles like trucks.

(Adapted)

The Times of India, Dec. 10, 2007

It pays to be safe

Park in well-lit areas and avoid parking for long hours in unfamiliar places

Make sure the registration number is etched on the wind-screen and windows of your car

Do not leave any document that can identify you inside the car

Electronic alarm or any other security gadget, which can disable some vital functioning of the car on unauthorized usage, is a must

Go for a stereo with detachable control panel

(Adapted)
United against road rage

The family members of the victims of Blueline buses have come together to form an association, in the hope of getting justice for their loved ones

S Shanthi | TNN

They were strangers till tragedy struck them. Loss of dear ones got them together and now they are like a family, fighting for a common cause and searching for solace in each other’s company. After running from pillar to post seeking justice, the relatives of victims of blueline buses decided to fight it together. They joined hands and formed the ‘Blueline Victims Association’ in October this year, in the hope that together they will be able to get justice.

The fact that nothing has changed even after more than 550 deaths in the last five years, evoked everybody’s fury and more and more people started joining the association. It now has nearly 35 members, who meet every now and then to discuss about the status of their cases.

Many of our association members have not been able to even get their cases moved to court due to slow investigations and many others who were promised jobs and compensatory relief have got nothing,” says Rajesh Verma, president-elect of the association and the sole member who survived a blueline accident.

However, their discussions do not end there. They visit each other’s home after the meetings, spend time together and share their grief. In some cases, people who are monetarily better off help the less privileged earn a livelihood.

Whenever I go for meetings, I see several wet eyes like mine. There are also people who have lost their sole earning member and have nowhere to go,” says Sandeep Kalyan, who lost his 22-year-old younger brother in an accident caused by a blueline bus in August. “Although our loss can never be compensated, we want our loved ones to rest in peace. So, we will fight together till we get justice,” he adds.

What disturbs these members most is to see the drivers who killed their loved ones roam scot-free within few days of the incident. Ashok Kapoor, who lost his 24-year-old son in August says, “My son was on a motorcycle when a Blueline hit him and he died on the spot. The driver was caught immediately by the people there and was later arrested. However, within two days, he was released and five days later the same bus was on the roads again. Whenever I see the bus, I feel helpless. I don’t see any purpose in living because there is no value for human life anymore.”

In most of the cases, even an FIR — a basic prerequisite — has not been lodged. The reason that is given is lack of witnesses. Another issue is enforcement of rules. Rules like installation of speed governors are already there. We only need to ensure that they are implemented. Is it that difficult to do?,” asks Goel.

“Errant drivers should be kept in jail at least for three months from the day of the accident,” says a member.

“Most of the drivers are uneducated. They learn driving from their brothers or relatives and experiment on roads. What hurts more is their come what may attitude,” adds Kapoor.

The association has also drawn up a list of demands (see box), which they are hoping, will be met soon. Till that happens, the fight for justice for the Blueline bus victims will continue.

Shanti.servarjal@timesgroup.com

(Adapted)
Call centre vehicle hits school van; kills a child, injures three

Abhishek Bhalla
New Delhi, November 27

A 12-YEAR-OLD boy was killed, while his younger brother and two other children were critically injured when their school van was hit by a speeding vehicle belonging to a Gurgaon call centre on Monday morning.

Sunny died in hospital. His brother, Sachin, 11, is on a ventilator. Two other children and the van’s driver, Naveen, are also in a critical condition. The accident occurred at Keshavpuram in northwest Delhi.

The children were students of the Kendriya Vidyalaya there.

The call-centre vehicle, a Sumo, hit the school van with tremendous force. “The Sumo’s momentum dragged the van along with it for nearly 100 metres after the collision before they both stopped. The van had overturned. The children inside the van had blood splattered all over their uniforms and were crying for help,” said an eyewitness.

The driver of the call-centre vehicle, Rohit Kumar, has been arrested and charged with causing death and injury due to rash and negligent driving. He was reportedly moving at over 100 km per hour.

Northwest district police chief Manish Aggarwal said, “The driver was overspeeding. He had broken a traffic signal and reportedly lost control of his vehicle.”

In Gurgaon, where many call centres are located, the police agreed the drivers needed to be disciplined. They flouted traffic rules often and caused accidents, the police said.

Gurgaon’s senior superintendent of police Hanif Qureshi told the Hindustan Times, “We have been flooded with complaints of rash and negligent driving by call-centre cabs.”

abhishek.bhalla@hindustantimes.com
Soon, road safety rules in school textbooks
Could be made a compulsory subject till Class VI

Anubhuti Vishnoi
New Delhi, June 13:

Road safety may soon become a compulsory subject in schools across the country.

The Ministry of Shipping, Road Transport & Highways has proposed that the subject be made a compulsory component of school curriculum up to Class VI and is even willing to earmark funds for the same.

“We want that Road safety education be imparted in both Government and private schools up to the primary level. A proposal in this regard, which has been discussed with the Planning Commission, will soon be sent to the panel for approval. To begin with, a fund of Rs 120 crore will be earmarked for the same,” said a senior Ministry official.

With India gaining notoriety for topping road accident death charts, the Ministry seems to have realised the importance of instilling road traffic discipline among school students.

“The idea is that a separate period be marked for teaching road safety as a subject. The students would be taught about traffic rules, and how violating them can harm people. Every school would be given around Rs 50,000 for the subject. It will initially be taken as a pilot project in some 7 to 8 states,” added the official.

According to the latest figures with the Ministry, around 54 per cent of road accident victims are in the age group of 25 to 65 years; 30 per cent belong to the age group of 14-25 age group and 9 per cent victims are till the age of 14.

India last estimated the socio-economic cost of road accidents in 1999-2000 as 3 per cent of its GDP.

Over one lakh people were killed in road accidents in India in 2006. With that figure, India has overtaken China in number of road crash deaths. China claims to have constantly brought down road fatalities over the past two to three years by almost 10 per cent per annum.

(Adapted)