



# Regulatory issues in Children mobility

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# Present regulations

Child friendly mobility has been on the mind of not only the Government and CBSE but also the Supreme court of India.

Several regulatory orders have been issued as follows;

- Supreme court orders 1997

- CBSE orders 2007 and 2017

- Delhi Government orders 2012

- Requirements for School Buses in India

- Safety on the road in general

- Regulations for school cabs 2007

- Regulations for auto rickshaws 2012

- Cycle Rickshaw bye laws, 1960

# Regulation issues

It will thus be seen that all modes used for children mobility are well regulated.

The issue is rampant violation of rules

- Overloading

- Speeding

- Disembark children some distance away from the school entrance

- Parking and obstructing other traffic

# Overloaded cycle rickshaw



# Overloaded auto rickshaw



# Overloaded school cab



# Overloaded school cab



# Rule Violations

- School cabs, auto rickshaws and cycle rickshaws pack children much beyond the vehicle capacity. Rules say If age of school children is below 12 years, the number of children carried shall not exceed 1½ times the permitted seating capacity. Children above 12 years shall be treated as one person.
- They drive at breakneck speed, overtaking other vehicles in total disregard of safe driving practice.
- They disembark children some distance away from the school entrance exposing them to road traffic.
- Buses, school cabs, auto and cycle rickshaws cause huge congestion in the area in the morning and when schools close both by parking and trying to get ahead first.

**And enforcement is almost non-existent**

# Other modes

In addition to the regulated modes,

- Children walk or cycle to school
- Children are Driven to schools by personal 4-wheelers
- Above all there is a growing number of children driving to and from schools in 2-wheelers. They drive at break-neck speed

# Issues are

- **Lack of Infrastructure i.e.** safe walkways, pedestrian crossings, cycle tracks, and other facilities that ensure safe, convenient access.
- Where walking and cycling facilities exist, they are often occupied by parked vehicles. Children are left to navigate through fast-moving traffic.
- **Weak enforcement**, combined with unsafe road design; unable to control speeding and other types of dangerous driving behaviour.
- **Lack of Uptodate emission standards** along with adequate enforcement to prevent polluting vehicles to stay on the road.

# Child friendly mobility

- Presently children are exposed to unacceptable levels of risk from road traffic injury.
- Children walking or cycling to school are most vulnerable.
- At the same time, exposure to harmful air pollution is becoming an increasing threat
- Every child has the right to grow up in an environment where they feel safe and secure, have access to basic services and clean air and water, can play, learn and grow and where their voice is heard and matters.

# Designing cities for children

There are 7 basic requirements for design of cities for children i.e.

- Dedicated Institutional arrangement
- Education,
- Enforcement,
- Road design,
- Policies, legislation
- Encouragement and advocacy
- Measures to improve air quality.

# Stakeholder consultation

- Effective solutions require a sound assessment of user needs, sustainable sources of financing, effective institutions, and long-term monitoring to measure success.
- A careful analysis of existing conditions, focusing on the extent of the independent mobility and range of activities of children will lead to designs that are sensitive to their needs.
- Walkability is of prime importance because most children typically walk.
- Last but not the least, wide stakeholder consultation including children only can provide safe mobility to children. At present Young people are typically excluded from the planning process.

# Conclusion

Thus the basic steps to resolve issues of children mobility are;

- Evidence based planning
- Strict enforcement
- Dedicated Institutional arrangement

# Present regulations – supreme court

- Child friendly mobility has been on the mind of not only the Government and CBSE but also the Supreme court of India.
- In 1997, Supreme court laid down elaborate guidelines for school bus operations across the country to minimise risk to the lives of school children.
- The Supreme court orders besides laying down rules for buses, has laid down rules for school authorities and parents as well.

# Present regulations – CBSE

- CBSE laid down the requirements which the educational institution should fulfill for a legal student transportation
- Very recently CBSE has mandated School Bus Surveillance and School Bus GPS Tracking System vide their notification dated 23/02/2017 making GPS and CCTV compulsorily in each of the school bus.
- It has been further directed to ensure system in complete working conditions at all times (Real time monitoring)

# Present regulations – Delhi State Govt.

- Delhi State Govt vide its order in 2017 has also laid down strict guidelines for school buses and bus drivers.
- The Delhi government has further issued to schools a 117-point checklist for ensuring student safety in their premises and warned that there would be "zero tolerance" for any violation.
- Responsibility of schools starts right from doorstep or bus stop, where student boards the bus and ends only when children reach back home safe.

# Requirements for School Buses in India

- Standard Requirements for School Buses in India besides the speed governors with maximum speed limit of 40 km/h include GPS and CCTV arrangement in each vehicle which should be in working condition all the time.
- Rules also state the Responsibilities of Students and Parents and Tips for pedestrians.
- The schools are required to ensure presence of female attendants in school buses.

# Safety on the road in general

- Safety on the road in general is also on the mind of Government. In 2018 GNCTD issued a draft road safety policy inviting comments from general public.
- This draft has a section on safety of vulnerable road users which includes children.
- The draft policy includes requirements for education and training of road users and for enforcement of traffic rules

# Modes other than buses

- In addition to buses, a large number of children are ferried to and from school by school cabs, Auto rickshaw, and both E and cycle rickshaw.
- Rules and regulations have been issued for these vehicles also.

# Regulations for school cabs

- A PUBLIC NOTICE was issued laying down permit conditions for registration of vehicles proposed to be used as school cabs.
- The applicant, after ensuring that his vehicle, is duly fitted with approved speed governor and other fitments required as per the approved scheme can apply for the permit.

# Regulations for auto rickshaws

- GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI AUTO RICKSHAW UNIT: TRANSPORT DEPARTMENT BURARI, DELHI-110084, vide its letter no. F. DC (ARU)/Tpt./2011-12/1149-56 Dated: 08-08-2012 laid down permit conditions for auto rickshaws.
- This included the requirement that the permit holder shall pay GPS/GPRS service charges at the rate and manner prescribed by STA.

# Cycle Rickshaw bye laws, 1960

- RULES AND REGULATIONS GOVERNING THE CITY PERMITS FOR CYCLE RICKSHAW IN DELHI - specify both the requirements for the vehicle and for driver license.
- It includes a penalty clause for violation of rules.

# INSTITUTIONAL DEVELOPMENT

- The institutional set up should be able to address the challenges facing the children and plan incremental changes in existing practices, structure and responsibilities. Working groups to improve coordination on programs impacting children will need to be set up. Create peer learning networks to foster information sharing and learning.

# EDUCATION

- Educating children about how to safely interact with streets is critical for improving their health and mobility.
- This may include instruction on obeying road markings and street signs, using public transport, and following safe walking and cycling practices.
- Education programs can also highlight the benefits of active lifestyles and the need for regular physical activity.
- Start early (ages 4-5).
- Don't forget the motorist.

# ENFORCEMENT

- The most effective way to ensure safe driving is to develop self-explaining, self-enforcing roads. Such roads incorporate geometric elements that discourage high speeds, such as narrow lanes, narrow shoulders, chicanes, (Chicanes are artificial turns created to slow traffic) and sharp turning radii. The first consideration when supporting children's mobility should be: How well does the road encourage safe behaviour?
- Correcting for street design that does not follow self-explaining and self-enforcing principles may require more traditional safety enforcement. Enforcement efforts should target motor vehicle driving behaviour, rather than children and other vulnerable road users who are usually on the receiving end of traffic violence.
- Manage parking to ensure they do not obstruct pedestrian rights of way and force pedestrians on to the roadway.

# Road design

- Street design is the most powerful tool to support safe walking, cycling, public transport, and driving. Swedish research suggests that improving education, information, and enforcement have only a marginal effect on reducing crashes. Streets designed for kids encourage safe movement and social interaction.
- A network of connected child-friendly streets and public spaces enable children's ability to safely move by foot or cycle in their neighborhood without an adult.
- Safe streets ensure that even the youngest users can move around safely and with autonomy. For older children, this allows some level of independence from adults. Safer streets will help increase the number of children who choose to walk and bicycle to school and other destinations.

# POLICIES AND LEGISLATION

- Policies for children's health and mobility are predominantly concerned with the following key areas:
- Shaping the physical environment and the patterns of traffic within it.
- Equipping children with the mobility skills they need to get about safely and creating incentives for children to develop those skills.
- Encouraging the use of sustainable modes of transport, such as walking, cycling, and public transport.
- Regulating air and noise pollution from transport so that vulnerable populations are appropriately protected.
- Policies must be developed through a collaborative process involving multiple stakeholders, including children.

# ENCOURAGEMENT AND ADVOCACY

- Encouragement and advocacy play major roles in raising public awareness and buy-in. Encouragement activities seek to:
  - Resolve barriers to mobility for children.
  - Encourage safe road user behaviour among children as well as motor vehicle drivers.
  - Raise the profile of sustainable transport modes, such as walking, cycling, and public transport.
  - These programs cannot succeed without the involvement of important sectors of society.

# AMBIENT AIR QUALITY

- Motorised traffic is a key source of local pollutants, including carbon monoxide, sulphur dioxide, nitrogen oxides and other particulate matter.
- Particulate matter affects more people than any other pollutant and has a particularly severe effect on children.
- In many cities, infrastructure for monitoring local air quality conditions is limited. Greater effort is required to establish systems for rigorous monitoring and mitigation of air pollution, particularly in school zones.