

**GOVERNMENT OF TELANGANA STATE
TRANSPORT DEPARTMENT
ROAD SAFETY POLICY**

1. Preamble:

1.1. Road accidents are most unfortunate events to happen to road users and are largely preventable. The fatal accidents cause loss of valuable human lives, cause avoidable, agony, misery and pain as well as economic loss. The socio economic costs of crashes for India are estimated at 3% of GDP ¹.

1.2. According to official statistics, 1,37,572 died and 4,94,893 were injured in road crashes in India during 2013. Telangana state also has a serious road safety and public health problem. During the last ten years, the vehicular population in Telangana state registered tremendous increase from 22.33 lakhs in 2004 to 76.51 lakhs in 2014.

1.3. The state wise, year wise comparative statement of Road accidents in India is: The statement is enclosed at Annexure 1²

The statement of Accidents according to type of vehicles and objects involved is enclosed at Annexure 2³.

The statement of Accidents classified according to cause is enclosed at Annexure 2(a)⁴.

1.4. The number of road accidents in the past four years in Telangana are ⁵

Year	No. of Accidents	No. of persons	
		Killed	Injured
2011	20429	7116	24187
2012	19468	6959	23104
2013	20360	6834	23111
2014	20078	6906	21636

1.5. The causes of these road accidents are mainly due to human error. Over speeding, drunken driving, Rash and negligent driving, Violating traffic rules, avoiding safety gear like seat belts and helmets, distraction to drivers, defects in road design and defects in vehicles are some causes. Drivers, pedestrians, passengers, vehicles, road conditions and weather conditions are all different factors contributing to road accidents.

Source :
 1 Estimated by Dr.S.Gangopadhyay, Director, CSIR-Central Road Research Institute in 2013.
 2 Road Accidents in India (2013) New Delhi, Transport Research Wing, Ministry of Road Transport and Highways (MORTH).
 3 and 4 Office of Director of General of Police, Telangana.
 5 Office of Director General of Police, A.P.

- 1.6. These accidents can be prevented by improving road infrastructure, vehicle design, identification of black spots and their rectification, strict enforcement of traffic rules using intelligent transport system and road safety campaigns to increase awareness about road safety.
- 1.7. Road safety is absence of accident. Govt of Telangana State while defining State Road Safety Policy states its commitment to bring about 50% reduction in fatalities resulting from Road accidents by initiating focussed actions by 2019.

2. Policy Statements:

In order to achieve a significant improvement in road safety, the Government of Telangana is committed to

2.1. Strengthening/ Enabling Legal, Institutional and Financial Environment for Road safety.

The Government of Telangana will take appropriate measure to ensure that the required Legal, Institutional and Financial Environment for Road safety is further strengthened and mechanism for effective coordination for various stake holders is put in place. The reforms in these areas would provide for active and extensive participation of the community at large, of the private sector, academia and NGOs.

2.2. Improvement of Safety of Road Infrastructure.

The Government will take measures to review standards pertaining to safety in the design of rural and urban roads and bring them in consonance with international best practices keeping in view Indian traffic conditions. Continuing application of Intelligent Transport Systems (ITS) to establish a safe and efficient transport system will be encouraged.

2.3. Safer Vehicles.

The Government will take steps to promote safety standard in vehicles through statutory periodic inspection as an essential check on road worthiness of all vehicles, phasing out old vehicles and ensuring compliance of provisions of motor vehicle laws as well as pollution and safety norms.

2.4. Safer Drivers.

The Government will strengthen the system of driver licensing and training to improve the competence and capability of drivers.

2.5. Safety for vulnerable road users.

The design and construction of all road facilities (rural and urban) will take into a count the needs of non motorized transport and the vulnerable and physically challenged in an appropriate manner. The Government will seek to disseminate 'best practices' in this regard to town planners, architects and highway and traffic engineers.