

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1540
ANSWERED ON 13TH FEBRUARY, 2025**

SMART TRAFFIC MANAGEMENT SYSTEM

**1540. Smt. Kamlesh Jangde:
Shri Dilip Saikia:
Shri Lumba Ram:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS
सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the plans formulated for the maintenance and improvement of National Highways (NHs) during the monsoon season;**
- (b) the measures taken to reduce urban congestion and increase the modal share of urban public transport;**
- (c) the extent to which the objectives of the Green Highways Policy, 2015 (Plantation, Transplantation, Beautification and Maintenance) have been achieved;**
- (d) whether any specific targets were fixed in this regard and if so, the details thereof; and**
- (e) the extent to which the installation of electronic monitoring and road safety under the Smart Traffic Management System have been successful in the major cities in the country including in Chhattisgarh and also on the NHs with high traffic density?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Pre-Monsoon & Post-Monsoon Inspections and Maintenance Activities are carried out by the Maintenance/ Construction Agencies as per the provision of Contract Agreement, Maintenance Manual & relevant guidelines issued by the implementing agencies from time to time for the maintenance and improvement of National Highways (NHs) during the monsoon season .

Authority Engineers (AEs) /Independent Engineers (IEs)) are deployed to ensure maintenance activities in a time-bound manner, including carrying out of pre-monsoon and post-monsoon inspections. Before the onset of monsson, special emphasis on the following aspects is made as part of maintenance requirement;

- i. Cleaning of vent way of bridges and culverts.**
- ii. Cleaning of lined drain.**
- iii. Re-shaping of earthen drains.**
- iv. Cleaning of Chutes of approaches of the Bridges/ Flyovers, etc.**
- v. Patch repair work, if any, will be attended prior to monsoon.**

Additionally, proactive measures are put in place to address contingencies in flood-prone and landslide-prone areas, ensuring the safety and durability of the highways during adverse weather conditions. During the monsoon, the following are ensured:

- i. Regular Inspections of the vulnerable spots for preventive action and installation of warning signs.**
- ii. Advance stocking/ arranging of excavators/ backhoe loaders/ dozers, saw cutters for tree cutting, sand bags, traffic cones & Signages, etc., in required quantities at required locations.**
- iii. Alerting and instructing the concerned contractors for the works like bridge closing, tree removal, landslide clearance, diversion of roads, etc.**

In case of National Highways Authority of India (NHAI), to ensure timely repair and rectification of defects, NHAI ONE App is used for identification of defects by AE/IE. The action taken by Contractor/ Concessionaire for the rectification of these defects within specified timelines as per Contract/ Concession Agreement is also monitored through NHAI ONE App.

Also, National Highways Infrastructure Development Corporation of India (NHIDCL) through its contractors ensures maintenance of the project road during monsoon season as per their obligations of the

contract which includes deploying quick response teams for immediate clearance of landslides, road blocks and proper drainage systems to prevent water logging, filling potholes, repairing damaged stretches and strengthening embankments prone to erosion.

(b) The Government in Ministry of Road Transport & Highways is primarily responsible for development and maintenance of NHs in the country. The roads other than NHs are the responsibility of the respective State Government and other local authorities. The Government inter alia takes up development of ring roads, bypasses and elevated corridors in major cities/ urban centers and State capitals, in consultation with State Governments, to decongest traffic and alleviate choke / congestion points on NHs. Decisions are taken based on traffic density, speed drop, number of roads entering/ exiting the city, road condition, inter-se priority and availability of funds.

Further, the State Governments are responsible for planning, initiating and developing urban transport infrastructure including integration amongst various modes of public transport. As per Metro Rail Policy, 2017, Government considers financial assistance for Metro Rail proposals in cities or urban agglomerates based on the feasibility of the proposal and availability of resources as and when posed by the concerned State Government. The cities having a population of two million and more may start planning for mass transit systems including metro rail based on the Comprehensive Mobility Plan.

Transit Oriented Development Policy, 2017 serves as a guide to State Governments for integrated planning and implementation of urban transport systems in most sustainable and viable manner. The Policy also envisages necessarily inclusion of feeder systems, last-mile connectivity through pedestrian pathways, Non-Motorized Transport (NMT) infrastructure, and induction of facilities for para-transit modes, etc., thereby reducing urban congestion.

Ten years back, metro rail system had a route length of 248 km and confined only to 5 cities. In last ten years, 763 km of metro line has been made operational and as of today operational length of metro system stands at 1011 km mark and number of cities with

operational metro network has also increased from 5 to 23. If we compare budgetary provisions, the annual budget outlay for metro projects in 2014 was Rs 5,800 crore, whereas funds allocation for the upcoming year 2025-26 is about Rs 34,807.00 crore. Today more than one crore passenger travels on different lines of metro network in country as compared to 28 lakh in the year 2014. Indian Metro Rail network is the third largest metro rail network in the world. Presently, metro rail network of 979 km is under construction.

Metro rail system is not only a transport system but transformative project. It is transforming our city or urban agglomeration, wherever it is implemented. In addition, the Government has launched PM e-bus sewa scheme for deployment of 10,000 air-conditioned e-buses in cities with population between 3 lakh to 40 lakh including capital cities of States and UTs having population less than 3 lakh.

(c) Significant progress has been made in achieving the objectives of Green Highways Policy (Plantation, Transplantation, Beautification, and Maintenance), 2015. Achieving of the objectives of the Green Highways Policy 2015 is a continuous process and part of ongoing efforts to promote the greening of National Highways. Since the Policy was enunciated in 2015, 472.91 lakh saplings have been planted in accordance with the Annual Plantation Action Plans.

(d) Specific targets are fixed every year by formulating Annual Plantation Action Plans. The targets are decided based upon availability of plantable land in medians and on the edges of the Right of Ways (RoW) of the highways. During the year 2024-25 a target of 61.86 lakh saplings was fixed and achievement for the year till 31st January 2025 is 67.14 lakh saplings.

(e) In order to strengthen the enforcement of traffic rules in the country, the Motor Vehicles (Amendment) Act, 2019 provides for electronic monitoring and enforcement of road safety. Accordingly, Government has published rules in August, 2021 for Electronic Monitoring and Enforcement of Road Safety at high-risk and high-density corridors on National Highways, State Highways and at critical junctions in Million plus cities in India and cities covered under National Clean Air Programme (NCAP).

While Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments / UT Administrations.

In new National Highway projects of high traffic density and high-speed corridors, installation of Advanced Traffic Management System (ATMS) is generally a part of the project. Further, ATMS is also implemented as standalone projects in already constructed important corridors. The Policy aims at reducing accidents, traffic violations and incident response time. The status of ATMS projects is as under:

Corridor Name	Length (km)	State(s)	Status
Bangalore – Mysore (Augmentation)	117	Karnataka	Completed in July, 2024
Dwarka Expressway	58	Delhi, Haryana	Awarded
Delhi-Agra	180	Uttar Pradesh	Awarded
Lucknow Ring Road	103	Uttar Pradesh	Awarded
UER-II	75	Delhi, Haryana	Awarded
Bangalore Ring Road	80	Karnataka	Under Bidding
