

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO-1213**  
ANSWERED ON-10/12/2025

**FAULTY DESIGN OF NATIONAL HIGHWAYS**

1213. SHRI RAJEEV SHUKLA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Ministry is aware that faulty design features on certain National Highways (NHs) are contributing significantly to road accidents and fatalities;
- (b) the measures the Ministry has undertaken to identify and rectify design flaws- such as blind curves, inadequate signage and unsafe junctions-on NHs;
- (c) whether the Ministry has conducted any recent safety audits to assess how substandard highway design is affecting accident rates across different States; and
- (d) the steps being taken to ensure that NH projects incorporate safer engineering standards to prevent accidents caused by design deficiencies?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) National Highways (NHs) works are carried out as per standards, guidelines, manual, code of practice of Indian Roads Congress as well as specifications for Road and Bridge Works. Necessary road safety measures inter-alia include provision of crash barriers, signage boards, foot over bridges, etc. are taken up during design, construction, operation and maintenance stages. Road Safety Audit is carried out for the independent assessment of newly constructed roads before opening them to commercial traffic. All identified road safety issues, including those related to road signage and markings, are addressed before the road is opened to the public. Subsequently, during the operation of the project highway, assessment is carried out at regular intervals to identify safety issues that may have emerged during operation stage and any necessary remedial measures are taken in a time-bound manner. Besides this, accident data on all existing and new national highways is monitored on a pan-India basis through the eDAR portal (Integrated Road Accident Database), and accident spots are identified. Further, all field officers have been delegated powers to take advance remedial action on these identified accident spots, preventing them from converting to blackspots.

Also, identified blackspots are rectified by carrying out short-term measures like road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, etc. in a time bound manner. Further, long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken as permanent rectification measures based on road safety audit report and site conditions.

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