

GOVERNMENT OF INDIA
MINISTRY OF RURAL DEVELOPMENT
DEPARTMENT OF RURAL DEVELOPMENT

LOK SABHA
UNSTARRED QUESTION NO. 1143
ANSWERED ON 08/02/2022

NATIONAL RURAL ROAD DEVELOPMENT AGENCY

1143. SHRI GAJANAN KIRTIKAR:
SHRI ANURAG SHARMA:
SHRI C.N. ANNADURAI:
SHRI DHANUSH M. KUMAR:
SHRIMATI MANJULATA MANDAL:
SHRI GAUTHAM SIGAMANI PON:
SHRI OMPRAKASH BHUPALSINH ALIAS PAWAN RAJENIMBALKAR:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) whether with rapid expansion in road network under Pradhan Mantri Gram Sadak Yojana(PMGSY) the number of road accidents in rural areas have increased or decreased, if so, the details thereof along with the percentage of road accident fatalities reported in rural areas during the last three years and the current year, State/UT-wise;
- (b) whether the National Rural Road Development Agency (NRRDA) under the Ministry of Rural Development has advised the State Governments to create a separate cell for taking care of the road safety issues;
- (c) if so, the details thereof; and
- (d) whether the Government has issued directions to the State Governments to make budgetary provision for formulation, execution, monitoring and evaluation of rural road safety annual plan of action; and
- (e) if so, the response of the State Governments thereto?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT
(SHRI FAGGAN SINGH KULASTE)

(a) Rural Roads is a State subject and roads under PMGSY are constructed and maintained by the states. The Ministry does not maintain the data of road accidents.

(b) & (c) NRIDA has issued advisory (copy enclosed as Annexure-I) to the states on Road Safety advising them to constitute an in-house separate cell with the existing technical staff to monitor the road safety issues during planning, construction and operation of PMGSY projects.

Further, PMGSY-III guidelines also specify that safety aspects have to be an integral part of road design during the preparation of Detailed Project Reports (DPRs). It is mandated to undertake design stage road safety audit of all PMGSY-III roads, which are more than 5 km in length. NRIDA has issued detailed guidelines in this regard on 06.10.2020. So far, Design Stage Road Safety Audit has been conducted for 3,899 roads sanctioned under PMGSY-III.

NRIDA has also circulated a list of 830 certified Road Safety Auditors who have completed two-week course on road safety audit conducted by Government recognized institutes such as Indian Academy of Highway Engineers (IAHE), Central Road Research Institute (CRRI), Asian Institute of Transport Development (AITD) etc. The States have been advised to use these Road Safety Auditors for conducting Road Safety Audits of PMGSY roads.

(d) & (e) The cost of implementing the engineering measures for road safety (excluding land acquisition), is a part of construction cost and is included in the Detailed Project Report. Further, States have been advised to make necessary budgetary provisions for establishment of Road Safety Cell and to develop and monitor their own Rural Road Safety Annual Action Plan through a circular dated 07.02.2017 (copy enclosed as Annexure-I).

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The Ministry of Rural Development, Govt. of India, with the support of NRRDA and with all the States as implementing agencies has been successful in constructing nearly 5.00 lakh kilometers of rural roads under PMGSY since its inception from December, 2000. In the early years of implementation of the programme, it was not focused on road safety issues and mitigation of the accidental hazards, both while preparing the DPRs and as well as during road construction. But now keeping in view the fact that on substantial network of rural roads have been built and has seen increased traffic, hence the need for rural road safety and preparation of annual plans in this regard has been felt. NRRDA in collaboration with Asian Development Bank (ADB) & the States have prepared a Rural Road Safety Manual, which is going to be released shortly.

2. In spite of the intensive efforts of Ministry of Rural Development, Govt. still instances have come to the notice wherein frequent accidents are occurring on newly constructed/ upgraded rural roads. It is attributed to inability in correctly assessing the road safety implications at the time of planning and as well during implementation and execution of DPRs.
3. In order to implement the road safety issues, the implementing States have to have their proper in-house capacity for monitoring these issues during planning, construction and operation.
4. It is proposed that the SRRDAs shall constitute within SRRDA with the existing technical staff a separate cell for taking care of the Road Safety issues. Such cells will be useful in educating the road users, rural public, contractors, executing staff in mitigating loss of life, damage to road structure and vehicles and also in implementation of notified policies, procedures and practices.
5. In case of non-possibility of in-house capacity to look after the road safety issues the States can opt in initial years for engaging suitable and expert consultants for conducting studies on road safety issues for existing rural road network duly notifying for the expression of interest. Such consultants could also help the SRRDA, in preparation of rural road Safety Annual Plan of Action.
6. It is also necessary for the States to have budgetary provision for formulation, execution, monitoring and evaluation of the Rural Road Safety Annual Plan of Action.
7. Therefore, the States should immediately initiate action to establish a cell in their SRRDAs and develop their own Rural Road Safety Annual Action Plan for its complete implementation. It is requested to the States to share their Rural Road Safety Annual Action Plan 2017-18 at the earliest.

Yours Sincerely,

(Mahesh Hiremath)

To,

Principal Secretaries/Secretaries of the Nodal Department dealing with PMGSY in all States