

THE NSSR ROAD SAFETY ENTRY LEVEL QUESTIONNAIRE

FOR

SAFE AND SUSTAINABLE COMMUTING

BY

AOEC

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Drafted for: Organizations, Institutions, dealerships, management teams (highlight for the Lite Ally Vision to mitigate climate change)

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1. Entry level Questionnaire for Road Safety

NSSR RS: National Safety Social Responsibility Road Safety

The insight is that organizations/institutions, dealer networks and their departmental activities can develop “NSSR culture” for improving the understanding and accountability of road safety

To help accountability at the industry level, we use the ISO 9004 Continual Quality Improvement (CQI) framework for this.

We simplify the questions being posed, to help CQI for road safety, for any “aided or non-aided for modernization” background of the organization/institution/dealership/level of understanding and accountability.

We help the questionnaire evolve for each real-world dynamic adversely affecting road safety or for knowledge-learning-and-innovation that helps address the dynamics of road safety.

The basic version will include 20 questions based on the intent to lead the organization/institution/dealership/virtual Customer Relationship Management (CRM) enabled level of understanding and accountability into further involvement.

With our concept called the NSSR RS programme, AOEC finds that organizations/institutions/dealerships and their departments or assisted service-oriented businesses can initiate “knowledge-learning-and-innovation” touchpoint projects to design centre of excellence involvement and next-generation solution finding for road-safety-CQI practices.

AOEC states that implementing such practices can make the organization's/institution's/dealership's/touchpoint's NSSR RS programme an Asset for the safe and sustainable commuting domain/sector. The programme can help the quality promotion solution finding and next generation work with Deep Interaction Links for NSSR Themes and the Centre for SMART Governance to give back respect and regard for the work of connected task forces/departments to further proactiveness for mitigating the dynamics that will emerge with climate change/environmental hazards.

Apart from relative interest in commuting. AOEC also states that essential design for supportive best practices, regulations and continual quality improvement is possible via our website "[Road safety Centre of Excellence](https://venkataoec.wixsite.com/roadsafety-coe)".

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

We find that the ease of reading "the website and its language used" can be simplified or enabled to help non-English or fundamentally different language skilled/conversant business personnel.

Approach for Road-Safety-Continual Quality Improvement

We would like you as the participant for this questionnaire to interact with your quality management committees, and best CRM practices or knowledge management departments to answer this, if the first time is not simple.

1. Does our road safety mean long term planning that is policy based or regulation based? Yes/No/Partially/Do not know

Notes:

2. Does the CENTRAL government OR STATE level Road transport department or Centre for SMART Governance only rely on their own methodology to analyze the road systems, the traffic engineering, with timely addressing of climate change or unforeseen changes in the environment and other road system (ensuing poor quality) influencers, where this can help plan programmes or investments for Road-safety, its CQI/Quality Promotion? Yes/No/Partially/Do not know

Notes:

Climate change and tree / forest conservation along road systems

Keywords: Lateral Thinking, SMART Focus, Green Globe Management Index Specification, Route Editioning

To this section, AOEC would like to review road arboriculture, where Lateral thinking and SMART Focus will help projectization for a Lite Ally Vision, where the Event wheel for tree or greenery conservation or enabling for incidence mitigation/collaborative sustainability will develop solution finding.

Case studies have indicated that Perspective imagery of our road systems are going to matter for safe commuting, where a Green Globe Management Index Specification will help insightfully plan for QOI/QOP/QOS/QOO for Key opinion Photogrammetry, Payload delivery and Forthcoming "Preparedness-Mitigation-Response) via Route Editioning that helps "commuting or Time motion scale studies based" viewpoint management and movement.

The rationale being a Triad, that is made up of the 3 elements:

1. Value proposition for the Green Globe MIS or Route Editioning
2. Features important for the Green Globe MIS or Route Editioning
3. Likelihood of Viewpoint Need/Dimension/Logistics needing seamless recognition

The principle of the Sundial Studio is expected to help design solution finding for the triad... where the Sundial Studio helps a commuter or Triad vertical tier or Triad horizontal tier, use the time of day (day or night phenomena) to connect to the route's environment, attributes and value enabling amidst principles of open-loop viewpoint management, closed-loop viewpoint management, channelized viewpoint management or globally-integrated logistics.

For the standpoint of needing a universal (Lite Ally) Vision of a route or routes, it needs to be said that this concept of visibility of a road/road system (or route) will permit tiered

- Terrestrial interpretation
- Aerial interpretation
- Value delivery interpretation

AOEC expects to focus on the Triad horizontal tier, as it works on the logistics of commuting, where this involves all needs to travel or transport goods.

But as an approval-based interest: the Triad vertical tier will involve secure detailing for

- Surveillance interested investors
- CCMA interested investors
- Universal TMS improvement investors

AOEC finds that the forestry and tree conservation departments can one-stop progressive thinking for this interest.

AOEC expects to use the hosted website

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

To develop integration of the Lite Ally Vision of a route or routes with the expectations of the Sundial Studio.

3. Do you, or your peers, or decision assisting departments have a clear idea of the formats of feedback that can help the Road transport department or Centre for SMART Governance, evaluate and mitigate impact on the road system/traffic engineering/traffic control systems and deployments, where the availability of a Road Safety continuum that uses knowledge bases/handbooks/guides, can meet Road Safety /Road Infrastructure needs and expectations in a cost effective and furthering way? Yes/No/Partially/Do not know

Notes:

