

A PROPOSED ADDITIONAL LAYER IN ROAD-SAFETY INVESTIGATION

ROAD SAFETY– ENERGY HYGIENE®

Investigating persistent accident-prone road zones where conventional risk factors may not fully explain repeated events



THE QUESTION

When accidents repeatedly occur at the same location—even after recognised safety measures are applied—should the road environment itself receive an additional, structured investigation?

A new wing within the Energy Hygiene Framework

Aura Research Foundation proposes Road Safety–Energy Hygiene as an investigational approach to identify, map and mitigate unusual environmental energy patterns reported at selected road black zones or dark zones.

MAP	MITIGATE	MEASURE
Frequency-specific zones and points	Apply a patented, range-matched protocol	Reassess and monitor road-safety outcomes

PATENT POSITION • System and method granted patent protection in Germany; Indian patent application under process, by founders of Aura Research Foundation.

What may be different at a persistent black zone?

A road-accident black spot is first a conventional road-safety problem. Geometry, speed, visibility, surface condition, signage, traffic mix, weather, driver behaviour and vehicle condition must all be investigated and corrected. The Foundation’s proposal is to examine an additional environmental factor when repeat events remain disproportionate or insufficiently explained.

FOUNDATION FIELD OBSERVATION

Using OMRDA-based assessment, disturbed zones at some accident-prone locations were reported to extend across several metres—broader than the approximately 1–5 metre zones commonly observed by the Foundation in household assessments.

Three reported signatures

SIGNATURE A ≈100–350 Hz	Lower non-adaptive band Very high-amplitude responses reported across disturbed Hartmann-grid-like zones.
SIGNATURE B 671–752 Hz	Upper adaptive-frequency depletion Specific points reported to reduce responses in the working bands associated within the framework with the third-eye and crown chakras, and with brain/nervous-system energy functions.
SIGNATURE C >752 Hz	Upper non-adaptive band Very high-amplitude responses reported at discrete points or within the broader affected stretch.

Why night-time study matters

The Foundation reports that these responses can be approximately three times stronger at night at observed sites. This is a field observation requiring controlled confirmation; it supports surveying comparable daytime and night-time windows rather than relying on a single reading.

OMRDA’S ROLE An operator-mediated, frequency-referenced assessment tool used to screen, map and compare responses before and after intervention.	WHAT IT IS NOT OMRDA is not presented as a direct electromagnetic-field meter, medical diagnostic device, or substitute for independent instrumentation.
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Working ranges are approximate operational constructs used by the Foundation. Their physical meaning, biological relevance and reproducibility remain subjects for independent research.

From accident history to post-treatment verification

The patented system combines location screening, frequency-specific mapping, geo-reversal modules and point-specific concealing capsules. Implementation must be coordinated with the competent road authority and qualified civil, traffic and safety professionals.

- 1

Confirm the black-zone profile
Compile geolocated crash and near-miss history; complete engineering, traffic, lighting, signage, drainage, surface and enforcement audits.
- 2

Survey and map
Use the OMRDA protocol to mark the affected stretch, transverse zones and discrete points; record date, time, weather, operator, direction, frequency reference, response angle and spatial extent.
- 3

Select the range-matched intervention
The patent describes X/Y/Z geo-reversal modules for lower ranges and A-B/C-type capsules for identified point responses. Proprietary specifications and installation drawings govern selection.
- 4

Install under approved civil controls
Place modules/capsules within authorised trenches or bore locations, with approved utility clearances, materials, compaction, curing, reinstatement and worker/traffic safety controls.
- 5

Verify and monitor
Repeat the mapped assessment immediately after installation and at scheduled intervals. Continue conventional safety monitoring and compare crash, near-miss and exposure-adjusted outcomes.

Two complementary treatment targets

ZONE-LEVEL TREATMENT Geo-reversal modules are selected for the lower-frequency range detected and positioned to address broader crossings or stretches.	POINT-LEVEL TREATMENT Frequency-matched capsules are selected for discrete low-band, upper-band or depletion-point responses.
PRE/POST MAP The same grid, reference samples, route, direction and recording form should be used before and after treatment.	FOLLOW-UP CHECK Reassess after roadworks, flooding, major excavation or changes in repeated-incident patterns.

Important: Detailed installation must follow the granted/claimed patent specification, local road standards, utility clearances and permissions. The intervention must never delay correction of a known conventional hazard.

A responsible pilot can test the proposal

Road Safety–Energy Hygiene should progress through transparent, pre-registered and independently supervised field pilots. The strongest programme will integrate road engineering, crash epidemiology, geophysics, human factors, statistics and the Foundation’s operational method.

Suggested pilot design

BEFORE	COMPARE	AFTER
12–36 months of crash, near-miss, traffic-volume and site-condition data; repeated day/night mapping.	Matched untreated sites or stepped-wedge introduction; assessors blinded where feasible.	Repeat OMRDA maps plus 12–36 months of exposure-adjusted safety outcomes and maintenance logs.

What should be measured?

ROAD-SAFETY OUTCOMES	MEASUREMENT-SCIENCE OUTCOMES
• Crashes, fatalities and injury severity • Near misses and sudden-braking events • Traffic volume, speed and vehicle mix • Lighting, visibility, weather and road condition	• Inter-operator and test–retest agreement • Day/night and seasonal response stability • Pre/post spatial maps and amplitudes • Comparison with independent geophysical/EM measurements

Who can collaborate?

Road and highway authorities • Police and transport departments • Civil/traffic engineering institutes • Universities • Geophysics and measurement laboratories • Insurers • Road-safety NGOs • Infrastructure concessionaires

THE PRACTICAL PRINCIPLE

Engineer the known risks. Investigate the unexplained remainder. Test the additional hypothesis transparently. Adopt only what survives independent measurement and road-safety outcome evaluation.

Invitation

Aura Research Foundation invites competent authorities and academic institutions to identify suitable pilot sites, define an independent protocol and evaluate whether the patented intervention contributes measurable value alongside established road-safety practice.

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Hyderabad, India

SCIENTIFIC & SAFETY NOTICE • Road Safety–Energy Hygiene is an investigational framework based on Foundation observations and a patented system/method. Causal effects on driver function or crash incidence have not been established by independent controlled studies. It does not replace road engineering, traffic law enforcement, vehicle maintenance, medical care, signage, lighting, speed management or emergency services. No road intervention should be undertaken without statutory approvals and qualified professional supervision.

Source basis: Patent specification filed by Aura Research Foundation—“A System and Method for Forestalling Road Accidents at Black Zones”—and Foundations operational observations. Public brochure; September 2026.