

**GOVERNMENT OF INDIA
RURAL DEVELOPMENT
LOK SABHA**

UNSTARRED QUESTION NO:892

ANSWERED ON:03.12.2015

Rural Road Connectivity

Biju Shri Parayamparanbil Kuttappan;Choudhary Col. (Retd) Sona Ram;Majhi Shri Balabhadra;Nagar Shri Rodmal;Rajoria Dr. Manoj;Reddy Shri Midhun;Singh Shri Abhishek

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) the details of total number of habitations connected and proposed to be connected with all weather roads/field approach roads during the last three years and the current year, State/UT-wise;
- (b) the steps being taken by the Government to provide road connectivity to all such villages/ habitations along with the target fixed for this purpose, State/UT-wise;
- (c) the details of funds allocated, released, spent for the purpose and funding pattern adopted during the last three years;
- (d) the steps taken/being taken by the Government to ensure the quality and maintenance of roads constructed under Prime Minister Gram Sadak Yojana (PMGSY) in the States keeping in view the road safety norms; and
- (e) the time by which the targets set by the Government in this regard are likely to be achieved/completed, State/UT-wise?

Answer

MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT
(SHRI SUDARSHAN BHAGAT)

(a): The Pradhan Mantri Gram Sadak Yojana (PMGSY) envisages to provide connectivity to a total of 1, 78,184 numbers of eligible unconnected habitations as per Core Network. The Ministry has so far cleared the projects for providing connectivity to 1, 45,041 eligible unconnected habitations as reported by the States. As reported by the States, 1, 12,550 habitations have been provided connectivity (upto October, 2015). The State-wise details of total targeted eligible habitations as per Core Network and habitations connected during the last three years and the current year is given at Annexure-I.

(b) to (e): PMGSY was launched on 25th December, 2000 as a 100% Centrally Sponsored Scheme. During the current year 2015-16, for accelerated execution of PMGSY, the Ministry of Rural Development in consultaion with the Ministry of Finance has formulated an Action Plan to achieve the target of the Scheme early, with enhanced financial allocation to the States and modified funding pattern in the Scheme. Accordingly, the fund sharing pattern of PMGSY has been made in the ratio of 60:40 between the Centre and States for all States except for 8 North Eastern and 3 Himalayan States for which it will be 90:10. In view of the availability of substantial additional allocation of funds under the Scheme, it has also been decided to consider new proposals from the States for sanctioning the projects to provide connectivity to the balance eligible unconnected habitations under PMGSY.

The details of allocations of funds for the Scheme, funds released to the States and the expenditure by the States during the last three years and current year is as under:

Rs. in crore

Year	Total allocation to the Scheme*	Funds released to the States	Expenditure by the States
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2012-13	8,885	4,389	8,387
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2013-14	12,799#	8,410#	13,095
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2014-15	14,200	9,960	16,538
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2015-16 (upto Oct, 2015)	15,291	7,849	7,509
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*- including allocation for NABARD loan repayment etc.

#- including utilization of Rs. 3,050 crore interest generated

In order to ensure Road Safety on rural roads, various measures have been taken under PMGSY during the construction and maintenance of roads and the details are given at Annexure-II.

Annexure-II

Annexure referred to in reply to Part (d) of Lok Sabha Unstarred Question No.892 to be answered on 03.12.2015

The details of steps taken by the Ministry of Rural Development to ensure the quality and maintenance of roads constructed under Prime Minister Gram Sadak Yojana (PMGSY) in the States keeping in view of the road safety norms are as under:

a) Engineering Measures in the Design phase.

Some of the engineering measures that are provided into the design of rural roads are enumerated below:

- i. The horizontal curves are designed scientifically, conforming to the selected design speed and terrain. The horizontal curves are provided with smooth transition curves and super-elevation. The pavements are widened at curves.
- ii. The vertical profile of the road is to be designed such that the required minimum stopping sight distance is available with suitable summit and valley curves.
- iii. In hill roads, blind curves are a safety hazard. Suitable vision berms are provided at such locations.
- iv. Passing places are to be provided at convenient locations particularly on hill roads.
- v. Where the roads pass through habitations and school, adequately designed road humps or rumble strips are to be provided.
- vi. The junction of rural roads with a main road must be designed scientifically by providing minimum turning radii, flaring of the side road with taper, acceleration/deceleration lanes and adequate sight distances.
- vii. Ramps must be provided where field paths and cattle crossings intersect the road.
- viii. Traffic signage, incorporating warning and regulatory signs shall be provided to enhance road safety, especially near habitations and school zones, sharp curves, narrow bridges, junctions, submersible bridges and causeways.
- ix. Hazard markers like reflectorized delineators must be provided at dangerous locations.
- x. Submersible bridges and causeways should be provided with water depth gauges and guide-posts that shall remain at all times above the highest water level.
- xi. 300mm dia ducts should be provided in the embankment to enable cultivators to thread agricultural wise pipes for irrigating their fields lying on both sides of the road.

b) Safety during Construction and Maintenance Operations.

Safety in construction zones is enhanced by:

- i. Warning the road users (in the appropriate language) clearly and sufficiently in advance
- ii. Providing safe and clearly marked lanes for guiding road users
- iii. Providing safe and clearly marked buffer zones and work zones
- iv. Barricades, drums, traffic cones, cylinders and signs around work zones
- v. Flagmen with red flags positioned to regulate and warn the road users.
- vi. Using construction machinery carefully and parking such machinery at locations where they are not traffic hazards.
- vii. Stacking construction materials such that only the quantity needed for one operation is stacked along the road, and obstruction to road users is minimised.
- viii. Providing well designed temporary diversions as necessary so that the essential traffic moves with the least hindrance.

c) Road Safety during use

This is provided by emphasising that:

- i. Routine maintenance of rural roads is regularly carried out.
- ii. All safety issues out of maintenance inspection are properly addressed.
- iii. In all cases of accidents and inquiry/investigation thereof, safety issues are resolved, and a report is made to the State Quality Coordinator (SQC) for examination whether standard design features need to be incorporated in other rural roads.
- iv. All resolutions of Panchayats regarding safety issues are acknowledged and action proposed/taken intimated to the Panchayat.

v. Road safety awareness camps should be organised involving Panchayats, School, Rural road users (inhabitants as well as drivers), in accordance with programmes drawn up by the SQC.

The State Quality Coordinator who is also the State Rural Road Safety Officer ensures:

â€¢ Adequate coordination with the State Road Safety Council and road safety programmes.

â€¢ Formulation of rural road safety awareness programme proposals (for funding under PMGSY).

â€¢ Implementation and coordination of rural road safety awareness programmes in the field.

â€¢ Hold quarterly meeting with District Rural Road Safety Officer (DRRSO) and take feedback for improving safety standards.