

**Speed Breakers on Highways**

3483. DR. T.N. SEEMA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government is aware that high speed of vehicles plying on highways in city limits is the reason for many accidents and deaths on the roads;
- (b) if so, the details thereof and the remedial action taken thereon;
- (c) whether absence of speed breakers has been one of the foremost reasons for these accidents;
- (d) if so, the details thereof and if not, the reasons therefor;
- (e) the norms laid down by the Indian Road Congress for construction of speed breakers on highways in city limits; and
- (f) the steps taken by Government for provision of speed breakers for control of vehicular speeds on highways within city limits?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI KRISHAN PAL): (a) to (d) Road accidents are caused due to the complex interaction of a number of factors including over speeding. These include driver's fault, mechanical defects in the vehicles, fault of pedestrians, bad road, bad weather, increase in vehicular population, increase in population, heterogeneous traffic etc. It may not be possible to pin point any one reason for road accidents. There were 223902 road accidents during 2012 due to exceeding lawful speed on all road including National Highways. The Ministry has taken the following steps to minimize road accidents on the National Highways:-

- (i) The Government has formulated a National Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws etc.
- (ii) The Ministry has adopted a multi pronged strategy to address the issue of road safety based on four E's of Road Safety viz. (i) Education (ii) Enforcement (iii) Engineering (roads as well as vehicles) and (iv) Emergency care.
- (iii) During the design of National Highways, due care is given for provision of service road, Pedestrian Under Pass (PUP), Vehicle Under Pass (VUP), Foot Over Bridge (FOB), flyover to avoid accidents for road users. Engineering

measures such as appropriate road geometry, alignment and sight distances are adopted in the design of new and in improving existing highways. Further, road signages, road marking, delineators etc., as per requirement, are also being provided on National Highways.

(iv) Road Safety Audit of selected stretches of National Highways/ Expressways.

(v) The 192 National Highway Administrators notified under National Highways (Land & Traffic) Act 2002 have been designated as nodal officers for road safety for monitoring road safety measures on the NHs under their jurisdiction which would *inter alia* include monitoring of deployed resources such as ambulances, cranes, maintaining data base on road accidents within their jurisdiction, treatment of black spots and training of first responders on trauma care on NHs etc.

(e) The broad justification for the use of speed breakers under difference circumstances, design of speed breakers, placement and specification for speed breakers etc. are in the guidelines of Indian Road Congress (IRC) publication namely Tentative Guidelines on the Provision of Speed Breakers for control of Vehicular Speeds on Minor Roads - IRC:99-1988. Some of the important clauses are given in the Statement (See below).

(f) As per Ministry's policy, speed breakers are not permitted on National Highways. However, the Government has been identifying the accident prone spots on National Highways and taking remedial measures such installation of caution boards, rumble strips, etc.

#### **Statement**

*Various Clauses of Tentative Guidelines on the provision of speed breakers for control of vehicular speeds on minor roads" IRC:99-1988 published by Indian Road congress*

Clause 2.2: A number of engineering measures are available to control vehicular speed. Some of these are posting of mandatory speed limit, signs, use of flashing beacons to alerts drivers. Road of various types, etc.

Clause 2.3: Yet, There may be cases particularly on secondary/ tertiary road and on residential streets in urban areas, where certain physical constrains may become necessary for effecting control on vehicular speeds. In this regard, three types of devices, namely, speed breakers rumble strips and width restriction have been uses successfully.

Clause 4.1: Use of speed breakers is justified primarily under the following three circumstance:

1. T-intersection of minor road with rural trunk highways, characterized low traffic volumes on the minor roads but very high average operating speed and poor sight distances. Such locations have a high record of fatal accidents and as such a speed breaker on the minor road is recommended;
2. Intersections of minor roads with major roads, and mid-block sections in urban areas where it is desirable to bring down the speeds; and
3. Selected local streets in residential areas school, college or university campuses, hospital, etc. Also in areas where traffic is observed to travel faster than be regulated or safe speed in the area.

Clause 4.2: Other places where these may be used include:

1. Any situation where there is a consistent record of accidents primarily attributed to the speed of vehicles e.g. when hazardous sections follow a long tangent approach;
2. Approaches to temporary diversions;
3. Approaches to weak or narrow bridges and culverts requiring speed restriction for safety;
4. One the minor arms of uncontrolled junctions and at railway level crossings;
5. Sharp curves with poor sight distance; and
6. Places of ribbon development, where road passes through built-up areas and vehicles travelling at high speeds are a source of imminent danger to pedestrians.

#### **Construction of NH 200 and NH 43**

†3484. DR. BHUSHAN LAL JANGDE: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the tender for construction of Raipur-Bilaspur (NH200) and Raipur-Dhamtari (NH43) has been approved;
- (b) the reasons for stalling the construction work of Raipur-Bilaspur highway;
- (c) whether Government would issue directions for construction of four-lane road on abovesaid routes without further delay; and

---

†Original notice of the question was received in Hindi.