



National Rural Infrastructure Development Agency  
Ministry of Rural Development  
Government of India

75  
Azadi Ka  
Amrit Mahotsav



भारत 2023 INDIA

यद्युयं कुटुम्बकम्

ONE EARTH • ONE FAMILY • ONE FUTURE



# INTEGRATED MULTI-AGENCY Rural Road Safety Action Plan (Madhya Pradesh)

WORK IN PROGRESS

कार्य प्रगति पर है

Pradhan Mantri Gram Sadak Yojana  
National Rural Infrastructure Development Agency  
Ministry of Rural Development  
Government of India







National Rural Infrastructure Development Agency  
Ministry of Rural Development  
Government of India



भारत 2023 INDIA

वसुधैव कुटुम्बकम्

ONE EARTH • ONE FAMILY • ONE FUTURE

# **INTEGRATED MULTI-AGENCY**

## **Rural Road Safety Action Plan**

### **(Madhya Pradesh)**

**April 2023**

**Pradhan Mantri Gram Sadak Yojana**  
**National Rural Infrastructure Development Agency**  
**Ministry of Rural Development**  
**Government of India**







ग्रामीण विकास मंत्रालय राष्ट्रीय  
ग्रामीण अवसंरचना विकास एजेंसी  
भारत सरकार

75  
Azadi Ka  
Amrit Mahotsav



प्रधान मंत्री  
ग्राम सड़क योजना



**साध्वी निरंजन ज्योति**

मा० राज्यमंत्री ग्रामीण विकास एवं  
उपभोक्ता मामले, खाद्य और  
सार्वजनिक वितरण मंत्रालय,  
भारत सरकार



**श्री गिरिराज सिंह**

मा० मंत्री ग्रामीण विकास एवं पंचायती राज  
मंत्रालय, भारत सरकार



**श्री फगुन सिंह कुलस्ते**

मा० राज्यमंत्री  
ग्रामीण विकास एवं इस्पात  
मंत्रालय, भारत सरकार

के प्रेरणादायी और कुशल नेतृत्व एवं मार्गदर्शन में  
प्रधान मंत्री ग्राम सड़क योजना का सफल क्रियान्वयन हो रहा है।

यह योजना देश की ग्रामीण आबादी को सड़क संपर्क  
उपलब्ध करा कर उनके चहुंमुखी विकास में सहायक सिद्ध हो रही है।

इस प्रकार ग्रामीण विकास मंत्रालय राष्ट्र निर्माण  
के क्षेत्र में उत्तरोत्तर प्रगति के पथ पर अग्रसर है और निरंतर सफलता की  
नई ऊंचाइयों को छू रहा है।





**Shri Shailesh Kumar Singh, IAS**  
Secretary  
Ministry of Rural Development  
Government of India

## MESSAGE

As a part of Government of India's broader strategy for poverty reduction, Pradhan Mantri Gram Sadak Yojana (PMGSY) was launched on the 25<sup>th</sup> December 2000 with the objective to provide all-weather road connectivity to unconnected habitations in rural India in order to promote agricultural growth, access to better health and education services and economic opportunities which has led to accelerated poverty reduction and socio-economic transformation. The Government subsequently widened the ambit of the programme in the year 2013 and again in 2019 by starting PMGSY-II & PMGSY-III respectively. These phases of the scheme specifically focused on connecting habitations with rural agriculture markets, health facilities, education institutions, administrative centres etc.

Rural Roads comprise 80% of total road network in India and are the last mile connectivity in the transport network. Unfortunately, as the road network has increased, so has the number of casualties on these roads. In order to address this issue, PMGSY has taken various steps to ensure safety of road users and also have mandated road safety audit (RSA) of every PMGSY road, of length more than 5 km at the design (DPR) stage itself.

The Ministry of Rural Development (MoRD) in collaboration with The World Bank has prepared this road safety action plan for the State of Madhya Pradesh on a pilot basis in order to cater to the road safety issues in planning, execution and operational phase of rural roads. The adoption of this road safety action plan will make rural roads safer for its users.







**Dr. Ashish Kumar Goel, IAS**  
Additional Secretary,  
Ministry of Rural Development  
& Director General, NRIDA  
Government of India

## MESSAGE

The Government of India, as a part of the poverty reduction strategy, launched the Pradhan Mantri Gram Sadak Yojana (PMGSY) on 25<sup>th</sup> December 2000 as Centrally Sponsored Scheme, with the objective to provide all-weather road connectivity to the eligible unconnected habitations in the rural India. Thereafter, PMGSY-II & III have been launched for upgradation of through routes and major rural links. PMGSY has helped in better access of marketplace for the rural masses and generated employment in various forms. It has also helped in improving access to socio-economic services and thus improving socio-economic condition of the rural populace.

As a new initiative this action plan for rural road safety was prepared for the state of Madhya Pradesh as a pilot project in association with The World Bank. This action plan is based on safe system approach and other globally adopted best practices. Implementation of this road safety action plan will surely reduce the number of casualties on rural roads and will make the rural roads safer for commuters. Going forward, road safety audits are being conducted on all the roads of more than 5 km, which are sanctioned under PMGSY in accordance to the recommendations of Hon'ble Supreme Court Committee on Road Safety.





## ACKNOWLEDGEMENT

1. The primary source for preparation of this Action Plan was Road Safety Action Plan Format provided by Ministry of Road Transport and Highways which is available at ([https://haryanatransport.gov.in/sites/default/files/Road\\_Safety\\_%20Action%20Plan/1.%20Road%20Safety%20Action%20Plan.pdf](https://haryanatransport.gov.in/sites/default/files/Road_Safety_%20Action%20Plan/1.%20Road%20Safety%20Action%20Plan.pdf) last visited on 06-12-2019).
2. We have been motivated by the vision of “Towards Zero Foundation” and literature on Safe System Approach to Road Safety available at: <http://www.towardszerofoundation.org/thesafesystem/> last visited on 23-12-2019.
3. We are thankful to the Madhya Pradesh Road Safety Council and Madhya Pradesh Road Safety Working Committee for their guidance and reference material.
4. We would like extend our gratitude to officers of MPRDA and MPSRRDA for sharing their views and guiding us in preparation of this manual.
5. Finally, we would like to thank the Administration of National Rural Infrastructure Development Agency (NRIDA), Ministry of Rural Development, GoI for entrusting us this project of preparing Rural Road Safety Action for Madhya Pradesh.



## EXECUTIVE SUMMARY

**Chapter 1** presents commentary on Risk Factors underlying road traffic crashes, analysis of risk factors and a 'Safe System Approach' towards mitigating the risk factors and reducing road crash injuries. Traditional Approach to Road Safety vs. Safe System Approach to Road Safety has been discussed elaborately in this Chapter along with principles and elements of Safe System Approach. Institutional mechanism and cooperation among various stakeholders that is required to achieve a safe road transport system has also been discussed briefly.

**Chapter 2** elaborately discusses about the Five Pillar Architecture proposed by UN to improve road safety. Each of the proposed Five Pillars; Road Safety Management, Safer Roads, Safer Vehicles, Safer Road Users and Post-Crash Response, have been subdivided into several smaller but integrated activities which can be implemented, monitored and achieved over time. A detailed description of the activities is presented in this Chapter.

**Chapter 3** is dedicated to Rural Road Safety concerns. Common safety issues found on rural roads have been presented elaborately with examples. Proposed safety engineering measures undertaken on rural road to eliminate black spots have been discussed in this Chapter and the need for an integrated Rural Road Safety Action Plan has been highlighted. Rural Road Safety scenario in Madhya Pradesh and the institutional mechanism for managing road safety in the State is discussed in **Chapter 4**.

**Chapter 5** proposes a framework for implementation of the five pillar architecture, tasks under each pillar, stake holders responsible for achieving the goals and targets/indicators for monitoring. The framework provides space and flexibility to the State to set its targets and budget for each task. Experiences from across the globe on Issues, Challenges and Causes of rural road crashes have been presented in **Chapter 6**.



# TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	RISK FACTORS UNDERLYING A ROAD TRAFFIC CRASH .....	1
1.2	SAFE SYSTEM APPROACH.....	2
1.2.1	Principle 1: Human Fallibility.....	3
1.2.2	Principle 2: Human Vulnerability.....	3
1.2.3	Principle 3: Shared Responsibility .....	3
1.2.4	Principle 4: Safe and Forgiving Road System .....	4
1.3	ROAD INJURY PREVENTION AND CONTROL .....	4
1.4	ELEMENTS OF SAFE SYSTEM APPROACH.....	4
1.4.1	Safe Roads.....	4
1.4.2	Safe Vehicles .....	5
1.4.3	Safe Speed.....	5
1.4.4	Safe People .....	5
1.4.5	Post-Crash Care .....	5
1.4.6	Institutional Mechanism to Achieve Safe System Approach.....	5
<b>2</b>	<b>FIVE PILLARS OF ROAD SAFETY.....</b>	<b>6</b>
2.1	PILLAR I: ROAD SAFETY MANAGEMENT .....	6
2.1.1	Some Learnings in Road Safety Management.....	7
2.2	PILLAR II: SAFER ROADS-ENGINEERING .....	8
2.3	PILLAR III: SAFER VEHICLES .....	10
2.4	PILLAR IV: SAFER ROAD USERS .....	11
2.5	PILLAR V: POST-CRASH RESPONSE .....	11
<b>3</b>	<b>SAFETY ON RURAL ROADS.....</b>	<b>13</b>
3.1	INTRODUCTION .....	13
3.2	COMMON ROAD SAFETY ISSUES ON RURAL ROADS .....	13
3.2.1	Unsafe Junctions .....	13
3.2.2	Unsafe Horizontal Curves.....	15
3.2.3	Unprotected Water Bodies close to carriageway .....	16
3.2.4	Unsafe Cross-Drainage Works.....	18



3.2.5	Inadequate and Improper Speed Calming .....	19
3.2.6	Unsafe Shoulders .....	20
3.2.7	Schools and Public Buildings close to Alignment.....	20
3.2.8	Hazards close to Carriageway .....	21
3.2.9	Open Drains Close to Carriageway .....	22
3.2.10	Unsafe Work Zones.....	22
3.3	SAFETY ENGINEERING MEASURES ON RURAL ROADS .....	23
3.4	PURPOSE OF ACTION PLAN .....	24
<b>4</b>	<b>RURAL ROAD SAFETY IN MADHYA PRADESH .....</b>	<b>25</b>
4.1	ABOUT MADHYA PRADESH .....	25
4.1.1	Administration.....	25
4.1.2	Topography of Madhya Pradesh .....	26
4.1.3	Climate of Madhya Pradesh.....	26
4.1.4	Road Transport and Safety in Madhya Pradesh .....	27
4.2	ROAD SAFETY MANAGEMENT IN MADHYA PRADESH.....	27
4.2.1	Madhya Pradesh State Road Safety Council.....	27
4.2.2	Madhya Pradesh State Road Safety Working Committee .....	29
4.2.3	Road Safety Committee at District Level .....	29
4.2.4	Lead Agency .....	30
4.2.5	Madhya Pradesh Rural Road Development Authority (MPRRDA).....	30
4.2.5.1	Rural Road Network Management Unit (RRNMU).....	32
4.2.6.1	Rural Connectivity Training and Research Centre (RCTRC) .....	33
<b>5</b>	<b>ACTION PLAN TASKS FOR IMPROVING SAFETY ON RURAL ROADS.....</b>	<b>34</b>
5.1	PILLAR I: ROAD SAFETY MANAGEMENT .....	34
5.1.1	FRAME A RURAL ROAD SAFETY POLICY .....	34
5.1.2	Frame a Rural Safety Action Plan.....	34
5.1.3	Setup Rural Road Safety Fund .....	35
5.1.4	Empowerment of Panchayats.....	35
5.1.5	Rural Road Safety Management by SRRDA and Other Rural Road Authorities.....	35
5.1.6	Data Collection of Crashes on Rural Roads.....	35
5.1.7	MoU between PTRI and RCTRC .....	35
5.1.8	Capacity Building.....	35
5.1.9	Annual Road Safety Summits .....	36



5.2	PILLAR II: SAFER ROADS.....	36
5.2.1	Address safety issues in the DPR Comprehensively .....	36
5.2.2	Road Safety Audit at Design Stage.....	36
5.2.3	Road Safety Inspections .....	36
5.2.4	Development of Demonstration Corridors.....	37
5.2.5	Review of Specifications and Guide lines .....	37
5.2.6	Safer Work Zones .....	37
5.2.7	Maintenance of Rural Roads for Safety .....	37
5.2.8	Research .....	37
5.2.9	Capacity Building of Engineers, Contractors and other Stake Holders .....	37
5.3	PILLAR III: SAFER VEHICLES .....	38
5.3.1	Conspicuity of Bicycles and other NMTs.....	38
5.3.2	Conspicuity of Motor Cycles.....	38
5.3.3	Conspicuity of Tractors and Trailers .....	38
5.4	PILLAR IV: SAFER COMMUNITIES .....	38
5.4.1	Community Participation.....	38
5.4.2	Encroachment prevention .....	39
5.4.3	Road safety education at school .....	39
5.4.4	Improved enforcement.....	39
5.5	PILLAR V: POST-CRASH CARE .....	39
5.5.1	Prompt emergency response	39
5.5.2	Availability of trauma care facilities	39
5.5.3	Training to doctors, paramedics and first responders	40
5.5.4	Wide publicity of ‘Good Samaritan Guidelines’	40

## 6 ISSUES AND CHALLENGES FOR RURAL ROAD SAFETY..... 51

6.1	ISSUES:.....	51
6.2	CHALLENGES:.....	51
6.3	CAUSES FOR RURAL ROAD CRASHES:.....	52

## ANNEXURES

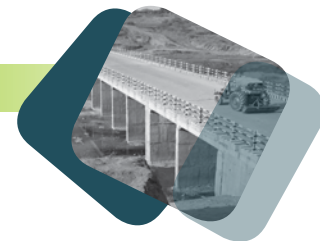
Circular and office order from state government, Madhya Pradesh



## List of Figures

FIGURE 1-1 : ROAD CRASH FACTORS.....	1
FIGURE 3-1 : POOR JUNCTION LAYOUT, DESIGN AND NO TRAFFIC CONTROL DEVICES.....	14
FIGURE 3-2 : HORIZONTAL CURVES WITHOUT SUFFICIENT STOPPING SIGHT DISTANCE .....	16
FIGURE 3-3 : WATER BODIES CLOSE TO CARRIAGEWAY .....	17
FIGURE 3-4 : UNSAFE CROSS DRAINAGE STRUCTURES.....	18
FIGURE 3-5 : IMPROPER ROAD CALMING.....	19
FIGURE 3-6 : INSUFFICIENT OR POORLY MAINTAINED SHOULDERS.....	20
FIGURE 3-7 : SCHOOLS AND PUBLIC BUILDINGS CLOSE TO ALIGNMENT .....	21
FIGURE 3-8 : ROAD SIDE HAZARDS (TREES AND POLES ON/CLOSE TO CARRIAGEWAY).....	21
FIGURE 3-9 : ROAD SIDE DRAINS.....	22
FIGURE 3-10 : UNSAFE WORK ZONES .....	23
FIGURE 4-1 : POLITICAL MAP OF MADHYA PRADESH .....	25
FIGURE 4-2 : TOPOGRAPHIC MAP OF MADHYA PRADESH .....	26
FIGURE 4-3 : RURAL ROAD NETWORK OF MP UNDER VARIOUS AGENCIES .....	31





## List of Tables

TABLE 1-1	:	HADDON MATRIX .....	2
TABLE 1-2	:	TRADITIONAL APPROACH VS. SAFE SYSTEM APPROACH TO ROAD SAFETY .....	3
TABLE 4-1	:	ADMINISTRATIVE FEATURES OF MADHYA PRADESH .....	25
TABLE 4-2	:	COMPOSITION OF M.P. STATE ROAD SAFETY COUNCIL.....	28
TABLE 4-3	:	COMPOSITION OF MP ROAD SAFETY WORKING COMMITTEE .....	29
TABLE 4-4	:	COMPOSITION OF ROAD SAFETY CELL WITHIN MPRRDA.....	31
TABLE 4-5	:	FUNCTIONS OF RRNMU .....	32
TABLE 5-1	:	PILLAR I – ROAD SAFETY MANAGEMENT TASKS AND TARGETS.....	41
TABLE 5-2	:	PILLAR II – SAFER ROADS TASKS AND TARGETS.....	44
TABLE 5-3	:	PILLAR III – SAFER VEHICLES TASKS AND TARGETS .....	47
TABLE 5-4	:	PILLAR IV – SAFER COMMUNITIES TASKS AND TARGETS .....	48
TABLE 5-5	:	PILLAR V – POST CRASH CARE TASKS AND TARGETS .....	50





# 1. Introduction

The numbers of road crashes and road crash related deaths and injuries are growing steadily year-on-year. With an expanding road network and increase in vehicle ownership, it is a worrisome fact that the number of road crashes and resulting injuries and fatalities are likely to increase, instead of decreasing as desired. Experience and knowledge gathered from the developed countries shows that road crashes are predictable and preventable events and reduction in road crashes, crash related injuries and deaths is possible by instituting appropriate countermeasures.

## 1.1 Risk Factors Underlying a Road Traffic Crash

A road traffic crash results from a combination of factors related to the components of the system comprising roads, the environment, vehicles and road users, and the way they interact. Figure 1-1: elaborates crash factors responsible for road crashes.

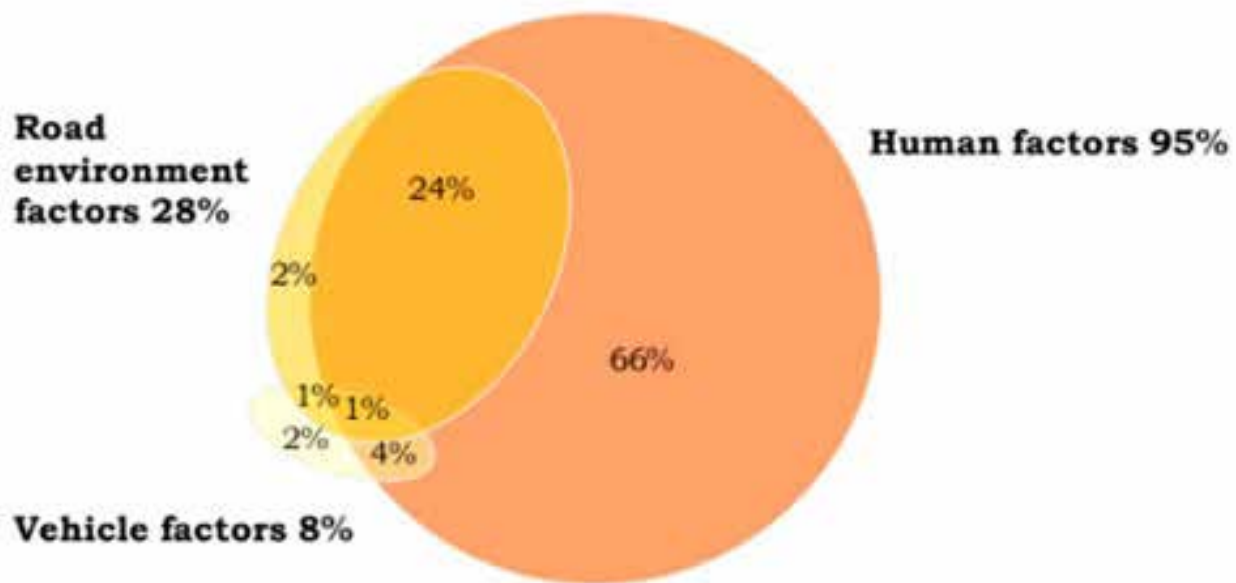


Figure 1-1: Road Crash Factors

William Haddon developed a matrix that identifies risk factors during the three phases of a crash event. The Haddon matrix (shown in **Table 1-1**) is an analytical tool to help in identifying all factors associated with a crash. Each phase; pre-crash, crash and post-crash, can be analysed systematically for human, vehicle, road and environmental factors. Once the multiple factors associated with a crash are identified and analysed, countermeasures can be developed and prioritized for implementation; each cell of the matrix allowing opportunities for intervention to reduce road crash injury.



Table 1-1 : Haddon Matrix

PHASE		FACTORS		
		HUMAN	VEHICLES & EQUIPMENT	ENVIRONMENT
Pre-crash	Crash prevention	Information, Attitudes, Impairment, Police enforcement	Road worthiness Lighting, Breaking, Handling, Speed management	Road design and road layout, Speed limits, Pedestrian facilities
Crash	Injury prevention during the crash	Use of restraints Impairment	Occupant restraints, Other safety devices, Crash protective design	Crash-protective road side objects
Post-crash	Life sustaining	First-aid skill Access to medics	Ease of access Fire risk	Rescue facilities Congestion

For the pre-crash phase, it is necessary to select all countermeasures that prevent the crash from occurring. The crash phase is associated with countermeasures that prevent injury from occurring or reduce its severity if it does occur. Finally, the post-crash phase involves all activities that reduce the adverse outcome of the crash after it has occurred.

## 1.2 Safe System Approach

Traditionally, analysis of risk has examined the road user, vehicle and road environment separately. Furthermore, there is a tendency to look for one or a few factors, when in actual fact they should be analysing multiple factors. Building on Haddon's insights, the systems approach (where interactions between different components are taken into account) seeks to identify and rectify the major sources of error, or design weaknesses that contribute to fatal crashes or crashes that result in severe injury as well as to mitigate the severity and consequences of injury.

The essence of using a systems approach is to consider not only the underlying factors, but also the role of different agencies and actors in the prevention efforts. Road traffic injuries are a multi-dimensional problem that require a comprehensive view when examining the determinants, consequences and solutions. Any road traffic system is highly complex and can be hazardous to human health. Elements of the system include motor vehicles, roads, and road users along with their physical, social and economic environments. Making a road traffic system less hazardous requires a systems approach — understanding the system as a whole and the interaction between its elements, and identifying where there is potential for intervention.

At the heart of the Safe System approach is the belief that no one should be killed or seriously injured from using the road network. This approach means shifting a major share of the responsibility from road users to those who design the road transport system. **Table 1-2** shows the Traditional Approach to Road Safety vs. Safe System Approach to Road Safety.

**Table 1-2:** Traditional Approach vs. Safe System Approach to Road Safety

Issue	Traditional way of addressing	Safe System Approach of addressing
What is the problem?	Crashes (accidents)	Fatalities and serious Injuries
What causes the problem?	Human factors	People makes mistakes, people are fragile
Who is ultimately responsible?	Individual road users	Road Authority including system designers, builders and operators
What is the major planning approach?	Improve road user behavior	System approach to build a safe road system
What is the appropriate goal?	Optimum number of fatalities and serious injuries	Zero fatalities and serious injuries

System designers include primarily road managers, the automotive industry, police, politicians and legislative bodies. However, there are many other players who also have responsibility for road safety, such as health services, the judicial system, schools, and non-government organizations. The individual road users have the responsibility to abide by laws and regulations. The following principles define the safe system approach.

### 1.2.1 Principle 1: Human Fallibility

People by nature will make mistakes. When these mistakes occur on the road, they can lead to road crashes. Even when people are not deliberately taking risks, they can still make mistakes that can result in a road crash. As people are fallible, road trauma cannot be eradicated merely by improving road user behaviour. With many millions of road users in the world, expecting none of them to make a mistake that can lead to crashes, every time they use the road system, is not realistic. Therefore, a safe road system should be able to accommodate and account for people making mistakes.

### 1.2.2 Principle 2: Human Vulnerability

The human body is vulnerable; it is not built to withstand impact forces beyond a limit. Any impact to a pedestrian at a speed greater than 30 Kmph increases the risk of serious injury or death significantly. In the road environment, especially in India, vulnerable road users such as pedestrians, bicyclists and motorized 2-wheelers are most at risk of sustaining injuries in the event of a road crash. To build a safe road system and to reduce deaths and serious injuries, the human body's tolerance to impact forces should be used as a guiding tool.

### 1.2.3 Principle 3: Shared Responsibility

Traditionally, the responsibility for staying safe on the road fell on individual road users. However, under the Safe System Approach, road safety is a shared responsibility amongst everyone,



including those that design, build, operate and use the road system. Everyone has a part to play in keeping themselves and others safe on the roads.

#### 1.2.4 Principle 4: Safe and Forgiving Road System

To help build a road system that is forgiving of mistakes, investment needs to be made in the creation of Safe Roads, Safe Speeds, Safe Vehicles, Safe People and Post-Crash Care to put layers of protection around people, to keep them safe from death and serious injuries on the road. All parts of the road system must be improved in tandem to multiply the protective effects and if one part of the system fails, the other parts should still protect people.

### 1.3 Road Injury Prevention and Control

The Road Injury Prevention and Control – The New Understanding:

- Road crash injury is largely preventable and predictable; it is a human-made problem amenable to rational analysis and countermeasure
- Road safety is a multi-sectoral issue and a public health issue – all sectors, including health, need to be fully engaged in responsibility, activity and advocacy for road crash injury prevention
- Common driving errors and common pedestrian behaviour should not lead to death and serious injury –the traffic system should help users to cope with increasingly demanding conditions
- The vulnerability of the human body should be a limiting design parameter for the traffic system and speed management is central
- Road crash injury is a social equity issue – equal protection to all road users should be aimed for since non-motor vehicle users bear a disproportionate share of road injury and risk
- Technology transfer from high-income to low-income countries needs to fit local conditions and should address research-based local needs
- Local knowledge needs to inform the implementation of local solutions

### 1.4 Elements of Safe System Approach

#### 1.4.1 Safe Roads

Roads and road features play a vital role in reducing road crashes and/or the injury outcomes in the event of a crash. Improved infrastructure provides solid and well understood crash and injury reduction outcomes and is critical for long term and sustainable trauma reduction.



### 1.4.2 Safe Vehicles

Safe vehicles play an important role in reducing road crash trauma. Vehicles that are designed well with appropriate safety technologies can either prevent a crash or reduce/absorb some of the crash forces, to help decrease the risk of death and serious injuries. Safety features are aimed at the occupants (airbags, seat belts, anti-lock braking etc.), whereas others are meant to improve the safety of the vulnerable road users (anti-lock braking, Day-time running lights etc.). Motorized Two-wheelers are the most vulnerable vehicles in India.

### 1.4.3 Safe Speed

To build a safe road system, speed limits should be set appropriately, guided by the knowledge of the human body's tolerance to external forces. Chances of a crash and its consequences are highly dependent on the speed of vehicle(s) involved. Appropriate speed limit setting based on the condition of the road and traffic is important; a road passing through a village needs to have lower speed limits. Compliance of speed limits can also enhance the effectiveness of other initiatives implemented in the road or vehicle space. A number of countries such as the UK and Sweden have applied 30 Kmph speed zones in high pedestrian areas; even if a crash was to occur, a person would have a much less chances of serious injury.

### 1.4.4 Safe People

Having safe road users is still an important part of a safe road system, especially in the interim as the system is being improved. Road users should, to the best of their ability, operate within the constraints of the road system. This can include being alert on the road, following traffic rules, wearing seatbelts, using helmets, helping crash victims etc.

### 1.4.5 Post-Crash Care

Post-crash care is an important part of a safe road system. In the event of a crash, effective post-crash care, involving emergency treatment within the golden hour, trauma care and rehabilitation, can help reduce the risk of death and serious injuries.

### 1.4.6 Institutional Mechanism to Achieve Safe System Approach

The implementation of safe system approach will require ownership at national, state and local levels, and of involving multiple sectors and agencies. Activities should be implemented at the most appropriate level and the involvement of a variety of sectors (transport, health, police, justice, infrastructure etc.) should be encouraged. Non-governmental organizations, civil society, and the private sector should also be included in the development and implementation of activities towards meeting the safety goals. An appropriately resourced lead agency and coordination arrangements are required for this purpose.



## 2. Five Pillars of Road Safety

In line with Safe System Approach, action plan for implementing road safety interventions may be based on the five pillars, as advised by UN in its Decade of Action for Road Safety:

1. Road Safety Management
2. Safer Roads
3. Safer Vehicles
4. Safer Road Users
5. Post-Crash Response

The segregation of action plan under the different pillars is for the sake of ease of analysis and facilitation of implementation. Concerted action is required under all the pillars to achieve improvement in the safety performance of the road transport system; a crash event and its outcome is dependent on the performance of the entire system comprised of these pillars. A brief description of the activities advised by UN in its Decade of Action for Road Safety, under each pillar, is given in the succeeding paragraphs. These recommendations are made for implementation by countries in the context of the entire road network and will have to be suitably adapted to the context of rural roads; however, principles remain the same.

### 2.1 Pillar I: Road Safety Management

Road Safety Management is the responsibility of the government at all levels. From the experience of countries which have in the past successfully reduced road traffic crashes, it is understood that setting up of a 'Lead Agency', creation of multi-sectoral partnerships, setting of goals and targets in road safety strategies, plans and projects, provision of financial and human resources to address the problem and the monitoring and evaluation of activity are all essential to implementing effective, system-wide interventions. Road safety efforts must be evidence-based, fully costed, properly resourced and sustainable. There is also a need to continuously assess and implement necessary policy changes to improve and strengthen the institutional capacity, to further improve the road safety management and implementation process. Road safety management encompasses all these functions.

**Activity 1:** Establish a lead agency (and associated coordination mechanisms) on road safety involving partners from a range of sectors through:

- designating a lead agency and establishing related secretariat;
- encouraging the establishment of coordination groups; and
- developing core work programmes.

**Activity 2:** Develop a national strategy (at a cabinet or ministerial level) coordinated by the lead agency through:

- confirming long-term investment priorities;
- specifying agency responsibilities and accountabilities for development and implementation of core work programmes;





- identifying implementation projects;
- building partnership coalitions;
- promoting road safety management initiatives; and
- establishing and maintaining the data collection systems necessary to provide baseline data and monitor progress in reducing road traffic injuries and fatalities and other important indicators such as cost, etc.

**Activity 3:** Set realistic and long-term targets for national activities based on the analysis of national traffic crash data through:

- identifying areas for performance improvements; and
- estimating potential performance gains.

**Activity 4:** Work to ensure that funding is sufficient for activities to be implemented through:

- building business cases for sustained funding based on the costs and benefits of proven investment performance;
- recommending core annual and medium-term budgetary targets;
- encouraging the establishment of procedures for the efficient and effective allocation of resources across safety programs;
- utilizing 10% of infrastructure investments for road safety; and
- identifying and implementing innovative funding mechanisms.

**Activity 5:** Establish and support data systems for on-going monitoring and evaluation to include a number of process and outcome measures, including:

- road traffic deaths, injuries and crashes;
- intermediate outcomes, such as average speed, helmet-wearing rates, seat-belt wearing rates, etc.;
- outputs of road safety interventions;
- economic impact of road traffic injuries; and
- exposure to road traffic injuries.

### 2.1.1 Some Learnings in Road Safety Management

In the past 30 years, a new body of knowledge has been accumulated regarding effective road safety management and ways of measuring it. Some of the most essentials in road safety management include:

- management based on outcome or results, using objective information;
- acceptance of the idea of shared responsibility;
- partnerships between central and local government;
- partnerships involving other concerned bodies.

Low and medium income countries should learn from the mistakes made by high income countries in the past which include:



- the failure to adopt strategies or interventions based on evidence;
- expenditure on ineffective but easy policy options;
- a focus on the mobility of vehicle users at the expense of the safety of vulnerable road users;
- insufficient attention to the design of traffic systems and insufficient professional scrutiny of the detail of traffic safety policy.
- The errors also included those of omission, as opportunities to prevent deaths and injuries by measures such as the design of better vehicles and less hazardous roadsides, and improving trauma care systems, were in many cases missed.

According to researchers, long-term targets set by national governments appear to be the most effective in improving road safety performance. Targets must be quantitative, time-dependent, easily intelligible and possible to evaluate. Among their main purposes are:

- to provide a rational means for identifying and carrying out interventions;
- to motivate those working in road safety;
- to raise the level of commitment to safety in the wider community;
- to encourage the ranking of safety measures (and their implementation) according to their value in reducing casualties;
- to encourage authorities with responsibilities for road safety to set their own targets;
- to allow assessments at different stages of a programme and to identify the scope for further activity.

Setting challenging but achievable road safety targets – something being done by an increasing number of countries – is a sign of responsible management. All the same, there is no guarantee that simply by setting targets, road safety performance will improve. In addition to a target, realistic safety programs must be developed; properly implemented and well monitored Planners need to consider:

- how to balance the objectives of safety, mobility and environmental concern;
- what barriers exist to implementing interventions, and how these could be overcome;
- how meaningful accountability for the achievement of goals could be obtained.

## 2.2 Pillar II: Safer Roads-Engineering

Road design/engineering has a significant bearing on road safety. Roads have to be designed and constructed in a manner, such that they aid and allow safe use and also absorb/forgive minor mistakes on the part of road user. There is a need to raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This can be achieved through road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.



- Activity 1:** Promote road safety ownership and accountability among road authorities, road engineers and planners by:
- encouraging governments and road authorities to set a target to “eliminate high risk roads ”;
  - encouraging road authorities to commit a minimum of 10% of road budgets to dedicated safer road infrastructure programmes;
  - making road authorities legally responsible for improving road safety on their networks through cost-effective measures and for reporting annually on the safety situation, trends and remedial work undertaken;
  - establishing a specialist road safety unit to monitor and improve the safety of the road network:
  - promoting the safe system approach and the role of self-explaining and forgiving road infrastructure;
  - monitoring the safety performance of investments in road infrastructure by national road authorities, development banks and other agencies.
- Activity 2:** Promoting the needs of all road users as part of sustainable planning, transport demand management and land-use management by:
- planning land use to respond to the safe mobility needs of all, including travel demand management, access needs, market requirements, geographic and demographic conditions;
  - including safety impact assessments as part of all planning and development decisions; and
  - putting effective access and development control procedures in place to prevent unsafe developments.
- Activity 3:** Promote safe operation, maintenance and improvement of existing road infrastructure by requiring road authorities to:
- identify the number and location of deaths and injuries by road user type, and the key infrastructure factors that influence risk for each user group;
  - identify hazardous road locations or sections where excessive numbers or severity of crashes occur and take corrective measures accordingly;
  - conduct safety assessments of existing road infrastructure and implement proven engineering treatments to improve safety performance;
  - take a leadership role in relation to speed management and speed sensitive design and operation of the road network; and
  - ensure work zone safety.
- Activity 4:** Promote the development of safe new infrastructure that meets the mobility and access needs of all users by encouraging relevant authorities to:
- take into consideration all modes of transport when building new infrastructure;



- set minimum safety ratings for new designs and road investments that ensure the safety needs of all road users are included in the specification of new projects;
- use independent road safety impact assessment and safety audit findings in the planning, design, construction, operation and maintenance of new road projects, and
- ensure the audit recommendations are duly implemented.

**Activity 5:** Encourage capacity building and knowledge transfer in safe infrastructure by:

- creating partnerships with development banks, national authorities, civil society, education providers and the private sector to ensure safe infrastructure design;
- principles are well understood and applied;
- promoting road safety training and education in low-cost safety engineering, safety auditing and road assessment; and
- developing and promoting standards for safe road design and operation that recognize and integrate with human factors and vehicle design.

**Activity 6:** Encourage research and development in safer roads and mobility by:

- completing and sharing research on the business case for safer road infrastructure and the investment levels needed to meet the safety targets;
- promoting research and development into infrastructure safety improvements for road networks; and
- promoting demonstration projects to evaluate safety improvement innovations, especially for vulnerable road users.

### 2.3 Pillar III: Safer Vehicles

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies.

**Activity 1:** Apply and promulgate safer motor vehicle safety regulations.

**Activity 2:** Increase the availability of information about the safety performance of vehicles.

**Activity 3:** All new vehicles meet regulatory requirements and pass applicable crash test standards (as minimum safety features).

**Activity 4:** Encourage universal deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Anti-Lock Braking Systems in motor vehicles.

**Activity 5:** Encourage the use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage import and export of new or used cars that have reduced safety standards.



- Activity 6:** Encourage application of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users.
- Activity 7:** Encourage managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection.

## 2.4 Pillar IV: Safer Road Users

Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement of laws and standards, combined with public awareness/ education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors.

- Activity 1:** Increase awareness of road safety risk factors and prevention measures and implement social marketing campaigns to help influence attitudes and opinions on the need for road traffic safety programmes.
- Activity 2:** Set and seek compliance with speed limits and evidence-based standards and rules to reduce speed-related crashes and injuries.
- Activity 3:** Set and seek compliance with drink-driving laws and evidence-based standards and rules to reduce alcohol-related crashes and injuries.
- Activity 4:** Set and seek compliance with laws and evidence-based standards and rules for motorcycle helmets to reduce head-injuries.
- Activity 5:** Set and seek compliance with laws and evidence-based standards and rules for seat-belts and child restraints to reduce crash injuries.
- Activity 6:** Set and seek compliance with transport, occupational health and safety laws, standards and rules for safe operation of commercial freight and transport vehicles, passenger road transport services and other public and private vehicle fleets to reduce crash injuries.
- Activity 7:** Research, develop and promote comprehensive policies and practices to reduce work-related road traffic injuries in the public, private and informal sectors, in support of internationally recognized standards for road safety management systems and occupational health and safety.
- Activity 8:** Promote establishment of Graduated Driver Licensing systems for novice drivers.

## 2.5 Pillar V: Post-Crash Response

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term rehabilitation for crash victims.



- Activity 1:** Develop pre-hospital care systems, including the extraction of a victim from a vehicle after a crash, and implementation of a single nationwide telephone number for emergencies, through the implementation of existing good practices.
- Activity 2:** Develop hospital trauma care systems and evaluate the quality of care through the implementation of good practices on trauma care systems and quality assurance.
- Activity 3:** Provide early rehabilitation and support to injured patients and those bereaved by road traffic crashes, to minimize both physical and psychological trauma.
- Activity 4:** Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation services for crash victims through:
- Introduction of mandatory third-party liability; and
  - International mutual recognition of insurance, e.g. green card system.
- Activity 5:** Encourage a thorough investigation into the crash and the application of an effective legal response to road deaths and injuries and therefore encourage fair settlements and justice for the bereaved and injuries.
- Activity 6:** Provide encouragement and incentives for employers to hire and retain people with disabilities.
- Activity 7:** Encourage research and development into improving post crash response.



## 3. Safety on Rural Roads

### 3.1 Introduction

With the expansion and upgradation of rural road network under the PMGSY and other state level schemes and rise in income levels of rural population, traffic on rural roads has been witnessing an accelerated growth. Increase in the surplus disposable income of the households and easier financial loans for purchasing two-wheelers and cars, ownership of motorized vehicles have been increasing in rural areas as well. The roads are mostly single lane and the carriageway is shared both by motorized vehicles such as cars, two-wheelers, tractor-trailers, autos, tempos and also non-motorized vehicles such as bullock carts, hand carts, bicycles and pedestrians. High percentage of vulnerable road users like two-wheelers, bicyclists and pedestrians face increasing risk of accidents on these roads. Such accidents result in direct and indirect economic loss besides causing trauma to all involved.

### 3.2 Common Road Safety Issues on Rural Roads

Under the Second Rural Connectivity Investment Program, NRIDA has been conducting road safety audits on upto 70% of the PMGSY I and II Roads in the states of Assam, Chattisgarh, Madhya Pradesh, Odisha and West Bengal. The audits reveal road safety issues like geometric deficiencies in road junctions and horizontal curves, road side hazards, improper traffic control devices, unprotected embankments at roadside water bodies, unsafe work zones and poorly designed/constructed/maintained cross drainage structures which could be potential causes of road crashes leading to fatalities and/or serious injuries. Commonly found road safety issues on rural roads are presented in the following sections.

#### 3.3.1 Unsafe Junctions

Junctions on rural roads and the uncontrolled junctions of rural roads with major roads are locations at which there are high chances of road crashes. Drivers of minor roads should be controlled in order to yield Right-of-Way to major road vehicles by warning signs, speed calming devices like speed hump and appropriate pavement markings. If minor road vehicles are not controlled, there is scope for road crashes. **Figure 3-1** shows examples of poor junction layout, design and lack of traffic control devices on minor roads.



a) Vertical Alignment not Levelled



b) Y-Junction (RoW not defined)



c) Not enough Flaring



d) T-Junction (RoW not defined)

Figure 3-1: Poor Junction Layout, Design and No Traffic Control Devices





### 3.2.2 Unsafe Horizontal Curves

Rural roads are mostly constructed on existing alignments on voluntarily donated land. Due to land constraints, compromise on road geometrics cannot be ruled out at some locations. Rural roads often have curves having sharp bends and blind curves. Figure 3-2 shows examples of horizontal curves on rural roads where sight distance is not enough. Inside habitations, the problem is more acute when land available for rural road construction/widening does not allow safe turning radius.



a) Horizontal Curves in Mid-Block Sections



b) Horizontal Curves in Habitations

Figure 3-2: Horizontal curves without sufficient stopping sight distance

### 3.2.3 Unprotected Water Bodies close to carriageway

Rural roads alignments often pass close to water bodies. General practice by road designers is to elevate the alignment. It has been found on many rural roads that the elevated alignments are not protected posing a risk to the road itself as well as vehicles travelling on the road. Figure 3-3 shows some examples of unprotected alignments along water bodies.



Figure 3-3: Water bodies close to Carriageway



### 3.2.4 Unsafe Cross-Drainage Works

Poorly constructed and maintained Cross Drainage Works are also hazardous; they are many times of inadequate width, without parapet, without hazard marking on parapets, rain cuts, shoulders of road not in level etc. **Figure 3-4** shows many examples of cross drainage structures which are not safe for the either vehicles or pedestrians.



Figure 3-4: Unsafe Cross Drainage Structures



### 3.2.5 Inadequate and Improper Speed Calming

Rural roads mostly do not have adequate traffic calming measures at places requiring speed restriction. On the other hand, ill designed speed breakers are present. Such speed breakers are many times counterproductive by becoming accident causes themselves. A variety of physical speed calming measures are proposed in IRC-99:2018 which include Speed Humps (ramps), Speed Tables, Rumble strips, Thermo-Plastic stripes and Mini (mountable) Roundabouts.



Figure 3-5: Improper Road Calming



### 3.2.6 Unsafe Shoulders

Firm shoulders of adequate width are required to ensure the safety of vulnerable road users.. They also need to be maintained clear of vegetation. The shoulders act as a refuge for the pedestrians and non-motorised vehicles, when sharing the road with motorised vehicles. **Figure 3-6** shows many such locations and situations on PMGSY roads where shoulder width is not sufficient or shoulder is not well maintained.



Figure 3-6: Insufficient or Poorly Maintained Shoulders

### 3.2.7 Schools and Public Buildings close to Alignment

When a rural road passes through habitations, it is seen many times that there are schools and public buildings adjacent to the road. At such locations, lot of vulnerable road users like school children, pedestrians and bicyclists are likely to share the road carriageway with vehicular traffic. Vehicular conflicts with vulnerable road users are not safe and precautions have to be taken to minimize such conflicts. **Figure 3-7** shows examples of schools and public buildings adjacent to rural road carriageway.



Figure 3-7: Schools and Public Buildings close to Alignment

### 3.2.8 Hazards close to Carriageway

Trees and electrical poles near/on carriageway are common on rural road alignments. Problem with trees and electrical poles close to the carriageway is that vehicles might crash into them if they are not visible from within the SSD. The risk gets enhanced in the night if the trees and poles are not well painted/marked with retro-reflective paints/stickers. Figure 3-8 shows rural road alignments having trees and electrical poles close to carriageway.



Figure 3-8: Road Side Hazards (Trees and Poles on/close to Carriageway)



### 3.2.9 Open Drains Close to Carriageway

**Figure 3-9** shows uncovered roadside drains which are close to the shoulder or encroaching upon it. Especially at night, the uncovered road side drains can lead to road crashes and/or pedestrian injuries.



Figure 3-9: Road Side Drains

### 3.2.10 Unsafe Work Zones

Work zones are dangerous and they are road safety hazards if safety guidelines are not followed. Men at work, vehicles and pedestrians need adequate protection at work zones. Vehicles drivers have to be warned sufficiently in advance to be prepared to face hazards at work zone. Work zone has to be separated from the traffic zone and traffic has to be controlled and guided to prevent mishaps. **Figure 3-10** shows some work zones on rural roads where safety guidelines have been ignored completely.





Figure 3-10: Unsafe Work Zones

ors

### 3.3 Safety Engineering Measures on Rural Roads

PMGSY-III Guidelines recommend the following road safety measures for rural roads.

- Design and layout of intersections that ensures adequate sight distance.
- Removal of encroachment at junctions.
- Provision of rumble strips close to meeting point of rural roads with main roads.
- Provision of road signs, pavement markings and other traffic control devices as per IRC Codes.
- Rectification of geometric deficiencies and other hazardous locations (black spots) on existing roads. In the mean time, appropriate cautionary signs and speed limit signs to be posted.
- Ensuring provision of horizontal and vertical curves as per design speeds. Where this is not possible due to site constraints, there is need to install appropriate traffic calming measures to reduce operating speeds along with speed limit signs.
- Provision of adequate space for turning of vehicles at either end, particularly on link roads.
- Provision of bus bays close to villages, habitations.
- Speed management measures on roads passing through villages and habitations.



- Road stretches exceeding a length of 5 km should be subjected to road safety audit during design stage.
- Arrangements for safety of workers and road users at construction sites.
- Conduct of road safety awareness camps involving Panchayats, School, Rural road users etc. Improve road design standards based on feedback from users/panchayats.
- SQC and head of PIU shall become members of the State Road Safety Council and District Road Safety Committees respectively.

### 3.4 Purpose of Action Plan

The Safe System approach for improving road safety will yield best results if measures are instituted in an integrated manner to address all elements of the system. The proposed Rural Road Safety Action Plan disseminates the Five Pillar Architecture proposed by UN into many smaller but integrated activities and tasks, attaches responsibility of each task to appropriate stake holders and recommends targets which can be monitored and achieved over time. There is no shortcut to achieve road safety other than defining the activities, framing an action plan, monitoring the activities and achieving the targets.





### 4.1.2 Topography of Madhya Pradesh

Geographically, the state has got varied geo-structural divisions. Topographic map of Madhya Pradesh is presented in **Figure 4-2**. Being located towards the northern part of the Deccan Plateau, this state is mainly a land of plateaus and mountain ranges. Towards the northern side of the river Chambal and Son, lie the medium highland that got created by the Vindhya rocks, Granite Gneiss and Deccan Trap. This is a triangular shaped plateau between the Aravalli range and the valleys of the Son and the Narmada rivers. River Yamuna forms its northern boundary. The southern and south-eastern part is covered by steep escarpments, which are famously known as the Bhandar, Kaimur and Vindhya ranges. The mountain range of Vindhya has got an elevation of 881 and 150 metres whereas, that of Kaimur and Bhandar ranges are 686 metres and 752 metres respectively.

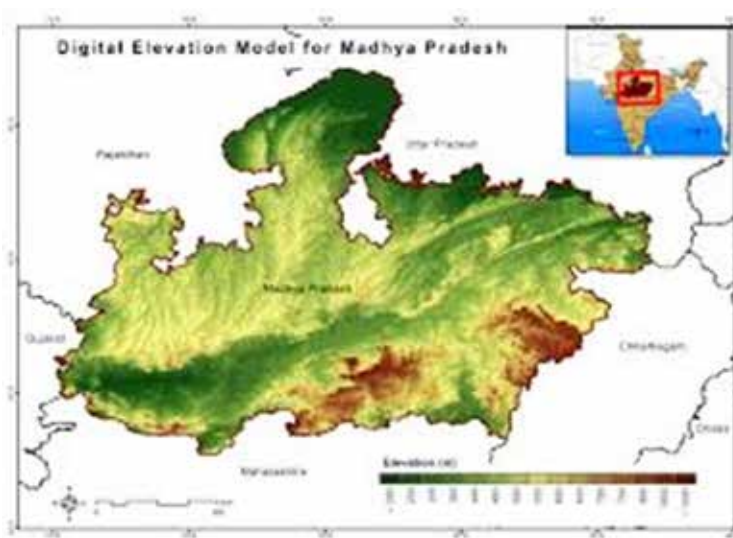


Figure 4-2: Topographic Map of Madhya Pradesh

### 4.1.3 Climate of Madhya Pradesh

Characterized by the pattern of monsoon weather, this state experiences sub-tropical climatic condition. Madhya Pradesh weather can be divided into the three distinct climatic seasons, which are mentioned below:

**Summer season:** Summer in this central Indian state starts during the month of April and continues till June with temperature going as high as 42° C. The state has got a hot and dry type of summer season.

**Monsoon season:** Rainy season stretches there from July to the month of September with an average rainfall of 1,370 mm per year. The eastern part of the state receives comparatively high precipitation (112 cm on an average) from the state's northern and western part (50 cm to 62.5 cm on an average). However, sometimes, the south-eastern districts of the state receive quite heavy rainfall of about 2,150 mm.

**Winter season:** The winter season of the state mainly comprises of the months of December and January. Madhya Pradesh, especially towards the northern part, experiences a relatively cold and dry winter. During this season, temperature can fall down to even -10° C.



#### 4.1.4 Road Transport and Safety in Madhya Pradesh

Madhya Pradesh has 72,000 km of roads, of which 60,000 km are surfaced. It has 4,286 km of national highways, 8,728 km of state highways, 10,817 km of major district roads (MDRs), and 48,590 km of other district roads (ODRs)/village roads. The road network is 45 km/100 Sq-km in Madhya Pradesh (national average is 75 km per 100 sq km).

As per 2017 data, Madhya Pradesh had 13.2 million registered vehicles. Madhya Pradesh has the dubious distinction of having the second highest number of road accidents in India only after Tamil Nadu (2018 data published by MoRTH. 11% of all India Road Crashes are from Madhya Pradesh. Madhya Pradesh has witnessed 10,706 road crash related fatalities in 2018.

### 4.2 Road Safety Management in Madhya Pradesh

The Supreme Court of India, in November, 2017 directed all States and Union Territories (UTs) to implement a policy for improving road safety, with all “earnestness and seriousness”. The court also issued time lines for the implementation of its directions, including setting up of a Lead Agency including Permanent Road Safety Cell for coordinating road safety related issues, State Road Safety Councils, District Road Safety Committees, creation of a Road Safety Fund and a Road Safety Action Plan.

Pursuant to this, all States and Union Territories have followed the orders and submitted compliance reports. In Madhya Pradesh also, a state level Lead Agency has been appointed and in addition to state level committees, district level committees have also been constituted. Road Safety Fund has also been created.

#### 4.2.1 Madhya Pradesh State Road Safety Council

In Madhya Pradesh, State Road Safety Council was first established in 2005 [Ref: G.O. F 22-87/2005/8 dated 28.10.2005 attached as Annexure-I] and it was reconstituted on 23.5.2015. The composition of the Road Safety Council is shown in **Table 4-2**. The Council meets once in six months and discharges such functions relating to road safety programs as the Central Government or the State Government may have with regard to the objects of the Motor Vehicles Act in vogue. The council mainly makes policy recommendations to the government.

In general, functions of the State Road Safety Council include:

- i. advise the Government on road safety policies;
- ii. prescribe and enforce road safety standards and procedures, formulate and implement schemes, projects and programmes, relating to road safety;
- iii. co-ordinate the functions of all the agencies and Government Departments discharging the duties relating to road safety;
- iv. conduct the road safety awareness programmes
- v. management of the Road Safety Fund;
- vi. allocation of expenditure for implementation of road safety schemes & programmes;



- vii. allocation of expenditure for road safety projects and for purchase and installation of equipment and devices connected with road safety;
- viii. allocation of expenditure for the conduct of studies, projects and research on matters relating to road safety;
- ix. allocation of expenditure for trauma-care programmes or activities;
- x. allocation of administrative expenditure of the Council;
- xi. allocation of expenditure on matters connected with road safety measures;
- xii. formulation of self-help groups, under the supervision and control of the Council for the rescue operation on the place of accidents; and
- xiii. any other matter which the Council may consider necessary.

Table 4-2: Composition of M.P. State Road Safety Council

S. No.	Designation	Role
1	Honbl. Chief Minister	Chairman
2	Honbl. Min. of Home Department	Member
3	Honbl. Min. of Transport Department	Member
4	Honbl. Min. of Urban Development and Environment	Member
5	Honbl. Min. of Public Works Department	Member
6	Honbl. Min. of Public Health & Family Welfare Dept.	Member
7	Honbl. Min. of School Education Dept.	Member
8	Honbl. Min. of Rural Development Department	Member
9	Chairman, Municipal Corporation, Indore	Member
10	Chairman, Municipal Corporation, Bhopal	Member
11	Chairman, Municipal Corporation, Jabalpur	Member
12	Chairman, Municipal Corporation, Gwalior	Member
13	Add. Principal Sec./Principal Secretary, Home Dept.	Working Member
14	Principal Secretary, Transport Dept.	Working Member
15	Principal Secretary, Urban Development & Environment	Working Member
16	Principal Secretary, Public Works Dept.	Working Member
17	Principal Secretary, Public Health & F. W. Dept.	Working Member
18	Principal Secretary, School Education Dept.	Working Member
19	Principal Secretary, Rural Development Dept.	Working Member
20	Principal Secretary, Finance Dept.	Working Member
21	Transport Commissioner	Working Member
22	Commissioner, Urban Administration and Development	Working Member
23	Additional DGP - Transport	Member Secretary
24 – 29	Six Non-Government Experts from Traffic & Transport Field to be nominated	Member



#### 4.2.2 Madhya Pradesh State Road Safety Working Committee

State Road Safety Working Committee plays an advisory role to the Road Safety Council. It evolves strategies to improve road safety scenario in the State and prepares action plan as per the road safety policy of the State. The Working Committee ensures coordinated effort involving all stake holding departments on road safety to reduce the road accidents and fatalities across the state. It also allocates funds and manpower required for implementation of the Road Safety initiatives. The Working Committee meets once every three months. Its Composition is shown in **Table 4-3**.

One of the most important functions of Road Safety Working Committee is to manage and optimize utilization of Road Safety Fund. Madhya Pradesh is one of the first states to establish a dedicated Road Safety Fund [Ref: Notification No. F. 5-18-95-B-3-2, dated 12-7-1995 attached as Annexure - II]. The Road Safety Fund has been created out of 50% of the compounding fees collected under the Motor Vehicles Act by the Police Department.

Table 4-3: Composition of MP Road Safety Working Committee

S. No.	Designation
1	Special Police Director General, PTRI
2	Transport Secretary
3	Secretary, Home Department
4	Secretary, PWD
5	Secretary, Health Department
6	Deputy Secretary, Home Department
7	Deputy Secretary, Finance Department
8	Inspector General, PTRI
9	DIG Police - I, PTRI
10	Additional Transport Commissioner
11	Additional Secretary, Urban Development
12	Additional Secretary, Excise Department
13	Commissioner, Health Department
14	Joint Commissioner, Health Department
15	Assistant Commissioner, Education Department
16	General Manager, MPRRDA
17	Chief Engineer, PWD
18	Nodal Officer, MPRRDA
19	Public Relations Officer, Public Relations Department
20	Additional Deputy Commissioner, BMC

#### 4.2.3 Road Safety Committee at District Level

In line with the State level Road Safety Working Committee, District level Road Safety Committee (DRSC) is formed with the Collector as Chairman and Superintendent of Police as Vice-Chairman, convened by Deputy Transport Commissioner and attended by road safety relevant department



heads, NGOs, presidents of lorry owners and auto-rickshaw owners associations, academicians and researchers from local colleges. The DRSC meeting is conducted once in 3 months but one meeting per month is recommended. It discharges functions relating to road safety programs as the Central Government, State Government or State RSC may have with regard to the objects of the Motor Vehicles Act in vogue.

Ministry of Road Transport & Highways has acknowledged that Government of Madhya Pradesh set up District Level Road Safety Committees [Ref: Release ID 85,719, MoRTH Dated 06-August 2012 attached as Annexure - III] under the Chairmanship of District Magistrates having representation from Officers dealing with Road Transport, Police (Traffic), Health (Trauma care/rescue), Data collection and analysis, NGOs and other Road safety Experts from the members.

DRSC shall evolve strategies to improve road safety and prepare action plan on road safety as per the road safety policy of the State. DRSC shall order road safety audits by independent agencies to identify accident hot spots and suggest intervention. DRSC should prioritize the safety measures. DRSC should provide funds from Road Safety Fund and allocate manpower required for implementation of the recommended road safety interventions. DRSC shall ensure coordinated effort involving all stakes holding departments on road safety to reduce the road accidents and road accident related fatalities and injuries across the district.

#### 4.2.4 Lead Agency

In Madhya Pradesh, Police Training and Research Centre (PTRC) based in Bhopal has been appointed as the Lead Agency. The Lead Agency functions include:

- (a) Undertake analysis of the accident data collected by the Police Department and evolve a strategy to arrest/reduce accidents and send the reports to Working Committee.
- (b) Prepare Road Safety Policy.
- (c) Prepare Road Safety Action Plan.
- (d) Ensure Road Safety Fund is set up to undertake safety measures recommended by the Working Committee.
- (e) Prepare quarterly reports of traffic violations and apprise the Working Committee.
- (f) Coordinate with concerned road owning/managing agencies and:
  - i. Verify data on the ground, prepare jurisdiction wise list of Black Spots,
  - ii. Ensure road safety audits are being conducted regularly,
  - iii. Prepare Training Needs Assessment Report.
- (g) Verify the speed calming measures undertaken by HUDA and HSAMB
- (h) Coordinate with Transport Department and ensure speed governors are in place
- (i) Pursue the SLP ban of sale of alcohol on NH & SH and report to the Working Committee
- (j) Improve turnaround time of accident victims

#### 4.2.5 Madhya Pradesh Rural Road Development Authority (MPRRDA)

The total road length under various agencies in Madhya Pradesh is shown in **Figure 4-3**. In view of huge share of rural roads network under various agencies, the Government of Madhya Pradesh has appointed MPRRDA to exclusively plan/design/audit/construct/maintain rural roads. A Road





Safety Cell has been created within MPRRDA to oversee Road Safety issues and manage counter measures to reduce road crashes on rural roads. The composition of the Road Safety Cell is shown in **Table 4-4**.

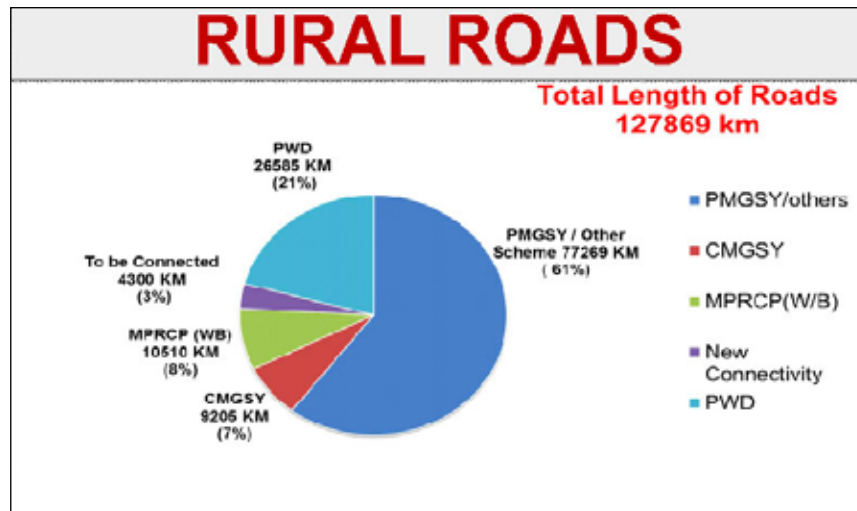


Figure 4-3: Rural Road Network of MP under various Agencies

Table 4-4: Composition of Road Safety Cell within MPRRDA

S.No.	Position in MPRRDA, Bhopal	Position in Road Safety Cell
1	Chief General Manager (SQC)	State Road Safety Nodal Officer
2	General Manager (Tech.) (1)	Additional State Road Safety Nodal Officer
3	General Manager (Tech.) (2)	Additional State Road Safety Nodal Officer
4	Assistant Manager (1)	Road Safety Cell Coordinator
5	Assistant Manager (2)	Road Safety Cell Coordinator
6	Assistant Manager (3)	Road Safety Cell Coordinator

The duties and responsibilities of Road Safety Cell (Ref: Order No. 10346/GMT-3/MPPRDA/2016 attached as Annexure-IV) include:

1. Suggest and examine at DPR & field level; ensure preparation and implementation of Road Safety Components in PMGSY, ADB assisted works and WB assisted CMGSY-MPRCP works.
2. Review and suggest Road Safety Components during planning, designing, DPR preparation to ensure same are adequately included in bill of quantities of works and sample review of DPRs.
3. Review and verification that necessary road safety measures are being implemented appropriately in Works during construction and maintained during post construction.
4. Organize training/workshop of PIU, consultants, contractors engineers and staff for capacity enhancement on road safety.



5. Coordination of MPRRDA with other Stake holders such as Police, Transport, PWD, MPRDC, Health Department, Education, Local bodies, Governments such as Panchayat/municipalities etc in the state for implementation of Road safety components.
6. Coordination and guidance to field PIUs of MPRRDA in Road Safety activities at district level.
7. Road Safety Cell to represent MPRRDA at the meetings conducted by state and district level Road Safety Council/Committees.

#### 4.2.5.1 Rural Road Network Management Unit (RRNMU)

MPRRDA has 6 Rural Road Network Management Units. Functions of RRNMUs include:

Table 4-5: Functions of RRNMU

No.	Staff	Activity
1	Management	(a) Unit Management (b) Annual Budget Preparation (c) Program and Expenditure Control (d) Payments and Receipts (e) Accounts keeping and Annual Reporting
2	Road Planning	(a) Road Network Referencing & Mapping (b) Road and Bridge Data Collection (c) Road and Bridge Condition Database (d) Road Network Mapping (e) Road User & Stakeholder Participation (f) Traffic Surveys and Data Collection (g) Road Network Status Reporting (h) Monitoring of Axle Loads (i) Road Network Development Plans & Sub Project Selection (j) Road & Bridge Maintenance Plans (k) Annual Work Program Preparation (l) Transect Walks & Community Participation (m) DPR Preparation and Management (n) Road Safety Audit (o) Project Preparation and Packaging (p) OMMS Data Updating and Uploading (q) Maintenance Contract and Work order preparation and packaging (r) Material Testing and Quality Control



4.2.6	New Link & Upgrading – Construction & Maintenance	<ul style="list-style-type: none"> <li>(a) Construction Supervision &amp; Quality Control</li> <li>(b) Maintenance Supervision and Quality Control</li> <li>(c) Contract Administration</li> <li>(d) Road safety Inspection</li> <li>(e) Road Inspection and Community participation</li> <li>(f) Road Condition Monitoring and reporting</li> <li>(g) OMMS Data Updating and Uploading</li> </ul>
-------	---	--

#### 4.2.6.1 Rural Connectivity Training and Research Centre (RCTRC)

As per ADB guidelines, the training should be conducted in a Teaching-Learning friendly environment with all necessary teaching accessories from chalk pieces to advanced computer labs and lodging cum boarding facilities. Therefore, it is necessary to establish RCTRC. RCTRCs should have state-of-the art equipment which is well maintained and calibrated from time-to-time. The facilities and atmosphere in RCTRCs should be conducive to training, testing and promoting research. It should provide opportunities for personal and technical development of RRNMU engineers.

In response, Madhya Pradesh Government has established Madhya Pradesh Rural Road Academy (MPRRA / RCTRC) which is an Autonomous organization funded by Asian Development Bank (ADB) under Rural Connectivity Investment Program (RCIP). It is monitored by Madhya Pradesh Rural Road Development Authority, Bhopal and registered under Madhya Pradesh Society Registrkaran Adhinyam 1973. It started operations in Bhopal on 1<sup>st</sup> April 2018. It provides training for rural road development to the Engineers, State Govt. Professional, Public & Private Employees. Training Calendar of MPRRA for the year 2019-20 is provided in Annexure V.



## 5. Action Plan Tasks for Improving Safety on Rural Roads

The methodology adopted to arrive at the Action Plan Tasks includes extensive literature review on:

- i. National and State Road safety policies
- ii. Road safety technical guidelines, Standards, Manuals, Specifications
- iii. International best practice documents recommended by UN, WHO, ADB, CAREC etc.
- iv. Similar documents prepared by other states of India like Meghalaya, Bihar and Madhya Pradesh etc.

Experience from working in similar assignments on rural roads was reviewed and field visits were conducted to become familiar with different types of rural roads in the State, their issues, road crash history, effectiveness of proposed countermeasures, and community opinion. Stake holders of the State like, SRRDA, PWD, PTRI, Transport Department, Health and Police Department were consulted multiple times during the course of the project. Community stake holders like village heads and PRIs were also consulted to gather their opinion on road safety.

Issues contributing to road crashes and what needs to be done to reduce or prevent road crashes were reviewed. A 'Five Pillar Architecture' and a 'Safe System Approach' to address road safety and reduce road crashes or eliminate them altogether have adopted in preparation of this Rural Road Safety Action Plan for Madhya Pradesh. The succeeding paragraphs describe the various actions, based on the recommendations of UN, that are required to be implemented for improving safety on the rural roads. Thereafter, templates for implementing and monitoring the action plan have been proposed in **Tables 4.1-4.5**.

### 5.1 Pillar I: Road Safety Management

#### 5.1.1 Frame a Rural Road Safety Policy

Framing a road safety policy to guide the action plan for road safety is the first step. The State Road Safety Council (SRSC), in consultation with all the stake holders such as the Divisional Road Safety Council, District Road Safety Committees (DRSC) in the State, Panchayats, MPRRDA, etc will get a road safety policy for rural roads prepared, with the help of the lead agency, PTRI. The state government will notify the Rural Road Safety Policy for the guidance of all stake holders.

#### 5.1.2 Frame a Rural Safety Action Plan

Under the aegis of State's Rural Road Safety Policy, PTRI should prepare a Rural Road Safety Action Plan for the State say for next 10 years, in consultation with all stakeholders. The action plan should clearly indicate actions required at various levels, targets, budget requirements and the role/responsibility of the all the stake holders. After the Action plan is ratified by the SRSC; it should be notified and widely publicized by the State government.



### 5.1.3 Setup Rural Road Safety Fund

Achieving tasks specified in the Action Plan requires finance; therefore; the state government should make funds available by establishing a Rural Road Safety Fund (RRSF) by inter alia allocation of at least 30% share from Road Safety Fund of the state. These funds should be allocated to Panchayats based on merit of proposals submitted to District Road Safety Council by Panchayat Raj Institutions (PRIs).

### 5.1.4 Empowerment of Panchayats

Empowerment of PRIs for road safety management is crucial to improve safety on rural roads. PRI functionaries should be trained in road safety management and Panchayats should take charge of resolving road safety issues in their respective jurisdictions. PRIs should hold discussions with all the stakeholders including Public Works Department, Health Department, Police and citizen groups. PRIs should draw their own action plans in conformity with the state level action plan.

### 5.1.5 Rural Road Safety Management by SRRDA and Other Rural Road Authorities

SRRDA should set up a Road Safety Cell (RSC). Appropriately experienced engineers should be posted to man the RSC. The RSC should be competent in critical review of all the existing documents/data book/circulars and modify them if required, to adequately and effectively address safety issues on rural roads. RSC should notify Road Safety Action Plan at SRRDA level, in sync with the State level RRSAP and allocate budget for road safety activities to RRNMUs. The RSC at State level should set up Road Safety Cells in all RRNMUs and notify Road Safety Action Plan at RRNMU level.

### 5.1.6 Data Collection of Crashes on Rural Roads

The SRRDA and RSC should ensure data collection of crashes on rural roads. The data should be analysed and published. It should undertake routine investigation of fatal crashes and crashes causing injuries requiring hospitalization, identification of black spots and vulnerable road users.

### 5.1.7 MoU between PTRI and RCTRC

The State RCTRC should support PTRI for leading action on all safety related activities in the context of rural roads. RCTRC should assist PTRI in ensuring coordination between various agencies, drafting of agenda for meetings and follow up on decisions/ action taken. One of the key areas where RCTRC can assist PTRI is capacity building.

### 5.1.8 Capacity Building

Capacity building of engineers and administrators and all other stake holders at all levels is essential for planning and implementing actions for mitigating road safety issues. Consultants, Contractors engaged in Rural Roads and their staff also should be well trained in identifying and



addressing road safety concerns. STA's and PTA's should also be sensitive to road safety concerns while scrutinizing DPRs. Sensitizing camps should be conducted for local police and Transport Department officials.

As mentioned earlier, personnel of PRI bodies should be trained in taking control of local road safety issues.

### 5.1.9 Annual Road Safety Summits

Annual Road Safety summits in the State will provide opportunities for officials engaged in road safety to exchange best practices and to learn from each other's experiences. It also provides helps spread awareness among all stakeholders and serves as a forum for recognition to the best road safety projects and personnel engaged in rural roads through awards and commendations.

## 5.2 Pillar II: Safer Roads

### 5.2.1 Address safety issues in the DPR Comprehensively

Safety aspects have to be an integral part of road design during the preparation of DPR. The design should be based upon the life cycle cost of the road rather than just cost of construction cost of the road. At the 'transect walk' stage itself, the PIUs need to engage with the local communities to identify safety issues and possible rectification measures. Aspects that require special attention include hazards (both on and off carriageway), black spots, locations of inadequate sight distance such as sharp curves and intersections, need for traffic calming measures, requirements of vulnerable road user, road signs, pavement markings, guard posts, delineators, etc. The road should be designed to be safe and forgiving, according highest priority to the safety of vulnerable road users.

### 5.2.2 Road Safety Audit at Design Stage

PMGSY III Guidelines mandate RSA audit at the design stage for all roads more than 5 km length. Audit should be undertaken in accordance with the Road Safety Audit Handbook for PMGSY. Findings of RSA have to be uploaded on OMMAS. Provisions based on the recommendations of RSA as finally accepted, should be included in the DPR and the BoQ of the contract for the execution of work.

### 5.2.3 Road Safety Inspections

The road authorities should notify a policy for road safety inspections and develop a road safety inspection and retro-fitment program to reduce hazardous locations on rural road. They should undertake development of technically suitable treatments, approval of treatments, funding and implementation. Documentation of before and after scenario supported by data should be carried out with a view to evaluate the efficacy of treatments provided.



#### 5.2.4 Development of Demonstration Corridors

Road authorities should identify a list of suitable rural roads for inclusion in a multidisciplinary demonstration project. Design and implement the demonstration project and conduct stakeholder consultation including public consultation/awareness in each aspect of rural road safety. The safety performance of these model roads must be studied and documented with a view to assess the effectiveness of the measures implemented. Further improvements have to be based on the evidence collected.

#### 5.2.5 Review of Specifications and Guide lines

A critical review of all existing documents/ data book/ circulars for modifications should be undertaken to effectively address safety issues on rural roads in MP. The reviewed documents should be published.

#### 5.2.6 Safer Work Zones

MPPRRDA should review the safety practices at rural road work sites and prepare a short and practical Field Guide to be used by all the supervisors and contractors at road work sites. Training should be provided for engineers, supervisors and contractor staff in ensuring work zone safety measures. Work zones should be divided into early warning zone, transition zone, actual work area and exit from work zone. These zones must be clearly delineated and appropriate signs and signals should be used. Staff should wear appropriate safety gear. DPRs should include Traffic Management Plans during construction. Implementation of guidelines should be ensured by including in Standard Bid Documents.

#### 5.2.7 Maintenance of Rural Roads for Safety

Maintenance of features have bearing on safety such as shoulders, signboards, markings, clearing vegetation etc. should be made mandatory/non-negotiable in performance based contracts. Panchayats and SHGs should be involved in road maintenance works.

#### 5.2.8 Research

MPPRRDA and PTRI should sponsor road safety research projects and studies for various road safety measures. It should collaborate with various institutes and organizations of repute to promote best practices in the field of road safety.

#### 5.2.9 Capacity Building of Engineers, Contractors and other Stake Holders

Road authorities and PTRI should coordinate with RCTRCs and conduct regular training program for engineers and other stake holders for sensitization on emerging trends in resolving road safety issues. They should conduct training programs for engineers to understand the importance of engineering in ensuring road safety.



### 5.3 Pillar III: Safer Vehicles

Non-motorized vehicles, bicycles, motorized two-wheelers, auto-rickshaws, tractors with and without trailers are predominant modes of transport in rural areas. Cars, buses and trucks are seen occasionally on rural roads. Since rural roads are not illuminated beyond habitations, there is a need for vehicles to be conspicuous. Vehicles have to be painted/stickered/illuminated in such a way that their presence is known to all other vehicles and road users.

#### 5.3.1 Conspicuity of Bicycles and other NMTs

State, through proper legislation and enforcement, should ensure conspicuity of bicycles as prescribed in IS 10613: 2014 - Safety requirements for bicycles (Second Revision). Similarly, other non-motorized vehicles like hand carts and bullock carts should stickered/painted on all four sides to make their height and width conspicuous. If necessary, DRSC should fund such initiatives and handover the responsibility to village Panchayats because, sarpanch/mukhiyas have more knowledge of such vehicles in their respective villages.

#### 5.3.2 Conspicuity of Motor Cycles

Local police should conduct periodic enforcement drives on compliance with Motor Vehicles Act with the intention of ensuring functional head lights, tail lights, blinkers and horn. Conspicuity of three wheeled vehicles should be also be similarly ensured. This is important for the safety of motorcycle riders as well as other VRUs on the road; the riders must be seen by the bigger vehicles and should be able to see the hazards and VRUs. The conspicuity will also help VRUs become aware of their approach.

#### 5.3.3 Conspicuity of Tractors and Trailers

State, through proper enforcement, should ensure that all new tractors and trailer sold should have tail lights and a florescent orange triangle with red reflective border fitted on the rear of the tractor seat and behind the left and right mudguards in compliance with the Motor Vehicles Act. Transport Department officers should ensure that even the old tractors and trailers comply with above rules at the time annual fitness certification. It is quite normal for tractors in rural areas to be covered in mud or fitted with farm equipment that is much taller and/or wider than normal trailer. Local police and panchayats should ensure that tractors with such wide and tall equipment are made to be conspicuous at all times.

### 5.4 Pillar IV: Safer Communities

#### 5.4.1 Community Participation

DRSC should promote participation of rural people and Village Panchayats in defining local road safety issues and develop partnerships to address them. Provide training and guidance for local village panchayats on best practices in application/use of road safety countermeasures. Prepare videos in local languages and conduct awareness campaigns with the help of local police.





### 5.4.2 Encroachment prevention

DRSC should take steps through PRIs, police and local engineers to prevent encroachment of land at junctions and other places which restricts sight distance or otherwise pose hazard. Effort has also to be made to educate local community to prevent encroachment of roads for activities like drying and threshing crops, loading/unloading vehicles parked on carriageway, tying animals on shoulders etc.

### 5.4.3 Road safety education at school

DRSC should engage local schools and get the teachers trained in methods of imparting road safety education to children in a manner which the children find interesting. The children should be told not to venture on streets unaccompanied by adults and should be taught to be safe pedestrians, bicyclists and motorcyclists in future.

### 5.4.4 Improved enforcement

Police should be given focused and targeted training on law enforcement in all key areas like over speeding, driving without helmet, driving under influence of alcohol and drugs, overloading, creating obstructions to moving traffic etc.

## 5.5 Pillar V: Post-Crash Care

Efforts have to be made to prevent road traffic crashes, but they will still occur, howsoever infrequently. However, it is to be ensured that in case of a crash, severe injuries, disability and death do not result. Most crash victims die due to shock, loss of blood and clogging of the breathing passage. Prompt emergency response is required to ensure timely first aid and transportation of the victim to hospital well within the “Golden Hour”. In emergency medicine, “Golden Hour” refers to the immediate one-hour time period following a traumatic injury, during which, chances of preventing death by way of prompt medical treatment are the highest.

### 5.5.1 Prompt emergency response

DRSC should ensure that medical assistance is provided to accident victims within the golden hour. Adequate ambulances with trained paramedics should be available. The accident/response time of the ambulances should be monitored and placement of Ambulances optimized. There should be an emergency helpline number which is well publicized amongst the villagers.

### 5.5.2 Availability of trauma care facilities

DRSC should ensure that necessary trauma care facilities are available at primary, secondary and tertiary health care facilities and take steps to strengthen them.



### 5.5.3 Training to doctors, paramedics and first responders

DRSC, through the health department, should ensure adequate training in trauma care to the local doctors and paramedics. The potential first responders like workers of road side dhabas, volunteers, NGOs etc. should also be trained in first aid. The panchayats should keep a data base of all resource persons and maintain emergency medical response kits.

### 5.5.4 Wide publicity of ‘Good Samaritan Guidelines’

‘Good Samaritan Guidelines’ have now been notified which exempt people who help crash victims reach hospital from disclosing their identity and any police/judicial procedures. The concept of ‘Good Samaritan’ and ‘Golden Hour’ should be publicized and promoted by DRSCs.

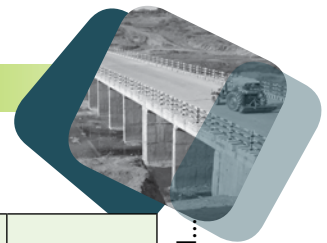
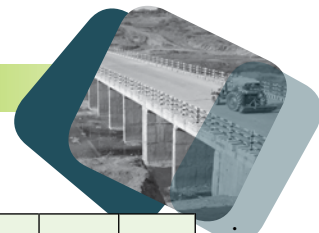


Table 5-1: Pillar I – Road Safety Management Tasks and Targets

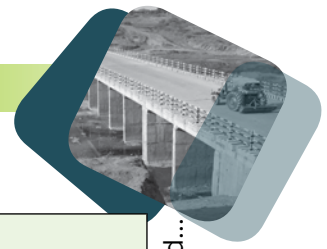
S. No.	Major Activities	Tasks	Responsible Agency/ other agencies	Key Progress Indicators	Time frame for task	Target	Budget
1.	Frame a Rural Road Safety Policy (RRSP)	(a) Review of safety on rural roads by the SRSC, Divl. RSC and Dist. RSC and the panchayats to discuss issues, interventions, priorities and action plan and role/responsibility of all stakeholders.	State Govt. including PTRI, Road authorities, Police, Tptaauth, Health auth, Ednauth	Issue of minutes of meeting	Year 1		
		(b) Drafting of RRSP by Police Training and Research Institute (PTRI) (Lead Agency designated by Govt.) based on inputs from the review at all levels					
		(c) Notification of the policy after review and ratification at all levels					
2.	Frame a Rural Road Safety Action Plan (RRSAP)	(a) PTRI to prepare an action plan for the state (RRSAP) for say next 10 years, clearly bringing out the actions required at all levels, targets, budget requirements and the role/responsibility at various levels		Draft RRSAP	Year 1		
		(b) Action plan to be notified by the state government					
3.	Set up a Rural Road Safety Fund (RRSF)	(a) Establish a Rural Road Safety Fund (RRSF) by inter alia allocation of at least 30% share from Road Safety Fund of the state	State Govt. including SRSC	Gazette Notification of RRSF	Year 1		
		(b) Allocate fund to panchayats based on merit of proposals submitted to DRSC by PRIs					

To be continued...



S. No.	Major Activities	Tasks	Responsible Agency/ other agencies	Key Progress Indicators	Time frame for task	Target	Budget
4.	Panchayats to be empowered to manage safety on rural roads	(a) Panchayats to take charge of the road safety issues in their jurisdiction	Panchayat, Road authorities, SRSTRDC, Police, Tptauth, Health auth, Schools	Declaration to be issued by the panchayat	Year 2 onwards		
		(b) Training of PRI functionaries on road safety management					
		(c) Hold discussion with all stakeholders including PWD, health, police, citizen					
		(d) Panchayats to draw their own action plan in conformity with the state level action plan					
5.	Rural Road Safety Management by SRRDA	(a) Set up a Road Safety Cell (RSC) at SRRDA level	MPRRDA	Set up RSC at MPRRDA	Year 1		
		(b) Notify Road Safety Action Plan at SRRDA level, in sync with the State level RRSAP.					
		(c) Allocate budget for road safety activities to RRNMUs					
		(d) Set up a Road Safety Cell at RRNMU level in all RRNMUs					
		(e) Post appropriately experienced engineers to man the RSC					
		(f) Notify Road Safety Action Plan at RRNMU level					
6.	Data collection of crashes on rural roads	(a) Ensure data collection of crashes on rural roads	PTRI, Police, Road Auths.	A functional RADMS	Year 1		
		(b) Analysis and publication of data for crashes on rural roads					

To be continued...



S. No.	Major Activities	Tasks	Responsible Agency/ other agencies	Key Progress Indicators	Time frame for task	Target	Budget
7.	MoU between PTRI and RCTRC	(c) Identification of vulnerable road users and hazardous locations	State Govt./PTRI/MPRRDA/RCTRC	Publication of annual data book for rural road crashes	Year 1		
		(d) Investigation of crashes (fatal and injuries requiring hospitalization)					
		(a) RCTRC to support PTRI for leading action on all safety related activities in the context of rural roads					
		(b) Coordination between various agencies					
8.	Capacity building	(c) Drafting of Agenda for meetings	PTRI, RCTRC	Annual training programme notified	Year 1		
		(d) Follow up on decisions/ action taken					
		(a) Capacity building for Engineers and Bureaucrats					
		(b) Capacity building for Consultants, contractors engaged in Rural Roads					
		(c) Capacity building for STA's and PTA's					
		(d) Capacity building for Officers of local police, Transport Department					
(e) Capacity building for personnel of local bodies							
9.	Hold an annual Road Safety Summit for rural roads	(a) Provide a system of awards and recognitions to the best road safety projects for rural roads.	PTRI/RCTRC/SRRDA/ SRSWC	Notification of awards	Year 1		
		(b) Provide awards and recognition to Engineers and Consultants for commendable work in road safety on rural roads					

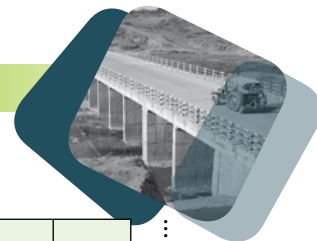
To be continued...



Table 5-2: Pillar II – Safer Roads Tasks and Targets

S. No.	Major Activities	Tasks	Lead Agency/ other agency	Key Progress Indicators	Time	Target	Budget
1.	Introduce the road safety audit process at the design stage	(a) Safety aspects to be an integral part of road design at the DPR stage. Design and layout of Junctions to ensure adequate sight distance, removal of encroachments, provision of appropriate traffic calming measures, road signs and markings. Checklist for road safety should be completed.	MRRDA/ PIU/ RCTRC	No. of roads audited at design stage	Year 1		
		(b) Notify a policy for road safety audit that includes the requirement for mandatory audit of DPR's for all roads more than 5 km in length					
		(c) STA's and PTA's to certify provisions in DPR regarding safety measures based on their assessment/ RSA report.					
2.	Develop a Road Safety Inspection and retro-fitment program to reduce hazardous locations on rural roads	(a) Notify a policy for road safety inspections	MRRDA/ PIU/ RCTRC	No. of roads inspected	Year 1		
		(b) Identification of hazardous locations on rural roads through road safety inspections and consultation with panchayat/ villagers.					
		(c) Development of technically suitable treatments, approval of treatments and funding, Implementation					
		(d) Documentation of before and after scenario supported by data, with a view to evaluate the efficacy of treatment					
				Number of hazardous sites identified	Year 1		
				Number of sites treated	Year 2		
				Number of sites documented	Year 2-5		

To be continued...



S. No.	Major Activities	Tasks	Lead Agency/ other agency	Key Progress Indicators	Time	Target	Budget
3.	Develop a demonstration corridor project that incorporates good road safety practice along rural roads	(a) Identify a list of suitable rural roads for inclusion in a multidisciplinary demonstration project.	MPRRDA	Number of roads identified	Year 2		
		(b) Conduct stakeholder consultation including public consultation/ awareness in each.		Number of consultations held	Year 2-3		
		(c) Design and implement the demonstration project.		Number of Demonstration projects implemented	Year 3		
4.	Review of Specifications and guidelines	(a) Critical review of all existing documents/ data book/ circulars for modifications, to effectively address safety issues on rural roads in MP	MPRRDA/ RCTRC/ PTRI	Number of documents reviewed	Year 1-2		
		(b) Publish revised documents, circulars etc.		Number of revised documents published	Year 1-2		
5.	Provide safer work sites at rural roads	(a) Review of safety practices at construction sites	MPRRDA/ RCTRC/ PTRI	Issue of worksite safety guidelines	Year 1-2		
		(b) Issue of practical guidelines in consonance with IRC SP:55		Inclusion of guidelines in SBD			
		(c) Implementation of guidelines by including in SBD		% age of roads in a district on which PBMC implemented.	Years 1-2		
6.	Maintenance of rural roads for safety	(a) Maintenance of features have bearing on safety such as shoulders, signboards, markings, clearing vegetation etc. mandatory/non-negotiable in performance based contracts	MPRRDA	% age of roads on which SHGs involved.	Year 1		
		(b) Involve Panchayats and SHGs in road maintenance					

To be continued...



S. No.	Major Activities	Tasks	Lead Agency/ other agency	Key Progress Indicators	Time	Target	Budget
7.	Research	(a) Sponsor research road safety research projects and studies for various road safety measures	MPRRDA/ PTRI/ RCTRC	Number of projects sponsored/ studies completed	Year 1		
		(b) Collaborate with various institutes and organisations of repute to promote best practices in the field of road safety.					
8.	Capacity building of engineers, contractors and other stake holders	(a) Conduct training program for engineers and other stake holders for sensitisation on road safety issues.	PTRI/ RCTRC	Number of training programs conducted.	Year 1-5		
		(b) Conduct training programs for engineers to understand the importance of engineering in ensuring road safety and to undertake road safety audit.					





Table 5-3: Pillar III – Safer Vehicles Tasks and Targets

S. No.	Major Activities	Tasks	Lead Agency/ other agency	Key Progress Indicators	Time	Target	Budget
1	Ensure conspicuity of rural vehicles	(a) Conspicuity of bicycles as prescribed to be ensured (IS 10613: 2014 - Safety requirements for bicycles (Second Revision))	SRSC Panchayats Police and Transport Department	% of Bicycles complying conspicuity requirements	Year 1-2		
		(b) Conspicuity of motor-cycles - Head light, tail light and turn indicators of motorcycles shall be in working order		% of motor-cycles complying conspicuity requirements			
		(c) Conspicuity of three wheeled vehicles including e-rickshaw and e-cart to be ensured (MoRTH Notification G.S.R. 807(E) dated 23.10.2019, CMVR Rule 110)		% of three wheeled vehicles complying conspicuity requirements	Year 1-2		
		(d) Conspicuity of tractors, trolleys, harvesters, construction equipment vehicle etc - Head light and tail lights shall be in working order, reflective tape shall be fixed as prescribed (MoRTH Notification G.S.R. 880(E) dated 14.9.2016, CMVR Rules 104, 105, 106, 107, 109)		% of tractors and trolleys complying conspicuity requirements	Year 1-2		
		(e) Conspicuity of non-motorised vehicles such as bullock carts, push-carts etc. shall be ensured by fixing reflective tape as prescribed		% of non-motorized vehicles complying conspicuity requirements	Year 1-2		



Table 5-4: Pillar IV – Safer Communities Tasks and Targets

S. No.	Major Activities	Tasks	Lead Agency/ other agency	Key Progress Indicators	Time	Target	Budget
1.	Involve Local Community in awareness raising on safe use of rural roads	<p>(a) Promote participation of rural people and village Panchayats in defining local road safety issues and develop partnerships to address them.</p> <p>(b) Provide training and guidance to local village Panchayat on best practices in application of road safety countermeasures.</p> <p>(c) Involving local community to prevent/keep roads encroachment free.</p> <p>(d) Involving local community to ensure timely maintenance of road for safety.</p> <p>(e) Prepare Videos in Local Language</p> <p>(f) Involve NGOs for taking up road safety advocacy</p>	DRSC and Police, Transport, Education and Public Relations Departments	<p>Number of Panchayats actively involved in improving road safety</p> <p>Number of training programs held</p> <p>Number of Panchayats actively involved in keeping roads encroachment free</p> <p>Number of Panchayats actively involved in ensuring timely maintenance of road for safety</p> <p>Number of videos prepared</p> <p>Number of NGOs involved</p>	Year 1-3		



S. No.	Major Activities	Tasks	Lead Agency/ other agency	Key Progress Indicators	Time	Target	Budget
2	Engage local schools to provide road safety awareness lessons for school children	(a) Train teachers on various aspects of Road safety including "Rules of Road Regulation"	DRSC and Police, Transport, Education and Public Relations Departments	Number of teachers trained	Year 1-3		
		(b) Prepare School curriculum and material including videos for school age children on "Rules of Road Regulation" and other aspects of safe road use as pedestrians, bicyclists, motorcyclists etc.		Number of videos and books prepared	Year 1-3		
		(c) Train teachers and students in "First Aid".		Number of persons trained in "First Aid".	Year 1-3		
3	More focused and targeted law enforcement directed at key areas – helmet wearing, drink driving, and speeding	(a) Augment police manpower to cater for traffic related duties in rural areas	SRSC/PTRI/ Panchayat	Ratio of number of traffic police to number of motorized vehicles	Year 1		
		(b) Capacity building for Traffic Police to enhance their ability to enforce the road rules on rural roads		Availability of alcoholometers, speed radar guns	Year 2		
		(c) Involving local Panchayat and village elders to promote compliance and safe road use		Number of Panchayat involved in promoting compliance and safe road use	Year 1		



Table 5-5: Pillar V – Post Crash Care Tasks and Targets

S. No.	Major Activities	Tasks	Lead Agency/ other agency	Key Progress Indicators	Time	Target	Budget
1.	Establish a system of reduced response times to attend to the victims of crashes on rural roads.	(a) Mapping of primary, secondary and tertiary hospitals near villages.	SRSC, SRSWC, and Health Department	Number of hospitals identified	Year 1		
		(b) Strengthening the existing system of ambulance availability to crash victims on rural roads.		Number of Ambulances available			
		(c) A toll free helpline for road crash victims.		Availability of toll-free helpline			
2.	Training on first aid to Panchayat staff and other volunteers.	(a) Organize training workshops at Panchayat level	SRSC, SRSWC, and Health Department, Education Department, Public Relations Department	Number of PRI staff trained	Year 1		
		(b) Engage NGO's to continue the training and post-crash care activities.		Number of NGOs enlisted			
		(c) Prepare training material on first aid		Pamphlets and videos prepared and distributed.			



## 6. Issues and Challenges for Rural Road Safety

### 6.1 Issues:

- (a) The maintenance of reliable crash data for rural roads, on number of crashes, injuries and fatalities.
- (b) No provision and practice of land acquisition for rural roads thus compromising on safe alignment towards improved road safety.
- (c) Concern from road safety by policy makers, professionals and general public.
- (d) Infrastructural deficiencies for safer travel.
- (e) Understanding among agencies regarding black spots locations, identifications and rectification.
- (f) Utilization of funds for road safety improvements and strategies.
- (g) Adequately equipped Trauma Care Centers to treat crash victims.
- (h) Proper and correct system for traffic signs and pavement markings.
- (i) Enforcement regulations for police personnel with training and equipment to track offenders and speeding vehicles.
- (j) Coordinated efforts on road safety amongst all stakeholder agencies.
- (k) Dedicated unit (Road Safety Cell) and Road Safety Fund for rural roads to undertake timely Road Safety measures.

### 6.2 Challenges:

- (a) Creating commitment amongst stakeholders (Policy/ Decision Makers, Professionals/ Officers in Government, Consultants, STAs, Contractors, Villagers, Road Users, Police, and Health on criticality of road safety on rural roads.
- (b) Treating road safety on rural roads as a public health problem.
- (c) Setting up effective and proactive institutional mechanism. For each district, Head of the DPIU or a senior engineer to act as the District Rural Road Safety Officer (DRRSO).
- (d) Road Safety Audit of design, construction of new roads and Road Safety Inspection of existing roads and implementation of their findings and recommendations.
- (e) Effective implementation in a time bound manner of Road Safety Action Plan for PMGSY Roads.
- (f) Capacity and capability building for all Managers and Engineers of RWD, BRRDA, STAs, PTAs, Consultants and Contractors for Road Safety Engineering Design, Construction and Maintenance.
- (g) Capacity and building of RWD Engineers for identification of potentially hazardous situations/ locations on newly designed roads and on existing roads.
- (h) Training and providing the police officers with tools for effective enforcement performance and data collection.



- (i) Creation of a system, (including ambulances, paramedics and tie up with primary, secondary and tertiary hospitals) to respond to the crash location in a timely manner and to shift the victims to the hospital (within 'golden hour).
- (j) Making sure that safety engineering measures are integral to road design and Road Safety Audits are mandatory during Planning, Design, Construction and Operation phases. To start with RSA at design stage.
- (k) Creating a reliable crash Database for rural roads.

### 6.3 Causes for Rural Road Crashes:

- (a) Rural road crashes accounted for 56% of total road crashes. In the absence of any crash database, it is quite difficult to identify negative factors for crashes on rural roads. All the same, a broad indication provides for the following possible causative factors:
- (b) Approach of not acquiring any land resulting into poor alignment, sharp blind turns and insufficient sight distance
- (c) Abrupt changes in rural road alignment
- (d) Poorly designed intersections
- (e) Insufficient shoulder width
- (f) Shoulder drops (road edge drop-offs)
- (g) Narrow culverts and bridges
- (h) Absence of traffic signs with retro reflective sheeting and edge lines with thermoplastic paint thereby increasing hazards especially during night times and inclement weather.
- (i) Lack of super-elevation
- (j) Vegetation / tree branches obstructing vision
- (k) Over loading of passenger vehicles and poor vehicle condition
- (l) Cattle and animals crossing roads, especially during nights xii. Overtaking whenever carriageway is blocked by slow moving tractors, animal driven vehicles / herds of cattle.
- (m) Pooling of water due to deteriorating roads, especially during rainy season.
- (n) Unsafe use of road – walking and cycling covering almost whole road width with chances of conflicts with motorized vehicles.
- (o) Practice of not wearing of helmet.
- (p) Many local people using the road as their backyard even for cooking, stacking fodder and feeding their cattle.
- (q) Deep depressions (eg. on hills) without provision of crash barriers.
- (r) Poor Vehicle Condition
- (s) Non - conspicuity of bicycles, motor cycles, tractors with or without trolleys and trucks



# ANNEXURES

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---



Annexure A-1

मध्यप्रदेश शासन  
परिवहन विभाग  
मंत्रालय, वल्लभ भवन भोपाल

// आदेश //

भोपाल दिनांक 23 / 5 / 2015

क्रमांक एफ 22-87 / 2005 / आठ मोटरयान अधिनियम 1988 की धारा 215 (2) के अंतर्गत राज्य सड़क सुरक्षा समिति का गठन आदेश दिनांक 28.10.2005 द्वारा किया गया था। उक्त आदेश को अतिष्ठित/निरस्त करते हुए राज्य शासन एतद् द्वारा राज्य सड़क सुरक्षा समिति का निम्नानुसार पुर्नगठन करता है :-

अध्यक्ष

1.	माननीय मुख्य मंत्री, म.प्र. शासन-	अध्यक्ष
2.	माननीय मंत्री, गृह विभाग	सदस्य
3.	माननीय मंत्री, परिवहन विभाग,	सदस्य
4.	माननीय मंत्री, नगरीय विकास एवं पर्यावरण विभाग	सदस्य
5.	माननीय मंत्री, लोक निर्माण विभाग	सदस्य
6.	माननीय मंत्री, लोक स्वास्थ्य एवं परिवार कल्याण विभाग	सदस्य
7.	माननीय मंत्री, स्कूल शिक्षा विभाग,	सदस्य
8.	माननीय मंत्री ग्रामीण विकास विभाग	सदस्य
9.	महापौर नगर पालिक निगम इन्दौर	सदस्य
10.	महापौर नगर पालिक निगम भोपाल	सदस्य
11.	महापौर नगर पालिक निगम जबलपुर	सदस्य
12.	महापौर नगर पालिक निगम ग्वालियर	सदस्य

शासकीय सदस्य

1. अतिरिक्त मुख्य सचिव/प्रमुख सचिव गृह विभाग,
2. प्रमुख सचिव, परिवहन विभाग,
3. प्रमुख सचिव, नगरीय विकास एवं पर्यावरण विभाग
4. प्रमुख सचिव, लोक निर्माण विभाग,
5. प्रमुख सचिव, लोक स्वास्थ्य एवं परिवार कल्याण विभाग
6. प्रमुख सचिव, स्कूल शिक्षा विभाग,
7. प्रमुख सचिव, ग्रामीण विकास विभाग,
8. प्रमुख सचिव, वित्त विभाग,
9. परिवहन आयुक्त,
10. आयुक्त नगरीय प्रशासन एवं विकास,

सदस्य सचिव-

1. अतिरिक्त पुलिस महानिदेशक, (यातायात)  
परिवहन क्षेत्र में विशेषज्ञता रखने वाले 6 अशासकीय सदस्य पृथक से मनोनीत किये जाएंगे।

मध्यप्रदेश के राज्यपाल के नाम से  
तथा आदेशानुसार,

31/5/15  
(ओम प्रकाश श्रीवास्तव)

उप सचिव

मध्यप्रदेश शासन, परिवहन विभाग





# Bare Acts Live

Central Acts and Rules Amended and Updated

## ▼ M.P. Road Safety Fund Rules, 1995 (MP237.HTM#0)

1. Short title and commencement. (MP237.HTM#1)
2. Objective. (MP237.HTM#2)
3. Definitions. (MP237.HTM#3)
4. Receipts. (MP237.HTM#4)
5. Operation. (MP237.HTM#5)
6. Expenditure. (MP237.HTM#6)

### *M.P. Road Safety Fund Rules, 1995*

*Published vide Notification No. F. 5-18-95-B-3-2, dated 12-7-1995, M.P. Rajpatra Part 4, dated 21-7-95 at Page 506*

**1. Short title and commencement.** - (1) These rules may be called the Madhya Pradesh Road Safety Fund Rules, 1995.

(2) These Rules shall come into force from the day of publication in the *Official Gazette*.

**2. Objective.** - The Road Safety Fund has been created with the objective of implementation of Road Safety Measures in Madhya Pradesh, Amount released by the Government shall be utilised through such fund for the implementation of Road Safety Measures in City areas and on highways.

**3. Definitions.** - In these rules, unless the context otherwise requires,-

- (a) "Fund" means M.P. Road Safety Fund;
- (b) "Year" means financial year;
- (c) "Act" means Motor Vehicles Act, 1988;
- (d) "State" means the State of Madhya Pradesh.

**4. Receipts.** - (1) The Road Safety Fund has been created out of 50% of the compounding fees collected under the Motor Vehicles Act by the Police Department.

(2) Amount (compounding fees) collected by the Police Department M.P. being directly credited to the said fund shall continue to be credited to the proper fund according to prevailing practice. Thereafter an amount equal to 50% of the amount credited in the previous year shall be transferred from the consolidated fund to the said fund created under the public accounts.

(3) Particulars of amounts deposited in the previous year shall be obtained from the Accountant General.

(4) Creation of the fund shall be under Head 8443-Civil Deposits-106 Individual Deposits-Road Safety Fund and sanctions for drawal will be accorded from the amount in balance in the fund from time to



9/7/2020

M.P. Road Safety Fund Rules, 1995

time received on transfer from the consolidated fund.

**5. Operation.** - The Road Safety Fund shall be operated by the Director General of Police. M.P. Sanctions for expenditure from the fund subject to the limits and conditions specified in the "M.P. Book of Financial Powers" shall be delegated to the concerned Officers. Proposals, exceeding these limits shall be sent to the Government.

**6. Expenditure.** - Expenditure from this fund shall be made chiefly on the following three purposes :-

**(A) Traffic Engineering Measures,-**

- (1) Survey, installation and maintenance of Automatic Signals and blinkers at important intersections in cities.
- (2) Fixing of cat's eye, reflectors, road signs, construction of road dividers, islands, road markings on road and their maintenance.
- (3) Purchase and maintenance of cones, drums, barricades, bollards, watch-towers, lighting on roads, loudspeakers, loud hailer etc. for traffic control.
- (4) Purchase and maintenance of various types of vehicles and telecommunication equipments for traffic control.
- (5) Any other engineering measures or equipment deemed by the D.G.P., M.P., to be necessary and useful.

**(B) Traffic Education,-**

- (1) Establishment of Traffic education parks.
- (2) Preparing literature and educational material such as road sign chart, traffic rules safe driving, how to overtake, how to cross roads etc. for distribution among public and children.
- (3) Preparing and screening of short films on road safety on Doordarshan and in various educational institutions in the Districts.
- (4) Preparing slides on traffic rules, and their public screening.
- (5) To put up hoardings and release advertisements in news papers on traffic rules and road safety.
- (6) To organise painting, Essay writing debate competitions etc., for children.
- (7) Constitute road safety squad in all districts.
- (8) Purchase Mobile Vans, for publicity of traffic regulations fitted with T.V., VCR and other equipments.
- (9) Purchase/maintenance of computers for traffic data analysis.
- (10) Purchase of Videorama (Video projection system) and VCR with Video Camera.
- (11) Organising permanent road safety exhibitions in major cities.
- (12) Constitute Traffic Wardens Organisations in all major cities.
- (13) To organise Road Safety Week every year.



9/7/2020

M.P. Road Safety Fund Rules, 1995

- (14) To send Police Officers of different ranks for training in traffic within the country and abroad as per prevalent rules, organise seminars, workshops, training etc., on road safety measures.

**(C) Traffic Enforcement-**

- (1) Purchase and maintenance of crane, equipment etc., for the removal of vehicles.
- (2) Purchase and maintenance of doppler radar etc., for checking speed of vehicles.
- (3) Purchase of pollution checking equipment, breath analyser and other modern equipment etc.
- (4) Any other equipment related to road safety which is deemed by the Director General of Police, Madhya Pradesh to be necessary and useful.

**Bare Acts Live**

Copyright © 2016 Chawla Publications (P) Ltd. (<http://www.chawlapublications.com>) - Home ([index.html](http://www.chawlapublications.com/index.html)) | About Us (<http://www.chawlapublications.com>) | Contact Us (<http://www.chawlapublications.com/index.php?route=information/contact>)



रजिस्ट्री सं० डी० एल०-33004/99

REGD. NO. D. L.-33004/99



# भारत का राजपत्र The Gazette of India

असाधारण  
EXTRAORDINARY

भाग I—खण्ड 1  
PART I—Section 1

प्राधिकार से प्रकाशित

PUBLISHED BY AUTHORITY

सं. 256]  
No. 256]

नई दिल्ली, शुक्रवार, सितम्बर 29, 2017/आश्विन 7, 1939  
NEW DELHI, FRIDAY, SEPTEMBER 29, 2017/ASVINA 7, 1939

सड़क परिवहन और राजमार्ग मंत्रालय

अधिसूचना

नई दिल्ली, 28 सितम्बर, 2017

सं. आरटी-25043/03/2017-आरएस.—सड़क प्रयोक्ताओं के बीच जागरूकता बढ़ाने के लिए देश के प्रत्येक जिले में जिले के माननीय मंसद सदस्य (लोक सभा) की अध्यक्षता में एतद्वारा जिला सड़क सुरक्षा समिति गठित की जाती है। यदि जिले में एक से अधिक मंसद सदस्य हैं, तो समिति का अध्यक्ष वरिष्ठतम मंसद सदस्य होगा। जिले में निवास करने वाला माननीय मंसद सदस्य (राज्य सभा) विशेष रूप से आमंत्रित होंगे। समिति में निम्नलिखित सदस्य होंगे:—

- i. जिला कलेक्टर
- ii. पुलिस अधीक्षक
- iii. मुख्य कार्यकारी अधिकारी, जिला परिषद
- iv. नगर निगम या विकास प्राधिकरण के महापौर/अध्यक्ष
- v. जिले के विधान सभा के सभी सदस्य (विधायक)
- vi. जिले के सभी उप-विभागीय मजिस्ट्रेट
- vii. अध्यक्ष द्वारा नामित 3 गैर-सरकारी संगठन (एनजीओ)
- viii. स्टैक होल्डर विभागों, संस्थानों और ऑटोमोबाइल डीलरों के जिला स्तरीय अधिकारी (टीएलओ)
- ix. ट्रेड एसोसिएशन के प्रतिनिधि
- x. जिला मिक्विड मर्ज

5947 GU/2017

(1)



2

THE GAZETTE OF INDIA : EXTRAORDINARY

[PART I—SEC. 1]

- xi. जिला शिक्षा अधिकारी
  - xii. जिले में लोक निर्माण विभाग (पीडब्ल्यूडी) के वरिष्ठतम अधिकारी
  - xiii. जिले के लिए पीडब्ल्यूडी के राष्ट्रीय राजमार्ग प्रभाग के प्रभारी अधिकारी
  - xiv. जिला मुख्यालय से परिवहन विभाग से क्षेत्रीय परिवहन अधिकारी (आरटीओ)/सहायक क्षेत्रीय परिवहन अधिकारी (एआरटीओ) - सदस्य सचिव
2. जिला सड़क सुरक्षा समिति के विचारार्थ विषय इस प्रकार होंगे:—
- (i) जिले में सड़क सुरक्षा गतिविधियों की निगरानी
  - (ii) सड़क दुर्घटनाओं के आंकड़ों की निगरानी
  - (iii) सड़क दुर्घटनाओं के कारणों की पहचान और अध्ययन
  - (iv) राष्ट्रीय/राज्य सड़क सुरक्षा परिषद को सुझाव प्रदान करना
  - (v) प्रोटोकॉल के अनुसार ब्लैक स्पॉटों की पहचान और उनके सुधार से संबंधित कार्य और सभी सड़क अभियांत्रिकी उपायों की समीक्षा और निगरानी करना
  - (vi) सड़क सुरक्षा मानकों का कार्यान्वयन सुनिश्चित करना,
  - (vii) दुर्घटना/घातक कमी के लिए विशिष्ट लक्ष्यों के साथ जिले के लिए सड़क सुरक्षा कार्य योजना तैयार करना और कार्यान्वित करना
  - (viii) 4 ई के कार्यक्रम अर्थात् शिक्षा, प्रवर्तन, आपातकालीन देखभाल और इंजीनियरिंग के कार्यान्वयन पर विचार-विमर्श करना और उसको सुदृढ़ करना
  - (ix) गति सीमा और यातायात शांत करने वाले उपायों की समीक्षा
  - (x) जिले में अशुभ समरिटानों को प्रेरित करने के लिए कार्यनीतियां तैयार करना,
  - (xi) जिले में नगर/शहर और ग्राम पंचायत में यातायात पार्क-सह-प्रशिक्षण केंद्र की स्थापना
  - (xii) जिले में सड़क सुरक्षा अभियान को प्रोत्साहित करना
  - (xiii) सड़क सुरक्षा से संबंधित किसी अन्य मुद्दे पर विचार-विमर्श करना
3. समिति कम से कम एक तिमाही में एक बार या अपने निर्णयानुसार बारंबारता मिल सकती है।
4. इसे माननीय सड़क परिवहन, राजमार्ग और पोत परिवहन मंत्री के अनुमोदन से जारी किया जाता है।

अभय दामले, संयुक्त सचिव

## MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

## NOTIFICATION

New Delhi, the 28th September, 2017

No. RT-25043/03/2017-RS.—A District Road Safety Committee is hereby constituted in each district of the Country to promote awareness amongst road users under the chairmanship of Hon'ble Member of Parliament (Lok Sabha) from the district. If the district has more than one Member of Parliament (M.P.), then the senior most M. P. would be the Chairman of the Committee. The Hon'ble Member of Parliament (Rajya Sabha), residing in the district, shall be special invitee. The Committee shall comprise of following members:—



- i. District Collector
  - ii. Superintendent of Police
  - iii. Chief Executive Officer, Zila Parishad
  - iv. Mayor / Chairman of the Municipal Corporation or Development Authority
  - v. All Members of Legislative Assembly (MLA) of District
  - vi. All Sub Divisional Magistrates of Districts
  - vii. 3 Non-Governmental Organization (NGO) as nominated by Chairman
  - viii. District Level Officer (DLO) of Stake Holder Departments, Institutions and Automobile Dealers
  - ix. Representative of Trade Associations
  - x. District Civil Surgeon
  - xi. District Education Officer
  - xii. Senior most officer of Public Works Department (PWD) in the district
  - xiii. Officer in-charge of National Highways Division of PWD for the district
  - xiv. Regional Transport Officer (RTO)/Assistant Regional Transport Officer (ARTO) from the Transport Department from district Head Quarter - Member Secretary
2. The terms of reference of the District Road Safety Committee shall be as under:—
- (i) Monitoring of road safety activities in the district.
  - (ii) Monitoring of road accidents data
  - (iii) Identification and study of causes of road accidents.
  - (iv) To provide suggestions to the National/State Road Safety Council.
  - (v) Reviewing and monitoring of the work relating to identification and rectification of black spots as per protocol and all road engineering measures
  - (vi) Ensuring implementation of road safety standards.
  - (vii) Create and implement road safety action plan for the district with specific targets for accident/fatality reduction.
  - (viii) To discuss and strengthen the implementation of 4 E's Programme i.e. Education, Enforcement, Emergency care and Engineering.
  - (ix) Review of the speed limits and traffic calming measures.
  - (x) Formulation of strategies to motivate Good Samaritans in the district.
  - (xi) Establishment of traffic park-cum-training centre at town/city and Gram Panchayat in a district.
  - (xii) Promoting road safety campaign in the District.
  - (xiii) To discuss any other issue related to road safety.
3. The Committee will meet at least once in a quarter or at such frequency as it may decide.
4. This issues with the approval of Hon'ble Minister for Road Transport, Highways & Shipping.

ABHAY DAMLE, Jt. Secy.



**MADHYA PRADESH RURAL ROAD DEVELOPMENT AUTHORITY**  
(AN AGENCY OF PANCHYAT & RURAL DEVELOPMENT DEPARTMENT, GOVT. OF M.P.)  
5<sup>th</sup> Floor, Block-II, Paryavas Bhawan, BHOPAL M.P. - 462011

No. MPRRDA/2016/GMT-3/MPRRDA/2016

Bhopal, Date: 10/04/2016

**Order**

**Sub : Formation of State Road Safety Cell in MPRRDA Head Office, Bhopal on Road Safety Committee Constituted.**

In Compliance of recommendations of committee constituted for Road Safety by Hon'able Supreme Court and Gazette notification of Govt. of MP on State Road Safety Policy 2015 dated 03/03/2016 and recommendation in Aide-memoir dated 5 April 2016 of World Bank assisted CMGSY-MPRCP, State Road Safety cell is formed in MPRRDA head office Bhopal. The nomination of officials for functioning of cell are as below :

S.No.	Name of Officer	Post	Position in Road Safety Cell
1	Mr. K.C. Dhruvkar	Chief General Manager II, MPRRDA Bhopal	State Road Safety Nodal Officer, MPRRDA, Bhopal e-mail : egmdhruvkar@rediffmail.com
2	Mr. A.K. Nagaria	General Manager (Tech) MPRRDA Bhopal	Additional State Road Safety Nodal Officer, MPRRDA, Bhopal e-mail : mprep@rediffmail.com
3	Mr. S.K. Parsai	Executive Engineer, RES/MPRRDA, Bhopal	Road Safety Cell Coordinator, MPRRDA e-mail : mprep@rediffmail.com
4	Mr. Harish Sharma	Assistant Manager, MPRRDA, Bhopal	Road Safety Cell Coordinator, MPRRDA

The duties and responsibilities of Road Safety Cell are as under :-

1. Suggest and examine at DPR & field level ensure preparation and implementation of Road Safety Components in PMGSY, ADB assisted Works and WB assisted CMGSY-MPRCP Works.
2. Review and suggest Road Safety Components during planning, designing, DPR preparation to ensure same are adequately included in bill of quantities of works and sample review of DPRs.
3. Review and verification that necessary road Safety measures are being implemented appropriately in Works during construction and maintained during post construction.
4. Organize training/workshop of PIU, consultants, Contractors engineers and staff for capacity enhancement on road Safety.

Cont.



---2---

5. Coordination of MPRRDA with other Stake holders such as Police, Transport, PWD, MPRDC, Health Department, Education Department, Local bodies Governments such as Panchayat/municipalities etc in the State for implementation of Road Safety components.
6. Coordination and guidance to field PIUs of MPRRDA in Road Safety activities at district level.

*(Signature)*

(Alka Upadhyaya)  
**Chief Executive Officer**  
**M.P. Rural Road Development Authority**  
**Bhopal.**

Letter No.:- GMT-3/MPRRDA/2016

Bhopal, Date: 17/04/2016

Copy to:-

1. Additional Chief Secretary, Department of Home, Govt of MP, Bhopal
2. Additional Chief Secretary, Panchayat & Rural Development, Govt of MP, Bhopal
3. Principal Secretary, PWD, Bhopal.
4. Commissioner, Health, Services, Department of Public Health & family Welfare, Bhopal (MP)
5. Transport Commissioner, Department of Transport, Gwalior (MP)
6. Additional DGP, Police (PTRI & Traffic), Bhopal (MP)
7. Engineer in-Chief, PWD, Area Hill, Bhopal (MP)
8. Engineer in-Chief, RES, Vindhyaachal Bhawan, Bhopal (MP)
9. Engineer in-Chief, MPRRDA Bhopal. (MP)
10. Commissioner, Urban Development and Administration, Bhopal (MP)
11. Commissioner, Deptt of School Education, Bhopal (MP)
12. Managing Director, MP Road Development Corporation, Arera hill, Bhopal (MP)
13. Chief General Manager -I/II/Indore/Jabalpur/Rewa, MPRRDA Bhopal (MP)
14. Chief General Manager -Finance/Coordination, MPRRDA (MP)
15. Financial Advisor - Consultant MPRRDA Bhopal (MP)
16. All General Manager (Tech) Coordination, MPRRDA, Bhopal (MP)
17. All General Manager , MPRRDA, PIU..... District .....
18. Manager (I.T.), MPRRDA , upload this letter on MPRRDA (World Bank) website.
19. Circular Section of this office.

*(Signature)*

**Chief Executive Officer**  
**M.P. Rural Road Development Authority**  
**Bhopal.**





Training Calendar for the year 2019-2020

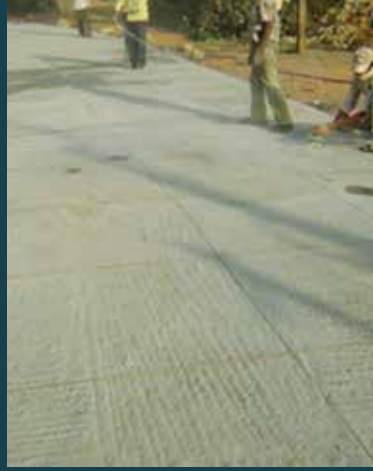
Madhya Pradesh Rural Road Academy (Under Madhya Pradesh Rural Road Development Authority)												Training Calendar for the year 2019-2020											
S.No	Name of Training Program	Training Days	Cadre	Total Participants as per TNA	Capacity	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	No. Of Batches	Actual No. Of Participant to be trained in 2019-2020				
1	Design a) Geometric Design b) Pavement Design c) Small Bridges & Culvert Design	5 Days	Sub Engineer AM	345 152	40 40			24-28 10-14	1-5 15-19	26-30	16-20 14-18		26-30	16-20				5 4	200 160				
2	Rural Road Maintenance & Asset Management system	5 Days	Sub Engineer AM GM	349 142 27	40 40 27+13 (AM)	8-12	21-25 27-31	17-21	8-12		2-7 24-28	21-25			21-25 24-28			6 3 1	240 120 40				
3	Quality Management of Rural Roads including Drainage, cross Drainage and Protection works	5 Days	Sub Engineer AM	363 129	40 40					5-9	24-28			3-7				3 1	120 40				
4	Contract Management a) Procurement of Works b) Design & Detailed Engineering including Cost Estimates c) Work & Time Management d) Dispute Resolution & Arbitration	3 Days	GM	31	31					20-22								1	31				
5	Workshop on Pre-Construction a) Land Acquisition Process b) Shifting Of Utility Services c) Environmental & Forest Clearance d) Wild Life Clearance	2 Days	Sub Engineer AM	348 156	40 40				30-31		12-13							1 1	40 40				
6	Workshop on Working With People a) Service Conditions b) Performance Appraisal c) Decision Making d) Motivation	2 Days	GM CGM	47 5	40												16-17	1	35 5				
7	Road Safety & Road Safety Audit	5 Days	Sub Engineer AM GM	346 130 16	40 40									9-13	6-10 13-17	3-7	2-6	5	200				
8	E-Marg OMMMA, Mari Sadak, GIS GPS & Remote	3 Days	Sub Engineer AM GM	327 175 71	40 40 40							9-11 28-30						1 1 1	40 40 40				





WORK IN PROGRESS

कार्य प्रगति पर है



WORK IN PROGRESS

कार्य प्रगति पर है



NBCC Tower, 5<sup>th</sup> Floor, Bhikaji Cama Place,  
Rama Krishna Puram, New Delhi, Delhi 110022



011-26716930, 011-26716933,  
011-26716936, 011-26716939



Fax : (91)-011-26179555



Email : [nrrda@pmgsy.nic.in](mailto:nrrda@pmgsy.nic.in)



Web : [www.pmgsy.nic.in](http://www.pmgsy.nic.in)