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No.PL-50(19)/73-SP *Dated the 24th June, 1974*

To

The All State Governments and Administratios of U.Ts (Departments dealing with Roads)

Subject: Need for Traffic Engineering Cells in the State P.W.Ds.

I am directed to say that, as the State Government are aware, there has been a phenomenal growth in road traffic in recent years, with the result that the problems of congestion delay and accidents on roads have worsened. The need and urgency of taking suitable measures to tackle these problems have been voiced from time to time both in the Parliament and by the Press. The Traffic Engineering Committee of the Indian Roads Congress has inter alia recommended that Traffic Engineering Cells needed to be set up in Public Works Department of the State Governments to help solve problems demanding the applications of traffic engineering techniques. The recommendations of the said committee regarding the functions and set up of traffic cells in the State P.W.Ds are as under :-

(a) Functions :

(1) To collect and compile statistical data relating to the problems of driver, vehicle and roadway and to prepare therefrom reports and recommendations for the attention of implementing authority. Studies of nature and volume of traffic, its origin and destination, and the extent of losses due to congestion and accidents, factors affecting speed, safety and convenience in the use of roadway facilities, and evaluation of the effect of provision of various road facilities. In other words, all types of studies related to highway transportation operational matters.

(2) To analyse data regarding the causes of taffic accidents and prepare recommendations for improvements - both operational and engineering analysis of accident records together with data as to the volume of traffic, speeds etc., thereby suggesting remedies for specific locations as well as providing model for dealing with similar situations elsewhere.

(3) To supervise directly the design, fabrication or purchase and installation of all traffic control devices on highways under the control of the state P.W.Ds., sign signals and pavement markings etc.

(4) To make special study of speed zoning, establishment of no-passing zones and proper pavement use.

(5) To co-operate with enforcement officials in the establishment of necessary traffic regulatory measures.

(6) To advise and assist Municipalities/Corporations lacking traffic engineering departments of their own on local traffic problems, as, for example, traffic signals and their co-ordination, traffic signs, road markings, design of parking facilities, and traffic regulations.

(7) To co-operate with the design, construction, and maintenance divisions of the State P.W.D. reviewing plans affecting traffic movement.

(8) To co-operate with units of the P.W.D. concerned with highway planning and operation. Under whatever jurisdictional guidance, highway planning, by its very nature, is a broad staff function which encompasses every wing of the P.W.D. By proper co-ordination adequate plans are to be developed.

(9) To participate in traffic research for the evolution of more effective traffic control devices and to obtain such other information as may lead to greater safety and efficiency in the use of present or proposed traffic facilities.

(10) To co-operate with the police, press, radio schools, safety councils, civic groups etc. in the promotion of traffic safety.

(11) To co-ordinate between the various departments such as telephone, electricity, drainage etc. so that comprehensive plans may be developed for providing these facilities at the proper time rather than each one working at its pleasure and thus necessitating the digging up of the roads time and again.

(b) Set-up of Traffic Cells in State P.W.Ds.

Traffic engineering cells in states should be headed by a Superintending Engineer with his office in the principal city of the State. There should be four Executive Engineers under him, one for transportation planning, another for traffic engineering, the third for research and standards and the fourth for road accidents. These Executive Engineers should be provided with the necessary staff consisting of Assistant Engineers and Research Officers (Economists, Statisticians, Sociologists, Psychologists and lawyers).

The Executive Engineer (Transportation Planning) would be entrusted with the duty of conducting traffic studies, analysis of data and planning of road net-work and also help authorities in small towns and cities in conducting such studies. He will also work for co-ordination of road transport with other modes of transport. The Executive Engineer (Traffic Engineering) would advise other authorities as regards the improvement of work of intersections, road signs, road markings etc., and co-ordinate the work of the various officers working in the State. He will also advise small cities in matters relating to traffic engineering. The Executive Engineer for Research and Standards shall be incharge of the work regarding study and development of traffic control devices, riding quality of pavements, motor vehicle running costs, economic benefits of road construction and improvements. Besides his research activity, he will work out standards. The fourth Executive Engineer i.e. for accidents, will collect statistical data regarding the occurrence and

causes of accidents and suggest ways and means for reducing their number and severity.

I am to request that the above recommendation of Indian Roads Congress may kindly be considered and action taken intimated to this Ministry.