



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

ROAD SAFETY POLICY OF STATE OF JAMMU AND KASHMIR

PREAMBLE

1. The increase of tragic accidents is of great concern and has to be reduced through comprehensive measures.
2. Transport System in the country consists of advanced transportation modes which include Cars, Buses, Metros, Passenger Mobility Transport, Commercial Vehicles, Water way transport and Railways. Further, Road Transport has been found major contributor of accidents, fatalities and injuries. With the ever increasing urbanization of city connecting villages and migration to city and towns has put enormous pressure 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.
3. 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 by way of expansion of capacities, road engineering, modernization of transportation modes, development of urban transportation, development of trained and skilled human resource and more importantly to organize and introduce efficient and effective traffic management system.
4. Realizing the importance of having a Road Safety Policy, the Government having in mind the precious value of the human life, has commitment to provide safe and secure roads to its people focusing sharply on the development building and also improvements in the infrastructure facilities.

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VISION AND OBJECTIVES

In the light of the Preamble of this policy, the Government of J&K is committed to take appropriate 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 passage to passenger and commercial transport modes. The objective is to reduce the fatalities and injuries by 2020 considering 2016 as the base year.

1. MEANS TO ACHIEVE OBJECTIVES

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

A) SAFER ROADS AND MOBILITY

- (i) In order to provide safer roads and mobility, the Government will establish centre of excellence across the State to create capacity in road safety research as well as human resource for road safety engineering within the R&B Department.
- (ii) 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. In order to draw up the protocol for identification of black spots on continuing basis, their removal and further monitoring to see the effectiveness of the action, the Government vide Order No: 1244-GAD of 2015 Dated: 15-09-2015 has constituted a Task Force under the Chairmanship of Administrative Secretary, Public Works (R&B) Department, with Chief Engineers and Director, National Highway Authority of India and Chief Engineer, Project Beacon as its Members.

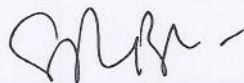
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In addition to this, the Government vide SRO - 52 dated: 01-02-2012 has constituted a High Level State Road Safety Council headed by Chief Secretary with Director General of Police and Administrative Secretaries of Finance, Home, Public Works (R&B), Planning, Urban Development, Health, Transport and Forest Departments and other as its Members. The Council is tasked with responsibility to advise the Government for steps to be taken for collecting/comparing and analyzing road accidents data, establishment of Road Safety fund, provision of Trauma and Health Care facilities to the victims of road accidents.

- (iii) 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 utilize private lands for parking purpose and in this regard may offer some incentives as well. Building bye-laws shall be amended to make it obligatory to have parking space before building permission is granted to any organization/institution/commercial entity. In addition to this Government will encourage setting up of modern Bus Terminals on a Public Private Partnership (PPP) basis.
- (iv) No new vehicle shall be allowed to be introduced in the State without installing speed limit device (Speed Governor) as is now required under Motor Vehicle Rules.

B) Road Safety Audit

- (i) 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 at pre-opening stage to avoid any black spots in the network. The Task Force created vide Government Order No: 1244-GAD of 2015 Dated: 15-09-2015, for the purpose under the Chairmanship of Administrative Secretary, Public Works (R&B) has already taken initiatives in the matter.



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- (ii) All the existing and new roads shall be equipped with standard traffic control features like Signs, Marking, Crash Barriers, Delineators, 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.
- (iii) 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 through Minister I/c Transport Department to ensure encroachments on roads, pathways and pedestrian paths are removed.
- (iv) In order to provide safer roads and mobility, the Government after due process and consultation with stake holders shall declare certain ~~areas~~ business areas as traffic free areas. The Government will encourage the general public to walk shorter distances.
- (v) In order to decrease the pressure on roads, the Government will adopt innovative features to encourage use of Public Transport System instead of Private Transport System.
- (vi) 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 to maximum possible extent.

C) POST-CRASH RESPONSE:

- (i) 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 policy of the Government.

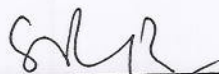


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- (ii) In order to increase post-crash response, Trauma Health Care Centers shall be established at accident prone stretches of the roads with critical care ambulances and basic life support devices. The Government will strengthen the Hospitals/Primary Health Centers nearer to roads to cater the requirements of post-crash responses.
- (iii) 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.
- (iv) 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 this legal mechanism to provide obstruction free road to trauma patient carrier.

D) FUNDING OF ROAD SAFETY INITIATIVES

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



E) **ESTABLISHMENT OF SAFE TRANSPORT INFRASTRUCTURE**

- (i) 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.
- (ii) Operation of smart transportation modes with GPS Tracking System and CCTVs by Public/Private Transporters shall be encouraged.
- (iii) In order to provide safe transportation infrastructure, advanced Weather Information Centers shall be established at different places on National Highways and State Highways.
- (iv) 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.
- (v) 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.
- (vi) The behavior of a driver is the major cause of traffic/road accidents, yet investment is concentrated on road facilities as such 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.



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F) ENFORCEMENT OF TRAFFIC LAWS AND REGULATIONS

- (i) 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.
- (ii) 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.

G) NEED FOR HIGH LEVEL COORDINATION SYSTEM


- (i) The coordination body for transportation system is essential to implement effective, efficient road traffic safety policies, as there are number of ministries and departments related to Road Traffic Safety. It is imperative to integrate and coordinate their projects in a possible way. Although, High Level Road Safety Council under the Chairmanship of Chief Secretary has been created but in order to improve overall levels of transportation safety system, it is necessary to create Road Management Administration under the Minister I/c Transport Department. The Road Management Administration shall have its members from R&B Department, Home Department, Urban Development/MVD and Health Department. The Road Management Administration will evolve institutional mechanism to clarify the roles and responsibilities of Government Organizations concerned and shall determine ways and means for effective coordination of different Organizations. The

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Government thus shall constitute a Road Management Administration to coordinate and implement effective and efficient road traffic policies by different Ministries and Departments. The Road Management Administration will be empowered to enforce accountability for the lapses by any of the departments/individuals.

H) STRATEGIES TO IMPLEMENT THE POLICIES FRAMED

1. RAISING AWARENESS ABOUT ROAD SAFETY, EDUCATION AND TRAINING

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- (i) Raising awareness among key decision-makers, stakeholders and NGOs to facilitate them for planning and promoting road safety.
 - (ii) Raising awareness about the gravity of road safety issues amongst all citizens of the state and particularly the young, elderly and the infirm.
 - (iii) To enlighten various road user groups with respect to their roles and responsibilities.
 - (iv) Encourage inclusion of road safety awareness as part of educational curriculum for students of various age groups.
 - (v) 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.
 - (vi) 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.
 - (vii) 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 etc.
 - (viii) To establish Road Safety Clubs in schools/ Colleges/ Universities.

2. PROVIDING ENABLING LEGAL, INSTITUTIONAL AND FINANCIAL ENVIRONMENT FOR ROAD SAFETY

- (i) To set up legal/Institutional framework for road safety through appropriate legislation.

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- (ii) To set up 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 deaths, injuries and the consequent social and economic loss to the state.

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

- (i) Improve the reporting of important details at the scene of accident shortly after the occurrence of the accident.
- (ii) Improve the storage and accessibility of all data relevant to an accident such as vehicles involved, road environment etc.
- (iii) Development of a comprehensive (RADMS) Road safety information database needed for operating effective safety management systems/ programmes at State, City & District levels.
- (iv) To set up a system for identifying new areas for research with a special attention to safety of the vulnerable road users.
- (v) To develop arrangements for the allocation of funds for research projects to be carried out by Research Institutes, Universities, NGOs.
- (vi) 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.
- (vii) To deploy sufficient manpower for implementation of RADMS and for carrying out sufficient R&D activities for reduction of Accidents.

4. TRAFFIC LAW ENFORCEMENT

- (i) To take appropriate measures to improve the capacity of Motor Vehicles Department and the Traffic Police Department.
- (ii) 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 traffic flow including the traffic situation, land use and road network planning etc.

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- (iii) To form flying squads and establish check points at vital points to check the menace of overloading both passengers 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.

5. EMERGENCY MEDICAL SERVICES FOR ROAD ACCIDENTS

- (i) 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.
- (ii) 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.
- (iii) 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.

6. BUILDING SOCIAL SECURITY FOR THE ROAD ACCIDENT VICTIMS

- (i) Every accident victim to be treated on priority in nearest hospital free of cost.
- (ii) 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.
- (iii) 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.