

## Tamil Nadu

Tamil Nadu has a glorious past, a vibrant culture, a rich history, and natural bounty in the form of blue beaches and clear skies. One can enjoy on the Marina beach, go cruising in the theme parks, or let the mind search for peace in the midst of magnificent temples. Alternatively, one can relish the mouth-watering dosas, savour the refreshing filter coffee, or enjoy the Bharatnatyam performances. The State is developing rapidly on all the fronts - whether it is economy, social, human resource, culture and so on.

Tamil Nadu's road network has a total road length of 199,040 Km. Tamil Nadu has about 17,154 Km of highways which are either designated as National Highways or State Highways, on the basis of traffic intensity and connectivity. Transportation of Tamil Nadu connects the places not only to the religious places or the places of interest, but it also provides smooth transportation media to urban and semi urban population.

One of the factors of concern in the State is with regard to its road safety performance. As per MoRTH Accident Statistics 2019, Tamil Nadu reported 57,228 accidents which resulted in 10,525 fatalities and 46,703 injuries in 2019. It is ranked 6<sup>th</sup> in terms of number of total road accident in the country.

Amongst IRF-IC's 7 State Demonstration Safe Corridor Project, the Government of Tamil Nadu had identified a 198 Km Krishnagiri to Karur as the project stretch for undertaking the 5E interventions. The objective of these 5E interventions is to transform this stretch to forgiving road with an almost zero fatalities and serious injuries.

### **Status of the 5E Interventions:**

**1<sup>st</sup> 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 and IRF-IC team comprising of Mr Sumit Dhull and Mr. Maninder Singh (Project Associates, IRF-IC).



*During Audit, it has been observed that merging sign board was not as per IRC 67:2012.*



*During Audit, it has been observed that OHM sign board was missing at both end of MNB.*

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 NHAI. The next step is the implementation of the corrections by NHAI to make the stretch Safer.

**2<sup>nd</sup> 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.

**3<sup>rd</sup> E of Education and Mass Awareness:** We have imparted Road Safety Education in around 345 schools on the stretch with the help of Fabio Infra 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*

**4<sup>th</sup> 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, 28 Police Stations on the project stretch were identified and a brief survey was undertaken to understand the infrastructure availability at each of the Police Stations. As a next step, a 3 -day training programme on Traffic Management, Enforcement and Accident Data Collection for a group of 30 police personnel of different ranks drawn from each of the 28 Police Stations will be organised during August 2022.

**5<sup>th</sup> 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 46 Hospitals which met our screening criteria and received data from 22 Hospitals.



*Enumeration in Government Hospital, Salem*



*Enumeration in Apollo Hospital, Karur*

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, 10 Training Programmes were imparted to Bystanders / Workers /Colleges, Schools, Toll Plaza, Police station, Fire station etc. 693 bystanders were trained.



*Demonstration of log rule in fire station, Namakkal*



*Demonstration of CPR in Padmavani college*

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.