

Karnataka

Karnataka is situated in the south western region of India. It is one of the most prosperous States in India. Karnataka has made tremendous progress in the fields of Education, Industry, Agriculture, Literature and Tourism. Bengaluru is the capital of Karnataka. Bengaluru is known as the Silicon Valley of Asia due to its flourishing Information Technology industry.

Karnataka covers an area of 191,791 Sq. Kms or 5.83 per cent of the total geographical area of India. It is the Sixth-largest Indian State by area and Eighth-largest State by population, comprise of 31 districts. Kannada, one of the classical languages of India, is the most widely spoken and official language of the State. Karnataka also has the only few villages in India, where Sanskrit is primarily spoken.

The 31 Districts of the State are interlinked through 153 State Highways. Major District Roads help transportation within the Districts.

One of the factors of concern in the State is with regard to its road safety performance. As per MoRTH Accident Statistics 2019, Karnataka reported 40,658 accidents which resulted in 10,958 fatalities and 29,700 injuries in 2019. It is ranked 4th in terms of number of total road accident in the country.

Amongst IRF-IC's 7 State Demonstration Safe Corridor Project, the Government of Karnataka had identified a 131 Km Nelamangala to Hiriyyur Bypass as the project stretch for undertaking 5E interventions. The objective of these 5E interventions is to transform this stretch to a forgiving road with an almost zero fatalities and serious injuries.

The Coordinators for the project from Karnataka Govt. and IRF-IC are:

- Mr. J Gnanendra Kumar, Additional Commissioner (Karnataka State Road Safety Authority Bengaluru)/ Nodal Officer

Status of the 5E Interventions:

1st E of Engineering of Roads: The objective of this intervention is to study the road stretch through an extensive audit and identify areas of improvement through design corrections, enhancing traffic signages, markings etc. The Road Safety Audit was undertaken by road safety expert Mr. Prabhakar S A from Smart Safety Services.



*During Audit it is observed
OHM sign board is missing*



*During Audit it is observed that
pot holes are there on the carriageway*

A comprehensive audit report has been prepared giving details of proposed corrections at the Junctions, recommendations on Traffic Signage and Road Markings along with a detailed BoQ submitted to NHA. The next step is the implementation of the corrections by NHA to make the stretch Safer.

2nd E of Engineering of Vehicles and Policy Interventions: The objective of this intervention is to promote and propagate various mandatory safety features in motorised and non-motorised vehicles as well as supporting policies. It is often observed that though many provisions related to safer mobility is in existence, there is a lack in their enforcement and compliance in various States of India. We have identified certain key vehicular safety measures such as fitment of Side Under-run Protection Devices, Rear Under-run Protection Devices, Front Under-run Protection Devices, Conspicuity of vehicles, retro fitment of Anti Brake System, etc, and policies such as Good Samaritan Rule, Linkage of Driving Licenses with Aadhar Cards, etc., for pursuing with the State Government for their propagation, enforcement and ensuring compliance.

3rd E of Education and Mass Awareness: We have imparted Road Safety Education in around 270 schools on the stretch with the help of RSHD Engineers and Consultant India as the Delivery Partner. The children in the age group of 11 to 17 years were a part of this initiative.

Besides this, we are promoting our Road Safety Anthem in 23 Indian languages towards creating mass awareness. IRF has produced a few short films of 1 to 5 mins duration with the support of Corporate India. We are making efforts with the concerned department in the Governments at the Centre and the State to make it mandatory to show these short films in Cinemas before the screening of any commercial films. This is similar to the anti-cancer campaign of the Government which has successfully created massive awareness to the cause.



Road Safety Education in Schools

4th E of Enforcement and Traffic Management: The objective of this intervention is to strengthen the Traffic Management and Accident Data Collection capabilities of the Police Personnel through imparting a short duration Training. For this purpose, 11 Police Stations on the project stretch was identified and a brief survey was undertaken to understand the infrastructure availability at each of the Police Stations. This was followed by a 3 -day training programme on Traffic Management, Enforcement and Accident Data Collection for a group of 31 police personnel of different ranks drawn from each of the 11 Police Stations. The training took place during March 1st to 3rd, 2022 at the Campus of the College of Traffic Management, Faridabad. The training programme was imparted by IRTE's Dr. Rohit Baluja and his team, guest faculty and Prof. P. K. Sikdar of IRF-IC.



Lamp Lighting at the Inaugural session and the National Anthem

Group Photograph of the Participants



Capacity Building in “ Road Safety Management & Accident Investigation ”
For the Officers from Karnataka Police
1st to 3rd March, 2022





Standing : L to R : Yogeesh K N, Pradeep Yallur, Sudhakara P S, Somanatha V H, Chidananda K N, Suryachandra Bavimani, Manjunath Kathler, Muttappa Rathod, Rajasab I, Deepak V, Mallika HD, Mohan K, M Suresha, Nisar Ahamed, Ramesh K B, Bhimanagouda Patil, Veeresh T M, Fakrusab Negalur, Paramesha K R.

Sitting : L to R : Paramesha K R, R P Kodanda Ramaiah, Syed Afroz, Krishnappa C, Md. Ashfaq, Ravi Kumar C, Gaurav Gupta, Dr. Rohit Baluja, M Babu, Raghu T, Dadapeer, Ganesh Naik J, Amalarayan, Jaga Naik.

5th E of Emergency Care: The objective of this intervention is three pronged. First, Survey of the Hospitals at District Level, offering more than 100 Beds and having provision for 24-hour emergency, to understand their current available Infrastructure and Skilled Capacities. This will be followed by a feasibility exercise aiming to enhance 5-6 of these hospitals to Level 1/Level 2/Level 3 Trauma Care Centres. IRF-IC team had surveyed 47 Hospitals which met our screening criteria and received data from 18 Hospitals.



Enumeration in Government Hospital, Hiriyrur



Enumeration in Aruna Hospital, Tumkur

Second is to undertake training of able-bodied Bystanders to act as First Responders during pre-hospital care. An IRF-IC team of Pre-hospital Trauma Care Technicians imparted hands on training on First Aid Trauma Care to the Bystanders drawn from road side establishments, communities, institutions, etc. The curriculum covered in the training programme include Cardio Pulmonary Resuscitation (CPR), Splinting, Injuries Management, Management of Animal Bites, Safe Transportation of the victims, etc. On the Project Stretch, 5 Training Programmes were imparted to Bystanders / Workers /Colleges, Schools, Panchayat Samiti, etc. 356 bystanders were trained.



Demonstration of log rule in SSIT college



Demonstration of CPR to Villagers

Third is with regard to Rehabilitation of Accident Victims. We are presently working on this concept and shall update this space as and when ample progress is recorded.