



Safe Routes to School

Journey of Nashik's Pilot Intervention



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Prepared for
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About ITDP: The Institute for Transportation and Development Policy (ITDP) works with cities worldwide to create healthy and liveable communities through high-quality public transport including e-mobility, safe spaces for walking and cycling, traffic reduction mechanisms, and people-centred policies.

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Foreword

This pilot demonstrates how thoughtful street design and coordinated planning can transform existing roads into safer public spaces for children and pedestrians. It shows that practical, people-centred solutions can be implemented today and scaled across Nashik to create safer, more inclusive streets for everyone.

Himgauri Aher-Adke,
Mayor, Nashik City



Through Nashik's first Safe Routes to School trial, we are demonstrating how simple, evidence-based street improvements can make school zones safer while ensuring smooth traffic movement. The learnings from this initiative will guide the implementation of permanent school safety improvements across the city.

Manisha Khatri, IAS,
Municipal Commissioner, Nashik



The trial marks the beginning of a long-term effort to create safer school streets across Nashik. Tactical interventions like these allow us to test designs in real-world conditions, measure their impact, and gather feedback from students, parents, and the wider community.

Amit Ranjan, IAS,
Additional Municipal Commissioner, Nashik



Based on the recent Supreme Court judgment recognising the right to safe and accessible pedestrian infrastructure, Nashik is taking an important step towards creating streets where children can walk and cycle to school safely, confidently, and independently. Afterall, streets safe for children are safe for everyone

Aswathy Dilip,
Managing Director, ITDP India



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List of Abbreviations

SRTS	Safe Routes to School
NMC	Nashik Municipal Corporation
GIS	Geographic Information System
NMT	Non-Motorised Transport
MUZ	Multi-Utility Zone
RoW	Right of Way
SC	Supreme Court
TU	Tactical Urbanism
CSR	Corporate Social Responsibility



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01

Safe Routes to School in Nashik

For lakhs of school-going children, the daily journey to school involves navigating parked vehicles, crossing busy streets, and walking in environments with inadequate pedestrian infrastructure.

Recognising these challenges and building on the Supreme Court's (SC) recent judgment of the Right to Walk, Nashik Municipal Corporation (NMC) is advancing safer and more inclusive streets through its Healthy Streets initiative. School streets emerged as an ideal opportunity to demonstrate how low-cost, people-centred interventions can significantly improve safety, accessibility, and comfort while maintaining efficient traffic movement.



Segregated footpaths and cycle track



Safe crossings and intersections



Traffic calming interventions



Pick-up and drop-off zones with managed parking



Improved transit facilities



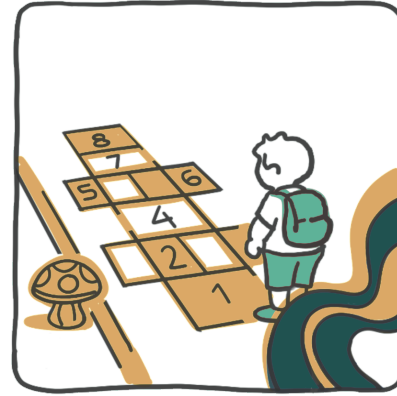
School zone road markings



Well shaded streets



Wayfinding signages



Pause and play areas

Figure 1: Elements of a Safe Routes to School Project.

Safe Routes to School

Safe Routes to School (SRTS) is an internationally recognised approach in creating safer, more accessible, and child-friendly school journeys. Although this report focuses on the street design component of SRTS, the framework also encompasses policy, planning, education, enforcement, community engagement, and behaviour change to create a holistic school travel environment.

Core principles include:



01 | Accessible

School routes should be continuous, barrier-free and universally accessible, enabling children of all ages and abilities to walk, cycle, and access public transport safely.



02 | Safe

Streets should minimise conflicts between vehicles and pedestrians through slower vehicle speeds, safe crossings, clear visibility, and organised traffic management.



03 | Playful

School journeys should be comfortable, engaging and inviting through shade, greenery, seating, play opportunities, and vibrant public spaces.



04 | Sustainable

Prioritising walking, cycling and public transport reduces congestion, improves air quality, and builds healthier, more liveable neighbourhoods.

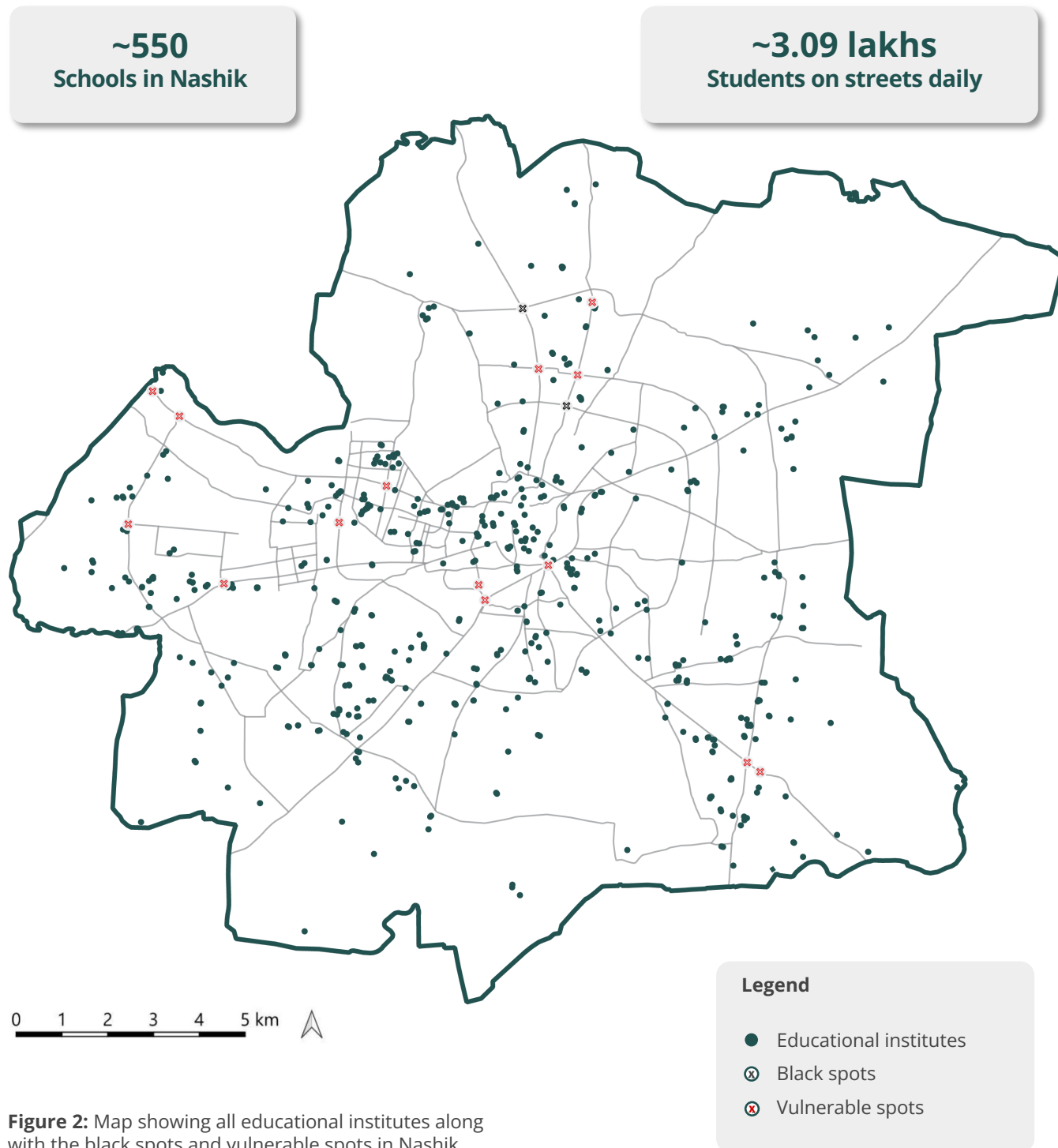


Figure 2: Map showing all educational institutes along with the black spots and vulnerable spots in Nashik.

SRTS on Don Bosco Marg

Following a city-wide GIS analysis and discussions with NMC officials, Don Bosco Marg was selected as the pilot corridor for Nashik's first Safe Routes to School intervention. The 300-metre street serves Don Bosco High School and Junior College and Kilbil St. Joseph's High School, together catering to over 3,000 students every day.

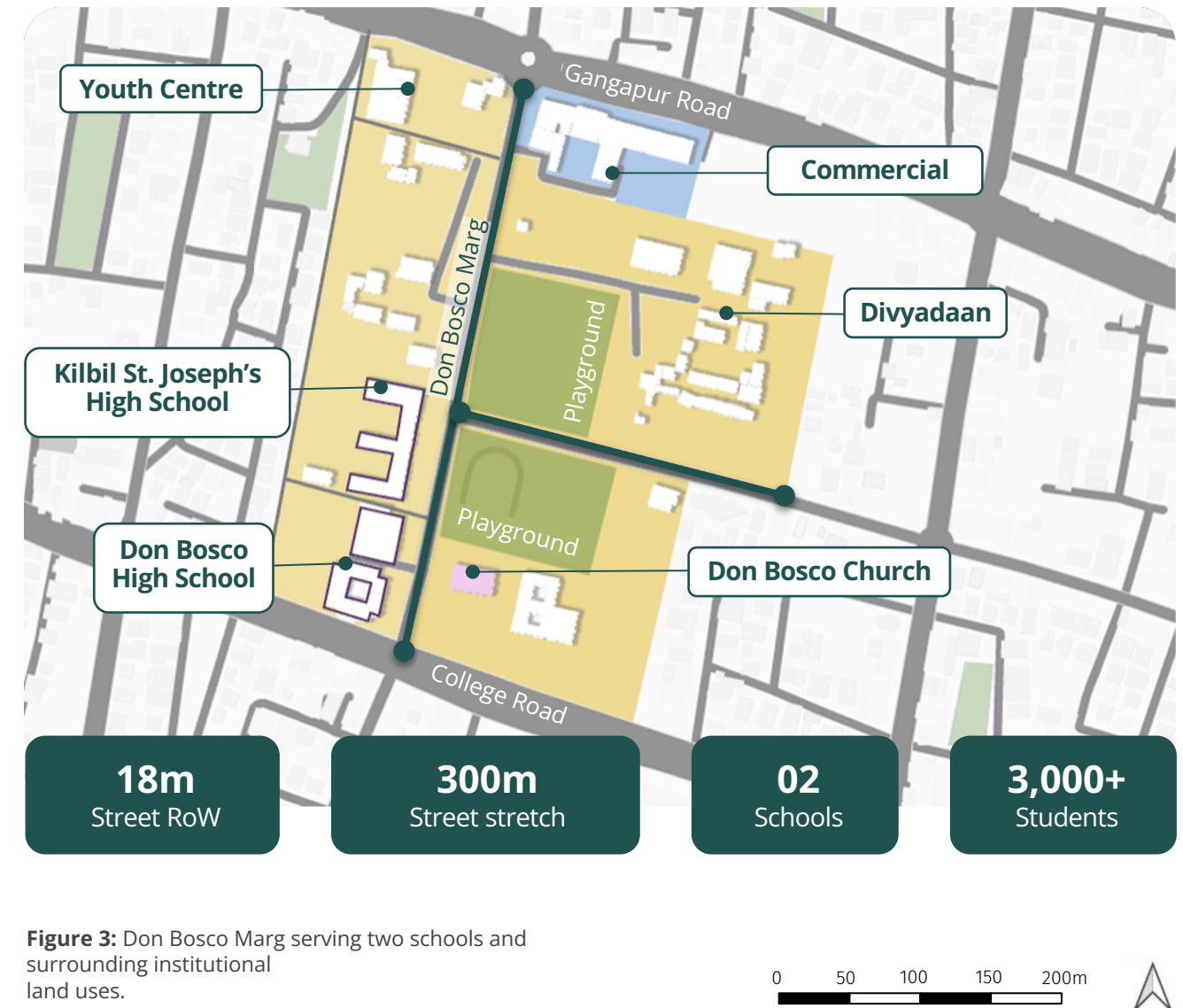
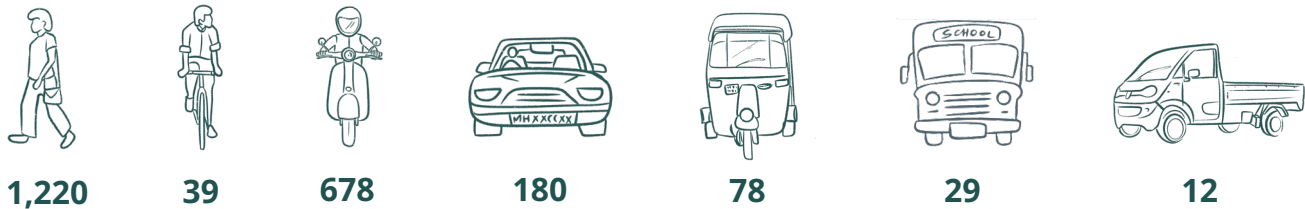


Figure 3: Don Bosco Marg serving two schools and surrounding institutional land uses.

Understanding the site

During peak school hours, Don Bosco Marg experienced **severe congestion** due to **unorganised school van parking, informal pick-up and drop-off activities, and limited pedestrian space**. Combined with vehicle **speeds exceeding 50 kmph**, these conditions resulted in frequent conflicts between pedestrians and vehicles, compromising children's safety.

Traffic Volume Counts during school dispersal
Date: 19th June 2026
Duration: (15min from 1:45pm- 2:00pm)



Key issues

1. Pedestrian space was limited and often obstructed.
2. Formal pedestrian crossings were absent.
3. School vans and parents parked haphazardly.
4. Pick-up and drop-off activities caused congestion.
5. Vehicles travelled at high speeds during school hours.
6. Frequent pedestrian-vehicle conflicts made the street unsafe.

Figure 4: The street accommodates more than 70 school vans, over 300 vehicles of parents, and thousands of students within a 300-metre corridor.



Key decision makers



Cyclists



Elected representatives



School van drivers



Parents



Traffic police



Officials



School children



School authorities

Stakeholder engagements

Over two months, the project team worked closely with school administrators, teachers, parents, students, school van drivers, Traffic Police, municipal engineers, and contractors. These interactions provided valuable insights into how the street functioned on a daily basis, helping refine the design while building trust, ownership, and support for the pilot.

The following concerns were highlighted by each stakeholder group:

School authorities

- Highlighted severe **two-wheeler crowding at school gates**, leading to congestion, obstructed access, and increased pedestrian-vehicle conflicts.
- Also emphasised the **need for traffic calming measures** to reduce vehicle speeds and improve student safety.

Students

- Most **students perceived the existing conditions as normal**, reflecting how they had adapted to an unsafe street environment.
- Some students reported **difficulty crossing the street** safely during peak school dispersal hours.

School van drivers

- Shared that congestion has worsened in recent years due to the **growing preference for private vehicles for school drop-offs**
- Highlighted **haphazard parents' vehicle parking**, particularly between parked vans and through double parking, making it challenging to park vans and contributing to traffic congestion.

Parents

To better understand parents' concerns, a perception survey was conducted, receiving 300+ responses.

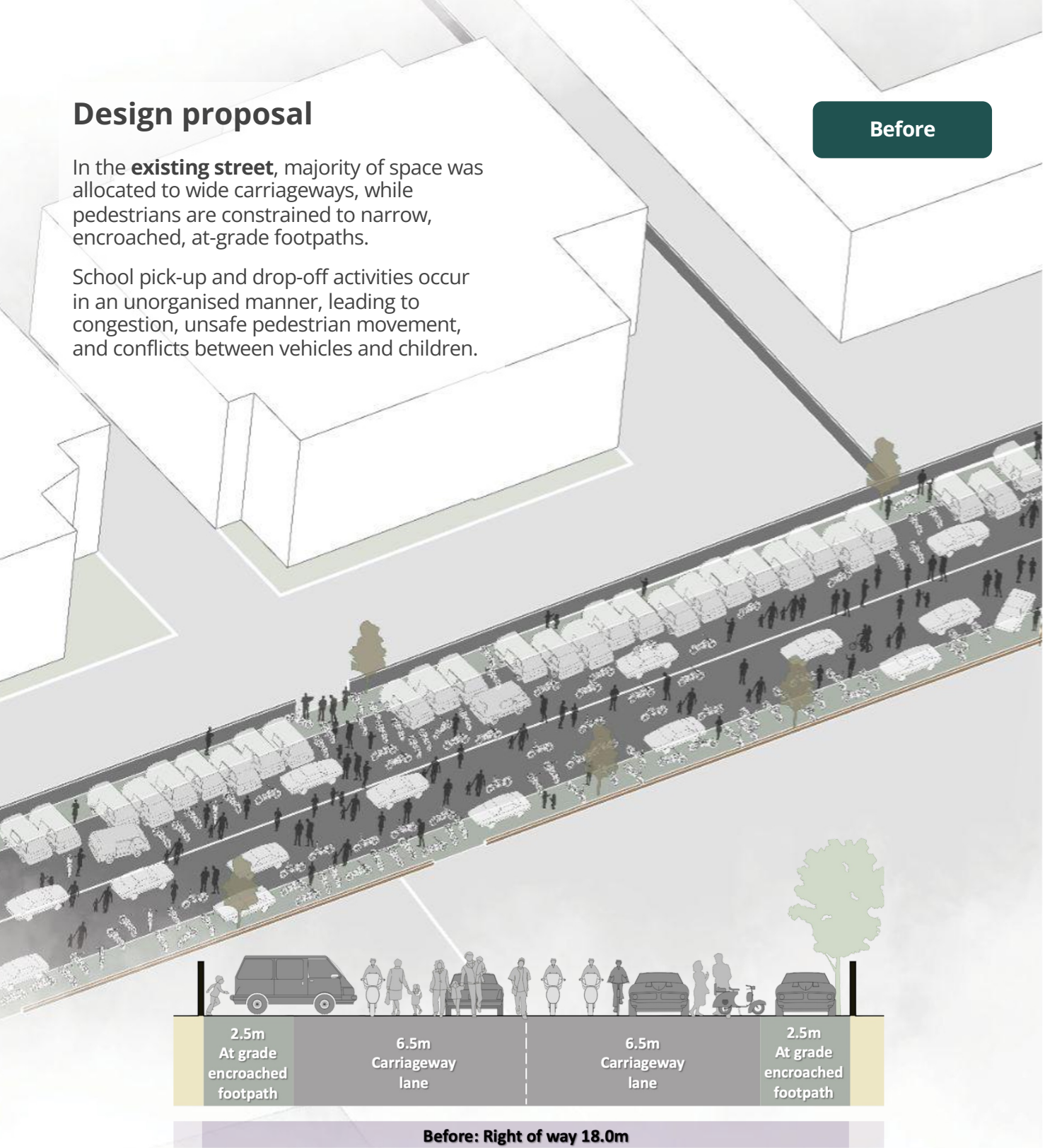
- Over **70% of parents felt the street was unsafe** for children.
- The primary concerns were traffic congestion, speeding vehicles, inadequate pedestrian infrastructure, and unsafe pick-up and drop-off arrangements.

Design proposal

In the **existing street**, majority of space was allocated to wide carriageways, while pedestrians are constrained to narrow, encroached, at-grade footpaths.

School pick-up and drop-off activities occur in an unorganised manner, leading to congestion, unsafe pedestrian movement, and conflicts between vehicles and children.

Before



After



Implementing the pilot trial



1

Clearing the site

Over **100 sacks of debris** were cleared, followed by pressure water cleaning to make the street edge usable.



2

Line-out marking

The design was transferred onto the street, **marking the layout for footpaths, parking bays, crossings and waiting areas.**



3

Painting the street

Over **1,500 sq.m. walking space** was **created** for pedestrians by streamlining vehicular space with help of vibrant colors, motifs, stencils with playful elements attractive for children.



4

Adding physical segregation

170 bollards, 50 planters and caution tapes were installed to safely segregate pedestrians from the parked and moving vehicles.



5

Installing signage

Informational and regulatory **signages** were installed to communicate the newly introduced parking areas, pick-up/drop-off, crossings, etc.



6

Introducing pedestrian crossings

Four pedestrian crossings were added at **key desire lines**, making crossings safer, more convenient, and reducing pedestrian-vehicle conflict points.



7

Compacting junctions

The **T-junction** was **compacted** by introducing a channeliser around the existing tree, shortening crossings and slowing turning vehicles.



8

Installing awareness elements

Information boards, posters and awareness materials were installed to help users understand and adapt to the redesigned street.



02

Impacts of the Pilot Trial

On 29th and 30th June, the proposed street design was tested on-ground as Nashik's first SRTS pilot trial. Despite initial apprehensions, stakeholders quickly adapted to the redesigned street. Parents began using the designated pick-up and drop-off areas, school van drivers adjusted to the organised parking bays, and students instinctively chose the newly created footpaths and pedestrian crossings.

A comprehensive assessment was conducted to understand the impacts on safety, accessibility, traffic, and user behaviour.



Reclaiming pedestrian space



Pedestrians were forced to walk through narrow gaps between school vans and compound walls due to inadequate walking space.



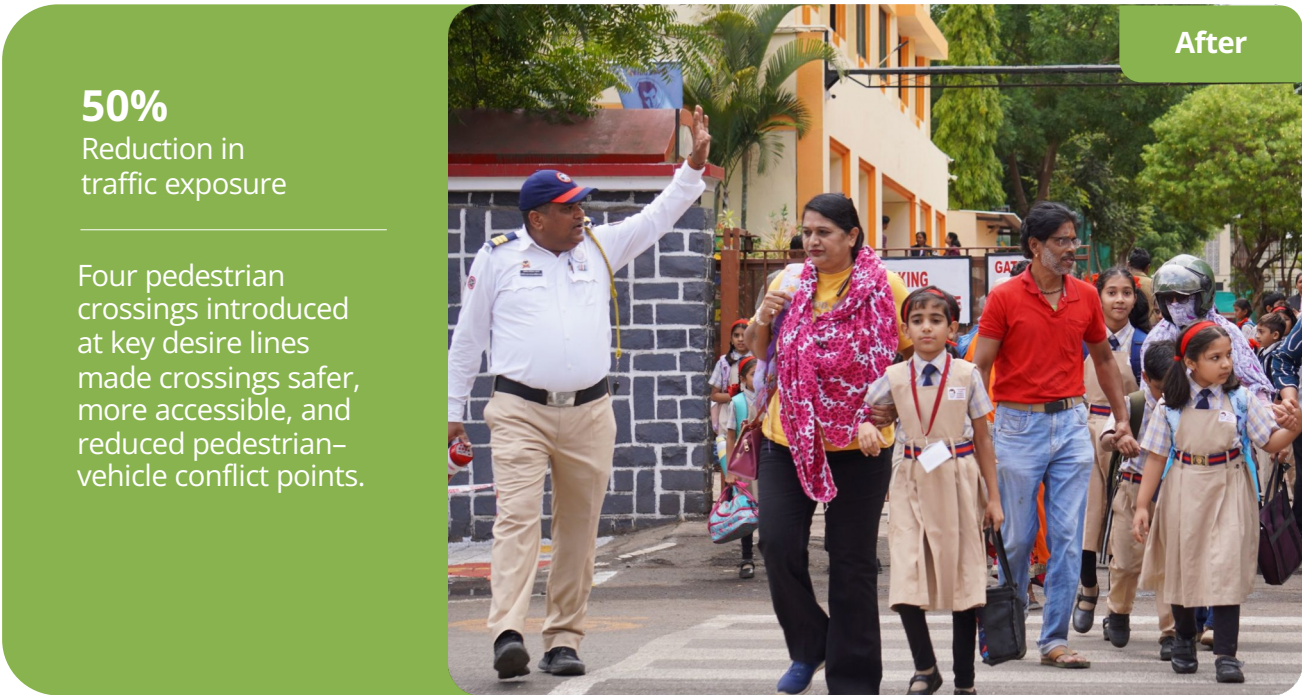
~1,300 sq.m.
Street space reclaimed for from vehicles for children

Reallocating street space increased the usable footpath area by more than eight times, encouraging pedestrians to use designated walking spaces.

Creating pedestrian crossings



Absence of formal crossings forced pedestrians to cross through moving traffic, resulting in pedestrian-vehicle conflicts.



50%
Reduction in traffic exposure

Four pedestrian crossings introduced at key desire lines made crossings safer, more accessible, and reduced pedestrian-vehicle conflict points.

Encouraging safer walking



Lack of adequate pedestrian infrastructure forced children to walk on the carriageway alongside moving traffic.



95%
students shifted to the segregated footpath

Clear footpaths, markings and wayfinding encouraged students to use designated walking spaces instead of the carriageway.

Ensuring safe waiting spaces at entrances



Lack of formal crossings and waiting areas forced pedestrians to gather and cross at unsafe locations near the school entrances.



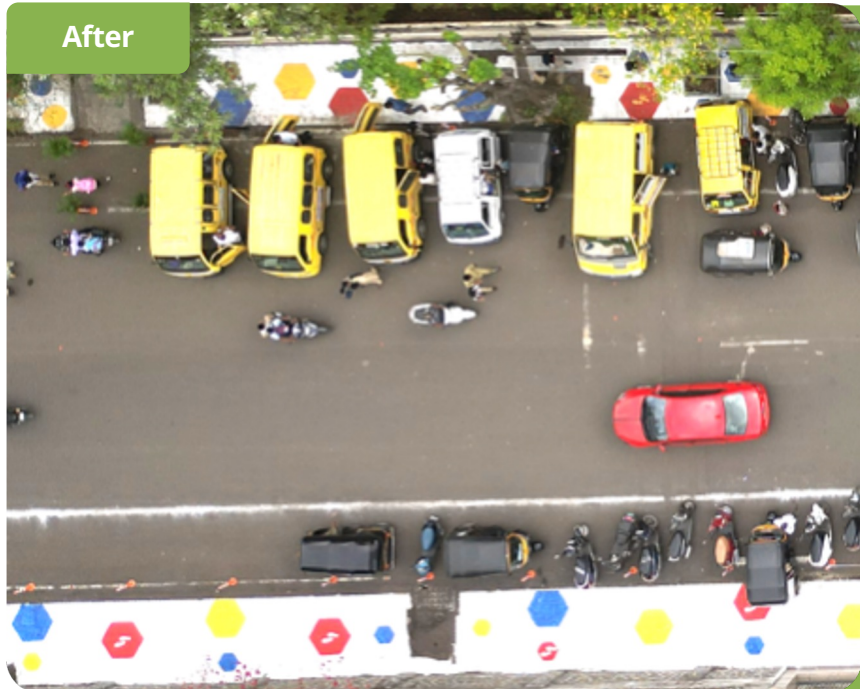
110 sq.m
Street space additionally reclaimed for walking

Regular crossing opportunities and dedicated waiting spaces encouraged significantly more children and parents to use formal pedestrian crossings.

Streamlining vehicular activity



Parents parked haphazardly due to lack of designated parking, causing congestion and obstructing traffic flow.



60%
Reduction in haphazard parking

A structured parking layout with designated bays reduced haphazard parent parking, improving traffic flow during peak school hours.

Reducing vehicle-pedestrian conflicts



Long crossing distances exposed pedestrians to moving traffic, increasing pedestrian-vehicle conflicts.



31%
Reduction in pedestrian exposure to traffic

Shortening pedestrian crossings from 13m to 9m reduced exposure to traffic, making crossings safer and more convenient, especially for children.

Organising school van parking



School vans parked haphazardly near the school entrances, led to congestion, obstructed pedestrian movement and frequent pedestrian-vehicle conflicts.



800 sq.m.
Area reclaimed from vans

Dedicated school van parking bays streamlined the parking activities - freeing up space for safe waiting spaces for pedestrians at the entrances.

Compacting junctions



The T-junction lacked safe crossing space, requiring children and parents to cross up to 25.5 m through haphazardly parked vehicles.



~50%
Reduction in crossing length

The channeliser substantially reduced pedestrian crossing distances to 8.5m and 4.6m, creating a safe waiting space. It also helped reduce vehicle turning speeds, improving safety at the junction.

“ Testimonials

Student

Getting to school is difficult because the road is crowded with parked vehicles. Now we don't have to worry about the vehicles crowding.

School van driver

We have a safe and dignified space on the street where we can sit and rest. Earlier, we had no designated place. This initiative has given us both a space and a sense of respect.

This has improved safety, but boarding is difficult due to limited space around bollards.

School authority

This is a great initiative, but it should be made permanent. With vehicles speeding on this street, it remains unsafe for students. Permanent raised crossings and speed breakers are urgently needed to improve safety.

Parent

Safer crossings and better parking have made it easier for students to cross. This should be made permanent.

For the first time in 11 years, I have seen this street free from congestion and truly safe for children.

Traffic police

Good street design and segregated spaces make traffic management much easier. Waiting zones, safe crossings, and disciplined traffic ensures smoother and safer operations.

Political leader

With Nashik's growing population and increasing traffic, initiatives like these are the need of the hour. This can create safer streets for children, improve road safety, and significantly reduce the risk of accidents.

The pilot trial received an overwhelmingly positive response from citizens, school communities, elected representatives, and city officials. One of the most rewarding outcomes was seeing **children independently use safer, more accessible spaces** designed around their needs.

The temporary **intervention sparked constructive discussions on improving school streets**, with many stakeholders sharing suggestions and **calling for permanent infrastructure and expansion** of the SRTS programme across other schools in Nashik.

The trial also generated **widespread media coverage, helping build broader public awareness and support** for child-friendly streets.



In the news...

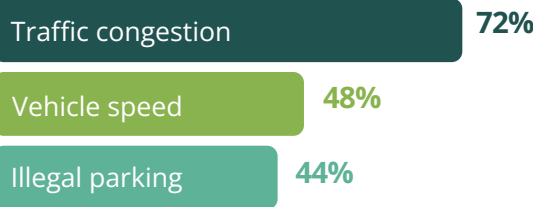


Survey insights

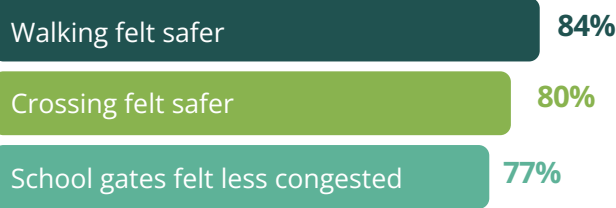
To understand how users perceived the pilot, on-site surveys were conducted with parents, students, and other stakeholders during the trial.



Top three biggest issues that need to be addressed



As compared to before, today..



Top three priorities for permanent transformations later



Top three biggest improvements in the trial





03

Recommendations and Way Forward

The pilot trial served as a proof of concept for SRTS, giving all user groups an opportunity to experience a Healthy Street firsthand. As a tactical urbanism intervention, the pilot was never intended to be an ultimate solution. Rather, it aimed to identify what elements work well in Nashik's context and what needs refinement. The learnings from the trial will inform the next steps and scale-up of the SRTS programme in Nashik.

The recommendations presented in this chapter aim to refine the proposed design, inform permanent infrastructure improvements, and guide the expansion of similar interventions across the city. Future improvements include optimising parking arrangements, introducing protected cycling facilities, and continuing to engage parents and other stakeholders to build consensus around Healthy Streets that prioritise children's safety over vehicle movement.



Short-term interventions

Immediate actions that can be undertaken within the next 6–12 months.

ITDP India to work closely with the on-ground teams and officials to permanently improve the mobility around selected school and prepare scale-up plan for low-cost interventions for another set of schools.

02

Permanent transformation of the pilot

- Replace temporary paint with thermoplastic road markings.
- Install permanent bollards and kerbs to protect pedestrian spaces.
- Introduce additional traffic calming measures at key locations.
- Install permanent traffic, parking, school zone and wayfinding signage.

01

Develop a citywide SRTS framework

- Prioritise schools using GIS analysis, crash history, and pedestrian demand.
- Develop a phased implementation plan covering schools across all wards
 - Phase 1 - Quick-win School Streets - schools where safety can be significantly improved through low-cost, short-term interventions.
 - Phase 2 - Healthy Street Programme - schools requiring capital-intensive infrastructure improvements.
- Prepare standard design templates for different school street typologies.

03

Implementation and enforcement

- Complete phase 1 implementation.
- Strengthen enforcement of parking and speed regulations during school hours.
- Establish a school-led road safety programme to encourage safer travel behaviour.
- Conduct regular awareness campaigns for parents, students, and school van drivers.

01

Citywide scale-up of SRTS

- Implement the SRTS phase 2 network - Healthy Streets identified in the SRTS framework plan.
- Scale-up the streets to create a connected network of continuous segregated walking and cycling infrastructure in the surrounding neighbourhood connecting origin-destinations and key landmarks.
- Integrate school streets with surrounding Healthy Streets corridors and neighbourhood networks.

02

Institutionalise the SRTS programme

- Prepare and adopt standard SRTS design, implementation and maintenance guidelines.
- Integrate SRTS into Nashik's Non-Motorised Transport (NMT) Policy and Healthy Streets programme.
- Conduct regular capacity building sessions of engineers, contractors, and other stakeholders on design and implementation of SRTS.

Long-term interventions

Actions towards building a citywide Safe Routes to School Programme.

ITDP India to work with decision-makers and officials for long-term sustenance and city-wide scale up of Safe Routes to School Program.

03

Funding and monitoring framework

- Allocate dedicated annual funding for SRTS implementation and maintenance.
- Explore alternative funding sources, including CSR, grants, and state or national programmes.
- Establish a monitoring and evaluation framework to track programme performance, user behaviour, and long-term impacts.

