



सत्यमेव जयते

भारत सरकार
Government of India
सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport & Highways
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No. RW/NH-29011/2/2015/P&M (RSCE)

Dated: 07th December, 2015

Office Memorandum

Sub: Preparation and submission of proposals for rectification of identified road accident black spots on National Highways

Repeated road accidents and fatalities are taking place in some locations on NHs due to various reasons, which are being identified as road accident black spots. In view of the great loss, being caused by the road accidents to the economy, apart from irreparable loss of precious human lives, it is essential to identify, investigate and rectify these road accident black spots wherever the accidents are being caused due to road related deficiencies. Ministry has already issued guidelines on this subject. While designing remedial measures at the identified road accident black spots on NHs, a balanced approach needs to be adopted keeping in view the improvement projects in progress or in contemplation on the black spot stretch while simultaneously meeting the objective of minimizing the accident potential at the accident black spots in minimum possible time, so that, no major investments are rendered superfluous due to other improvement projects taken up within a short duration.

2. Various measures to be taken for minimizing accident potential at the identified road accident black spots on NHs can be classified into different categories viz., Short term, Medium term/interim and Long term depending on the requirement of resources for taking up these immediate actions and other site conditions. Typical examples of short term, Medium term/interim and Long term measures at Road accident black spots on National Highways are as below:

(i) Short term measures:

Applicable to Non-urban sections & Urban Sections:

Road signs, speed limits/speed breakers, pavement markings, delineators, pedestrian railings, crash barriers, studs/ cats eye etc.

Applicable only to Urban Sections:

Restriction of certain types of vehicles, one way streets, reversible lanes, bus lanes, restriction on movement of different types of vehicles by time/ by lane etc.

(ii) Interim/Medium term measures: Extra widening at curves at black spot locations, improving horizontal and vertical geometry at black spots, provision of pedestrian facilities like Zebra crossings, railings, street lights, crash barriers, improving junctions, provision of foot paths, improving sight distance etc., within available land(as far as possible), signalization and removing of obstructions.

(iii) Long term measures : Provision of bypasses, provision of service roads, provision of grade separated inter-changes, provision of vehicular & pedestrian under-passes, foot over bridges, different measures acquiring additional land wherever required.

3. National Highway stretches which are identified for capacity augmentation and other improvements (by executing agencies) would be in different stages of improvement like DPR preparation, land acquisition/utility shifting, bidding and completion of residual pre-construction activities before fixing of appointed date/commencement date etc., and may take durations varying from 1 to 3 years for

their development depending on the conditions of individual projects. Therefore, the following approach may be adopted in formulating various measures at the black spots on NHs for avoiding major superfluous expenditure while meeting the objective of reducing accident potential at the black spots in minimum possible time.

4. Short term measures may be adopted where; the contemplated improvements at road accident black spots after their completion are likely to be used by the traffic/road users for less than a year before other improvement projects are executed on the stretch under consideration. Interim/medium term measures including short term measures may be adopted where the contemplated improvements at the road accident black spots are likely to be used by traffic/road users for more than a year, before other improvement projects are executed on the stretch under consideration. Long term measures including interim/medium term/short term measures may be adopted as per the site and traffic requirements where no major improvement proposals are contemplated on the stretch under consideration or where the traffic/road users continue to use the proposed long term measures even after the major improvement works in contemplation are executed (e.g. the improvements carried out on urban stretch of the National Highway will continue to be used by the traffic/road users even after completion of the bypass).

5. Adequate care may be taken in preparing accurate base maps drawn to a suitable scale indicating all the features of road and road environment through survey investigations, in superimposing the proposed improvements and in furnishing other traffic/road user related data while framing and forwarding the proposals. The executing agency at the level of Chief Engineer (NH) or equivalent may record a certificate while forwarding the proposals for improvements at the road accident black spots, about the likely duration of usage of the proposed improvements by the traffic/road users before other major improvements are executed on the stretch under consideration duly taking into account the status of other improvement projects in progress/ in contemplation. This certificate may accompany every proposal for road accident black spot rectification, so as to avoid loss of time in processing the proposals for sanction.

6. This issues with the approval of competent authority. This may be circulated to all concerned.



(Ravi Prasad)

Chief Engineer (Road Safety)

To

Chief Engineer-P-1/P-2/P-3/P-4/P-5/P-6/P-7/NER/PL/MON-I/EAP/NHDP-IV/ LWE/S&R (R)/S&R (B)

Chairman, NHA [Attention: Chief General Manager (Road Safety)]/ Director General Border Roads/Managing Director, NHIDCL, Director, IAHE / Joint Secretary (Transport), Senior Advisor, Transport Research Wing.

All Secretaries of PWDs, Chief Engineers of NH, Chief Engineers of project zones, Regional Officers of MORT&H, DGBR, NHA, NHIDCL

Copy for information to: PS to Hon'ble Minister (RTH & S), PS to Hon'ble Minister of State for RTH & S, PS to Secretary (RT&H), Sr. PPS to DG (RD) & SS, Chief Secretaries of Concerned States & UTs, PPS to ADG-I ADG-II, Coordinator-I, II & III.