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## Road Sense Bi Monthly Newsletter | Jan-Feb 2022

1 message

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Wed, 16 Mar, 2022 at 3:59 PM

BI MONTHLY NEWSLETTER

# ROAD SENSE

JAN - FEB 2022



## *Partner Updates*



## **Mobilization of citizen volunteers to advocate for “Slow Down” in Mumbai**

With new and better road infrastructure created in Mumbai city, speed limit violations have been on a significant rise amongst the motorists, leading to incremental risks to the safety of other road users. Further, it has been

observed that the licensed drivers in the city are not aware of applicable speed limits for different classes of vehicles as well as the various road signs indicating speed limits applicable for specific roads. The Slow Down campaign aims at advocating improved enforcement of speed control measures and speed management policies in Mumbai to curb speeding behavior amongst motorists; thereby reducing the number of road crashes and serious injury and death caused by excessive or inappropriate speeding.

The team of United Way Mumbai presented about Slow Down speed observation report and received feedback from the spot wise identified 10 road safety advocacy club members and traffic dept. appreciated the effort taken and extended their departments support for all the relevant recommendations and can be considered.

## **Draft rules on road safety provisions under the Motor Vehicles Act was submitted to the Transport (Road Safety) Department, Government of Odisha**

SaveLIFE Foundation (SLF) drafted and shared a policy proposal with the Odisha Transport Government on three crucial road safety provisions under the Motor Vehicles Act 1988 (as amended by the Motor Vehicles (Amendment) Act, 2019) providing the rulemaking power to the State Government(s): **Section 210 (D)** that empowers the State to make rules for design, construction and maintenance standards for all State roads other than National Highways; **Section 138 (1A)** that empowers the State to make rules to regulate the movement of non-motorised transport; and **Section 135** that empowers the State Government to make schemes for investigation of accident cases and wayside amenities, etc.

**SLF** shared the draft rules with Shri Sanjay Biswal, Joint Commissioner of Transport (Road Safety) that was in turn shared with the legal department of Odisha. The legal department completed the review by 18th Feb, 2022. It was also internally forwarded (for approval) to the Principal Secretary and Chief Secretary. However, it still awaits final approval.

## **Draft advisory with guidelines to prevent road crashes involving delivery agents and other road users to be issued by the Ministry**

SaveLIFE Foundation (SLF) drafted and submitted a draft advisory with Shri G.H. Gupta, Deputy Secretary, Road Safety, Ministry of Road Transport & Highways, Government of India for e-commerce based delivery platforms. The advisory was based on a discussion with the Ministry on road safety issues pertaining to home-delivery start-ups promising 10-minute delivery of goods.

This draft advisory pertains to certain guidelines that must be scrupulously followed by the e-commerce based delivery platforms to prevent road crashes involving delivery agents on motorised two wheelers (M2Ws), bicycles and on foot.

## **Parisar invited to be part of State Road Safety Conference organised by Govt of Maharashtra**

Parisar attended a high-level road safety council meet on 11th January 2022. It was organized by Road Safety Cell, Maharashtra Government. Representatives from Transport Department, Police personal, PWD, NHAI, Medical Department, road safety NGOs attended the meeting. It was chaired by Transport Minister along with Transport Secretary.

There was a discussion on recently issued Compounding notification and underlines the need for strict implementation. There was also a discussion took place on black spot rectification and strengthening efforts to reduce road crash fatalities in Maharashtra.

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## Budgeting for Road Safety

Varsha Vasuhe.V from CAG, breaks down the recently presented Union Budget to only find that next to nothing has been allocated for road safety while a huge impetus has been given to highway expansion. Why does India have blinders when it comes to acknowledging that safety is an integral part of development?

Read the full article [here](#).

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### *Media Highlights*

## Media Coverage on road safety measures for children

## Helmet must for children under four



The Hindu Bureau

FEBRUARY 16, 2022 12:21 IST  
UPDATED: FEBRUARY 17, 2022 18:10 IST

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Representational image | Photo Credit: MGR 8

Safety harness too required on rides.

## Centre makes helmet, safety harness a must for kids riding pillion

Children above four years are already covered under the Motor Vehicles Act. In 2016, the Centre amended the Act to make it mandatory for children above 4 years to wear helmets while travelling on two-wheelers.



Speed limit for two-wheelers with kids on them will have to be a maximum of 40km/hr. (HT File Photo)

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**Road Safety Network** (RSN) is a national coalition of NGOs, CSO, educational institutions, road safety experts striving for safer roads.

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*Network partners*



You are receiving this newsletter as you have been concerned by road safety and have been part of some of our activities. We hope that you would be interested in knowing how our network members continue to strive for safer roads and reduce road crashes in India. If, unfortunately, you do not wish to receive our updates you can [unsubscribe](#).

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