



सत्यमेव जयते

## SUPREME COURT COMMITTEE ON ROAD SAFETY

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**Immediate**  
**No. 29/CoRS/2014(Vol.3)**  
**Dated : 28<sup>th</sup> October, 2019.**

To

Shri Utpal Kumar Singh,  
Chief Secretary,  
Govt. of Uttarakhand,  
Dehradun.  
Email : [cs-uttaranchal@nic.in](mailto:cs-uttaranchal@nic.in)

**Sub: Supreme Court Committee on Road Safety – Implementation of the Committee's directions by Government of Uttarakhand to promote road safety - Regarding.**

Sir,

Kindly refer to the Government of Uttarakhand letters dated 15<sup>th</sup> July, 2019 and 18<sup>th</sup> July, 2019 regarding compliance report relating to the directions of the Committee on Road Safety.

2. The measures taken by you have been examined by the Committee. The Committee has following observations:

S. No	ISSUES	OBSERVATIIONS OF THE COMMITTEE
		<b>Overview</b>
I	Need for coordinated action by all stakeholder Departments	The Committee notes that 85.4% (380 out of 445) fatalities occurred in five districts during Jan – June, 2019 and desires that the State should set up an effective operational mechanism at the district level in these five districts, namely, Udham Singh Nagar, Dehradun, Haridwar, Nainital and Tehri, and ensure that a coordinated effort is made by all



		stakeholder Departments/agencies to reduce road accidents and fatalities. The mechanism set up at the district level should be intimated to the Committee.
		<b>Institutional Arrangements/Issues</b>
II	Lead Agency	The Committee points out that Hon'ble Supreme Court had, on 30.11.2017, ordered that all States/UTs should set up a Lead Agency by <b>31<sup>st</sup> January, 2018</b> as detailed by the Committee in its letter dated 24 <sup>th</sup> November, 2016. The Committee directs that the State should immediately comply with the Orders of the Hon'ble Supreme Court under intimation to the Committee.
	State Road Safety Council	The number of meetings held by the Council in 2019 should be intimated to the Committee.
III	Coordination between Lead Agency and the NHAI	The Committee emphasizes the need for close coordination between the Lead Agency, State Nodal Departments and the NHAI and directs that following action should be taken: a) NHAI should always depute a senior officer to attend the State Road Safety Council meetings. NHAI should also ensure that its representative regularly attends the District Road Safety Council meetings. b) Lead Agency should bring to the notice of Chairman (NHAI) all issues pertaining to NHAI which remain unresolved through the State and District Road Safety Council mechanism. c) Issues pertaining to NHAI which remain unresolved even after being referred to Chairman (NHAI) should be brought to the notice of the Committee.
		<b>ADDITIONAL DIRECTIONS</b>
IV	Annual targets and strategies for reduction of road accidents & fatalities	a) <b>Targets:</b> The Committee notes that the State has set a target of 10% fatality reduction in 2019. The Committee directs that realistic and achievable targets, separately for city and the rural areas, of each district should be set on the basis of (i) absolute number of fatalities; and (ii) percent growth over previous year in the district. b) <b>Strategy</b> with regard to enforcement, engineering and emergency care measures should be formulated on the basis of the following fatality data pertaining to 2017: <u>ROADS:</u> i) Fatalities on NHs were 62% of total fatalities and increased by 13.9%. ii) Fatalities on SHs were 19% of total fatalities. iii) Fatalities in rural areas were 70.8% of total fatalities.



		<p>iv) Fatalities in open areas were 58% of total fatalities.</p> <p>v) 39.8% fatalities occurred on straight roads.</p> <p>vi) 28.9% fatalities occurred on culverts.</p> <p><u>OFFENCES:</u></p> <p>vii) Over speeding and non-wearing of seat belts accounted for 73.5% and 21% respectively of total fatalities.</p> <p><u>VEHICLES:</u></p> <p>viii) Cars &amp; taxies, two wheelers and trucks accounted for 34%, 23% and 13.5% fatalities respectively.</p> <p>ix) Six districts, namely, Udham Singh Nagar, Dehradun, Haridwar, Nainital, Tehri and Uttarkashi accounted for 89.5% of total fatalities in 2018.</p> <p>x) The Committee observes that the strategy of the State is presently 'Town' focused and directs the State to focus more on rural areas.</p>
V	District Road Safety Committees (DRSCs)	<p>a) The Committee observes that 4 out of 13 District Road Safety Committees (DRSCs) did not meet regularly in 1<sup>st</sup> half of 2019 and directs that the Lead Agency should ensure that each DRSC meets at least once every quarter.</p> <p>b) Each DRSC should prepare District Road Safety Action Plan for the district. Also, DRSCs should be made responsible for ensuring implementation of the District Road Safety Action Plan, Committee's directions, strict implementation of the MV Act and reduction of road accidents &amp; fatalities in the district.</p>
VI	Enforcement of traffic laws	<p>a) The Committee notes that the State took action to suspend driving licenses only in about 39% (i.e. 10181 out of 25939) violations detected during April-June, 2019. The Committee observes that the enforcement of traffic laws in the State is not satisfactory and directs the State to strictly enforce provisions of the Motor Vehicles Act.</p> <p>b) The Committee also observes that enforcement of traffic laws was not well targeted and directs that, in view of the fatality data for 2017 as pointed out above, the State should focus more on cars &amp; taxies, two wheelers and trucks amongst vehicles; over speeding and non-wearing of seat belts amongst traffic violations; and straight roads, NHs and SHs in rural and open areas and culverts amongst roads with special focus on Udham Singh Nagar, Dehradun, Haridwar, Nainital, Tehri and Uttarkashi in that order.</p> <p>c) Separate targets for the city and the rural and open areas of each district should be set keeping in view</p>



		the fatalities in those areas of the district.
VII	Highway Patrol	<p>The Committee notes that the State has City Patrol Units in 4 districts and Hill Patrol Units in 8 districts and that Highway Patrol has not been established. The Committee notes that fatality on National and State Highways together accounted for 81% (NHs- 62% &amp; SHs-19%) of total fatalities in 2017 and that 6 districts, namely, Udham Singh Nagar, Dehradun, Haridwar, Nainital, Tehri and Uttarkashi accounted for 89.5% of total fatalities in 2018 and directs that the State should take following action in respect of these 6 districts:</p> <ol style="list-style-type: none"><li>a) Identify all vulnerable stretches on NHs &amp; SHs and ORs and immediately ensure patrolling on those stretches by district police branches.</li><li>b) Explore the possibility of establishing a working arrangement/mechanism for utilizing patrolling vehicles, cranes and ambulances available with NHA or its concessionaire for enforcement and prevention of violation of traffic law violations on NHs.</li></ol>
VIII	Street lights on NHs, SHs and MDRs	<p>The Committee observes that often accidents happened on NHs and SHs in rural areas where there is no street light particularly near inhabited areas. The Committee directs that the road owning agencies should install street lights on NHs, SHs and MDRs at vulnerable rural road segments particularly near inhabited areas and keep them lit/illuminated during night time and ensure patrolling for prevention of traffic law violations to reduce night time road accidents and fatalities on these stretches.</p>
IX	Crash investigations	<p>The Committee notes that the State has not framed scheme under Section 135 of M.V. Act and that joint investigation of all fatal accidents by representatives of Transport/District Administration/Police and PWD Departments is part of the standard agenda items for DRSC meetings. The Committee notes that the State is required under Section 135 of Motor Vehicles Act to frame scheme to provide for an in-depth study of causes and analysis of motor vehicle accidents; establishing wayside amenities on highways; establishing traffic aid posts on highways; provide truck parking complexes along highways; and for providing any other amenities in the interest of the safety and convenience of the public. The Committee directs the State to prepare the scheme under Section 135 of Motor Vehicles Act, if necessary, with the assistance of reputed research institutes having domain expertise to achieve these objectives. A copy of the scheme notified by the State should be submitted to the Committee.</p>



X	Procurement of equipment as per BPRD norms	The Committee notes that the State has not set timelines for procuring 24 speed radar/laser speed guns, 6 interceptors, 23 also meters and 7 tow vehicles/cranes/recovery vans so as to reach BPRD norms. The Committee directs that the Lead Agency should set timelines, in consultation with the concerned Departments, for procurement of equipments and monitor and ensure their procurement.
XI	Strengthen traffic police as per BPRD norms	The Committee notes that a proposal for the creation of 1759 posts for strengthening traffic police as per BPRD norms is under consideration of the State and directs that the State Government should take a decision on the proposal <b>by 31<sup>st</sup> December, 2019.</b>
XII	Traffic Calming Measures	The Committee notes that the State has rectified 556 junctions out of identified 1564 junctions (PWD - 915, PWD(NH)- 479, NHAI-110 AND NHIDCL/BRO-60) and that the remaining 1008 junctions will be rectified by 2020. The Committee directs that Lead Agency should take following action: a) Verify whether all junctions where lower hierarchy roads join higher hierarchy roads have been identified by all road owning agencies including Village Roads meeting with MDRs/SHs/NHs. b) Monitor and ensure that road owning agencies adhere to the targets set by them for completion of traffic calming measures. In case the road owning agencies fail to rectify these 1008 junctions by 2020, the Lead Agency should bring it to the notice of the Committee. c) Monitor the 556 rectified junctions to check the efficacy of rectification.
XIII	Crash Barriers on hilly roads, near water bodies and other vulnerable locations.	The Committee notes that crash barriers have been installed on 1311 Kms out of 3340.47 Kms where crash barriers are required. The Committee directs that the road owning agencies should install crash barriers on the remaining 2029 Kms (PWD – 1582.47 Kms, PWD(NH)-311.7 Kms, NHAI-14.95 Kms and BRO- 120 Kms) by 2020. The Committee directs that Lead Agency should take following action: a) Verify whether all locations where crash barriers are required on MDRs/SHs/NHs have been identified by all road owning agencies. b) Monitor and ensure that road owning agencies adhere to the targets set by them. In case the road owning agencies fail to install crash barriers by 2020 as per target set by them, the Lead Agency should bring it to the notice of the Committee. c) Monitor the crash barriers installed on 1311.53 Kms



		to check whether they conform to IRC standards and are being properly maintained.
XIV	Maintenance of bridges	<p>The Committee notes that all bridges under PWD and BRO are safe and do not require repairs etc; that work is in progress on 41 (out of 107) bridges under NHA; and that PWD(NH) and NHIDCL have not yet intimated the number of bridges required to be replaced/repared. The Committee directs that the Lead Agency should take following action:</p> <ul style="list-style-type: none"><li>a) Verify whether all bridges, which are required to be replaced or repaired, have been identified by road owning agencies.</li><li>b) Identify, in consultation with the concerned road owning agencies, all such bridges under PWD(NH) and NHIDCL as are required to be replaced/repared.</li><li>c) Draw timelines, in consultation with concerned road owning agencies for (a) replacement of existing bridges which are beyond repairs; and (b) repair of repairable bridges.</li><li>d) Ensure that all road owning agencies including NHA prepare and implement traffic management plan for all bridges which are under construction or repairs.</li></ul>
XV	Audit of all vulnerable road segments, rectification as per audit report and monitoring.	<p>The Committee notes that 1495 Kms (out of 12278 Kms) road length has been audited and desires that the State should focus on audit of all vulnerable road segments in the State and that the Lead Agency should take following action in consultation with the concerned stakeholder Departments:</p> <ul style="list-style-type: none"><li>a) Monitor 107 rectified vulnerable road segments to check efficacy of rectification.</li><li>b) Verify whether road owning agencies have identified all vulnerable road segments (in addition to Black Spots) on NH(NHA), NH(PWD), SHs and MDRs.</li><li>c) Draw timelines in consultation with concerned road owning agencies for initiation and completion of road safety audit of the remaining 1393 vulnerable road segments under intimation to the Committee. Lead Agency should also monitor and ensure implementation of recommendations of the audit.</li></ul>
XVI	Over-loading of school buses	<p>The Committee notes the action taken by the State and directs that the State should ensure that carrying capacity of all transport vehicles engaged in transporting school children is prominently displayed both, inside and outside, the transport vehicles and appropriate action is regularly taken against them in all districts if found carrying school children exceeding their carrying capacity.</p>
XVII	Training to the staff of	<p>The Committee notes that 2 members of the Lead Agency were trained organized by PWD from 15.01.2019 to</p>



	the Lead Agency	19.01.2019. The Committee desires that the training to all members of the Lead Agency should be imparted by reputed institutes having domain expertise or by drawing road safety experts having domain expertise from reputed institutes as per the prescribed Course outlines/curriculum.
XVIII	Training of personnel & maintenance of equipment	The Committee notes that adequate number of personnel have not been trained in the use of alco meters and cranes and directs that adequate number of personnel be trained in their use.
XIX	Driving of motorized vehicles by the under-age students	The Committee notes the action taken by the State and desires that the State should continue to take necessary enforcement measures in all districts particularly in rural areas to prevent under age driving and take appropriate action under the law on a regular basis against the owners who allow their vehicles to be driven by underage students.
XX	Ambulances with equipments and trained paramedics	The Committee notes that 279 ambulances are working in the State (135 government and 139 private ambulances operating on PPP mode) and that the 139 private ambulances are integrated with common emergency number 108. The Committee directs that the 135 government ambulances should also be integrated with 108. The Committee also directs that Lead Agency should assess adequacy of ambulances presently available with the State under intimation to the Committee.
XXI	Mapping of Ambulances	The Committee desires that the State should send a copy of the directions issued by it to the concerned Department regarding mapping of ambulances and intimate the steps taken by it for mapping of all ambulances, both government and private, to the Committee.
XXII	Trauma Care Centers	The Committee points out that the Hon'ble Supreme Court had directed, vide their Order dated 30.11.2017, that all States should take up setting up of at least one Trauma Care Center in each district at the earliest and directs the State to send a status note on implementation of the Orders of the Hon'ble Supreme Court in the above mentioned six districts.
XXIII	Publishing of Annual Accident Data	The Committee notes that the State is in the process of analyzing the accident and fatality data of 2018 and the State will publish the accident data after its analysis is completed. The Committee desires that the analysis report and the road accident and fatality data for 2018 should be published in a book form and a copy thereof should be sent to the Committee.



3. The Committee directs that all the above directions should be complied with by the State. The Lead Agency should coordinate with all concerned including NHAI and submit a comprehensive compliance report to the Committee **by 31<sup>st</sup> January, 2020.**

Yours faithfully,



(SD Banga)

Secretary to the Committee

Copy for information and necessary action to:

1. The Joint Secretary (Transport),  
Ministry of Road Transport & Highways,  
New Delhi
2. The Director General (Roads)  
Ministry of Road Transport & Highways,  
New Delhi
3. The Chairman,  
NHAI,  
New Delhi

Copy for information and necessary action to:

1. The Principal Secretary (Transport),  
Govt. of Uttarakhand,  
Dehradun  
Email: [transportdeptuk@gmail.com](mailto:transportdeptuk@gmail.com)
2. The Transport Commissioner,  
Govt. of Uttarakhand,  
Dehradun  
Email: [tc-trans-uk@nic.in](mailto:tc-trans-uk@nic.in)