



# भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)

## National Highways Authority of India

(Ministry of Road Transport and Highways, Government of India)

जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली - 110 075 • G-5 & 6, Sector-10, Dwarka, New Delhi-110075

दूरभाष/Phone : 91-11-25074100 / 25074200



### NHAI/Policy Guidelines/ Road Safety/ 2023

### Policy Circular No.12.33/ 2023 dated 06<sup>th</sup> June, 2023

{Decision taken on E-Office File No. NHAI/11001/RSC/2021/NonTRW-BS (Comp. No. 81719)}

**Sub: Delegation of powers for rectification of Accident Spots through short term measures - reg.**

NHAI vide Policy Guidelines/Road Safety/2022 Circular No.12.25 dated 12.04.2022 issued revised comprehensive guidelines on preparation of proposals, granting sanctions, execution of works etc. for rectification of accident black spots notified by Ministry of Road, Transport & Highways. A copy of the same is attached at **Annexure 1**.

2. Depending upon the site condition/ requirement, the corrective measures could be short term and/or long term. The suggestive short term measures may be as under:

- (i) Pedestrian facilities like Zebra crossings with advance warning sign as per IRC guidelines
- (ii) Crash barriers/ railings
- (iii) Solar light/ Blinkers.
- (iv) Junctions improvement.
- (v) Road signs inter alia speed limits sign, pavement/road markings, delineators, studs/cat eyes.
- (vi) Traffic calming measures including road studs, solar studs, traffic impact attenuators, rumble strip, etc.
- (vii) Repairing/maintenance of unsafe road/appurtenance including filling of berms/shoulder on National Highways.
- (viii) 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. specially in urban areas.

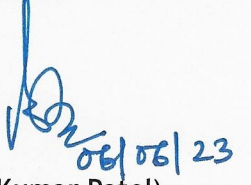
The provision of IRC SP-85: "Manual on Road Safety Audit" are also referred for proposing safety measures/ analysis etc. appropriately.

3. In order to expedite the rectification of accident spots, duly identified & recommended by the respective State Police Department or District Road Safety Committee (DRSC) in writing (other than MoRTH identified black spots). Project Directors (PDs) are delegated powers to approve rectification of these accident spots through short-term measures upto an amount of Rs 10 lakhs per accident spot under Change of Scope (COS) or standalone basis. PDs shall devise mitigation measures following provisions mentioned in Para 2 above. For short term rectification measures costing more than Rs 10 lakhs but upto Rs 25 lakhs, case may be referred to concerned RO for approval. Further, the procurement of the works to be carried out at various accident spots pertaining to a project may be combined, if required.

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4. The above delegation is applicable for entire NH network under construction & O&M.
5. Further, PIU shall mandatorily enter all the requisite data on datalake module (to be developed by IT Division, HQ in next fortnight) i.e., recommendation of safety committee, copy of estimate, location details, colour photographs of accidental spot, approval letter, etc.
6. Datalake module will generate a unique ID after entering the requisite data on the module for each and every accidental spot. No payment will be permissible without the said unique ID.
7. This issues with the approval of Competent Authority.

Encl.: As stated above

  
(Sanjay Kumar Patel)  
General Manager (Coord.)

To:

All Officers of NHAI HQ/ ROs/ PIUs/ CMUs/ Site Offices

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### NHAI/Policy Guidelines/ Road Safety/2022

### Policy Circular No. 12.25/2022 dated 12<sup>th</sup> April, 2022

{Decision taken on E-Office File No. NHAI/RO/PAT/RoadSafety/2013/1 (Comp.No. 86653)}

(This circular is in supersession to earlier Circular No. 1.1.31/2019 dated 19.12.2019)

**Sub: Rectification of Accident Blackspots - Guidelines on preparation of proposals, granting sanctions, execution of works, etc.- reg.**

- Ref:** (i) Circular No- RW/NH-15017/109/2015-P&M (RSCE) dated 08.10.2015  
 (ii) Circular No- RWINH-290111212 )15-P&M (RSCE) dated 07.12.2015  
 (iii) Circular No- RWINH-290111212 J15-P&M (RSCE) dated 02.09.2016  
 (iv) Circular No- RWINH-29011 12/i J15-P&M (RSCE) dated 14.09.2016  
 (v) NHAI's Circular no. 1.1.29/2019 dated 05.08.2019 (in modification of Circular no. 1.1.25 dated 21.12.2017)  
 (vi) NHAI's circular no. 1.1.31/2019 dated 19.12.2019

Precious lives of several road users are lost due to road accidents in India. Road accidents impose a huge social and economic cost in terms of untimely deaths, injuries, disabilities and loss of potential income. The costs of road accidents are borne not only by the victims and their families, but by society and the economy also.

2. To reduce the road accidents, Ministry/ NHAI earlier issued several guidelines/ circulars, as mentioned in above references, for rectification of blackspots. The revised comprehensive guidelines, in supersession of above circulars/ guidelines, have now been issued for strict compliance by all concerned.

3. The definition of road accident blackspot on National Highway as given in Ministry's OM No. RW/NH-15017/109/2015-P&M(RSCE) dated 28.10.2015 is as under:

"Road Accident Blackspot is a stretch of National Highway of about 500m in length in which either 5 road accidents (in all three years put together involving fatalities/ grievous injuries) took place during the last 3 calendar years or 10 fatalities (in all three years put together) took place during the last 3 calendar years."

4. **Reporting of Accident Data:** Based on the above definition of blackspot, the Transport Research Wing, MoRTH compiles and analyses road accident data on NHs for a particular calendar year and furnishes the blackspots details along with accidents and fatalities data to MoRTH/ NHAI.

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5. Inspection and Framing of Proposals:



- 5.1 The Regional Officers (ROs) alongwith their Road Safety Officer (RSO), Road Safety Consultant, Road Safety Expert of IE/AE, etc. have to inspect each blackspot on National Highways under their jurisdictions, analyze the reasons of accidents with respect to geometry and other features of Highways, the cross roads and other reasons. Local enquiry and discussion with local authorities including Police Authorities may also be duly considered in identifying the reasons/ remedial measures for repeated accidents/ fatalities.
- 5.2 Depending upon the site condition/ requirement, the corrective measures could be short- term (Ref. Annexure-A) and/or long-term (Ref. Annexure-B). Based on site inspection, preliminary survey, etc. the type of interventions required may be identified and accordingly the action for taking corrective measures, i.e., short-term measures and long-term measures may be initiated at Regional Office level. In case, it is concluded that the accidents are not due to engineering deficiencies, a certificate in this regard may be issued by the Regional Officer.
- 5.3 Where services of Road Safety Consultants/Road Safety Expert of IE/AE are not available for developing proposal for long-term measures, a consultants may be engaged (if so required) for detailed survey, investigation, preparation of DPR, RFP document, etc. by obtaining sealed offers from the Consultants working nearby (minimum three) with notice period of 07 days for consultancy works. RO may award work for consultancy upto an amount of Rs.10 lacs. In case the cost of consultancy is exceeding Rs.10 lacs, the consultancy may be awarded with the approval of Member concerned.

6. Sanction of Scheme:

6.1 Short-term measures

- 6.1.1 Project Directors (PDs) are delegated powers to approve rectification of MoRTH notified blackspots through short-term measures upto an amount of Rs. 25 Lakhs per blackspot under Change of Scope (CoS) or Standalone basis.

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PDs shall devise mitigation measures following provisions of Para-5 above. For short term rectification measures costing more than Rs.25 lacs for a blackspot, case may be referred to concerned Member in HQ through RO for approval.

6.2 Long-term measures

6.2.1 Regional Officers shall devise mitigation measures following provisions of Para-5 above. ROs are delegated powers to approve estimate for rectification of MoRTH notified blackspots through long-term measures upto an amount of Rs.50 crore per blackspot (including the cost of land acquisition), carry out necessary procurement and execute the works including all centages, on COS or Standalone basis, under intimation to the concerned Technical Division and Road Safety Cell at HQ.

6.2.2 All MoRTH notified blackspots' mitigation works costing more than Rs.50 crores shall be submitted to the concerned Technical Division for approval by the concerned Member with the concurrence of Member (F).

7. Priority to Execute Blackspots Works:

- 7.1 For awarded projects, ROs/ PDs should give priority to execute mitigation works at blackspot stretches.
- 7.2 Cases other than covered in Para-7.1 above, blackspot rectification measures may be taken up on stand-alone basis.

8. Implementation of Remedial Measures:

- 8.1 The execution of the remedial measures after the sanction/ approval maybe carried out through a contract to be awarded through bidding as mentioned above. Execution through COS can also be examined. A view in this regard is to be taken by the RO depending upon state of execution of work, performance of the contractor, nature of work, etc. In addition, while taking up such works, ROs/ PDs must take judicious decision to go for COS or Standalone basis, duly considering all pros & cons. ROs/PDs shall also ensure that the cited mitigation measures under COS/Standalone for the respective blackspot ID are uploaded to Datalake portal simultaneously.

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9. Monitoring the Effectiveness of Remedial Measures Taken:

9.1 Efficacy of the Road Safety Engineering measures is ensured only when road accidents/ fatalities related to road and road environment are eliminated as reflected in feedback on accidents/ fatalities at the improved location for at least 3 years. Therefore, PDs shall collect accident/ fatality data at the improved locations from the police authorities and upload the accident/fatality data at the improved location(s) on Datalake portal regularly.

9.2 In view of the highest importance for road safety works, it is requested that all concerned should take the actions as mentioned above in a strictly time bound manner.

10. Annual Road Safety Work Plan: ROs/PDs are directed to analyze the entire NH network under construction and O&M in their jurisdiction based on safety audits/ inspections and authentic accident data for last 2-3 years and submit a consolidated report in the beginning of the year in the month of April, latest by 30th April, on additional measures/works required on each project section to make the entire road network safe for commuters. Member concerned may examine & approve these reports and finalize a safety work plan for each Financial Year with a copy to Road Safety Cell. This exercise be undertaken in April every year.

This issues with the approval of Competent Authority.


Encl.: As stated above

To:

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(Sanjay Kumar Patel)  
General Manager (Coord.)



(A) The suggestive short-term measures:

(i) Pedestrian facilities like Zebra crossings with advance warning sign as per IRC guidelines.

(ii) Crash barriers/ railings.

(iii) Solar light.

(iv) Junctions improvement.

(v) Road signs inter-alia speed limits sign, pavement/road markings, delineators, studs/cats eye.

(vi) Traffic calming measures including rumble strip.

(vii) Repairing/maintenance of unsafe road/appurtenance including filling of berms/shoulder on National Highways.

(viii) 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. specially in urban areas.

The provision of IRC SP-88: "Manual on Road Safety Audit" may also be referred for proposing safety measures/ analysis etc. appropriately.





## Annexure-B

The suggestive long-term measures:

Based on inspection, survey etc. if it is concluded that the spot require long term measures, a detailed estimate may have to be prepared for the same. In such situations some of the short-term measure as mentioned in Annexure-A and following cautionary measures may also be carried out.

The signages for cautionary/alerting road users may be as under:

- (i) Cautionary accident black spot signs at both ends.
- (ii) Solar red blinking signals at both the ends.
- (iii) Rumble strips together with rumble strip sign.
- (iv) "Restriction ends" sign.

- (v) Traffic Calming Measures

An indicative sketch showing the locations and shapes of the above signs is at Annexure-C. Sizes, shapes, locations and other specifications of all the cautionary signs indicated at (I) above shall be as per IRC-67-2012 or its latest edition.

Some of the long term suggestive measures depending upon the location of black spot are as under:

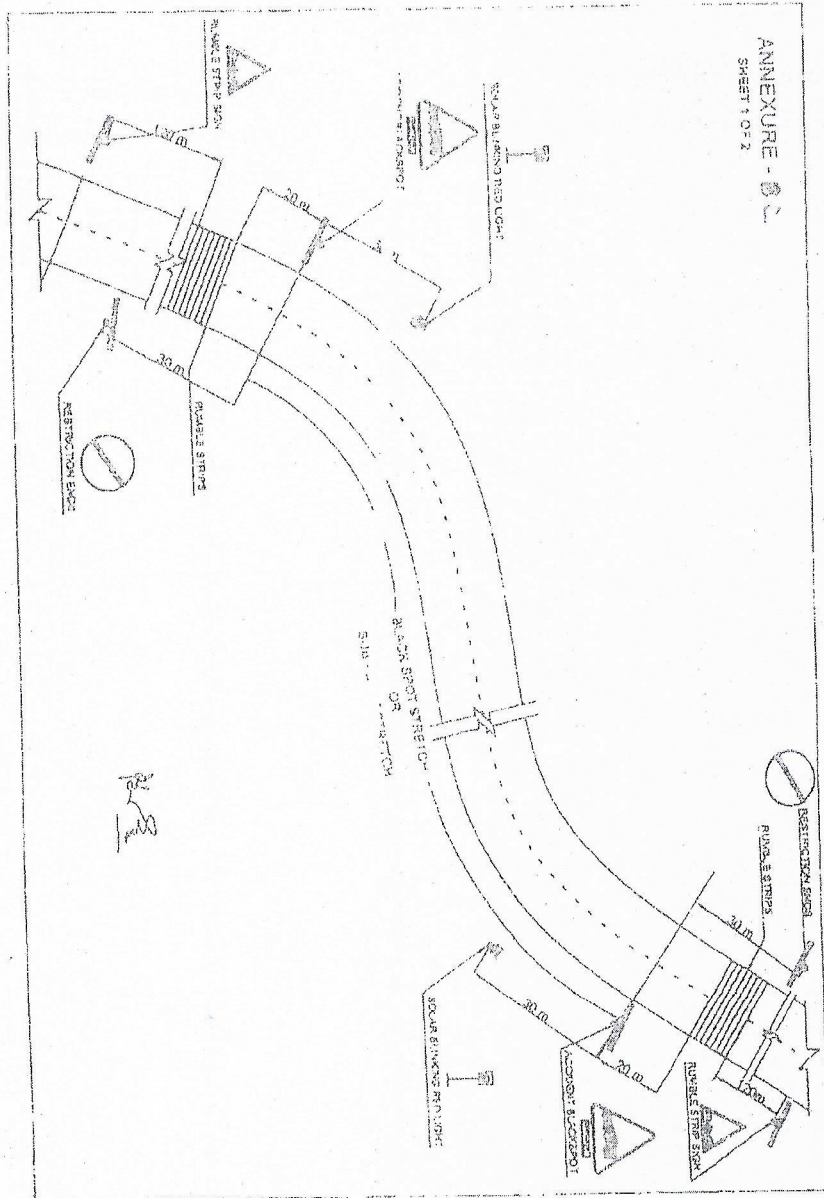
Location of Black spot	Corrective/remedial measures
Obstacles such as trees, poles, structure, etc. within the clear zone, encroachments etc.	Shifting/removal of these obstacles or providing other safety measures including crash barrier etc. further set back distance at all locations should invariably be achieved.
At-grade junction	Flyover, underpasses, overpasses junction improvement etc.
Deficient geometry	Improvement of horizontal/vertical alignment/curvature or other safety measures including crash barrier etc.
Mixed traffic	Proving service lane, Footpath, crash barrier etc.
Distressed/narrow Bridge/culvert	Reconstruction, rehabilitation/ widening of the bridges



Crossing of pedestrians/habitant area/school/hospitals/educational institute etc.	Foot over bridge etc.
Animal/cattle crossing	Cattle pass/VUP, fencing etc.
Hill roads/sharp curves	Various safety measures including crash barriers

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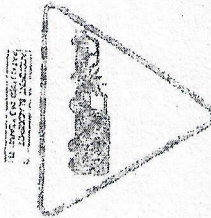
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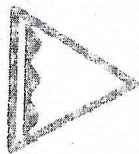
ACCIDENT BLACKSPOT



RESTRICTION ENDS



SOLAR BLINKING RED LIGHT



RUMBLE STRIP

20/11/20

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