

# **Literature survey on Signs with Smart Connectivity for Better Road Safety**

## **Cyberabad Traffic Police (2017) Data from the official website about Nehru Outer Ring Road:**

It reveals some guidelines like, the maximum speed on Lane 1 and Lane 2 of the ORR will be 120 KM per hour and minimum speed will be 80 KM per hour. (Lane1 is the one closest to the central median) The maximum speed on Lane 3 and Lane 4 of the ORR will be 80 KM per hour and minimum speed will be 40 KM per hour. The minimum speed on ORR will be 40 KM per hour. No vehicle is permitted to travel on ORR below this speed. Faster moving vehicles should move in Right Lanes (Lane 1 and 2) and slow-moving vehicles should move in Left lanes (Lane 3 and 4) within the above speed ranges. Heavy vehicles should move in Lane 3 or Lane 4 only. All vehicles which change their speed shall have to go to the lane having the concerned speed range and No Zig – Zag movement between the lanes is permitted. All vehicles wanting to change lanes as per the above speeds should do so only after using indicator lights and all precautions shall be taken while changing lanes. No Vehicle shall stop on any of the 4 lanes of ORR. ZarulazamEusofe et al. Assessment of Road Safety Management at Institutional Level in Malaysia, IATSS Research This paper had examined the current institutional arrangements for the management of road safety in Malaysia in a systematic manner. It focused on road safety funding and seemed to provide an insight into how funding factors may affect both the effectiveness and the efficiency of road safety management. The study followed an exploratory approach based on semi-structured interviews targeting key stakeholders in road safety management such as policy makers from various government agencies, private sector representatives and academia. The analysis revealed that the efficiency and effectiveness of the road safety management system in Malaysia may be sustainably improved by addressing the current dependence of funding solely on government sources, the fragmentation of the decision-making process of this de facto multi-disciplinary area, the road safety legislative framework, public awareness, local needs and institutional capacity. An institutional model based on 2nd generation road funds is tentatively suggested to this effect. The paper presented a systematic analysis for the assessment of road safety management applicable in countries where financial resources are limited or reduced, focusing on road safety funding and seeking to

provide an insight into how appropriately designed funding mechanisms may affect both the effectiveness and the efficiency of road safety management.[1]

### **Francis John Gichaga et al. Road Safety and Road Safety Audit in India:**

A Review. ISSN: 2347 - 4718 This paper had reviewed the concept of the road safety audit and its stages. Objective of the RSA is to evaluate ventures for potential mishaps end/lessening on the premise of road client learning, characteristics and aptitudes, day/night, wet/dry road conditions. It suggested on outline and before planning of agreement archives, to evaluate itemized intersection design, markings, signs, signals, lighting points of interest, Detail Design of junctions, Design of geometrics, Cross-fall Marking and Signs, Side drains, Embankment slopes, Presence of clear zone, Traffic Signals Lighting.[2]

### **Shalini Kanugantiet al. Road Safety Analysis Using Multi Criteria Approach, A Case Study in India:**

World Conference on Transport Research - WCTR 2016 Shanghai. 10-15 July 2016, in this paper a study was carried out to determine the priority of safety requirements of a certain category of rural roads, viz., Pradhan Mantri Gram Sadak Yojana (PMGSY) roads in the Jhunjhunu district of Rajasthan, India. Multi-criteria techniques were used to quantify the safety levels. Further analysis was done on the road having the worst safety features to rank various stretches. The parameters vital for safety have been selected and quantified using three multi-criteria decisionmaking analysis tools: Simple Additive Weightage (SAW), Analytical Hierarchy Process (AHP) and Fuzzy AHP methods and results are compared. Analysis has been done in two phases. In the first phase the prioritization of roads for safety provision was carried out considering the total length of each road as an alternative and the most critical road was identified. The parameters in the road were measured and rated (on a scale of 1-5). In the second phase, the road found critical from the first phase was considered for detail analysis. The entire stretch of the road was divided into stretches of 1 km and the stretch-wise prioritization of roads for safety provision was determined. The average values per km for the severity score of the parameters were obtained like the first phase. The methodology suggested

can be used to determine the level of contribution of parameters towards safety hazard.[3]

## **REFERENCE:**

[1]. Cyberabad Traffic Police (2017) [2]. Francis John Gichaga, The Impact of Road Improvements on Road Safety and Related Characteristics. IATSS Research (2016), University of Nairobi, Kenya [3]. Shalini Kanugantietal. Road Safety Analysis Using Multi Criteria Approach: A Case Study in India. World Conference on Transport Research - WCTR 2016 Shanghai. 10-15 July 2016