

Himachal Pradesh
Public Works Department
No.PW-M&P-Road Safety /2020-21- 13009 - 13105

Dated: 12/01/2021

To

The Chief Engineer (SZ),
HPPWD, Nigam Vihar, Shimla

The Chief Engineer (MZ),
HPPWD, Mandi.

The Chief Engineer (HZ),
HPPWD, Hamirpur.

The Chief Engineer (KZ),
HPPWD, Dharamshala.

The Chief Engineer (NH)
HPPWD, Nigam Vihar
Shimla-2

Subject: Policy for Monitoring Mechanism to see effectiveness of remedial action taken to rectify the Blackspots.

Enclosed please find herewith a copy of letter No. PWD (C)F(10)-21/2020 dated 29th December 2020, received from the Pr. Secretary to convey the approval of the Government for the Monitoring Mechanism Policy to see effectiveness of remedial action for the Blackspots.

In view of above, it is requested to go through the content of the approved policy and take necessary action accordingly.

DA: As above.

Engineer-in-Chief,
HPPWD, Nirman Bhawan,
Nigam Vihar Shimla-2

Copy to:

1. The Pr. Secretary (PW) to the Govt. of Himachal Pradesh for information please.
2. All the circle Superintending Engineers in HP.PWD (except Mech./Elect.) for information and necessary action.
3. All the divisional Executive Engineers in HP.PWD (except Mech./Elect.) for information and necessary action.
4. Executive Engineer (I.T.) in this office for uploading the approved policy on site.

Engineer-in-Chief,
HPPWD, Nirman Bhawan,
Nigam Vihar Shimla-2

FR
Chakraborty
12/01/2021
uploaded on
deptt. website.
JE (IT)
JOA (IT)

No. PWD(C)F (10)-21/2020
Government of Himachal Pradesh
Public Works Department

From

Principal Secretary (PW) to the
Government of Himachal Pradesh

To

✓ The Engineer-in-Chief,
HP PWD, Shimla-2.

Dated Shimla-2, the 29th December, 2020.

Subject:- Draft Monitoring Mechanism to see effectiveness of
remedial action taken to rectify the Blackspots.

Sir,

I am directed to refer to your letter No. PW/M&P-Road
Safety/ 2020-21-11621-11623 dated 29-10-2020 on the subject cited
above to convey the approval of the Government for the draft
Monitoring Mechanism to see effectiveness of remedial action taken
to rectify the Blackspots in Himachal Pradesh, as per Annexure-I.

You are, therefore, requested to take further necessary
action accordingly.

Yours faithfully,

(Vinay Singh)

Special Secretary (PW) to the
Government of Himachal Pradesh.

Sd/- 31/12/20
1789

31/12/20

8701 ✓

31.12.20

EE(M)

JE (Road Safety)

Speak to

4.1.2021

**Himachal Pradesh
Public Work Department**

Policy for Monitoring Mechanism to see effectiveness of remedial action taken to rectify the Black spots:

1. Background:

- The Hon'ble Supreme Court Committee on Road Safety vide letter dated 15.10.2020 desired to prepare a **"Monitoring Mechanism to see effectiveness of remedial action taken to rectify the Black spots"**
- At present, no systematic protocol is followed for monitoring of the already identified and rectified black spots. Further, no unique ID number has been assigned to the black spots identified by the Police and other agencies.
- The State Public Works Department (PWD) has decided to assign a unique ID number to each identified black spots for ensuring effective monitoring and evaluation from time to time to reduce number of accidents, fatalities, grievous injuries on road network.

2. Black spots Definition:

"The Road Accident Black spot in the State of HP would be a stretch of NH or other category of roads (SH/MDR/other roads) of about 500 m in length in which either 5 road accidents (in all three years put together involving fatalities/grievous injuries) took place during last three calendar years or 10 fatalities in at-least 2 accidents (in all three years put together) took place during last three calendar years."

The above definition for black spots can be separated into two different main criteria:

Criteria-I: Stretch of about 500m length in which 5 road accidents involving fatalities/grievous injuries (overall three years) occurred during the last 3 calendar years.

Criteria-II: Stretch of about 500m length in which 10 fatalities in at least two accidents (overall three years) occurred during the last 3 calendar years.

3. Remedial Measures for Rectification of identified Black spots:

Remedial measures for rectification of the identified Black spots on basis of above definition shall be investigated and rectification is done as per Standard Protocol of the department.

4. Monitoring & Evaluation:

It is important to establish the effectiveness of the safety mitigation works undertaken by implementing agency. The treated blackspot location shall be visited by Road Safety Cell at Circle level to monitor the progress of remedial measures and assess

the impact of the remedial measures in terms of reduction in accidents, fatalities and grievous injuries.

The first step will be on evaluating whether the treatment has been successful in achieving its objective of reducing the number of accidents. This, therefore, requires comparison of accidents of target locations / sites "before" the treatment with the number "after" and study whether any other accident type of has increased.

The statistical analysis will be carried out to determine the change in the frequency of accident is by chance or due to mitigation measures implemented at various locations /sites.

A video film shall be prepared on each location to assess the change scenario i.e. traffic plying behaviour on black spot location after implementation of mitigation measures.

To ensure the effectiveness of remedial measures of the rectified black spots, the monitoring mechanism will be as under:-

- a) **Monitoring:** The Junior Engineer In-Charge of Section will keep records of all accidents and black spots of his section in a register and submit the consolidated information to the concerned Sub Divisional level. The concerned Junior Engineer In- Charge of Section will monitor the rectified black spots (where remedial counter measures have been carried out) and maintain the data of accidents / fatalities every year for three consecutive years on prescribed Performa (**Format-A**). Thereafter, to monitor the effectiveness of the remedial measure the concerned Junior Engineer will communicate the same through respective B&R Division HPPWD to Superintending Engineer (M&P)-cum-Chairman Road Safety Cell O/o Engineer-in-Chief, HPPWD, Shimla-2.
- b) **Evaluation:** The PWD Sub Divisional field officers will evaluate the rectified black spots on yearly basis upto three years and maintain the data on prescribed Performa (**Format-B**) of accidents/fatalities/injuries and submit the same to the Chairman, Road Safety Cell at PWD, HQ Shimla, through respective B&R Divisions to Superintending Engineer (M&P)-cum- Chairman Road Safety Cell O/o Engineer-in-Chief, HPPWD, Shimla-2. On the basis of any accident/fatality occurred in the first year the causes of accidents shall be investigated as per the protocol within one month and additional counter measures shall be taken and executed within two months thereafter. The same procedure shall be repeated subsequently for the second and third year. After the period of three years, it is expected that, after any accident

during any year/years all the counter measures put in are in working condition and site will not have any contributing faulty road design factor for the crash.

Since every crash is as a result of combined effect of human factors, road environment & Vehicle characteristics in different proportions, therefore, after three years concerned road safety agencies such as Police and Transport shall also study and evaluate the non-engineering counter measures, taken during the evaluation period and its impact upon the reduction of accidents at site, such as, presence of Police staff to regulate traffic, road side vendors, increase in speed surveillance, overload etc.

Some road safety studies have found that after a black spot site is treated, there is some 'migratory effect' resulting in accidents adjoining to the treated site where similar road conditions exist. Therefore, after three year period of post treatment, the accident data adjoining to the treated site will also be studied. The investigations and counter measures shall be accordingly taken up and implemented as per above mentioned procedure.

The Police, at black spots, shall also keep data/record of minor reported and unreported accidents at site during three year period and share this data with PWD, so that the factors causing accidents could be investigated and appropriate counter remedial measures be carried out. The reported/unreported accidents with minor and no injury taken into the accident data base, would help in site investigations and taking up counter remedial measures. Accident data unreported to police can be collected from insurance companies, who settle vehicle damage claims. The State would endeavour mandate to insurance companies to settle claims only if accident is reported to Police by the owner. The report, of injury from the local hospital or from the repair agency for vehicle damage at regular intervals would also be helpful in building accident data base in treated black spots.

The above measures would help in effective monitoring of accidents of treated crash sites after counter measures are put in place and effectiveness of non-engineering and engineering counter measures at black spots.

Monitoring of Rectified Black-Spots in HP

Remarks

[illegible]

Evaluation of Rectified Black-Spots in HP

[illegible]