

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

**LOK SABHA**  
**STARRED QUESTION NO. 21**  
ANSWERED ON 17<sup>TH</sup> NOVEMBER, 2016

**ACCIDENT PRONE ZONES**

\*21. SHRIMATI SUPRIYA SULE:  
SHRI MOHITE PATIL VIJAYSINH SHANKARRAO:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS  
सडक परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the black spots across the National Highways (NHs) have been identified, and if so, the details thereof during the last three years and the current year, State/UT-wise;
- (b) the number of accidents reported along with the lives lost, number of people injured due to black spots/dangerous stretches along the national highways during the last one year, State/UT-wise;
- (c) whether the black spots or stretches that have witnessed high incidence of vehicular crashes on national highways are proposed to be marked with cautionary signs and if so, the details thereof;
- (d) whether the Government has conducted road safety audit of NHs during the above period, and if so, the findings thereof; and
- (e) the steps taken/being taken by the Government to contain road accidents and enforcement of road safety laws in the country more meticulously?

**ANSWER**

THE MINISTER OF STATE IN THE  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

(SHRI PON. RADHAKRISHNAN)

(a) to (e) A Statement is laid on the Table of the House.

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. 21 ANSWERED ON 17.11.2016 ASKED BY SHRIMATI SUPRIYA SULE AND SHRI MOHITE PATIL VIJAYSINH SHANKARRAO REGARDING ACCIDENT PRONE ZONES**

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- (a) Yes Madam. 789 black spots on NHs in different states/ UTs are identified based on 2011, 2012, 2013 & 2014 fatality data. State/UT wise details are attached at **Annexure-I**.
- (b) Latest data for 2014 is attached at **Annexure-II**.
- (c) Yes Madam. Ministry has issued guidelines to install cautionary accident black spot signs, solar red blinking signals, rumble strips together with rumble strip sign and restriction ends sign at identified black spots.
- (d) Yes Madam. Road Safety Audits have been conducted on some length of National Highways. Details of Road Safety Audits findings are attached at **Annexure – III**.
- (e) Ministry has taken inter alia the following steps to contain road accidents and enforcement of road safety laws in the country.
- Road safety audit has been made an integral part of road design at planning stage.
  - Road Safety Audit of selected stretches of National Highways has been taken up.
  - High priority has been accorded to identification and rectification of black spots (accident prone spots) on national highways.
  - Formulating of a multi-pronged strategy to address the issue of road safety based on 4 'E's viz. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.
  - Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.
  - Advocacy/Publicity campaign on road safety through the electronic and print media.
  - Approving a National Road Safety Policy outlining various policy measures such as promoting awareness, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws trauma care etc.
  - Introduction of Motor vehicle Amendment Bill, 2016 in the Parliament which addresses road safety issues by providing for stiffer penalties, permitting electronic enforcement, improving fitness certification and licensing regime, statutory provisions for protection of good Samaritans and recognition of IT enabled enforcement systems.
  - Ministry has decided to install crash barriers at accident prone locations on National Highways on Hilly Terrain.
  - Workshops on matters related to Road Engineering are conducted to sensitize officers of PWD and other executing agencies.
  - Earmarking of 10% of total CRF accrual of State /UT for road safety works.
  - Provision of Road over Bridges (ROBs)/Road under Bridges (RUBs) at all the railway level crossings.

**ANNEXURE-I**

ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA STARRED QUESTION NO. 21 ANSWERED ON 17.11.2016 ASKED BY SHRIMATI SUPRIYA SULE AND SHRI MOHITE PATIL VIJAYSINH SHANKARRAO REGARDING ACCIDENT PRONE ZONES

<b>State/UT wise break up of black spots based on fatalities of 2011, 2012 ,2013 &amp; 2014 on National Highways</b>				
<b>Sl. No.</b>	<b>State/UTs</b>	<b>Black spots on NHs based on 2011,2012,2013 fatalities</b>	<b>Black spots on NHs based on 2014 fatalities</b>	<b>Total Black Spots</b>
		<b>No. of spots</b>	<b>No. of spots</b>	<b>No. of spots</b>
1	Andhra Pradesh	8	1	9
2	Arunachal Pradesh	1	0	1
3	Bihar	25	0	25
4	Chhattisgarh	29	1	30
5	Gujarat	25	1	26
6	Haryana	33	5	38
7	Himachal Pradesh	5	0	5
8	Jammu and Kashmir	7	2	9
9	Jharkhand	26	0	26
10	Karnataka	86	0	86
11	Kerala	29	4	33
12	Madhya Pradesh	25	29	54
13	Maharashtra	34	1	35
14	Meghalaya	8	0	8
15	Mizoram	1	0	1
16	Nagaland	1	2	3
17	Orissa	10	2	12
18	Rajasthan	58	3	61
19	Tamil Nadu	100	2	102
20	Telangana	71	5	76
21	Uttar Pradesh	100	4	104
22	West Bengal	31	1	32
23	Delhi	13	0	13
	<b>Total</b>	<b>726</b>	<b>63</b>	<b>789</b>

**ANNEXURE-II**

ANNEXURE REFERRED TO IN REPLY TO PART (b) OF LOK SABHA STARRED QUESTION NO. 21 ANSWERED ON 17.11.2016 ASKED BY SHRIMATI SUPRIYA SULE AND SHRI MOHITE PATIL VIJAYSINH SHANKARRAO REGARDING ACCIDENT PRONE ZONES

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<b>State/UT wise break up of black spots wise fatalities for 2014 on National Highways</b>			
<b>Sl. No.</b>	<b>State/UTs</b>	<b>Black spots wise fatalities for 2014</b>	
		<b>No. of black spots</b>	<b>No. of fatalities</b>
1	Andhra Pradesh	1	19
2	Arunachal Pradesh	0	0
3	Bihar	0	0
4	Chhattisgarh	1	11
5	Gujarat	1	10
6	Haryana	5	63
7	Himachal Pradesh	0	0
8	Jammu and Kashmir	2	34
9	Jharkhand	0	0
10	Karnataka	0	0
11	Kerala	4	49
12	Madhya Pradesh	29	481
13	Maharashtra	1	16
14	Meghalaya	0	0
15	Mizoram	0	0
16	Nagaland	2	45
17	Orissa	2	30
18	Rajasthan	3	39
19	Tamil Nadu	2	21
20	Telangana	5	63
21	Uttar Pradesh	4	55
22	West Bengal	1	13
23	Delhi	0	0
	<b>Total</b>	<b>63</b>	<b>949</b>

## ANNEXURE-III

ANNEXURE REFERRED TO IN REPLY TO PART (d) OF LOK SABHA STARRED QUESTION NO. 21 ANSWERED ON 17.11.2016 ASKED BY SHRIMATI SUPRIYA SULE AND SHRI MOHITE PATIL VIJAYSINH SHANKARRAO REGARDING ACCIDENT PRONE ZONES

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### Road Safety Audit Findings on NHs:

1. Development of intersection of NHs with cross roads were not adequate as per Indian Roads Congress (IRC) standards and specifications
2. Approaches to service lanes of NHs were not as per IRC standards and specifications.
3. Opening of unauthorized median opening on NHs was causing safety hazard to traffic.
4. Road signs and road furniture were not as per IRC standards and specifications
5. Metal Beam Crash barrier was not provided as per requirements.
6. Hazard markers were not provided to warn the users.
7. Advance warning signs were not provided as per the IRC guideline.
8. Traffic calming measures like rumble strips were not provided.
9. At pedestrian crossing locations, the medians were not at desired level.
10. Speed breakers were not provided on the cross roads.
11. Inadequate sight distance on the curves.
12. Night illumination at intersections, median openings was not adequate.
13. Road marking was faded at several locations.
14. Road Studs were damaged.
15. Chevron signs were not provided at the curved portion.
16. Width of culverts near the junction was inadequate.
17. Delineators were not provided as per IRC standards and specifications.
18. Damaged road signs were not rectified.
19. Length of service road was inadequate.
20. Growth of plantation on the median near the junction was obstructing the visibility.
21. Foot over bridge was required at high intensity traffic location for safe pedestrian crossing.
22. Dedicated Raised footpath was required for pedestrian safety.
23. Pedestrian guard rail was not provided at the median and footpath.
24. Presence of bus bay and bus shelter near the junction was unsafe for traffic.
25. Retro-reflective stickers on metal beam crash barriers (MBCB) were missing. Damaged MBCB sections were not repaired.
26. Vehicular/ Pedestrian Underpass was required at high intensity crossing traffic.

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