

SMART Ward Accountability for Road Safety

Indexed Green Asset (GA) Signages,
signboards, signposts and Exhibits for

Indexed GA Signages, signboards,
signposts and Exhibits for

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Drive India NSSR-RS Unit 1 (Mandatory Traffic Signs)

Drive India NSSR-RS Unit 2 (Cautionary Traffic Signs)

Drive India NSSR-RS Unit 3 (Information/Danger/Alarm/
Emergency Traffic Signs)

Drive India NSSR-RS Unit 4 (Drowsy Driving)

Drive India NSSR-RS Unit 5 (Fog or Night Driving)

Drive India NSSR-RS Unit 6 (Road System
Responsiveness)

Drive India NSSR-RS Unit 7 (Driving conditions
Responsiveness)

Drive India NSSR-RS Unit 8 (First Aid and Fire Safety
Responsiveness)

Drive India NSSR-RS Unit 9 (Alpha Assistance
Responsiveness)

Drive India NSSR-RS Unit 10 (CCMA & Route Editioning)

Indexed Signage / Exhibits at Ward No _____,
City _____
And State _____

by

AOEC & National Safety Council
Venkatram

FAST TRACK PROGRAMMES

Mainline Crisis Reduction Model with (PRM)
Preparedness, Readiness & Mitigation

SMART Ward Field Book

SMART Grid Field Book

Get Started on Road Safety Kits

Road Safety Accelerators

<https://venkataoec.wixsite.com/treeconservator>

**SMART WARD FIELD
PRM RESPONSIVENESS**

**SMART GRID FIELD PRM
RESPONSIVENESS**

**ROAD ARBORICULTURE
SAFETY ASSISTANCE OR
RESPONSIVENESS**

MHU

Ambulances, Air Ambulances

Graded payload or goods
movement

Special Needs Vehicles

Over the air / supportive
communication

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Indexed Green Asset Purpose is to convey
safety information for citizens and commuters

Indexed Green Asset Service
Model for Signages and Exhibits

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AOEC and NSC feel that SMART Locations/Wards/Cities help people, businesses and society by highlighting “We are accountable for our Social accountability and duty for Road Safety”.

AOEC and NSC call this co-achieving (for National objective programmes or projects) by governments, supporting departments, businesses or people, where Road Safety affects Time, Motion and Supportive ways of meeting our 24/7 needs.

AOEC and NSC’s NSSR Road Safety programme *Event Edition 4.0” is one example of this.

Attend our soon to be held programme to know more. Our indexed signage solutions can suit A Location/Ward/City or we can do dialled or bookmarked case studies for any need..

AOEC has developed a Centre of Excellence to strategically help coordinate, manage and disseminate information for a Sense of duty, for Voicing out to improve our commuting system

Visit our Road Safety Hub online via our URL <https://venkataoec.wixsite.com/roadsafety-coe>
Send a SMS/Whatsapp “MHU_____”, “**incidence_____**”, “**feedback_____**”, “**suggestion_____**”, “**complaint_____**” to +91 (for e.g.) 9342867666 and avail our Road Safety Desk services..



ROAD SAFETY HUB

ROAD SAFETY DESK



I am accountable for
Road safety as a Commuter
and as a part of the National
Social Responsibility for this

ROAD SAFETY OFFERINGS

Accountability for Road Safety as part of one's duty

WITH ROAD SAFETY INDEXED EXHIBITS FOR DRIVER FITNESS, VEHICLE FITNESS, ROAD
SYSTEM UNDERSTANDING AND ROAD SAFETY HUB AUGMENTATION

Easing the NSSR Accountability

IRSE Editioning proposes Objective analysis, Exhibited compliance and planning needed for climate change adversity / road system issues in safe & sustainable travel, transportation and logistics

IRSE Editioning enables learning, knowledge and accountability for BI/CQI for CCMA adversity, Road safety and Virtual CRM for CQI/QP for Road Arboriculture Safety as a National Safety Social Responsibility subject through:

[] IRSE Edited Signages/Sign posts/Bill boards

[] Exhibits

[] IRSE Editioning Workshops/Management Development Programmes

[] IRSE Editioning Conferences

[] IRSE Editioning Asset Butterfly (SMART Vision) Bulletins (enabled through QR codes augmented with the signages or exhibits)



SMART Vision



ROAD SAFETY OFFERINGS



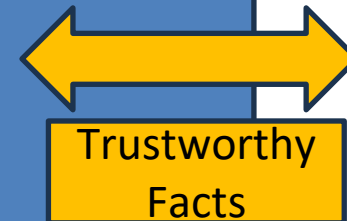
Abbreviations have been used

SMART Ward IRSE Portfolio

Focus on Safer Commuting

IRSE editioning implementation via scores such as:

- ☐ Regular experience (RIT-RE1) + Unmanaged experience (RIT-RE2) +
- ☐ Combo experience (RIT-RE1.2)
- ☐ Road System dynamics risk (RIT-RE3) +
- ☐ KSFES responsiveness risk (RIT-RE5)
- ☐ FESA for CCMA issues risk (RIT-RE4)+
- ☐ PRM responsiveness risk (RIT-RE5) +
- ☐ NSSR Theme Units risk (RIT-RE6) with non-compliant levels



SMART Vision

Reviews

Reports

Tickets

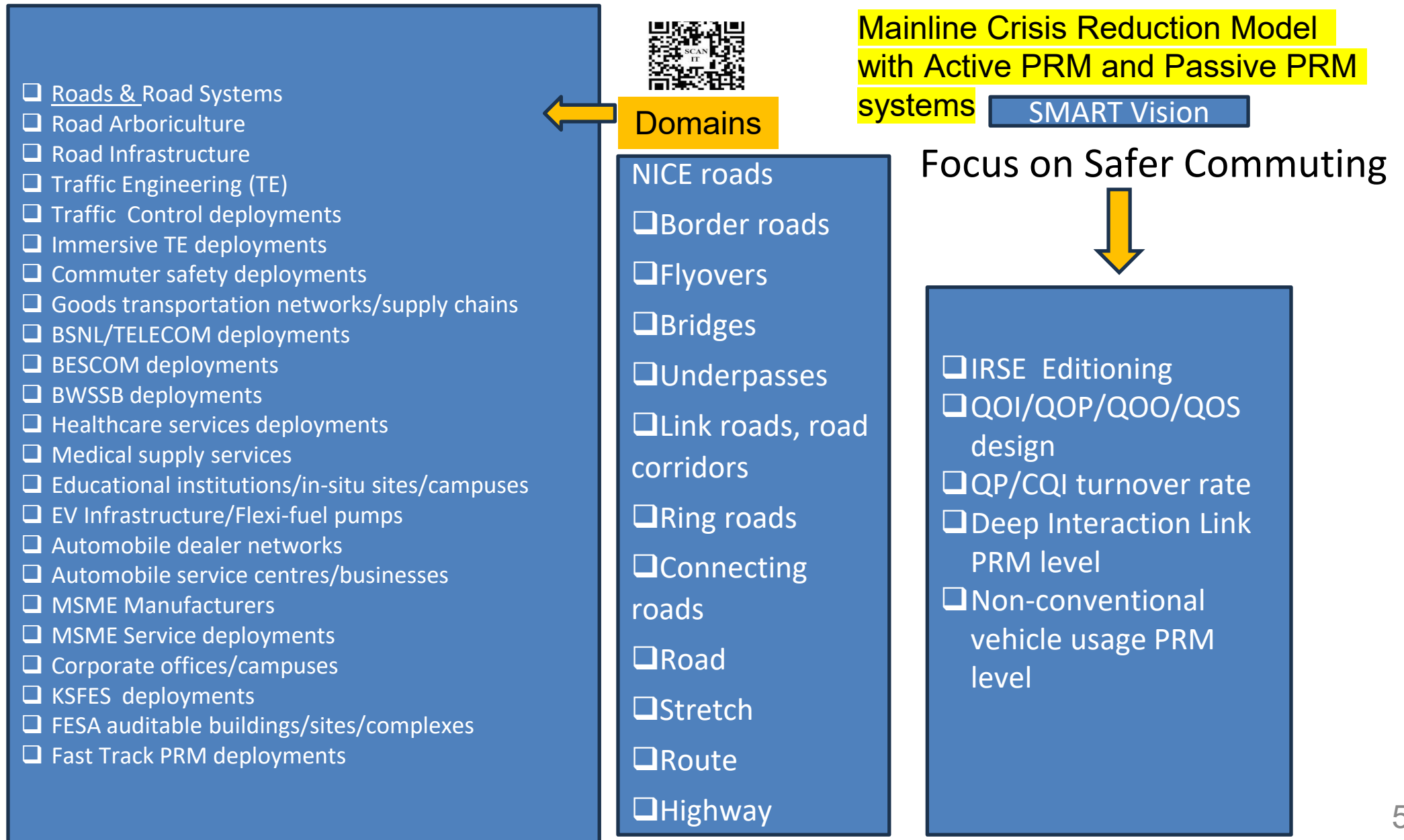
PERFORMANCE @ SCALE

Compounding problems

Resilience

Mainline Crisis Reduction Model with Active PRM and Passive PRM systems

SMART Ward IRSE Portfolio



Critical dependency on supply chain management

Material sourcing and quality control are two critical components that determine the success of the CNC machining / MSME manufacturing supply chain.

The supply chain is the backbone of any manufacturing industry, and it is important to optimize the system for maximum efficiency and profitability.

Efficient material sourcing and quality control ensure that the end product is of high quality, within specifications, and delivered on time.

Raw materials come in a wide variety of types ranging from metals, alloys, plastics, and composites.

These materials have unique characteristics and properties that make them suitable for CNC machining applications.

The criteria for selecting raw materials depend on several factors, including the material's properties, durability, quality, cost, and availability.

Significant challenges in material sourcing is identifying reliable suppliers who can provide quality materials consistently. Material shortages and supply chain disruptions can also impact material sourcing, leading to delays and increased costs. Effective material sourcing requires close collaboration with suppliers, meticulous planning, and proactive risk management.

Critical dependency on supply chain management

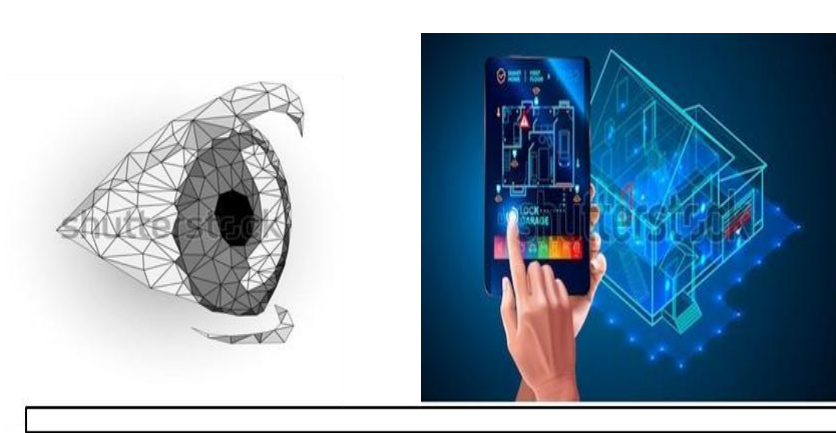
Best practices in material sourcing involve diversifying the supply base, working with certified suppliers, and adopting a just-in-time inventory management system.

Diversifying the supply base reduces risks and ensures a constant supply of materials.

Certified suppliers comply with industry standards, ensuring high quality and consistency in materials. Just-in-time inventory management optimizes the inventory levels, minimizing waste, and reducing storage costs.

There are different types of quality control measures that CNC machining/MSME manufacturing companies use to ensure the production of high-quality products. Some of these measures include in-process inspection, final inspection, and first article inspection. In-process inspection involves checking the product during the manufacturing process. Final inspection involves checking the finished product before shipment to the customer. The first article inspection involves checking the first product made before releasing it to the production line. All this depends upon road transportation inherently.





RESPONSIVE



IRSE Editioning

Safer commuting in 2025-2026

SMART Ward Field Book

A night-time cityscape featuring the Petronas Towers and other illuminated buildings. Overlaid on the image is a network diagram with glowing blue nodes and connecting lines. The nodes contain various icons: a smartphone, a Wi-Fi symbol, a cloud, a server rack, and a document. The text 'SMART CITIES' is prominently displayed in a white box on the left side of the image.

SMART CITIES

the acceleration of smart city projects

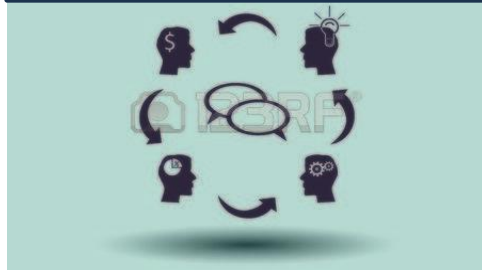


SMART PLANNER



Innovation & Improvement

Assistive Analytics



Lateral Thinking



Green Thinking



Operations Research

Learning, Knowledge

Case Studies



Right to Education

Supportive Assessment

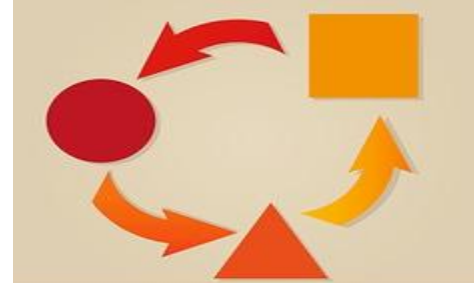


End of lifecycle



SA 8000

Trends and Investment Cycle



Social Patterns



Care & emergence

SIGNATURE AREAS

Operations Research Problems (OP-R) and Responsive Thinking



Proportionate problem
solving and assistive
analytics for signature areas



SMART Ward Field Book

A. Vision for SMART Wards

1. To design SMART concepts like Safer Commuting in a ward, we must consider the underlying issues in the ward's systems or foundation and thereon consider gaps, possibilities and conditions that are known to cause problems or risks to people.
2. To design SMART wards with integrated functions, we must identify the systems & elements that are part of a ward like the road infrastructure, systems & traffic engineering, the electricity transmission, distribution and management and/or utilization systems, the water supply and management and/or utilization systems, the sewage & drainage networks, the waste demarcation, collection systems and disposal and/or landfill sites, the homes, facilities, industries and factories, the community development and service networks, the disaster management and emergency response systems, the presence of agricultural sites, forests, parks & gardens, the presence of river systems, lakes, ponds, wells, borewells, the location of super markets, markets, shopping and retail outlets etc.
3. AOEC reviews the importance of Indexed Road System Exhibits for Road Safety where focus is given to Road Arboriculture

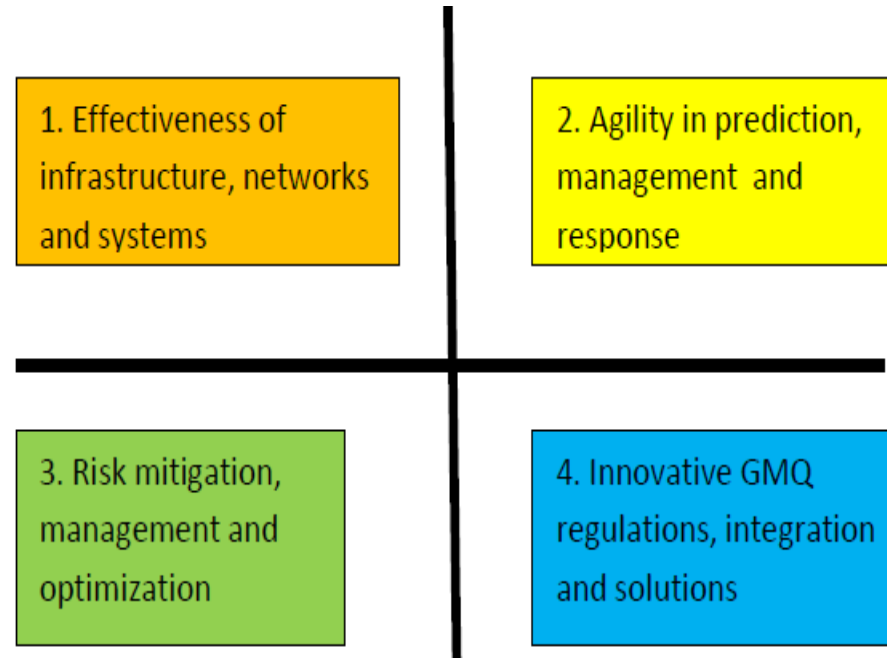
[illegible]

3. This document includes all these systems & elements in a SMART Ward Portfolio and then divides them into small manageable components that need innovative engineering solutions and cyber-physical systems, and a concept called Drawing to Life systems like IRSE Editions that help Road Safety via SMART functions of a Mainline Crisis Reduction Model with Active PRM and Passive PRM systems.

4. The SMART Ward and its framework permits the condition monitoring, predictive monitoring, data integration and optimization of its systems and elements to make them compliant, predictive, responsive and reliable, where the main focus is to reduce downtime, problems and risks. .

SMART Ward Field Book

The following quadrants illustrate what is needed in a SMART Ward in terms of Governance, Management and Quality of experience (termed as GMQ) with deployment of IRSE editions



5. The 4 quadrant approach will make it easier to define and develop TMS systems (Time Motion Scale study systems) to permit the architects of the SMART Ward to incorporate zoning and indices like:

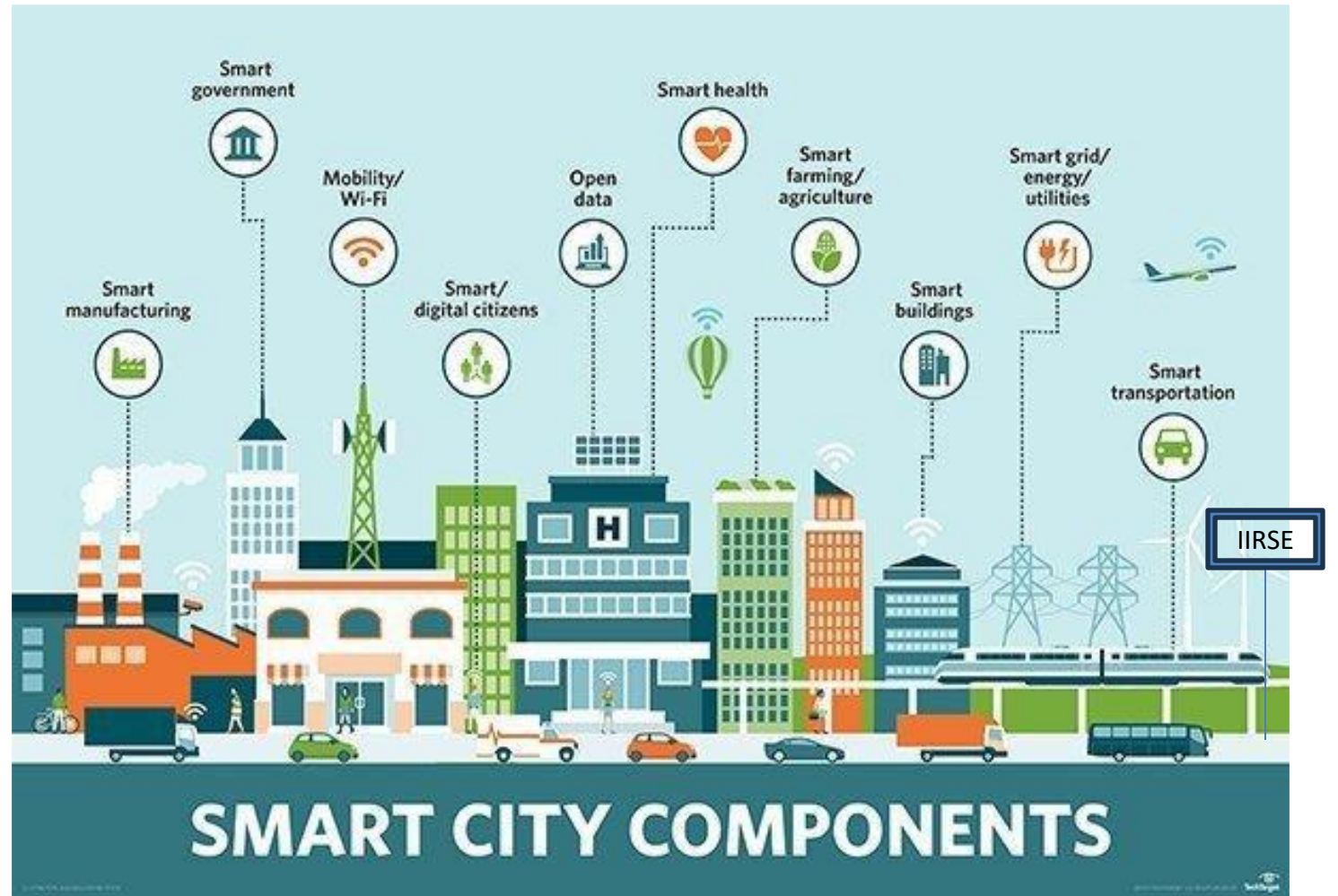
SMART Ward Field Book

- a. KPI(s) for **SMART Compliance in Governance, Management and Quality of experience**
- b. KPI(s) for **Risk Mitigation & Incidence Prevention and/or Correction**
- c. KPI(s) for **Failure Mode Cause and Effects Analysis for events & incidences**
- d. KPI(s) for **Root Cause Analysis for events & incidences**

For performance to scale (c*).

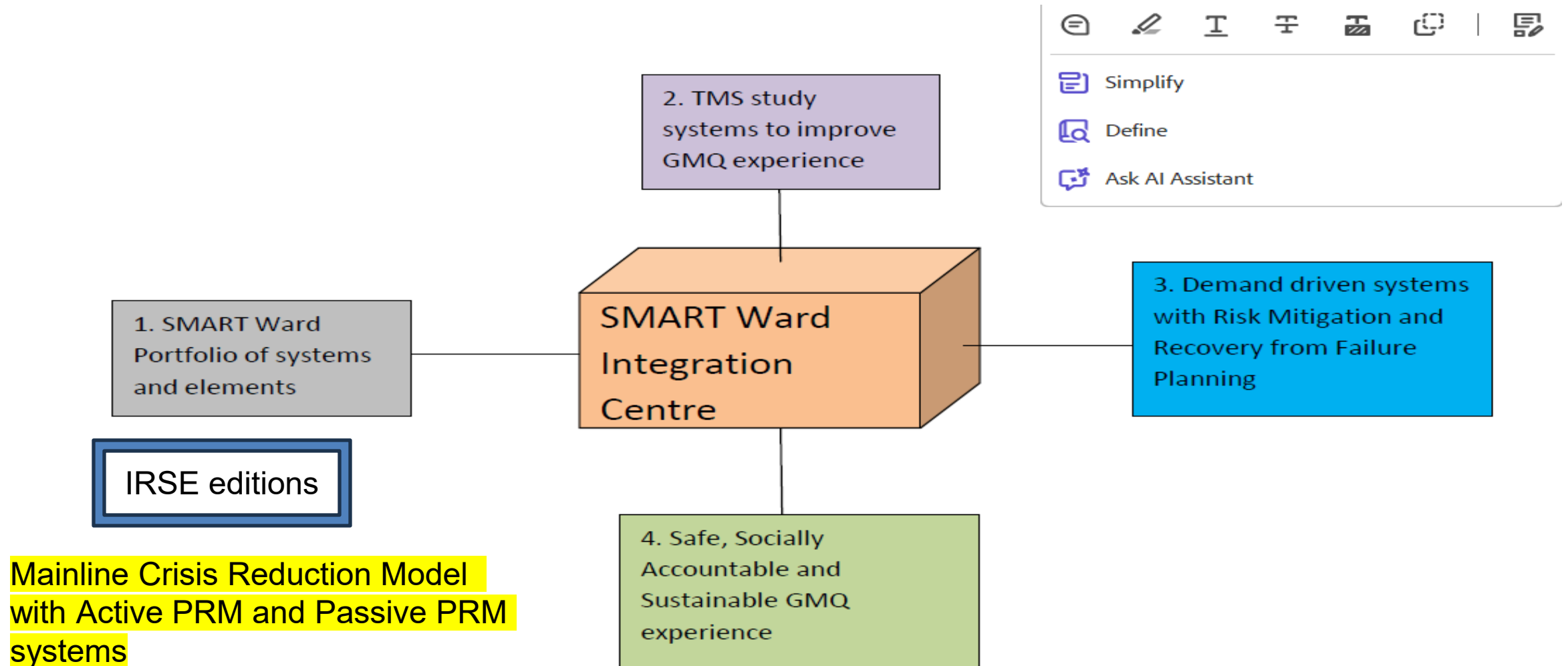
KPI(s) for the **Optimization in systems and elements for Quality of experience**

6. The quadrant approach will permit architects to plan for horizontal and vertical scale integration with the help of a SMART Ward Integration Centre (SWIC). Here horizontal scales represent zoning and vertical scales represent the range of systems and elements in the Portfolio.

[illegible]

SMART Ward Field Book

7. Block diagram for the SWIC and its In-Time (GMQ) Support





SMART Ward Field Book

SMART Ward Field Book

B. Added details

B.1 Time, Motion and Scale studies

AOEC has developed some understanding of this via what is called as conscious thinking for universal criteria management to help sustainable development and growth.

This background covers - Governance - Management - Quality Assurance, where each layer has separate criteria for the IRSE Editioning being proposed

The SWIC will tabulate the following details for each of the systems and elements that are part of the SMART Ward Portfolio, with more interest in the IRSE Editioning, that is an indication of whether the following have been implemented:

1. Risk Mitigation and Management
2. Condition Monitoring and Traceability
3. Human Machine Interfaces permitting Focus Analytics, Failure Mode Cause and Effects Analysis, Root Cause Analysis, Preventive management and Corrective Management systems
4. Focus Analytics with the use of RSADS and UAV enabled PIDS / D2L Auto docking that permits exchange of visual, auditory, experiential, knowledge and learning specific criteria

SMART Ward Field Book



B.2 The NEXT Step

The NEXT step is planning the exchange of visual, auditory, experiential, knowledge and learning specific criteria, so heuristic systems can predict inadequacy.

A Heuristic system is one that designs & monitors compliance criteria, effectiveness of operations, incidences and trends of problems, failures, events of various networks, systems & elements, where a new AERO-CLOUD solution helps use the cloud computing infrastructure to enable remote manageability & traceability, push/pull data and prioritize, control, engineer or re-engineer management systems for the SMART Ward Portfolio, the IRSE Editioning and the **Mainline Crisis Reduction Model with Active PRM and Passive PRM systems**

SMART Ward Field Book



The intent being wards that build surveillance and truth maintenance systems (as components of SMART or Green Asset Exchange) can help in generating a domino effect that can help us in the future.

In the case of Safer Commuting, the insight is to design RSADS and PIDS Exchange.

The SWIC and the Heuristic system will permit IT architects to plan for manageability and traceability via fibres, sensors, devices, docking systems and extended data interoperability.

SMART Ward Field Book

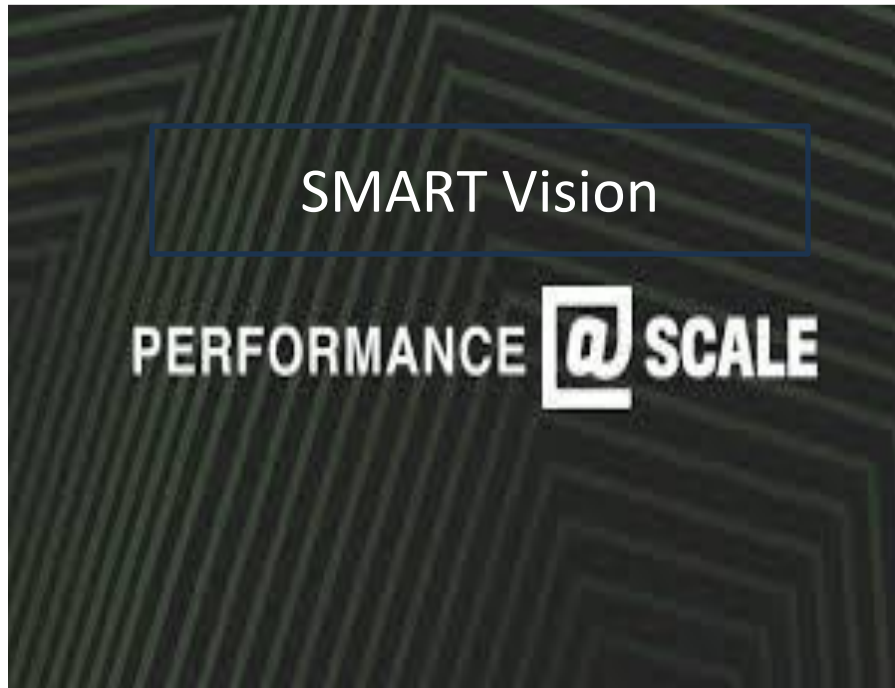


Docking systems can either be Perception Imagery Drone Solutions or Drawing to Life Auto docking systems, where the PIDS concept is related to connected vehicles/ systems and the D2L Auto docking systems are related to An INCEPTION STAGE concept that incorporates agile synergy in IRSE Editioning and SMART Phones.

For a SMART Ward, data interoperability will involve 4 streams such as..

1. Physical environment specific streams
2. Operational environment specific streams
3. Human assets specific streams
4. RSADS and PDIS TGMB Integration Centre streams
5. SWIC specific streams .

SMART Ward Field Book



B.3 Scaling further

Each SWIC will help a SMART City committee weigh the pros and cons of incorporating SMART concepts and methodologies in wards that may be autonomous or interconnected, where each SMART Ward or Regular Ward is considered as a Zone with indices for GMQ experiences.

Each SWIC will make it easier to integrate wards into a GMQ grid and SMART City vision.

The functional components of a SMART City could include SMART City -> RSADS and PIDS TGMB Integration Centre -> SMART City Integration Centre (SCIC) -> SMART Ward Integration Centres (SWIC(s)) -> SMART Wards -> IT Architecture -> Engineering solutions -> Deep Interactions, Systems and elements (like IRSE Editions and a Mainline Crisis Reduction Model with Active PRM and Passive PRM systems)

SMART Ward Field Book

SMART Ward Field Book and
systems



SMART Grid Field Book and
systems

The SMART City Integration Centre (SCIC) will enable integration at both the wards and cities level, where each SMART City will integrate a SMART City Portfolio of systems and elements like IRSE Editioning with a **Mainline Crisis Reduction Model with Active PRM and Passive PRM systems**, where the commonness and uniqueness of each SMART ward in the city will be reflected in the portfolio.

...



SMART Ward Field Book



Active PRM systems
Fast Track Programmes,
Mainline Crisis Scope
related SMART Desk,
SMART Location Tracker,
SMART Configuration
System, SMART Action
Centre with Emergency
Response Services

Passive PRM systems
with Mainline crisis
reduction related Age
Assessment Reports,
Hazards Assessment
Reports, Identification &
Configuration Reports,
Inspection &
Maintenance Schedules
and Community
Grievance Forums

SMART Ward :Portfolio and extended data interoperability
The insight is to incorporate the following

- ☐ NavSite location element/system like the IRSE Edition and the **Mainline Crisis Reduction Model with Active PRM and Passive PRM systems**
- ☐ NavSite in-time analytics
- ☐ NavSite profile related in-time condition monitoring & traceability,
- ☐ RSADS and PIDS enabled summoning of imagery / perspectives to a NavSite location element/system
- ☐ D2L system enabled summoning of Auto docking services for payload delivery, in-time analytics, condition monitoring and traceability
- ☐ We can be contacted via email venkataoec@gmail.com or phone +91 9342867666 for taking this further or for investing in proof of concepts for data interoperability required. We are focusing on Safer Commuting with the readiness assistance of automobile dealer networks and service centres.

DRAWING TO LIFE INDIA

**FROM NAMMA
BENGALURU**



NSSR RS Programme

Know the need for
IRSE Editioning

AOEC 2024-2025 for
For SMART Vision enabled
Road Safety Acceleration

Know the need Questionnaire

Q1: Does the route need awareness of mandatory traffic signs?

Rating: Yes/ No/ Neutral

Q2: Does the route need awareness of cautionary traffic signs?

Rating: Yes/ No/ Neutral

Q3: Does the route need awareness of danger/alarm/emergency traffic signs? Rating: Yes/ No/ Neutral

Q3.1: Does the route need risk/danger/hazard detailing elements like “Road Arboriculture signages”? Rating: Yes/ No/ Neutral

Know the need Questionnaire

Q4: Does the journey need awareness of drowsy driving?

Rating: Yes/ No/ Neutral

Q5: Does the journey need awareness of night driving or fog afflicted driving? Rating: Yes/ No/ Neutral

Q6.1: Does the route need road system understanding?

Rating: Yes/ No/ Neutral

Q6.2: Does the route need driving conditions responsiveness?

Rating: Yes/ No/ Neutral

Know the need Questionnaire

Q7: Does the journey need a “first aid kit and the training to use it”?

Rating: Yes/ No/ Neutral

Q8: Does the journey need Alpha Assistance Card planning?

Rating: Yes/ No/ Neutral

Q8.1: Does the journey need SMART Vision understanding/assistance? Rating: Yes/ No/ Neutral

Know the need Questionnaire

Q9.1 Does the route need road system understanding?

Rating: Yes/ No/ Neutral

Q9.2 Does the route need driving responsiveness for giving right of way to ambulances, fire & emergency services, unaware people or pedestrians?

Rating: Yes/ Neutral

Q9.3 Does the route experience supply chain movement?

Rating: Yes/ Neutral

DRAWING TO LIFE INDIA

**FROM NAMMA
BENGALURU**

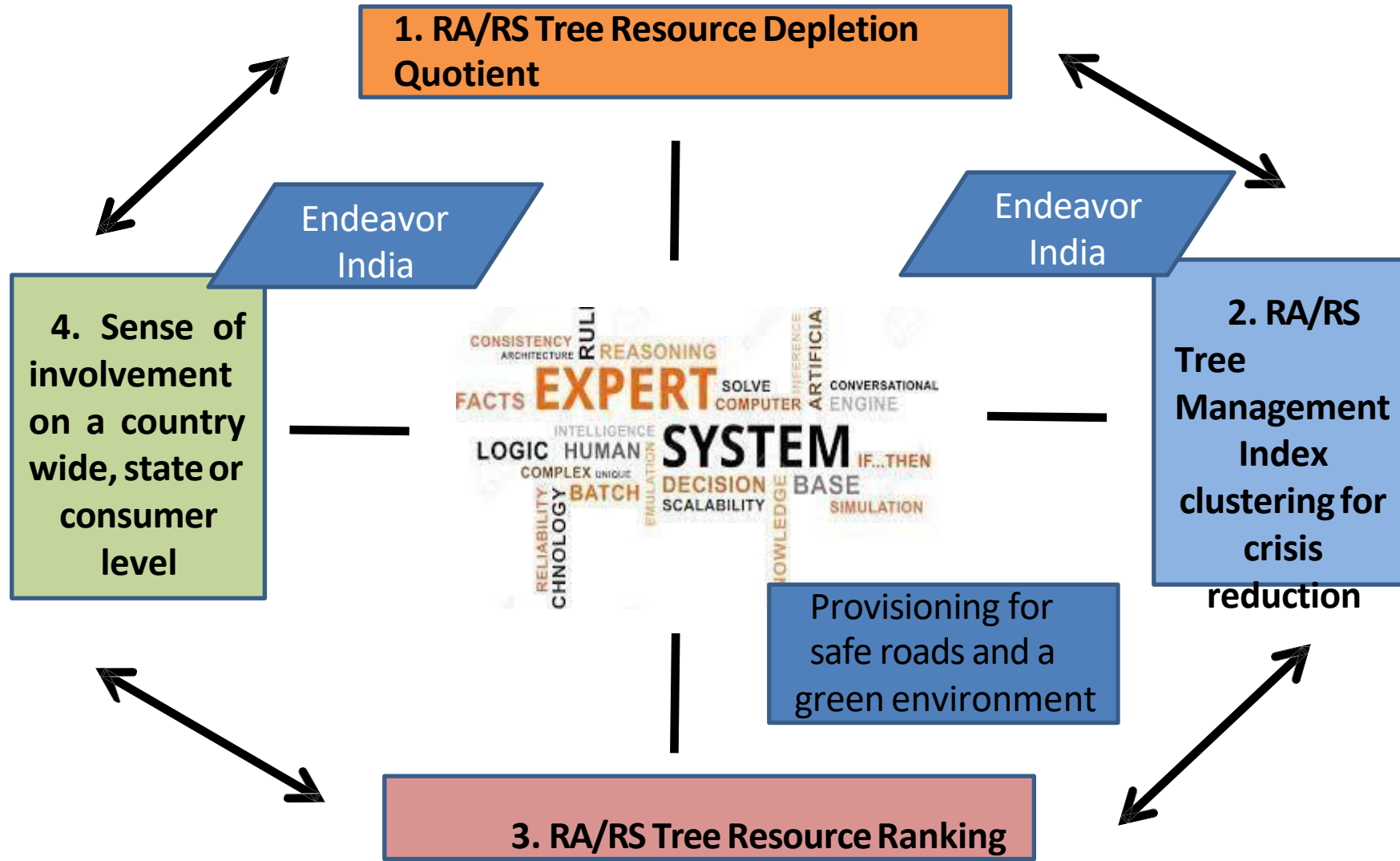


NSSR RS Programme

**PRM for
Mainline Crisis Reduction
for Road
Arboriculture**

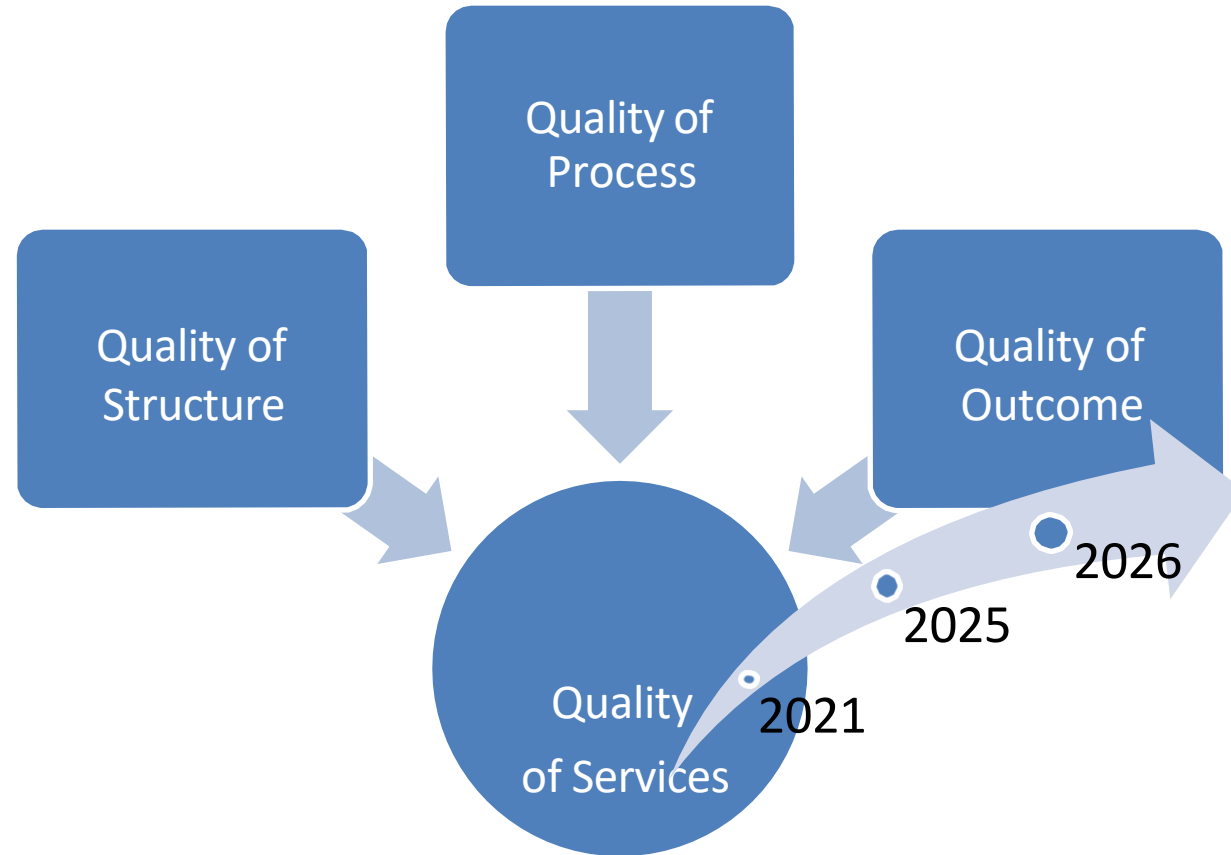
AOEC 2024-2025 for
For SMART Vision enabled
Road Safety Acceleration

Mainline Tree Crisis Reduction



TMI: Tree Management Index, TMQ: Tree Management Depletion Quotient and TRR: ²⁸ Time Resource Ranking with Road Arboriculture and Road Safety in mind

Incidence Mitigation and Adaptation



Gap Analysis for Incidence Mitigation and Adaptation

1. Is the MTCR model agile to serve sudden incidence response for disasters, climate change related risks, threats, air quality related health hazards, illegal cutting down, felling, smuggling or theft incidences, complaints etc? Yes / No
2. Are all cases put through complete case analysis & incidence management practices to ensure Road Arboriculture and Crisis Reduction (MTCR)? Is any assessment reported at the earliest? Yes / No
3. Are all events or incidences or complaints assessed to understand root causes and TMI, TMQ and TRR indicators? Yes / No
4. Are efforts put in to reduce further incidence or complaint occurrences? Yes / No
5. Are MTCR diagnostics and consultations assessed periodically for problems in effectiveness? Yes / No
6. Are MTCR diagnostics and consultations assessed periodically for deviations from norms or root cause practices? Yes / No

Gap Analysis for Incidence Mitigation and Adaptation

7. Are census control & self-corrective solutions periodically put through preventive or mitigative assessments and quality checks? Is proactive critical path management in place to ensure their availability? Yes / No

8. Is gap analysis done periodically, to assess practices adherence and quality levels for areas important to ensure best results for green ecosystems, MTCR sufficiency and sustainability for the bio-cluster? Yes / No

9. Is a post-mortem (of TMI, TMQ & TRR indicators and lifecycle theory) done for important cases to understand what could have been done better? Yes / No

10. Are contacts, availability and preferences of MTCR consultants, experts, personnel in MTCR hub deployments confirmed or updated on a periodic basis? Yes / No

11. Are there alternate strategies to help MTCR solutions when there are unforeseen impactful changes or uncontrollable situations? Yes / No

Climate Change Mitigation and Adaptation (CCMA)



- **Assessment of the Age of a Tree** (by observation that is based on details available on the Internet)
- 1. Count the number of **growth rings** (possible only when the tree is felled or cut). Every year a tree adds a new ring of tissue as its trunk grows outward
- 2. Count the number of **tree whorls** (that is the number of largest branch whorls) and add 1 to the number
- 3. Measure **diameter of circumference of trunk** at an average man's chest height & **multiply this value by the growth rate** of the species

Climate Change Mitigation and Adaptation (CCMA)



- Assessment of the Age of a Tree (continued)
- 4. Use an **increment borer** (to be done only by an arborist) to **remove a cylindrical portion** of the trunk near the base or below an average man's chest height. This portion can be used to count the growth rings.
- Importantly, care must be taken to help the tree heal or grow unaffected after the use of any method to estimate the age of the tree.

Climate Change Mitigation and Adaptation (CCMA)



- **Assessment of the Age of a Tree (continued)**
- 5. Maintain a Tree Grid that **records the date and time of planting of any sapling or seed** with details that help know more about the plant or tree at any later point in time. This could be used to decide whether the tree should remain at its location or be shifted to a different location or even be put to other use. This may become important in the future when climate change could become more severe leading to alternate cycles of floods and drought, thereby affecting a region's tree cover.

Climate Change Mitigation and Adaptation (CCMA)



- Tree Hazards Assessment Report (a checklist that is easy to understand and use)
- 1. Is the tree drought tolerant? If no then this is a hazard as it needs sufficient water and soil enrichment.
- 2. Do many branches arise from one point of the trunk?
- 3. Is the tree sensitive to anything (question is arborist specific)? If yes, then review items 8 to 11.
- 4. Are there large dead branches?

Climate Change Mitigation and Adaptation (CCMA)



- 5. Are there detached large branches hanging from the tree?
- 6. Does the tree have cavities or rotten wood along the trunk or in major branches?
- 7. Are mushrooms present at the base of the tree?
- 8. Are there cracks or splits in the trunks or where the branches are attached?
- 9. Have any branches fallen from the tree?
- 10. Have adjacent trees fallen or died?

Climate Change Mitigation and Adaptation (CCMA)



- 11. Have the leaves developed a premature unusual color or size?
- 12. Have the roots been broken off or injured or damaged by lowering the nearby soil level, or by constructing or repairing pavements or sidewalks, or by digging trenches for telephone cables or sewer systems?
- 13. Has the location or site been changed recently by construction activity or by soil level changes or by installing of lawns or green strips?

Climate Change Mitigation and Adaptation (CCMA)



- 14. After stump removal was the hole filled with top soil before any new plantation? If no then the roots may not be healthy.
- If the answer is yes to any of the relevant questions, then the tree can be a hazard.
- A citizen, entity or civic body interested in registering a tree in the grid, will need to enter the following “Tree identification & configuration details” via a call to the Tree Health Desk, or submission of a hand-filled form, or use of a mobile application.

Climate Change Mitigation and Adaptation (CCMA)



Tree Identification and Configuration Details

- **Road System name:**

Road System Id:

Lookup...

(OR)

- **PI/F name:**

PI/F Id:

Lookup...

Route edition:

PRM...

- **Tree-variety or friendly name:**

- **Tree Grid Id:**

Generate...

Climate Change Mitigation and Adaptation (CCMA)



- Estimated Age (in years by observation+):
- Estimated Height (in meters or feet):
- Type of Branching:
- Summary of condition or history:
- Enclosed picture (if any in mobile friendly formats): Yes/No

Climate Change Mitigation and Adaptation (CCMA)



- **Soil type: (Choose from:)** Normal hard dry soil/Normal dry soil/Wet soil (due to presence of subsoil water or surface water)/Black cotton soil/Alluvial soil/Red laterite soil/Sandy soil/Fissured rock/Hard rock
- **Soil details:**

Climate Change Mitigation and Adaptation (CCMA)



- **(CRZ) Critical Root Zone details** (also known as drip line or an imaginary circle around the tree till where the canopy or branches seem to spread) - This is important to estimate the spread of the roots of the tree:
- **Nature of concrete work around tree:**

Climate Change Mitigation and Adaptation (CCMA)



- **Clearances around tree:**
- **Overhead clearances:**
- The solution also permits the logging of a maintenance schedule for the tree being included in the grid.

- Generate...**

Climate Change Mitigation and Adaptation (CCMA)



- **(b) Closer inspection by expert (tick as applicable)**
- [] Diagnosis of tree and landscape problems
- [] Insect and disease identification and management
- [] Variety specific Hazard Assessment and Surveys
- **Details:**

Climate Change Mitigation and Adaptation (CCMA)



- **(c) Preventive maintenance details (tick as applicable)**
- () Training or Controlling growth patterns
- () Eliminating branches and/or limbs that are dead, detached, rubbing each other or touching cables, lines
- () Removing limbs that are diseased or insect infested
- () Tree pruning
- () Coppiced* () Pollarded*

Climate Change Mitigation and Adaptation (CCMA)



- **What is the meaning of Coppiced?**
- Most of the tree is removed to ensure safety and health

- **What is the meaning of Pollarded?**
- The trunk is left intact but the top branches are removed

Climate Change Mitigation and Adaptation (CCMA)



- **(d) Restoration details (tick as applicable)**
- () Installing support systems (cables and braces after expert evaluation)
- () Improving shape or silhouette of tree
- () Mulch delivery (mulch is recycled wood cut into chips, on the addition of a 2-4 inches of a mulch covering the root zone of a tree, there is more healthy root development)

Climate Change Mitigation and Adaptation (CCMA)



- **(d) Restoration details (tick as applicable)**
- () Planting ground coverings, shade tolerant plants, grasses that increase organic matter content of soil
- **Details:**

Climate Change Mitigation and Adaptation (CCMA)



- **(e) Risk mitigation details (tick as applicable)**
- () Creating better structure to “better wind resistance and reduce adverseness of storm damage”
- () Removing branches or thinning to increase light generation

Climate Change Mitigation and Adaptation (CCMA)



- **(e) Risk mitigation details (tick as applicable)**
- () Guided pruning/cutting/topping (as confined to need)
- **Details:**

Climate Change Mitigation and Adaptation (CCMA)



- Safety advisory (to be filled as relevant to the case):
- (a) Dos



Improved Accountability

- A citizen or reporting entity will be issued a ticket that summarizes what needs to be done or will be done to mitigate risk or adverse outcome.
- This ticket becomes a point of incidence for the civic authorities and arborist team to understand the issue and to plan remedial action.
- The ticket's status will remain open (for anyone interested in tracking the same) till there is satisfactory resolution of the issue.

Helping out



- A citizen or reporting entity can also be given a recommendation to share details and findings with others (prone to be afflicted) in the neighborhood or zone to help sustain this initiative.
- Your team could choose to release certain news & social media based advisories, announcements, hoardings, signages and knowledge aids to help improve the sensitization, awareness and involvement of related entities, communities or citizens by large.

Helping out



- Tree Health Desk advisory (Will be notified by the Desk team)
- () Trees cannot be planted in this region
- Details on restrictions:

Helping out



- Tree Health Desk advisory (Will be notified by the Desk team)
- () Permission required to plant trees in this region
- Details on precautions:

Helping out



- Tree Health Desk advisory (Will be notified by the Desk team)
- () Stay off nearby road/stretch/route/ring road at particular times
- Details on timings:

- () Stay off nearby road/stretch/route/ring road in particular months
- Details on months:

Helping out



- Tree Health Desk advisory (Will be notified by the Desk team)
- () Recommend minimal utilization
- () Restricted for goods carriers
- () Restricted for heavy motor vehicles
- () Restricted for autos
- () Restricted for 2-wheelers
- () Restricted for pollution accelerators
- () Connects or connected to bad roads or problem afflicted routes

Helping out



- Tree Health Desk advisory (Will be notified by the Desk team)
- () Not to be used by Emergency Response vehicles (like ambulances, fire engines)
- () Not to be used by Special Needs vehicles (like VIP convoys, on-mission security vehicles, hazardous content tankers, water tankers, school-or-college vans or buses)

Helping out



- Tree Health Desk advisory (Will be notified by the Desk team)
- () Not to be used by two wheelers or cyclists
- () Not to be used by pedestrians



Zen for the environment



By K.S.Venkatram
AOEC, 2018-2021-2025

SAVE THE EARTH
GO GREEN



Provisioning for a
green environment

Zen for the environment

- Since 1970, Bengaluru's land growth or concretization has increased by 925%
- The ratio of the number of trees per person has severely dropped leading to an increase in air pollution and climate change trends
- According to a study, every person needs at least 8 trees in a lifetime, whereas there is approximately 1 tree for approximately seven persons
- There is a need to come up with action plans to address this loss of green cover
- AOEC proposes a programme called "Zen for the environment" to address this problem and its need for risk mitigation

Zen for the environment

- The consultant finds that the proposed programme will be more successful if assisted by the BBMP, Nursery Men Society, Lalbagh, Bengaluru
- The programme will include the following steps
- 1. **Zen for sites:** Launch a **remedial initiative** that mandates when builders & construction companies clear land for their construction projects, they should be provided 8 saplings (per flat, office or home constructed at the site in question). It will be a responsibility for a builder or associated owners to plant and care for these saplings in an exercise to make up for any deforestation done.
- **Decision making:** Selecting saplings that are suitable and designing a “handbook” that helps an average person care for and know the health of a tree
- **Deliverable:** Ready-to-plant saplings and Zen for the environment booklets



Zen for the environment



- **2. Zen for families:** Launch a **lifetime initiative** that mandates when a child is born, a family or new parents should be provided 8 saplings to plant and care for these saplings in an exercise to help the child fight climate change and concretization.
- **Decision making:** Selecting saplings that are suitable and designing a “handbook” that helps an average family care for and know the health of a tree
- **Deliverable:** Ready-to-plant saplings and Zen for the environment booklets

Zen for the environment



- **3. Zen for municipal bodies:** Launch a **sustainable environment initiative** that mandates whenever the municipal body cuts down a tree or reduces its lifetime, it should plant 8 saplings and care for them in an exercise to make our environment sustainable and green.
- **Decision making:** Selecting saplings that are suitable and designing a “handbook” that helps the municipal implement a “Tree Grid” to inventory, track, care for and know the health of trees in select locations
- **Deliverable:** Ready-to-plant saplings, “Build a Tree Grid” and “Zen for the environment” booklets

Zen for the environment



PROJECT TREE



- **4. Zen for parks and gardens (lung spaces):** Launch a **rejuvenate the environment initiative** that mandates whenever a municipal body plans for or maintains a park or garden, it should implement the “Tree Grid” in an exercise to conserve and rejuvenate the environment.
- **Decision making:** Recommending saplings of plants, trees, herbs that are suitable for a location and implementing of the “Tree Grid” to inventory, track, care for and know the health of trees in the park or garden
- **Deliverable:** Ready-to-plant saplings, “Build a Tree Grid” and “Zen for the environment” booklets

Zen for the environment



- **4. Zen for lakes and ponds (care for our water bodies):** Launch a **nurture me initiative** that mandates whenever a municipal body resurrects or maintains a lake or pond, it should arrange to plant trees on the perimeters of the lake or pond, landscape it and implement the “Tree Grid” in an exercise to protect this resource.
- **Decision making:** Recommending saplings of plants and trees that are suitable for a location and implementing of the “Tree Grid” to inventory, track, care for and know the health of trees in the park or garden
- **Deliverable:** Ready-to-plant saplings, “Build a Tree Grid” and “Zen for the environment” booklets

Zen for the environment



- **5. Zen for your kitchen (health and well-being):** Launch a **health for all initiative** that recommends that families should plan to grow a kitchen garden of select herbs if they are interested in growing plants and trees.
- **Decision making:** Recommending saplings of plants and herbs that are suitable for a family & its location and implementing of the “Herb garden accelerator ” to families achieve wellness and even productize if necessary
- **Deliverable:** Ready-to-plant saplings, “Grow your Zen or Herb garden” booklets

Zen for the environment



- **6. Zen in your workplace (caring for your workforce or staff):** Launch a **care for your workforce initiative** that recommends that organizations or institutions should plan to grow a Zen garden of select plants, herbs and trees with specific landscaping to bring Zen (inner peace and harmony) into the lives of people at work there.
- **Decision making:** Recommending saplings of plants, herbs and trees that are suitable for a workplace & its location and implementing of the “Zen garden healer ” to help workplaces add soulful and healing influences to their environments
- **Deliverable:** Ready-to-plant saplings, “Grow your Zen garden” booklets

Zen for the environment



- **7. Zen in nature conservation (caring for flowers):** Launch a **care for flowers initiative** that develops methodologies to use dried or discarded flowers that need conscious decision-making for conservation, where the methodologies include a framework that includes a flower species, hybrid or variety into the nature conservation initiative, defines the artwork to use the dried or discarded flower in meritorious & sustainable environment solution finding prizes/awards/medals/certificates/winner cups/etc awarded to students, sustains the species by creating a postage stamp, designs a flashlight view to its evolution and conservation.
- **Decision making:** Recommending flowers of plants, herbs and trees that are helpful to “man, habitats, workplaces, gardens, and associated environments”
- **Deliverable:** Artwork, postage stamp, flashlight view of species/hybrid/variety

Zen for the environment



- **The way ahead**
- Increasing population will necessitate more land use or concretization, thus helping people plant and care for plants and trees will become a vital endeavor.
- (1) Building Tree Grids, (2) Designing Zen and Herb gardens and (3) Mitigating risks of tree fall associated with trees in our neighborhoods or locations are all steps towards a Sustainable Future (or Future ready Millennium)

DRAWING TO LIFE INDIA

**FROM NAMMA
BENGALURU**



NSSR RS Programme

**PASSIVE SAFETY EXHIBITS
(For e.g. Driver Fitness)**

AOEC 2024-2025 for
For SMART Vision enabled
Road Safety Acceleration

DRIVER FITNESS NOTIFIER

This route needs continual awareness of the following mandatory traffic signs

Mandatory traffic signs



STOP



GIVE WAY



ONE WAY



NO ENTRY



ONE WAY



NO WAY
BOTH DIRECTION



RIGHT TURN
PROHIBITED



LEFT TURN
PROHIBITED



U-TURN
PROHIBITED



OVER TAKING
PROHIBITED



HORNS
PROHIBITED



SPEED
LIMIT



COMPULSORY
TURN LEFT



COMPULSORY
AHEAD ONLY



COMPULSORY
TURN RIGHT AHEAD



COMPULSORY AHEAD
OR TURN RIGHT



COMPULSORY AHEAD
OR TURN LEFT



COMPULSORY
KEEP LEFT



COMPULSORY
SOUND HORN



SMART Vision

DRIVER FITNESS NOTIFIER

This route needs awareness of the following cautionary traffic signs

Cautionary traffic signs

| | | | | |
|---|---|--|---|---|
|  |  |  |  |  |
| Right Hand Curve | Left Hand Curve | Right Hair Pin Bend | Left Hair Pin Bend | Right Reverse Bend |
|  |  |  |  |  |
| Left Reverse Bend | Steep Ascent | Steep Descent | Narrow Road Ahead | Road Wideness Ahead |
|  |  |  |  |  |
| Narrow Bridge | Slippery Road | Loose Gravel | Cycle Crossing | Pedestrian Crossing |
|  |  |  |  |  |
| School Ahead | Men at Work | Cattle | Falling Rocks | Ferry |



SMART Vision

DRIVER FITNESS NOTIFIER

This journey needs awareness of the guidelines for fog afflicted driving

- Visibility:** Use low-beam headlights, as high beams can reflect off the fog and worsen visibility.
- Speed:** Reduce your speed and increase your following distance to have more time to react to changing conditions.
- Distractions:** Avoid distractions like cell phones or music, and keep your windows and mirrors clean.
- Avoidance:** Do not overtake other vehicles, and avoid sudden braking or maneuvers.
- Visibility:** Ensure your tail lights and blinkers are working and visible.
- Fog Lights:** If your car has fog lights, use them to improve visibility.
- Windshield:** Use warm air conditioning to clear any mist on your windshield.
- Horn:** Blow your horn repeatedly, especially when changing lanes or approaching turns.
- Pull Over:** If visibility is extremely poor, pull over to a safe location and wait for conditions to improve.

DRIVER FITNESS NOTIFIER

This journey needs awareness of the following warning signs for drowsy driving

- ☐ Yawning
- ☐ Inability to keep eyes open
- ☐ Talking incoherently or inability to respond to questions from passengers or co-drivers
- ☐ “Nodding off” and trouble keeping your head up
- ☐ Inability to remember driving the last few miles
- ☐ Ending up too close to nearby cars
- ☐ Missing road signs or turns
- ☐ Drifting into other lanes or onto rumble strips on the shoulder

DRIVER FITNESS NOTIFIER

This journey needs awareness of norms for night/drowsy driving

- ☐Get a full night of seven to eight hours of sleep before long journeys or when you must undertake driving
- ☐Avoid driving late at night or at times you are known to feel sleepy
- ☐Avoid driving alone when you feel you are most vulnerable
- ☐On a long trip, share the driving with another co-driver
- ☐Rolling down the windows or turning up the volume on the radio will not always increase alertness while driving.
- ☐Pull over at a suitable rest stop and take a nap
- ☐Use hot caffeine or tea for a short-term boost. Take a short nap after consuming caffeine or tea to maximize the effect
- ☐For office goers, arrange for someone you know or service you can trust to give you a ride home after working a late shift
- ☐Blink and record eyeball response using a mobile camera and run a test to check alertness levels
- ☐This eyeball response test may be scientifically and innovatively interesting for the manufacturer network involved in the making and utilizing of branded public transport vehicles and goods transport vehicles.

DRAWING TO LIFE INDIA

**FROM NAMMA
BENGALURU**



NSSR RS Programme

**ROAD SYSTEM
UNDERSTANDING**

AOEC 2024-2025 for
For SMART Vision enabled
Road Safety Acceleration

Road System responsiveness

This journey needs awareness of the following road system risks

(S) Controlling issues of commuter safety

1. Sudden bends or curves with or without signs, where it is not possible to ensure clear visibility
 2. Under repair roads with or without signs
 3. Sudden Traffic signals with or without signs
 4. Sudden Culverts and Pedestrian crossings with or without signs
 5. Sudden Speed breakers with or without signs
 6. Sudden descent or ascent with or without effective Vehicle movement signs
7. Lack of SMART Vision enabling signages / exhibits



SMART Vision

Road System responsiveness

This journey needs awareness of the following road system risks

(A) Addressing Road Infrastructure

1. Unmanned Road Medians or missing
Bordering Road Barricades with or without signs
2. Road deterioration and potholes
3. Poorly maintained septic systems and manholes
4. Traffic violators and lack of driving norms
(where all this highlight the need
for driver fitness)
5. Unplanned road-to-road systems with no clear
visibility

6. Unplanned tree cover sidelining the road system

7. Unmitigated tree fall / branch collapse for the road system

8. Weather forecast related tree fall / branch collapse for the road system



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DRAWING TO LIFE INDIA

**FROM NAMMA
BENGALURU**



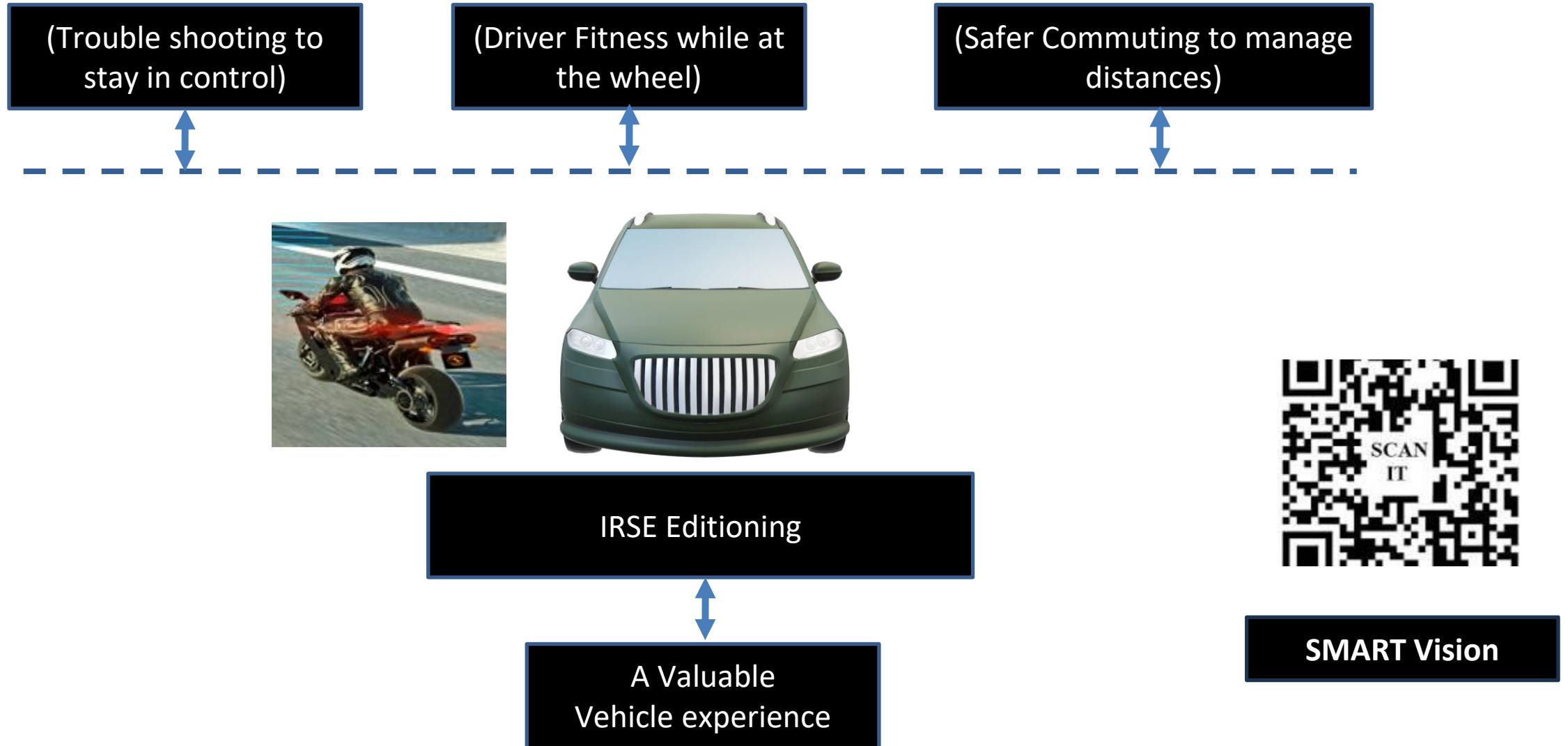
NSSR RS Programme

ACTIVE SAFETY SYSTEM
EXHIBITS

(For e.g. two wheelers,
four wheelers)

AOEC 2024-2025 for
For SMART Vision enabled
Road Safety Acceleration

YOUR VEHICLE DEMYSTIFIED



ABS Performance

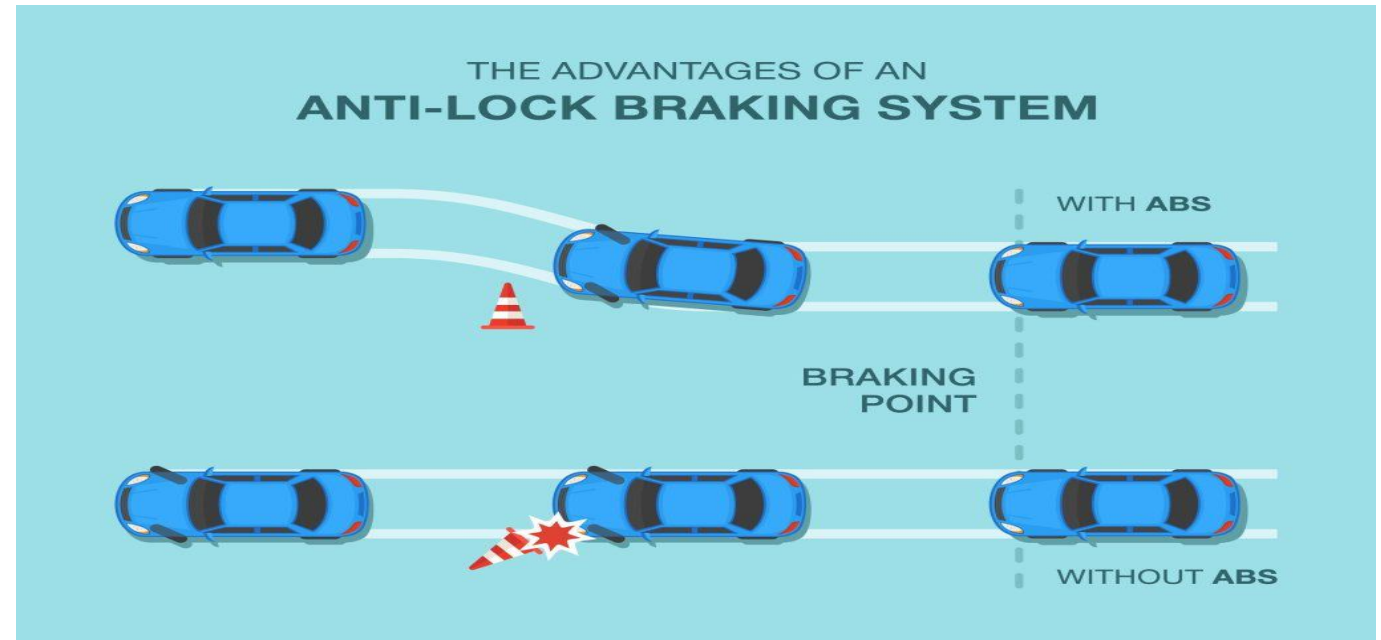
ABS stands for Anti-lock braking system. It is incorporated in two wheelers, four wheelers, commercial vehicles.

ABS incorporated Vehicle Experience

- ✓ ABS helps safe and effective braking
- ✓ ABS improves control over steering during braking
- ✓ ABS improves control over vehicle during cornering
- ✓ ABS improves tyre life
- ✓ ABS reduces fuel consumption



SMART Vision



ARAS Performance

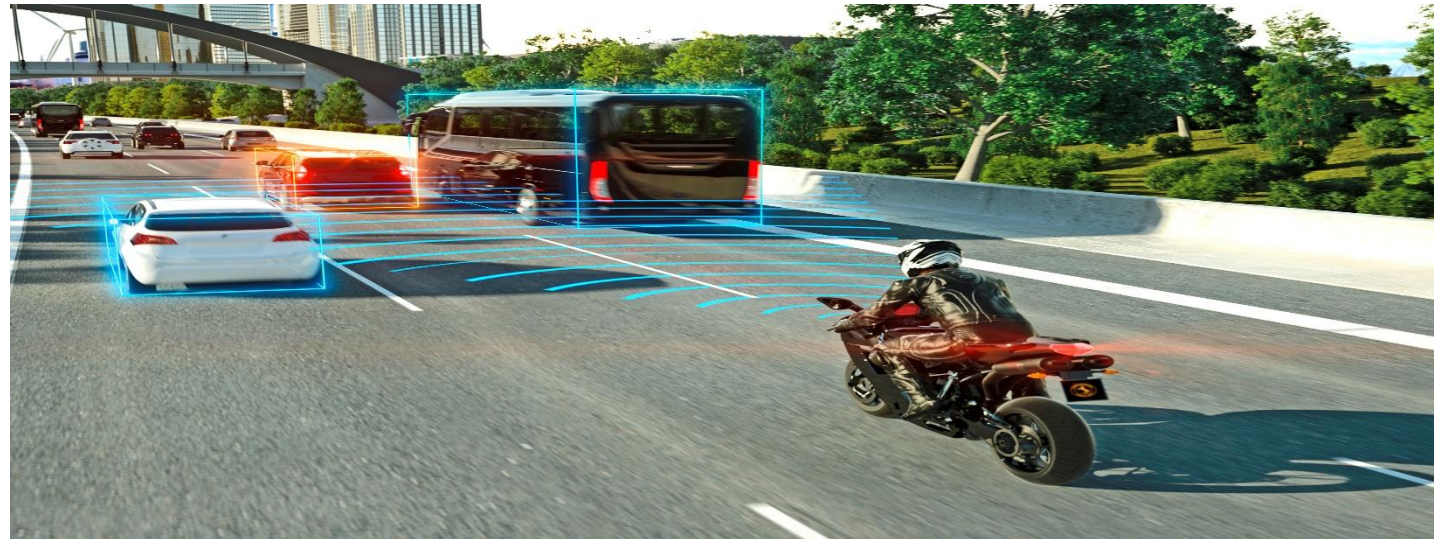
Advanced Rider Assistance Systems (ARAS) is often incorporated in two wheelers

ARAS Vehicle Experience

- ✓ ARAS improves safety and enhances rider assistance
- ✓ ARAS improves riding control in different situations
- ✓ ARAS enables alerts for Blind spot detection (BSD)
- ✓ ARAS enables Lane change assistance (LCA) at higher relative speeds
- ✓ ARAS enables high frequency hazard lights for Rear end collision warning (RCW)
- ✓ ARAS delivers effective Forward collision warning (FCW)
- ✓ ARAS enables comfortable, safe distance riding and Adaptive Cruise Control (ACC)



SMART Vision



EBA Performance

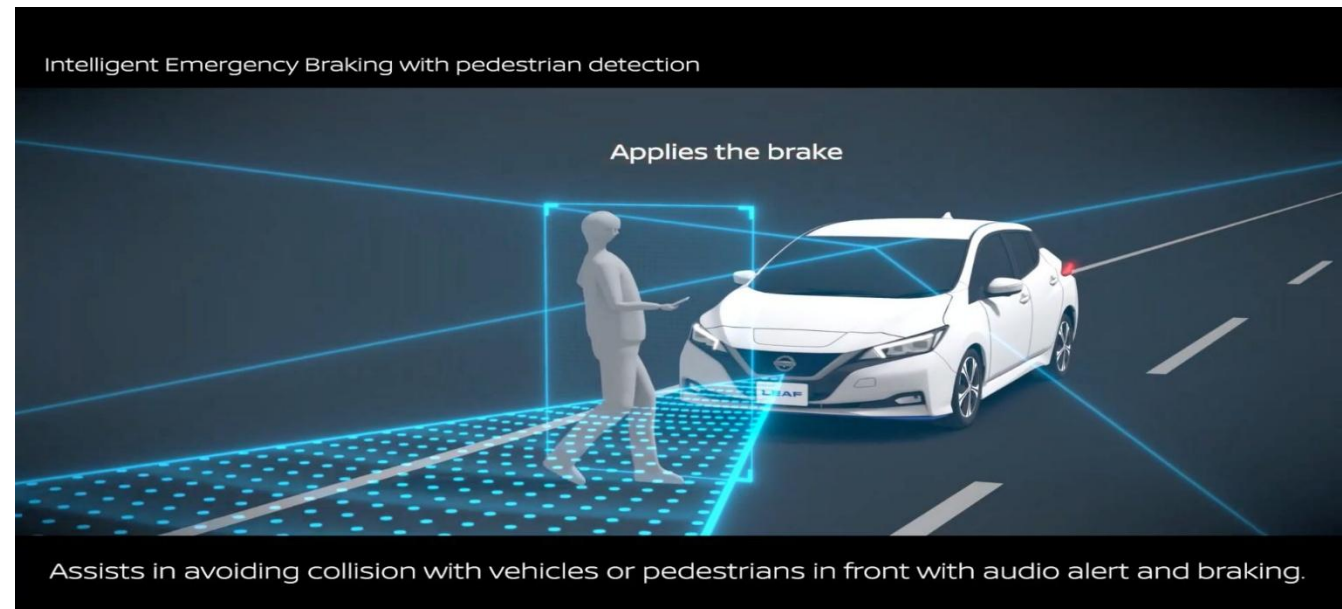
Emergency Braking Assist (ARAS) is often incorporated in two wheelers/four wheelers and CMV(s)

EBA Vehicle Experience

- ✓ EBA improves safety and control in driving
- ✓ EBA assists braking on collision risk
- ✓ EBA improves safety in sudden and forceful braking
- ✓ EBA reduces stopping distance
- ✓ EBA works effectively in cross traffic situations
- ✓ EBA assists and improves pedestrian safety



SMART Vision



TPMS Performance

Tyre Pressure Monitoring System is often incorporated in two wheelers, four wheelers and commercial vehicles

TPMS Vehicle Experience

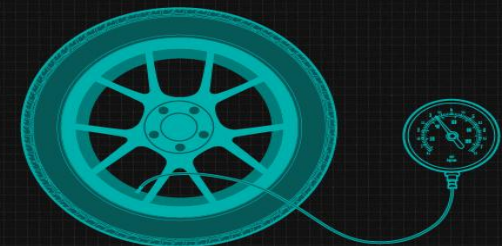
- ✓ TPMS improves handling and stability in driving
- ✓ TPMS alerts when tyre pressure is low
- ✓ TPMS improves safety by reducing the wear of tyre or incidences of a blow-out / punctured tyre
- ✓ TPMS improves fuel efficiency
- ✓ TPMS reduces hydroplaning when an under-inflated tyre loses contact with the road surface in wet conditions
- ✓ TPMS ensures proper stopping distance

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HOW TO CHECK TIRE PRESSURE

1. Start with cold tires
2. Check the manufacturer's recommended PSI
3. Write down each tire's PSI
4. Check tire pressure with your gauge
5. Fill to recommended PSI
6. Repeat every month



AHO Performance

Automatic Headlamp on is often incorporated in two wheelers, four wheelers and commercial vehicles.

AHO Vehicle Experience

- [] AHO improves safety and visibility in driving
- [] AHO turns on automatically when the engine is started
- [] AHO turns off only when the engine stops
- [] AHO improves visibility at night, in rain, or in fog or in dusty conditions
- [] AHO improves rear view mirror visibility of 2 wheeler and its vehicle information
- [] AHO does not drain the battery when ON

SMART Vision



DRAWING TO LIFE INDIA

**FROM NAMMA
BENGALURU**



NSSR RS Programme

**PROJECT CENTRE
PROPOSAL/STAGES**

AOEC 2024-2025 for
For SMART Vision enabled
Road Safety Acceleration

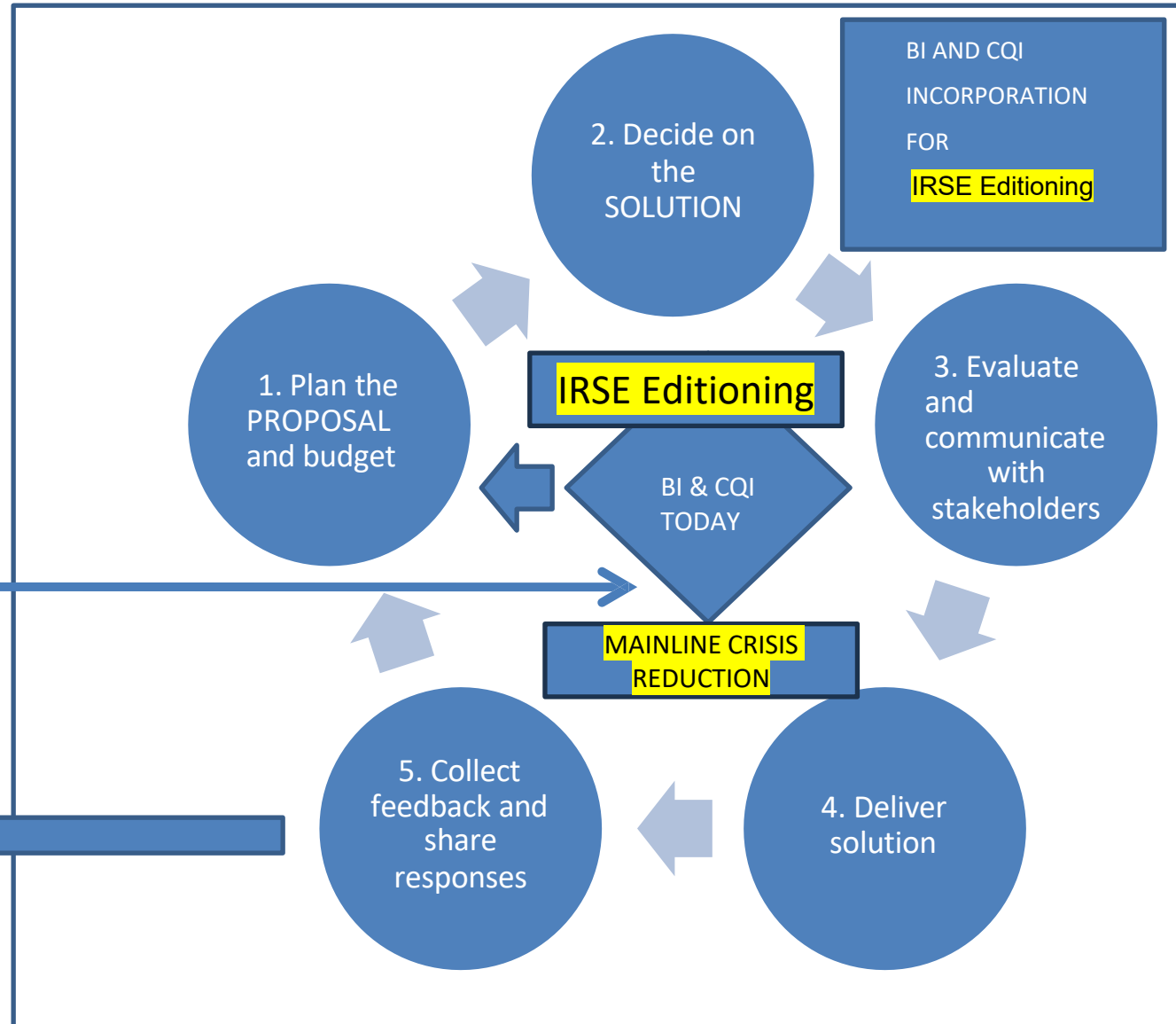
Interaction Diagram

P: Plan incorporation
A: Activity Schedule
I: Improvement

P A I



Plan, initiate, proceed,
complete, deliver,
report, and feedback



IRSE Editioning Activity Definition

| Activ ity | Description | Immediate Predecessors | Time (Days) |
|--------------|--|---------------------------|-------------|
| A | Plan Proposal and Budget for CCMA/Road system dynamics | _____ | ___ days |
| B | Decide on Solution | A | ___ days |
| C | Evaluate and communicate with stakeholders | B | ___ days |
| D | Deliver Solution | C | ___ days |
| E | Collect Feedback and Share Reponses for Immersive interests in NSSR RS | A, B and C | ___ days |

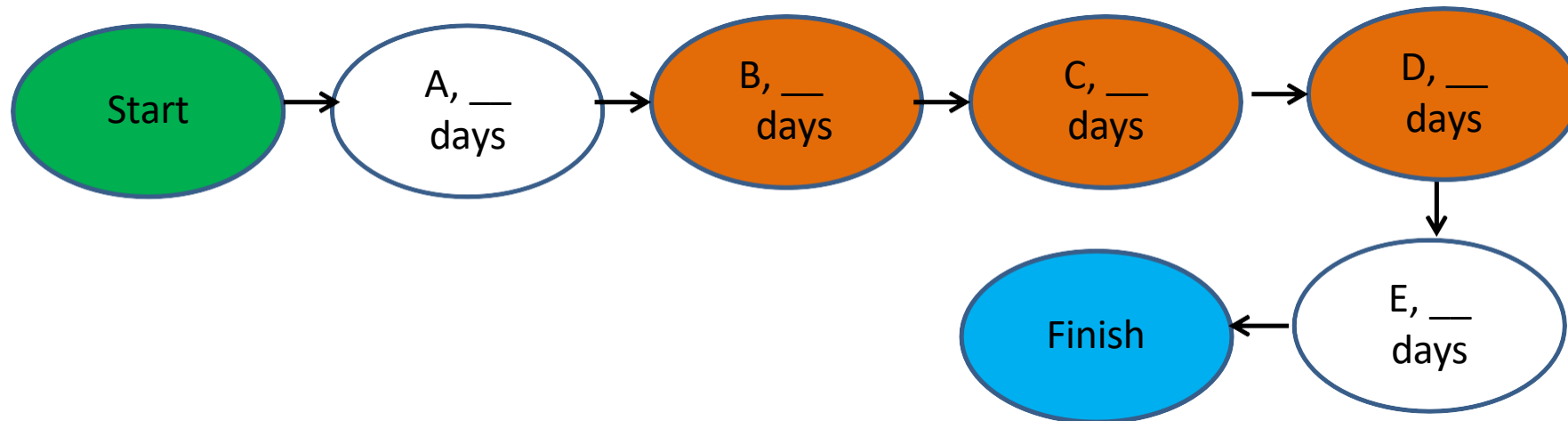
Prepare Solution and Budget

| Activity | Description | Estimate at Completion |
|----------|---|--|
| A | Plan Proposal and Budget for CCMA/Road system dynamics | Cost-margin for Signages/Exhibits; Cost-margin for ___ days/ ___ hours |
| B | Decide on Solution | Cost margin for Proposal to Incorporation for ___ days/___ hours) |
| C | Evaluate and Communicate with stakeholders | Cost margin for solution reports, e-handouts/IT infra costs/ Expected handouts |
| D | Deliver Solution (Date, Time, Venue, SIP Management) | Included in Cost margin for Service Improvement Programme |
| E | Collect Feedback and Share Reponses | Cost margin for ___ days/___hours |

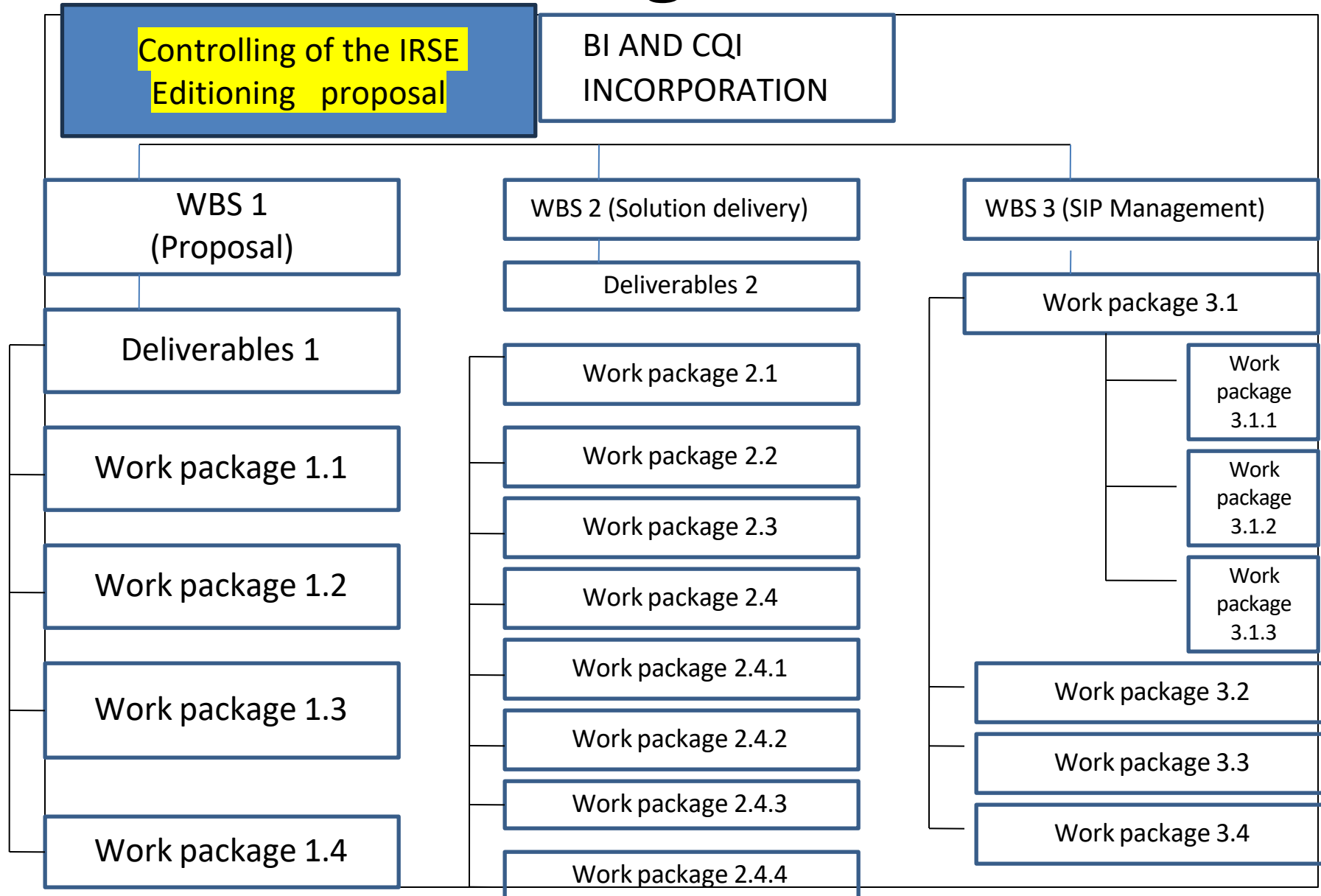
Business Activity on Network Diagram

- Estimate for Start-A-B-C-D-E-Finish = days
- Estimate at Completion (EAC): cost margin to expenses

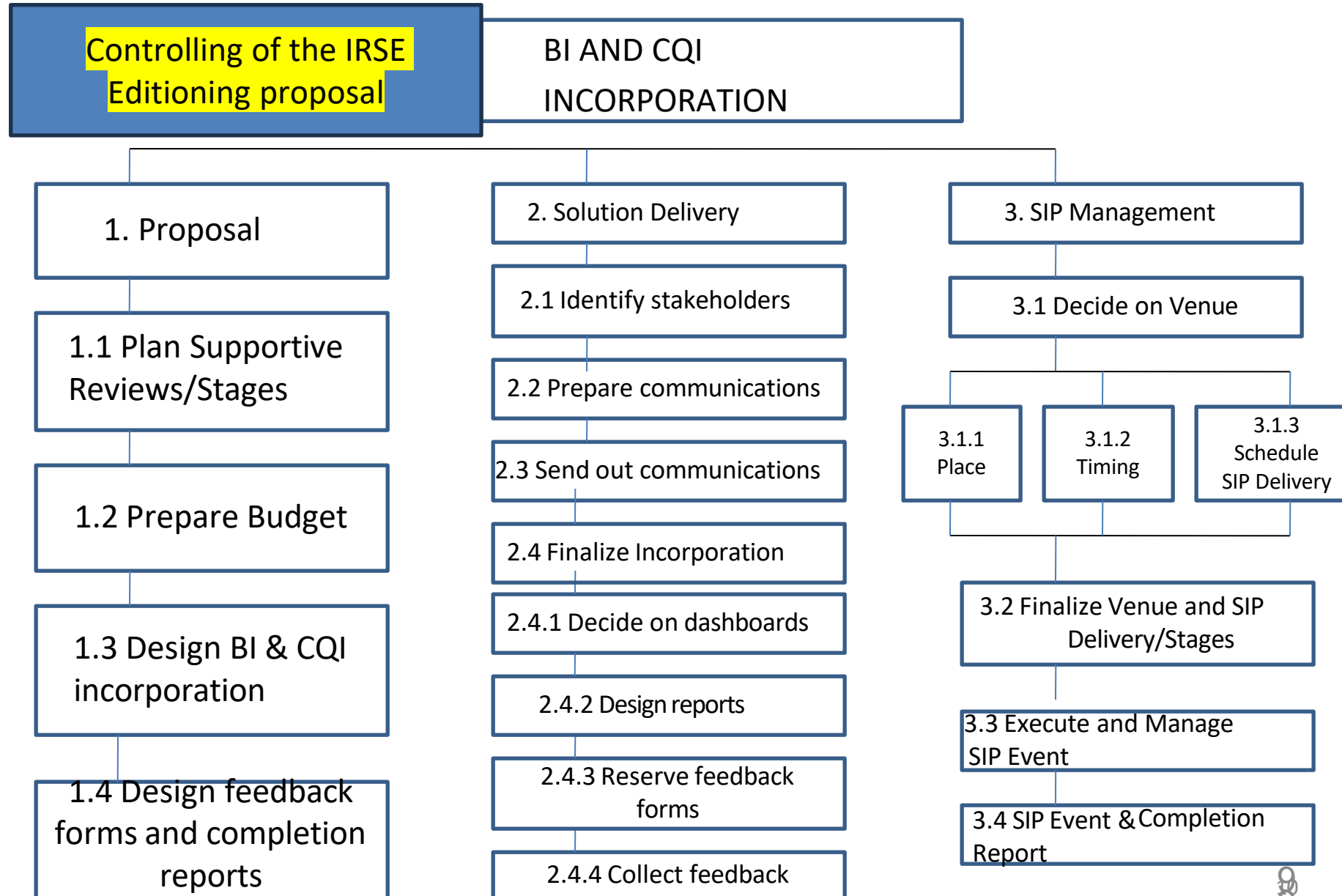
Objective analysis and planning needed for climate change adversity / road system issues that affect controlling of the IRSE Edition delivery cycle



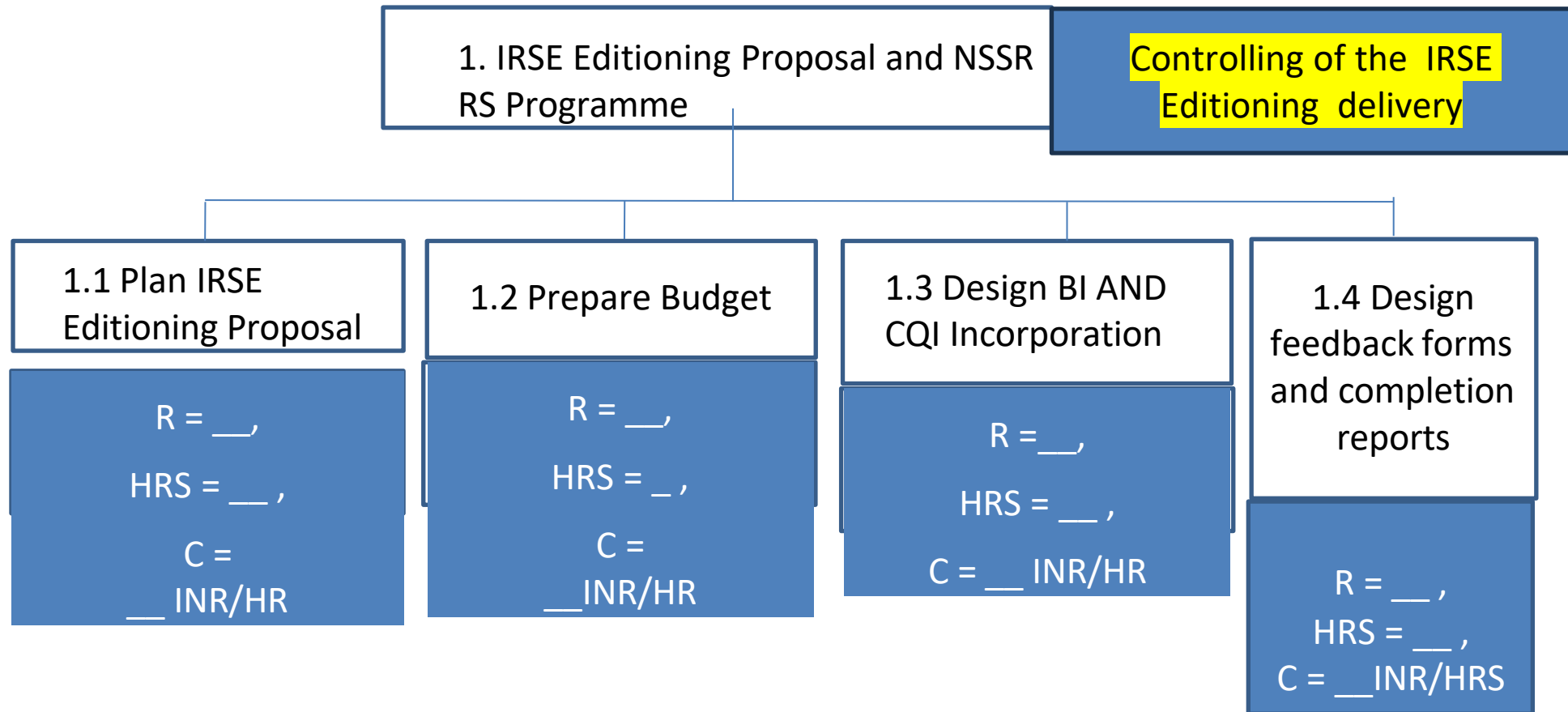
IRSE Editioning - Deliverables



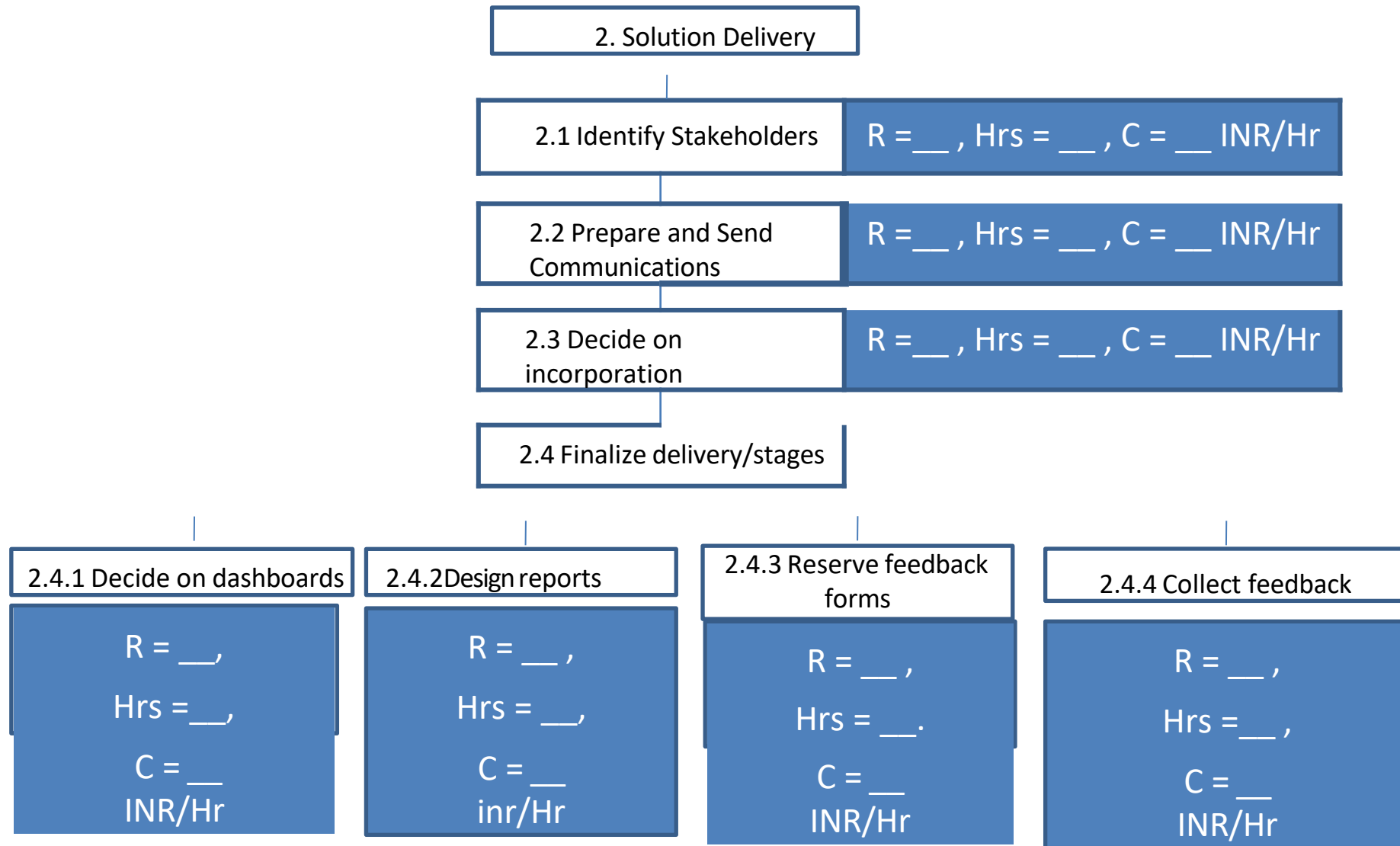
Work Breakdown Structure



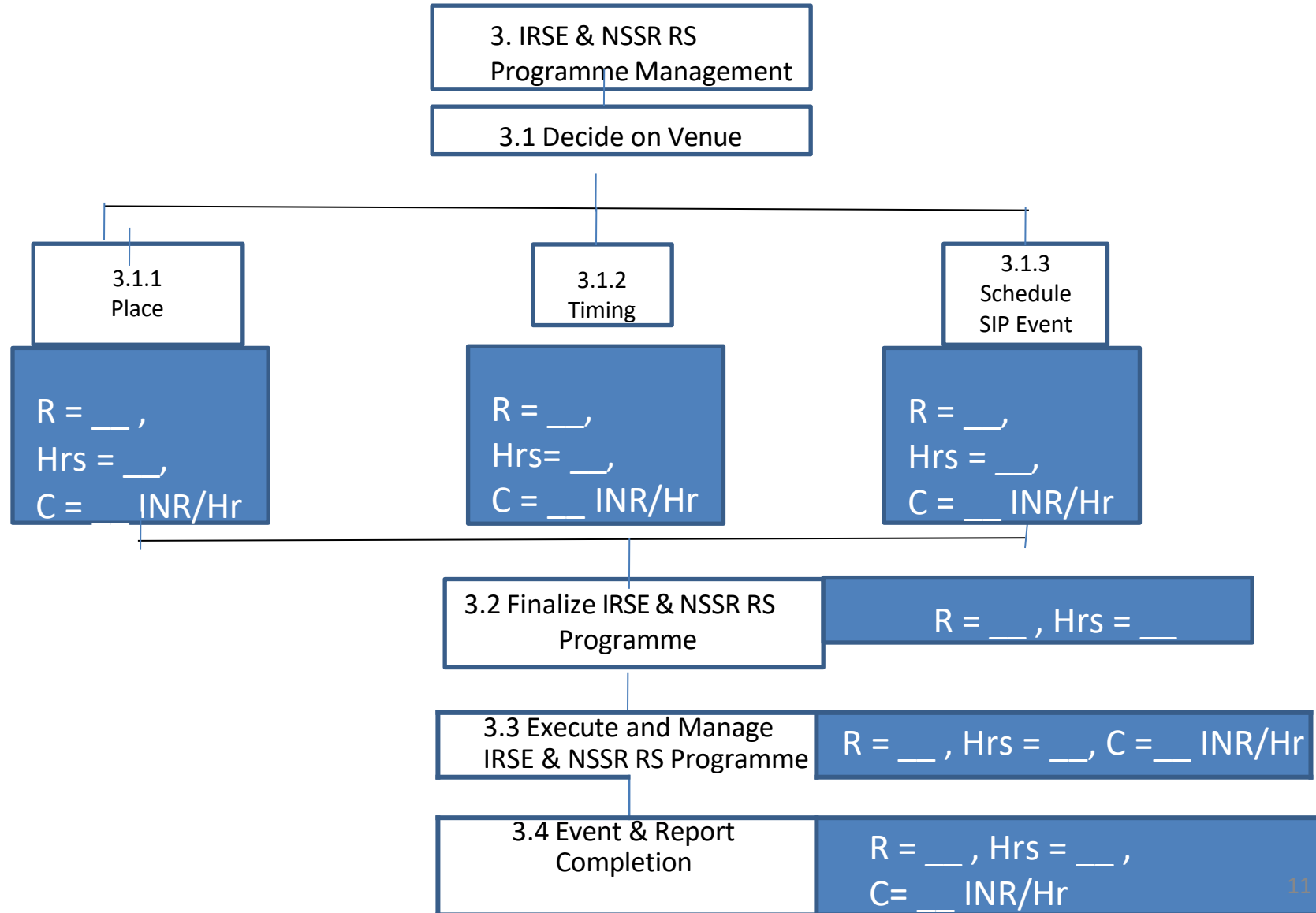
PART 1: Work Breakdown Structure



PART 2: Work Breakdown Structure



PART 3: Work Breakdown Structure



Cost Estimation

| Activity | Resource | Hours | Days | Cost |
|--|----------|-------|------|------|
| IRSE Editioning Proposal and NSSR Programme | | | | |
| Plan Solution Delivery/Stages | | | | |
| Prepare Budget | | | | |
| Design BI & CQI Incorp- oration | | | | |
| Design feedback forms and completion reports | | | | |
| TOTAL | | | | |
| | | | | |

| Activity | Resource | Hours | Days | Cost |
|--|----------|-------|------|------|
| Incorporation Interactions | | | | |
| Identify stakeholders | | | | |
| Prepare communications | | | | |
| Send out communications | | | | |
| Finalize solution / stages | | | | |
| Decide on dashboards | | | | |
| Design reports | | | | |
| Reserve feedback forms for IRSE Editioning & NSSR RS | | | | |
| Collect feedback | | | | |
| TOTAL | | | | |

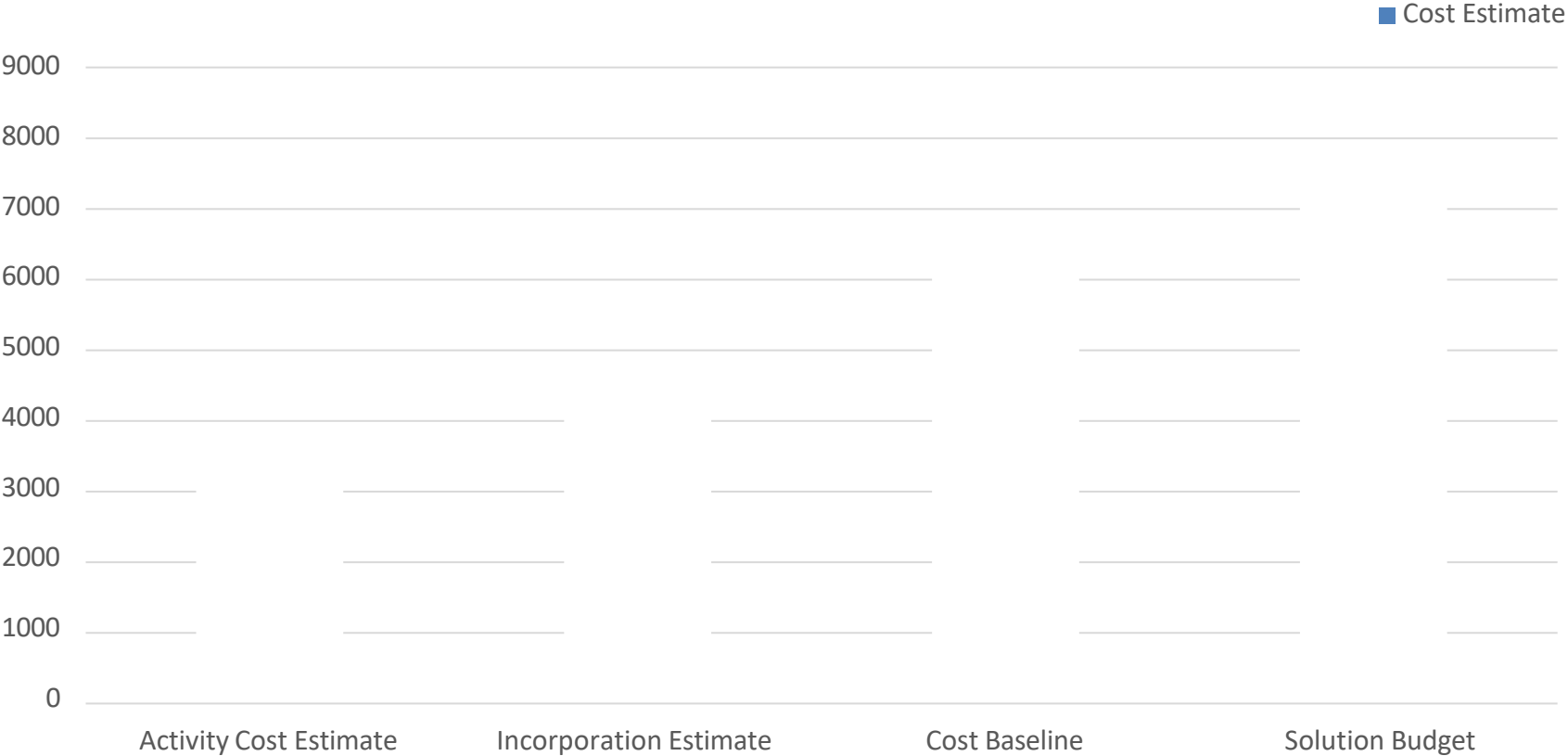
IRSE Editioning and NSSR RS Programme Budget

| Activity | Resource | Hours | Days | Cost |
|---|----------|-------|------|------|
| SIP / BI & CQI Delivery Programme Management | | | | |
| Decide on Venue | | | | |
| Place | | | | |
| Timing | | | | |
| Schedule Event | | | | |
| Finalize Venue and Event | | | | |
| Execute and Manage Event | | | | |
| Event Report Completion | | | | |
| Total | | | | |

Solution Budget

| Activity Package | Resource | Hours | Days | Cost |
|--|----------|-------|------|------|
| IRSE Editioning Proposal and NSSR Porgramme Presentation | | | | |
| Activity Definition and Expected schedule | | | | |
| Incorporation and Improvement Management | | | | |
| Activity Cost Estimate | | | | |
| Activity contingency Reserve | | | | |
| Work Package Estimate | | | | |
| Contingency Reserve | | | | |
| Control Accounts/Cost Baseline | | | | |
| Management Reserve | | | | |
| Solution Budget | | | | |

Cost Estimate for BI & CQI Incorporation for IRSE Editioning and the NSSR RS Programme



DRAWING TO LIFE INDIA

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NSSR RS Programme

PROJECT CENTRE

AOEC 2024-2025 for
For SMART Vision enabled
Road Safety Acceleration

| | | | | | | | | |
|--|---|----------|---------------|---------------------------|----------|--------------|---|--|
| C R I T I C A L T I M E | Voice of Project Centre (VOPC) for IRSE | | | Voice of Respondent (VOR) | | | L E V E L & P R O C E S S | Voice of Project Centre: Effectiveness within scope of locations/wards/cities |
| | FS No. | Verbatim | VOPC Category | S No. | Verbatim | VOR Category | | |
| | 1 | | | 1 | | | | |
| | 2 | | | 2 | | | | |
| | 3 | | | 3 | | | | |
| | 4 | | | 4 | | | | Voice of Respondent: Lateral Thinking in addition to scope of IRSE elements |
| | 5 | | | 5 | | | | |
| | 6 | | | 6 | | | | |
| | 7 | | | 7 | | | | |
| | 8 | | | 8 | | | | |
| | 9 | | | 9 | | | | Key Performance Indicator: CTLT (Critical Time to Lateral Thinking) |
| | 10 | | | 10 | | | | |
| | 11 | | | 11 | | | | |
| | 12 | | | 12 | | | | |
| | 13 | | | 13 | | | | |
| | 14 | | | 14 | | | | PROCESSES: PROJECT ACTIVITY GUIDE CATEGORICAL AWARENESS ADHOC EXPENSES PLANNING |
| | 15 | | | 15 | | | | |
| | 16 | | | 16 | | | | |
| | 17 | | | 17 | | | | |
| | 18 | | | 18 | | | | |

| Indexed Road Safety Exhibit - Project Activity selection Guide (VOPC & VOR PROCESS) FOR MAINLINE CRISIS REDUCTION AND IRSE Editioning | | | | | | |
|---|--|----------|-----|----------|------|-----------|
| S No. | Insights to be considered | Rating | | | | |
| | | Very Low | Low | Moderate | High | Very High |
| | | 1 | 2 | 3 | 4 | 5 |
| 1 | How important/ urgent it is to do this project right now ? | | | | | |
| 2 | How much does this Project help the Road Safety IRSE Project Centre/ Respondents to support or work towards their Mission, Vision or Goals for Lateral thinking? | | | | | |
| 3 | How much impact will this project have in terms of improved scope of the business/supply chain benefits or Road Safety functions? | | | | | |
| 4 | What is the level of availability of right resources for this project within the IRSE Project Centre/Team/ Road Safety Hub/ Road Safety Functions? | | | | | |
| 5 | How much savings will this project have in term of time and effort for real world scenarios? | | | | | |
| 6 | How much clarity does the team have on lateral thinking for this project ? | | | | | |
| 7 | How much benefits (Tangible or Intangible) will this project will give to the Respondents/Team/ Road Safety Hub/Road Safety Functions? | | | | | |
| 8 | What's the probability of completing this project with in agreed time duration ? (Usually periods/hours/days/weeks) | | | | | |
| 9 | What evel of systemic accuracy can be achieved in capturing the relevant data around this project ? | | | | | |
| 10 | What's the availability of right data to complete this project successfully ? | | | | | |
| 11 | What's the level of resource provisioning needed from the Centre’s/RS Hub's side ? | | | | | |
| 12 | What is the level of support offered from Project Centre Leadership Team ? | | | | | |
| % Score as against estimated need of 75% | | 0%110 | | | | |

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|------------------------|--|--|--|--|--|--------------------------------|--|--|
| PROJECT CHARTER FOR MAINLINE CRISIS REDUCTION AND IRSE editioning | | | | | | | | | | | | | | | | |
| Project Name | | | | | | | | Project Owner | | | | | | | | |
| | | | | | | | | Decision maker | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Project Centre Case | | | | | | | | In scope/ Out of Scope | | | | | | Level of RSADS/ PIDS | | |
| | | | | | | | | | | | | | | Current | | |
| | | | | | | | | | | | | | | Expected | | |
| | | | | | | | | | | | | | | Achieved | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Problem statement | | | | | | | | Goal Statement (SMART) | | | | | | CTLT for features | | |
| | | | | | | | | | | | | | | Level | | |
| | | | | | | | | | | | | | | Process | | |
| | | | | | | | | | | | | | | Target | | |
| | | | | | | | | | | | | | | Achieved | | |

[illegible]

| Project Closure Document | | | | | | | | | | Level: | | | | | | |
|--|--|-----------------------------|--|--------|--|-------------------------|--------------|--|---------------------------|--------|--|------|--|--|--|--|
| Project Title | | (Mention the project title) | | | | | Team Members | | Name all the team members | | | | | | | |
| | | | | | | | | | | | | | | | | |
| CTLT | (Define Critical to Lateral Thinking for Mainline Crisis Reduction and IRSE Inclusion) | | | | | | | | | | | DATE | | | | |
| | Base Line | | | Target | | | Achieved | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Benefits Type | | | | | | Project Closure Summary | | | | | | | | | | |
| Tangible or Intangible (Mention the benefits from the project) | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
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Project Closure Document

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| Role | Project Centre Sponsor | | Project Champion | | Project Leader | | Project Centre Controller |
| Name | | | | | | | |
| Role/Level | | | | | | | |
| Date | | | | | | | |

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| | EVALUATION OF LT FEATURES | Within Scope | | R | Out of Scope | | | | | |
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- IRSE Project Centre (Report)
- By
- K.S.Venkatram
- Road Safety Programme
- M: 9342867666
- Email ID: venkataoec@gmail.com



ACCOUNTABILITY QUESTIONS



Generative Futures



DRAWING TO LIFE INDIA

**FROM NAMMA
BENGALURU**



NSSR RS Programme

Websites & URL(s):

<https://venkataoec.wixsite.com/roadsafety-coe>

Project Centre (Report)

Dated:

Name of Project :

Year:

Name and address of Project Centre or organization or business:

Project Centre Id:

Project Group: NSSR RS Accelerator

Quarter:

Contact details for the Project:

Telephone numbers:

Mobile numbers:

Email ID(s):

Contact details of the Project Centre:

Telephone numbers:

Mobile numbers:

Email ID(s):

Any other details that need to be considered:

Project Centre (Report)

Name(s) of Project Guide(s)

Part of any organization:

Contact details:

Name(s) of Project Architect(s)

Part of any organization:

Contact details:

Project Centre (Report)

Basic profile or statement of purpose

Specifics for Safer Commuting / Road Safety

If there are problems, specify:

Scope for problem solving:

If there are problems, specify:

Project Centre (Report)

Any handicap or special ability of the respondent/member(s)

Utilization of any assisting devices or aids by the respondent/member(s)

Project and its need for assistance or special facilities

☐ Ramps for wheel chairs

☐ Special category toilets/first-aid facilities

☐ Others

If others, specify details:

Project Centre (Report)

Project Centre Policies, Procedures and Records:

| Active PRM systems for mainline crisis reduction | Passive PRM systems for mainline crisis reduction |
|---|--|
| <input type="checkbox"/> Fast Track Programmes | <input type="checkbox"/> Age Assessment Reports |
| <input type="checkbox"/> SMART Desk | <input type="checkbox"/> Hazards Assessment Reports |
| <input type="checkbox"/> SMART Location Tracker | <input type="checkbox"/> Identification and Configuration Report |
| <input type="checkbox"/> SMART Configuration System | <input type="checkbox"/> Inspection and Maintenance Schedule |
| <input type="checkbox"/> SMART Action Centre with Emergence Response Services | <input type="checkbox"/> Community Grievance Forums |

Identification and Assessment of Risks:

| Projects in use | Details |
|--|---------|
| <input type="checkbox"/> Know The need Questionnaire for Road Safety and Mainline Crisis Reduction | |
| <input type="checkbox"/> Mainline Crisis Reduction Model and the Active & Passive PRM systems | |
| <input type="checkbox"/> SMART Vision and IRSE Editioning | |
| <input type="checkbox"/> SMART Ward Field Book | |
| <input type="checkbox"/> SMART Grid Field Book | |
| <input type="checkbox"/> Get Started on Road Safety Kits | |
| <input type="checkbox"/> Accelerators for Road Safety | |

Project Centre (Report)

Whether Project is intellectual property or insured

☐ Yes

☐ No

If so, provide suitable details:

Records for Secure disclosure:

Details:

Whether any assistance needed for disclosure or IP development?

Project Centre (Report)

Schedule management:

In case of concerns or other arrangements, specify details:

Project Centre (Report)

Resource management:

In case of concerns or other arrangements, specify details:

Project Centre (Report)

Funds management:

In case of concerns or other arrangements, specify details:

Project Centre (Report)

Project Centre specific management

In case of concerns or other arrangements, specify details:

Project Centre (Report)

Critical Areas of attention:

In case of concerns or if assistance is needed, specify details:

Project Centre (Report)

Others requirements or involvement(s):

If others, specify:

Project Centre (Report)

Feedback: This section could be filled in by the team or member(s).

(+) Centre's assistance for allotment of time, resources and funds

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

(+) Interaction with Project Guide(s)

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

(+) Interaction with Project Architect (s)

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Team-level learning abilities:

☐ Satisfactory

☐ Have issues

In case of issues, specify

Interaction with Project Centre or organization's administration

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

Interaction with Road Safety Hub Respondents

☐ Not applicable

☐ No issues

☐ Have issues

In case of issues, specify details:

Interaction with Road Safety Hub peer elements

☐ No issues

☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Interaction with Project Social welfare counselor

☐ Not applicable

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

Counselor's report (if relevant section to be filled by Project Centre):

Whether disclosed? ☐ Yes ☐ No

If no, why so?

Any cause for concern? ☐ Yes ☐ No

If yes, specify details:

Areas of improvement for team or member(s):

Project Centre (Report)

Any MHU / Ambulance / Air Ambulance need that is to be addressed by the Project Centre

☐ Not applicable ☐ No complaints

☐ No redressal issues

☐ No accountability

☐ Have needs

☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Any Incidence that needs to be addressed by the Project Centre

- ☐ Not applicable
- ☐ No incidences
- ☐ No accountability
- ☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Any Feedback that need to be addressed by the Project Centre

- ☐ Not applicable
- ☐ No feedback
- ☐ No accountability
- ☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Any Suggestions or redressals that need to be addressed by the Project Centre

- ☐ Not applicable
- ☐ No complaints
- ☐ No redressal issues
- ☐ No suggestions
- ☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Any Complaints or redressal that need to be addressed by the Project Centre

☐ Not applicable

☐ No complaints

☐ No redressal issues

☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Feedback on Project Centre by member(s) (to be reviewed by the SMART Vision team)

☐ Good

☐ Satisfactory

☐ Missed assessments

☐ Affected by Project in-situ or external factors

If affected, specify details:

☐ If affected by in-situ factors

If affected, specify details:

☐ If affected by external factors

If affected, specify details:

☐ Any other cause for concern

Details:

Project Centre (Report)

Explanation by the Project welfare counsellor on what affected the Project team and their effort, where purpose is discussed for a continual review on periodic influencers (to be filled in by member(s))

Satisfactory explanations available
If No, or help sought specify details:

☐ Yes ☐ No

Project Centre (Report)

Confidential Evaluation of project for any GOI alignment: (This needs to be filled in periodically by the Project Guide, Project Architect or Project Social Welfare counsellor)

Nature of Project Report:

Alignment via design:

Scope of implementation:

Project understanding for development, solution finding or re-engineering:

End to end management of the investment of time, resources and funds:

Any other cause for concern
Details:

Project Centre (Report)

Project indicators (to be filled in by organization)

These indicators will be used by a higher level authority to assess usefulness of the Project Centre for this Respondent.

☐ **Satisfactory implementation with Centre's norms** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory monitoring** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory evaluation** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory escalation** ☐ Yes ☐ No

If No, specify details:

☐ **Any other communication** ☐ Yes ☐ No

If Yes, specify details:

Verified By:

Date:

Authorized By:

Date:

NSSRRS in 2025-2026

