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KAP Study of Minors About Road Safety: A Need for Social Work Intervention

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Abstract

Road accidents cost thousands of lives each year, creating a global threat with no demographic or geographic constraints. India has one of the greatest rates of road accident death tolls, making it critical to address this problem. The present research investigates the frightening statistics of vehicle accidents in Ludhiana, Punjab, with a focus on student awareness and road safety measures. In Ludhiana, a hotspot for road accident deaths, this study concentrates on students from a rural government school in Jandiali village. The objectives include evaluating road safety awareness, assessing attitudes, and analysing traffic accidents involving students. The study uses purposive sampling and collects data from adolescents studying in class 9th and 10th standard. The total sample size is 160, out of which 45 are girls and 115 are boys. The study recommends collaborative efforts involving schools, social workers, traffic police, and government initiatives to address road safety comprehensively. This paper also highlights the importance of the various causes and dimensions of road accidents, and the suggestions for their reduction through various road safety aspects, etc.

Keywords: *Global Threat, Ludhiana, Road Safety, Collaborative Efforts*

INTRODUCTION

Roads and transportation have become a vital aspect of everyone's lives. Everyone, in some way, uses the road. However, every year, road accidents kill thousands of individuals as well as injure many. This is a global concern. It has no demographic or geographical limits. This not

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only causes human pain but also depletes the GDP by claiming lakhs of economically productive lives. However, as per report titled "Road accidents in India 2021", India has the highest number of total deaths due to road accidents, followed by China and the United States.

According to the World Health Organisation's (WHO) publication titled "The Global Status Report on Road Safety 2023," there are 1.19 million fatalities. Although global road traffic mortality declined by 5% between 2010 and 2021, India saw a fifteen percent rise in fatalities, reaching 1.34 lakhs in 2010 to 1.54 lakhs in 2021.[1]

The Ministry of Road Transport and Highways has released a report titled 'Road Accidents in India-2022',[2] which throws the spotlight on alarming statistics regarding road fatalities and crashes. The study makes use of calendar-year information compiled by law enforcement agencies in states and union territories in standardised formats given by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) under the Asia Pacific Road Accident Data (APRAD) base project. As reported by Road Accidents in India-2022, an estimated 4,61,312 road accidents occurred in India, which led to 1,68,491 deaths and 4,43,366 injuries. The statistics show an 11.9% year-on-year rise in accidents, a 9.4% increase in fatalities, and an enormous 15.3% jump in the number of people injured over the same period last year.

Road accidents remain one of the top contributors to death worldwide, occurring primarily among people aged 15 to 49 years. In India, young people aged 18 to 45 years accounted for 66.5% of victims in 2022. Furthermore, those aged 18 to 60 years accounted for 83.4% of all traffic accident fatalities. Furthermore, 68% of road accident deaths were recorded in rural areas, while urban regions accounted for 32% of total accident deaths in the country. As per UNICEF, child road traffic accident mortality has decreased over the past 20 years, but success varies by income level and region.[3] High-income countries have had a 62% reduction, whereas low- and middle-income countries have only seen an 11% decrease. According to the World Economic Forum, 1.3 million people die in car accidents each year, with over 600 children and adolescents killed in crashes throughout the world every day.[4]

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[1] https://iris.who.int/bitstream/handle/10665/375016/9789240086517-eng.pdf?sequence=1

[2] https://morth.nic.in/sites/default/files/RA_2022_30_Oct.pdf

[3] https://www.unicef.org/media/130721/file/UNICEF_Child_and_Adolescent_Road_Safety_Technical_Guidance_2022.pdf

[4] https://www.weforum.org/agenda/2022/11/children-road-safety/

In India, Punjab is a hotspot for road accident deaths of minors. The alarming conclusions were published in the Annual Report on "Road Accidents and Traffic - 2021", which stated that road accidents are one of the main causes of death among young people in Punjab. According to the NCRB data, road accidents in the state of Punjab in 2021 and 2022 killed more people than they injured. In Punjab in 2022, 6,122 traffic accidents resulted in 4,688 deaths and 3,372 injuries. However, in the year 2021, the number of traffic accidents were 6,097, with 4,516 deaths and 3,034 injuries.[5] The number of minors injured was 979 during the calendar year 2022. Further, Punjab stood at number three in case of severity of accidents during the calendar year 2022. Road accidents are the consequence of the interaction of various causes including knowledge about rules, etc.; thus, multifaceted actions are required to reduce the frequency of accidents and fatalities specially among minors.

REVIEW OF LITERATURE

The number of accidental deaths on Indian roadways has risen alarmingly in recent years. From 2003 to 2013, mortality increased at a pace of 5% per year, while the nation's population grew at only 1.4% per year. India's fatality risk is triple that of the United Kingdom and Sweden, and nearly twice that of Japan and Germany. Although the fatality rate (road accident fatalities per ten thousand vehicles) has dropped over time, from 87.5 in 1970 to 8.6 in 2013, it remains quite high in contrast to developed nations. The fatality rate in many advanced nations is less than one per 10,000 vehicles (Singh et al., 2017).

Between the years 2003 and 2013, the number of fatalities dropped in the majority of provinces and union possessions. In fact, 24 out of a total of 35 states and union territories saw a higher decline than the national rate. The fatality rate in eight states and union territories fell by almost half. The two states, Jharkhand (4.1 to 8.4) and Punjab (4.7 to 7.3), and one union territory, A&N Island (4.3 to 5.2), experienced an increase in death rates (Singh et al., 2017).

A previous study indicates that driver error is the single most important element contributing to accidents. In 2013, drivers were at fault for 78% of all accidents, 76.5% of all injuries, and 73.7% of all fatalities. Incidents

[5] https://www.arthparkash.com/english/ncrb-data-punjab-sees-higher-road-accident-deaths-than-injuries-in-2021-2022#:~:text=In%202021%20and%202022%2C%20road,4%2C516%20deaths%20and%203%2C034%20injuries.

caused by exceeding the legal speed accounted for a sizable percentage of 55.6% of all driver-related incidents. Alcohol and drug use contributed to 5.3% and 6.4% of all accidents and deaths caused by drivers, respectively. Vehicle overburden and overcrowding were responsible for 19.6% and 22.8% of total road accidents and deaths, respectively (Singh et al., 2017).

Males were responsible for 85.2% of all fatalities and 81.1% of all injuries in 2013. Male deaths climbed by 64.6% during the last decade, from 71,128 in 2003 to 117,055 in 2013. This is substantially larger than the rise in fatalities among females, which has gone up by 53.1% from 13,302 in 2003 to 20,368 in 2013. But the pattern in injuries is the exact opposite of that in fatalities. Male injuries climbed by 21.8% over the last 10 years, from 313,055 in 2003 to 381,228 in 2013. This is smaller than the growth in female injuries, which grew by 26.9%, from 69,843 in 2003 to 88,654 in 2013.

The speed of motor vehicles has a significant impact on road accidents and fatalities. Drivers' speed choices are determined not just by the permitted speed limit but additionally by the driver's age and experience, drink and drug usage, psychological state, road layout, traffic density, road surface circumstance, and the extent of speed limit compliance (Jafarpour & Rahimi-Movaghar, 2014).

Enforcement and sanctions for traffic violations impact road users' behaviour. Low levels of enforcement can undermine efforts to enhance road safety through legislation. Effective legislation often requires regulation, education, and advertising campaigns to raise public understanding of the purpose of the Act. Education, advertising, and information can establish common societal norms for road safety when utilised in conjunction with laws and law enforcement. Education, knowledge, and publicity alone may not significantly reduce unintentional fatalities and injuries (O'Neill et al., 2002; Zaza et al., 2001).

To minimise road accidents as well as associated fatalities and injuries, the government should adopt an integrated approach to injury prevention. This includes regulations, law enforcement, education, and publicity campaigns to influence road user behaviour.

Previous research reveals that the distribution of road-related deaths and injuries in India differs by age, gender, month, and time. The economically engaged age group has been identified as the most susceptible population group. Males are more likely than females to be killed or injured in an accident.

Over the past several decades, advanced nations have seen significant

reductions in vehicular fatalities and injuries by implementing a systemic approach to road safety that includes environmental, vehicle, and road user interventions, rather than relying solely on direct approaches to change the behaviour of road users. Road safety solutions in India may differ from those implemented in countries with high motorisation rates, but some fundamental concepts remain consistent. Good road design and traffic management, increased vehicle standards, speed regulation, the use of seat belts and helmets, and enforcing alcohol limits are some ways to improve safety (Margie et al., 2004).

It is critical and underappreciated when it comes to comprehending people's behaviours for their own security and others' safety. Wearing seat belts is one such example. People in India believe that using a seatbelt is not macho enough. Nearly 40% of the studied population believes that wearing seatbelts makes them appear timid. They further claim that if they begin to wear seatbelts, their co-passengers will think of them as weak. In 2019, Nissan Motor Private Limited and the Safe Life Foundation collaborated to carry out a study to better understand the state of rear seat belt use and children's safety during commutes. In 2017, 26,896 individuals died as a result of not wearing seatbelts in India. This represents an exponential growth above the previous year's figure. In 2016, 5,6386 road deaths occurred as a result of not wearing a seatbelt. This 377% rise means that deaths caused by the failure to use seat belts have previously been underreported. In 2017, 16,876 passengers were murdered and 61,942 were injured as a result of not wearing seatbelts (SaveLife Foundation, 2019). Rear seatbelts are a vital safety measure. In accordance with the WHO, using a rear seat belt reduces the risk of death by 25% and injury by 75%. It should be taken into account that the Motor Vehicle Act, which was recently modified and enacted, contains a provision for booking people who fail to use seatbelts in the car's rear seats (Nag, 2021).

India's commitment to half the number of deaths by 2030 is a challenging one. It is very important to institutionalise evidence-based, India-specific road safety policies that are more effective. There needs to be more statistical based research on road accidents and safety. In Indian context the infrastructure commotion stands uptight, behaviour plays an important role in controlling accidents. But clearly, our research across projects have shown that there are various contextual, behavioural, and emotional factors that unconsciously influence our decisions to choose an action that may not be safe (Exploring the Behavioural Reasons for Accidents on Indian Roads, 2021)

OBJECTIVES

- To evaluate the awareness of key road safety rules and regulations among boys and girls.
- To assess students' attitudes and perceptions towards road safety.
- To find out the degree of association between gender and key factors regarding road safety.

RESEARCH METHODOLOGY

Universe and Sampling

Locality of the Study: The study was conducted in the state of Ludhiana, Punjab. The rationale behind choosing Ludhiana was that it stood on top among overall top five districts in terms of road accident deaths, with 649 people died in road accidents between January 1 to December 31 in 2023 in Ludhiana district. While 240 were seriously injured, 56 suffered minor injuries.

Data Collection: As it was mentioned earlier, 68% of road accident deaths were recorded in rural areas, while urban regions accounted for 32% of total accident deaths in the country, the study collected the data from one of the village based Government Senior Secondary School of Jandiali village of Ludhiana district. The respondents were students of class 9^{th} and 10^{th}.

Tools and Techniques: For the conduct of study a pre tested questionnaire was developed and distributed among the respondents. In addition to this group discussion is held to know what reason they consider probable reasons for road accidents.

Tests Applied: The data obtained was analysed using SPSS software version 27. The Chi-Square test was applied to the data for study. The Chi-Square Test is used to assess whether there is a substantial connection between two category variables. The p-value reflects the chance of witnessing the data if the null hypothesis is true. A p-value smaller than the chosen significance level (0.05) indicates a meaningful relationship between the variables in question.

OBSERVATION AND ANALYSIS

Guidelines on Allowing Students to Bring Vehicles

The choice to allow students to bring vehicles into school is

multidimensional, considering concerns such as safety, etc. During the study, it was observed that out of 45 girls in total 24 use to drive any vehicle (Table 1). Further, the total number of boys who used to drive any vehicle stands at 56 out of 115. In addition to this, out of 160 students only 65 said that they were allowed to bring their vehicles while 95 said that they were not allowed to bring the same. It has been found that schools officially don't allow students to bring vehicles despite this they used to travel by their vehicles. It has also been observed that out of 80 students (24 girls+56 boys) who use to bring vehicles in school 64 park it outside the premises of the school. Further, it has been observed that students lack clear instruction from the schools regarding whether they are allowed to come to school on their vehicles or not. The p-value (0.010) is smaller than the significance level (0.05), implying that there is a significant relationship between gender and whether students were permitted to bring vehicles. It is crucial to note, however, that the strength of this link is relatively weak, as the chi-square value is near 1. Overall, while there is a statistically significant relationship across gender and whether students were permitted to carry vehicles, the numbers of boys and girls are approximately equal.

Table 1

		Gender						***Chi-Square***	***P-Value***
		Boys		***Girls***		***Total***			
Students Were Allowed to Bring Vehicles	Yes	18	40.0%	47	40.9%	65	40.6%	.010	0.92
	No	27	60.0%	68	59.1%	95	59.4%		
	Total	45	100.0%	115	100.0%	160	100.0%		

Road Signal Literacy: Unveiling the Concerns and Challenges in Road Sign Awareness Among These Students

The lack of awareness regarding traffic signs poses a serious and worrying risk to road safety. Many students frequently navigate streets without fully comprehending the meaning and significance of certain traffic signals. This information gap can lead to a variety of problems, such as accidents and crashes. Individuals without an adequate understanding of signals may fail to comprehend essential information, raising the chance of harmful acts on the road. It was observed that out of 160 students, 131 said that they

were fully aware about road signs (Table 2). However, out of 4 signs (left turn prohibited, no parking, no honking, hospital ahead) shown to identify the number of students which were able to recognise only one sign were 16, two signs were 23, three signs were 36. The number of students that were able to recognise all signs and not even a single sign was 11 and 74 respectively. The chi-square statistic is 38.304, and its significance level is less than 0.0001 (almost zero when adjusted). This provides strong evidence against the null hypothesis, implying a significant relationship between gender and the number of indicators detected.

Table 2

		Gender						***Chi-Square***	***P-Value***
		Boys		***Girls***		***Total***			
No. of Signs Recognised	One only	5	11.1%	11	9.6%	16	10.0%	38.304	.0001*
	Two only	13	28.9%	10	8.7%	23	14.4%		
	Three Only	18	40.0%	18	15.7%	36	22.5%		
	All 4	5	11.1%	6	5.2%	11	6.9%		
	None	4	8.9%	70	60.9%	74	46.3%		
	Total	45	100.0%	115	100.0%	160	100.0%		

Awareness Gaps in Driving Speed Limits

High-speed driving on roads entails significant hazards that can have serious repercussions for both drivers and other road users (Table 3). It was observed that only 37 students out of 160 were aware about the speed limits for two wheelers on roads within municipal limits which was only 23.125%. It has been found that 86 boys and 37 girls were not aware about the speed limits. Further, it has been observed during discussion with respondents that most of them do not reduce the speed near to school and the hospital. Further as discussed in Table 2 that they were not aware about the signs of no honking zone and hospital ahead. Since $p>0.05$, there is no significant association between gender and awareness about the speed limit.

Table 3

		Gender						*Chi-Square*	*P-Value*
		Boys		*Girls*		*Total*			
Aware about Speed Limit	Yes	8	17.8%	29	25.2%	37	23.1%	1.007	0.316
	No	37	82.2%	86	74.8%	123	76.9%		
	Total	45	100.0%	115	100.0%	160	100.0%		

Rear Seat Belts: Bridging the Safety Gap - A Critical Examination of Awareness and Practice Among Students and Families

The use of rear seat belts in vehicles is an important safety precaution that greatly decreases the risk of injury and protects lives in the case of a collision. While great focus is usually placed on front seat belt use, neglecting the need of rear seat belts can have serious implications (Table 4). It was observed that only 12 out of 160 students and their family members indulge in the practice of wearing rear seat belts while traveling in a car which was only 7.50%. The number of girls who, including her family, doesn't wear rear seat belts stood at 40, and the number of such boys stood at 108. There is an urgent need to educate all students regarding the importance of rear seat belts. A Chi-square test has been conducted on this data to determine if there's a significant association between gender and wearing rear seat belts. The test produced a Chi-square value of 1.177 and a p-value of 0.278. In a nutshell, given the data, we cannot conclude that gender has an important impact on the extent to which respondents wear rear seat belts.

Table 4

		Gender						*Chi-Square*	*P-Value*
		Boys		*Girls*		*Total*			
Wear Rear Seat Belt	Yes	5	11.1%	7	6.1%	12	7.5%	1.177	0.278
	No	40	88.9%	108	93.9%	148	92.5%		
	Total	45	100.0%	115	100.0%	160	100.0%		

Pillion Riders: Improving Road Safety Through Adherence and Awareness Generation

The limit on the number of pillion riders on motorbikes is an important safety precaution designed to reduce dangers and improve road safety. It was observed that out of 160 only 24 students were allowed only one pillion rider. The number of girls allowing two or more pillion riders were 36 and the number of such boys found to be 100. The number of students two and more than two pillion riders were 136. There is a need to make students understand that having more than one pillion rider and without wearing a helmet increases the risk of indulging in an accident. The p-value (0.268) is greater than the significance level of 0.05. Since the p-value is greater than 0.05, it is therefore can be said that there is no significant association between gender and the number of pillion riders allowed. In simpler terms, the data does not provide enough evidence to suggest that gender influences the number of pillion riders allowed by respondents (Table 5).

Table 5

		Gender						***Chi-Square***	***P-Value***
		Boys		***Girls***		***Total***			
No of Pillion Riders Allowed by Respondents	Only One	9	20.0%	15	13.0%	24	15.0%	1.228	0.268
	Two or More	36	80.0%	100	87.0%	136	85.0%		
	Total	45	100.0%	115	100.0%	160	100.0%		

Ensuring Head Safety on Two Wheels: The Significance of ISI-Endorsed Helmets and the Need for Awareness

Wearing an ISI (Indian Standards Institute)- endorsed helmet is imperative for two wheeler riders except electronic vehicles as of now and pillion riders since it is an essential safety precaution that dramatically minimises the risk of head injuries and fatalities. During the study it was found that out of 160 students only 84 were aware about the ISI marked helmets which is nearly half of the sample size. The number of girls and boys who were aware of the ISI marked helmets was only 12 and 72 respectively.

In addition to this, it was found that all students had black helmets. However, in past research the fact has been established that wearing

a bright colour helmet like yellow, orange, etc., can reduce the risk of accidents at night because of the low visibility at night.

As p value is less than 0.05, it is concluded that there is a significant association between gender and awareness about ISI marked helmets (Table 6).

Table 6

		Gender						*Chi-Square*	*P-Value*
		Boys		*Girls*		*Total*			
Aware about ISI Marked Helmet	Yes	12	26.7%	72	62.6%	84	52.5%	16.755	.0001*
	No	33	73.3%	43	37.4%	76	47.5%		
	Total	45	100.0%	115	100.0%	160	100.0%		

Rule Regarding Overtaking

The overtaking rule on roads is a critical component of secure and responsible driving, designed to minimise fatalities and ensure uninterrupted traffic. It was observed that out of 160 only 73 were aware about the overtake rule which was only 45.625%. The number of girls and boys who were aware about the overtake rule stood at 17 and 56, respectively. Given the p-value is greater than 0.05, there is no significant association between gender and awareness about the overtake rule (Table 7).

Table 7

		Gender						*Chi-Square*	*P-Value*
		Boys		*Girls*		*Total*			
Aware about Overtake Rule	Yes	17	37.8%	56	48.7%	73	45.6%	1.554	0.213
	No	28	62.2%	59	51.3%	87	54.4%		
	Total	45	100.0%	115	100.0%	160	100.0%		

Driving Licenses: Balancing Safety, Legal Compliance, and Youth Perspectives - A Comprehensive Insight into Student Perspectives and Experiences

A license to drive is crucial for a variety of reasons, including safety, compliance with laws, and responsibilities. It was observed that all the

students were aware of the legal age for obtaining a license. It is observed all of these students don't have any license as they have not completed 18 years of age as of now. However, Out of 160 students 64 were such that they wanted the legal age to be reduced from the current 18 years to obtain the license for driving. Further, it has come to knowledge that out of these 160 students 71 were such that they have been challaned by traffic police once. In addition to this, 67 students were those who got challaned twice or more and 22 were never challaned. In this case, the p-value is given as 0.002. It can be concluded that there is a significant association between gender and the number of times individuals get challaned. In other words, gender appears to be related to how frequently individuals get challaned (Table 8).

Table 8

		Gender						***Chi-Square***	***P-Value***
		Boys		***Girls***		***Total***			
No. of Times Got Challaned	Once	28	62.2%	43	37.4%	71	44.4%	12.387	.002*
	Twice or more	9	20.0%	58	50.4%	67	41.9%		
	Never	8	17.8%	14	12.2%	22	13.8%		
	Total	45	100.0%	115	100.0%	160	100.0%		

Understanding the Causes and Consequences of Road Accidents, with Insights from Student Experiences

Accidents on the roads are a major global concern, having far-reaching effects for people, their families, and their communities. Various major factors contribute to the occurrence of road accidents, and addressing these concerns is critical to improve road safety. It was found that 60 students out of 160 had indulged in an accident once or more. Further, the rate of accidents was found more in boys. The reason for the same may be assigned to use of mobile phones, overspeed and use of earphones etc. As per the discussion held with students it has been found that all students consider using mobile phones, not wearing helmets, triple riding and overspeeding as the main reasons for road accidents. The p-value of 0.0001 is significantly lower than the standard significance level of

0.05. This provides strong evidence that there is a significant relationship between gender and the number of times individuals have been involved in road accidents. In other words, gender appears to be associated with the number of traffic accidents in which people are engaged. Specifically, a greater number of girls appear to be involved in vehicle accidents than boys (Table 9).

Table 9

		Gender						***Chi-Square***	***P-Value***
		Boys		***Girls***		***Total***			
No. of Times Indulged in Road Accident	Never	43	95.6%	57	49.6%	100	62.5%	29.189	.0001*
	Once or More	2	4.4%	58	50.4%	60	37.5%		
	Total	45	100.0%	115	100.0%	160	100.0%		

Empowering Safety: The Crucial Role of Helpline Numbers in Accident Response and the Challenges

In the sphere of road safety and emergency response, the installation of a dedicated helpline number for accidents plays a vital role in guaranteeing quick assistance and limiting the impact of unexpected catastrophes. Individuals can immediately report incidents using a helpline number, allowing emergency services like ambulances, fire departments, and law police to respond more swiftly. This fast intervention is crucial in reducing injuries and averting future harm. It was found that out of 160 a large number of students i.e. 118 were found to be aware about the helpline but they have not used it till now. Further, as per discussion they want to help if they see any road accident but due to fear of questioning by police they avoid being to help. The p-value of 0.374 exceeds the conventional significance level of 0.05. This shows that there may be insufficient evidence to support a substantial link between gender and awareness of hotline numbers. It can be said that, gender may not be highly correlated with whether people possess knowledge about these emergency numbers (Table 10).

Table 10

		Gender						Chi-Square	P-Value
		Boys		Girls		Total			
Aware of Helpline 112 or 100	Yes	27	60.0%	51	68.0%	78	65.0%	.791	0.374
	No	18	40.0%	24	32.0%	42	35.0%		
	Total	45	100.0%	75	100.0%	120	100.0%		

The Roots of Fear: Complex Relationship between the Public and Traffic Police

Many people are afraid of traffic police when they are driving. This dread is sometimes caused by a mix of circumstances, such as regulatory worries, previous experiences etc. It is vital to investigate this issue in order to build a better favourable interaction between the public and traffic enforcement. During the study, it was found that 85 students stated that they turned back after seeing the traffic police while driving. In this case, the p-value is given as 0.502. The p-value of 0.502 is greater than the common significance level of 0.05. This suggests weak evidence indicating that there may not be a significant association between gender and whether individuals turned back (Table 11).

Table 11

		Gender						Chi-Square	P-Value
		Boys		Girls		Total			
Turned Back	Yes	22	48.9%	63	54.8%	85	53.1%	.451	0.502
	No	23	51.1%	52	45.2%	75	46.9%		
	Total	45	100.0%	115	100.0%	160	100.0%		

WAY FORWARD

Role of Schools

- It is recommended that, if schools are allowing vehicles, they collaborate with local authorities and traffic police to locate and

develop routes that are secure for students on their way to school. Advocating for pedestrian crossings, speed restrictions, and proper signage can all help to improve school zone safety.

- The need of the hour is to Integrate road safety issues into the school curriculum ensures that students receive systematic and consistent education on the subject. Schools/Universities/Colleges play a significant part in encouraging traffic safety and developing responsible behaviour among youngsters. The impact of road safety instruction in educational institutions extends beyond the classroom, impacting the habits and attitudes of young people who will become future road users. It is therefore recommended that in class 9th or 10th student must have a subject of road safety. For example, DAV University Jalandhar has made it compulsory to pass a paper on road safety.
- It is recommended that a proper set of instruction, be provided if schools are allowing students to come on vehicles until they obtain a driving license from the authorities. Schools can hold road safety education sessions, seminars, and activities to involve students, parents, and the community. These campaigns increase understanding of the issue of road safety and offer helpful tips for traveling safely. Schools can work with local traffic authorities to deliver hands-on instruction for the students

Role of Social Workers

- Social workers can take part in community education campaigns to promote understanding about road safety. They can organise workshops, seminars, and outreach initiatives to educate students, their families, and their communities on the necessity of safe driving habits.
- Social workers can collaborate with schools to develop and execute student road safety programs. Such initiatives might involve teaching modules, interactive exercises, and campaigns to instill responsible driving habits at a young age.
- Social workers may develop and carry out student awareness initiatives about road safety. Such initiatives can use a variety of media outlets to convey information, shift attitudes, and encourage safer driving practices.

Role of Traffic Police

- Traffic police officers shall work with schools to provide a secure atmosphere for youngsters. Traffic police shall actively participate in educational programmes aimed at minors. They shall conduct awareness sessions in schools, organise safety workshops, and engage with students to impart knowledge about road rules, hazards, and responsible behaviour.
- There is a need to make students aware of the ISI marked helmets and importance of Bright color helmets so that risk can be mitigated while driving at night.

Role of Government

- Government should ensure that youngsters feel safe and ready for help without any hesitation if they see an accident on the road. For this, schemes like Farishte Dilli Ke (Saviours of Delhi) should be started across country which aims to provide innovative fiscal and non-fiscal incentives to encourage citizens to become Good Samaritans by helping victims of road traffic accidents, thermal burns and acid attacks without the fear of legal hassle or police enquiry.

Role of NGOs

- Non-governmental organisations (NGOs) can play a vital role in promoting road safety and addressing specific concerns for school students. NGOs can organise and carry out educational initiatives to raise youngsters' understanding of road safety regulations, pedestrian safety, and the need for cautious driving. NGOs may advocate for and contribute to the formation and enforcement of laws and legislation that explicitly concern the well-being of youngsters on the road. This might include campaigning for safer school zones, speed limits, and enough infrastructure.
- NGOs can create and administer training programmes for minors, parents, and instructors to provide them with the knowledge and skills needed to handle traffic safely. NGOs can work together with authorities, law enforcement agencies, and other stakeholders to create holistic road safety initiatives. By working together, these organizations may combine their resources and expertise in order to establish a more secure environment for youngsters on the road.

CONCLUSION

Road safety is a primary concern for every person who utilises the roads. It includes a variety of methods and procedures intended at preventing accidents, reducing injuries, and guaranteeing general safety. Seat belts, helmets, and adhering to speed limits are all examples of road safety measures that dramatically minimise the chance and severity of injury in the case of an accident. Prevention is a critical component of road safety. Encouraging Road Safety Education fosters appropriate behaviour among road users from a young age. Understanding the importance of following the rules and respecting others on the road fosters a culture of careful driving. Further, Road accidents have significant financial repercussions, such as healthcare costs, damage to property, and loss of productivity. We as an aware citizen must emphasise on road safety which helps to reduce the cost burdens on both individuals and society. To summarise, the significance of road safety goes over individual acts; it is our shared duty to create a more secure environment for everybody on the road. Setting priorities for road safety measures not only saves lives, but also promotes global wealth and unity.

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