



सत्यमेव जयते

भारत सरकार  
Government of India  
सड़क परिवहन और राजमार्ग मंत्रालय  
Ministry of Road Transport & Highways  
परिवहन भवन, 1 संसद मार्ग, नई दिल्ली - 110001  
Transport Bhawan, 1 Parliament Street, New Delhi- 110001



No. RW/NH-29012/1/2015/P&M(RSCE)

Dated: 14.01.2016

**Office Memorandum**

**Sub: Road Safety Audits/Supplementary road Safety Audits on National Highways/Expressways- guidelines regarding.**

Road Safety Audits (RSA) are essential for improvement of road safety and prevention of accidents. Audits are required at all stages, be it feasibility, design, construction or pre-opening. Audits are also to be carried out on existing NHs and for improvement projects.

2. The audits are to be carried out objectively and the recommendations made with sufficient reasoning based on relevant data/information. However, it is often found that Detailed Project Reports (DPRs) prepared for improvement projects are lacking in some of the data/ details required for supporting the recommendations of the road safety audit. Similarly, the road safety audits on National Highways where, improvement projects are not recently completed or DPRs for such projects are not prepared need base maps and basic details required for carrying out the audits.

3. The Manual on Road Safety Audits i.e., IRC:SP-88-2010 (or any latest revision of this document) is a basic document covering various aspects of road safety audit including audit process, principles for safe road design, check lists for guidance of auditors etc. However in view of different aspects detailed in para 2 above, which are specific to the Indian scenario, the following additional guidelines need to be followed while carrying out the road safety audits on NHs:

3.1 Road safety audit report should give safety concerns & recommendations with full reasons and explanation to enable informed decision making regarding safety.

3.2 Basic data pertaining to site /traffic /regional development is required to make recommendations to address various safety concerns. However, in case such data is not available in Detailed Project Reports (DPRs)/Feasibility Reports (FRs), such data collection shall be the responsibility of the audit team and considered part of road safety audit (Detailed data required for design of recommended facilities need not be collected as part of road safety audit).

3.3 The road safety audits shall be carried out for each Km (Km-wise) covering all aspects of road safety related to road/road environment so that, no significant safety concerns are left unnoticed.

3.4 Adequate time period may be given to the audit team for carrying out detailed audit, bringing out all the safety concerns/recommendations collecting additional data/ information through requisite survey/ investigations. The copies of the DPR/other details available with client in respect of the stretch for which the audit is proposed should be made available to the prospective audit teams at the time of



inviting the proposals for the audit to enable them assess the requirement of resources for carrying out the audit comprehensively as brought out in these guidelines.

3.5 Commencement meeting and completion meeting with road authorities / design team by the audit team are compulsory for all road safety audits so that, project context and audit concerns are well understood by both audit members & design team / road authorities repressively.

3.6 Draft audit report and its recommendations may be discussed in the completion meeting before the audit report is submitted to road authority taking due care that it does not influence the audit team too much, vitiating the independence of the audit process. Only the project context and safety concerns in general may be discussed in the commencement & completion meetings respectively.

3.7 Reasoned / well explained audit report should be submitted to the road authorities (client for the road stretch).

3.8 On the audit report submitted by the audit team, Client should furnish a "Client response" to audit team after thoroughly considering the audit observations / recommendations.

3.9 On receipt of Client response, audit team should furnish back to client a consolidated "Client response" together with "Audit observations on client response" as a supplementary to audit report which would be treated as part of the audit report. This approach ensures independence /impartiality/objectivity of the entire exercise of road safety audit.

3.10 Different aspects of traffic/socio-economic parameters specific to Indian conditions should be duly taken into account while identifying safety concerns and while making audit recommendations.

3.11 In recommending remedial measures to the identified safety concerns by the audit, scope of the project, its cost range and other improvement projects in contemplation on the stretch under consideration should be duly considered.

3.12 Pre-opening stage audit may be considered as the 'Road safety audit to be mandatorily carried out before officially declaring the commencement of commercial operations on a newly constructed / newly improved road of specified size specified by the road authority '. The Road authority concerned should formally declare commencement of commercial operations on a newly constructed/improved road after ensuring that a road safety audit is carried out and the identified safety concerns are suitably addressed.

3.13 In case of safety audit of existing roads where no major improvement/capacity augmentation is neither in progress nor is in contemplation, essential traffic data / accident data/site condition data / regional development data which are required to make recommendations on a sound basis need to be collected by the audit team to the extent those are not available in the recent reports (where the data from other recent reports is used the source is to be clearly mentioned). Base map





(plan/profile) with all details of existing road & road environment is to be prepared and used for carrying out road safety audit. This base map will be part of audit report of the road safety audit of the existing road.

3.14 At least one road safety audit is to be mandatorily carried out preferably at design stage (DPR Stage) for all capacity augmentation projects of 5km length or more. In case the RSA is not carried out at design stage due to any constraints, the RSA carried out at a subsequent stage should cover the design related aspects also i.e., it should be a combined RSA covering DPR Stage and the subsequent stage under consideration. Such requirements are to be clearly specified by the client while procuring Road safety audit.

3.15 For capacity argumentation projects of 50 km or more there should be one RSA at DPR stage and one at pre-opening stage.

3.16 For expressways, all 4 stage audits are mandatory (FR stage/ DPR stage/during construction/pre-opening).

3.17 For special or complex projects where the road authority considers it appropriate, road safety audits at different stages including 'During construction' can be carried out.

3.18 In case of BOT/DBFOT/EPC projects where the standard contract documents contain more stages of road safety audits than the above stated minimum, the provisions about stages of audit in the respective standard documents would prevail.

3.19 Composition of audit team for different sizes of projects, their qualifications should be explicitly included by the Road authority while inviting audit proposals for Road Safety Audits. Minutes of the commencement & completion meetings of Road Safety Audit are to be prepared by the audit team and are to be made part of the audit report.

3.20 The road safety audit is an important and serious activity which is vital for enhancing road related safety of all categories of road users and should bring out issues related to guiding/ persuading the road users into desirable ways of on-road behavior through design.

3.21 Towards making the road safety audit, a serious, carefully carried out task, the audit team including the team leader should record a Certificate as per the following format at the end of the audit report and 'initial' all pages of audit report. Format of certificate is as below:

I, [Name], team leader of the Road safety audit team of the stretch of road [Name of the road stretch] along with other members of audit team whose signatures are appended below have carried out the road safety audit at [..... Stage] of the above road stretch with due diligence and brought out safety concerns and recommendations to address those concerns in the above road safety audit report. I, along with my audit team members trust and believe that the road stretch shall be safe for use of all categories of road users expected to use this stretch after the audit recommendations given in the audit report are implemented.



Audit Team  
Member -1

Name:-.....  
Contact Details:-.....  
Dated:-

Audit Team  
Member -2

Name:-.....  
Contact Details:-.....  
Dated:-.....

Audit Team  
Member-3

Name:-.....  
Contact Details:-.....  
Dated:-.....

Team Leader

Name:-.....  
Contact Details:-.....  
Dated:-.....

4. This issues with the approval of competent authority. This may be circulated to all concerned.



(Ravi Prasad)

Chief Engineer (Road Safety)

To,

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs dealing with National Highways, other centrally sponsored schemes.
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110 010.
5. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
6. The Managing Director, NHIDCL, PTI Building, New Delhi-110001.

Copy to:

1. All Technical Officers in the Ministry of Road Transport & Highways

2. All ROs and ELOs of the Ministry
3. The Secretary General, Indian Roads Congress
4. The Director, IAHE
5. Technical circular file of S&R (R) Section
6. NIC-for uploading on Ministry's website under "What's new" and "Road safety cell (Engineering)"

Copy for kind information to:

1. PS to Hon'ble Minister (RTH&S)
2. PS to Hon'ble MOS (RTH&S)
3. Sr. PPS to Secretary (RT&H)
4. PPS to DG (RD) & SS
5. PPS to SS&FA
6. PS to ADG-I/ ADG-II
7. PS to JS (T)/ JS (H)/ JS (LA&C)/ JS (EIC)

