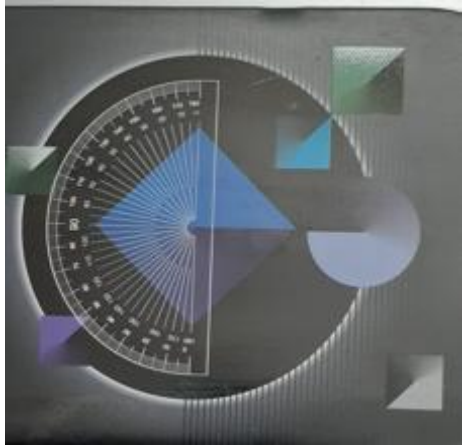


# Road Safety and Allied Support

## Our Quality Promotion Toolkit



PILOT



## National Social Responsibility for

IMPROVED STRATEGIC ENABLING FOR

Road Safety and Traffic Engineering

### (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

### ACCOUNTABILITY FOR

- ✓ **DRIVER FITNESS**
- ✓ **VEHICLE FITNESS**
- ✓ **ALPHA ASSISTANCE**

### (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

AOEC and NSC are inviting organizations/institutions/departments to participate in our **Pilot NSSR Road Safety/Support Programme**

# Road Safety and Allied Support

AOEC believes any strategic enabling for Quality of Information, Quality of Process, Quality of Outcome and Quality of Service in any management proposal is ensured by the foundation for knowledge acquisition, process capability development and thereon analysis of data where there is impact-mitigation of risks/dynamics and climate change

## Strategic Enabling

- Know your need Questionnaire (Ask for it by emailing us)
- Impact mitigation for climate change adversity / road system dynamics  
Route Editioning for supply chain management (Our MDP)
- Accountability for Road Safety / Traffic Engineering Actuation (Our FTF)
- Ease of travel or Ease of transport with QOI/QOP/QOO/QOS editioning  
(Delaying further)

PILOT

### The Extra Mile by HR for Road Safety

Open House/Survey/Polls to identify the Safety Integrity Level  
Creating/Revising the Planner/Calendar/Programme  
Designing of Top 10 Issues/Annual and Seasonal Dashboards  
Developing/Revising of Case studies/Empirical studies  
Defining/Revising of Projects

Government in  
question?

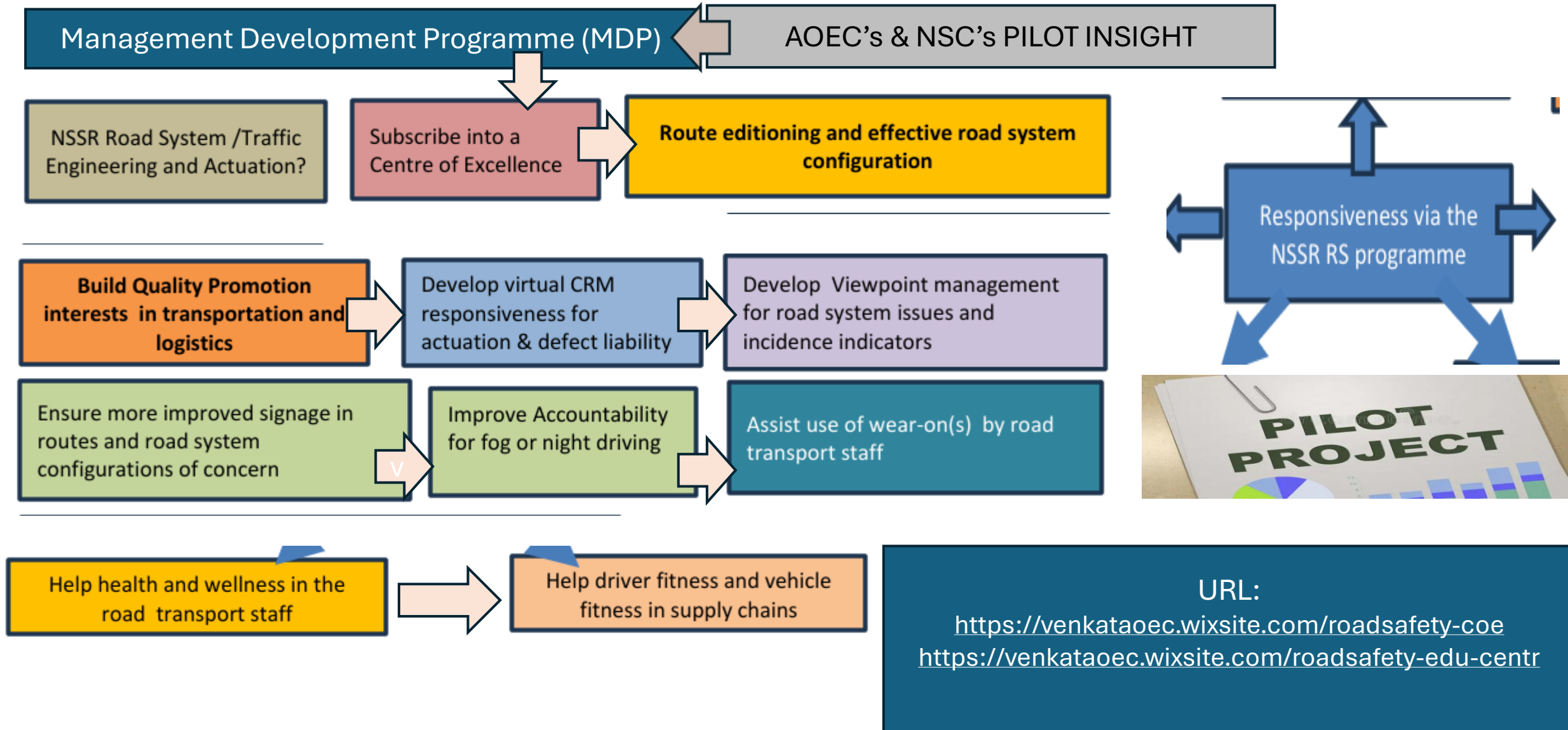
Road System /Traffic  
Engineering and Actuation?

Preparedness-Readiness-Mitigation for  
mission critical businesses

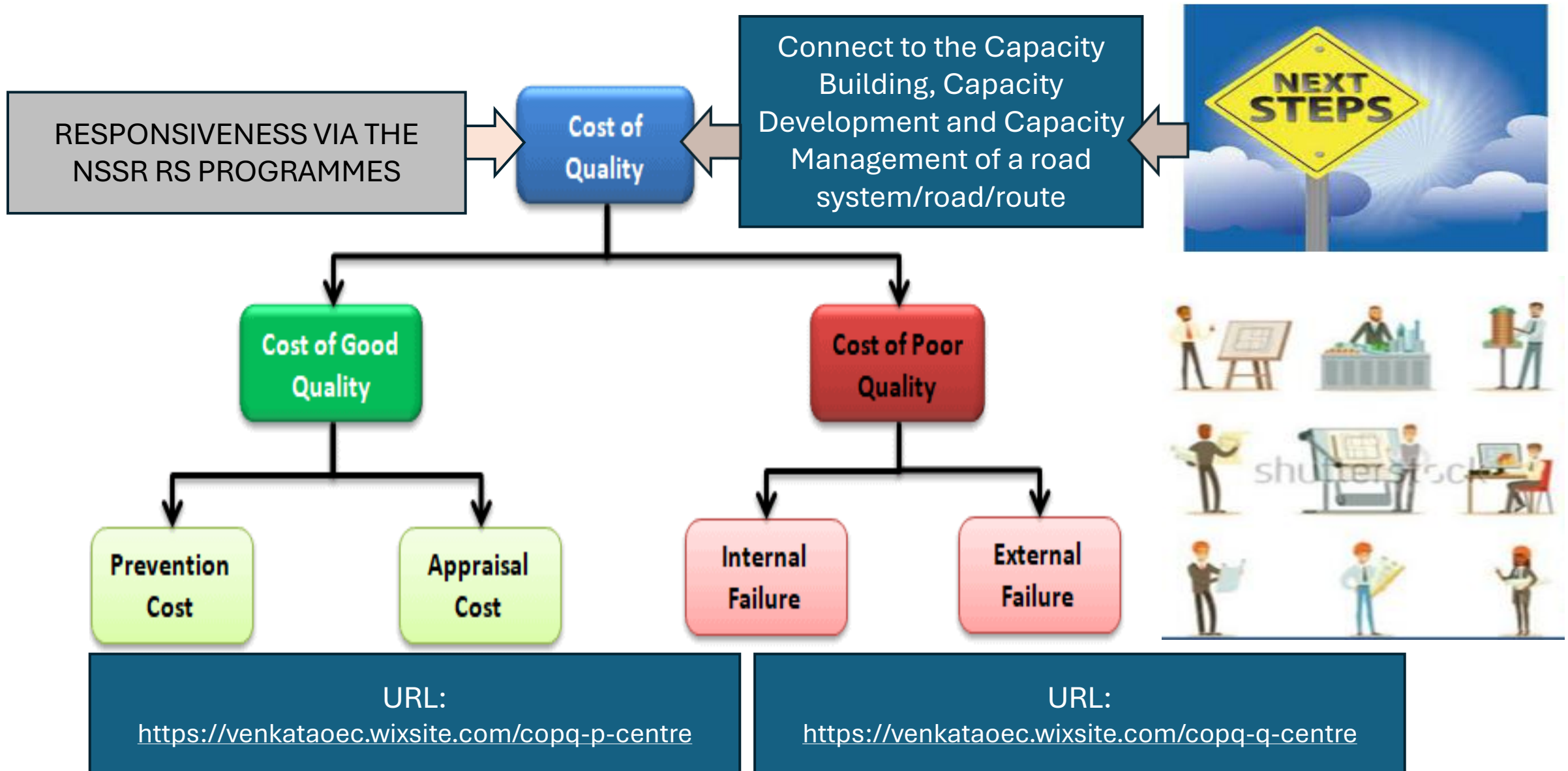
Sidelineing contextual issues today?

Route Editioning/ Fast Track

# Road Safety and Allied Support



# Road Safety and Allied Support





# *Accountability as part of one's duty*

3

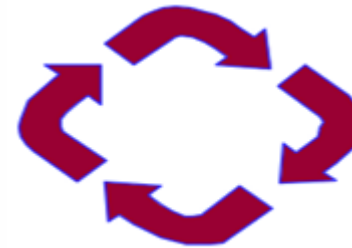
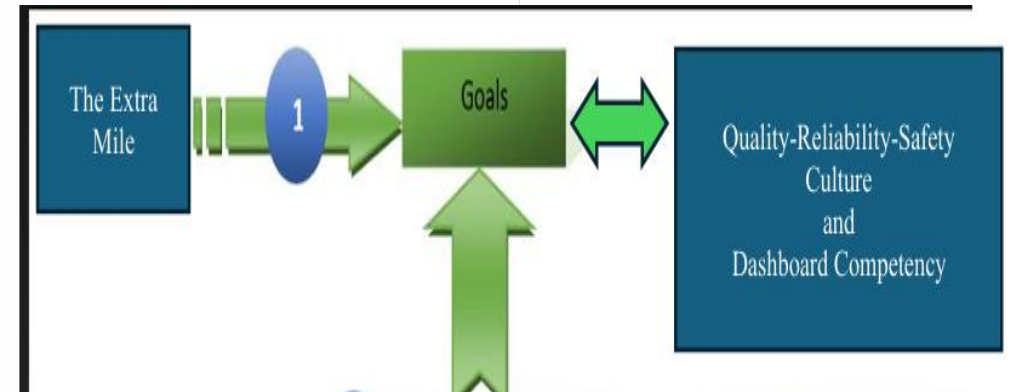
**Our Badge that says “I am accountable for my work and duty”**

Email:  
[venkataoec@gmail.com](mailto:venkataoec@gmail.com)  
[aakkashkvautoengg@gmail.com](mailto:aakkashkvautoengg@gmail.com)  
Contact  
M 9342867666

Road Safety



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



We help  
Learn-Focus-Align-Execute



## Road Safety and Traffic Engineering

KNOWLEDGE  
MANAGEMENT  
INDEX

Process/ Project  
Management

PROCESS  
CAPABILITY  
INDEX

TOP 10



## **National Safety Social Responsibility for Road Safety**

<b>Name of authors:</b> K S VENKATRAM and AAKKASH K V	<b>Organization:</b> AOEC
<b>Co-organizer:</b> National Safety Council (NSC), Karnataka Chapter	
<b>Domain of work:</b> Safe and Sustainable Commuting	
<b>Vision:</b> Transform the understanding and accountability for road safety in the automobile dealer network as an empowering generation's mindset and in businesses expecting to travel or transport goods by roads.	
<b>Mission for this need and dynamics:</b> Help automobile dealers, generation-next customer centric departments, and businesses proactively respond to the need for Safer and Sustainable Commuting via well-defined NSSR Theme based knowledge driven analytics and solution-finding evaluations.	
<b>Value development:</b> Help relate to the conditions of our road systems and traffic control via NSSR Themes enabled transformative surveys, assessments, and questionnaires "To Co-Evaluate, To Empower, To Engage and To Enable analysis and detailing of reports that can be submitted to Centres of Excellence for Road Safety, the RTO, Fire and Emergency Services Departments, Centres for SMART Governance, Urban and Rural Local Government bodies for Road Infrastructure Projects, and Traffic Engineering etc.	

## **SMART Objectives:**

- 1. Recognize the need** to help the dynamics afflicted hour-glass for safe and sustainable commuting (it is seen that climate change is pacing the road ahead)
- 2. Review & insightfully address** the need for transformative knowledge, and learning modules for road safety and commuting
- 3. Participate as per Local Government expectation or domains of work classifications**  
NSSR Theme based surveys, assessments, questionnaires and influencing report detailing to help target decision makers hybridize solutions for mobility and e-mobility
- 4. Relate to the instrumental culture of the NSSR Themes for Emergent and SMART safety engineering for road safety and commuting**
- 5. Use emerging technologies such as Deep interaction/ Deep learning** to help EHNSG roadmaps, where EHNSG: stands for Environment Health National Safety Goals
- 6. Help NEXT Step Businesses/ YOUNG GENERATIONS assist and transform “EHNSG issues or TMS studies by enabling solutions”** from being policy based, corporate based or department based to Analytics for profile and process Improvement. TMS: stands for Time Motion Scale



**7. Innovate using the young generation, or via people from different backgrounds and by using businesses from different domains of work** for managing or mitigating

Climate change or Global also Warming related cost of quality / cost of poor quality in SMART City models for safe and sustainable commuting. AOEC calls this the Aero-Aided COPQ SIMULATION EXERCISE. Work is in progress and discussions are being planned.

**Known dynamics influencing the NSSR Theme of Transformative and Accountable Road Safety:**

1. Problems due to older road systems/ road infrastructure
2. Problems due to lack of insightful conformance or less-unified -effort by building/site/plot owners/associations along the road systems known to be used in Emergency services
3. Problems due to lack of NSSR Theme based landscaping of roads/road systems/routes known to be used in Emergency services
4. Problems due to lack of united interest for Essential Adherence for Guidance/Control/ Accountability for improved conformance for NSSR Theme landscaping of buildings/ plots/sites/public services Infrastructure on roads/road systems/routes known to be used in Emergency services or by mission critical commuters

## **Demand estimation for the NSSR Theme of Transformative and Accountable Road Safety:**

Today traffic jams are possible due to various dynamics, there is no demand estimation for a road system/road/route to help transform less SMART route selection, where SMART route selection could mean

Assessing the demand for the road system/road/route as a COPQ Simulation exercise where the costs are calculated for

---

1. cost borne in taking a particular route at a time of the day or simulated demand,
2. cost of taking a route as per capacity estimation,
3. cost of taking a route as per the vehicle used/fleet used/old vehicle used.
4. cost in taking a route as per any schedule overrun or delay it may cause,
5. cost of taking a route as per the productivity decline it may cause
6. cost of taking a route as a complementary alternate route
7. cost of taking a route after referring to a dynamics afflicted-hour-glass for each route, which assesses the demand / congestion of a route every hour for different costs
8. the dynamics afflicted hour-glass for a route is conceptually the cost of taking the route after critical path probability resolution

**Critical path probability resolution of a route** will need the implementation of an I3 mandatory/cautionary/informative/ **dynamics afflicted-hour-glass** policy framework that includes

1. A Code of conduct policy for commuters using a route
2. A Road safety schedule policy for commuters using a route
3. A Commuter or vehicle assistance services policy for commuters using a route
4. Proportionate time policy to review, evaluate and report the traffic problems or jams possible or seen in a route
5. Road system network diagram policy for a route
6. Pincode intelligence policy for a route
7. Vehicle and driver intelligence policy for a route
8. Modernization importance policy for a route
9. Signage and traffic systems policy for a route
10. Commercial vehicle policy or ride operator policy or a public transport policy for a route

## ACCOUNTABLE ROAD SAFETY?



## TRANSFORMATIVE IDEAS?

Critical path resolution systems

Value delivery studios or Aero-Aided studios

One-stop hangars with value delivery that can adeptly address choke-ups or dead-stop situations to fix or act within a tiered hour-glass timing

Can furtherance be a vision for Uni-brand-for-Safe-and-Sustainable-Commuting automobile dealer networks or businesses?



# Onboarding the Planners for Businesses or Educational institutions

- To get started, we provide a Stage 1 **Road Safety & Accountability Calendar** for the year 2026-2027
- To delve further, We offer subscription-based Stage 1 Road Safety & Accountability Planners (2) for the year 2026-2027 at the **price of INR 1,000/- for unlimited distribution** of the Planner PDF(s) to the business/institution/departments/faculties/staff/employees/students via our subscription-based website.
- To work ahead of baseline planning, We also provide solution finding for your specific Road Safety & Accountability needs via our Stage 1 / Stage 2 case studies, empirical studies and NSC/NSSR training programmes priced **at INR 10,000 and above for business OR an institution, its admissions & supportive management offices and business units/channels.**
- Contact us for more details or use the **included QR code / invoice details** for payments for unlimited distribution
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case studies, empirical  
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programmes

Stage 1

Stage 2

