**Mayor message**

The district 6 of the Tehran is one of districts of municipality of Tehran that has developed in recent decades.

Accidents and their subsequent injuries have influenced developing regions and affect on different aspects of living people. We draw and perform a program to reduce the effects of these crises.

Fallowing informed about the safe community model and good results of this in some areas of our country, we decided to apply it for providing safety, controlling and prevention of events in our municipality. In this way we have tried to promote our programs under the six indicators of WHO principles.

Appealing to these matters, the report of safe community promotion committee of district 6-Tehran is attached.

With the hope of joining the international safe community network.

**Engineer F.soleimani**

The Mayor and the leader of safe community committee

District 6 of the Tehran Municipality
Application for the District 6 of Municipality of Tehran to become a Member of the International Safe Community Network

Editor: Dr. Morteza Naserbakht
Safe community district 6
6/9/2012
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Preface:

Due to safety policies announced by the Safe Community Policy Council in Tehran, circular issued by the Tehran Municipality, emphases on the mayor of Tehran, Tehran's access to the Safe Community Network and the importance of cooperation and coordination between managers to make the contributions of the various organizations, Tehran Municipality, District 6, was intended to establish, "safe community". In this regard, "the secretariat of the Safe community, District 6" in late February 2011 began its activities and was initially obliged to prevent the intentional and unintentional injuries from the accident and take steps.

The Secretariat is considering the participation of the people, development in cooperation between organizations, strategic use of expert opinions, attracting support from important people and other relevant organizations in the district, design and implement effective programs to district 6, and thereby to become the community safer for education, work, recreation and life in general for citizens.

In this regarding the following objectives will be pursued by the Secretariat of the Safe Community, District 6:

- Increasing public participation in planning a Safe Community, District 6
- Increasing management attention to safety and the prevention of incidents
- Increasing coordination between the organizations for interventions required of safety in the District 6
- Determining priorities of safety in the district 6
- Establishing "Injury Registration System"
- Optimizing constructions, with organizations partnerships
- Incidents prevention caused by unsafe buildings
- Injuries prevention caused by violence, especially violence against children
- Reducing injuries caused by traffic accidents in the district 6

In ahead report, at first will be described the general features and geographical situation of district 6 in Tehran metropolitan and second will be referred to the Regional Steering Committee, the Executive workgroups and the activities performed and its results.
Overview
Profile District 6

Geographical Situation

Tehran District 6 Municipality, one of the old central areas that is as large as 2138.5 hectares and includes of 3.3% of Tehran metropolis. Tehran District 6 Municipality in the North is leads to District 3 (Hemmat Expressway), in the east to District 7 (Modares Expressway) in the west to District 2 (Chamran Expressway) and in the South to Districts 10, 11, 12 and (Enghelab Av) and it is included 6 regions and 18 local areas. The following image shows the position of District 6 in Tehran.

Figure 1-The position of District 6

Figure 2- The map of District 6
**Physical and spatial characteristics:**

Physical and spatial characteristics of the District 6 can be summarized as follows:

- Locating in city center and overlapping the main streets sections such as Vali Asr and Enghelab Avenue
- There are non-level surfaces (steep) in the streets, especially in northern parts of the district
- There are large parks such as Saei Park and Laleh Park and unique green space such as Vali Asr Av and Keshavarz Blvd
- variety of spot open spaces (parks) And green space corridors and linear (green corridors) In the Vali Asr Av, Keshavarz Blvd And Modarres Highway
- Abbas Abad Hills area in north-eastern region with the natural – touring potential

**Urban Landscape:**

- Elements of classical forming of the Urban Landscape Such as, highways, major squares, high and important buildings…
- Visual diversity in perspective and landscape of Abbas Abad hills and Kurdistan and Chamran highways
- Visual and volume variety of buildings includes a wide range of buildings one floor to residential and commercial office towers that are next to each other.
- Educational structures, museums, hospitals and governmental offices with unique architectural features

**Urban Facilities:**

Most of the economical, social and political organizations and governmental institutions are located in territory of District 6 that is strategic location in Tehran. Some of facilities can be summarized as follows:

- 33% of ministries, embassies and institutions affiliated
- 28% of higher educational institutions
- 19% of hospitals with specialized national scale
- 40% of all governmental organizations and agencies
- 20% of public hospitals in the provincial scale
- 23% of Tehran cinemas
80% of the religious places of religious minorities in Tehran

Population

According to the latest statistic obtained, population of District 6 is about 237,292 people which 119,421 men and 117,871 people are women. The following table, it is visible based on local areas information.

<table>
<thead>
<tr>
<th>Table 1 - Local areas Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Row</strong></td>
</tr>
<tr>
<td>--------</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
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<tr>
<td>5</td>
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<tr>
<td>6</td>
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<tr>
<td>7</td>
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<tr>
<td>8</td>
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<td>9</td>
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<tr>
<td>10</td>
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<td>11</td>
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<td>12</td>
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<td>13</td>
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<td>14</td>
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<tr>
<td>15</td>
</tr>
<tr>
<td>16</td>
</tr>
<tr>
<td>17</td>
</tr>
<tr>
<td>18</td>
</tr>
</tbody>
</table>

Educations:

Education level of residents, including 222,208 people literate and 5711 illiterate people and due to the negative growth (-1) illiterate population is declining in the District 6.
**Per capita green space:**

District 6 has 63 parks, an area 2,600,163 square kilometers that it has been playing significant role of air purification in Tehran ecosystem. Green space per capita, per person is 11 square meters.

Among the largest green spaces in District 6, Laleh Park is as large as 27 hectares. The park has 109 fitness and sports equipment, and 9000 square meters of play space for children that is the largest Tourism collection.
Indicator 1

An infra-structure based on partnership and collaboration, governed by cross-sectional group that is responsible for safety promotion in their community.
Safe Community of District 6

The Secretariat of Safe Community

The activities of Safe Community Secretariat of Tehran District 6 Municipality has been started in late February 2011, and now is located in Crises Headquarters building in west door of Laleh Park, Northern Karegar Street above Keshavarz Boulevard.

The first meeting of the Secretariat entitled "Understanding the basics of safe community", has been held 2011/03/18 and attended by 39 officials of the municipality of district 6, heads of government institutions and representatives of the NGOs. In this session, the following issues were raised and reviewed:

- Definition of safe community
- How to establish safe community in Tehran
- Understanding of safe community principles
- Joining of safe community
- Promoting of Childs safety

Steering Committee of Safe Community

Steering Committee of Safe Community was established by the attempt "Secretariat of Safe Community", District 6 and its members have been chosen; Mayor of District 6, as head of the Steering Committee of Safe Community. Other members include officials and experts from 40 different agencies and NGOs have been selected to work together.

Mr. Mostafa Salimi, Mayor of District 6 and the head of Steering Committee of Safe Community

Phone: +9821 8806 2951
Fax: +9821 8806 3079
Email: info@region6.tehran.ir
First activities of The Steering Committee were identified members and the following subjects were reviewed:

- Preparing the mission and goals of the committee
- Prioritizing the most important safety problems in the district
- Establishing necessary workgroups to cover the priorities and anticipate problems
- Monitoring progress and evaluation programs
- Providing the resources needed to implement programs
- Communicating effectively with other safe communities

The second activity was collected the statistics and information of various agencies and was prioritized safety issues by the steering committee members. Steering Committee of Safe Community of District 6, with 40 officials and representatives of various organizations was held the first meeting on 2011/05/19.

According to the explanations provided and forms reviewed, members at the meeting with the majority of votes, were identified "Priorities of incidents
prevention and injuries reduction”. Then, based on the readiness and facilities of governmental agencies and NGOs, three Executive Workgroups determined.

The following table shows information of workgroups:

Table 2 – Workgroup Profile

<table>
<thead>
<tr>
<th>Row</th>
<th>Workgroups Name</th>
<th>Number of Members</th>
<th>Number of meetings</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Safety in Transportation and Traffic</td>
<td>14</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>Safety in Constructions and Buildings</td>
<td>15</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>The Prevention of Intentional Injuries (focuses on violence and suicide)</td>
<td>32</td>
<td>2</td>
</tr>
</tbody>
</table>
Indicator 2

Long-term and sustainable programs that covering both genders and all ages, environments and situations.
Program Executive Workgroups

Workgroup of Safety in Transportation and Traffic

Main goal:

Reduce the amount and severity of traffic accidents and injuries in District 6

Specific goals:

Decreasing the "pedestrians injured" due to accidents in District 6
Decreasing the injuries due to motorcycle accidents in District 6
Decreasing the injuries due to car accidents in District 6
Decreasing injuries and wounds due to accidents in District 6
Decreasing damages due to accidents in District 6
Decreasing hospitalization due to accidents in District 6
Decreasing deaths due to traffic accidents in District 6

Target Population:

Vehicle drivers
Passengers or other occupant vehicles (all ages)
Pedestrians (all ages)

Strategies:

Sensitization
Education
Identifying of the dangerous and accident-prone areas
Safety promotion in accident-prone areas
Determining of priorities for promoting pathways safety
Intensifying of law enforcement
Improving public transport safety

Practical goals:

Identifying, Prioritizing, planning, and improving disaster-prone areas (60 percent)
Informing of drivers about safe driving (90 percent)
Encouraging of motorcycle drivers to wear helmets (70 percent)
Encouraging of motorcycle travelers to wear helmet (minimum 40 percent)
Increasing the use of child seats (50 percent)  
Decreasing of traffic accidents statistics in District 6 (60 percent)

Five-year goals of workgroup

Five-year goals of "Safety in Transportation and Traffic" Workgroup along with the indicators have been shown in Table-3.

Table 3 – Five-year goals "Workgroup of Safety in Transportation and Traffic"

<table>
<thead>
<tr>
<th>Indicator</th>
<th>1390</th>
<th>1391</th>
<th>1392</th>
<th>1393</th>
<th>1394</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of prioritizing, planning, and improving disaster-prone areas</td>
<td>05%</td>
<td>20%</td>
<td>35%</td>
<td>45%</td>
<td>60%</td>
</tr>
<tr>
<td>Percentage of drivers awareness about the principles of safe driving</td>
<td>30%</td>
<td>50%</td>
<td>70%</td>
<td>80%</td>
<td>90%</td>
</tr>
<tr>
<td>Percentage of wearing safe helmet by motorcycle drivers</td>
<td>30%</td>
<td>40%</td>
<td>50%</td>
<td>60%</td>
<td>70%</td>
</tr>
<tr>
<td>Percentage of wearing safe helmet by motorcycle passengers</td>
<td>05%</td>
<td>10%</td>
<td>20%</td>
<td>30%</td>
<td>40%</td>
</tr>
<tr>
<td>Percentage of increasing use of child seats</td>
<td>10%</td>
<td>20%</td>
<td>30%</td>
<td>40%</td>
<td>50%</td>
</tr>
<tr>
<td>Percentage of decreasing traffic accidents</td>
<td>15%</td>
<td>30%</td>
<td>40%</td>
<td>50%</td>
<td>60%</td>
</tr>
</tbody>
</table>

District 6 intends to achieve goals by implementing following activities in the five years.

Training of 20,000 children about safe driving  
Training of 10,000 motorcycles drivers about traffic safety  
Publishing and distributing 100,000 brochures for information on safe driving  
Organizing 4 conference and festival about traffic safety  
Implementing geometric reforms in 25 prone accident areas
Table 4 - Five-year activities "Workgroup of Safety in Transportation and Traffic"

<table>
<thead>
<tr>
<th>Activities</th>
<th>1390</th>
<th>1391</th>
<th>1392</th>
<th>1393</th>
<th>1394</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training children about safe driving (person)</td>
<td>4000</td>
<td>4000</td>
<td>4000</td>
<td>4000</td>
<td>4000</td>
</tr>
<tr>
<td>Publishing and distributing brochures about safe driving (copies)</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
</tr>
<tr>
<td>Organizing festivals and Conferences (number) Safe driving</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Implementing geometric reforms (points)</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>7</td>
<td>9</td>
</tr>
</tbody>
</table>

The workgroup of "Safety in Transportation and Traffic" has been held three meeting on 2011/06/11, 2011/06/26 and 2011/07/18, attended by 14 people. They have determined prone accident areas based on prioritized incidents frequencies for group activities.

"Tehran District 6 Municipality" location in the city center
Dense constructs of business and official
There are many embassies, ministries, agencies and organizations, hospitals and health centers and other public and private sectors,
The most of traffic accidents across the district occurring by the motorcyclists (Based on, obtained information)

On the other hand was required; Safe Community Secretariat provides the forms of "injury registration" to each member of the Steering Committee, that could be registered any incidents in the "injury registration system".

The activities of the unit "Transport and Traffic District 6 Municipality" about safe environments related to motorcycle traffic and pedestrians are as follows:
Table 5- Activities of Workgroup of Safety in Transportation and Traffic Accidents

<table>
<thead>
<tr>
<th>Row</th>
<th>Activities performed</th>
<th>1394</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Making roof and lighting for pedestrian bridge</td>
<td>19</td>
</tr>
<tr>
<td>2</td>
<td>Fencing pedestrian bridges and around the squares</td>
<td>2591 m</td>
</tr>
<tr>
<td>3</td>
<td>Constructing, installing and maintaining of guard rails</td>
<td>4716 m</td>
</tr>
<tr>
<td>4</td>
<td>Constructing and installing bus shelters</td>
<td>39 units</td>
</tr>
<tr>
<td>5</td>
<td>Making roof, lighting and for bus stations</td>
<td>172 units</td>
</tr>
<tr>
<td>6</td>
<td>Constructing of bus stations equipped, for safety promotion</td>
<td>29</td>
</tr>
<tr>
<td>7</td>
<td>Constructing and equipment bus terminal in Valfajr Town</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>Geometric reforming of the sidewalk</td>
<td>7537 m</td>
</tr>
<tr>
<td>9</td>
<td>Installing Left and right signs for cars traffic and immunization traffic pedestrians</td>
<td>757 m</td>
</tr>
<tr>
<td>10</td>
<td>Covering the creek and the garden for safe crossing of pedestrians</td>
<td>17,514</td>
</tr>
<tr>
<td>11</td>
<td>Installing of motorcycle stop signs</td>
<td>44</td>
</tr>
<tr>
<td>12</td>
<td>Yellow lineation for motorcycles parking</td>
<td>539 m</td>
</tr>
</tbody>
</table>
Application for the District 6 of Municipality of Tehran to become a Member of the International Safe Community Network

2012
Workgroup of safety in construction and building

Main goals:

Reduce the amount and severity of construction incidents and injuries due to unsafe buildings in the District 6

Specific goals:

Decreasing the fall of buildings in the District 6
Decreasing injuries caused by constructions unsafe in District 6
Decreasing injuries caused by buildings unsafe in District 6
Decreasing injuries and wounds caused by construction unsafe in District 6
Decreasing damages caused by the construction unsafe in District 6
Decreasing hospitalization caused by the construction unsafe in District 6
Decreasing deaths caused by the construction unsafe in District 6

Target population

Construction workers
Residents (all ages)

Strategies:

Sensitization
Education
Identifying the features of construction risks and accident-prone buildings
Determining priorities for prevention and elimination of these features
Improving safety in public buildings and constructions
Intensifying supervision on law enforcement

Practical goals:

Identifying, prioritizing, planning and modifying of accident-prone constructions and buildings (at least 70 percent)
Informing to engineers and construction workers on the principles of safe construction (60 percent)
Encouraging engineers and construction managers to wear helmets (90 percent)
Installing the signs and warning signs around the building in construction (90 percent)
Decreasing construction accidents statistics in district (80 percent)
Five-year goals of workgroup

Five-year goals "Workgroup of Construction and Building Safety" along with the indicators is shown in the table below:

Table 6 – Five-year goals "Workgroup of Construction and Building Safety"

<table>
<thead>
<tr>
<th>Indicator</th>
<th>1390</th>
<th>1391</th>
<th>1392</th>
<th>1393</th>
<th>1394</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of identifying, prioritizing, planning and modifying of buildings and constructions-prone incidents</td>
<td>10%</td>
<td>20%</td>
<td>30%</td>
<td>50%</td>
<td>70%</td>
</tr>
<tr>
<td>Percentage of informing engineers and construction workers about the principles of safe construction</td>
<td>15%</td>
<td>30%</td>
<td>40%</td>
<td>50%</td>
<td>60%</td>
</tr>
<tr>
<td>Percentage of wearing safety helmet by engineers and construction workers</td>
<td>50%</td>
<td>60%</td>
<td>70%</td>
<td>80%</td>
<td>90%</td>
</tr>
<tr>
<td>Percentage of installing warning signs around of construction buildings</td>
<td>30%</td>
<td>50%</td>
<td>70%</td>
<td>80%</td>
<td>90%</td>
</tr>
<tr>
<td>Percentage of reduction construction accidents statistics</td>
<td>10%</td>
<td>25%</td>
<td>40%</td>
<td>60%</td>
<td>80%</td>
</tr>
</tbody>
</table>

District 6 intends to achieve goals by implementing following activities in the five years:

- Training of 2,000 engineers, managers and construction workers in construction safety
- Publishing and distributing 100,000 brochures for informing about buildings and constructions safety (especially manufacturers)
- Publishing and distributing 100,000 brochures for informing in buildings and constructions safety (especially citizens)
- Appreciation of superior engineers, managers and construction workers about safe buildings and constructions
Table 7 – Five-year activities "Workgroup of Construction and Building Safety"

<table>
<thead>
<tr>
<th>Activities</th>
<th>1390</th>
<th>1391</th>
<th>1392</th>
<th>1393</th>
<th>1394</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training engineers, superiors and construction workers in safe construction (person)</td>
<td>400</td>
<td>400</td>
<td>400</td>
<td>400</td>
<td>400</td>
</tr>
<tr>
<td>Publishing and distributing brochures about safe buildings and constructions - especially version for engineers, superiors and construction workers (copies)</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
</tr>
<tr>
<td>Publishing and distributing brochures about safe buildings and constructions - especially version for the citizens (copies)</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
</tr>
<tr>
<td>Appreciation of engineers, superiors and construction workers in safe construction (person)</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>

Workgroup of "Safety in Constructions and Buildings" have been held two meeting on 2011/05/24 and 2011/06/25, attended by 14 people. According the most of incidents occurred in district, connection with non-normative excavations, has been decided:

Construction workers will be trained, by municipalities of District 6 and participation of Ministry of Labor and Vocational Training Before any excavations, buildings and locations must be visited by engineer supervisor and will be send activities report to the "District 6 Municipality" and "Safe Community Steering Committee, District 6"
The forms of "demolished the building, excavations, soil type and ..." will be designed by the "Workgroup of Constructions and Buildings Safety" and send to experts of municipality. (Completed forms will be sent to the Secretariat of the Community Safe District 6) The "Injuries registration forms" have been presented to all organizations members; these forms after the data entry will be sent to The Secretariat of the Community Safe District 6 and Safe Community Making Policy Council in Tehran
Intentional Injuries Prevention workgroup

Main goals:

Reduce the amount and intensity of violence and suicide in District 6

Spatial goals:

Decreasing violence against children in District 6
Decreasing violence against women in District 6
Decreasing suicide in the District 6
Decreasing Injuries and wounds caused by violence in District 6
Decreasing hospitalization caused by violence in District 6
Decreasing death from violence in District 6

Target Population:

Parents
Women
Youth

Strategies:

Sensitization
Increasing the level of education and life skills
Improving education and awareness, attitude and performance in dealing with violence
Intensifying supervision on law enforcement
Practical targets:

Identifying and training women exposed to violence (at least 50 percent)
Identifying and training children exposed to violence (at least 40 percent)
Notifying about life skills for parents (at least 60 percent)
Notifying about life skills for students (at least 90 percent)
Deceasing violence statistics in district (at least 60 percent)

Five-year goals of workgroup

Five-year goals "Intentional Injuries Prevention Committee" along with the indicators is shown in the table below:

Table 8 – Five-year goals "Workgroup of Intentional Injuries Prevention"

<table>
<thead>
<tr>
<th>Indicator</th>
<th>1390</th>
<th>1391</th>
<th>1392</th>
<th>1393</th>
<th>1394</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage identifying and training violence</td>
<td>05%</td>
<td>20%</td>
<td>35%</td>
<td>45%</td>
<td>50%</td>
</tr>
<tr>
<td>against women</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage identifying and training violence</td>
<td>05%</td>
<td>10%</td>
<td>20%</td>
<td>30%</td>
<td>40%</td>
</tr>
<tr>
<td>against children</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of parents with good knowledge</td>
<td>10%</td>
<td>30%</td>
<td>40%</td>
<td>50%</td>
<td>60%</td>
</tr>
<tr>
<td>about life skills</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of students with good knowledge</td>
<td>20%</td>
<td>35%</td>
<td>50%</td>
<td>75%</td>
<td>90%</td>
</tr>
<tr>
<td>about life skills</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of decreasing intentional injuries</td>
<td>10%</td>
<td>20%</td>
<td>35%</td>
<td>50%</td>
<td>60%</td>
</tr>
</tbody>
</table>

District 6 intends to achieve goals by implementing following activities in the five years:

Training of 5,000 children and youth parents about life skills
Training of 5,000 students about life skills
Publishing and distributing 30,000 books about life skills (according to target groups)
Publishing and distributing 100,000 brochures about life skills (according to target groups)
Implementing three surveys about relevant subjects of violence and suicide
Table 9 – Five-year activities "Workgroup of Intentional Injuries Prevention"

<table>
<thead>
<tr>
<th>Activities</th>
<th>1390</th>
<th>1391</th>
<th>1392</th>
<th>1393</th>
<th>1394</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training children and youth parents about life skills (person)</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
</tr>
<tr>
<td>Training children`s parents about life skills (person)</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
</tr>
<tr>
<td>Publishing and distributing life-skills books (volumes)</td>
<td>10000</td>
<td></td>
<td></td>
<td></td>
<td>20000</td>
</tr>
<tr>
<td>Publishing and distribute brochures informing life skills (copy)</td>
<td></td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
<td>20000</td>
</tr>
<tr>
<td>Survey on violence and suicide (type)</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
</tbody>
</table>

The workgroup of "Intentional Injuries Prevention" has been held two meeting on 9.05.1390 and 07.04.1390 attended by 32 people. They have determined three activities:

- Written proposals in connection with; violence against children, violence against women and suicide
- Assigning members to each of executive and research teams
- Reviewing texts and prevention protocols by each members, offering solution deal with problems and discussing of the information and statistics obtained

The "Injuries registration forms" have been presented to all organizations members; these forms after the data entry will be sent to The Secretariat of the Community Safe District 6 and Safe Community Making Policy Council in Tehran.
Safety programs for different age groups:

Including actions that have done by safe community to increase safety in children`s open spaces in 32 places, can be mentioned the following:

- Collecting metal play equipment and installing polyethylene play sets for children
- Collecting sand and installing standard safe floorings in the children's playground
- Restoring and repairing of paved streets and the children's playground
- Removing the dried branches of trees in green spaces and children's playground
- Installing of information boards about safety and prevention

On the other hand, there are three traffic parks in the district that was held 200 courses for 5,000 students of pre-school and primary school.

It is set during the first 5-year program in collaboration with various organizations (municipalities, firefighters, Red Cross, traffic police, education, etc.) occur various activities in specific age groups, some of these cases include:
Children (0 to 14 years old)

Establishing "Police-Help Groups" to monitor traffic of school–home ways
Training classes of traffic safety for children
Producing training clips by the traffic rules and distributing through schools
Training parents, preschool teachers, teachers and schools administrators
about safety promotion
Donating book "Safe Life for Children" to libraries of district 6
Training parents through schools and using the book "Safe Life for Children"
Training life skills to children and adolescents
Informing about violence against children
Providing specialized counseling for the prevention of domestic violence
Organizing competitions of poetry, painting, photography and essay with
the topic of prevention of accidents and award the best works
Organizing Safe Life conference in Children's Day

Youth (15 to 24 years old)

Training about safe driving
Designing training programs about accident prevention in the school way
First Aid training
Rescue training
Implementing maneuvers of schools emergency evacuation in local areas
Life skills training (anger management, resilience, say no and etc)
Training and counseling on the prevention of youth violence and suicide

Adults (25-65 years old)

Informing and training about safe driving
Training use of helmets for motorcycle drivers
Establishing volunteer firefighters group
Training of rescue and research
Establishing and training DAVAM groups (local areas emergency response
volunteer group)
Implementing maneuvers of local areas emergency evacuation
Implementing occupational health and safety programs for agencies
Implementing maneuvers of official and commercial buildings emergency evacuation
Training of life skills
Providing specialized counseling for the prevention of domestic violence

**Elderly (65 years old and more)**

Training safety for elderly families
Training safety for elderly
Training in weight management and prevention of osteoporosis
Free checkups to screening and advice for improvement vision and hearing problems
Making safe sidewalk for elderly traffic
Providing adequate space for elderly sports in the parks by the use of coach
Organizing Senior Day ceremony and provide necessary training to them

**Safety programs in different environments**

About 27.6% of total 2138/5 hectares of District 6 is a network of passages. Measures that have been done to environmental immunization are as follows:

**Modifying geometry in streets and pavements surface and Sidewalk construction:**

Implementing the necessary reforms of the safe and easy traffic in the streets and sidewalks
Installing small traffic signs, turn left and turn right and making flat streets in order to easy movement of vehicles and secure movement of pedestrians implementing types of street lineation, installation of traffic equipment and safety signs
Constructing bridge, installing guard rails and fences around bridges, and implementing projects of making sidewalks and covering streams and gardens
Reduce pollution:

Construction of bicycle paths in the area of Keshavarz Boulevard

Safety programs at schools

Gathering information about defects of street leading to schools
Reforming, streets lineation and installing of barriers for streets safety leading to schools
Presence of police and Hamyar police group in the traffic students times
Practical training about traffic rules to students in the traffic education park of district
Safety visiting of schools by the members of working groups (two schools to pilot)
Immunizing equipment and yard at schools
Immunizing sport halls (installing bumpers, first aid kit and etc)
Organizing "essay writing competitions" with topic of safety at schools

Safety programs in streets and high ways

Gathering information about streets and highways defects, especially in accident-prone areas
Reforming geometry in the accident-prone areas
Increasing and restoring street lineation, tips lights, guardrails, speed-consuming and warning and help signs
Preparing and organizing groups against the dangers of aggregation of snow in the winter (snow removal headquarters)

Safety programs in sidewalks

Removing barriers of sidewalks
Improving sidewalks for pedestrians, especially for people of blindness and mobility disabilities
Reconstructing of sidewalks
Constructing pedestrian bridges
**Safety programs at homes**

- Publishing and distributing of educational brochures to inform citizens and to promote homes safety
- Organizing workshops about; unsafe electrical appliances and dangers of electric shock, household chemical poisoning, etc.
- Legislating and approving of special laws about home safety promotion and accidents prevention such as falls
- Monitoring and visiting periodic of the implementation of special laws to promote home safety
- Training classes of Fire Fighting
- Distributing equipments of fire fighting, especially in apartments

**Safety programs in occupational environment**

- Implementing maneuvers of official and commercial buildings emergency evacuation in the local areas
- Publishing and distributing brochures in the workplaces and industrial centers
- Visiting and identifying defects in workplaces and industrial centers

**Safety programs in sports venues**

- Equipping the stadiums by the First Aid
- Establishing medical emergency equipment in the sports hall far from medical and health services
- Installing guards of windows, corridors and stairways
- Installing bumpers in the sport halls

**Safety programs in public places**

- Improving public transport stations
Indicator 3

Programs that target high-risk groups and environments and programs that promotes safety for vulnerable groups
Safety programs for high-risk groups and environments

Organizing workshops for children's health and safety, particularly in exceptional schools
Public training on violence against women and children
Life skills training to women exposed to violence
Counseling to women exposed to violence and at risk of violence
Financial support from women exposed to violence and at risk of violence
Preparing sidewalks for people with mobility disabilities and blindness
Immunizing sport places for mobility disabilities people
Training young people to reduce risky behaviors
Training children and young people about safe driving
Training elderly care (about violence against elderly, methods of maintaining and improving health and etc)
Life skills training to elderly
Life skills training to youth
Training of safe sexual behavior, especially for young couples
Indicator 4

Strategies based on evidences
Lowering violence against children

The Strategy of Children-Parents Communication

With respect to the changes originated from population transition and modernity in Tehran, quality of communication with children is one of the problems of Iranian families. It seems that through reinforcing a suitable parent-child communication, the outcomes of changes in behavior would be positive in lowering child abuse.

Suitable child bearing

In the framework of this strategy, an educational plan has been developed for teaching families by giving priority to families under formation and vulnerable families.

Visiting homes of abused children and intervention in accidents place

Finding high risk families by considering indexes that increase child abuse, such as single parent families, drug abusing families, families with disable children….and appearing in homes and studying the existing situation of family are among plans to lower child abuse in the region.

Supporting non-official organizations to support children

With respect to the model of safe society and importance of NGOs and popular institute s it seems that identifying active organizations in this field and having their participation in developing local programs for controlling child abuse could be very effective.
Hostility against women

Household hostility is an experience which is deeply rooted in social and cultural values and beliefs. Various studies have emphasized on the variety and different interpretations in the hostility forms and their consequences in different cultures. The point is important as household hostility has been defined in each geographic cultural framework and its appearances are specified and derived, their suitable intervention strategies take form in local framework and there is no single approach to be used in all places.

A) Screening household hostility  
B) Protecting the victims  
C) Legal reforms and teaching police  
D) Preventive plans for committers  
E) Medical plans to treat hostiles

Lowering traffic accidents

Strategies

A) Education

1. Road safety trainings in elementary schools  
2. Teaching children in real traffic environment along with educational pamphlets for parents  
3. Teaching to use seat belts as passengers in trips  
4. Planning inter-schools competitions to improve helmets  
5. Improving bicycle riding and requiring use of safety helmets when riding bicycle and motorcycles  
6. Distribution of safety helmets in motorcycle riders who work in the region with participation of employers and local police  
7. Encouraging bicycle riders to wear helmets, safe trips in sidewalks and jogging by activating GOs and media

B. Encouraging participation

1. Using potentials in families especially in children to lower high risk behaviors during driving
2. Protecting the active terminals of traffic education and protectors of traffic accidents victims

C. Assessment:
1. Determining the situation of traffic accidents prior and after interventions
2. Specifying indexes of interventions assessments from beginning of the plan
3. Providing executive guarantees for assessment
4. Viewing people as observers of responsible bodies’ functions along other supervisory factors

D. Legislation and supervision on enforcing law

1. Enforcing mandatory use of safety helmets in bicycle and motorcycle riding and wearing seatbelt in driving automobiles, supervising on enforcing those rules and guarantying their observation by using control and punishment methods
2. Enforcing hard laws in drinking alcohols during driving by police officers
3. Performing and completing psychology tests by public passenger vehicle drivers
4. Establishing limitations in traffic plan to control accident events
5. Requiring special bicycle and motorcycle lanes
6. Mandatory laws for using children seats

Road Engineering

1. Separating high speed and low speed lanes in roads
2. Taking actions for controlling speed
3. Separating motorcycle riders lane from other vehicles
4. Mounting alarm boards
5. Providing sufficient lights for streets
6. Earning Inter-organizational participation in discretion of traffic problems and actions
7. Using international standards for all vehicles and roads
Construction

A) Advocacy
To advocate effective organizations in construction in the region especially organizations that have shares in process of supervising construction before developing a building to the utilization stage. The two engineering association and municipality urban development organizations of the municipality organizations play major role in this connection.

Major activities that should take place in the framework of this strategy include identifying effective organizations and rendering active dialogues for their advocating and using their capacity.

B) Participation supervision
In addition to responsible organizations, using local capacities including council assistants was used for supervision. In order to achieve the goals of this strategy, information demands should be received from local resources and then, in order to uniform the process of education supervision for beneficiary groups including housing developers (including construction companies and/or activists in developing), the council assistants and people (clients) must be considered. In addition, standard (supervisory checklists) tools that assess safety points in construction as well as safety standards of a building after its development have been considered.
Indicator 5

Programs that document frequency and causes of injuries
Documenting the prevalence and causes of injuries

We were designing the recording and care systems of the events with the help of Nikan Health research institute (Non-governmental research center) in order to integrate the gathered information from events and injuries.

At first, reviewed statistics and collected accidents and injuries data from formal and informal organizations and institutions. Second, compared data that have been gathered by the questionnaires and cases reports of the citizens in district 6.

Sampling in District 6 consists of Behjat-abad, Nusrat, Jahad squer, Laleh Park, Ghezel Castle, Abbas-abad, Vali-Asr Square to Enghelab Square, Iranshahr, Argentina–saee, Ghaem Magham-Sanai and Western Keshavarz.

Survey results showed 58.1% of events occurred in District 6 in 2011 has been reported by citizens of Jahad squer area, 28.1% by citizens of Behjatabad area, 4.1% by citizens of Abbas-abad area, 3.2% by citizens of Ghezel-ghaleh area, 2.3% by citizens of Laleh Park area, 3.2% by citizens of Nusrat area and 1.8% by citizens of western Keshavarz area.

Most incidents occurred in District 6 includes of vehicles (42.8%), blunt (20.8%), and then penetrating trauma (22.8%). Hence, attention to the causes of events will be necessary.

Analysis shown 82.6% of intense injuries due to hospitalization have occurred in the street or highway. 35.7% of all traffic accidents occurred in the district was for pedestrians and 35.7% was for the motor vehicles or three-wheel drivers.

In occupational groups of workers, motor vehicles were maximum rate of injury (66.7%). Hence recommended training course, "traffic rules and regulations" to prevent traffic accidents.

The graphs below show the damages caused by accidents based on data collected from this study.
Injuries landscape

Chart 1 - Frequency of accidents and injuries based on accidents’ areas

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Western Keshavarz</td>
<td>1.8</td>
</tr>
<tr>
<td>Abbas Abad</td>
<td>4.1</td>
</tr>
<tr>
<td>Ghezel Castle</td>
<td>3.2</td>
</tr>
<tr>
<td>Laleh Park</td>
<td>2.3</td>
</tr>
<tr>
<td>Jahad Squer</td>
<td>58.1</td>
</tr>
<tr>
<td>Nusrat</td>
<td>2.3</td>
</tr>
<tr>
<td>Behjat-abad</td>
<td>28.1</td>
</tr>
</tbody>
</table>

Chart 2 - Frequency of accidents and injuries based on location of incidents

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unidentified</td>
<td>1.8</td>
</tr>
<tr>
<td>Other</td>
<td>0.3</td>
</tr>
<tr>
<td>Park &amp; Recreational</td>
<td>0.3</td>
</tr>
<tr>
<td>Commercial location</td>
<td>3.8</td>
</tr>
<tr>
<td>Sport place</td>
<td>1.8</td>
</tr>
<tr>
<td>Accommodation</td>
<td>2.1</td>
</tr>
<tr>
<td>Street / Highway</td>
<td>0.9</td>
</tr>
<tr>
<td>School</td>
<td>1.8</td>
</tr>
<tr>
<td>Home</td>
<td>9.1</td>
</tr>
</tbody>
</table>
Chart 3 - Frequency of accidents and injuries based on mechanism of incidents

- Other: 2.9
- Poisoning & Animal bite: 0.3
- Burn (flame/hot things or liquid): 2.6
- Penetrating trauma: 15.6
- Non penetrating trauma: 20.8
- Fall: 15
- Vehicle: 42.8

Chart 4 - Frequency of accidents and injuries based on time of incidents

- Unidentified: 8.5
- Winter: 54.3
- Fall: 20.5
- Summer: 9.4
- Spring: 7.3
**Frequency of accidents and injuries based on damage factor**

*Chart 5 - The usage of vehicle*

- Carriage of passengers: 12.2
- Transport equipment & furniture: 5.8
- Personal Useage: 8.2

*Chart 6 - Type of vehicle*

- Unidentified: 0.7
- Light vehicles: 10.4
- Motorized vehicle/Tricycle: 50
- Non-motorized vehicles: 3.4
- Pedestrian: 35.6
Chart 7 - Position of injured person

Chart 8 – fall
Chart 9 - blunt trauma causes

- Unidentified: 3.3
- Other: 15
- Contact with a person: 56.7
- Contact with an object or animal: 25
Effective factors on incidents caused by death and hospitalization

Table 10 – Effective factors on incidents due to death and hospitalization based on type of accident

<table>
<thead>
<tr>
<th>Type of Accident</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burn</td>
<td>1.5</td>
</tr>
<tr>
<td>Vehicle</td>
<td>44.7</td>
</tr>
<tr>
<td>Sport place</td>
<td>3</td>
</tr>
<tr>
<td>Industrial/Construction place</td>
<td>3</td>
</tr>
<tr>
<td>Street/Highway</td>
<td>82.6</td>
</tr>
<tr>
<td>Park</td>
<td>0.8</td>
</tr>
<tr>
<td>Trading place</td>
<td>1.5</td>
</tr>
<tr>
<td>Non-penetrating trauma</td>
<td>12.1</td>
</tr>
<tr>
<td>Penetrating trauma</td>
<td>25</td>
</tr>
</tbody>
</table>

Table 11 - Effective factors on incidents caused by death and hospitalization based on location of incidents in district 6

<table>
<thead>
<tr>
<th>Location</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home</td>
<td>6.8</td>
</tr>
<tr>
<td>School</td>
<td>1.5</td>
</tr>
<tr>
<td>Sport place</td>
<td>3</td>
</tr>
<tr>
<td>Industrial/Construction place</td>
<td>3</td>
</tr>
<tr>
<td>Street/Highway</td>
<td>82.6</td>
</tr>
<tr>
<td>Unidentified</td>
<td>0.8</td>
</tr>
<tr>
<td>Park</td>
<td>0.8</td>
</tr>
<tr>
<td>Trading place</td>
<td>1.5</td>
</tr>
</tbody>
</table>
Table 12 – Effective factors on incidents caused by death and hospitalization based on injured person’s age in district 6

Two variable analyses

Frequency of accidents and injuries based on age

Chi-square shows there is a coefficient relation between age and frequency type of events.

As could be seen in the graph, most Persons under 25 years old, experience "falls" while most people over 25 years old, experience traffic accidents that due to the use of vehicles

Chart 13- Frequency of accidents and injuries based on age
Chi-square = 64.95  df = 30  sig = 0.000
**Frequency of accidents and injuries based on gender**

There is no significant relationship between gender and type of damage in this district. As could be seen in the graph, most injuries in both sexes have been result of penetrating and hitting with vehicles. Chi-square coefficient also does not show a significant relationship.

Chart 14- Frequency of accidents and injuries based on gender

Chi-square=9.33 df=6 sig=0.156
Relationship between the type of accident and severity of injury

Chi-square coefficient shows that there is not significant relationship between type of injury and its severity. As a result intentional and unintentional injuries have been equally severe.

Table 15 - Relationship between the type of accident and severity of injury

<table>
<thead>
<tr>
<th></th>
<th>Sever</th>
<th>Moderate</th>
<th>Mild</th>
<th>No harm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intentional</td>
<td>13.3</td>
<td>34.5</td>
<td>42.5</td>
<td>9.7</td>
</tr>
<tr>
<td>Unintentional</td>
<td>25</td>
<td>32</td>
<td>36.8</td>
<td>6.1</td>
</tr>
</tbody>
</table>

Chi-square=7.01  df=3  sig=0.071
Relationship between severities of Injury by mechanism of accident

The following graph shows that burns with a flame (55.644%) and blunt/non-penetrating trauma (21.1%) have been minimal damages so easily have been treated at home.

On the other hand vehicle accidents (40.4%) and penetrating trauma (62.3%) have caused severe damages so that led to hospitalization or even death of injured person.

Table 16 - Relationship between severities of Injury by mechanism of accident

<table>
<thead>
<tr>
<th></th>
<th>Other</th>
<th>Poisoning</th>
<th>Burn with flame</th>
<th>Penetrating trauma</th>
<th>Non-penetrating trauma</th>
<th>Fall</th>
<th>Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sever</td>
<td>40</td>
<td>22.2</td>
<td>62.3</td>
<td>22.5</td>
<td>35.3</td>
<td>40.4</td>
<td></td>
</tr>
<tr>
<td>Moderate</td>
<td>40</td>
<td>100</td>
<td>22.2</td>
<td>28.3</td>
<td>39.4</td>
<td>23.5</td>
<td>34.2</td>
</tr>
<tr>
<td>Mild</td>
<td>10</td>
<td>55.6</td>
<td>9.4</td>
<td>21.1</td>
<td>37.3</td>
<td>18.5</td>
<td></td>
</tr>
<tr>
<td>No harm</td>
<td>10</td>
<td></td>
<td>16.9</td>
<td>3.9</td>
<td>6.8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Chi-square=48.7  df=18  sig=0.000
Relationship between severities of Injury and causes of accident

The following graph shows accidents caused by human negligence (16.7%) were high damage. Then incidents caused by equipments and tools (6.3%) were high damage for people. However, this relationship is not significant statistically.

Table 17 - Relationship between severities of Injury and causes of accident

Chi-square=15.33  df=9  sig=0.082
Relationship between severities of Injury and location of incidents

Chi-square coefficient shows a weak relation between injury severity and location of that. As could be seen in the graph, incidents at accommodations (66.7%) have been minimal damages for people. But incidents in the park and recreational places (100%) have been maximal damage for people.

Table 18 - Relationship between severities of Injury and location of accident

Chi-square=40.2  df=27  sig=0.048
Relationship between vehicle type and situation of the injured person

Vehicle accidents occurred in the District 6, most of injuries caused by drivers of motor vehicles or three cycles (35.7%) and pedestrian injuries was (35.7%) . Chi-square test also shows a significant relationship.

Table 19 - Relationship between vehicle type and situation of the injured person

<table>
<thead>
<tr>
<th>Unidentified</th>
<th>Light vehicles</th>
<th>Motorized vehicle/Twicycle</th>
<th>Non-motorized vehicles</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.7</td>
<td>5.6</td>
<td>4.2</td>
<td>1.4</td>
<td>35.7</td>
</tr>
<tr>
<td>35.7</td>
<td>6.3</td>
<td>0.7</td>
<td>1.4</td>
<td>35.7</td>
</tr>
</tbody>
</table>

Chi-square=141.3  df=12  sig=0.000
The information below, Injuries caused by accidents during two consecutive years on the basis of data collected in another study shows.

Table 10 - Incident and injury accidents by type during 1387 and 1388

<table>
<thead>
<tr>
<th>Incident type</th>
<th>Frequency in 1387</th>
<th>Frequency in 1388</th>
</tr>
</thead>
<tbody>
<tr>
<td>View vermin</td>
<td>70</td>
<td>0</td>
</tr>
<tr>
<td>Threatening to commit suicide</td>
<td>11</td>
<td>0</td>
</tr>
<tr>
<td>Suicide</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Corpse found</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>No explosion fire</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Chemical Incident</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Collision or overturning cars</td>
<td>61</td>
<td>24</td>
</tr>
<tr>
<td>Motorcycle Accident</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>CO2 gas leak</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Flooded</td>
<td>8</td>
<td>20</td>
</tr>
<tr>
<td>Drilling</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>Car door closing</td>
<td>6</td>
<td>4</td>
</tr>
</tbody>
</table>

Chart 20 - Incident and injury accidents by type during 1387 and 1388
Indicator 6

Evaluation measures to assess their programs, processes and the effects of change
Tools of evaluation measures of assess their programs, processes and effects of change

After beginning activities of Steering Committee of Safe Community, "injury registration system" has been installed in the district 6. Also some indicators were determined to monitor and evaluate workgroups activities.

Information system is based on data obtained from studies of cross-sectional in the district, hospitals, emergency, fire fitting, traffic police and results of the pilot of injury registration system in District 6.

This information is used for decision making and evaluation of committee programs. Analysis of data collected from various agencies indicates that record of data is done with different attitudes and approaches in various organizations and agencies.

Also a special workgroup formed to investigate consequences of data collections and will meet to evaluate and monitor programs, processes and effects of change. For example, by comparison data will determine how the changes in the damage and injury accidents and cases of fatal accidents.

Because of secretariat's safe community of District 6 is beginning activities recently, programs and activities will be evaluate in the second half of this year. therefore the Summary statistics (reported by the police) of traffic accidents in District 6 within 3 months 90 years are provided as below:

Table 11– Numbers of accidents and injuries based on accident type during the first 3 months 1390

<table>
<thead>
<tr>
<th>Type of accidents</th>
<th>Number of accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Injury accidents</td>
<td>204</td>
</tr>
<tr>
<td>Damage accidents</td>
<td>320</td>
</tr>
<tr>
<td>Led to deaths</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>524</td>
</tr>
</tbody>
</table>
Indicator 7

Ongoing participation in national and international safe community networks
**Participation in national and international networks of safe communities**

Organizing regional workshop "Safe Community Guidelines" in District 6 (2010)
Participating in the Conference "Safe Community- Safe Driving" (2010)
Participating in the Workshop "Injury Registration Software" (2011)
Participating in the Safe Community Exhibition (2011)

**Publishing**

Safe Community District 6, have been cooperated to the Safe Community Policy Making Council in Tehran, for translating and publishing following books

**Writing and editing**

- Peer education: from evidence to practice
- Children Safety Guide
- How to drive to be safe (Booklet)

**Brochures**

Based on identified priorities, the following brochures are provided by the Safe Community District 6 workgroups before the end of this year and will be distributed within the appropriate areas:

- Child safety guide - published in Mehr
- Guide on the prevention of deaths caused by CO gas - published in mid-autumn
- Guide on the prevention of accidents in last Wednesday of the year - published in Esfand
- Safe driving guide - published in Esfand

**Maps**

Emergency evacuation maps are being developed in different localities to enhance the safety of citizens residing in District 6.