

GOVERNMENT OF ODISHA
WORKS DEPARTMENT

No. 14018 /W., Bhubaneswar, dated the 5th November, 2016
R Misc 123/2016

From

Sri B.K. Patnaik
Additional Secretary to Government

To,

The Principal Secretary to Govt., Home Department/
The Principal Secretary to Govt., Commerce & Transport Department/
The Principal Secretary to Govt., Excise Department/
The D.G. & I.G. of Police, Odisha, Cuttack/
The Transport Commissioner, Odisha, Cuttack/
The Commissioner of Police, Bhubaneswar-Cuttack/
The I.G., Crime, Odisha/
The Chief Engineer, National Highway Authority India, Cuttack /
The Chief Engineer (D.P.I & Roads), Odisha, Bhubaneswar/
The S.E. (Roads)-cum-Nodal Officer, Road Safety, Bhubaneswar

Sub: **Protocol for identification of Black Spots**

Sir,

In inviting reference to the subject mentioned above I am directed to submit the Office Memorandum relating to protocol for identification of Black Spots and action plan for rectification thereof on State Highways/M.D.R./O.D.R. for taking further action.

Yours faithfully,

Encl: As above

B.K. Patnaik
05.11.2016
Additional Secretary to Government

Memo No. **14019** /W., Dt **05.11.2016**

Copy with enclosures forwarded to all the S.E.,(R&B) Circles/ E.E.(R&B) Divisions/ E.E.(Asset Management), O/o the E.I.C.(Civil) for information.

The protocol can be seen in the website of Works Department.

B.K. Patnaik
05.11.2016
Additional Secretary to Government

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GOVERNMENT OF ODISHA
Works Department

No. R Misc/123/2016/14017 Dated, 5th November, 2016

OFFICE MEMORANDUM

On Protocol for Identification of black spots & Submission of action plan for rectification thereof on State Highways, MDRs and ODRs.

Though the SHs/ MDRs/ ODRs are expected to contain all safety engineering features as per codal provision, road accidents and fatalities thereof are very high in the State. One of the reasons of road accidents is inadequacy in road geometrics or non-provision of other safety measures or both for which a systematic approach is required in order to reduce the road accidents. Such approach starts with a common definition for Road Accident Black Spots (RABS) on SHs/ MDRs/ MDRs and a sequence of other time bound actions for removal of these black spots. Keeping this in mind, the following standard operating procedure & protocol has been designed for identification of black spots & submission of action plan for removal of the same.

1. **Definition of Road Accident Black Spot (RABS) on State Highways / MDRs/ ODRs:**

Road Accident Black Spot (RABS) is a stretch of road of about 500 m in length in which either (a) five road accidents took place during the last three consecutive calendar years involving fatalities/ grievous injuries or (b) Ten fatalities took place during the last three consecutive calendar years.

2. **Collecting, assessing and compiling Road Accident Data on SHs/ MDRs:**

The preliminary investigation reports of the local Police containing all accident data showing specific location shall be supplied on monthly basis by the I.G. Police (Crime) to the Lead Agency on Road Safety (under C&T Department). After receipt of these data, the Lead Agency will transmit the same to the Road Authorities/ Road Safety Cell of Works Department through e-mail within 15 days for analysis / record purpose.

As per the above definition of RABS, the annual accident data received in regards of the black spots i.e. Location, length of the stretch and numbers of accidents, etc. are to be analyzed and forwarded by **I.G. Police (Crime)** by 31st March of the subsequent calendar year in the respective formats of MoRTH circulated vide their No. MR-17018/1/2014-TRW dated June 28, 2016 to Lead Agency on Road Safety of Odisha. Lead agency on Road Safety shall then forward the data on accidents and black spots pertaining to the SHs and MDRs/ ODRs to the Road Safety Cell of Works Department by 15th April of the same year for finalization of the list of black spots.

3. **Immediate measures for alerting road users:**

The Road Safety Cell of Works Department shall scrutinize the data, assign unique codes to the RABS and forward the same to the concerned (R&B) Circles & (R&B) Divisions within 30th April every year for necessary action. The Executive Engineer of concerned (R&B) Divisions shall take *immediate cautionary measures at identified black spots for alerting road users as per provisions mentioned in MORTH Office Memorandum No. RW/NH-29011/2/2015/P&M (RSCE) dated 14th September 2016, which shall be ensured by Superintending Engineer of concerned (R&B) Circle.*

4. Preliminary inspection/ assessment of the Black spots

The black spots shall be jointly inspected by the Black Spot Committee (BSC), comprising SE (R&B), concerned Executive Engineer (R&B), an internal Road Safety Auditor or any other co-opted member if considered necessary by the SE(R&B). The Committee shall examine the black spots for deficiencies related to road design/ construction. *The extent of the treatment stretch of the black spot, may be generally limited to 500 m, unless there are exceptional grounds for extending it further beyond 500 m which shall be limited to a maximum length of 1000m.* The Committee may consult with local Police personnel in identifying/ determining the reasons and suggestive corrective remedial measures to avoid such repeated road crash/ fatalities.

4.1. *In case no road related issue could be identified, it may be concluded that the accidents are possibly due to other reasons and not attributable to road (such as mechanical failure of vehicles/ driver's fault or any other reason). In such case, no further engineering interventions are required and it should be declared so.*

4.2. *In case a particular RABS may not require any long-term permanent measures, but require only short term or simple measures like road signs/ markings, etc., it should be declared so. These measures should be proposed for immediate implementation by the Executive Engineers.*

4.3. *In case road related deficiencies causing accidents are identified, it should be clearly ascertained whether sufficient land is available for implementing the remedial measures.*

4.3.1. *In case land is not available for implementing the permanent remedial measures, short-term measures such as adoption of adequate and proper traffic calming measures, installation of road signage, road markings, speed breakers, repair of damages should be proposed, which shall be taken up immediately and completed within 3 months of identification of such black spot. The progress of the implementation of these remedial measures should be reported to the Road safety Cell of Works department every month.*

4.3.2 *The Executive Engineers may follow the instructions of R&DM Department Guidelines on direct purchase of land from private parties for initiating proposal for long-term remedial measures on those black spot stretches.*

4.3.3 *In case land is available for long term remedial measures, proposal along with supporting documents like photographs, drawings & detail estimate should be forwarded to Road Safety Cell for scrutiny and approval.*

The Committee shall submit its report to the Road Safety Cell. The assessment/ investigation report of the Committee shall incorporate the location of RABS, length of black spot stretch, reason of accidents, proposed remedial measure, and date of such inspection with photographs of such RABSs for better understanding & appreciation. On the basis of above, necessary action for removal of accident Black spots may be taken up by the concerned Executive Engineer, as per the following approach.

5. **Framing of proposals and their implementation:**

- a) The accident black spots sites where long term permanent measures are required should be got surveyed and a base map is to be prepared giving all the road related features, road side features, superimposing the proposed remedial measures on the base map. An estimate for executing these remedial measures should be prepared as per usual procedure adopted for road works of the State.
- b) The preparation of such proposal including survey, investigations/ estimates shall be carried out by procuring the services of Consultants or through in-house trained Engineers of State.
- c) The execution of remedial measures after the sanction/ approval shall be carried out through a contract to be awarded through bidding. However, in case the black spot is identified at location where works are going on, the Executive Engineer may choose to carry out the work through variations, within the provisions of that contract to save time.

5. **Feedback on effectiveness of remedial measures taken:**

After completion of the works for remedial measures, the Executive Engineer should obtain road accident data of the location/ stretch from concerned Police Authority and should communicate to the concerned Superintending Engineer(R&B) and Road Safety Cell every year till three (3) years after completion of implementation of remedial measures or the declaration of the remedial measures as effective by Road Safety Cell, whichever is later.

Oliver
4/11/14

Engineer-in-Chief-cum-Secretary to
Government