

*IN RECOGNITION OF THOSE DEPARTMENTS THAT SERVE
TO BUILD PEOPLE'S TRUST FOR PRESENT NEEDS*

&

Surveys for

(Safer Traffic Control and Commuting Studies)

BY

AOEC

VENKATRAM K S, Gap Analyst

AAKKASH K V, BTECH (AE) and PGDM (Ops & Analytics)



AKAASH OPEN ENTERPRISE CENTRE (AOEC)

A SOHO CONSULTANCY

*SRI SHARADA APARTMENTS, 53, EAST PARK ROAD, BETWEEN 15 & 16
CROSS, MALLESWARAM, BANGALORE-560055*

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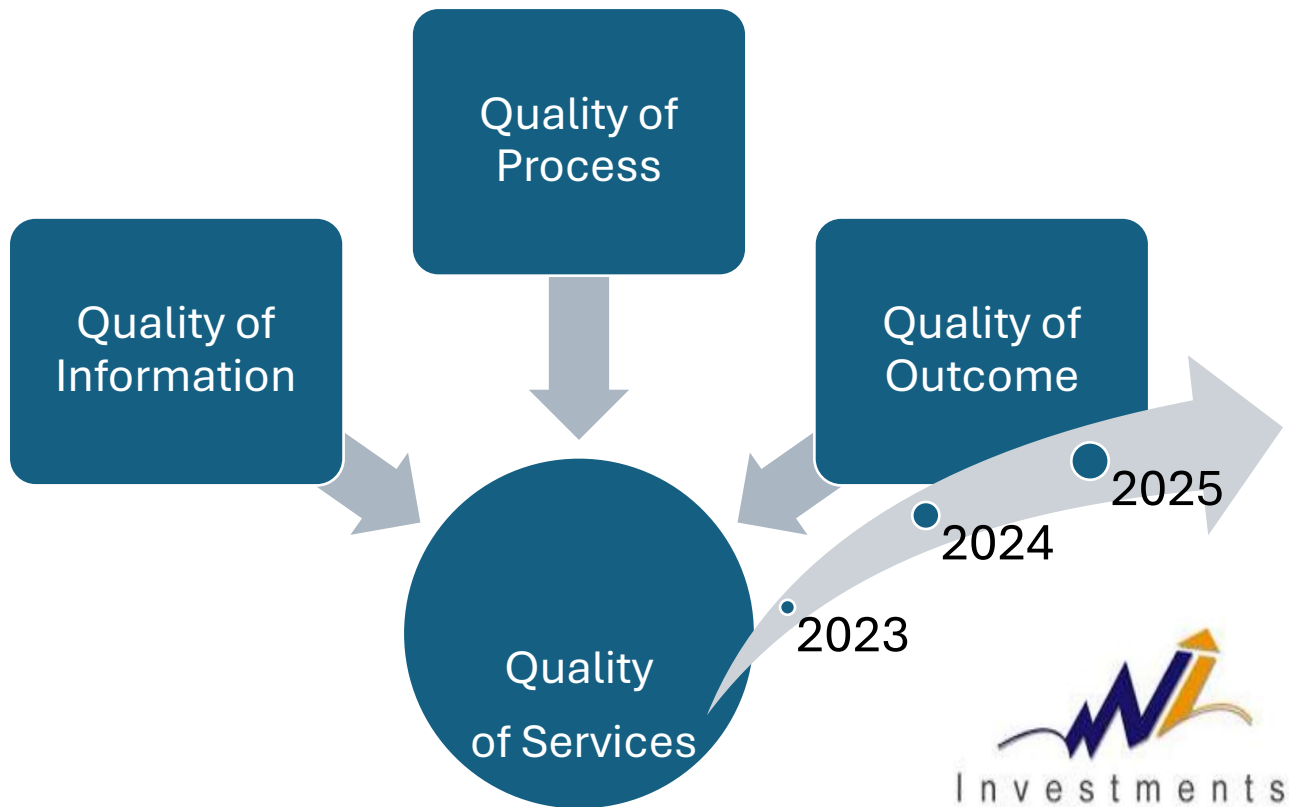
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Safe and Sustainable Commuting Vision



In due recognition of the traffic control department that works in difficult conditions to build people's trust for their present needs via commuting.

A case study that relates to the issues faced by the Bengaluru traffic control department and its workforce, when needing to control traffic amidst polluted and incidence affected environmental conditions.

This is being drafted out of a concern, felt about the Hebbal Ring Road Traffic Police Station, known to be working in hazardous conditions where the air pollution levels are very impactful.

3. EXECUTIVE SUMMARY

The Project focuses on Time Motion Scale (TMS) Studies
Via

(1) Practices for Ease of Access to traffic

**(2) Practices for Ease of Providing traffic control
services**

(3) Strategic analytics for improved Road Systems with Traffic Police Stations on them

(4) Strategic analytics for improved Traffic Control Police Safety

We at AOEC, find that Traffic Control-programme-outcome issues have been attributed to

\□ Growing need for more Traffic Control-programme resources

□ Lack of Proactive emphasis for the dynamics seen by the Traffic Control Programme-enabling departments for the following:

□ **Government driven appreciation of environmental system dynamics and/or safer traffic control & commuting**

□ Project Management of the environmental conditions for Traffic Control

□ Nature of ownership for degradation of environmental conditions and climate change

□ Transformative investments in TMS strategic organization structure and human resources

□ NEXT steps for sustainable improvisations in traffic control

□ NEXT Steps Reflection about the millennium goals for health and wellness of the Traffic Control workforce

□ Nature of ownership for millennium goals for the health and wellness of the traffic control workforce

Transformations or Ripple effect



4. A NOTE FOR THE ENVIRONMENTAL CONDITIONS BEING ASSESSED

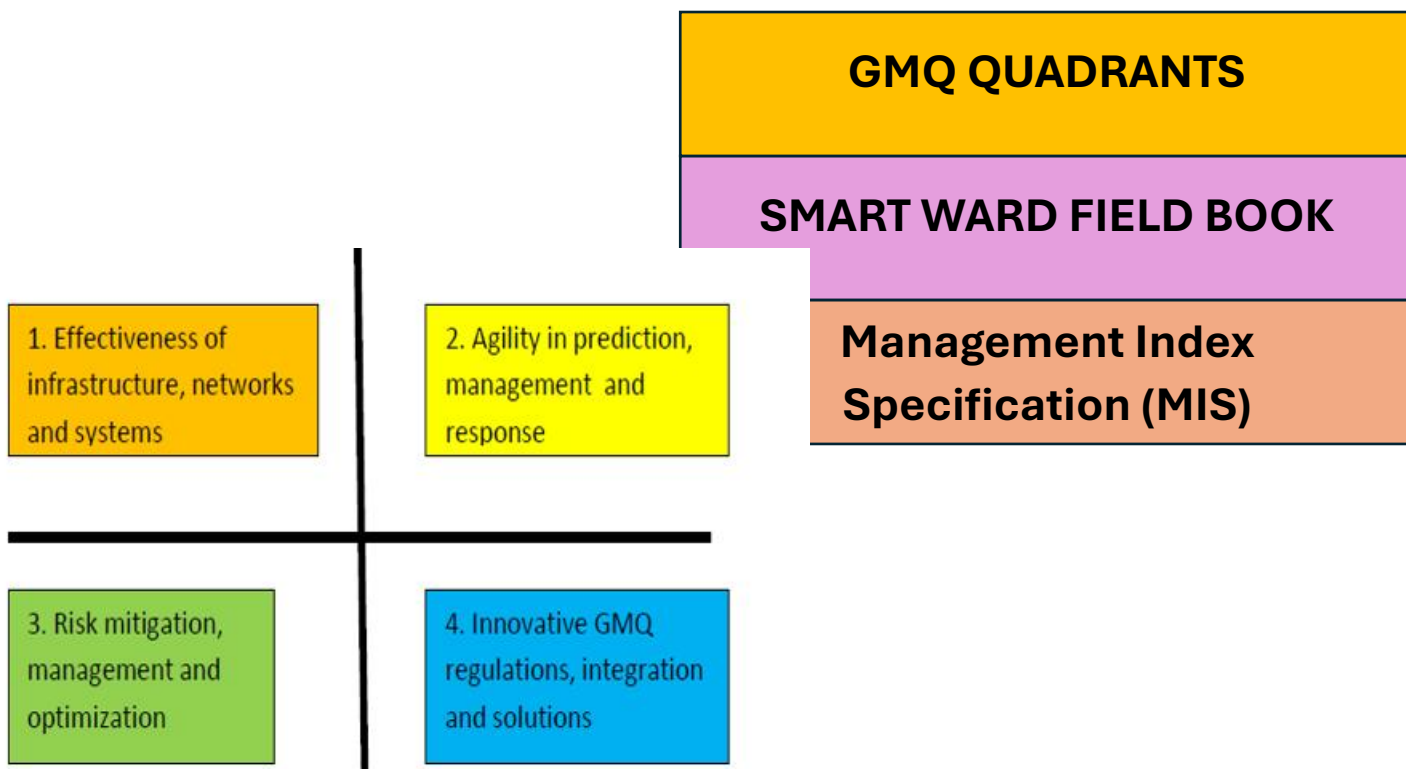
Name:

Nature of ENVIRONMENTAL CONDITIONS:

The Traffic Control Police Stations in different expectations are found to work in sub-human conditions where the issues of air pollution are very hazardous.

The environmental conditions in the HEBBAL RING ROAD are very hazardous for the traffic police stationed there.

Revising older plans to address these hazards is important.



5. REVISITING TMS STUDIES

The Time Motion Studies are divided into 2 categories, that is

- TMS Studies for Ease of Access to traffic
- TMS Studies for Ease of Providing traffic control services

TMS Studies for Ease of Access to traffic

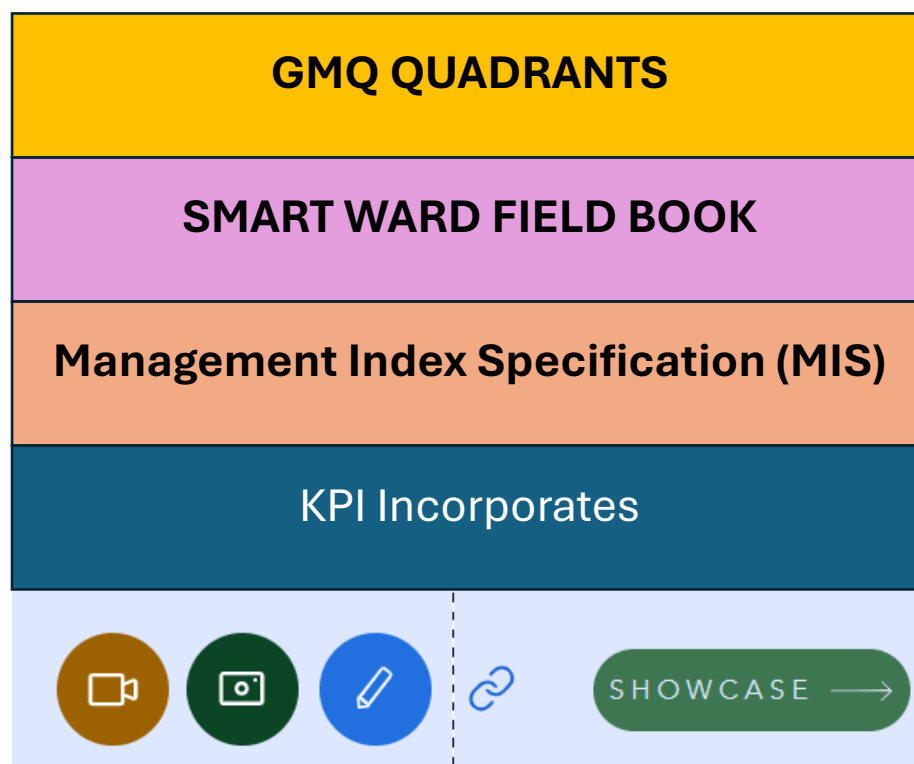
TMS Studies for Ease of Access to traffic involve the use of Geo-codification of the location of the traffic control systems, that is a Traffic Control Police Station, a Traffic Control Chowki, a Traffic Control Zone or the integrated systems deployed, so it is easy to access traffic, in effect the traffic control installations and the road systems that are part of the traffic control network.

TMS Studies for Ease of Providing traffic control services

TMS Studies for Ease of Providing traffic control services involve the use of Work study methods and Method study methods to improve the ease of providing traffic control services at a geo-codified location, that is a Traffic Control Police Station, a Traffic Control Chowki, a Traffic Control Zone or the integrated systems deployed (for the Towing Away of Accident damaged or pulled off the road vehicles), given that the location is geo-codified for ease of access to traffic, its traffic control installations and the road systems that are part of the traffic control network.

Solution factoring

AOEC finds that both the Ease of Access to traffic and the Ease of Providing traffic control services are related to the factor of improved road systems and commuter safety.



5.1 Revisiting TMS Studies for Ease of Access to traffic

Keeping the future in mind, it is important for today's traffic control departments to design, implement and support "Zoned but environmentally intelligent organizational frameworks to help deploy systems of Management and Quality with Sustainable Control".

Traffic Control Police Stations, Traffic Control Chowkis/Zones and other integrated systems can be located in industrial zones or belts or mandatory or vulnerable locations, so TMS studies are necessary to help traffic control departments achieve more environmentally intelligent practices that add sensitized management for Ease off access to traffic and Ease of providing traffic control services.

These Traffic Control Police Stations, Traffic Control Chowkis, Traffic Control Zones and other integrated systems could need to house organizational resources, and assistance to help the traffic control police achieve

- **Safer traffic management lifecycles** to orchestrate sensitized management via Operating Climate engineering (OCE), and Sustainable Traffic Control (STC) projects for Risk mitigation, Traffic Control Station/ Chowki/Zone Logistics, Safer traffic control practices and Safer commuting assistance
- **Certainty control** to manage emerging traffic control patterns and behaviors via Proactive Quality Assurance
- **Conditioning** for quality, ease of providing services and improved problem determinism via SMART Traffic Control Zone modelling and governance
- **Desensitization, improved risk management and sustainable resolution** for climate change related risks, threats, hotspots etc (where different issues like Zone latencies, lack of planning, or even failures and problems due to deficient systems should not further worsen the situation) via Geo-codification and Operating Climate engineering of Traffic Control Zones

More specifically, these Traffic Control Police Stations, Traffic Control Chowkis/Zones and other integrated systems could need to be geo-coded to bundle **Traffic Control Zone (TCZ) - Body of knowledge** specific information such as:

- Safer Quality of Service (TCZ-QoS) management programmes, structures, and functions
- New geo-coded (TCZ BOK catalog) synergy based traffic control actuators or accelerators, gap analysis solutions/surveys, systems and assets to achieve the geo-coded standardizations and conformance deemed necessary
- New sense and respond geo-coded TCZ-QoS lifecycles to act according to current or emerging situations for global warming and climate change (TCZ QoS stands for Quality of Service of Traffic Control solutions)

5.2 Revisiting TMS Studies for Ease of Providing traffic control services

It is expected that Traffic Control Police Stations, Traffic Control Chowkis/Zones and other integrated systems will implement universal and specific standard operating procedures for different aspects of working and control. However, the need to manage traffic control issues will need evaluation from time to time, so best possible methods are adopted for the factors such as Time, Motion and Scale of resources used for providing traffic control services.

Risk mitigation for known and unknown dynamics

For solution factoring, AOEC states that Road systems, Traffic Control Zones and Commuter Safety surveys and feedback from traffic control departments/police/commuters via a TCZ-QoS network can be channelled to the governing authorities and departments for review, risk mitigation and/or defects liability resolution.

Adopting the use of a Know your Traffic Control Zone questionnaire via the TCZ-QoS network can also bridge the risk mitigation gaps that matter.

AOEC proposes the design and documentation of a SMART Grid Field Book (for semi-urban and rural locations) and SMART Warre Field Book (for urban locations) to enable more problem solving for the Safe and Sustainable Commuting vision. The design and documentation are work in progress.

With the SMART Ward Field Book identifying the different systems that are part of a ward, it will be easier for a responder or decision maker to touch upon details for each road being incidentally assessed or surveyed.

6. APPENDIX I – Strategic analytics for improved Road Systems

1. Does any traffic control authority/department/network and its police want to improve road systems connected to its Ease of access to traffic and Ease of providing traffic control services?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

2. Are the road systems connected to this Traffic Control Zone and commuters affected by Sudden bends or curves with or without signs, where it is not possible to ensure clear visibility?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

3. Are the road systems connected to this Traffic Control Zone, and commuters affected by Under repair roads with or without signs?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

4. Are the road systems connected to this Traffic Control Zone, and commuters affected by Sudden Traffic signals with or without signs?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

5. Are the road systems connected to this Traffic Control Zone, and commuters affected by Sudden Pedestrian crossings with or without signs?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

6. Are the road systems connected to this Traffic Control Zone, and commuters affected by Unmanned Ring Road sections/Unmanned Road Medians or missing Bordering Road Barricades with or without signs?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

7. Are the road systems connected to this Traffic Control Zone, and commuters affected by Environmental issues, Road deterioration and potholes?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

8. Are the road systems connected to this Traffic Control Zone, and commuters affected by Environmental issues, Poorly maintained septic systems and manholes?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

9. Are the road systems connected to this Traffic Control Zone, and commuters affected by Traffic violators and lack of driving norms?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

6.1 Strategic analytics for improved Traffic Control Police Safety (APPENDIX NEW 1)

1. Does the Traffic Control Zone specific department/station want to improve traffic control police safety connected to its Ease of access to traffic and Ease of providing traffic control services, while using a specific road system or traffic control zone?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

2. Does the Traffic Control Zone specific department/station find lack of traffic control police safety is connected to often seen driver negligence, while using a specific road system or traffic control zone?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

3. Does the Traffic Control Zone specific department/station find lack of traffic control police safety is connected to often seen lack of driving norms of drivers, while using a specific road system or traffic control zone?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

4. Does the Traffic Control Zone specific department/station find lack of traffic control police safety is connected to often seen lack of continual awareness of commuters and drivers of the environmental degradation, risks, norms, rules, and regulations, while using a specific road system or traffic control zone?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

5. Does the Traffic Control Zone specific department/station find lack of traffic control police safety is often connected to drivers being unfit to drive (due to the influence of alcohol or drugs, due to fatigue, due to being drowsy, not having a driving license for a particular type of vehicle or even not having a valid driver license , while using a specific road system or traffic control zone?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

6. Does the Traffic Control Zone specific department/station find lack of traffic control police safety is often connected to or due to hazardous environmental and/or road conditions, while using a specific road system or traffic control zone?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

7. Does the Traffic Control Zone specific department/station find traffic control police safety can be helped by the carrying of a Traffic Control Police Safety Health-Card by traffic control police/related staff?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

8. Does the Traffic Control Zone specific department/station find traffic control police safety can be helped by the planning of a mission-critical Resource-system for the safety of traffic control police/related staff?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

The mission-critical Resource system will need to be integrated with Analytics, Scorecards and Dashboards that indicate the effectiveness of the same for the work executed by the traffic control police/ related staff

Brief details:

The Traffic Control **Police Safety Health-Card** initiative can identify, secure the life and well-being of traffic control police & related staff who do not always stay within secure premises but interact, survey, inspect or travel by road to manage traffic or control issues, by requiring them to keep a **Traffic Control Police Safety Health-Card** and its information upto date, along with other governmental or departmental identification or requirements while being on duty.

It can also include Dial-in numbers and summary for

- (a.1) A government or department related contact person
- (a.2) A government or department related hospital doctor or physician
- (b) A preferred hospital or nursing home
- (c) Medical history related hospital, nursing home, medical practitioner
- (d) Preferred First-aid or emergency services
- (e) Health and wellness (status, tick as applicable)
☐ Normal ☐ Afflicted ☐ Treated and Recovered ☐ Recovering
- (f) Details of any issues/illness/ailment (complete as applicable):

Disclaimer: As social responsibility, social etiquette and commuter behaviour determine the response to incidences affecting an individual, the information available in the Traffic Control Police Safety Health-Card can only universally reduce risk and facilitate decision making.

AOEC's Online references for road systems and commuter safety

URL: <https://venkataoec.wixsite.com/driveindia>

URL: <https://venkataoec.wixsite.com/safercommuting>

6.2 Know the Traffic Control Police questionnaire (APPENDIX NEW II)

The Know your traffic control police questionnaire (bridging the gap)

Traffic Control Police Id:

Safety Account Id:

Date of data entry:

Time of data entry:

Name:

Place of residence:

Region:

City:

State:

Country:

Sex:

Age:

Nationality:

Global relevance: Yes/No/NA

Nature of occupation: Traffic Control related/ Traffic Control Department related/ Retired/ Others

Type of transportation used to travel to work locations:

Public/Organization/Pool/Personal/Mixed

Frequency of travel:

Timings of travel:

Nature of travel today? Affected by traffic jams/Bad roads or routes/Many incidences during travel/ More out of pocket expenditure/Not applicable

Are the work locations a secure premise or zones? Yes/No/Not applicable

Are the resources provided, mission-critical: Yes/No/Not applicable

Is the Health condition often a concern, due to work locations: Yes/No/Not applicable

Any Need for mission-critical services due to work locations: Yes/No/Not applicable

Any Need for any Safety initiative to help issues at work locations: Yes/No/Not applicable

Are there any other complex needs: Yes/No/Not applicable

Associated details for this complex need:

Any awareness training for helping impaired people on road: Yes/No/Not applicable

Self-declaration on whether the occupational risks are explained: Yes/No/Not applicable

Self-declaration on whether the occupational guidelines and control over safety violations are explained: Yes/No/Not applicable

Self-declaration on nature of work locations and the need to address issues of air pollution and other emissions: Yes/No/Not applicable

Self-declaration on whether a need to follow norms and recommendations to control issues of air pollution and other emissions is proactively assisted: Yes/No/Not applicable

Self-declaration on the mission-critical Resource system provided for work and its locations? Yes/No/Not applicable

Mission-critical Resource system provided for work and its locations

The classifications are envisioned to belong as under:

- Resources related to common Traffic Control interactions and work roles
- Resources related to the logistics of the Traffic Control Zones allotted or resultantly expected
- Resources related to Traffic Control Police Safety
- Resources related to any Operating Climate Engineering (OCE) project
- Resources related to ant Sustainable Body of Knowledge (knowledge framework) project to help traffic control and/or commuter safety

The relevant detail for each category is point of view based and depends on the Traffic Control authorities to review and enable as applicable. It is known that the Traffic Control department does provide its police/staff with different resources important for their interactions and work roles. **As a point of view for the operating climate dynamics expected, the mission critical Resource system can include at traffic police stations, chowkis, specific sites in Traffic Control Zones, the following**

For the traffic police on duty/on surveillance

- Related First-aid kits
- Mission critical (Weather related) Masks
- Mission critical (Weather related) clothing
- Mission critical (Weather related) smoke alarm systems
- Simple to operate fire extinguishers (till the fire department responds as applicable)
- Road deterioration and pothole remedial fast treatment materials (till the repair is actually done)
- Mission critical (Weather related) Dim visibility illuminative clothing/vests
- Mission critical (Weather related) Torches/Handy Lighting
- Mission critical (Weather related) Advisory / Warning Signboards
- Mission critical (Weather related) Advisory / Warning Barricades/ Lane dividers
- Mission critical (Weather related) vehicle spoiler stickers, windscreen stickers

For any commuter safety initiative

Care for commuter – Headgear if needed on a return after use basis

Care for commuter – Portable Carriage facilities on a return after use basis

Care for commuter – Drowsy driving remedies

Care for commuter – GPS trackers to help location identification etc

Care for commuter – First aid kits

Care for commuter – Corporate Social Responsibility (CSR) project related solutions like

(a) IoT sensors that are needed at particular traffic-control zones,

(b) Need based vehicle spoiler stickers, windscreen stickers

(c) Driver guidance systems

(d) Alpha-assistive guidance systems

6.3 (APPENDIX NEW III) - Know the Traffic Control Zone questionnaire

(1) Is the Traffic Control Zone (or location or the road system section, or the industrial belt or the industrial zone) geo-coded? Geo-coding of a Traffic Control Zone indicates identification of factors for road safety, and traffic control systems?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

(2) Is the Traffic Control Zone part of any (Traffic Control related) Quality of Service programme or enabling for ease of traffic control services, safer commuting and improved problem determinism or sense & respond resolution?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

(3) Does the Traffic Control Zone have any Operating Climate Engineering project to address climate change related risks, threats, hotspots, latencies or deficiencies?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

Operating Climate Engineering relates to project management for desensitization, risk management and sustainable resolution for climate change related defect liability resolution, and/or supportive management methodologies

(4) Does the Traffic Control Zone have any Logistics information to help traffic control and/or commuter safety? Refer page _18_ for details

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

(5) Does the Traffic Control Zone have any Sustainable Body of Knowledge (knowledge framework) project to help traffic control and/or commuter safety? Refer page _18_ for details

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

(6) Does the Traffic Control Zone have geo-codification of considerations or indicators to help traffic control and/or commuter safety? Refer page _36_ for details

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

(7) Does the Traffic Control Zone recommend the carrying of commuter safety health cards for improved traffic control and/or commuter safety? Refer page _20_ for details

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

(8) Does the Traffic Control Zone use or require road system KPI(s) for improved traffic control and/or commuter safety? Refer page _34_ for details

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

(9) Does the Traffic Control Zone have Inferences, Advisories and Reports for improved traffic control and/or commuter safety? Refer page _40_ for details

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

(10) Does the Traffic Control Zone have Ticketing for improved traffic control and/or commuter safety? Refer page _43_ for details

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

(11) Does the Traffic Control Zone need the Traffic Control police or stations or chowkis to be more enabled for improved traffic control and/or commuter safety? Refer page _on APPENDIX NEW 1 and APPENDIX NEW II_ for details

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

Logistics to help traffic control and commuter safety

Road systems are required to have different logistics such as the list below, but the real world issues or gaps are many due to open-ended road systems projects

- Traffic Control Police Stations
- Traffic Control Police Chowkis
- Traffic Control associated sites for parking towed away vehicles or accident damaged vehicles
- Traffic Control Signals
- Dealer network specific Service Centres
- Independent Service Centres or Workshops
- Spares Parts Businesses
- Accident and Emergency Care services
- Alpha Assistance services
- Disaster Management services

Sustainable Body of Knowledge to help traffic control and commuter safety

Road systems are required to have analytics and surveys such as the list that follows, but the gaps are many due to open-ended road systems projects

- A. (Road System) Nature of Planning Analytics
- B. (Road System) Influencer Analytics
- C. (Road System) Infrastructure Analytics
- D. (Road System) Commuter Safety (or Ticket) Analytics
- E. (Road System) Traffic Control (or Ticket) Analytics
- F. (Road System) Accident and Emergency Care Analytics
- G. (Road System) Decision-making and associated Knowledge Analytics

As a design and build diagram

Process Group Foundation	Logistics related Knowledge Areas (for Traffic Control Zones)						
Initiating	Core Road System functions						
Planning	A	B	C	D	E	F	G
Executing							
Monitoring and Controlling	Integrated Management						
Closing	Traffic Control /Zone geo-codification	Traffic Control Police Safety projects	Commuter Safety projects	Driver Fitness planner/ projects	Vehicle Fitness planner/ projects	Alpha Assistance projects	
Transfer of Knowledge							

7. APPENDIX IV – Strategic analytics for improved Commuter safety

1. Does the Traffic Control Zone specific department/station want to improve commuter safety connected to its Ease of access to traffic and Ease of providing traffic control services?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

2. Does the Traffic Control Zone specific department/station find lack of commuter safety is connected to driver negligence?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

3. Does the Traffic Control Zone specific department/station find lack of commuter safety is connected to lack of driving norms?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

4. Does the Traffic Control Zone specific department/station find lack of commuter safety is connected to lack of continual awareness of environmental degradation, risks, norms, rules, and regulations?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

5. Does the Traffic Control Zone specific department/station find lack of commuter safety is connected to being unfit to drive (due to the influence of alcohol or drugs, due to fatigue, due to being drowsy, not having a driving license for a particular type of vehicle or even not having a valid driver license)?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

6. Does the Traffic Control Zone specific department/station find lack of commuter safety is connected to or due to hazardous environmental and/or road conditions?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

7. Does the Traffic Control Zone specific department/station find commuter safety can be helped by the carrying of a Traffic Control Commuter Safety Health-Card by drivers/co-passengers/commuters?

☐ Strongly Agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly Disagree

Brief details:

The Traffic Control **Commuter Safety Health-Card** initiative can identify, secure the life and well-being of commuters, students & office related staff who do not always drive but travel by road by requiring them to keep the **Commuter Safety Health-Card** and its information upto date.

It can also include Dial-in numbers and summary for

(a) A family doctor or physician

(b) A preferred hospital or nursing home

(c) Medical history related hospital, nursing home, medical practitioner

(d) Preferred First-aid or emergency services

(e) Health and wellness (status, tick as applicable)

☐ Normal ☐ Afflicted ☐ Treated and Recovered ☐ Recovering

(f) Details of any issues/illness/ailment (complete as applicable):

(g) Details of any alpha-assistance as a commuter:

Visual impairment:

Speech impairment:

Hearing impairment:

Multiple sense organs impairment:

Disclaimer: As social responsibility, social etiquette and commuter behaviour determine the response to incidences affecting an individual, the information available in the Commuter Safety Health-Card can only universally reduce risk and facilitate decision making.

AOEC's Online references for road systems and commuter safety

URL: <https://venkataoec.wixsite.com/driveindia>

URL: <https://venkataoec.wixsite.com/safercommuting>



The Commuter Safety Health Card (incorporated via the TCZ QoS network) could be linked to a Drive India - Commuter Safety account.

India is still emerging to become a developed country, so certain categories of commuters still need to be considered. We may have different public services to report issues with road systems and commuter safety, but we do not have a Drive India - Commuter Safety account and Commuter Safety Health Card.

Deploying the Commuter Safety Health Card via the TCZ QoS network can address the agile RADIUS of coverage, the city's landscape planning & development, the diversity of its road systems, the multi-varieties of the traffic and commuting differentiations.

The new Commuter Safety Account can provide risk mitigation for

1. Private/individual vehicle owners and co-passengers with due attention to alpha-assistance
2. Private organization or institution vehicle owners and co-passengers with due attention to alpha-assistance
3. Commuters or passengers using public or private transport services (like buses, vans, taxis, autos, metros, electric trains etc) with due attention to alpha-assistance
4. Cyclists or Cycle rickshaw owners
5. Animal driven cart owners and herded Livestock owners, where there will be a need to comply with certain rules to be synergetic.
6. Pedestrian Safety with due attention to alpha-assistance for impaired people, where (daily/stake-holding) commuters and even pedestrians can avail of the Commuter Safety Account and its unified response policy to identify and mitigate risks like poorly maintained roads, pedestrian crossings, potholes, drains, manholes, septic systems, traffic signals.

8. APPENDEX V - Advanced Analytics for Alpha Assistance

As deeper analytics is becoming important for global and mutually beneficial branding, the dealer network is the right inducer for any evaluation/findings/feedback that can be given regarding the Alpha Assistance Systems of a vehicle (for instance 4-wheelers).

These details can be shared with or referred to by a **Drive India - Rate of innovation and Alpha Assistive Learning Centre.**

Project name: Deeper Analytics and Assured Branding

Project Version: 1.00.2024

Date:

Expectation or Synopsis: Feedback by dealer/Request for details from manufacturer

Details recorded by specialist:

Details acknowledged by:

Commuter Safety Account Id:

Vehicle Reg No (as applicable):

Manufacturer:

Model:

Variant:

Continual Assistance of Guidelines for Alpha Assistance

Background:

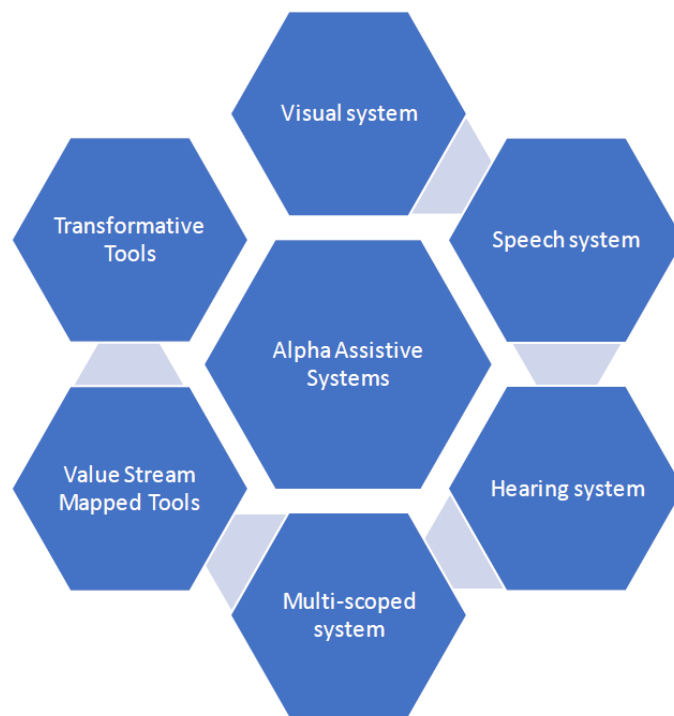
The afflicted person is affected by personal limitations or differences in the ability to do things like a normally able person.

In this condition, the person will be helped by assistive systems that instrument/improve

- Learning ability
- Training ability
- Self-developed ability/reasoning/competency
- Continual ownership to be innovative, accountable, and self-managed to mitigate **common-for-affliction** impact and setback with or without benchmarked role model or Six sigma **assistance** level specific Physically Assistive Infrastructure, Physically Assistive Technology/Systems/ Equipment/Products/Processes or Digitally Assistive Infrastructure Technology/Systems/ Equipment/ Products/Processes

Coping up

The person with or without any affliction needs to learn or incorporate responsiveness to deal with limitations that affect the ability to do things or work with productivity/skills/competence



1. Early Details needed most commonly about disability/concern/alpha assistance
Details:

2. Assistive system level required

- For relevant social impact (tick as applicable)
- For Personal needs (tick as applicable)
- For Quality of Life (tick as applicable)

3. Assistive system solution required via

- Alpha support specific Dealer-contact and Teamwork (tick as applicable)
- Assistive Technology (tick as applicable)
- Alpha Assistive Learning Centre options with due attention towards safer commuting (tick as applicable)
- Simpler Coping up options (tick as applicable)

4. Disability or Concern since

- Childbirth (tick as applicable)
- Early years (tick as applicable)
- Incidental (tick as applicable)
- Elevated need or deterioration (tick as applicable)

5. Self-influence for managing disability/concern

- Learning ability (tick as applicable)
- Training ability (tick as applicable)
- Right fit solution selection (tick as applicable)
- Continual ownership and coping up (tick as applicable)

6. Any interest in value-adding relationships

- Alpha Support Likewise **People Network** (tick as applicable)
- Alpha Support Enabling **Process Network** (tick as applicable)
- Alpha Support **Systems and Technology Network** (tick as applicable)
- Alpha Support **Supportive Culture Network** (tick as applicable)
- Alpha Support **enabled Traffic Control Zone or Network** (tick as applicable)

7. Need for Centric Data Analytics to improve Assistive Coverage to

- Quantify the Assistive Change needed via data/feedback
- Present a case for Assistive Coverage for new/integral/improved Alpha Assistive systems/technologies/resources

8. Alpha Assistive System for visual impairment

Details: Though an early detail, this would include

- Alpha support specific Automobile Dealer-contact and Teamwork (tick as applicable)
- Assistive Technology contact and Teamwork (tick as applicable)
- Alpha Assistive Learning Centre contact and Teamwork (tick as applicable)
- Simpler Coping up options as TCZ-enabled Trained assistance or Self-developed ability/reasoning/competency (tick as applicable)

9. Alpha Assistive System for speech impairment

Details: Though an early detail, this would include

- Alpha support specific Automobile Dealer-contact and Teamwork (tick as applicable)
- Assistive Technology contact and Teamwork (tick as applicable)
- Alpha Assistive Learning Centre contact and Teamwork (tick as applicable)
- Simpler Coping up options as TCZ-enabled Trained assistance or Self-developed ability/reasoning/competency (tick as applicable)

10. Alpha Assistive System for hearing impairment

Details: Though an early detail, this would include

- Alpha support specific Automobile Dealer-contact and Teamwork (tick as applicable)
- Assistive Technology contact and Teamwork (tick as applicable)
- Alpha Assistive Learning Centre contact and Teamwork (tick as applicable) \
- Simpler Coping up options as TCZ-enabled Trained assistance or Self-developed ability/reasoning/competency (tick as applicable)

11. Alpha Assistive System for multiple sense organ impairment

Details: Though an early detail, this would include

- Alpha support specific Automobile Dealer-contact and Teamwork (tick as applicable)
- Assistive Technology contact and Teamwork (tick as applicable)
- Alpha Assistive Learning Centre contact and Teamwork (tick as applicable)
- Simpler Coping up options as TCZ-enabled Trained assistance or Self-developed ability/reasoning/competency (tick as applicable)

The Commuter Safety programme and project combines any Individual style for Personal Effectiveness with the problem solving possible via Alpha Assistive assessments to design solutions for people needing them.