

ROAD ACCIDENTS IN UTTAR PRADESH 2018



GOVERNMENT OF UTTAR PRADESH
TRANSPORT DEPARTMENT
M.G. ROAD, UTTAR PRADESH
LUCKNOW

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EXECUTIVE SUMMARY

1. Road accidents is a negative externality associated with expansion in road network, motorization and urbanization in the country. Road traffic injuries are recognized, globally, as a major public health problem, for being one of the leading causes of deaths, disabilities and hospitalization, imposing huge socio-economic costs. In Uttar Pradesh, road injuries is one of the top four leading causes of death and health loss among persons of age group 18-45 years.
2. During the calendar year 2018, the total number of road accidents is reported at 42568 causing injuries to 22256 persons and claiming 29664 lives in Uttar Pradesh. This would translate, on an average, into 117 accidents and 61 accident deaths taking place on Indian roads every day; or 5 accidents and 2 deaths every hour.
3. Age profile of road accident victims for the calendar year 2018 reveals that the youth of age group 18 - 45 years accounted for high share of 65.2 per cent (14519 persons) in the total road accident fatalities.
4. There has also been an increase in the number of fatal accidents, i.e., accident involving at least one death. A total of 52.2% accidents were reported in 2018 due to over speeding. Constructive steps towards curbing the exponential rise of road accidents are being undertaken in the state. One such step is the fitting of speed limiting devices in the vehicles, which will be a deterrent for over speeding vehicles.
5. The National Highways passing through the state of Uttar Pradesh accounted for 38.5% of total road accidents deaths in the year 2018. Similarly, the State Highways and other roads constituted for 32.3% and 28.1% accidents respectively.
6. When we look at various vehicle categories involved in road-accidents, the Motorised two-wheeler category tops the chart with the total of 28.8% accidents and 27.8% fatalities in 2018. The light vehicle category consisting of cars, jeeps and taxis acquires the second place in this list with total accidents standing at 18.2% and total fatalities at 17.9%
7. Intake of alcohol/drugs by drivers resulted in 3595 road accidents (13.6 per cent) and 1824 fatalities (13.6 per cent) in 2018. The act of talking on mobile phones while driving has become one of the causes of road accidents. It has resulted in 3828 road accidents, 1956 road accident deaths and injuries to 2821 number of persons during the calendar year 2018.
8. In districts, Lucknow stood on top in road accidents and Kanpur stood top in persons killed in the road accidents in the entire UP with a percentage share of 3.8 per cent and 3.1 per cent respectively.
9. Month-wise distribution of road accidents during the calendar year 2018 reveals that the highest number of accidents occurred in the month May, (4260) and followed by the month of June (3903) and March (3853). Higher accident rates are observed during the hours, 15:00 to 18:00 hrs (14.3 percent) and 09:00 to 12:00 (14.1 percent) of the day.
10. The Government of Uttar Pradesh has formulated the State Road Safety Policy. The government has formulated a multi-pronged strategy to address the issue of road safety based on 4 'E' viz. Education, engineering measures (both road and vehicle), enforcement of safety laws and emergency care to road accident victims. Recent road safety initiatives by Government of Uttar Pradesh are detailed in Section IX of the report.
11. The Government of Uttar Pradesh recognises that the road accidents involve roads, road users and motor vehicles so road safety demands a holistic approach. Government of UP feels that reduction in road accidents, injuries and fatalities is the joint responsibility of both State and Central Government.
12. In the light of this, the Government of UP, states its commitment to bring about a significant reduction in mortality and morbidity resulting from road accidents.

Section I: Road Accidents in the Context of Registered Vehicles and Road Network

1. Introduction

Road transport is the dominant mode of transport in India, both in terms of traffic share and in terms of contribution to the national economy. To meet the demand for road transport, the number of vehicles and the length of road network have increased over the years. A negative externality associated with expansion in road network, motorization and urbanization in the country is the increase in road accidents and road crash fatalities. Today, road traffic injuries are one of the leading causes of death, disabilities and hospitalization in the country imposing huge socio-economic costs.

2. An overview of Road Length, Motor Vehicles and Accidents on Indian Roads

A long term trend of increase in road length and motor vehicles along with changes in total number of fatal accidents, total number of road accidents, number of persons killed in road accident are given at **Table 1.1**.

Table 1.1: Road Length, Motors Vehicles and Road Accidents (2012-2018)

Year	Road Length (in kms)	Total Number of Registered Motor Vehicles (in numbers)	Total Number of Fatal Accidents (in numbers)	Total Number of Road Accidents (in numbers)	Total Number of Persons Killed (in numbers)
1	2	3	4	5	6
2012	403102	13287232	13293	29972	16149
2013	435969	17048184	13077	30615	16004
2014	397224	19114692	13842	31034	16287
2015	415383	21635530	15218	32385	17666
2016	422412	23879973	16164	35612	19320
2017	428055	26265246	17706	38783	20124
2018	432698	29394816	19364	42568	22256

Sources: According to Statistical Diary Year 2012-18

2.1 Road Length:

Road network in Uttar Pradesh, of about 4,32,698 km as of March 2018 is the second largest in India. The country's road network consists of National Highways, State Highways, Districts roads, Rural and Village roads. Over the years, there has been consistent improvement in accessibility and mobility of passengers and freight across the country through the construction of new roads and up gradation of the existing roads. During the period 2012-2018, the total road length of the state increased at a Compound Annual Growth Rate (CAGR) of 1.0 percent.

2.2 Motor Vehicles:

Sustained economic growth has led to rapidly increasing motorized vehicles in Uttar Pradesh. There were 29,394,816 number of registered vehicles in UP as on 31st March 2018. The total number of registered motor vehicles grew at a CAGR of 11.4 per cent between 2014 and 2018.

2.3 Road Accidents – 2018:

During 2018, a total of 42,568 road accidents were reported. Of these 19,364 (45.5 per cent) were fatal accidents. The number of persons killed in road accidents were 22,256. The total number of persons injured in road accidents were 29,664. District wise distribution of number of road accidents, number of persons killed and injured in road accidents and number of fatal accidents are given in **Annexures-I & II**. The analysis of road accident data 2018 reveals that on an average 117 accidents and 61 deaths take place every day on UP roads which further translates into 5 accidents and loss of 2 lives every hour or loss of a live in every 24 minutes in Uttar Pradesh.

Road accident severity measured by the number of persons killed per 100 accidents has remained more or less stable since 2013.

SECTION II: PROFILE AND TRENDS OF ROAD ACCIDENTS

1. Current Profile

The current profile of road accident covering the period from 2012 to 2018 is presented in Table 2.1 below:

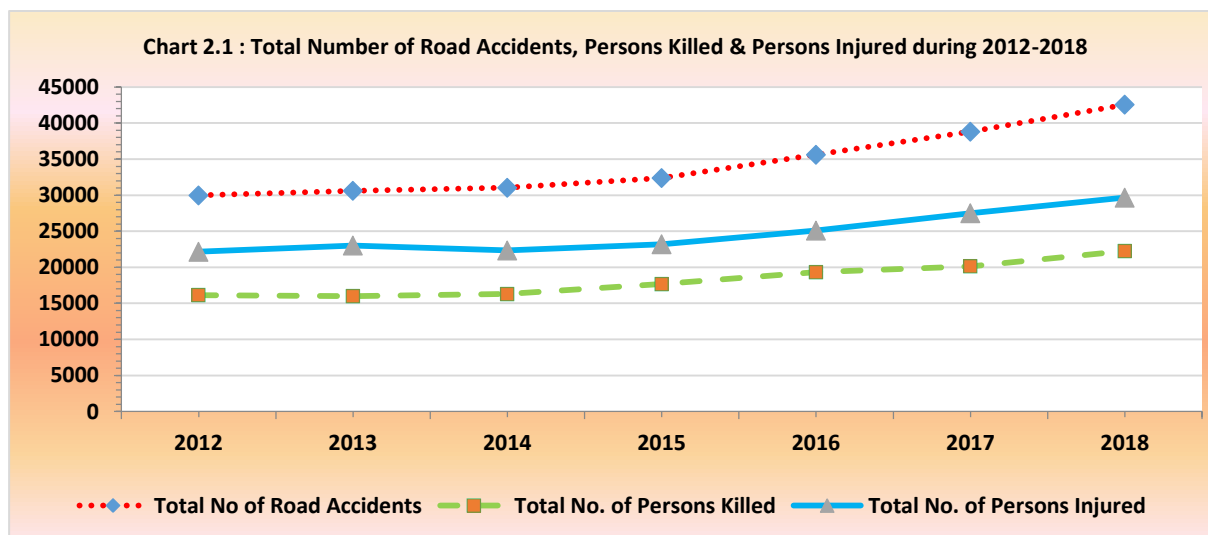
Table 2.1: Profile of Road Accidents: 2012 – 2018

Year	Total No of Road Accidents	Total No. of Persons Killed	Total No. of Persons Injured	Accident Severity*
2012	29972	16149	22155	53.9
2013	30615	16004	23024	52.3
2014	31034	16287	22337	52.5
2015	32385	17666	23205	54.5
2016	35612	19320	25096	54.3
2017	38811	20142	27507	51.9
2018	42568	22256	29664	52.3

- Persons killed per 100 accidents.

It is clear from the above table, that over the years **2012 to 2018**, **number of road accidents, persons killed and injured have increased by 42.0 per cent, 37.8 per cent and 33.9 per cent respectively**. It is a matter of concern that the number of road accident deaths have been increasing alarmingly over the years 2012 to 2018.

Total number of road accidents, persons killed and injured have been depicted in Chart 2.1.



A detailed District wise analysis of number of accidents, number of persons killed and injured, are given at **Annexure I**.

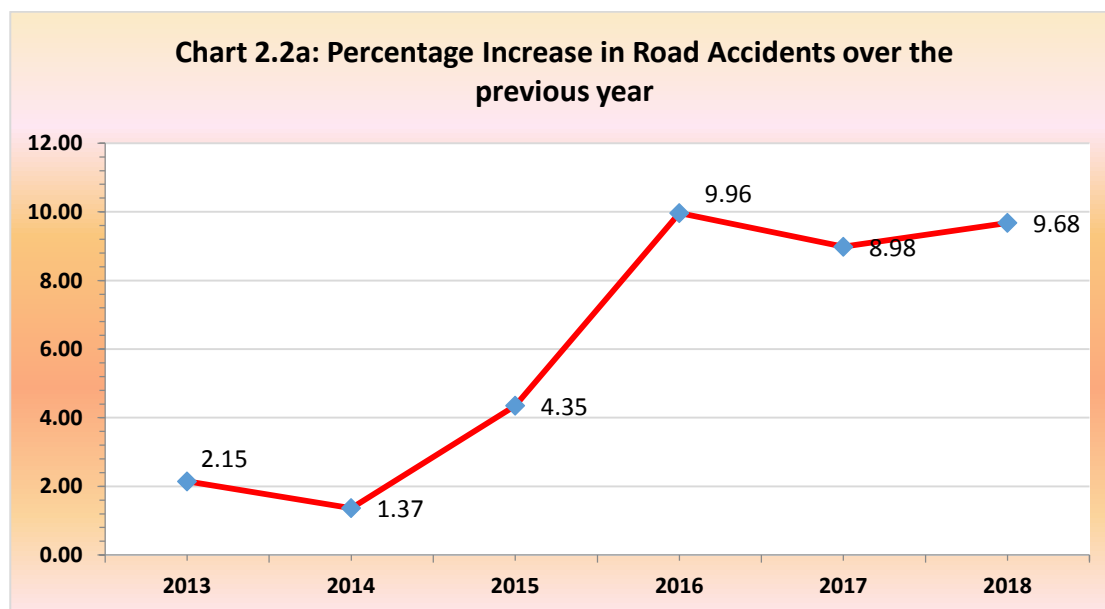
2. Severity of Road Accidents

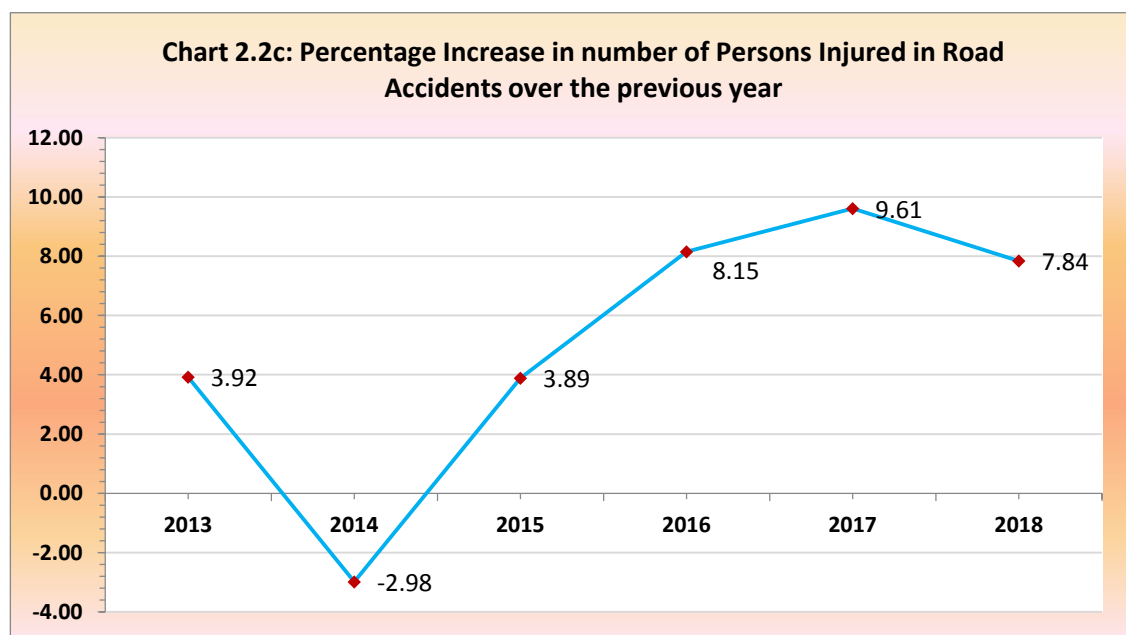
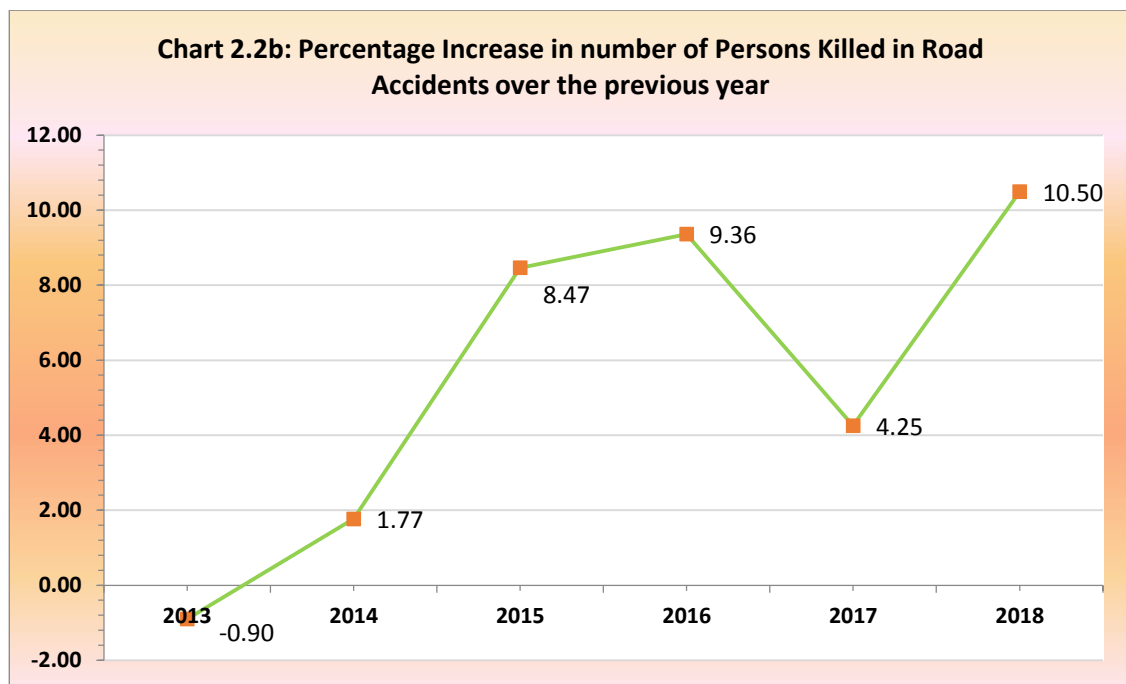
A very important indicator to monitor road accidents is the extent of road accident severity (road accident deaths per 100 accidents). It has remained more or less stable over the period 2012-18. During the year 2018, it varies from a low of 35.4 in Lucknow to a high of 72.3 in Amroha. The District-wise severity of road accidents in UP is at **Annexure-II**.

Table 2.2: Percentage change of total number of road accidents, total number of persons killed and injured during 2013-2018

Year	Percentage change in total No of Road Accidents	Percentage in total No. of Persons Killed	Percentage change in total No. of Persons Injured
2013	2.15	-0.90	3.92
2014	1.37	1.77	-2.98
2015	4.35	8.47	3.89
2016	9.96	9.36	8.15
2017	8.98	4.25	9.61
2018	9.68	10.50	7.84

The percentage changes in the number of road accidents, number of persons killed and injured shown in the above **Table 2.2 and Chart 2.2a, Chart 2.2b & Chart 2.3c**, which indicate wide variations. However, higher increase in all the three parameters viz road accidents, number of persons killed and injured were taken place during the period 2016-2018. The long term scenario indicating number of road accidents, persons killed and injured are depicted in **Annexure I**.





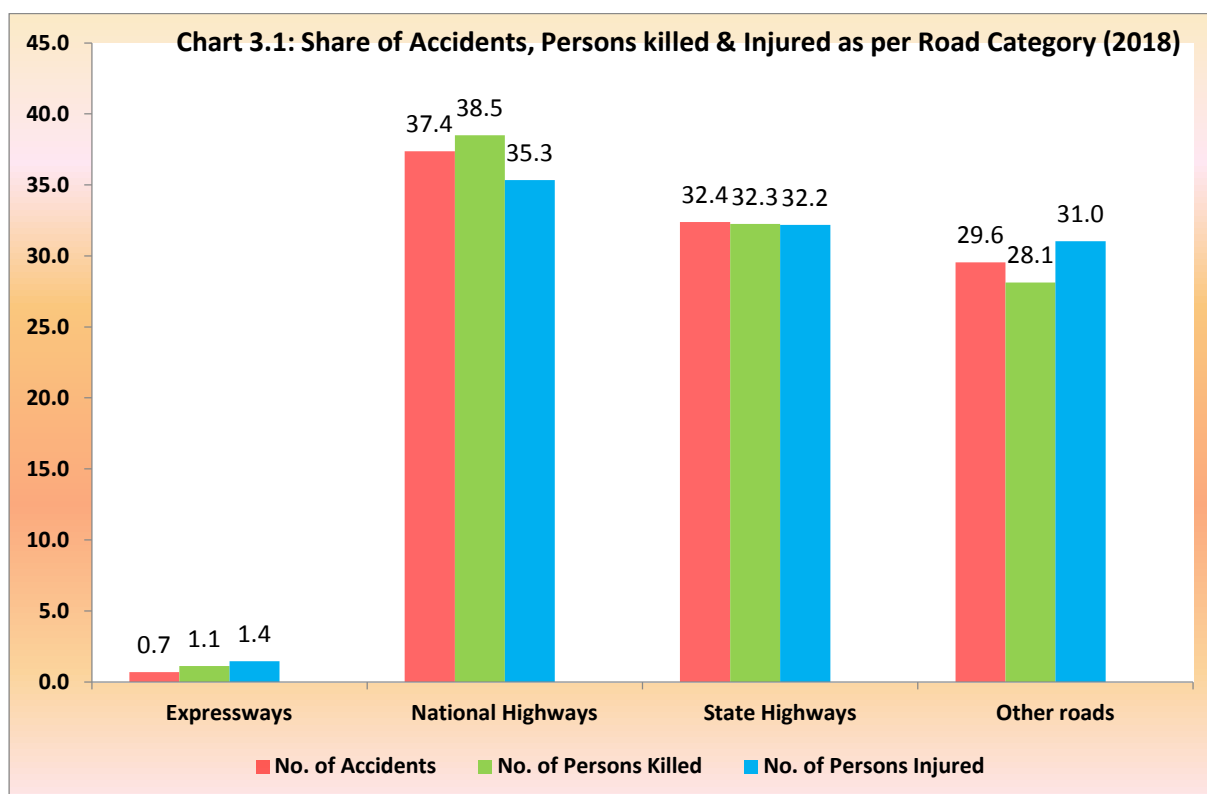
SECTION III: ACCIDENTS BY ROAD CATEGORY AND ROAD FEATURE

1. Current Scenario

Road accidents on National Highways accounted for a 37.4 per cent of the total road accidents and 38.5 per cent of the total number of persons killed during 2018. The State Highways accounted for 32.4 per cent of total accidents and 32.3 per cent in the total number of persons killed in road accidents during same period of time. The balance 30.2 per cent of total road accidents and 29.3 per cent of total number of persons killed in 2018 were on Other Roads and Expressways. The detailed share of accidents, deaths and injury by category of Roads are illustrated in **Table 3.1** and **Chart 3.1**. The distribution is given at **Annexure VI**.

Table 3.1: Number of Road Accidents, Persons Killed & Injured as per Road Category

Road Classification	Expressways	National Highways	State Highways	Other roads
No. of Accidents	292	15906	13788	12582
No. of Persons Killed	251	8567	7179	6259
No. of Persons Injured	430	10482	9545	9207



2. Accidents on Road Junctions

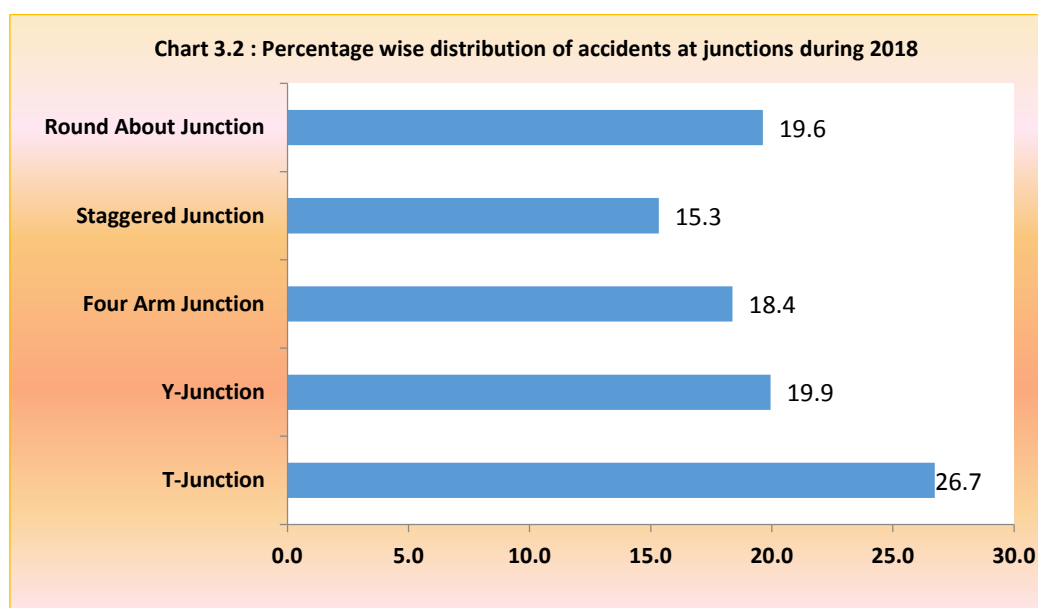
Road junctions are points of traffic merging and hence are prone to accidents. **Table 3.2** gives the number of accidents, persons killed and injured at traffic junctions.

Table 3.2: Total number of Road Accidents, Number of Persons killed & Injured based on Junction

	Accidents	Killed	Injured
T-Junction	5343	2740	3855
Y-Junction	3987	2079	2823
Four Arm Junction	3675	2000	2584
Staggered Junction	3065	1734	2241
Round About Junction	3924	1984	2604

The highest number of accidents occurred at T-Junctions during the calendar year 2018 causing 5343 accidents with a share of 26.7 percent of the total road accidents on Junctions.

The details regarding total accidents, persons killed and injured at above junctions are given in **Table 3.2**. The distribution is given at **Annexure IX**. The percentage wise distribution of accidents at junctions is depicted at **Chart 3.2**.

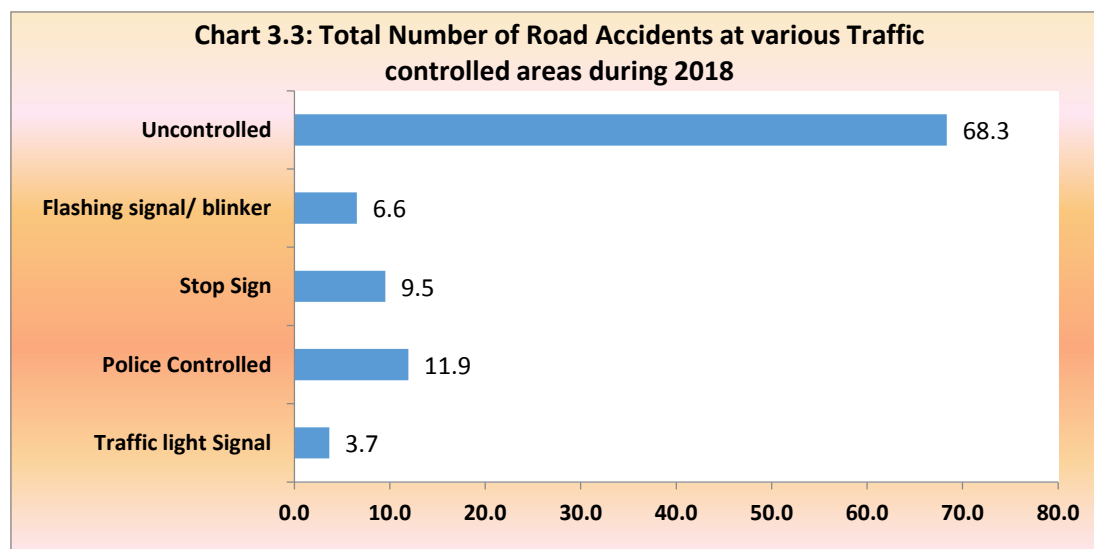


3. Accidents at Traffic/ Police Controlled Area

It may be seen that the maximum number of accidents occurred at uncontrolled areas during the calendar year 2018 which caused 13,665 accidents with a share of 68.3 percent in road accidents at Traffic controlled/Police Controlled areas. The details regarding road accidents at Traffic Controlled/Police controlled areas indicating the number of accidents; persons killed and injured are given in **Table 3.3**. **Chart 3.3** depicts the percentage distribution of accidents at Traffic Controlled/ Police controlled areas. The distribution is given at **Annexure X**.

Table 3.3: Total number of Road Accidents according to Traffic Control at Junction

Traffic Control	Accidents	Killed	Injured
Traffic light Signal	730	347	646
Police Controlled	2386	1237	1717
Stop Sign	1903	1005	1321
Flashing signal/ Blinker	1310	743	1025
Uncontrolled	13665	7205	9398



4. Accidents according to Road Features

Maximum number of road accidents occurred at straight road during the calendar year 2018 which caused 15,223 accidents with a share of 35.8 per cent in road accidents at Road Features category. The details regarding road accidents at road features areas indicating the number of accidents; persons killed and injured are given in **Table 3.4**.

Table 3.4: Total number of Road Accidents according to Road Features

Road Features	Accidents	Killed	Injured
1. Straight Road	15223	8127	10381
2. Curved Road	6571	3345	4394
3. Bridge	2687	1271	2113
4. Culvert	2226	1114	1668
5. Pot Holes	2015	1043	1394
6. Steep Grade	2144	1045	1543
7. Ongoing Road Works/Under Construction	2870	1497	2058
8. Others	8832	4814	6113

SECTION IV: ROAD ACCIDENTS BY VEHICLE TYPE

1. Based on Accidents classified in terms of Involved Vehicle Type

Amongst the motorized vehicle categories, two-wheelers accounted for the highest share in total road accidents (28.8 per cent) in 2018 followed by cars, jeeps and taxis (18.2 per cent), trucks, and other articulated vehicles (14.9 per cent), Buses (7.3 per cent), Tempo/Tractor (5.7), E-Rickshaws (2.1 per cent) and Other motor vehicles (10.1 per cent). Two wheelers also accounted for the highest proportion of persons killed (27.8 per cent) out of the total number of persons killed in the country during the calendar year 2018 followed by the category of trucks, tempos, tractors and other Articulated vehicles which accounted for the share of 22.3 per cent.

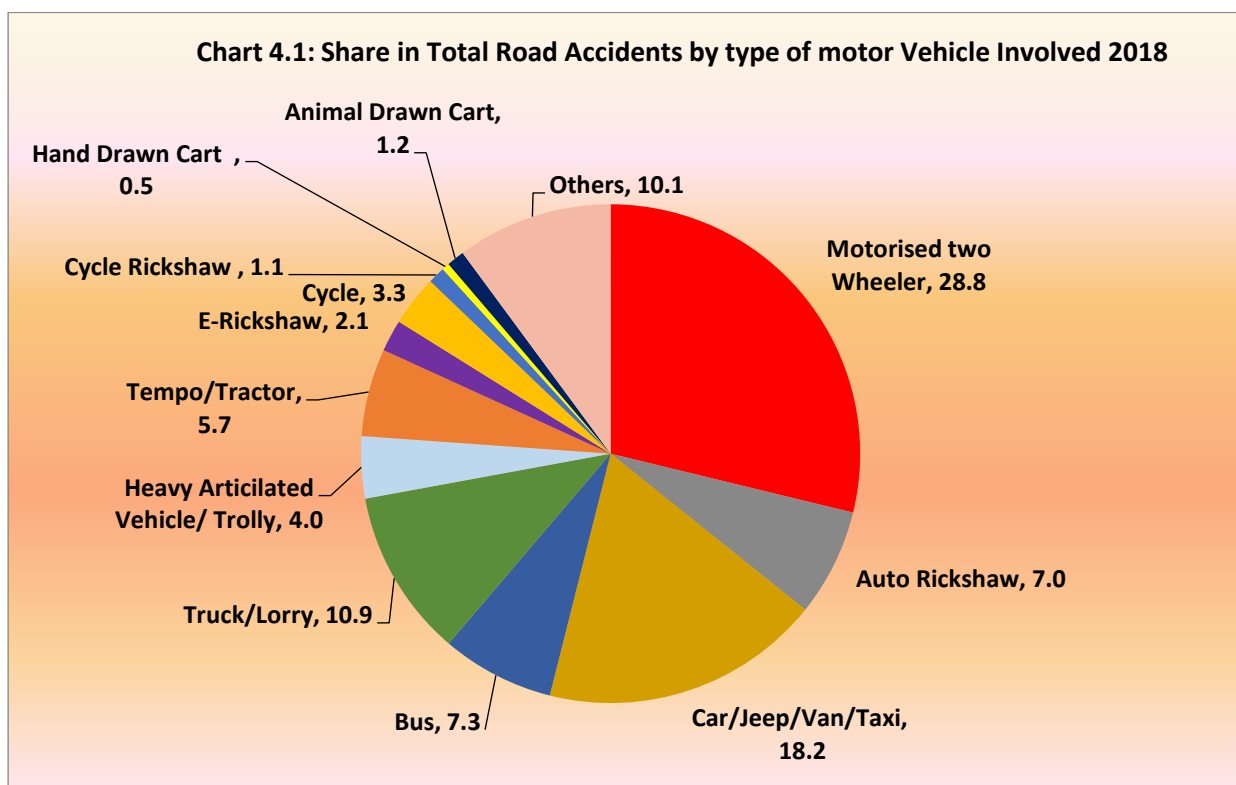
The total number and percentage share of accidents, persons killed and injured during 2018 based on the involvement by vehicle type is indicated in **Table 4.1** and **Chart 4.1**.

Table 4.1: Total number of Road Accidents, Persons Killed & Injured based on the involvement of vehicle type

Type of Vehicle	Number of Road Accidents	Number of Persons		Accident per 10000 vehicle	
	Total	Killed	Injured	Total Registered Vehicle	Accident per 10000 vehicle
1. Motorised two Wheeler	12258	6194	8024	25603059	4.79
2 Auto Rickshaw	2964	1398	2342	277818	106.69
3. car/Jeep/Van/Taxi	7732	3992	5197	3042455	25.41
4. Bus	3116	1684	2213	86359	360.82
5. Truck/Lorry	4626	2768	3014	660851	70.00
6. Heavy Articulated Vehicle/ Trolley	1710	956	1191	154769	110.49
7. Tempo/Tractor	2419	1234	1890	1632415	14.82
8. E-Rickshaw	877	404	727	107155	81.84
9. Cycle	1393	709	1025	NA	NA
10. Cycle Rickshaw	473	277	372	NA	NA
11. Hand Drawn Cart	205	139	104	NA	NA
12. Animal Drawn Cart	490	270	366	NA	NA
13. Others	4305	2231	3199	NA	NA

2. Share in Total Road Accidents by Vehicle Type

The share of various vehicle categories in total road accidents is illustrated in **Chart 4.1**.



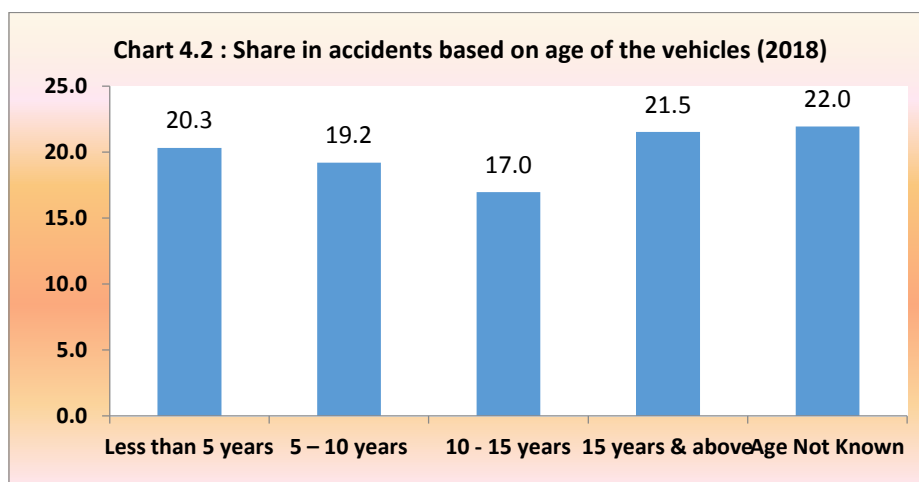
The share of accidents, persons killed and injured in total accidents in the country caused by non-motorized vehicles such as cycles, cycle rickshaws, hand-drawn and animal drawn vehicles are 3.3 per cent, 1.1 per cent, 0.5 and 1.2 per cent respectively. The distribution is given at **Annexure XI**.

3. Accidents based on the age of Vehicles

During the calendar year 2018, vehicles more than 15 years and above recorded the highest number of accidents (9170) in UP, accounting for a share of 21.5 per cent (in total road accident) with 5070 deaths and 6040 injuries. **Table 4.2** indicates the total number of accidents, persons killed and injured in the country. **Chart 4.2** indicates the percentage share in accidents based on age of the vehicles.

Table 4.2: Total Number of road Accidents and Number of Persons Killed & Injured based on Age of Vehicles

Age of Vehicle	Accidents	Killed	Injured	Total Number of registered vehicles	Accident Rate per 10,000 vehicle
Less than 5 years	8654	4584	6004	13173670	6.57
5 – 10 years	8172	4246	5869	8534363	9.58
10 - 15 years	7227	3693	5169	3897666	18.54
15 years & above	9170	5070	6040	5170942	17.73
Age Not Known	9345	4663	6582	NA	NA



The distribution is given at **Annexure XII**.

SECTION V: ROAD ACCIDENTS VICTIMS UNDER AGE GROUP

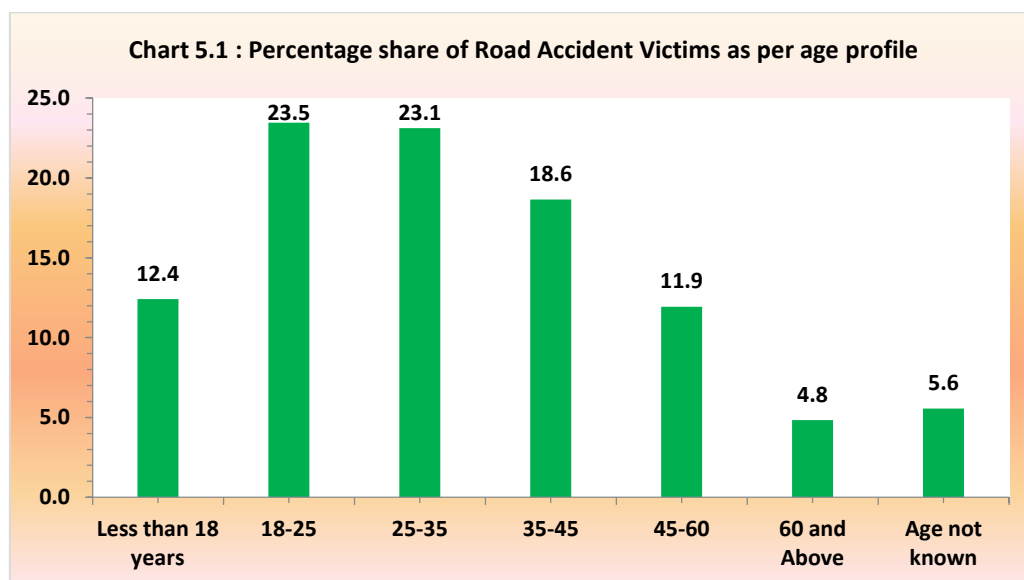
1. Age Profile of Road Accident Victims

Young people in the productive age group lose their lives in road accidents every year. Premature deaths of such young people cause substantial loss of productivity to the nation. The detailed age profile of road accidents victims for the calendar year 2018 reveals that the productive age group of 18 to 35 years accounted for the high share of 46.6 per cent (10370 persons) and the age group of 18-45 accounted for a share of 65.2% (14519 persons) in the total road accident fatalities.

The details of other age profiles are indicated in **Table 5.1** and **Chart 5.1** respectively. The distribution is given at **Annexure XIX**.

Table 5.1: Age Profile of Road Accidents Victims (Drivers, Passengers, Pedestrian, Cyclist & Other Persons)

Age Group	Number of Persons Killed
Less than 18 years	2764
18-25	5222
25-35	5148
35-45	4149
45-60	2658
60 and Above	1077
Age not known	1238
Total	22256

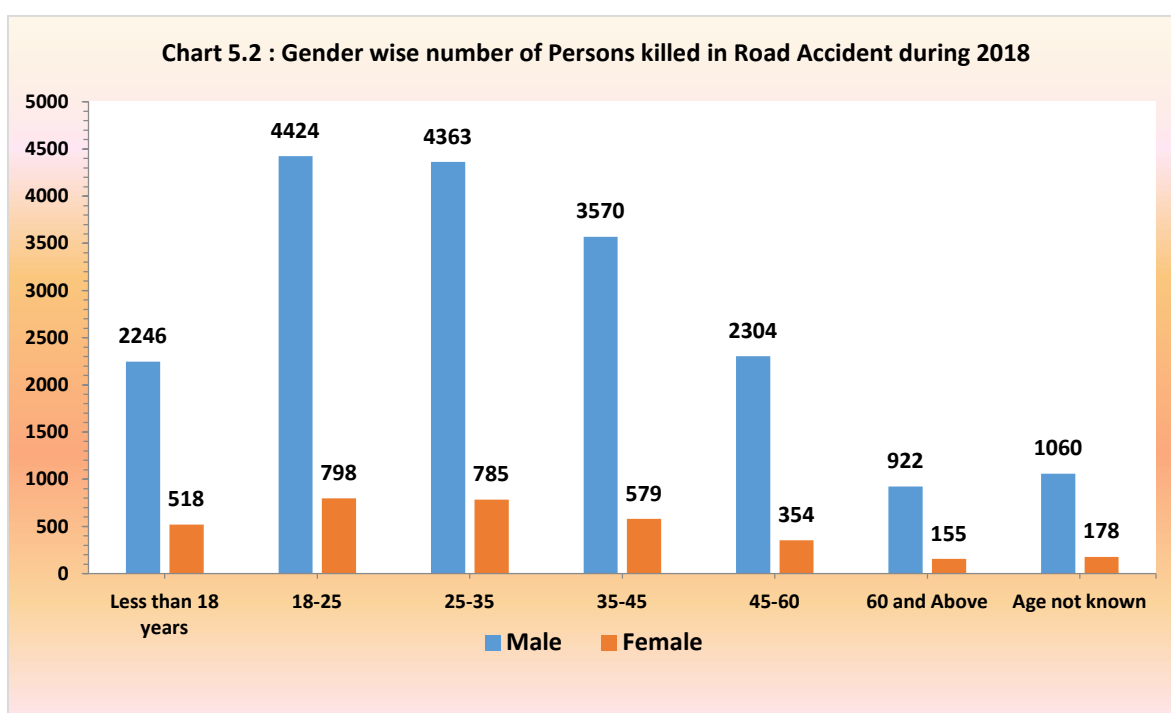


2. Age of Persons killed (Gender wise) in Road Accidents

The gender wise comparison in respect of male and female in road accident deaths revealed that the total number of males and females killed during the calendar year 2018 were 18889 (84.9 per cent) and 3367 (15.1 per cent) respectively in total road accidents. This is depicted in **Table- 5.2** and **Chart 5.2**.

Table 5.2: Age of Persons Killed in Road Accidents (Gender wise)

Age Group	Male	Female
Less than 18 years	2246	518
18-25	4424	798
25-35	4363	785
35-45	3570	579
45-60	2304	354
60 and Above	922	155
Age not known	1060	178
Total	18889	3367



The distribution is given at **Annexure XVIII**.

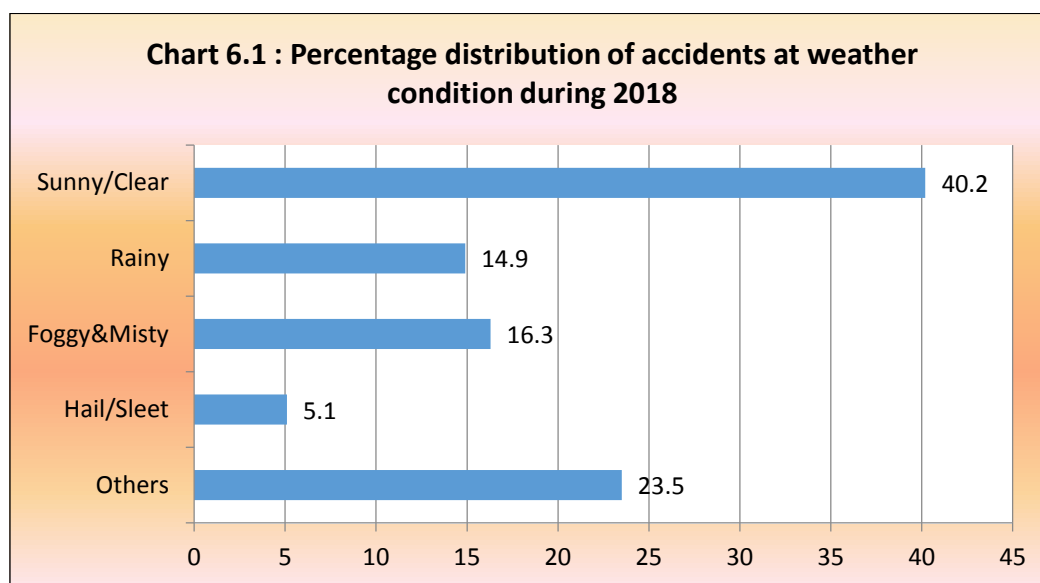
SECTION VI: CAUSES OF ROAD ACCIDENTS

1. Multi-causal nature of Road Accident

Road accidents are multi-causal and an accident is the result of a combination of factors such as human error, road defects, engineering defects of the vehicle, non-availability of pedestrian facility, cyclist facility, circumstantial factors such as weather condition, visibility etc. Based on the extant data reporting system wherein the factor responsible for accidents are reported on the basis of subjective judgment of the reporter, weather is most important factor responsible for road accidents (76.5 per cent), fatalities (76.3 per cent) and injuries (76.5 per cent) on all roads in the country during 2018. This is depicted in **Table- 6.1** and **Chart 6.1**. The distribution is given at **Annexure V**.

Table 6.1: Total number of Road Accidents according to Weather Conditions

Weather Condition	Accidents	Killed	Injured
Sunny/Clear	17111	8970	11647
Rainy	6357	3280	4705
Foggy & Misty	6933	3624	4785
Hail/Sleet	2172	1102	1545
Others	9995	5280	6982
Total	42568	22256	29664



The following factors explain the responsibility of drivers, which accounted for about 76.5 per cent of total road accidents, 76.3 per cent of killings and 76.5 of injuries on UP roads during 2018.

This is shown in **Table 6.2**.

Table 6.2: Responsibility of Drivers

Responsibility of Drivers	Accidents	Killed	Injured
Over-Speeding	13843 (52.2)	7098(52.9)	9371(50.2)
Drunken Driving/ Consumption of alcohol & drug	3595(13.6)	1824(13.6)	2594(13.9)
Driving on Wrong side	4572(17.2)	2253(16.8)	3317(17.8)
Jumping Red Light	679(2.6)	284(2.1)	560(3.0)
Use of Mobile Phone	3828(14.4)	1956(14.6)	2821(15.1)

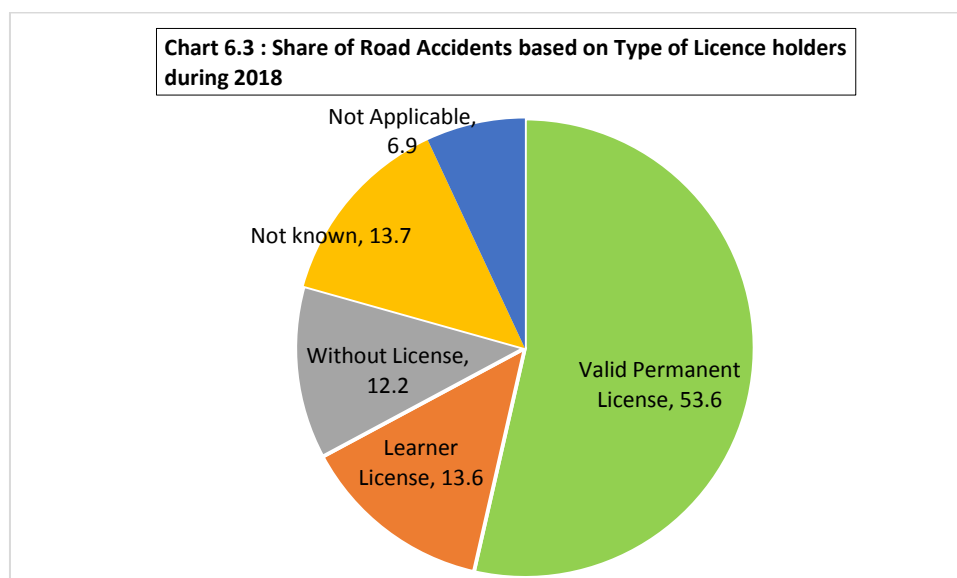
- Most of the fatal accidents occur due to **over speeding**. A vehicle moving on high speed will have greater impact during the accident and hence may cause more injuries. During 2018, within the category of drivers' fault, accidents caused and persons killed due to 'Exceeding lawful speed', accounted for a high share of 52.2 per cent and 52.9 per cent respectively.
- **Consumption of alcohol & drugs** by drivers reduces concentration and cause accidents and many times it proves fatal. Intake of alcohol / drugs by drivers resulted in 3595 road accidents and 1824 fatalities in 2018. Within the category of drivers' fault, the share of intake of alcohol/drugs accounted for 13.6 per cent accidents and 13.6 per cent deaths.
- Distraction while driving may cause road major accidents. **Act of talking over mobile phones while driving** has become a cause of road accidents. This has resulted in 3828 (14.4 per cent) number of road accidents, deaths of 1956 (14.6 per cent) number of persons and injuries to 2821 (15.1 per cent) number of persons during the calendar year 2018.
- Other improper actions and **driving on wrong side & Jumping Red Light** are among important factors for road accidents as a result of fault driving during 2018.

2. Type of Licence & Road Accidents

The holder of regular licence were involved in more number of accidents (22803) followed by holder of learners licence (5787) and persons without licence (51984) This is depicted in the **Table 6.3 and Chart 6.3**. During 2018, regular licence holders were involved in 22803 accidents, i.e 53.6 per cent of the total accidents. This implies requirement of proper evaluation/testing of driving skill before the issue of licence.

Table 6.3: Total Number of Road Accidents Classified based on Type of Licence

Type of Licence	Accidents
Valid Permanent License	22803
Learner License	5787
Without License	5194
Not known	5826
Not Applicable	2958



3. Use of Safety Devices & Road Accidents (Helmet and Seat belts)

Non-wearing of **helmets** by riders caused 6020 deaths of total road accident deaths in the country during 2018. Non-wearing of **seat belts** also caused 4869 deaths of total road accident deaths in the country during 2018. Wearing of seat belts and helmets increases the chances of survival in a serious accident. The distribution is given at **Annexure XVI**.

4. Other Parameters of Road Accidents:

During the calendar year 2018, the total number of **Hit and Run cases** were 7164 which are 16.8 per cent of the total road accidents. The number of persons killed due to hit and run cases were reported as 3649 which is 16.4 per cent of total persons killed in total road accidents in 2018. Hit from back, Hit from side, Overturning and head on collision cases are also important factor on road accidents. The distribution is given at **Annexure XIVb**.

SECTION VII: INTER DISTRICT COMPARISON

The total number of road accidents and resultant persons killed and injured in the country during 2018 as reported by districts were 42568, 22256, and 29664 respectively. The share of top fifteen districts in total number of road accidents, persons killed and persons injured in road accidents in the country are provided at **Tables 7.1, 7.2 & 7.3** below.

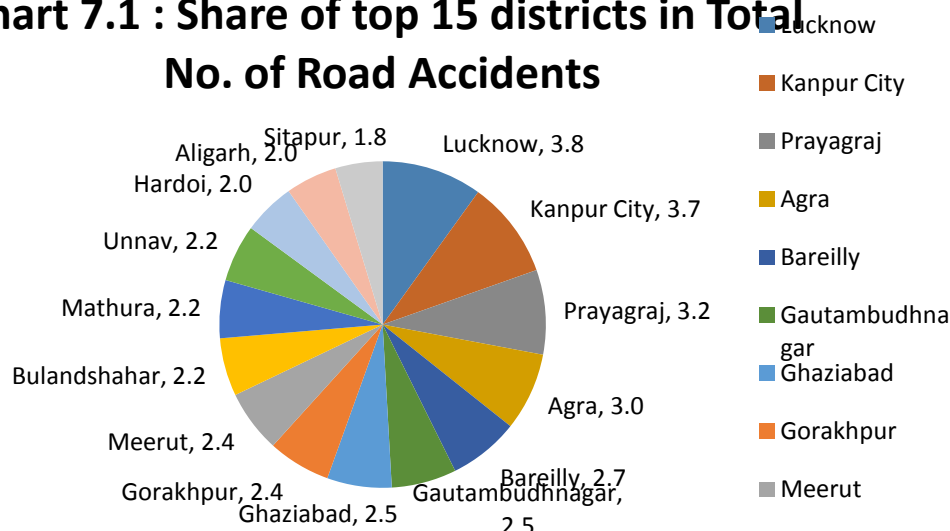
1. Number of Road Accidents

A comparison of districts reveals that top 15 districts accounted for 38.7 per cent of share in road accidents during the calendar year 2018 (**Table - 7.1**). Lucknow stood on top in road accidents in the entire UP with a percentage share of 3.8 per cent followed by Kanpur City 3.7 per cent and Prayagraj 3.2 per cent. A comparative view of top 15 districts for the calendar year 2018 and number of road accidents took place in these 15 districts during 2018 are tabulated below (**Table 7.1**) and depicted in **Chart 7.1**.

Table 7.1: Top 15 Districts: Total Number of Road Accidents during 2017 & 2018

Districts	2018	2017
Lucknow	1638	1515
Kanpur City	1588	1568
Prayagraj	1380	1163
Agra	1273	1032
Bareilly	1150	1121
Gautambudhnagar	1060	1043
Ghaziabad	1054	930
Gorakhpur	1024	958
Meerut	1019	1040
Bulandshahar	947	801
Mathura	946	917
Unnav	934	862
Hardoi	850	732
Aligarh	839	810
Sitapur	771	665

Chart 7.1 : Share of top 15 districts in Total No. of Road Accidents



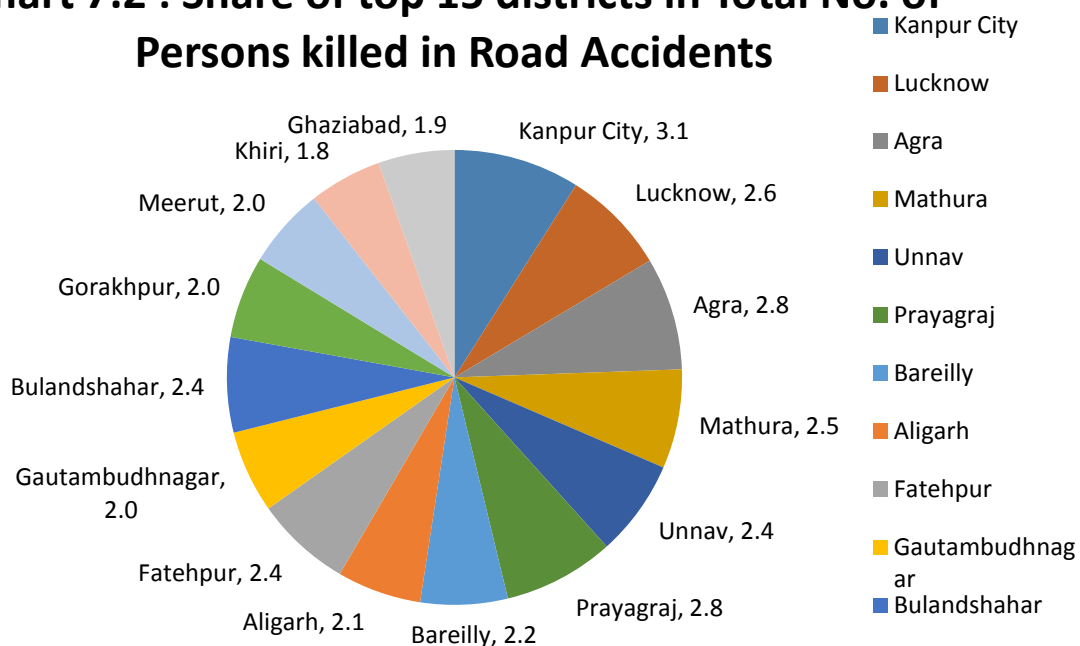
2. Number of Persons Killed in Road Accidents (Share of Districts)

A comparison of Districts reveals that top 15 districts accounted for 35.0 per cent of share in road accident fatalities in the UP during the calendar year 2018. Kanpur City stood on top in road accident fatalities in the entire UP with a percentage share of 3.1 per cent followed by Lucknow 2.6 per cent and Agra 2.8 per cent. A comparative view of top 15 Districts for the calendar year 2018 and number of accidents took place during 2018 are tabulated below (**Table 7.2**) and depicted in **Chart 7.2**.

Table 7.2: Top 15 Districts: Total Number of Persons Killed in Road Accidents during 2017 & 2018

District	2018	2017
Kanpur City	698	682
Agra	623	655
Prayagraj	614	555
Lucknow	580	516
Mathura	548	509
Unnav	533	472
Fatehpur	531	467
Bulandshahar	526	451
Bareilly	482	443
Aligarh	466	419
Gautambudhnagar	456	417
Gorakhpur	456	413
Meerut	443	411
Ghaziabad	421	407
Khiri	403	402

Chart 7.2 : Share of top 15 districts in Total No. of Persons killed in Road Accidents

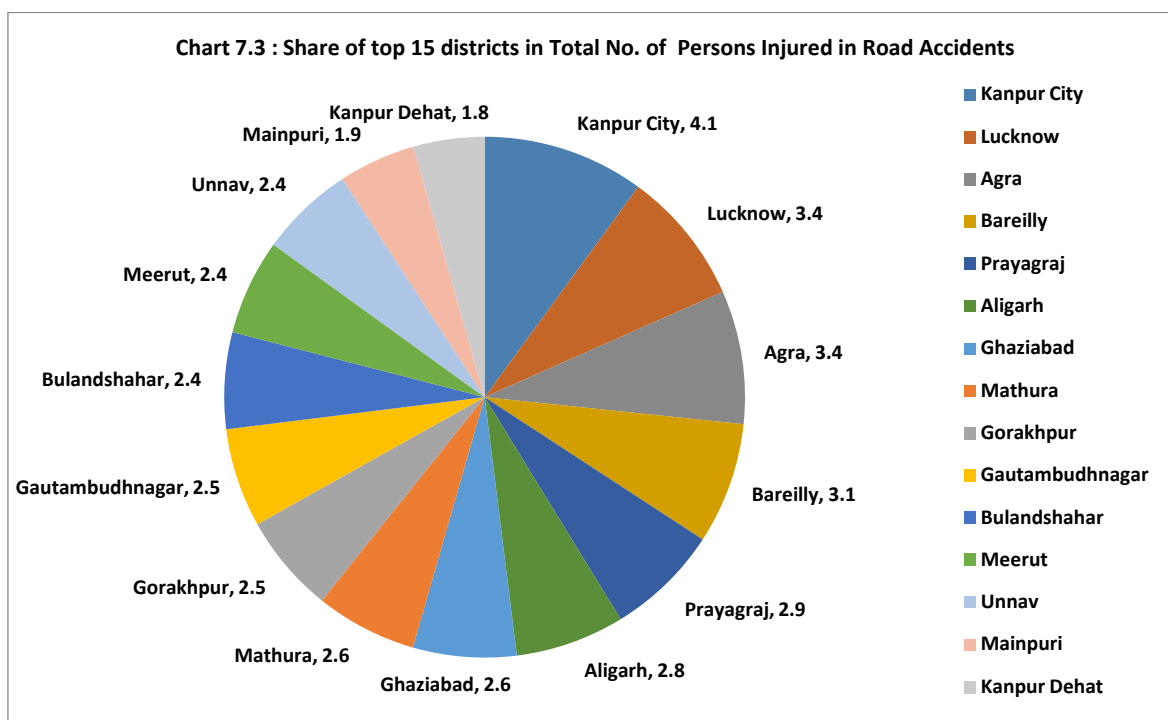


3. Number of Persons Injured in Road Accidents

A comparison of districts reveals that 15 districts accounted for 40.7 per cent of share in persons injured in road accident in the UP during the calendar year 2018. Kanpur City stood on top in persons injured in road accidents in the entire country with a percentage share of 4.1 per cent followed by Lucknow 3.4 per cent and Agra 3.4 per cent respectively. A comparative view of top 15 districts for the calendar year 2018 and number of road accidents took place during 2018 are tabulated below (**Table 7.3**) and depicted in **Chart 7.3**.

Table 7.3: Top 15 Districts: Total Number of Persons Injured in Road Accidents during 2017 & 2018

District	2018	2017
Kanpur City	1211	1199
Lucknow	1005	917
Agra	999	896
Bareilly	910	944
Prayagraj	850	734
Aligarh	817	702
Ghaziabad	774	709
Mathura	759	730
Gorakhpur	742	666
Gautambudhnagar	741	892
Bulandshahar	722	696
Meerut	717	794
Unnav	705	600
Mainpuri	576	455
Kanpur Dehat	533	489



The distribution is given at **Annexure I & II**.

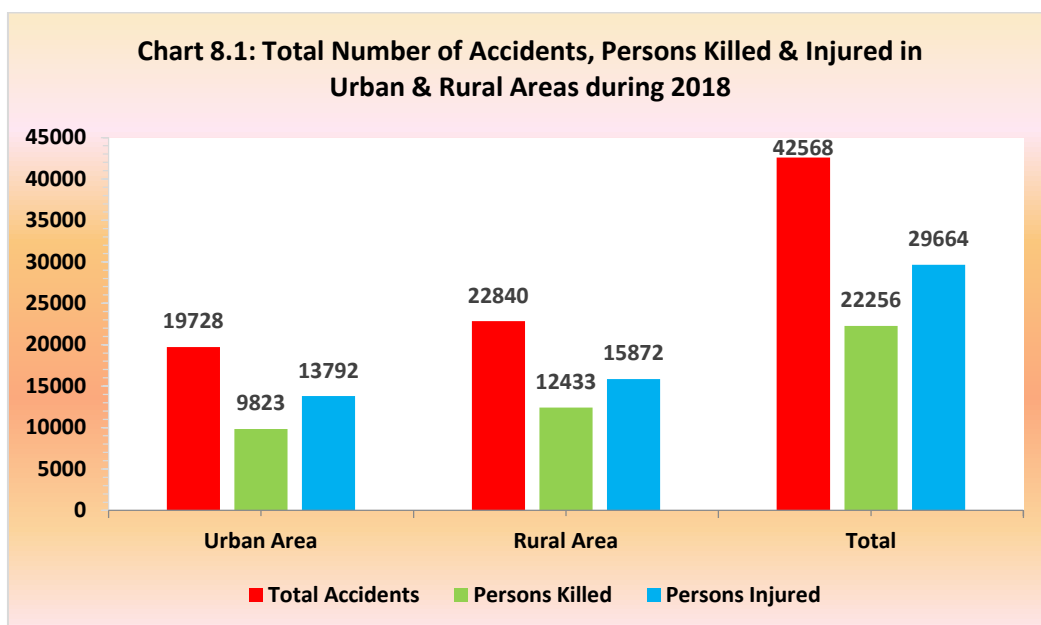
SECTION VIII : SPATIAL & INTERTEMPORAL DISTRIBUTION OF ROAD ACCIDENTS

1. Urban Vis - a- Vis Rural

An analysis of road accidents in urban and rural areas for the calendar year 2018 reveals that rural areas are more prone to road accidents. The total number of road accidents in urban areas were lower (19728) as compared to number of accidents in rural areas (22840). The percentage share of accidents in rural areas and urban areas were 46.3 per cent and 53.7 per cent respectively. A comparison of percentage share of total accidents, persons killed and injured in rural vis-à-vis urban is illustrated in **Table 8.1**. The table indicates that significant investment & improvement in rural roads is required for reducing accidents in rural areas. A comparative picture of road accidents, persons killed and injured in urban and rural areas is illustrated in **Chart 8.1**. The distribution is given at **Annexure IV**.

Table 8.1: Total Number of Road Accidents, Persons Killed & Injured in Urban & Rural Areas

Category	Total Accidents	Persons Killed	Persons Injured
Urban Area	19728 (46.3%)	9823 (44.1%)	13792 (46.5%)
Rural Area	22840 (53.7%)	12433 (55.9%)	15872 (53.5%)
Total	42568	22256	29664

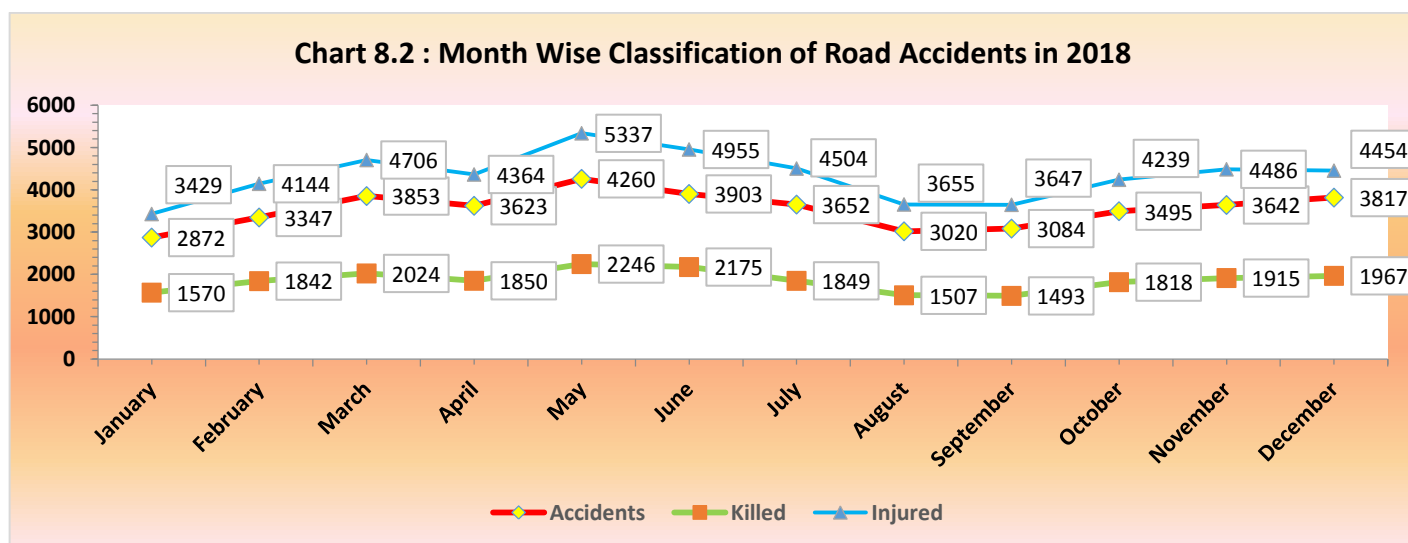


2. Month Wise Occurrences of Road Accidents

The month wise details of road accidents, persons killed and injured in respect of all Districts during 2018 are given below at **Table 8.2:**

Table 8.2: Month Wise classification of Road Accidents

Months	January	February	March	April	May	June	July	August	September	October	November	December
Accidents	2872	3347	3853	3623	4260	3903	3652	3020	3084	3495	3642	3817
Killed	1570	1842	2024	1850	2246	2175	1849	1507	1493	1818	1915	1967
Injured	3429	4144	4706	4364	5337	4955	4504	3655	3647	4239	4486	4454



It is seen from **Chart 8.2** that the total number of accidents during 2018 were highest in the month of May, (4260) and followed by the month of June (3903) and March (3853). Similarly, the total number

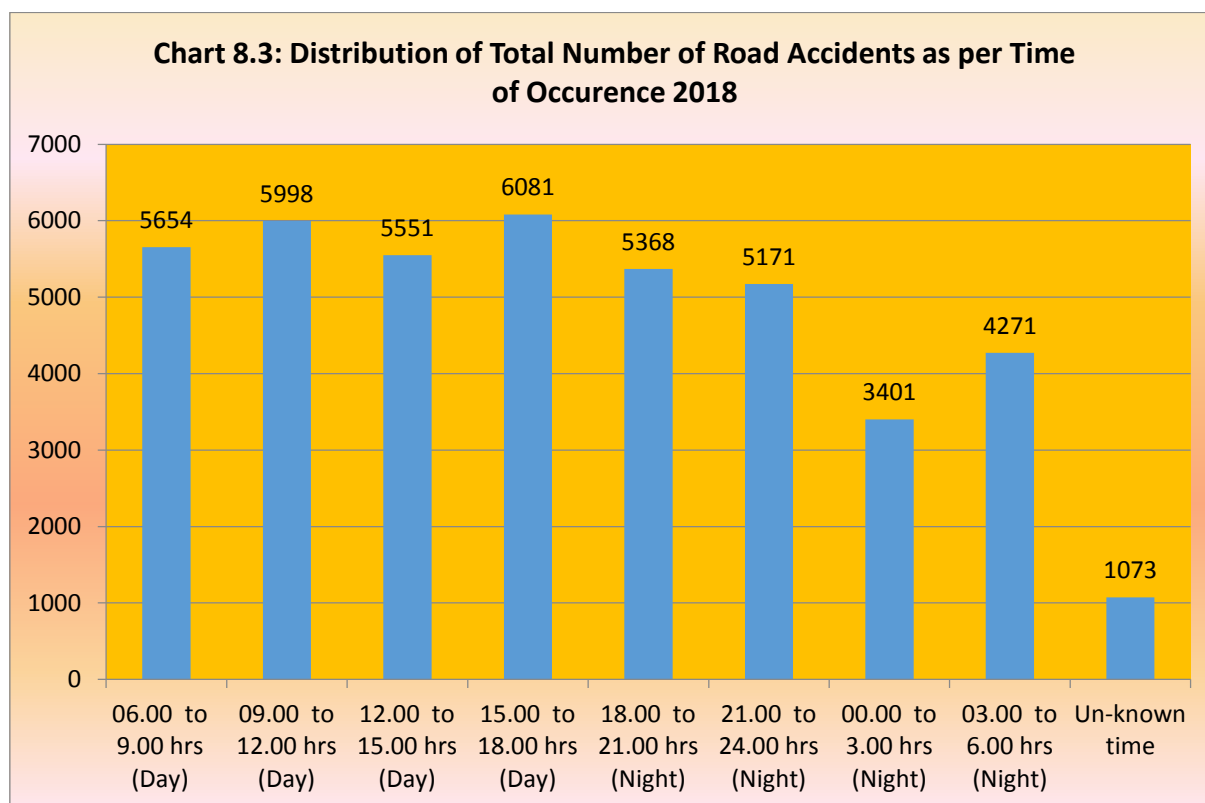
of persons killed were highest in the month of May (2246) followed by month of June (2175). The number of persons injured were highest in the month of May (5337) followed by the month of June (4955). The distribution is given at **Annexure III**.

2. Time Wise Occurrences of Road Accidents

For framing strategies for prevention and provision of medical care for accident victims, timing of accidents is a relevant factor. During 2018 high rate of accidents took place between 15:00 to 18:00 hours (14.3 per cent) followed by 09:00 hours to 12:00 hours (14.1 per cent). This is depicted in **Tables 8.3 and Chart 8.3**.

Table 8.3: Road Accident as per Time of Occurrence

Time	Number of Accidents	Per cent Share in Total Accidents
06.00 to 9.00 hrs (Day)	5654	13.3
09.00 to 12.00 hrs (Day)	5998	14.1
12.00 to 15.00 hrs (Day)	5551	13.0
15.00 to 18.00 hrs (Day)	6081	14.3
18.00 to 21.00 hrs (Night)	5368	12.6
21.00 to 24.00 hrs (Night)	5171	12.1
00.00 to 3.00 hrs (Night)	3401	8.0
03.00 to 6.00 hrs (Night)	4271	10.0
Un-known time	1073	2.5



It is seen from **Chart 8.3** that the total number of accidents during 2018 were highest in a day between 15:00 hrs to 18:00 hrs. The number of persons killed were highest in a day with a percentage share of 53.7 per cent. The distribution is given at **Annexure IV**.

Section IX: ROAD SAFETY INITIATIVES BY THE GOVERNMENT OF UTTAR PRADESH

1. Road Safety Initiatives By The Government Of Uttar Pradesh

- (i) The Government has approved a State Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of traffic laws etc.
- (ii) The Government has constituted the State Road Safety Council as the apex body to take policy decisions in matters of road safety.
- (iii) The Government has formulated a multi-pronged strategy to address the issue of road safety based on 4 'E's viz. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.
- (iv) Road safety has been made an integral part of road design at planning stage.
- (v) Road Safety Audit of selected stretches of Highways has been taken up.
- (vi) High priority has been accorded to identification and rectification of black spots (accident prone spots) on highways.

- (vii) Setting up of model driving training institutes in States and refresher training to drivers of Heavy Motor Vehicle in the unorganized sector.
- (viii) Advocacy/Publicity campaign on road safety through the electronic and print media.
- (ix) Tightening of safety standards for vehicles like Seat Belts, anti-lock braking system etc.
- (x) Providing cranes and ambulances to concerned departments under the National Highway Accident Relief Service Scheme for development on National Highways. National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed stretches of National Highways under its Operation & Maintenance contracts.
- (xi) To protect the Good Samaritans from harassment on the actions being taken by them to save the life of the road accident victims, the Ministry of Road Transport & Highways have issued guidelines vide Notification dated 12th May, 2015 to be followed by hospitals, police and all other authorities for the protection of Good Samaritan. Further, Ministry has also issued Standard Operating Procedure (SOP) for the examination of Good Samaritans by the Police or during trial vide notification dated 21.01.2016. Both the guidelines have been mandated by Hon'ble Supreme Court of India with slight modifications. Now people must not hesitate to help the road accident victims to reach the nearest hospital, in case they come across one.

1. State Road Safety Policy

Based on the globally accepted multi-pronged strategy and the safe-system approach for improving road safety, the State Road Safety Policy outlines the initiatives to be taken by the Government at all levels. The policy is outlined as under: -

I. Preamble

1. The Government of Uttar Pradesh is highly concerned about the steep rise in the number of road accidents, injuries and fatalities in recent years. It is the ground reality that road accidents have now become a public health issue and the victims are mainly from poor sections of the society.
2. The Government of Uttar Pradesh recognizes that the road accidents involve roads, road users and motor vehicles so road safety demands a holistic approach. Government of U.P. feels that reduction in road accidents, injuries and fatalities is the joint responsibility of both State and Central Government.
3. In the light of this, the Government of U.P. states its commitment to bring about a significant reduction in mortality and morbidity resulting from road accidents.

II. Policy Statements

In order to achieve a significant improvement in road safety, Government of UP is committed to:

(i) Raise Awareness about Road Safety Issues

The Government would increase its efforts to promote awareness about the various aspects of road safety, the social and economic implications of road accidents and what needs to be done to curb the rising menace of road accidents. It will facilitate various stakeholders of State for planning and promoting road safety. Awareness among citizens will enable them to treat it as important state problem.

(ii) Strengthening Institutional Arrangements

The Government will make effective institutional arrangement and shall create state Road Fund with the objective of strengthening road safety and implementation of road safety measures in Uttar Pradesh.

(iii) Establish a Road Safety Information Database

The Government will provide assistance to local bodies, Union Territories and States to improve the quality of crash investigation and of data collection, transmission and analysis. To achieve this goal, it will seek the help and assistance of Government of India as provided in national road safety policy.

(iv) Ensure Safer Road Infrastructure

The Government will take steps to promote conscious planning for safe design of roads. Government will ensure that best practices should be incorporated in designing the roads. Government will adopt the accident reduction strategy for existing roads through black spots improvement programs.

(v) Safer Vehicles

The Government will take steps to ensure that safety features are built in at the stage of design, manufacture, usage, operation and maintenance of both motorized and non-motorized vehicles in line with international standards and practices in order to minimize adverse safety and environmental effects of vehicle operation on road users (including pedestrians and bicyclists) and infrastructure.

(vi) Safer Drivers

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

(vii) Safety of Vulnerable Road Users

The design and construction of all road facilities (rural and urban) will take into account 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.

(viii) Road Safety Education and Training

Road safety knowledge and awareness will be created amongst the population through education, training and publicity campaigns. Road safety education will also focus on school children and college going students, while road safety publicity campaigns will be used to propagate good road safety practices among the community. The Government will encourage all professionals as well as NGOs to actively participate in road safety programs. It will cover both urban and rural areas.

(ix) Enforcement of Traffic Laws

The Government will seek to improve the quality of enforcement in order to ensure effective and uniform implementation of safety laws. The Government will take appropriate steps to ensure that the enforcement agencies are adequately manned, trained and equipped to carry out their functions.

(x) Emergency Medical Services for Road Accidents Victims

The Government will strive to ensure that all persons involved in road accidents benefit from speedy and effective trauma care and management. The essential functions of such a service would include the provision of rescue operation and administration of first aid at the site of an

accident and the transport of the victim from accident site to nearby hospital. Hospitals alongside the National Highways and State Highways would be adequately equipped to provide for trauma care and rehabilitation.

(xi) Research for Road Safety

Government will wherever possible support Union Government to improve road research activities and seek to ensure that any problem areas in the state receive appropriate attention in the research activities. Efforts will be made to ensure that research establishment in Uttar Pradesh are given fair support to enhance research activities.

III. ON GOING SCHEMES OF UP Transport

(i) Maintenance of Automatic Driving Testing Track:

Government has made Automatic Driving Testing Track at Kanpur and Bareilly on 14/05/2018.

- (ii)** As per the amendment introduced in the sub rule-2 of rule-118, the Central Motor Vehicles Rules, 1989, on 15/4/2015 by the Ministry Of Road Transport And Highways of India, notification no. 290(A), it has been notified that SLD of trademark AIS/018/2001 will be installed in all the vehicles manufactured after 1/10/2015, at the level of manufacturer or dealer. The speed of SLD will be set at 80km/h. however following vehicles are exempted: Two Wheeler, Three Wheeler, Rickshaw, Ambulance and Traffic Vehicle.

The SLD will be set at 60km/h under Central Motor Vehicle Rules, 1989 of rule 118, the following vehicles are exempted: Trolley, Tanker, School Bus and Crane.

Details of Road Accidents in Districts of UP from 2014 to 2018

Annexure I

Sl. No.	Districts	No. of Road Accidents					No. of Persons Killed					Number of Persons Injured				
		2014	2015	2016	2017	2018	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
1	Prayagraj	1101	1021	1100	1163	1380	481	489	488	472	614	758	698	758	734	850
2	Pratapgarh	362	345	415	481	546	174	189	235	293	319	248	331	283	319	354
3	Kaushambi	272	347	277	412	406	161	192	165	275	191	197	217	213	311	261
4	Fatehpur	501	528	639	737	769	309	324	353	443	531	313	315	418	480	416
5	Banda	344	354	506	371	439	145	163	152	175	205	233	210	249	244	286
6	Hamirpur	191	282	257	262	315	82	158	159	116	159	158	155	171	174	232
7	Mahoba	164	204	200	222	265	109	103	92	126	115	155	192	175	175	162
8	Chitrakut	167	199	188	231	230	71	85	78	90	108	98	176	161	140	182
9	Varanasi	411	424	465	612	568	231	203	226	279	261	190	225	230	316	316
10	Chandouli	169	206	205	202	197	109	194	135	118	114	128	107	82	97	93
11	Gazipur	196	263	300	359	298	125	205	208	228	193	167	141	147	164	151
12	Jaunpur	381	373	499	585	579	250	220	355	334	367	227	154	264	327	337
13	Azamgarh	150	99	135	154	582	140	94	137	143	403	142	107	127	119	374
14	Mau	200	225	227	290	282	117	126	138	129	119	108	121	108	159	160
15	Balia	184	206	280	313	318	130	126	178	179	227	74	90	127	134	192
16	Mirzapur	138	156	166	192	457	86	114	88	107	272	93	74	76	97	198
17	Sonbhadra	183	230	248	335	360	148	154	168	211	229	153	175	145	247	272
18	SR Nagar	122	122	192	181	193	85	87	132	113	113	54	59	151	116	118
19	Bareilly	843	867	1051	1121	1150	340	332	488	467	482	545	681	880	944	910
20	Badaun	431	480	526	625	567	236	270	269	321	301	348	398	340	445	435
21	Shahjahanpur	563	528	599	653	688	340	236	338	353	342	422	352	423	464	514
22	Pilibhit	371	333	385	409	459	139	146	169	166	187	246	272	311	314	310
23	Moradabad	412	413	557	583	571	225	218	294	331	287	279	230	446	442	485
24	Bijnor	458	450	453	473	556	317	315	285	287	373	375	367	337	343	381
25	Rampur	387	359	394	408	485	208	201	188	218	270	340	271	366	351	362
26	Amroha	315	299	293	319	404	240	204	212	216	292	241	217	192	207	283
27	Sambhal	195	212	282	261	287	122	157	192	172	201	148	167	202	137	185
28	Meerut	1047	952	981	1040	1019	387	414	420	411	443	916	730	763	794	717
29	Ghaziabad	897	826	887	930	1054	387	331	421	402	421	647	659	647	709	774
30	Bulandshahar	703	717	714	801	947	457	426	452	417	526	499	570	592	696	722
31	Gautambudhnagar	1005	933	976	1043	1060	403	361	435	419	456	820	691	757	892	741
32	Baghpat	187	198	230	238	259	99	98	135	138	126	103	179	152	188	249
33	Hapur	312	325	378	361	369	195	208	240	197	226	231	235	359	322	306
34	Saharanpur	398	410	363	372	466	184	241	230	208	288	297	319	266	270	332
35	Muzaffarnagar	431	492	539	430	555	251	362	315	309	315	345	399	449	359	463
36	Shamali	105	138	155	242	229	70	90	91	158	141	105	116	126	184	175
37	Kanpur City	1251	1479	1451	1568	1588	600	655	684	682	698	941	1085	911	1199	1211
38	Kanpur Dehat	512	593	612	594	642	272	355	333	313	363	420	557	485	489	533
39	Etawah	486	563	730	668	587	224	284	380	287	288	409	464	620	609	469

40	Arraiya	350	389	436	426	447	182	176	226	206	206	279	320	373	341	360
41	Fatehgarh	342	316	274	320	381	180	166	136	145	182	336	280	275	287	278
42	Kannauj	419	512	482	468	450	178	236	237	213	234	307	457	371	354	500
43	Jhansi	368	473	508	463	559	195	236	254	228	264	392	476	409	357	437
44	Zalaon	229	154	208	282	352	129	112	113	151	178	148	156	159	214	250
45	Lalitpur	138	201	218	238	292	65	94	99	107	115	108	146	215	257	214
46	Agra	995	1007	1062	1032	1273	503	532	522	555	623	747	687	811	896	999
47	Mainpuri	547	562	619	653	731	288	302	361	358	364	417	484	582	455	576
48	Mathura	770	705	781	917	946	453	434	505	516	548	681	575	628	730	759
49	Firozabad	542	569	566	646	641	267	287	310	297	370	455	420	475	485	441
50	Aligarh	721	759	740	810	839	365	609	426	451	466	641	639	685	702	817
51	Hathras	389	385	385	393	445	197	225	200	214	247	361	349	335	312	372
52	Eta	484	495	506	545	504	220	276	279	289	315	405	398	322	485	389
53	Kanshiram Nagar	193	253	285	282	360	76	135	141	120	155	161	191	203	209	233
54	Gorakhpur	720	670	814	958	1024	314	321	381	413	456	485	469	513	666	742
55	Devria	335	335	425	447	450	176	163	207	211	210	160	215	280	291	288
56	Kushinagar	420	375	417	496	526	226	198	261	291	306	233	179	201	222	294
57	Maharajganj	196	212	223	305	340	117	118	141	171	206	111	179	103	180	210
58	Basti	179	252	323	347	403	128	159	212	222	280	104	159	208	215	258
59	SantKabirnagar	120	156	154	234	243	67	105	84	129	128	63	106	107	145	175
60	Siddharthnagar	121	129	112	147	150	83	84	65	86	86	54	89	65	81	85
61	Gonda	240	239	307	349	445	149	136	182	180	219	189	178	196	236	283
62	Balrampur	58	75	87	105	117	37	69	81	82	67	42	47	74	95	77
63	Bahraich	249	253	411	507	602	158	174	251	291	307	139	143	243	327	341
64	Shravasti	62	74	83	104	103	42	50	44	63	74	37	56	57	78	82
65	Lucknow	1303	1388	1529	1515	1638	547	585	652	655	580	805	874	973	917	1005
66	Khiri	446	458	569	583	661	309	344	397	407	403	278	175	251	269	316
67	Hardoi	592	586	708	732	850	344	339	387	400	455	319	335	396	382	407
68	Raibareli	264	419	426	502	592	183	287	274	307	383	133	235	206	305	335
69	Unnav	623	727	649	862	934	340	423	377	509	533	422	464	467	600	705
70	Sitapur	439	505	617	665	771	250	274	353	352	396	260	329	437	439	503
71	Ayodhya	397	414	440	575	632	207	211	246	317	351	289	290	311	406	516
72	Barabanki	482	446	575	659	680	257	273	343	337	386	220	184	260	343	369
73	Sultanpur	304	315	288	374	408	143	147	175	202	223	151	174	136	200	197
74	Ambedkarnagar	216	208	277	269	271	117	128	185	164	178	136	150	162	157	154
75	Amethi	236	218	253	332	382	146	128	155	182	196	96	91	98	145	186
Total		31034	32385	35612	38783	42568	16287	17666	19320	20124	22256	22337	23205	25096	27494	29664

Total Number of Road Accidents, Number of Persons Killed & Injured in Districts in 2018
Annexure II

Districts	Total Accidents	No. of Persons Killed	No. of Persons Injured	Severity of Accident*
Prayagraj	1380	614	850	44.5
Pratapgarh	546	319	354	58.4
Kaushambi	406	191	261	47.0
Fatehpur	769	531	416	69.1
Banda	439	205	286	46.7
Hamirpur	315	159	232	50.5
Mahoba	265	115	162	43.4
Chitrakut	230	108	182	47.0
Varanasi	568	261	316	46.0
Chandouli	197	114	93	57.9
Gazipur	298	193	151	64.8
Jaunpur	579	367	337	63.4
Azamgarh	582	403	374	69.2
Mau	282	119	160	42.2
Balia	318	227	192	71.4
Mirzapur	457	272	198	59.5
Sonbhadra	360	229	272	63.6
SR Nagar	193	113	118	58.5
Bareilly	1150	482	910	41.9
Badaun	567	301	435	53.1
Shahjahanpur	688	342	514	49.7
Pilibhit	459	187	310	40.7
Moradabad	571	287	485	50.3
Bijnor	556	373	381	67.1
Rampur	485	270	362	55.7
Amroha	404	292	283	72.3
Sambhal	287	201	185	70.0
Meerut	1019	443	717	43.5
Ghaziabad	1054	421	774	39.9
Bulandshahar	947	526	722	55.5
Gautambudhnagar	1060	456	741	43.0

Baghpat	259	126	249	48.6
Hapur	369	226	306	61.2
Saharanpur	466	288	332	61.8
Muzaffarnagar	555	315	463	56.8
Shamali	229	141	175	61.6
Kanpur City	1588	698	1211	44.0
Kanpur Dehat	642	363	533	56.5
Etawah	587	288	469	49.1
Arraiya	447	206	360	46.1
Fatehgarh	381	182	278	47.8
Kannauj	450	234	500	52.0
Jhansi	559	264	437	47.2
Zalaon	352	178	250	50.6
Lalitpur	292	115	214	39.4
Agra	1273	623	999	48.9
Mainpuri	731	364	576	49.8
Mathura	946	548	759	57.9
Firozabad	641	370	441	57.7
Aligarh	839	466	817	55.5
Hathras	445	247	372	55.5
Eta	504	315	389	62.5
Kanshiram Nagar	360	155	233	43.1
Gorakhpur	1024	456	742	44.5
Devria	450	210	288	46.7
Kushinagar	526	306	294	58.2
Maharajganj	340	206	210	60.6
Basti	403	280	258	69.5
SantKabirnagar	243	128	175	52.7
Siddharthnagar	150	86	85	57.3
Gonda	445	219	283	49.2
Balrampur	117	67	77	57.3
Bahraich	602	307	341	51.0
Shravasti	103	74	82	71.8

Lucknow	1638	580	1005	35.4
Khiri	661	403	316	61.0
Hardoi	850	455	407	53.5
Raibareli	592	383	335	64.7
Unnav	934	533	705	57.1
Sitapur	771	396	503	51.4
Ayodhya	632	351	516	55.5
Barabanki	680	386	369	56.8
Sultanpur	408	223	197	54.7
Ambedkarnagar	271	178	154	65.7
Amethi	382	196	186	51.3
Total	42568	22256	29664	52.3

Total number of Accidents Classified According to Month of the Year

Month	No. of Accidents					Number of Persons involved by type of Accidents			
	Fatal	Grievous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Grievous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Total
1.January	1336	931	476	129	2872	1570	1251	608	3429
2.February	1603	1103	519	122	3347	1842	1599	703	4144
3.March	1721	1397	605	130	3853	2024	1875	807	4706
4.April	1622	1283	570	148	3623	1850	1706	808	4364
5.May	1937	1456	715	152	4260	2246	2113	978	5337
6.June	1861	1272	634	136	3903	2175	1855	925	4955
7.July	1603	1306	605	138	3652	1849	1807	848	4504
8.August	1303	1097	490	130	3020	1507	1494	654	3655
9.September	1317	1121	519	127	3084	1493	1472	682	3647
10.Oct	1620	1199	535	141	3495	1818	1676	745	4239
11.Nov	1684	1194	602	162	3642	1915	1731	840	4486
12.Dec	1757	1326	588	146	3817	1967	1738	749	4454
Total	19364	14685	6858	1661	42568	22256	20317	9347	51920

(a) Number of persons Killed should be greater than the reported fatal cases.

(b) Number of persons grievously injured should be greater than the reported GI cases

Because in one accident more than one persons killed or injured . So the total should more.

Time	Urban								Rural								Total							
	Number of Accidents					Number of Persons			Number of Accidents					Number of Persons			Number of Accidents					Number of Persons		
	Fatal	Greivou s Injury (need hospital isation)	Minor Injury (not needing hospital isation)	Non Injury	Total	Killed	Greivou sly Injured (need hospital isation)	Minor Injured (not needing hospital isation)	Fatal	Greivou s Injury (need hospital isation)	Minor Injury (not needing hospital isation)	Non Injur y	Total	Killed	Greivou sly Injured (need hospital isation)	Minor Injured (not needing hospital isation)	Fatal	Greivou s Injury (need hospital isation)	Minor Injury (not needing hospital isation)	Non Injury	Total	Killed	Greivou sly Injured (need hospital isation)	Minor Injured (not needing hospital isation)
06.00 to 9.00 hrs (Day)	1113	926	412	137	2588	1285	1213	547	1418	1053	499	96	3066	1611	1392	647	2531	1979	911	233	5654	2896	2605	1194
09.00 to 12.00 hrs (Day)	1215	922	470	133	2740	1387	1267	628	1563	1098	485	112	3258	1751	1526	656	2778	2020	955	245	5998	3138	2793	1284
12.00 to 15.00 hrs (Day)	1029	877	440	112	2458	1173	1171	583	1420	1076	497	100	3093	1631	1513	677	2449	1953	937	212	5551	2804	2684	1260
15.00 to 18.00 hrs (Day)	1196	1003	477	150	2826	1340	1304	646	1550	1119	473	113	3255	1781	1542	651	2746	2122	950	263	6081	3121	2846	1297
18.00 to 21.00 hrs (Night)	1096	880	429	149	2554	1226	1187	561	1277	1008	453	76	2814	1474	1407	638	2373	1888	882	225	5368	2700	2594	1199
21.00 to 24.00 hrs (Night)	1039	895	401	128	2463	1221	1198	554	1327	899	419	63	2708	1526	1337	576	2366	1794	820	191	5171	2747	2535	1130
00.00 to 3.00 hrs (Night)	722	574	249	75	1620	861	809	370	892	565	267	57	1781	1036	898	401	1614	1139	516	132	3401	1897	1707	771
03.00 to 6.00 hrs (Night)	892	695	318	60	1965	1067	935	427	1148	755	339	64	2306	1304	1147	487	2040	1450	657	124	4271	2371	2082	914
Un- known age	219	146	125	24	514	263	226	166	248	194	105	12	559	319	245	132	467	340	230	36	1073	582	471	298
TOTAL	8521	6918	3321	968	19728	9823	9310	4482	10843	7767	3537	693	22840	12433	11007	4865	19364	14685	6858	1661	42568	22256	20317	9347

Accidents Classified According to Weather Conditions

Weather Condition	Number of Accidents					Number of Persons		
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greivously Injured	Minor Injury
1.Sunny/Clear	7951	6042	2525	593	17111	8970	8298	3349
2.Rainy	2769	2247	1090	251	6357	3280	3212	1493
3.Foggy & Misty	3126	2368	1126	313	6933	3624	3217	1568
4.Hail/Sleet	934	799	353	86	2172	1102	1082	463
5.Others (Specify)	4584	3229	1764	418	9995	5280	4508	2474
Total	19364	14685	6858	1661	42568	22256	20317	9347

Accidents According to the Classification of Road

Classification of Road	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Expressways	132	96	60	4	292	251	317	113
2. National Highways	7545	5495	2306	560	15906	8567	7433	3049
3. State Highways	6346	4777	2144	521	13788	7179	6587	2958
4. Other Roads	5341	4317	2348	576	12582	6259	5980	3227
Total	19364	14685	6858	1661	42568	22256	20317	9347

Accidents Classified According to Road Environment

Accident Spot	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Residential Area	3089	2503	1139	315	7046	3637	3483	1587
2. Institutional Area	2105	1735	832	287	4959	2481	2293	1136
3. Market/ Commercial area	3176	2545	1237	426	7384	3599	3713	1650
4. Open Area	7364	5170	2254	343	15131	8351	6884	3011
5. Others (Specify)	3630	2732	1396	290	8048	4188	3944	1963
Total	19364	14685	6858	1661	42568	22256	20317	9347

Accidents Classified According to Road Features

Road Features	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Straight Road	7131	5143	2417	532	15223	8127	7193	3188
2. Curved Road	3009	2322	952	288	6571	3345	3083	1311
3. Bridge	1064	973	507	143	2687	1271	1404	709
4. Culvert	925	775	419	107	2226	1114	1088	580
5. Pot Holes	893	699	332	91	2015	1043	926	468
6. Steep Grade	901	797	377	69	2144	1045	1041	502
7. Ongoing Road Works/Under Construction	1248	1007	504	111	2870	1497	1364	694
8. Others (Specify)	4193	2969	1350	320	8832	4814	4218	1895
Total	19364	14685	6858	1661	42568	22256	20317	9347

Accidents Classified According to Junction Type

Junction Type	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. T Junction	2363	1888	946	146	5343	2740	2619	1236
2 Y Junction	1759	1410	655	163	3987	2079	1942	881
3. Four Arm Junction	1623	1276	623	153	3675	2000	1739	845
4. Staggered Junction	1455	1104	431	75	3065	1734	1614	627
5.Round About Junction	1720	1573	482	149	3924	1984	1932	672
Total	8920	7251	3137	686	19994	10537	9846	4261

Accidents Classified According to Traffic Control at Junction

Traffic Control	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Traffic light Signal	288	263	138	41	730	347	443	203
2. Police Controlled	1048	864	391	83	2386	1237	1163	554
3. Stop Sign	805	695	359	44	1903	1005	836	485
4. Flashing signal/ blinker	592	486	187	45	1310	743	769	256
5. Uncontrolled	6187	4943	2062	473	13665	7205	6635	2763
Total	8920	7251	3137	686	19994	10537	9846	4261

Accidents Classified According to Type of Impacting Vehicle/Objects

Type of Vehicle	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Motorised two Wheeler	5625	4219	2011	403	12258	6194	5438	2586
2 Auto Rickshaw	1187	1043	564	170	2964	1398	1558	784
3. car/Jeep/Van/Taxi	3552	2727	1165	288	7732	3992	3689	1508
4. Bus	1372	1104	496	144	3116	1684	1543	670
5. Truck/Lorry	2404	1461	592	169	4626	2768	2178	836
6. Heavy Articulated Vehicle/ Trolley	784	620	253	53	1710	956	827	364
7. Tempo/Tractor	1062	832	424	101	2419	1234	1249	641
8. E-Rickshaw	332	337	157	51	877	404	507	220
9. Cycle	589	536	231	37	1393	709	693	332
10. Cycle Rickshaw	214	160	80	19	473	277	239	133
11. Hand Drawn Cart	127	61	17	0	205	139	75	29
12. Animal Drawn Cart	225	170	74	21	490	270	250	116
13. Others (Specify)	1891	1415	794	205	4305	2231	2071	1128
Total	19364	14685	6858	1661	42568	22256	20317	9347

Accidents Classified According to Age of Impacting Vehicles

Age of Vehicles	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Less than 5 years	4040	2914	1457	243	8654	4584	4038	1966
2 5 – 10 years	3700	2737	1440	295	8172	4246	3979	1890
3. 10.1 - 15 years	3257	2506	1165	299	7227	3693	3581	1588
4. > 15 years	4398	3083	1413	276	9170	5070	4067	1973
5.Age Not Known	3969	3445	1383	548	9345	4663	4652	1930
Total	19364	14685	6858	1661	42568	22256	20317	9347

Accidents Classified According to Load Condition of Involved Vehicle

Load Condition	Number of Accidents					Number of Persons		
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greivously Injured	Minor Injury
1. Normally Loaded	7414	5447	2713	805	16379	8498	7305	3676
2 Overloaded/ Hanging	3877	3222	1189	333	8621	4429	4294	1615
3. Empty	3721	2742	1433	295	8191	4364	3876	1964
4. Not known	4352	3274	1523	228	9377	4965	4842	2092
Total	19364	14685	6858	1661	42568	22256	20317	9347

Accidents Classified According to Type of Collision

Nature of Accident	Number of Accidents					Number of Persons		
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)
1 Vehicle to Vehicle	8706	6418	2900	628	18652	9553	8085	3837
2. Vehicle to Pedestrian	2159	1899	894	199	5151	2566	2499	1224
3. Vehicle to Non-Motorised vehicle	1933	1761	887	233	4814	2240	2239	1207
4. Vehicle to Animal	777	617	385	63	1842	933	946	571
Total	13575	10695	5066	1123	30459	15292	13769	6839

Accidents Classified According to Type of Collision

Nature of Accident/ Fatalities	Number of Accidents					Number of Persons			
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Total
1.Hit & Run	3260	2464	1125	315	7164	3649	3194	1431	8274
2.With Parked Vehicle	1109	864	394	148	2515	1299	1202	567	3068
3.Hit from Back	2162	1678	855	247	4942	2437	2204	1153	5794
4. Hit from side	2195	1662	878	250	4985	2537	2258	1203	5998
5.Run Off Road	1671	1239	654	119	3683	1923	1725	954	4602
6.Fixed Object	754	685	300	83	1822	911	962	425	2298
7.Vehicle Overturn	1519	1177	516	158	3370	1841	1694	703	4238
8.Head on Collision	2180	1581	667	114	4542	2520	2110	911	5541
9.Others (Specify)	4514	3335	1469	227	9545	5139	4968	2000	12107
Total	19364	14685	6858	1661	42568	22256	20317	9347	51920

Accidents Classified According to Type of Traffic Violations

Type of Traffic Violations	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Over-Speeding	6287	4936	2277	343	13843	7098	6404	2967
2. Drunken Driving/ Consumption of alcohol & drug	1556	1273	639	127	3595	1824	1709	885
3. Driving on Wrong side	1963	1603	832	174	4572	2253	2188	1129
4. Jumping Red Light	246	258	133	42	679	284	354	206
5. Use of Mobile Phone	1655	1368	698	107	3828	1956	1882	939
Total	11707	9438	4579	793	26517	13415	12537	6126

Accidents Classified According to Use/Non-use of Safety Device by Victim

Use of Requisite	Number of Persons			
Safety Devices	Killed	Greviously Injured (need hospitalisation)	Minor Injured (not needing hospitalisation)	Non-injured
1.Non-Wearing of Helmets	6020	4925	3275	459
a) Drivers	3583	2754	1921	257
b) Passengers	2437	2171	1354	202
2.Non-Wearing of Seat Belt	4869	4347	2360	364
a. Drivers	2351	1848	1119	179
b. Passengers	2518	2499	1241	185
Total	10889	9272	5635	823

Accidents Classified According to License of Drivers

Type of License	Number of Accidents				
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total
1. Valid Permanent License	10558	7697	3600	948	22803
2.Learner License	2579	1987	956	265	5787
3.Without License	2220	1876	877	221	5194
4. Not known	2709	2067	892	158	5826
5. Not Applicable	1298	1058	533	69	2958
Total	19364	14685	6858	1661	42568

Accidents Classified According to Type of Road User

Annexure XVIII

Persons	Number of Persons									
	Fatal		Grievously Injured		Minor Injured		Non Injury		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
1. Pedestrian	1133	233	1135	275	500	122	51	13	2819	643
2. Bicycles	1131	240	1014	259	468	109	146	21	2759	629
a) Drivers	685	122	617	106	284	48	81	11	1667	287
b) Passengers	446	118	397	153	184	61	65	10	1092	342
3. Two Wheelers	5955	863	4707	853	2381	419	432	106	13475	2241
a) Drivers	3744	299	2804	291	1501	139	270	53	8319	782
b) Passengers	2211	564	1903	562	880	280	162	53	5156	1459
4. Auto Rickshaws	1258	308	1310	315	692	141	132	25	3392	789
a) Drivers	476	23	478	16	273	5	69	5	1296	49
b) Passengers	782	285	832	299	419	136	63	20	2096	740
5. Cars, Taxis, Vans & LMV	3276	676	2946	639	1241	258	256	33	7719	1606
a) Drivers	1438	123	1177	100	547	54	148	11	3310	288
b) Passengers	1838	553	1769	539	694	204	108	22	4409	1318
6. Trucks/Lorries	1916	165	1674	114	606	79	58	8	4254	366
a) Drivers	931	2	715	2	249	1	26	3	1921	8
b) Passengers	985	163	959	112	357	78	32	5	2333	358
7. Buses	1296	361	1214	309	495	150	70	25	3075	845
a) Drivers	360	0	349	1	147	1	31	5	887	7
b) Passengers	936	361	865	308	348	149	39	20	2188	838
8. Other Motor Vehicles	1939	366	1949	384	831	172	102	13	4821	935
a) Drivers	847	61	795	91	340	29	45	5	2027	186
b) Passengers	1092	305	1154	293	491	143	57	8	2794	749
9. Others Persons	985	155	1045	175	593	90	154	16	2777	436
Total	18889	3367	16994	3323	7807	1540	1401	260	45091	8490
a) Drivers	8481	630	6935	607	3341	277	670	93	19427	1607
b) Pedestrian+ Passengers+Other Persons	10408	2737	10059	2716	4466	1263	731	167	25664	6883

Annexure XIX

Accidents Classified According to Type of Victims, Age and Sex				
Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
(A) Drivers – Total	7796	508	9375	730
1. Less than 18 years	744	82	933	132
2. 18-25	2040	152	2444	217
3. 25-35	1853	116	2129	187
4. 35-45	1509	80	1774	103
5. 45-60	934	36	1225	42
6. 60 and Above	289	24	355	15
Age not known	427	18	515	34
(B) Passengers – Total	7844	2231	10671	3103
1. Less than 18 years	936	302	1296	445
2. 18-25	1619	462	2156	720
3. 25-35	1796	543	2428	752
4. 35-45	1550	411	1975	544
5. 45-60	1015	276	1526	373
6. 60 and Above	488	104	666	146
Age not known	440	133	624	123
(C) Pedestrian – Total	1133	233	1635	397
1. Less than 18 years	169	43	213	65
2. 18-25	225	55	378	90
3. 25-35	249	48	341	100
4. 35-45	199	39	324	73
5. 45-60	166	23	226	32
6. 60 and Above	78	15	104	16
Age not known	47	10	49	21
(D) Cyclist – Total	1131	240	1482	368

1. Less than 18 years	239	58	311	110
2 18-25	292	91	410	104

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
3. 25-35	226	39	296	71
4. 35-45	166	32	200	40
5. 45-60	110	10	114	17
6. 60 and Above	31	0	52	8
Age not known	67	10	99	18
(E)Other persons – Total	985	155	1638	265
1. Less than 18 years	158	33	304	68
2 18-25	248	38	432	70
3. 25-35	239	39	378	65
4. 35-45	146	17	264	32
5. 45-60	79	9	152	18
6. 60 and Above	36	12	44	3
Age not known	79	7	64	9
Total	18889	3367	24801	4863
1. Less than 18 years	2246	518	3057	820
2 18-25	4424	798	5820	1201
3. 25-35	4363	785	5572	1175
4. 35-45	3570	579	4537	792
5. 45-60	2304	354	3243	482
6 .60 and Above	922	155	1221	188
Age not known	1060	178	1351	205

सड़क चिह्न - संक्षिप्त परिचय



रुकिए नो पार्किंग प्रवेश निषेध आने वाले यातायात को प्राथमिकता हॉर्न बजाना मना है



गति सीमा वापस मुड़ना (यू-टर्न) मना है आगे रास्ता संकरा है आगे स्कूल है यातायात संकेतक



पैदल (जेब्रा) क्रॉसिंग संकरा पुल गोल चक्कर दाहिना घुमावदार मोड़ बायां घुमावदार मोड़



अस्पताल प्राथमिक उपचार केन्द्र पार्किंग वाहन खड़ा करने की जगह अग्रिम मार्गदर्शक गंतव्य चिह्न



रोड सेफ्टी क्वार्टर नम्बर
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उ०प्र० राज्य सड़क परिवहन निगम: www.upsrtc.com

सड़क सुरक्षा सम्बन्धी नियम

1. चालक प्रत्येक वर्ष अपने स्वास्थ्य का परीक्षण करावें।
2. नशे/नींद की हालत में कभी वाहन न चलायें।
3. ओवरलोड गाड़ी न चलायें।
4. ओवर स्पीड में गाड़ी न चलायें।
5. वाहन चलाते समय सीट बेल्ट का सदैव प्रयोग करें।
6. यातायात नियमों का पालन करें।
7. अपने वाहन में रेट्रो रिफ्लेक्टिव टेप अवश्य लगायें।
8. कोहरे के समय फॉग लाइट का प्रयोग करें।
9. हाईवे पर निर्धारित कट से ही सड़क पर जायें।
10. हाईवे पर अपना वाहन निर्धारित स्थान पर ही खड़ा करें।
11. सड़क दुर्घटना में घायल व्यक्ति की तुरन्त सहायता करें।
12. वाहन चलाते समय मोबाइल पर बात न करें।