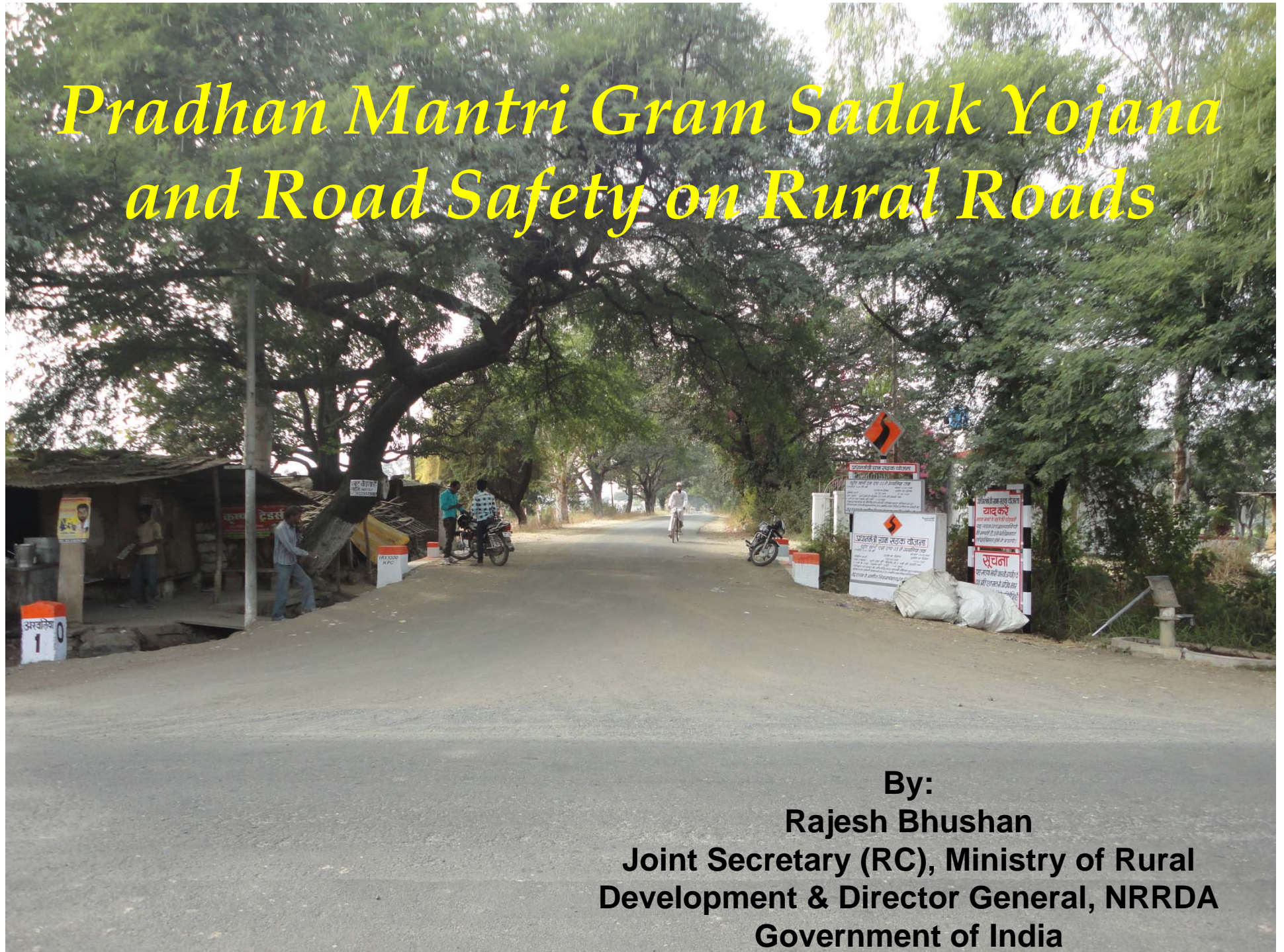


# *Pradhan Mantri Gram Sadak Yojana and Road Safety on Rural Roads*



**By:**

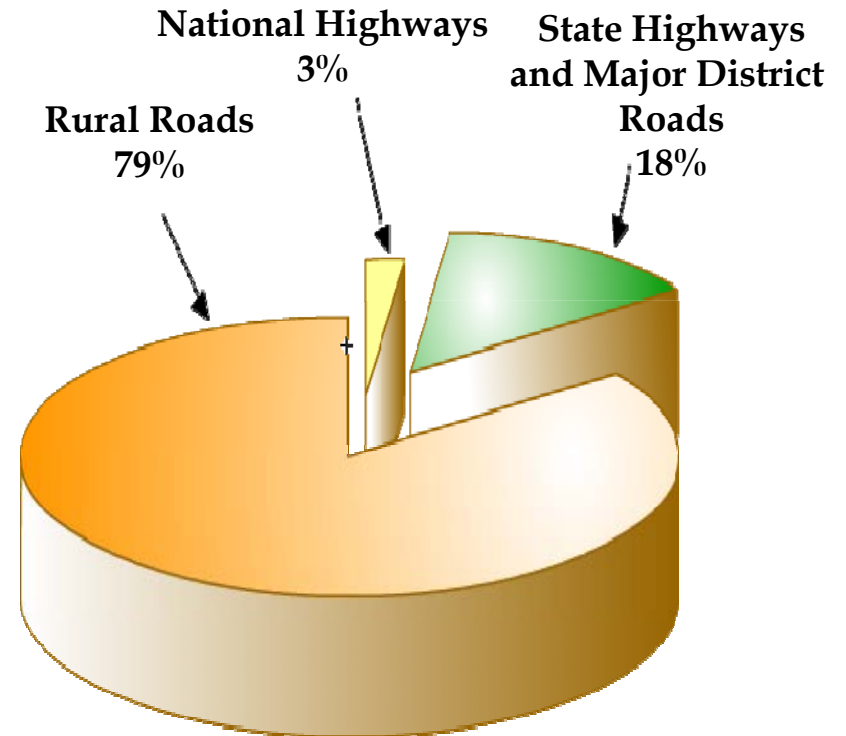
**Rajesh Bhushan**

**Joint Secretary (RC), Ministry of Rural  
Development & Director General, NRRDA  
Government of India**



# Status of Road Network in India

- Total length of road network in India : 32 Lakh km
- National Highways : 96,000 Km (3%)
- State Highways & Major District Roads : 5,76,000 Km (18%)
- Rural Roads : 25,28,000 Km (79%)



# PMGSY – Salient Features



- **Objective:** The Programme envisages connecting all eligible unconnected habitations with a population of 500 persons (*Census 2001*) and above in the plain areas
- 250 persons (*Census 2001*) and above in Special category States (*States of North East, Jammu & Kashmir, Himachal Pradesh, Uttarakhand*), Desert areas (as identified in the Desert Development Programme) and 88 Selected Backward and Tribal Districts as identified by the Ministry of Home Affairs/Planning Commission.
- Upgradation of eligible routes, though it is not central to the programme.





# Transforming Rural Lives



Increased access to market, health and education

Investment of One Million Rupees enables 165 poor people to move above poverty line

Source : [International Food Policy Research Institute \(IFPRI\)](#), Research Report 110, 1999



# Special Features of PMGSY

- Full farm to market connectivity
- Full funding of construction cost by the Central Govt.
- Maintenance funding by State Govt.
- Implementation responsibility with the States.
- National Rural Roads Development Agency (NRRDA) for Technical and Operational management support.
- Dedicated implementing apparatus at State & district level.
- Ensuring Quality Standards in construction
- Five year maintenance with same contractor.



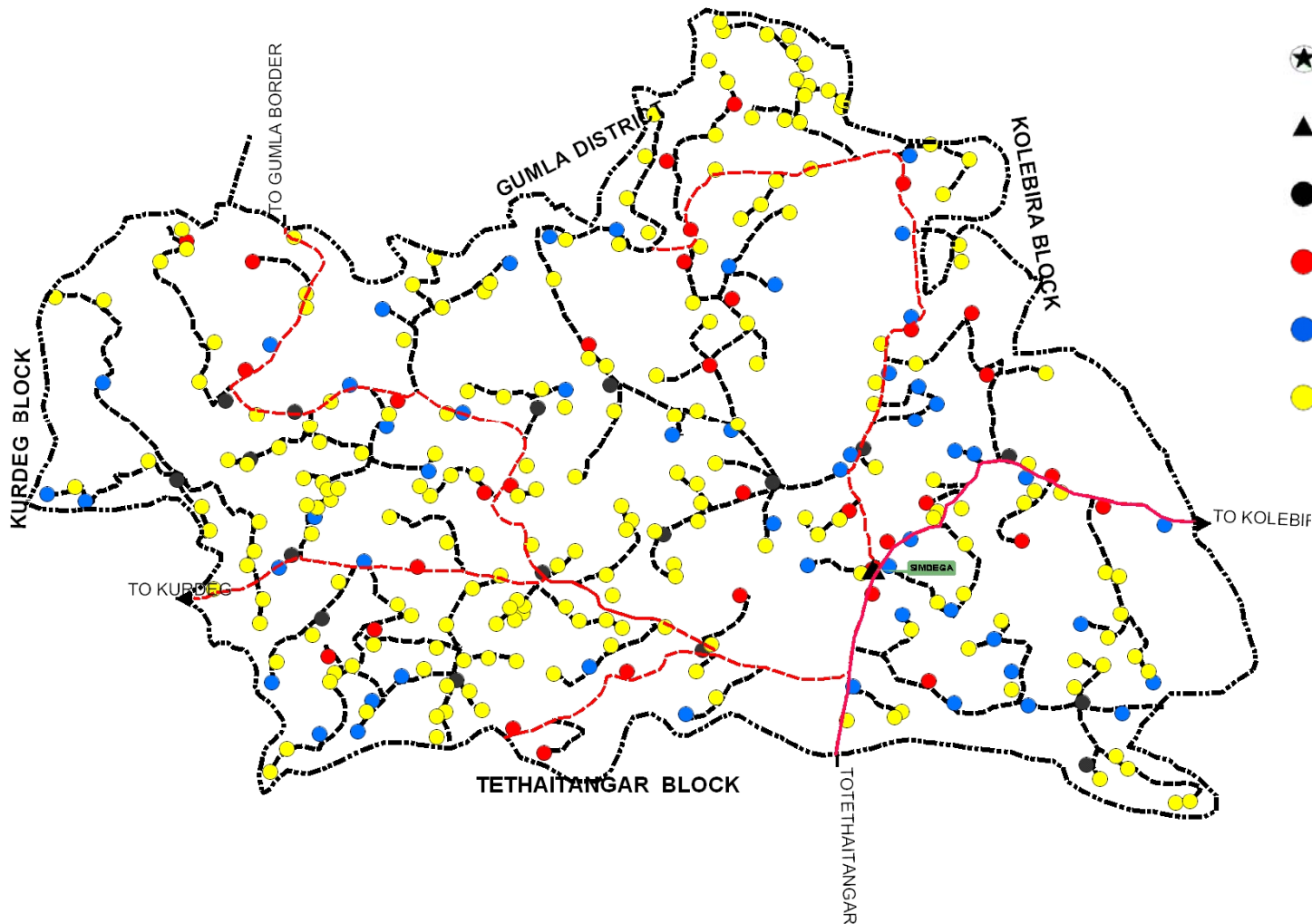
# PMGSY & Core Network

- A Core Network is that minimal network of roads (routes) that is essential to provide basic access to essential social and economic services to all eligible unconnected habitations in the selected areas through at least a single all-weather road connectivity.
- Even in rural areas PMGSY covers only the Rural Roads i.e. “Other District Roads” (ODR) and “Village Roads” (VR).



# Typical Core Network at Block Level

- Through Road (BT)
- - - Through Road (Proposed)
- - - Link Roads (Proposed)
- - - Block Boundary
- ★ District Head Quarter
- ▲ Block Head Quarter
- Population 1000 and above
- Population 500 - 1000
- Population 250 - 500
- Population Below 250



# PMGSY - Current Implementation Status



## A. Physical

<b>Activity</b>	<b>Total Eligible</b>	<b>Projects Cleared</b>	<b>Achievement upto Aug. 2013</b>
<b>Habitations (in Nos.)</b>	<b>1,78,184</b>	<b>1,36,685 (77%)</b>	<b>93,347 of eligible (52%)</b>
<b>New Connectivity (km.)</b>	<b>-</b>	<b>3,27,917 (89%)</b>	<b>2,34,974 of eligible (64%)</b>
<b>Upgradation (km.)</b>	<b>2,24,906</b>	<b>1,77,885 (79%) UG</b>	<b>1,48,165 (66%)</b>

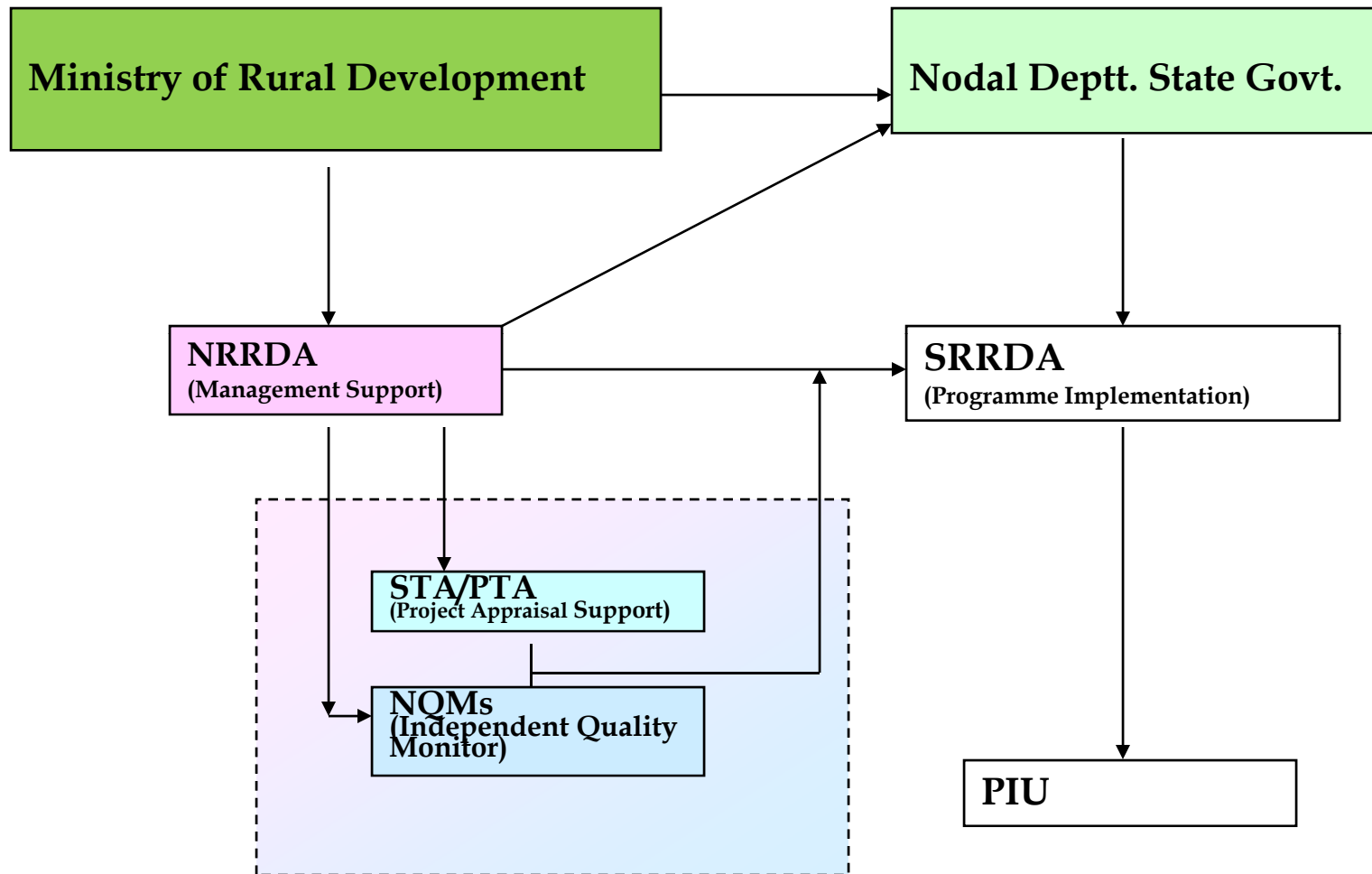
## B- Financial

Value of project proposals cleared	:	Rs. 1,60,747 Crore
Funds Released	:	Rs. 1,07,093 Crore
Expenditure	:	Rs. 1,03,883 Crore





# Institutional Architecture



***NRRDA: National Rural roads Development Agency, SRRDA: State Rural Road Development Agency, STA: State Technical Agency, PTA: Principal Technical Agency, NQM: National Quality Monitor, PIU: Programme Implementation Unit***



# Technical Standards for Rural Roads

Standard setting with the help of Indian Roads Congress (IRC):

- Rural Roads Manual, 2002.
- Standard Data Book and Specifications for Rural Roads, 2004.
- Design of flexible and rigid pavements for low volume roads.
- Gravel Road Manual.
- Standards for Steel Bridges.
- Quality Assurance Handbooks.

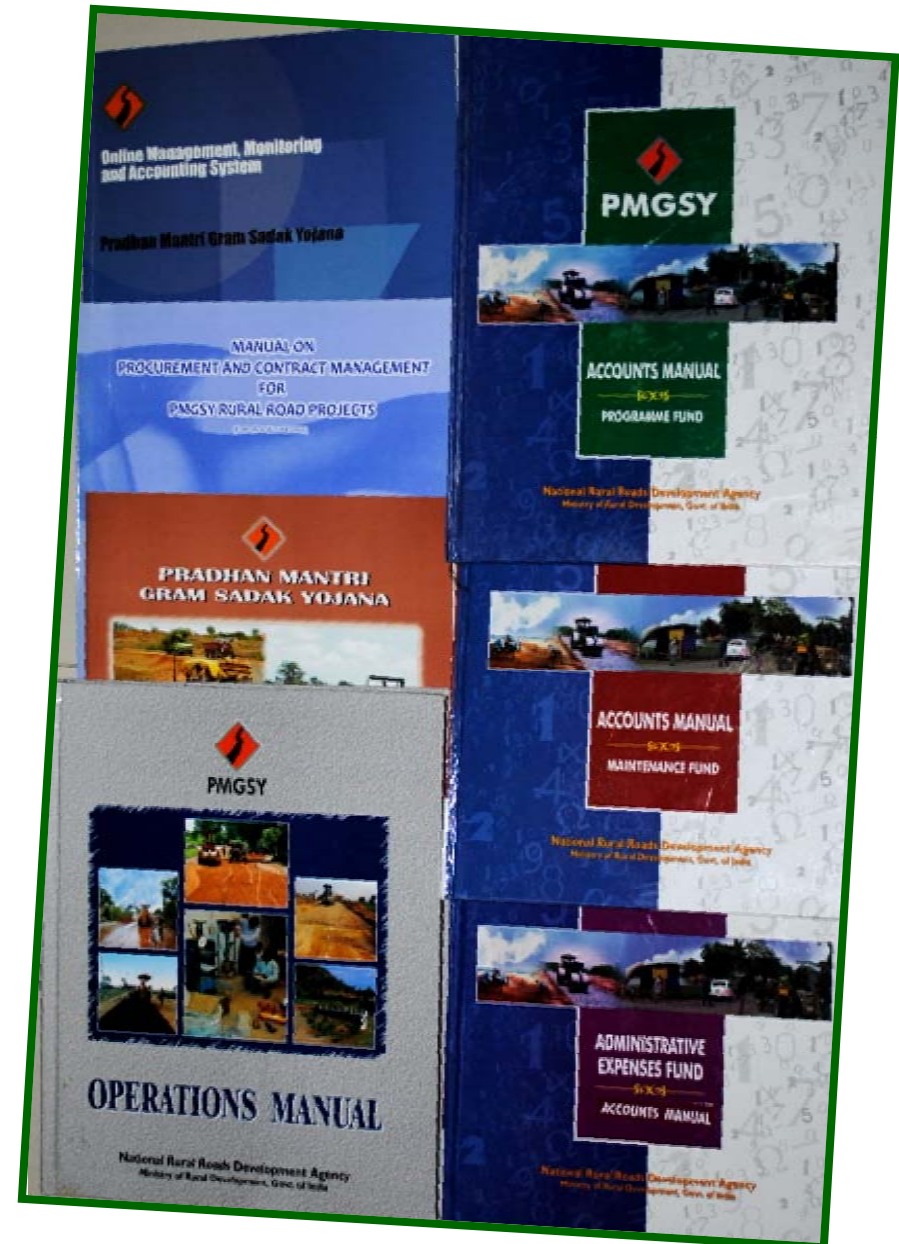


# Programme Management Standards for Rural Roads



## Programme Management Standards by NRRDA:

- Operations Manual, 2005.
- Accounts Manuals, 2005
  - Programme Fund Manual.
  - Administrative Fund Manual.
  - Maintenance Fund manual.
- Procurement and Contract Management Manual, 2012.
- Online Monitoring, Management and Accounts System Manual.





# Rural Roads Safety

- Rural roads are generally low traffic volume roads.
- Safety issues relate mainly to design and construction features and road safety consciousness of local residents.
- At Central level coordination with Road Safety Mission of MoRTH.
- At State level SQC coordinates with State Government's road safety mechanisms and programmes.  
(State Road Safety Council, District Road Safety Committees)

# Rural Roads Safety - Cont...



- **PMGSY Programme Guidelines (17.7) provide –**  
“State Government shall ensure road safety audit of PMGSY works along with quality monitoring, ensure adequate involvement of Panchayat Raj Institutions in road safety awareness programmes.



## PMGSY-II

- New Programme approved by Government of India for consolidation of rural road network through up-gradation of major links and through routes.
- Sustainable connectivity and enhanced mobility is basic objective.
- Selection of Through/ Link routes with the objective of identification of *rural growth centres* and other critical *rural hubs and* rural places of importance, synergy with State Livelihoods Missions.
- Cost sharing between Centre and States/UTs on 75:25 basis in Plain areas and 90:10 basis in Special Areas
- Funding resources : Cess on High Speed Diesel under CRF Act, Plan assistance and borrowings from multilateral agencies
- NABARD funding available to meet State share.



## Features of PMGSY-II

- Bridges also to be upgraded as an integral part of the Programme.
- Road Safety to be a component in each project.
- GIS based Management of District Rural Road Plan.
- Guidelines and Manuals to be evolved for up gradation, maintenance etc. and involvement of Road Users and Road Safety stakeholders.



# Road Safety in PMGSY-II

- Since PMGSY-II covers important Through Routes and Major Rural Links expected to carry high volume of traffic, road safety shall be ensured through road safety audit at the design stage, during implementation and after completion of the project.
- Special attention on correcting geometrical deficiencies of old roads while preparing the detailed project report.
- Road Safety Audit to be carried out by trained personnel either from PTAs /STAs or other agencies like CRRI.
- Building up of road user communities to support maintenance and safety intervention.



# Rural Roads Safety Enhancement

- ➔ Creation of awareness through well planned campaigns.
- ➔ Organization of Safety Councils.
- ➔ Improving accident reporting and analysis system.
- ➔ Higher degree of enforcement.

# Maintenance and Safety

- ***Maintenance Management:*** should identify and eliminate unsafe features and accord high priority to road safety.
- ***Road Structure:*** Ensure potholes repairs, maintain surface texture and skid resistance.
- ***Shoulder:*** must be maintained so that vehicles can pull off in emergency by ensuring adequate side support to pavement and proper surface drainage.
- ***Traffic Control Devices:*** Signs, road markings, reflectors, guide posts, kilometer posts, guardrails must be maintained.
- ***Vegetation:*** should be regularly cut back so it does not obstruct signs and visibility, or rural footpaths unusable.

## Road Safety during Use – Cont..

- **Adequate coordination with the State Road Safety Council and road safety programmes.**
- **Formulation of rural road safety awareness programme proposals (for funding under PMGSY).**
- **Implementation and coordination of rural road safety awareness programmes in the field.**



**प्रधान मंत्री ग्राम सड़क योजना**  
 ग्राम - कुम्हवाडी से रोणी  
 कुल लम्बाई - 10.50 2.80 के कुम्हवाडी - रोणी  
 कुल - 15 न  
 का निर्माण के लिए  
 800 करोड़  
 सरकार द्वारा

**1. मिट्टी काटने का काम** (RELEVANT & 40%)  
**2. लोचक रख बंध** - 15%  
**3. रोड़ों की पत या ड्राय वैस** - 15%  
**4. विद्युत पत्त** - 15%

**PRADHAN MANTRI GRAM SADAK YOJANA**  
 FROM- TANWARI TO ROAD  
 LENGTH- 2.200 Km.  
 DATE OF COMPLETION- 31-03-2018  
 COST- Rs. 24.20 LAKH  
 PROJECT FUNDED BY MINISTRY OF RURAL DEVELOPMENT,  
 GOVERNMENT OF INDIA

रोणी  
 3

33  
 कुम्हवाडी  
 25  
 रोणी  
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**Thank You**