

Road Accidents in Uttar Pradesh 2022



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



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सड़क दुर्घटनाओं से जुड़ा हुआ सड़क सुरक्षा एक महत्वपूर्ण और आवश्यक विषय है। यह हमारे सभी नागरिकों से भी जुड़ा हुआ विषय है। जरा-सी लापरवाही से दुर्घटनाएं घटित होती हैं और उसमें असमय किसी की जान चली जाती है। किसी भी प्रदेश या राष्ट्र के लिए उसके नागरिक अमूल्य धरोहर होते हैं। सड़क दुर्घटना में असमय नागरिकों की हानि प्रदेश व समाज के लिए एक अपूरणीय क्षति है।

उल्लेखनीय है कि वर्ष 2019 की तुलना में वर्ष 2021 में सड़क दुर्घटनाओं की संख्या में 11.4 प्रतिशत, मृतकों की संख्या में 6.3 प्रतिशत तथा घायलों की संख्या में 13.9 प्रतिशत की कमी आयी है। वर्ष 2020 को कोविड-19 के दृष्टिगत लॉकडाउन के कारण तुलना का आधार नहीं बनाया गया है। यह सकारात्मक परिणाम निश्चय ही परिवहन विभाग द्वारा सड़क सुरक्षा के नोडल विभाग की भूमिका का निर्वहन करते हुए पुलिस, लोक निर्माण, चिकित्सा एवं स्वास्थ्य, शिक्षा तथा सूचना एवं जनसम्पर्क विभाग के साथ पारस्परिक सामंजस्य के द्वारा किये गये समेकित प्रयासों का प्रतिफल है।

सर्वाधिक सड़क दुर्घटनाएं तेज गति से वाहन चलाने, गलत दिशा में वाहन को चलाने, वाहन चलाते समय मोबाइल फोन का प्रयोग करने एवं नशे की हालत में वाहन चलाने के कारण होती है तथा सड़क दुर्घटना में मृतकों की संख्या में सर्वाधिक दोपहिया वाहन चालक होते हैं। परिवहन विभाग द्वारा इन कारणों की रोक-थाम के लिये लगातार प्रयास किये जा रहे हैं। प्रदेश के यशस्वी एवं ऊर्जावान मा0 मुख्यमंत्री जी के निर्देशन में परिवहन एवं पुलिस विभाग द्वारा प्रत्येक सप्ताह औचक रूप से दो दिवसों में "हेल्मेट एवं सीट बेल्ट दिवस" के रूप में मनाते हुए हेल्मेट एवं सीटबेल्ट का प्रयोग न करने वाले चालकों के विरुद्ध प्रभावी प्रवर्तन कार्यवाही करते हुए उन्हें जागरूक किया जाता है। आम जन को सड़क सुरक्षा के प्रति जागरूक बनाने के लिए विभिन्न प्रकार के जागरूकता अभियान-त्रैमासिक सड़क सुरक्षा सप्ताह, बेसिक, माध्यमिक एवं उच्च शिक्षा के छात्रों के मध्य प्रतियोगितायें, रोड सेप्टी क्लब, जागरूकता रैली आदि कार्यक्रम चलाये जाते हैं जो कि अत्यंत सराहनीय हैं।

परिवहन विभाग द्वारा विगत वर्षों की भाँति "रोड एक्सीडेंट इन उत्तर प्रदेश 2022" नामक वार्षिक पत्रिका प्रकाशित की जा रही है। यह पत्रिका सड़क सुरक्षा से जुड़े सभी विभागों को कार्ययोजना बनाकर प्रभावी क्रियान्वयन में अत्यधिक सहयोगी सिद्ध होगी। मैं परिवहन विभाग द्वारा सड़क सुरक्षा के प्रयासों की सफलता एवं विभाग के उज्ज्वल भविष्य की कामना करता हूँ एवं आशान्वित हूँ कि परिवहन विभाग के समेकित प्रयासों द्वारा आगामी वर्षों में सड़क दुर्घटना एवं दुर्घटना में मृतकों की संख्या में अपेक्षित कमी लायी जा सकेगी।

(दया शंकर सिंह)



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संदेश

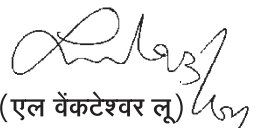
वर्तमान समय में “सड़क सुरक्षा जीवन रक्षा” सम्पूर्ण जनमानस का अत्यन्त संवेदनशील विषय है। किसी भी राष्ट्र के लिये उसके नागरिक अमूल्य धरोहर होते हैं। सड़क सुरक्षा से जुड़े हुए समस्त विभागों द्वारा निरन्तर किये जा रहे समेकित प्रयासों के बावजूद प्रदेश में सड़क दुर्घटनाओं के फलस्वरूप होने वाली मृत्यु में कमी लाना अभी भी एक चुनौती बनी हुयी है। यद्यपि आकड़े इस बात के साक्षी हैं कि वर्ष 2021 में उत्तर प्रदेश में सड़क दुर्घटनाओं से होने वाली मृत्यु एवं घायलों की संख्या में कमी परिलक्षित हुयी है, जो वर्ष 2019 की तुलना में क्रमशः 11.4% और 6.3% कम है।

सड़क दुर्घटनाओं को नियंत्रित करने हेतु उत्तर प्रदेश सरकार विविध माध्यमों— ‘एजुकेशन’, ‘इंजीनियरिंग (रोड व वाहन)’, ‘इन्फोर्समेंट’ एवं ‘इमरजेंसी केयर’ के आधार पर सुरक्षा सुनिश्चित करने के लिए एक बहु-आयामी दृष्टिकोण अपना रहा है। सड़क दुर्घटनाओं में होने वाली मौतों में कमी लाये जाने हेतु सरकार ए0डी0टी0टी0, डी0टी0टी0आई0, आई0डी0टी0आर0 एवं डी0टी0सी0 की स्थापना, वाहनों की फिटनेस की गुणवत्ता हेतु इंस्पेक्शन एवं सर्टिफिकेशन सेंटर, आटोमेटेड टेस्टिंग स्टेशन की स्थापना करने, निरंतर जागरूकता अभियान चलाने, ऑटोमोबाइल सुरक्षा मानकों में सुधार करने, बेहतर सड़क संरचना का विकास करने, सड़क सुरक्षा ऑडिट कराने और बेहतर अत्याधुनिक उपकरणों से आच्छादित अस्पतालों के निर्माण हेतु कृत संकल्पित है।

मोटर वाहन संशोधन अधिनियम, 2019 के चरणबद्ध कार्यान्वयन के माध्यम से सड़क सुरक्षा के क्षेत्र में परिवहन अधिकारियों के अथक प्रयासों से बेहतर परिणाम परिलक्षित हुये हैं। उत्तर प्रदेश सरकार ने राज्य सड़क सुरक्षा परिषद, मण्डलीय सड़क सुरक्षा समिति एवं जिला सड़क सुरक्षा समितियों की स्थापना की है, जिनके माध्यम से सड़क दुर्घटना में अपेक्षित कमी लाये जाने के लिए विभिन्न स्टेकहोल्डर विभागों, परिवहन यूनियनों की नियमित रूप से बैठक की जाती है। छात्र जीवन में ही दुर्घटनाओं के कारणों और उन्हें कम करने की दिशा में जागरूकता बढ़ाने के लिए प्राथमिक और माध्यमिक कक्षाओं के पाठ्यक्रम में सड़क सुरक्षा जैसे संवेदनशील विषय को सम्मिलित किया गया है। परिवहन विभाग द्वारा विशेष कर यात्री/स्कूली वाहनों की भौतिक एवं तकनीकी जाँच संभागीय प्राविधिक निरीक्षकों द्वारा नियमित रूप से की जा रही है, साथ ही प्रदेश के समस्त परिवहन अधिकारियों को यातायात प्रबंधन का जनपदवार ब्लूप्रिंट तैयार कर उसे सख्ती से लागू कर प्रभावी बनाने को भी निर्देशित किया गया है।

मैं पूर्ण रूप से आशान्वित हूँ कि परिवहन विभाग द्वारा ‘रोड एक्सीडेंट इन उत्तर प्रदेश-2022 में संकल्पित किये गये आकड़ों एवं उनके विश्लेषणात्मक प्रस्तुतीकरण के माध्यम से सड़क सुरक्षा से जुड़े विभागों, को जनपद स्तर पर स्थानीय आवश्यकतानुसार एक्शन प्लान बनाकर प्रभावी कार्यवाही करने में अत्यधिक सहयोग मिलेगा, जिससे सड़क दुर्घटनाओं में होने वाली मृत्युओं व हताहतों की संख्या में अपेक्षित कमी आयेगी।

अस्तु मैं परिवहन विभाग द्वारा सड़क सुरक्षा के क्षेत्र में किये जा रहे प्रयासों की सफलता हेतु ईश्वर से निम्न ध्येय सूक्त वाक्य के साथ कामना करता हूँ— **‘उतिष्ठ जाग्रत प्राप्यवरान्निबोधत्’** अर्थात् ‘उठो, जागो और तब तक चलते रहो जब तक लक्ष्य की प्राप्ति न हो जाए’।


(एल वेंकटेश्वर लू)

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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 people.
2. During the calendar year 2021, the total number of road accidents in Uttar Pradesh has reported at 37729 causing injuries to 24897 people and claiming 21227 lives. This translates, on an average, into 103 accidents and 58 deaths taking place on the roads of the state every day; or 4 accidents and 2 deaths every hour.
3. Delving into the causes of these road crashes, one finds that maximum cases (38%) in the year 2021 were attributable to over speeding. Constructive steps towards curbing this menace are being taken 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.
4. The National Highways passing through the state of Uttar Pradesh accounted for 37% of total road accidents and 38% of total fatalities in road accidents the year 2021. Similarly, the State Highways and Other Roads constituted for 30% and 32% of total road accidents, respectively. While the Expressways in Uttar Pradesh account for 1% of total accidents and 2% for total fatalities.
5. When we look at various vehicle categories involved in road-accidents, the motorised two-wheeler category tops the chart with the share of 32% accidents and 32% fatalities in 2021. The light vehicle category consisting of cars, jeeps and taxis occupies the second place in this list with total accidents standing at 16% and total fatalities at 15%.
6. Age profile of road accident victims for the calendar year 2021 reveals that the youth of age group 18 - 45 years accounted for a high share of 71.87 percent (15256 people) in the total road accident fatalities.
7. Among the 75 districts in UP, Kanpur Nagar stood on top in both road accidents and people killed with a percentage share of 3.6 percent and 2.9 percent, respectively.
8. Month-wise distribution of road accidents during the calendar year 2021 reveals that the highest number of accidents occurred in the month of December (3604) followed by the month of March (3577) and November (3516). Higher accident rates are observed during the time 18:00 to 21:00hrs (15.6 percent) and 15:00 to 18:00 (13.7 percent) of the day.
9. 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.
10. The Government of Uttar Pradesh has formulated a State Road Safety Policy. The policy envisages 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 reiterates 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 in Uttar Pradesh

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 people killed in road accident are given at **Table 1.1**.

Table 1.1: Road Length, Motors Vehicles and Road Accidents (2012-2021)

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 People 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
2020	254970	34924824	17075	34243	19149
2021	287524	38767537	19026	37729	21227

2.1 Road Length:

Road network in Uttar Pradesh, of about 2,87,524 kms as of year 2021 is the second largest in India. The state'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 state through the construction of new roads and up-gradation of the existing roads. During the period 2012-2021, the total road length of the state increased at a Compound Annual Growth Rate (CAGR) of 3.64 percent.

2.2 Motor Vehicles:

Sustained economic growth has led to rapidly increasing motorized vehicles in Uttar Pradesh. There were 3,87,67,537 number of registered vehicles in UP as on 31st December 2021. The total number of registered motor vehicles grew at a CAGR of 11.30 per cent between 2012 and 2021.

2.3 Road Accidents – 2021:

During 2021, a total of 37,729 road accidents were reported. Of these 19,026 (50.42 per cent) were fatal accidents. The number of people killed in road accidents was 21,227. The total number of people injured in road accidents was 24,897. District wise distribution of number of road accidents, number of people killed and injured in road accidents and number of fatal accidents are given in **Annexure - I & II**. The analysis of road accident data 2021 reveals that on an average 103 accidents and 58 deaths take place every day on UP roads which further translates into 4-5 accidents and loss of 2-3 lives every hour or loss of a life in every 25 minutes in Uttar Pradesh.

Road accident severity measured by the number of people killed per 100 accidents has remained more or less stable since 2012.

SECTION II

PROFILE AND TRENDS OF ROAD ACCIDENTS

1. Current Profile

The current profile of road accident covering the period from 2012 to 2021 is presented in Table 2.1 below:

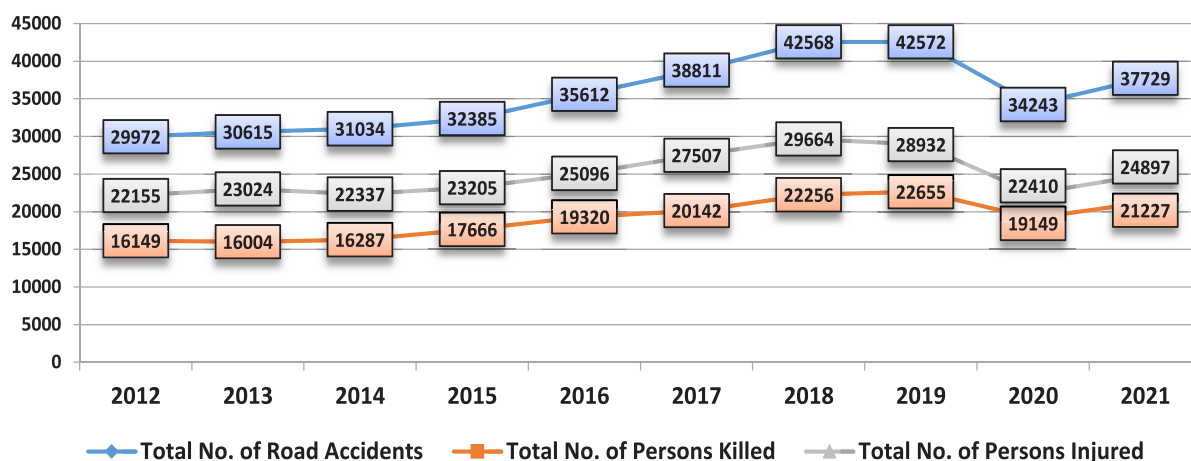
Table 2.1: Profile of Road Accidents: 2012 – 2021

Year	Total No of Road Accidents	Total No. of People Killed	Total No. of People 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
2020	34243	19149	22410	55.9
2021	37729	21227	24897	56.2

*People killed per 100 accidents.

It is clear from the above table that over the years **2012 to 2021, number of road accidents, people killed and injured have increased by 25.8 percent, 31.4 percent and 12.3 percent 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.** In year 2020, the number of accidents, people killed and injured have decreased significantly because of COVID-19 lockdown situation. Hence the year 2019 has been taken as the base year for the comparison of subsequent data. A decline of 6.3 percent has been reflected in total fatalities in the year 2021. 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, People Killed and People Injured during 2012-21



A detailed District wise analysis of number of accidents, number of people killed and injured is 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 2012-21. During the year 2021, it varies from a low of 33.04 in Lucknow and a high of 77.01 in Sonbhadra. The district-wise severity of road accidents in UP can be seen in **Annexure-II**.

Table 2.2: Percentage change of total number of road accidents, total number of people killed and injured during 2013-2021

Year	Percentage change in total No of Road Accidents	Percentage in total No. of People Killed	Percentage change in total No. of People 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
2020	-19.56	-15.48	-22.54
2021*	-14.14	-7.46	-18.01

*Base Year – 2019

The percentage changes in the number of road accidents, number of people killed and injured shown in the above **Table 2.2 and Chart 2.2a, Chart 2.2b& Chart 2.3c**, which indicate wide variations. All the three parameters viz road accidents, number of people killed and injured went up sharply during the period 2016-2018. In contrast, the year 2019 saw the peaking of the curve followed by a remarkable reversal in the trend in the year 2020.

Chart 2.2a: Change in Road Accidents over the previous years (in percent)

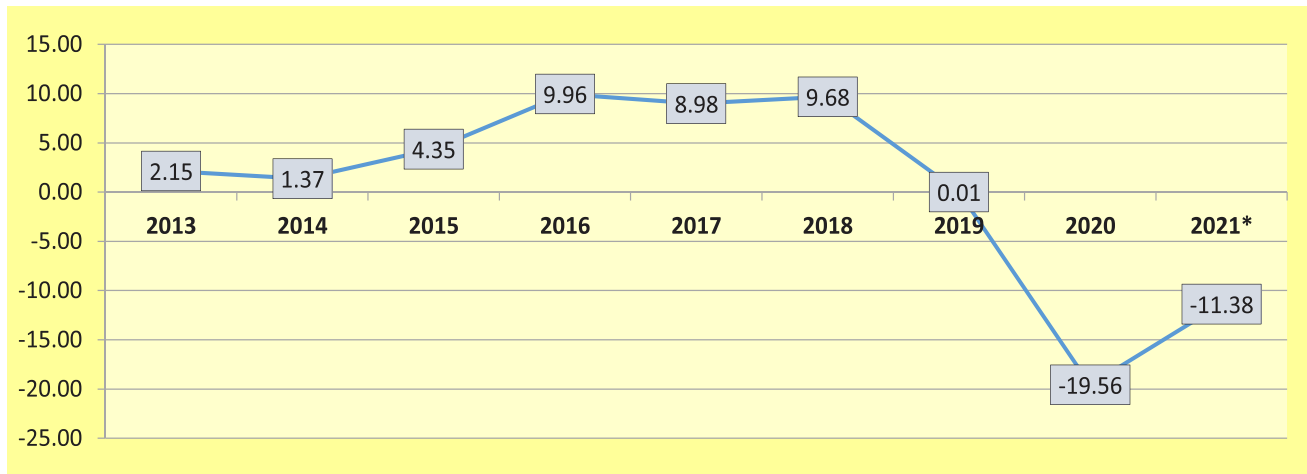


Chart 2.2b: Change in number of people killed over the previous year (in percent)

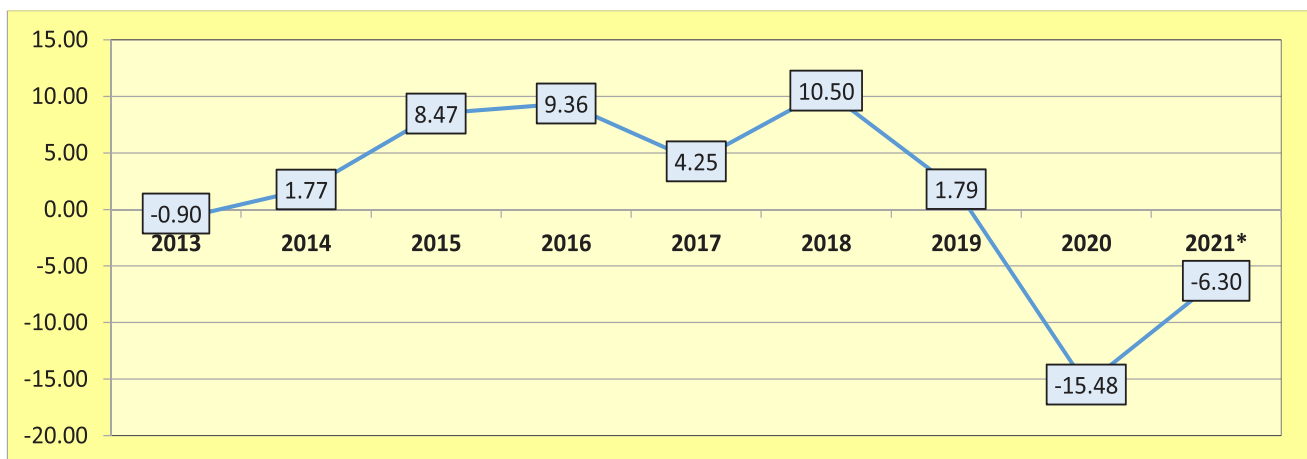
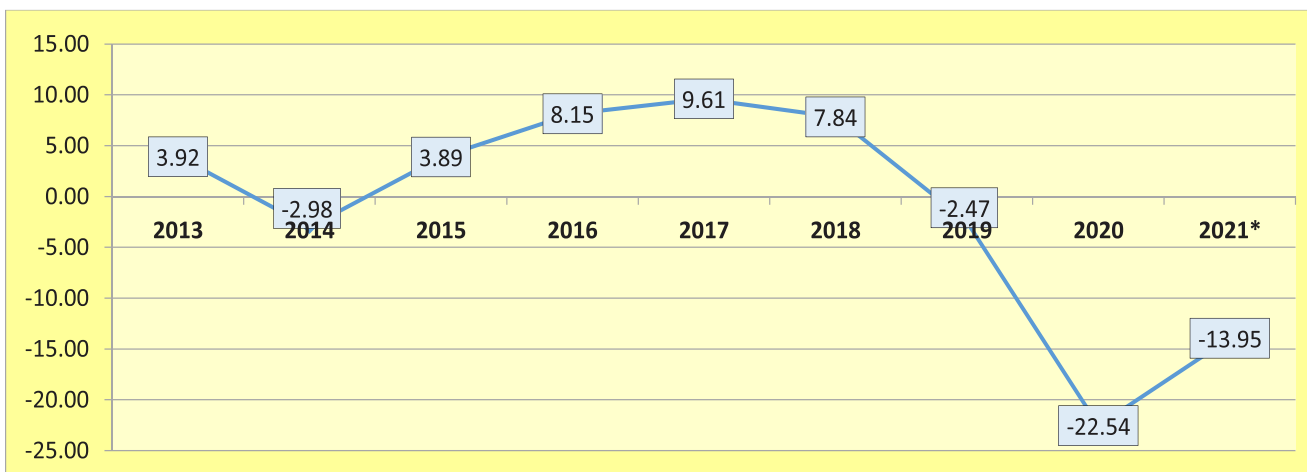


Chart 2.2c: Change in number of people injured over the previous year (in percent)



SECTION III

ACCIDENTS BY ROAD CATEGORY AND ROAD FEATURE

1. Current Scenario

Road accidents on National Highways accounted for a 37 percent of the total road accidents and 38 percent of the total number of people killed during 2021. The State Highways accounted for 30 percent of total accidents and 30 percent in the total number of people killed in road accidents during same period of time. The balance 33 percent of total road accidents and 32 percent of total number of people killed in 2021 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, People Killed & Injured as per Road Category

Classification of Road	Fatal Accidents	Total Accidents	Killed People	Injured People
Expressways	309	479	373	551
National Highways	7321	14061	8133	8961
State Highways	5669	11096	6266	7155
Other Roads	5727	12093	6455	8230
TOTAL	19026	37729	21227	24897

Chart 3.1a: Share of Accidents as per road category

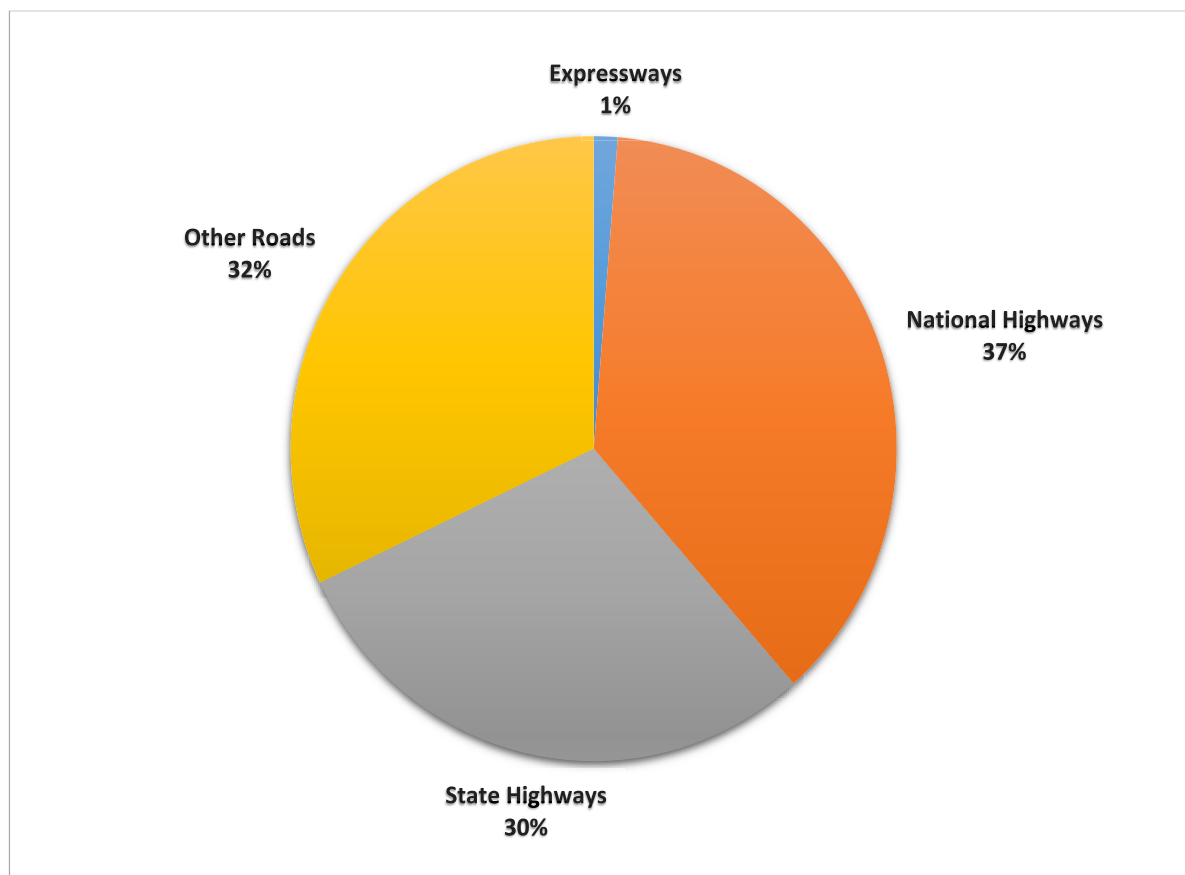
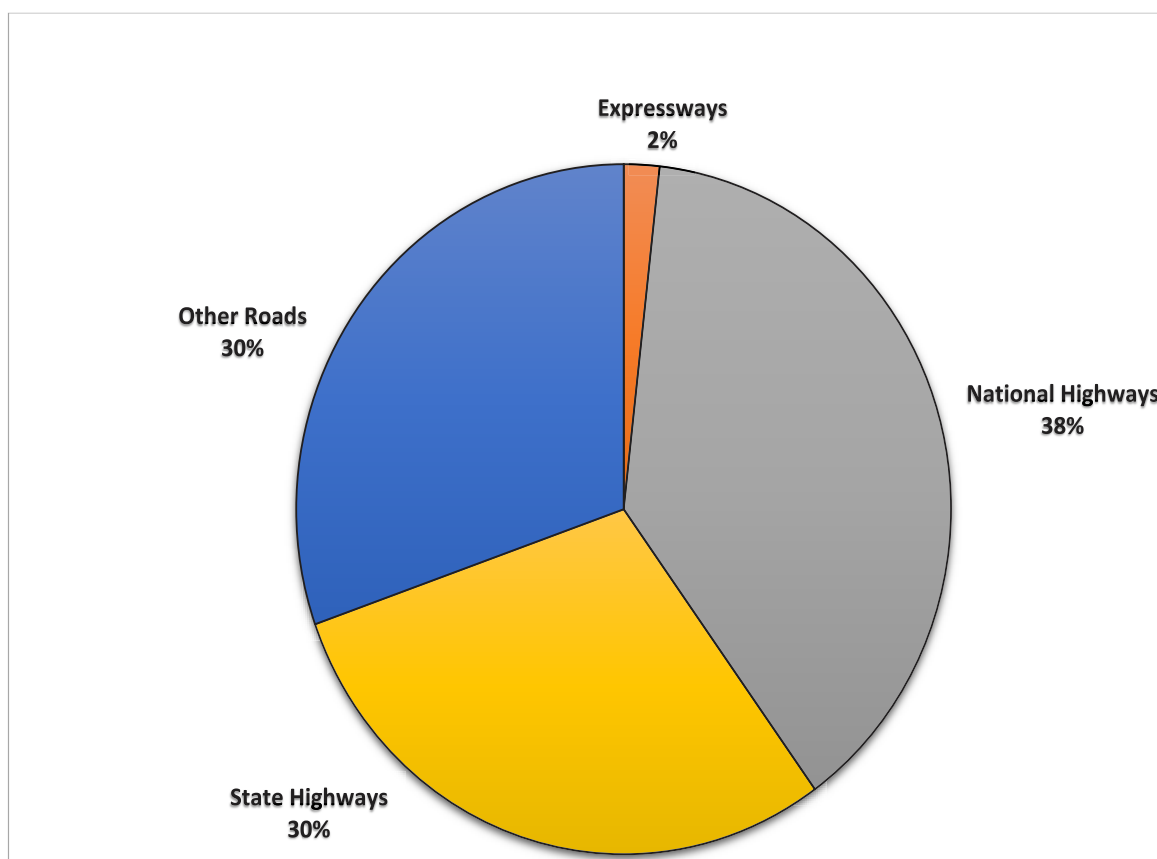


Chart 3.1b: Share of People Killed as per road category



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, people killed and injured at traffic junctions.

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

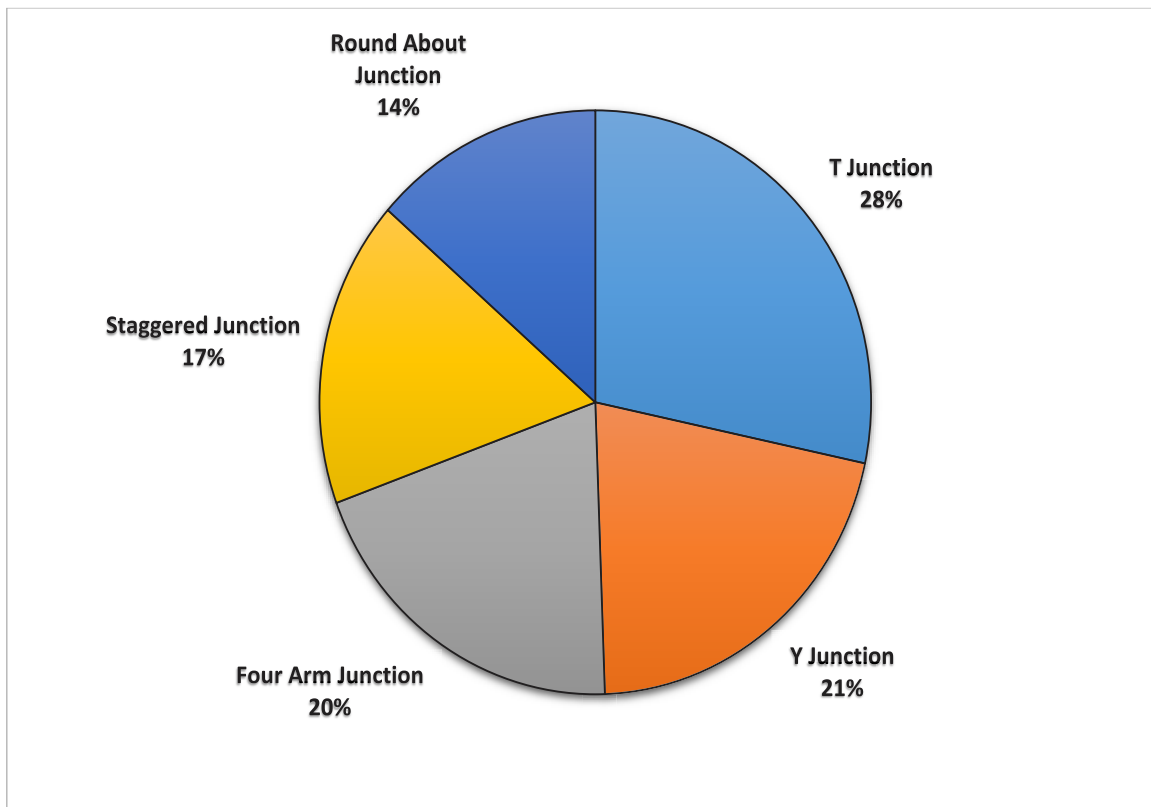
Junction Type	Accidents	Killed People	Injured People
T Junction	3696	2054	2386
Y Junction	2749	1448	1765
Four Arm Junction	2601	1388	1682
Staggered Junction*	2221	1192	1465
Round About Junction	1767	959	1249
TOTAL	13034	7041	8547

*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.

The highest number of accidents occurred at T-Junctions during the calendar year 2021 causing 3696 accidents with a share of 28.3 percent of the total road accidents on Junctions. The details regarding total accidents, people 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



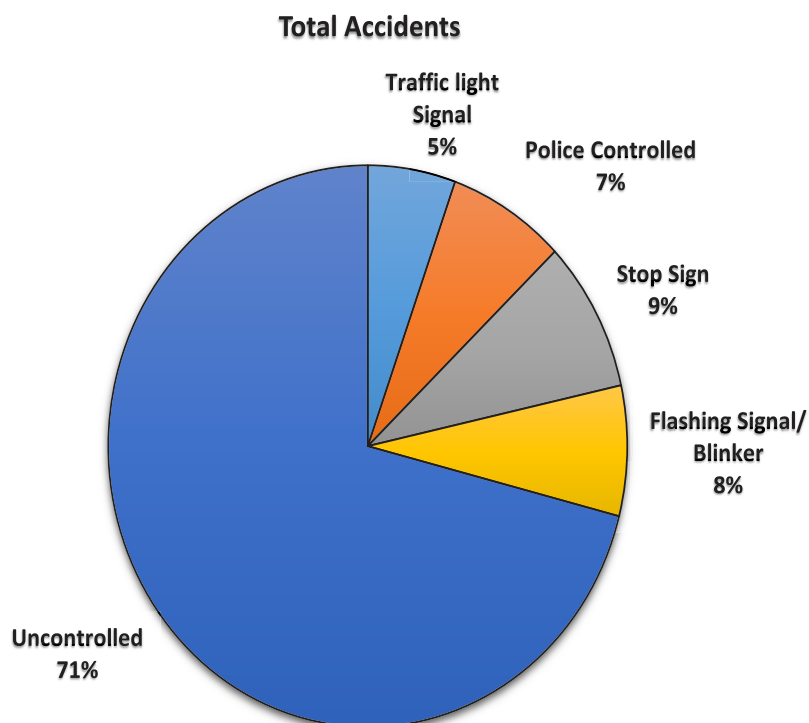
3. Accidents at Traffic/Police Controlled Area

It may be seen that the maximum number of accidents occurred at uncontrolled areas during the calendar year 2021 which caused 9252 accidents i.e. 71 percent in road accidents at all type of junctions. The details regarding road accidents at Traffic Controlled/Police controlled areas indicating the number of accidents, people killed and injured is 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 People	Injured People
Traffic light Signal	712	361	466
Police Controlled	958	521	610
Stop Sign	1135	580	796
Flashing signal/blinker	977	511	661
Uncontrolled	9252	5068	6014
TOTAL	13034	7041	8547

Chart 3.3 Total Number of road accidents at various Traffic Controlled areas



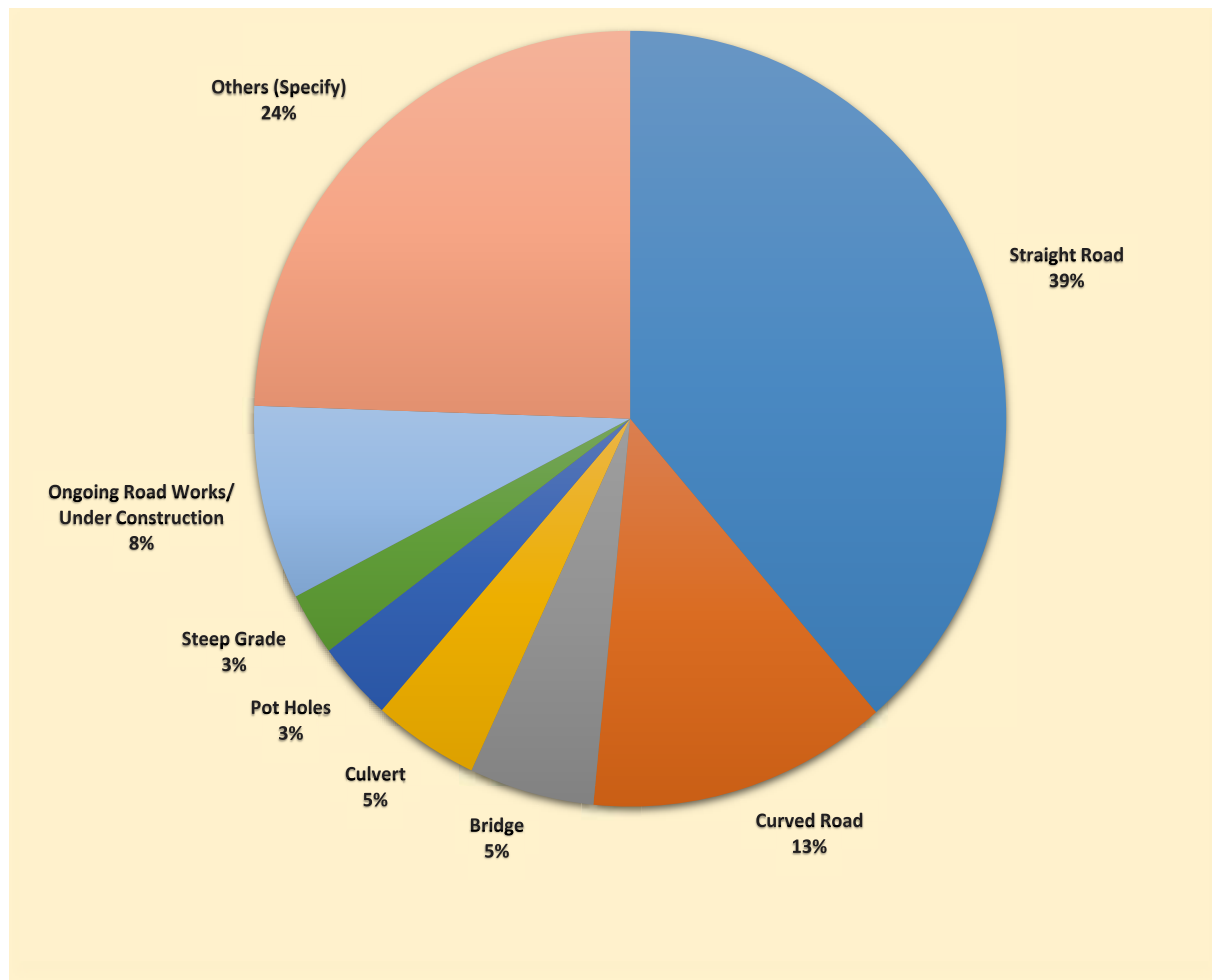
4. Accidents according to Road Features

Maximum number of road accidents occurred at straight road during the calendar year 2021 which caused 14,585 accidents with a share of 39 percent in road accidents at Road Features category. The details regarding road accidents at road features areas indicating the number of accidents, people 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 People	Injured People
Straight Road	14585	8252	9283
Curved Road	4868	2855	3056
Bridge	2026	1152	1474
Culvert	1715	918	1195
Pot Holes	1254	649	816
Steep Grade	991	538	673
Ongoing Road Works/ Under Construction	3059	1702	2086
Others (Specify)	9231	5161	6314
TOTAL	37729	21227	24897

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 (32.0%) in 2021 followed by cars/taxis/vans/LMVs (16.0%), others (9.8%), Pedestrian (9.7%), Trucks/Lorries (8.9%). Two wheelers also accounted for the highest proportion of people killed (32.0%) out of the total number of people killed in the state during the calendar year 2021 followed by the category of cars/taxis/vans/LMVs (16.3%), Others (10.1%), Pedestrian(9.4%), Trucks/Lorries (9.2%). Details of the above are given below in the **Table 4.1** and **Chart 4.1a & 4.1b**.

Table 4.1: Crashes according to type of vehicles involved

Vehicles/people involved	Total Accidents	Killed People
Pedestrian	3676	1985
Bicycles	2257	1228
Two Wheelers	12091	6803
Auto Rickshaws	2750	1364
Cars, Taxis, Vans & LMVs	6022	3452
Trucks/Lorries	3374	1954
Buses	1900	1077
Other Non-motorized vehicle (E-rickshaw etc.)	1969	1221
Others	3690	2143
TOTAL	37729	21227

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

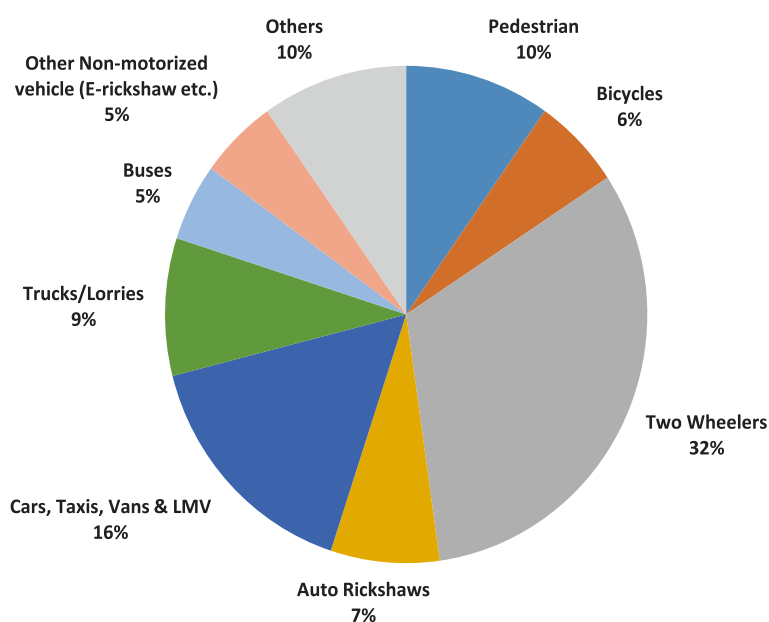
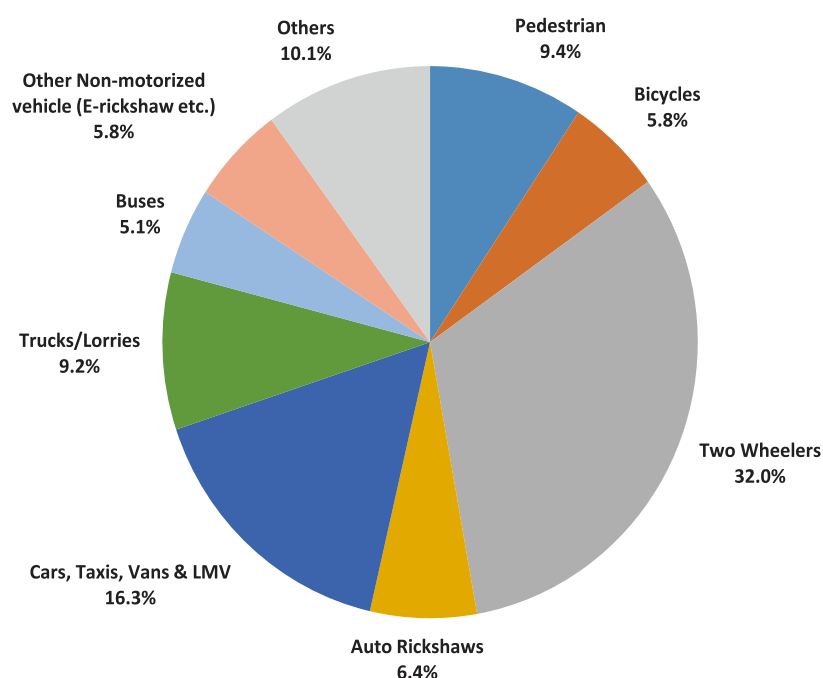


Chart 4.1b: Share in Total number of People Killed by Vehicle Type



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

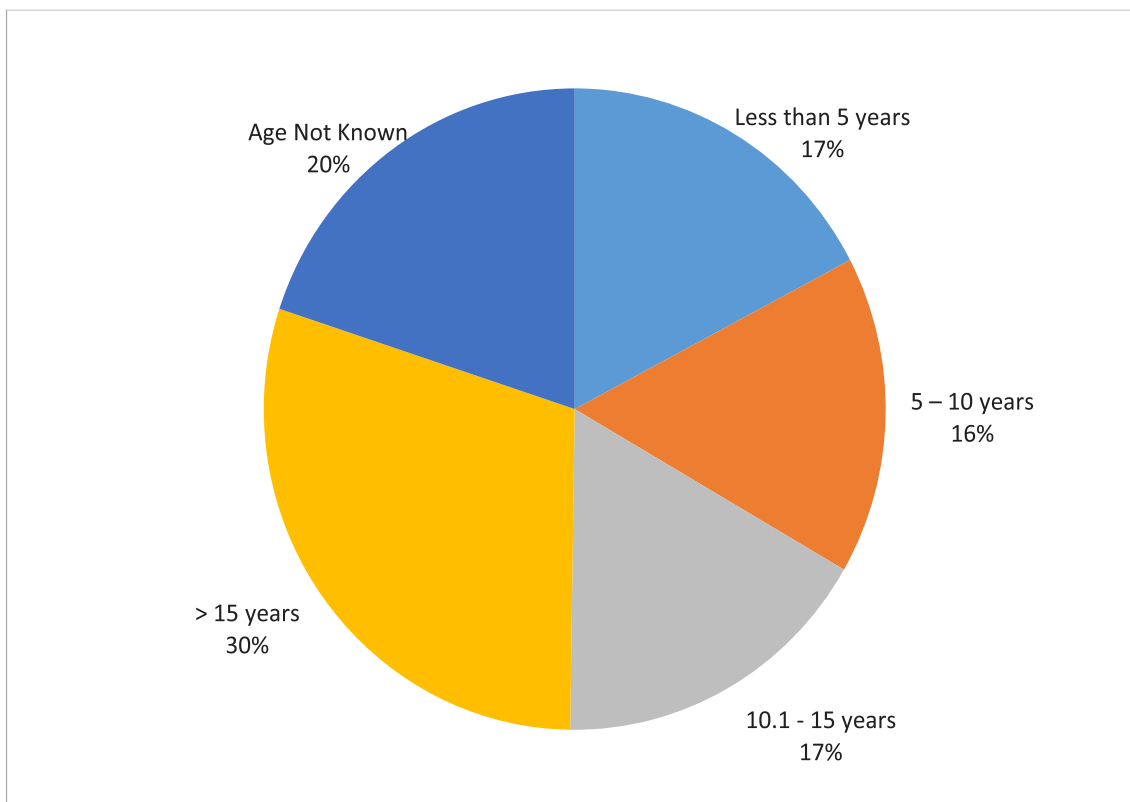
2. Accidents based on the age of Vehicles

During the calendar year 2021, vehicles having age of 15 years or more recorded the highest number of accidents (11254) in UP, accounting for a share of 29.8 percent (in total road accidents) with 6595 deaths and 7437 injuries. **Table 4.2** indicates the total number of accidents, people 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 People Killed & Injured based on Age of Vehicles

Age of Vehicles	Accidents	Killed People	Injured People	Total no. of Registered Vehicles	Accident per 10000 vehicles
Less than 5 years	6528	3529	4274	16530507	3.9
5 – 10 years	6052	3266	3970	13103962	4.6
10 - 15 years	6373	3469	4219	7379073	8.6
> 15 years	11254	6595	7437	6227160	18.1
Age Not Known	7522	4368	4997	-	-
TOTAL	37729	21227	24897	43240702	8.7

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

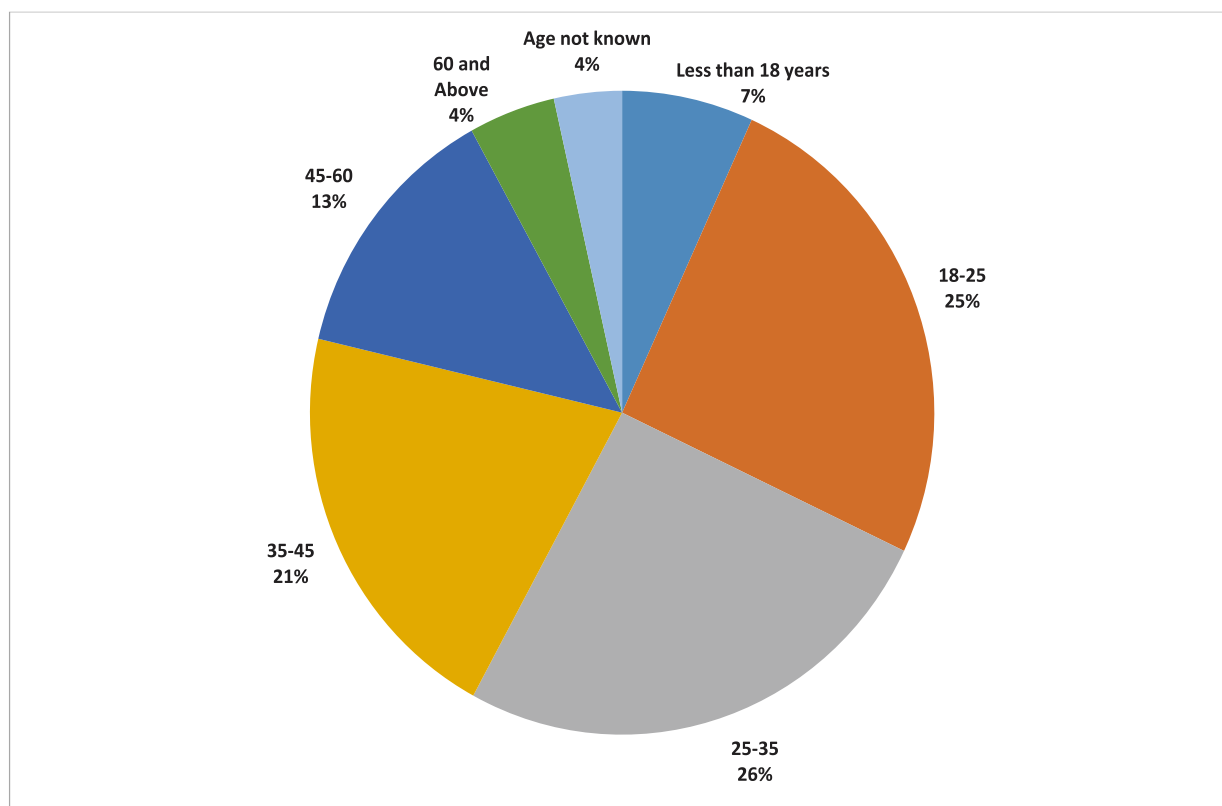
Young people in the productive age group lose their lives in road accidents every year. Premature deaths of such young people cause substantial loss of productivity to the nation. The detailed age profile of road accidents victims for the calendar year 2021 reveals that the productive age group of 18 to 35 years accounted for the high share of 51 percent (10846people) and the age group of 18-45 accounted for a share of 72% (15256people) 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

Age group	Total Killed
Less than 18	1447
18-25	5359
25-35	5487
35-45	4410
45-60	2825
60 and Above	953
Age Not Known	746
TOTAL	21227

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



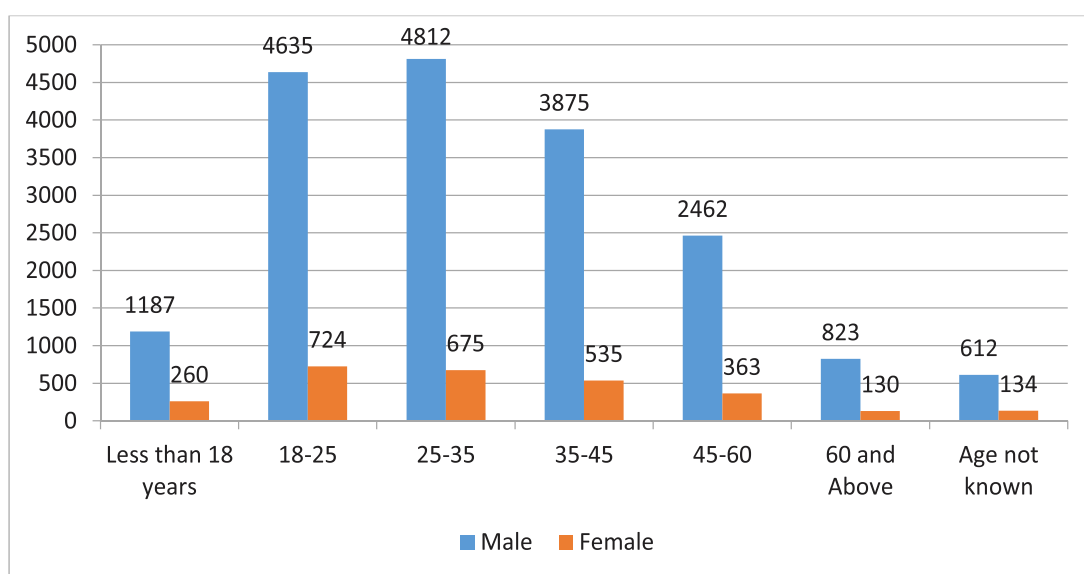
2. Age of People killed (Gender-wise) in Road Accidents

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 2021 were 18406 (87 percent) and 2821 (13 percent) respectively in total road accidents. This is depicted in **Table- 5.2 and Chart 5.2.**

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

Age group	Male	Female
Less than 18	1187	260
18-25	4635	724
25-35	4812	675
35-45	3875	535
45-60	2462	363
60 and Above	823	130
Age Not Known	612	134
TOTAL	18406	2821

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



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

SECTION VI

CAUSES OF ROAD ACCIDENTS

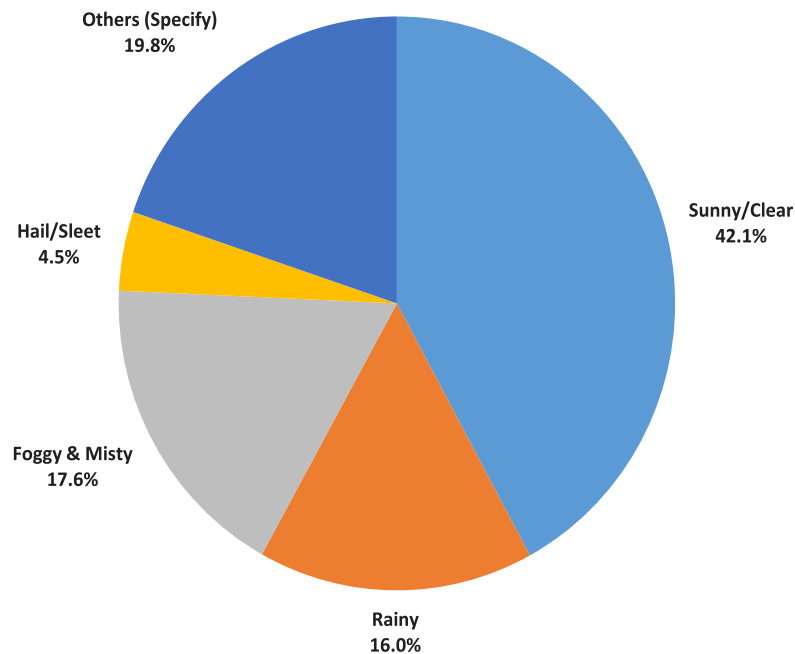
1. Multi-causal nature of Road Accident

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 (79.5 percent), fatalities (78.7 percent) and injuries (77.7 percent) on all roads in the state during 2021. 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 People	Injured People
Sunny/Clear	15870	9086	10418
Rainy	6035	3406	3840
Foggy & Misty	6658	3782	4424
Hail/Sleet	1681	914	1125
Others	7485	4039	5090
TOTAL	37729	21227	24897

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 People	Injured People
Over-Speeding	14894	8485	6772
Drunken Driving/ Consumption of alcohol & drug	2346	1284	798
Driving on Wrong side	4800	2560	2009
Jumping Red Light	691	334	266
Use of Mobile Phone	3671	2016	1623
Others (including driver fatigue, sleepiness, poor road visibility, lost control, engineering defects etc)	11327	6548	4678
TOTAL	37729	21227	16146

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

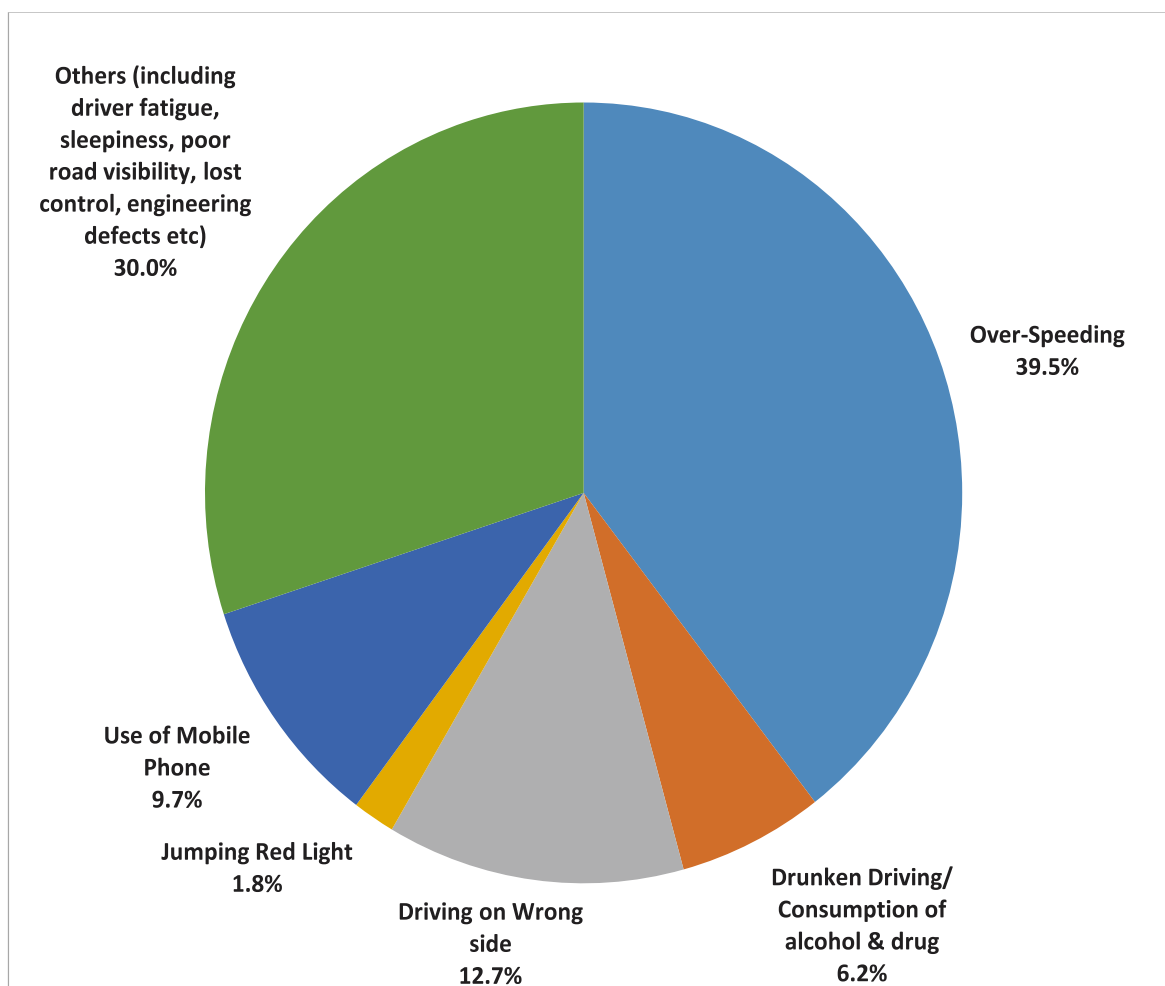
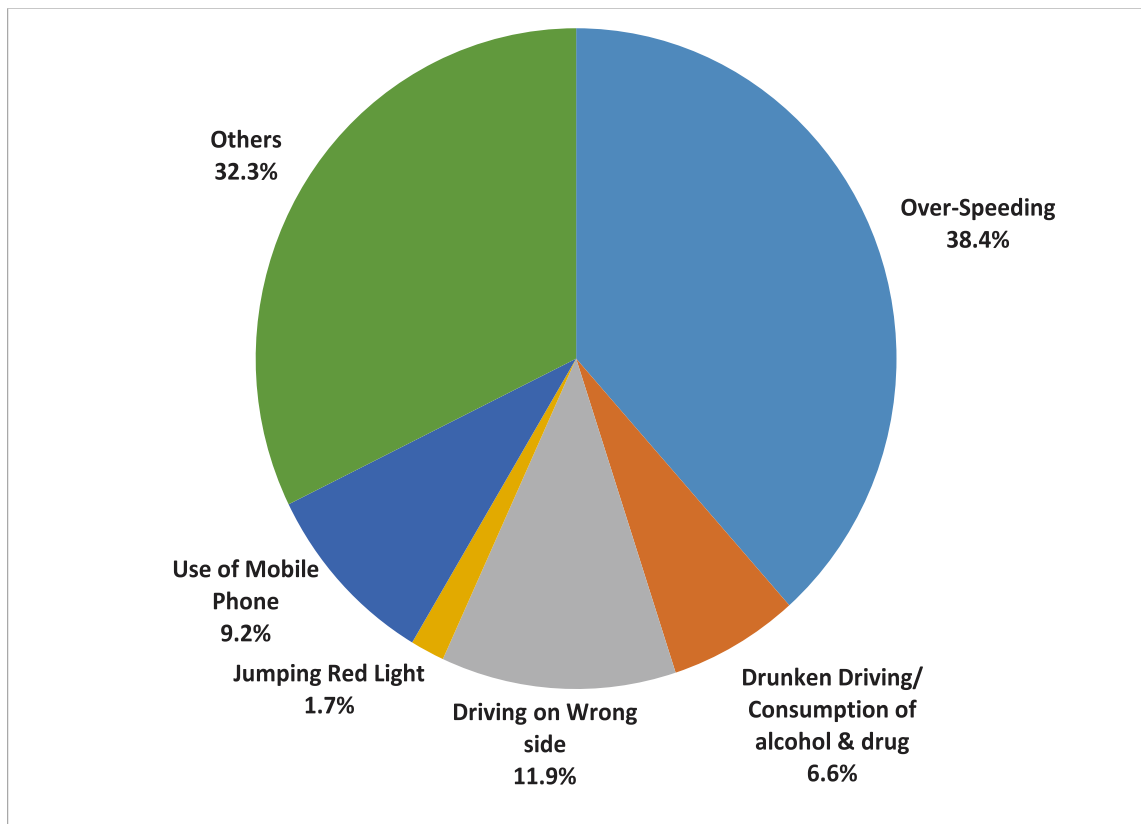


Chart 6.2b: Percentage distribution of Deaths due to responsibility of drivers



- 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 2021, within the category of drivers' fault, accidents caused and people killed due to 'Exceeding lawful speed', accounted for a high share of 39.5 percent in total number of accidents and 40.0 percent in total number of fatalities.
- **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 2346 road accidents and 1284 fatalities in 2021. Within the category of drivers' fault, the share of intake of alcohol/drugs accounted for 6.2 percent of accidents and 6.0 percent of 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 3671 (9.7 percent) number of road accidents, deaths of 2016 (9.5 percent) number of people during the calendar year 2021.
- 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 2021.

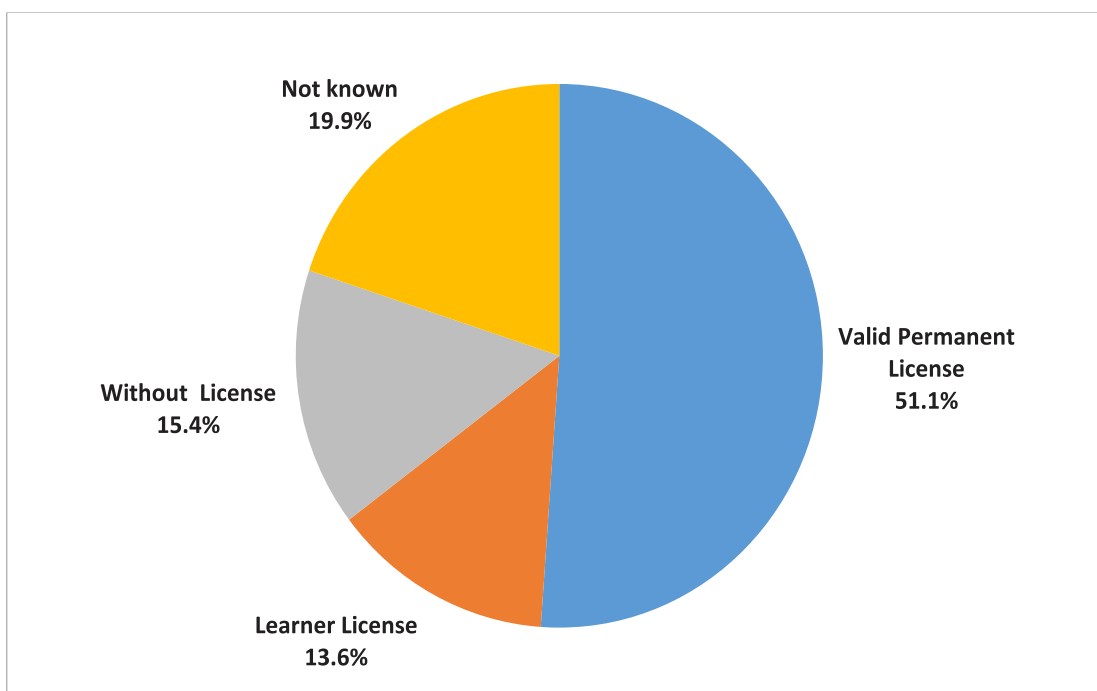
2. Type of Licence & Road Accidents

The valid permanent license holders were involved in more number of accidents i.e. 19296(51.1%) followed by people without licence i.e. 4863 (12.9%) and holder of learners licence i.e. 4318 (11.4%). This is depicted in the **Table 6.3 and Chart 6.3**. 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	19296
Learner License	4318
Without License	4863
Not known	9252
TOTAL	37729

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



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

Fatalities due to non-usage of helmets accounted for about 30.6% of all fatalities and fatalities due to non-usage of seatbelts accounted for about 18.3% in 2021. 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

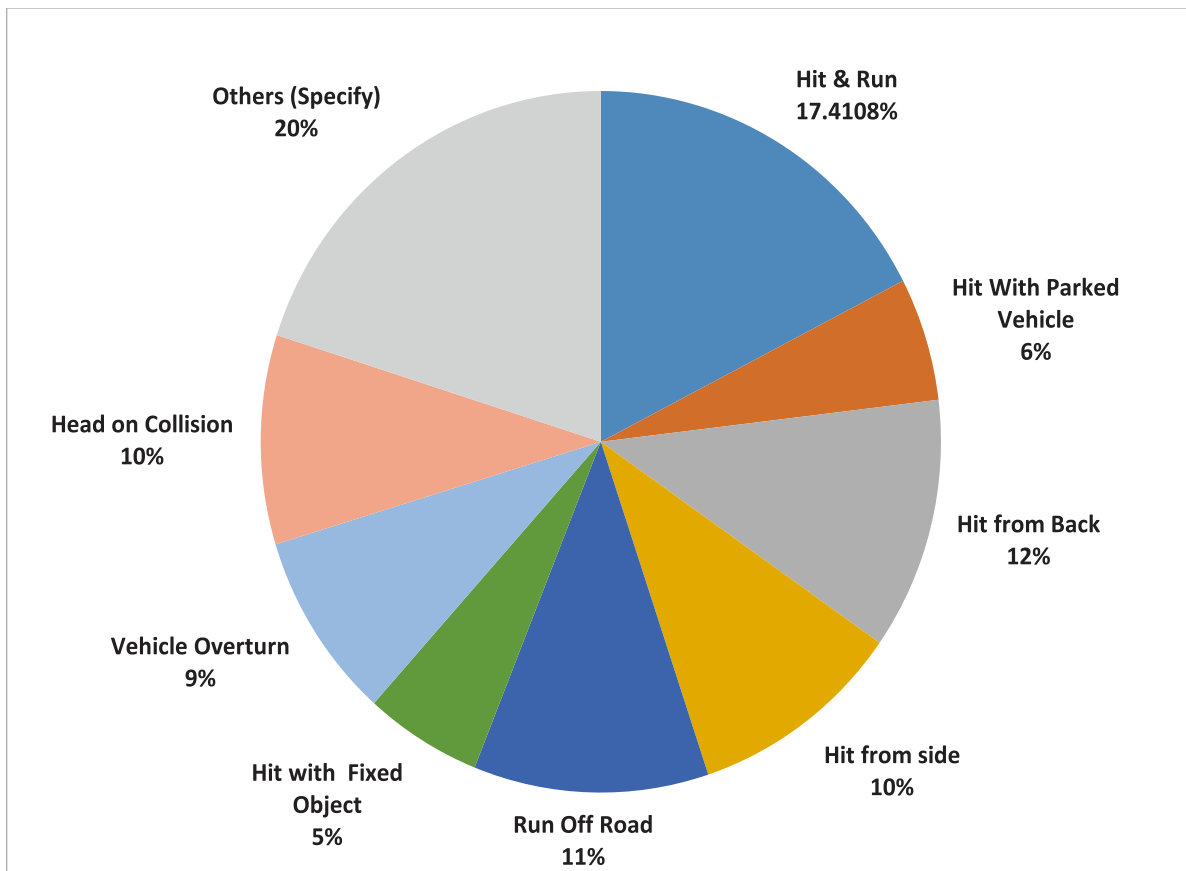
Safety Devices	Number of Killed People	Number of Injured People
Non-Wearing of Helmets	6445	4460
Non-Wearing of Seat Belt	3863	2983

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

4. Other Parameters of Road Accidents:

During the calendar year 2021, the total number of **Hit and Run** cases were 6770 which are 17.9 percent of the total road accidents. The number of people killed due to hit and run cases were reported as 3914 which is 18.4 percent of total people killed in total road accidents in 2021. Hit from back, Hit from side, Overturning and head on collision cases are also important factors 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 people killed and injured in the state during 2021 as reported by districts were 37729, 21227, and 24897 respectively. The share of top fifteen districts in total number of road accidents and people 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 36 percent of share in road accidents during the calendar year 2021. Kanpur Nagar stood on top in road accidents in the entire UP with a percentage share of 3.6 percent followed by Prayagraj 3.1 percent and Hardoi 2.6 percent. A comparative view of top 15 districts for the calendar year 2021 for number and percentage share of road accidents are tabulated below.

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

District	No. of Accidents	Percentage share in total Accidents
Kanpur Nagar	1354	3.6
Prayagraj	1165	3.1
Hardoi	984	2.6
Bareilly	937	2.5
Gorakhpur	928	2.5
Agra	915	2.4
Aligarh	899	2.4
Bulandshahar	892	2.4
Unnao	841	2.2
Ghaziabad	824	2.2
Meerut	811	2.1
Mathura	801	2.1
Gautam Buddh Nagar	798	2.1
Lucknow	790	2.1
Firozabad	728	1.9
TOTAL	13667	36.2

2. Number of People Killed in Road Accidents

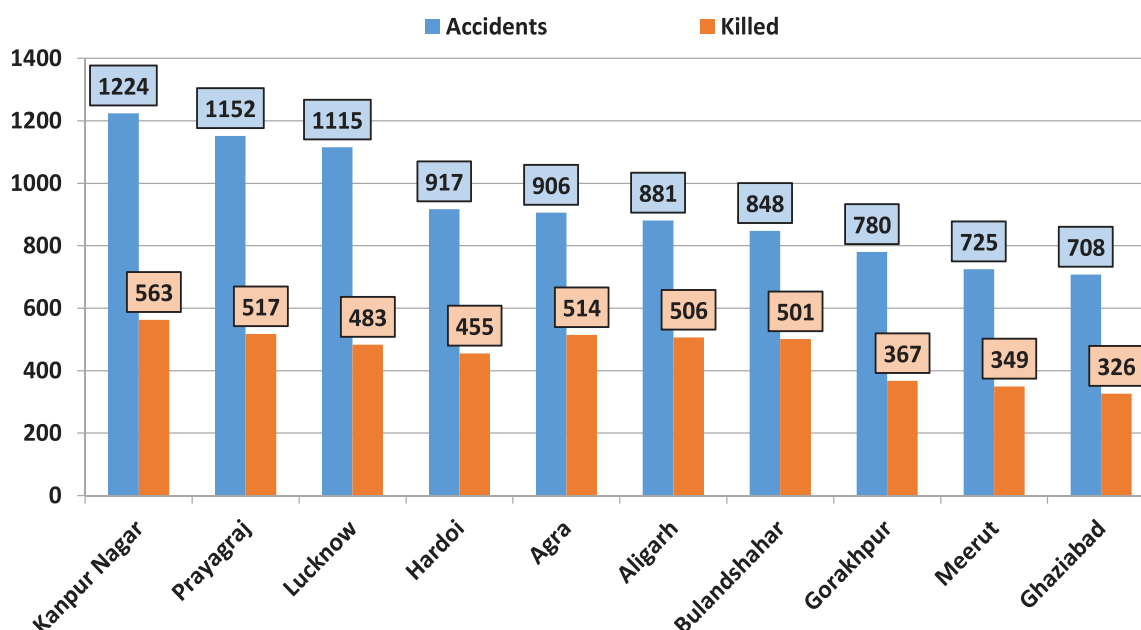
A comparison of Districts reveals that top 15 districts accounted for 33.4 per cent of share in road accident fatalities in the UP during the calendar year 2021. Kanpur Nagar stood on top in road accident fatalities in the entire UP with a percentage share of 2.8 percent followed by Agra with 2.6 percent and Prayagraj with 2.5 percent. A comparative view of top 15 districts for the calendar year 2021 for number and percentage share of fatalities are tabulated below.

Table 7.2: Top 15 Districts: Total Number of People Killed in Road Accidents

District	No. of People Killed	Percentage share in total Fatalities
Kanpur Nagar	598	2.8
Agra	549	2.6
Prayagraj	535	2.5
Unnao	515	2.4
Aligarh	503	2.4
Hardoi	502	2.4
Bulandshahar	489	2.3
Jaunpur	469	2.2
Mathura	467	2.2
Bareilly	433	2.0
Gorakhpur	411	1.9
Mainpuri	410	1.9
Fatehpur	410	1.9
Ghaziabad	395	1.9
Sitapur	395	1.9
TOTAL	7081	33.4

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

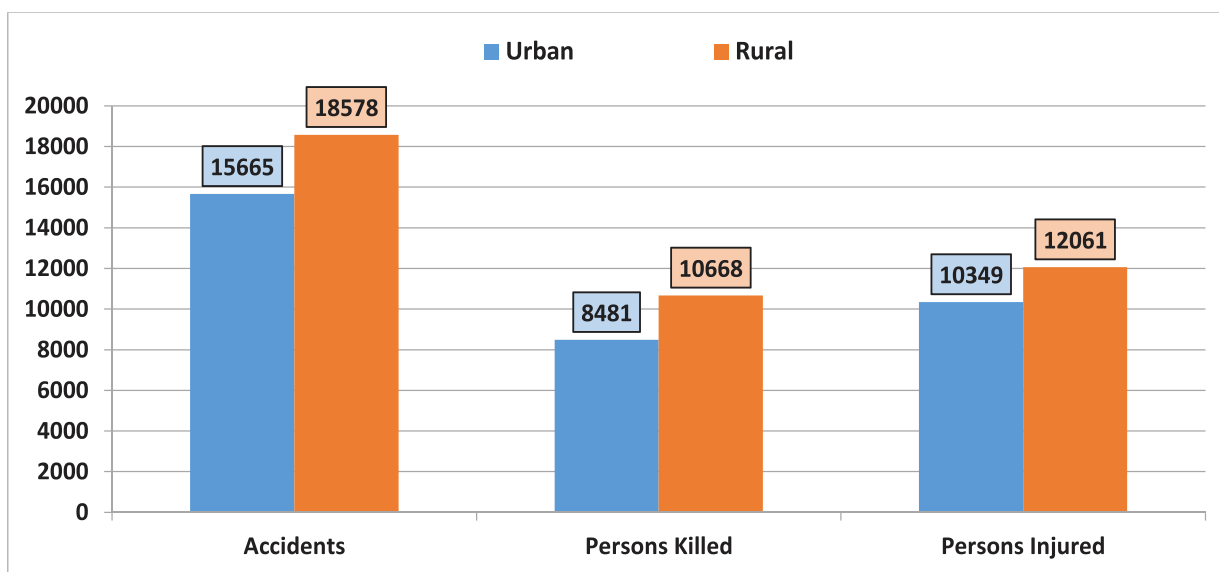
1. Urban vis-a-vis Rural

An analysis of road accidents in urban and rural areas for the calendar year 2021 reveals that rural areas are more prone to road accidents. The total number of road accidents in urban areas (15990) was lower as compared to number of accidents in rural areas (21739). The percentage share of accidents in urban areas and rural areas were 43 percent and 58 percent respectively. A comparison of percentage share of total accidents, people 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, people 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, People Killed & Injured in Urban & Rural Areas

Category	Accidents	People Killed	People Injured
Urban	15990 (43%)	8834 (42%)	10666 (43%)
Rural	21739 (58%)	12393 (58%)	14231 (57%)
Total	37729	21227	24897

Chart 8.1: Total Number of Road Accidents, People Killed & Injured in Urban & Rural Areas



2. Month Wise Occurrences of Road Accidents

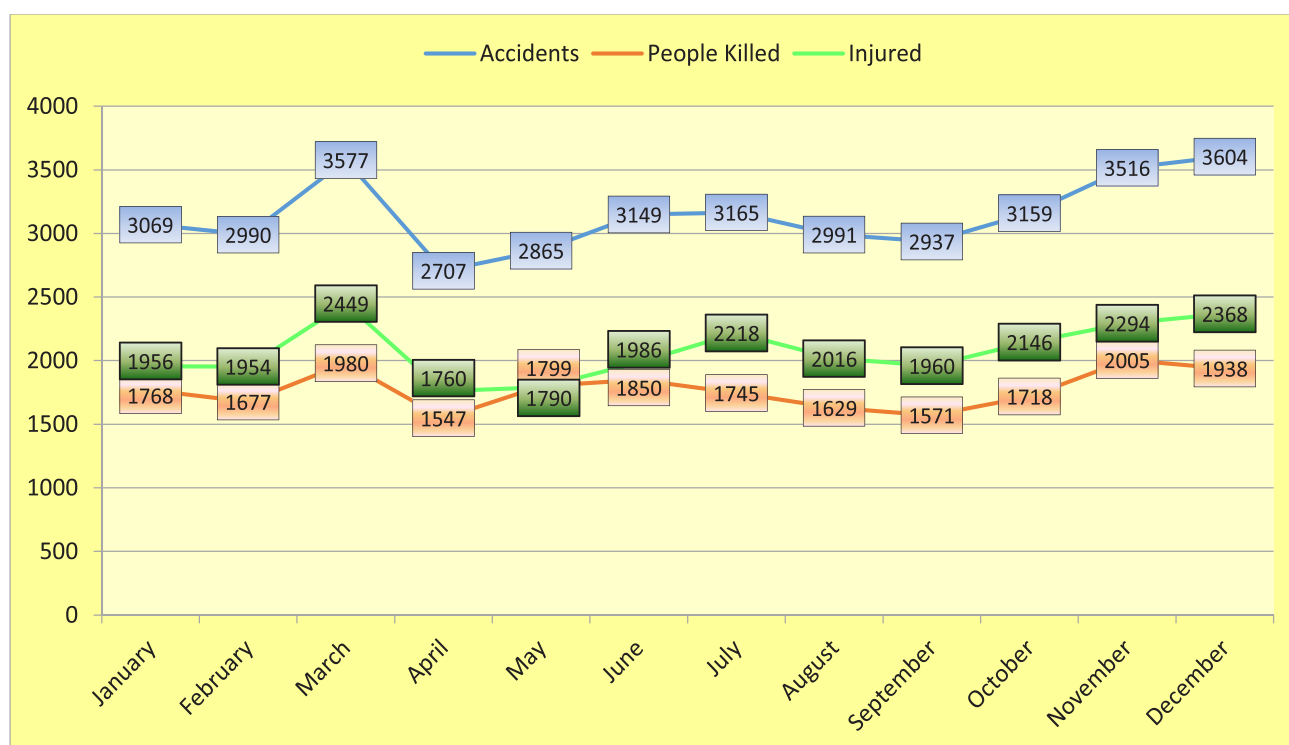
The month wise details of road accidents, people killed and injured in respect of all Districts during 2021 are given below at **Table 8.2**:

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

Month	Fatal Accidents	Total Accidents	Killed People	Injured People
January	1555	3069	1768	1956
February	1488	2990	1677	1954

March	1743	3577	1980	2449
April	1370	2707	1547	1760
May	1599	2865	1799	1790
June	1672	3149	1850	1986
July	1562	3165	1745	2218
August	1483	2991	1629	2016
September	1441	2937	1571	1960
October	1545	3159	1718	2146
November	1828	3516	2005	2294
December	1740	3604	1938	2368
TOTAL	19026	37729	21227	24897

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 2021 were highest in the month of December (3604) and followed by the month of March (3577) and November (3516). Similarly, the total number of people killed were highest in the month of November (2005) followed by month of February (1980). The number of people injured were highest in the month of February (2449) followed by the month of December (2368). 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 2021 highest rate of accidents took place between 18:00 to 21:00 hours (15 percent) followed by 15:00 hours to 18:00 hours (15 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 People
06.00 to 9.00 hrs (Day)	4713	2631
09.00 to 12.00 hrs (Day)	5143	2951
12.00 to 15.00 hrs (Day)	4811	2590
15.00 to 18.00 hrs (Day)	5371	3065
18.00 to 21.00 hrs (Night)	5986	3470
21.00 to 24.00 hrs (Night)	4056	2238
00.00 to 3.00 hrs (Night)	3002	1639
03.00 to 6.00 hrs (Night)	3299	1886
Un-known time	1348	757
TOTAL	37729	21227

Chart 8.3: Road Accidents as per Time of Occurrence

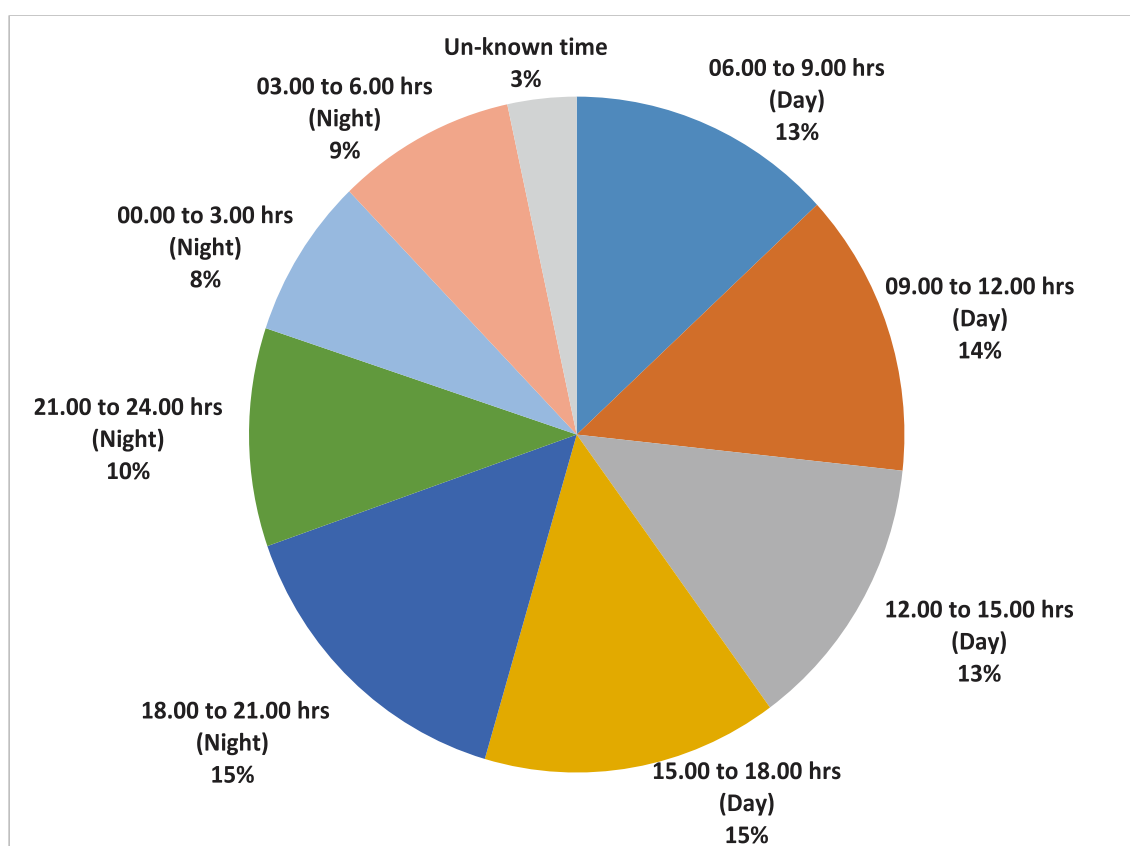
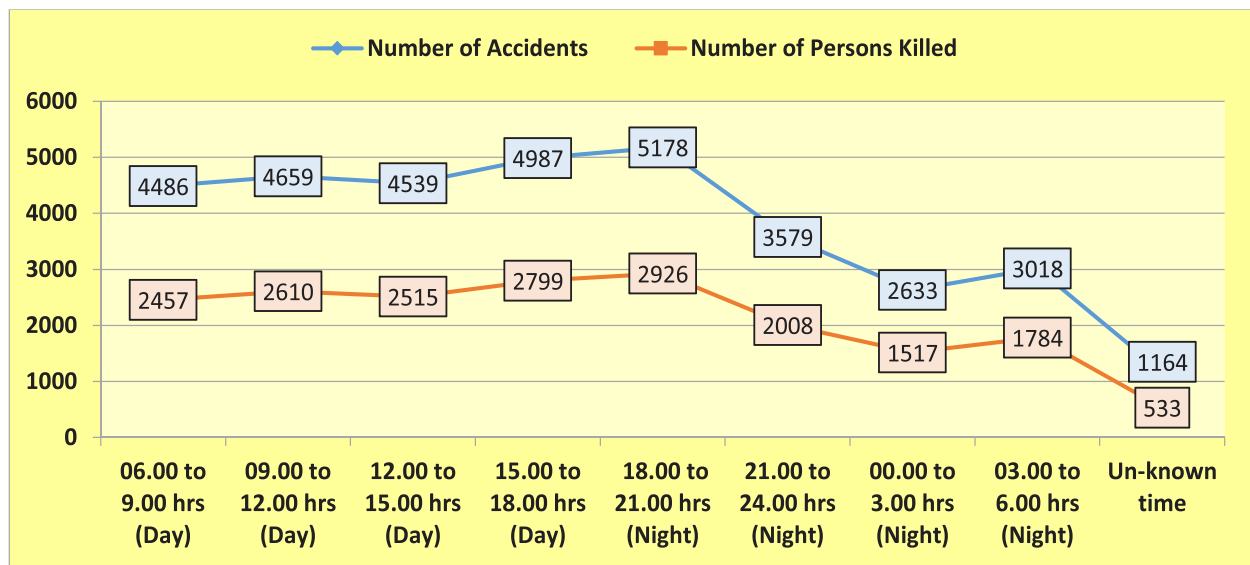


Chart 8.4: Road Accidents and People Killed as per Time of Occurrence



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 which 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. The Council meets twice a year and is chaired by the Hon'ble Chief Minister.
- (iii) The Government has adopted a multi-pronged strategy hinged on 4 'E's viz. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care to address the issue of road safety.
- (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 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. 1131 black spots are identified in year 2019 and 1110 black spots are identified in year 2021 & 1041 Black spots identified in 2022. Rectification work of these black spots and feeding in VISHWAKARMA App is in progress.
- (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. The Kanpur centre has been made operational since October 2020. 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 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. Also a Road safety month is celebrated once a year as per directions from state/central government. 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. 3666 Road safety clubs have been constituted till now in secondary and higher educations.
- (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 is a significant development. Two more such centers are under construction in Agra and Kanpur. Furthermore, 5 such centers would be coming up under the World Bank funded Core Road Network Project.
- (x) 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) vide notification dated 21.01.2016 for the examination of Good Samaritans by the Police or during trial. The hospitals, police and all other authorities in the State have been mandated by the Government to follow these guidelines. The Scheme for Grant of Award to the Good Samaritan is in place since 15-10-2021.

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 people 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.

District wise Road Accident details (Year 2016 to Year 2021)

S. No.	District	Number of Road Accidents						Number of Persons Killed						Number of Persons Injured					
		2016	2017	2018	2019	2020	2021	2016	2017	2018	2019	2020	2021	2016	2017	2018	2019	2020	2021
1	Agra	1062	1032	1273	1085	906	915	522	555	623	616	514	549	811	896	999	932	633	604
2	Aligarh	740	810	839	929	881	899	426	451	466	530	506	503	685	702	817	928	807	882
3	Ambedkarnagar	277	269	271	310	213	249	185	164	178	210	160	162	162	157	154	183	110	118
4	Amethi	253	332	382	379	284	275	155	182	196	200	171	174	98	145	186	184	115	101
5	Anroha	293	319	404	346	283	323	212	216	292	209	170	206	192	207	283	206	189	178
6	Auraiya	436	426	447	428	406	499	226	206	206	200	198	220	373	341	360	324	363	404
7	Ayodhya	135	154	582	584	483	464	137	143	403	373	281	281	127	119	374	349	278	289
8	Azamgarh	526	625	567	596	467	538	269	321	301	350	340	336	340	445	435	473	330	259
9	Badaun	230	238	259	265	252	497	135	138	126	149	122	351	152	188	249	220	212	354
10	Baghpat	280	313	318	311	306	277	178	179	227	234	217	170	127	134	192	217	206	202
11	Ballia	87	105	117	131	131	313	81	82	67	85	94	215	74	95	77	87	85	197
12	Balrampur	506	371	439	512	382	141	152	175	205	252	195	93	249	244	286	318	246	85
13	Banda	575	659	680	633	545	482	343	337	386	375	367	188	260	343	369	278	236	340
14	Barabanki	1051	1121	1150	1093	682	627	488	467	482	536	350	381	880	944	910	696	420	385
15	Bareilly	323	347	403	398	353	937	212	222	280	253	229	433	208	215	258	239	209	742
16	Basti	411	507	602	600	474	347	251	291	307	308	243	246	243	327	341	424	341	226
17	Behraich	192	181	193	210	166	502	132	113	113	120	91	261	151	116	118	105	90	320
18	Bhadohi	453	473	556	545	457	187	285	287	373	347	311	136	337	343	381	447	301	85
19	Bijnor	714	801	947	941	848	492	452	417	526	584	501	313	592	696	722	724	683	382
20	Bulandshahr	205	202	197	229	183	892	135	118	114	148	124	489	82	97	97	138	96	724
21	Chandauli	189	231	230	240	226	191	78	90	108	89	89	124	161	143	182	194	192	99
22	Chitrakoot	425	447	450	412	339	215	207	211	210	213	147	133	280	291	288	279	241	131
23	Deoria	506	545	504	587	417	332	279	289	315	302	246	134	322	485	389	385	234	240
24	Etah	730	668	587	538	490	578	380	287	288	272	277	310	620	609	469	432	378	363
25	Etawah	440	575	632	590	411	536	246	317	351	302	229	298	311	406	516	410	285	479
26	Fatehgarh	274	320	381	344	307	323	136	145	182	165	146	147	275	287	278	252	225	195

27	Fatehpur	639	737	769	715	581	619	353	443	531	461	366	410	418	480	416	382	299	336
28	Firozabad	566	646	641	662	550	728	310	297	370	352	331	391	475	485	441	510	451	541
29	Gautambudhnagar	976	1043	1060	1162	690	798	435	419	456	499	352	368	757	892	741	907	414	559
30	Ghaziabad	887	930	1054	890	708	824	421	402	421	385	326	395	647	709	774	606	465	551
31	Ghaziipur	300	359	298	279	225	294	208	228	193	167	149	211	147	164	151	124	84	139
32	Gonda	307	349	445	424	288	341	182	180	219	241	180	228	196	236	283	245	172	190
33	Gorakhpur	814	958	1024	1030	780	928	381	413	456	451	367	411	513	666	742	686	467	571
34	Hamirpur	257	262	315	267	227	331	159	116	159	123	118	192	171	174	232	178	160	208
35	Hapur	378	361	369	364	305	304	240	197	226	252	187	186	359	322	306	303	216	244
36	Hardoi	708	732	850	872	917	984	387	400	455	427	455	502	396	382	407	457	480	490
37	Hathras	385	393	445	402	346	350	200	214	247	232	205	237	335	312	372	338	258	277
38	Jalaun	499	585	579	621	517	330	355	334	367	334	335	165	264	327	337	357	253	210
39	Jaunpur	508	463	559	593	486	671	254	228	264	275	232	469	409	357	437	402	292	334
40	Jhansi	482	468	450	463	377	493	237	213	234	270	225	245	371	354	500	500	403	250
41	Kannauj	612	594	642	642	560	451	333	313	363	378	308	236	485	489	533	472	463	350
42	Kanpur Dehat	1451	1568	1588	1507	1224	638	684	682	698	692	563	343	911	1199	1211	1043	778	535
43	Kanpur Nagar	285	282	360	380	369	1354	141	120	155	186	186	598	203	209	233	222	201	954
44	Kasganj	277	412	406	400	370	349	165	275	191	175	193	222	213	311	261	251	211	202
45	Kaushambi	417	496	526	574	566	372	261	291	306	343	359	206	201	222	294	311	285	197
46	Khushinagar	569	583	661	691	500	602	397	407	403	386	316	380	251	269	316	333	202	327
47	Lakhimpur Kheri	218	238	292	234	236	465	99	107	115	128	118	334	215	257	214	124	143	199
48	Lalitpur	1529	1515	1638	1685	1115	252	652	655	580	581	483	140	973	917	1005	931	647	140
49	Lucknow	223	305	340	393	361	953	141	171	206	210	211	381	103	180	210	225	184	608
50	Maharajganj	200	222	265	244	221	408	92	126	115	142	116	217	175	175	162	155	232	241
51	Mahoba	619	653	731	661	563	218	361	358	364	337	307	126	582	455	576	550	459	219
52	Mainpuri	781	917	946	978	675	661	505	516	548	627	441	410	628	730	759	876	615	512
53	Mathura	227	290	282	258	198	801	138	129	119	132	95	467	108	159	160	143	101	658
54	Mau	981	1040	1019	956	725	254	420	411	443	413	349	131	763	794	717	644	487	154
55	Meerut	166	192	457	423	371	811	88	107	272	255	232	361	76	97	198	177	184	558
56	Mirzapur	557	583	571	602	430	373	294	331	287	326	255	241	446	442	485	467	355	198
57	Moradabad	539	430	555	582	486	463	315	309	315	414	271	257	449	359	463	459	367	355
58	Muzaffarnagar	208	282	352	402	358	488	113	151	178	200	187	315	159	214	250	254	244	336

59	Pilibhit	385	409	459	505	280	286	169	166	187	250	143	151	311	314	310	305	203	183
60	Pratapgarh	415	481	546	524	430	500	235	293	319	306	286	295	283	319	354	343	271	298
61	Prayagraj	1100	1163	1380	1413	1152	1165	488	472	614	599	517	535	758	734	850	965	732	751
62	Raebareilly	426	502	592	646	515	525	274	307	383	389	336	341	206	305	335	336	276	299
63	Rampur	394	408	485	420	341	390	188	218	270	225	245	243	366	351	362	295	238	316
64	Saharanpur	282	261	287	314	272	442	192	172	201	226	171	333	202	137	185	169	157	257
65	Sambhal	154	234	243	228	202	321	84	129	128	167	121	212	107	145	175	133	117	191
66	Sant Kabir Nagar	599	653	688	824	667	218	338	353	342	421	328	132	423	464	514	562	433	156
67	Shahjahanpur	155	242	229	183	139	677	91	158	141	90	86	362	126	184	175	156	97	365
68	Shamli	363	372	466	444	353	177	230	208	288	277	256	107	266	270	332	331	199	120
69	Shravasti	83	104	103	108	83	113	44	63	74	62	54	81	57	78	82	62	46	87
70	Siddharthnagar	112	147	150	134	148	220	65	86	86	95	98	148	65	81	85	72	73	127
71	Sitapur	617	665	771	908	693	688	353	352	396	468	385	395	437	439	503	690	406	399
72	Sonbhadra	248	335	360	320	262	348	168	211	229	204	161	268	145	247	272	204	178	229
73	Sultanpur	288	374	408	517	353	456	175	202	223	256	205	245	136	200	197	272	157	232
74	Unnao	649	862	934	882	691	841	377	509	533	516	408	515	467	600	705	653	445	550
75	Varanasi	465	612	568	610	445	423	226	279	261	288	213	236	230	316	319	328	305	310
	TOTAL	35613	38783	42568	42572	34243	37729	19320	20124	22256	22655	19149	21227	25096	27497	29671	28932	22410	24897

District-wise total number of Road Accidents, Persons Killed & Severity of Accidents in 2021

S.No.	District	Total Number of Accidents	Number of Persons Killed	Severity of Accidents
1	Kanpur Nagar	1354	598	44.17
2	Agra	915	549	60.00
3	Prayagraj	1165	535	45.92
4	Unnao	841	515	61.24
5	Aligarh	899	503	55.95
6	Hardoi	984	502	51.02
7	Bulandshihar	892	489	54.82
8	Jaunpur	671	469	69.90
9	Mathura	801	467	58.30
10	Bareilly	937	433	46.21
11	Gorakhpur	928	411	44.29
12	Mainpuri	661	410	62.03
13	Fatehpur	619	410	66.24
14	Ghaziabad	824	395	47.94
15	Sitapur	688	395	57.41
16	Firozabad	728	391	53.71
17	Barabanki	627	381	60.77
18	Khushinagar	602	380	63.12
19	Gautambudhnagar	798	368	46.12
20	Shahjahanpur	677	362	53.47
21	Meerut	811	361	44.51
22	Badaun	497	351	70.62
23	Kanpur Dehat	638	343	53.76
24	Raebareilly	525	341	64.95
25	Azamgarh	538	336	62.45

26	Lakhimpur Kheri	465	334	71.83
27	Saharanpur	442	333	75.34
28	Muzaffarnagar	488	315	64.55
29	Bijnor	492	313	63.62
30	Etah	578	310	53.63
31	Etawah	536	298	55.60
32	Pratapgarh	500	295	59.00
33	Ayodhya	464	281	60.56
34	Sonbhadra	348	268	77.01
35	Lucknow	790	261	33.04
36	Behraich	502	261	51.99
37	Moradabad	463	257	55.51
38	Basti	347	246	70.89
39	Jhansi	493	245	49.70
40	Sultanpur	456	245	53.73
41	Rampur	390	243	62.31
42	Mirzapur	373	241	64.61
43	Hathras	350	237	67.71
44	Kannauj	451	236	52.33
45	Varanasi	423	236	55.79
46	Gonda	341	228	66.86
47	Kasganj	349	222	63.61
48	Auraiya	499	220	44.09
49	Maharajganj	408	217	53.19
50	Ballia	313	215	68.69
51	Sambhal	321	212	66.04
52	Ghazipur	294	211	71.77
53	Kaushambi	372	206	55.38
54	Amroha	323	206	63.78
55	Hamirpur	331	192	58.01
56	Banda	482	188	39.00
57	Hapur	304	186	61.18

58	Amethi	275	174	63.27
59	Baghpat	277	170	61.37
60	Jalaun	330	165	50.00
61	Ambedkarnagar	249	162	65.06
62	Pilibhit	286	151	52.80
63	Siddharthnagar	220	148	67.27
64	Fatehgarh	323	147	45.51
65	Lalitpur	252	140	55.56
66	Bhadohi	187	136	72.73
67	Deoria	332	134	40.36
68	Chitrakoot	215	133	61.86
69	Sant Kabir Nagar	218	132	60.55
70	Mau	254	131	51.57
71	Mahoba	218	126	57.80
72	Chandauli	191	124	64.92
73	Lucknow Rural	163	120	73.62
74	Shamli	177	107	60.45
75	Balrampur	141	93	65.96
76	Shravasti	113	81	71.68
TOTAL		37729	21227	56.26

Total Number of Road Accidents Classified According to Month of the Year

Month	Type of Accidents					Number of persons involved			
	Fatal	Grievously Injured	Minor Injured	Not Injured	TOTAL	Killed	Grievously Injured	Minor Injured	TOTAL
January	1555	955	504	55	3069	1768	1278	678	3724
February	1488	974	472	56	2990	1677	1313	641	3631
March	1743	1167	588	79	3577	1980	1635	814	4429
April	1370	828	458	51	2707	1547	1143	617	3307
May	1599	815	400	51	2865	1799	1181	609	3589
June	1672	926	491	60	3149	1850	1310	676	3836
July	1562	960	580	63	3165	1745	1428	790	3963
August	1483	959	485	64	2991	1629	1319	697	3645
September	1441	923	492	81	2937	1571	1268	692	3531
October	1545	972	559	83	3159	1718	1332	814	3864
November	1828	1031	591	66	3516	2005	1474	820	4299
December	1740	1099	692	73	3604	1938	1465	903	4306
TOTAL	19026	11609	6312	782	37729	21227	16146	8751	46124

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)	979	563	383	45	1970	1109	783	534		1402	831	470	40	2743	1522	1190	655	
09.00 to 12.00 hrs (Day)	1081	630	374	59	2144	1213	880	505		1553	950	437	59	2999	1738	1331	626	
12.00 to 15.00 hrs (Day)	916	668	368	55	2007	1048	892	481		1426	903	434	41	2804	1542	1217	629	
15.00 to 18.00 hrs (Day)	1085	651	400	53	2189	1217	913	543		1676	1036	426	44	3182	1848	1408	608	
18.00 to 21.00 hrs (Night)	1235	759	450	60	2504	1396	1008	593		1901	1066	463	52	3482	2074	1463	662	
21.00 to 24.00 hrs (Night)	915	541	355	44	1855	1024	739	487		1096	694	378	33	2201	1214	1025	529	
00.00 to 3.00 hrs (Night)	614	391	262	38	1305	715	554	372		817	557	294	29	1697	924	788	416	
03.00 to 6.00 hrs (Night)	679	394	274	41	1388	781	564	376		980	576	326	29	1911	1105	845	431	
Un-known time	288	185	123	32	628	331	278	164		383	214	95	28	720	426	268	140	
TOTAL	7792	4782	2989	427	15990	8834	6611	4055		11234	6827	3323	355	21739	12393	9535	4696	

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	
							Grievous Injury	Minor Injury
Sunny/Clear	6504	3852	2242	262	12860	7266	5225	3169
Rainy	2724	1732	1012	165	5633	3021	2463	1415
Foggy & Misty	3279	2086	1170	165	6700	3705	2750	1584
Hail/Sleet	966	599	405	76	2046	1079	983	542
Others (Specify)	3602	1967	1193	242	7004	4078	2648	1631
TOTAL	17075	10236	6022	910	34243	19149	14069	8341

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
Expressways	309	107	44	19	479	373	387	164
National Highways	7321	4252	2240	248	14061	8133	5823	3138
State Highways	5669	3515	1703	209	11096	6266	4772	2383
Other Roads	5727	3735	2325	306	12093	6455	5164	3066
TOTAL	19026	11609	6312	782	37729	21227	16146	8751

Accidents 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
Residential Area	3402	2202	1078	114	6796	3749	2990	1535
Institutional Area*	1729	1137	641	97	3604	1900	1533	870
Market/Commercial Area #	2997	1962	953	135	6047	3355	2733	1361
Open Area	7646	4216	2242	251	14355	8449	5932	3117
Others (Specify)	3252	2092	1398	185	6927	3774	2958	1868
TOTAL	19026	11609	6312	782	37729	21227	16146	8751

* Institutional Area: Colleges, Schools, offices & religious places etc.
Markets/Commercial: Shops

Accidents 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
Straight Road	7589	4647	2162	187	14585	8252	6364	2919
Curved Road	2580	1337	845	106	4868	2855	1925	1131
Bridge	988	574	400	64	2026	1152	871	603
Culvert	800	495	355	65	1715	918	675	520
Pot Holes	588	358	253	55	1254	649	481	335
Steep Grade	472	303	181	35	991	538	419	254
Ongoing Road Works/Under Construction	1525	947	526	61	3059	1702	1328	758
Others (Specify)	4484	2948	1590	209	9231	5161	4083	2231
TOTAL	19026	11609	6312	782	37729	21227	16146	8751

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	Grievously Injured	Minor Injury
T Junction	1848	1115	699	34	3696	2054	1524	862
Y Junction	1300	849	562	38	2749	1448	1067	698
Four Arm Junction	1238	799	535	29	2601	1388	1011	671
Staggered Junction *	1058	653	480	30	2221	1192	858	607
Round About Junction	826	535	365	41	1767	959	770	479
TOTAL	6270	3951	2641	172	13034	7041	5230	3317

*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
Traffic light Signal	315	194	188	15	712	361	231	235
Police Controlled	464	260	207	27	958	521	333	277
Stop Sign	497	337	287	14	1135	580	426	370
Flashing signal/ blinker	447	315	206	9	977	511	394	267
Uncontrolled	4547	2845	1753	107	9252	5068	3846	2168
TOTAL	6270	3951	2641	172	13034	7041	5230	3317

Accidents Classified according to 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)
Zebra Crossing	150	98	74	3	325	165	116	85
Foot Bridge/ Subway	172	94	74	3	343	187	111	90
Footpath	598	393	188	10	1189	650	444	234
Others (where there is no pedestrian infrastructure)	930	644	236	9	1819	983	780	284
TOTAL	1850	1229	572	25	3676	1985	1451	693

People Killed in Accidents Classified according to Pedestrian Infrastructure

Crime Vehicle	Bicycles	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/Lorries	Buses	Other Non-motorized vehicle (E-rickshaw etc.)	Others	TOTAL
Victim/Victim Vehicle									
Pedestrian	34	469	157	453	374	193	73	232	1985
Bicycles	33	251	112	279	244	141	68	100	1228
Two Wheelers	100	2138	412	1439	1287	605	222	600	6803
Auto Rickshaws	39	175	110	305	330	199	67	139	1364
Cars, Taxis, Vans & LMV	124	582	201	972	858	329	137	249	3452
Trucks/Lorries	85	412	107	335	617	178	89	131	1954
Buses	58	239	60	165	255	162	56	82	1077
Other Non-motorized vehicle (E-rickshaw etc.)	45	277	66	194	210	156	145	128	1221
Others	88	453	179	308	329	180	153	453	2143
TOTAL	606	4996	1404	4450	4504	2143	1010	2114	21227

Grievously Injured in Accidents Classified according to Pedestrian Infrastructure

Crime Vehicle	Bicycles	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/Lorries	Buses	Other Non-motorized vehicle (E-rickshaw etc.)	Others	TOTAL
Victim/Victim Vehicle									
Pedestrian	13	395	169	336	189	118	53	178	1451
Bicycles	18	207	105	230	161	100	26	96	943
Two Wheelers	94	1702	413	1114	842	474	120	440	5199
Auto Rickshaws	36	178	152	305	222	176	47	153	1269
Cars, Taxis, Vans & LMV	57	419	159	797	632	277	55	186	2582
Trucks/Lorries	53	254	89	248	486	129	46	101	1406
Buses	37	189	61	133	261	133	33	106	953
Other Non-motorized vehicle (E-rickshaw etc.)	18	118	48	139	134	96	42	66	661
Others	28	396	191	266	276	121	96	308	1682
TOTAL	354	3858	1387	3568	3203	1624	518	1634	16146

Minor Injured in Accidents Classified according to Pedestrian Infrastructure

Crime Vehicle	Bicycles	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/Lorries	Buses	Other Non-motorized vehicle (E-rickshaw etc.)	Others	TOTAL
Victim/Victim Vehicle									
Pedestrian	9	198	77	141	81	63	44	80	693
Bicycles	18	147	78	117	70	51	22	40	543
Two Wheelers	55	918	271	526	367	236	104	201	2678
Auto Rickshaws	20	125	133	173	111	88	27	61	738
Cars, Taxis, Vans & LMV	34	206	116	476	285	157	52	134	1460
Trucks/Lorries	22	151	67	148	176	99	41	70	774
Buses	12	96	40	114	131	100	36	74	603
Other Non-motorized vehicle (E-rickshaw etc.)	15	102	44	79	54	49	96	46	485
Others	14	185	79	143	98	46	74	138	777
TOTAL	199	2128	905	1917	1373	889	496	844	8751

Summary of Table 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
Pedestrian	1850	1229	572	25	3676	1985	1451	693
Bicycles	1095	704	401	57	2257	1228	943	543
Two Wheelers	6238	3769	1936	148	12091	6803	5199	2678
Auto Rickshaws	1211	904	538	97	2750	1364	1269	738
Cars, Taxis, Vans & LMV	3051	1815	1022	134	6022	3452	2582	1461
Trucks/Lorries	1748	977	572	77	3374	1954	1406	774
Buses	874	565	388	73	1900	1077	953	602
Other Non-motorized vehicle (E-rickshaw etc.)	1076	450	364	79	1969	1221	661	485
Others	1883	1196	519	92	3690	2143	1682	777
TOTAL	19026	11609	6312	782	37729	21227	16146	8751

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
Less than 5 years	3229	2150	1031	118	6528	3529	2882	1392
5 – 10 years	2958	1975	994	125	6052	3266	2640	1330
10.1 - 15 years	3061	2064	1099	149	6373	3469	2740	1479
> 15 years	5952	3324	1802	176	11254	6595	4819	2618
Age Not Known	3826	2096	1386	214	7522	4368	3065	1932
TOTAL	19026	11609	6312	782	37729	21227	16146	8751

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	Grievously Injured	Minor Injury
Normally Loaded	6842	4169	2051	226	13288	7440	5764	2963
Overloaded/ Hanging	2745	1701	1101	111	5658	3087	2229	1424
Empty	4869	2941	1532	153	9495	5502	4262	2170
Not known	4570	2798	1628	292	9288	5198	3891	2194
TOTAL	19026	11609	6312	782	37729	21227	16146	8751

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)
Vehicle to Vehicle	13122	8030	4456	529	26137	14650	11409	6253
Vehicle to Pedestrian	1850	1229	572	25	3676	1985	1451	693
Vehicle to Non-Motorized vehicle	1076	450	364	79	1969	1221	661	485
Vehicle to Animal	236	195	133	35	599	291	270	201
TOTAL	16284	9904	5525	668	32381	18147	13791	7632

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)
Hit & Run	3516	1994	1145	115	6770	3914	2744	1510
Hit With Parked Vehicle	939	512	341	53	1845	1079	774	480
Hit from Back	2520	1651	900	66	5137	2786	2220	1255
Hit from side	1926	1278	636	72	3912	2158	1738	865
Run Off Road	1859	1179	571	105	3714	2045	1650	813
Hit with Fixed Object	947	565	412	59	1983	1100	789	562
Vehicle Overturn	1365	893	409	77	2744	1509	1249	591
Head on Collision	2407	1493	754	69	4723	2687	2108	1072
Others (Specify)	3547	2044	1144	166	6901	3949	2874	1603
TOTAL	19026	11609	6312	782	37729	21227	16146	8751

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
Over-Speeding	7686	4860	2170	178	14894	8485	6772	3094
Drunken Driving/ Consumption of alcohol & drug	1127	613	550	56	2346	1284	798	731
Driving on Wrong side	2241	1502	912	145	4800	2560	2009	1225
Jumping Red Light	310	175	151	55	691	334	266	215
Use of Mobile Phone	1793	1174	594	110	3671	2016	1623	795
Others#	5869	3285	1935	238	11327	6548	4678	2691
TOTAL	19026	11609	6312	782	37729	21227	16146	8751

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

People 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)
Non-Wearing of Helmets	6445	4460	3037
a) Drivers	4160	2702	1879
b) Passengers	2285	1758	1158
Non-Wearing of Seat Belts	3863	2983	1780
a) Drivers	2133	1591	990
b) Passengers	1730	1392	790

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
Valid Permanent License	10053	5898	2985	360
Learner License	1989	1328	877	124
Without License	2481	1342	911	129
Not known	4503	3041	1539	169
TOTAL	19026	11609	6312	782
				37729

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
Pedestrian	1633	352	1192	259	544	149	3369	760
Bicycles	1082	146	832	111	465	78	2379	335
a) Drivers	828	54	599	50	354	36	1781	140
b) Passengers	254	92	233	61	111	42	598	195
Two Wheelers	5976	827	4475	724	2255	423	12706	1974
a) Drivers	4012	187	2902	159	1451	131	8365	477
b) Passengers	1964	640	1573	565	804	292	4341	1497
Auto Rickshaws	1164	200	1041	228	598	140	2803	568
a) Drivers	527	5	432	6	276	6	1235	17
b) Passengers	637	195	609	222	322	134	1568	551
Cars, Taxis, Vans & LMV	2909	543	2146	436	1201	260	6256	1239
a) Drivers	1378	29	964	21	541	21	2883	71
b) Passengers	1531	514	1182	415	660	239	3373	1168
Trucks/Lorries	1837	117	1304	102	718	56	3859	275

a)Drivers	835	2	545	6	382	1	1762	9
b)Passengers	1002	115	759	96	336	55	2097	266
Buses	882	195	763	190	516	86	2161	471
a)Drivers	260	0	194	6	156	1	610	7
b)Passengers	622	195	569	184	360	85	1551	464
Other Non-Motor Vehicles (E-rickshaw etc.)	1057	164	559	102	408	77	2024	343
a)Drivers	549	14	249	1	195	2	993	17
b)Passengers	508	150	310	101	213	75	1031	326
Others	1866	277	1481	201	680	97	4027	575
a)Drivers	938	16	746	12	364	4	2048	32
b)Passengers	928	261	735	189	316	93	1979	543
TOTAL	18406	2821	13793	2353	7385	1366	39584	6540
a)Drivers	9327	307	6631	261	3719	202	19677	770
b)Pedestrian+ Passenger	9079	2514	7162	2092	3666	1164	19907	5770

People killed and Injured according to Type of Victims, Age and Sex

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
(A) Drivers – Total	8499	253	9397	377
1. Less than 18 years	433	18	517	14
2. 18-25	2238	87	2572	113
3. 25-35	2351	63	2448	109
4. 35-45	1807	41	1958	71
5. 45-60	1091	18	1238	37
6. 60 and Above	304	5	362	20
Age not known	275	21	302	13
(B) Passengers – Total	7192	2070	8748	2745
1. Less than 18 years	542	182	637	210
2. 18-25	1746	517	2075	634
3. 25-35	1783	494	1975	680
4. 35-45	1558	402	1815	569
5. 45-60	992	277	1346	363
6. 60 and Above	364	102	591	177
Age not known	207	96	309	112
(C) Pedestrian – Total	1633	352	1736	408
1. Less than 18 years	118	41	133	34
2. 18-25	362	63	411	102
3. 25-35	415	86	480	113
4. 35-45	303	70	333	70

Victims	Number of Persons				
	Killed		Injured		
	Male	Female	Male	Female	Female
5. 45-60	239	57	251		41
6. 60 and Above	106	21	80		21
Age not known	90	14	48		27
(D) Cyclist – Total	1082	146	1297		189
1. Less than 18 years	94	19	101		22
2 18-25	289	57	369		59
3. 25-35	263	32	313		54
4. 35-45	207	22	247		27
5. 45-60	140	11	166		13
6. 60 and Above	49	2	54		2
Age not known	40	3	47		12
TOTAL	18406	2821	21178		3719
1. Less than 18 years	1187	260	1388		280
2 18-25	4635	724	5427		908
3. 25-35	4812	675	5216		956
4. 35-45	3875	535	4353		737
5. 45-60	2462	363	3001		454
6 .60 and Above	823	130	1087		220
Age not known	612	134	706		164

Accidents & fatalities occurred on National Highways (including expressways)

Different categories	Total Accidents	Killed
National Highways under NHAI	10892	6395
National Highways under State PWD	2162	1344
National Highways under Other Departments	1486	767
TOTAL	14540	8506

Accidents/People killed under the category of road user on National Highways

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
Pedestrian	570	375	105	73	70	40
Bicycles	615	358	212	147	115	57
Two Wheelers	3083	1919	498	301	353	188
Auto Rickshaws	807	436	206	148	144	66
Cars, Taxis, Vans & LMV	2050	1152	462	269	279	156
Trucks/Lorries	1217	719	247	162	129	75
Buses	625	334	136	85	100	56
Other Non-Motorized Vehicles (E-rickshaw etc.)	426	250	106	54	111	47
Others	1499	852	190	105	185	82
TOTAL	10892	6395	2162	1344	1486	767

Accidents & fatalities classified according to type of traffic violation on National Highways

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
Over-Speeding	4616	2732	908	599	553	318
Drunken Driving/ Consumption of alcohol & drug	694	414	174	104	134	75
Driving on Wrong side	1379	831	286	171	222	99
Jumping Red Light	134	66	51	22	37	12
Use of Mobile Phone	983	480	186	107	120	67
Others	3086	1872	557	341	420	196
TOTAL	10892	6395	2162	1344	1486	767

Road Length in Uttar Pradesh

S.No.	Type of Road	Year 2013	Year 2014	Year 2015	Year 2016	Year 2017	Year 2018	Year 2019	Year 2021
1.	National Highway	7550	7550	7572	7572	8328	8488	11384	11487*
2.	State Highway	7703	7543	7597	7147	7202	6892	6593	8322
3.	Major District Road (MDR)	7549	7338	7338	7637	7486	7377	7201	5550
4.	Other District Road (ODR)	39245	42434	43512	46006	47576	49405	48616	49476
5.	Rural Road	139047	141593	149193	163035	169051	168692	169512	180135
6.	Yamuna Expressway	165	165	165	165	165	165	165	165
7.	Agra-Lucknow Expressway	-	-	-	-	302	302	302	302
8.	UPSHA (Uttar Pradesh State Highway Authority)	-	-	-	-	220	220	220	220
9.	TOTAL	201259	206623	215377	231562	240330	241541	243993	254970

*It includes 7852kms National Highway under NHAI (MoRTH)

Composition of Uttar Pradesh State Road Safety Council

(Notification No. 39/1571/30-3-14-32M/2013T.C. Dated: 16th June, 2014

&

Notification No. 27/2018/706/30-3-18-32M/2013T.C. Dated: 19th March, 2018)

1.	Hon'ble Chief Minister, GoUP	Chairman
2.	Hon'ble Transport Minister, GoUP	Vice- Chairman
3.	Hon'ble Public Works Minister, GoUP	Member
4.	Hon'ble Medical & Health Minister, GoUP	Member
5.	Hon'ble Urban Development Minister, GoUP	Member
6.	Hon'ble Basic Education Minister, GoUP	Member
7.	Chief Secretary, GoUP	Member
8.	Principle Secretary, Home, GoUP	Member
9.	Principle Secretary, Finance, GoUP	Member
10.	Principle Secretary, Planning, GoUP	Member
11.	Principle Secretary, Justice, GoUP	Member
12.	Principle Secretary, PWD, GoUP	Member
13.	Principle Secretary, Medical & Health, GoUP	Member
14.	Principle Secretary, Urban Development, GoUP	Member
15.	Principle Secretary, Basic Education, GoUP	Member
16.	Principle Secretary, Secondary Education, GoUP	Member
17.	Principle Secretary, Higher Education, GoUP	Member
18.	Principle Secretary, Excise, GoUP	Member
19.	Principle Secretary, Entertainment Tax, GoUP	Member
20.	Principle Secretary, Information, GoUP	Member
21.	Principle Secretary, Housing & Development, GoUP	Member
22.	Principle Secretary, Transport, GoUP	Member/Secretary

23.	Director General of Police, Uttar Pradesh	Member
24.	Director, Traffic, Uttar Pradesh	Member
25.	Transport Commissioner, Uttar Pradesh	Member
26.	Managing Director/Chairman, UPSRTC, Uttar Pradesh	Member
27.	CEO, UPEIDA, Uttar Pradesh	Member
28.	CEO, YEIDA, Uttar Pradesh	Member
29.	Regional Officer (East/West), NHAI	Member
30.	Nominated Official by MoRTH, GoI	Member
31.	CGM, NHAI	Member
32.	State Level Chairman of Indian Medical Association	Member
33.	Director, IIT Kanpur	Member
34.	Representative of Nationalized Insurance Companies	Member
35.	Representative of NGO working for Road Safety (2)	Member
36.	Representatives of Association of Trucks & Passengers Vehicles (2)	Member
37.	2 persons nominated by Hon'ble Chief Minister/Chairman of Council	Member

Composition of Road Safety Cell

S.No.	NAME	DESIGNATION ROAD SAFETY CELL	ORIGINAL DEPARTMENT & DESIGNATION
1.	Shri Pushp Sen Satyarthi	Additional Transport Commissioner	Transport Department
2.	Shri Sanjay Nath Jha	Regional Transport Officer	Transport Department
3.	Smt. Sameeksha Pandey	OSD (Police)	Deputy SP, Police Department
4.	Shri Rohit Yadav	OSD (PWD)	Executive Engineer, PWD
5.	Dr. Namita Verma	OSD (Medical)	Deputy CMO, Medical & Health
6.	Smt. Kshamta Rawat	OSD (Education)	Asst. Director, Secondary Education
7.	Smt. Smita Gangwar	OSD (Road Safety)	Transport Department
8.	Ms. Anukriti Singh	OSD (Road Safety)	Transport Department

Nodal Officers of Stakeholder Departments

S.No.	Stakeholder Department	Name	Designation	Mobile No.	Email
1.	Police	Shri Balwant Choudhary	SP, Traffic Directorate	9454457925	dirtraffic@nic.in
2.	PWD	Shri A.K. Singh	Supt. Engineer.	8317031495	seidslko@gmail.com
3.	NHAI (East)	Shri Ashish Singh Senger	DGM	7398142888	rovaranasi@nhai.org
4.	NHAI (West)	Shri N.P. Singh	DGM	9456332771	rowestup@nhai.org
5.	UPEIDA	Shri Rajesh Pandey	Nodal Officer, UPEIDA	9415159755	—
6.	YEIDA	Shri Vishwas Kr. Tyagi	Senior Manager	7042795905	ceo@yamunaexpresswayauthority.com
7.	UPSHA	Shri Manish Kumar	Ex. Engineer (Member Technical)	9198618985	—
8.	UPSRTC	Shri Ashutosh Gaur	Manager	9415049728	ashutoshgaur63@gmail.com
9.	Medical & Health	Dr. K.N. Tiwari	Director, Medical Care	9868561051	director.medical.care.up@gmail.com
10.	Medical Education	Dr. Indushree	Assistant Professor	9457390923	demededu@gmail.com
11.	State Ambulance Service	Shri T.V.S.K. Reddy	CEO, GVK Emri UP	9500139681	tvsk_reddy@emri.in
12.	Basic Education	Mrs. Subha singh	Addl. Director	9329769444	directorbasiceducation@gmail.com
13.	Secondary Education	Mr. Ram Singh	Asst. Director	9455888745	desecedu@gmail.com
14.	Higher Education	Sudhir Kumar	Regional Higher Education Officer	9455000034	rheolko@gmail.com
15.	NSS	Dr. Sunita Gupta	OSD	9415408590	anshumali.slo@gmail.com
16.	Urban Local Bodies	Shri A.K. Shrivastava	Addl. Director	9415609558	dirupld@nic.in
17.	State GST (Entertainment Tax)	Shri Piyush Yadav	Asst. Commissioner	9450730345	piyushgavy@gmail.com
18.	JAYPEE Infratech	Shri Santosh Pawar	General Manager	9764446410	santosh.power@jalindia.co.in
19.	SaveLife Foundation (SLF)	Shri Piyush Tewari	CEO, SLF	9818168116	ceo@savelife.foundation.org

GOLDEN RULES FOR ROAD SAFETY



STOP OR SLOW DOWN: Allow pedestrians to cross first at uncontrolled zebra crossings. They have the Right of Way (Rule 11)¹.



BUCKLE UP, so that our family and you are safe in the car {Section 138 (3)}². Seat Belts reduce the impact of crash by over 80%.

OBEY TRAFFIC RULES AND SIGNS to prevent road accidents (Section 119)³.



OBEY SPEED LIMITS for your own safety and that of others. (Section 112)³. In residential areas and market places, that ideal speed is 20 kmph and limit is 30 kmph.



KEEP VEHICLE FIT to prevent breakdown and accidents on road (Section 190)³.



NEVER USE MOBILE WHILE DRIVING to avoid distractions that lead to accidents (Section 184)³.



WEAR HELMET to protect your head while riding a two wheeler (Section 129)³. A good quality helmet reduces the chances of severe head injury by over 70%.



NEVER DRIVE DANGEROUSLY to ensure your own safety and that of other road users (Section 184)³.



BE COURTEOUS: Share the road with all and be considerate. Never range on the road.



NEVER MIX DRINKING AND DRIVING: Be Responsible... Don't drink and Drive (Section 185)³.



निर्भीक होकर घायल का जीवन बचायें ।
मानवता दिखायें और पुण्य कमायें ।।

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आपकी सेवा में सदैव तत्पर



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Automatic Driving Testing Track(ADTT), Kanpur

