Road Accidents in Uttar Pradesh 2019

Department of Transport
Government of U.P.

9 Common Driving Mistakes

1. Loosing attention - 'zoning out'
   - Stay relaxed but totally focused.
   - Concentrate on your journey, not your pending issues.

2. Driving while drowsy
   - Take breaks frequently or as required.
   - Make sure to get adequate rest before long trips.

3. Getting distracted inside car (cell phone, radio, passengers)
   - Avoid using cell phone while driving
   - Plan and study your trip prior to commencing

.4. Failing to adjust to adverse weather conditions
   - Slow down in rain
   - Allow for longer stopping distances
   - adjust for poor visibility

5. Driving aggressively (tailgating, jumping red lights and stop signs, etc.)
   - Allow yourself ample time to make the trip.
   - remain calm and drive safely.

6. Anticipate about other drivers intentions
   - Drive defensively
   - Allow cushion for the unexpected
   - make your intentions clear, use turn signals etc.
   - Obey the traffic signs
   - Remember the speed limit is the legal limit in ideal conditions, allow for deviations.

7. Changing lanes without checking blind spots
   - Signal, check mirrors, then use quick glance
   - Make lane changes gradually

8. Driving while upset
   - Avoid this, as it is comparable to driving intoxicated.

9. Ignoring essential auto maintenance (brake lights, bald tyres, etc.)
   - Do weekly maintenance checks
   - Replace brake pads every 15000 kms.
   - replace worn out tyres

अशोक कटारिया
Ashok Katariya

राज्य मंत्री, परिवहन
(स्वतंत्र प्रभार)
एवं राज्य मंत्री संसदीय कार्य,
उत्तर प्रदेश।

संदेश

यह प्रसन्नता का विषय है कि परिवहन विभाग द्वारा "रोड एक्सीडेंट इन उत्तर प्रदेश 2019" नाम से यह वार्षिक पत्रिका प्रकाशित की जा रही है। यह पत्रिका प्रदेश में सड़क दुर्घटनाओं एवं दुर्घटना में होने वाली मृत्यु के कारणों पर एक समेकित विश्लेषण प्रस्तुत करते हुए प्रदेश में सड़क दुर्घटना में होने वाली मृत्यु में कमी लाये जाने हेतु नीति निर्माताओं एवं उनको लागू कराने वाले विभागों के लिये काफी सहयोगी सिद्ध होगी।

उत्तर प्रदेश में वर्ष 2019 में 22,655 व्यक्ति सड़क दुर्घटना में असमय काल के गाल में समा गये जो हम सब के लिये बड़ा ही पीड़ादायक है, परन्तु राहत की बात यह है कि सड़क दुर्घटना में मृतकों की संख्या में विगत वर्ष की 10.5 प्रतिशत वृद्धि की तुलना में वर्ष 2019 में यह दर घट के मात्र 1.79 प्रतिशत रह गई है। यह इंगित करता है कि सड़क सुरक्षा हेतु प्रदेश सरकार के प्रयासों का फल प्राप्त होना शुरू हो गया है।

इस दिशा में उत्तर प्रदेश सरकार द्वारा राज्य सड़क सुरक्षा परिषद एवं जिला सड़क सुरक्षा समिति का गठन करके नियमित बैठक के आधार पर सड़क दुर्घटना के कारणों का विश्लेषण करना कारगर सिद्ध हुआ है। बेसिक एवं माध्यमिक की कक्षाओं के पाठ्यक्रम में सड़क सुरक्षा से जुड़े हुए विषयों के समावेश से छात्र जीवन से ही विद्यार्थियों को सड़क सुरक्षा एवं यातायात नियमों के प्रति जागरूकता बढ़ी है। मेरा मत है कि उपरोक्त पाठ्यक्रम में से परीक्षा में नियमित रूप से प्रश्न पूछे जाने चाहिए व उनके प्राप्तांक रिजल्ट में शामिल किये जाने चाहिए। इसके अतिरिक्त परिवहन विभाग द्वारा बसों एवं अन्य परिवहन यानों की फिटनेस प्रणाली तथा चालकों की लाइसेन्सिंग प्रणाली का भी सुदृढ़ीकरण किया गया है। उल्लेखनीय है कि सड़क दुर्घटनाओं में कमी लाये जाने के साथ–साथ सड़क दुर्घटना में घायल व्यक्तियों का बचाया जाना नितांत आवश्यक है। इसके लिये घायल व्यक्तियों को गोल्डेन आवर में ही चिकित्सा सुविधा उपलब्ध कराये जाने हेतु भी प्रदेश सरकार प्रयासरत है।

मैं आशान्वित हूँ कि परिवहन विभाग द्वारा सड़क सुरक्षा से जुड़े हुए सभी महत्वपूर्ण विभागों के साथ और अधिक सामंजस्य पूर्ण संबंध स्थापित करते हुए समेकित प्रयास एवं प्रभावी प्रवर्तन कार्यवाही कराते हुए एक सकारात्मक परिवर्तन लाया जायेगा जिससे भविष्य में सड़क दुर्घटना में मृतकों की संख्या में और अधिक कमी आयेगी।

(अशोक कटारिया)

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Uttar Pradesh

FOREWORD

Road accidents continue to be a leading cause of deaths, disabilities, and hospitalization in the state of Uttar Pradesh despite our commitments and efforts. The report analyses the upward trend of road accidents and related fatalities in Uttar Pradesh, which have seen an increase of 0.01% and 1.79% respectively, from the year 2018 to 2019.

Road traffic accidents need to be controlled and the Ministry has been implementing a multi-faceted strategy for ensuring road safety based on Education, Technology (for both roads and the vehicles), Enforcement and Emergency care through various steps such as setting up driver training schools, carrying out awareness campaigns, improving automobile safety standards, developing better road infrastructure, carrying out road safety audits and surveys, etc. These efforts are likely to help in controlling the upward trend in the number of road accidents and road accident-related fatalities, observed in the past few years in Uttar Pradesh.

The year 2019 witnessed a consolidation in the efforts of the authorities in the field of road safety through the enactment of the Motor Vehicle Amendment Bill 2019, including various measures such as higher penalties for traffic violations, cashless treatment during the Golden Hour, automation of driving tests, recall of defective vehicles, increased compensation for hit and run cases, etc. The Uttar Pradesh government has proposed setting up a State Road Safety Council and District Road Safety Committees that meet up regularly to analyze the causes of these accidents and work towards reducing them. Including road safety in the curriculum of primary and secondary classes to increase awareness has also been suggested. Also, surprise checking for the fitness of buses and their drivers is to be initiated. The officials have also been asked to prepare district-wise blueprints of traffic management and implementing them strictly.

It is hoped that the detailed data on road accidents in the state of Uttar Pradesh and the analysis of the same contained in this report will be useful in policy formulation for the state.

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आई.ए.एस.
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I.A.S.

PREFACE

The annual report of accidents for Uttar Pradesh provides the statistics of the road accidents, related deaths, and injuries, calendar year-wise, based on information supplied by the Police Departments of the various districts in a set of standardized formats approved by the Committee on Road Safety.

The present volume of "Road Accidents in Uttar Pradesh" provides information on various aspects of road accidents in the year 2018. It gives an overview, profile of road accidents, causes of road accidents, area-wise analysis, spatial and inter-temporal distribution, comparisons, and road safety initiatives taken by the Government of India as well as the local authorities. A summary of the report is available under the section titled Executive Summary.

We constantly endeavor to include accurate information in this document which is the official source of accidents, related deaths, and injuries in the state of Uttar Pradesh. We have been especially enriched in our interactions with the Supreme Court Committee on Road Safety and have made substantial revisions in this edition of the document and have tried to make it analytical for the use of the authorities.

I remain extremely grateful to the Traffic Directorate of the Police Department of the State of U.P. for providing us the data. The Transport Department plans to develop software for the electronic transfer of this data rather than manual data so as to ease the process. This would enable easy uploading, comparison and analysis of the data.

Lastly, I would like to record my sincere appreciation for the support and cooperation provided by all my colleagues in the Road Safety Cell of Transport Department, particularly Shri Ganga Phal, Additional Commissioner (Road Safety), Shri P.S. Satyarthi, DTC (Road Safety) and Shri Mukesh Chandra Uttam, OSD (Police), who have worked relentlessly in improving and completing this document.

(DHEERAJ SAHU)

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EXECUTIVE SUMMARY

1. With the expansion in road network, improvement in road surface, motorization and urbanization in the country, road crashes have emerged as a serious matter of public concern. 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 are 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 2019, the total number of road accidents is reported at 42572 causing injuries to 28932 persons and claiming 22655 lives in Uttar Pradesh. This translates, on an average, into 117 accidents and 62 accident deaths taking place on Indian roads every day; or 5 accidents and 2.5 deaths every hour.

3. However, the silver lining is that the growth in these numbers has been arrested to a great extent for the first time in 2019 as the year witnessed only a minuscule increase in accidents and fatalities and, instead, saw a fall in injuries.

4. Delving into the causes of these road crashes, one finds that maximum cases (37.4%), in the year 2019 were attributable to over speeding. Constructive steps towards curbing this menace are being undertaken in the state, one such step being fitting of speed limiting devices in transport vehicles. Strict enforcement work too has been initiated in this respect. Other prominent causes include intake of alcohol/drugs by drivers, talking on mobile phones while driving and driving on wrong side of road.

5. The National Highways passing through the state of Uttar Pradesh accounted for 37.2% of total road accidents in the year 2019. Similarly, the State Highways and other roads constituted for 31.5% and 30.5% 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 30.3% accidents and 30.6% fatalities in 2019. The light vehicle category consisting of cars, jeeps and taxis acquires the second place in this list with total accidents standing at 16.1% and total fatalities at 16.5%

7. Age profile of road accident victims for the calendar year 2019 reveals that the youth of age group 18 - 45 years accounted for a high share of 68.9 per cent (15599 persons) in the total road accident fatalities.

8. Among the 75 districts in UP, Lucknow stood on top in road accidents and Kanpur stood top in persons killed in the road accidents with a percentage share of 4.0 per cent and 3.1 per cent, respectively.

9. Month-wise distribution of road accidents during the calendar year 2019 reveals that the highest number of accidents occurred in the month of May (4223) followed by the month of June (4143) and March (3991). Higher accident rates are observed during the hours09:00 to 12:00 hrs (13.9 percent) and 06:00 to 09:00 (13.7 percent) of the day.

10. The Government of Uttar Pradesh recognises that the road accidents involve roads, road users and motor vehicles; therefore, road safety demands a holistic approach. Given the fact that the Motor Vehicles Act, 1988 is a central Act, Government of India has an equally important role in curbing road crashes. The Ministry of Road Transport and Highways is playing a crucial role in enhancing road safety and, in fact, the latest amendment in the MV Act in the year 2019 was largely driven by this desire.

11. The Government of Uttar Pradesh has formulated a multi-pronged strategy to address the issue of road safety based on 4 'E' viz. Education, Engineering (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. 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. 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: Road Length, Motors Vehicles and Road Accidents (2012-2019)

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	201094	13287232	13293	29972	16149
2013	201259	17048184	13077	30615	16004
2014	206623	19114692	13842	31034	16287
2015	215377	21635530	15218	32385	17666
2016	231562	23879973	16164	35612	19320
2017	240330	26265246	17706	38783	20124
2018	241541	29394816	19364	42568	22256
2019	243993	32712054	19731	42572	22655

2.1 Road Length:

Road network in Uttar Pradesh, of about 2, 43, 993 kms as of March 2019 is the second largest in India. The country's road network consists of Expressways, 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 Upgradation of the existing roads. During the period 2012-2019, the total road length of the state increased at a Compound Annual Growth Rate (CAGR) of 2.8 percent.

2.2 Motor Vehicles:

Sustained economic growth has led to rapidly increasing motorized vehicles in Uttar Pradesh. There were 3, 27, 12, 054 number of registered vehicles in UP as on 31st March 2019. The total number of registered motor vehicles grew at a CAGR of 13.7 per cent between 2012 and 2019.

2.3 Road Accidents – 2019:

During 2019, a total of 42,572 road accidents were reported. Of these 19,731 (46.35 per cent) were fatal accidents. The number of persons killed in road accidents was 22,655. The total number of persons injured in road accidents was 28,932. 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 **Annexure- I &II**. The analysis of road accident data 2019 reveals that on an average 117 accidents and 62 deaths take place every day on UP roads which further translates into 5 accidents and loss of 2.5 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 2019 is presented in Table 2.1 below:

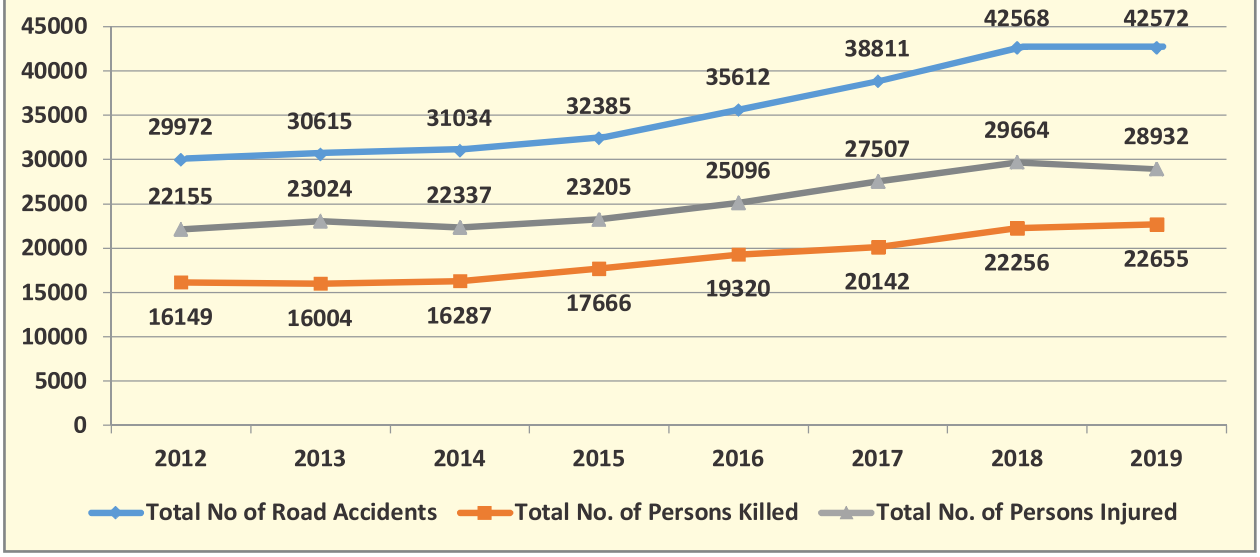
Table 2.1: Profile of Road Accidents: 2012 – 2019

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
2019	42572	22655	28932	53.2

*Persons killed per 100 accidents.

It is clear from the above table, that over the years **2012 to 2019, number of road accidents, persons killed and injured have increased by 42.0 per cent, 40.3 per cent and 30.6 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**. At the same time, the data for 2019 have been very reassuring as the pace of increase in number of crashes and fatalities has been almost nullified for the first time. This shows that the efforts of the State Government are in the right direction and paying off well.**

Chart 2.1: Total number of Road Accidents, Persons Killed and Persons Injured during 2012-19



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 2012-19. During the year 2019, it varies from a low of 34.5 in Lucknow to a high of 75.2 in Balia. 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
2019	0.01	1.79	-2.47

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 increases in all the three parameters viz road accidents, number of persons killed and injured were taken place during the period 2016-2018. But in year 2019, growth rate in accident and deaths is very low as compared to the previous years and growth rate in persons injured is negative. The long term scenario indicating number of road accidents, persons killed and injured are depicted in **Annexure I.**

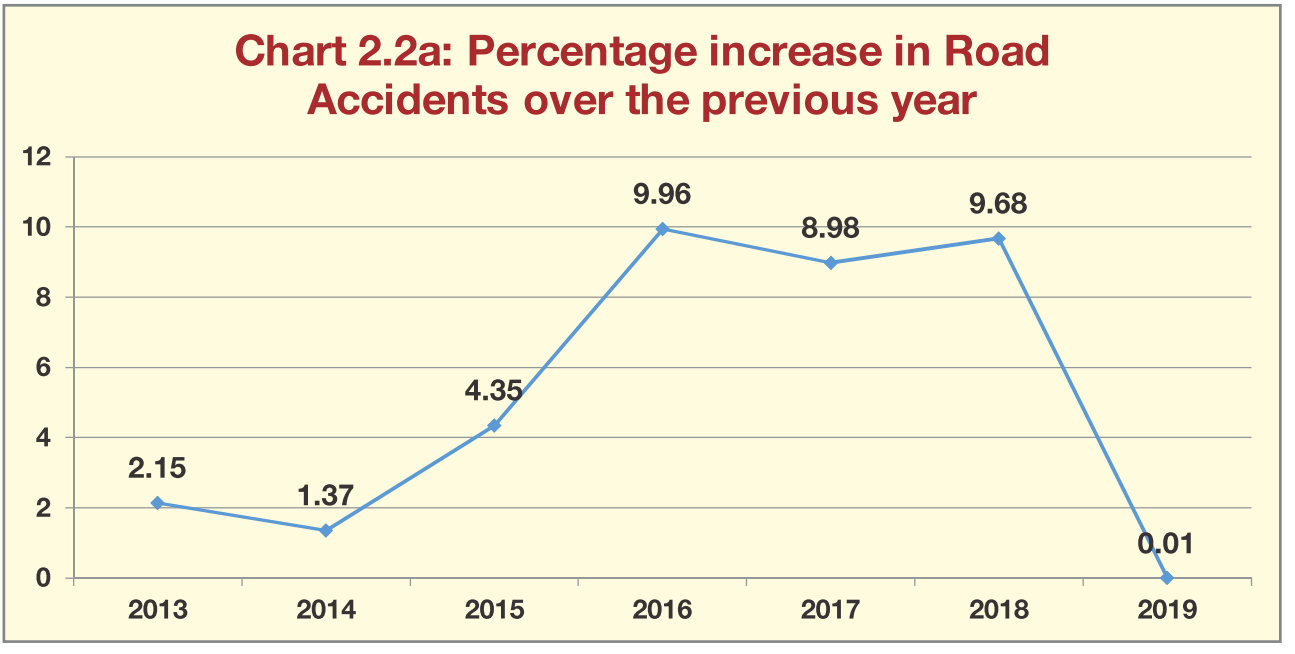


Chart 2.2b: Percentage increase in number of persons killed over the previous year

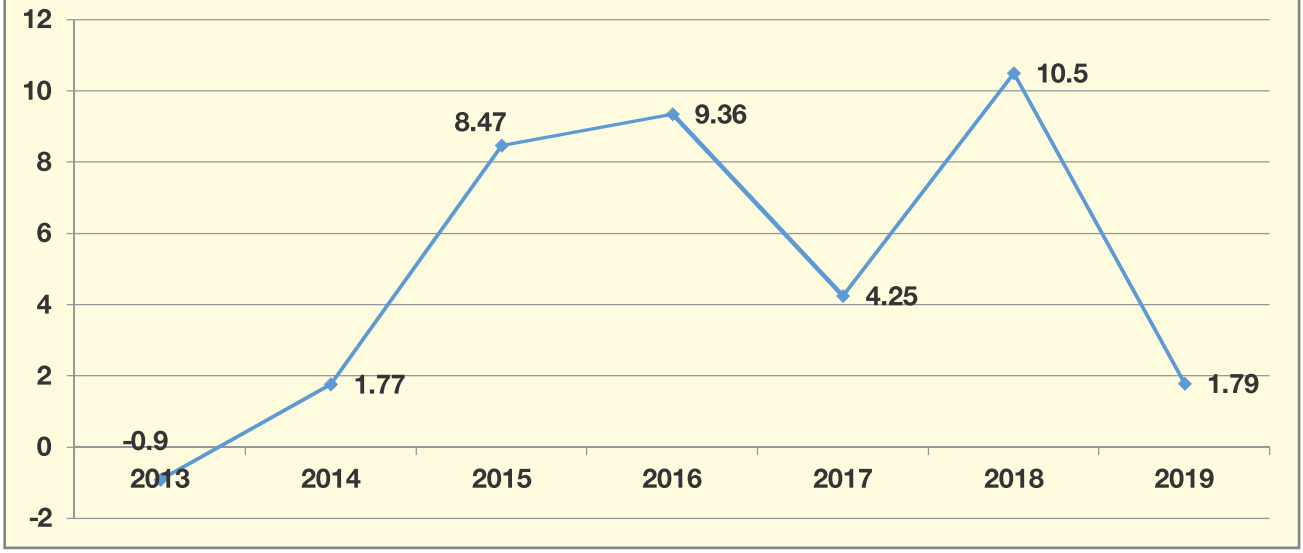
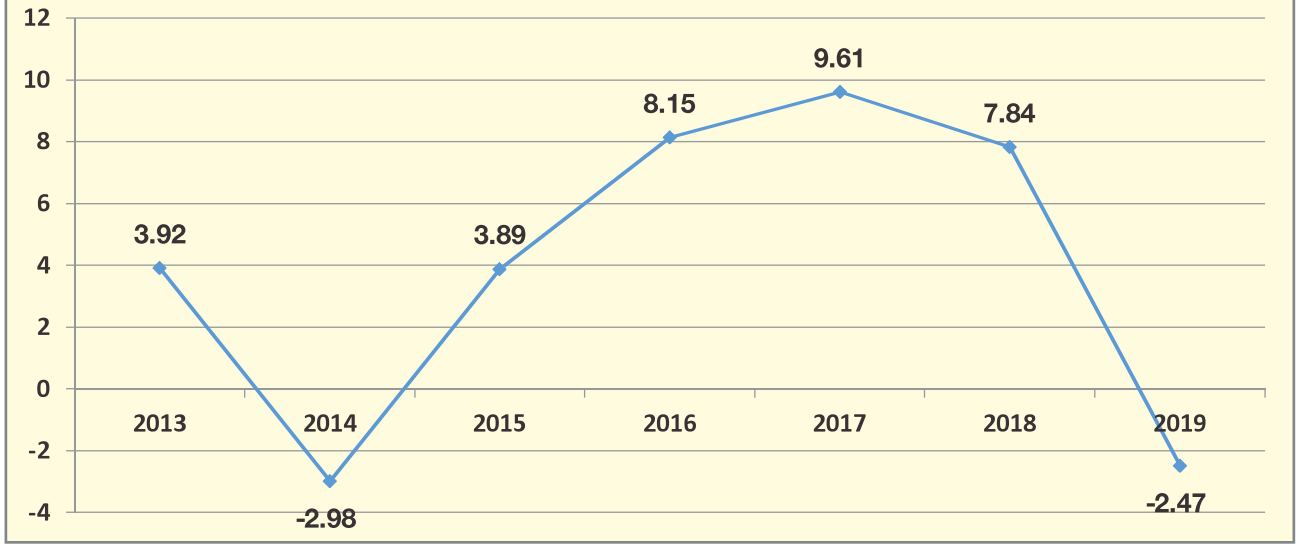


Chart 2.2c: Percentage increase in number of persons injured over the previous year



SECTION III

ACCIDENTS BY ROAD CATEGORY AND ROAD FEATURE

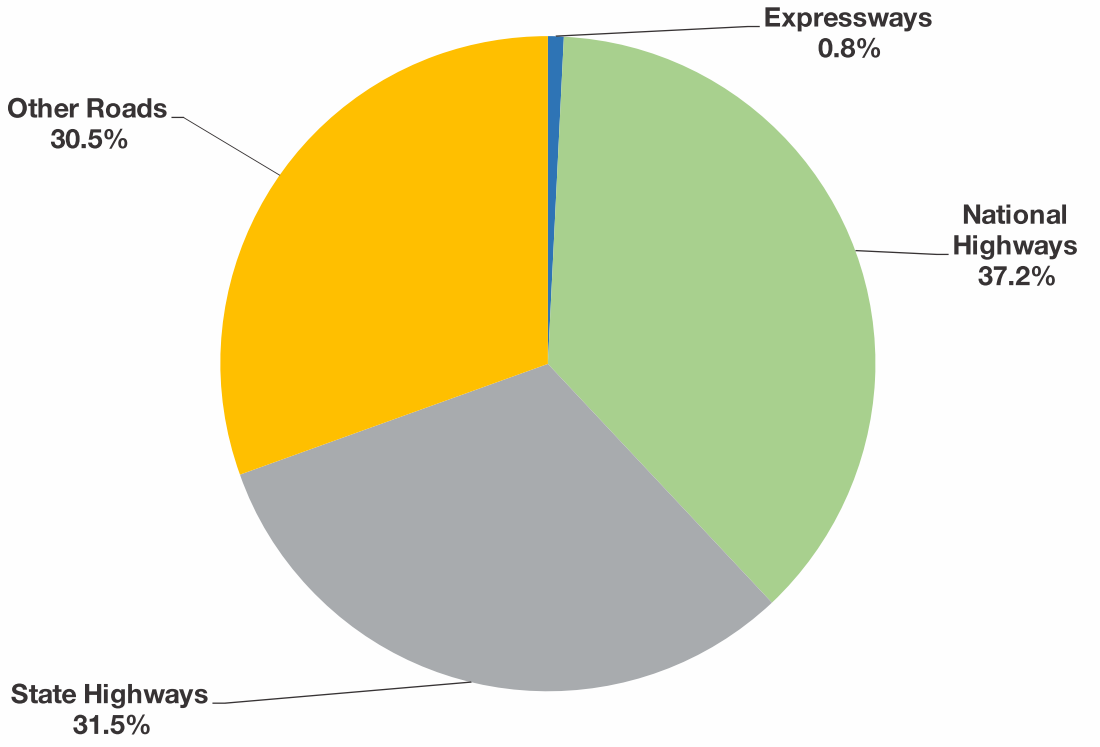
1. Current Scenario

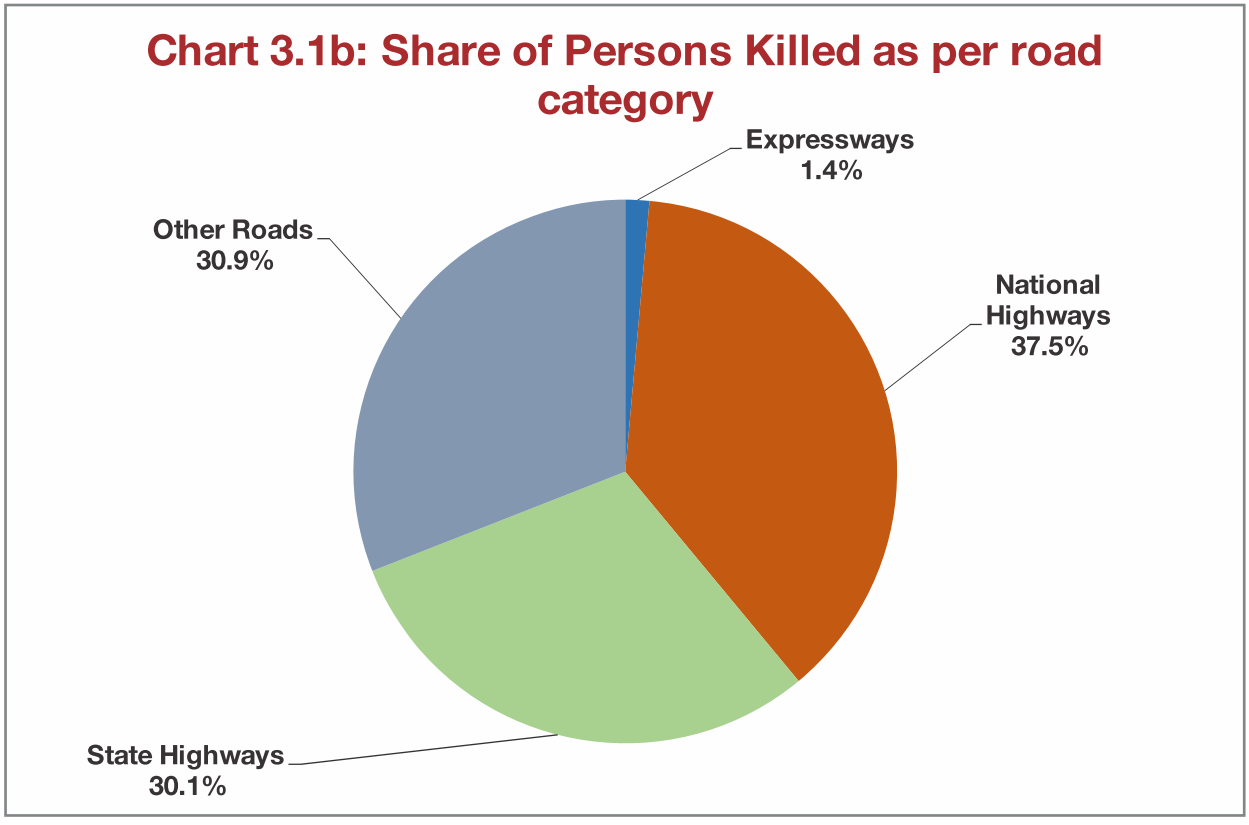
Road accidents on National Highways accounted for a 37.2 per cent of the total road accidents and 37.5 per cent of the total number of persons killed during 2019. The State Highways accounted for 31.5 per cent of total accidents and 30.1 per cent in the total number of persons killed in road accidents during same period of time. The balance 31.3 per cent of total road accidents and 32.3 per cent of total number of persons killed in 2019 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 3.1a & 3.1b**. The distribution is given at **Annexure VI.**

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

Classification of Road	Fatal Accidents	Total Accidents	Killed Persons	Injured Persons
Expressways	189	337	324	611
National Highways	7571	15844	8506	10289
State Highways	5987	13402	6816	9272
Other Roads	5984	12989	7009	8760
Total	**19731**	**42572**	**22655**	**28932**

Chart 3.1a: Share of Accidents as per road category





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.

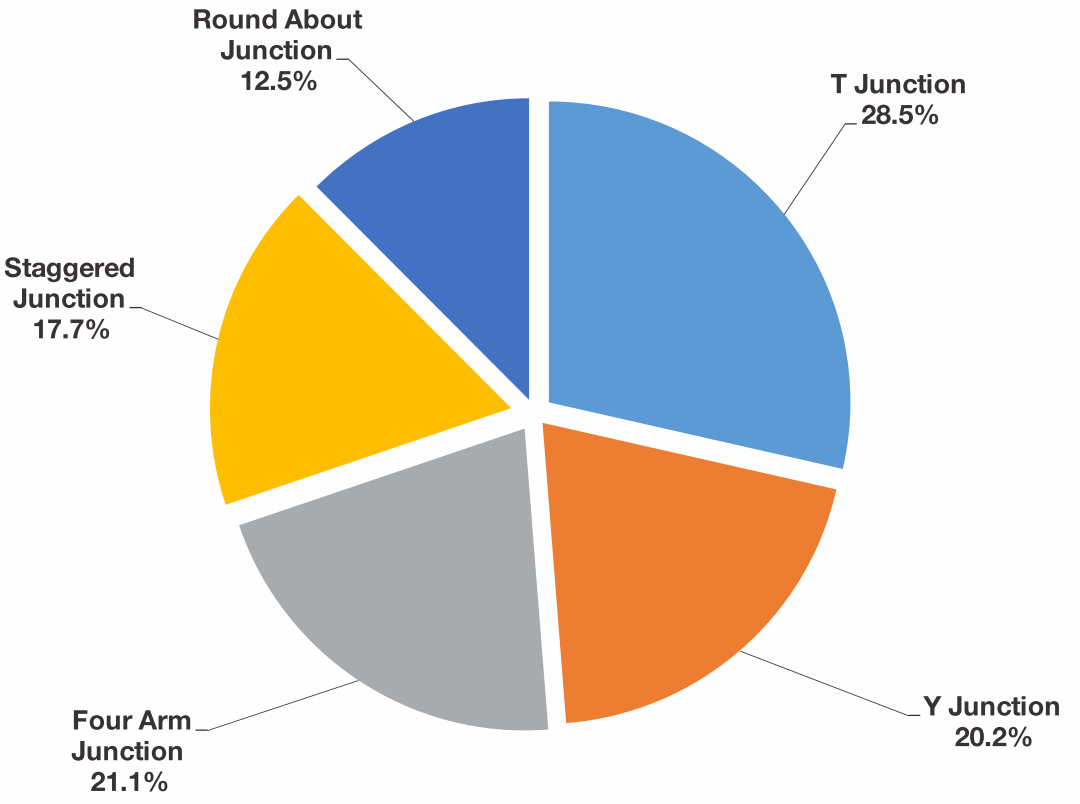
Table 3.2: Total number of Road Accidents, Number of Persons killed & Injured based on Junction

Junction Type	Accidents	Killed Persons	Injured Persons
T Junction	5222	2650	3331
Y Junction	3699	1840	2458
Four Arm Junction	3852	1838	2664
Staggered Junction	3240	1807	2142
Round About Junction	2282	1150	1500
Total	**18295**	**9285**	**12095**

The highest number of accidents occurred at T-Junctions during the calendar year 2019 causing 5222 accidents with a share of 28.5 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.**

Chart 3.2: Distribution of number of Accidents at junctions

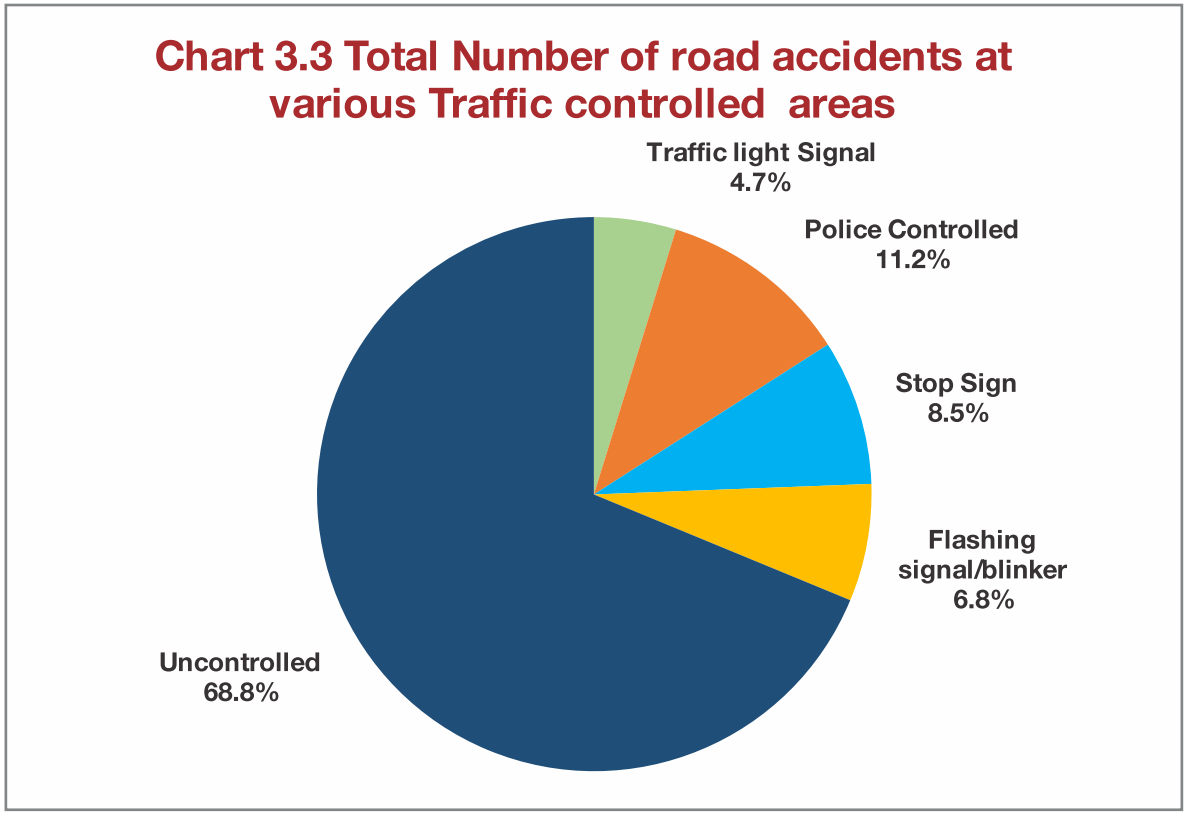


3. Accidents at Traffic/ Police Controlled Area

It may be seen that the maximum number of accidents occurred at uncontrolled areas during the calendar year 2019 which caused 12,580 accidents with a share of 68.8 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 Persons	Injured Persons
Traffic light Signal	869	385	676
Police Controlled	2048	1010	1417
Stop Sign	1548	709	1088
Flashing signal/blinker	1250	625	840
Uncontrolled	12580	6556	8074
Total	**18295**	**9285**	**12095**



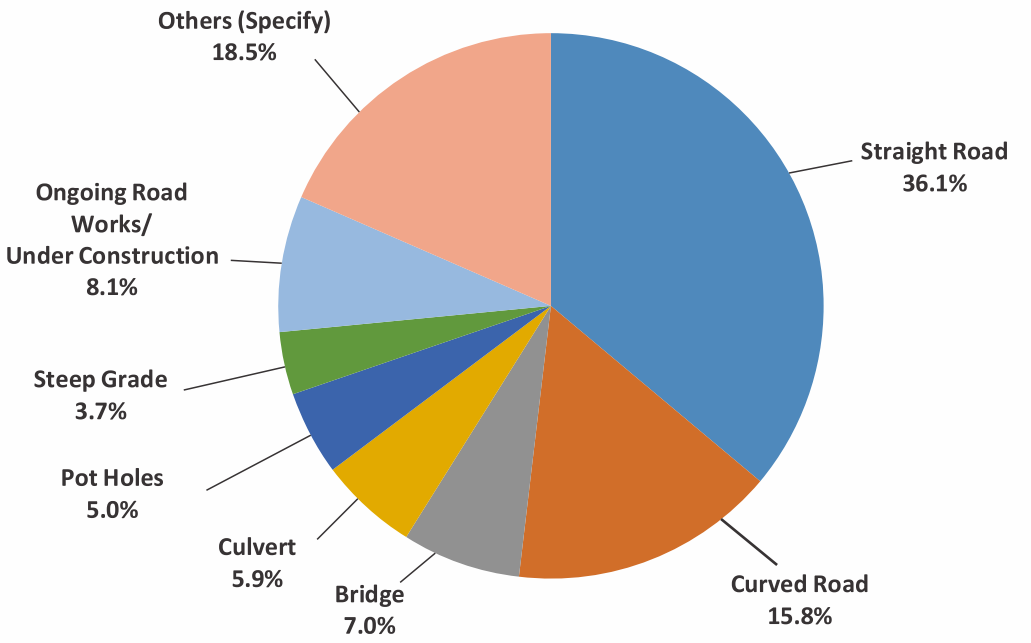
4. Accidents according to Road Features

Maximum number of road accidents occurred at straight road during the calendar year 2019 which caused 15,366 accidents with a share of 36.1 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& Chart 3.4.**

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

Road Features	Accidents	Killed Persons	Injured Persons
Straight Road	15366	8262	10276
Curved Road	6721	3534	4476
Bridge	2991	1576	2129
Culvert	2496	1205	1715
Pot Holes	2122	1034	1492
Steep Grade	1581	797	1193
Ongoing Road Works/ Under Construction	3434	1858	2415
Others (Specify)	7861	4389	5236
TOTAL	**42572**	**22655**	**28932**

Chart 3.4: Total number of Road Accidents according to road features



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 crashes (30.3%) in 2019 followed by cars/taxis/vans/LMVs (16.1%), trucks/lorries (9.2%), buses (6.3%). Two wheelers also accounted for the highest proportion of persons killed (30.6%) out of the total number of persons killed in the state during the calendar year 2019 followed by the category of cars/taxis/vans/LMVs (16.5%), trucks/lorries (9.7%), buses (6.2%). Details of the above are given below in the **Table 4.1 and Chart 4.1.**

Table 4.1: Crashes according to type of vehicles involved

Vehicles/persons involved	Total Accidents	Killed Persons
Pedestrian	3411	1772
Bicycles	2469	1317
Two Wheelers	12896	6931
Auto Rickshaws	3286	1538
Cars, Taxis, Vans & LMVs	6873	3729
Trucks/Lorries	3934	2190
Buses	2691	1403
Other Non-motorized vehicle (E-rickshaw etc.)	3156	1587
Others	3856	2188
Total	**42572**	**22655**

Chart 4.1a:Share in Total Road Accidents by Vehicle Type

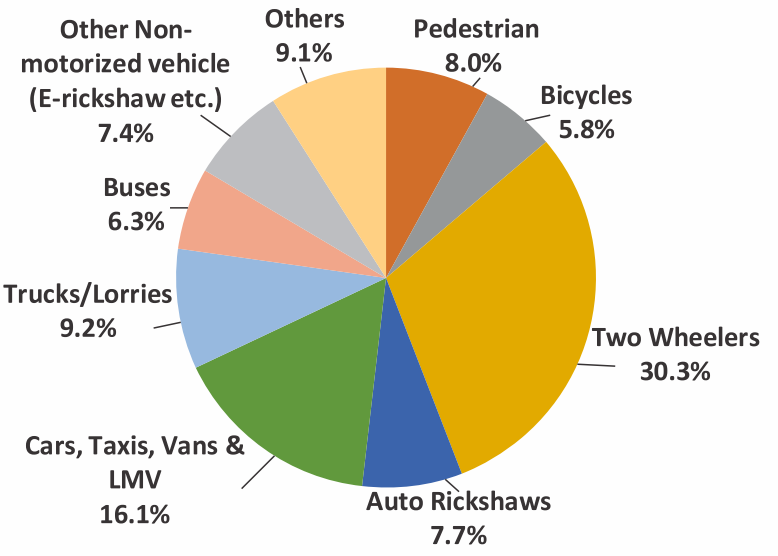
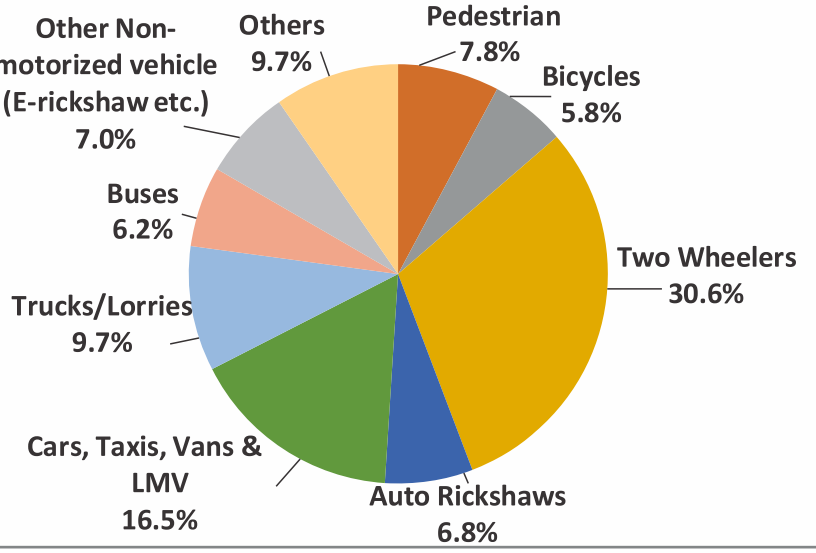


Chart 4.1b:Share in Total number of Persons Killed by Vehicle Type



The distribution is given at **Annexure XII (a, b, c & d).**

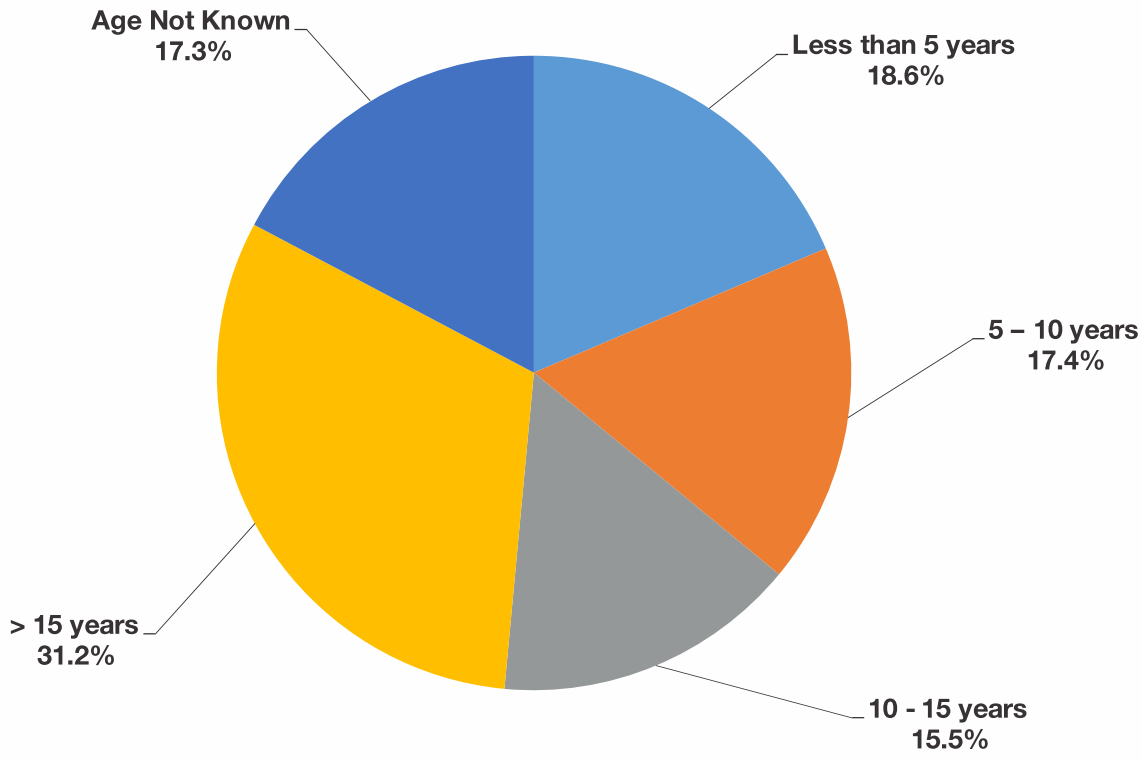
2. Accidents based on the age of Vehicles

During the calendar year 2019, vehicles more than 15 years and above recorded the highest number of accidents (13302) in UP, accounting for a share of 31.2 per cent (in total road accidents) with 7187 deaths and 5248 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 Vehicles	Accidents	Killed Persons	Injured Persons
Less than 5 years	7912	3979	5671
5 – 10 years	7401	3996	4987
10 - 15 years	6613	3435	4523
> 15 years	13302	7187	8503
Age Not Known	7344	4058	5248
Total	**42572**	**22655**	**28932**

Chart 4.2: Share in Accidents based on age of Vehicles



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

SECTION V

ROAD ACCIDENTS VICTIMS UNDER AGE GROUP

1. Age Profile of Road Accident Victims

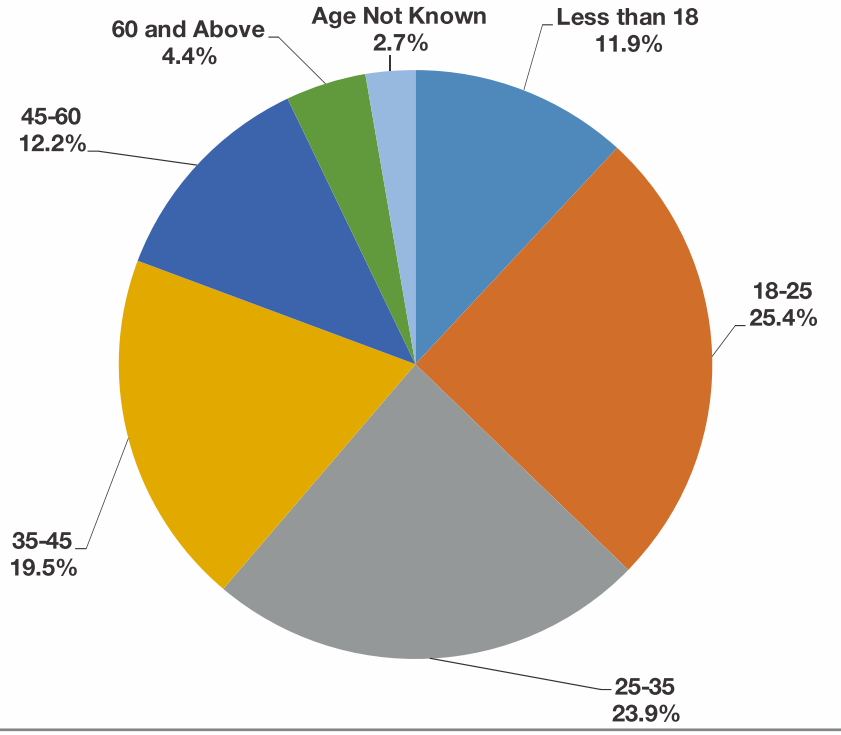
Young people in the productive age group lose their lives in road accidents every year. Premature deaths of such young people cause substantial loss of productivity to the nation. The detailed age profile of road accidents victims for the calendar year 2019 reveals that the productive age group of 18 to 35 years accounted for the high share of 49.3 per cent (11179 persons) and the age group of 18-45 accounted for a share of 68.9% (15599 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 XX.**

Table 5.1: Road crash death victims classified according to age/ gender.

Age group	Male	Female	Total Killed
Less than 18	2131	557	2688
18-25	4860	899	5759
25-35	4673	747	5420
35-45	3786	634	4420
45-60	2379	384	2763
60 and Above	842	152	994
Age Not Known	495	116	611
Total	**19166**	**3489**	**22655**

Chart 5.1 : Percentage share of Road Crash Death Victims as per age profile



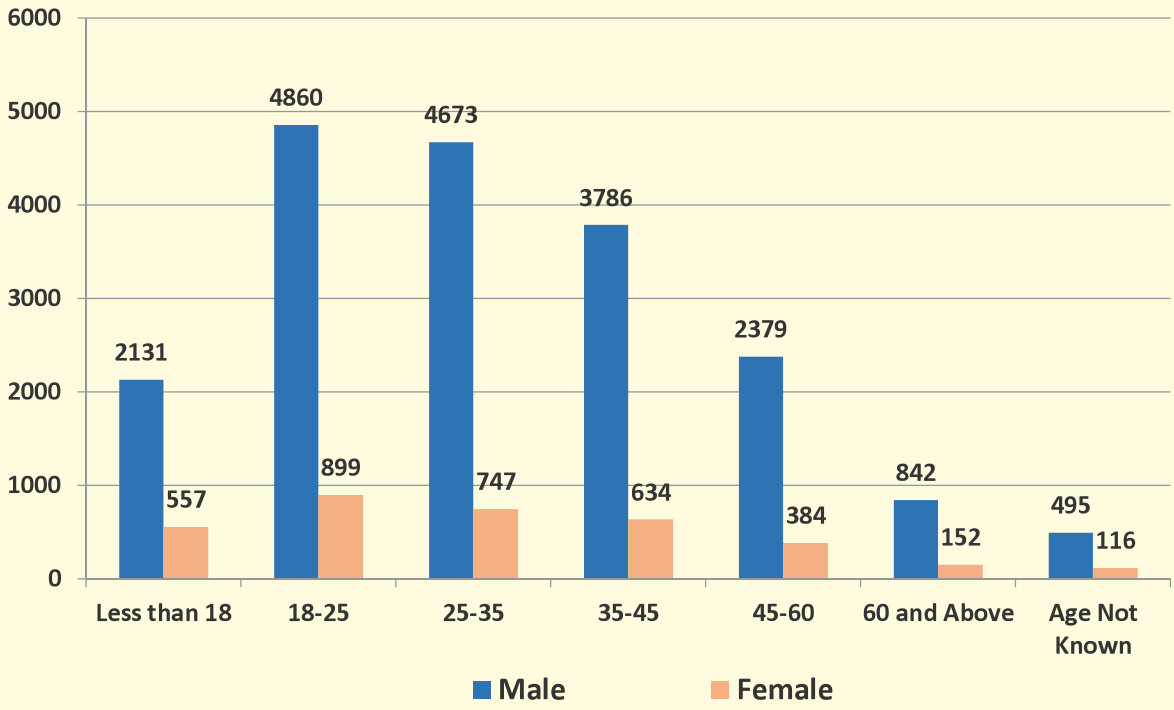
2. Age of Persons killed (Gender wise) in Road Accidents

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 2019 were 19166 (84.6 per cent) and 3489 (15.4 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	2131	557
18-25	4860	899
25-35	4673	747
35-45	3786	634
45-60	2379	384
60 and Above	842	152
Age Not Known	495	116
Total	**19166**	**3489**

Chart 5.2: Gender wise number of Persons killed in Road Accident



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

SECTION VI

CAUSES OF ROAD ACCIDENTS

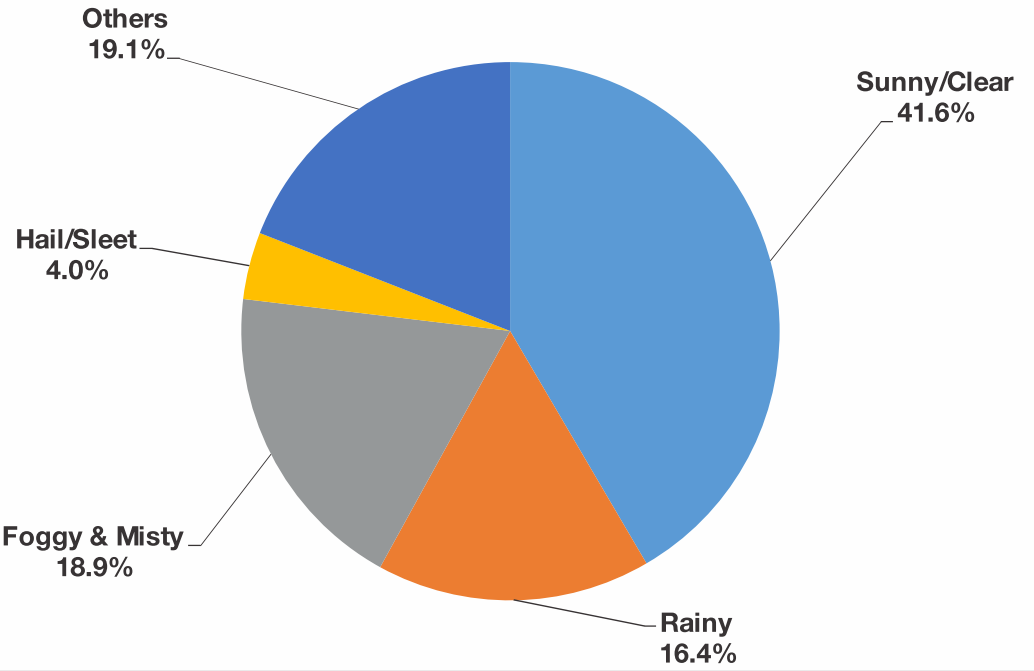
1. Multi-causal nature of Road Accident

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, on-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 (80.9 per cent), fatalities (80.3 per cent) and injuries (80.8 per cent) on all roads in the country during 2019. 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	Total Accidents	Killed Persons	Injured Persons
Sunny/Clear	17703	9327	11821
Rainy	7001	3781	4925
Foggy & Misty	8031	4177	5350
Hail/Sleet	1715	906	1288
Others	8122	4464	5548
TOTAL	**42572**	**22655**	**28932**

Chart 6.1 : Percentage distribution of accidents at different weather conditions



The following factors explain the responsibility of drivers, this is shown in **Table 6.2 and Chart 6.2a & Chart 6.2b.**

Table 6.2: Responsibility of Drivers

Type of Traffic Violations	Accidents	Killed Persons	Injured Persons
Over-Speeding	15934	8398	10307
Drunken Driving/ Consumption of alcohol & drug	4496	2224	3070
Driving on Wrong side	4988	2517	3606
Jumping Red Light	874	297	680
Use of Mobile Phone	4882	2699	3305
Others#	11398	6520	7964
Total	**42572**	**22655**	**28932**
#Others refers to other than traffic violation i.e lost control, slept, poor road visibility, engineering defect etc			

Chart 6.2a: Percentage distribution of Accidents due to responsibility of drivers

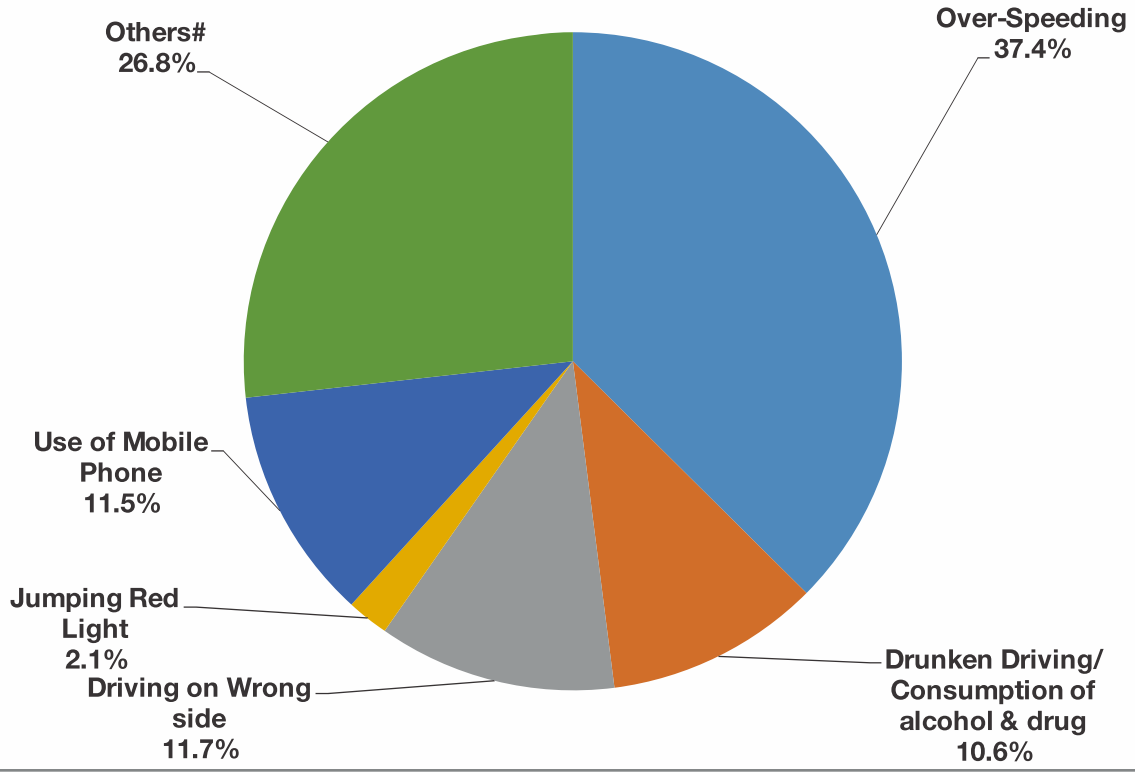
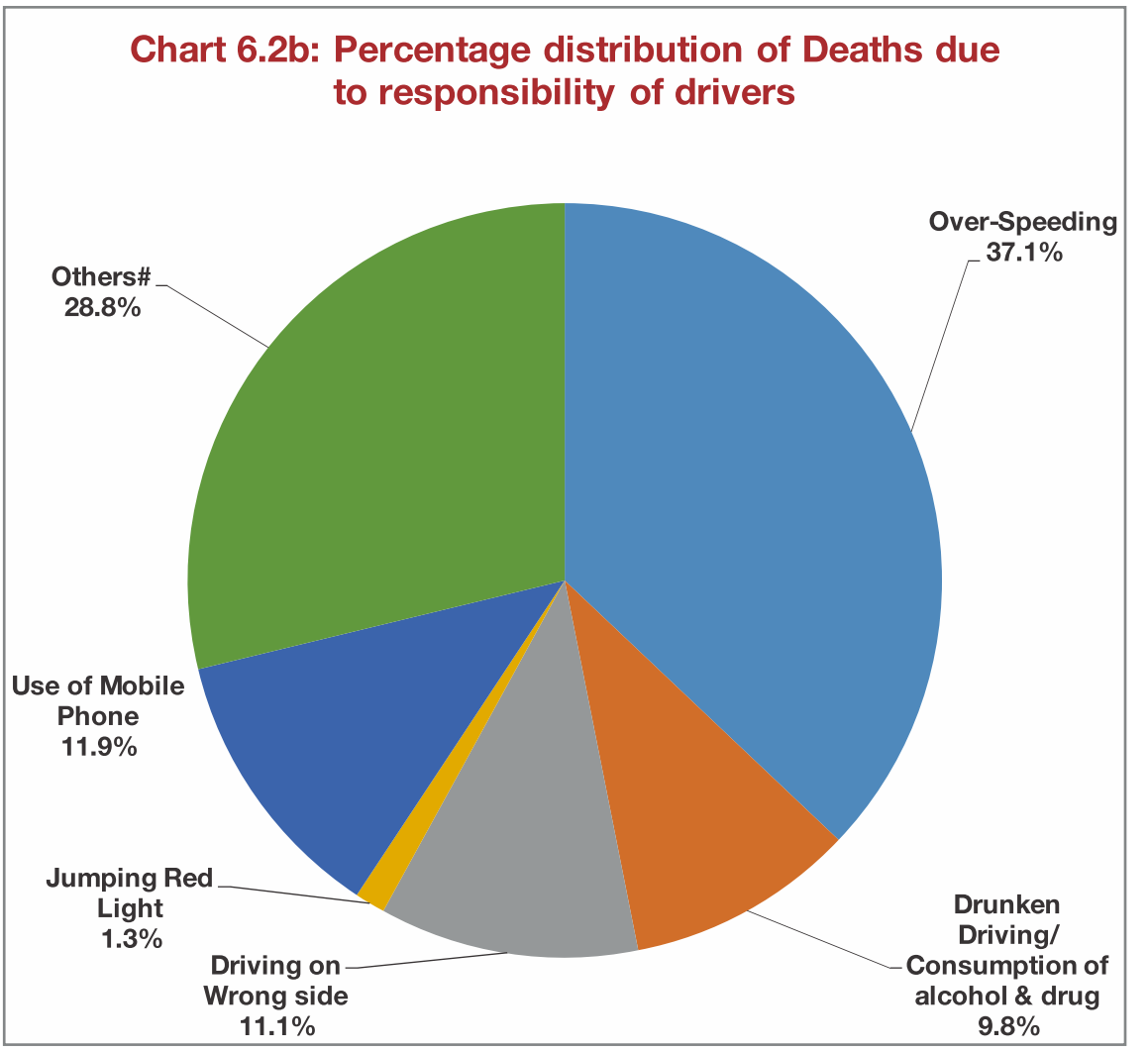


Chart 6.2b: Percentage distribution of Deaths due to responsibility of drivers



- 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 2019, within the category of drivers' fault, accidents caused and persons killed due to 'Exceeding lawful speed', accounted for a high share of 37.4 per cent and 37.1 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 4496 road accidents and 2224 fatalities in 2019. Within the category of drivers' fault, the share of intake of alcohol/drugs accounted for 10.6 per cent accidents and 9.8 per cent deaths.

- Distraction while driving may cause major accidents on road. **Act of talking over mobile phones while driving** has become a cause of road accidents. This has resulted in 4882 (11.5 per cent) number of road accidents, deaths of 2699 (11.9 per cent) number of persons during the calendar year 2019.

- Other improper actions like **Driving on Wrong Side & Jumping Red Light** are among important factors for road accidents as a result of defective driving during 2019.

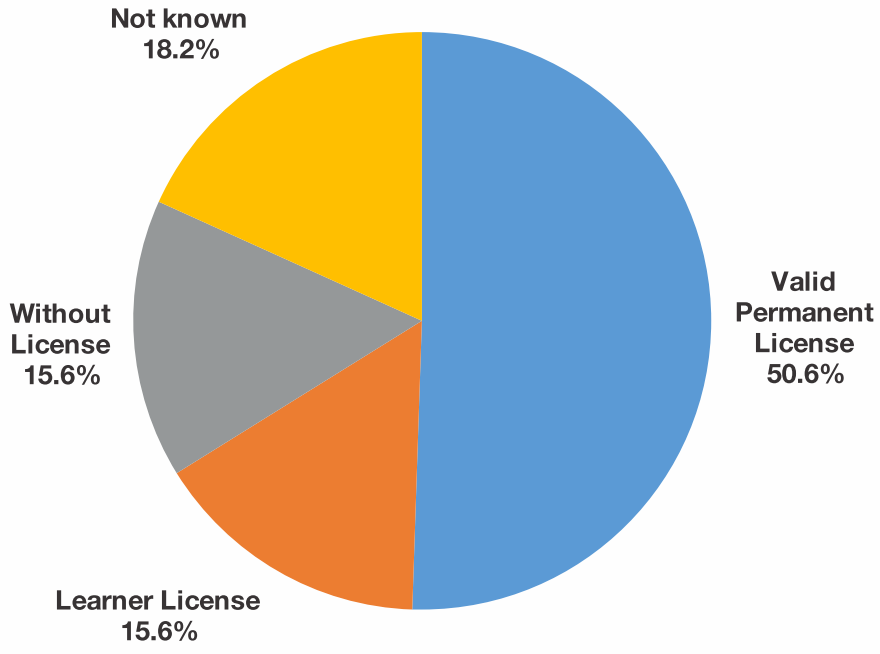
2. Type of Licence & Road Accidents

The holders of regular licence were involved in more number of accidents (21521) followed by holders of learners licence (6642) and persons without licence (6641) This is depicted in the **Table 6.3 and Chart 6.3**.During 2019, regular licence holders were involved in 21521 accidents, i.e50.6 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 License	Accidents
Valid Permanent License	21521
Learner License	6642
Without License	6641
Not known	7768
Total	**42572**

Chart 6.3 : Share of Road Accidents based on Type of Licence holders



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

Fatalities due to non- usage of helmets accounted for about 31.1% of all fatalities and fatalities due to non- usage of seatbelts accounted for about 21.5% in 2019. The following are the number of fatalities caused due to non- usage of safety devices such as helmets and seatbelts:

Table 6.4: Crashes Classified According to Use/Non-use of Safety Device by Victim

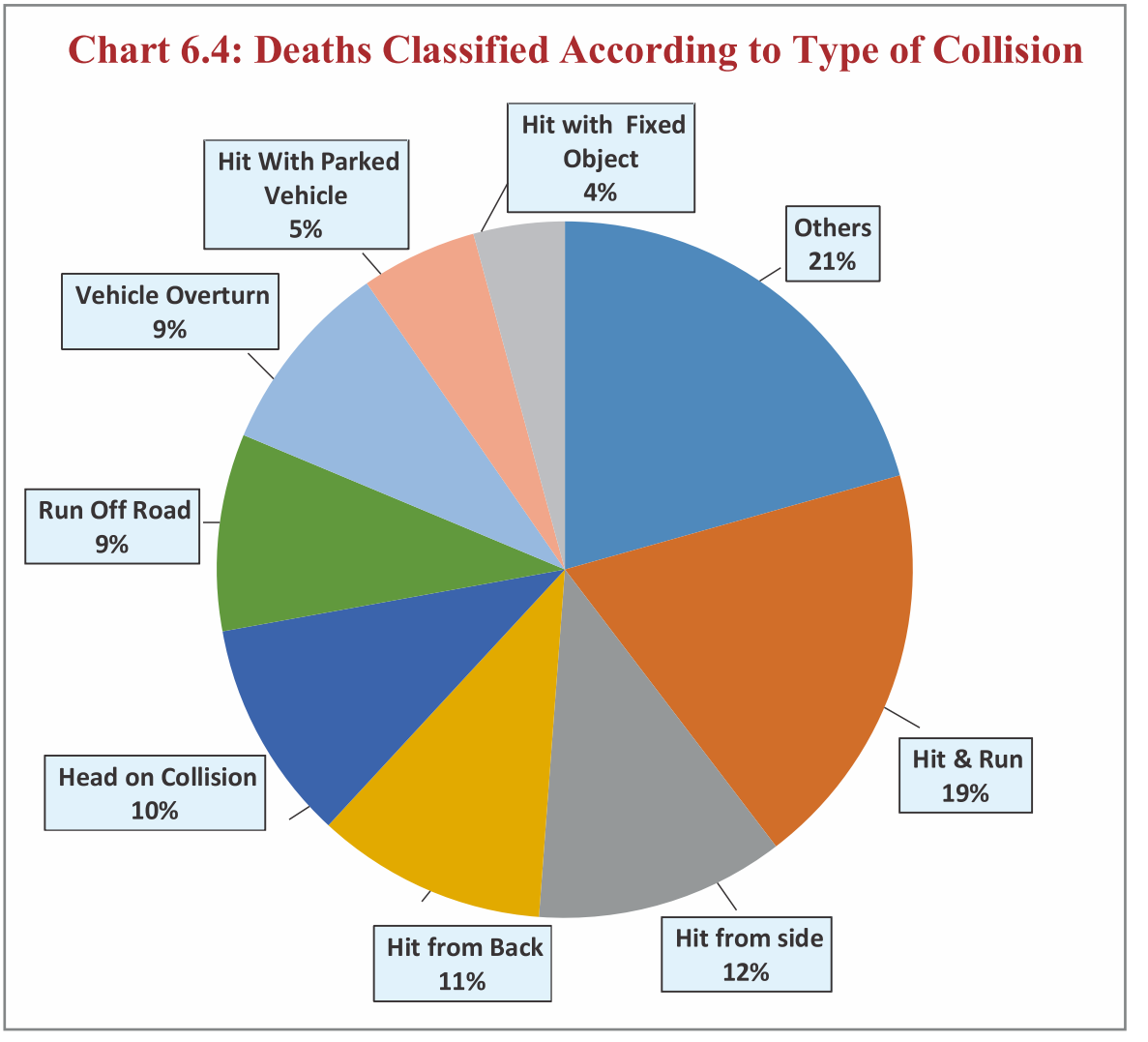
Safety Devices	Number of Killed Persons	Number of Injured Persons
Non-Wearing of Helmets	7049	8698
Non-Wearing of Seat Belt	4876	5231

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

4. Other Parameters of Road Accidents:

During the calendar year 2019, the total number of **Hit and Run cases** were 7778 which are 18.3per cent of the total road accidents. The number of persons killed due to hit and run cases were reported as 4299 which is 19 per cent of total persons killed in total road accidents in 2019. 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 XVb.**

Chart 6.4: Deaths Classified According to Type of Collision



SECTION VII

INTER DISTRICT COMPARISION

The total number of road accidents and resultant persons killed and injured in the country during 2019 as reported by districts were 42572, 22655, and 28932 respectively. The share of top fifteen districts in total number of road accidents and persons killed in road accidents in the state are provided at **Tables 7.1 &7.2** below.

1. Number of Road Accidents

A comparison of districts reveals that top 15 districts accounted for 38.4per cent of share in road accidents during the calendar year 2019.Lucknow stood on top in road accidents in the entire UP with a percentage share of 4.0 per cent followed by Kanpur City3.5 per cent and Prayagraj 3.3 per cent. A comparative view of top 15 districts for the calendar year 2019 and number of road accidents took place in these 15 districts during 2019 are tabulated below.

Table 7.1: Top 15 Districts: Total Number of Road Accidents

District	No. of Accidents	Percentage share in total Accidents
Lucknow	1685	4.0
Kanpur City	1507	3.5
Prayagraj	1413	3.3
Gautambudh Nagar	1162	2.7
Bareilly	1093	2.6
Agra	1085	2.5
Gorakhpur	1030	2.4
Mathura	978	2.3
Meerut	956	2.2
Bulandshahar	941	2.2
Aligarh	929	2.2
Sitapur	908	2.1
Ghaziabad	890	2.1
Unnao	882	2.1
Hardoi	872	2.0
Total	**16331**	38.4

2. Number of Persons Killed in Road Accidents

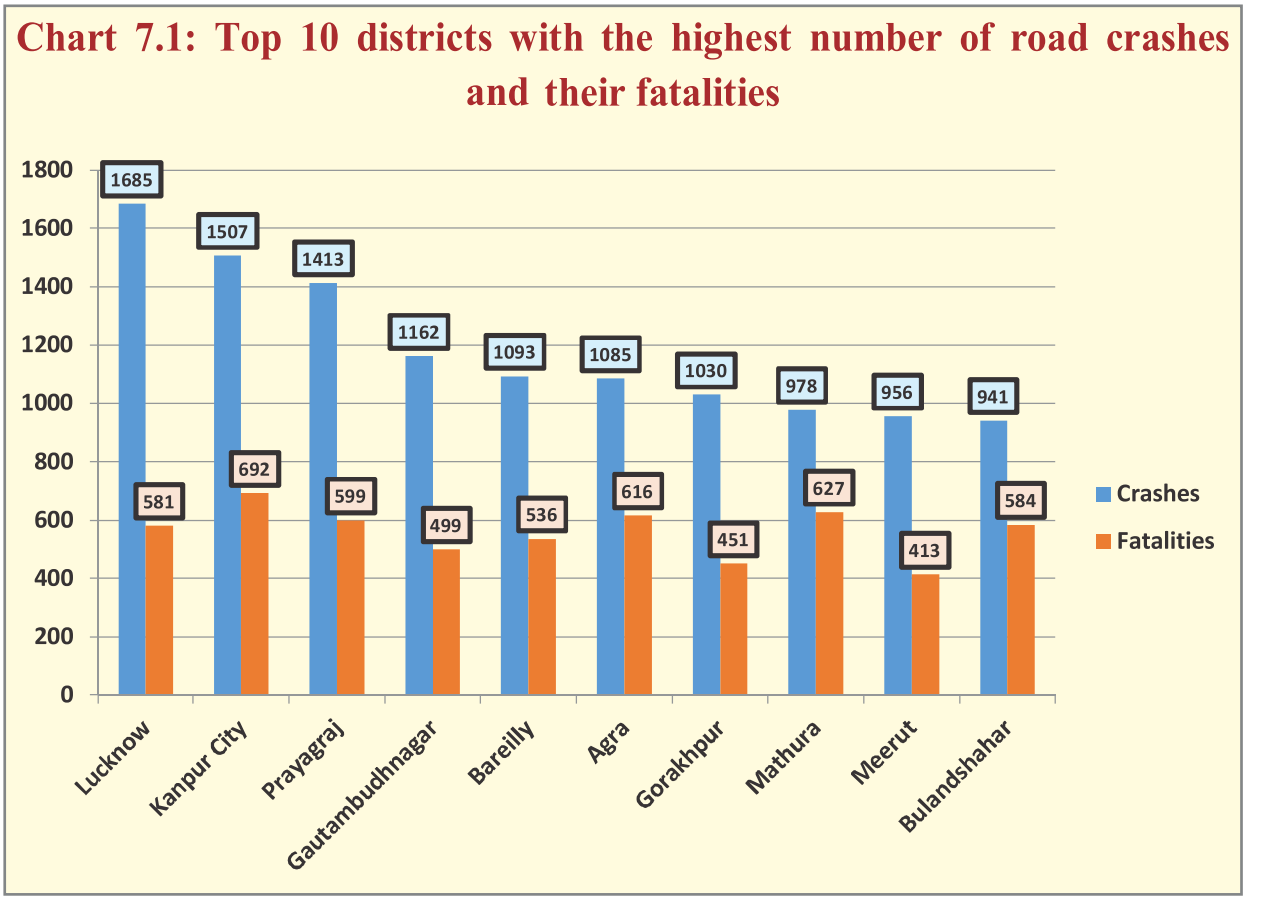
A comparison of Districts reveals that top 15 districts accounted for 35.3 per cent of share in road accident fatalities in the UP during the calendar year 2019. Kanpur City stood on top in road accident fatalities in the entire UP with a percentage share of 3.1 per cent followed by Mathura 2.8 per cent and Agra 2.7 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: Top 15 Districts: Total Number of Persons Killed in Road Accidents

District	No. of Persons Killed	Percentage share in total killed persons
Kanpur City	692	3.1
Mathura	627	2.8
Agra	616	2.7
Prayagraj	599	2.6
Bulandshahar	584	2.6
Lucknow	581	2.6
Bareilly	536	2.4
Aligarh	530	2.3
Unnao	516	2.3
Gautambudh Nagar	499	2.2
Sitapur	468	2.1
Fatehpur	461	2.0
Gorakhpur	451	2.0
Hardoi	427	1.9
Shahjahanpur	421	1.9
Total	8008	35.3

From the above tables, it can be seen that the 15 districts that have the highest road crash fatalities are different from those that have the highest number of road crashes.

Chart 7.1: Top 10 districts with the highest number of road crashes and their fatalities



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

SECTION VIII

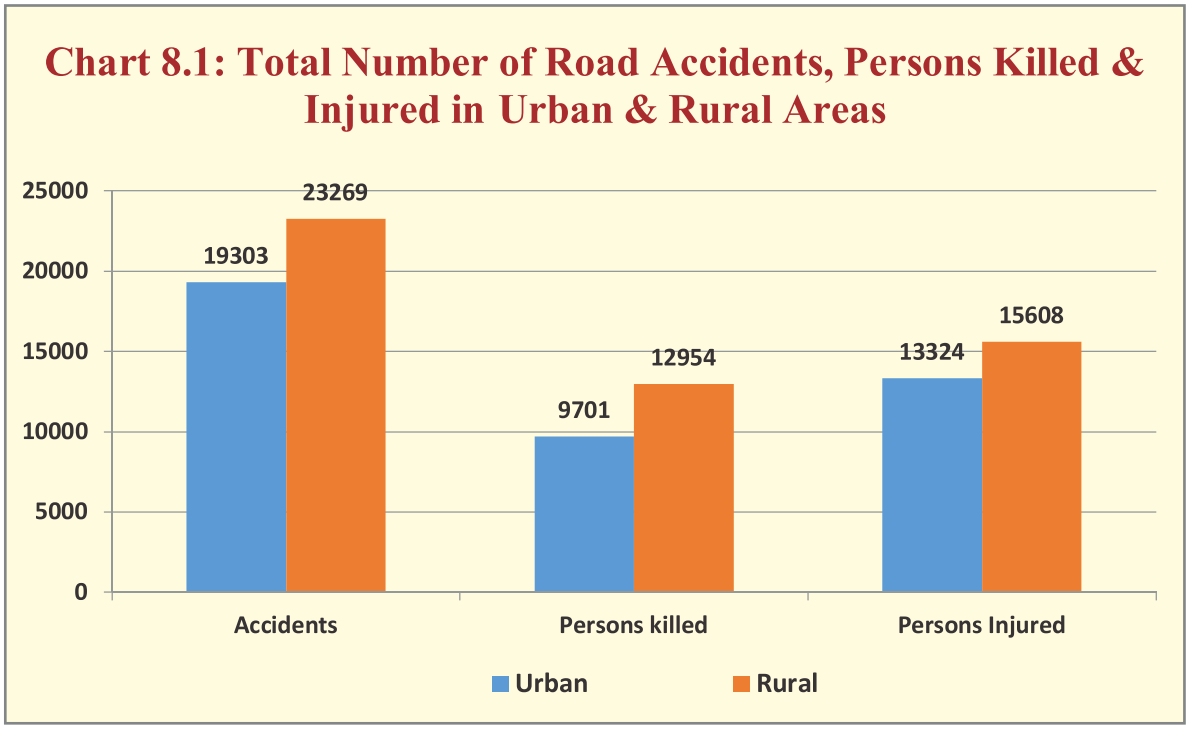
SPATIAL & INTERTEMPORAL DISTRIBUTION OF ROAD ACCIDENTS

1. Urban vis-a-vis Rural

An analysis of road accidents in urban and rural areas for the calendar year 2019 reveals that rural areas are more prone to road accidents. The total number of road accidents in urban areas(19303) was lower as compared to number of accidents in rural areas (23269).The percentage share of accidents in urban areas and rural areas were 45.3 per cent and 54.7 per cent respectively. A comparison of percentage share of total accidents, persons killed and injured in urban vis-à-vis rural 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	Accidents	Persons killed	Persons Injured
Urban	19303 (45.3%)	9701 (42.8%)	13324 (46.1%)
Rural	23269 (54.7%)	12954 (57.2%)	15608 (53.9%)
Total	**42572**	**22655**	**28932**



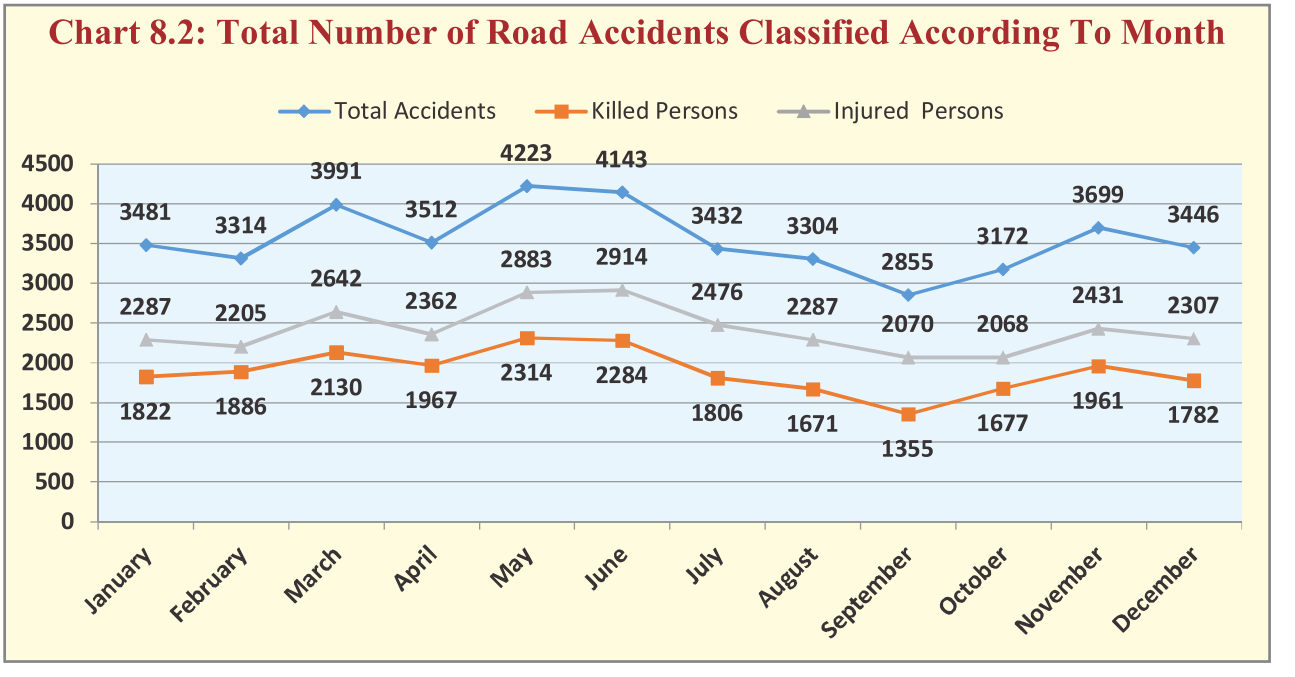
2. Month Wise Occurrences of Road Accidents

The month wise details of road accidents, persons killed and injured in respect of all Districts during 2019 are given below at **Table 8.2**:

Table 8.2: Total Number of Road Accidents Classified According To Month

Month	Fatal Accidents	Total Accidents	Killed Persons	Injured Persons
January	1602	3481	1822	2287
February	1622	3314	1886	2205
March	1852	3991	2130	2642
April	1714	3512	1967	2362
May	2024	4223	2314	2883
June	1931	4143	2284	2914
July	1532	3432	1806	2476
August	1444	3304	1671	2287
September	1183	2855	1355	2070
October	1509	3172	1677	2068
November	1725	3699	1961	2431
December	1593	3446	1782	2307
TOTAL	**19731**	**42572**	**22655**	**28932**

Chart 8.2: Total Number of Road Accidents Classified According To Month



It is seen from **Chart 8.2** that the total number of accidents during 2019were highest in the month of May, (4223) followed by the month of June (4143) and March (3991). Similarly, the total number of persons killed were highest in the month of May (2314) followed by month of June (2284). The number of persons injured were highest in the month of June (2914) followed by the month of May (2883).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 2019 high rate of accidents took place between 09:00 to 12:00 hours (13.9 per cent) followed by 06:00 hours to 09:00 hours (13.7 per cent). This is depicted in **Tables 8.3 and Chart 8.3.**

Table 8.3: Road Accidents as per Time of Occurrence

Time	Number of Accidents	Total Killed Persons
06.00 to 9.00 hrs (Day)	5818	3006
09.00 to 12.00 hrs (Day)	5933	3120
12.00 to 15.00 hrs (Day)	5312	2816
15.00 to 18.00 hrs (Day)	5681	3085
18.00 to 21.00 hrs (Night)	5685	2975
21.00 to 24.00 hrs (Night)	5240	2856
00.00 to 3.00 hrs (Night)	3516	1900
03.00 to 6.00 hrs (Night)	4064	2215
Un-known time	1323	682
Total	**42572**	**22655**

Chart 8.3: Road Accidents as per Time of Occurrence

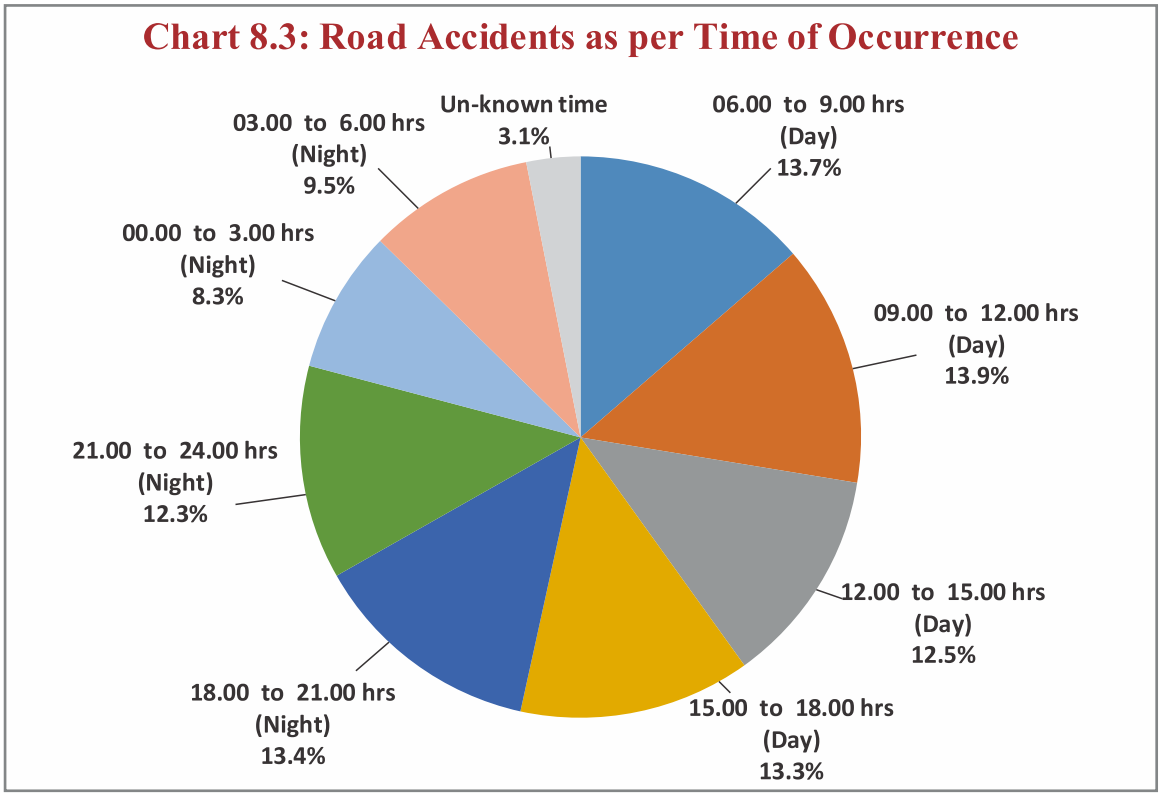
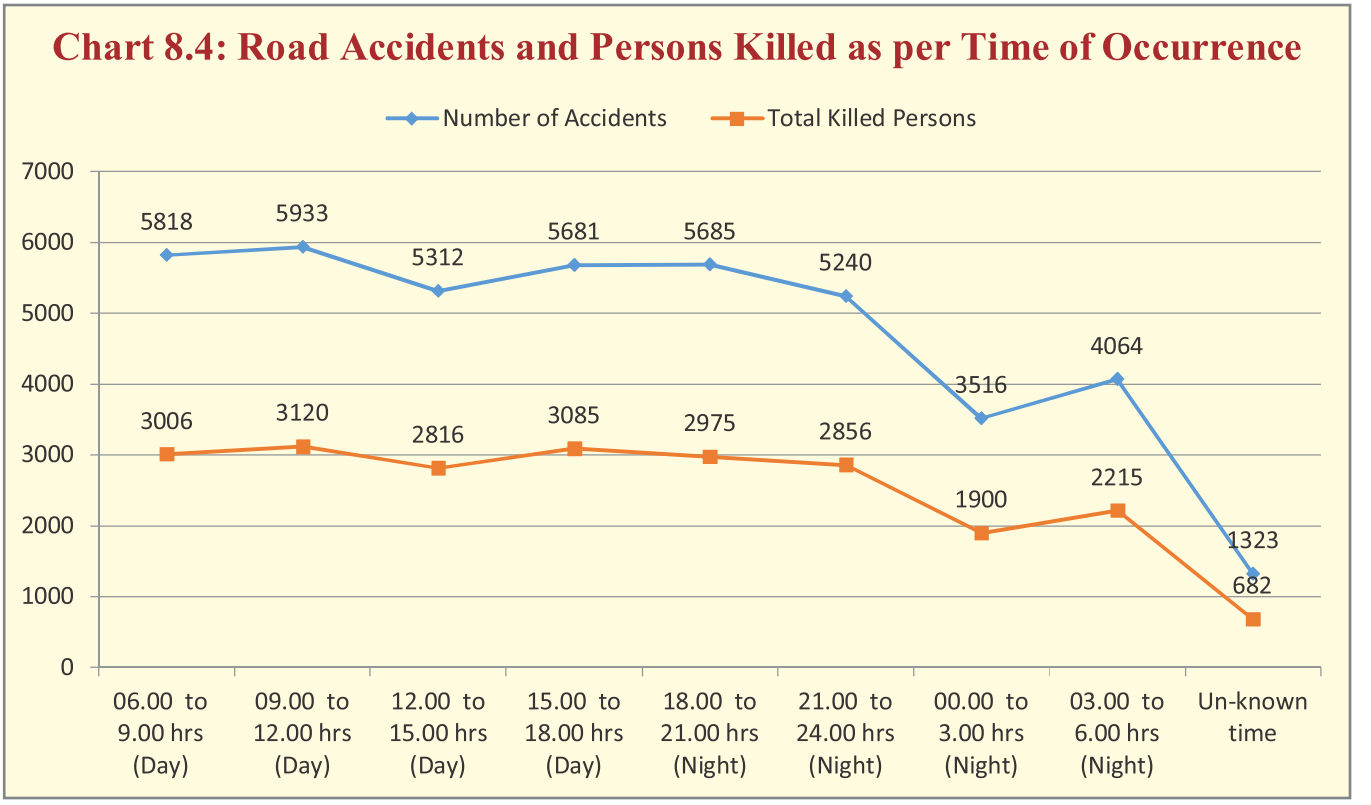


Chart 8.4: Road Accidents and Persons Killed as per Time of Occurrence



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

Section IX

ROAD SAFETY INITIATIVES BY THE GOVERNMENT OF UTTAR PRADESH

1. Important 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 and construction stage. Road Safety Audit has been made a mandatory component of all highways construction. All road construction agencies are training their technical manpower in this area.

(v) State has surveyed the road network twice in last five years for locating accident prone black spots. While the former survey of 2016 identified 1057 spots, the latter one in 2018 identified 1270 spots, of which 303 were part of the former survey too. High priority has been accorded to identification and rectification of these black spots.

(vi) The driving test regime in the State is being strengthened through setting up of Automatic Driving Test Tracks (ADTT). First two such facilities have come up at Kanpur and Bareilly. Two more ADTTs are under construction at Pratapgarh and Azamgarh

(vii) Model driving training institutes are being set up at 15 places in the State. The locations are Aligarh, Ayodhya, Azamgarh, Bareilly, Basti, Gonda, Gorakhpur, Jhansi, Mathura, Meerut, Mirzapur, Moradabad, Muzaffarnagar, Prayagraj and Varanasi. Besides, an Institute of Driving Training and Research (IDTR) is coming up in Rae Bareilly.

(viii) Advocacy/Publicity campaign on road safety is regularly run through the electronic and print media. Road Safety Weeks are organized in every quarter of the year. An innovative approach of establishing Road Safety Clubs in the colleges has been initiated in the year 2020 to target the most vulnerable group i.e. the youth.

(ix) Introducing automation in the test process has ensured tightening of fitness regime for vehicles. In this regard, commissioning of first fully automated Inspection and Certification Centre of the State in Lucknow has come as shot in arm. Two more such centres are under construction in Agra and Kanpur. Furthermore, 5 such centres would be coming up under the World Bank funded Core Road Network Project.

(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 for their act of saving life of the road accident victims, the Ministry of Road Transport & Highways have issued guidelines vide Notification dated 12th May, 2015.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. The hospitals, police and all other authorities in the State have been mandated by the Government to follow these guidelines.

2. 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.

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Annexure - I

District-wise Road Accidents detail (Year-2015 to Year-2019)

S.No.	District	Numbers of Road Accident					Numbers of Death					Numbers of Injured				
		2015	2016	2017	2018	2019	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
1.	Prayagraj	1015	1100	1163	1380	1413	462	488	472	614	599	669	758	734	850	965
	Pratapgarh	343	415	481	546	524	180	235	293	319	306	337	283	319	354	343
	Kaushambi	345	277	412	406	400	194	165	275	191	175	217	213	311	261	251
	Fatehgarh	507	639	737	769	715	314	353	443	531	461	312	418	480	416	382
2.	Banda	362	506	371	439	512	169	152	175	205	252	222	249	244	286	318
	Hamirpur	271	257	262	315	267	152	159	116	159	123	150	171	174	225	178
	Mahoba	213	200	222	265	244	108	92	126	115	142	232	175	175	162	155
	Chitrakoot	194	188	231	230	240	84	78	90	108	89	174	161	140	182	194
3.	Varanasi	436	465	612	568	610	207	226	279	261	288	233	230	316	319	328
	Chandauli	198	205	202	197	229	144	135	118	114	148	111	82	97	97	138
	Gazipur	246	300	359	298	279	179	208	228	193	167	136	147	164	151	124
	Jaunpur	365	499	585	579	621	229	355	334	367	334	163	264	327	337	357
4.	Azamgarh	96	135	154	582	584	93	137	143	403	373	106	127	119	374	349
	Mau	227	227	290	282	258	130	138	129	119	132	119	108	159	160	143
	Ballia	200	280	313	318	311	128	178	179	227	234	80	127	134	192	217
5.	Mirzapur	160	166	192	457	423	120	88	107	272	255	80	76	97	198	177
	Sonbhadra	225	248	335	360	320	154	168	211	229	204	165	145	247	272	204
	S.R. Nagar	114	192	181	193	210	82	132	113	113	120	51	151	116	118	105
6.	Bareilly	861	1051	1121	1150	1093	344	488	467	482	536	667	880	944	910	696
	Badaun	477	526	625	567	596	277	269	321	301	350	386	340	445	435	473
	Shahjahanpur	540	599	653	688	824	247	338	353	342	421	371	423	464	514	562

	Pilibhit	328	385	409	459	505	118	169	166	187	250	267	311	314	310	305
7.	Moradabad	409	557	583	571	602	220	294	331	287	326	243	446	442	485	467
	Bijnor	447	453	473	556	545	310	285	287	373	347	368	337	343	381	447
	Rampur	367	394	408	485	420	199	188	218	270	225	281	366	351	362	295
	Amroha	294	293	319	404	346	200	212	216	292	209	224	192	207	283	206
	Sambhal	206	282	261	287	314	154	192	172	201	226	165	202	137	185	169
8.	Meerut	970	981	1040	1019	956	415	420	411	443	413	738	763	794	717	644
	Gaziabad	818	887	930	1054	890	342	421	402	421	385	638	647	709	774	606
	Bulandsahar	703	714	801	947	941	423	452	417	526	584	558	592	696	722	724
	G.Buddhnagar	978	976	1043	1060	1162	379	435	419	456	499	722	757	892	741	907
	Baghpat	186	230	238	259	265	102	135	138	126	149	162	152	188	249	220
	Hapur	323	378	361	369	364	214	240	197	226	252	261	359	322	306	303
9.	Saharanpur	369	363	372	466	444	215	230	208	288	277	294	266	270	332	331
	Muzaffar Nagar	480	539	430	555	582	345	315	309	315	414	396	449	359	463	459
	Shamli	127	155	242	229	183	86	91	158	141	90	110	126	184	175	156
10.	Kanpur Nagar	1469	1451	1568	1588	1507	651	684	682	698	692	1166	911	1199	1211	1043
	Kanpur Dehat	574	612	594	642	642	338	333	313	363	378	593	485	489	533	472
	Etawah	561	730	668	587	538	286	380	287	288	272	489	620	609	469	432
	Auraiya	388	436	426	447	428	182	226	206	206	200	338	373	341	360	324
	Fatehgarh	327	274	320	381	344	171	136	145	182	165	305	275	287	278	252
	Kannauj	489	482	468	450	463	226	237	213	234	270	444	371	354	500	500
11.	Jhansi	453	508	463	559	593	231	254	228	264	275	429	409	357	437	402
	Jalaun	169	208	282	352	402	125	113	151	178	200	161	159	214	250	254
	Lalitpur	194	218	238	292	234	91	99	107	115	128	145	215	257	214	124

S.No.	District	Numbers of Road Accident					Numbers of Death					Numbers of Injured				
12.	Agra	1026	1062	1032	1273	1085	544	522	555	623	616	711	811	896	999	932
	Mainpuri	564	619	653	731	661	309	361	358	364	337	497	582	455	576	550
	Mathura	690	781	917	946	978	421	505	516	548	627	576	628	730	759	876
	Firozabad	566	566	646	641	662	279	310	297	370	352	398	475	485	441	510
13.	Aligarh	741	740	810	839	929	606	426	451	466	530	655	685	702	817	928
	Hathras	380	385	393	445	402	228	200	214	247	232	318	335	312	372	338
	Eta	503	506	545	504	587	285	279	289	315	302	371	322	485	389	385
	Kasganj	240	285	282	360	380	125	141	120	155	186	183	203	209	233	222
14.	Gorakhpur	680	814	958	1024	1030	325	381	413	456	451	479	513	666	742	686
	Deoria	331	425	447	450	412	163	207	211	210	213	199	280	291	288	279
	Kusinagar	382	417	496	526	574	207	261	291	306	343	183	201	222	294	311
	Maharajganj	220	223	305	340	393	134	141	171	206	210	177	103	180	210	225
15.	Basti	239	323	347	403	398	150	212	222	280	253	152	208	215	258	239
	Sant Kabir Nagar	141	154	234	243	228	96	84	129	128	167	102	107	145	175	133
	Siddharth Nagar	125	112	147	150	134	83	65	86	86	95	87	65	81	85	72
16.	Gonda	251	307	349	445	424	139	182	180	219	241	189	196	236	283	245
	Balrampur	73	87	105	117	131	62	81	82	67	85	46	74	95	77	87
	Bahraich	258	411	507	602	600	186	251	291	307	308	127	243	327	341	424
	Shravasti	80	83	104	103	108	52	44	63	74	62	44	57	78	82	62

17.	Lucknow	1410	1529	1515	1638	1685	594	652	655	580	581	879	973	917	1005	931
	Kheri	448	569	583	661	691	329	397	407	403	386	168	251	269	316	333
	Hardoi	568	708	732	850	872	323	387	400	455	427	331	396	382	407	457
	Raibareilly	407	426	502	592	646	284	274	307	383	389	227	206	305	335	336
	Unnao	711	649	862	934	882	418	377	509	533	516	451	467	600	705	653
	Sitapur	472	617	665	771	908	267	353	352	396	468	317	437	439	503	690
18.	Ayodhya	405	440	575	632	590	221	246	317	351	302	263	311	406	516	410
	Barabanki	455	575	659	680	633	278	343	337	386	375	192	260	343	369	278
	Sultanpur	301	288	374	408	517	140	175	202	223	256	164	136	200	197	272
	Ambedkar Nagar	197	277	269	271	310	118	185	164	178	210	153	162	157	154	183
	Amethi	208	253	332	382	379	126	155	182	196	200	87	98	145	186	184
Grand Total		**32096**	**35612**	**38783**	**42568**	**42572**	**17512**	**19320**	**20124**	**22256**	**22655**	**23204**	**25096**	**27494**	**29664**	**28932**

Annexure - II

Total Number of Road Accidents, Number of Persons Killed & Severity of Accidents in Districts in 2019

S.No.	District	Total Accidents	Persons Killed	Severity of Accidents
1	Lucknow	1685	581	34.5
2	Chitrakoot	240	89	37.1
3	Prayagraj	1413	599	42.4
4	Gautam Buddhanagar	1162	499	42.9
5	Meerut	956	413	43.2
6	Ghaziabad	890	385	43.3
7	Kaushambi	400	175	43.8
8	Gorakhpur	1030	451	43.8
9	KanpurNagar	1507	692	45.9
10	Hamirpur	267	123	46.1
11	Jhansi	593	275	46.4
12	Auraiya	428	200	46.7
13	Varanasi	610	288	47.2
14	Fatehgarh	344	165	48.0
15	Kansganj	380	186	48.9
16	Hardoi	872	427	49.0
17	Bareilly	1093	536	49.0
18	Shamli	183	90	49.2
19	Banda	512	252	49.2
20	Pilibhit	505	250	49.5
21	Sultanpur	517	256	49.5
22	Jalaun	402	200	49.8
23	Etawah	538	272	50.6
24	Mainpuri	661	337	51.0
25	Shahjahanpur	824	421	51.1
26	Mau	258	132	51.2

27	Ayodhya	590	302	51.2
28	Bahraich	600	308	51.3
29	Etah	587	302	51.4
30	Sitapur	908	468	51.5
31	Deoria	412	213	51.7
32	Amethi	379	200	52.8
33	Firozabad	662	352	53.2
34	Maharajganj	393	210	53.4
35	Rampur	420	225	53.6
36	Jaunpur	621	334	53.8
37	Moradabad	602	326	54.2
38	Lalitpur	234	128	54.7
39	Khiri	691	386	55.9
40	Baghpat	265	149	56.2
41	Agra	1085	616	56.8
42	Gonda	424	241	56.8
43	Aligarh	929	530	57.1
44	Sant Ravidas Nagar	210	120	57.1
45	Shravasti	108	62	57.4
46	Hathras	402	232	57.7
47	Mahoba	244	142	58.2
48	Kannauj	463	270	58.3
49	Pratapgarh	524	306	58.4
50	Unnao	882	516	58.5
51	Badaun	596	350	58.7
52	KanpurDehat	642	378	58.9
53	Barabanki	633	375	59.2
54	Kushinagar	574	343	59.8
55	Ghazipur	279	167	59.9
56	Raibareilly	646	389	60.2
57	Mirzapur	423	255	60.3

S.No.	District	Total Accidents	Persons Killed	Severity of Accidents
58	Amroha	346	209	60.4
59	Bulandshahar	941	584	62.1
60	Saharanpur	444	277	62.4
61	Basti	398	253	63.6
62	Bijnor	545	347	63.7
63	Sonbhadra	320	204	63.8
64	Azamgarh	584	373	63.9
65	Mathura	978	627	64.1
66	Fatehpur	715	461	64.5
67	Chandauli	229	148	64.6
68	Balrampur	131	85	64.9
69	Ambedkar Nagar	310	210	67.7
70	Hapur	364	252	69.2
71	Siddharthnagar	134	95	70.9
72	Muzaffar Nagar	582	414	71.1
73	Sambhal	314	226	72.0
74	Sant Kabir Nagar	228	167	73.2
75	Ballia	311	234	75.2
Total		**42572**	**22655**	**53.2**

TOTAL NUMBER OF ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH OF THE YEAR

Month	Type of Accidents					Number of persons involved			
	Fatal	GI	MI	NI	Total	Killed	Grievously Injured	Minor Injured	Total
January	1602	1104	650	125	**3481**	1822	1459	828	**4109**
February	1622	1029	549	114	**3314**	1886	1460	745	**4091**
March	1852	1321	678	140	**3991**	2130	1728	914	**4772**
April	1714	1081	599	118	**3512**	1967	1534	828	**4329**
May	2024	1334	746	119	**4223**	2314	1859	1024	**5197**
June	1931	1363	739	110	**4143**	2284	1883	1031	**5198**
July	1532	1199	597	104	**3432**	1806	1601	875	**4282**
August	1444	1129	598	133	**3304**	1671	1509	778	**3958**
September	1183	944	611	117	**2855**	1355	1252	818	**3425**
October	1509	937	608	118	**3172**	1677	1270	798	**3745**
November	1725	1156	683	135	**3699**	1961	1518	913	**4392**
December	1593	1054	681	118	**3446**	1782	1430	877	**4089**
TOTAL	**19731**	**13651**	**7739**	**1451**	**42572**	**22655**	**18503**	**10429**	**51587**

ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME

Time	Urban								Rural							
	Type of Accidents					Number of persons			Type of Accidents					Number of persons		
	Fatal	GI	MI	NI	Total	Killed	GI	MI	Fatal	GI	MI	NI	Total	Killed	GI	MI
06.00 to 9.00 hrs (Day)	1156	842	545	122	**2665**	1296	1108	677	1481	995	574	103	**3153**	1710	1353	787
09.00 to 12.00 hrs (Day)	1165	832	525	103	**2625**	1325	1110	652	1573	1075	584	76	**3308**	1795	1406	788
12.00 to 15.00 hrs (Day)	972	784	456	89	**2301**	1137	1033	611	1452	993	495	71	**3011**	1679	1329	677
15.00 to 18.00 hrs (Day)	1064	800	484	97	**2445**	1222	1097	634	1633	1002	521	80	**3236**	1863	1367	700
18.00 to 21.00 hrs (Night)	1167	890	518	131	**2706**	1321	1168	685	1475	940	494	70	**2979**	1654	1304	682
21.00 to 24.00 hrs (Night)	1143	803	454	101	**2501**	1290	1066	596	1344	879	440	76	**2739**	1566	1205	655
00.00 to 3.00 hrs (Night)	711	509	323	49	**1592**	854	682	422	887	633	352	52	**1924**	1046	846	477
03.00 to 6.00 hrs (Night)	835	583	348	95	**1861**	950	782	459	1112	674	370	47	**2203**	1265	990	535
Un-known time	241	187	138	41	**607**	306	337	205	320	230	118	48	**716**	376	320	187
TOTAL	**8454**	**6230**	**3791**	**828**	**19303**	**9701**	**8383**	**4941**	**11277**	**7421**	**3948**	**623**	**23269**	**12954**	**10120**	**5488**

Accidents Classified According to Weather Conditions

Weather Condition	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Sunny/Clear	8345	5563	3178	617	**17703**	9327	7719	**4102**
2. Rainy	3159	2292	1341	209	**7001**	3781	3091	**1834**
3. Foggy & Misty	3695	2640	1383	313	**8031**	4177	3425	**1925**
4. Hail/Sleet	725	592	338	60	**1715**	906	810	**478**
5. Others (Specify)	3807	2564	1499	252	**8122**	4464	3458	**2090**
TOTAL	**19731**	**13651**	**7739**	**1451**	**42572**	**22655**	**18503**	**10429**

Accidents According to the Classification of Road

Classification of Road	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Expressways	189	66	79	3	**337**	324	401	210
2. National Highways	7571	4955	2831	487	**15844**	8506	6422	3867
3. State Highways	5987	4383	2587	445	**13402**	6816	5918	3354
4.Other Roads	5984	4247	2242	516	**12989**	7009	5762	2998
Total	**19731**	**13651**	**7739**	**1451**	**42572**	**22655**	**18503**	**10429**

Accidents Classified According to Road Environment

Accident Spot	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Residential Area	3268	2427	1507	279	**7481**	3680	3231	2029
2. Institutional Area *	2120	1712	1057	279	**5168**	2466	2243	1418
3. Market/ Commercial area #	3127	2293	1367	297	**7084**	3515	3115	1917
4. Open Area	7603	4944	2502	240	**15289**	8807	6739	3250
5. Others (Specify)	3613	2275	1306	356	**7550**	4187	3175	1815
TOTAL	**19731**	**13651**	**7739**	**1451**	**42572**	**22655**	**18503**	**10429**

* Institutional Area: Colleges, Schools, offices & religious places etc.

\# Markets/Commercial : Shops

Accidents Classified According to Road Features

Road Features	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Straight Road	7383	4945	2645	393	**15366**	8262	6747	3529
2. Curved Road	3075	2092	1290	264	**6721**	3534	2826	1650
3. Bridge	1252	1013	590	136	**2991**	1576	1352	777
4. Culvert	1044	769	531	152	**2496**	1205	1009	706
5. Pot Holes	858	763	399	102	**2122**	1034	971	521
6. Steep Grade	688	504	294	95	**1581**	797	723	470
7. Ongoing Road Works/Under Construction	1567	1117	649	101	**3434**	1858	1532	883
8. Others (Specify)	3864	2448	1341	208	**7861**	4389	3343	1893
TOTAL	**19731**	**13651**	**7739**	**1451**	**42572**	**22655**	**18503**	**10429**

Accidents Classified According to Junction Type

Junction Type	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. T Junction	2397	1733	994	98	**5222**	2650	2115	1216
2 Y Junction	1653	1207	774	65	**3699**	1840	1508	950
3. Four Arm Junction	1667	1308	802	75	**3852**	1838	1660	1004
4. Staggered Junction *	1509	1065	627	39	**3240**	1807	1343	799
5.Round About Junction	998	763	441	80	**2282**	1150	935	565
Total	**8224**	**6076**	**3638**	**357**	**18295**	**9285**	**7561**	**4534**

* Staggered Junction: A place where several roads meet a main road at a slight distance apart so that they do not all come together at the same point.

Accidents Classified According to Traffic Control at Junction

Traffic Control	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Traffic light Signal	356	266	213	34	**869**	385	384	292
2. Police Controlled	908	661	426	53	**2048**	1010	853	564
3. Stop Sign	634	516	343	55	**1548**	709	653	435
4. Flashing signal/ blinker	544	420	256	30	**1250**	625	525	315
5. Uncontrolled	5782	4213	2400	185	**12580**	6556	5146	2928
Total	8224	6076	3638	357	18295	9285	7561	4534

Location of pedestrian accidents according to whether at Pedestrian Infrastructure

Pedestrian Infrastructure	Number of Accidents					Number of persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)
1.Zebra Crossing	278	221	149	37	**685**	311	261	198
2.Foot Bridge/Subway	209	146	102	10	**467**	239	180	123
3.Footpath	835	591	320	32	**1778**	987	807	462
4.Others (where there is no pedestrian infrastructure)	210	154	99	18	**481**	235	185	116
Total	**1532**	**1112**	**670**	**97**	**3411**	**1772**	**1433**	**899**

Persons killed in Accidents Classified by the type of impacting vehicles

Crime Vehicle / Victim/Victim Vehicle	1. Bicycles	2.Two Wheelers	3.Auto Rickshaws	4.Cars, Taxis, Vans & LMV	5.Trucks/Lorries	6.Buses	7. Other Non-motorized vehicle (E-rickshaw etc.)	8. Others	9.Total
1. Pedestrian	67	406	162	389	296	164	229	59	**1772**
2. Bicycles	95	276	142	298	227	140	111	28	**1317**
3.Two Wheelers	186	2207	459	1320	1312	608	703	136	**6931**
4.Auto Rickshaws	55	179	219	333	330	169	192	61	**1538**
5.Cars, Taxis, Vans & LMV	106	380	214	1221	853	413	423	119	**3729**
6.Trucks/Lorries	77	353	175	327	789	224	193	52	**2190**
7.Buses	59	156	104	216	335	348	148	37	**1403**
8. Other Non-motorized vehicle (E-rickshaw etc.)	55	286	134	267	236	132	313	164	**1587**
9. Others	64	391	165	329	378	162	654	45	**2188**
Total	**764**	**4634**	**1774**	**4700**	**4756**	**2360**	**2966**	**701**	**22655**

Persons Grievous injured in Accidents Classified by the type of impacting vehicles

Crime Vehicle / Victim/Victim Vehicle	1. Bicycles	2.Two Wheelers	3.Auto Rickshaws	4.Cars, Taxis, Vans & LMV	5.Trucks/Lorries	6.Buses	7. Other Non-motorized vehicle (E-rickshaw etc.)	8. Others	9.Total
1. Pedestrian	90	367	153	296	196	119	152	60	**1433**
2. Bicycles	84	185	115	172	154	74	79	24	**887**
3.Two Wheelers	129	1816	454	1005	899	425	528	87	**5343**
4.Auto Rickshaws	60	232	257	309	245	172	196	40	**1511**
5.Cars, Taxis, Vans & LMV	72	398	167	871	573	358	392	50	**2881**
6.Trucks/Lorries	47	320	91	259	632	235	199	41	**1824**
7.Buses	43	250	100	195	273	300	181	29	**1371**
8. Other Non-motorized vehicle (E-rickshaw etc.)	37	281	170	241	240	148	304	118	**1539**
9. Others	61	319	155	322	272	123	410	52	**1714**
Total	**623**	**4168**	**1662**	**3670**	**3484**	**1954**	**2441**	**501**	**18503**

Persons Minor injured in Accidents Classified by the type of impacting vehicles

Crime Vehicle / Victim/Victim Vehicle	1. Bicycles	2.Two Wheelers	3.Auto Rickshaws	4.Cars, Taxis, Vans & LMV	5.Trucks/Lorries	6.Buses	7. Other Non-motorized vehicle (E-rickshaw etc.)	8. Others	9.Total
1. Pedestrian	54	224	105	165	106	85	130	30	**899**
2. Bicycles	66	186	79	92	94	37	76	17	**647**
3.Two Wheelers	98	1122	252	521	329	205	341	43	**2911**
4.Auto Rickshaws	39	216	201	210	122	72	124	17	**1001**
5.Cars, Taxis, Vans & LMV	38	267	150	548	266	182	207	28	**1686**
6.Trucks/Lorries	30	150	80	127	309	103	67	22	**888**
7.Buses	35	96	62	90	135	178	53	12	**661**
8. Other Non-motorized vehicle (E-rickshaw etc.)	33	159	103	143	90	49	203	74	**854**
9. Others	30	165	82	148	111	73	245	28	**882**
Total	**423**	**2585**	**1114**	**2044**	**1562**	**984**	**1446**	**271**	**10429**

Summary table of format XII (a), XII (b) & XII (c)

Vehicles/persons involved	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Pedestrian	1532	1112	670	97	**3411**	1772	1433	899
2. Bicycles	1166	696	512	95	**2469**	1317	887	647
3.Two Wheelers	6282	4099	2186	329	**12896**	6931	5343	2911
4.Auto Rickshaws	1299	1099	722	166	**3286**	1538	1511	1001
5.Cars, Taxis, Vans & LMV	3279	2145	1278	171	**6873**	3729	2881	1686
6.Trucks/Lorries	1887	1284	644	119	**3934**	2190	1824	888
7.Buses	1210	911	453	117	**2691**	1403	1371	661
8. Other Non-motorized vehicle (E-rickshaw etc.)	1263	1078	627	188	**3156**	1587	1539	854
9. Others	1813	1227	647	169	**3856**	2188	1714	882
Total	**19731**	**13651**	**7739**	**1451**	**42572**	**22655**	**18503**	**10429**

Accidents Classified According to Age of Impacting Vehicles

Age of Vehicles	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Less than 5 years	3551	2582	1472	307	**7912**	3979	3660	2011
2 5 – 10 years	3562	2288	1332	219	**7401**	3996	3190	1797
3. 10.1 - 15 years	3022	2096	1253	242	**6613**	3435	2855	1668
4. > 15 years	6243	4222	2418	419	**13302**	7187	5332	3171
5.Age Not Known	3353	2463	1264	264	**7344**	4058	3466	1782
Total	**19731**	**13651**	**7739**	**1451**	**42572**	**22655**	**18503**	**10429**

Accidents Classified According to Load Condition of Involved Vehicle

Load Condition	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Normally Loaded	7425	4926	2845	488	**15684**	8223	6617	3891
2 Overloaded/ Hanging	3616	2827	1492	333	**8268**	4184	3535	1944
3. Empty	4225	2899	1737	344	**9205**	4993	3888	2344
4. Not known	4465	2999	1665	286	**9415**	5255	4463	2250
Total	19731	13651	7739	1451	42572	22655	18503	10429

Accidents Classified According to Type of Collision/Impact

Nature of Accident	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)
1 Vehicle to Vehicle	13957	9538	5283	902	**29680**	15791	12930	7147
2. Vehicle to Pedestrian	1532	1112	670	97	**3411**	1772	1433	899
3. Vehicle to Non-Motorized vehicle	1263	1078	627	188	**3156**	1587	1539	854
4. Vehicle to Animal	311	266	183	47	**807**	393	367	233
Total	17063	11994	6763	1234	37054	19543	16269	9133

Accidents Classified According to Type of Collision

Nature of Accident/ Fatalities	Number of Accidents					Number of persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)
1.Hit & Run	3700	2598	1288	192	**7778**	4299	3295	1745
2.Hit With Parked Vehicle	998	815	627	162	**2602**	1223	1060	792
3.Hit from Back	2108	1549	931	212	**4800**	2430	2111	1239
4. Hit from side	2248	1635	970	159	**5012**	2620	2168	1250
5.Run Off Road	1794	1286	732	145	**3957**	2073	1676	1002
6.Hit with Fixed Object	811	573	427	142	**1953**	961	764	589
7.Vehicle Overturn	1811	1234	697	154	**3896**	2051	1650	959
8.Head on Collision	2032	1386	656	118	**4192**	2323	1969	889
9.Others (Specify)	4229	2575	1411	167	**8382**	4675	3810	1964
Total	19731	13651	7739	1451	42572	22655	18503	10429

Accidents Classified According to Type of Traffic Violations

Type of Traffic Violations	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Over-Speeding	7565	5229	2686	454	**15934**	8398	6613	3694
2. Drunken Driving/ Consumption of alcohol & drug	1866	1453	883	294	**4496**	2224	1979	1091
3. Driving on Wrong side	2143	1685	1022	138	**4988**	2517	2240	1366
4. Jumping Red Light	213	312	235	114	**874**	297	388	292
5.Use of Mobile Phone	2200	1639	840	203	**4882**	2699	2179	1126
6. Others#	5744	3333	2073	248	**11398**	6520	5104	2860
Total	**19731**	**13651**	**7739**	**1451**	**42572**	**22655**	**18503**	**10429**

Others refers to other than traffic violation i.e lost control, slept, poor road visibility, engineering defect etc

Persons killed and Injured due to Non wearing of Safety Device by Victims

Safety Devices	Number of Persons		
	Killed	Grievously Injured (need hospitalization)	Minor Injured (need hospitalization)
1.Non-Wearing of Helmets	**7049**	**5335**	**3363**
a) Drivers	4399	3185	1965
b) Passengers	2650	2150	1398
2.Non-Wearing of Seat Belt	**4876**	**3358**	**1873**
a. Drivers	2484	1652	937
b. Passengers	2392	1706	936

Accidents Classified According to License of Drivers

Type of License	Number of Accidents				
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non Injury	Total
1. Normally Loaded	10338	6932	3674	577	**21521**
2 Overloaded/ Hanging	2774	2106	1365	397	**6642**
3. Empty	2975	2124	1290	252	**6641**
4. Not known	3644	2489	1410	225	**7768**
Total	**19731**	**13651**	**7739**	**1451**	**42572**

Accidents Classified According to Type of Road User

Persons	Number of Persons							
	Killed		Grievously Injured (need hospitalization)		Minor Injured (not needing hospitalization)		Total	
	Male	Female	Male	Female	Male	Female	Male	Female
1. Pedestrian	**1425**	**347**	**1110**	**323**	**718**	**181**	**3253**	**851**
2. Bicycles	**1150**	**303**	**904**	**264**	**503**	**154**	**2557**	**721**
a) Drivers	816	154	620	133	329	81	**1765**	**368**
b) Passengers	334	149	284	131	174	73	**792**	**353**
3.Two Wheelers	**6374**	**1031**	**4698**	**992**	**2502**	**539**	**13574**	**2562**
a)Drivers	4241	309	2936	320	1557	171	**8734**	**800**
b)Passengers	2133	722	1762	672	945	368	**4840**	**1762**
4.Auto Rickshaws	**1287**	**301**	**1179**	**277**	**751**	**203**	**3217**	**781**
a)Drivers	517	58	500	48	302	47	**1319**	**153**
b)Passengers	770	243	679	229	449	156	**1898**	**628**
5.Cars, Taxis, Vans & LMV	**3363**	**650**	**2587**	**517**	**1383**	**308**	**7333**	**1475**
a)Drivers	1529	135	1082	127	611	73	**3222**	**335**
b)Passengers	1834	515	1505	390	772	235	**4111**	**1140**
6.Trucks/Lorries	**1962**	**135**	**1431**	**172**	**660**	**87**	**4053**	**394**
a)Drivers	1019	15	620	26	334	21	**1973**	**62**
b)Passengers	943	120	811	146	326	66	**2080**	**332**
7.Buses	**1367**	**311**	**1328**	**356**	**746**	**154**	**3441**	**821**
a)Drivers	481	37	459	55	284	32	**1224**	**124**
b)Passengers	886	274	869	301	462	122	**2217**	**697**

Persons	Number of Persons							
	Killed		Grievously Injured (need hospitalization)		Minor Injured (not needing hospitalization)		Total	
	Male	Female	Male	Female	Male	Female	Male	Female
8. Other Non-Motor Vehicles (E-rickshaw etc.)	**1795**	**320**	**1098**	**301**	**726**	**147**	**3619**	**768**
a)Drivers	893	80	500	98	385	48	**1778**	**226**
b)Passengers	902	240	598	203	341	99	**1841**	**542**
9.Others	**443**	**91**	**865**	**101**	**556**	**111**	**1864**	**303**
a)Drivers	125	21	373	18	254	45	**752**	**84**
b)Passengers	318	70	492	83	302	66	**1112**	**219**
Total	**19166**	**3489**	**15200**	**3303**	**8545**	**1884**	**42911**	**8676**
a)Drivers	**9621**	**809**	**7090**	**825**	**4056**	**518**	**20767**	**2152**
b)Pedestrian+ Passenger	**9545**	**2680**	**8110**	**2478**	**4489**	**1366**	**22144**	**6524**

Persons killed and Injured according to Type of Victims, Age and Gender

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
(A)Drivers – Total	**8805**	**655**	**10197**	**1129**
1.Less than 18 years	838	92	1066	189
2. 18-25	2349	190	2798	302
3. 25-35	2301	160	2442	259
4. 35-45	1809	89	1927	163
5. 45-60	1028	66	1285	112
6. 60 and Above	287	17	353	55
Age not known	193	41	326	49
(B) Passengers – Total	**7786**	**2184**	**10313**	**3136**
1. Less than 18 years	931	320	1204	394
2 18-25	1838	533	2405	707
3. 25-35	1807	459	2313	694
4. 35-45	1523	447	2008	608
5. 45-60	1038	258	1458	379
6. 60 and Above	429	106	546	234
Age not known	220	61	379	120
(C) Pedestrian – Total	**1425**	**347**	**1828**	**504**
1. Less than 18 years	162	59	217	57
2 18-25	342	80	437	137

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
3. 25-35	321	73	373	92
4. 35-45	255	60	334	90
5. 45-60	190	41	246	75
6. 60 and Above	96	23	131	37
Age not known	59	11	90	16
(D) Cyclist – Total	**1150**	**303**	**1407**	**418**
1. Less than 18 years	200	86	260	120
2 18-25	331	96	383	99
3. 25-35	244	55	299	89
4. 35-45	199	38	252	60
5. 45-60	123	19	147	25
6. 60 and Above	30	6	48	16
Age not known	23	3	18	9
Total	**19166**	**3489**	**23745**	**5187**
1. Less than 18 years	**2131**	**557**	**2747**	**760**
2 18-25	**4860**	**899**	**6023**	**1245**
3. 25-35	**4673**	**747**	**5427**	**1134**
4. 35-45	**3786**	**634**	**4521**	**921**
5. 45-60	**2379**	**384**	**3136**	**591**
6 .60 and Above	**842**	**152**	**1078**	**342**
Age not known	**495**	**116**	**813**	**194**

Accidents & fatalities occurred on National Highways*

Different categories	Total Accidents	Killed
1	2	3
1. National Highways under NHAI	12851	6918
2. National Highways under State PWD	2263	1288
3. National Highways under Other Departments	1067	624
4. Total	**16181**	**8830**

Accidents/Persons killed under the category of road user

Road User	National Highways under NHAI		National Highways under State PWD		National Highways under Other Departments	
	Total Accidents	Persons killed	Total Accidents	Persons killed	Total Accidents	Persons killed
1. Pedestrian	720	392	136	77	84	37
2. Bicycles	766	343	215	128	93	41
3.Two Wheelers	4022	2212	490	291	286	169
4.Auto Rickshaws	833	439	206	111	68	37
5.Cars, Taxis, Vans & LMV	2248	1336	419	227	195	112
6.Trucks/Lorries	1319	717	290	163	122	75
7.Buses	662	397	189	127	67	57
8. Other Non-Motorized Vehicles (E-rickshaw etc.)	567	282	151	80	55	30
9. Others	1714	800	167	84	97	66
Total	**12851**	**6918**	**2263**	**1288**	**1067**	**624**

Accidents & fatalities classified according to type of traffic violation

Type of traffic violation	National Highways under NHAI		National Highways under State PWD		National Highways under Other Departments	
	Total Accidents	Persons killed	Total Accidents	Persons killed	Total Accidents	Persons killed
1. Over-Speeding	5175	3015	895	514	488	317
2. Drunken Driving/ Consumption of alcohol & drug	1017	598	323	189	151	78
3. Driving on Wrong side	1383	659	247	138	117	40
4. Jumping Red Light	254	49	39	9	8	3
5.Use of Mobile Phone	1142	539	417	227	181	87
6. Others	3880	2058	342	211	122	99
Total	**12851**	**6918**	**2263**	**1288**	**1067**	**624**

Road Length in Uttar Pradesh

S. No.	Name of Road	Year 2013	Year 2014	Year 2015	Year 2016	Year 2017	Year 2018	Year 2019
1.	National Highway	7550	7550	7572	7572	8328	8488	11384
2.	State Highway	7703	7543	7597	7147	7202	6892	6593
3.	Major District Road (MDR)	7549	7338	7338	7637	7486	7377	7201
4.	Other District Road (ODR)	39245	42434	43512	46006	47576	49405	48616
5.	Rural Road	139047	141593	149193	163035	169051	168692	169512
6.	Yamuna Expressway	165	165	165	165	165	165	165
7.	Agra-Lucknow Expressway	—	—	—	—	302	302	302
8.	U.P.S.H.A. (Uttar Pradesh State Highway Authority)	—	—	—	—	220	220	220
	Total	**201259**	**206623**	**215377**	**231562**	**240330**	**241541**	**243993**

Ten Road Safety Facts

1- Road Traffic injuries are expected to become the fifth leading cause of death globally by 2030.

2- Most deaths on road are due to head injuries. A good quality helmet reduces chances of severe head injuries by over 70%.

3- Collision at 50 kmph is like falling from the fifth floor.

4- Use of Seat belt while driving reduces the risk of death of an occupant during an accident by over 60%.

5- Driving requires full attention, using mobile phone while driving diverts our senses.

6- Vulnerability of road users to accident increases at night.

7- For every 1% reduction in average traffic speed, there is a 2% reduction in the number of accidents.

8- Normally cost of good tyres is only 2-4% of the price of a vehicle. Compromise on the cost of tyres can result in huge damages both monetary and otherwise.

9- Out of the total number of death in road accident in india due to driver's fault, more than 10% was due to intake of alcohol/drugs.

10- An aware and conscious driver reduces the chances of mishaps.