

**GOVERNMENT OF INDIA
MINISTRY OF RURAL DEVELOPMENT
DEPARTMENT OF RURAL DEVELOPMENT**

**LOK SABHA
UNSTARRED QUESTION NO. 1778
ANSWERED ON 10/02/2026**

REVISION OF PMGSY GUIDELINES

1778. Shri KunduruRaghuveer:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) whether the Government is aware that roads constructed under the Pradhan Mantri Gram Sadak Yojana (PMGSY), including in the Nalgonda Lok Sabha Constituency are often limited to 5.5 meter intermediate lanes, which pose serious safety hazards and contribute to frequent road accidents;**
- (b) the number of accidents reported, both fatal and non-fatal during the last five years on PMGSY roads in Nalgonda and across the country due to narrow road width, State-wise;**
- (c) whether the Government proposes to revise PMGSY guidelines to permit double-lane (7-meter wide) roads in high-traffic or accident-prone rural areas;**
- (d) the present criteria for determining road width under PMGSY;**
- (e) whether traffic volume and accident data are considered, if so, the details thereof; and**
- (f) the steps being taken to improve road safety, including widening existing roads and adding signage, lighting and safety features?**

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT
(SHRI KAMLESH PASWAN)**

(a) & (b): As per guidelines of the Pradhan Mantri Gram Sadak Yojana (PMGSY), Indian Road Congress (IRC) specifications and provisions in Rural Road Manual, carriageway width of roads including the roads in Nalgonda Lok Sabha Constituency, is decided based on the projected traffic in terms of Passenger Car Unit (PCU) per day plying on the roads, existing carriageway width, land availability, etc. The carriageway may be widened to 3.75 m or 5.5 m depending upon the traffic (PCU/ day) plying on the roads and other site-specific factors as assessed and proposed by the State

Government while sending the Detailed Project Report. The works under the scheme are sanctioned by the Ministry based on the Detailed Project Reports (DPRs) submitted by the respective State Governments and implemented by the State Governments.

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. However, the State has reported that Director General of Police, Telangana identifies black-spots (high-accident zones) on all roads and reported that currently there are no black-spots on PMGSY roads in Nalgonda.

(c) to (e): Rural roads under PMGSY are constructed and maintained as per the technical specifications and geometric design standards given in the Ministry of Rural Development's Specifications for Rural Roads, Rural Roads Manual of the Indian Roads Congress (IRC) (IRC-SP:20) and also, where required, the Hill Road Manual (IRC:SP:48) and other relevant IRC Codes & Manuals. The works under the scheme are sanctioned by the Ministry based on the Detailed Project Reports (DPRs) submitted by the respective State Governments and implemented by the State Governments. The DPRs take into account the traffic volume in terms of PCU values which is a deciding factor in finalization of the road width. The recommended length in IRC: SP: 20 manuals for Rural Roads is 3.75m and IRC SP 64 1990 manual recommended for Plain Low Curvature areas the following PCU values:

PCU value	Recommended road width
Up to 2,000	3.75 meter
Up to 6,000	5.5 meter (Intermediate)
Up to 15,000	7.5 meter (Double Lane)

(f): Road safety is a multi-disciplinary activity. With the support of Asian Development Bank, a Rural Road Safety Manual has been prepared by the National Rural Infrastructure Development Agency (NRIDA), a technical arm of this Ministry, and have been circulated to all State Rural Road Development Agencies (SRRDAs) to construct safer rural roads. The Manual covers guidance on safer road design, road safety audit checklists, community awareness and education. Suggestive training modules for PIUs, consultants and other stakeholders have also been given.

Besides, adequate provisions have been made in the programme guidelines of PMGSY III, of which States are required to follow while preparing the Detailed Project Reports (DPRs) of the road works to be sanctioned under the scheme. Safety aspects have to be integral part of road design during the preparation of DPR. At the 'transect walk' stage itself, the Programme Implementation Units (PIUs) need to engage with the local communities to identify hazards, local black-spots and possible rectification measures.

Further, the States are required to undertake the design stage audit of all PMGSY roads of more than 5 km length in the light of the directions issued by the Hon'ble Supreme Court Committee on Road Safety. States have also been advised that all rural roads, of more than 5 KM length, on which the work is yet to start or is in progress, be audited for safety. Existing rural roads in operation were also to be audited/inspected for undertaking remedial measures/retrofitting. The Rural Roads constructed under PMGSY-IV shall be in compliance of Manuals relating to Road Signs, Pavement Markings, Crash Barriers, Safety in construction zones and so on.
