

**GOVERNMENT OF INDIA
RURAL DEVELOPMENT
LOK SABHA**

UNSTARRED QUESTION NO:3714
ANSWERED ON:19.03.2015
ROADS UNDER PMGSY
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Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) whether road safety issues are taken care of while constructing rural roads under Pradhan Mantri Gram Sadak Yojana (PMGSY);
- (b) if so, the details thereof;
- (c) if not, the reasons therefor; and
- (d) the corrective steps taken by the Government in this regard and to ensure road safety audits and check the specific requirements of rural roads during their construction?

Answer

MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUDARSHAN BHAGAT)

(a) to (c): Yes Sir. The road safety issues are taken care of in design phase while preparing the Detailed Project Reports (DPRs), during construction & maintenance operations and during the usage under Pradhan Mantri Gram Sadak Yojana (PMGSY). The measures being taken under PMGSY are as per Annexure.

(d): As part of the rural road development and maintenance programmes, the State Governments are responsible to ensure road safety audit of PMGSY works along with quality monitoring. They are also required to ensure adequate involvement of Panchayat Raj Institutions in road safety awareness programmes.

Annexure

Annexure referred to in reply to part (a) to (c) of Lok Sabha Unstarred Question No.3714 due for answer on 19.3.2015

Provisions of Rural Road Safety under Pradhan Mantri Gram Sadak Yojana (PMGSY)

(a) Engineering measures in design phase in DPR preparation

Rural roads are designed following the geometric standards as per Rural Roads Manual of Indian Road congress IRC: SP:20-2002, which takes care of road safety on rural roads. Some of the measures taken are as under:

- (i) The horizontal curves are designed scientifically with smooth transition, super-elevation and widened pavements, conforming to the design speed and terrain. The passing places are provided at convenient locations especially on the hill roads.
- (ii) Suitable summit and valley curves in vertical profile is provided keeping in view the minimum stopping site distance.
- (iii) In the hill roads, suitable vision berms are provided on the blind curves.
- (iv) Adequately designed road humps are provided in the roads passing through habitations, schools, public places, etc.
- (v) The junction with the main road is designed by providing minimum turning radius, flared side road with taper, acceleration/deceleration lanes and adequate sight distances.
- (vi) Ramps are provided where field paths and cattle crossings intersect the road.
- (vii) Traffic signage, incorporating warning and regulatory signs to enhance road safety are incorporated, especially near habitations and school zones, sharp curves, narrow bridges, junctions, submersible bridges and causeways.
- (viii) Hazard markers like reflectorized delineators are provided at dangerous locations.
- (ix) Submersible bridges and causeways are provided with water depth gauges and guide-posts that shall remain at all times above the highest water level.

(b) Safety during Construction and Maintenance Operations.

(i) Safety in construction zones is to be ensured by warning the road users (in the appropriate language) clearly and sufficiently in advance and providing safe and clearly marked lanes for guiding road users.

(ii) During construction, the contractors are required to provide safe and clearly marked buffer zones and work zones by erecting barricades, drums, traffic cones, cylinders and signs around work zones and flagmen with red flags positioned to regulate and warn the road users. The construction machinery is to be used carefully and parking of such machinery at locations where there is no traffic hazards. Contractors are to provide well designed temporary diversions as necessary so that the essential traffic moves with the least hindrance.

(c) Road Safety During Use

The Head of Programme Implementation Unit (PIU) is designated as the District Rural Roads Safety Officer (DRRSO) and he has to ensure operational safety as under:

(i) Routine maintenance of rural roads is regularly carried out.

(ii) All safety issues out of maintenance inspection are properly addressed.

(iii) In all cases of accidents and inquiry/investigation thereof, safety issues are to be resolved, and a report is made to the State Quality Coordinator (SQC) for examination whether standard design features need to be incorporated in other rural roads.

(iv) All resolutions of Panchayats regarding safety issues are to be acknowledged and action proposed/taken is to be intimated to the Panchayat.

(v) Road safety awareness camps are to be organised involving Panchayats, School, Rural road users (inhabitants as well as drivers), in accordance with programmes drawn up by the SQC.

(d) Monitoring & Co-ordination

The SQC is also the State Rural Road Safety Officer and ensures the following:

(i) Adequate coordination with the State Road Safety Council and road safety programmes.

(ii) Formulation of rural road safety awareness programme proposals (for funding under PMGSY).

(iii) Implementation and coordination of rural road safety awareness programmes in the field.

(iv) Hold quarterly meeting with DRRSO and take feedback for improving safety standards.