

Clause 4.1: Use of speed breakers is justified primarily under the following three circumstance:

1. T-intersection of minor road with rural trunk highways, characterized low traffic volumes on the minor roads but very high average operating speed and poor sight distances. Such locations have a high record of fatal accidents and as such a speed breaker on the minor road is recommended;
2. Intersections of minor roads with major roads, and mid-block sections in urban areas where it is desirable to bring down the speeds; and
3. Selected local streets in residential areas school, college or university campuses, hospital, etc. Also in areas where traffic is observed to travel faster than the regulated or safe speed in the area.

Clause 4.2: Other places where these may be used include:

1. Any situation where there is a consistent record of accidents primarily attributed to the speed of vehicles e.g. when hazardous sections follow a long tangent approach;
2. Approaches to temporary diversions;
3. Approaches to weak or narrow bridges and culverts requiring speed restriction for safety;
4. One of the minor arms of uncontrolled junctions and at railway level crossings;
5. Sharp curves with poor sight distance; and
6. Places of ribbon development, where road passes through built-up areas and vehicles travelling at high speeds are a source of imminent danger to pedestrians.

Construction of NH 200 and NH 43

†3484. DR. BHUSHAN LAL JANGDE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the tender for construction of Raipur-Bilaspur (NH200) and Raipur-Dhamtari (NH43) has been approved;
- (b) the reasons for stalling the construction work of Raipur-Bilaspur highway;
- (c) whether Government would issue directions for construction of four-lane road on abovesaid routes without further delay; and

†Original notice of the question was received in Hindi.

(d) whether the Central Government would approve conversion of four-lane Raipur-Durg (NH6) into six-lane as this road has become highly congested and converting it into six-lane has become inevitable?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) to (c) The project of 4/6 laning of Raipur - Bilaspur section was awarded to M/s.IVRCL Raipur-Bilaspur Tollways Limited (the concessionaire) on BOT basis. However, due to non-achievement of financial closure by the concessionaire, concession agreement was terminated. Now, the project is at PPPAC appraisal stage.

The project of Raipur-Dhamtari section of NH-43 is at DPR stage.

(d) Four laning of Raipur-Durg section of NH-6 was completed on BOT basis and the concession period for the project expires on 02.03.2015. Six laning of the above section will depend on the traffic intensity, availability of funds and inter-se priority of the project.

New app and portal for help of travellers

3485. DR. T. SUBBARAMI REDDY: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is any proposal to launch new app and portal that would help travellers navigate through highways very fast and without hindrance;

(b) if so, the details thereof;

(c) whether it would help navigate State Highways and other roads;

(d) whether other useful information like rates at each toll plaza, nearby hospitals, eateries, etc. would be made available in the portal; and

(e) if so, by when it would be launched?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) Yes, Sir.

(b) A web portal on Toll Information System (TIS) has been developed to empower road users about his right, details of user fee and toll plazas on National Highways.

(c) No, Sir.

(d) Yes, Sir.

(e) Trail version can be seen at www.nhtis.org.