



Government of Jammu and Kashmir
Transport Department Civil Secretariat Srinagar

Subject:- The Jammu and Kashmir Road Safety Policy.

Ref:- F.No.44/CoRS/2014 dated 03.03.2015 from the Secretary Committee on Road Safety, Supreme Court of India, New Delhi.

Government Order No. 64-TR of 2016.

Dated: - 08 - 09 - 2016.

In pursuance to the recommendations dated 03.03.2015 made by the Committee, constituted by the Hon'ble Supreme Court of India in Writ Petition (Civil) No. 295/2012 titled S.Rajaseekaran Vs Union of India & Others, duly approved by the State Road Safety Council. The Government hereby notify "The Jammu and Kashmir State Road Safety policy" forming annexure to this order:-

By order of the Government of Jammu and Kashmir.

Sd/-

(Bipul Pathak) IAS

Commissioner/Secretary to Government
Transport Department.

NO:-TR/SRSC/07/2015

Dated: - 08 - 09 - 2016.

1. All Administrative Secretary _____
2. Divisional Commissioner Jammu / Kashmir.
3. Transport Commissioner J&K Srinagar.
4. Inspector General of Police (Traffic) J&K Srinagar.
5. All Deputy Commissioner _____
6. Shri. S.D. Banga, Secretary Committee of Road Safety Supreme Court of India.
7. Spl. Assistant to Chief Secretary J&K Srinagar for kindly Information of Chief Secretary
8. Spl. Assistant to Hon'ble Minister of State, Transport (Independent charge) for kind information of Hon'ble Minister.
9. Shri Sunil Fernandez, Advocate on Record Supreme Court of India for filing of requisite response in the Hon'ble Supreme Court.
10. Regional Transport Officer Jammu/Kashmir/Kathua.
11. Private Secretary to Hon'ble Governor J&K, Srinagar for information.
12. Pvt. Secretary to the Commissioner/Secretary to Government Transport Department, for information to Commissioner Secretary.
13. All ARTOs _____
14. General Manager Government press Srinagar for publication in an extra ordinary issue of the Government Gazetted.
15. In-charge web-site.
16. Govt order file (w.2.s.cs).

(Rajeshwar Singh Charak) KAS
Deputy Secretary to Government
Transport Department



**Government of Jammu & Kashmir
Transport Department,
Civil Secretariat**

ROAD SAFETY POLICY

PREAMBLE

The primary mode of transport in J&K is road transport. The mix of vehicles in the road transport system in J&K is diverse. Road Transport has been found to be a major contributor of accidents, fatalities and injuries. With the ever increasing urbanization, and migration to city and towns has put enormous pressure even on the city roads. On the other hand, hilly districts of the state, which form most of the area of the State of J&K, have witnessed major road accidents due to specific features of hilly terrain.

The efficient, effective and planned transport system is thus not only a desire to be implemented but rather a commitment to manage Road Safety challenges. This requires expansion of capacities, better road engineering, modernization of transportation modes, development of urban transportation, development of trained and skilled human resources and more importantly to organize and introduce efficient and effective traffic management system.

VISION AND OBJECTIVES

Government of J&K is committed to take steps to save the precious lives which are lost in the road accidents and to take comprehensive measures covering engineering, architecture, enforcement, education, emergency care and use of advanced technology to stop and reverse increasing trend of road accidents, number of deaths and injuries. The objective of the policy is to provide safe road and safe passage to users for both personal as well as commercial transport modes. The intent is to reduce the fatalities and injuries by 20% by the year 2020 considering 2016 as the base year.

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1. MEANS TO ACHIEVE OBJECTIVES

To realize the vision and objective of this policy, the Government commits itself to take following measures:-

1) SAFE ROADS AND MOBILITY

- Black spots have been found to be the main cause of the road accidents. The black spots thus shall be identified as per the protocol i.e. annual time table to be drawn up by R&B Department for necessary rectification. Moreover, it is proposed that in order to implement Road Safety initiatives, new developments of roads will be put to safety audit system and the design of roads will also follow a protocol to avoid any future black spots in the network. Government will create a permanent task force for this purpose.
- All the existing and new roads shall be equipped with standard traffic control features like Signs, Marking, Crash Barriers, Delineators and **natural plantation barrier alongside the road etc.** The State does not have any road declared as State Highway. Initiatives shall be taken to upgrade all major roads in the State and classify important roads as State Highways under a standard protocol.
- The encroachment of roads, pathways and pedestrian paths has become one of the reasons for road accidents and congestion. In order to provide safer roads, the removal of encroachment of roads and pathways shall be strictly enforced. Police, Municipal Corporations and Municipal Committees shall be made accountable to ensure encroachments on roads, pathways and pedestrian paths are removed. **To ensure free flow of Traffic on all Roads, the provisions of Ribbon Development Act shall be strictly implemented.**
- In order to provide safer roads and mobility, the Government after due process and consultation with stake holders, shall declare certain business areas as traffic free areas. The Government will encourage the general public to walk shorter distances.

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- In order to decrease the vehicle population on roads, the Government will adopt innovative features and modernize the public Transport System. In order to achieve the objective, the Government will increase the operations of J&K State Road Transport Corporation and shall also encourage private bus owners to introduce smart buses to reduce private transport as far as possible.
- Safer roads and free mobility cannot be achieved unless sufficient parking spaces are made available. Development Authorities are already entrusted with responsibility to create more parking spaces but it be endeavor of the Government to encourage non-governmental institutions/individuals to develop private lands for parking purpose. Building by-laws shall be amended to make it happen and to provide incentives to encourage this. In addition to this Government will encourage setting up of modern Bus Terminals on a Public Private Partnership (PPP).
- No new commercial vehicle shall be allowed to be registered and introduced in the State without installing speed limit device (Speed Governor) as is now required under Motor Vehicle Rules.

2) **Institutional Framework & Funding**

- In addition to this, the Government vide SRO-52 dated:01-02-2012 has constituted a High Level State Road Safety Council headed by Chief Secretary. The Council is tasked with responsibility to advice the Government for steps to be taken for achieving the objectives of safe roads.
- Govt. shall setup legal/Institutional framework for road safety through appropriate legislation. The Legislation will also including set up of a dedicated Road Safety Fund for undertaking various activities for improving the road safety in the state to bring down the incidents of road accidents and resultant death, injuries and the consequent social and economic loss to the State. The State Safety Council will also be given legal cover under this legislation.

- Funding of Road Safety measures shall be achieved through dedicated funding for Road Safety initiative. The Government shall raise such fund from the share of Taxes, fines, Cess, levied under Motor Vehicle Act.
- Parliamentarian/legislators shall be requested to use some portion of constituency development fund for undertaking road safety works.
- The business/industrialists and others from the public shall be encouraged to contribute and donate towards the Road Safety Fund.

3. EMERGENCY MEDICAL SERVICES FOR ROAD ACCIDENTS

- In order to reduce fatalities and deaths, effective post-crash response shall be a great help, as such creating of network of Trauma Health Care facilities on National Highways and State Highways shall be the Endeavour of the Government.
- In order to increase post-crash response, Trauma Health Care Centers shall be established at accident prone stretches of the roads with critical care ambulances and basic life support devices. The Government will strengthen the Hospitals/Primary Health Centers nearer to roads to cater the requirements of post-crash responses.
- The District Administration shall be sensitized to establish first response care through community living on the road sides and train able bodied persons living along National Highways/State Highways in the art of Trauma Care.
- The principle of "bring them alive", "Keeping them alive" till they reach hospital/trauma centre can be achieved, if critical ambulances reach the accident spot(s) without any loss of time. Hence, it shall be the endeavor of the Government to provide clear route path for ambulances or other alternate transport through a legal mechanism. In this regard, the Home Department shall formulate standards and protocols for providing obstruction free path to critical trauma patient carrier. Police, Home guards, School Teachers and local health workers shall be made part of

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this legal mechanism to provide obstruction free road to trauma patient carrier.

- To improve communication system available with police & other emergency services as a means to reduce response time and to assist in planning and implementation of Traffic Aid Post Scheme.
- To train police, fire and other emergency service personnel such as those on ambulances and paramedics involved in basic first aid for road crash victims.
- To involve Volunteers of organizations like Civil Defense Organization, Red Cross, develop local and regional trauma plans based on study of post-accident assistance and consequences for road traffic accident casualties.

4. ESTABLISHMENT OF SAFE TRANSPORT INFRASTRUCTURE

- In order to improve Road Safety, it shall be the endeavor of the Government to provide safe transportation infrastructure, systematic improvement of safety for impaired/elderly and children shall be ensured during the mobility.
- Operation of smart transportation modes with GPS/GIS Vehicle Tracking System and CCTVs by Public/Private Transporters shall be encouraged.
- In order to provide safe transportation infrastructure, advanced Weather Information Centers shall be established at different places on National Highways and State Highways.
- The Government will ensure that Municipal Corporation and Municipalities establish, install, monitor and maintain traffic signals at all crossings to ensure safe and pleasant driving.
- The Government will take steps to ensure that safety aspects are built in at the state of design, manufacture, usage operation and maintenance of all types of vehicles in line with prevailing standards in order to minimize adverse safety and environment affects of vehicle operation on road users and infrastructure.

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- The behavior of a driver is the major cause of traffic/road accidents, yet investment is concentrated on road facilities under the present circumstances. It is necessary to spend some road facility budget on driver education and training to improve the competence and capability of driver. The Government shall in this regard open training/education Centers at different places of state and shall also strengthen the driving licensing system and policy to ensure that driving license holder has basic knowledge of the road safety measures.

5. ENFORCEMENT

- Violation of traffic laws and regulations has been found as one of the reasons for road accidents. In order to reduce rather eliminate violation of traffic laws/regulations; the Government shall take appropriate measures to improve and enhance the capacity of Enforcement Agencies. In this regard, the Law Enforcement Agencies shall be equipped with advanced devices to detect over speeding, red light jumping, drunken driving, illegal movement obstruction and helmet/seat belt violation.
- The Law Enforcement Agencies shall be sensitized to ensure checking of fitness of the vehicles as per the protocol/time schedule, detection of unauthorized driving and driving by minors. The Government has already introduced computerization of the Motor Vehicles Department. In order to analyze accidents data, centralized, Computerized Data Management System shall be established having the handshake with National Data Centre. The Law Enforcement Agencies will ensure that periodic Eye/Health checkup of drivers is conducted from time to time.
- To take appropriate measures to improve the capacity of Motor Vehicles Department and the Traffic Police Department.
- To take appropriate steps to ensure that the enforcement authorities are adequately strengthened, upgraded, manned, trained, and equipped and empowered to carry out their functions by ensuring safe road use and orderly

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traffic flow including the traffic situation, land use and road network planning etc.

- To form flying squads and establish check points at vital points to check the menace of overloading both passenger and goods. The penalties imposed will include Suspension/cancellation of Route Permits/Driving License and Agents License besides fine as envisaged under Motor Vehicle Act and denial of further Permits/Licenses/Agent License to the violators.
- No sale and supply of liquor shall be allowed alongside the National/State Highway.

6. RAISING AWARENESS ABOUT ROAD SAFETY, EDUCATION AND TRAINING

- Raising awareness among key decision-makers, stakeholders and **NGOs** to facilitate them for planning and promoting road safety.
- Raising awareness about the gravity of road safety issues amongst all citizens of the state and particularly the young, elderly and the infirm.
- To enlighten various road user groups with respect to their roles and responsibilities.
- Encourage inclusion of road safety awareness as part of educational curriculum for students of various age groups.
- To develop and implement road safety publicity campaigns by using the creative resources of both Government and professional agencies and NGOs for various target groups as per their respective requirements.
- Also Planning and implementing community based road safety programmes to engage local as well as non-governmental partners in the areas of road traffic safety that most affect their daily lives.
- Planning, designing and implementing training programmes for various specific groups involved in road safety management tasks e.g. Traffic Personnel, Highway Engineers, School Teachers, Town Planners, **NGOs/SHGs.**
- To establish Road Safety Clubs in schools/ Colleges/ Universities.

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- It shall be the Endeavour of the State Government to celebrate Road Safety Traffic Week in the month of January and World Road Safety Victims day on 3rd Sunday in November every year.

7. HRD, RESEARCH & INTELLIGENT INFORMATION SYSTEM FOR ROAD SAFETY.

- Improve the reporting of important details at the scene of accident shortly after the occurrence of the accident.
- Improve the storage and accessibility of all data relevant to an accident such as vehicles involved, road environment etc.
- To set up a system for identifying new areas for research with a special attention to safety of the vulnerable road users.
- To develop arrangements for the allocation of funds for research projects to be carried out by Research Institutes, Universities, NGOs.
- To consolidate the results already available from research projects and resource material nationally & internationally for widespread dissemination among engineers, concerned Departments, NGOs & road safety professionals.
- To deploy sufficient manpower for implementation of RADMS and for carrying out sufficient R&D activities for reduction of Accidents.
- In order to provide safer roads and mobility, the Government will establish centre of excellence in the State to create capacity in road safety research as well as human resource for road safety engineering within the R&B Department.

8. SOCIAL SECURITY FOR THE ROAD ACCIDENT VICTIMS

- Every accident victim to be treated on priority in nearest hospital free of cost.
- Building information system to report accidents and help the victims in the shortest possible time and provide immediate medical care without asking for any legal formalities in the first instance. In this regard, Hon'ble Supreme Court has already ordered that accident victim should be attended without any formality either by Police or Doctor. Government of India has already issued notification in this regard; Government will ensure that Good Samaritan isn't put to any legal formalities.
- In case of major injuries involving higher treatments and expenses and in some cases deaths also the next of kins shall be suitably compensated by the insurance companies through Third Party Insurance.

Sd/-

(Bipul Pathak) IAS

Commissioner/Secretary to Government
Transport Department.