



Sri Lakshmi Narayana Institute of Medical Sciences

Date: 04.01.2021

From

Dr.Thangapannerselvam
Professor and Head,
Department of Biochemistry,
Sri Lakshmi Narayana Institute of Medical Sciences
Bharath Institute of Higher Education and Research,
Chennai.

To

The Dean,
Sri Lakshmi Narayana Institute of Medical College
Bharath Institute of Higher Education and Research,
Chennai.

Sub: Road safety measures and awareness on RTA

Dear Sir,

With reference to the subject mentioned above, the department proposes to conduct a value-added course titled: **Road safety measures and awareness on RTA** for interns May to June 2021. We solicit your kind permission for the same.

Kind Regards

Dr. Thangapaneerselvam

FOR THE USE OF DEANS OFFICE

Names of Committee members for evaluating the course:

The Dean: *Dr. Jayakumar*

The HOD: *Dr. Thangapaneerselvam*

The Expert: *Dr. Prabhakar Reddy*

The committee has discussed about the course and is approved.

[Signature]
Dean

(Sign & Seal)

E. Prabhakar Reddy
Subject Expert

(Sign & Seal)

[Signature]
HOD

(Sign & Seal)

SRI LAKSHMI NARAYANA INSTITUTE OF MEDICAL SCIENCES
OSUDU, AGARAM VILLAGE,
KODAPAKKAM POST, Sri Lakshmi Narayana Institute Of Medical Sciences
PUDUCHERRY - 605 502 PONDICHERRY 605 502.

PROFESSOR & HOD
DEPARTMENT OF BIOCHEMISTRY
Sri Lakshmi Narayana Institute Of Medical sciences
PONDICHERRY 605 502



OFFICE OF THE DEAN

Sri Lakshmi Narayana Institute of Medical Sciences

OSUDU, AGARAM VILLAGE, VILLIANUR COMMUNE, KUDAPAKKAM POST,
PUDUCHERRY - 605 502.

[Recognised by Medical Council of India, Ministry of Health letter No. U/12012/249/2005-ME (P -II) dt. 11/07/2011]
[Affiliated to Bharath University, Chennai - TN]

Circular

07.03.2021

Sub: Organising Value-added Course: Road safety measures and awareness on RTA. reg

With reference to the above mentioned subject, it is to bring to your notice that Sri Lakshmi Narayana Institute of Medical Sciences, **Road safety measures and awareness on RTA**". The course content and registration form is enclosed below."

The application must reach the institution along with all the necessary documents as mentioned. The hard copy of the application should be sent to the institution by registered/ speed post only so as to reach on or before May to June 2021. Applications received after the mentioned date shall not be entertained under any circumstances.


Dean

DEAN
SRI LAKSHMI NARAYANA INSTITUTE OF MEDICAL SCIENCES
OSUDU, AGARAM VILLAGE,
KODAPAKKAM POST,
PUDUCHERRY - 605 502

Encl: Copy of Course content

VALUE ADDED COURSE

1. Name of the programme & Code

Road safety measures and awareness on RTA

2. Duration & Period

30 hrs & May –June 2021

3. Information Brochure and Course Content of Value Added Courses

Enclosed as Annexure- I

4. List of students enrolled

Enclosed as Annexure- II

5. Assessment procedures:

Road safety measures and awareness on RTA - *Enclosed as Annexure- III*

6. Certificate model

Enclosed as Annexure- IV

7. No. of times offered during the same year:

1 time May –June 2021

8. Year of discontinuation: 2021

9. Summary report of each program year-wise

Value Added Course- May –June 2021					
Sl. No	Course Code	Course Name	Resource Persons	Target Students	Strength & Year
1	BIO 03/ I Batch	Road safety measures and awareness on RTA -BIO-01	Dr. Thangapannerselvam Dr. Prabhakara Reddy	MBBS students	20 students MAY-JUNE 2021)

10. Course Feed Back

Enclosed as Annexure- V

RESOURCE PERSON

Dr. Prabhakara Reddy *E. Prabhakara Reddy*

Dr. Thangapanner selvam

COORDINATOR

Dr. Thangapanner selvam

PROFESSOR & HOD
DEPARTMENT OF BIOCHEMISTRY
Sri Lakshmi Narayana Institute of Medical Sciences
PONDICHERRY 605 002

Course Proposal

Course Title: Road safety measures and awareness on RTA

Course Objective: To place the finding into perspective, comparisons will be made with other fields in which education is used as preventive measures such as the field of public health.

To assess essential features of evaluation designs in traffic education, the effect criterion to be used and the characteristic of potentially effective programmes.

Safe movement and orientation in traffic Transfer of 'survival techniques' in the short term partnership, safe and responsible behavior in the long-term

Course Outcome: Significant improvements in road safety. Safe movement and orientation in traffic transfer of survival techniques in the short term partnership safe and responsible behavior in the long-term

Course Audience: MBBS

Course Faculties with Qualification and Designation:

1. Dr. Thangapannerselvam, Professor & HOD

2. Dr. Prabahakar reddy, Associate Professor

Course Curriculum/Topics with schedule (Min of 30 hours)

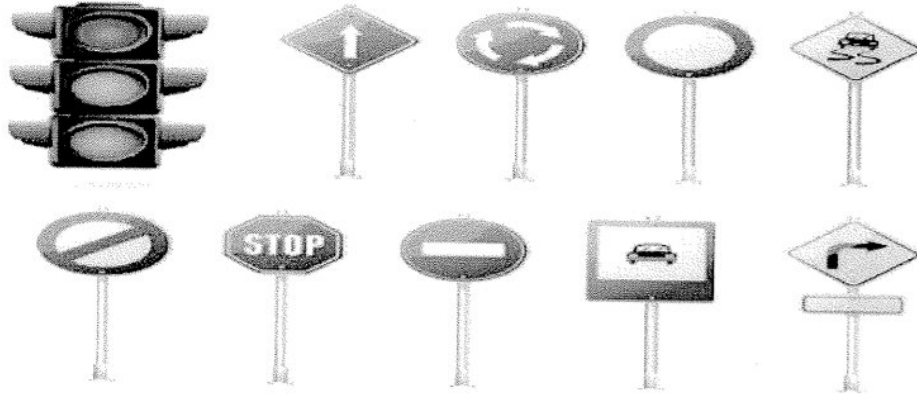
SlNo	Date	Topic	Time	Hours
1.	11.5.2021	Introduction of road safety	4-6 pm	2
2.	12.5.2021	Hurdles in road safety	2-3 pm	1
3.	13.5.2021	Safe and responsible driving	4-6 pm	2
4.	14.5.2021	Road signs	4-6 pm	2
5.	15.5.2021	Traffic clubs : a form of road safety education	4-6 pm	2
6.	16.5.2021	Road safety education for pedestrians	4-6 pm	2
7.	17.5.2021	Road safety education for cyclists	4-6 pm	2
8.	18.5.2021	Road safety education for four-wheelers	4-6 pm	2
9.	19.5.2021	Encouraging the use of bicycle helmets and safety equipment	4-6 pm	2
10.	20.5.2021	Encouraging the use of bicycle helmets and safety equipment	4-6 pm	2
11.	21.5.2021	Road safety education for users of public and school transport	4-6 pm	2
12.	22.5.2021	Road safety education for Pre-drivers	4-6 pm	2
13.	23.5.2021	How to avoid the accidents	4-6 pm	2
14.	24.5.2021	How to avoid the accidents	4-6 pm	2
15.	25.5.2021	Traffic clubs : a form of road safety	4-6 pm	2

		education		
16.	26.5.2021	Traffic clubs : a form of road safety education	4-6 pm	2
		Total		31 hours

REFERENCE BOOKS:

1. Aeron-Thomas A, Jacobs GD, Sexton B, Gururaj G & Rahman F (2004), *The Impact of Crashes on the Poor*. Study commissioned from TRL by GRSP with funding from the Swedish International Development Cooperation Agency (Sida) and TRL, Crowthorne.
2. AfDB (2012), *Road Safety in Africa: an overview*, African Development Bank, MDBs Training Initiative Global Road Safety Facility, Washington DC.
3. Belin M-A, Tillgren P & Vedung E (2012), *Vision zero – a road safety policy innovation*, International Journal of Injury Control and Safety Promotion Volume 19, Issue 2, 2012, pages 171-179

Road safety measures and awareness on RTA



PARTICIPANT HAND BOOK

Annexure- I

COURSE DETAILS

Particulars	Description
Course Title	Road safety measures and awareness on RTA
Course Code	BI03
Topics and content of the course in the Hand book	<ul style="list-style-type: none">• Introduction of Road safety• Hurdles in Road Safety• SAFE AND RESPONSIBLE DRIVING• ROAD SIGNS• Road Safety Education for Pedestrians• Road Safety Education for Cyclists• Encouraging the use of bicycle helmets and safety equipment• Road Safety Education for Users of Public and School Transport• Road Safety Education for Pre-drivers• How to Avoid the accidents• Traffic clubs: a form of road safety education
Advantages of	Every country finds road safety education important, and in

learning and evaluation	many countries road safety education is compulsory. It seems that there is a general belief that road safety education works. However, although widely accepted as an unavoidable part of the holistic approach to road safety, the question of the specific effectiveness of road safety education is frequently raised. The most important issues in hindering the progress towards effective road safety education, is the lack of evaluation of road safety education programmes
Further learning Opportunities	The varying quality of the evaluations which were carried out, establishing the effectiveness of various educational programmes is a challenging task. Nevertheless, some characteristics of possibly effective educational programmes have been identified.
Key Competencies	Road safety education
Target Student	MBBS
Duration	30hrs
Theory Session	31hours
Assessment Procedure	Road safety measures and awareness on RTA

INTRODUCTION:

Some of the major causes of road accidents are as follows. (i) Lack of highway safety (ii) Drunken driving (iii) Driving in an exhausted state for long hours (iv) Using cell phone while driving (v) Overspeeding or rash driving (vi) Driving in wrong lanes (vii) Turning without giving signal (viii) Overtaking from wrong side

Role of Government and Public Sector (i) Develop stricter road safety polices (ii) Generate funds for road safety awareness (iii) Stricter enforcement of rules by government (iv) Building better roads and highways

Role of General Community (i) Acceptance of road safety rules, regulations and policies (ii) Participation in road safety awareness drives to enhance people's knowledge about road safety

Role of Education Sector (i) Inclusion of road safety modules in school curriculum (ii) Impart road safety education with the help of experts in this area (iii) Impart effective driver training for learners as well as existing drivers

Role of Media (i) Communicate road safety messages through print and electronic media (ii) Support road safety initiatives through responsible and objective reporting

Role of Health Professionals (i) Strengthen trauma facilities in our country. (ii) Organise workshops for saving the lives of people in road accidents.

Improvement in Infrastructure (i) Adopt effective and safe traffic management measures while planning and designing infrastructure. For example, government approved road design, design of overbridges, road signages, etc.

Hurdles in Road Safety (i) Negligence by civilians (ii) Pathetic condition of roads (iii) Unsafe vehicle design (iv) Violation of road safety standards (v) Lack of emergency services (vi) Defects in highway designing Some measures undertaken by the Road Safety Cell are (i) Publicity programmes (ii) Grants-in-aid to voluntary organisations for organising road safety programmes (iii) National Highway Accident Relief Service Scheme (iv) Refresher training to heavy vehicle drivers in unorganised sector (v) Setting up of Model Driving Training school (vi) Within the Ministry of Road Transport and Highways, massive road sector development programmes, such as observing Road Safety Week or conducting eye check-ups for truck drivers, the government is working closely with agencies like the World Bank, Asian Development Bank to improve road safety. Road Safety Tips Road safety is a result of efforts from all the sectors of the society including civilians and government officials. In addition to the human suffering, the estimated cost of road injuries is a noticeable amount in Gross National Product (GNP) per annum.

A few important **road safety tips** are mentioned below. (i) Do not use your mobile phone while driving. (ii) Use seatbelts even while sitting at the back seat of the vehicle. (iii) Do not drink and drive. (iv) Always adhere to the speed limit. (v) Take special care with regard to children, senior citizens and pedestrians. (vi) Do not drive if tired. (vii) Pedestrians should walk cautiously and make use of zebra crossing. (viii) Stay alert and observant while driving. (ix) Keep distance from other vehicles while driving. (x) Always wear helmets and seatbelts.

Safety Devices Two-wheeler Helmet, Airbag

SAFE AND RESPONSIBLE DRIVING Getting Ready to Drive before Driving (i) Ensure that you are comfortable with your mental and physical condition. (ii) Inspect your vehicle

and observe the driving conditions. While driving, you should carry your driving licence, registration certificate, insurance certificate and pollution control certificate. Transport and commercial vehicle drivers should carry the permits and vehicle fitness certificates also. A combination of knowledge, skill and attitude is required to be a safe driver. • Knowledge of traffic rules and driving practices that help traffic move safely. • Skill to care about the safety of others on the road. We all are responsible for avoiding accidents. • Attitude to cooperate with other drivers to keep traffic moving safely. We must be courteous, giving other drivers space to change lanes, not cutting them off and signalling before turning.

Physical and Mental Alertness One must be in good physical and mental condition before driving (Fig. 4.5). Do not drive if you (i) have been drinking alcohol. (ii) take any medicine or drug that affects your responses. (iii) are tired, as it affects your driving skills and reaction time. (iv) are sick or injured. (v) are angry or upset. In such conditions, you could be risking your life or lives of others on the road. **Know Your Vehicle** Go through the vehicle owner's manual. You should know the features of the vehicle you are going to drive, for example, anti-lock brakes, four-wheel drive, etc.

Ensure that you know where the controls and instruments are and what they do. Check that all emergency signals and instruments work. You should be able to turn on wipers, washers, headlights, indicators, etc., without having to look at them and without taking your eyes off the road. **Seating Position** Proper, upright position gives more stability while driving. Make sure you can see over the steering wheel and hood. You should be able to see the ground 1.5–2.0 metre in front of the vehicle for proper judgement. Sit straight and upright in the seat, with your elbows slightly bent. Adjust the seat (Fig. 4.6) so that your feet reach the pedals easily. Place your feet flat on the floor under the brake pedal. You are seated properly if you can do this. Adjust the headrest to an appropriate height. It protects the head in case of collision. **Cars with air bags:** It is important to note that an air bag cannot prevent injuries if

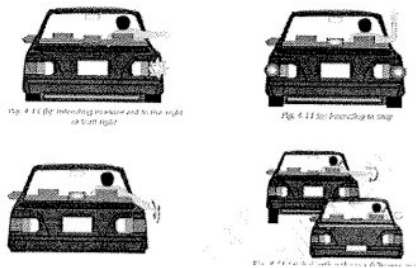
the seating position is incorrect. Know Your Blind Spots Blind spot (Fig. 4.7) is an area on each side of the vehicle that you cannot see through the mirrors. Mostly blind spots are to the back left and back right of the vehicle. In Fig. 4.7, the red car is in the blind spot area of the silver car. The green areas show the blind spots of the silver car. Adjust the mirrors to get the maximum view and identify your blind spots. You may not see vehicles when they are in these spots.

Position the interior mirror so that the centre of the mirror shows the centre of the rear window. When the interior mirror is properly adjusted, you would be able to see directly behind your vehicle (Fig. 4.8). The exterior (wing) mirror adjustment should be made while seated normally for driving. Do not set the right-hand exterior mirror by placing your head against the glass of the driver's door window. Do not adjust the left-hand exterior mirror by leaning to the centre of the vehicle. Side mirrors show only narrow angles of view, so you have to turn your head to make sure there is nothing in your blind spots. Fasten your Seat Belt Fasten your seat belt before you start (Fig. 4.9). Seat belts are for safety and not just for avoiding challans. Seat belts should be worn comfortable enough to keep you in your seat if there is a collision. Put the shoulder strap over your shoulder, never under your arm. The lap belt should be put low over the hips, not over the stomach.

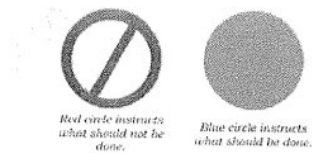
A seat belt saves life in the following ways. (i) It keeps you behind the wheel and in control of the vehicle in case of a collision. (ii) It keeps your head and body from hitting the inside of the vehicle. (iii) It keeps you inside the vehicle in case of a collision. A person who is thrown out of the vehicle during the collision has a higher chance of serious injury. Turn on Headlights at Night and in Poor Light Conditions Turn on headlights around 30 minutes before sunset and keep them on until 30 minutes after sunrise. Turn on your lights when fog or rain reduces your visibility to less than 100 metres. Keep your headlights clean and get them adjusted regularly so that they enable clearer vision while driving. In dim light, use your

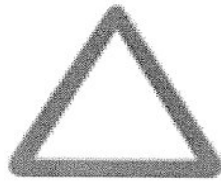
headlights, not parking lights. Parking lights are only for parking. High beams are banned in cities like Delhi, Chandigarh and other cities. You should not use high beams on roads. If you are travelling on a highway and using high beam headlights, switch to low beams within 150 metres of an incoming vehicle. Switch to your low beams when you are less than 60 metres behind another vehicle.

ROAD SIGNS Signals play an important role during smooth movement of traffic. Road signals are to be followed systematically, otherwise it may cause accidents. Arm Signals Arm signals are needed when a vehicle's indicators are not used, or when necessary to reinforce direction indicator signals and stop lights

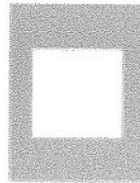


Traffic Signs Traffic signs are divided into three main categories. (i) Mandatory/regulatory signs (ii) Cautionary signs (iii) Information signs





Triangle cautions

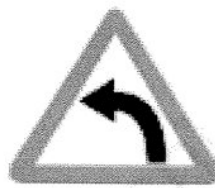


Blue rectangle informs

Typical Cautionary Signs



Right/Left Hand Curve: This sign is used where the direction of alignment changes. The sign forewarns the driver to reduce the speed and proceed cautiously along the road.



Right/Left Hair Pin Bend: This sign is used where the change in direction is so considerable that it amounts to reversal of direction. The symbol bends to right or left depending upon the road alignment.



Right/Left Reverse Bend: This sign is used where the nature of the reverse bend is not obvious to approaching traffic and constitutes a hazard. If the first curve is to the right, a right reverse bend shall be used. If the first curve is to the left, a left reverse bend is used.



Narrow Bridge: This sign is erected on roads in advance of bridges where the clear width between the wheel guards is less than the normal width of the carriageway.



Gap in Median: This sign is installed ahead of a gap in the median of a divided carriageway, other than an intersection.



Narrow Road: This sign is normally found in rural areas where a sudden reduction in the width of the pavement causes a danger to traffic.



Road Widens: This sign is normally found in rural areas where a sudden widening of road causes a danger to traffic, such as a two-lane road suddenly widening to a dual carriageway.



Cycle Crossing: This sign is erected in advance of all uncontrolled cycle crossings.

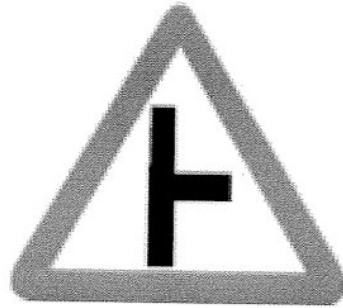
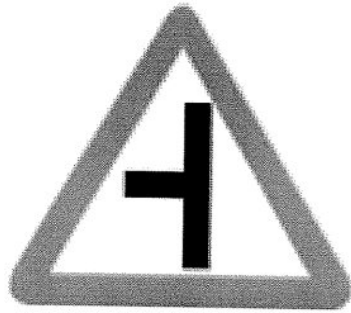


Pedestrian Crossing: This sign is erected in advance of both approaches to uncontrolled pedestrian crossings.

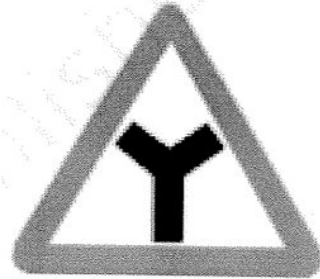
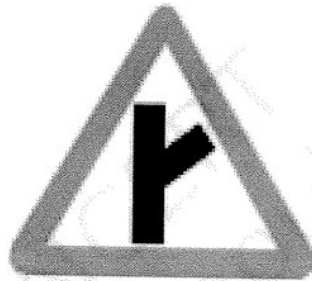
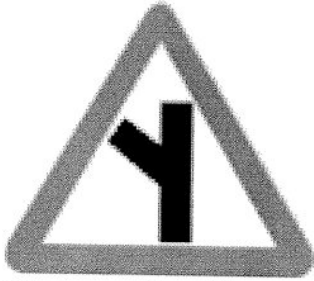


School: This sign is erected where school buildings or grounds are adjacent to the road, where traffic creates a hazard to children.

Men at Work: This sign is displayed only when men and machines are working on the road or adjacent to it or on overhead lines or poles. This sign is removed when the work is completed.



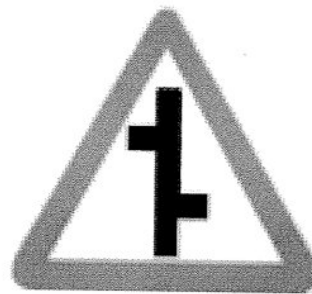
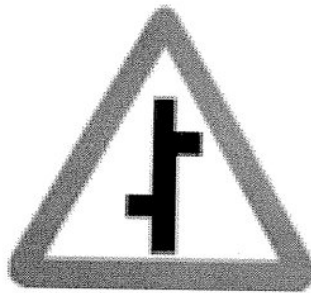
Side Road Left/Right: This sign is displayed in advance of the side road intersections where a large volume of entering traffic, together with restricted sight distance, is likely to constitute a hazard. The driver is warned of the existence of a junction.



Y-Intersection: These signs are displayed on the approach to a bifurcation of any road. This sign warns of the existence of a junction and no other indication is given.



Major Road: These signs are displayed in advance of a crossing with a major road, where a sufficiently large volume of traffic together, with restricted sight, is likely to cause a hazard.



Staggered Intersection: This sign is used to indicate junctions where the distance between two junctions is not more than 60 meters.



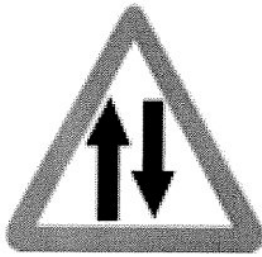
T Intersection: This sign is displayed in advance of T-junctions where the nature of intersection is not obvious to approaching traffic. This sign is used to warn the driver of the existence of a junction.



Start of Dual Carriageway: This sign is displayed when a single carriageway ends in a dual carriageway.



Reduced Carriageway: These signs caution the driver about the reduction in the width of the carriageway ahead. This is displayed on undivided carriageways when some portion of the carriageway is closed or reduced for repairs.



Two-way Operation: This sign is used to caution the driver of a changed pattern of traffic operation of the carriageway expected to carry traffic in one direction only.

Typical Cautionary Signs

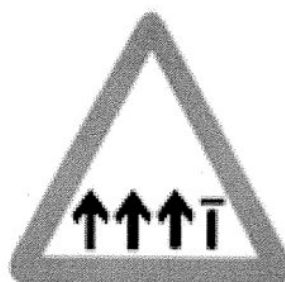
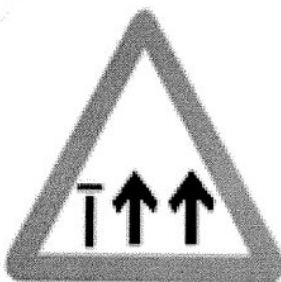
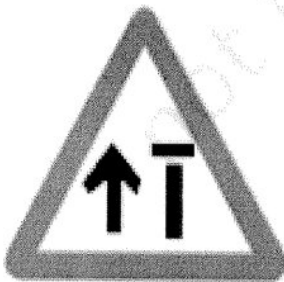


Cattle: This sign is used where there is danger due to farm animals or cattle crossing the road.



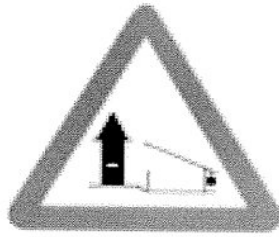
Falling Rocks: This sign is used wherever rocks are liable to fall on the road seasonally or throughout the year. The symbol may be reversed to show the side from which rockfall is expected.

Lane Closure: This sign cautions the driver of the closure of a portion of the carriageway on multilane highways.

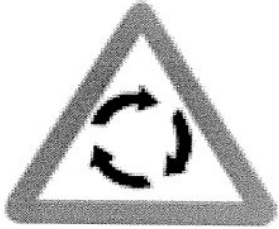


Road Signs

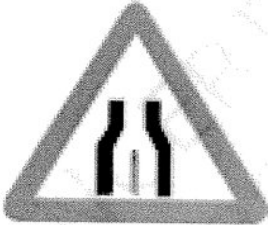




Barrier: This sign is erected in advance of a gate controlling entry into a road. A definition plate with words 'SLOW BARRIER AHEAD' or 'TOLL BARRIER AHEAD' is also displayed on the sign.

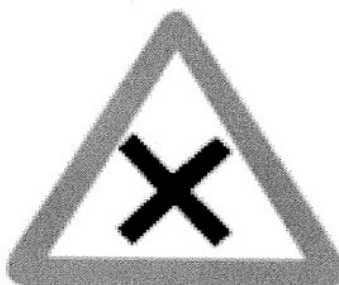


Roundabout: This sign is used where it is necessary to indicate the approach to a roundabout.



End of Dual Carriageway: This sign is displayed when a dual carriageway ends and a single carriageway starts.

Cross Road: This sign is displayed in advance of the cross road where a sufficiently large volume of crossing or entering traffic with restricted sight distance is likely to constitute a hazard.



↵

Parking Signs



Parking on this Side



Parking on both Sides



Scouter and Motor
Cycle Stand



Cycle Stand



Taxi Stand



Autorickshaw
Stand



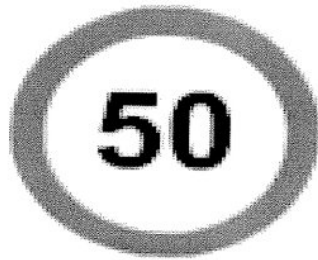
Cycle-Rickshaw Stand



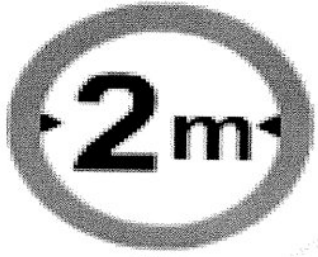
BIHER

SLIMS

Speed Limit and Vehicle Control Signs



Speed Limit: This sign is erected at the beginning of the section of the road or area covered by a speed restriction, with numerals indicating the speed limit in kilometres per hour.



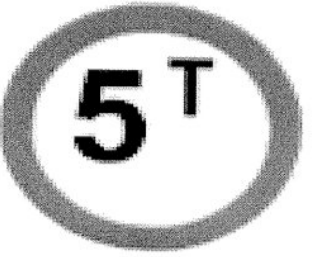
Width Limit: This sign is used where entry of vehicles exceeding a particular width is prohibited.



Height Limit: This sign is erected in advance of an overhead structure where entry is prohibited for vehicles whose height exceeds a certain limit.



Length Limit: This sign is used where entry of vehicles exceeding a particular length is prohibited.



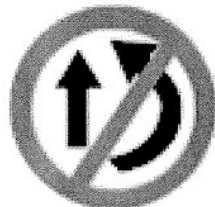
Load Limit: This sign is used where entry of vehicles is prohibited for vehicles whose laden weight exceeds a certain limit.



Right/Left Turn Prohibited: These signs are used at places where vehicles are not allowed to turn to the right or left. The signs are also used at the intersections of one-way street to supplement the one-way sign.



U-Turn Prohibited: This sign is used in places where vehicles are forbidden to make a turn to the reverse direction of travel between the sign and the next intersection beyond it.



Overtaking Prohibited: This sign is erected at the beginning of such sections of highways where sight distance is restricted and overtaking could be dangerous.

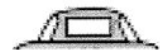


All Motor Vehicles Prohibited: This sign is used at places where entry to all types of motor vehicles is prohibited.



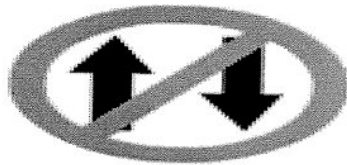
Trucks Prohibited: This sign is used at the entrance to the road where movement of trucks is prohibited.

ROAD SAFETY

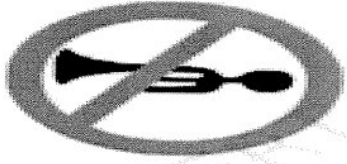


BIHER

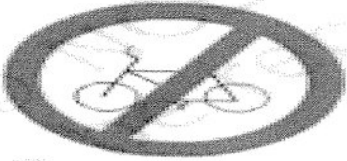
SLIMS



Vehicles Prohibited in Both Directions: This sign is used at the approach end of the roads where entry in all types of vehicular traffic is prohibited, especially in areas which have been designed as pedestrian malls.



Horn Prohibited: This sign is used on stretches of the road where using horn is not allowed, for example, near hospitals and in silence zones.



Cycle Prohibited: This sign is erected on each entry to the road where cycles are prohibited.

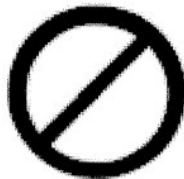


Pedestrian Prohibited: This sign is erected on each entry to the road where pedestrians are prohibited.



Give Way Sign: This sign is used to assign right-of-way to traffic on certain roadways and intersections, the intention being that the vehicles controlled by the sign must give way to the other traffic having the right-of-way.

Restriction End Sign



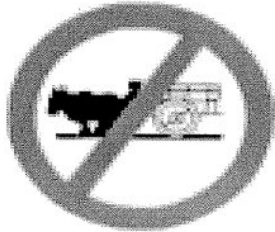
This sign indicates the point at which all prohibitions notified by the prohibitory signs for moving of vehicles cease to apply.

Compulsory Direction Control and Other Signs



Hand Cart Prohibited:

This sign is erected on each entry to the road where hand carts are prohibited.



Bullock Cart Prohibited:

This sign is erected on each entry to the road where bullock carts are prohibited.

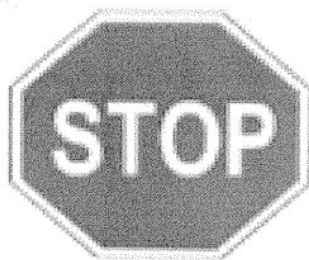


Tonga Prohibited: This sign is erected on each entry to the road where tongas are prohibited.



Bullock Carts and Hand Carts Prohibited: This sign is erected on each entry to the road where all types of slow moving vehicles except cycles are prohibited.

Stop and Give Way Signs



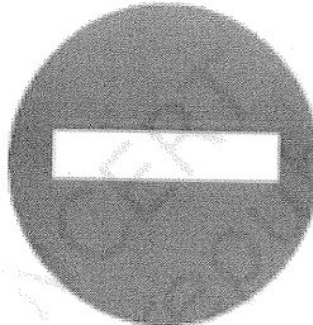
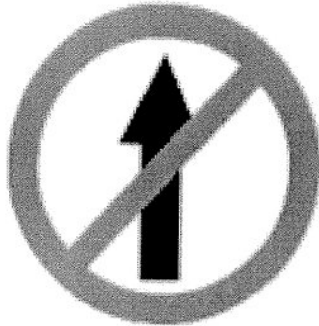
Stop Sign: This sign is used on roadways where traffic is required to stop before entering a major road. The vehicle shall proceed past the stop line only after ascertaining that this will not cause any damage to traffic on the main road.



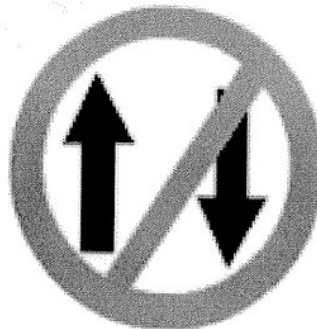
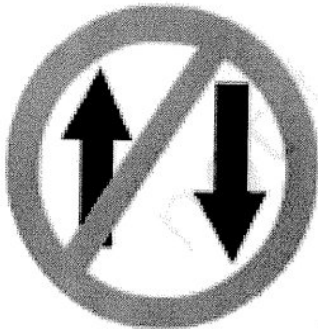
Axle Load Limit: This sign is used where entry of vehicles is prohibited for vehicles whose gross load exceeds a certain limit.

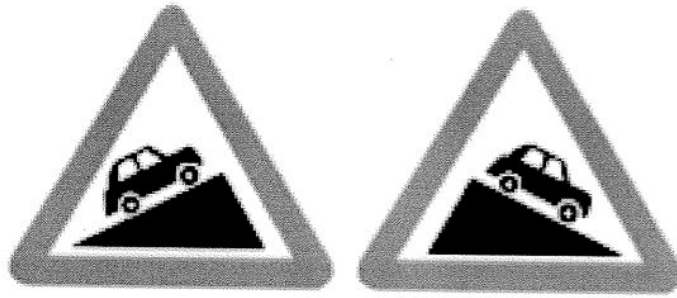
Prohibitory Signs

Straight Prohibited or No Entry: These signs are located at places where the vehicles are not allowed to enter. It is generally erected at the end of one-way road to prohibit traffic entering the roadway in the wrong direction and also at each intersection along the one-way road.

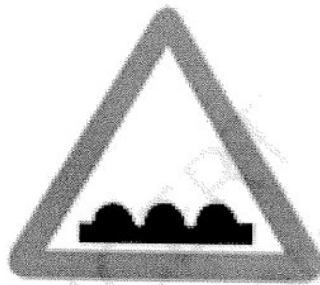


One way Sign: These signs are located at the entry to the one-way street and repeated at intermediate intersections on that street.

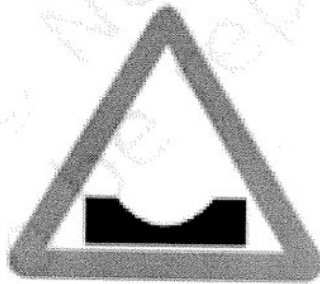




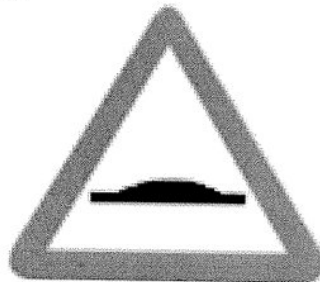
Steep Ascent or Steep Descent: This sign is displayed before a steep upgrade or downgrade that may constitute a hazard to traffic. A gradient of 10 per cent and above is considered steep gradient.



Rumble Strip: This sign is installed in advance of the rumble strips provided on the road to control the speed of the vehicle.



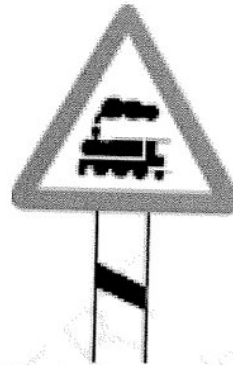
Dangerous Dip: This sign is used where a sharp dip in the profile of the road or a causeway is likely to cause considerable discomfort to traffic.



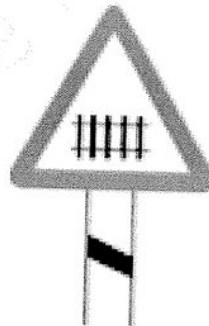
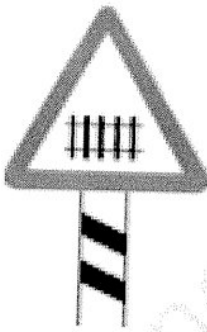
Speed Breaker: This sign warns the drivers about the presence of a speed breaker.



Traffic Signals: This sign is used to caution the drivers about the presence of traffic signals.

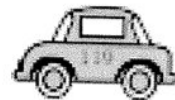


Unguarded Railway Crossing: This sign is used on the approaches of level crossings where there are no gates or other barriers. An advance warning sign (with two bars) is installed at a distance of 200 metres and second sign (with one bar) is installed near the crossing.



Guarded Railway Crossing: This sign is used to warn traffic on the approaches to guarded railway crossing. An advance warning sign (with two bars) is installed at a distance of 200 metres and a second sign (with one bar) is installed near the crossing.

BIHO SAFETY



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Road Safety Education for Car Passengers The main topic of these actions concerns safe transport of children by correct use of child restraints and seatbelts. The main target groups addressed are parents/adults, retailers and sometimes children themselves. The data collection of Rose 25 includes 10 actions. Seatbelts and child restraint systems (CRS) are important issues when it comes to injury prevention. Several studies show results of 40-60% lower mortality rates when seatbelts were used. The difference within this 'range' of 40-60% is explained by several factors, one of which includes using seatbelts correctly or incorrectly. The chance of newborns being killed in a car accident decreases by 90% when safety devices are correctly used¹¹. In the past years, several studies on the effectiveness of projects for improved use of seatbelts and CRS have been carried out¹². Legislation prescribing compulsory seatbelt use is one of the most important pre-conditions for the use of seatbelts and CRS. Promotion of use without legislation is very difficult and time-consuming. Education alone seems to have a modest effect in increasing the use of child restraints^{13 14}. Educational efforts should be combined with other safety measures, such as enforcement activities and/or incentive programmes. For example, loans for CRS can be an effective strategy to increase the number of children transported safely, at least in the short-term, but more research is needed to determine the long-term effectiveness of combined education and incentive programmes. Some studies suggest that the use of child safety seats may decline when the incentive is removed¹⁵. Table 2 provides an overview of most important topics and methods in RSE concerning in-car safety. This, and the following tables, does not enter a claim on completeness.

Road Safety Education for Pedestrians Being pedestrian is the first active involvement of children in traffic. Parents should play a key role during this phase. It is important to provide parents with knowledge and know-how at an early stage because many parents tend to

overestimate the abilities of their children in traffic¹⁶. The younger the child, the stronger this tendency of overestimation is. The main reason is that parents do not properly assess the importance of distraction: safe behaviour patterns vanish when children are distracted. This might be the case if, for example, the child sees friends on the other side of the road. In addition parents should become aware of the fact that:

- Children will have only limited experience as pedestrians in traffic when they are raised mostly as car passengers. They have no possibilities to train important skills, such as estimation of vehicle speed and vehicle distance. These skills become crucial when crossing a road without a traffic light.
- If parents and children spend only very limited time in traffic as pedestrians, the parents cannot observe their child's behaviour. Thus, they obtain only scarce evidence of their children's behaviour as pedestrians.
- Practical roadside training at kindergarten and at school cannot cover the full amount of training needed to make children safe and reliable pedestrians

Road Safety Education for Cyclists Road Safety Education for cyclists is most relevant in the ages between approximately seven to 15 years. Actual use and attitudes towards cycling differ significantly throughout Europe. In some countries, children use the bicycle very early from the age of four, such as in Germany and the Netherlands, whereas in other countries, bicycle riding is of less importance. Riding a bicycle requires complex multi-tasking. Older children can better cope with these multiple operations than younger children. An important threshold in terms of age seems to be the age of eight years¹⁷. This is the reason why it is often recommended that children riding a bicycle should be protracted to the furthest extent possible, and that one should prefer other means to train motor skills. In particular, scooting is a good basis for cycling, because it requires similar motor tasks, but on a markedly lower level of complexion¹⁸. In countries with a long-standing tradition of early cycling, such recommendations tend to fail in raising awareness and cannot be enforced due to lack in

political acceptance. In such countries, it is better to actively address parents and children to assist in teaching the safe use of bicycles

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Department of Biochemistry

S.No	Register No.	Student List	Signature
1	U16MB337	MUSKAAN SHAMIM	
2	U16MB348	PARTHASARATHY .S	
3	U16MB349	PATIL NAMRATA YASHANAND	
4	U16MB338	MUSULURI SHYAM SINDHU	
5	U16MB341	NANDU ARAVIND	
6	U16MB333	MONISHDEVI .N	
7	U16MB347	PALAYULLA VALAPPIL VARUN	
8	U16MB331	MONISHA . S	
9	U16MB343	NEELU.S.P	
10	U16MB350	PAVETHRA .A	
11	U16MB342	NEITOUNUO MARY PIENYII	
12	U16MB346	NOUNETSHUNUO KELIO	
13	U16MB332	MONISHA .M	
14	U16MB335	MOUNIKA.B	
15	U16MB345	NISHA AGRAWAL	
16	U16MB339	NAMITA YADAV	
17	U16MB344	NIKITA VERMA	
18	U16MB334	MOUNIKA .A	
19	U16MB340	NAMRATA GHORAI	
20	U16MB336	MUHAMMAD SHEBIN	

SRI LAKSHMI NARAYANA INSTITUTE OF MEDICAL SCIENCES

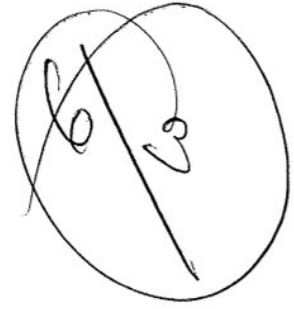
Department of Biochemistry (VAC -01)

S.No	Register No.	Student List	Signature
1	U16MB337	MUSKAAN SHAMIM	<i>Bramine</i>
2	U16MB348	PARTHASARATHY .S	<i>Parthasarathy .s</i>
3	U16MB349	PATIL NAMRATA YASHANAND	<i>Patil Namrata</i>
4	U16MB338	MUSULURI SHYAM SINDHU	<i>Musuluri Shyam Sindhu</i>
5	U16MB341	NANDU ARAVIND	<i>ARAVIND .</i>
6	U16MB333	MONISHDEVI .N	<i>Monish Devi</i>
7	U16MB347	PALAYULLA VALAPPIL VARUN	<i>Palayulla Valappil</i>
8	U16MB331	MONISHA . S	<i>Monisha . S.</i>
9	U16MB343	NEELU.S.P	<i>Neelu</i>
10	U16MB350	PAVETHRA .A	<i>Pavethra . A</i>
11	U16MB342	NEITOUNUO MARY PIENYII	<i>Neitounuo</i>
12	U16MB346	NOUNETSHUNUO KELIO	<i>Kelio</i>
13	U16MB332	MONISHA .M	<i>Monisha</i>
14	U16MB335	MOUNIKA.B	<i>Mounika</i>
15	U16MB345	NISHA AGRAWAL	<i>Nisha Agrawal</i>
16	U16MB339	NAMITA YADAV	<i>Namita Yadav</i>
17	U16MB344	NIKITA VERMA	<i>Nikita</i>
18	U16MB334	MOUNIKA .A	<i>Mounika . A</i>
19	U16MB340	NAMRATA GHORAI	<i>Namrata Ghora</i>
20	U16MB336	MUHAMMAD SHEBIN	<i>Muhammad Shebin</i>

[Handwritten Signature]

PROFESSOR & HOD
DEPARTMENT OF BIOCHEMISTRY
Sri Lakshmi Narayana Institute of Medical Sciences
PONDICHERRY - 605 007

Sri Lakshmi Narayana institute of medical sciences
Department of Biochemistry



1. When crossing a road, which direction should you walk?
 - A. Diagonally
 - B. in a straight line
 - C. in a wavy line
 - D. Cross sectional
2. when crossing a road, what should you be doing constantly?
 - A. Running
 - B. looking and listening
 - C. closing your eyes
 - D. talk with phone
3. before your cross the road you should.....?
 - A. stop,look and run
 - B. stop,listen and talk
 - C. stop,look and listen
 - D. listening song
4. true or false when crossing the road you should cross a pelican crossing when it is red.
 - A. True
 - B. Fasle
5. when is is safe to cross at a zebra crossing?
 - A. when the traffic one side has stoped
 - B. when the traffic both sides have stoped
 - C. when the traffic lights near you has turned red
 - D. All of the above
6. Who will be fined if a passenger under the age of 16 is not wearing a seat belt or suitable child restraint?
 - A. The owner of the vehicle
 - B. The passenger
 - C. The driver of the vehicle
 - D. All of the above
7. What does a broken white line down the centre of the road mean? You must not cross the broken white line
 - a. You may only cross the broken white line to turn right
 - b. You may cross the broken white line

- c. You may cross the broken white line when overtaking or turning right, if it is safe to do so
- d. None of the above

8. What is the rule regarding overtaking at a pedestrian crossing?

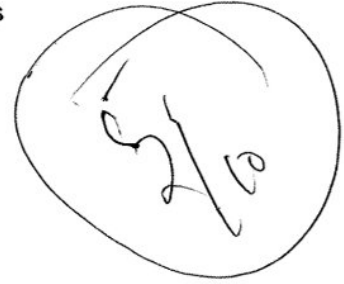
- a. You must not overtake a vehicle that has stopped at a pedestrian crossing
- b. Give way to pedestrians on your right
- c. Give way to pedestrians on your left
- d. All of the above

9. Are you allowed to park a vehicle on a pedestrian crossing?

- a. Yes, if no pedestrians are using it
- b. Yes, if it is a passenger vehicle
- c. No

10. If you are travelling in a lane that has a left-turn arrow marked on the road, can you drive straight ahead?

- a. Yes, if no other traffic is approaching
- b. No



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Course feedback form

Course title: *Food Safety measures and awareness in RIA*

Date :

Course code: BIO - 06

Department: Biochemistry

S.no	Design of the course	1	2	3	4	5
1	The objective of the course clear to you					
2	The course contents met with your expectations					
3	The lecture sequence were well planned					
4	The lectures were clear and easy to understand					
5	The audiovisual teaching aids were effectively used					
6	The instructor's encouraged interaction and was it helpful					
7	The contents were illustrated with examples					
8	Overall Rating of the course					

* Rating: 5 – Outstanding; 4 - Excellent; 3 – Good; 2– Satisfactory; 1 - Not-Satisfactory

Suggestions if any:

Signature

Course feedback form

Course title: *Road Safety measures and awareness in RTA* Date :

Course code: BIO - 06

Department: Biochemistry

S.no	Design of the course	1	2	3	4	5
1	The objective of the course clear to you	/	/			
2	The course contents met with your expectations					
3	The lecture sequence were well planned		/			
4	The lectures were clear and easy to understand					
5	The audiovisual teaching aids were effectively used		/			
6	The instructor's encouraged interaction and was it helpful		/			
7	The contents were illustrated with examples	/				
8	Overall Rating of the course	/				

* Rating: 5 – Outstanding; 4 - Excellent; 3 – Good; 2– Satisfactory; 1 - Not-Satisfactory

Suggestions if any:

- Good -

Signature

Date: 25.10.2021

From

Dr. Pannerselvam
Professor and Head,
Department of Microbiology,
Sri Lakshmi Narayana Institute of Medical Sciences
Bharath Institute of Higher Education and Research,
Chennai.

Through Proper Channel

To

The Dean,
Sri Lakshmi Narayana Institute of Medical Sciences
Bharath Institute of Higher Education and Research,
Chennai.

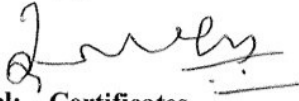
Sub: Completion of value-added course:

Dear Sir,

With reference to the subject mentioned above, the department has conducted the value-added course titled: **Road safety measures and awareness on RTA** We solicit your kind action to send certificates for the participants, that is attached with this letter. Also, I am attaching the photographs captured during the conduct of the course.

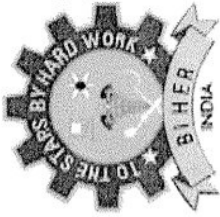
Kind Regards,

Dr. thangapannerselvam



Encl: Certificates

Photographs



Sri Lakshmi Narayana Institute of Medical Sciences

Affiliated to Bharath Institute of Higher Education & Research

(Deemed to be University under section 3 of the UGC Act 1956)



CERTIFICATE OF MERIT

This is to certify that **PRIYADARSHINI .K** has actively participated in the Value

Added Course on **Road safety measures and awareness on RTA** April – May 2021

Organized by Sri Lakshmi Narayana Institute of Medical Sciences, Pondicherry- 605 502,

India.


Dr. Prabhakar Reddy

RESOURCE PERSON

DEPARTMENT OF BIOCHEMISTRY

Sri Lakshmi Narayana Institute Of Medical Sciences

PONDICHERY - 605 502.



Dr. Thangapannerselvam

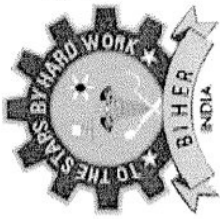
COORDINATOR

PROFESSOR & HOD

DEPARTMENT OF BIOCHEMISTRY

Sri Lakshmi Narayana Institute Of Medical Sciences

PONDICHERY - 605 502



Sri Lakshmi Narayana Institute of Medical Sciences

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CERTIFICATE OF MERIT

This is to certify that **RAJAT TYAGI** has actively participated in the Value Added Course on **Road safety measures and awareness on RTA** April– May 2021 Organized by Sri Lakshmi Narayana Institute of Medical Sciences, Pondicherry- 605 502, India.

S. Prabhakar Reddy
Dr. Prabhakar Reddy

RESOURCE PERSON

DEPARTMENT OF BIOCHEMISTRY
Sri Lakshmi Narayana Institute of Medical Sciences
PONDICHERRY 605 502.

J. Thangapannerselvam
Dr. Thangapannerselvam

COORDINATOR
PROFESSOR & HOD

DEPARTMENT OF BIOCHEMISTRY
Sri Lakshmi Narayana Institute of Medical Sciences
PONDICHERRY 605 502