सत्यमेव जयते

SUPREME COURT COMMITTEE ON ROAD SAFETY

Chairman : Justice K.S. Radhakrishnan
Members : S. Sundar
Dr. Nishi Mittal

Secretary : S.D. Banga
Tel. No.: +91-11-23060597
Email : roadsafetysc@gmail.com

Meeting Notice

No.54/CoRS/2015 (Vol.3)

Dated: 10th October, 2017

To

Sh. Depinder Singh Dhesi,
Chief Secretary,
Govt. of Haryana
Chandigarh-160017
Email :cs-haryana@nic.in

Subject: Consulting services to audit the implementation of the directions issued by the Supreme Court Committee on Road Safety

Sir,

The DIMTS has since submitted Final Report on the above mentioned study in respect of Haryana. 4 copies of the Report have already been forwarded to the Principal Secretary vide Committee's letter dated 04th October, 2017. Soft copy of the Report is also attached with this letter.

2. The findings/recommendations in the Final Report will be discussed by the Supreme Court Committee on Road Safety on **3rd November, 2017 at 1100 Hoursin Board Room, 4th Floor, TERI, India Habitat Centre, Lodhi Road, New Delhi-110003.**The Committee has desired you to kindly attend the meeting personally along with the Senior Officers of the concerned Departments. However, if you are unable to attend the meeting due to some unavoidable circumstances, you may nominate a senior officer for the purpose.

Yours faithfully,

(S.D. Banga)
Secretary to the Committee

Copy to:-

1. **Shri S.S. Dhillon,**
   Additional Chief Secretary(Transport),
   Govt. of Haryana,
   Chandigarh-160017
   Email : dhillonss@hry.nic.in

2. **The Transport Commissioner,**
   (Ms. Suprabha Dhaiya),
   Govt. of Haryana,
   30 Bays Building, 2nd Floor, Sector 17-B,
   Chandigarh-160017
   Email: stcharyana@hry.nic.in

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SUPREME COURT COMMITTEE ON ROAD SAFETY

सड़क परिवहन और राजमार्ग मंत्रालय
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety – Group 4

Final Report – Haryana State

September 2017

DIMTS in Association with:

Transportation Research and Injury Prevention Programme (TRIPP), Indian Institute of Technology (IIT) – Delhi

The Energy and Resource Institute (TERI)

A Joint Venture of The Government of National Capital Territory of Delhi & The IDFC Foundation.
An ISO Certified Company

DIMTS
We help people move

1st Floor, ISBT Building, Kashmere Gate
Delhi - 110006 | Tel.: +91-11-43090100
E-mail: info@dimts.in | Website : www.dimts.in

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List of Abbreviations

ALS	Advanced Life Support
ANPR	Automatic Number Plate Recognition
ATR	Action Taken Report
BLS	Basic Life Support
CCTV	Closed-circuit television
CMVR	Central Motor Vehicle Rule
DL	Driving License
Dte.GHS	Directorate General of Health Services
DTI	Driving Training Institutes
DBMS	Data Base Management system
EMRI	Emergency Management and Research Institute
FAB	First Aid Box
FACC	Fatal Accident Analysis Cell
FIR	First Information Report
GoI	Government of India
HoDs	Head of Departments
HR	Human Resource
IDTR	Institutes of Driving Training and Research
IRC	Indian Road Congress
LMV	Light Motor Vehicle
MCWG	Motorcycle with gear
MCWOG	Motorcycle without gear
MDR	Major District Road
MoH&FW	Ministry of Health and Family Welfare
MoRTH	Ministry of Road Transport and Highways
MTW	Motorised Two Wheelers
MV	Motor Vehicle
MAV	Multi Axle vehicle
NCRB	National Crime Record Bureau
NHAI	National Highway Authority of India
NH	National Highway
PWD	Public Works Department
R&B	Roads and Buildings
RDTC	Regional Driver Training Centre
RO	Regional Office
RSA	Road Safety Audit
RTA	Road Traffic Injuries
RTA	Road Transport Authority
RTO	Regional Transport Office
SCCRS	Supreme Court Committee on Road Safety
SCRB	State Crime Record Bureau
SH	State Highway
STALL	Screen Test Aid for Learner License
TCM	Traffic Calming Measure
ULB	Urban Local Body

VIC	Vehicles Inspection Centers
WHO	World Health Organisation

1 INTRODUCTION

1.1 STUDY BACKGROUND

With the cumulative growth in roads and vehicles, Indian roads have seen the inevitable growth in road safety issues including accidents, injuries and fatalities. The unique conditions on Indian roads including a heterogeneous traffic mix that includes high-speed vehicles sharing the road space with vulnerable road users as well as unsafe road infrastructure and vehicles that are in poor condition, all contribute to the high fatality rates seen on India's roads. According to official statistics 141,526 persons were killed and 477,731 injured in road traffic crashes in India in 2014 (NCRB 2015). The situation in India is worsening and road traffic injuries (RTI) have been increasing over the past twenty years.

Both the official country data and W.H.O. estimates show that there are countries with incomes similar to India that has RTI fatality rates lower than India. This demonstrates that lack of finances does not necessarily mean that a society has to have absence of safety on the roads. At the same time, many countries much richer than India have much higher fatality rates. Therefore, we cannot depend on growth in national income alone to promote road safety. It is necessary to institute evidence based national safety policies to ensure improvements in traffic safety.

Formulation of Supreme Court Committee on Road Safety

In April 2014, the Honourable Supreme Court of India constituted a three member Committee on Road Safety, headed by Retired Justice K S Radhakrishnan, in light of increasing road accidents which required immediate attention and remedial action. The main objective was to scrutinize and monitor enforcement of statutory provisions including the Motor Vehicles Act for making road safer. With this objective, the Committee interacted with various central and state ministries and issued directions to improve road safety in India.

The Supreme Court Committee on Road Safety (SCCRS) has, over the course of last year, sent directions to the States to implement various policies, institutional and infrastructure related measure in an effort to improve the standards of road safety and reduce accidents and fatalities.

The Committee, while sending the recommendations for implementation had directed the States that the measure should be implemented positively and the adopted measures and actions taken up should be shared with the committee through an Action Taken Report (ATR) every quarterly by sending a detailed report to the Committee. Subsequent to this, the Committee issued additional directions to the States based on the review of action taken report received from the States.

It has been observed by the committee that even though the States were taking actions to implement the directions, the road accident fatality rates were not showing much improvement. Also, some of the States were not shown progress towards implementation of the directions.

Towards this, SCCRS would like to have a detailed road safety audit of the implementation status of the road safety directions by the States through external expertise Consultants.

The Ministry of Road Transport and Highways (MoRTH) took the initiative to have the compliance report ready for 16 states divided into 4 groups with 4 States in each group.

States covered under each groups are as follows:-

- Group 1: Madhya Pradesh, Bihar, West Bengal and Chhattisgarh
- Group 2: Gujarat, Karnataka, Kerala and Maharashtra
- Group 3: Tamil Nadu, Andhra Pradesh, Telangana and Odisha
- **Group 4: Haryana, Punjab, Uttar Pradesh, Rajasthan**

Based on the competitive bidding process, DIMTS-TRIPP IIT Delhi-TERI Consortium has been entrusted with carrying out the study for **Group-4 States**.

This Report details out the finding of audit studies carried out in the **Haryana State** which is part of the **Group-4**.

1.2 OBJECTIVES OF THE STUDY

The overall objectives of the study are to:

1) Evaluate the level of compliance (quantify) of the Supreme Court Committee Directives/ recommendations
2) Identify problems in complying with the Supreme Court recommendations
3) Evaluate impact of various recommendations on safety outcomes
4) Identify the most effective recommendations in impacting traffic safety outcomes

1.3 SCOPE OF THE ASSIGNMENT

The scope of the assignment is to audit/verify the implementation of directions issued by the Supreme Court Committee on Road Safety by the States. The scope is largely divided in to five key dimensions:

a) States Initiatives in Road Safety Institutional Arrangements
b) Improvement initiatives related to Road geometry & Engineering of the roads
c) Improvements initiatives related to Enforcement by the state Police and Transport Department
d) Improvement initiatives related to Road user awareness by the Education Department
e) Improvement initiatives related to Trauma & Paramedical and Emergency Health care system by Dte.GHS

The detailed scope of the study for the audit that covers the above dimensions are listed below:

Institutional:

- **Point No. 1:** Verify whether the Lead Agency set up by the State to coordinate all activities on road safety is headed by a senior officer and has dedicated &

professional staff and necessary funds to effectively discharge its functions and whether other Departments in the State have been sensitized on road safety. Indicate briefly the working of the Lead Agency.

- **Point No. 2:** Verify whether a Road Safety Fund has been established by the State. Indicate whether the Fund is adequate for meeting expenses on road safety. If so, which Department administers such a fund? Are there rules for the Fund? If so, obtain a copy of the Rules.

Enforcement:

- **Point No. 3:** Verify whether the road accident data is being collected by the State on the format as prescribed by the MoRTH and is analyzed properly to identify causes for high accidents. Which Department is responsible for data collection and analysis? Provide details of the data collection arrangements and analysis thereof. In addition to the above, also verify the use made of the accident data for arriving at road safety counter measures as well as for enforcement purposes
- **Point No. 4:** Verify the number of equipment viz. (i) alcohol-meters (ii) speed checking devices deployed to check traffic violations and whether the equipment's are functional. Also verify the number of CCTV Cameras deployed to detect traffic violations and whether the footage from these cameras is continuously monitored. Please verify these in 4 Cities in each State.
- **Point No. 5:** Verify whether the police personnel are well trained to use the equipment.
- **Point No. 6:** Verify the number of traffic police deployed by the State to detect traffic violations and comment on the adequacy of the traffic police deployed.
- **Point No. 7:** Verify whether the use of helmet has been made compulsory both for driver and pillion rider all over the State and is rigorously checked. Please verify this in 4 Cities in each State and at a stretch of 100 Km. each on National Highways, State Highways and Major District Roads.
- **Point No. 8:** Verify whether the seat belt and cell phone laws are being implemented in the State and are rigorously checked. Please verify this in 4 Cities in each State and at a stretch of 100 Km. each on National Highways, State Highways and Major District Roads.
- **Point No. 9:** Evaluate the driver licensing system in the State and the measures being taken to reduce human intervention in the issue of driving license to the drivers of cars, two-wheelers and commercial vehicles.
- **Point No. 10:** Examine whether the driver licensing data has been computerized and fed into a Central Data Base so that Licensing Authority can verify whether an applicant has obtained the License from another Licensing Authority.
- **Point No. 11:** Examine whether the traffic violations are linked with drivers' licenses, and records of violations kept and updated so that repeated violators can be identified for appropriate action.
- **Point No. 12:** Examine whether separate unit/ team with necessary equipment has been set up to patrol National/ State Highways and traffic violations.
- **Point No. 13:** Verify the ban on sale of alcohol as per the latest Supreme Court Order

- **Point No. 21:** Verify the status on Driving Training Institutes and Vehicles Inspection Centers sanctioned by the MoRTH for the State. In addition to above, where the Centers are functional, have they been audited to see they are functioning properly?
- **Point No. 25:** Verify whether commercial vehicles are being strictly checked from safety point of view at the time of renewal of registration.
- **Point No. 26:** Verify whether school buses are being checked on an annual basis to ensure their safety and road worthiness.

Engineering:

- **Point No. 14:** Verify the arrangements made by the State for detection of Black Spots and their rectification and assess the efficacy of the rectification measures both on the State roads and National Highways. Provide a summary of Short- term and Long-term remedial measures proposed and the action already taken for implementation of these measures.
- **Point No. 15:** Verify whether the protocol for identification, rectification and monitoring of black spots, as directed by the Committee, has been drawn up and is being implemented.
- **Point No. 16:** Verify whether Road Safety Audits are being conducted during the design, construction and operation of roads and the recommendations of the Road Safety Audits are being implemented. Indicate the %age of roads which have been subjected to road safety audits at different stages. Whether the completion meetings are held for finalizing audit recommendations
- **Point No. 17:** Verify the extent of traffic calming measures adopted by the State like rumble strips, speed breakers, road signage etc. at 50 locations in the State where lower hierarchy roads merge with higher hierarchy roads and are accidents prone. Whether Speed Governors are installed in existing commercial vehicles and the instructions issued by the Committee in this regard are being followed
- **Point No. 18:** Verify whether road safety signs, Road markings and traffic lights meet the IRC specifications. Please verify this in 4 Cities in each State and at a stretch of 100 Km. each on National Highways, State Highways and Major District Roads.
- **Point No. 19:** Verify whether the driver rest areas, truck lay byes and bus bays are provided at suitable locations. Please verify this in 4 Cities in each State and at a stretch of 100 Km. each on National Highways, State Highways and Major District Roads.
- **Point No. 20:** Verify the action taken by the State to remove hoardings and objects that obstruct driving or distract drivers. Please verify this in 4 Cities in each State and at a stretch of 100 Km. each on National Highways, State Highways and Major District Roads.
- **Point No. 22:** Verify whether the footpaths and service roads have been provided at required locations and are free from encroachments. Please verify this in 4 Cities in each State. In addition to above, also verify the crossings facilities for pedestrians and vehicles

Road User Awareness and Education:

- **Point No. 23:** Verify whether there are programs to educate and train commercial drivers, traffic police personnel, highway engineers and planners in road safety in the State. Indicate the facilities available and details of the programs. If the training calendar is prepared and followed.
- **Point No. 24:** Verify whether modules on road safety have been included in the school curricula and indicate the level at which these have been included.

Emergency Response and Health Care:

- **Point No. 27:** Verify whether States have developed a comprehensive State Trauma Care System plan for setting the way forward with regard to all components of an organized trauma care system with specific strategies and timelines as per the template provided to the States by Dte.GHS/MoHFW.
- **Point No. 28:** Verify whether the States have done GIS based mapping of potential ambulance points and the health care facilities (both public and privates) and its spatial relation to accident prone areas (black spots), for developing scientifically well-organized State wide emergency and trauma care network.
- **Point No. 29:** Verify whether the States have established an effective network of ambulances for emergency response with an aim to provide definitive care to the victims well within the golden hour.
- **Point No. 30:** Verify whether the States are effectively following the prevailing national specification for ambulances and rescue vehicles.
- **Point No. 31:** Verify whether the States have verified and designated existing health care facilities (both public and private) along/ near the highways as Level III, Level II or Level I hospitals based on the operational definition provided by MoH&FW. A copy of the operational definition for Level III, Level II or Level I hospitals as provided by MoH&FW.
- **Point No. 32:** Verify whether the States have conducted gap analysis in terms of infrastructure, manpower, equipment and organizational functions at the identified trauma care facilities in the State (based on the operational definition for these by MoH&FW) and worked out a realistic plan for filling the critical gaps with definite timeline in its implementation.
- **Point No. 33:** Verify whether the States have set up a mechanism to ensure dynamic linkages between various health care facilities (across Level III, Level II, Level I hospitals) in terms of manpower, resources, skills and information.
- **Point No. 34:** Verify whether the Standardized pre-hospital trauma technician curriculum as developed by Dte.GHS/ MoH&FW for training of pre-hospital Trauma Technicians is being followed by all the States.
- **Point No. 35:** Identify the action being taken by the State in Capacity Building for human resources (starting from first responders-drivers, police personnel, conductors, teachers, students, etc. to specialists).
- **Point No. 36:** Verify that the States are maintaining records/information on injury and trauma. In addition to above, also verify whether data on Two wheelers deaths due to non-wearing of helmets are being maintained by Hospitals

- **Point No. 37:** Verify the effective measures including the awareness strategies by the States on the Good Samaritan Guidelines circulated to them by MoRTH & MoH&FW.
- **Point No. 38:** Identify any other good practices being followed by the States on Trauma Care.
- **Point No. 39:** Propose a formal mechanism of active coordination of MoH&FW with MoRTH and other relevant stakeholders of road transport/ associated department at the state level.

Others:

- **Point No. 40:** Any other observation considered relevant for enhancing road safety in the State.
- **Point No. 41:** Provide a list of departments / officers/ NGOs/ Civil Society met with date and time.

1.4 STRUCTURE OF THE REPORT

This Report consists of 5 Chapters including the **Chapter 1**-Introduction covering Study background, objectives and scope of the work. The structure of report and brief description of each chapter is discussed below:-

Chapter 2: Study Approach and Methodology: - this chapter discusses the detailed study approach and methodology to conduct the audit both with key stakeholders and field studies.

Chapter 3: Data Collection and Sampling Strategies – this chapter outlines the details of the field investigations including the exact locations and survey sampling and type of surveys covered on select cities and rural highways.

Chapter 4: Analysis and Findings – this chapter outlines the audit findings against each of the five dimensions under each category, which are based on stakeholder interactions, verification of support information and field verifications, including State response/ level of compliance on the directions issued by the SCC time to time.

Chapter 5: Recommendations – this chapter provides recommendations for each of the vive dimensions, and also provides priority recommendations that shall be implemented by the State on priority basis immediately.

Annexure – A: Field Investigations Schedules

Annexure – B: Stakeholder Responses -Duly Filled-in questionnaires

Annexure – C: Audit Support Documents

Annexure - D: Study Parameter from IRC standards

Annexure – E: Field Check Photo references

2 STUDY APPROACH AND METHODOLOGY

2.1 INTRODUCTION

The status of implementation of the road safety directives in the Group-4 States are required to be studied in detail about the current practices in various functional areas of road safety initiatives ranging from institutional preparedness, engineering aspects, effectiveness and level of enforcement , initiatives to enhance road user awareness and education, and emergency care and response for accident victims. It can be captured only through a detailed interaction with the authorised representatives / officials for the respective function in the state, and also through field verification of the initiatives that were implemented on ground and its effectiveness.

This chapter presents the approach and methodology that were followed by the Consultants in detail.

2.2 STUDY APPROACH

A phase wise approach is conceptualised for this study. Each phase is marked with a deliverable and submission of the deliverable marks the end of the phase, and set the basis for proceeding to the next phase deliverables. Any feedback received on the deliverable will be taken as input and considered in the study.

These phases are described below:

- **Inception Phase**: It includes the identification of areas/aspects/indicators, designing the questionnaire, development of field survey framework and finalization of the research tools, and training of field research staff. This phase end with finalization of the formats for carrying out the audits.
- **Analysis and Recommendations Phase:** This phase focuses on data collection and verification of the road safety implementation initiatives by the State Departments with respect to SCC directions as elaborated in scope of the work section. The deliverables in this phase includes presentation to SCC on the analysis findings followed by Draft Audit Report.
- **Finalization Phase**: This phase focuses on incorporating the feedback from the SCC on our Draft Report and update the draft report and submit the Final Audit Report.

2.2.1 Approach for Audit Process:

In order to carry out the audit of the SCCRC implementation status of the States, we have adopted two level processes.

Level-1 Process- Direct Interactions with the key stakeholders and Head of the agencies: This process involves direct interactions with the officials responsible for the key functions. Main focus is to meet the officials (especially with Head of Departments - HODs of various departments) of State Department and verify initiatives taken in the State about the SCCRS directions.

Level-2 Process- Field Verifications: This process involves verification of the implementation effectiveness on ground by conducting field surveys and investigations. In this process, team collects the field data and verifies the ground status of the identified parameters at the sample survey locations.

The key departments and details of field investigations that are part of this study are presented in below Figure 2-1.

Figure 2-1: Audit Approach – Two level processes

2.3 STUDY METHODOLOGY

The study methodology involves verification of the various road safety implementation status at State level by using well designed and focussed questionnaires. These questionnaires are designed keeping in view the scope of the audit verification points.

Detailed questionnaires are designed for each department keeping in view their responsible functions with respect to road safety. Similarly, a separate set of formats are designed for the filed investigations requirements. The overall methodology is presented in the below Figure 2-2.

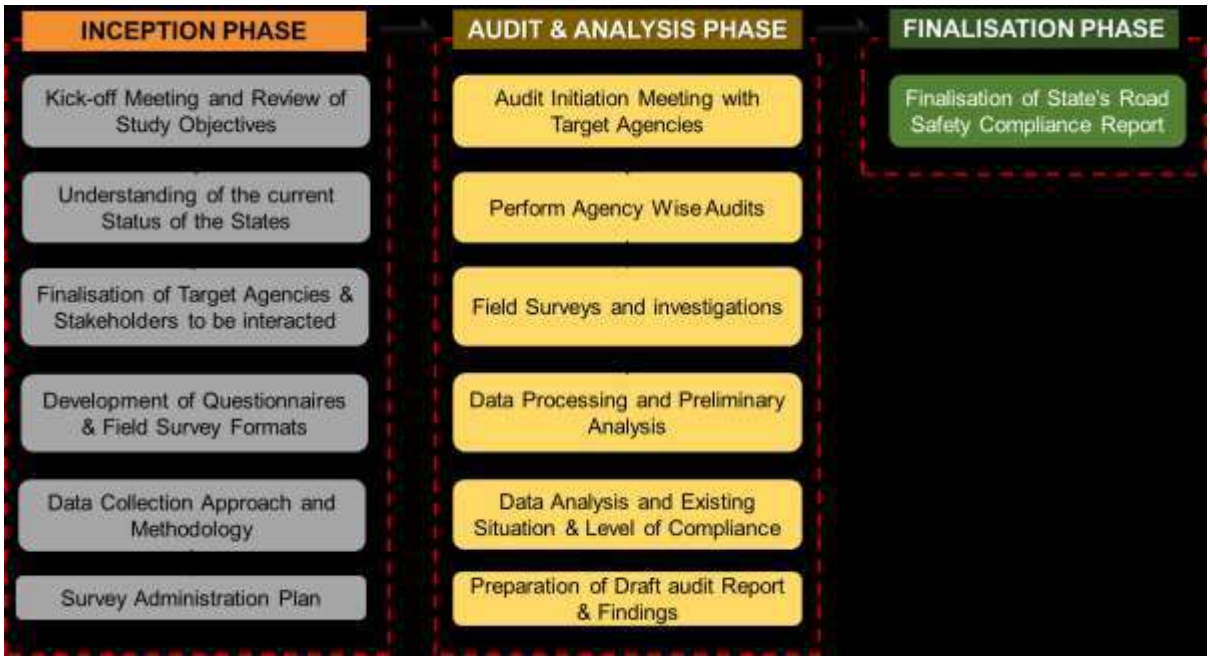


Figure 2-2: Study Methodology Chart

2.3.1 Methodology for Audit with Stakeholders

In order to perform the road safety implementation audit at State level, it is required to interact with various State Departments Heads/ nodal officers/ authorised representatives for understanding the level of implementation and reasons for any gaps in implementing the SCC directives.

State Departments Audit: The process involves with a project initiation meeting with the lead agency co-ordinator and all the key stakeholder departments.

The purpose of this meeting is:

- to understand the States view about the initiatives taken by them in various areas of the road safety
- Share the objectives of the study and explain in detail the audit process
- Share the pre-designed audit questionnaire to the respective department heads
- Collect the duly filled in and signed response formats
- Discuss in detail the responses with the respective function heads
- Further follow-up for any information gaps
- Collect the necessary support documents, as a part of audit verification

The key Stakeholder Departments for the audit are:

- Transport Department - Transport Commissioner
- Traffic Police Department - Inspector General of Police/ Commissioner of Police
- NHAI
- State Public Works Department
- Excise and Taxes Department
- State Crime Record Bureau

- Education Department - Directorate of School Education
- Health Department - Director General Health Services

Apart from the above, the audit methodology also includes interactions with the key officials at the city level to gather specific information. These officials include RTOs, Police Commissioners, SP (Traffic), Urban Local Bodies, Executive Engineers, Driving institute and Vehicle Inspection Centre in-charge(s) and Motor vehicle inspectors.

2.3.2 Methodology for Field Investigations

All the field surveys have been classified into five categories by grouping them into similar ground check verification aspects, such that field investigations can be carried out in a focused way, and complete them in a logical order by a dedicated team(s) in a time bound manner.

- Category -1: Field Surveys for Traffic Violations
- Category -2: Network Inventory Survey
- Category -3: Equipment Availability Inventory Survey- in Cities
- Category -4: Infrastructure Availability for Driver Training and Vehicle Inspections
- Category -5: Highways Inspection and Inventory Surveys

Survey Methodology:

In order to conduct the ground surveys that covers four cities and 100 Kms each of NH, SH and MDRs within the specified time limit, Consultants formed two audit teams, who has expertise in highway engineering, traffic engineering and road safety aspects.

The scope of the work involved verification of various ground checks at:

- Four cities (Faridabad, Gurugram, Hisar, Rohtak)
- Total 300kms of rural highways- NH, SH and MDR, for 100kms each.

Scientifically designed survey strategy and data collection formats are used to collect the ground data. Following criteria has been adopted for selecting the survey stretches, such that the sample collected is the true representative of actual ground status.

The criteria are as follows:-

a) Sample stretches geographically spread to cover various administrative regions.
b) Stretches covering NH/SH/MDRs maintained by various road agencies (i.e. NHAI, PWD (NH), ULBs)
c) Presence of Black spots on the identified stretches (information on black spots is collected based on the reports available with SCCRS as submitted by States)
d) Traffic intensity (Low, Medium and High category)
e) Lane widths (6lane, 4lane and 2 lane)

The survey methods, sampling strategy and analysis methods used are detailed out in the below Table 2-1.

Table 2-1: Methodology for field investigations

Survey Category	Audit Verification Point	Survey Method	Sampling Strategy	Analysis Methods
Category -1: Field Surveys for Traffic Violations	Use of helmet made mandatory or not and are rigorously checked	Count Survey - 1st 150-200 passing vehicles (2-wheelers)	Survey Locations: 8 major junctions in the city 1 junction each along NH, SH and MDRs	Number of drivers and pillion riders not wearing helmet out of the collected 100 samples (the middle 100 samples were used for analysis) is calculated for checking helmet violations. Percentage is calculated from the 100 samples for each junction and combined for city to arrive at % violation for the city. (Formulae=(No. of people not wearing helmet/ Sample size)*100)
	Use of Seat belt made mandatory or not and are rigorously checked	Count Survey - 1st 150-200 passing vehicles (Cars)		Number of drivers, front passenger and rear passenger not wearing seatbelt out of the collected 100 samples is calculated for checking seatbelt violations. Percentage is calculated from the 100 samples for each junction and combined for city to arrive at % violation for the city. (Formulae=(No. of people not wearing seatbelt/ Sample size)*100)
	Rule against use of Mobile Phone made mandatory or not and are rigorously checked	Count Survey - 1st 150-200 passing vehicles (Cars)		Number of drivers using cell phone is counted out of the collected 100 samples to

Survey Category	Audit Verification Point	Survey Method	Sampling Strategy	Analysis Methods
				check the Rule against use of Cell phone Percentage is calculated from the 100 samples for each junction and combined for city to arrive at % violation for the city. (Formulae=(No. of people using mobile phone/ Sample size)*100)
Category -2: Network Inventory Survey	Verify whether the footpaths and service roads have been provided at required locations	Through detailed road inventory, record the data as per the format with photo reference	**Survey Locations:** 4 Cities (minimum 25km in each City) and sample stretches in cities based on category and geographic spread. i) Availability of Footpaths ii) Availability of Service Roads iii) Encroachments on road	Out of the total length of network surveyed, the length of network provided with footpath and service road is calculated. Out of the total length of network provided with foot path the length of network with encroachment is calculated. (Formulae=(length of network for which footpath available/ total road network length surveyed in a city)*100)
Category -3: Equipment Availability Inventory Survey- in Cities	Verify Equipment - Alcohol Meters, Breath Analyser, Speed checking devices and CCTV	Observing the Monitoring mechanism using CCTV by visit to the centre	Survey Locations: Traffic Control Centre / Police Control room & 1 Traffic Police Stations /Police Thana in each city Physical Inventory audit i) CCTV/ Breath Analysers/ Alcohol Meters/ speed	Number of CCTVs and locations were provided, Data on amount of challans generated in a day and the future plans were collected and compared against MHA norms.
		Random Check of Alcohol Meters and		The number of alcohol meters, speed checking

Survey Category	Audit Verification Point	Survey Method	Sampling Strategy	Analysis Methods
		Speed Checking Devices at Police station	checking devices / Interceptors	devices/interceptors required for a city is estimated with the help of MHA norms and is compared with the number of equipment available with the respective city traffic police and the gap is estimated.
	Patrol Units with necessary Equipment's to patrol SHs and NHs	Random Check of Patrol units if available for equipment's and tools		The numbers of patrol units required for a city are estimated with the help of MHA norms and are compared with the existing number of units and gap is estimated.
Category -4: Infrastructure Availability for Driver Training and Vehicle Inspections	Status Driving Training Institutes and Vehicle Inspection Centres sanctioned by MoRTH	Visit to the centre and record the operating status of Centres	**Survey Locations:** Driving Training Institutes and Vehicle Inspection Centres - 2 centres in each state or based on availability i) Testing Facilities ii) Availability of Test Tracks	The facilities provided in Driving Training Institutes (DTI) and Vehicle Inspection Centres (VIC) has been compared with respect to the guidelines provided by the MoRTH and gap analysis has been done.
Category -5: Highways Inspection and Inventory Surveys	Sale of Alcohol banned by the State along SHs and NHs	Recording of alcohol shops along the NHs and SHs	**Survey Locations:** 100 Km of NH, 100 Km of SH, 100Km of MDR i) 5 Black Spot locations on NH,SH,MDR ii) Traffic Calming measures-merging junctions iii) Road Safety Signage's iv) Driver rest areas v) Hoardings	The number of alcohol shops observed along the National highways and state highways will be recorded along with geo-coding and presented to the SCCRS
	Black Spots Remedial Measures	Verify the Remedial measures as provided by the state at site (Also need to capture AS-IS status based on visual inspection in a specified		The black spots details are presented with a photo reference and status of rectification. Mode-wise average speed observed at blackspot was estimated and 85th percentile

Survey Category	Audit Verification Point	Survey Method	Sampling Strategy	Analysis Methods
		format) Speed at the black spot for each mode will be recorded through use of speed measuring instrument		speed is calculated and presented
	Traffic Calming measures adopted by state at junctions,	Verify the traffic calming measures provided at junctions (minor roads intersecting at major roads		Out of the total sample number of intersections audited for Traffic calming measures, The percentage number of intersections provided with traffic calming measures and road signs both on major road and minor road of the intersection on national highways, state highways and major district road have been analysed.
	Road Safety Signs, Road markings, and traffic lights as per IRC or not	Verify the road safety signs, Road markings and traffic light is as per the IRC or not		**Road safety signs:** Inventory of road safety signs were collected on sample basis along the corridor. Out of the total number of signs collected in the city, the percentage of signs in compliance with IRC Standards in terms of different parameters like size, shape, reflectivity, height is analysed.

Survey Category	Audit Verification Point	Survey Method	Sampling Strategy	Analysis Methods
				Road Markings: Out of the total length of network audited for the verification of Road markings, %age of network provided with Road markings like centre line, traffic lanes, edge line etc., is estimated. The percentage number of intersections provided with stop line and pedestrian marking is also estimated. **Traffic lights at intersections:** The percentage number of traffic lights in compliance with IRC standards in terms of height, placement, visibility etc. is verified.
	Driver Rest Areas, Truck Lay byes and bus bays are provided at suitable locations	Verify the availability and suitability of locations Also, map the locations with photo reference		The number of road side amenities, bus stop typology and the truck parking locations, laybys are analysed based on the observation made and presented.
	Action Taken by State to Remove Hoardings and objects	Record the protruding and distracting Advertisements boards and objects along the road network - map the location with photo reference Also verify with		Presence of hoardings which are dangerous in nature structurally and placement wise, and distracting to the road user in observed on the select road network.

Survey Category	Audit Verification Point	Survey Method	Sampling Strategy	Analysis Methods
		Advertisement policy of city/ULB standards		

3 STAKEHOLDER INTERACTIONS, DATA COLLECTION AND SAMPLING STRATEGY

3.1 DATA COLLECTION AND PROCEDURE FOR PRIMARY AUDITS

Project initiation meeting was held on 8th May, 2017, where Auditors have interacted with state officials from different departments to understand the initiatives undertaken by the State. Also collected support information and relevant documents from the concerned departments as a part of the auditing process. The questionnaires were shared with the nodal officer/department a week before the project initiation meeting. First half of the day was focussed on discussions on various initiatives taken by the State, and in the second half detailed interactions were held directly with individual nodal officers. Also, duly filled and signed questionnaires formats were collected. Missing information was later collected through email and telephonic communication from the respective officers.

Interactions were held with the following Departments:

- Transport Department - Transport Commissioner & Regional Transport Officer
- Traffic Police Department - Inspector General of Police-Traffic
- NHAI – RO Chandigarh
- Public Works Department – Buildings & Roads, National Highways
- Haryana urban Development Authority – Chief Engineer
- Education Department - Directorate of School Education
- Health Department - Director General Health Services
- Excise and Taxes Department
- State Crime Record Bureau

Auditors also interacted with the city officials in Faridabad, Gurugram, Hisar and Rohtak to collect some of the secondary documents and verify the actual ground situation regarding the details given during the interaction.

Officials visited in respective cities are:

- Transport Department – Road Transport Officer
- Traffic Police – Superintend of Police
- Driving Training Institute – Head of the Institute
- Vehicle Inspection Centre – Road Transport Officer
- National Highway Authority of India – Regional officer
- Haryana Urban Development Authority – Superintend Engineer

Schedule of meetings and Duly filled in formats are provided in **Annexure A & B.**

Exhibit 3-1: Project Initiation Meeting at Haryana Nivas, Chandigarh

3.2 SAMPLING STRATEGY FOR FIELD SURVEYS AND INVESTIGATIONS

3.2.1 Sampling Strategy for Violation Surveys

The survey strategy and actual samples collected are given in the below Table 3-1.

Table 3-1: Field Survey Strategy and Survey Samples – Traffic Rule Violations

Audit Point	Actual Sampling	Actual Sample Collected				
		Faridabad	Gurugram	Hisar	Rohtak	Highways sections
Helmet Violations	• Count Survey - 1st 150-200 passing vehicles(2wheelers) • Survey Locations: 8 major junctions in the city • 1 junction each along NH, SH and MDRs	8 Junctions (1550 vehicles sample has been collected)	8 Junctions (1600 vehicles sample has been collected)	8 Junctions (1600 vehicles sample has been collected)	8 Junctions (1600 vehicles sample has been collected)	4 junctions (2 on National highways, 1 on state Highway and 1 on MDR - 800 vehicles sample has been collected)

Audit Point	Actual Sampling	Actual Sample Collected				
		Faridabad	Gurugram	Hisar	Rohtak	Highways sections
Seat belt Violations	• Count Survey - 1st 150-200 passing vehicles(4wheelers) • Survey Locations: 8 major junctions in the city • 1 junction each along NH, SH and MDRs	8 Junctions (1500 vehicles sample has been collected)	8 Junctions (1600 vehicles sample has been collected)	8 Junctions (1150 vehicles sample has been collected)	8 Junctions (1030 vehicles sample has been collected)	4 junctions (2 on National highways, 1 on state Highway and 1 on MDR - 800 vehicles sample has been collected)

Audit Point	Actual Sampling	Actual Sample Collected				
		Faridabad	Gurugram	Hisar	Rohtak	Highways sections
Mobile Phone usage (cars)	• Count Survey - 1st 150-200 passing vehicles(4wheelers) • Survey Locations: 8 major junctions in the city • 1 junction each along NH, SH and MDRs	8 Junctions (1500 vehicles sample has been collected)	8 Junctions (1600 vehicles sample has been collected)	8 Junctions (1150 vehicles sample has been collected)	8 Junctions (1030 vehicles sample has been collected)	4 junctions (2 on National highways, 1 on state Highway and 1 on MDR - 800 vehicles samples has been collected)

The survey locations for violation checks (Helmet, Seat belt and Mobile phone usage) for four cities and rural highway sections is shown in below Figure 3-1.

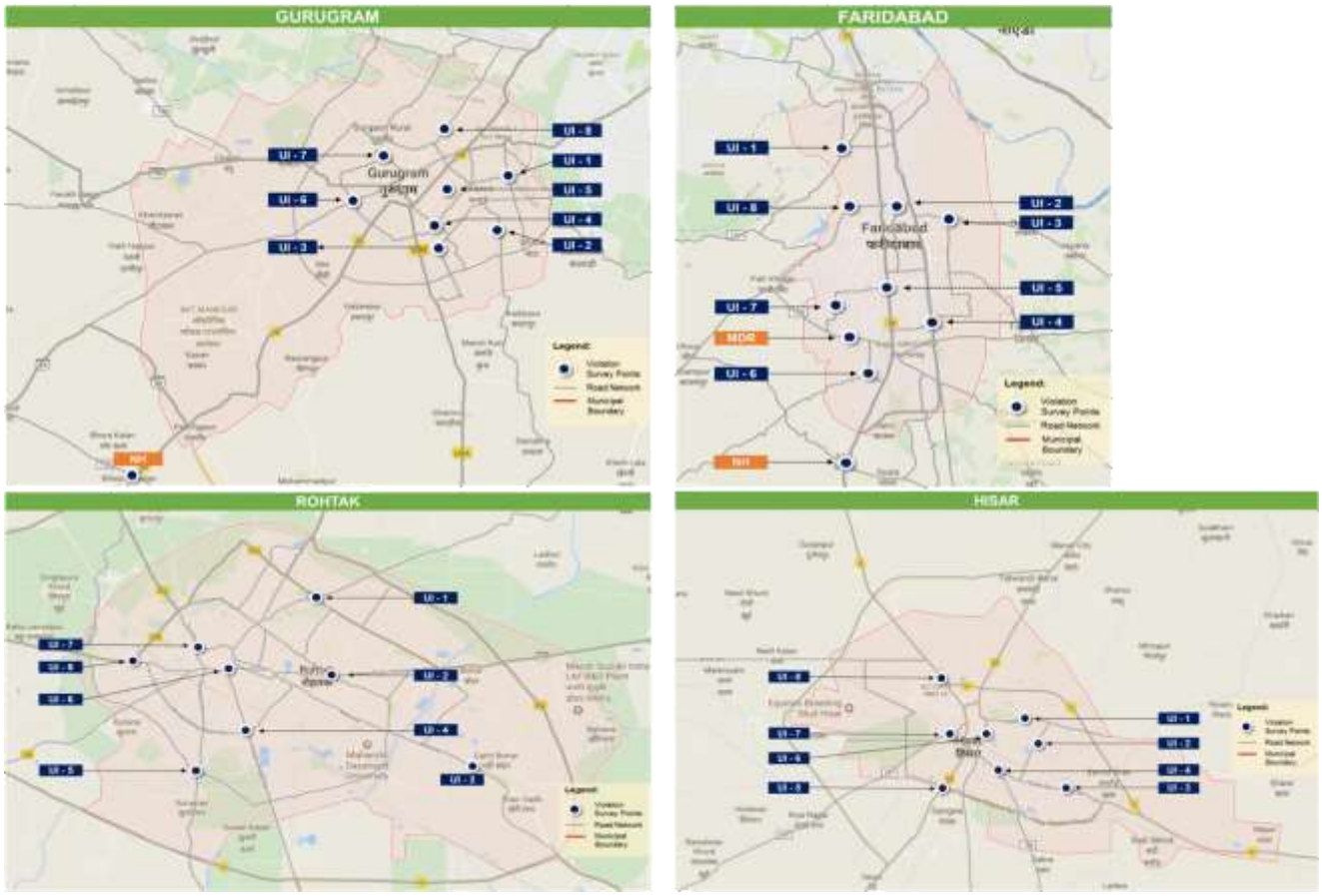


Figure 3-1: Traffic Rule Violation Survey Locations

3.2.2 Sampling Strategy for audit of Black spots

- Field verifications were carried out at the Black spots which were identified and reported to Supreme Court Committee by the State Government.
- The list of remedial measures undertaken as part of rectification of the black spot based on the report submitted to SCCRS is taken as a base for the field verification
- The field verification was focussed on the ground truth verification of the reported remedial measures at the spot or location.
- Suitable formats were used to document the field observations along with photos as far as possible

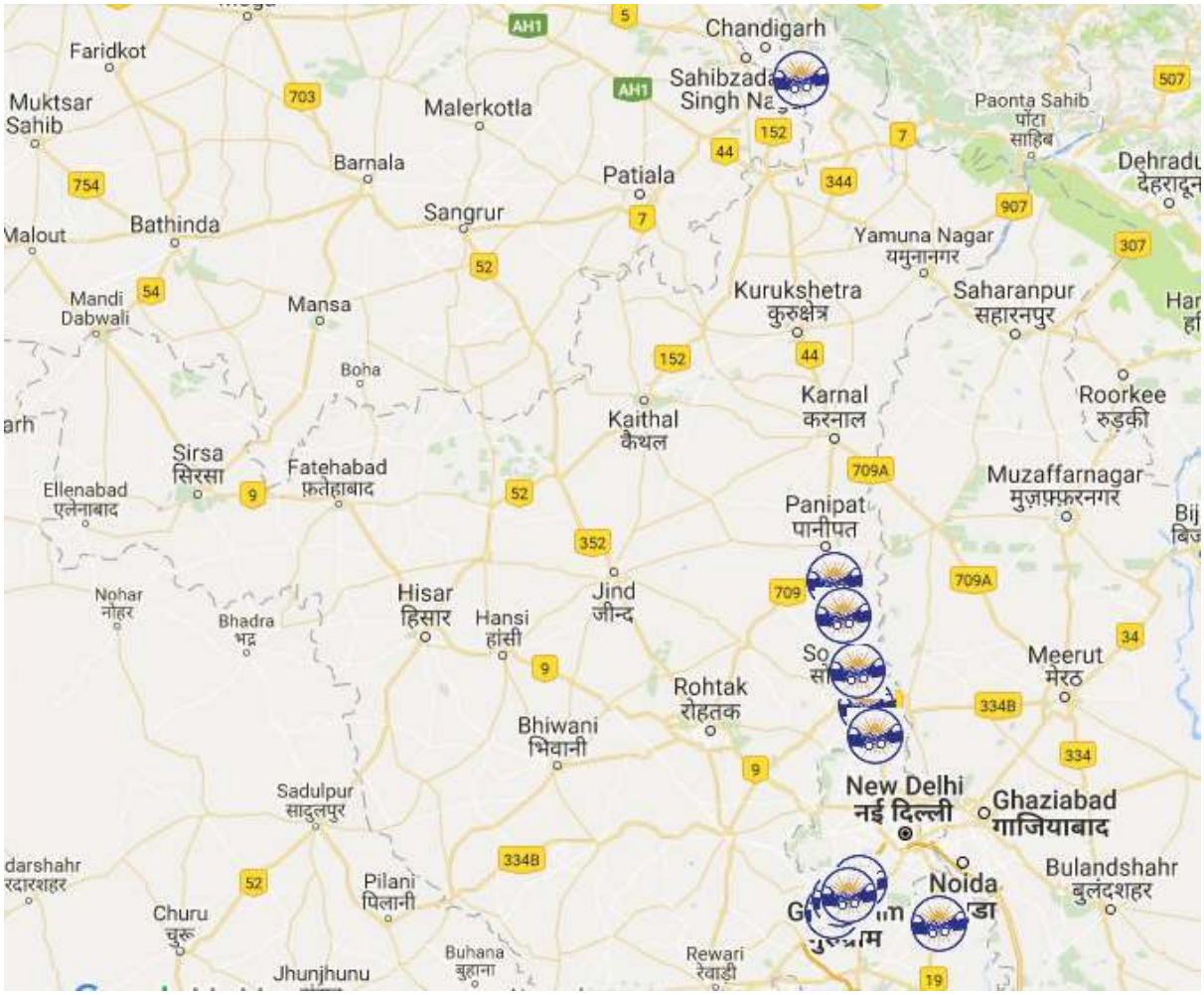


Figure 3-2: Blackspots selected for audit of rectification measures

The Black spot locations identified for study are provided in the below Table 3-2.

Table 3-2: Black spots Locations

Sl. No.	Road Name	Black spot location
1	NH 48	Rajiv Chowk - Gurugram
2	NH 48	Kherki Daula Chowk
3	NH 48	Hero Honda Chowk - Gurugram
4	NH 48	IFFCO Chowk - Gurugram
5	NH 19	YMCA Chowk - Faridabad
6	NH 44	HSIIDC Haryana
7	NH 19	Bahalgarh Chowk
8	NH 44	Hassanpur Cut Haryana
9	NH 44	Patti Kalyana Cut Haryana
10	NH 44	Jhattipur Village Haryana
11	NH 7	Ramgarh Chowk Haryana

3.2.3 Sampling Strategy for Field audit for Traffic Calming measures

The Sampling strategy and the number of junctions selected in each city and highways are provided in the below Table 3-3.

Table 3-3: Sampling Strategy for Field audit for Traffic Calming measures

Audit Point	Actual Sampling	Actual Sample Collected			
		Urban Roads	National Highways	State Highways	Major District Road
Traffic calming measures	50 locations where Lower hierarchy road meets higher hierarchy road	15 Locations	18 locations	12 Locations	15 Locations

Survey locations for traffic calming measures are shown in the Figure 3-3 below.

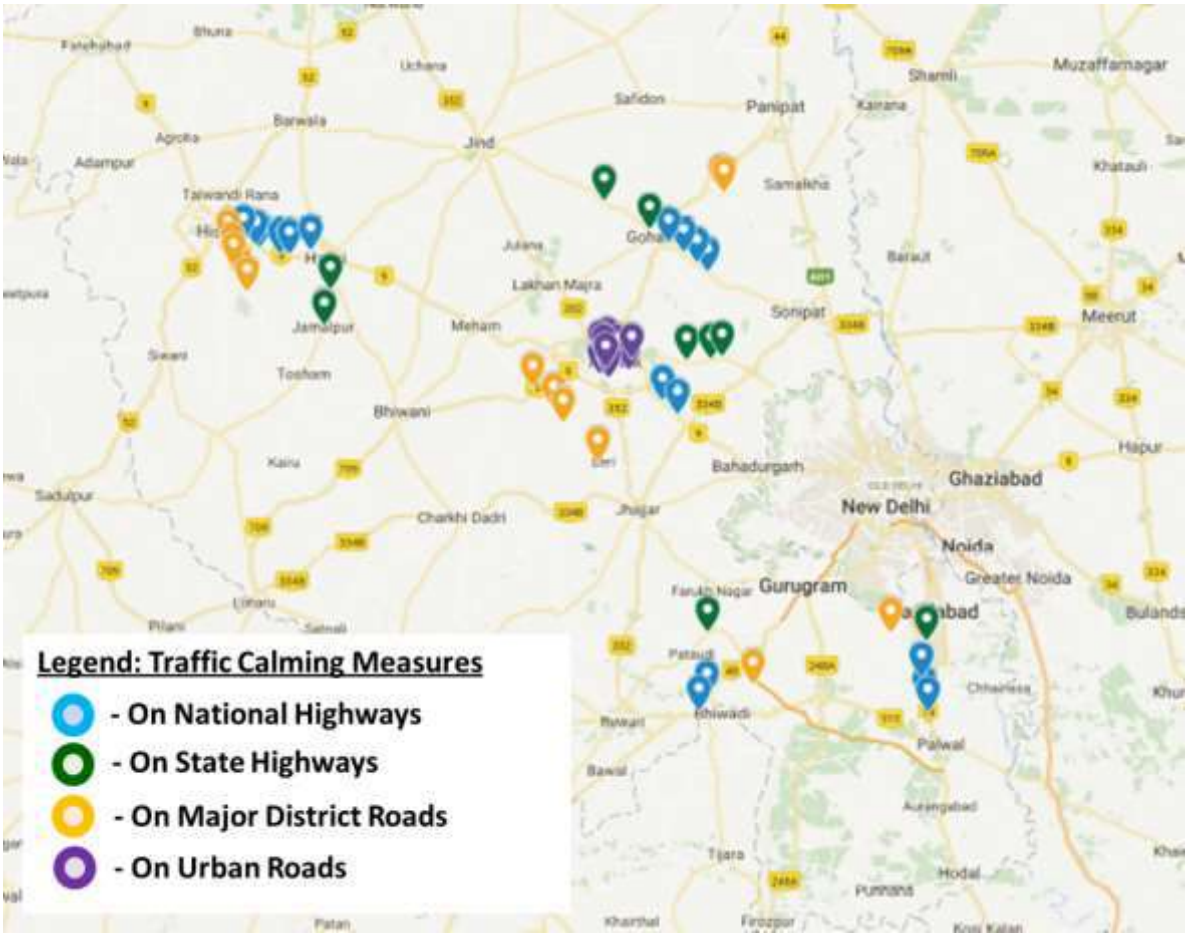


Figure 3-3: Traffic Calming measures survey locations

3.2.4 Sampling Strategy for Road Inventory Surveys

A detailed Road inventory survey has been carried out to study the adequacy and adherence of IRC standards for various road safety elements like Road safety signs, Road markings, Traffic control devices, Road side amenities. This survey also conducted to observe presence of hazardous hoardings, extent of availability of pedestrian facilities and

service roads, and encroachments. The survey was done on select stretches of the road network in all the four cities, and 100 km each of National Highways, State Highways and Major District roads. The actual length of roads surveyed in the cities and rural highways is given in the Table 3-4 and Table 3-5 below and the stretches are shown in the below Figure 3-4.

Table 3-4: Length of Network selected in each city for Inventory of different safety infrastructure

City Name	Length of Network Audited	As per scope
Faridabad	41 km.	As per Requirement
Gurugram	36 km.	
Hisar	23 km.	
Rohtak	25 km.	

Table 3-5: Length of Highway sections audited for different safety infrastructure

Rural Section	Length of Network audited	As per Scope
National Highways	101 km	100
State Highways	110 km	100
MDR	102 km	100

Figure 3-4 shows the road network in four cities and highway sections.

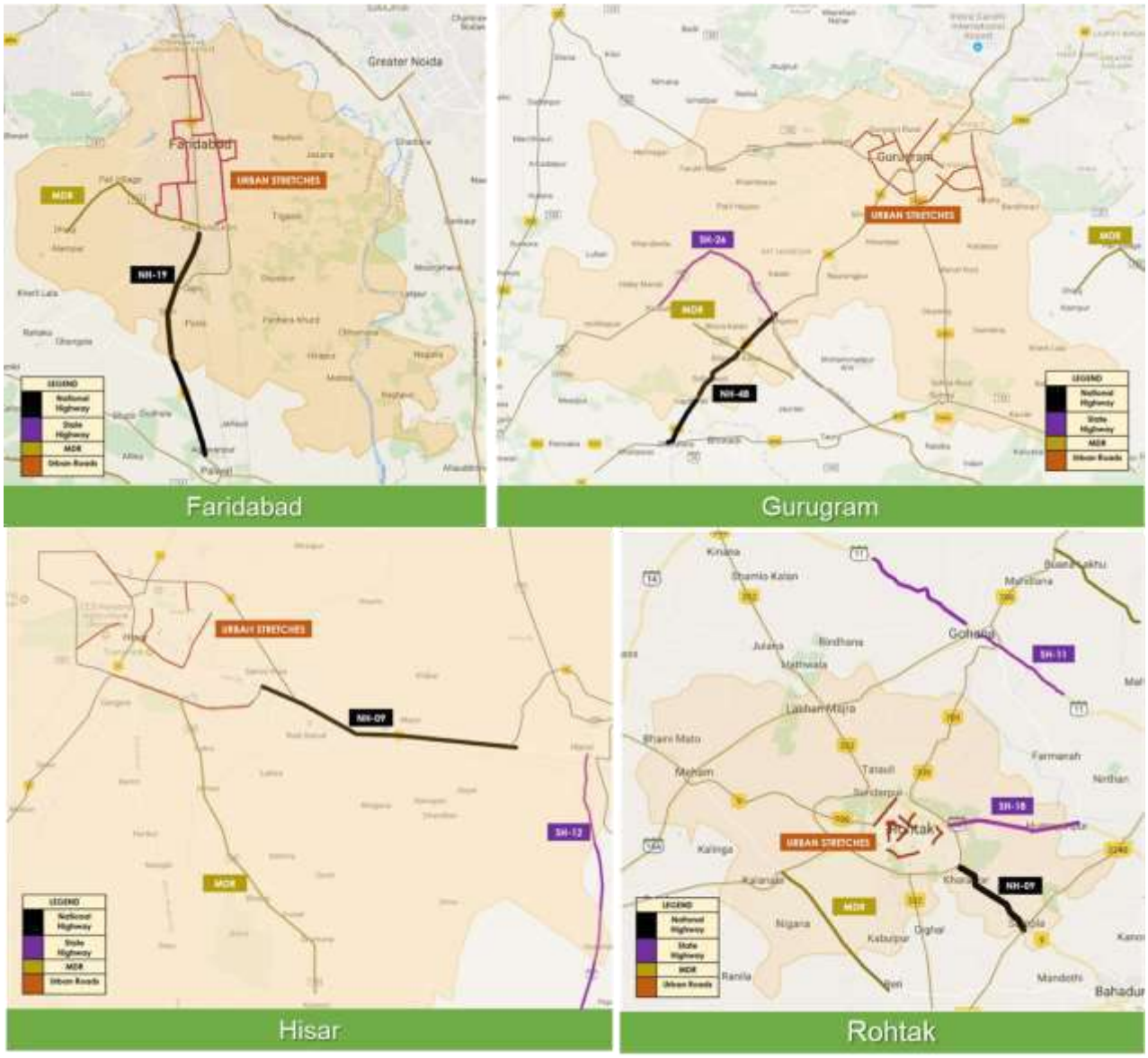


Figure 3-4: Corridors selected in each city and highway sections for audit of safety furniture

The survey details and actual sample size collected for each type of survey is shown in the below Table 3-6.

Table 3-6: Sample collected for each safety furniture

Audit Point	Actual sampling	Actual Sample Collected				
		Faridabad	Gurugram	Hisar	Rohtak	Highway sections
1. Road Signage	Identified Urban roads in 4 cities & along 100 km each of National	23 number of road signs have been collected	20 number of road signs have been collected	29 number of road signs have been collected	25 number of road signs have been collected	**National Highways:** 40 number of road signs have been collected

Audit Point	Actual sampling	Actual Sample Collected				
		Faridabad	Gurugram	Hisar	Rohtak	Highway sections
	Highways, state Highways, Major District Roads.					**State Highways:** 30 number of road signs have been collected **Major District Road:** 23 number of road signs have been collected
2. Road Markings	Identified Urban roads in 4 cities & along 100 km each of National Highways, state Highways, Major District Roads.	46 road sections have been taken which includes both midblock and intersections	40 road sections have been taken which includes both midblock and intersections	27 road sections have been taken which includes both midblock and intersections	44 road sections have been taken which includes both midblock and intersections	**National Highways:** 32 number of road sections have been collected **State Highways:** 36 number of road sections have been collected **Major District Road:** 37 number of road sections have been collected
3. Traffic Control Devices	Identified Urban roads in 4 cities & along 100 km each of National Highways, state	27 traffic lights have been considered	12 traffic lights have been considered	9 traffic lights have been considered	9 traffic lights have been considered	**National Highways:** 8 number of traffic have been collected **State Highways:**

Audit Point	Actual sampling	Actual Sample Collected				
		Faridabad	Gurugram	Hisar	Rohtak	Highway sections
	Highways, Major District Roads.					06 number of road signs have been collected **Major District Road:** No traffic lights were observed on 100 km of MDR
4. Road side Amenities / Laybys	Identified Urban roads in 4 cities & along 100 km each of National Highways, state Highways, Major District Roads.	All along the 41 km of Road network	All along the 36 km of Road network	All along the 23 km of Road network	All along the 25 km of Road network	All along the 101 km of National highways, 110 km of state highways, 102 km of MDR.
5. Dangerous and Distractive Hoardings	Identified Urban roads in 4 cities & along 100 kms each of National Highways, state Highways, Major District Roads.	All along the 41 km of Road network	All along the 36 km of Road network	All along the 23 km of Road network	All along the 25 km of Road network	All along the 101 km of National highways, 110 km of state highways, 102 km of MDR.
6. Pedestrian Facilities, service roads and Encroachments	Identified urban roads in 4 cities.	49 road sections have been taken which includes 24 midblock locations and 25 intersections	34 road sections have been taken which includes 15 midblock locations and 19 intersections	26 road sections have been taken which includes 7 midblock locations and 19 intersections	48 road sections have been taken which includes 22 midblock locations and 26 intersections	

Audit Point	Actual sampling	Actual Sample Collected				
		Faridabad	Gurugram	Hisar	Rohtak	Highway sections
7. Alcohol shops presence	100 km each of National Highways and state Highways,					All along 101 km of National highways, 110 km of state highways

The detailed survey schedule for the field investigations is provided in the **Annexure A**.

4 ANALYSIS AND FINDINGS

4.1 INTRODUCTION

This chapter presents the auditors observations and key findings regarding the State's status on various road safety implementation aspects in relation to the directions issued by the Supreme Court Committee. The detailed methodology adopted has been presented in previous chapters.

As we are all aware, ensuring road safety involves a multi-dimensional subject, and this just can't be achieved through looking at one dimension. Holistic approach is required to address this issue by implementing road safety strategies in all the dimensions in a balanced way.

There are about 38 key audit points that are required to be addressed and ensured (ref. section 1.3) as part of comprehensive road safety implementation audit. These 38 key aspects fall under the purview of the following five dimensions.

i) Institutional Dimension
ii) Enforcement Dimension
iii) Engineering Dimension
iv) Road User Awareness and Education Dimension
v) Emergency Response and Healthcare Dimension

Accordingly, the audit observations have been presented against each of these dimensions. The findings are presented in tabular format, wherein the audit verification points, benchmark/ SCC directions and expectation, State response about the current implementation/ compliance status is recorded. Consultants observations have been presented as "Consultants Remarks" in the last column, which is based on the interactions, support information and field studies during the audit process.

4.2 INSTITUTIONAL DIMENSION

Institutional dimension has two key areas that need to be verified. These are how the Lead Agency is constituted and it's functioning, and the second one is about the Road Safety Fund establishment and management.

The details of the mandate are as follows:-

4.2.1 Constitution of Lead Agency

Point No. 1: Verify whether the Lead Agency set up by the State to coordinate all activities on road safety is headed by a senior officer and has dedicated & professional staff and the necessary funds to effectively discharge its functions and whether other Departments in the State have been sensitized on road safety. Indicate briefly the working of the Lead Agency.

Table 4-1: Compliance level scoring for setting up of lead agency

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Established as Separate Entity in The State	Required to be setup as Separate Entity	Yes	Transport Department as Lead Agency and act as Secretariat for State Road Safety Council to coordinate all activities related to State Road Safety. Executive order o.21/02/2014-3 T (II) dated 09.03.2017- Notification No. No.1/11/2015-4GSII dated 08.09.2016
Lead Agency constituted through	Legislative Enactment/ Duly Notified Executive Order	Notified Executive Order	Executive order o.21/02/2014-3 T (II) dated 09.03.2017-
Head of the Lead Agency is	Dedicated	Not Dedicated	Transport Commissioner- Additional Charge
Appointed LA Head is (Rank)	Not below the Rank of Addl. Commissioner/ Jt. Commissioner	Transport Commissioner	
Employment Status of Lead Agency Head	Regular Appointment/ Deputed	Additional Charge	As the Transport Commissioner post is regular, being Head of Lead Agency, this position is linked to the term of deployment as a Transport commissioner.
Dedicated Staff	Supported by Full Time Staff from: (Police/ Education/Emergency care/PWD)	Only 1 dedicated staff	Only one staff recruited on full time with position as - Publicity officer
Recruitment status	Functional with full time dedicated staff	Not Professional	11 positions indicated for recruitment in the Notification No.1/11/2015-4GSII dated 08.09.2016 is as per the directives of SCCRS
Road Safety Policy	Notified Policy	Positions Created. Pending Internal	As per Notification No. 17/11/2013-3T-II dated

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
		Approvals	date: 30/3/2016
Road Safety Action Plan	5 Yr Plan till 2020 with clearly defined Annual Plans/ targets	Notified Policy Exists	Based on SCC comments, a revised plan is under preparation.
Lead Agency Regular Functional	Frequency: Road Safety Council Meetings: = 2 times/ Year Chairman: Transport Minister	2 meetings held in FY 2016-17 Chaired by: Transport Minster 1st Meting: 11/5/2016 2nd Meeting: 21/12/2016	Broad Agenda Covered is on Action Taken Report. Items broadly are: • Accident prone points identification and remedial actions • Sanction of Trauma Centres & facilities • Traffic Calming & Engineering measures • Removal of Alcohol shops • Road Safety Education awareness • Recruitment for Lead Agency
	Frequency: District Committee Meeting: = 4 times/ year	Not Held	It is observed from MoM of State Road Council meeting that a minimum of 4 meetings held in each district in FY 2015-16. However the MoM is not made available. Information of meetings held for the FY 2016-17 is available for the period Apr 16 till Oct 2016 as per the MoM of SRC meeting (held on 21/12/2016) It is observed that 14 out of 21 districts have conducted DRSC meetings. However, the frequencies of meetings are ranging from 1 to 6.

4.2.2 Constitution of Road Safety Fund

Point No.2: Verify whether a Road Safety Fund has been established by the State. Indicate whether the Fund is adequate for meeting expenses on road safety. If so, which Department administers such a fund? Are there rules for the Fund? If so, obtain a copy of the Rules.

Table 4-2: Compliance level score - Road safety fund

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Road Safety Fund Established?	Should be Notified	Under Process	Copy of Draft Notification for Haryana Road Safety Fund Rules, 2016 provided to the Consultants. Issues raised by Finance department due to presence of Road Safety fund under Police department
Sources of Funds	Budgetary Allocation Traffic Challans Transport Challans	Budgetary Allocation & Transport Challans	The Details of budgetary allocations are provided in the Annexure C, Sl.No. 1 – Road Safety Fund Allocation
Fund Allocation: %age of Challans	Minimum 30% to 50% of Traffic Challans	50% of compounding fee in the previous year	Provided in Draft Notification for Haryana Road Safety Fund Rules, 2016
How Assessment of Road Safety Fund Done	Assessment process to be in place	No Assessment Done	No process exists. There needs to be some benchmark for road safety fund assessment mechanism
Road Safety Budget & Expenditure for Last 3 years?	Steady Flow of Funds	Average Budget= Rs 100L Average Expenditure. = Rs 66 L	Steady Flow, but funds not fully utilised. The allocated budget during FY 2016-17 does not reflect the contribution from challans.
Who/How Road Safety fund Managed?	Should Be Managed by Lead Agency	Transport Department	The State Road Safety Fund Rule is under notification process. At present they have two separate funds with the same name “Road Safety Fund”. One under Lead Agency and another under the Haryana Police

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
			Department. The fund under Lead Agency is managed by Transport Department, whereas the fund under Police department is managed by Haryana Police. Due to presence of two separate funds in similar head i.e., Road Safety Fund, Finance department raised issues and the lead agency has not been able to notify the Haryana Road Safety Fund Rules, 2016.
Status of Fund Management Committee		No Fund Management Committee	Constitution of a committee for management of fund and its functioning and structure has been proposed through Rule Number 7, of the Draft Haryana Road Safety Fund Rules, 2016
Road Safety Fund Lapsable?	Should Be Non-Lapsable	Lapsable	Haryana Road Safety Fund Rule is under approval stage to make it non-lapsable
Existence of exclusive Bank Account for Road Safety Fund Management	Objective of this to establish exclusive and timely availability of funds	Separate Account Head within TD account	Separate Account Head within the Transport Department bank account is maintained and the fund is dedicated for Road Safety Awareness.

4.2.3 Summary – Institutional Dimension

- There is no dedicated arrangement set up by the State for Lead Agency functioning with respect to dedicated staff and its functioning.
- Recruitment for dedicated staff is initiated but still in the process
- District committee meetings are being held but not regularly. Only few districts are active in conducting the regular meetings.

4.3 ENFORCEMENT DIMENSION

Enforcement dimension falls under the purview of both Transport Department and State Police. Various aspects covered under this dimension are:

- Road accident information such as recording and reporting,
- Equipment's for enforcement and experience of traffic police personnel's,
- Extent of traffic rule violations,
- Driver licensing system and level of computerization
- Vehicle inspection mechanisms were verified.

4.3.1 Accident Information Systems

Point No.3: Verify whether the road accident data is being collected by the State on the format as prescribed by the MoRTH and is analyzed properly to identify causes for high accidents. Which Department is responsible for data collection and analysis? Provide details of the data collection arrangements and analysis thereof. In addition to the above, also verify the use made of the accident data for arriving at road safety counter measures as well as for enforcement purposes.

Table 4-3: Compliance level score - recording Accident Information

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Accident Recording & Reporting	Recording– Adherence to MoRTH format Reporting Adherence to MoRTH format	Recording- MoRTH Format Reporting - MoRTH and SCRB formats	Revised MoRTH format is not used for recording.
Computerised Information System (DBMS, GIS, data updation)	Computerised data Collection & Recording System	Maintained Manually. FIR can be retrieved through online portal	Verified through Portal
Data Analysis	Reasons for Accident through Causal Analysis Extent of Use in formulating Mitigation Measures Used for Policy Formulation	Descriptive, Inferential and Causal analysis done by Police Department Used for Policy Formulation	Analysis data yet to be received from Department. Not verified
Data Publishing	Crash Data to be made public	Published Reports not available to public	State has not initiated any process to publish the data and made available to public

4.3.2 Functioning of Enforcement Equipment & Inventory & Police Strength

Point No. 4: Verify the number of equipment viz. (i) alcohol-meters (ii) speed checking devices deployed to check traffic violations and whether the equipment's are functional. Also verify the number of CCTV Cameras deployed to detect traffic violations and whether the footage from these cameras is continuously monitored.

Point No. 5: Verify whether the police personnel are well trained to use the equipment.

Point No. 6: Verify the number of traffic police deployed by the State to detect traffic violations and comment on the adequacy of the traffic police deployed.

Table 4-4: Compliance level score for enforcement equipment functioning

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Road Safety Enforcement Equipment Inventory	As per MHA Norms	**Alcohol Metres** 267 **Speed Guns** 0 **CCTV** 0 **Interceptors** 34	MHA norms are not been followed for estimation of equipment requirements and gap assessment.
Road Safety Equipment- Experience of police personnel's	All traffic police personnel experienced to use Alcohol Meters	Alcohol Meters: Trained – 100 Experienced – 300	The Police personnel are able to operate the equipment and found that they are experienced in using the equipment's during field audits.
	All traffic police personnel experienced to use Speed Guns	Speed Guns: Trained – 100 Experienced -50	The Police personnel are able to operate the equipment and found that they are experienced in using the equipment's during field audits.
Road Safety Equipment- Functioning	All equipment's to be functional	Equipment Inventory provided	About 66% Alcohol metres are in working condition.
	All equipment's to be functional	Equipment Inventory provided	Interceptors are present at various sites & in working condition
E-Challans through CCTV	e-challaning to be done through CCTV with continuous	No CCTVs. e-challaning has not started.	The state has just initiated the process for procurement of CCTV for security

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
	monitoring		and not for traffic enforcement. The four cities verified does not have CCTVs.
Adequacy of Police Strength	As per MHA Norms	**Inspectors** 32 **SI** 25 **ASI** 77 **Head Constable** 82 **Constable** 1640	The State is following their own standards for estimation of manpower. MHA norms are not being followed. and at present there is no plan in this regard.

4.3.2.1 Verification of Enforcement with State Police

Equipment Inventory Verification		
City name:	**Faridabad**	
Department	**Traffic Police**	
Equipment	**Existing**	**In Process**
Alcohol Meters	14	No
Interceptor vans	2	No

Key Observations:

- Weekly two enforcement drives are being conducted
- Only 60% of the alcohol meters are in working condition
- Both the interceptors are checked and in working condition

Equipment Inventory Verification		
City name:	**Gurugram**	
Department	**Traffic Police**	
Equipment	**Existing**	**In Process**
Alcohol Meters	25	No
Interceptor vans	3	No

Key Observations:

- Drive is conducted 4 days a week.
- Drive is conducted on Gurugram - Faridabad Road, Sohna Road, and Highway.
- 80% of alcohol meters are in working condition

Alcohol meters are in working condition

Equipment Inventory Verification		
City name:	**Rohtak**	
Department	**Traffic Police**	
Equipment	**Existing**	**In Process**
Alcohol Meters	8	No
Interceptor vans	1	No

Key Observations:

- Alcohol drive is conducted randomly and doesn't have action plan.
- 75 % of alcohol meters are not in working condition
- Interceptor is in working condition and checking is done in city limits as well as on highways.

Alcohol meters in working condition with Rohtak police and traffic officials are trained to use

Rohtak police interceptor in working condition and traffic officials are trained to use

Equipment Inventory Verification		
City name:	**Hisar**	
Department:	**Traffic Police**	
Equipment	**Existing**	**In Process**
Alcohol Meters	9	No
Interceptor vans	2	No

Key Observations:

- Out of 9 alcohol meters only 6 are in working condition
- Drink and drive checks using alcohol meters randomly
- Checks on over speeding vehicles using interceptors are conducted
- Both the interceptor vans are in working condition
- In process to implement CCTV cameras in the city major junctions

 **Alcohol meter with Hisar traffic police and traffic officials are trained to use**	 **Speed Gun available with Hisar traffic police and traffic officials are trained to use**

4.3.3 Traffic Rule Violations – Helmet, Seat belt & Mobile Phone use

Point No. 7: Verify whether the use of helmet has been made compulsory both for driver and pillion rider all over the State and is rigorously checked. Please verify this in 4 Cities in the State and at a stretch of 100 Km each on National Highways, State Highways and Major District Roads.

Point No. 8: Verify whether the seat belt and cell phone laws are being implemented in the State and are rigorously checked. Please verify this in 4 Cities in the State and at a stretch of 100 Km each on National Highways, State Highways and Major District Roads.

The field investigations for studying traffic rule violations were done for four cities and rural stretches – NH, SH and MDR. The cities include Faridabad, Gurugram, Hisar and Rohtak. The Table 4-5 below shows the overall compliance level.

Table 4-5: Compliance level scoring - Traffic Rule Violations

Audit Point	Benchmark/ SCC Directive	Observations based on Field Verifications	Consultants Remarks
State implemented Helmet rule for both Driver & Pillion Rider Implementation of Seat Belt Law & Mobile Phone usage Laws	Rule to be implemented with 100% compliance	Yes	Rule is amended in the state
Average all 4 cities - Helmet Use Violations	No violation	34% (Varies from 17 % to 52%)	The cities in proximity to National Capital Territory (NCT) of Delhi have lower violation rate

Audit Point	Benchmark/ SCC Directive	Observations based on Field Verifications	Consultants Remarks
			like 17% in Gurugram. Need stringent enforcement measures
Average all 4 cities - Seat Belt Use Violations	No violation	62% (Varies from 58% to 85%)	The cities in proximity to National Capital Territory (NCT) of Delhi have better adherence compared the other cities (ex 58% not adhering in Gurugram and 85% not adhering in Hisar). Need stringent enforcement measures
Average all 4 cities - Mobile Phone Usage	No violation	6% (Varies from 5% to 8%)	This is based on number of mobile phone users among the first 100 observations for each type of vehicle at each junction. Need stringent enforcement measures
NH/SH/MDRs – Helmet Violations	No violation	71% (Varies from 48% to 97%)	Helmet use violation is very high on rural roads. On NHs violation is little less i.e 48% compared SHs and MDRs. Need stringent enforcement measures
NH/SH/MDRs - Seat Belt Violations	No violation	36 % (Varies from 23% to 36%)	Seat Belt use violation is less. On NHs violation wn is l i.e 23% and SHs and MDRs 36%. Need stringent enforcement measures
NH/SH/MDRs - Mobile Phone Violations	No violation	4.0% (Varies from 3.5% to 6%)	This is based on the observation from first 100 samples collected from each junction. Need stringent enforcement measures

Detailed violation analysis city-wise and for rural highways is presented in the following paragraphs.

4.3.3.1 Helmet Violations in Urban Stretches

A. Faridabad

The details of overall compliance of helmet violations for Faridabad city is presented in Table 4-6.

Table 4-6: Helmet Violations within Faridabad city limits

All Drivers Not Wearing Helmet	Male Drivers Not wearing Helmet	Female Drivers Not Wearing Helmet	Pillion Riders Not Wearing Helmet	2W Drivers Using Mobile Phones while driving
34%	33%	46%	89%	1.25%

Out of the 8 locations selected for the verification of violations, Traffic police were present at only 2 locations. The Exhibit 4-1 below shows few site photos on various violations.

Exhibit 4-1: Helmet violations and Cell phone usage while driving at different parts of the Faridabad city

B. Gurugram

The details of overall compliance of helmet violations for Gurugram city is presented in the Table 4-7 below.

Table 4-7: Helmet Violations within Gurugram city limits

All Drivers Not Wearing Helmet	Male Drivers Not wearing Helmet	Female Drivers Not Wearing Helmet	Pillion Riders Not Wearing Helmet	2W Drivers Using Mobile Phones while driving
17%	16%	54%	72%	1.50%

The data had a standard deviation of 12 and traffic police were present only at 1 location out of 8. The Exhibit 4-2 below depicts the violations observed.

Exhibit 4-2: Helmet Violations at different locations of the city in Gurugram

C. Hisar

The details of overall compliance of helmet violations for Hisar city is presented in the Table 4-8 below.

Table 4-8: Helmet violations within Hisar city limits

All Drivers Not Wearing Helmet	Male Drivers Not wearing Helmet	Female Drivers Not Wearing Helmet	Pillion Riders Not Wearing Helmet	2W Drivers Using Mobile Phones while driving
34%	33%	63%	99%	1.38%

No traffic police were present at any of the survey locations at the time of survey and has a standard deviation was of 6.28.

The Exhibit 4-3 shows few site photos on the observed violations.

Helmet Violations of female driver and pillion

Helmet Violations are less at major junctions

Exhibit 4-3: Helmet Violations at different locations of the city in Hisar

D. Rohtak

The details of overall compliance of helmet violations for Rohtak city is presented in the Table 4-9 below.

Table 4-9: Helmet Violations within Rohtak city limits

All Drivers Not Wearing Helmet	Male Drivers Not wearing Helmet	Female Drivers Not Wearing Helmet	Pillion Riders Not Wearing Helmet	2W Drivers Using Mobile Phones while driving
52%	49%	83%	99%	0.13%

The data had a standard deviation of 9 and traffic police were present only at 2 locations out of 8. The Exhibit 4-4 below shows few site photos taken during field observation on violations.

Exhibit 4-4: Helmet Violations at different locations of the city in Rohtak

4.3.3.2 Helmet Violations in Rural Highways: NH, SH & MDR

The percentage of compliance of helmet rule is almost similar in pattern on the rural highway sections and on urban stretches. SH has the highest violation with 49%. Also, observed that 36% of the two wheeler drivers are not wearing helmet. The details of overall compliance of helmet violations on Highway sections is presented in the Table 4-10 below.

Table 4-10: Helmet violations on Highway sections

Type of Rural Highway	All Drivers Not Wearing Helmet	Male Drivers Not wearing Helmet	Female Drivers Not Wearing Helmet	Pillion Riders Not Wearing Helmet	2W Drivers Using Mobile Phones while driving
NH	36%	36%	NIL	90%	0.5%
SH	49%	48%	100%	100%	NIL
MDR	23%	23%	NIL	97%	2.0%

4.3.3.3 Seat Belt Violations within Urban Stretches

A. Faridabad

The details of overall compliance of seatbelt violations for Faridabad city is presented in the Table 4-11 below.

Table 4-11: Seat belt Violations within Faridabad city limits

 All Drivers Not Wearing Seatbelt	 Front Seat Passengers Not Wearing Seatbelt	 4W Drivers Using Mobile Phones
58%	77%	8.0%

Observation:

- Overall seatbelt violations by four wheeler drivers in Faridabad was 58%
- The sample data had a standard deviation of 22%

B. Gurugram

The details of overall compliance of seat-belt violations for Gurugram city is presented in the Table 4-12 below.

Table 4-12: Seat belt Violations within Gurugram city limits

All Drivers Not Wearing Seatbelt	Front Seat Passengers Not Wearing Seatbelt	4W Drivers Using Mobile Phones
21%	45%	5.0%

Observations:

- The sample had a standard deviation of 13%
- Average 5% drivers are using mobile phone at the time of survey observations.
- Percentage of violations in Gurugram is relatively less and may be attributed to its proximity to NCT of Delhi where enforcement is better.

C. Hisar

Overall seatbelt compliance for Hisar city is shown in Table 4-13.

Table 4-13: Seatbelt Violations within Hisar city limits

All Drivers Not Wearing Seatbelt	Front Seat Passengers Not Wearing Seatbelt	4W Drivers Using Mobile Phones
83%	94%	5.0%

Observation:

- The sample data had a standard deviation of 20.96.
- About 5% drivers are using mobile phone during filed observations

D. Rohtak

The details of overall compliance of seatbelt violations for Rohtak city is Table 4-14 below.

Table 4-14: Seat belt Violations within Rohtak city limits

All Drivers Not Wearing Seatbelt	Front Seat Passengers Not Wearing Seatbelt	4W Drivers Using Mobile Phones
85%	90%	5.0%

Observation:

- The sample data had a standard deviation of 13.65.
- Majorly traffic police was absent in the Junctions

4.3.3.4 Seat Belt violations in Rural Highways: NH, SH & MDR

Filed investigations on traffic rule violations on NHs, SHs & MDRs shows that on SH 97% of the drivers were not wearing seatbelt followed by MDR 68% and NH 48%.

Table 4-15: Seat belt violations on Highway sections.

Highways	All Drivers Not Wearing Seatbelt	Front Seat Passengers Not Wearing Seatbelt	4W Drivers Using Mobile Phones
NH	48%	58%	4.0%
SH	97%	100%	4.0%
MDR	68%	89%	5.0%

4.3.4 Extent of Reduction of Human Intervention in Driver Licence Issuance

Point No. 9: Evaluate the driver licensing system in the State and the measures being taken to reduce human intervention in the issue of driving license to the drivers of cars, two-wheelers and commercial vehicles.

Table 4-16: Compliance level score - Driver licensing system

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Reduction of Human Intervention in Issuance of Driving License	Deployment of IT systems and creation of central database system	Manual Process	The state does not have fully automated system for issuance of DL
Rule Familiarization test (Learners License)	To be Computerised	Through STALL test (Screen Test Aid)	As per Memo. 51233-254/AT-6/ST-1 dated 07.09.2016
Driving Skill Tests	Automated	- On Test Tracks - Using Simulators	Only at IDTRs, it is done on Test Tracks and Simulators. Otherwise, driving skill tests are done through manual checks
Special driving tests for construction vehicles and other over-dimensional vehicle	There should be special driving skill tests	No	Not Done

4.3.5 Status of DL Computerisation, Repeated Violators, Separate Police Teams

Point No. 10: Examine whether the driver licensing data has been computerized and fed into a Central Data Base so that Licensing Authority can verify whether an applicant has obtained the License from another Licensing Authority.

Point No. 11: Examine whether the traffic violations are linked with drivers' licenses, and records of violations kept and updated so that repeated violators can be identified for appropriate action.

Point No. 12: Examine whether separate unit/ team with necessary equipment has been set up to patrol National/ State Highways and traffic violations.

Table 4-17: Compliance level score - Driver License Computerisation

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Status of Computerisation of DL data for all vehicles & Fed and linked to Central Database	Fully Computerised for all vehicles Fed and linked to Central Database	Not fully computerised	Implementation under process. Likely completion by end of 2017.
Able to link Traffic Violations data against DL records and keep updated for identifying repeated violators	System and infrastructure availability with Police to issue e-challans for violators	E-challaning system is under testing stage through NIC. Server side validation are available in parivahan.gov.in portal	Challans are issued against Vehicle Registration number and not against Driving Licence
Identifying repeated violators	First time violators to be given 2 hour counselling plus challan before releasing DL of the second time violators to be suspended for three months	Released after issue of challan	Repeated offenders are not penalised
Deployment of Separate Units	Separate units for NH/SH patrolling and Traffic violation	No separate unit for NH/SH Patrolling	
		No separate unit for Traffic Violations	

4.3.6 Status of Driver Training Institute & Vehicle Inspection Centres

Point No. 21: Verify the status on Driving Training Institutes and Vehicles Inspection Centers sanctioned by the MoRTH for the State. In addition to above, where the Centers are functional, have they been audited to see they are functioning properly?

4.3.6.1 *Driving Training Institute*

To verify the status on Driving Training Institutes (DTI) and Vehicles Inspection Centres (VIC) sanctioned by the MoRTH for the Haryana State, field investigation teams have audited VIC and DTI centres in Rohtak.

Detailed audit observations are discussed in the following paragraphs.

Details of Driving Training Institute – Rohtak

Status of DTI Rohtak was audited on the basis of 12th Five Year Plan of guidelines for Institutes of Driving Training and Research (IDTR) and Regional Driver Training Centre (s) - (RDTCs) by MoRTH. The key parameters audited include but not limited to operational status, physical infrastructure and equipment's availability at the institute. The following Table 4-18 below shows the status in various parameters. Exhibit 4-5 below shows the DTI visuals from the field verifications.

Table 4-18: Status of Driving Training Institute in Rohtak

Audit parameter	Status / recorded answer	Remark
Operational Status	yes	Not MoRTH Sanctioned
Buildings	Yes	Hostels are not Provided
Furniture & Fittings	Yes	
Teaching and training Equipment	Yes	Sum of the equipment of cut section models, are not available
Workshop Equipment	Yes	
Testing Equipment	No	

Exhibit 4-5: Driving Training Institute - Rohtak

4.3.6.2 Vehicle Inspection Centre

Vehicle Inspection Centre (VIC) – Rohtak

Status of VIC Rohtak was audited on the basis of scheme guidelines for setting up the Inspection and certification centre for Motor Vehicles by MoRTH. The key parameters audited include operational status, emission and availability of equipment at the institute.

The following Table 4-19 presents the status against these parameters.

Table 4-19: Status of Vehicle Inspection centre in Rohtak

Audit parameter	Status / recorded answer	Remark
Operational Status	Yes	Not Verified in person as entry has been denied
Equipment Inspection Infrastructure	Yes	
Emission Inspection Infrastructure	Yes	
Visual Inspection and Inspection process flow	Yes	
Enforcement	Yes	

It is observed from the audit, that VIC has setup in Rohtak with all the guidelines prescribed by MoRTH. The vehicle inspection is being conducted only for 2 days in a week.

Exhibit 4-6 below shows the visuals of the above said audit.

Exhibit 4-6: Vehicle Inspection Centre – Rohtak

4.3.7 VIC at Hisar

The VIC at Hisar is based on the manual visual inspection by RTO's.

Table 4-20: Compliance level score - Operation of DTI and VIC Centres

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Status of Driver Training Institutes Sanctioned by MoRTH	Sanction Status by MoRTH-functional	GoI sanctioned IDTRs at Bhiwani and Bahadurgarh. Bhiwani IDTR is under construction.	Bahadurgarh is functional
Functional Status of Driver Training Institutes	DTI sanctioned by MoRTH to be functional	IDTRs at Kaithal, Rohtak and Bahadurgarh are functional & later two verified during field visits.	Verified at site and it is functional
Status of VIC sanctioned by MoRTH & Working Condition	VIC sanctioned by MoRTH to be functional	VIC at Rohtak VIC at Rohtak functional from April 2017 From April to May – 444 commercial vehicles checked No.s rejected – 304	Verified at site by the field investigation team - functional Tests are conducted only on two days and limited to 125

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
		(68% fail)	vehicles/day. Not functioning to the prescribed capacity (1.25-1.50 lakhs veh./year (*denied entry or taking photographs by the private operator*)
Transport Dept. Audit Status	Annual audit to be done by Transport department	No Audit done till now as per interaction with Operator	

4.3.8 Commercial Vehicle RC Renewals & Status of Annual School Bus Checks

Point No. 25: Verify whether commercial vehicles are being strictly checked from safety point of view at the time of renewal of registration.

Point No. 26: Verify whether school buses are being checked on an annual basis to ensure their safety and road worthiness.

Table 4-21: Compliance level score for implementation of Commercial vehicle RC Renewal and Vehicle checks

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Checks for Road Safety Aspects-	Commercial vehicles to follow Comprehensive Check list (reflective tape, Rule 62 CMVR, Rule 93 CMVR etc)	Checks are done as per CMVR.	Visual inspection are done for commercial vehicles (except Rohtak RTO) All checks are done except GPS device installation
School Bus & Road Worthiness Check annually	Exclusive State Policy for checks on School Bus Safety Follow comprehensive Check List (Colour/ FAB/ Reflective tape/fire eqmt./ Speed governor etc.)	"Exists Surakshit School Vahan policy The school buses are being checked as per the norms of Surakshit school vahan policy annually."	Copy of the Policy is shared with the Consultants. 20 Mandatory requirements provided under School Vahan Policy

4.3.9 Summary Observations – Enforcement Dimension

- MHA norms are not followed for estimation and deployment of manpower and equipment for cities
- Helmet usage is very low in all four cities and highways also. As per current law, all serious head injury cases needs to be attended only by neurosurgeons and general surgeons are not allowed to do any procedure however small it may be. In India, including Haryana, there is shortage of Neurosurgeons. Hence, it is very important to protect road accident victims from head injuries and preventable death. Easiest way at the present circumstances is to enforce helmet rule compliance for both driver and pillion driver.
- The issuance of DL are not fully automated

4.4 ENGINEERING DIMENSION

Engineering dimension falls under the purview of both NHAI and State Public Works Department (NH and Buildings & Roads) & Urban Local Bodies. Police Department also has some role in terms of identification of Black spots.

Various aspects covered under this dimension are:

- Development of Protocol for detection and rectification of black spots and its implementation
- Road safety audit studies during various stages of road construction
- Field verification for black spots
- Field verification of traffic calming measures
- Field verification for traffic signages, traffic lights and road markings for its adherence to IRC standards
- Field verification of presence of dangerous and distractive hoardings
- Field verification for provision of wayside amenities/ Laybys
- Field verification for extent of availability of pedestrian facilities

4.4.1 Black Spots Protocol – For Identification, Rectification and Monitoring

Point No. 14: Verify the arrangements made by the State for detection of Black Spots and their rectification and assess the efficacy of the rectification measures both on the State roads and National Highways. Provide a summary of Short- term and Long-term remedial measures proposed and the action already taken for implementation of these measures.

Point No. 15: Verify whether the protocol for identification, rectification and monitoring of black spots, as directed by the Committee, has been drawn up and is being implemented.

Table 4-22: Compliance level score - Implementation of Black spots protocol

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Arrangements made by the States for detection of Black spots	Clearly defined process for detection rectification of black spots	Identified by Police Department based on the criteria. The Black spots are identified and list is handed over to PWD (B&R) for rectification"	Clearly defined process exists(Notification No. 50475-50723/AT-8/RSB dated 31.08.2016)

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Assess the efficacy of the rectification measures both on SH and NH	Verify from Site	List of Black spots and rectification measures submitted to committe	Visited 11 black spots location and verified with rectification measures being submitted to committee Efficacy in terms of measures adopted are 70:30 ratio (efficient: not efficient)
Protocol Status	Notification of Protocol for identification, rectification and monitoring of black spots	Protocol Notified	Notification No. 50475-50723/AT-8/RSB dated 31.08.2016 Proposed two-tier system:- • State Level Coordination Committee – review and monitor suggestions received from District level committee • District level Coordination Committee – responsible for final identification and analysis of black spots, make visits, suggest counter measures, monitor steps taken by each department It is the responsibility of the Lead Agency – State Road Safety Council to maintain the data and report it to SCCRS Protocol is being followed in identification and rectification of black spots MoM for State Level coordination committee meetings available

4.4.2 Details of Black spots - Field verification

The Table 4-23 below shows the auditors observation based on the field verification at the identified black spots. These observations are focussed on existence of various types of remedial measures on ground as against the reported list of remedial measures undertaken by the respective authorities to SCCRS. Few photo references are also provided in below Exhibit 4-7.

Table 4-23: Status of Rectification measures provided at black spots

Road Name or Black spot location	Stated Rectification measures by the Authority to SCCRS (submitted by the state)	Ground Truth Observations/ Status of Rectification measures observed	Comments/ Observations
Rajiv Chowk (Delhi – Gurgaon)	Safety cones may be installed	• Sub-standard Road signs • Road markings • Street lights and service roads. • Work zone safety absent.	Not Rectified
Kherki Dhaula Chowk	Not Mentioned	• Absence of pedestrian railings and delineators. • Improvements in vertical and horizontal geometry, • pedestrian facilities, • Crash barriers and • Sight distance.	Rectified through short term and Medium term measures
Hero Honda Chowk	Not Mentioned	• Partial provision of street lights • Sub-standard Road markings.	Not Rectified
IFFCO Chowk	Not Mentioned	• Absence of crash barriers, • Pedestrian railings and studs/cat eyes. • Work zone safety also absent. • Delineators have been provided. • Service roads and signals have also been provided.	Partially Rectified
YMCA Chowk	Six laning of Mathura Road and more police have been deputed	• Six laning is in progress	Partially rectified

Road Name or Black spot location	Stated Rectification measures by the Authority to SCCRS (submitted by the state)	Ground Truth Observations/ Status of Rectification measures observed	Comments/ Observations
Balagarh Chowk		• Haphazard and uncontrolled pedestrian movement and TSR parking observed. • Road markings and signages have been provided.	Partially Rectified (road signages)
Hassanpur Cut	Nil	• Unauthorized median opening has been observed. • Signages on minor road are absent. • Road markings, signages, cat eyes and blinkers have been provided on the major road.	Partially Rectified
Patti Kalyan cut		• Road markings, blinkers, signages on major road have been provided. • Whereas, signages, markings and speed reduction measures are absent on the minor road.	

Spot speed surveys at black spots were also conducted and the results are summarised in the Table 4-24 below:-

Table 4-24: Audit findings from spot speed surveys at black spots

Black Spot Locations	Parameters	Vehicle Type				
		Car	Two Wheeler	Auto	Bus and Truck	LCV/MAV/Others
Black Spot - 1 NH48 (Rajiv Chowk Gurugram)	No of Vehicles Observed	45	11	17	29	3
	Average Speed (kmph)	35	34	33	32	27
	Maximum Speed (kmph)	55	49	42	44	29
	85th Percentile Speed (kmph)	42	45	39	42	-
	% of Vehicle > 50 kmph	2%	0%	0%	0%	0%
Black Spot - 2 NH-48 (Kherki Daula Chowk, Gurugram)	No of Vehicles Observed	40	9	9	41	7
	Average Speed (kmph)	61	50	40	51	45
	Maximum Speed (kmph)	92	65	46	70	58
	85th Percentile Speed (kmph)	74	62	45	60	56
	% of Vehicle > 50 kmph	90%	56%	0%	49%	14%
Black Spot - 3 Hero Honda Chowk, Gurugram	No of Vehicles Observed	15	19	23	30	11
	Average Speed (kmph)	43	37	31	37	33
	Maximum Speed (kmph)	61	46	41	49	39
	85th Percentile Speed (kmph)	58	45	39	45	37
	% of Vehicle > 50 kmph	20%	0%	0%	0%	0%
Black Spot - 4 IFFCO Chowk, Gurugram	No of Vehicles Observed	26	17	14	9	1
	Average Speed (kmph)	25	29	26	21	34
	Maximum Speed (kmph)	34	43	32	25	34
	85th Percentile Speed (kmph)	33	35	31	25	-
	% of Vehicle > 50 kmph	0%	0%	0%	0%	0%
Black Spot - 5 YMCA Chowk Faridabad	No of Vehicles Observed	36	13	35	14	10
	Average Speed (kmph)	31	33	26	27	31
	Maximum Speed (kmph)	47	43	35	36	41

Black Spot Locations	Parameters	Vehicle Type				
		Car	Two Wheeler	Auto	Bus and Truck	LCV/MAV/Others
	85th Percentile Speed (kmph)	37	40	31	35	38
	% of Vehicle > 50 kmph	0%	0%	0%	0%	0%
Black Spot - 6 HSIIDC Haryana	No of Vehicles Observed	26	19	10	34	0
	Average Speed (kmph)	64	48	40	49	-
	Maximum Speed (kmph)	87	65	46	78	-
	85th Percentile Speed (kmph)	76	60	45	60	-
	% of Vehicle > 50 kmph	88%	26%	0%	38%	-
Black Spot - 7 Bahalgarh Chowk	No of Vehicles Observed	21	1	1	7	0
	Average Speed (kmph)	59	44	41	49	-
	Maximum Speed (kmph)	98	60	65	75	-
	85th Percentile Speed (kmph)	73	50	50	59	-
	% of Vehicle > 50 kmph	75%	7%	8%	33%	-
Black Spot - 8 Hassanpur Cut Haryana	No of Vehicles Observed	38	4	6	49	0
	Average Speed (kmph)	66	57	42	56	-
	Maximum Speed (kmph)	102	70	48	91	-
	85th Percentile Speed (kmph)	81	-	48	74	-
	% of Vehicle > 50 kmph	84%	75%	0%	63%	-
Black Spot - 9 Patti Kalyana Cut Haryana	No of Vehicles Observed	48	5	2	45	0
	Average Speed (kmph)	70	51	41	55	-
	Maximum Speed (kmph)	105	75	44	87	-
	85th Percentile Speed (kmph)	80	-	-	72	-
	% of Vehicle > 50 kmph	98%	40%	0%	60%	-
Black Spot - 10	No of Vehicles Observed	39	14	7	40	0

Black Spot Locations	Parameters	Vehicle Type				
		Car	Two Wheeler	Auto	Bus and Truck	LCV/MAV/Others
Jhattipur Village Haryana	Average Speed (kmph)	79	53	37	58	-
	Maximum Speed (kmph)	115	65	40	89	-
	85th Percentile Speed (kmph)	94	60	40	74	-
	% of Vehicle > 50 kmph	95%	64%	0%	63%	-
Black Spot - 11 Ramgarh Chowk Haryana	No of Vehicles Observed	35	10	6	48	0
	Average Speed (kmph)	34	33	32	33	-
	Maximum Speed (kmph)	65	47	40	54	-
	85th Percentile Speed (kmph)	42	45	40	40	-
	% of Vehicle > 50 kmph	9%	0%	0%	6%	-

Key Observations on Spot Speeds at Black Spots

- 85th Percentile speeds of cars are around 94 kmph at Black Spots number 10 and on other spots with average of 70kmph and above which is a cause of safety concern.
- Similarly 85th percentile of buses are exceeding 74 kmph at Black spots 8, 9 and 10.
- Appropriate Traffic Calming Measures are required to control the speed at these locations.

Exhibit 4-7: Visuals of rectification measures at Hassanpur cut, HSIDC and Balgarh Chowk

4.4.3 Road Safety Audits by Road Authorities

Point No. 16: Verify whether Road Safety Audits are being conducted during the design, construction and operation of roads and the recommendations of the Road Safety Audits are being implemented. Indicate the %age of roads which have been subjected to road safety audits at different stages. Whether the completion meetings are held for finalizing audit recommendations

Table 4-25: Compliance level score - Conducting the Road safety Audits

<table>
<tr><th>Audit Point</th><th>Benchmark/ SCC Directive</th><th>State Response</th><th>Consultants Remarks</th></tr>
<tr><td rowspan="3">Conduct Road Safety Audits</td><td>The notified protocol should be for conducting RSA during design, construction and operations</td><td><table><tr><th></th><th>NHAI</th><th>PWD</th></tr><tr><td>During Design</td><td>Yes</td><td>Yes</td></tr><tr><td>During Construction</td><td>Yes</td><td>Yes</td></tr><tr><td>During Operations</td><td>Yes</td><td>Yes</td></tr></table></td><td>Verified based on Notification No. 50475-50723/AT-8/RSB dated 31.08.2016</td></tr>
<tr><td>All Roads during Design</td><td>517 Km (37%) of NH for which RSA has been carried out</td><td>Verified from tender list provided by NHAI</td></tr>
<tr><td>All roads during Construction and operations</td><td>PWD initiated RSA for 2 projects.</td><td>Verified from Tender and other documents for PWD
NHAI - No list available</td></tr>
<tr><td rowspan="2">Completion meetings are held for finalising audit recommendations for road safety audits</td><td rowspan="2">Completion meetings to be held and list of finalised recommendations adopted for implementation to be drawn</td><td>NHAI – completion meetings are done.</td><td>MoMs of completion meeting for NHAI verified</td></tr>
<tr><td>PWD - Not Done</td><td></td></tr>
</table>

4.4.4 Field Audit Findings – Traffic Calming Measures

Point No. 17: Verify the extent of traffic calming measures adopted by the State like rumble strips, speed breakers, road signage etc. at 50 locations in the State where lower hierarchy roads merge with higher hierarchy roads and are accidents prone. Whether Speed Governors are installed in existing commercial vehicles and the instructions issued by the Committee in this regard are being followed

4.4.4.1 Data Collection for Traffic Calming Measures at State Level

To verify the extent of traffic calming measures adopted by the State of Haryana, a total of 60 intersections were surveyed where lower hierarchy roads merge with higher hierarchy roads as shown in Exhibit 4-8 below.

Exhibit 4-8: Three Arm Intersection showing Minor road intersecting the Major District road in Rohtak

Basically two types of speed reducing measures have been taken into consideration for the purpose of data collection.

1) Visual Measures which includes Traffic Signs and Markings
2) Physical Measures which includes provision of Rumble Strips, Speed breakers, Speed Cushions, Speed Tables, Deceleration/Acceleration Lanes, Chicanes and Lane Width Restrictions.

Field investigations were carried out superlatively for rural highways and urban roads. Following Table 4-26 shows the number of intersections investigated against each category of road hierarchy.

Table 4-26: Number of samples collected with respective hierarchy of roads

Minor Road Intersecting With	Sample Size (No of Intersections)
NH	18

Minor Road Intersecting With	Sample Size (No of Intersections)
SH	12
MDR	15
UR	15
Total	**60**

4.4.4.2 Compliance level of Intersections

A compliance level analysis has been done depending upon the provision of traffic calming measures on the selected intersections both on major as well as minor roads. These compliance levels are divided into following four categories -

a) **Fully Complied Intersections:** The intersections at which both major and minor roads were provided with traffic calming measures
b) **Compliance on Major Road Only:** The intersections at which only on major roads traffic calming measures were provided. Traffic calming measures on major roads include the provision of visual measures only such as traffic signs and not physical calming measures.
c) **Compliance on Minor Road Only:** The intersections at which only on minor roads traffic calming measures were provided. Traffic calming measures on minor roads include the provision of both visual and physical measures.
d) **No compliance at all:** The intersections at which there was no provision of any traffic calming measure on both major and minor roads.

TCM analysis has been done for the following categories separately.

A) National Highways
B) State Highways
C) Major District Roads
D) Urban Roads

The analysis findings are presented below:-

A. Compliance of Intersections on National Highways

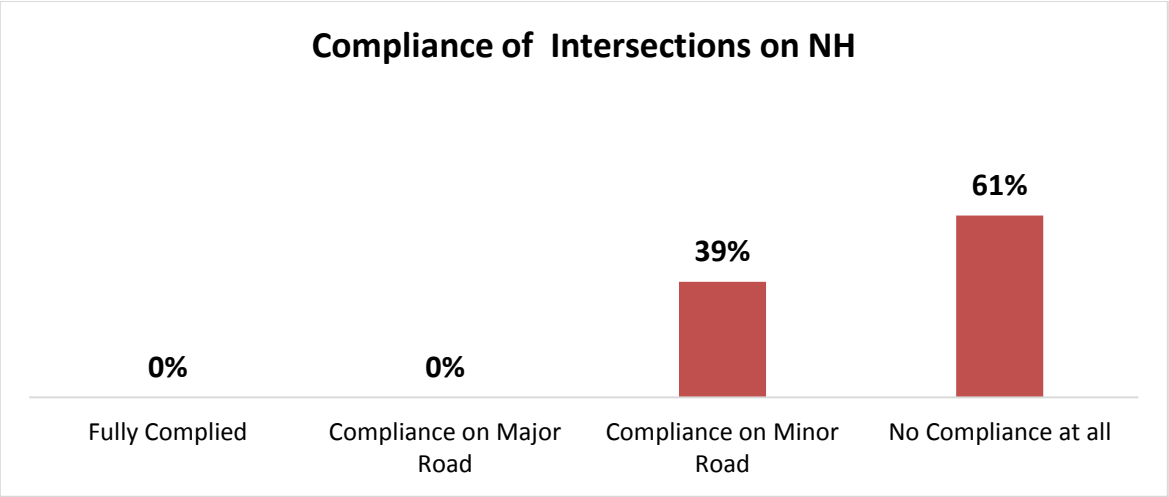


Figure 4-1: TCM Compliance at NH Intersections – Major Road Intersecting with Minor Road

The above Figure 4-1 represents the compliance level of intersections where minor road is intersecting National Highways. As observed from the study, no intersections were found to be fully complied and about 61% of intersections were not having any sort of TCM measures at these junctions.

Further compliance status of provision of these measures on major as well as minor roads separately analysed and the observations are shown in Figure 4-2 below.

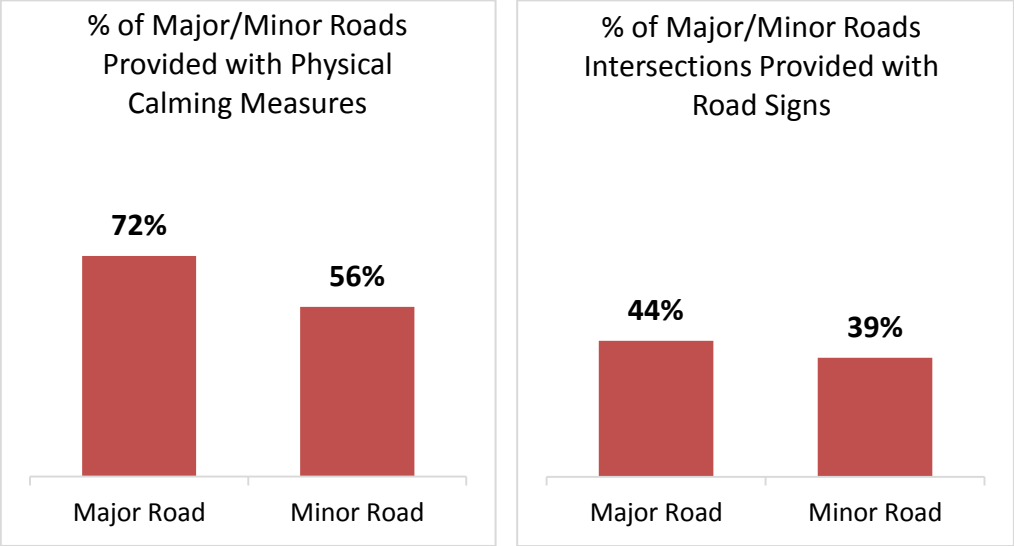


Figure 4-2: Provision of Traffic Calming Measures on National Highways (Major Road) & Intersecting Minor Roads

Separate analysis also done to understand the distribution of various types of TCM measures predominantly in use on major roads and minor roads. The results are shown in below Figure 4-3.

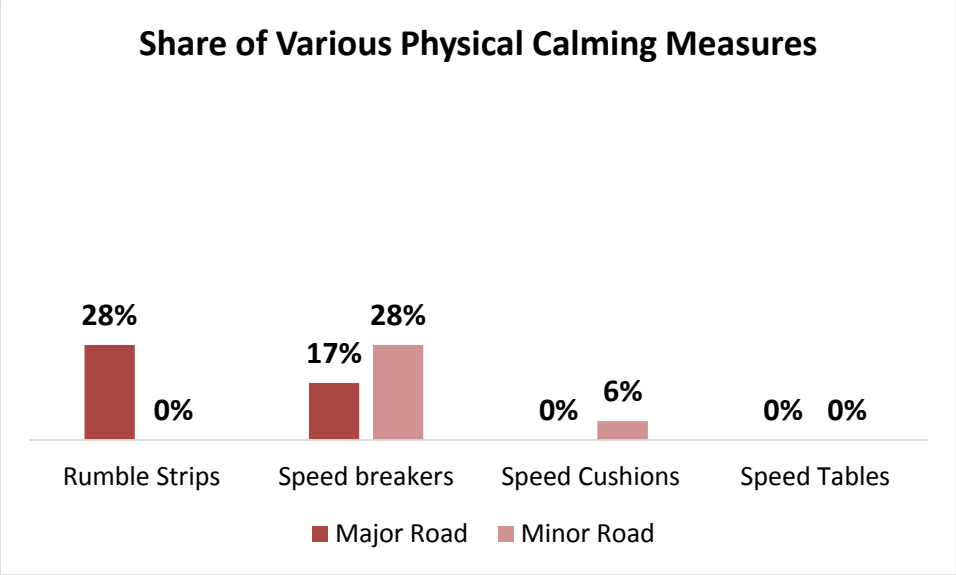


Figure 4-3: Distribution of Types of Physical Calming Measures in Practice on National Highways

B. TCM Compliance at Intersections on State Highways

- 83% of sample intersections along State Highways had no compliance with traffic calming measures at all.

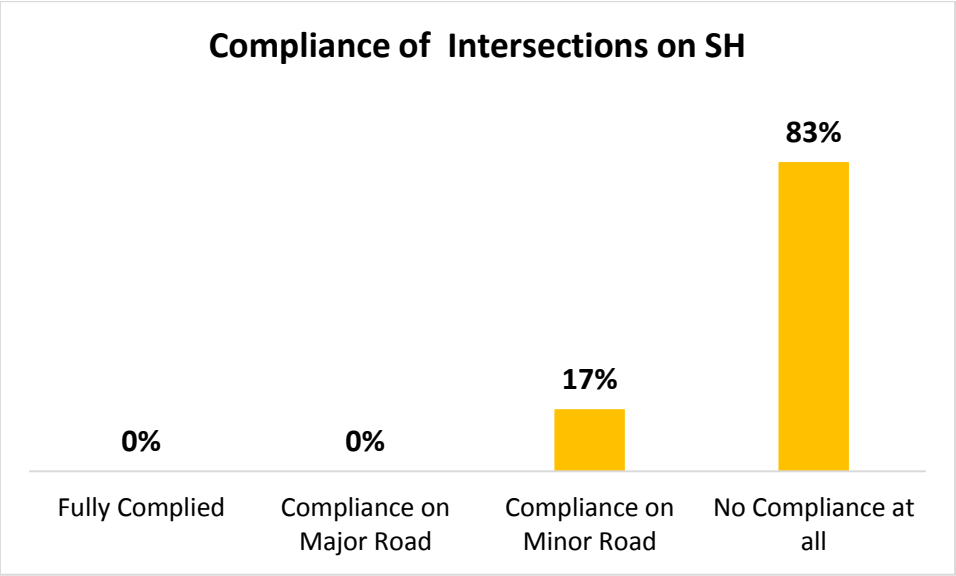


Figure 4-4: TCM Compliance on SH Intersections where Minor Road meets

Further the status of provision of these measures on major as well as minor roads has also been recorded and shown in Figure 4-5 below.

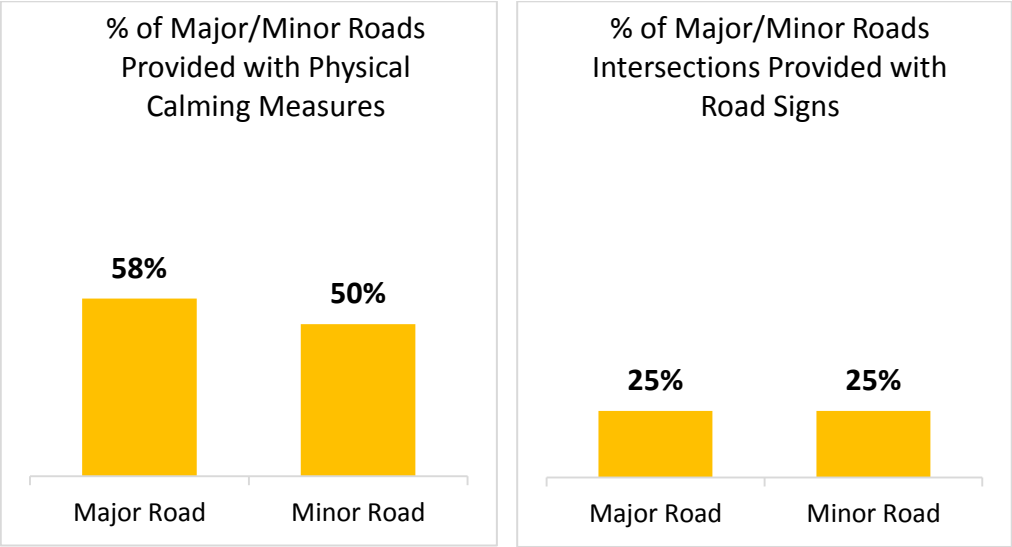


Figure 4-5: Provision of Traffic Calming Measures on State Highways (Major Road) & Intersecting Minor Roads

Distribution of various types of physical calming measures that are in use on these rural highways, such as rumble strips, speed breakers, speed cushions, speed tables etc. is shown in Figure 4-6 below.

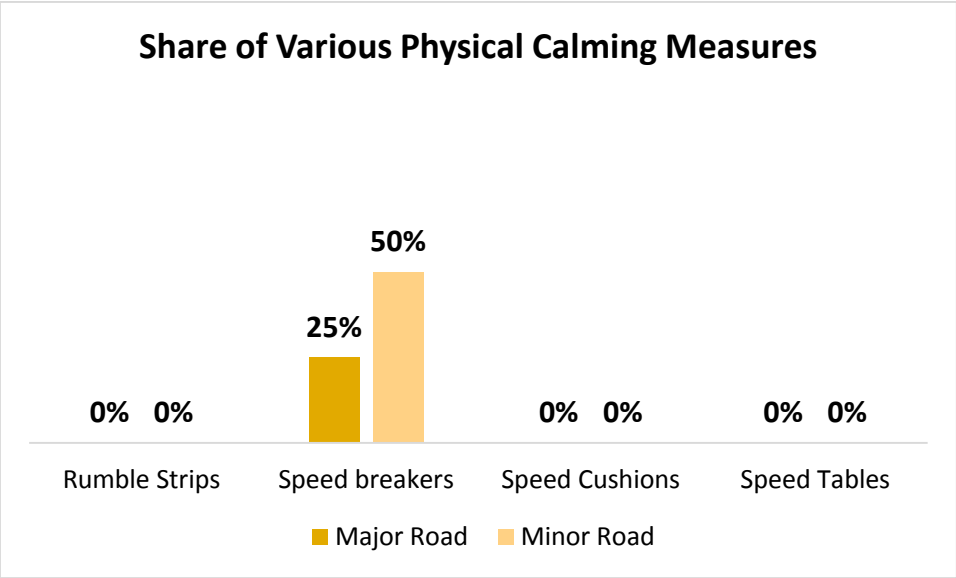


Figure 4-6: Distribution of Various Types Physical Calming Measures in Use on SHs

C. TCM Compliance of Intersections on Major District Roads

As revealed from the study, no intersections are fully complied amongst the collected samples. Normally, as MDRs are lower hierarchy roads and prevailing speeds are low, such TCM measures are not mandatory.

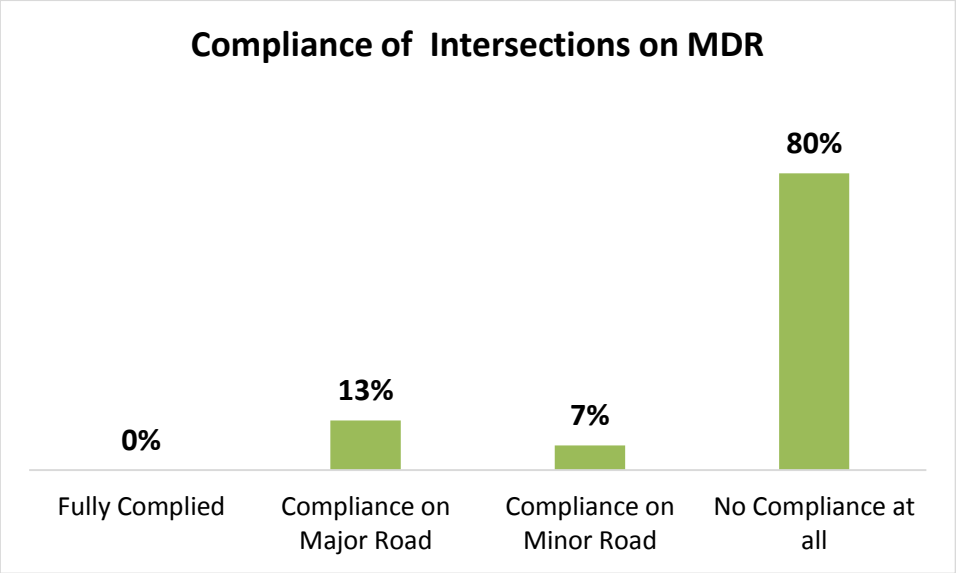


Figure 4-7: TCM Compliance of Intersections at which Minor Road is Intersecting MDR

Further the status of provision of these measures on major as well as minor roads has also been recorded and shown in Figure 4-8 below.

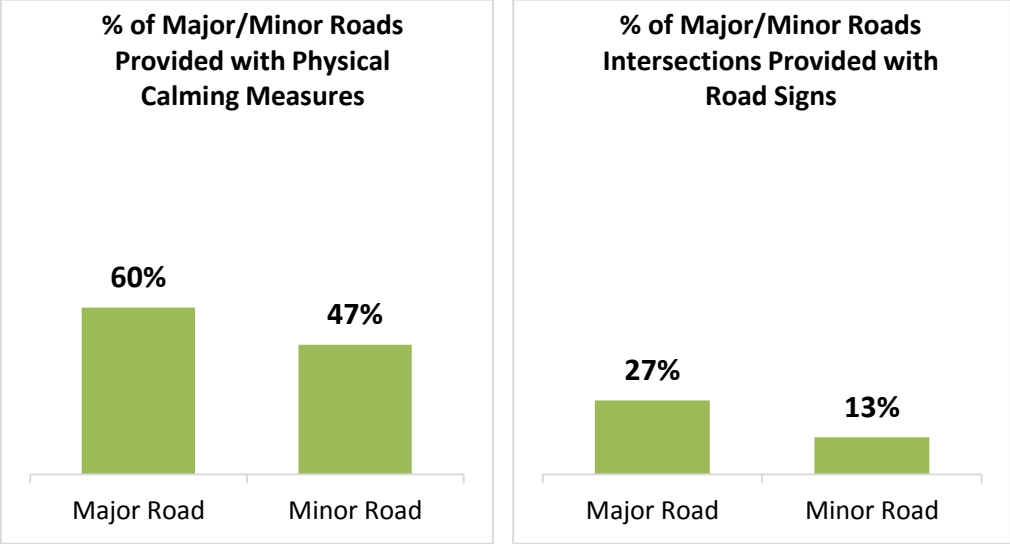


Figure 4-8: Provision of Traffic Calming Measures on Major District Road (Major Road) & Intersecting Minor Roads

Distribution of various physical calming measures such as rumble strips, speed breakers, speed cushions, speed tables etc. are shown in Figure 4-9 below.

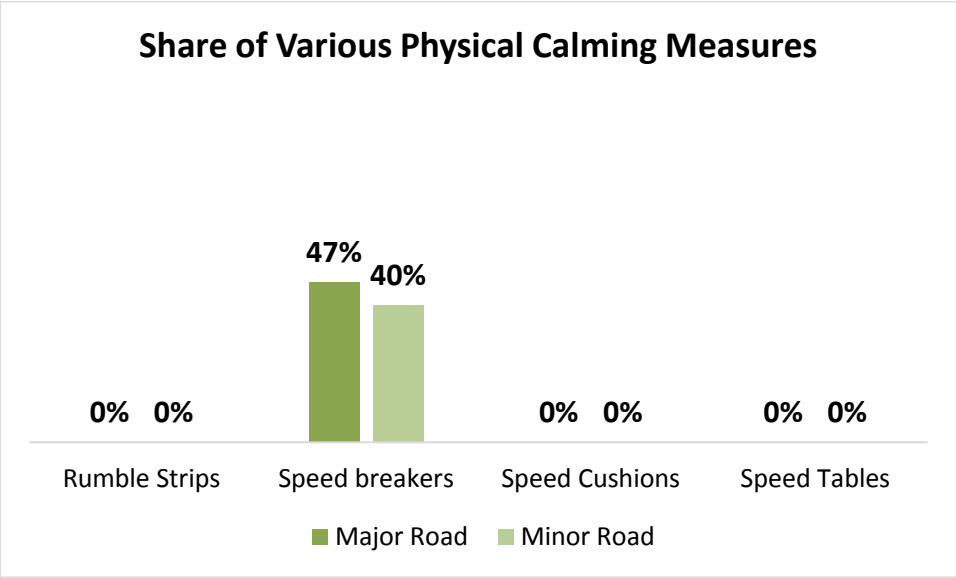


Figure 4-9: Distribution of Various Physical Calming Measures on Intersections at MDR

D. TCM Compliance of Intersections on Urban Roads

- No intersections were found to be fully complied in the urban areas
- 87% intersections were not complied to any traffic calming measure

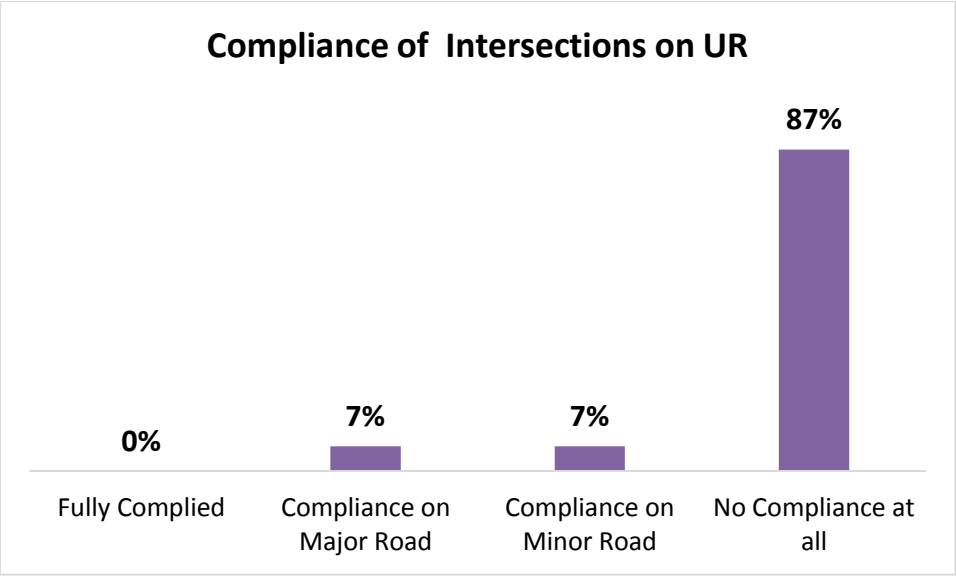


Figure 4-10: Compliance of Intersections at which Minor Road is Intersecting UR

Further the status of provision of these measures on major as well as minor roads has also been recorded and shown in Figure 4-11 below.

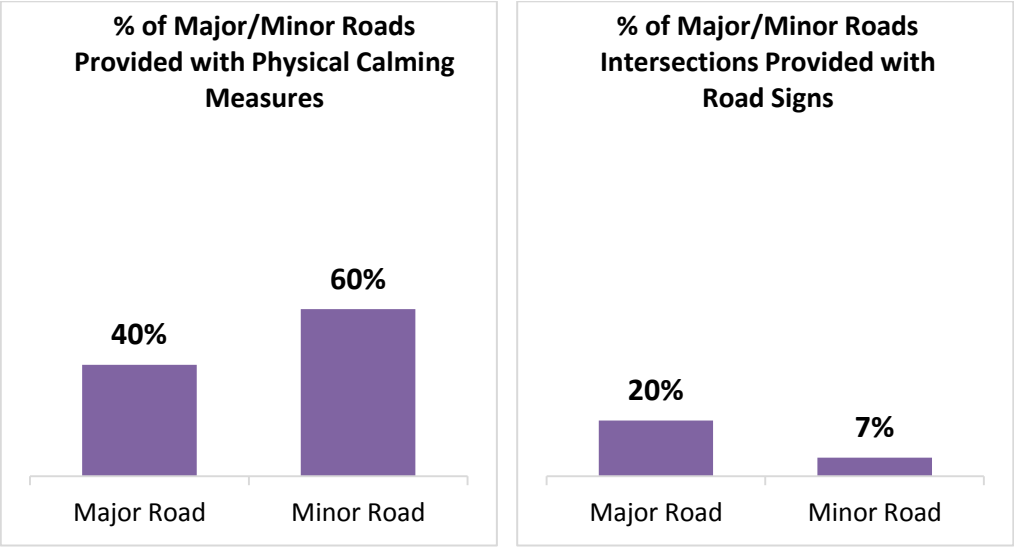


Figure 4-11: Provision of Traffic Calming Measures on Urban Roads (Major Road) & Intersecting Minor Roads

Distribution of various physical calming measures such as Rumble Strips, Speed breakers, Speed Cushions, Speed Tables etc. are shown in Figure 4-12 below.

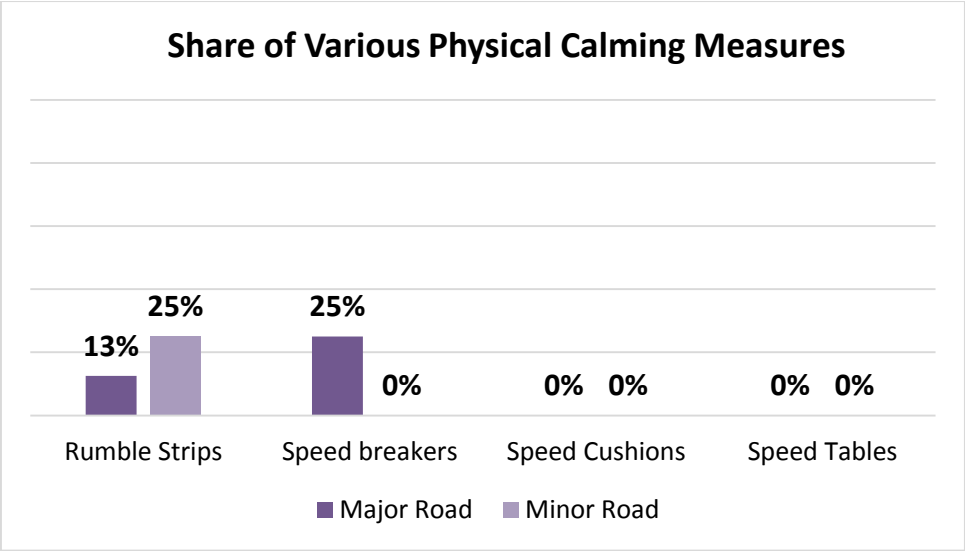


Figure 4-12: Distribution of Various Physical Calming Measures at Urban Road Intersections

4.4.5 Field Audit Findings – Road Safety Signs

Point No. 18: Verify whether road safety signs, Road markings and traffic lights meet the IRC specifications. Please verify this in 4 Cities in the State and at a stretch of 100 Km each on National Highways, State Highways and Major District Roads.

The purpose of road signs is to ensure road safety by notifying road users of regulations and provide warning and guidance needed for safe, uniform and efficient operation.

Road signs are classified under three heads. They are:-

i. Mandatory/Regulatory signs
ii. Cautionary/Warning signs
iii. Informatory/Guide signs

The audit and field verification is focussed on assessing the adequacy and adherence as per the IRC guidelines. Detailed study parameters and the IRC standard specification for signage have been presented in **Annexure E**.

Following section presents the field verification findings for four cities (Faridabad, Gurugram, Hisar and Rohtak) separately.

For each city, the results are presented separately for:

a) Mid-block sections
b) At Intersections

4.4.5.1 Audit Findings - Urban Roads

A. Faridabad

The length of network audited	41km
The total number of samples of road signs observed	23
Mid-Block Locations	11
Intersection Locations	12

Findings from Mid-Block locations

The below Figure 4-13 shows the percentage of signs complied with IRC standards in respect of each parameter.

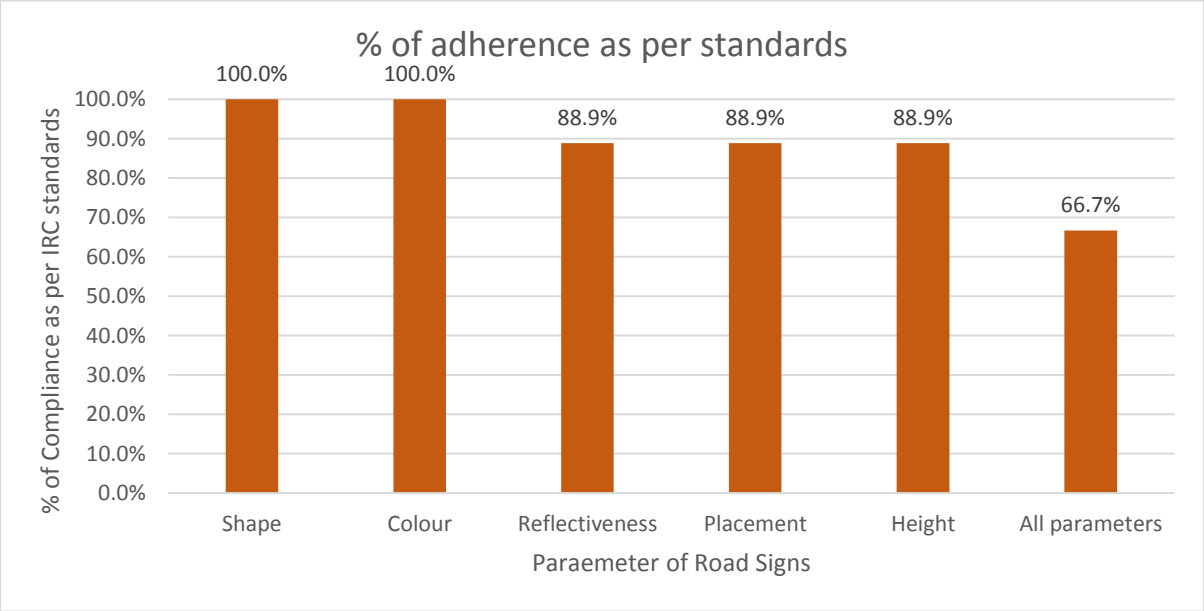


Figure 4-13: Compliance of Road signs as per IRC Standards at mid-block locations in Faridabad city

Based on the analysis it is observed that, overall 50% of the signs are in compliance with IRC standards with respect to all key parameters considered.

The analysis on percentage adherence of various parameters for the three major categories signs are given in below Table 4-27 :-

Table 4-27: Percentage of Different Types of Road Signs in Compliance with IRC Standards at Mid-block locations in Faridabad city.

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	100%	100%	100%	100%	100%	100.0%
Cautionary	100%	100%	100%	86%	100%	88.0%
Informatory	100%	100%	86%	100%	86%	71.4%

Observation:

- 67% all types of signs were in compliance with IRC standards
- 72% of the Informatory signs observed were in compliance with IRC standards in terms of all parameters

Findings from Intersection Locations:

The Figure 4-14 shows the percentage of signs complied with IRC standards and Exhibit 4-9 below shows the road signs within Faridabad.

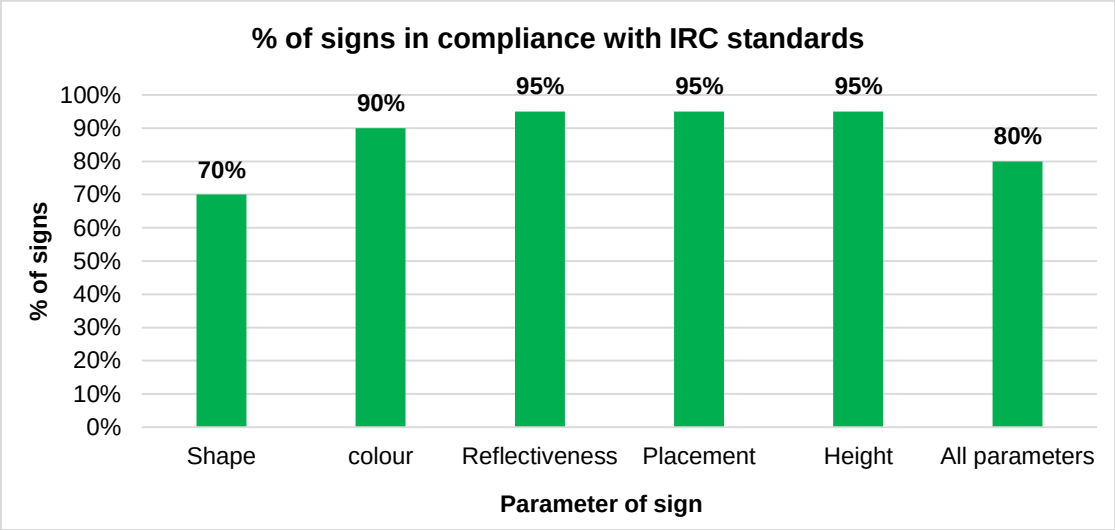


Figure 4-14: Compliance of Road signs as per IRC Standards at Intersections in Faridabad city

Table 4-28: Percentage of Different type of road signs in compliance with IRC standards at Intersection in Faridabad city

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	97%	97%	81%	86%	97%	70%
Cautionary	100%	100%	95%	100%	100%	95%
Informatory	96%	96%	88%	88%	100%	85%

It is observed from the above Table 4-28 that overall 83% signages (average of Regulatory, cautionary and informatory signs) are in compliance with IRC standards in terms of all parameters.

Exhibit 4-9: Road signs within Faridabad City limits

B. Gurugram

The length of network audited	36km
The total number of samples of road signs observed	20
Mid-Block Locations	11
Intersection Locations	9

Findings from Mid-Block locations

The Figure 4-15 below shows the percentage of signs complied with IRC standards with respect to the various key parameters.

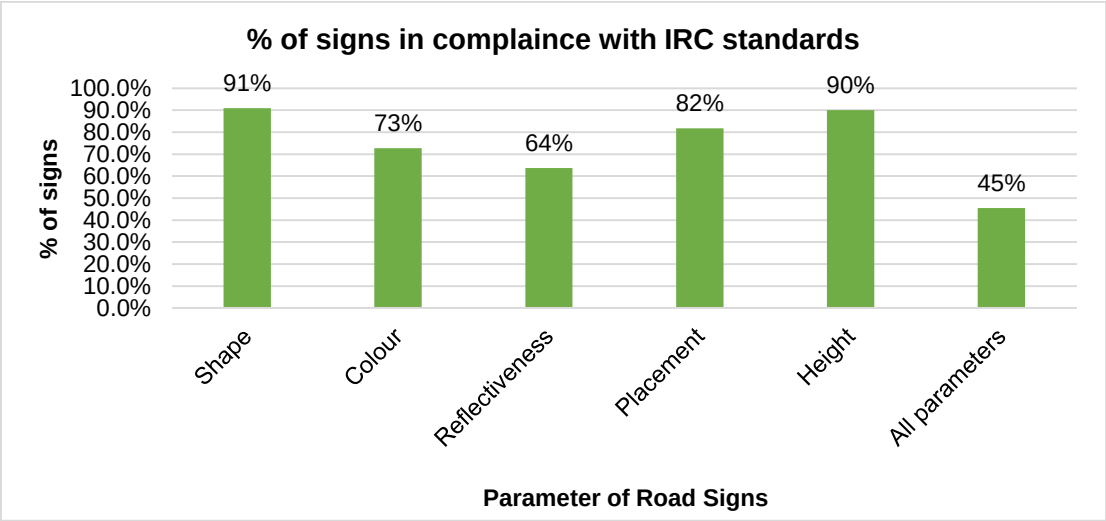


Figure 4-15: Compliance of Road signs as per IRC Standards at Mid-block locations in Gurugram city

Based on the analysis it was observed that, overall 45% of the signs were in compliance with IRC standards with respect to all parameters.

Table 4-29: ***Percentage of Different type of road signs in compliance with IRC standards at Mid-block locations in Gurugram city***

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	100%	75%	50%	100%	75%	25.0%
Cautionary	86%	71%	71%	71%	86%	57.1%

It is observed from the above Table 4-29 that overall 41% (average of Regulatory and cautionary signs) signages were in compliance with IRC standards in terms of all parameters.

Findings from Intersections

The below Figure 4-16 shows the percentage of signs complied with IRC standards in respect of each parameter.

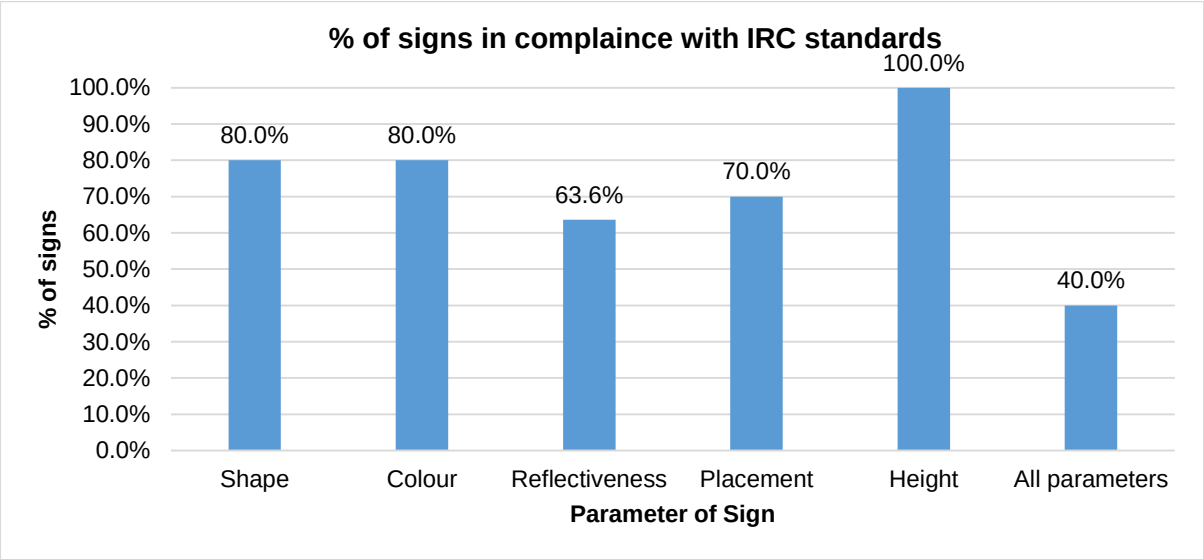


Figure 4-16: Compliance of Road signs as per IRC Standards at Intersections in Gurugram city

Based on the analysis it was observed that, overall 40% of the signs were in compliance with IRC standards with respect to all parameters.

Table 4-30: Percentage of Different type of road signs in compliance with IRC standards at Intersections in Gurugram city

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	67%	67%	67%	33%	100%	33%
Cautionary	100%	100%	100%	100%	100%	100%

It is observed from the above Table 4-30 that only 67% (average of Regulatory and Cautionary signs) signage's were in compliance with IRC standards in terms of all parameters.

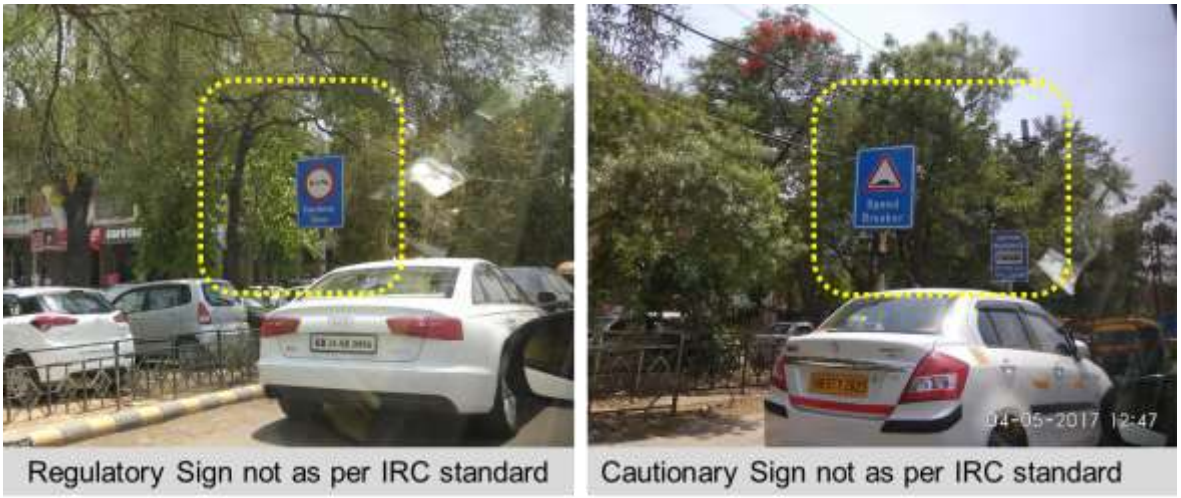


Exhibit 4-10: Road signs within Gurugram City limits

C. Hisar

The length of network audited	23 km
The total number of samples of road signs observed	29
Mid-Block Locations	19
Intersection Locations	10

Findings from Mid-Block locations

The below Figure 4-17 shows the percentage of signs complied with IRC standards in respect of each parameter.

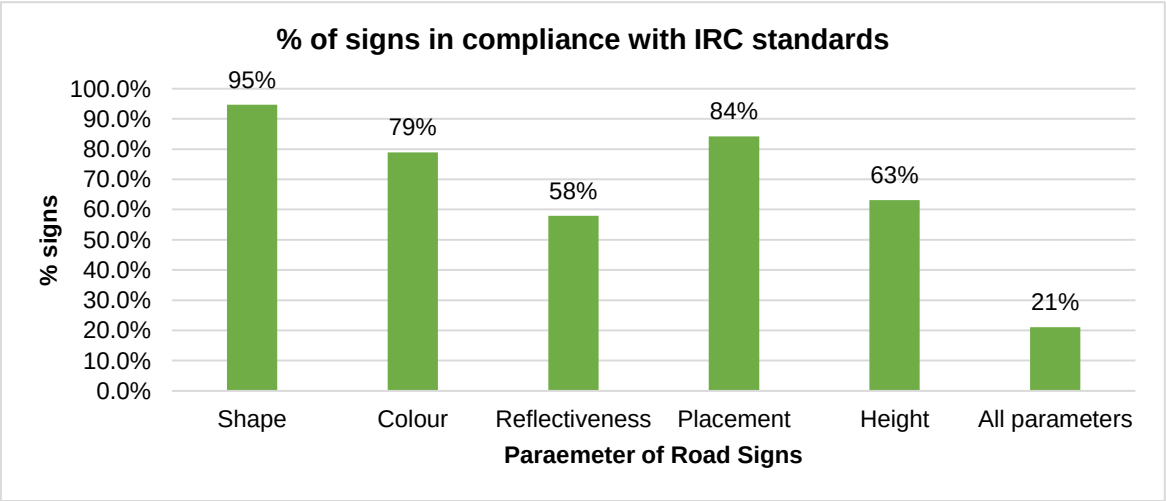


Figure 4-17: Compliance of Road signs as per IRC Standards at Mid-block locations in Hisar city

Based on the analysis it was observed that, overall 21% of the signs are in compliance with IRC standards.

Table 4-31: Percentage of Different type of road signs in compliance with IRC standards at Mid-block locations in Hisar city

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Cautionary	100%	100%	50%	100%	100%	50.0%
Informatory	100%	80%	67%	80%	53%	20.0%

It is observed from the above Table 4-31 that only 35% (average of Cautionary and informatory signs) signage's are in compliance with IRC standards in terms of all parameters.

Findings from Intersections

The Figure 4-18 below shows the percentage of signs complied with IRC standards in respect of each parameter.

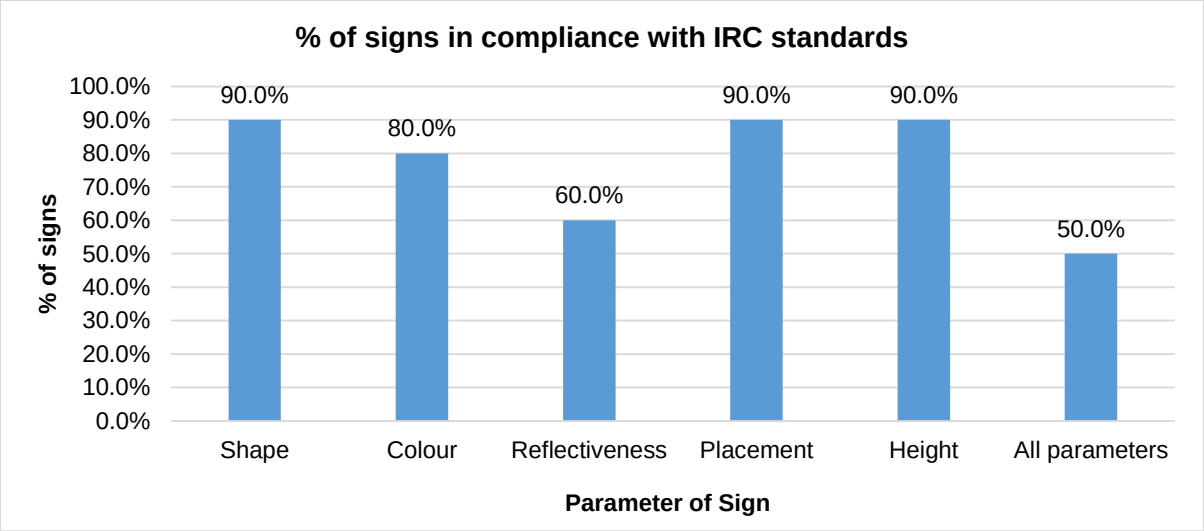


Figure 4-18: Compliance of Road signs as per IRC Standards at intersections in Hisar city

Table 4-32: Percentage of Different type of road signs in compliance with IRC standards at intersections in Hisar city

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	100%	100%	100%	100%	100%	100%
Cautionary	100%	67%	67%	100%	100%	67%
Informatory	80%	80%	40%	80%	80%	20%

It is observed from the above Table 4-32 that only 62% (average of Regulatory, cautionary and informatory signs) signages are in compliance with IRC standards.

Exhibit 4-11: Road signs in Hisar city limits

D. Rohtak

The length of network audited	25 km
The total number of samples of road signs observed	15
Mid-Block Locations	5
Intersection Locations	10

Findings from Mid-Block Locations

The below Figure 4-19 shows the percentage of signs complied with IRC standards in respect of each parameter.

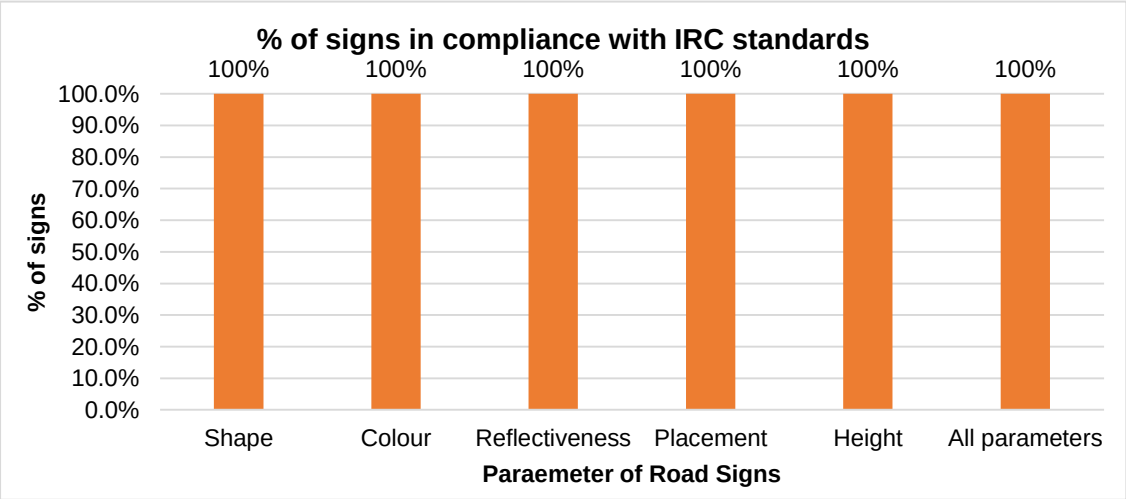


Figure 4-19: Compliance of Road signs as per IRC Standards at Mid-block locations in Rohtak city

Based on the analysis it was observed that, overall 100% of the signs are in compliance with IRC standards with respect to all parameters. The sample collected is very less as there are not much of road signs provided in Rohtak.

Table 4-33: Percentage of Different type of road signs in compliance with IRC standards at Mid-block locations in Rohtak city

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	100%	100%	100%	100%	100%	100.0%
Cautionary	100%	100%	100%	100%	100%	100.0%

It is observed from the above Table 4-33 that all Cautionary and Regulatory signs observed are in compliance with IRC standards in terms of all parameters.

Findings from Intersection

The below Figure 4-20 shows the percentage of signs complied with IRC standards in respect of each parameter.

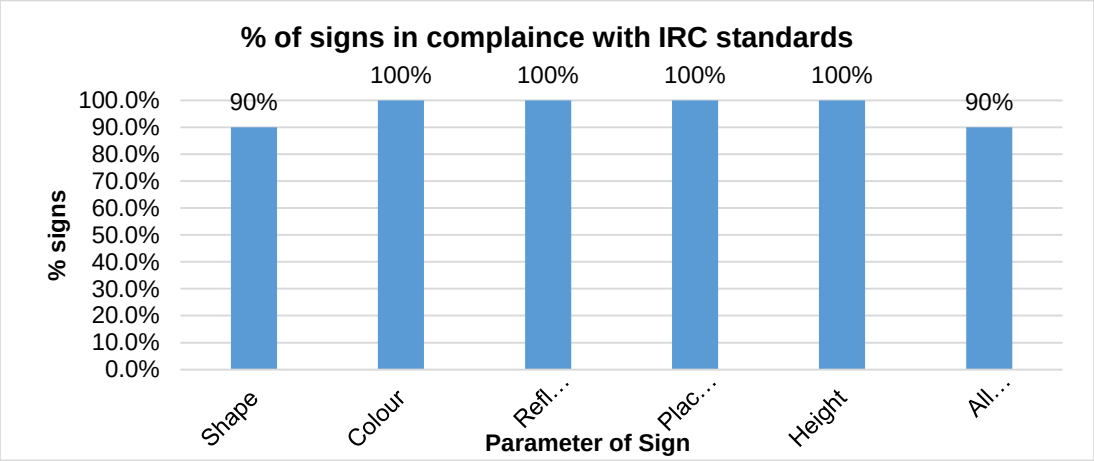


Figure 4-20: Compliance of Road signs as per IRC Standards at Intersection in Rohtak city

Based on the analysis it was observed that, overall 90% of the signs are in compliance with IRC standards with respect to all parameters.

Exhibit 4-12: Road signs within Rohtak city limits

Table 4-34: Percentage of Different type of road signs in compliance with IRC standards at Intersection in Rohtak city

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Cautionary	100%	100%	100%	100%	100%	100%
Informatory	89%	100%	100%	100%	100%	89%

Out of the total sample collected, 95% (average of Cautionary and informatory signs) of the signs were found to be in compliance with IRC standards in respect of all parameters.

4.4.5.2 Audit Findings – Rural Highway

Separate analysis is done on NH, SH & MDR for:

i. Mid-block sections
ii. At intersections

A. National Highways

The length of network audited	101 km
The total number of samples of road signs observed	40
Mid-Block Locations	20
Intersection Locations	20

Findings from Mid-Block Locations

The below Figure 4-21 shows the percentage of signs complied with IRC standards in respect of each parameter.

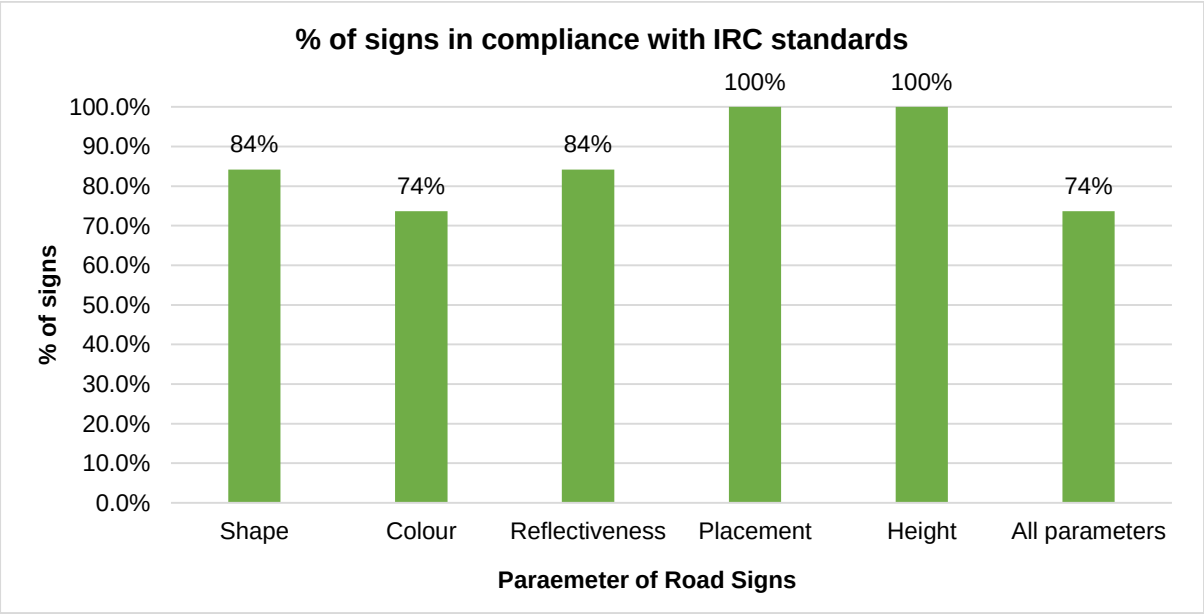


Figure 4-21: Compliance of Road signs as per IRC Standards at Mid-block locations on National Highways

Based on the analysis it was observed that, overall 74% of the signs are in compliance with IRC standards with respect to all parameters.

Table 4-35: Percentage of Different type of road signs in compliance with IRC standards at Mid-block locations on National highways

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	71%	57%	86%	100%	100%	57.1%
Cautionary	78%	67%	67%	89%	89%	66.7%
Informatory	100%	100%	100%	100%	100%	100.0%

It is observed from the above Table 4-35 that 75% (average of Regulatory, cautionary and informatory signs) signages are in compliance with IRC standards in terms of all parameters.

Findings from Intersections

The below Figure 4-22 shows the percentage of signs complied with IRC standards in respect of each parameter.

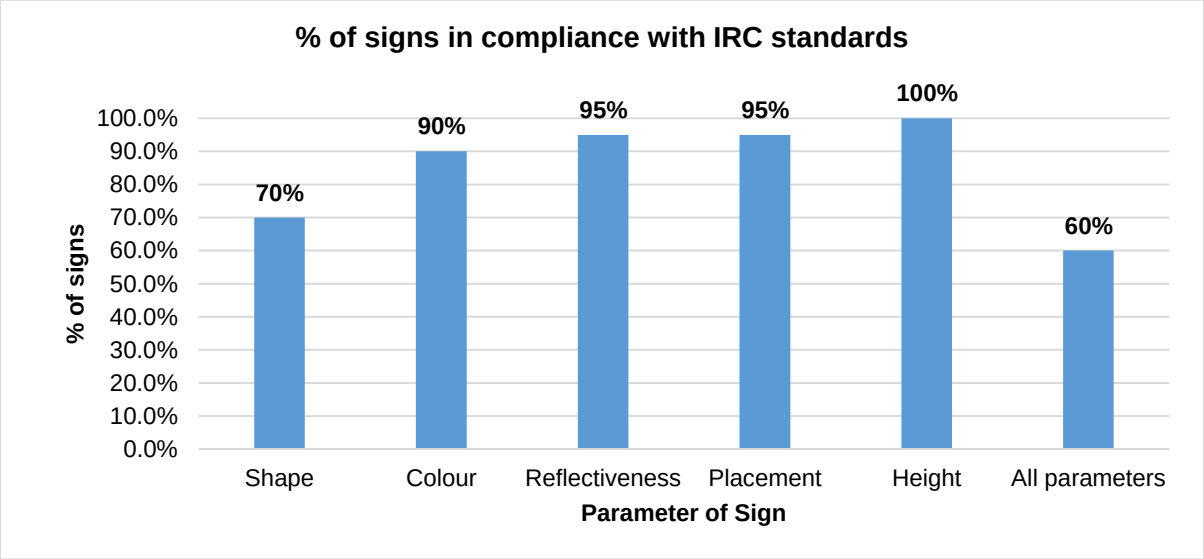


Figure 4-22: Compliance of Road signs as per IRC Standards at Intersections on National Highways

Based on the analysis it was observed that, overall 60% of the signs are in compliance with IRC standards with respect to all parameters

Table 4-36: Percentage of Different type of road signs in compliance with IRC standards at Intersections on National highways

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	80%	100%	100%	100%	100%	80%
Cautionary	38%	75%	88%	88%	100%	13%
Informatory	100%	100%	100%	100%	100%	100%

It is observed from the above Table 4-36 that **64%** signages are in compliance with IRC standards in terms of all parameters.

Exhibit 4-13: Road signs on National Highway sections

B. State Highways

The length of network audited	110km
The total number of samples of road signs observed	30
Mid-Block Locations	21
Intersection Locations	09

Findings from Mid-block locations

The below Figure 4-23 shows the percentage of signs complied with IRC standards in respect of each parameter.

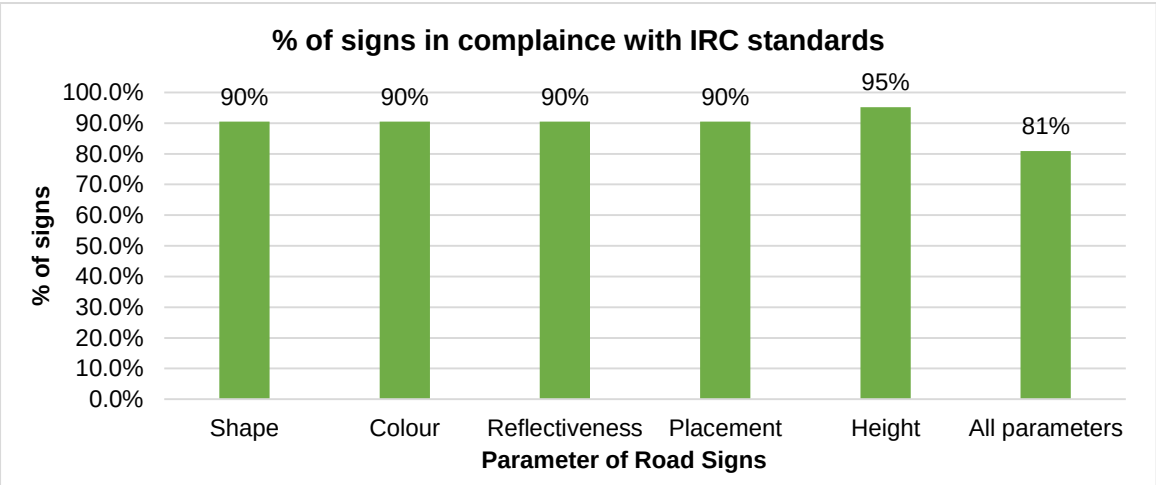


Figure 4-23: Compliance of Road signs as per IRC Standards at Mid-block locations on State Highways

Based on the analysis it was observed that, overall 81% of the signs were in compliance with IRC standards with respect to all parameters.

Table 4-37: Percentage of Different type of road signs in compliance with IRC standards at Mid-block locations on State highways

Sign Type	Shape	Color	Reflectiveness	Placement	Height	All parameter
Regulatory	100%	100%	100%	100%	100%	100.0%
Cautionary	80%	90%	90%	80%	90%	70.0%
Informatory	100%	89%	89%	100%	100%	88.9%

It is observed from the above Table 4-37 that 86% signages were in compliance with IRC standards in terms of all parameters.

Findings from Intersections

The below Figure 4-24 shows the percentage of signs complied with IRC standards in respect of each parameter.

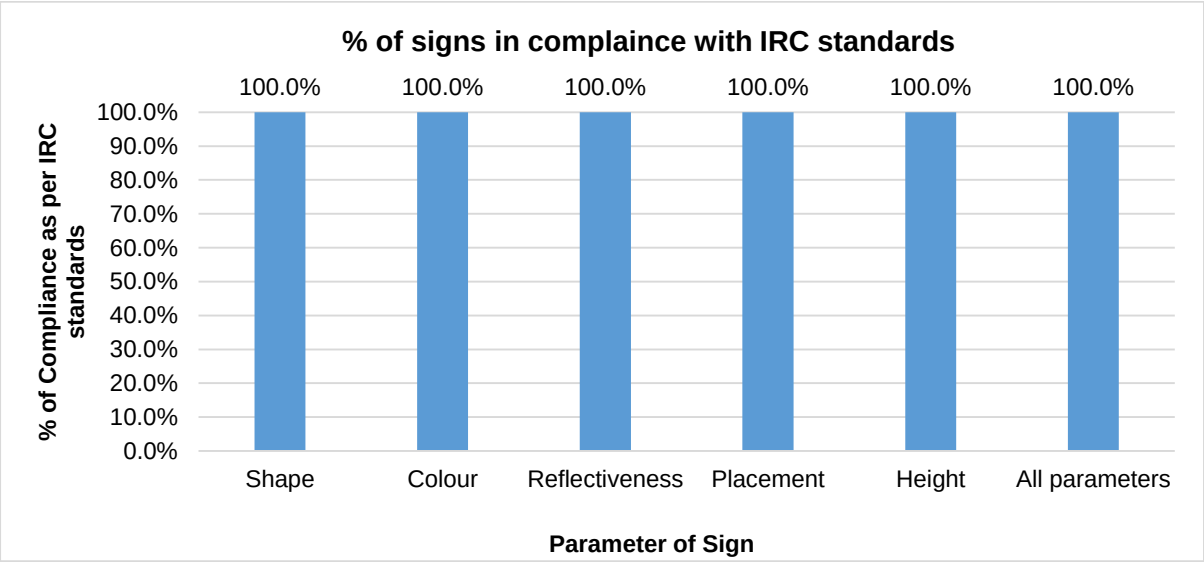


Figure 4-24: Compliance of Road signs as per IRC Standards at Intersections on State Highways

Table 4-38: Percentage of Different type of road signs in compliance with IRC standards at intersections on State highways

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Cautionary	100%	100%	100%	100%	100%	100%
Informatory	100%	100%	100%	100%	100%	100%

It can be inferred from the above Table 4-38, all the cautionary and informatory signs observed were in compliance with IRC standards in terms of all parameters.

Exhibit 4-14: Road signs on National Highway sections

C. Major District Roads

The length of network audited	102km
The total number of samples of road signs observed	23
Mid-Block Locations	11
Intersection Locations	12

Findings from Mid-Block locations

The below Figure 4-25 shows the percentage of signs complied with IRC standards in respect of each parameter.

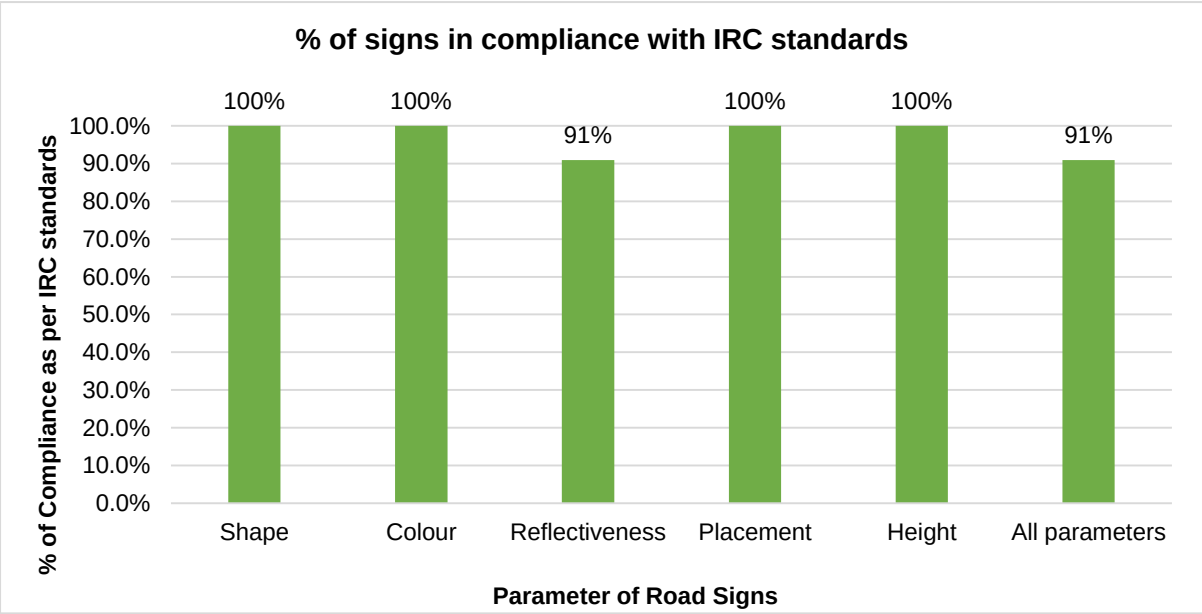


Figure 4-25: Compliance of Road signs as per IRC Standards at Mid-block locations on Major District Roads

Based on the analysis it was observed that, overall 91% of the signs were in compliance with IRC standards with respect to all parameters.

Table 4-39: Percentage of Different type of road signs in compliance with IRC standards at Mid-block locations on Major District Roads

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	100%	100%	100%	100%	100%	100.0%
Cautionary	100%	100%	86%	100%	100%	85.7%
Informatory	100%	100%	100%	100%	100%	100.0%

It is observed from the above Table 4-39 that 95% signages were in compliance with IRC standards in terms of all parameters.

Findings from Intersections

The Figure 4-26 shows the percentage of signs complied with IRC standards in respect of each parameter.

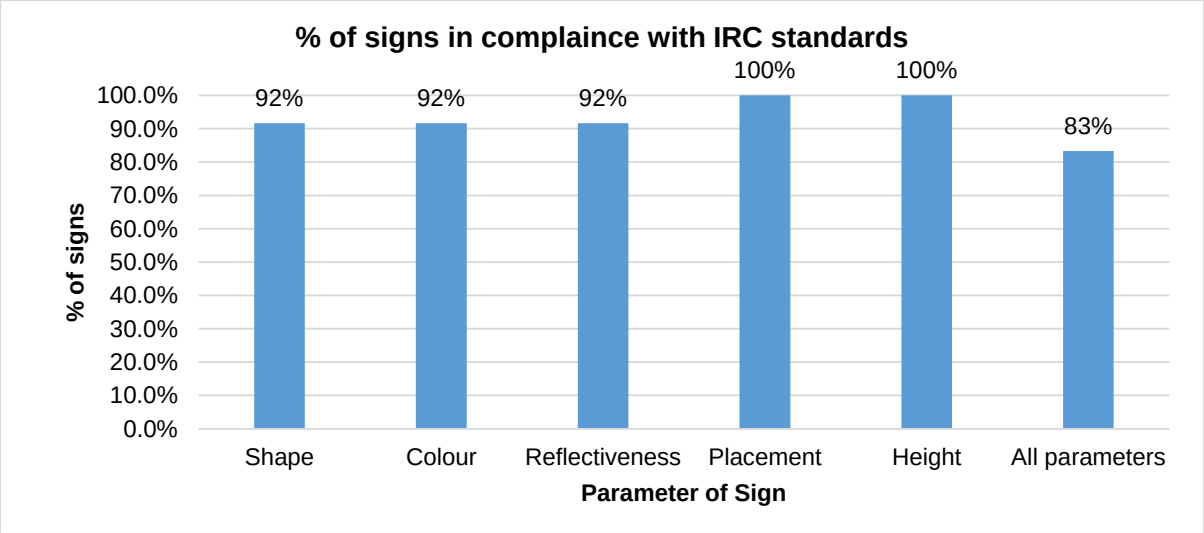


Figure 4-26: Compliance of Road signs as per IRC Standards at Intersection on Major District Roads

Table 4-40: Percentage of Different type of road signs in compliance with IRC standards at Intersection on Major District Roads

Sign Type	Shape	Colour	Reflectiveness	Placement	Height	All parameter
Regulatory	100%	100%	100%	100%	100%	100%
Cautionary	100%	80%	80%	100%	100%	80%
Informatory	80%	100%	100%	100%	100%	80%

It is observed from the above Table 4-40 that 87% (average of Regulatory, cautionary and informatory signs) signages were in compliance with IRC standards in terms of all parameters.

Cautionary signs on MDR 133 | Regulatory signs on MDR 133 | Information signs on MDR 132

Exhibit 4-15: Road signs on Major District Roads

4.4.6 Field Audit Findings – Road Markings

Point No. 18: Verify whether road safety signs, Road markings and traffic lights meet the IRC specifications. Please verify this in 4 Cities in the State and at a stretch of 100 Km each on National Highways, State Highways and Major District Roads.

This study is conducted for all four cities at mid-blocks and at intersections. Also, studied for rural highways separately.

4.4.6.1 Study parameters

Five parameters are considered in this analysis. Parameters are selected based on IRC specifications for pavement marking. Parameters are as follows:-

- Percentage (%) of lane marking **Availability** out of total road length investigated. This includes separate analysis for presence of edge marking, centre lines and lane markings as per IRC.
- Lane Marking **Colour** *(Absent, white, yellow).* As per IRC, use of white and yellow are predominant with distinctive meaning for each of the colour
- Lane Marking **Type** *(Absent, Solid, Broken)*
- Lane Marking **Width** *(As per standard, Sub-standard)*
- Marking **Visibility** *(Yes, No)*

4.4.6.2 Road Marking Analysis – Urban Stretches

The urban stretches in Faridabad, Gurugram, Hisar and Rohtak have been studied. The total road length investigated in each city and the number of locations is shown in the Table 4-41 below.

Table 4-41: Total Urban length of network for field investigation

Survey Parameters	Faridabad	Gurugram	Hisar	Rohtak
The length of network audited	41 km	36 km	23 km	25 km
The total number of samples of Road markings observed	46	40	27	44
Mid-Block Locations	19	25	13	24
Intersection Locations	27	15	14	20

FINDINGS OF ROAD MARKING – ADHERENCE TO IRC ROAD MARKING GUIDELINES:

ROAD MARKINGS ON MIDBLOCK SECTIONS

DIVIDED ROADS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES				
Parameters	**Faridabad**	**Gurugram**	**Hisar**	**Rohtak**
Traffic Lane Marking	• **Available – 40%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Good	• **Available – 49%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Fair	• **Available – 81%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Poor	• **Available – 84%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Good
Border of Edge Marking	---	• **Available – 49%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Fair	• **Available – 81%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Fair	• **Available – 69%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Good
No Overtaking Line Marking	---	---	---	---
Pedestrian Crossing Marking	---	---	• **Available – 22%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Poor	• **Available – 39%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Good
Bus Lane Marking	---	---	---	---
Cycle Lane Marking	---	---	---	---

DIVIDED ROADS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES				
Parameters	**Faridabad**	**Gurugram**	**Hisar**	**Rohtak**
Parking Space Limits	---	---	---	---
Bus Stops Marking	---	---	---	---
Warning Lane Marking	---	---	---	• **Available – 34%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Good

UN-DIVIDED ROADS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES				
Parameters	**Faridabad**	**Gurugram**	**Hisar**	**Rohtak**
Centre Line Marking	• **Available – 52%** of road length - Broken Lane marking – 14% - Solid lane marking – 37% • Marking colours - White – 39% - Yellow – 12% • Visibility - Poor	• **Available – 39%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Good	---	• **Available – 9%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Good
Traffic Lane Marking	• **Available – 44%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Fair	• **Available – 25%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Good	---	---
Border of Edge Marking	• **Available – 75%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Poor	• **Available – 55%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Good	• **Available – 100%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Poor	• **Available – 47%** of road length - All markings are Solid • Marking colours – 100% White Visibility - Good
Pedestrian Crossing Marking	---	---	---	• **Available – 9%** of road length - All markings are Zebra Stripes

UN-DIVIDED ROADS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES				
Parameters	**Faridabad**	**Gurugram**	**Hisar**	**Rohtak**
				• Marking colours – 100% White • Visibility - Good

ROAD MARKINGS AT INTERSECTIONS:

ROAD MARKINGS AT INTERSECTIONS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES				
Parameters	**Faridabad**	**Gurugram**	**Hisar**	**Rohtak**
Stop Line Marking	---	---	---	• **Available – 13%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Good
Pedestrian Crossing	---	• **Available – 13%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Good	• **Available – 24%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Good	• **Available – 38%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Good
Directional Arrows	---	---	---	

Photo Reference for Faridabad- Road Markings

Exhibit 4-16: Road markings in Faridabad city

Photo Reference for Gurugram - Road Markings

Exhibit 4-17: Road markings in Gurugram city

Photo Reference for Hisar - Road Markings

Exhibit 4-18: Road markings in Hisar City

Photo Reference for Rohtak - Road Markings

Exhibit 4-19: Road markings in Rohtak city

4.4.6.3 Road Marking Analysis – Rural Stretches

Survey Parameters	National Highway (NH)	State Highway (SH)	Major District Roads (MDR)
The length of network audited	101 km	110 km	102 km
The total number of samples of Road markings observed	32	36	37
Mid-Block Locations	15	24	23
Intersection Locations	17	12	14

FINDINGS OF ROAD MARKING – ADHERENCE TO IRC ROAD MARKING GUIDELINES:

ROAD MARKINGS ON MIDBLOCK SECTIONS:

DIVIDED ROADS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES			
Parameters	**National Highway (NH)**	**State Highway (SH)**	**Major District Roads (MDR)**
Traffic Lane Marking	• **Available – 44%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Good	---	---
Border of Edge	• **Available – 92%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Poor	---	---
No Overtaking Line	---	---	---
Pedestrian Crossing	• **Available – 2%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Poor	---	---

DIVIDED ROADS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES			
Parameters	**National Highway (NH)**	**State Highway (SH)**	**Major District Roads (MDR)**
Warning Line marking	---	---	---
Bus Lane Marking	• **Available – 8%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Poor	---	---
Parking Space Limits	• **Available – 2%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Poor	---	---
Bus Stops Marking	• **Available – 2%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Fair	---	---

UN - DIVIDED ROADS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES			
Parameters	**National Highway (NH)**	**State Highway (SH)**	**Major District Roads (MDR)**
Centre Line Marking	• **Available – 100%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Good	• **Available – 78%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Fair	• **Available – 59%** of road length - All markings are Broken • Marking colours – 100% White • Visibility - Good
Traffic Lane Marking	---	---	---
Border of Edge	• **Available – 100%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Good	• **Available – 54%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Good	• **Available – 44%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Good
No Overtaking Line	---	---	---

UN - DIVIDED ROADS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES			
Parameters	**National Highway (NH)**	**State Highway (SH)**	**Major District Roads (MDR)**
Pedestrian Crossing	• **Available – 25%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Good	• **Available – 12%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Good	---

ROAD MARKINGS AT INTERSECTIONS:

ROAD MARKINGS AT INTERSECTIONS – PERCENTAGE ADHERENCE TO IRC ROAD MARKING GUIDELINES			
Parameters	**National Highway (NH)**	**State Highway (SH)**	**Major District Roads (MDR)**
Stop Line Marking	• **Available – 4%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Poor	---	• **Available – 5%** of road length - All markings are Solid • Marking colours – 100% White • Visibility - Good
Pedestrian Crossing	• **Available – 34%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Fair	• **Available – 13%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Good	• **Available – 11%** of road length - All markings are Zebra Stripes • Marking colours – 100% White • Visibility - Good
Directional Arrows	• **Available – 25%** of road length - All markings are Arrows • Marking colours – 100% White • Visibility - Fair	---	---

Photo references for National Highway (NH) – Road Markings

Exhibit 4-20: Road markings on National Highways sections

Photo references for State Highway (SH) – Road Markings

Exhibit 4-21: Road markings on State Highways

Photo references for State Highway (SH) – Road Markings

Exhibit 4-22: Road markings on Major District Roads

4.4.6.4 Summary – Road Markings

The road marking and its overall adherence to IRC standards is summarised in the below Table 4-42.

Table 4-42: Overall status of Road marking in Haryana state

% of adherence as per IRC standards							
Sections	**Urban**				**Rural**		
	Faridabad	**Gurugram**	**Hisar**	**Rohtak**	**National Highway**	**State Highway**	**Major District Roads**
Midblock	58%	43%	**71%**	**42%**	**42%**	48%	**52%**
Intersection	-	**13%**	24%	**26%**	**21%**	13%	**8%**
Overall	**58%**	28%	**48%**	34%	**31%**	31%	30%

Key Observations:

- It is observed that only 42% of urban stretches have road markings as per IRC standards. While Faridabad and Hisar have better adherence, Gurugram and Rohtak have low compliance.
- Only 31% of National Highway and 31% of State highways adhere to the road marking standards as per IRC
- Very low compliance to road markings at intersections on the State Highway and MDR (13% and 8% respectively).

The low adherence rates are due to two key factors:

- Road marking visibility – most of the places although the road markings are available, it is poorly visible not only at night but during day time due to poor maintenance as well as lack of use of good quality materials as per IRC standards
- Absence of required road markings at intersections is also main reason for low adherence rates

4.4.7 Field Audit Findings – Traffic Control Devices

Point No. 18: Verify whether road safety signs, Road markings and traffic lights meet the IRC specifications. Please verify this in 4 Cities in the State and at a stretch of 100 Km each on National Highways, State Highways and Major District Roads.

The field investigations are done to understand the adherence of traffic signals to the IRC guidelines w.r.t its placement, height, visibility and more importantly their functioning. The results for mid-block as well as at intersections are presented below Table 4-43 and Table 4-44 .

Mid-Blocks

Table 4-43: Traffic Control Devices - % of Adherence as per IRC standards – at Midblock

Traffic Control Devices - %age of adherence as per IRC standards							
Sections	Urban				Rural		
	Faridabad	Gurugram	Rohtak	Hissar	National Highway	State Highway	Major District Roads
No. of Signals Observed	3	0	1	2	2	0	0
Placement	100%	-	-	100%	-	-	-
Height	100%	-	-	100%	-	-	-
Visibility	100%	-	-	100%	-	-	-
Functional	33%	-	0%	33%	0%	-	-
All Parameters	33%	-	0%	33%	0%	-	-

At Intersections

Table 4-44: Traffic Control Devices - % of Adherence as per IRC standards – at Intersection

Traffic Control Devices - %age of adherence as per IRC standards							
Sections	Urban				Rural		
	Faridabad	Gurugram	Rohtak	Hissar	National Highway	State Highway	Major District Roads
No. of Signals Observed	24	12	8	7	6	1	0
Placement	100%	75%	100%	43%	83%	100%	-
Height	96%	75%	100%	57%	100%	100%	-
Visibility	96%	75%	88%	71%	100%	100%	-
Functional	63%	42%	38%	14%	33%	100%	-
All Parameters	58%	72%	88%	14%	83%	100%	-

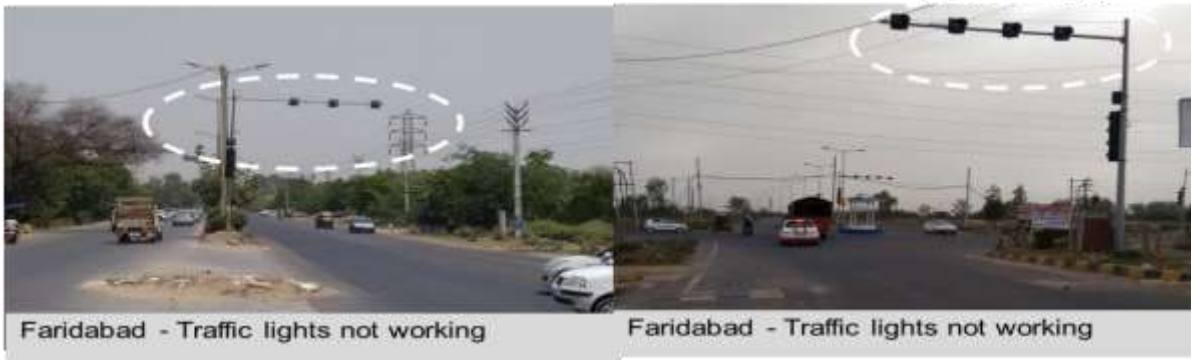


Exhibit 4-23: Traffic control devices in Faridabad

Exhibit 4-24: Traffic Control Devices in Gurugram City

Exhibit 4-25: Traffic control devices in Rohtak city

Exhibit 4-26: Traffic control devices in Hissar City

4.4.8 Field Audit Findings – Road side Amenities

Point No. 19: Verify whether the driver rest areas, truck lay byes and bus bays are provided at suitable locations. Please verify this in 4 Cities in the State and at a stretch of 100 Km each on National Highways, State Highways and Major District Roads.

A. Availability of Rest Areas (Dormitory, Restrooms, Commercial Shops and Work Shops):

- The analysis of the primary survey data reveals that One Rest Area is available in every 100 km of highways in Haryana.

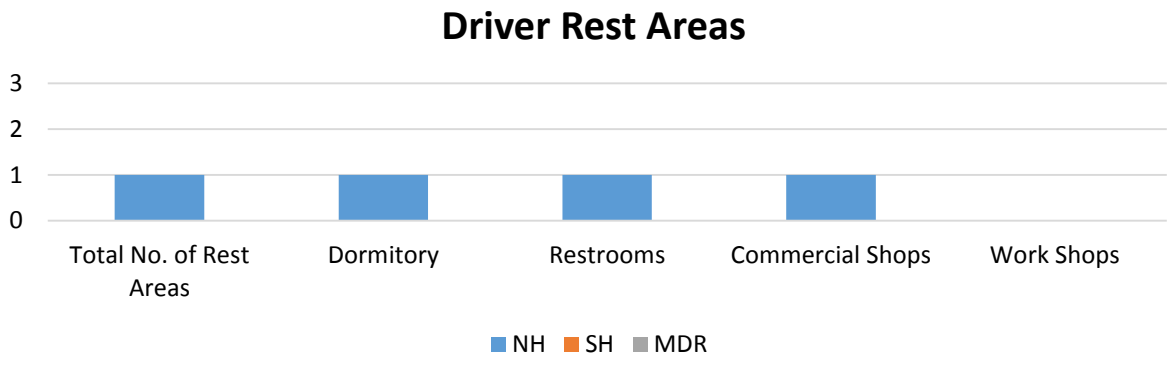


Figure 4-27: Details of Road side Amenities on highway sections

B. Parking Locations:

- No formal off road parking lots were found in Haryana.
- All Vehicles were found parked outside the Dhabas or alongside the highways.

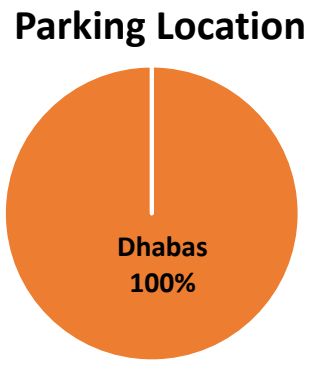


Figure 4-28: Location of Parking of Vehicles on Highway sections

Exhibit 4-27: Trucks parked on carriageway in highways sections

Exhibit 4-28: Trucks parked in lay byes on highway sections of Haryana

C. Availability of Bus Stops and Bus Bays:

- Only 3% of the bus stops were observed to be provided with bus bays.
- The observed bus bays were all located on NHs and no bus bays were seen on SHs.

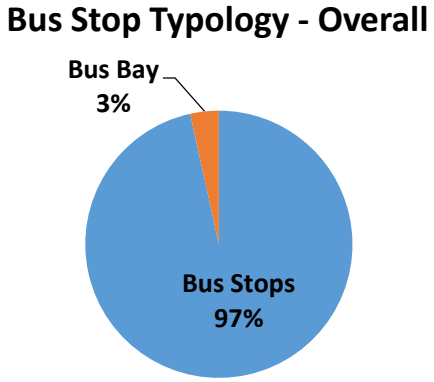


Figure 4-29: Category wise availability of Bus Stops on highways of Haryana

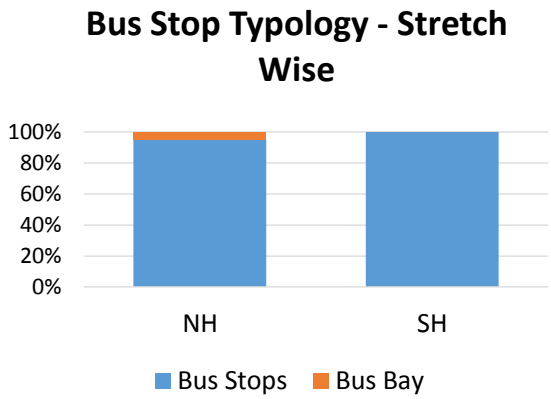


Figure 4-30: Category wise availability of Bus Stops on NH and SH of Haryana

Exhibit 4-29: On road bus stop on a highway

Exhibit 4-30: bus stop on the carriageway on a highway section

4.4.9 Field Audit Findings – Dangerous hoardings

Point No. 20: Verify the action taken by the State to remove hoardings and objects that obstruct driving or distract drivers. Please verify this in 4 Cities in the State and at a stretch of 100 Km each on National Highways, State Highways and Major District Roads.

A. Location of Advertisement Hoardings:

- 65% of the dangerous hoardings were observed at intersections
- 12% of the hoardings which were located along footpaths are dangerous as they were protruding outside.

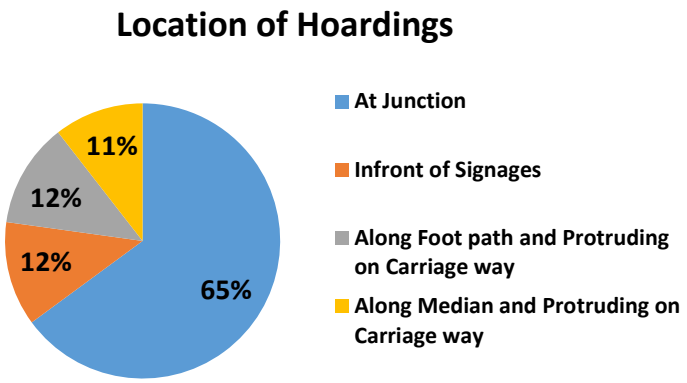


Figure 4-31: Location of Advertisement Hoardings along the roads in Haryana

B. Line of Sight obstruction by Hoardings:

The following key features are studied to classify the hoardings which may cause road safety issues and dangerous in nature are:

- Blocking the Visibility
- Information Blockage
- Distractive in Nature

It is observed that, 20% of the hoarding obstructed the sight distance of drivers, 70% hoarding blocked the information and 10% had contents which could distract drivers from their attention on road.

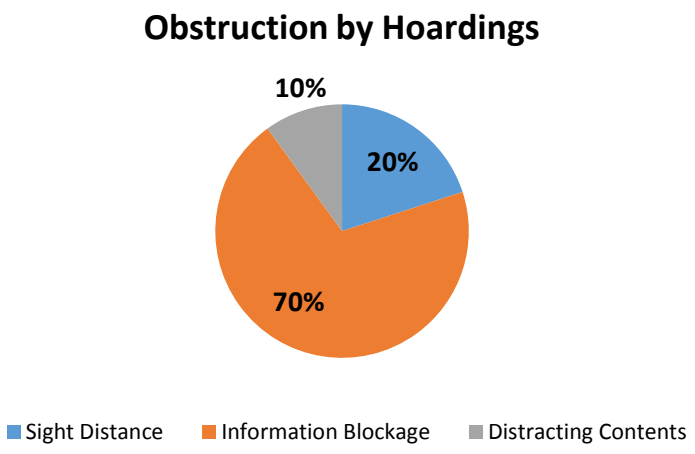


Figure 4-32: Obstructions caused by advertisement hoardings

Exhibit 4-31: An overhead hoarding causing distraction to driver

Exhibit 4-32: : A hoarding located right at the median of road

4.4.10 Field Audit Findings – Pedestrian facilities

Point No. 22: Verify whether the footpaths and service roads have been provided at required locations and are free from encroachments. Please verify this in 4 Cities in the State. In addition to above, also verify the crossings facilities for pedestrians and vehicles.

The main objective is to verify whether the footpaths and service roads have been provided at required locations and are free from encroachments. Four parameters were considered for analysis and were as follows:-

- Percentage of road network length provided with footpath.
- Percentage of road network length provided with service roads
- Percentage of road network length with encroachments on footpaths
- Total instances of junctions provided with crossing facilities

The field investigations were conducted at midblock and intersections and few other locations which are in proximity to schools, hospitals and religious places. The details of the samples are summarised in the Table 4-45 below.

Table 4-45: Total Urban length of network for field investigation

Survey Parameters	Faridabad	Gurugram	Hisar	Rohtak
The length of network audited	41 km	36 km	23 km	25 km
The total number of samples of Road markings observed	49	34	26	48
Mid-Block Locations	24	15	7	22
Intersection Locations	25	19	19	26

The findings from each city are provided in detail below.

Analysis Findings – Pedestrian Facilities				
Parameters	**Faridabad**	**Gurugram**	**Hisar**	**Rohtak**
Footpath Availability	• **Available – 15%** of road length	• **Available – 34%** of road length - Both side – 27% - One side – 7%	• **Available – 25%** of road length - Both side – 18% - One side – 7%	• **Available – 5%** of road length
Footpath Encroachment	• Details of Encroachment: - Both side – 77% - Usable Footpath – 23%	• Details of Encroachment: - Both side – 66% - Usable Footpath – 34%	• Details of Encroachment: - Both side – 89% - Usable Footpath – 11%	• Details of Encroachment: - Both side – 67% - Usable Footpath – 33%
Service Road Availability	• **Available – 5%** of road length	• **Available – 9%** of road length	• **Available – 15%** of road length	• **Available – 6%** of road length
Zebra Crossing Facility at Junction	• **Available – 40%** of observed junctions	• **Available – 32%** of observed junctions	• **Available – 16%** of observed junctions	• **Available – 38%** of observed junctions

The photo references for each of the city are detailed in below Exhibit 4-33, Exhibit 4-34, Exhibit 4-35 and Exhibit 4-36.

Photo reference for Faridabad City

✗ Non availability of footpath and spaces are encroached by vendors and Parking and Pedestrians are forced to walk on the carriageway

✓ Availability of footpath on both sides of the road

✗ Non availability of footpath and Pedestrians are forced to walk on the carriageway

✗ An uneven surface can make a footpath difficult to use.

✗ Parking on footpath can become obstructions to the movement of pedestrians.

✗ Non availability of footpath

✗ Footpath is blocked by railing and pedestrians are forced to walk on carriageway

Exhibit 4-33: Condition of Pedestrian Facilities in Faridabad city

Photo reference for Gurugram City

Exhibit 4-34: Condition of pedestrian facilities in Gurugram city

Photo reference for Hisar City

Exhibit 4-35: Condition of Pedestrian facilities in Hisar city

Photo reference for Rohtak City

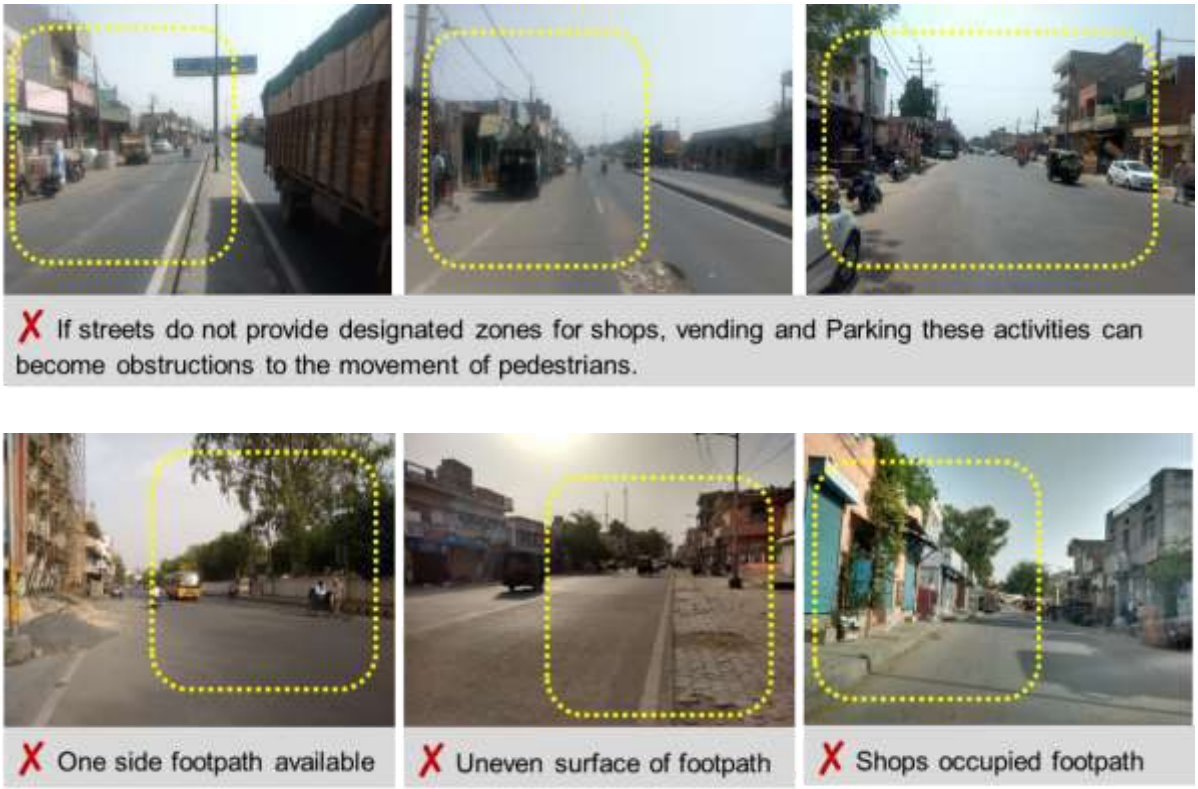


Exhibit 4-36: Condition of pedestrian facilities in Rohtak city

4.4.10.1 Summary – Pedestrian Facilities

- Pedestrian facilities in cities are very less and more often footpaths are encroached by street vendors, parking or other such temporary establishments.
- Except in Hisar city, service roads are not available in all other cities.

Table 4-46: Summary of status of Footpaths and Service roads in Haryana state

Footpath and Service Road Facility				
Criteria	**Faridabad**	**Gurugram**	**Hisar**	**Rohtak**
Availability of Footpath	15%	**34%**	25%	**5%**
Encroachments	77%	**66%**	**89%**	67%
Service road Availability	**5%**	9%	**15%**	6%
PCF at Junction	**40%**	32%	**16%**	38%

4.4.11 Traffic Management Plan at Construction sites

As part of the field investigation for adherence to traffic management plan at construction sites on Highways, NH stretch that was considered for the study was NH 19 (NH 02 older) from the State. The audit point was assessed based on a checklist prepared as per IRC SP-55: 2014 guidelines for "Traffic Management Plan for Work Zone Safety". The observations from NH 19 are provided below.

1) NH-19: Faridabad – Palwal Section

Key Observation

- Construction of elevated road at site and at center of the carriageway
- The site is also a Black Spot as identified and submitted to committee by the State
- Commercial Land use (markets) on both sides of the construction site due to which pedestrian movements across the construction site was observed
- There was no provision for any alternate pedestrian crossing facility.
- No proper barricading provided on both the sides of the construction area
    - Mesh barricading has been provided
    - Concrete barricades were observed at few locations but discontinuous and sparsely placed
- No Work zone signs were observed at construction site.
- No delineators or traffic channelisers provided for turning traffic at the intersection.

Pedestrians crossing dangerously across the construction site

No permanent barricading – concrete barricades are placed sparsely

No delineators provided at Junctions

Equipment places along the carriageway

Exhibit 4-37: Traffic management at construction site – NH 19 Faridabad-Palwal Section

4.4.12 Summary – Engineering Dimension

- The process of identification of black spot is based on the notified protocol as per MoRTH guidelines.
- Immediate attention is required on the road markings at intersections
- NHAI should take immediate measures to follow road safety guidelines at construction sites/ work zones especially on the NH-19 and NH-44/AH1

4.5 ROAD USER AWARENESS AND EDUCATION DIMENSION

Under Education, the training provided to the commercial drivers, traffic police personnel's, Engineers and also inclusion of modules on road safety in school curricula was verified.

4.5.1 Programs to Educate Commercial Drivers, Police in Road Safety

Point No. 23: Verify whether there are programs to educate and train commercial drivers, traffic police personnel, highway engineers and planners in road safety in the State. Indicate the facilities available and details of the programs. If the training calendar is prepared and followed.

Table 4-47: Compliance level score – Road Safety Awareness/Education programs

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Training Programs to : **Commercial Drivers** **Traffic Police Personnel** **Highway Engineers/ Planners**	Training to be provided on Road Safety	Refresher training course made mandatory for commercial drivers through IDTR PWD(B&R) engineers sent to road safety course provided by IAHE	Verified from IDTR that training s are given and road safety modules is included No data provided regarding training to traffic police personnel's on road safety
Infrastructure for Training Facilities available	Facilities available	No Data	IDTRs has the prescribed infrastructure facilities No data provided on training facilities for traffic police personnel's on road safety.
Training calendar Published and Followed	Published & Followed	No Data	No data regarding training schedules

4.5.2 Road Safety Curricula in Schools

Point No. 24: Verify whether modules on road safety have been included in the school curricula and indicate the level at which these have been included.

Various aspects covered under this dimension are:

- Road User Safety Awareness initiatives
- Road Safety curricula in schools

Table 4-48: Compliance level Score - Road safety education at school level

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Modules introduced on Road Safety	In school Curricula	Yes	Copy provided to Consultants. The syllabus covered is comprehensive w.r.t to road safety education.
To be included in Moral Science	To be included in Moral Science	In subjects such as English, Hindi and EVS	Copy provided to Consultants (5th, 6th & 10th standard)
To be introduced at elementary level	To be introduced at elementary level	Introduced at elementary and secondary level	It is in the process of including road safety modules in the Higher secondary level

4.5.3 Summary – Road User Awareness and Education Dimension

- The Transport department through IDTR conducts refresher training programs (1 day) for commercial drivers which includes road safety module with a 2 hour session. They have made it mandatory to attain the training for drivers during renewal of commercial license.
- The safety modules included in school curricula by the education department is satisfactory

4.6 EMERGENCY RESPONSE AND HEALTH CARE DIMENSION

Emergency care dimension falls under the purview of Director General of Health Services (DGHS). Various aspects covered under this dimension are:

- Comprehensive Trauma Care System Plan and GIS Mapping Systems
- Effective Network of Ambulance Systems for Emergency Response
- National Specification for Ambulances & Designation of Health Care Systems
- Gap Analysis at Trauma Care Facilities & Dynamic Linkages With Trauma care Centers
- Pre-Hospital Trauma Technical Curriculum & Capacity Building for HR
- Maintenance of Records on Trauma & Awareness Good Samaritan Guidelines

4.6.1 Comprehensive Trauma Care System Plan

Point No. 27: Verify whether States have developed a comprehensive State Trauma Care System plan for setting the way forward with regard to all components of an organized trauma care system with specific strategies and timelines as per the template provided to the States by Dte.GHS/MoHFW. The details of template listing the components/equipment and specifications will be provided to the successful bidder at the time of Audit.

Point No. 28: Verify whether the States have done GIS based mapping of potential ambulance points and the health care facilities (both public and privates) and its spatial relation to accident prone areas (black spots), for developing scientifically well-organized State wide emergency and trauma care network.

Table 4-49: Compliance level Score - State Trauma care system plan.

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Development of Comprehensive State Trauma care system Plan	As per Dte.GHS/MoHFW template	Yes	Identified locations of Hospitals and is in the process of upgradation and approvals.
Strategies developed for implementation of plan	As per Dte.GHS/MoHFW	No Data Available	No definite strategies are provided
Timelines set for implementation	As per Dte.GHS/MoHFW	No Data Available	No time lines are set for implementation of trauma care facilities
Trauma care facilities to be provided as per the template provided to the states by Dte.GHS/MoHFW	As per Dte.GHS/MoHFW template	No Data Available	State Trauma Care Plan document is not provided.

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
GIS mapping	GIS mapping of potential Ambulance points, health care facilities	Inventory of state-wide ambulances are available. No GIS mapping for Ambulances.	GPS based internal monitoring is done for ALS & BLS ambulances.
	GIS mapping of health care facilities	GIS mapping is done, but not sure of the mapping of all health care facilities	List of hospitals available, but GIS maps were not available.
	Spatial relation to accident prone areas, for developing scientifically well-organized state wide emergency and trauma care network	No GIS Maps	No Spatial relation to accident prone areas done for ambulance locations

4.6.2 Effective Network of Ambulance Systems for Emergency Response

Point No. 29: Verify whether the States have established an effective network of ambulances for emergency response with an aim to provide definitive care to the victims well within the golden hour.

Table 4-50: Compliance level score - Ambulance network systems

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Set-up ambulances networks	Set-up ambulances one within 50 km road network length – ALS & BLS	Only for Government. No Data available for Private ALS- 58 BLS- 234 Others- 68 Total- 360	Other than DGHS, Traffic Police also operates Ambulances at 43 locations (one per location)
unified toll free helpline number	Single unified toll free helpline number	108 for DGHS Ambulances	Have two toll-free number for Ambulances – 102 for Health department Ambulances and 1073 for ambulances operated by Traffic Police (mainly located along Highways)
Development of Emergency Control Centre/Response centre	To be implemented	Available	Each district is provided with a call centre facility and ambulances are given duty through telephonic communications with ambulance drivers
Provision of TRANEXAMIC ACID within ambulances	To verify the awareness about the medicine	No	It is one of the WHO essential medicine list. it is used for preventing blood flow during trauma.
No of cases attended per day per ambulances	Benchmark to be derived based on geography, terrain and Traffic.	Maximum 2 – 3 cases per day per ambulances	The data is mix of RTA plus other cases.
Response time	Minimum response time and within the golden hour concept	Average of 16 min (for the district)	Only district-wise response time is maintained. City wise/ urban is not maintained.

4.6.3 Ambulances Specification & Designation of Health Care Systems

Point No. 30: Verify whether the States are effectively following the prevailing national specification for ambulances and rescue vehicles.

Point No. 31: Verify whether the States have verified and designated existing health care facilities (both public and private) along/ near the highways as Level III, Level II or Level I hospitals based on the operational definition provided by MoH&FW. A copy of the operational definition for Level III, Level II or Level I hospitals as provided by MoH&FW.

Table 4-51: Compliance level score – Designation of health care systems

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Specification for Ambulances and rescue vehicles	As per prevailing National specification for ambulances	Not done by Health Department The specifications are being checked and registration is provided by the Transport department	Annual checks are being done for vehicle fitment similar to schools buses and other commercial vehicles by the Transport department. They do not have capabilities to audit the extent of facilities and its functioning within the ambulance.
Health care facilities along/near Highways: Level I	As per "Capacity Building For Developing Trauma Care Facilities On National Highways" issued by MoHFW	Level I facilities only with Medical Colleges	Out of 7 Trauma care centres listed out, only four were found to be with trauma care facilities • Ambala – L II • Rewari – L III • Karnal – L II (now converted into medical college – so L I facilities are proposed • Panipat – L III; construction of new hospital complex just completed and Trauma care is yet to be operational.
Level II	As per "Capacity Building For Developing Trauma Care Facilities On National Highways" issued by MoHFW	2	It is in approval stage
Level III	As per "Capacity Building For	3	It is in approval stage

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
	Developing Trauma Care Facilities On National Highways" issued by MoHFW		
Existing health care facilities to be upgraded to Level I, II & III trauma	As per "Capacity Building For Developing Trauma Care Facilities On National Highways" issued by MoHFW	• 7 to 10 upgraded • 10 under upgradation Upgradation and identification is under process (in approval stage)	Up gradation is under process (in approval stage)
Hospitals identified under Level I, II, III for Upgradation	As per "Capacity Building For Developing Trauma Care Facilities On National Highways" issued by MoHFW	1 for upgradation to Level I 5 for upgradation to Level II 4 for upgradation to Level III	List provided to Consultants
Hospitals with Trauma Team Concept Plan[1]	Follow trauma team concept	Trauma team Concept Plan in 7 to 10 Hospitals. No Neuro Surgeons available in the State	The Trauma team concept plan is not in place.

4.6.3.1 Status of Level – I Trauma Care Centre

A private trauma centre of level 1 - Adesh, adjacent to NH1 at Ambala cantt was audited in the state of Haryana

- Auditors had visited the trauma centre on 3rd of June 2017 and verified whether sufficient number of equipment and human resource are provided as per the guidelines.
- It is observed that private trauma centre is well equipped as per the audit parameters mentioned in Table 4-52 below.

[1] Trauma team concept is universally accepted term, where in the hospital a designated trauma team is identified.

In an emergency care facility, there should be Trauma team that consists of

a) General Surgeon
b) Anethesist
c) Orthopaedic surgeon / trauma Surgeon
d) Intestinist
e) Neuro surgeon on call (when required),
f) Technicians
g) Nursing assistants.

Generally, the general surgeon is the Team leader and everyone should be working as a team when a case arises.

- The adequacy of different facilities in the trauma centre against norms has been detailed out in the Table 4-52 below.

Some of the visuals are provided in the below Exhibit 4-38.

Table 4-52: Adequacy of trauma care centre of level I

Audit Parameter	Adequacy for Level I
Over all infrastructure (ICU beds and Operation theatres)	Adequate
Equipment	Adequate
Rehabilitation Equipment's	Adequate
Anaesthesia Equipment's	Adequate
Orthopaedic Equipment's	Adequate
OT equipment's	Adequate
Other Facilities	Adequate
Human Resources	The audited Trauma centre has total 533 staff covering the required categories. • Neuro Surgeon – 2 out of 4 • Radiologist – 2 out of 2 • Anaesthetist – 4 out of 6 • General Surgeon – 6 out of 6 • Orthopaedic surgeon – 4 out of 4 • Staff nurse and Nursing Attendant – made available from medical college as per requirement The staffs are deputed from medical college based on requirement.

Exhibit 4-38: Some of the visuals of Private trauma centre of Level 1

Status of Level – II: Trauma care centre

- A government trauma centre of level II in Civil Hospital, near to Model town road at Ambala was audited in the state of Haryana

- Auditors had visited the trauma centre on 3rd of June 2017 and verified whether sufficient number of equipment and human resource are provided as per the guidelines.
- Audit results of trauma centre of level II mentioned in Table 4-53 below.
- The adequacy of different facilities in the trauma centre against norms has been detailed out in the below Table 4-53.

Some of the visuals are provided in the below Exhibit 4-39.

Table 4-53: Adequacy of trauma care centre of level - II

Audit Parameter	Adequacy for Level - II
Over all infrastructure (ICU beds and Operation theatres)	Inadequate
Equipment	Inadequate
Rehabilitation Equipment's	Inadequate
Anaesthesia Equipment's	Inadequate
Orthopaedic Equipment's	Inadequate
OT equipment's	Inadequate
Other Facilities	Inadequate
Human Resources	Inadequate

Exhibit 4-39: Some of the visuals of Private trauma centre of Level – II

Overall observations:

- Major problem faced by the trauma center of level II is non availability of neuro surgeon, general surgeon, radiologists. There by the equipment's which are purchased from the trauma care fund are kept unused.
- The principal medical officer expressed concerns of non-availability of mandate for efficient utilization of trauma center funds.
- The detailed factsheet with number of equipment's and human resources available and budget amount of 1.75 crores that are not utilized till date is attached in the **Annexure B**.

4.6.4 Gap Analysis at Trauma Care Facilities & Dynamic Linkages

Point No. 32: Verify whether the States have conducted gap analysis in terms of infrastructure, manpower, equipment and organizational functions at the identified trauma care facilities in the State (based on the operational definition for these by MoH&FW) and worked out a realistic plan for filling the critical gaps with definite timeline in its implementation.

Point No. 33: Verify whether the States have set up a mechanism to ensure dynamic linkages between various health care facilities (across Level III, Level II, Level I hospitals) in terms of manpower, resources, skills and information.

Table 4-54: Compliance level Score - Gap Analysis

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Gap Analysis of existing trauma care facilities in terms of: **1) Infrastructure** **2) Manpower** **3) Equipment** **4) Organizational functions**	Based on MoHFW definitions	Health care facilities identified and upgraded based on Analysis	Health care facilities identified and upgraded based on population criterion and not on the basis of Gap Analysis prescribed by MoHFW (as comprehensive list is not available with the DGHS)
Prepare Action plan to fill the Critical Gaps with definite timelines	As per MoHFW	Action Plan is in the process of development.	Checklist for trauma care centres shared with Districts heads
Dynamic Linkages between various health care facilities **wrt Manpower**	Establish dynamic linkages w.r.t manpower	No	There are no dynamic linkages w.r.t manpower
In terms of Resources	Establish dynamic linkages wrt resources	No	There are no dynamic linkages w.r.t resources
in terms of skills and information	Establish dynamic linkages w.r.t skills and information	Yes	Linkage based on telephonic conversations – by speaking to emergency Information sent to other hospitals through WhatsApp Referral notes given
Action taken for dynamic linkages	Initiatives to be taken by the state	In process	Could not verify as there is no action plan shared in this regard.

4.6.5 Pre-Hospital Trauma Technical Curriculum & Capacity Building

Point No. 34: Verify whether the Standardized pre-hospital trauma technician curriculum as developed by Dte.GHS/ MoH&FW for training of pre-hospital Trauma Technicians is being followed by all the States.

Point No. 35: Identify the action being taken by the State in Capacity Building for human resources (starting from first responders-drivers, police personnel, conductors, teachers, students, etc. to specialists).

Table 4-55: Compliance level score - Capacity building

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Standardized pre-hospital trauma technician curriculum developed by Dte. GHS/MoH&FW to be followed by the State	Prepare pre-hospital trauma technician curriculum as per Dte. GHS/MoH&FW	Curriculum not developed as per DteGHS/MoH&FW as the DGHS does not have much idea about the curriculum developed by DteGHS/MoH&FW	Detailed Curriculum shared that contains - Theory and Practical and exams.
PTT Legislation[2] to be made	Have a PTT legislation	Not Available/No Idea	No Legislation/legal backing available with the state for the pre-hospital trauma technician curriculum by the state
Capacity building exercise taken by state to train First responders, Police personnel, conductors, teachers, engineers, Planners, students etc.	Undertake capacity building exercise to train First responders, Police personnel, conductors, teachers, engineers, Planners, students	Not Done by Health Department	The State does not have
ATLS training to Health department staff	Provide ATLS training to all staff	Not Done	No training provided

[2] As the PTT may involve certain procedures. They need to be licensed and empowered to do the procedures.

Allied health professional needs to be protected and regulated. Hence, this requires Legislation to be passed at State level.

4.6.6 Maintenance of Records on Trauma & Awareness Good Samaritan Guidelines

Point No. 36: Verify that the States are maintaining records/information on injury and trauma. In addition to above, also verify whether data on two-wheelers deaths due to non-wearing of helmets are being maintained by Hospitals

Point No. 37: Verify the effective measures including the awareness strategies by the States on the Good Samaritan Guidelines circulated to them by MoRTH & MoH&FW.

Table 4-56: Compliance level score - Records maintenance

Audit Point	Benchmark/ SCC Directive	State Response	Consultants Remarks
Maintaining records/information's on Injury and Trauma	States to maintain records on injury and trauma	No Centralised database for injury and Trauma. But General Case database is updated daily through MIS	From the general database, classification for injury and trauma can be done separately using the IT system; which is not done
Data on two-wheeler [3]deaths due to non-wearing of helmets to be maintained by hospitals	Data on two-wheeler deaths due to non-wearing of helmets to be maintained by hospitals	Data on two-wheelers not maintained with details of Helmets	Data classification to be made for further analysis and to understand the extent of preventable deaths through enforcement
Awareness strategies by the States on the Good Samaritan Guidelines	To be circulated and publicised in all hospitals	in Process	They are in the process of publicising it in all hospitals which required to be expedited

[3] As the driver and pillion rider are moving at same speed, and current enforcement is focusing mainly on the driver and lenient on the pillion rider. The deaths for the pillion riders is substantial, they can be saved by enforcement.

As we have very limited number of Neurosurgeons in India, the easy way to ensure head injured are through Helmet enforcement.

4.6.7 Summary – Emergency Response and Health Care Dimension

- Comprehensive State Trauma Care System Plan is not available with strategies and definite action plan
- Ambulances are not mapped with GIS system. At present GPS and call centre based emergency response is being used.
- GIS maps are not available, where health care facilities are mapped.
- There are two help line numbers available. It may create a confusion.
- Out of 7 Trauma care centers listed out by health department, only four were found to be with trauma care facilities
- There is no data on ambulances maintained by private hospitals and they are not part of the network

5 RECOMMENDATIONS

Many of the SCC recommendations have not been completely adhered as per the guidelines. These are listed below with consultants' recommendations to improve compliance.

The recommendations are mainly divided into two sections;. Section 5.1 provides detailed recommendation for each of the safety dimension, whereas, Section 5.2 provides priority recommendations, which need to be implemented by the state immediately.

5.1 OVERALL RECOMMENDATION- EACH SAFETY DIMENSION

Many of the SCC recommendations have not been completely adhered as per the guidelines. These are listed below with consultants' recommendations to improve compliance.

5.1.1 INSTITUTIONAL DIMENSION

Table 5-1: Recommendation for Institutional Dimension

Audit Point	Recommendations
Constitution of Lead Agency *Point No. 1: Verify whether the Lead Agency set up by the State to coordinate all activities on road safety is headed by a senior officer and has dedicated & professional staff and the necessary funds to effectively discharge its functions and whether other Departments in the State have been sensitized on road safety. Indicate briefly the working of the Lead Agency*.	**Audit Finding:** a) Due to lack of dedicated staff Lead agency is not functioning as suggested by the SCC. b) Lead Agency has been established by Executive order, however at present it is not headed by a dedicated staff. Additional charge has been given to the Transport commissioner. **Recommendation:** An independent agency with dedicated staff needs to be established as a priority. Interim arrangement of giving additional charge to transport commissioner has not been effective and should be discontinued as soon as a permanent independent lead agency is formed. The state should prepare a detailed proposal for establishing an independent lead agency (statutory agency) with dedicated staff to get approval from the state legislature/state assembly.
Constitution of Road Safety Fund *Point No.2: Verify whether a Road Safety Fund has been established by the State. Indicate whether the Fund is adequate for meeting expenses on road safety. If so,*	**Audit Finding:** a) Establishment of road safety fund is not as per SCC recommendation. Two most important concerns are (1) lack of process of assessment of fund and (2)

Audit Point	Recommendations
which Department administers such a fund? Are there rules for the Fund? If so, obtain a copy of the Rules.	making it non lapsable. b) At present the funds have been spent only on awareness campaigns, which is not effective as a standalone policy for long term effectiveness. **Recommendation:** a) Both the issues can be addressed by establishing an independent agency. b) One of the important responsibility of Lead Agency for Road Safety is to prepare action plan, assess requirement of funds and operate the fund. Lead Agency for Road Safety should recommend the account heads under which funds can be appropriated.

5.1.2 ENFORCEMENT DIMENSION

Table 5-2: Recommendation for Enforcement Dimension

Audit Point	Recommendations
<u>Accident Information Systems</u> *Point No.3: Verify whether the road accident data is being collected by the State on the format as prescribed by the MoRTH and is analyzed properly to identify causes for high accidents. Which Department is responsible for data collection and analysis? Provide details of the data collection arrangements and analysis thereof. In addition to the above, also verify the use made of the accident data for arriving at road safety counter measures as well as for enforcement purposes*	**Recommendation:** a) Improvement in Accident information system requires immediate attention. Annual crash data should be published every year and made available to public. b) Feedback from public would improve the quality of accident reporting. c) CCTNS is under implementation, however, some immediate actions can be taken to improve recording and reporting of accident data. Detailed action plan for this is given in the priority recommendation table in Chapter 6
<u>Functioning of Enforcement Equipment & Inventory & Police Strength</u> *Point No. 4: Verify the number of equipment viz. (i) alcohol-meters (ii) speed checking devices deployed to check traffic violations and whether the equipment's are functional. Also verify the number of CCTV Cameras deployed to detect traffic violations and*	**Finding**: Number of enforcement equipment have been acquired, however, there is no mechanism to ensure their maintenance and usability. **Recommendation:** a) Police department should include

Audit Point	Recommendations
whether the footage from these cameras is continuously monitored. *Point No. 5: Verify whether the police personnel are well trained to use the equipment.* *Point No. 6: Verify the number of traffic police deployed by the State to detect traffic violations and comment on the adequacy of the traffic police deployed.*	maintenance budget and monthly checklists for verifying usability of equipment. b) State should have adequate staff and funds as per MHA guidelines.
<u>Traffic Rule Violations – Helmet, Seat Belt and Usage of Mobile Phone</u> *Point No. 7: Verify whether the use of helmet has been made compulsory both for driver and pillion rider all over the State and is rigorously checked. Please verify this in 4 Cities in the State and at a stretch of 100 Kms each on National Highways, State Highways and Major District Roads.* *Point No. 8: Verify whether the seat belt and cell phone laws are being implemented in the State and are rigorously checked. Please verify this in 4 Cities in the State and at a stretch of 100 Kms each on National Highways, State Highways and Major District Roads*	**Finding:** Current practice of creating awareness has not resulted in satisfactory levels of compliance. **Recommendation:** a) Helmet use must be enforced to ensure the compliance of helmets is above 90%. This requires continuous assessment of enforcement strategy half yearly. b) To improve use of seat belts and compliance of rule against mobile use while driving requires random checking on roads continuously for few years, until it reaches satisfactory levels.
<u>Extent of Reduction of Human Intervention in Driver Licence Issuance</u> *Point No. 9: Evaluate the driver licensing system in the State and the measures being taken to reduce human intervention in the issue of driving license to the drivers of cars, two-wheelers and commercial vehicles.*	**Recommendation:** Graduated driving licensing system should be introduced to improve safety. This has been done in many countries. The State can consider adopting this in few districts as a pilot project to evaluate the effectiveness of this scheme.
<u>Status of DL Computerisation, Repeated Violators, Separate Police Teams</u> *Point No. 10: Examine whether the driver licensing data has been computerized and fed into a Central Data Base so that Licensing Authority can verify whether an*	Implementation of SARATHI (latest MoRTH scheme) must be expedited.

Audit Point	Recommendations
applicant has obtained the License from another Licensing Authority. *Point No. 11: Examine whether the traffic violations are linked with drivers' licenses, and records of violations kept and updated so that repeated violators can be identified for appropriate action.* *Point No. 12: Examine whether separate unit/ team with necessary equipment has been set up to patrol National/ State Highways and traffic violations.*	
Status of Driver Training Institute & Vehicle Inspection Centres *Point No. 21: Verify the status on Driving Training Institutes and Vehicles Inspection Centres sanctioned by the MoRTH for the State. In addition to above, where the Centres are functional, have they been audited to see they are functioning properly?*	Well-equipped inspection centres with adequate staff should be established.
Commercial Vehicle RC Renewals & Status of Annual School Bus Checks *Point No. 25: Verify whether commercial vehicles are being strictly checked from safety point of view at the time of renewal of registration.* *Point No. 26: Verify whether school buses are being checked on an annual basis to ensure their safety and road worthiness.*	Well-equipped inspection centres with adequate staff should be established.

5.1.3 ENGINEERING DIMENSION

Table 5-3: Recommendation for Engineering Dimension

Audit Point	Recommendations
Black Spots Protocol – For Identification, Rectification and Monitoring *Point No. 14: Verify the arrangements made by the State for detection of Black Spots and their rectification and assess the efficacy of the rectification measures both on the State roads and National Highways. Provide a summary of Short- term and Long-term remedial measures proposed and the action already taken for implementation of these measures.* *Point No. 15: Verify whether the protocol for identification, rectification and monitoring of black spots, as directed by the Committee, has been drawn up and is being implemented.*	**Recommendation:** a) Current protocol of identifying black spots should be reviewed scientifically. b) Active speed control measures must be implemented at all identified black spots. This is the most effective measure for speed control. Depending on the location texture change, rumble strips or speed tables should be introduced
Road Safety Audits by Road Authorities *Point No. 16: Verify whether Road Safety Audits are being conducted during the design, construction and operation of roads and the recommendations of the Road Safety Audits are being implemented. Indicate the %age of roads which have been subjected to road safety audits at different stages. Whether the completion meetings are held for finalizing audit recommendations*	a) All rural roads which are functionally designed for higher speeds (ex: >=50kmph on plain and rolling terrains & >30kmph for hill roads) & All ULBs shall be subject to road safety audits. b) The Audit process shall ensure to follow the MoRTH road safety audit guidelines. PWD shall ensure to appoint consultants as per MoRTH bid document guidelines for road safety audit consultancy services. c) Current capabilities for review of the road safety audit services is not enough within the State PWD. The Department shall strengthen in-house capabilities of their engineers in road safety area by providing road safety trainings through MoRTH certified training institutes (ex: IAHE/ CRRI/ IITD).
Road Safety Signs, Pavement Markings and Traffic Lights: *Point No. 18: Verify whether road safety signs, pavement markings and traffic lights meet the IRC specifications. Please verify this in 4 Cities in the State and at a stretch of*	**Recommendations:** a) ULB, PWD and NHAI should establish regular monitoring system for road markings and signage. In case of inadequacy, corrective measures should be taken within a stipulated time frame.

Audit Point	Recommendations
100 Kms each on National Highways, State Highways and Major District Roads	**Traffic signs:** a) ULBs shall ensure provision of adequate Traffic Signs as per IRC standards wrt to – Size, Shape, Height, Colour, Reflectivity and Location for Urban roads. b) ULBS shall ensure periodic maintenance of Traffic Signs c) State PWD to ensure provision of adequate and appropriate traffic signs on SHs and MDRs especially at all locations where it is meeting NHs, junctions, sensitive zones like sections passing through villages, school zones etc as per IRC standards wrt to – Size, Shape, Height, Colour, Reflectivity and Location **Road Markings:** a) ULBs shall ensure provision of adequate and appropriate Road Markings as per IRC : 35 2015 wrt to – Lane markings, Edge markings, Zebra Crossings, Stop lines at junctions, Parking zones, Reflective Studs for Urban Roads. b) ULBS shall ensure periodic maintenance of Road Markings c) State PWD to ensure provision ensure provision of adequate and appropriate Road Markings as per IRC : 35 2015 wrt to – Lane markings, Edge markings, Zebra Crossings, Stop lines, Marking at Junctions, Reflective Studs for night visibility for all NHS, SHs and MDRs. Also, ensure time maintenance of the road markings. **Traffic Control Devices:** a) ULB shall ensure All Traffic Lights are functional and serving the intended purpose. b) Ensure regular maintenance of the traffic lights so that they are functional and working.
<u>Road Side Amenities</u> *Point No. 19: Verify whether the driver rest areas, truck lay byes and bus bays are provided at suitable locations. Please verify*	No planned Rest Areas on SHs and MDRs due to lack of right of way. State PWD shall establish Truck-Laybyes/ Rest Areas as per IRC guidelines at regular

Audit Point	Recommendations
this in 4 Cities in the State and at a stretch of 100 Km each on National Highways, State Highways and Major District Roads.	intervals.
Dangerous hoardings *Point No. 20: Verify the action taken by the State to remove hoardings and objects that obstruct driving or distract drivers. Please verify this in 4 Cities in the State and at a stretch of 100 Km each on National Highways, State Highways and Major District Roads.*	ULBs shall remove all hoardings which are obstructing the sight distance at the intersections, and blocking the traffic visibility on the carriageways.
Pedestrian Facilities *Point No. 22: Verify whether the footpaths and service roads have been provided at required locations and are free from encroachments. Please verify this in 4 Cities in the State. In addition to above, also verify the crossings facilities for pedestrians and vehicles.*	**Pedestrian Facilities:** a) All ULBS shall ensure footpaths are free of encroachments by street vendors, parking of vehciles b) All ULBs shall ensure obstruction free, continuous, and safe footpaths available to pedestrians c) ULBS shall ensure minimum effective width of footpath without any obstruction is available for walking as per IRC guidelines. Also, ensure height is also as per IRC guidelines.
Traffic Management Plan at Construction sites	NHAI, PWDs shall ensure to plan and implement Work Zone Safety/ Construction Zone Safety guidelines as per IRC guidelines. NHAI shall ensure to follow IRC Guidelines for Work Zone Safety at the construction site on NH-19 (Delhi-Mathura Section) NH-44/AH1 (Panipat-Delhi Section) on priority**.**

5.1.4 ROAD USER AWARENESS AND EDUCATION DIMENSION

Table 5-4: Recommendation for Road User Awareness and Education Dimension

Audit Point	Recommendations
Programs to Educate Commercial Drivers, Police in Road Safety Point No. 23: Verify whether there are programs to educate and train commercial drivers, traffic police personnel, highway engineers and planners in road safety in the State. Indicate the facilities available and details of the programs. If the training calendar is prepared and followed.	All road safety awareness programmes should be scientifically evaluated for effectiveness. This requires long term monitoring. Continuation of these programmes should be based on its effectiveness.

5.1.5 EMERGENCY RESPONSE AND HEALTH CARE DIMENSION

Table 5-5: Recommendation for EMERGENCY RESPONSE AND HEALTH CARE DIMENSION

Audit Point	Recommendations
Comprehensive Trauma Care System Plan *Point No. 27: Verify whether States have developed a comprehensive State Trauma Care System plan for setting the way forward with regard to all components of an organized trauma care system with specific strategies and timelines as per the template provided to the States by Dte.GHS/MoHFW. The details of template listing the components/equipment and specifications will be provided to the successful bidder at the time of Audit.* *Point No. 28: Verify whether the States have done GIS based mapping of potential ambulance points and the health care facilities (both public and privates) and its spatial relation to accident prone areas (black spots), for developing scientifically well-organized State wide emergency and trauma care network.* *Point No. 29: Verify whether the States have established an effective network of ambulances for emergency response with an aim to provide definitive care to the victims well within the golden hour.*	a) State shall finalise the State trauma care system plan with definitive strategy and timelines in lines with MoH&FW template guidelines. b) The State shall ensure and include all private ambulance assets into its ambulance network and response system. c) The State shall deploy real-time and online GIS and GPS based ICT response system with a definite time lines.

Audit Point	Recommendations
Ambulances Specification & Designation of Health Care Systems *Point No. 30: Verify whether the States are effectively following the prevailing national specification for ambulances and rescue vehicles.* *Point No. 31: Verify whether the States have verified and designated existing health care facilities (both public and private) along/ near the highways as Level III, Level II or Level I hospitals based on the operational definition provided by MoH&FW. A copy of the operational definition for Level III, Level II or Level I hospitals as provided by MoH&FW*	State shall follow National Specifications for all Ambulances.
Gap Analysis at Trauma Care Facilities & Dynamic Linkages *Point No. 32: Verify whether the States have conducted gap analysis in terms of infrastructure, manpower, equipment and organizational functions at the identified trauma care facilities in the State (based on the operational definition for these by MoH&FW) and worked out a realistic plan for filling the critical gaps with definite timeline in its implementation.* *Point No. 33: Verify whether the States have set up a mechanism to ensure dynamic linkages between various health care facilities (across Level III, Level II, Level I hospitals) in terms of manpower, resources, skills and information.*	State Shall carryout GAP Analysis based on MoH&FW guidelines and prepare action plan for bridging the gap. State shall ensure to integrate all resources across all health care facilities through Dynamic Linkage of data
Pre-Hospital Trauma Technical Curriculum & Capacity Building *Point No. 34: Verify whether the Standardized pre-hospital trauma technician curriculum as developed by Dte.GHS/ MoH&FW for training of pre-hospital Trauma Technicians is being followed by all the States.* *Point No. 35: Identify the action being taken by the State in Capacity Building for human resources (starting from first responders- drivers, police personnel, conductors, teachers, students, etc. to specialists).*	State to follow PTT curriculum developed by *Dte.GHS/ MoH&FW* . As the PTT may involve certain procedures, they need to be licensed and empowered to do the procedures. Allied health professional needs to be protected and regulated. And, hence State shall pass Legislation for PTT curriculum.
Maintenance of Records on Trauma & Awareness Good Samaritan Guidelines	a) State should prepare a comprehensive list of private trauma care facilities and

Audit Point	Recommendations
Point No. 36: Verify that the States are maintaining records/information on injury and trauma. In addition to above, also verify whether data on two-wheelers deaths due to non-wearing of helmets are being maintained by Hospitals *Point No. 37: Verify the effective measures including the awareness strategies by the States on the Good Samaritan Guidelines circulated to them by MoRTH & MoH&FW*	their competence. Availability of ambulance can be improved by creating a comprehensive network of private and government ambulances. b) State should also provide adequate funds to maintain the system

5.2 PRIORITY ECOMMENDATIONS

In this Section an attempt is made to provide certain recommendations to the State based on their current status Road Safety Implementation and what can be done immediately to address certain issues such that overall compliance level is improved.

5.2.1 PRIORITY RECOMMENDED STRATEGIES FOR HARYANA STATE

Haryana state ranks 12th in terms of total fatalities and third in terms of fatalities per 1,00,000 population amongst all Indian states. Nearly 5500 persons are killed in road crashes every year in Haryana state. About 20% work trips are on motorised two wheelers (MTW) and 30% are walking trips. Since MTW and pedestrians form the largest proportion of fatalities, short term measures are recommended to address MTW users and pedestrians.

Table 5-6: Recommended strategies for improving compliance level in different aspects

Sl. No.	Observed Violation	Current Efforts	Recommended Strategies
1.	Nearly 35% two wheeler riders and nearly70% two wheeler pillion riders are not wearing helmet. Helmet violation is higher on highways as compared to urban limits.	Radio and TV commercials and jingles for helmets and seat belts.	(a) Data from all studies done on the subject suggest that visible police enforcement is most effective in increasing the perception of motorcycle riders that they will be stopped if seen violating the compulsory helmet law. Delhi is a good example where helmet wearing rates can be as high as 90% in the daytime. (b) Campaigns emphasising the benefits of helmet use in decreasing the probability of head injury must be carried out by the police to enforce helmet law which has been notified by the state both for the driver and pillion

Sl. No.	Observed Violation	Current Efforts	Recommended Strategies
			rider. This must be accompanied enforced by a scientifically designed enforcement programme. (c) Helmet use must be enforced by random checking at different places in the city and highways every day for the foreseeable future. A programme has to work out based on number of teams actually available, and where they need to be stationed every day of the week randomly. (d) All traffic police personnel should fine motorcycle riders for helmet law violation if topped for any other reason. (e) Impact of enforcement should be monitored every three months and the public informed of the results. The data should be used to select target areas to modify enforcement strategies accordingly and set target of achieving at least 90% compliance of helmet law eventually. (f) Two wheelers should be encouraged to keep the headlights on during the day as this has the possibility of decreasing death rates by 15-20% as seen in Malaysia and Singapore. This is why it has been mandatory by the Government of India for the lights to come on automatically on all new motorcycles. A campaign should be launched to inform riders the benefits of these measures and after one year a Rule promulgated for the same in the state.
3.	Overall Cities Seat Belt Violation in cities was 62% in cities and 71% on NH/SH/MDRs.	Radio and TV commercials and jingles for helmets and seat belts.	Enforcement programme for seat belt use to be put in place similar to the one for helmets.

Sl. No.	Observed Violation	Current Efforts	Recommended Strategies
2.	Speed violation has been observed in all the black spots which were surveyed. Speed violation is highest by cars.	Speed limit signs have been installed. Traffic calming measures are incomplete in many black spots.	(a) Most effective method of speed control in the short term is by installing physical measures on the road. These include texture change, rumble strips, speed humps, raised pedestrian crossings, etc. (b) All minor roads joining main roads should be installed with appropriate traffic calming measures before the junction. (c) Texture change and rumble strips can be installed on NH and SH also if a Black spot has been identified at a junction of NH and SH. (d) Rumble strips should precede all zebra crossings. Visibility of zebra crossings should be improved by providing higher level of illumination on the road at that location. (e) I some Haryana villages the texture of the roads going through villages has been changed recently. The effect of this should be evaluated and adopted universally. (f) Standards and regulations should be formulated so that all road improvement/repair projects and all new road building projects have to comply with the above guidelines.
3.	Accident recording is not standardized across police stations in a standard form.	Recording has started with the help of NGOs.	1. New MoRTH form should be made mandatory in each police station. Police stations can save this data in an excel sheet for analysis. Data entry can be done by data entry operators. State can plan training workshops for local police stations to improve data recording and use of standardised formats. 2. (a) Establish a Fatal Accident Analysis Cell (FAAC) at the State

Sl. No.	Observed Violation	Current Efforts	Recommended Strategies
			Crime Record Bureau in Chandigarh. (b) Every Friday every *thana* should send soft copies (or hard copies) of all the closed fatal accident case files to FAAC. (c) FACC will receive about 110 fatal case files every week. Details of each case can be entered into a standard recording format on the computer (developed specially for this purpose for use nationally) (d) Two specially trained persons can be assigned for this purpose and they will easily be able to enter all the data at about 10-15 cases per day (It would be desirable that all such persons are trained together at the national level). (e) These data can then be analysed by SCRB and NCRB for policy making purposes. The anonymised data can be made available freely to all researchers for further analysis, as done in many countries round the world.

Annexure A

Stakeholder Meeting
&
Field investigation Schedules

Annexure A

Stakeholder Meeting Schedules

Stake Holders Met

Stake holders met on 08th May 2017 in project kick-off meeting

Department	Name of the Official	Designation
Excise and Taxation Department	Pritam singh	Deputy excise and Taxation Commissioner
DULB	Gaurav Anand	SDE
HUDA	A.K Maggu	Chief Engineer
NHAI	SK Gupta	General Manager (Tech)
Transport Department	Virendar lathur	Additional Transport Commissioner
Education Department	Gauri Midha	Joint Director, Secondary Education
Public Works Department	Anup Chauhan	Chief Engineer
Health, DGHS	Rajesh Bali	Nodal Officer
HSAMB	Uday	Superintending Engineer

Stake Holders met with in Faridabad

Department	Name of the Official	Designation	Date on which interaction happened
Traffic Police	Mr. Virender Vij	Dy. Commissioner of Police (Traffic)	24th May,2017

Stake Holders met with in Gurgaon

Department	Name of the Official	Designation	Date on which interaction happened
Traffic Police	Ms. Pankhuri	Assistant Commissioner of police	24th May,2017

Stake Holders met with in Rohtak

Department	Name of the official	Designation	Date
Driver Training Institute	Vikram	Admin Manager	16th May,2017
Vehicle Inspection Centre	Kapil Devgn	Centre head, ROSMATA, VIC Rohtak	16th May,2017
Traffic Police	Pankaj Jain	S.P Rohtak	18th May,2017

Annexure A

Field Investigation Schedules

Survey Type	Faridabad	Gurgaon	Rohtak	Hisar	Highway stretches
Kick Off Meeting & Department Audit	8th May 2017				
Helmet Violations	3rd May 2017	04th May 2017	15th may 2017	15th may 2017	5th May 2017, 9th May 2017, 17th to 18th May 2017
Seat Belt Violations	3rd May 2017	04th May 2017	15th may 2017	15th may 2017	
Cell Phone Driving	3rd May 2017	04th May 2017	15th may 2017	15th may 2017	
Traffic Calming Measures	3rd to 4th May 2017	4th to 9th May 2017	16th to 18th May 2017	16th to 18th May 2017	
Road safety signs	3rd to 4th May 2017	4th to 9th May 2017	16th to 18th May 2017	16th to 18th May 2017	
Pavement markings	3rd to 4th May 2017	4th to 9th May 2017	16th to 18th May 2017	16th to 18th May 2017	
Traffic Lights	3rd to 4th May 2017	4th to 9th May 2017	16th to 18th May 2017	16th to 18th May 2017	
Road side Amenities	3rd to 4th May 2017	4th to 9th May 2017	16th to 18th May 2017	16th to 18th May 2017	
Hoardings	3rd to 4th May 2017	4th to 9th May 2017	16th to 18th May 2017	16th to 18th May 2017	
Pedestrian Facilities	3rd to 4th May 2017	4th to 9th May 2017	16th to 18th May 2017	16th to 18th May 2017	
Vehicle Inspection centre	NA	NA	18th May 2017	18th May 2017	
Driving Training Centre	NA	NA	18th May 2017	18th May 2017	

Traffic Police Equipment	NA	24th May 2017	19th May 2017	19th May 2017	
Command Control Centre	NA	NA	NA	NA	
Automated Test Track centres	NA	NA	NA	NA	
Black spots	24th May 2017	24th May 2017	18th May 2017	18th May 2017	
Trauma Care Centre Level I	03rd July 2017	03rd July 2017	03rd July 2017	03rd July 2017	
Trauma Care Centre Level II	03rd July 2017	03rd July 2017	03rd July 2017	03rd July 2017	

Annexure B

Filled-in Questionnaires
&
Field Verification Reports

Annexure B

Filled-in Questionnaires

Consulting Services to Audit the Implementation by the States of the Directions issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Lead Agency (Q.no - 1A)

Name of the Respondent	Supriahla Dahiya, IAS	Date:	
Designation	Transport Commissioner,	Time:	
State:	Haryana	Name of the Interviewer:	
Department:	Transport Department	Sub-department:	

Ques: 1 Has the Lead Agendy been established as a separate entity in the state as per the directions of SCC?

[✓] Yes [ ] No

Ques: 2 If No, what is the present status :

[X] Under notification/approval stage

[X] Under planning stage

[X] No action taken

Ques: 3 If Yes, How the Lead Agency is constituted?

[ ] By office Memorandum

[✓] Executive order

[ ] Legislated enactment

Ques: 3 The appointed Head of the Lead Agency is a:

[ ] Full Time Dedicated [✓] Not Dedicated for RS [ ] Not yet appointed

Ques: 4 If Yes, Who has been appointed as a Head of Lead Agency?

Transport Commissioner

Please Specify the Designation / Rank of the Official

Ques: 5 Is the lead agency notified in accordance with the instructions given by the Supreme Court Committee?

[✓] Yes [ ] No

Ques: 6 In your view, is the set up adequate to deal with the Road Safety?

[ ] Yes [✓] No

Ques: 7 What is the Head of Lead Agency- Terms of employment/ Status

a)	Regular Appointment		YES ✓	NO		
b)	On Deputation		YES	NO		
	If, YES	For	6 months / 2 Yrs	5 Yrs	Not Fixed	
c)	On Contract		YES	NO		
	If, YES	For	6 months / 2 Yrs	5 Yrs	Not Fixed	

Ques: 8 What is the appointment status of the dedicated staff for Lead Agency?

6a) Has the positions created? [✓] Yes [ ] No

6b) Appointment Status

Incase, Already appointed	Incase, Not Yet Appointed
[ ] Regular & Already Appointed	[ ] Appointment Order Released
[ ] On deputation	[ ] Advertised for Recruitment
[ ] Duration of Deputation	[ ] Office Order/ Approvals sanctioned
[ ] not on deputation/ Contract	[✓] Pending Internal Approvals
	[ ] No Action Taken

Ques: 9 Details of the number of dedicated staff for Lead Agency?

	Nos
[X] On deputation	
[X] On Contract	
[✓] Regular Staff	1

Ques: 10 What is the current Status of Road Safety Policy?

[ ] Under Draft Stage	Expected Date:		SSC Deadline
[✓] Already Notified	Date:	30-3-2016	
[ ] Notified as Gazettes	Date:		

Ques: 11 What is the Status of Road Safety Action Plan?

[ ] Under Preparation	Expected Date:		SSC Deadline
[✓] Draft RSAP ready	Date:		
[ ] Already Notified	Date:		

Ques: 12 On What basis Fund Required for Managing Lead Agency is assessed? Pl. explain the process followed.

Ques: 15 Have all the recommendations of the Committee been placed before the State Road Safety Council? Are the Action Taken Reports (ATRs) presented in every meeting?

[✓] Yes [ ] No

Ques: 16 Have Distt. Road Safety Committees been established? Do they meet regularly? Is their work monitored?

[✓] Yes [ ] No

Ques: 17 Do they meet regularly?

[ ] Yes [✓] No How Frequently they meet?

(Please provide the meeting notification with dates and agenda)

Ques: 18 Is their work monitored?

[ ] Yes [✓] No

If Yes, then Who Monitors it? Please Specify:

Ques: 19 Assess the functioning of the lead agency.

[ ] Functioning with Full staff

[✓] Functioning with only senior officials

[✓] Not Functioning

Explain Day to Day activities it performs?

Ques: 20 Has the Action Plan been revised as directed by the Committee?

☑ Yes ☐ No

If Yes, Please provide a copy of the revised Action Plan

Ques: 21 Is there any specified Action Plan upto 2020?

☑ Yes ☐ No

If Yes, Please provide the details

Ques: 22 Does the State provide any incentives to the staff working on Road Safety?

☐ Yes ☑ No

If Yes, What kind of incentives are provided? Please provide the details

Ques: 21 Please provide a copy of Minutes of Meetings of all the meetings held till date since last year (2016) regarding SCC Implementation ✓
Copy attached

Ques: 22 Please provide a copy of meeting schedules and agenda for previous meetings and schedule for upcoming meetings ✓
Copy attached

(Signature of the Respondent)

(Signature of Interviewer)

Name of the Respondent: Supriabha Baliya, IAS
Designation: Transport Commissioner,
State: Haryana
Department: Transport Department

Date: _____
Time: _____
Name of the Interviewer: _____
Sub-department: _____

Road Safety Fund : - Lead Agency (LA) (Q.No - 1B)

Ques: 1 Have you established a Road Safety Fund?

☐ Yes ☐ No In process

Ques: 2 If Yes, What are all the Sources of funds?

		%	Approx. Amount (Lakhs)
☑	Traffic Challans	50%	50% of the amount collected as compounding fees in the previous year
☑	Road Safety - Budget Allocation		1 Crore
☐	Special Funds		
☐			
☐			
☐			

Ques: 3 If from challans, have you revised the %age allocation as per SSC directions?

☑ Yes ☐ No

☐ If no, what are the future action plans?

(Please provide Circular/OM/Notification, if any) Draft Road Safety Fund Rules are being framed. In this Rules provision has been made to utilise 50% of the amount collected as compounding fees in the previous year.

Ques: 4 Specify the percentage of traffic fines/compounding fees alloted to Road Safety Funds

NA % 50%

Ques: 5 Have the MHA norms on Police and equipment been taken into account for assessing the funds requirement?

☐ Yes ☑ No

(Please provide a copy of the norms being followed for assessment)

Ques: 6 Are the MoH&FW norms being taken into account for emergency care Funds assessment?

☐ Yes ☑ No

(Please provide a copy of the norms being followed for assessment)

Ques: 7 How the Road Safety Fund requirement is assessed by you?

☐ Based on Action Plan?

☐ Based on Education, Enforcement, RSA Projects etc

☐ Based on thumb rule : Pl. specify?

☐ No Basis/ No estimates are made

Ques: 8 Provide the Road Safety Budget estimate for last 3 years

		2014 - 15	2015 - 16	2016 - 17
☑	Education & Awareness:	Rs : 90 lakh	Rs : 1 Crore	Rs : 1 Crore
☒	Enforcement :	Rs :	Rs :	Rs :
☒	Engineering :	Rs :	Rs :	Rs :
☒	Emergency Care :	Rs :	Rs :	Rs :
☑	Total Budget	Rs : 90 lakh	Rs : 1 Crore	Rs : 1 Crore

Consulting Services to Audit the Implementation by the States of the Directions issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Ques: 9 Provide the Road Safety Actual Expenditure for Last 3 Years?

	2014 - 15	2015 - 16	2016 - 17
☑ Education & Awareness:	Rs : 64.74 lakh Rs :	57.26 lakh Rs :	77.72 lakh
☒ Enforcement :	Rs : Rs :	Rs :	Rs :
☒ Engineering :	Rs : Rs :	Rs :	Rs :
☒ Emergency Care :	Rs : Rs :	Rs :	
☑ Total Budget	Rs : 64.74 lakh Rs :	57.26 lakh Rs :	77.72 lakh

Ques: 10 How the Funds are managed?

- ☐ By Lead Agency as per rule (Pls. Provide a copy of the rule)
- ☐ Through a Fund Management Committee
- ☐ Separate Agency (Finance Department)/Not under preview of Lead Agency
- ☑ Transport Department.

Ques: 11 If it is by a committee, provide the following :-

- ☐ Details of Committee and their functions
- ☐ Details of meetings (MoM)
- ☐ Circular/Notifications/OM issued by committee in last 3 years

Ques: 12 Does the RS Fund made non - lapsable as per Direction of SCC?

☐ Yes ☑ No

Ques: 13 If No, what is the status of making it non - lapsable?

- ☑ Under approval stage
- ☐ No action taken

Pls. provide :-
i) Copy of draft rules ✓
ii) Circular/notification/OM

Ques: 14 Status of Fund Management Committees

☐ Constituted ☑ Planning Stage ☐ Not Yet Constituted

Ques: 15 Please provide copy of Fund Management Rules, if any

SSC Deadline Copy enclosed.

Ques: 16 Is there a separate account maintained for managing Road Safety Fund?

☑ Yes ☐ No

(Signature of the Respondent)

(Signature of Interviewer)

Consulting Services to Audit the Implementation by the States of the Directions issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Traffic Police (Q.No - 2A)

Name of the Respondent: Sebash Kaberay, IPS Date: 08-05-2017

Designation: IGP/Traffic Time: 12.45 PM

State: Haryana Name of the Interviewer: _____

Department: Police Sub-department: _____

Ques: 1 Format used for Road Accident Information **Recording & Reporting**?

For Recording		For Reporting
☐	State Level Common format maintained by Traffic Police	☐
☑	Based on MoRTH Format	☑
☐	Based on State Crime Record Bureau SCRB Format	☑
☐	Other (Pls. Specify)	☐

Ques: 2 Status of Computerised Accident Recording System based on GIS?

- ☐ Under implementation stage (Pls. Provide tender details selection of Vendor's etc)
- ☐ Under Planning stage (Pls. provide DPR, Approval letter/Circular/Notification/
- ☑ Still maintained manually.

Ques: 3 Is there a centralised Database Management System for Road accident data?

☐ Yes ☑ No

Ques: 4 If, Yes, who is responsible for data collection and updation?

Department/wing of Traffic Police :- o/o SP Traffic & Highways

Ques: 5 Is the data used for further analysis?

☑ Yes ☐ No

Ques: 6 If Yes, at present which type of analysis are done with Road Accident Data?

- ☑ Descriptive - Basic Classification
- ☑ Inferential - with Location and Time
- ☐ Predictive - with recommendation and trends
- ☑ Causal - With Emergency care facility available, black spots, etc. (Pls. provide Analytical data for last 3 Years)

Ques: 7 Do you publish annual reports which are public?

☐ Yes ☑ No

Ques: 8 If Yes, these annual reports are published at:

☐ Division Level ☐ District Level

Ques: 9 What was the total no. of road accident deaths in city Jurisdiction for the FY 2015-16?

	Accidents	Deaths
City 1	1169 - GGN	449
City 2	641 - HSR	249
City 3	667 - FBD	215
City 4	488 - RTK	227

Ques: 10 Is the accident data used for enforcement for policy formulation etc.

☑ Yes ☐ No

Traffic Police (Q.No - 2B)

Ques: 1 Please provide data on inventory maintained- City-wise, Police Station/thana-wise for following Road Safety Enforcement equipment:

- [ ] Alcohol meters
- [x] Speed checking devices - Speed guns & Cameras
- [x] CCTV (Auditors - Please verify where it is functional - random check)
- [ ] Interceptors

Ques: 2 Please provide list of Locations of (city-wise/state-wise)

- [x] Where CCTV camera for traffic violation are installed
- [ ] Where speed limit checks are done
- [ ] Where Drink & Drive checks are done in the city & NH's (Auditors - Please check & verify the sites)

Ques: 3 Are the chosen locations static or changing. If changing on what basis and what frequency

- [ ] Where CCTV camera for traffic violation are installed

Ques: 4 What action is being taken to address MHA norms. (Please provide copy of notification/Oms/Ors etc.)

Ques: 5 how frequently the checks are done?

Drink & Drive		Speed Limit		Red Light Jumping	
[✓]	Daily	[✓]	Daily	[✓]	Daily
[ ]	Weekly	[ ]	Weekly	[ ]	Weekly
[ ]	Twice Weekly	[ ]	Twice Weekly	[ ]	Twice Weekly
[ ]	Monthly	[ ]	Monthly	[ ]	Monthly
[ ]	Occasionally	[ ]	Occasionally	[ ]	Occasionally

Ques: 6 [Auditor's :- Please check the same at the locations mentioned in ques no. 2]

Ques: 7 [Auditor's :- Please Visit a Police Control Centre and verify whether CCTV checks are done or not and also, please check CCTV camera

Ques: 8 Are MHA norms being used to assess the number of equipment required?

- [ ] Alcohol meter : No
- [ ] Speed checking devices : —
- [ ] CCTV requirements : —

Ques: 9 How many challans are issued on based on CCTV Surveillance ? NIL

Number of Challans **Issued** [ ] Not issued any Challans till now [ ]

Number of Challans **Collected** [ ]

Ques: 10 What is processes being adopted for suspending driving licences. How strictly are these orders enforced?

Ques 4: Is separate data being maintained on the number of two wheelers fatalities of persons without helmets?

☐ Yes ☐ No

Ques 5: Are the quality of helmets checked?

☐ Yes ☐ No

Ques 6: Are non BIS helmets widely sold in the City?

☐ Yes ☐ No

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Traffic Police (Q.No - 2C)

Ques: 1 Please provide total number of Traffic Police Personnel deployed in the State (rank wise)

Field Traffic Police Personnel

Rank	Total Number
Inspectors	32
Sub-Inspectors	25
Asst. Sub-Inspector	77
Head Constable	82
Constable	1640

Head Quarters Traffic Police Personnel (City)

Rank	Total Number
Inspectors	
Sub-Inspectors	
Asst. Sub-Inspector	
Head Constable	
Constable	

Ques: 2 As per your judgement, Is the Police personnel deployed are adequate ?

[ ] Yes [✓] No

Ques: 3 If No, what is the assessment for the State?

Field Traffic Police Personnel

Rank	Total Number
Inspectors	51
Sub-Inspectors	171
Asst. Sub-Inspector	422
Head Constable	685
Constable	2436

Head Quarters Traffic Police Personnel (City)

Rank	Total Number
Inspectors	
Sub-Inspectors	
Asst. Sub-Inspector	
Head Constable	
Constable	

Ques: 4 How the assessment is done? Is there any stated norms?

Ques: 5 How many traffic police personnel have experience in using :-

Total Staff in the State [ ]

		No. of Staff Experience in using
a)	Breath Analyser/ Alcohol meters	300
b)	Speed checking devices	50
c)	CCTV monitoring	—

Ques: 6 How many Police Personnel had undergone specific training in using the following equipment?

		Fy 2016-17	Total till this year
a)	Breath Analyser/ Alcohol meters	200	—
b)	Speed checking devices	100	—
c)	CCTV monitoring	—	—

(Pls. provide training undertaken details along with training dates & number of officials trained

Ques: 7 What steps are being taken to implement MHA norms?

(Signature of the Respondent)

Assistant Inspector General of Police
Traffic & Highways, KARNAL

(Signature of Interviewer)

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRT&H), Government of India

PWD (Q. No. 5A) SH & MDRS

Name of the Respondent:
Designation :
State:
Department:

Date:
Time :
Name of the Interviewer:
Sub-department :

Ques 1 : **What statges the Road Safety Audits are being conducted ?**

Ans:

For Existing Highways	:	Administrative approval has been received from the Govt. for 3 No. SHs and 1 No. MDR (copy attached).
For New Highways/Road Widening	:	Nil

Ques 2 : **Provide total length of Road Network in Km's in the State under:**

Ans:

NH	:	2482 Km.	State PWD – 1198 NHAI – 1284
SH	:	1859 km.	
MDR	:	1337 km.	

Ques 3 : **Provide total length of Road & its section details for which Road Safety Audit has been done.**

Ans:

NH	:	
SH	:	Nil
MDR	:	Nil

Ques 4: **Provide total length of Roads & its section details for which Road Safety Audit has been ongoing / initiated**

Ans:

NH	:		
SH	:	Nil	(Administrative approval received) (copy attached)
MDR	:	Nil	(Administrative approval received) (copy attached)

Ques 5 : **Is Road Safety Audit limited to externally funded roads or does it cover all the roads?**

Ans:

All Roads	:	
Only Externally funded roads	:	

So far, only 4 no. of roads have been selected for Road Safety Audit.

Ques 6: **Who conducts the Audit ? Is it by the third party ?**

Ans:

In-house Staff	:	
Consultants	:	Yes

Give Examples

Ques 7: **Are Completion Meetings held to finalise the recommendations of the Audit ? Share a copy of the Road Safety Audit completion meeting minutes / report & Audit report for any of the road section.**

Ans:

Yes	:	
No	:	-NA-

Ques 8: **In there any minimum project cost norms are there for (ex > 10cr) conducting road safety audits or it will be conducted for all roads ?Whats the criteria ?**

Ans:

Criteria -1	:	No criteria has been adopted so far 4 no.
Criteria -2	:	Road have been selected.

Ques 9: **Please provide protocol established and followed for identifying Black Spots?**

Ans: Identification is done by Police Department.

Ques 10: **Protocol for rectification of identified Black Spots?**

Ans: Copy of Black spots activity chart/calendar is attached.

Ques 11: **Protocol for monitoring after rectification of Black Spots to measure efficacy.**

Ans: N/A as same is to be reported by Police Department.

Ques 12 : **Please provide the recently identified black spots, the status of the action taken at the identified black spots?**

Ans: List of black spots on State Highways attached.

Signature of the Respondent **Signature of Interviewer**

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

PWD (Q.No - 5A) NH-

Name of the Respondent		Date:	09-05-17
Designation		Time:	1500 HRS
State:	HARYANA	Name of the Interviewer:	
Department:	PWD (B&R)	Sub-department:	NATIONAL HIGHWAYS

Ques 1: What statges the Road Safety Audits are being conducted?

For Exisitng Highways

- [x] During Operations
- [ ] Road Safety Audit Not done

For New Highways/ Road Widening

- [ ] During Design
- [x] During Construction
- [ ] During Operations
- [ ] Road Safety Audit Not done

Auditor :- Please review the tender floated for the above

List the ongoing projects where this is being done:

1) Jagadhari to Ponta Sahib NH-73A
2) Ambala Sahzadpur Kala Amb NH-72

Ques 2: Provide total length of Road network in Km's in the State under:

1	NH	:	1072 Km with Haryana PWD (B&R)
2	SH	:	Km
3	MDR	:	Km

(Please provide an updated copy of the statistics as proof)

Ques 3: Provide total length of Roads& its section details for which Road Safety Audit has been done

1	NH	:	NIL Km
2	SH	:	Km
3	MDR	:	Km

} Pl. share work order copy as proof

Ques 4: Provide total length of Roads& its section details for which Road Safety Audit has been ongoing/ Initiated

1	NH	:	83.405 Km
2	SH	:	Km
3	MDR	:	Km

} Pl. share work order copy as proof

Copy of work order attached.

(Please provide an updated copy of the statistics as proof)

Ques 5: Is Road Safety Audit limited to externally funded roads or does it cover all the roads?

- [x] All Roads
- [ ] Only Externally funded roads

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

DGHS / Health Department (Q.No - 7A)

Name of the Respondent	Dr. Rakesh Bala	Date:	8/May/17 & 9/May/17
Designation	Medical officer	Time:	11.00 AM / 11.00 AM
State:	Haryana	Name of the Interviewer:	Aruna Sovin
Department:	DGHS	Sub-department:	

Ques 1: Does the Department maintains comprehensive list of locations of Public and Private Health Care facilities in the State?

- [x] Yes (For both public and private) — but not updated since last 1 year. Govt. Health data & updation till date.
- [ ] Yes (For Public)
- [ ] Yes (For only private)
- [ ] No

Ques 2: Does the department has comprehensive inventory of ambulances state wide? — for only govt. — List to be asked

- [x] Yes
- [ ] No

Ques 3: Does the department has comprehensive inventory of ambulance locations State wide? — Every vehicle has GPS fitted which under 108

- [x] Yes
- [ ] No

only for Govt — for pvt, contact RTO

Ques 4a: Is there any centralised control system to locate the ambulances ?

- [x] Yes
- [ ] No

Control (on Hub centre (Telephone lines))

How the current centralised system works? GPS based but not GIS — List to be asked

Used for tracking only internal tracking

Ques 4b: Is there any computerised GIS System for :

i) Trace the Ambulance Locations ?	[x] Yes	[ ] No
ii) Location of Health Care Facilities	[x] Yes	[ ] No
iii) Digital Maps configured with Ambulances & Hospitals	[ ] Yes	[ ] No

Govt internal monitoring

Either in the control Centre

Ques 4c: Normally where the ambulances are Parked?

- [x] Near Hospitals
- [ ] Near Frequent Accident Spots
- [ ] Near Highways

[Traffic Ambulance are different and controlled by traffic police and placed at NH's at 43 locations"] 1073

Ques 5: How many ambulances are there in your State? 360

- [x] Government Owned 360
- [ ] Privately Owned → TC

Ques 6: How many Trauma Care beds are available in your state?

Multi Speciality Capabilities	General Hospitals
In Government Hospitals.	In Government Hospitals
In Private Hospitals	In Private Hospitals

7 Trauma centres @ 20 beds each

ALS - 58 } GVS
BLS - 234
PTA - 43 } Pvt GVS
Ambulance - 25
360

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

DGHS / Health Department (Q.No - 7B)

Ques 1: Does all the registered ambulances and rescue vehicles connected via single unified toll - free Helpline no for the State.? If yes What is the number?

[✓] Yes [ ] No

102 & 1073 — no single

If Yes, What is the Number: 102 & 1073

(Please provide Circular/Notification/Office Memorandum, etc)

Call centre in place works telephonically based on location of the caller. and allocation of ambulance based on available vehicle. 1073 takes care of Highway/accident by police.

Ques 2: If No, what is the status: NA – GPS based in our consideration

[ ] Under implementation _____ target years: _____

[ ] Under planning stage

[ ] No action taken yet

Ques 4: How many number fo Ambulances are equipped with :-

		Government Hospitals	Private Hospitals
1	Basic life support :	58 GPS	
2	Advance Life support :	234 GPS	
3	Patient Transport :	43	

BLS - 58 / GPS
ALS - 234
PTA - 43 / no GPS
Kidney - 25

Ques 4: Are Police transporting truma victims(patients) in your state? Kidney in 25

[✓] Yes [ ] No If Yes how many incidents? at times

only on NH's

in city 102 – based on scenario

Some time PCR Van

? Ques 5: What is the frequently used drugs in the ambulance (Dry, Sterile Saline?)

i) [ ]

ii) [ ]

? Ques 6: Is **TRANEXAMIC ACID** used for Trauma Patients

[ ] Yes [ ] No

→ Not sure

Health Department / Transport Department (Q.No - 7C)

Name of the Respondent	_____	Date:	_____
State:	_____	Time:	_____
Departement:	_____	Name of the Interviewer:	_____
Sub-department:	_____		

Ques 1: What are the prevailing specifications adopted for registry of :

[1] Ambulances

[ ] Advanced Life support Systems
[ ] Basic Life support Systems

[2] Rescue vehicles

(Please provide copy of existing specification)

[Auditors :- please review the specification with National Specification]

Ques 2: Whether the ambulances are inspected???

[ ] Yes [ ] No

If yes, then by Whom??

[ ]

_____
(Signature of the Respondent)

_____
(Signature of Interviewer)

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Health Department / DGHS (Q.No - 7D)

Name of the Respondent:	Date:
State:	Time:
Department:	Name of the Interviewer:
Sub-department:	

Ques 1: Does the State has health care facilities along the highways as per the classification levels specified by MoH & FW?

We do have HC facilities along NH's but few CHCs.

[ ] Yes [✓] No

We are in the process of upgrading the existing. We are in

If No, Target Years: [illegible] stated but state few more years. (Work in progress such as CH).

Ques 2: If Yes, How many existing hospitals have been -

[1] Upgraded : NA 7 to 10 (Pls. Provide location list)

[2] Under Upgradation : 10 (Pls. Provide location list)

Ques 3: How many existing hospitals have been identified to be upgraded to defined Levels:

[ ] Level I : — No's — It is only Medical Colleges

[ ] Level II : 5 hospitals No's

[✓] Level III : 10 No's — Mostly

[ ] Level IV : many No's

[ ] No Hospitals identified

Please provide location -wise list

? Ques 4: How many hospitals in the state have "Trauma Team Concept?

~~3 to 4~~ 7 to 10 Govt. [ ] Pvt.

Not sure. Relatively more 3 added

total team availability in only betn 7 to 10 hospitals.

		Government		Private
		Yes	No	Yes / No
i)	Is there any trained Trauma Care? Such	✓		
ii)	How Many hospitals has Trauma Care Infrastructure	7 + 3 each		
iii)	How Many Neuro Surgeons available in the State	None		

? Ques 4a: what Infrastructure available for Trauma care unit?

		Government	Private
i)	Number of Functional CT Scans Available	✓	
ii)	Number of ICU beds available	?	
iii)	Number of Ventilators available	?	

HMS Act

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Health Department / DGHS (Q No - 7E)

Criteria
a) Population criteria (Govt. India norms)
PHC for 5000 Rural
30000 pop – 1 PHC
1,00,000 pop. – 1 CHC
GOI norms.

Ques 1: On what basis, health care facilities have been identified and upgraded?

Not Ans

[ ]	Based on gap analysis	[✓]	Based on Central Govt. orders
[ ]	Based on assumptions	[ ]	Others (Please specify)

Ques 2: Do you conduct any gap analysis in terms of Yes, No List available

[ ]	Infrastructure	[✓]	Yes	[ ]	No	Based on population criteria.
[ ]	Manpower:	[✓]	Yes	[ ]	No	
[ ]	Equipment:	[✓]	Yes	[ ]	No	NRHM website (NHM website) Gap analysis Report.
[ ]	Organisati:	[ ]	Yes	[✓]	No	

Ques 3: If Yes, Please provide a copy of the findings / Rrecommendations report

— Not Available

Ques 4: What are the action plans formulated based on the gaps for identified Trauma center

(Please provide Action Plan Report) — Govt – hall be provide

we have checklist for trauma centre given to district (still under process of updation). within a month time

Ques 5: What are the timelines / target set for implementation of action plans?

—

Health Department / DGHS (Q.No - 7F)

Ques 1: Does the State has pre-hospital trauma technical curriculum / legislation?

Technical Curriculum: Yes ☐ No ☐

Legislation: Yes ☐ No ☐

Ques 2: If Yes, Please provide a copy of the curriculum.

[Auditors :- please review with the curriculum developed by Dte. GHS/ MoH & FW]

Ques 3: Is there any First Responder Training facilities available? How many are Trained Annually?

☐ Yes Number Trained ☐ ☐ No

Ques 4: i) Is there any First Aid Training in School Curriculum?

☐ Yes ☐ No

ii) What is the Curriculum / books followed for First Aid Training?

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

DGHS / Health Department /Education Department (Q.No - 7G)

Transport Deptt.

Ques 1: Do you have special training programs for :-

1	First Responders	:	☐ Yes	☐ No
2	Police Personnel	:	☐ Yes	☐ No
3	Conductors	:	☐ Yes	☐ No
4	Teachers	:	☐ Yes	☐ No
5	Students	:	☐ Yes	☐ No
6	Professionals	:	☑ Yes	☐ No

→ to be part of Transport Rept.

Strength - Manpower — Health & Family Welfare Deptt.

a)	Nurses	
b)	Doctors	
c)	General Surgeons	49
d)	Nuero Surgeons	110
e)	Ortho Surgeons	
f)	Anaesthetists	90
g)	Technicians	
h)	Others Radiographers	18

Ques 2: Provide the following Traing/ Capacity Building programs details :-

1	List of Training programs and schedule
2	No. of capacity building programs conducted in last three years
3	No. of people undergone training for each programs

(Please provide Notification/Training Calendar/ Registration / Certificate issues)

HE Deptt.

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

DGHS / Health Department (Q.No - 7H)

Ques 1: Does the State has Centralized Database for Injury and Trauma Records?

- [ ] Yes
- [x] No

If yes,
- [ ] Govt.
- [ ] Pvt.

WMIS
Few hospitals are
Need to be upgraded
for exact classification

Ques 2: If yes, How frequently the database is updated?

- [x] Daily
- [ ] Quarterly
- [ ] Weekly
- [ ] Half yearly
- [ ] Monthly
- [ ] Yearly

Ques 3: How the data is collated? Please provide the process

MIS reports by software. Automatic

Ques 4: Is separate data being maintained on the number of two wheelers fatalities of persons without helmets?

- [ ] Yes
- [x] No

Ques 5: Are the quality of helmets checked?

- [ ] Yes
- [x] No

Ques 6: Are non BIS helmets widely sold in the City?

- [ ] Yes
- [ ] No

Traffic Police

→ Traffic Police

9/5/17
(Signature of the Respondent)
(Dr R Barli)

(Signature of Interviewer)

→ Traffic Police

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

STATE DGHS (Q.No-7.1&2 A)

Name of the Respondent	_____	Date:	_____
Designation	_____	Time:	_____
State:	_____	Name of the Interviewer:	_____
Department:	_____	Sub-department:	_____

Ques 1: Is there a Comprehensive State Trauma Care System plan for the state?

[✓] Yes [ ] No

Ques 2: Is Yes, Please provide the details — identified locations & hospitals & in the process of upgradation & upgrading.

(Auditors :- Please check the same with Dte. GHS/ MOHFW templates and Time Lines)

Ques 3: If No, what is the status of the plan

[ ] Under draft stage

[ ] Under preparation

[ ] Under approval stage

[ ] No action taken

(Please provide the circular/notification/draft as proof)

9/5/17

(Signature of the Respondent)

Dr R Bansal

(Signature of Interviewer)

Consulting Services to Audit the Implementation by the States of the Directions issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Health Department (Q.No - 7.1&2B)

Name of the Respondent:	_____	Date:	_____
State:	_____	Time:	_____
Department:	_____	Name of the Interviewer:	_____
Sub-department:	_____		

Ques 1: Does the State has set-up inter/hospital trauma care centers (of all level) linkages in terms of :-

I telephone Batch No Software, Plan more.

[ ] Manpower	:	[ ] Yes	[ ] No
[ ] Resources	:	[ ] Yes	[ ] No
[✓] Information sharing	:	[ ] Yes	[ ] No

- speak to nursing
→ Search for other hospital
→ Referral note given
→

Suggestions: CT/Sharing PACS Software Require ch. Inst. centralizing

Ques 2: If the answer is No, then what is the Status of linking of all trauma care centers

- [ ] Under Implementation — Target Ye: _____
- [ ] Under approval Stage
- [ ] Under Planning Stage
- [ ] ✓ No action taken

Ques 3: If the answer is Yes, then what type of linkages exist within each levels of health - care facilities :-

a) _____

b) _____

c) _____

9/5/17

(Signature of the Respondent)

Dr R Bali

(Signature of Interviewer)

Notes

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Education Department (Q.No - 6A)

Name of the Respondent		Date:	
Designation		Time:	
State:	Haryana	Name of the Interviewer:	
Department:		Sub-department:	

Ques: 1 Has the State introduced Road Safety Module in school Curriculum?

☑ Yes ☐ No

Ques: 2 If Yes, In which subject this Road Safety Module is included?

Books of diff subjects are - English, Hindi, EVS

Ques: 2 If Yes, at which stage the curricula is introduced? Pl. share a copy of the syllabus?

☐ Lower primary level

☐ Primary level

☑ Secondary Level

☐ Higher Secondary Level (In process)

(Signature of the Respondent)

(Signature of Interviewer)

GAURI MIDHA, HCS
Joint Director, Secondary Education
Shiksha Sadan, Sec 5
Panchkula.
Ph: 9992279973

Notes

Pcx-4

From

The Director,
State Crime Record Bureau
Haryana, Madhuban, Karnal

To

DIMTS Ltd.
1ST Floor, Maharana Partap ISBT Kashmere Gate,
Delhi- 110006.

No. 2451 CRO/SCRB Dated 02-06-17.

RECEIVED
No. 0491
Date 7/6/17
DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM

Subject: Audit of Implementation on Road Safety in Haryana

Memo:

Kindly refer to your letter No. Nil dated 25.05.2017 on the subject noted above.

The requisite information is as under on the basis of collecting the data from Districts/ Units of Haryana please.

Sr. No.	Month	Year	Case Register Road accidents
1	November	2016	1014
2	December	2016	963
3	January	2017	796
4	February	2017	785
5	March	2017	932
6	April	2017	915

for Director,
State Crime Record Bureau
Haryana, Madhuban, Karnal

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

State Crime Record Bureau (SCRB) (Q.No 3 A)

Name of the Respondent	District Police	Date:	
Designation	CP & All Distt Haryana	Time:	
State:	Haryana	Name of the Interviewer:	
Department:	SCRB, Police	Sub-department:	DCRB, Distt. Police

Ques: 1 Is the State level Central Database System for Road Accident data is established and managed by the State?

- [ ] Yes and Fully Operational
- [ ] Under Development & Implementation
- [ ] Not yet established

Ques: 2 Which type of format is used for Road Accident data collection?

DCRB Level

	Manual (Paper Based)	Computerised (Template Based)	Computerised (Database Systems)
Provided by State SCRB			
Provided by the Police			
Provided by MoRTH			

Ques: 3 How do SCRB compiles the Accident data State Level?

	Manual (Paper Based)	Computerised (Template Based)	Computerised (Database Systems)
Provided by State SCRB	✓	✓	X

Ques: 4 Is FIR process for Road Accident is computarised or not?

- [ ] Yes
- [ ] No

Ques: 5 Is GPS used for accident location?

- [ ] Yes
- [ ] No

Consulting Services to Audit the Implementation by the States of the Directions issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Transport Department (Q.No - 4A)

Name of the Respondent	Supraloha Saliya IAS	Date:	
Designation	Transport Commissioner	Time:	
State:	Haryana	Name of the Interviewer:	
Department:	Transport Department	Sub-department:	

Ques: 1 Status of Digitization of Driving Licence in your State

- [ ] Already Implemented
- [x] Started Implementation
- [ ] Under approval stage
- [ ] No action taken yet

Implementation Year : _____

Current Progress ;
Likely completion year : 2017

Ques: 2 Which all skill tests are done during driving License Test?

- [ ] Only on-road driving test
- [ ] Vehicle Familarization test
- [ ] Basic control skill set
- [x] Rule Familarization test
- [ ] All of the above
- [ ] other (Pls. specify) STALL TEST (SCREEN TEST AID FOR LEARNER LICENSE)

(Please provide details of DL test process in terms of Circular/Notification/Office Memorandum/Rule book

Ques: 4 How the tests are conducted

Knowledge Test

- [x] Manual Tests
- [x] Automated/ Computerised tests

Driving Skill Test

- [x] on Test Tracks
- [ ] on Roads
- [x] Using Simulators

Ques: 5 If the tests are done through Automated centers? (Please provide list of centres)

for What type of Vehicle Drivers you Test :-

Car Drivers	[ ] Yes	[ ] No	[x]
2 Wheeler Drivers	[ ] Yes	[ ] No	[x]
Commercial Trucks	[ ] Yes	[ ] No	[x]
Commercial Buses	[ ] Yes	[ ] No	[x]

Ques: 6 If the tests are done by manual checks; What is the status of automation of Driving Test Centers?

- [ ] Under Implementation
- [x] Under approval stage
- [ ] No action taken
  (Pls. Provide Circular/Notification/Office Memorandum/Technical Note)

Ques: 7 Is it possible for Transport Department to check for duplicity of Driving License issued from another RTO?

- [x] Yes
- [ ] No

Ques: 8 If, Yes, what are the measures taken to check the duplicity?

Server side validation are available in parivahan.gov.in portal
(Pls. provide Notification/Circular, etc.)

Ques: 9 If No, How do you ensure that there are no duplicity in issue of DL

Ques: 10 Are there any special driving tests for construction vehicles and other over-dimensional vehicles which are plying on the main roads

- [ ] Yes
- [x] No

Ques: 10 Number of automated driving test centres in the State which are functional, asses their performance

3 Institute of Driving Training & Research at Rohtak, Bahadurgarh (Jhajjar) and Karthal

Transport Department (Q.no - 4B)

Ques: 1 What is the status of e-challaning in the State?

- [ ] Already Implemented — Since the year :
- [ ] Under Implementation — Target (Year) : 2017 (Under testing stage) through NIC
- [ ] Under approval stage
- [ ] No action taken till date

(Pls. Provide Notice/Circular/Office Memorandum as proof of status

Ques: 2 How the Challans are issued?

- [ ] Through DL
- [x] Through Vehicle Registration No.
- [ ] Just by user name

Ques: 3 Are the violations challaned updated against Driving License?

- [ ] Yes
- [x] No

Reasons
i) ✓ Computer System Not in Place
ii) ✓ Lack of Equipment

Ques: 4 If Yes, is the repeated offenders are penalised?

- [ ] Yes
- [x] No

Ques: 5 What are the actions taken for 1st time violations

- [x] Released after issue of Challan
- [ ] Taken to counseling sessions
- [ ] DL cancelled for 3 months
- [ ] No action taken

Ques: 6 What are the actions taken for repeated Offences?

- [x] Released after issue of Challan
- [ ] Taken to counseling Sessions
- [ ] Driving License cancelled for 3 months
- [ ] Driving License cancelled for life.

Ques: 7 What is the response to the challans issued by the police?

Response by police

Ques: 8 What is the percentage of drivers carrying DL & RC?

% DL&RC: 100 %

Transport Department (Q.no - 4C)

Ques: 1 Is there any Highway patrol teams set-up for highways in the State?

☐ Yes ☑ No

Ques: 2 If yes, how many teams are deployed?
(pls. provide list of officials deployed and locations)

NA

Ques: 3 What are the equipment/facilities available with patrol teams?

☐ Fast Vehicles with all communication facility

☐ Speed checking devices

☐ Alcohol meters/breath analysers

☐ Cameras for recording

☐ Emergency health facilities

☐ All of the above

Auditors :-
Pls. Verify the answer at one locations provided in ques no. 2)

Transport Department ((Q.no - 4D)

Ques: 1 Provide list of Driver Training Institute (DTI) and Vehicle Inspetion centres (VIC) sanctioned by MoRTH for the State:

1. Rohtak (IDTR) 3. Kaithal (IDTR)
2. Bahadurgarh (Jhajjar) (IDTR) 4. Rohtak (VIC (Commercial Vehicles)

(Auditors :- please visit atleast two DTI and VIC and verify whether it is functional or not)

Ques 2: Do you have special training programs for :-

1	First Responders	:	Yes	✓ No
2	Police Personnel	:	Yes	✓ No
3	Conductors	:	✓ Yes	✓ No
4	Teachers	:	Yes	✓ No
5	Students	:	Yes	✓ No
6	Professionals	:	Yes	✓ No

Ques 3: Provide the following Traing/ Capacity Building programs details :-

1	List of Training programs and schedule
2	No. of capacity building programs conducted in last three years
3	No. of people undergone training for each programs

(Please provide Notification/Training Calendar/ Registration / Certificate issues)

Transport Department (Q.no - 4E)

Ques: 1 Are there any Road Safety training programs planned and implemented to educate and train:

1).	Commercial drivers	:	[ ]	Yes	[✓]	No
2).	Traffic Personal	:	[ ]	Yes	[✓]	No
3).	Highway Engineering	:	[ ]	Yes	[✓]	No
4).	Planners	:	[ ]	Yes	[✓]	No

Ques: 2 If the answer is Yes, please provide the following :-

1). List of Training programs planned anad implemented

2). Schedule of training program

3). No. of people who had undergone training for last 3 years

4). Facilities available for conducting training

Transport Department (Q.no - 4F)

Ques 1: Is there a separate inspection centres set up by state for checking of commercial vehicles

- [x] Yes
- [ ] No

Ques 2: If Yes, Please provide the details of centres and the details of checks being done

- [x] On-board GPS Device installation
- [x] Reflective tapes
- [x] Protection devices as per Rule 62 CMVR
- [x] Installation of mirrors
- [x] Overall dimensions - as per Rule 93
- [x] Speed governers - as per Rule 62
- [x] Painting and headlights -

(Please provide data as proof) One Automated Vehicle testing Centre at Rohtak Inaguration on April,17

[Auditors :- please visit one monitor and checking centre and verify whether all the tests are done regularly or not]

Ques 3: Details on number of commercial vehicle were checked?

15/4/17 to 15/5/17 - Total Commercial Vehicle Checked - 444

Ques 4: Details on number of commercial vehicles rejected based of checking.

304 (15/4/17 to 15/5/17)

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport and Highways (MoRTH), Government of India

Transport Department (Q.no - 4G)

Ques 1: Please provide the List of school buses registered in each district/RTO's

Ques 2: Are the School buses being checked annually?

[✓] Yes [ ] No (When the checks are normal)

(Please provide a copy of the Rule book) [ ] Occasionally The School Buses being checked under the

[ ] Not Done Mahnisy Suraksit School Vahan Policy.

If Yes, What all checks are being done on school buses?

Ques 3: a) Is it legal to use auto rickshaws/cycle rickshaws carrying school children in your State?

[ ] Yes [ ] No

b) Are there any checks being done for to control use?

[ ] Yes [✓] No

Ques 4: Do children use scooters in schools and they have licences?

[ ] Yes [✓] No

Ques 5: Are there parents on the Road Safety Committee?

[ ] Yes [✓] No

(Signature of the Respondent)

(Signature of Interviewer)

Annexure B

Field Verification Reports

Sl.No.	Departments	Documents
1	Transport Department	Driving Training Centre
	Transport Department	Vehicle Inspection centre
	Health	Trauma Care
		Black spot verification

→ Jai Bhagwan / Usha Rani (Mechanic)

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport & Highways (MoRTH), Govt. of India

Central workshop - Bus stand

Status of Driving Training Institutes (9416332442)

General Details	
State	Haryana
City/Area	Hisar
Latitude	29.165593
Longitude	75.716767
Auditor Details	
Name	Rishabh
Contact	8912535588

Date	18/5/17
Time	13:05
Location ID	DTI – Hisar

Q. No P21

(DTI)

(MV / Heavy goods / Bus)

GM (Jagjeet Jagveer Singh)

1. **Operational Status :** YES / NO

2. **Area of DTI :** _____ [mention units] (Roadways)

3. **Buildings-**

Building/ Parameter	Class Rooms	Office & Staff Rooms	Driving laboratory	Workshop	Canteen	Hostels
Available	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO
Operation	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO
Quantity	100 (Seats)	1			–	
Size					–	
Capacity (for hostels only)						
Remarks						

4. **Furniture & Fittings**

(PCR) – Classes

Sl. No	Parameter	Availability	Operation Status	Remarks
1	Class to handle 35 heavy vehicle driver trainees	YES / NO	YES / NO	100 (40-45) 60 per day 30 capacity students
2	Class to handle 15 light vehicle driver trainees	YES / NO	YES / NO	(07-12) 8 (for 200 days)
3	Class to handle 40 drivers of refresher & special training	YES / NO	YES / NO	(Rotate)
4	150 no's chair cum writing desks	YES / NO	YES / NO	100 no's chair 100 no's table

Photo's.

Driver Instructors.

5. Teaching & Training Equipment

Sl. No	Item	Availability	No's	Operation Status	Remarks
1	**Working Models of various systems of an Automobile**				
A	Cooling System	YES / NO	1	Coller.	
B	Transmission System	YES / NO	1		Projector.
C	Fuel System	YES / NO	1	Cravenhut	
D	Electrical System	YES / NO	1		
2	**Cut Section Models**				
A	Petrol Engine(4 Cylinder)	YES / NO	tot		Theory Classes
B	Diesel Engine(4 Cylinder)	YES / NO			
C	Diesel Engine(6 Cylinder)	YES / NO			
D	Rear Axle Assembly	YES / NO			
E	Front Axle	YES / NO			
F	Gear Box assembly	YES / NO			
G	Steering Box Assembly	YES / NO			
H	Brake Chamber	YES / NO			
I	E-1 brake Valve	YES / NO			
J	Air Filter	YES / NO			
K	Unloader Valve	YES / NO			
3	**Failed Components**				
A	Clutch cover assembly	YES / NO			
B	Clutch Disc	YES / NO			
C	Gear Box Gears	YES / NO			
D	Axle Shaft	YES / NO			
E	Crown Wheel with pinion	YES / NO			
F	Starter motor	YES / NO			
G	Alternator	YES / NO			
4	**Static Models in Driving Procedures** (Test)				
A	MSM & PSL safely routines	YES / NO			
B	IPDE principle	YES / NO			
C	Stopping Distance	YES / NO			
D	Following Distance	YES / NO			
E	Curve Handling	YES / NO			
5	**Traffic Sign Boards**	YES / NO			

6	Overhead Projector	YES / NO			
7	Slide Projector	YES / NO			
8	TV & VCR/VCD	YES / NO			
9	Multimedia Projector	YES / NO			
10	Magnetic Board	YES / NO			
11	Transparency Sheets	YES / NO			
12	16mm slides	YES / NO			
13	VHS & VCD's	YES / NO			

6. Workshop Equipment

Sl. No	Equipment	Availability	No's	Operation Status	Remarks
1	Air Compressor	YES / NO	3	✓	
2	Puncture kit	YES / NO	2	—	
3	Wheel brace	YES / NO	Depot) —		
4	Jack & Tyre pressure gauge	YES / NO			
5	Trolley Jack	YES / NO			
6	Grease gun	YES / NO			
7	Spanners	YES / NO			
8	Box spanners	YES / NO			
9	Pliers	YES / NO			
10	Screw drivers	YES / NO			
11	Screw spanners	YES / NO			
12	Battery charger	YES / NO			
13	First Aid Box	YES / NO			

7. Testing Equipment

Sl. No	Equipment	Availability	No's	Operation Status	Remarks
1	Vision drum	YES / NO	—	24 times Per year) not included)	
2	Trail set with frame	YES / NO			
3	Ishihara Chart	YES / NO			
4	Near Vision Chart	YES / NO			
5	Weighing Machine	YES / NO			
6	Height Meter	YES / NO			

Medical test equipment

Form 3

Fitness Certificate

8. Office Equipment

Sl. No	Equipment	Availability	No's	Operation Status	Remarks
1	Xerox Machine	YES / NO	2	—	—
2	Fax Machine	YES / NO			
3	Lamination Machine	YES / NO	1	Yes	—
4	EPABX	YES / NO			
5	Telephone instruments	YES / NO	1	Yes.	
6	Modem	YES / NO			
7	Internet Connection	YES / NO	6.	Yes	
8	Computers with accessories	YES / NO	1	Yes.	Training

(6) Over all.

9. Others

Sl. No	Equipment	Availability	No's	Operation Status	Remarks
1	Library	YES / NO	Books available		
2	Driving Training Simulator	YES / NO			
3	Driving Range	YES / NO			
A	Two Lane Straight	YES / NO			
B	Parking	YES / NO			
C	Hump Road	YES / NO			
D	3-Point & 5-Point Turn	YES / NO			
E	8-Shaped Bend	YES / NO			
F	Reversing Box	YES / NO			

→ 15 ₹ –
15 km test – per person.
Dont have any tracks.

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport & Highways (MoRTH), Govt. of India

Status of Driving Training Institutes

General Details	
State	Haryana
City/Area	Rohtak
Latitude	
Longitude	
Auditor Details	
Name	ARUN SAVI
Contact	

Date	16-05-2017
Time	3:15 pm
Location ID	Rohtak

Q. No P21

(DTI)

1. **Operational Status :** YES / NO

Nov 2010 — Theoritical class for
- One day class
- Heavy
- LTV
- RD 1160

2. **Area of DTI :** 14 acres [mention units]
(13.5)

3. **Buildings-**

Building/ Parameter	Class Rooms	Office & Staff Rooms	Driving laboratory	Workshop	Canteen	Hostels
	8	2	1	1	1	-
Available	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO
Operation	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO
Quantity	8	2	1	1	1	
Size	40-50 sqmt					
Capacity (for hostels only)						
Remarks	Good	Good	Good	Good	—	Under planning stage.

4. **Furniture & Fittings**

Sl. No	Parameter	Availability	Operation Status	Remarks
1	Class to handle 35 heavy vehicle driver trainees	YES / NO	YES / NO	
2	Class to handle 15 light vehicle driver trainees	YES / NO	YES / NO	
3	Class to handle 40 drivers of refresher & special training	YES / NO	YES / NO	
4	150 no's chair cum writing desks	YES / NO	YES / NO	

x idtr.rtkharyana@gmail.com

→ hryrtk@idtr.in → 01262216430

5. Teaching & Training Equipment

Sl. No	Item	Availability	No's	Operation Status	Remarks
1	**Working Models of various systems of an Automobile**				
A	Cooling System	YES / NO			
B	Transmission System	YES / NO			
C	Fuel System	YES / NO			
D	Electrical System	YES / NO			
2	**Cut Section Models**				
A	Petrol Engine(4 Cylinder)	YES / NO			
B	Diesel Engine(4 Cylinder)	YES / NO			
C	Diesel Engine(6 Cylinder)	YES / NO			
D	Rear Axle Assembly	YES / NO			
E	Front Axle	YES / NO			
F	Gear Box assembly	YES / NO			
G	Steering Box Assembly	YES / NO			
H	Brake Chamber	YES / NO			
I	E-1 brake Valve	YES / NO			
J	Air Filter	YES / NO			
K	Unloader Valve	YES / NO			
3	**Failed Components**				
A	Clutch cover assembly	YES / NO			
B	Clutch Disc	YES / NO			
C	Gear Box Gears	YES / NO			
D	Axle Shaft	YES / NO			
E	Crown Wheel with pinion	YES / NO			
F	Starter motor	YES / NO			
G	Alternator	YES / NO			
4	**Static Models in Driving Procedures**				
A	MSM & PSL safety routines	YES / NO			
B	IPDE principle	YES / NO			
C	Stopping Distance	YES / NO			
D	Following Distance	YES / NO			
E	Curve Handling	YES / NO			
5	**Traffic Sign Boards**	YES / NO			

6	Overhead Projector	YES / NO			
7	Slide Projector	YES / NO			
8	TV & VCR/VCD	YES / NO			
9	Multimedia Projector	YES / NO			
10	Magnetic Board	YES / NO			
11	Transparency Sheets	YES / NO			
12	16mm slides	YES / NO			
13	VHS & VCD's	YES / NO			

6. Workshop Equipment

Sl. No	Equipment	Availability	No's	Operation Status	Remarks
1	Air Compressor	YES / NO			
2	Puncture kit	YES / NO			
3	Wheel brace	YES / NO			
4	Jack & Tyre pressure gauge	YES / NO			
5	Trolley Jack	YES / NO			
6	Grease gun	YES / NO			
7	Spanners	YES / NO			
8	Box spanners	YES / NO			
9	Pliers	YES / NO			
10	Screw drivers	YES / NO			
11	Screw spanners	YES / NO			
12	Battery charger	YES / NO			
13	First Aid Box	YES / NO			

7. Testing Equipment – Bichadengarh

Sl. No	Equipment	Availability	No's	Operation Status	Remarks
1	Vision drum	YES / NO			
2	Trail set with frame	YES / NO			
3	Ishihara Chart	YES / NO			
4	Near Vision Chart	YES / NO			
5	Weighing Machine	YES / NO			
6	Height Meter	YES / NO			

8. Office Equipment

Sl. No	Equipment	Availability	No's	Operation Status	Remarks
1	Xerox Machine	YES / NO			
2	Fax Machine	YES / NO			
3	Lamination Machine	YES / NO			
4	EPABX	YES / NO			
5	Telephone instruments	YES / NO			
6	Modem	YES / NO			
7	Internet Connection	YES / NO			
8	Computers with accessories	YES / NO			

9. Others

Sl. No	Equipment	Availability	No's	Operation Status	Remarks
1	Library	YES / NO			
2	Driving Training Simulator	YES / NO	4		
3	Driving Range	YES / NO			
A	Two Lane Straight	YES / NO			
B	Parking	YES / NO			
C	Hump Road	YES / NO			
D	3-Point & 5-Point Turn	YES / NO			
E	8-Shaped Bend	YES / NO			
F	Reversing Box	YES / NO			

— Not allowed for Visual Inspection]

— Mr Kapil Dergun
— Centre Head Rasmantra

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport & Highways (MoRTH), Govt. of India

Status of Vehicle Inspection Centres

General Details	
State	Haryana
City/Area	Rohtak
Latitude	
Longitude	
Auditor Details	
Name	Arun Sain
Contact	

Date	16th May 2017
Time	4.30 pm
Location ID	ROH/VIC

Q. No P21
(VIC)

1. Operational Status : YES / NO

2. Area of VIC : [mention units] 125

3. Equipment Inspection Infrastructure-

Equipment	Inspection Lanes (LD)	Inspection Lanes (HD)	Roller Brake Tester	Speedo meter Tester	Headlight Tester	Sideslip Tester	Suspension Tester
Available	4	4	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO
Operation	4	4	YES / NO	YES / NO	YES / NO	YES / NO	YES / NO
Quantity							
Remarks							

4. Emission Inspection Infrastructure

Sl. No	Equipment	Availability	Operation Status	Remarks
1	Opacity Meter	YES / NO	YES / NO	
2	Gasoline (4 Gas Analyser)	YES / NO	YES / NO	

5. Enforcement

a) Is there a Enforcement Team, that conducts regular enforcement drives YES / NO

b) Frequency of Enforcement Drives : _____

c) Is there a record maintained for the enforcement drives

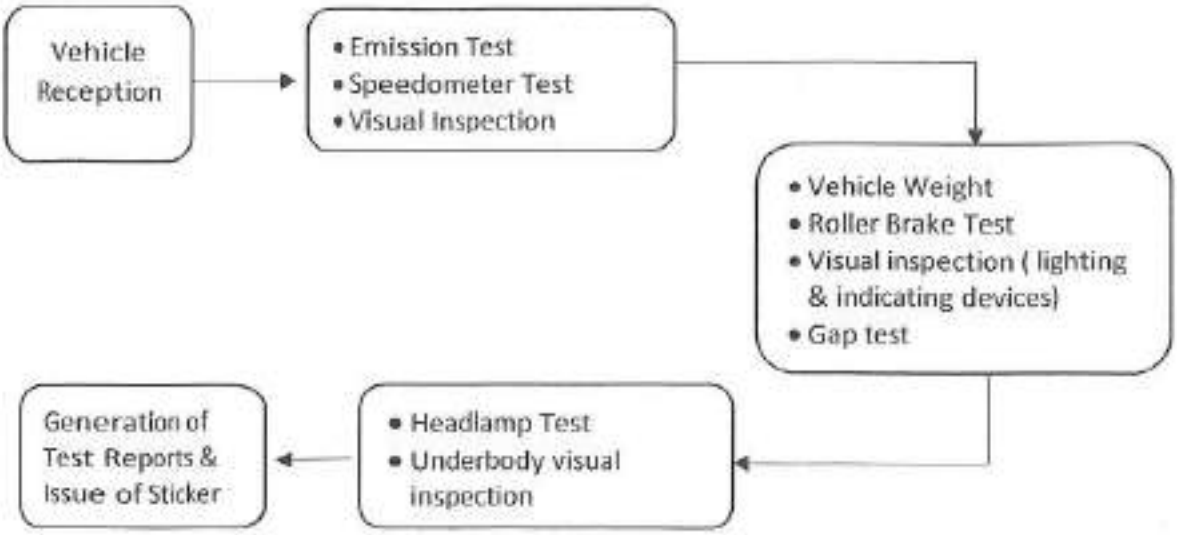
(If YES, please attach a copy containing data for the last 6 months): YES / NO

1	2	3	4	Lane
3	LCV	HCV	MAV	

6. Visual Inspection

Sl. No	Item	Check	No's	Operation Status	Remarks
1	Inspection of legal documents, insurance and identification of vehicle	YES / NO			
2	Steering Play	YES / NO			
3	Chassis / Frame integrity	YES / NO			
4	CNG/ LPG Safety Inspection	YES / NO			
5	Fuel Tank and Piping	YES / NO			
6	Exhaust Pipe	YES / NO			
7	Catalytic Converter	YES / NO			
8	Engine mountings	YES / NO			
9	Battery	YES / NO			
10	Seatbelts	YES / NO			
11	Condition of Tyres (incl. Spare)	YES / NO			
12	Lighting and Signalling Devices	YES / NO			
13	Oil Leakages	YES / NO			
14	Leaf Spring integrity, shock absorbers	YES / NO			
15	Wind Screen, wipers & doors	YES / NO			
16	Horn	YES / NO			
17	Availability of Tool Box, First Aid Kit, Fire Extinguisher and Warning Triangle	YES / NO			
18	Registration Plates	YES / NO			

7. Inspection Process Flow



8. Audit of Garages — Nil

d) Is there a Garage Audit Team, that conducts regular Audits YES / NO

e) Frequency of Audit : _____

f) Is there a record maintained for the Audits YES / NO

(If YES, please attach a copy containing data for the last 6 months):

g) Is there an Assessment System for the Garages YES / NO

(If YES, please attach a copy containing data for the last 6 months):

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport & Highways (MoRTH), Govt. of India

STATUS of TRAUMA CARE FACILITY (LEVEL I)

General Details	
State	Haryana
City/Area	Ambala
Latitude	
Longitude	
Auditor Details	
Name	
Contact	

Date	03/07/17
Time	12:00
Location ID	Adesh Hospital.

Q. No P28 A

(TRAUMA)

INFRASTRUCTURE

S. No	Equipment	Level I	Availability	Numbers
1	ICU beds	30 (10- ICU 20 – General trauma beds)	✓ YES / NO	50 NOS.
2	Operation Theatres	4	✓ YES / NO	07, Major, 05 Minor 07

EQUIPMENT

S. No	Equipment	Level I	Availability	Numbers
1	Image intensifier (C-Arm) - with CD Rom, Printer, 12" CCD, Double Monitor, Facilities for Electronic Transmission and Networking for Tele-Radiology with X-ray and DSA	1	✓ YES / NO	
9. 2	3-D Ultrasonography - Trolley - based	1	✓ YES / NO	
13	Ultrasonography - Trolley based	-	✓ YES / NO	
6. 4	800 mA digital X-ray machine with processor	1	YES / NO	600 mA
7. 5	500 mA X-ray Machine with CR System and camera for both X-Ray machine	-	YES / NO	450 mA
3. 6	100 mA Portable X-ray machine	1	✓ YES / NO	
7	CT scan -64 slices	1	YES / NO	
8. 8	CT Scan-16 or more slice	-	✓ YES / NO	
12. 9	Portable ultrasound	1	✓ YES / NO	
	Rehabilitation Equipments		YES / NO	
10 10	SW Diathermy	1	✓ YES / NO	
11. 11	IFT machine	1	✓ YES / NO	

S. No	Equipment	Level I	Availability	Numbers
12	Cervical traction & Lumbar traction	1	YES / NO	
12 13	Physiotherapy Equipments	1	YES / NO	2
	Anaesthesia Equipments	-	YES / NO	
14	O.T. Table - 4 segments, translucent top with Orthopedics attachment	2	YES / NO	
15	O.T. Table - 3 segments, translucent top with Orthopaedic attachment	-	YES / NO	
16	Cautery machine - mono & bi polar with underwater cutting	2	YES / NO	
17	Cautery machine - mono & bi-polar	-	YES / NO	
18	O.T ceiling light - shadow less with inbuilt camera & monitor	2	YES / NO	
19	O.T. ceiling light- shadow less	-	YES / NO	
19 20	Central suction & central pipe line	1	YES / NO	
21 21	High vacuum suction machine	2	YES / NO	
20 22	Suction machine	-	YES / NO	
23	Anesthesia machine with monitor 6-8 channel (Parameters: Agent monitoring, NIBP, SPO2, ET CO2, ECG, Temp., IBP)	4	YES / NO	
24	Anesthesia machine with monitor Parameters: Agent monitoring, NIBP, SPO2, ET CO2, ECG, Temp., IBP)	-	YES / NO	
25	Transport ventilator	1	YES / NO	
15 12 17 26	Ventilator with high end compressor	10	YES / NO	
27	ABG Machine-Hand held analyzer	-	YES / NO	
4 28	Defibrillator with monitor (Parameters: NIBP, ECG, SPO2 with AED)	10	YES / NO	
5 29	Monitor (Large screen with ECG, SPO2, NIBP & ETCo2)	20	YES / NO	
30	Operating microscope	2	YES / NO	
31	Operating head lights	2	YES / NO	
17 32	Manifold system in ICU	1	YES / NO	
22 33	Patient warming system	1	YES / NO	
18 34	Syringe infusion pump	5	YES / NO	
	Orthopedic Equipments	-	YES / NO	
35	Pneumatic tourniquet	2	YES / NO	
36	Power drill & power saw	2	YES / NO	
37	Splints & traction devices	2	YES / NO	
38	General orthopedic instrument sets	2	YES / NO	
	OT Equipments	-	YES / NO	
39	General surgical instrument	2 Sets	YES / NO	

S. No	Equipment	Level I	Availability	Numbers
40	Thoracotomy instrument	1 Set	YES / NO	
41	Spinal surgery instrument	1 Set	YES / NO	
42	Facio-maxillary instrument	1	YES / NO	
43	Craniotomy instrument	2 Sets	YES / NO	
44	Lab automatic blood gas analyzer	1	YES / NO	
45	Humidity control meter	1	YES / NO	
	Other Facilities	-	YES / NO	
46	Blood bank & Microbiology	1	YES / NO	
47	Electricity back up	1	YES / NO	
48	Laminar air flow	1	YES / NO	
49	ICU beds	10	YES / NO	Separate
50	10 bedded step down/recovery unit with 5 monitors with (4 channels)	1	YES / NO	
51	5 bedded step down/recovery unit with 3 monitors with(4 channels)	-	YES / NO	

HUMAN RESOURCES

S. No	Human Resource	Level I		
1	Neuro Surgeon	4	YES / NO	
2	Radiologist	2	YES / NO	
3	Plastic Surgeon	1	YES / NO	
4	Anaesthetist	6	YES / NO	
5	Orthopaedic Surgeon	4	YES / NO	
6	General Surgeon	6	YES / NO	
7	Casualty Medical Officer	30	YES / NO	
8	Staff Nurse (including Trauma Nurse Coordinators)	100	YES / NO	
9	Nursing attendant	24	YES / NO	
10	OT Technician	10	YES / NO	
11	Radiographer	4	YES / NO	
12	Lab Technician	4	YES / NO	
13	MRI Technician	2	YES / NO	
14	Multi task worker	40	YES / NO	
	Total	237		

* *Preferably PG / Diploma in General Surgery / Anaesthesia*

* *The specialists can be engaged under public private mode in case they are not available on contractual basis. A one-time remuneration between Rs. 5000-10000 per visit may be fixed by the states on the basis of specialists and the nature of emergency.*

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport & Highways (MoRTH), Govt. of India

STATUS of TRAUMA CARE FACILITY (LEVEL II)

General Details	
State	HARYANA
City/Area	AMBALA
Latitude	Civil hospital
Longitude	
Auditor Details	
Name	Shekhar
Contact	

Contact :- Dr. Sumeet Nair
9813059474

Date	3/7/17
Time	
Location ID	

Q. No P28 B
(TRAUMA)

INFRASTRUCTURE

S. No	Equipment	Level II	Availability	Numbers
1	ICU beds	20 beds (10- ICU 20 -General trauma beds)	YES / NO	
2	Operation Theatres	2	YES / NO	Not in use. Trauma Equipments are used in Civil hospital

EQUIPMENT

S. No	Equipment	Level II	Availability	Numbers
1	Image intensifier (C-Arm) - with CD Rom, Printer, 12" CCD, Double Monitor, Facilities for Electronic Transmission and Networking for Tele-Radiology with X-ray and DSA	1	YES / NO	
2	3-D Ultrasonography - Trolley - based	1	YES / NO	
3	500 mA X-ray Machine with CR System and camera for both X-Ray machine	1	YES / NO	
4	100 mA Portable X-ray machine	1	YES / NO	
5	CT Scan-16 or more slice	1	YES / NO	Not in use No Radiologist
	Rehabilitation Equipments		YES / NO	
1	SW Diathermy	1	YES / NO	
2	IFT machine	1	YES / NO	
3	Cervical traction & Lumbar traction	1	YES / NO	
4	Physiotherapy Equipments	1	YES / NO	
	Anaesthesia Equipments		YES / NO	
1	O.T. Table - 4 segments, translucent top with Orthopedics attachment	2	YES / NO	Manual Washing

S. No	Human Resource	Level II		
1	Neuro Surgeon	1	YES / NO	
2	Radiologist	2	YES / NO	
3	Anaesthetist	3	YES / NO	
4	Orthopaedic Surgeon	3	YES / NO	
5	General Surgeon	2	YES / NO	
6	Casualty Medical Officer	8	YES / NO	
7	Staff Nurse (including Trauma Nurse Coordinators)	40	YES / NO	
8	Nursing attendant	16	YES / NO	
9	OT Technician	5	YES / NO	
10	Radiographer	4	YES / NO	
11	Lab Technician	2	YES / NO	
12	Multi task worker	15	YES / NO	
	Total	101		

** Preferably PG / Diploma in General Surgery / Anaesthesia*

** The specialists can be engaged under public private mode in case they are not available on contractual basis. A one-time remuneration between Rs. 5000-10000 per visit may be fixed by the states on the basis of specialists and the nature of emergency.*

STAFF POSITION OF TRAUMA CENTRE (Level-II) AMBALA CITY

Sr. No.	Designation	For level II Recommended /Required	Sanction Post	Filled Post	Vacant	Remarks
1	General Surgeon	3	2	0	2	
2	Ortho Surgeon	3	2	0	2	
3	Neurosurgeon	3	1	0	0	
4	Anesthetic	3	2	1	1	
5	Radiologist	2	2	0	2	
6	Neuro physician	1	1	0	1	
7	General Duty Doctors / Medical Officer	8	4	2	2	
8	Nursing Sisters	2	1	1	0	
9	Staff Nurses	40	7	0	7	
10	Pharmacist	4	4	1	3	
11	Radiographer	4	4	1	3	
12	Laboratory Technician	2	4	3	1	
13	Operation Theater Assistant	5	3	1	2	
14	Driver		3	0	3	
15	Store Keeper		1	0	1	
16	Office Clerk / Accountant		3	0	3	
17.	Ward Servant/ Nursing Attendant	16	00	00	00	
18-	Sweepers	15	00	00	00	

चिकित्सा अधिकारी(प्रशासनिक)
सिविल अस्पताल, अम्बाला शहर।

3/7/17
Principal Medical Officer
Civil Hospital, Ambala City

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport & Highways (MoRTH), Government of India

Objective	Audit of Black Spots

General Details

State	Haryana	Date	25/05/17
City (if for a city)		Time	10:45 am
Road Name		Weather	
Type	NH / SH / MDR / Urban Road	Land Marks	Gem Industries Ltd.
Section Type	Midblock / Intersection		
Auditor Name	Amal	Location / Stretch ID	HSIDC Intersection (3-Arm)
Contact No			

P23 (BS)

No of Accidents occurred as per latest record (mention Year)	

Avg. Speed of Vehicles (Observed)

Car	2-Wheeler	Auto	Truck Bus	Others 1	Others 2	Others 3

Rectification Measures Submitted by State	Rectification Measures observed at Black Spot
	- haphazard TSR on-street parking - haphazard pedestrian crossing with no facilities - No proper lighting available - No signages indicating intersection, - No speed reduction measures - No advance warning signages -

(3 pics) @10:25am

Any Others Observations -

Sl. No	Measures	Yes / No	Observations
1	**Short Term Measures**		
A	Road Signs	No	No road signages present
B	Speed Limits/ Spped breakers	No	
C	Pavement Marking	Yes.	
D	Delineators	No.	
E	Pedestrian Railings	No	
F	Crash Barriers	No	
G	Studs/ Cat eyes etc..	No	
2	**Medium Term Measures**		
A	Extra Widening		
B	Improving Vertical & Horizontal Geometry		
C	Provision of Pedestrain Facilities	No	No pedestrian crossing facilities.
D	Street Lights	No	Inadequate street lighting facilities
E	Crash Barriers	NA	
F	Improving Sight Distance		
G	Signalization	NA	
H	Removal of Obstructions	NA	
3	**Long Term Measures**		
A	Provision of Bypasses	—	
B	Provision of Service Roads	—	
C	Provision of Grade seperated Inter Changes	—	
D	Provision of VUP & PUP	—	
E	Provision of FOB	No	FOB not available

Consulting Services to Audit the Implementation by the States of the Directions Issued by the Supreme Court Committee on Road Safety

Ministry of Road Transport & Highways (MoRTH), Government of India

Objective	Audit of Black Spots

General Details

State:	Haryana	Date	25/05/17
City (if for a city)		Time	11:45
Road Name:		Weather:	
Type	NH / SH / MDR / Urban Road	Land Marks	
Section Type	Midblock / Intersection		
Auditor Name	Amal Datta	Location / Stretch ID	19. Patti Kalyana Cut
Contact No			

P23 (BS)

No of Accidents occurred as per latest record (mention Year)	

Avg. Speed of Vehicles (Observed)

Car	2-Wheeler	Auto	Truck Bus	Others 1	Others 2	Others 3

Rectification Measures Submitted by State	~~Rectification Measures~~ observed at Black Spot
	- Pavement markings provided - blisters provided - wrong turn & wrong side vehicle movement - No speed reduction measures on highway. Speed breaker provided on minor roads - Signages provided on major road. - No signages provided on minor road. (~6 pice)

Any Others Observations -

Annexure C

Audit Support Documents

Annexure C

Audit Support Documents

Sl.No.	Departments	Documents	Remarks
1	Lead Agency	Lead Agency Notification	Full
		Road Safety Fund Rules	First Page
		Road Safety Policy	First page
		Road Safety council committee notification	First Page
		Road Safety fund allocation	First Page
		Steering committee	Full
		Draft Road safety Action Plan	First Page
		Creation of Posts	Full
		Minutes of meeting dated 11-05-2016	First Page
		Minutes of meeting dated 21-12-2016	First Page
2	Public Works Department	Black Spots	Full
		Protocol for Black spots	Full
		Road Safety audits	First
3	NHAI	Black spot identification	Full
4	Traffic Police	List of alcohol sensors	Full
5	Transport Department	Stall Test	First
		Lane Driving Notification	Full
		Celebration of Road safety Days	Full
		School Vahaan policy	First
		Speed limit of various vehicles	First
		Under protection bar in trucks and buses	First
6	DGHS	Ambulance Details	Full
		Monthly Report for Trauma care facilities	First page
		Proposed Trauma Care Facilities	Full
7	Education	All classes chapters	First page

6

Haryana Government
General Administration Department
Notification

No.1/11/2016-4GSII Dated 08.09.2016

Sanction is hereby accorded to set up a Lead Agency to act as the 'Secretariat of the State Road Safety Council' and coordinate all activities relating to the road safety in the State, which would include the functions of the Police, Public Works (B&R) Department, Education Department, Health Department, Local Bodies, Non-Government Organization and other departments concerned with the road safety.

It is further ordered that the Secretariat shall work from the office of the Transport Commissioner and function under the charge of the Secretary, Transport/Transport Commissioner/Transport Department and comprise the following staff to be posted from the department indicated against each:

1.	Additional Secretary-I	Additional Transport Commissioner.
2.	Additional Secretary-II	Additional Transport Commissioner (Road Safety).
3.	Additional Secretary (Technical)	A Superintendent of Police level officer, to be deputed by the Home Department.
4.	Additional Secretary (Technical)	A Chief Engineer level officer, to be deputed by the PWD (B&R).
5.	Under Secretary	Publicity Officer (Road Safety) posted in Transport Department (Regulatory Wing).
6.	Member	A Director level Officer, to be deputed by the Health Department.
7.	Member	A Deputy Director Level Officer, to be deputed by the Education Department.
8.	Member	A person from Non-Government Organization/Institutes engaged in the field of Road Safety, to be nominated by Transport commissioner.
9.	Statistical Officer	An officer to be deputed by the Planning Department.
10.	Superintendent	Superintendent posted in the Transport Department (Regulatory Wing).
11.	Personal Assistant	An Assistant to be deputed by the Transport Commissioner.

D.S. Dhesi
Chief Secretary to Government Haryana

A copy is forward to the Additional Chief Secretary to Govt. Haryana, Transport Department.

Under Secretary, Protocol
for Chief Secretary to Govt. Haryana,

To

The Additional Chief Secretary to Govt. Haryana,
Transport Department.

U.O. No. 1/11/2016-4GSII Dated 08.09.2016

HARYANA GOVERNMENT
TRANSPORT DEPARTMENT

ORDER

No. 21/02/2014-3 T (II)

Dated, Chandigarh the 9th March, 2017

In compliance of the directions of the Hon'ble Supreme Court Committee on Road Safety and in order to achieve the State Government's commitments towards reduction of road accidents/fatalities/injuries, the Transport Department as lead agency shall function as under:

(i) To work as a Secretariat for the State Road Safety Council, to arrange meetings of the Council, to issue its agenda and minutes and to monitor the implementation of the decisions of the Council by the concerned departments of the State.

(ii) To coordinate with the concerned departments of the State Government to ensure implementation of the directions issued from time to time by Hon'ble Supreme Court Committee on Road Safety and to furnish compliance report in a time bound manner.

(iii) To ensure implementation of the directions given by the Central Government from time to time.

(iv) To notify annual targets for reduction of accidents and fatalities as fixed by the State and draw up an Annual Action Plan to achieve the targets and monitor it's implementation.

(v) To collate on a regular basis data on road accidents and to analyze the data to identify areas/road stretches and categories of accident victims who need to be focused upon.

(vi) To manage the Road Safety Fund and ensure that the fund is effectively utilized.

Dated, Chandigarh
the 8th March, 2017

S.S. Dhillon
Additional Chief Secretary to Government Haryana
Transport Department

A copy is forwarded to the all Additional Chief Secretaries/Principal Secretaries Government Haryana of all the departments for information and necessary action:-

Suresh Kumar
Superintendent Transport-II
Additional Chief Secretary to Government Haryana
Transport Department

To

All Additional Chief Secretaries/Principal Secretaries to Government Haryana of all the departments.

U.O. No. 21/02/2014- 3 T (II)

Dated, Chandigarh the 9th March, 2017

Endst No. 21/02/2014- 3 T (II)

Dated, Chandigarh the 9th March, 2017

A copy is forwarded to All Head of Departments, Haryana for information and necessary action.

Suresh Kumar
Superintendent Transport-II
Additional Chief Secretary to Government Haryana,
Transport Department

CC to by internal disbutation:-

(i) PS/ACS(T)
(ii) PA/Transport Commissioner, Haryana
(iii) PA/Director, State Transport, Haryana
(iv) PA/Deputy Secretary,Transport, Haryana
(v) Superintendent, Transport-I Branch

HARYANA GOVERNMENT
Transport Department

Notification

The_____, 2016

No._____. - The following draft of the rules which the Governor of Haryana proposes to make in exercise of the powers conferred by section 138 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988), is hereby published as required by sub-section (1) of section 212 of the said Act for the information of persons likely to be affected thereby.

Notice is hereby given that the draft of the rules shall be taken into consideration by the Government on or after the expiry of a period of fifteen days from the date of publication of this notification in the Official Gazette together with objections or suggestions, if any, which may be received by the Administrative Secretary to Government, Haryana, Transport Department, Chandigarh, with respect to the draft of rules before the expiry of the period so specified.

Draft Rules

1	Short title.	These rules may be called the Haryana Road Safety Fund Rules, 2016.
2	Definitions.	In these rules, unless the context otherwise requires,- (a) "Act" means the Motor Vehicles Act, 1988 (Central Act 59 of 1988); (b) "Committee" means the Committee constituted under the rules for proper management of the Fund; (c) "compounding fee" means the fee collected by the officers authorized under section 200 of the Motor Vehicles Act 1988; (d) "enforcement agencies" mean the officers of the Transport, Police and other Departments authorized to exercise the powers of challan under rule 226 of the Haryana Motor Vehicles Rules, 1993; (e) "financial year" means a period of twelve months commencing on the first day of April of a calendar year; (f) "Fund" means the Haryana Road Safety Fund; (g) "scheme" means scheme implemented to achieve the objectives of the Fund; (h) "State" means the State of Haryana; (i) "State Government" means Government of State of Haryana in the Administrative Department.
3	Budget head of funds and its objective.	(1) A provision of budget will be made equal to 50% of the compostion fee collected during the previous year by the Finance Department of the State with the object of strengthening road safety and implementation of road safety measures in the State. (2) The expenditure will be met out from the Head i.e. 2041-Taxes on Vehicles (Plan), Minor Head 102-Inspection of Motor Vehicles, Sub-Head 98-Road Safety Awareness and Computerization of Regulatory Wing, Object Head 34-Other Charges(Road Safety).

Government of Haryana
Transport Department (Regulatory Wing)
No.- 17/11/2013-3T-II
Dated 30 March 2016

Haryana Road Safety Policy

1- Preamble-

Economic liberalization lead to the economic growth of the country which combined with worldwide advancements in the field of automobile technology, has led to a multi fold increase in vehicular traffic on the Indian roads. This tremendous increase in vehicular population in the last two decades has led to an alarming increase in the number of road accidents involving all categories of road users- pedestrians, motor- vehicle drivers and passengers. In Haryana nearly 11,000 accidents take place in the state annually and around four thousand people lose their lives in these road accidents. All accidents result in pain, grief and misery as well as economic loss. The promotion of Road Safety is therefore of utmost importance and the State of Haryana is committed to undertake measures needed to reduce the incidents of road accidents and to ensure safe travel for all road users. As such, it is necessary to formulate a comprehensive Road Safety Policy which envisages- Planning and Legislations related to Road Engineering, Traffic Management, Vehicle Regulations and Environment Protection, all of which form an integral part of Road Safety. Achieving a 50% reduction in fatalities and injuries by 2025, considering 2015 as the base year is our goal.

In order to achieve the above objective in its true spirit, an in-depth analysis of the factors affecting road safety will be undertaken. A coordinated and joint effort will be required from all the stake holders as well as citizens to achieve the unprecedented goals on Road Safety. Accordingly, specific Road Safety Action Plans will be formulated by the concerned Govt. Departments-Transport, Police, Public Works Department

[Authorised English Translation]

HARYANA GOVERNMENT

TRANSPORT DEPARTMENT

Notification

The 12th March, 1998

No. S.O.40/CA59/1488/S.215/98.—In exercise of the powers conferred by sub-sections (2) and (3) of Section 215 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988), the Governor of Haryana hereby constitutes for the Haryana State, a State Road Safety Council and District Road Safety Committee for each district in the Haryana State, consisting of the Chairman and following members, namely :—

A. State Road Safety Council.

1.	Transport Minister	.. Chairman
2.	State Transport Minister	.. Member
3.	Financial Commissioner and Secretary to Government, Haryana, Home Department	.. Member
4.	Financial Commissioner and Secretary to Government Haryana, Transport Department	.. Member
5.	Commissioner and Secretary to Government, Haryana, Education Department	.. Member
6.	Commissioner and Secretary to Government, Haryana, PWD (B&R) Department	.. Member
7.	Commissioner and Secretary to Government Haryana, Health Department	.. Member
8.	Director General of Police, Haryana	.. Member
9.	Engineering Chief, PWD (B&R) Haryana	.. Member
10.	Director General, Health Services, Haryana	.. Member
11.	Director, Higher Education, Haryana	.. Member
12.	Director, Secondary Education, Haryana	.. Member
13.	Director, Primary Education Haryana	.. Member
14.	Transport Commissioner, Haryana	.. Member-Secretary

B. District Road Safety Committee

1.	Deputy Commissioner	.. Chairman

Departmentwise Budget Status for For Plan Schemes for 2014-15

Object	Budget	Revised Budget	Allotted Budget	Exp Till Date	Balance	Exp Till June30	Exp Till Sep30	Exp Till Dec30
Department : Transport Commissioner Haryana								
P-01-34-2041-51-102-98-51-N-V- Road safety Awareness & Computerization of Regulatory wing								
34-Other Charges	90	90	90	64.74	25.26	2.38	23.37	36.13
88-Computerisation (IT)	110	110	110	11.38	98.62	6	7.32	9.28
Scheme Total	**200**	**200**	**200**	**76.12**	**123.88**	**8.38**	**30.69**	**45.41**
P-01-34-5055-51-050-77-51-N-V- Purchase of land and Consturction of building for Regulatory wing								
16-Major Works	629	330	330	122.93	207.07	0	36.9	81.41
64-Lands	500	300	300	207.05	92.95	0	193.68	193.68
Scheme Total	**1129**	**630**	**630**	**329.98**	**300.02**	**0**	**230.58**	**275.09**
Department Total	1329	830	830	406.1	423.9	8.38	261.27	320.5
Gross Total	**1329**	**830**	**830**	**406.1**	**423.9**	**8.38**	**261.27**	**320.5**

Departmentwise Budget Status for For Plan Schemes for 2015-16

Object	Budget	Revised Budget	Allotted Budget	Exp Till Date	Balance	Exp Till June30	Exp Till Sep30	Exp Till Dec30
Department : Transport Comissioner Haryana								
P-01-34-2041-51-102-98-51-N-V- Road safety Awareness & Computerization of Regulatory wing								
34-Other Charges	100	100	100	57.26	42.74	0.09	9.6	27.29
88-Computerisation (IT)	110	110	110	41.13	68.87	10.47	13.54	15.36
Scheme Total	**210**	**210**	**210**	**98.39**	**111.61**	**10.56**	**23.14**	**42.65**
P-01-34-5055-51-050-77-51-N-V- Purchase of land and Consturction of building for Regulatory wing								
16-Major Works	1000	225	225	153.6	71.4	0	41.4	84.77
64-Lands	500	725	725	709.43	15.57	0	284.21	288.72
Scheme Total	**1500**	**950**	**950**	**863.03**	**86.97**	**0**	**325.61**	**373.49**
Department Total	1710	1160	1160	961.42	198.58	961.42	10.56	416.14
Gross Total	**1710**	**1160**	**1160**	**961.42**	**198.58**	**10.56**	**348.75**	**416.14**

Departmentwise Budget Status for For Plan Schemes for 2016-17

Object	Budget	Revised Budget	Allotted Budget	Exp Till Date	Balance	Exp Till June30	Exp Till Sep30	Exp Till Dec30
Department Transport Comissioner Haryana								
P-01-34-2041-51-102-98-51-N-V- Road safety Awareness & Computerization of Regulatory wing								
34-Other Charges	100	100	100	77.72	22.28	27.62	40.41	54.22
88-Computerisation (IT)	200	1010	1010	606.8	403.2	34.89	49.92	177.37
Scheme Total	**300**	**1110**	**1110**	**684.52**	**425.48**	**62.51**	**90.33**	**231.59**
P-01-34-5055-51-050-77-51-N-V- Purchase of land and Consturction of building for Regulatory wing								
16-Major Works	1500	690	690	313.25	376.75	169.42	194.71	242.6
64-Lands	500	100	100	1.96	98.04	0.23	1.96	1.96
Scheme Total	**2000**	**790**	**790**	**315.21**	**474.79**	**169.65**	**196.67**	**244.56**
Department Total	2300	1900	1900	999.73	900.27	232.16	287	476.15
Gross Total	**2300**	**1900**	**1900**	**999.73**	**900.27**	**232.16**	**287**	**476.15**

Departmentwise Budget Status for For Plan and Non-Plan Schemes for 2017-18

Object	Budget	Revised Budget	Allotted Budget	Exp Till Date	Balance	Exp Till June30	Exp Till Sep30	Exp Till Dec30
Department : Transport Comissioner Haryana								
P-01-34-2041-51-101-99-51-R-V- Charges on Collection under Motor Vehicles Act.								
01-Salary	2.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
03-Dearness Allowances	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
67-Medical Reimbursement	0.20	0.20	0.20	0.00	0.20	0.00	0.00	0.00
Scheme Total	**3.20**	**3.20**	**3.20**	**0.00**	**3.20**	**0.00**	**0.00**	**0.00**
P-01-34-2041-51-102-98-51-N-V- Road safety Awareness & Computerization of Regulatory wing								
34-Other Charges	100.00	100.00	100.00	9.98	90.02	9.98	0.00	0.00
88-Computerisation (IT)	1400.00	1400.00	1400.00	4.66	1395.34	4.66	0.00	0.00
Scheme Total	**1500.00**	**1500.00**	**1500.00**	**14.64**	**1485.36**	**14.64**	**0.00**	**0.00**
P-01-34-2041-51-102-99-51-R-V- Inspection Staff								
01-Salary	1998.00	1998.00	1998.00	471.98	1526.02	471.98	0.00	0.00
02-Wages	40.00	40.00	40.00	15.58	24.42	15.58	0.00	0.00
03-Dearness Allowances	174.00	174.00	174.00	-29.90	203.90	-29.90	0.00	0.00
04-Travel Expenses	2.50	2.50	2.50	0.19	2.31	0.19	0.00	0.00
05-Office Expenses	50.00	50.00	50.00	13.61	36.39	13.61	0.00	0.00
06-Rent, Rates and Taxes	23.00	23.00	23.00	1.89	21.11	1.89	0.00	0.00
07-Publications	3.30	3.30	3.30	0.00	3.30	0.00	0.00	0.00
18-Maintenance	12.20	12.20	12.20	0.90	11.30	0.90	0.00	0.00
21-Motor Vehicle	25.00	25.00	25.00	1.40	23.60	1.40	0.00	0.00
24-Material and Supply	2.10	2.10	2.10	0.00	2.10	0.00	0.00	0.00
45-P.O.L	40.00	40.00	40.00	3.48	36.52	3.48	0.00	0.00
67-Medical Reimbursement	69.80	69.80	69.80	1.88	67.92	1.88	0.00	0.00
69-Contractual Service	50.00	50.00	50.00	10.03	39.97	10.03	0.00	0.00
70-Leave Travel Concession	25.00	25.00	25.00	4.51	20.49	4.51	0.00	0.00
79-Ex-Gratia	28.00	28.00	28.00	12.57	15.43	12.57	0.00	0.00
92-Energy Charges	42.00	42.00	42.00	1.44	40.56	1.44	0.00	0.00
Scheme Total	**2584.90**	**2584.90**	**2584.90**	**509.56**	**2075.34**	**509.56**	**0.00**	**0.00**
P-01-34-3055-51-001-98-51-R-V- Implementation of Recommendation of Haryana Governance Reform Authority (HGRA) by Transport Comissioner Haryana								
34-Other Charges	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Scheme Total	**1.00**	**1.00**	**1.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**
P-01-34-3055-51-192-99-51-R-V- Grant to Panchyati Raj Institutions (PRIs) by Transport Comissioner Haryana								
09-Grant-in-Aid-General	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Scheme Total	**1.00**	**1.00**	**1.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**

16

ORDER

No. 21/1/2014-1TII

Dated Chandigarh, the 17-06-2014

1. Principal Secretary to Government Haryana, PWD Department
2. Principal Secretary to Government Haryana, Health Department
3. Principal Secretary to Government Haryana, Home Affairs
4. Director General of Police, Haryana
5. Principal Secretary to Government Haryana, Urban Local Bodies Department
6. Principal Secretary to Government Haryana, Town Country Planning Department
7. Principal Secretary to Government Haryana, Finance Department.
8. Transport Commissioner, Haryana Chandigarh.

Subject: Road Safety Action Plan.

Reference on the subject cited above.

I am directed to state that in view of the rapid increase in the number of accidents and injuries as well as fatalities involved therein, it has been felt imperative that a multi pronged road safety action plan be formulated and launched in the State. Accordingly, the Haryana Road Safety Action Plan has been prepared and circulated to all the concerned department by the Transport Department (Regulatory Wing).

Hon'ble Chief Minister, Haryana has constituted a Steering Committee under the chairmanship of Chief Secretary, Haryana comprising of following officers to ensure effective implementation of the Road Safety Action Plan:-

1	Chief Secretary, Haryana	: Chairman
2	Principal Secretary Transport Department.	: Member
3.	Principal Secretary PWD Department.	: Member
4	Principal Secretary Health Department	: Member
5	Principal Secretary Home Affairs	: Member
6	Director General of Police Haryana.	: Member
7	Principal Secretary Urban Local Bodies Department.	: Member
8.	Principal Secretary Town Country Planning Department.	: Member
9.	Principal Secretary Finance Department	: Member
10	TransportCommissioner	: Member Secretary

The Committee is requested to take action regarding effective implementation of the Road Safety Action Plan in a time bound manner.

Dated, Chandigarh
the 17-06-2014

Sumita Misra
Secretary to Government Haryana,
Transport Department.

Endst. No. 21/1/2014-1TII

Dated 17-06-2014

A copy of the above is forwarded to:-

1. PS/CS for kind information of W/Chief Secretary, Haryana.
2. PS/PS(T) for kind information of Principal Secretary to Government Haryana, Transport Department.

Under Secretary

DRAFT ROAD SAFETY ACTION PLAN 2015-2020

PILLAR 1 : ROAD SAFETY MANAGEMENT - INSTITUTION AND CAPACITY BUILDING						
S.N.	**ACTIVITY**	**TARGET**	**NODAL AGENCY**	**Other Stake Holders**	**COMMENTS OF CONCERNED DEPARTMENT**	**Progress**
1	Set up a committee under the Chief Secretary and consisting of Secretaries Transport, PWD, Health, Home Affairs, DG Police etc. to periodically review the road safety situation in the state.	Completed	**State Govt.**		A Steering Committee has been constituted under the Chairmanship of Chief Secretary, Haryana comprising of Secretaries of the Department of Transport, PWD, Health, Home Affairs, DG Police, Urban Local Bodies, Town Country Planning and Finance vide order endst no. 21/1/2014-1T,II dated 17.06.2014(**F/A**).	
2	Establish/Designate a lead agency on road safety at the State level with resources and authority to implement identified resources and authority to implement measures	Completed	**Transport Department**	Police/Education/Health /PWD(B&R) & Planning	State Government has issued a notification on 08.09.2016 that the Transport Commissioner's office will act as a "Secretariat of the State Road Safety Council". In the lead agency Police, PWD(B&R), Health, Education and Planning Department are the members. The functions of Lead agency were issued by Government on dated 09.03.2017.	Police, PWD(B&R) Health and Planning department has nominated the officers in the lead agency. Health department has not deputed officer till date. Hon'ble Supreme Court Committee on Road Safety has issued direction on dated 25.04.2017 that. the Lead Agency should be headed by a senior officer on full time basis with adequate dedicated staff.
3	Develop an Action Plan for Road Safety with specific performance targets and identified resources		**Lead Agency (Transport Department)**	Police/ PWD(B&R)/ HUDA/ULB/ HSAMB/NHAI/DGST/ Excise & Taxation/ School Education/Public Relation/Health/Red Cross Departments	Action Plan for Road Safety has been prepared after seeking inputs from all concerned Departments.	

16

ORDER

No. 21/1/2014-1TII

Dated Chandigarh, the 17-06-2014

1. Principal Secretary to Government Haryana, PWD Department
2. Principal Secretary to Government Haryana, Health Department
3. Principal Secretary to Government Haryana, Home Affairs
4. Director General of Police, Haryana
5. Principal Secretary to Government Haryana, Urban Local Bodies Department
6. Principal Secretary to Government Haryana, Town Country Planning Department
7. Principal Secretary to Government Haryana, Finance Department.
8. Transport Commissioner, Haryana Chandigarh.

Subject: Road Safety Action Plan.

Reference on the subject cited above.

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Hon'ble Chief Minister, Haryana has constituted a Steering Committee under the chairmanship of Chief Secretary, Haryana comprising of following officers to ensure effective implementation of the Road Safety Action Plan:-

1	Chief Secretary, Haryana	: Chairman
2	Principal Secretary Transport Department.	: Member
3.	Principal Secretary PWD Department.	: Member
4	Principal Secretary Health Department	: Member
5	Principal Secretary Home Affairs	: Member
6	Director General of Police Haryana.	: Member
7	Principal Secretary Urban Local Bodies Department.	: Member
8.	Principal Secretary Town Country Planning Department.	: Member
9.	Principal Secretary Finance Department	: Member
10	TransportCommissioner	: Member Secretary

The Committee is requested to take action regarding effective implementation of the Road Safety Action Plan in a time bound manner.

Dated, Chandigarh
the 17-06-2014

Sumita Misra
Secretary to Government Haryana,
Transport Department.

Endst. No. 21/1/2014-1TII

Dated 17-06-2014

A copy of the above is forwarded to:-

1. PS/CS for kind information of W/Chief Secretary, Haryana.
2. PS/PS(T) for kind information of Principal Secretary to Government Haryana, Transport Department.

Under Secretary

GOVERNMENT OF HARYANA / हरियाणा सरकार

TRANSPORT COMMISSIONER HARYANA, CHANDIGARH

परिवहन आयुक्त हरियाणा, चंडीगढ़

To

1. Addl. Chief Secretary to Government Haryana, Home Department, Chandigarh.
2. Addl. Chief Secretary to Government Haryana, School Education Department, Chandigarh.
3. Addl. Chief Secretary to Government Haryana, PWD (B&R) Department, Chandigarh.
4. Addl. Secretary to Government Haryana, Health Department, Chandigarh.
5. Director General of Police, Haryana, Panchkula.
6. Engineer-in-Chief, PWD (B&R), Haryana, Chandigarh.
7. Director General, Health Services, Haryana, Panchkula.
8. Excise &Taxation Commissioner, Haryana, Panchkula.
9. Chief Administrator, Haryana Urban Development Authority (HUDA), Panchkula.
10. Director General, Urban Local Bodies, Haryana, Panchkula.
11. Chairman, National Highway Authority of India, G 5 & 6, Sec-10, Dwarka, New Delhi.
12. Project Director, PIU Chandigarh, NHAI, Bay No 35-38, Ground Floor, Sec-4, Panchkula
13. Project Director, NHAI, No. 17-L, Model Town, Ambala City.
14. Project Director National Highways Authority of India 305 Vidyaniketan Road Ist Floor Model Town Rohtak-124001
15. Chief Administrator, Haryana State Agricultural Marketing Board, Panchkula.
16. Sh. Sushil Arya, Chairman Om Sewa Sansthan, (Research and Development in Accident/Road Safety and Traffic Management Organization), Yamuna Nagar.
17. Sh. Rajiv Ranjan, Advisor, Shuruat Samiti for Road Safety, Karnal.
18. Sh. Rohit Baluja, Road Safety Activist, Faridabad.

Memo No. 80763-81 /AT-8/RSB Dated: 26-5-16

Subject: **Minutes of the meeting of Road Safety Council held on 11.05.2016 at 12.00 Noon under the Chairmanship of Hon'ble Transport Minister, Haryana, Chandigarh.**

Please refer to this office memo no. 26273-86/AT-8/RSB dated 29.04.2016 on the subject cited above.

Please find enclosed herewith the minutes of the meeting of Road Safety Council held on 11.05.2016 under the Chairmanship of Hon'ble Transport Minister, Haryana with the request to take action on the point(s) pertaining to your department/office and send action taken report on your point(s) to this office in the above mentioned period prescribed in the minutes.

It may be treated as **Most Urgent**.

Encl: **As above.**

for Transport Commissioner,
Haryana, Chandigarh.

Endst. No.: **/AT-8/RSB** **Dated:**

A copy of the above is forwarded to following for information please:-

1. Secy./TM for kind information of Hon'ble Transport Minister, Haryana.
2. PS/ACS (T) for kind information of W/Addl. Chief Secretary to Govt. Haryana, Transport Department, Chandigarh.
3. PA/ TC for kind information of W/Transport Commissioner, Haryana, Chandigarh.

Sd/-
for Transport Commissioner,
Haryana, Chandigarh.

Office: 30 Bays Building, 2nd Floor, Sector 17-B, Chandigarh - 160017 (India)

Minutes of the meeting of State Road Safety Council held on 21.12.2016 at 11.30 AM under the Chairmanship of Sh. Krishan Lal Panwar, Hon'ble Transport Minister, Haryana.

A meeting of the State Road Safety Council was held on 21.12.2016 at 11.30 AM at Haryana Niwas, Sector-3, Chandigarh under the Chairmanship of Sh. Krishan Lal Panwar, Hon'ble Transport Minister, Haryana. The list of participants is enclosed as Annexure-A.

At the outset, Dr. Suprabha Dahiya, IAS, Transport Commissioner welcomed the Hon'ble Transport Minister, Haryana and the participants. Addressing the participants, she stated that a total of 10254 accidents occurred during January, 2016 to November, 2016 and 4596 people died and 9632 were injured. There has been an increase in the number of deaths on road accidents as compared to the previous years. Therefore, more road safety measures are required to be undertaken to reduce the number of road accidents. All the departments need to put in more concerted efforts in order to make a visible impact.

Agenda Item No 1

Action taken report on the decisions taken in the last meeting of the State Road Safety Council held on 11.05.2016

<table>
<tr><th>Sr. No.</th><th>Agenda Points</th><th>Action to be taken by</th><th>Minutes of the meeting</th></tr>
<tr><td>1.</td><td>Rectification of Accident Prone Points and identification of new Accident Prone Points.
The Additional DGP (Law & Order) stated that out of 1170 identified points, 1078 accident prone points have been rectified till 16.02.2016. Of the remaining points, 86 relate to PWD (B&R), one to Power Department and 5 to State Transport Department. Sh. Anoop Chauhan, Chief Engineer, PWD (B&R) assured that efforts will be made to rectify the remaining 86 points within the next three months i.e. by 10.08.2016. The Power and State Transport Department will also complete work on their pending points within the next three months i.e. by 10.08.2016. The Additional DGP (Law & Order) stated that the fresh survey of the accident prone points was conducted by</td><td>Police, PWD(B&R), Power, NHAI, ULB, HSIDC & Transport</td><td>The status of rectification of accident prone points identified by Police department during the year during 2007-10 is as under:-
<table>
<tr><th>Name of Department</th><th>Workable Points</th><th>Work Done</th><th>Pending as on 30.09.2016</th></tr>
<tr><td>PWD (B&R)</td><td>1001</td><td>918</td><td>83</td></tr>
<tr><td>Electricity Department.</td><td>64</td><td>63</td><td>1</td></tr>
<tr><td>Forest Department.</td><td>74</td><td>74</td><td>0</td></tr>
<tr><td>Transport Department (DST).</td><td>27</td><td>23</td><td>4</td></tr>
<tr><td>Telecom Department.</td><td>4</td><td>4</td><td>0</td></tr>
<tr><td>Total</td><td>1170</td><td>1082</td><td>88</td></tr>
</table>
Sh. Subhash Manocha, EIC, PWD (B&R) informed that 58 points relate to NHAI, whereas NHAI stated that these accident prone points do not relate to them. ACS(T) directed EIC, PWD(B&R) to hold a joint meeting with NHAI to resolve the same. It was decided that all concerned departments i.e. PWD(B&R), Power and Directorate of Transport will make efforts to rectify the remaining 83 points within the next one month i.e. by 21.01.2017.
The status of rectification of accident prone</td></tr>
</table>

Annexure-V

BLACK SPOTS ON STATE HIGHWAYS LOCATION OF REPEATED ACCIDEN DATE REPORTING FORMAT

Sr. No.	Name of the District	SH	Location of Black spot	Name of Juridictional Police Station	Road Chainage/km	Number of Accidents		Number of Persons Injured		No. of Fatalities	Reasons for frequent accident	ATR
						Fatal accidents	Greviously Injured accidents	Greviously Injured	Minor Injured			
2	Jind	12	Kandela	Sardar Jind	7km	5	2	3	6	8	Road accident due to animal on the road near village	Speed breakers alongwith signs. Provided, information, warning, restruction boards for black spot and T- junction provided.
		14	Ighra	Sardar Jind	20km	6	3	2	5	6	Over speed vehicle & not speed breaker	Information, warning, restruction boards for black spot and T-junction provided. Speed breaker provided on link road and Zebra Crossing alongwith Cat eyes also provided.
1	Gurgaon		BPTP More Sec-75	Central	2.5 km	6	9	1	5	6	Speedily and Negligence	It relates to NHAI
2		SH	Rohat River Briage	Sardar Sonepat	400 mtr.	6	3	6	4	6	Dur to narrow bridge, crossing road and over speed of vehicles	It relates to NHAI

	Sonipat	SH	Naryan Ashram Sisana	Kharkhoda	300 mtr.	7	9	7	11	8	Crossing road and over speed the vehicles	Speed breaker has been constructed and painted with white strips. Caution board on both side of speed breaker has been installed.
2		SH	Rohana by pass	Kharkhoda	300 mtr.	6	9	7	9	4	Crossing road and over speed the vehicles	It relates to NHAI
3		SH	Jhronth Police Post near River Bridge	Kharkhoda	200 mtr.	9	8	10	9	7	Crossing road and over speed the vehicles	It relates to NHAI

Annexure-VI

Black spots activity chart/calendar

The activities related to rectification of black spots can be summed up into every quarter of each calendar year by calling a meeting at circle level under the Chairmanship of concerned Superintending Engineer.

After receiving the list of black spots, the department will inform/intimate the field officers at the earliest. The field officers after investigating the site are to suggest design, rectification measurers or countermeasure and submit the request of approval for administrative approval & technical sanction of the work. The work will be started as soon as the tender is allotted. The status/progress of each rectification work of black spots is to be followed up/monitored at the end of each quarter.

The black spots rectification is tabulated as follow:-

Site investigation	Within 10 days of all identified black spots
Finding countermeasure	15 days and collect the reports.
Estimation/costing	30 days
Administrative approval & Technical sanction	30 days
Implementation	Depending upon the nature of the rectification. Short term measures are to provided within 15 days.
Follow up and evaluation	By the end of each quarter/month.

HARYANA GOVERNMENT
TRANSPORT DEPARTMENT

PROTOCOL FOR BLACK SPOTS

This Letter is issued in supersession of the letter No. 49660-49732/AT-8/RSB dated 29.08.2016 and substituted by this office endst no. 50475-50723/AT-8/RSB dated 31.08.2016. The Identification of black spots at regular intervals is significant step to reduce the road accidents. The Haryana State Road Safety Policy, 2016 is being implemented in the State since 30.03.2016. To further reduce road accidents especially fatal accidents, it has been decided to develop a proper protocol for regular identification and rectification of black spots as desired by the Supreme Court Committee on Road Safety. These black spots/accident prone points will be identified as per the guidelines & formats for data collection of MoRTH issued from time to time.

It is proposed to develop two-tier system for following regular protocol. The First tier will be the **District Level Coordination Committee** comprising of:

1. Sub Divisional Officer (Civil) (District Headquarter)	**Chairman**
2. Secretary, Regional Transport Authority	Member
3. Dy. Superintendent of Police (to be deputed by Superintendent of Police of the District)	Member Secretary
4. Representative of PWD (B&R) Department not below the rank of XEN	Member
5. Representative of Urban Local Bodies Department not below the rank of XEN	Member
6. Representative of HUDA not below the rank of XEN	Member
7. NHAI - Project Director	Member
8. Road Safety expert/NGO (if any)	Member

Note:- The senior most officer amongst Sr. no. 1 and 2, will Chair the meeting.

The Second tier will be the **State Level Coordination Committee** comprising of:

1. Transport Commissioner	**Chairman**
2. DIG, Traffic & Highways, Haryana	Member
3. Engineer-in-Chief , PWD (B&R)	Secretary
4. Director, Urban Local Bodies	Member
5. Chief Engineer, HUDA	Member
6. Director General, Health Services	Member
7. NHAI – All Project Directors related to Haryana State	Member
8. Road Safety Experts/NGOs	Member

Functions of District Level Committee are enumerated as under:-

1. Formulation of protocol for identification & Analysis of black spots will be on Calendar Year basis i.e. Jan-Dec every year.
2. District Level Committee will meet at least once in every quarter i.e. January, April, July and October. The Police Department will prepare a list of all accidents that have taken place in the previous quarter and submit a report alongwith cause of accident to the Committee for identification & Analysis of black spots. Inputs received from the public, NGOs or any other Govt. Department shall also be considered by the Committee for identification of black spots and rectification measures required to be taken for each spot and making suggestions for rectification measures; and monitoring of the treated sites based on number of fatalities and accidents etc after rectification/treatment of the identified sites which are helpful for identification of black spots.
3. The District Level Committee will, thereafter, make a joint visit to all the spots identified by the Police Department.
4. After deliberations, the Committee will give specific suggestions for rectification measures required to be taken for each in order to reduce accidents.
5. The Committee will also suggest counter-measures to prevent accidents at the identified black spots. The Committee after deciding the identification measures will prepare a time schedule for each department to complete the activity assigned to it on rectification measures. The schedule for rectification of **Short term** is up to three months i.e. Road Marking, Painted Speed Breakers, White Washed/Reflectors on trees, installation/painted Speed limit boards, Installation of rumble strips/cat eyes, Improve traffic lights etc., for **Mid term** is three months to one year i.e. installation of traffic light, construction of speed breakers, improve junctions and for **Long term** is more than one year i.e. under pass, over bridge, under bridge etc.
6. In the next quarterly meeting, the Committee will monitor the steps taken by each Department and examine the impact of the rectification measures taken during the previous quarter.
7. A fresh list of black spots will be placed before the Committee in each quarterly meeting and further action will be taken as enumerated above.
8. The District Level Coordination Committee will send all the proceedings to the concerned Deputy Commissioner-cum-Chairman, District Road Safety Committee as well as Member Secretary, State Level Coordination Committee, who will prepare the agenda for the District/State Level meetings.
9. The first meeting /joint meeting of the District Level Committee shall be held in September, 2016 and report will be sent before 30.09.2016.

Functions of State Level Coordination Committee are enumerated as under:-

1. The State Level Coordination Committee will meet twice in an every year i.e. May and November.
2. The State Level Coordination Committee will review and monitor the reports and suggestions received from each District Level Committee through Member Secretary of the State level Committee. All those issues on which action is required to be taken at the State Level will be prepared by this Committee. The report of this Committee will be sent by Transport Department to all the concerned departments for necessary action. The concerned departments will send action taken report to the Transport Department on monthly basis.
3. The report prepared by the State Level Coordination Committee will be placed before the State Road Safety Council for review and monitoring.
4. The Transport Department- Lead Agency and Police Department- Nodal Agency shall maintain the data of all Black Spots as well as Accident Prone Points in the State and will submit report from time to time to the State lead agency i.e. Transport Department, Haryana, MoRTH, Supreme Court Committee on Road Safety etc. as and when required.

Dated, Chandigarh the
08.09.2016

Dr. Suprabha Dahiya, IAS,
Secretary to Government, Haryana,
Transport Department.

Endst. No. 51761-52109/AT-8/RSB

Dated: 08.09.2016

A copy is forwarded to the following for information and necessary action please:-

1. Director General of Police, Haryana , Panchkula.
2. Deputy Inspector General of Police, Traffic & Highways, Karnal.
3. Engineer-in-Chief, P.W.D (B&R), Haryana, Chandigarh.
4. Director General, Health Services Department, Haryana, Panchkula.
5. Director General, Urban Local Bodies, Haryana, Panchkula.
6. Director General, State Transport, Haryana, Chandigarh.
7. Chief Administrator, Haryana Urban Development Authority, Panchkula.
8. Chief Administrator, Haryana State Agriculture Marketing Board, Panchkula.
9. Director, School Education, Haryana Panchkula.
10. Project Director, National Highways Authority of India, Ambala, Panchkula, Hisar & Rohtak.
11. All Deputy Commissioners-cum-Chairman, District Road Safety Committee in the State.
12. All DCP/SPs in the State.
13. All Sub Divisional Officers (Civil) in the State.
14. All Secretary, Regional Transport Authorities in the State.
15. All Deputy Superintendent of Police in the State.

Addl. Transport Commissioner,
Haryana, Chandigarh.

HARYANA GOVERNMENT
TRANSPORT DEPARTMENT

PROTOCOL FOR BLACK SPOTS

Transport Department Haryana, Chandigarh has issued a letter No. 51761-52109/AT-8/RSB dated 08.09.2016 vide which the member of District Level Coordination Committee mentioned at Sr. No. 7 - NHAI - Project Director has been appointed as "Member" is hereby replaced as "**Representative of NHAI**".

As per directions issued by Ministry of Road Transport & Highways, GOI, New Delhi, vide there letter no. 17018/1/2015-TRW dated 30.12.2015 (copy enclosed), it has been decided the information be prepared for protocol of black spots in the prescribed format and issued time to time by the Government. Rest directions issued by this office earlier will be applicable.

Dr. Suprabha Dahiya, IAS,
Secretary to Government, Haryana,
Transport Department.

Dated, Chandigarh the
03.11.2016

Endst. No.63707-63841**/AT-8/RSB** **Dated:** 16-11-16

A copy is forwarded to the following for information and necessary action please:-

1. Director General of Police, Haryana , Panchkula.
2. Deputy Inspector General of Police, Traffic & Highways, Karnal.
3. Engineer-in-Chief, P.W.D (B&R), Haryana, Chandigarh.
4. Director General, Health Services Department, Haryana, Panchkula.
5. Director General, Urban Local Bodies, Haryana, Panchkula.
6. Director General, State Transport, Haryana, Chandigarh.
7. Chief Administrator, Haryana Urban Development Authority, Panchkula.
8. Chief Administrator, Haryana State Agriculture Marketing Board, Panchkula.
9. Director, School Education, Haryana Panchkula.
10. Project Director, National Highways Authority of India, Ambala, Panchkula, Hisar, Gurugram & Rohtak.
11. All Deputy Commissioners-cum-Chairman, District Road Safety Committee in the State.
12. All DCP/SPs in the State.
13. All Sub Divisional Officers (Civil) in the State.
14. All Secretary, Regional Transport Authorities in the State.
15. All Deputy Superintendent of Police in the State.

for Transport Commissioner,
Haryana, Chandigarh.
16/11

IDENTIFICATION AND ANALYSIS

BLACK SPOTS DATA REPORTING FORMAT

Black Spots in the State of Haryana during the year														
Sr. No	Name of District	Location of accidents	No. of Roads			No. of Accidents during Year			No. of Fatalities during Year			Reason for frequent accidents	What type of Remedial Measures can be taken	Remarks
			NH No	SH No	OR	NH No	SH No	OR	NH No	SH No	OR			
1	2	3	4	5	6	7	8	9	10	11	12	12	14	15
	Total													

212556/HK
22/12/16 — 1215

From

The Additional Chief Secretary to Govt. Haryana,
Public Works (B&R) & Architecture Department.

To

The Engineer-in-Chief,
Public Works (B&R) Department,
Haryana, Chandigarh.

Memo No.9/401/2016-3B&R (W)
Dated, Chandigarh, the 21/12/2016

Subject: - Administrative approval for Committee on Road Safety- Follow up action on Committees directions dated 03.08.2016-regarding.

Reference your U.O. No.202157/Plg., dated 07.12.2016 on the subject noted above.

2. The Governor of Haryana is pleased to accord administrative approval amounting to **Rs. 69.60 lacs (Rs. Sixty Nine Lacs Sixty Thousand Only) for committee on Road Safety- Follow up action on Committees directions dated 03.08.2016. Government has also approved that consultant may be nominated after due procedure prescribed.**

3. The administrative approval is subject to condition that the expenditure on the work be met during the current financial year i.e. 2016-17 as well as its above mentioned requisite amount are to be adjusted within the approved/revised ceiling of Annual plan 2016-17.

4. The expenditure involved is chargeable to the Major Head 5054-Roads & Bridges (Plan)-01-08-5054-04-ODR-337-98-51-16 Constn. Stg./wdg. & bye passes of roads for state scheme and total expenditure under it should not exceed the amount that has been placed at your disposal during the current financial year 2016-17.

5. The technical sanction of this work shall precede actual execution. No work shall be allowed to be taken up in anticipation of technical sanction. The competent authority to issue technical sanction shall be responsible in case of violation of this clause 9.5.1 of the Haryana PWD code.

6. Estimate is returned herewith in original.

Special Secretary to Govt. Haryana,
Public Works (B&R) & Architecture Department

Office of the Engineer-in-Chief Haryana PWD B&R Branch Chandigarh
Endst. No: 6-Plg-09/ 11443-47 **/Plg.** **Dated** 20.01.17

A copy of the above along with copy of U.O. No. 202157/Plg. Dated 07.12.2016 vide which proposal was submitted to Govt. is forwarded to following for information and taking immediate necessary action in the matter.

1. Superintending Engineer, Ambala, Haryana PWD B&R Branch, Ambala.
2. Superintending Engineer, Chandigarh, Haryana PWD B&R Branch, Chandigarh.
3. Superintending Engineer, Hisar, Haryana PWD B&R Branch, Hisar.
4. Superintending Engineer, Karnal, Haryana PWD B&R Branch, Karnal.
5. Budget Section (Head Office).
6. SDE/Road-III, H.O.

It is requested to frame detailed estimate and DNIT. The copy of the bid document will be E-mailed separately.

Executive Engineer (Roads-II)
for Engineer-in-Chief, Haryana,
PWD B&R Branch, Chandigarh

भारत सरकार
Government of India
सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport & Highways
परिवहन भवन, 1 संसद मार्ग, नई दिल्ली - 110001
Transport Bhawan, 1 Parliament Street, New Delhi- 110001

सत्यमेव जयते

No. RW/NH/15017/109/2015/P&M (RSCE) Dated: 28.10.2015

OFFICE MEMORANDUM

Subject: Protocol for identification and rectification of road accident black spots on National Highways

The present Road Safety scenario on road network in general and on National Highways in particular with a high rate of accidents leaves much to be desired. Though the roads especially National Highways were expected to be developed adopting all Safety Engineering measures including design stage Road Safety Audit at the time of preparation of DPRs and Pre-opening stage Road Safety Audit after completion of the development work, , a significant number of locations even on NHs have remained prone to accidents on the road network in the country including NH network which has already been developed in one scheme or the other, due to several reasons and constraints in the development and maintenance. For improvement of such locations a systematic approach is required which includes a common definition for road accident black spots on NHs and a sequence of actions with time frame for removal of those black spots. For this purpose the following is the protocol for road accident black spots on National Highways.

2. Definition of Road Accident Black spot on National Highways: Road Accident Black spot is a stretch of National Highway of about 500m in length in which either 5 road accidents (in all three years put together involving fatalities/grievous injuries) took place during the last 3 calendar years or 10 fatalities (in all three years put together) took place during the last 3 calendar years.

3. Forwarding the road accident data on NHs to Transport Research Wing (TRW) of MORTH: The accident data (keeping in view the above definition of accident black spot) giving the specific location of black spot, limits of the black spot stretch (Up to a length of about 500 m), Number of accidents involving fatalities/ grievous injuries, number of fatalities if any during a calendar year are to be forwarded by police authorities/National Crime Records Bureau so as to reach TRW of Ministry of Road Transport & Highways by 31st March, of the subsequent calendar year(For example Road accident data of the year 2015 is to be forwarded to TRW by 31st March 2016).

4. Forwarding of compiled road accident black spot data on National Highways by TRW to Road Safety Cell(Engineering) of MORTH: Transport Research Wing of MORTH shall compile/analyse road accident data on NHs of a particular calendar year based on the above definition and furnish the black spot details along with details of accidents/ fatalities to Road Safety Cell(Engineering) of MORTH by 31st May of the subsequent calendar year (For example black spot data based on road accident data of the year 2015 is to be forwarded to RSCE of MORT&H by 31st May2016).

HARYANA PWD (B&R)
EXECUTIVE ENGINEER,
CONSTRUCTION DIVISION (NH),
PWD B&R, BR., PANCHKULA
Ph. - 0172-2618179
(e-mail : pwd-eecdnh-panchkula@hry.nic.in)

To

The Superintending Engineer
Chandigarh Circle PWD B&R Br.
Nirman sadan sec-33,
Chandigarh

Memo No 175543 **Dated:** 27/X/16

Subject: **Black Spot on National Highway No.73A (New NH-907) i.e. Nath Plywood factory at Km.7.95**

Reference Head office email dated: 24/10/2016 & Head office letter no. 104753 dt: 24/10/16

In this regard, it is submitted that as desired by Ministry vide letter no. RW-CH-Road Safety-2016/2141-42 dt 13/10/2016 the rumble strips on both side of black spot at km. 7.95 on NH-73A have been got constructed and the necessary cautionary boards and delineators fixed at site to warn the traffic. (Ten nos. coloured photographs regarding rumbles strips and cautionary board are sent herewith for reference.)

This is for your kind information and necessary action please.

DA/Photographs(Ten Nos)

Executive Engineer.

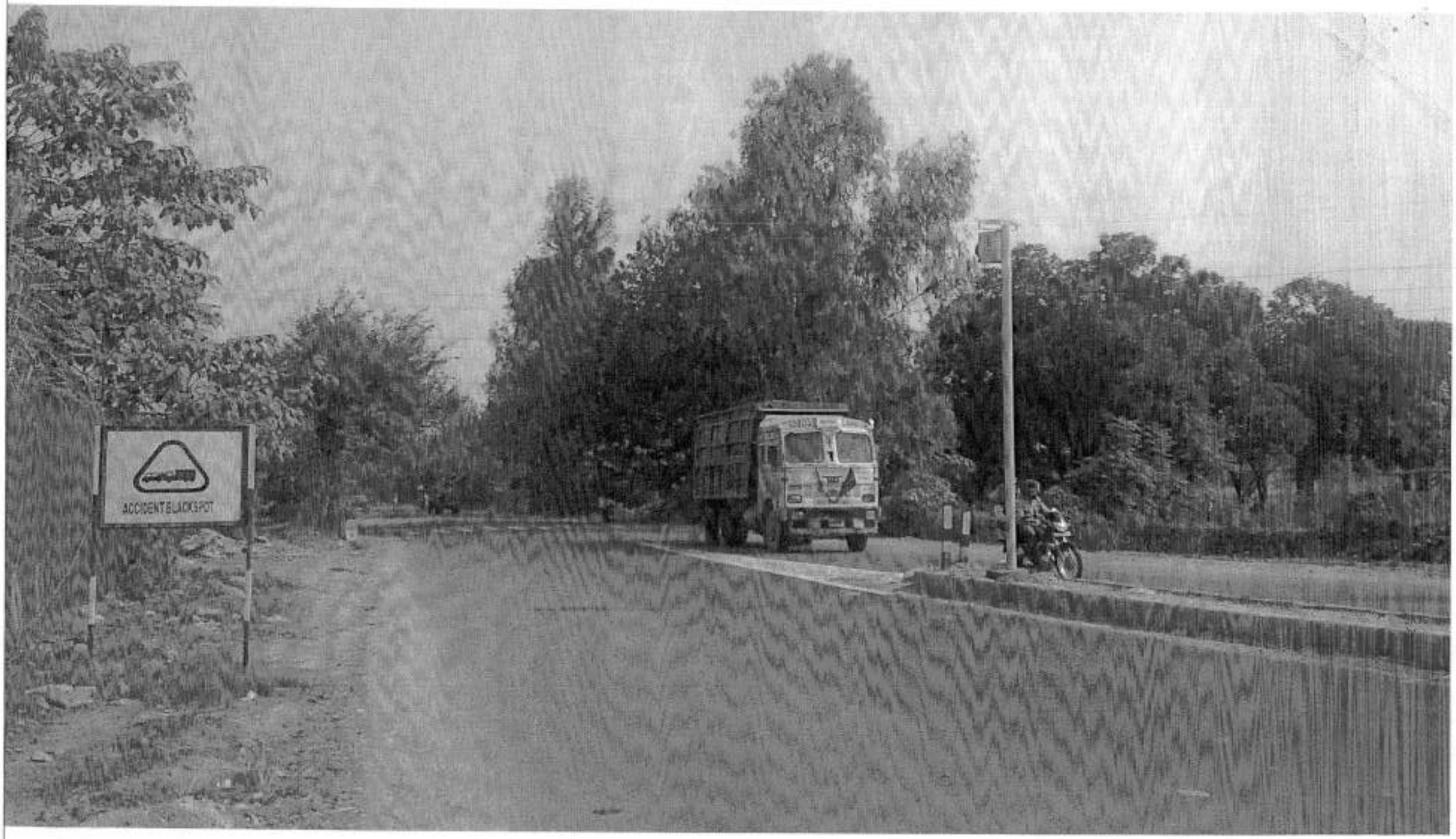
(Kind. Attn. of SE (NH) Head office

Endst. No. **Dated:**

A copy is forwarded to the Engineer-in-Chief, PWD B&R Br., Nirman Sadan, Plot No.1, Sector-33A, Chandigarh for information and necessary action w.r.t 104753 dt 24/10/2016

DA/ Nil

Sd
Executive Engineer


ACCIDENT BLACKSPOT

List of Alco Censures and Interceptors									
		Alco Censures				Interceptors			
Sr. No.	Name of Distt.	Total Alco Censures	In working Condition	Defective	Alco Censures Required	Total Interceptors	On Road	Off Road	Interceptors Required
1	Ambala	10	6	4	5	2	1	1	1
2	Panchkula	7	4	3	5	2	1	1	1
3	Yamunanagar	5	3	2	5	1	1	0	1
4	Kurukshetra	7	6	1	5	2	1	1	2
5	Kaithal	7	3	4	5	1	1	0	1
6	Karnal	12	10	2	5	2	2	0	1
7	Panipat	6	2	4	5	2	2	0	2
8	Sonepat	3	3	0	7	2	2	0	1
9	Rohtak	8	2	6	5	1	1	0	1
10	Jhajjar	5	4	1	5	1	1	0	1
11	Hisar	9	6	3	5	2	2	0	1
12	Fatehabad	5	1	4	5	1	1	0	1
13	Sirsa	8	5	3	5	1	1	0	1
14	Bhiwani	5	0	5	5	1	1	0	1
15	Jind	4	0	4	5	1	1	0	1
16	Gurgaon	120	97	23	8	4	3	1	2
17	Fariadabad	14	9	5	8	3	3	0	2
18	Palwal	6	4	2	5	1	1	0	1
19	Rewari	12	11	1	5	2	1	1	1
20	Narnaul	7	6	1	5	1	1	0	1
21	Mewat	7	7	0	5	1	1	0	1
	TOTAL	**267**	**189**	**78**	**113**	**34**	**29**	**5**	**25**

Assistant Inspector General of Police
Traffic & Highways, KARNAL

GOVERNMENT OF HARYANA / हरियाणा सरकार

TRANSPORT COMMISSIONER, HARYANA, CHANDIGARH

परिवहन आयुक्त, हरियाणा, चंडीगढ़

To

All the Deputy Commissioners
in the State.

Memo No. 51233-259/AT-6/ST-I
Dated: 2-9-16

Subject: **Implementation of stall Test before issue of learner Driving License by IDTRs.**

Please refer to this office letter no. 22092-172/AT-6/ST-I dated 28.08.2016 circulated to all SDMs/Secretary, RTAs –cum- LAs in the State on the subject cited above.

It is apprised that all the SDM's and Secretary, RTA's in the State were directed vide letter dated 28.08.2016 to provide sufficient space on their location for the establishment of Road Safety Knowledge Centre for holding the stall test before the issuance of learner Driving License by IDTRs in the State, as this will certainly help enhancing the awareness towards road safety and also reduce accidents significantly. The purpose of holding stall test is to enhance the sense of awareness with regard to the provisions of the road safety measures among the drivers which could not be achieved in time bound manner. The process for the establishment of the RSKC is going on at snails pace due to non-cooperation and proper coordination at the level of the authorities concerned.

In view of the above, it is therefore requested that special care should be taken for implementation of the stall test and the authorities working under your territorial jurisdiction may be advised to comply with the directions in letter and spirit. They may also be asked to extend coordination to the representative of the IDTR as and when he contacts to them and provide sufficient space for the establishment of RSKC without further delay in the matter.

Early action in the matter will be solicited.

for Transport Commissioner,
Haryana, Chandigarh.

Endst. No. 51255-330/AT-6/ST-I
Dated: 2-9-16

A copy of the above is forwarded to the following for information and necessary action:-

1. All Secretary, RTAs in the State.
2. All SDO(c)-cum-Licensing Authorities in the State.
3. All IDTRs in the State

for Transport Commissioner,
Haryana, Chandigarh.

GOVERNMENT OF HARYANA / हरियाणा सरकार

TRANSPORT COMMISSIONER, HARYANA, CHANDIGARH

परिवहन आयुक्त, हरियाणा, चंडीगढ़

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for Transport Commissioner,
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2. All SDO(c)-cum-Licensing Authorities in the State.
3. All IDTRs in the State

for Transport Commissioner,
Haryana, Chandigarh.

रही निर्धारित शुल्क का विभाजन 90-10 के अनुपात में किया गया है अर्थात् 90/–रू0 आई.डी.टी.आर तथा 10/–रू0 परिवहन विभाग हरियाणा की सोसाईटी में जमा होंगे।

3. उपरोक्त के अतिरिक्त यह भी निर्णय लिया गया है कि जिन स्थानों पर आई.डी.टी.आर स्थापित है वहां पर आवश्यक इन्फ्रास्ट्रकचर का प्रबन्ध अपने स्तर पर करेंगे तथा उस स्थिति में निर्धारित की गई 100/–रू0 का शुल्क आई.डी.टी.आर अपने पास रखेंगे।

आपको निर्देश दिए जाते है कि लिए गए निर्णय अनुसार कार्यवाही करें तथा इसकी अनुपालना रिपोर्ट मुख्यालय को भिजवाना सुनिश्चित करें।

अतिरिक्त परिवहन आयुक्त,
हरियाणा, चण्डीगढ़।

पृ0क्र0 /एटी–6 दिनांक:

1. इसकी एक प्रति आई.डी.टी.आर, रोहतक व बहादुरगढ़ को उनके पत्र दिनांक 20.5.2014 के संदर्भ में आवश्यक कार्यवाही हेतू प्रेषित है।

2. सभी आई.डी.टी.आर को निर्देश दिए जाते है कि वे उन उपमण्डल अधिकारी (ना0)–कम–पंजीकरण अधिकारी/सचिव प्रादेशिक परिवहन प्राधिकरण के कार्यालयों की सूचना मुख्यालय में भिजवाएं जहां पर वह स्टाल टैस्ट (stall test) का प्रबन्ध सुविधा अनुसार करने में सक्षम है। यह भी निर्देश दिए जाते है हरियाणा परिवहन विभाग की सोसाईटी का पंजीकरण होने तक स्टाल टैस्ट के लिए निर्धारित की गई राशि भी अपने पास जमा रखे। सोसाईटी का पंजीकरण होने के पश्चात् यह राशि सोसाईटी के अकाऊंट में जमा करवा दी जाएगी।

अतिरिक्त परिवहन आयुक्त,
हरियाणा, चण्डीगढ़।

[Extract from Haryana Government Gazette (Extra.), dated the 4th April, 2013]

HARYANA GOVERNMENT

TRANSPORT DEPARTMENT

Notification

The 4th April, 2013

No. 13/2/2013- 3T(1).— In exercise of the powers conferred by Sub-section (2) of section 112 of the Motor Vehicle Act, 1988 (Central Act 59 of 1988), the Governor of Haryana hereby makes the following amendment in Haryana Government, Transport Department, Notification No. S. O. 45/C. A. 59/1988/S. 112.2008, dated the 27th May, 2008, namely :—

Amendment

In the Haryana Government, Transport Department, Notification No. S. O. 45/C. A. 59/1988/S. 112/2008, dated the 27th May, 2008, in the Schedule , for the existing note, the following notes shall be substituted, namely: -

"Note 1. In case of all six lanes National/State Highways, Light Motor Vehicles (Passenger) shall be driven on the right side lane, two wheelers/three wheelers on the left side outer most lane and Light (Goods)/Medium/Heavy (Passengers and Goods) Vehicles shall be driven in the central lane. In case of more than six lanes National/State Highways, Light Motor Vehicles (Passenger) shall be driven on the second right lane, two wheelers/three wheelers on the left side outer most lane and Light (Goods)/Medium/Heavy (Passengers and Goods) Vehicles shall be driven in the second left lane and the outer most right lane shall be left for overtaking.

Note 2. The Municipal area situated on National Highways excludes the portion of "Fly Overs" situated in the State".

HARDEEP KUMAR,
Principal Secretary to Government Haryana,
Transport Department.

GOVERNMENT OF HARYANA / हरियाणा सरकार
Transport Commissioner, Haryana, Chandigarh
परिवहन आयुक्त, हरियाणा, चण्डीगढ़

Off.: 30 Bays Building, 2nd Floor, Sector 17-B, Chandigarh - 160017 (India) Tel: 91(0172)-2784359, 2701298, 2700541 Fax:- 91(0172)2700514
कार्यालय 30 बेज बिल्डिंग, द्वितीय तल, सैक्टर 17-बी चण्डीगढ़ -160017 (भारत) दूरभाष : 91 (0172) 2700514

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To

All Secretaries,
Regional Transport Authorities
in the State.

No.: 4128/-301 AT-8/RSB Dated: 10/9/15

Subject: Celebration of Road Safety Days.

Reference on the subject cited above.

It has been decided to observe the following days as "Road Safety Awareness Days"-

1.	'Wear Helmet' Day	:	21 September
2.	'Wear Seat Belt' Day	:	28 September
3.	'No Overloading' Day	:	5 October
4.	'No Pollution' Day	:	12 October
5.	'No Over-Speeding' Day	:	19 October
6.	'No Mobile Use While Driving' Day	:	26 October
7.	'No Drunken Driving' Day	:	2 November

You are requested to conduct checking on the above said dates alongwith Traffic In-charges in your district and concerned RSAs and weekly report may be sent to concerned Secretary, Regional Transport Authority. Secretary, Regional Transport Authority will compile the report of their District and send weekly report of every event to this office within a week positively. It is further informed that the above said dates have been decided to be observed as 'Annual Calendar Events'.

Addl. Transport Commissioner (R.S.),
Haryana, Chandigarh.

Endst. No.: /AT-8/RSB Dated:

A copy of the above is forwarded to following for information and necessary action:-

1. Deputy Inspector General of Police (Traffic and Highways), Karnal.
2. All Deputy Commissioners in the Haryana State.
3. All Deputy Commissioners of Police/Superintendents of Police in the Haryana State.

Addl. Transport Commissioner (R.S.),
Haryana, Chandigarh.

Endst. No.: /AT-8/RSB Dated:

A copy of the above is forwarded to PS-ACS (T) for kind information of W. Additional Chief Secretary to Govt. Haryana, Transport Department please.

GOVERNMENT OF HARYANA
TRANSPORT DEPARTMENT
(REGULATORY WING)

ORDER

Introduction

State Government is committed to provide safer and sufficient transportation to school going children. In order to provide the adequate transportation facilities to the school going children, the State Government has taken an initiative to exempt all the vehicles used for carrying students to schools/colleges/other educational institutions from the liability of payment of tax under the Haryana Motor Vehicles Taxation Act, 2013 so that more and more people are encouraged to ply educational vehicles.

2 State Government has also provided free travelling facilities to girl students of the schools/colleges/institutes situated in the State which are recognised by the State Government/affiliated with any university or board in the State in Haryana Roadway buses. The passes are being issued upto maximum limit of 60 Kms on the half yearly basis on the recommendation of the school/college/institute authorities.

Further, in order to ensure the safety of school going children, Government of Haryana feels it necessary to formulate a policy for safer transportation of school going children. Therefore, the policy namely "Suraksht School Vahan Policy" is hereby formulated as under:-

Suraksht School Vahan Policy:

The following committees at State, District and Sub District level are constituted for framing policies/norms for the safer transportation of school going children and implementation thereof:-

1. **State Level Committee**
2. **District Level Committee**
3. **Sub-District Level Committee**

1. State Level Committee:

A State Level Committee for formulating and enforcing norms prepared for the safety of school buses and implementation of this policy is hereby constituted under the chairmanship of Principal Secretary to Government Haryana, Transport Department and comprising of following officers:-

1.	Principal Secretary to Government Haryana Transport Department.	--- Chairman
2.	Transport Commissioner, Haryana, Chandigarh	--- Member
3.	Excise and Taxation Commissioner, Haryana, Panchkula	--- Member
4	Director General State Transport, Haryana, Chandigarh	--- Member
5	Director General of Police, Haryana, Panchkula	--- Member
6	Director General, Higher Education.	--- Member
7.	Director General, Secondary Education	--- Member
8.	Director General, Elementary Education	--- Member

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[Authorised English Translation]

HARYANA GOVERNMENT

TRANSPORT DEPARTMENT

Notification

The 27th May, 2008

No. S.O. 45/C.A. 59/1988/S. 112/2008.—Whereas, the Governor of Haryana is satisfied that it is necessary to restrict the speed of motor vehicles specified in column 2 of the schedule given below in the interest of public safety and convenience;

Now, therefore, in exercise of the powers conferred by sub-section (2) of section 112 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988), and in supersession of Haryana Government, Transport Department, notification No. 21/1/2002-3T(II), dated the 8th January, 2002, the Governor of Haryana hereby fixes the maximum speed limits for class of motor vehicles specified in column 2 in an area and roads specified in column 3 of the schedule given below for the purpose of the said sub-section :—

Schedule

Sr. No.	Class of motor vehicle	Proposed maximum speed per hour in Kilo Meters					
		Near Educational Institutions	All other places and within Municipal Area of all places except the portion of "fly over" situated, if any	National High ways	State High ways	Major District Roads	Village Roads
1	2	3					
1.	If all the wheels of the vehicles are fitted with pneumatic tyres and the vehicle is not drawing a trailer.						
	(a) Motor Car	30	50	90	80	70	60
	(b) Motor Cycle/Scooter	30	50	50	50	45	40
	(c) Autorickshaw	30	30	40	35	30	25
	(d) Light Motor Vehicle other than a transport vehicle	30	50	90	80	70	60

GOVERNMENT OF HARYANA / हरियाणा सरकार
TRANSPORT COMMISSIONER HARYANA, CHANDIGARH
परिवहन आयुक्त हरियाणा, चंडीगढ़

To,

1. All Secretaries,(By Name)
   Regional Transport Authorities in the State.

2. All Motor Vehicle Inspectors in the State.

Memo No.7956-8000 /AT-8/RSB Dated: 7-2-17

Subject: Under protection bar in trucks and buses

Please refer to this office memo no. 35564-84/AT-9/AS-II dated 07.11.2013 and memo no. 64319-37/AT-8/RSB dated 11.12.2015 on the subject cited above.

Road accidents cause huge economic and human loss every year. One of the major reasons of road accidents is use of unsafe motor vehicles on the roads. In many road accidents it is observed that a smaller vehicle following a bigger commercial/passenger vehicle like truck or bus runs under it in case of sudden application of brakes by the front vehicle. This happens due to non-fixing of Rear Under Protection bar in the bigger vehicles like trucks/buses which have more ground clearance at the rear. Similarly, in the sides of bigger vehicles also, Lateral Under run Protection bar needs to be fixed. The Hon'ble Supreme Court Committee on Road Safety is also monitoring all the aspects on Road Safety issues.

You are, therefore, directed to ensure that no Commercial or passenger bigger vehicle is registered or issued a certificate of fitness unless it has both the Rear and Lateral under run Protection bars duly fixed. Any laxity in this regard will be viewed seriously.

for Transport Commissioner,
Haryana, Chandigarh.

Office: 30 Bays Building, 2nd Floor, Sector 17-B, Chandigarh - 160017 (India)
Telephone: 91(0172)-2784359, 2701290, 2700541 Fax: 91(0172)2700514 e-mail: stcharyana@hry.nic.in website:haryanatransport.gov.in
कार्यालय: 30 खण्ड बिल्डिंग, दूसरा तल, सेक्टर 17 बी, चंडीगढ़-160017 (भारत)

May 2, 201

Ambulances Detail Under Referral Transport Scheme

Name of the District	No. of ALS ambulances	No of BLS ambulances	PTA	Kilkari	Total no of ambulances currently operational	Drivers	EMT
Ambala	4	8	8	2	22	64	36
Bhiwani	4	14	10	2	30	81	44
Faridabad	3	10	0	0	13	34	37
Fatehabad	2	10	1	1	14	36	33
Gurgaon	4	11	0	1	16	45	46
Hisar	4	13	5	1	23	54	49
Jhajjar	2	13	0	1	16	42	29
Jind	3	11	0	2	16	39	29
Kaithal	3	7	0	1	11	29	24
Karnal	3	14	0	2	19	36	40
Kurukshetra	3	8	4	2	17	47	30
Mewat	2	11	3	1	17	49	32
Narnaul	2	10	0	0	12	28	1
Palwal	1	12	1	2	16	36	24
Panchkula	3	12	0	0	15	38	30
Panipat	2	12	0	1	15	32	26
Rewari	3	10	0	2	15	38	24
Rohtak	2	11	0	0	13	39	24
Sirsa	2	15	5	1	23	54	35
Sonipat	4	12	1	1	18	50	48
Yamuna Nagar	2	10	5	2	19	41	33
Total	58	234	43	25	360	912	674

From

Principal Medical Officer,
Civil Hospital, Ambala City

To

Deputy Director General,
Directorate General of Health Services,
Nirman Bhavan, New Delhi-110108.

PMO /17 /no. 7030

Dated: 12/04/17

Subject: Information regarding Trauma Care Facilities established during 11th FYP under the scheme " Assistance for capacity building- Centrally Sponsored Scheme – Financial Assistance for upgradation and strengthening of emergency facilities in Govt. Hospitals on National Highways.

In reference to subject cited above.

Please find the monthly report for Trauma Care Facilities established during 11th Five Year Plan in prescribed format along with copy/photocopy all required documents.

Nodal Officer, Trauma Center,
Civil Hospital, Ambala City

Principal Medical Officer,
Civil Hospital, Ambala City

Sr.	Proposed Trauma Care Centers	
1.	Medical College Nalhar, Mewat	- Level I
2.	Civil Hospital Panchkula	- Level II
3.	Civil Hospital Sonepat	- Level II
4.	B.K. Hospital Faridabad	- Level II
5.	Civil Hospital Bhiwani	- Level II
6.	Civil Hospital Hisar	- Level II
7.	Civil Hospital Rohtak	-Level IV
8.	CHC Kalanaur, Rohtak	-Level IV
9.	CHC Sampla, Rohtak	-Level IV
10.	Manesar (Gurgaon)	-Level III

Newly Recommended Trauma Centres, Feb. 2016 by GoI under 60:40 sharing scheme of 12th FYP

Sr.	Trauma Care Centers	
1.	Civil Hospital Narnaul	-Level III
2.	Civil Hospital Kaithal	-Level III
3.	Civil Hospital Palwal	-Level III

Moreover, all the Health Institutions in the state i.e. PHC's/CHC's/SDH/GH etc are equipped to provide emergency care to Trauma Victims depending upon the resources available in the institute. The Operational guidelines for setting up a trauma centre in the State as issued by GoI have been placed below for kind perusal.

The above information may kindly be forwarded to Hon'ble CM as desired by him on dated 06.04.2017 while reviewing the CM Announcement of district Panipat and Yamunanagar.

CFMS No:-24398
Dated:- 12/04/2017

MO(Coord)
11/4/17.

DHS(Lab) 12/4

DGHS 12/4

W/ACS

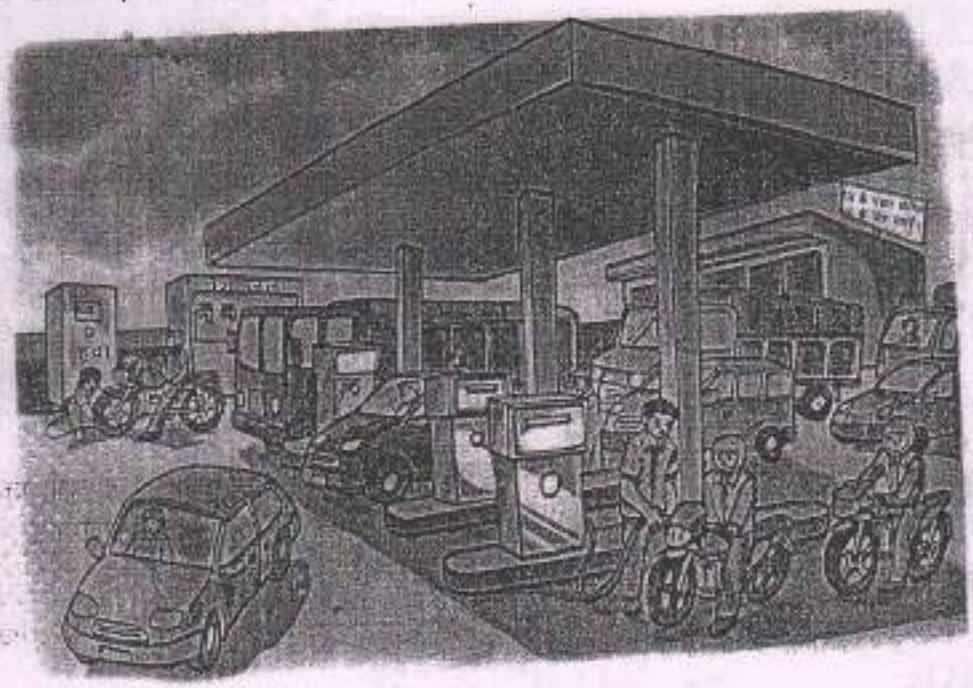
Class - V

पाठ 18 आज भी, कल भी

पंकज अपने पापा के साथ बाज़ार से घर लौट रहा था। पापा ने कहा–बाइक में पेट्रोल ख़त्म होने वाला है। पहले पेट्रोल भरवा लें, फिर घर चलेंगे। ऐसा कहकर उन्होंने बाइक को पेट्रोल पंप की ओर मोड़ दिया।

पंकज – पापा, यहाँ तो बहुत सारी गाड़ियाँ खड़ी हैं। हमारी बारी पता नहीं कब आएगी?

पापा – जल्दी आ जाएगी। तब तक तुम यहाँ लगे इस पोस्टर को देखो और पढ़ो।



चित्र देखो और बताओ

- पेट्रोल पंप पर कौन–कौन से वाहन खड़े हैं?
- ये वाहन किस चीज़ से चलते हैं?
- क्या पेट्रोल पंप पर काम करने वालों ने वर्दी पहनी हुई है?
- यहाँ पर लोगों की सुविधा के लिए और क्या–क्या है?
- पोस्टर पर क्या लिखा है?
- पोस्टर पर लिखे नारे से क्या संदेश मिलता है?

Subject: **Action Taken Report on Road Safety Action Plan**

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Director Elementary Education, Haryana, has been included the following contents in curriculum of classes as per detail given below:

Sr. No	Class	Subject	Chapter Name	Page No.
1	III	EVS	दाएँ -बाएँ चार दिशाएँ	108-117
2	III	English	Traffic Rules	24-29
2	IV	EVS	मोहित की नई साइकिल	173-179
3	V	EVS	आज भी कल भी	146-153
4	VI	Political Science	सड़क सुरक्षा	101-105
5	VII	Political Science	सड़क सुरक्षा	A1-A6
6	VIII	Political Science	सड़क सुरक्षा	A1-A5
7	IX	Hindi	सड़क सुरक्षा	
8	IX	English (Supplementary)	Drunken Driving, Driving Behaviour, Road Offences, Traffic Rules	
9	X	English	Road Safety Carpooling, Driver Responsibility, General Exercise, Drunk Driving	
10	X	Hindi पूरक पुस्तक	सड़क सुरक्षा	

Action Taken Report on Road Safety

10074 31.01.2015	HARYANA STATE Other Other Other	Hon'ble CM announced on 31.01.2015 at the time of 2nd State Level Transport Rules Competition that knowledge regarding transport rules and road safety be included within the syllabus/curriculum prescribed for the students of the classes from 6th to 12th as per book. Concerned department to take required necessary steps accordingly at once.	(DSE) Academic Cell		<u>3rd to 5th:-</u> The matter has been incorporated in the text books of classes 3rd to 5th after approval from Haryana Government in EVS and 3rd class of English Subjects from session 2016-17. <u>6th to 8th:-</u> The matter has been incorporated in the text books of classes 6th to 8th in Political Science Subject after seeking approval from NCERT, New Delhi and Haryana Government from session 2016-17. <u>9th to 10th:-</u> The Board of School Education Haryana Bhiwani vide its Memo No. 948/Admn/A-5 dated 04.08.2015 has intimated that the content on Road Safety has been included in books of English and Hindi subjects of classes 9th and 10th. <u>11th to 12th:-</u> The content is being developed and the same will be included in the books of 11th and 12th class after seeking approval from NCERT, New Delhi. The Text books for classes 5th to 12th are printed by BOSE (Haryana, Bhiwani). Nearly 75% of the CM Announcement has been commissioned.

Directorate Elementary Education has undertaken the following activities for awareness on Road Safety:

- Every year in the month of January Road Safety Week is celebrated and this week was celebrated from 9th January to 15th January.
- Inclusion of awareness plan for Road Safety in Eco clubs activities. part of
- Road Safety aspect is discussed in parents-teacher meetings.
- Organization of seminars, exhibitions, rallies and lectures for Road Safety.
- Organization of Quiz Programmes based on course curriculum of the classes.
- Visit of students to Traffic Parks for better understanding of Traffic Rules through sign boards.
- Motivation for awareness through lectures by Traffic Officers in every school of the State.
- Organization of special awareness campaign for masses in school campus.

Programme Officer
For Director Elementary Education
Haryana, Panchkula

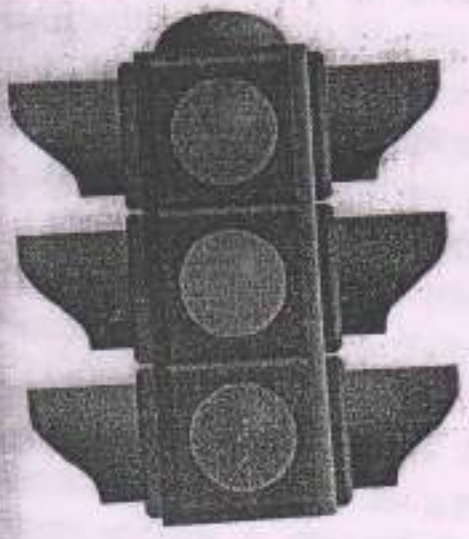
Class VI

Class VI th

परिशिष्ट - 1

सड़क सुरक्षा

(भाग-1)



सड़क किसी भी राष्ट्र के लिए जीवन–रेखा है। एक जिम्मेदार नागरिक के रूप में हमारा कर्तव्य है कि हम सड़क सुरक्षा के प्रति सचेत व संवेदनशील बनें। नियमों का पालन करने से हम अपनी सड़कों को अधिक सुरक्षित बना सकते हैं। सड़क दुर्घटनाएँ तब होती हैं जब वाहनों के चालक तथा पैदल यात्री यातायात के नियमों का उल्लंघन करते हैं। अतः इस पाठ के माध्यम से हमने पैदल यात्री व साइकिल पर चलने वालों को सड़क सुरक्षा के प्रति जागरूक करने का प्रयास किया है।

अध्यापकों से अपेक्षा की जाती है कि इस पाठ का कक्षा में मात्र वाचन करवाने के स्थान पर विद्यार्थियों को सहयोगी बनाते हुए पढ़ाएँ। वे यह भी सुनिश्चित करें कि सभी छात्र पाठ में बराबर रुचि लें तथा कक्षा में उदासीन रहने वाले छात्रों को भी बीच–बीच में परिस्थितियाँ देकर या प्रश्न पूछकर पाठ के साथ जोड़ें। पाठ के कथानक को नाट्य विधा में ढालकर उसका मंचन भी करवाया जा सकता है। वास्तविक जीवन से उदाहरण लेकर पाठ में संग्रहीत विचारों को अच्छी तरह समझाया जा सकता है। उपर्युक्त विधि से पढ़ाने पर विद्यार्थी इस विषय को बोझ न समझ कर सरलता से समझ पाएँगे।

नितिन बहुत ही होनहार व मेहनती विद्यार्थी था। वह अभी पाँचवीं कक्षा की तैयारी कर रहा था। जब उसके पिता ने उसको इतनी लगन से पढ़ते हुए देखा तो उन्होंने उससे कहा– "अब अगली कक्षा में तुम्हें पैदल स्कूल नहीं जाना पड़ेगा।" नितिन ने पूछा क्यों? पिता ने कहा, तुम इतनी मेहनत कर रहे हो, जब तुम अच्छे अंक लाओगे तो मैं तुम्हें पुरस्कार के रूप में साइकिल दूँगा। फिर तो नितिन और भी लगन व मेहनत से पढ़ाई करने लगा और अपनी कक्षा में प्रथम श्रेणी में पास हुआ। माता–पिता की खुशी का ठिकाना नहीं रहा और अपने दिए गए वचन अनुसार उन्होंने नितिन को नई साइकिल भेंट की। नई साइकिल मिलने पर नितिन बहुत खुश हुआ। उसके पिता ने कहा, 'बेटा साइकिल चलाने का आनंद तो लो, लेकिन मेरे साथ सुरक्षित स्थान पर ही साइकिल चलाने का अभ्यास करना तथा इन नियमों को ध्यान में रखकर ही साइकिल चलाना।' :–

CLASS- VIIth

परिशिष्ट

2

Class - VIIth
भाग - 2
सड़क सुरक्षा

सड़क सुरक्षा (भाग-२)

शिक्षकों के लिए:

कक्षा 6 की पाठ्यपुस्तक में सड़क सुरक्षा अध्याय में पैदल यात्री तथा साइकिल सवार को जागरूक करने का प्रयास किया गया था। इस कक्षा में हम दुपहिया वाहन चालकों के लिए सड़क सुरक्षा के नियमों की चर्चा करेंगे जिससे कि हमारे भावी नौजवान चालक सड़क सुरक्षा व यातायात के नियमों के प्रति अधिक जागरूक, जिम्मेदार व संवेदनशील बनें।

अध्यापकों से अपेक्षा की जाती है कि इस पाठ का कक्षा में मात्र वाचन करवाने के स्थान पर विद्यार्थियों को सहयोगी बनाते हुए पढ़ाएं। वे यह भी सुनिश्चित करें कि सभी छात्र पाठ में बराबर रुचि लें तथा कक्षा में उदासीन रहने वाले छात्रों को भी बीच-बीच में परिस्थितियाँ देकर या प्रश्न पूछकर पाठ के साथ जोड़ें। पाठ के कथानक को नाट्य विधा में बनाकर उसका मंचन भी करवाया जा सकता है। वास्तविक जीवन से उदाहरण लेकर पाठ में संग्रहीत विचारों को अच्छी तरह समझाया जा सकता है। उपरोक्त विधियों से प्रदान पर विद्यार्थी इस विषय को बोझ न समझ कर सरलता से समझ पाएंगे।

सड़क सुरक्षा के भाग–1 में हमने साइकिल सवार व पैदल यात्रियों के सड़क सुरक्षा संबंधी नियमों तथा संकेतकों का किस प्रकार पालन करना है, सीख लिया है–

प्रस्तुत अध्याय में हम दुपहिया मोटर वाहनों के लिए सड़क सुरक्षा के नियमों तथा संकेतकों के बारे में जानेंगे।

कक्षा सातवीं में नितिन का आज पहला दिन है। विद्यालय में पहला दिन प्रवेश उत्सव के रूप में मनाया जा रहा है। मुख्याध्यापक ने सभी बच्चों से आग्रह किया कि वे अपने माता-पिता के साथ प्रवेश उत्सव में शामिल हों। नितिन उत्सव में जाने के लिए बहुत ही उत्साहित है। वह अपने पिता से

class:- 9th
Hindi- पूरक पुस्तक

सड़क सुरक्षा

- गाड़ी की उचित देखभाल न करने पर उसमें खराबी होगा, जैसा कि
- सड़क दुर्घटना के विभिन्न विभिन्नों की जानकारी का प्रचार करें।
- माता-पिता नाबालिग बच्चों को गाड़ी न चलाने दें तथा उनके द्वारा की
- सड़क दुर्घटना के शिकारों का उपचार करने वाले को सम्मानित।

एक दिन अरविंद ने राजू से पूछा, "क्या तुम सलमुच कार चला सक

"हाँ, मैं कार चला सकता हूँ। मुझे कार के बारे में सब पता है लेकिन पापा तो मुझे अपनी कार को हाथ तक लगाने नहीं देते।" राजू ने लंबी साँस लेते हुए कहा। "पर राजू, तुम्हारे पास नहीं करते क्योंकि अभी हम इतने बड़े नहीं हुए कि कार चला सकें।" अरविंद ने समझाते

"पर मेरे कमालेश्वर अंकल तो बेटा रोजू, कार चलाता है। वह भी ने 14 वर्ष का है। मैंने उसे अपने ड्राइवर की बगल में बैठकर कार चलाते हुए देखा है। तो फिर मैं कार क्यों नहीं चला सकता।" राजू ने कहा। "पर राजू, ड्राइवर के साथ बैठकर कार चलाने और अकेले कार चलाने में फर्क होता है। अगर तुम चाहो तो तुम मेरे ड्राइवर से कार चलाना सीखने के लिए अपने पापा से पूछ सकते हो।" अरविंद ने कहा।

"पर मेरे पापा तो ऑफिस के काम से बाहर गए हैं। वे 15 दिन बाद लौटेंगे।" राजू इतना कहकर चुप हो गया। अरविंद ने राजू को चुप देखा तो बोला, "तुम उदास न हो, हम चुपचाप मेरे ड्राइवर से कार चलाना सीखेंगे। अभी तो हमारे स्कूल की भी छुट्टियाँ हैं।" अरविंद की बात सुनकर राजू बहुत खुश हो गया और बोला, "वाह यार! यह तो बहुत ही अच्छा आइडिया है। मैं तुम्हारे ड्राइवर से कार चलाना सीख सकता

अरविंद ने ड्राइवर से पूछा तो वे गाड़ी सिखाने के लिए तैयार हो गया। उसके हाँ करने पर राजू खुशी से फूला नहीं समा रहा था क्योंकि कार चलाने का उसका सपना पूरा होने वाला था। दोनों मित्र ड्राइवर मेनेजर, जिसका नाम संजय था, से साथ गाड़ी सीखने के लिए साथ लेकर गए। ड्राइवर ने पहले उन दोनों को कार के अलग-अलग पुर्जों जैसे क्लच, गियर बॉक्स, स्टीयरिंग व्हील, सीट बेल्ट के बारे में बताया। उसके बाद वह खुद कार चलाने लगा और धीरे-धीरे से उन दोनों को भी कार चलाने के लिए स्टीयरिंग व्हील देने लगा। परन्तु उसने उन दोनों को पूरी तरह कारचलाने के लिए कभी नहीं दी। राजू ने घर में किसी को भी अरविंद के ड्राइवर से कार चलाना सीखने के बारे में नहीं बताया।

उसके दिन इतवार का। स्कूल की छुट्टियों भी चल ही रही थी अरविंद का ड्राइवर काम पर नहीं आया। राजू निराश हुआ पर दूसरे ही क्षण उसने अरविंद से कहा "चलो हम दोनों अपने आप कार चलाना सीखते हैं। तुम्हारे पापा अभी ऑफिस नहीं आए हैं और हम दोनों कार चलाना भी सीख गए हैं।" राजू ने कहा।

"नहीं, अभी हम अपने आप कार नहीं चला सकते और हमारे पास लाइसेंस होने के कारण ड्राइविंग लाइसेंस भी

यह सुनकर राजू बहुत उदास हो गया। राजू को उदास देखकर अरविंद ने अकेले कार चलाने के लिए हाँ कर दी। दोनों ने अपने आप कार जिम्मेदारी और घर के पास अरविंद ने चलाने लगे। पहले अरविंद ने कार चलाई। उसे कार चलाते देख राजू बोला, "अरे वाह! अरविंद तुम तो बहुत अच्छी कार चलाना सीख गए हो।" यह सुनकर अरविंद खुश

Comprehension Passage

Read the follow[illegible]

Dear [illegible] mom

I went to a party, mom, I remember what you said.
You told me not to drink, mom, so I drank soda instead.
I didn't touch a drink, mom, though everyone said I should,
I really felt proud inside, mom, just the way you said I would.

I know I did the right thing, mom, I know you're always right,
Now the party is finally ending, mom, and everyone's driving out of sight.
As I got into my car, mom, I knew I'd get home in one piece,
Because of the way you raised me, mom, so responsible and sweet.

I started to drive away, mom, but as I pulled out onto the road,
The other car didn't see me, mom, and hit me like a load.
As I lie here on the pavement, mom, I hear the policeman say,
The other guy is drunk, mom, and now I'm the one who'll pay.

I'm [illegible],
How could this happen to me, mom? My life burst like a balloon.
There's blood all around me, mom, and most of it is mine,
I hear the medic say, mom, I'll die in a short time.

I just wanted to tell you, mom, I swear I didn't drink,
It was the others, mom. The others didn't think.
He was probably at the same party as I,
The only difference is, he drank and I will die.

continued...

Comprehension Passage

Class-X

DRIVER'S RESPONSIBILITY

DRIVING IS A PRIVILEGE, NOT A RIGHT !

What you need to know before you begin...

You must have a driver's license to operate a vehicle of any kind on a public highway or parking facility in India.

Every state has a government agency that issues driver's licenses. In each state, this agency is called the Regional Transport Authority or RTO. These agencies may refuse to issue or renew a license if you don't meet their restrictions set by them.

Having a driver's license is a privilege, not a constitutional right.

The Responsibility Factor:

When you are issued a driver's license, you are also issued many responsibilities. You must continue to demonstrate your ability to drive safely on the road. If you fail to demonstrate this ability, you will be issued traffic tickets, or even have your license suspended or revoked. A lot of responsibility comes with a driver's license. You have to drive safely, obey the traffic laws, and respect the rights of other drivers. Not only should you concentrate on your own driving, you should also be well aware of the other vehicles around you. Driving safely also includes how and where you park your car. Passengers in your car put their safety in your hands and expect you to drive safe as well.

You also have a financial responsibility when it comes to driving. Every driver needs to have automobile insurance that covers any potential damages or injuries that he or she causes. If a minor is issued a license, then the parent(s) or guardian(s) of that minor are responsible for any financial consequences.

Eligibility for Learner License:

1. Age eligibility : 18 years
   For cycles upto 50cc engine capacity & gearless scooter : 16 years
   (Provided parent/guardian consent obtained)
   For commercial vehicle : 20 years
2. Conversant with Traffic rules & regulations.

Eligibility for Permanent License:

1. You should have a valid learner license
2. You should apply after 30 days and within 180 days from the date of issuance of learner license.
3. You should be conversant about the vehicle systems, driving, traffic rules & regulations.

Attitudes:

Finally, safe driving requires a good attitude. You should not be stressed, tired, or distracted; driving should be your only focus. You need to be both mentally and physically capable of controlling your vehicle.

There are many consequences for neglecting any of these responsibilities, so make sure you know what they are and comply with them.

Before you proceed, consider these Indian road fatality statistics:

- 133,938 people were killed and more than three times this number injured in motor vehicle collisions in the year 2010.
- An average of 443 persons died each day, roughly one every 3 minutes.
- 61.7% of the victims of accidents were aged between 15 to 44 years. This group of persons accounted for nearly two thirds of all the persons killed in accidents during the year.
- There were 12,188 pedestrian deaths.
- 15% of all fatalities were alcohol-related.
- 18 people died every hour in road accidents
- Road traffic fatalities have been increasing at about 8% annually for the last 10 years and show no signs of decreasing.

Source : NCRB (National Centre for Statistics and Analysis) Fatality Analysis 2010

Class- 10th
Hindi - पूरक पुस्तक

सड़क सुरक्षा

क्रम.

पिछली कक्षाओं में प्राप्त जानकारी को छात्रों के साथ दोहराना और सड़क सुरक्षा में उनकी भूमिका तथा कर्तव्यों पर प्रकाश डालना।

कर्तव्य

1. दुर्घटना स्थल से बचकर निकलने की जगह उन्हें घायल लोगों की सहायता करने के लिए प्रेरित करना।
2. गलत जगह पर गाड़ी पार्क करना, शराब पीकर गाड़ी चलाना, मोबाइल पर बातें करना- इन गलत बातों के परिणामों पर अपने घर, पड़ोस तथा अन्य लोगों के साथ बातचीत करना।
3. सड़क पर क्रोध का प्रदर्शन तथा लोगों के साथ दुर्व्यवहार न करना। ऐसी स्थिति में अपने ऊपर तथा परिवार के सदस्यों पर नियंत्रण रखना।
4. सड़क सुरक्षा के नियमों और विनियमों का पालन न करने से क्या दण्ड मिल सकता है, इस पर चर्चा करना।
5. जब तक गाड़ी चलाने का लाइसेंस न मिले, गाड़ी न चलाना।
6. गाड़ी की नम्बर प्लेट का दिए गए निर्देशानुसार होना।
7. अलग-अलग स्थितियों में कैसे गाड़ी चलानी चाहिए- वर्षा में, [illegible] में आदि [illegible]

- [illegible] गाड़ी [illegible] तलाशने की तलाश खोज द्वारा [illegible] मशीन, [illegible] कैमरा, रिफलेक्टर तथा इन्डिकेटर के विषय में जानकारी [illegible]
- नशीले पदार्थों के सेवन से सड़क दुर्घटनाओं के दुष्परिणामों के बारे में बताना।

पाठ 14 दाएँ–बाएँ, चार दिशाएँ

रैली की तैयारी

राहुल के स्कूल में आज 'स्वच्छ भारत अभियान' की शुरुआत की जानी है। सभी बच्चे रैली निकालने गाँव में जाएँगे। राहुल और उसके साथी रैली के लिए पोस्टर बना रहे हैं। कुछ बच्चों ने कागज़ पर नारे लिखे हैं। अध्यापिका ने बताया कि रैली आधी छुट्टी के बाद निकाली जाएगी। रैली के लिए सब बच्चे स्कूल के दाईं ओर वाले रास्ते से जाएँगे।

कविता – मैडम, दाईं ओर का मतलब सीधा हाथ है न, जिससे हम लिखते हैं।

अध्यापिका – हाँ।

सीमा – मैडम, मैं तो बाएँ हाथ से लिखती हूँ, तो क्या मैं बाईं तरफ़ जाऊँगी ?

अध्यापिका – चलो, रैली से पहले हम दाएँ व बाएँ को समझ लें।

अध्यापिका ने इकबाल को बुलाया। उसका एक हाथ श्यामपट्ट (ब्लैकबोर्ड) पर रखवाकर, उस हाथ का रेखाचित्र बनाया। फिर बच्चों को बताया कि यह इकबाल के दाएँ हाथ का चित्र है।

पाठ 22 मोहित की नई साइकिल

पिताजी लाए साइकिल

मोहित की नज़र आज सुबह से ही घर के दरवाज़े पर टिकी है। पिताजी मोहित के लिए लाल रंग की नई साइकिल जो लाने वाले हैं।

लो, आ गई तुम्हारी नई साइकिल, पिताजी ने आते ही कहा।

साइकिल देखकर मोहित बहुत खुश हुआ। वह कभी साइकिल की घंटी बजाता, तो कभी उस पर चढ़ने की कोशिश करता।

मोहित - पिताजी, कल से मैं साइकिल से ही स्कूल जाऊँगा न?

पिताजी - अभी नहीं, पहले मैं तुम्हें ट्रैफिक के नियम बताऊँगा। जब तुम इन नियमों के अनुसार साइकिल चलाने सीख जाओ, तब ही साइकिल से स्कूल जाना।

अब बताओ

- तुम स्कूल कैसे जाते हो?
- क्या तुम्हें साइकिल चलानी आती है ? यदि हाँ, तो किससे सीखी?
- यदि नहीं तो, किससे सीखना चाहोगे?

मोहित पिताजी की देख-रेख में साइकिल चलाने का अभ्यास करने लगा। एक दिन मोड़ काटते समय वह गिर पड़ा। पिताजी ने बताया - मुड़ते समय साइकिल की रफ़्तार धीमी रखनी चाहिए। बाएँ या दाएँ मुड़ने से पहले हाथ से संकेत भी देना चाहिए।

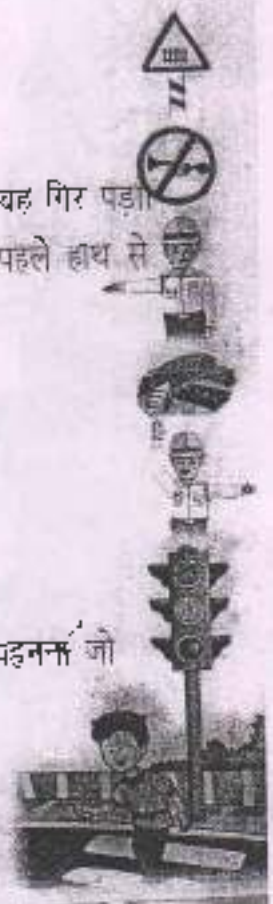
कुछ ही दिनों में मोहित ने ठीक ढंग से साइकिल चलानी सीख ली।

सही दिशा में चलाएँ साइकिल

पिताजी - बेटा, तुमने साइकिल चलानी तो सीख ली। अब कुछ और बातों पर भी ध्यान देना।

मोहित - कौन-सी बातें, पिताजी?

पिताजी - साइकिल हमेशा सड़क के बाईं ओर ही चलाना और गति धीमी रखना। कपड़े ऐसे पहनना जो चेन या पहिए में न फँसें।



परिशिष्ट

3

सड़क सुरक्षा (भाग-3)

f'k{kd ds fy,%

हमारे देश में बहुत से व्यक्ति प्रतिदिन सड़क दुर्घटना का शिकार होते हैं। अतः इस अध्याय के माध्यम से मोटर वाहन चालकों के लिए आवश्यक निर्देश व जानकारी दी जा रही है जिससे वे सड़क दुर्घटनाओं पर अंकुश लगाया जा सके।

अध्यापकों से अपेक्षा की जाती है कि इस पाठ का कक्षा में मात्र वाचन करवाने के स्थान पर विद्यार्थियों को सहभागी बनाते हुए पढ़ाएं व यह भी सुनिश्चित करें कि सभी छात्र पाठ में बराबर रुचि लें तथा कक्षा में उदासीन रहने वाले छात्रों को भी बीच-बीच में परिस्थितियाँ देकर या प्रश्न पूछकर पाठ के साथ जोड़ें। पाठ के अध्यापन को नाटक विधा में ढालकर उसका मंचन भी करवाया जा सकता है। वास्तविक जीवन के उदाहरण लेकर पाठ में सम्मिलित विषयों को अच्छी तरह समझाया जा सकता है। क्योंकि किसी या पढ़ाने पर विद्यार्थी इस विषय को बोझ न समझ कर सरलता से समझ पाएँगे। अध्यापकों द्वारा किया गया प्रयास हमारे देश के भावी चालकों का सही परिप्रेक्ष्य देने में एक महत्वपूर्ण कदम का काम करेगा। जिन्हें भविष्य में होने वाले अध्यापक का यह कर्तव्य बनता है कि वे छात्रों को सड़क दुर्घटना रहित राष्ट्र बनाने के मिशन का हिस्सा बनें।

कक्षा छठी व सातवीं में हमने पैदल यात्री व दुपहिया मोटर वाहन के सड़क सुरक्षा के नियम तथा सावधानियों के बारे में जाना है।

प्रस्तुत अध्याय में हम चार पहिया वाहन को चलाते समय सड़क सुरक्षा के नियमों के बारे में चालक द्वारा बरती जाने वाली सावधानियों के बारे में विचार करेंगे।

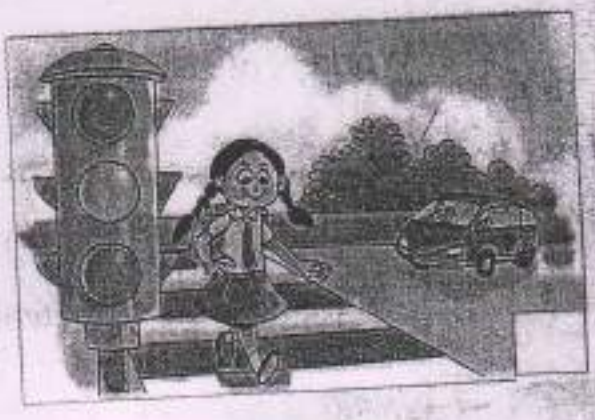
अब नितिन ने सातवीं कक्षा पास कर ली है। उसने आठवीं कक्षा में प्रवेश ले लिया है और वह पहले की तरह अपनी पढ़ाई बड़े लगन से कर रहा है।

Class-III rd (English)

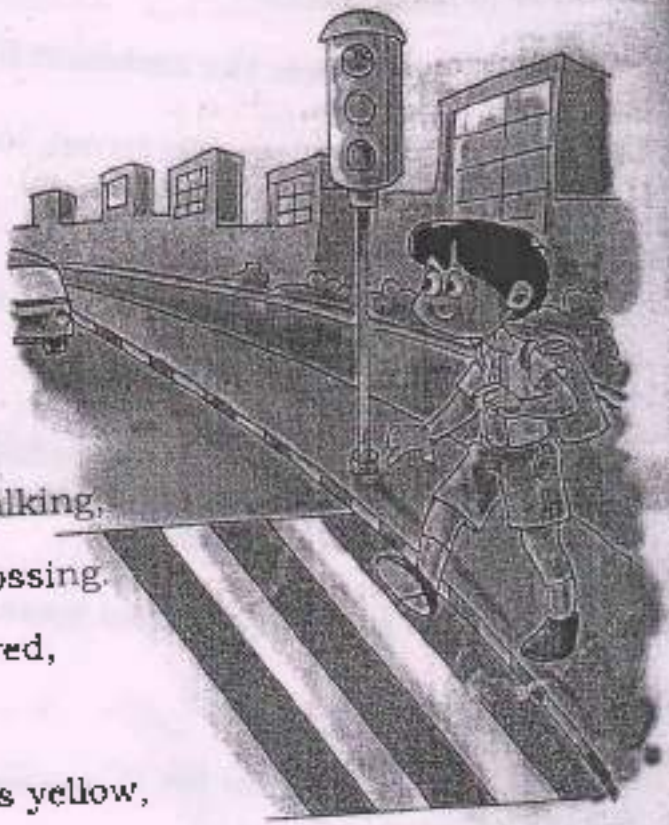
5 Traffic Rules

Pre Reading

- What do you do before crossing a road?
- Tick (✓) the picture which shows the right way to cross a road.



Reading



Traffic Rules

When you go out into the street
In your vehicle or on your feet,
Look out for each traffic sign,
To keep you safe, secure and fine.
To cross the road when you go walking,
Use the black and white zebra crossing.
If a signal changes to the colour red,
STOP at once, don't go ahead.
Get ready to START when it turns yellow,

Annexure D

Relevant Study Reference Parameters – Extract from IRC Guidelines

Relevant Study Reference parameters – Extract from IRC Guidelines

Signages

1.1.1.1 Sign Types

Mandatory/Regulatory Signs

Mandatory/Prohibitory Signs are to indicate the prohibition upon certain kind of vehicle manoeuvre and vehicle type like "overtaking prohibited" or "U-turn prohibited" or "cycles prohibited" and restriction on parking like "parking prohibited" and limit on vehicle speed and size like "speed limit" and "maximum load limit".

Indian Road Congress Standards:

They are with red circular ring and diagonal bars with black symbols or arrows or letters on white background. The red ring indicates prohibitory regulation; and the diagonal red bar prohibits the action or movement indicated by the black symbol.

Examples of Mandatory/Regulatory signs

Cautionary/Warning Signs

Cautionary/warning signs alert the road users to potential danger or existence of certain hazardous conditions either on or adjacent to the roadway so that they take the desired action. These signs indicate a need for special caution by road users and may require a reduction in speed or some other manoeuvre.

Indian Road Congress Standards: These are triangular in shape with red border and black symbol in white background.

Examples of Cautionary/Warning signs

Informatory/Guide Signs

These are used to give such information to road users which will help them along the route in most simple and direct manner.

Indian Road Congress Standards:

All Informatory signs and Guiding signs for facilities are rectangular in shape. Informatory Signs for facilities indicates location and direction to facilities like "fuel station" or "eating place" or "parking" and shall be a symbol within a rectangular board with blue background.

Examples of Informatory/guide signs

For the purpose of this audit, five parameters have been considered to check the adherence of road signs as per IRC standards. They are Shape, Colour, Reflectiveness, Placement and Height.

IRC Standards of Parameters considered for Audit

Shape and Colour:

Regulatory signs are Round in shape with red circular ring and diagonal bars with black symbols or arrows or letters on white background. The red ring indicates prohibitory regulation and the diagonal red bar prohibits the action or movement indicated by the black symbol. Mandatory signs giving positive instructions are circular with white symbol on a blue background. They

indicate what driver must do compulsorily. The exceptions in shape are Octagonal red STOP sign and the triangular GIVEWAY or YIELD sign.

Cautionary/Warning signs are triangular in shape with red border and black symbol in white background except chevron and hazard marker signs.

All Informatory signs and Guiding signs for facilities are rectangular in shape. Informatory Signs for facilities indicates location and direction to facilities like "fuel station" or "eating place" or "parking" and shall be a symbol within a rectangular board with blue background.

Reflectiveness:

"Retro-reflection" means the reflection of light which is returned in directions close to the direction from which it came, and this property being maintained even over wide variations of the direction of the incident radiation. The retro reflective sheeting used on the signs shall consist of white or coloured sheeting having a smooth outer surface which has the property of retro reflection over its entire surface. It shall be weather resistant and exhibit colour fastness.

There are three type of Retro reflective sheeting. They are Class A Sheeting, Class B Sheeting, Class C Sheeting. Each kind of sheeting has different performance characteristic and are used depending upon the prevailing conditions. For the purpose of this study, whether the kind of sheeting provided or the performance characteristics of the particular sheeting provided has not been studied. Only the availability of retro reflective sheeting is studied.

Placement and Height

For two lane roads, normally the signs may be placed on the left side of the carriageway, repeated on the other side of the carriageway, if local conditions are such that the signs might not be seen in time by the drivers. For multilane divided roads the signs may be placed on left side of each carriageway. In case of hill roads, the signs shall generally be installed on the valley side of the road, unless traffic and road conditions warrant these to be placed on the hill side.

The extreme edge of the ground mounted sign adjacent to the roadway shall be at a distance of 600 mm to 3 m from the carriageway or paved shoulder edge depending upon the local conditions. Gantry mounted signs should be mounted on columns preferably 7 m or more from the nearest traffic lane, unless otherwise specified.

On kerbed roads, the bottom edge of the lowest sign shall not be less than 2.1 m and not more than 2.5 m above the kerb. On roads without kerb, the bottom edge of the lowest sign shall not be less than 2 m and not more than 2.5 m above the crown of the pavement. Where signs are erected above footpaths or in areas likely or intended to be used by pedestrians, minimum

headroom of 2.1 m is to be provided.

1.1.1.2 Adherence of signs as per IRC Standards

As a part of Road safety, different agencies like NHAI, PWD or R & B and Municipal corporations provide various infrastructure like Road signs, pavement markings, traffic lights, traffic calming measures at junctions, traffic management plans at work zones to reduce the accident potential of a road.

This infrastructure has to be provided as per Indian Road Congress standards. For the verification of adherence of this infrastructure as per the standards a network of length of 40Km. on an average has been audited in four cities of the state. They are Ahmedabad, Rajkot, Surat and Vadodara. Along with these four cities, it has been verified on 100 km. each of National Highways, State Highways and Major District Roads.

Pavement Markings

1.1.1.3 Introduction

Road markings are defined as lines, patterns, words or other devices, except signs, set into applied or attached to the carriageway or kerbs or to objects within or adjacent to the carriageway, for controlling, warning, guiding and informing the users. **(Source: IRC: 35-1997, Code of Practice for Road Markings)**

Markings, where used, shall be uniform in design, position and application so that they may be recognised and understood immediately. Road markings provide the best, most simple navigation aid to drivers, who must to be able to 'read' the road at every turn.

Road markings are used as a means of controlling and guiding traffic. They are highly important on urban roads and intersections as they promote road safety and bring out smooth and harmonious flow of traffic along guided paths of travel. They also supplement the messages conveyed by road signals and signs. In some cases, they are used alone to convey certain regulation, information or warning that cannot otherwise be effectively made known to the road users. Road surface markings are the devices on a road surface in order to convey official information. Road surface markings are used on paved roadways to provide guidance and information to drivers and pedestrians. Uniformity and standardisation of the markings is an important factor in minimizing confusion and uncertainty about their meaning. These do help in reducing the accidents and manpower requirements for regulating traffic.

Functions of Road Markings:

The main functions of the road markings are to guide the safe and smooth flow of traffic in the following ways:

i) Segregation of traffic
ii) Stop and go
iii) Give way instruction
iv) Overtaking or not
v) Two lanes to one lane/ lane traffic
vi) Inter-vehicle distance
vii) Parking zone or no parking
viii) Speed indication
ix) Direction
x) One way
xi) Pedestrian crossing
xii) Type of vehicles allowed

Road markings play a useful role in traffic management. They should convey the required information to the driver without distracting his attention from the carriageway, for which the following rudimentary requirements should be met:

i) Day visibility i.e. whiteness/contrast
ii) Night visibility i.e. retroflectivity
iii) Wet night visibility (humid/rain/ fog)
iv) Anti-skid

Benefits of Road Markings:

I. **Guide Traffic:** The main benefit of roads with markings is that they guide traffic. White-and-yellow-painted lines on roads separate the lanes of traffic and signify whether drivers are allowed to pass or turn in that lane.
II. **Provide safety**
III. **Increase Efficiency:** Road markings can increase efficiency and provide order.

Figure 0-1: Road markings

1.1.1.4 Pavement Marking Types

"Code of Practice for Road Markings", IRC: 35-1997 was published by the Indian Roads Congress (IRC) in 1997. This code has established a uniform system for road markings in India. Detailed guidelines for different pavement markings, markings materials and colour, maintenance are provided in this code.

As per **IRC: 35-1997**, Road markings are basically of two types: Carriageway markings and Object markings;

Carriageway Markings:

As the name implies, these are the markings applied to the carriageway. Carriageway markings are of the following categories:

i) Center line
ii) Traffic lane lines
iii) No-overtaking zone markings
iv) Pavement edge line (both sides)
v) Carriageway width reduction transition markings
vi) Obstruction approach markings
vii) Stop lines
viii) Pedestrian crossings
ix) Cyclist crossings
x) Route direction arrows etc.
xi) Word message

xii) Markings at approaches to intersections
xiii) Parking space limits
xiv) Bus stops

Object markings:

Object markings are of the following categories:

i) Objects within carriageway
ii) Kerb marking for visibility
iii) Kerb marking for parking restriction
iv) Objects adjacent to the carriageway
v) Median Marking

Carriageway Marking

Carriageway markings are again classified in two types: Longitudinal Markings & Transverse Markings or Marking on Intersections.

A. Longitudinal markings:

Longitudinal markings are placed along the direction of traffic on the roadway surface, for the purpose of indicating to the driver, his proper position on the roadway. Different types of longitudinal markings are centre line, traffic lanes, no passing zone, warning lines, border or edge lines, bus lane markings and cycle lane markings.

I. Centre Line:

On undivided two way roads, centre line separates the opposing streams of traffic and facilitates their movements. A line marking the centre of a one-way street or highway is a lane line and shall be a broken line. On unimportant roads with less than 5 meters wide carriageway, centre lines are considered undesirable as theses entail discomfort and hazard. In such cases, short sections of centre lines may be provided on approaches to busy intersections. On urban roads with less than four lanes, or on those roads having four lanes and on which parking is permitted thus reducing the operational width, the centre lines shall consist of single broken line 150mm wide of 3m segments and 4.5 meters gaps. On curves and approaches to intersection the gap shall be 3m.

II. Traffic Lines:

Sub division of wide carriageways into separate lanes on either side of the centre line helps to regulate traffic into proper lanes and curbs the meandering tendency of the drivers, thereby promoting safety and ensuring maximum capacity. Traffic lane lines shall normally be single broken lines. Their width shall be 100mm. In urban areas, the length of line segments shall be 1.5m. The gaps on straight reaches shall be 3m long and gaps on curved reaches and approaches to intersections shall be 1.5m long.

III. No passing zone:

No overtaking zones shall be established on summit curves, horizontal curves and elsewhere on two and three lane highways where overtaking manoeuvres must be prohibited because of restricted sight distances or other hazardous conditions. A no-overtaking zone shall be marked by a solid yellow line along the centre. In case of double yellow lines the left hand element shall be a solid barrier line, the right hand element will be either a normal broken centre line or a solid barrier line governing the traffic from the opposite direction. The width of each line shall be 100mm. these shall be separated by 100mm.

IV. Warning Lines:

Warning on lines are broken lines with line segments as long as the normal gaps and vice-versa. These are marked on horizontal and vertical curves where the visibility is greater than prohibitory criteria specified for no overtaking zones but differing by upto 15kph. Warning lines are always single, they should never be used as part of a double line installation (no-overtaking zone). A minimum of 7 line segments shall be provided at all locations.

V. Border of edge lines:

These indicates carriageway edges of roads which have no kerbs to delineate the limits upto which driver can safely venture. Carriageway edge lines shall ordinarily be provided only on roads with more than two lanes. These shall be in the form of a single continuous white line placed on the carriageway 150mm from the edge.

VI. Bus lane markings:

The lanes reserved for the buses, without physical separation should be provided with white lines as bus lane marking on the carriageway. Generally a basic width of 3m is required for a bus lane. A 250mm wide broken line of 1000 mm length and 1000mm gap should be laid from the kerb to the start to the full width lane to deflect other traffic from the bus lane.

VII. Cycle lane markings:

Bicycle lane markings should be provided when a portion of the carriageway, being used by motorised vehicles, is earmarked for exclusive use of cyclists. The lane marking shall consist of a 150mm thick solid white line parallel to the kerb of the carriageway.

B. Marking on Intersections

I. Stop lines:

Stop line indicates the position beyond which the vehicles should not proceed when required to stop by traffic police, traffic signals or other traffic control devices. Stop lines should either be parallel to the intersecting roadway or at right angles to the direction of approaching vehicles. Single stop line shall be solid white transverse line 200 mm wide on urban roads and 300 mm wide on rural roads. Double stop line shall consist of two continuous lines each 200mm wide

spaced 300 mm apart and supplemented by a stop sign in accordance with IRC: 67-1977 and a word message “STOP” marking on the carriageway.

II. Give way lines:

The markings consists of two broken lines laid side by side, each comprising 600 mm line segments and 300mm gaps. The lines are 200 mm wide and are spaced 300 mm apart. The markings is laid across, the minor roads at intersections which are not controlled by stop signs, traffic signals or the police.

III. Pedestrian crossings:

The success of pedestrian crossings in controlling both vehicular and pedestrian traffic depends to a greater extent on where and how they are marked. Pedestrian crossings shall be provided at important intersections where conflict exists between vehicular and pedestrian movements. The width of the pedestrian crossing is governed by the pedestrian volumes crossing the road and by local requirements but in no case should it be less than the width of footpath subject to a minimum of 1.5m. The width of the crossing generally lies between 2m and 4m.

Marking for pedestrian crossing mostly used is the Zebra consisting of equally spaced white stripes generally 500mm wide in accordance with IRC: 103-1988 and a warning sign as per IRC: 67-1977 to indicate that the pedestrian crossing is ahead should also be installed. At mid-block pedestrian crossing in urban areas, it may be advantages to install flashing signals along with the markings, so that the drivers received advance warning about the presence of the crossing.

IV. Directional arrows:

In addition to the warning lines on approaches to intersections, directional arrows should be used to guide drivers in advance over the correct lane to be taken when approaching busy intersections whether signal controlled or not. On two lane approaches to an intersection, the arrangements of arrows indicating the lanes for (a) straight ahead, (b) left turn, and (c) right turn will depend on the relative turning volumes and on the site conditions, where for instance, there is a very heavy right turn movement, the straight ahead and left turn arrow should be combined in the left side lane.

Other markings on Intersections are Cyclist Crossings, marking on approaches to intersections, marking on speed change lanes, protected right turn lanes, marking on rotaries, Box markings and Continuity lines.

C. Markings for Parking

I. Parking space limits:

The markings of the parking space limits on urban roads promotes more efficient use of the parking spaces and tends to prevent encroachment on fire hydrant zones, bus stops, loading/unloading zones and other such locations where parking of vehicle will be undesirable.

Such parking space limits should be indicated in the carriageway by typical markings and markings shall be solid white lines 100mm wide.

II. Parking restrictions:

Kerb or carriageway marking shall be used to show where parking is prohibited. The marking should be continuous yellow line 100mm wide covering the top of the kerb or carriageway close to it. The face of the kerb may also be painted similarly.

III. Bus stops:

Pavement markings at the bus stops should be provided with the word BUS STOP written prominently on the pavement and should be marked slightly behind the standing position of buses in order to avoid conflicts. The layout and general markings of kerb loading bus stops in urban areas and pick up bus stops on rural (non-urban) highways shall be as per IRC: 70-1977 “Guidelines on Regulation and Control of Mixed Traffic in Urban Areas” and IRC:80-1981 “Type Designs for Pick-up Bus stops on Rural (i.e. Non-Urban) Highways”.

In addition to above, there are other markings like Word messages and Object Markings.

D. Word Messages:

Information to guide, warn or regulate traffic may also be conveyed by inspection of word message on road surface. Some of these augment kerbside signs, others indicate the areas of the carriageway intended for a particular function (e.g. Bus stop) or meant to be kept clear (e.g. School). The basic characters for word messages are the capitals. Numerals and the apostrophe and the words are formed in the same manner as for any worded sign, leaving a minimum of 0.3m clear at either side of the lane/carriageway and in between the letters.

E. Object Markings:

Physical obstructions in a carriageway like traffic island or obstructions near carriageway like signal posts, pier etc. cause serious hazard to the flow of traffic and should be adequately marked. They may be marked on the objects adjacent to the carriageway. Objects markings are two types; Objects within the carriageway and Objects adjacent to carriageway.

F. Markings at Hazardous location:

Wherever there is a change in the width of the road, or any hazardous location in the road, the driver should be warned about this situation with the help of suitable road markings. Road markings showing the width transition in the carriageway should be of 100 mm width. Converging lines shall be 150 mm wide and shall have a taper length of not less than twenty times the off-set distance. Obstruction approach marking and Chevron marking are used at hazardous locations.

The commonly used colours for road markings are white and yellow. The usage of these colours

is summarized below:

Colour	Uses
White	All carriageway markings except those intended for parking restrictions.
Yellow	i) Markings intended for parking restrictions ii) Continuous centre and barrier line markings.
Alternate bands of white and black	Curb object markings.

Source: Kadiyali LR, (2009), Traffic & Engineering & Transportation Planning, Khanna Publications, Delhi

Summary of markings showing the types, colour and sizes of various markings used in IRC: 35-1997 Code is given below.

CODE OF PRACTICE FOR ROAD MARKINGS IRC : 35-1997

APPENDIX - 1

Sl No.	Description	Locations	Details of Markings					Para No.
			Colour	Type	Width cm	Length of line segment m	Length of gap m	
1	2	3	4	5	6	7	8	9
A. LINE MARKINGS								
1.	Centre Line	(a)Rural						
		(i) Straight reaches						
		-NH/SH	White	Broken Single	10	3.0	6.0	8.2.9
		-Others	White	-do-	10	3.0	4.5	8.2.9
		(ii)Curves and approaches to inter-sections.						
		-NH/SH	White	- do -	10	3.0	3.0	8.2.9
		-Others	White	- do -	10	3.0	3.0	
		(b)Urban						
		(i) Less than 4 lanes						
		- Straight reaches	White	- do -	15	3.0	4.5	8.2.5
		- Curves and approaches to inter-sections	White	- do -	15	3.0	3.0	8.2.5
		(ii)Four lanes or more undivided	White (-optionally yellow	Solid single or double	15	-	-	8.2.6
					10+10	-	-	8.2.6
2.	Traffic lane line	(a) Rural						
		(i) Straight reaches	White	Broken single	10	3	6	8.3.3
		(ii)Curves and approaches to intersections	White	Broken single (Exceptionally) solid) refer Para 8.3.4	10	3	3	8.3.3
		(a)Urban						
		(i) Straight reaches	White	As above	10	1.5	3	8.3.3
		(ii)Curves and approaches to intersections	White	As above	10	1.5	1.5	8.3.3
3.	No overtaking zone		Yellow	Solid single or Solid double or solid and broken	10	As for center line		8.4.5
4.	Warning line	All locations	White	Broken single	Equal to the normal preceding lines	Lengths of line segments and gaps of normal lines are interchanged. Minimum seven line segments at each locations		8.5.1
5.	Border of Edge	All locastions	White	Solid	15 or 20	-	-	8.6.3
6.	Bus lane	All locations	White	Solid	25	-	-	8.7.1
7.	Bicycle lane	All loccations	White	Solid	15	-	-	8.8.2

1	2	3	4	5	6	7	8	9
8.	Stop line	(a) Rural	White	Transverse solid single or double	- 30 or 20+20	-	-	9.3.3
		(b) Urban	- do -	- do -	20 or 20 + 20	-	-	9.3.3
9.	Give way lines	All locations	White	Transverse broken	20 + 20	0.60	0.30	9.4.1
10.	Continuity	(a)Centre line & lane lines	White	Transverse broken	as on approaches to intersections			9.5.1
		(b)Median and Island line	White	Broken single	10	0.60	0.30	9.5.2
		(c)Stop line and give way line	White	Transverse broken single	10	0.60	0.30	9.5.3
		(d)Turn markings	White	Broken single	10	0.50	0.50	9.5.4
B.	OTHER MARKINGS							
1.	Pedestrain crossing	All locations	White	Zebra Stripes	50 cm wide stripe 50 cm apart 2 m to 4 m long			9.6.6
2.	Cycle Track	All locations	White	Solid	10 cm			9.7.2
3.	Speed change lane	All locations	White	Solid lines with diagonals chevrons	60 cm wide diagonals/chevrons 15 cm wide lines			9.8.2
4.	Directional arrows	All Locations	White	Arrows	3.5 cm or 5 m long			9.9.1
5.	Protected right turn lanes	All locations	Yellow	Diagonals enclosed by solid lines	15	Size variable as per site conditions		9.10
6.	Markings at rotaries	All locations	White /	Broken /	Size variable as per site conditions			9.11.3
7.	Box marking	All locations	Yellow	Crossed iagonals enclosed by solid lines	10	Size variable as per site conditions		9.12.1
8.	Carriageway width transition	All locations	White	Solid single	15			10.1.3
9.	Obstruction Approach Marking	All locations	Yellow	Diagonals / Chevrons enclosed by solid lines	15			10.2.3
10.	Road Rail	All locations	White / Yellow	Combination of stop line Centre line and lane lines		-		10.3.3
11.	Parking Spaces	All locations	White	Broken	10/5	-	-	11.1.1
12.	Parking	All locations	Yellow	Solid	10	-	-	11.2
13.	Bus stops	All locations	White	Broken	10	1m	1m	11.3.2
14.	Word Messages	All locations	White	Alphabets, numerals and aporstophe-size as per plates II and III.				12
15.	Object Markings	All locations	Black and White or Black and Yellow	Alternate stripes widths varying for different usages				13.3
16.	Speed Breakers	All locations	White	Elongated Triangles				13.4

Traffic Control Devices:

Traffic control signals

Any power operated traffic control devices except a sign by which traffic is regulated, warned, or alternatively directed to take some specific action.

Flashing beacons

A traffic signal head or similar type of device, having a yellow or red lens in each face, which is illuminated by rapid intermittent flashes.

1.1.1.5 IRC Standards of Parameters considered for Audit

Visibility

When a signal lens except in a pedestrian signal is illuminated and the view of such indication is not otherwise physically obstructed, it shall clearly visible (to drivers it controls) from a distance of at least 400 metres under normal atmospheric conditions.

Height

The bottom of the housing of a signal face, not suspended over a road way, shall be at a height of 2.5 metre above the footpath or if none above the pavement grade at the centre of the Roadway.

The bottom of the housing of a signal face, suspended over a road way, shall be at a height of 5.5 metre above the pavement grade at the centre of the road way.

1.1.1.6 Adherence of Traffic control devices as per IRC Standards

As a part of Road safety, different agencies like NHAI, PWD or R & B and Municipal corporations provide various infrastructure like Road signs, pavement markings, traffic lights, traffic calming measures at junctions, traffic management plans at work zones to reduce the accident potential of a road.

This infrastructure has to be provided as per Indian Road Congress standards. For the verification of adherence of this infrastructure as per the standards a network of length of 40Km. on an average has been audited in four cities of the state. They are Ahmedabad, Rajkot, Surat and Vadodara. Along with these four cities, it has been verified on 100 km. each of National Highways, State Highways and Major District Roads.

Road Side Amenites

1.1.1.7 Presence of Road Side Amenities along Highways

Highways are characterized for high speeds and long journey trips (inter-city and inter-state) both passenger and freight, in our road transport system. They differ from urban / city roads in their character and behaviour. Where high speed of vehicles increases the potential risk and severity of road crash, the longer journey durations also increases the chance of loss of concentration and human error. Therefore it is necessary to provide for amenities and facilities to support long journeys of drivers (like rest rooms, dormitories, commercial shops), help in case of break downs (workshops), off road locations for parking and bus stops and bus bays for boarding and alighting of passengers on highway.

Therefore, road side amenities considered for this study, as per the scope, include:

a. Availability of Rest Areas (Dormitory, Restrooms, Commercial Shops and Work Shops)
b. Parking Locations
c. Availability of Bus Stops and Bus Bays

The following sub section presents the status of these amenities on National and State Highways of Gujarat.

Dangerous Hoardings

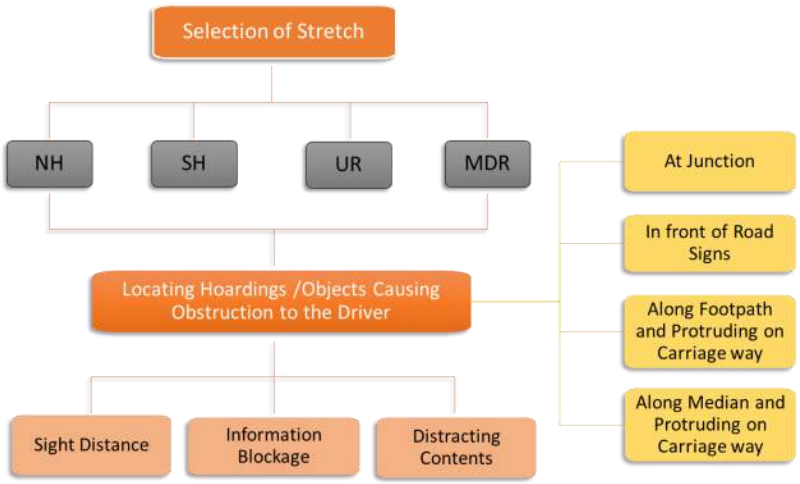
The Hon'ble Supreme Court directed in its order of November 20, 1997 and then reiterated on 10.12.1997 (M C Mehta v Union of India) that safety of road users is paramount. It had clarified that hazardous hoardings, which are disturbance to safe traffic movement, are those, which are visible to traffic on the road. It accordingly directed for removal of these hoardings.

Even the Hon'ble High court of Delhi reiterated the Hon'ble Supreme Court order of November 20, 1997. The Delhi High Court in its order, dated 26.03.2007 (Court on its motion vs Union of India) directed that “hoarding and/or advertising boards near and facing the roads are traffic hazards.”

In addition to this, the ***General Development Control Regulations-A*** given in Gujarat Town Planning and Urban Development Act 1976 also states regulations on advertising display and communication infrastructure. These regulations state requirement of prior permission and stipulations on the sizes of billboards/ hoardings which are to be installed on public roads. The standards provide the minimum ground clearance of boards as well as their height and width depending upon the width of road (more or less than 60m).

In the light of same, and as per the scope of study, the survey of hoardings at various locations at a stretch of 100 kms each on NH, SH and MDR in every state was carried out to record current status and compliance of the law.

The parameters considered to record information on advertisement hoardings are mentioned in the figure below:



Annexure E

Field Check Photo References

Annexure – Photo Album

1.1 HARYANA

1.1.1 Faridabad

Traffic Violations

Helmet Violation Survey

Exhibit 1: Helmet Regulation enforced and abided on highway by two wheeler riders

Date: 04-05-2017 | Time: 12:37

Exhibit 2: Violation of Helmet Regulation by two wheeler riders on urban roads

Date: 03-05-2017 | Time: 11:23
Location: 23; 2; 33.7 N | 72; 35; 21.2 E

Traffic Calming Measures

Exhibit 3: A speed breaker on urban road as a traffic calming measure

Date: 08-05-2017 | Time: 17:08
Location: 28; 27; 32.9 N | 77; 3; 0.7 E

Exhibit 4: A T- Junction on highway (Major-Minor Road Junction) without any Traffic Calming Measure

Date: 09-05-2017 | Time: 15:55
Location: 28; 15; 47.3 N | 76; 54; 49.5 E

Road Signs

Exhibit 5: No maintenance of road signs erected on highways

Date: 09-05-2017 | Time: 11:15
Location: 28; 14; 33.66 N | 76; 48; 48 E

Exhibit 6: Visibility of overhead information sign board obstructed by tree on highway

Date: 09-05-2017 | Time: 12:51
Location: 28; 19; 8.7 N | 76; 53; 37.8 E

Pavement Markings

Exhibit 7: Pavement Markings absent on urban intersection

Date: 08-05-2017 | Time: 15:51
Location: 28; 25; 42.5 N | 77; 02; 12.7 E

Exhibit 8: Pavement Markings present and adhering to IRC Code on urban roads

Date: 08-05-2017 | Time: 10:56
Location: 28; 26; 21.8 N | 77; 04; 10.3 E

Traffic Signals

Exhibit 9: Non-Functional Traffic Signals on Intersection of Urban Roads

Date: 08-05-2017 | Time: 10:49
Location: 28; 26; 43.9 N | 77; 4; 32.1 E

Exhibit 10: Height and location of a primary Traffic Signal on intersection not in compliance with IRC standards

Date: 04-05-2017 | Time: 15:52
Location: 28; 26; 55.1 N | 76; 59; 49.9 E

Pedestrian Facilities

Exhibit 11: Footpaths present along urban roads for pedestrians but require maintenance and repair to improve walkability

Date: 04-05-2017 | Time: 15:59
Location: 28; 26; 36.4 N | 77; 0; 0.5 E

Exhibit 12: Pedestrian Crossing marked on mid-block section of urban roads

Date: 01-06-2017 | Time: 16:21
Location: 23; 03; 12.7 N | 72; 37; 48.9 E

Road Side Amenities

Exhibit 13: Trucks parked on carriageway in absence of off-street parking lots on highways

Date: 04-05-2017 | Time: 14:41

Exhibit 14: A bus stop on carriageway of a highway

Date: 03-05-2017 | Time: 11:11

Advertisement Hoardings on Road

Exhibit 15: Overhead advertisements hoarding in mid-block section on Faridabad-Ballabgarh Road

Date: 04-05-2017 | Time: 11:42
Location: 28; 24; 58.9 N | 77; 19; 50.09 E

Exhibit 16: Overhead advertisement hoarding in the backdrop of traffic signal which may cause distraction to drivers

Date: 03-05-2017 | Time: 13:07
Location: 28; 23; 20.6 N | 77; 20; 11.7 E

1.1.2 Gurugram

Traffic Violations

Helmet Violation Survey

Exhibit 17: High rate of Compliance with Helmet regulation by two wheeler riders on urban roads

Date: 04-05-2017 | Time: 13:23

Exhibit 18: Violation of Helmet regulation by pillion rider of two wheeler

Date: 09-05-2017 Time: 10:59
Location: 28; 16; 33.8 N | 76; 50; 40 E

Traffic Calming Measures

Exhibit 19: Speed breakers being used as traffic calming devices on mid-block section on urban roads in Gurugram

Date: 08-05-2017 | Time: 11:02
Location: 28; 26; 2.2 N | 77; 4; 15.7 E

Exhibit 20: No traffic calming measure on minor road joining a major road (highway) in Gurugram

Date: 09-05-2017 | Time: 12:52
Location: 28; 19; 9.8 N | 76; 53; 37.1 E

Road Signs

Exhibit 21: Warning sign on urban road in adherence to IRC standards

Date: 08-05-2017 | Time: 15:23
Location: 28; 25; 41.1 N | 77; 3; 31.8 E

Exhibit 22: Warning Sign installed but not maintained which has resulted in wrong orientation of sign.

Date: 08-05-2017 | Time: 10:31
Location: 28; 26; 55.1 N | 77; 5; 2.7 E

Pavement Markings

Exhibit 23: Pavement Markings absent on service roads of highways in Gurugram

Date: 09-05-2017 | Time: 11:41
Location: 28; 12; 33.9 N | 76; 47; 32.7 E

Exhibit 24: No Pavement Markings on highway

Date: 09-05-2017 | Time: 17:52
Location: 29; 21; 2.0 N | 76; 58; 50.4 E

Traffic Signals

Exhibit 25: Visibility of Traffic Signal obstructed by tree on urban road

Date: 08-05-2017 | Time: 17:03

Location: 28; 27; 6 N | 77; 3; 40.5 E

Exhibit 26: Functional Traffic Lights on urban roads intersection

Date: 08-05-2017 | Time: 15:26

Location: 28; 25; 16.5 N | 77; 3; 7.5 E

Pedestrian Facilities

Exhibit 27: Footpath present along urban roads but lack walkability

Date: 04-05-2017 | Time: 12:41

Location: 28; 28; 51.6 N | 77; 2; 55.8 E

Exhibit 28: Pedestrian Crossing absent on intersection on urban road

Date: 08-05-2017 | Time: 15:44

Location: 28; 25; 42.2 N | 77; 2; 12.3 E

1.1.3 Hisar

Traffic Police Equipment Inventory Verification

Exhibit 29: Interceptor vehicle with Hisar Police

Date: 17-05-2017 | Time: 13:54

Exhibit 30: Alcohol Meters in use by Hisar Traffic Police

Date: 17-05-2017 | Time: 14:04

Driving training Institutes

Exhibit 31: Inspection of vehicles in DTI

Date: 18-05-2017 | Time: 12:47

Exhibit 32: Training Courses offered in DTI

Date: 18-05-2017 | Time: 12:49

Location: 29; 09; 55.3 N | 75; 42; 59.9 E

Note: This institute is not sanctioned under the MoRTH. It is developed and maintained by Haryana State Transport Corporation

Traffic Violations

Helmet Violation Survey

Exhibit 33: Violation of Helmet regulation by two-wheeler riders

Date: 15-05-2017 | Time: 14:10
Location: 29; 09; 18.2 N | 75; 43; 49.4 E

Exhibit 34: Violation of Helmet regulation by two-wheeler riders

Date: 15-05-2017 | Time: 13:44
Location: 29; 09; 27.9 N | 75; 43; 51.9 E

Traffic Calming Measures

Exhibit 35: Urban Road in Hisar without any Traffic Calming Measure

Date: 31-05-2017 | Time: 10:17
Location: 22; 28; 55.5 N | 71; 17; 22.3 E

Exhibit 36: Rumble strips on NH as a Traffic Calming Measure but not as per IRC standards

Date: 15-05-2017 | Time: 17:59
Location: 29; 11; 17.7 N | 75; 42; 2.8 E

Road Signs

Exhibit 37: Regulatory sign on NH in adherence to IRC standards

Date: 16-05-2017 | Time: 19:08
Location: 29; 05; 48.8 N | 75; 55; 27.5 E

Exhibit 38: Non-standard warning Sign on urban road

Date: 15-05-2017 | Time: 15:39
Location: 29; 08; 27.6 N | 75; 45; 2.0 E

Pavement Markings

Exhibit 39: Pavement Markings absent on Urban road in Hisar

Date: 15-05-2017 | Time: 13:30
Location: 29; 08; 16.7 N | 75; 44; 56.8 E

Exhibit 40: Pavement Markings on SH but requires maintenance

Date: 16-05-2017 | Time: 11:07
Location: 29; 07; 52.6 N | 75; 42; 35.2 E

Traffic Signals

Exhibit 41: Non-Functional Traffic Signals on junction of Urban Roads

Date: 15-05-2017 | Time: 18:20
Location: 29; 10; 4.8 N | 75; 9.1 E

Exhibit 42: Non-Functional Traffic Lights on urban roads intersection

Date: 15-05-2017 | Time: 18:22
Location: 29; 10; 4.8 N | 75; 43; 8.6 E

Pedestrian Facilities

Exhibit 43: Footpath along urban roads

Date: 15-05-2017 | Time: 13:44
Location: 29; 09; 27.1 N | 75; 43; 51.9 E

Exhibit 44: No Pedestrian Crossing marked on intersection on urban road

Date: 15-05-2017 | Time: 13:52
Location: 29; 09; 18.2 N | 75; 43; 49.7 E

Road Side Amenities

Exhibit 45: Bus stop on carriageway on highway, safety hazard for passengers boarding / alighting

Date: 16-05-2017 | Time: 19:23
Location: 29; 05; 49.4 N | 75; 55; 5.1 E

Exhibit 46: Trucks park in front of Dhabas in absence of parking lots

Date: 16-05-2017 | Time: 19:24
Location: 29; 05; 50.3 N | 75; 54; 55.8 E

Advertisement Hoardings on Road

Exhibit 47: Advertisements Hoarding in mid-block section which may cause distraction to drivers

Date: 15-05-2017 | Time: 18:14
Location: 29; 10; 6.3 N | 75; 43; 7.4 E

Exhibit 48: Advertisement Hoardings on intersection which may cause distraction to drivers

Date: 15-05-2017 | Time: 13:51
Location: 29; 09; 18.8 N | 75; 43; 50.3 E

1.1.4 Rohtak

Traffic Police Equipment Inventory Verification

Exhibit 49: Speed radar device used by Rohtak Police

Date: 18-05-2017 | Time: 13:10
Location: 28; 53; 56.7 N | 76; 35; 30.5 E

Exhibit 50: Speed enforcement by Rohtak police

Date: 18-05-2017 | Time: 17:54
Location: 28; 50; 20.1 N | 76; 36; 44.4 E

Exhibit 51: Interceptor Vehicle, Rohtak Traffic Police

Date: 18-05-2017 | Time: 13:08
Location: 28; 53; 56.7 N | 76; 35; 30.5 E

Exhibit 52: Alcohol Meters in use by Rohtak Traffic Police

Date: 18-05-2017 | Time: 12:48
Location: 28; 53; 56.5 N | 76; 35; 32.9 E

Traffic Violations

Helmet Violation Survey

Exhibit 53: Violation of Helmet Regulation and use of mobile phones by two-wheeler riders

Date: 16-05-2017 | Time: 08:21
Location: 28; 53; 52.9 N | 76; 34; 26.7 E

Exhibit 54: Violation of Helmet Regulation by two-wheeler riders

Date: 02-06-2017 | Time: 11:01
Location: 23; 2; 33.7 N | 72; 35; 21.2 E

Reduction of Human Intervention at Various Stages of DL Process – Automatic Test Track Centre

Exhibit 55: Test Track for Four Wheelers in Automated Driving Test Centre

Date: 16-05-2017 | Time: 15:17

Exhibit 56: Slope test track for four wheelers in Automated Driving Test Centre

Date: 16-05-2017 | Time: 15:12

Driving Training Institutes

Exhibit 57: Inspection of Vehicles in DTI

Date: 31-May-2017 | Time: 14:17

Exhibit 58: Education to candidates in DTI for safe riding

Date: 16-05-2017 | Time: 15:14

Vehicle Inspection Centres

Exhibit 59: Vehicle Inspection Centre-Rohtak

Date: 16-05-2017 | Time: 15:20

Traffic Calming Measures

Exhibit 60: A speed breaker on the urban road in Rohtak as a traffic calming measure

Date: 18-05-2017 | Time: 14:59
Location: 28; 49; 0.8 N | 76; 42; 45.0 E

Exhibit 61: State Highway (Major-Minor Road Junction) without any Traffic Calming Measure

Date: 17-05-2017 | Time: 09:50
Location: 28; 41; 38.0 N | 76; 34; 24.0 E

Road Signs

Exhibit 62: Warning and Information Signs on SH in Rohtak in adherence to IRC Code

Date: 17-05-2017 | Time: 11:31
Location: 28; 53; 58.6 N | 76; 39; 43.8 E

Exhibit 63: Information Signs on MDR in Rohtak in adherence to IRC Code

Date: 16-05-2017 | Time: 14:33
Location: 28; 51; 39.4 N | 76; 35; 34.3 E

Pavement Markings

Exhibit 64: Pavement Markings absent on SH in Rohtak

Date: 17-05-2017 | Time: 15:49
Location: 29; 9; 2.3 N | 76; 41; 1.4 E

Exhibit 65: Pavement Markings present and adhering to IRC Code on NH

Date: 18-05-2017 | Time: 15:09
Location: 28; 47; 35.0 N | 76; 44; 41.8 E

Traffic Signals

Exhibit 66: Non-Functional Traffic Signals on Intersection of Urban Roads

Date: 02-06-2017 | Time: 16:38

Exhibit 67: Visibility of the Traffic Signal obstructed by encroachment on urban road

Date: 16-05-2017 | Time: 09:37

Pedestrian Facilities

Exhibit 68: Footpaths present along urban roads for pedestrians but requires maintenance

Date: 16-05-2017 | Time: 07:49

Exhibit 69: Pedestrian Crossing marked on intersection of urban roads but requires maintenance

Date: 16-05-2017 | Time: 08:50

Road Side Amenities

Exhibit 70: A truck bay on National Highway used for parking

Date: 18-05-2017 | Time: 14:51
Location: 28; 50; 27.9 N | 76; 40; 57.1 E

Exhibit 71: A bus bay on National Highway

Date: 02-06-2017 | Time: 16:01
Location: 23; 23; 45.9 N | 72; 49; 8.74 E

Advertisement Hoardings on Road

Exhibit 72: Advertisements Hoarding on urban roads obstructing the drivers

Date: 17-05-2017 | Time: 14:42
Location: 29; 08; 3.6 N | 76; 42; 15.3 E

Exhibit 73: Advertisement Hoarding which may cause distraction to drivers

Date: 16-05-2017 | Time: 08:56
Location: 28; 53; 28.4 N | 76; 35; 56.7 E