



INTERNATIONAL JOURNAL OF CREATIVE RESEARCH THOUGHTS (IJCRT)

An International Open Access, Peer-reviewed, Refereed Journal

Study on Road Safety Audit for NH-30 from District Rewa to Mangawan

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ABSTRACT

India's road network is very extensive, and this network is mostly used for the movement of freight and passengers throughout the country. From the beginning of this country the number of the population and motor vehicles increasing continuously and due to this reason the road rush, injuries and numbers of accidents also increasing.

According to the Ministry of road transport and highway the government is to ensure that all persons involved in road accidents benefits from speedy, trauma care and management. As reported by committee of supreme court on road safety has directed that the states and union territories to make road safety audit of construction projects of more than 5km stretch is compulsory. It means that all new road projects of 5km or more should be undertaken only after the design stage (auditing) is conducted and the safety concerns/ Recommendation of the auditor are implemented.

Several types of surveys were performed In this study to prevent any type of accident and to decreasing the risk of a potential crash on Rewa to Mangawan & Hanumana national highway at various chainage.. The main purpose of this study is to be prevent the phenomenon of any type of accident or to alleviate the severity of possible crash on Rewa to Mangawan & Hanumana section of NH-30 prevent safer road journey, comfort for all road users and locality.

1.INTRODUCTION

A road safety audit is a formalized, comprehensive and extensive assessment of a road project by an independent and skilled team of auditors, which results in reports of potential security risks in the project. A formal design review would not allow the layout described below, which causes hazardous and improper movement. A safety audit would capture such potentially harmful scenarios, which could then be adjusted before adoption.

- It is a systematic process.

- Conducted by persons who are independent of the design.
- Conducted by persons with appropriate qualification, training and experience.
- An analysis of road safety issues in a road design, a transportation planning for road construction, a recently completed road scheme, or the identification of safety risks on any road section.
- It is not a check of compliance with standard

2.LITERATURE REVIEW

Elena Chrban et. al. (2020) A proper management of road safety audits at all stages of road construction from planning to operating conditions will authorize for initial prevention and removal of errors in the stages of signing documents thereby preventing the occurrence of accident factors not only on roadways but also on subsequent ones.

Geetam Tiwari et. al. (2019) Black spots must be specified according to country and, in some contexts, geography. With the growth of technology and study the way of representing has become heavily reliant on geographical limits. Authorities have begun to use scientific process to locate and correct black spot areas, according to the conclusions.

Sudipa Cahertji et al. (2019) In this paper it is clear that road safety is a multidimensional issues surrounding various sectors such as road engineering, social behavior, vehicles design etc. combining engineering elements into planning and enforcements in a structured manner can lead to improved and safer road users.

Farjana Shatu et al. (2018) This research also tested the construct validity of the collected data by comparing them against the data collected through traditionally used physical survey method. The test result confirm that swatch can validity be used to collect street environment data for route choice analysis.

Rakesh Mehar et al. (2013) This report lays out a framework for the implementation of an India wide road safety development program. Development of preventive safety measures and selection of specified safety measures are two major stages of a road safety transformation program.

Joshu Adetunji Odelerye et al. (2000) The status of Nigeria roads is a well known phenomenon this threat is recognized by both the governed and the rulers. unfortunately little is bring the road back up to international standards . the justification for the bad quality of the roads has been that there hasn't been enough money to modernize and integrate the road traffic environment.

3.CONCLUSION-

In this study we find that Black spots must be specified according to country and, in some contexts, geography. With the growth of technology and study the way of representing has become heavily reliant on geographical limits and road safety is a multidimensional issues surrounding various sectors such as road engineering, social behavior, vehicles design etc and also find that techniques of urban safety growth facilitate the creation of an action plan which takes into account all of the mentioned aspects in order to create an overall suitable environment. (Natural, social, Urban, Environmental). Those policies should be designed at a local basis, taking into account the standard o urban safety as well as local environmental and meteorological conditions.

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