

F. No: RT-25035/104/2022
Government of India
Ministry of Road Transport & Highways
(Road Safety Cell)

1, Transport Bhawan, Parliament Street, New Delhi-110001

Dated: 13 January 2023

OFFICE MEMORANDUM

Subject: Road Safety Action Plan for road engineering interventions on National Highways

With rapid expansion of the road network and increasing number of vehicles, India is witnessing high number of road accidents and fatalities. Ministry of Road Transport and Highways (MoRTH) remains highly committed to reduce the number of road accidents and fatalities in the Country. Since National Highways (NH) contribute to around 31% of road accidents and 36% of road fatalities in the Country, it is necessary to bring about systematic changes in road safety on National Highways, by all road owning agencies including Road Wing, NHAI and NHIDCL. This covers key activities to be undertaken and roles & responsibilities of all stakeholders.

2. The following interventions need to be undertaken by all road owning agencies -

A. Road safety Audit (RSA) of all NHs

a) NH stretches generally fall in one of the following categories:-

- (i) The stretches where the development/ partial or full strengthening work is in progress;
- (ii) The stretches where the development/strengthening work has been completed and are under DLP;
- (iii) The stretches which are under O&M Contracts of any of the prevailing models of Maintenance Contracts; and
- (iv) The stretches which are yet to be taken up for development or the stretches on which development has been completed long back and are to be taken up for redevelopment/further development.

b) RSA is a part and parcel of any road development project and is a pre-requisite for issue of Completion Certificate as per the extant guidelines. Therefore, RSA gets implemented on the stretches in which development work is in progress. It is reiterated that the RSA to be got carried out scrupulously before completion of the work as per the RSA Manual of IRC and other guidelines/instructions of the Ministry. Based on the outcome of the RSA in case the recommendations of the Road Safety Auditor are forming part of the scope of the work under consideration, the same may be got completed before the issue of Completion Certificate. In case the recommendations are not part of the scope of the work under consideration, those

of the recommendations which are implementable in a short term within the available land, may be implemented through a Supplementary Agreement with the contractor during the DLP. Other recommendations, if any, may be taken up after expiry of the DLP. A report on the road safety status of the stretch is to be prepared and furnished to HQ of the concerned implementing authority (Chief Engineer (Road Safety) for Road Wing, CGM (Road Safety/RSA) for NHAI and Director (Technical) in NHIDCL) before issue of completion certificate and the same be indicated in the completion certificate. For the works which are completed within the past one year from the date of this circular the report may be prepared and furnished within 3 months.

c) In the stretches where DLP is in progress, measures which can be implemented in a short term within the available land to make any unsafe locations safer based on the RSA Report already prepared before completion of the stretch under consideration, may be implemented through a Supplementary Agreement.

d) Operational RSA may be got carried out through road safety expert, if available in the concerned O&M Contract. In case no road safety expert is there in the O&M/Maintenance Contract, a separate operational Road Safety Audit may be got carried out as per Ministry's OM on short term operational road safety Audits dated 17th February, 2017 (copy enclosed at Annexure-I for ready reference).

e) For the stretches which are yet to be developed or which are to be redeveloped/further developed, a short-term operational engineering Road Safety Audit may be deployed and carried out within 3 months.

f) In view of the above, RSA of all NHs, at all stages (design stage, during construction, Pre-opening stage and O&M), through a Third Party Road safety Auditors/Experts, shall be carried out within 3 months of issue of this letter. Based on the RSA, ROs to ensure the following actions:

- Short term/ temporary measures: Identified short term/ temporary measures to be undertaken for all stretches on immediate priority and as per latest Codal provisions. Typical examples of such measures include -
 - (i) Pavement markings, traffic calming measures on intersections and vulnerable zones like hospital, schools, (speed breaker, rumble strips etc.), road signs, delineators, studs/cats eyes, etc.
 - (ii) Crash barriers at vulnerable locations, plastic spring post to act as divider and in chevron area to deter motorists from entering the zone, dressing of shoulders and widening of narrow earthen shoulders, selected widening of NH on curves, junction improvement etc.
 - (iii) At location of narrow bridges safety features like solar blinkers, cats eye, delineators, relevant sign boards, thermoplastic paint, rumble strips, kerb paint and plastic spring post.
 - (iv) Tapering of roads should have a smooth transition of the lane drop and the change in lane width should be informed by pre-warning signs like "left/right lane closed ahead" about 1.0 km ahead and road narrow ahead sign at 500 m and before start of transition zone sign like "Lane End" should be prominently displayed for motorists to choose proper lane before narrow zone.

- (v) Removal/ treatment of exposed hard surfaces within safe zones, rectification of unsafe gaps in the median, removal of vision obstructions and ensuring proper illumination at night.
- Long term / permanent measures: Long term/ permanent measures to be undertaken shall be as per RSA and latest Codal provisions. All long term measures shall be part of contract and also to be provided during O&M stage such as crash barriers, widening of narrow bridges and culverts (Sudden lane drop from 2 to 1 or 3 to 2 shall be avoided), junction improvement, grade separated intersection, providing service road, VUP/PUP/ median railings of sufficient height to avoid jumping , crash barrier on hill roads on valley side (Thrie beam), traffic attenuator at demerging/split of road locations, FOBs, improvement of horizontal/ vertical alignment/ curvature, reconstruction/rehabilitation/ widening of bridges, cattle pass, removal of obstacles like trees, poles, structures etc. within the clear zone.
- B. Five stretches (at least 50 km in length) of NH and having higher no. of accidents/ blackspots in the jurisdiction of each ROs shall be identified and developed as Model Safe Roads. ROs must identify the stretches, finalise action plan (both short term and long term) and complete short term measures and get action plan approved for long term measures by 31st March 2023. Photographic and video graphic evidence of the same shall be kept and uploaded on the web based portal.
- C. Five project stretches (at least 10 km in length) under construction (preferably with a construction progress of 30-75%) shall be identified and developed as Model Safe Construction Zones by 31st March 2023. Photographic and video graphic evidence of Pre and post rectification be kept and uploaded on the web based portal. Construction zones shall be improved based upon latest codal provisions such as barricades having lights, traffic diversion signs at frequent intervals both for day and night, Safety railing/barricades near deep excavation areas, additional safety sign like illuminating lights, blinkers etc. at night in transition zones.
- D. A web-based portal/ application shall be developed by 31st March 2023 for monitoring all activities related to RSA along with action taken on Audit Reports across hierarchy to ensure compliance of audit recommendations and to evaluate their effectiveness.
- E. An officer, equivalent to AEE/ EE level or above, shall be designated as Road Safety Officer (RSO) under each RO to look after RSA, blackspot rectification and other road safety related works.
- F. RSA Certification training must be declared mandatory for all technical officers of Road Wing, NHAI and NHIDCL up to SE level.

3. Roles & responsibilities

- a) The Road Safety Officers (RSOs) will be responsible under the overall monitoring of the Regional Officer (ROs) for ensuring road safety audits of all NHs, finalisation of proposals for short term and long term measures as per stages of project.
- b) ROs will be responsible for completion of all short term measures within 3 months of completion of RSA and completion of long term measures in time bound manner.
- c) ROs along with RSOs must visit all road accident locations with fatality (ies), under their jurisdiction, to identify possible road engineering issues and forward a detailed report to Road Safety Wing, MoRTH within 24 hours of the accident. On all such locations, corrective measures shall be undertaken by ROs with utmost priority.
- d) RO to ensure that regular updates are shared with the Road Safety Cell of HQ of respective agency.

4. Action Taken Report on the above points shall be forwarded, by 31st January 2023, by concerned implementing authority (Chief Engineer (Road Safety) for Road Wing, CGM (Road Safety/RSA) for NHAI and Director (Technical) in NHIDCL) to the Road Safety Wing, MoRTH and thereafter on monthly basis.

5. This issues with the approval of Secretary, RT&H.



(Gaurav H. Gupta)
Director (Road Safety)

To:-

1. DG(RD) & SS, MoRTH
2. Chairman, NHAI
3. MD, NHIDCL

Copy to:-

1. Chief Engineer (Road Safety), MoRTH
2. Director (Technical), NHIDCL
3. CGM (Road Safety), NHAI
4. CGM (Road Safety Audit), NHAI
5. Director, IAHE
6. NIC-for uploading on Ministry's website under "What's new"

Copy for information to:-

1. PS to Secretary, RT&H
2. PS to Additional Secretary (Road Safety), MoRTH