

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 918
ANSWERED ON 24TH JULY, 2025**

ROAD INFRASTRUCTURE AND SAFETY ISSUES

918. SHRI KALYAN BANERJEE:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether the Government has taken serious steps on safety flaws in road infrastructure, including substandard crash barriers, over-height medians, and raised carriageways, if so, the details thereof;

(b) whether out of 13,795 identified accident-prone black spots on National Highways only 5,036 have been rectified so far, if so, the details thereof;

(c) the present status of the remaining black spots as on date and the concrete steps taken to review highway construction to ensure safety compliance; and

(d) the steps taken to integrate India-specific crash data and pedestrian safety into road upgrade projects?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) All road 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. Indian Road Congress (IRC) Guidelines have been issued for regular safety audit of all NHs

at design, construction, pre-opening stage of NH projects as well as on existing NHs for ensuring road safety.

(b) & (c) Rectification of black spots is a continuous process and temporary measures are taken on immediate basis. Out of total 13,795 blackspots identified on National Highways (NHs) in the country, short-term rectification has been completed on 11,866 black spots. Long-term rectification measures, as recommended by road safety audit reports, are implemented only at locations deemed necessary. Accordingly, long-term measures have been completed at 5,324 black spots, while 3,719 black spots have been assessed as not requiring such long-term interventions.

Long term rectification works includes improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. which involve pre-construction activities such as land acquisition, forest clearance & utility shifting which takes significant time.

(d) Necessary road safety measures are taken subsequent to road safety audit at design stage. Further, Detailed Project Report (DPR) is prepared separately for each project, and it is ensured that project specific crash data and pedestrian safety measures are incorporated in the project.
