

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-438
ANSWERED ON-03/12/2025

FAULTY ROAD DESIGNS

438. SHRI BABUBHAI JESANGBHAI DESAI:

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

- (a) whether the Ministry is aware that several accidents on National Highways occur due to faulty design and engineering of roads;
- (b) if so, the steps taken by Government to identify and rectify such design flaws and to reduce accidents on highways;
- (c) whether any action has been taken against the authorities or agencies responsible for preparing faulty road designs or Detailed Project Reports (DPRs); and
- (d) if so, the details thereof and if not, the reasons therefor?

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.
