

150.8
604

No. TGS (21)/75

Dated the 6th January, 1978

To

All State Governments/Union Territory Administrations

Subject : Accidents at unmanned level crossings

I am directed to refer to this Ministry's letter of even number dated 13.10.76 (Appendix I) and to say that the question of providing speed breakers (bumps) at level crossing has been further examined

by this Ministry on a reference from the Ministry of Railways.

2. Since continuing accidents at unmanned level crossings between trains and road vehicles are a source of serious concern having regard to the loss of life and property involved. It has been decided in partial modification of the Ministry's letter numbered above, that as a special case speed breakers (bumps) may be constructed on approaches to unmanned level crossings provided no other suitable measures are possible for the prevention of accidents at such locations. The speed breakers must however have a smooth profile and proper pavement markings on the lines of the sketch enclosed.
3. On the other hand it should be noted in the case of manned level crossings that speed breakers are not repeat, not to be provided for this purpose and other means like signs, flashing signals, rumble strips etc. along should be employed to check the incidents of accidents.
4. It is requested that action may be taken in the matter as indicated above.

Appendix-I

Letter No. TGS (21)/75 dated the 13.10.76 from Ministry of Transport addressed to Ministry of Railways, Railway Board, New Delhi etc.

Subject : Accidents at level crossings

I am directed to refer to para 3 of this Ministry's letter of even number dated the 19th September, 1975, wherein it has been suggested that the speed breakers (bumps) be provided on the approach roads to all the crossings to check the accidents at the Railway level crossings. Roads Wing in this Ministry have advised that it is not desirable to provide such speed breakers (bumps) at approaches to Railways level crossing. For the purpose of checking speed near level crossing other means like flashing/signals/rumble strips should be employed. The suggestion regarding the provision of speed breakers (bumps) at such crossing need not be followed and that for the purpose of checking speed at level crossing raised road signs being notified shortly should be installed on the approaches to all Railway crossings falling on NHs as well as other State roads according to the yardstick specified therein. In this connection, attention is also invited to this Ministry (Roads Wing) letter No. PL-50 (8)/72 dated 4.6.76.

No. PL-50 (8)/72

Dated the 4th June, 1976

To

The Secretaries to the State Public Works Departments dealing with National Highways, and copy endorsed to all Chief Engineers/Addl. Chief Engineers/Principle Engineers of the State P.W.Ds. dealing with National Highways.

Subject : Construction of speed breakers on National highways

It has come to Ministry's notice that at many places on National Highways, local authorities are constructing road humps i.e. speed breakers, to check the speed of vehicles. This is undesirable as the function of National Highways is to facilitate movement of through traffic and not to hinder it. Speed breakers can be a source of serious hazards and accidents to the fast moving vehicles. Generally the use of speed breakers is restricted to residential locations or areas with a specialised land use such as university or hospital campuses. Their use on through roads is incorrect and needs to be deprecated.

2. After careful consideration, it has been decided that henceforth speed breakers should not be permitted on the National Highways. At particular locations where control on speed is regarded necessary for specific reasons, this may be ensured through speed limit signs and strict and rigorous enforcement.

Alternatively, the provision of rumble strips or flashing signals may be considered to alert the drivers through audible/visual stimuli. A common application of rumble strips is the placement of intermittent, raised bituminous overlays across the roadway. Raised sections can be 15-25 mm high, 200-300 mm wide, and spaced about one metre centre to centre. A series of such strips roughly 15-20 at one location, can caution the motorists sufficiently through combination of vibrations and rumbling noise. Since coarse textured overlays are more effective, the raised sections should consist either of premixed carpet or bituminous surface dressing. As a rule, the decision about design and placement of flashing signals/rumble strips should be preceded by a careful examination of the circumstances obtaining in each case.

3. It is requested that these instructions may please be given wide publicity among the concerned officers in your department.