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# Road Accidents in Uttar Pradesh 2023



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 resr 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 Conditons

- Slow down in rain
- Allow for longer stopping distances
- adjust for poor visiblity

### 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, bold tyres,etc)

- Do weekly maintenance checks
- Replace brake pads every 15000 kms.
- replace worn out tyres

## GOLDEN RULES FOR ROAD SAFETY



**STOP OR SLOW DOWN :** Allow pedesrians to cross first at uncontrolled zebra crossings. They have the Right of way (Rule11)



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



**OBEY TRAFFIC RULES AND SIGNS** to precent road accdients (Section 119)3

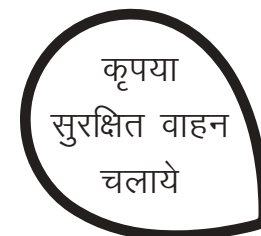
**OBEY SPEED LIMITS** for your own Safety and that of Others. (Section 112)2 In residential areas and market places. that ideal Speed is 20 kmph and limit is 30 kmph.



**KEEP VEHICLE FIT** to prevent breakdown and accidents on road (Secrion 190)3



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



**WEAR HELMET** to protect your hand 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

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दया शंकर सिंह DAYA SHANKAR SINGH		राज्य मंत्री (स्वतंत्र प्रभार) परिवहन विभाग, उत्तर प्रदेश, सरकार।
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24 करोड़ से भी अधिक जनसंख्या वाला उत्तर प्रदेश एक विशाल राज्य है, जिसमें 4.55 करोड़ वाहन, लगभग 3.15 लाख किमी सड़कों पर गतिमान रहते हैं। सुरक्षित, सहज एवं सुलभ परिवहन व्यवस्था उपलब्ध कराना विभाग की सर्वोच्च प्राथमिकताओं में से 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। सड़क दुर्घटना एवं दुर्घटना में होने वाली मृत्यु से देश की जीडीपी का 3% की हानि है।

प्रदेश में सड़क दुर्घटना में होने वाली वृद्धि अत्यधिक चिंता का विषय है, जिसे हम सब को मिल कर कम करना है। सड़क दुर्घटना एवं दुर्घटना में होने वाली मृत्यु में कमी लाये जाने के लक्ष्य को सड़क सुरक्षा से जुड़े हुए समस्त विभागों यथा- परिवहन, पुलिस, लोक निर्माण, चिकित्सा एवं स्वास्थ्य, शिक्षा तथा सूचना एवं जनसम्पर्क विभाग के पारस्परिक सामंजस्य द्वारा ही प्राप्त किया जा सकता है।

41% सड़क दुर्घटनाएं तेज गति से वाहन चलाने, 11% गलत दिशा में वाहन को चलाने, 10% वाहन चलाते समय मोबाइल फोन का प्रयोग करने एवं 10% नशे की हालत में वाहन चलाने के कारण होती है तथा सड़क दुर्घटना में मृतकों की संख्या में सर्वाधिक दोपहिया वाहन चालक 31% होते हैं। परिवहन विभाग द्वारा इन कारणों की रोकथाम के लिये लगातार प्रयास किये जा रहे हैं। प्रदेश के यशस्वी एवं ऊर्जावान मा० 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 सेफ्टी क्लब, जागरूकता रैली आदि कार्यक्रम चलाये जाते हैं जो कि अत्यंत सराहनीय है।

परिवहन विभाग द्वारा विगत वर्षों की भाँति "रोड एक्सीडेंट इन उत्तर प्रदेश 2023" नामक वार्षिक पत्रिका प्रकाशित की जा रही है। इस पत्रिका में सड़क दुर्घटना के आकड़ों का विश्लेषण विभिन्न पैरामीटर पर किया गया 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)



एल वेंकटेश्वर लू आईएस	संदेश	प्रमुख सचिव, परिवहन उत्तर प्रदेश
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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 प्रयास के बावजूद प्रदेश में सड़क दुर्घटनाओं के फलस्वरूप होने वाली मृत्यु में कमी लाना अभी भी एक चुनौती बनी हुयी है।

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।

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 ए०डी०टी०टी०, डी०टी०टी०आई० आई०डी०टी०आर० एवं डी०टी०सी० की स्थापना, वाहनों की फिटनेस की गुणवत्ता हेतु इंस्पेक्शन एवं सर्टिफिकेशन सेंटर आटोमेटेड टेस्टिंग स्टेशन की स्थापना करने निरन्तर 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। सड़क दुर्घटनाओं एवं दुर्घटनाओं में मृतकों की संख्या में कमी लाये जाने के दृष्टिगत सभी स्टेक होल्डर्स विभागों के "संगच्छध्वं संवदध्वं" अर्थात् 'साथ चलो साथ बोलो' तथा "अहर्निश सेवामहे" अर्थात् 'दिन रात सेवा में रत रहने' सूक्त पर काम करने की आवश्यकता है।

मैं पूर्ण रूप से आशान्वित हूँ कि परिवहन विभाग द्वारा रोड एक्सीडेंट इन उत्तर प्रदेश- 2023 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- 'सेवा अस्माकं धर्मः' अर्थात् 'सेवा ही हमारा धर्म है' ।

(एल वेंकटेश्वर लू)





चन्द्र भूषण सिंह, आईएएस	संदेश	परिवहन आयुक्त उत्तर प्रदेश
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उत्तर प्रदेश एक विशाल राज्य है। प्रदेश में इस समय लगभग 4.55 करोड़ वाहन संचालित है। किसी भी राज्य की धुरी परिवहन व्यवस्था होती है। बेहतर एवं सुरक्षित परिवहन व्यवस्था एक ओर नागरिकों के लिये अच्छी होती है, तो दूसरी ओर वह राज्य के आर्थिक विकास के लिये भी आवश्यक होती है। प्रदेश में सड़क दुर्घटनाओं में होने वाली मृत्यु अत्यधिक चिन्ता का विषय है। क्योंकि इससे एक ओर जन एवं धन की हानि होती है, वहीं दूसरी ओर दुर्घटना में पीड़ित परिवार इस दंश को ताउम्र भुला नहीं पाता है।

सड़क दुर्घटना के आकड़ों का यदि विश्लेषण किया जाये तो 41% दुर्घटनायें ओवर स्पीडिंग, 11% रॉंग साइड ड्राइविंग, 10% नशे का प्रयोग कर वाहन चलाने तथा 10% वाहन चलाते समय मोबाइल का प्रयोग करने के कारण होती है। सड़क दुर्घटना में मृतकों की संख्या में सर्वाधिक युवा वर्ग प्रभावित हो रहा है। सड़क दुर्घटनाओं में मरने वाले व्यक्तियों में लगभग 49% व्यक्ति 18 से 35 आयु वर्ग के है। यह युवा वर्ग अधिकांशतः दुपहिया चालक है, जो हेलमेट न पहनने के कारण सड़क दुर्घटना में मृत्यु का शिकार हो जाते हैं। यह अत्यधिक दुर्भाग्यपूर्ण है तथा हम सब के लिये एक चुनौती का विषय है। परिवहन विभाग तथा अन्य सम्बन्धित विभागों द्वारा सड़क सुरक्षा के प्रति जागरूकता लाये जाने हेतु किये जा रहे समेकित प्रयास सराहनीय हैं और आशा है कि भविष्य में भी इस तरह के सफल व प्रभावी कार्यक्रम आयोजित कर निश्चित रूप से परिवहन विभाग सभी विभागों के सहयोग से सड़क दुर्घटनाओं में कमी ला सकेगा।

यह अत्यधिक हर्ष का विषय है कि परिवहन विभाग प्रत्येक वर्ष 'रोड एक्सीडेंट इन उत्तर प्रदेश 2023' पत्रिका प्रकाशित कर रहा है। रोड एक्सीडेंट इन उत्तर प्रदेश 2023' पत्रिका में सड़क दुर्घटना के आंकड़ों का विश्लेषण व्यापक स्तर पर किया गया है। इस पत्रिका में सड़क दुर्घटना के कारणों, सर्वाधिक दुर्घटना घटित होने वाले मार्गों, जंक्शनों की जानकारी मिलती है, जिससे रोड डिजाइनिंग की कमियों को दूर कर सड़क दुर्घटनाओं को नियंत्रित करने में स्थायी समाधान निकाला जा सकेगा। 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।

(चन्द्र भूषण सिंह)





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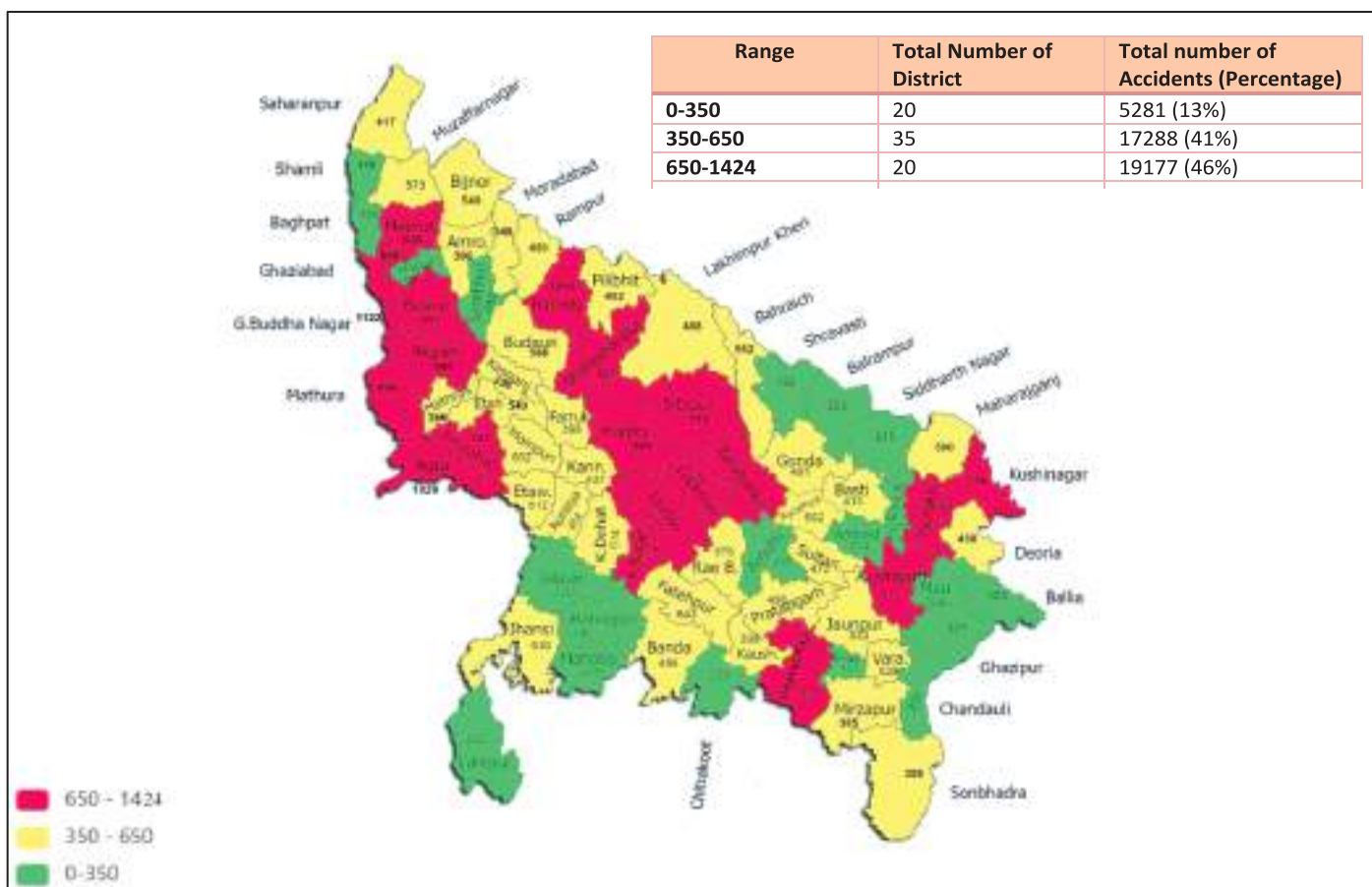
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## EXECUTIVE SUMMARY

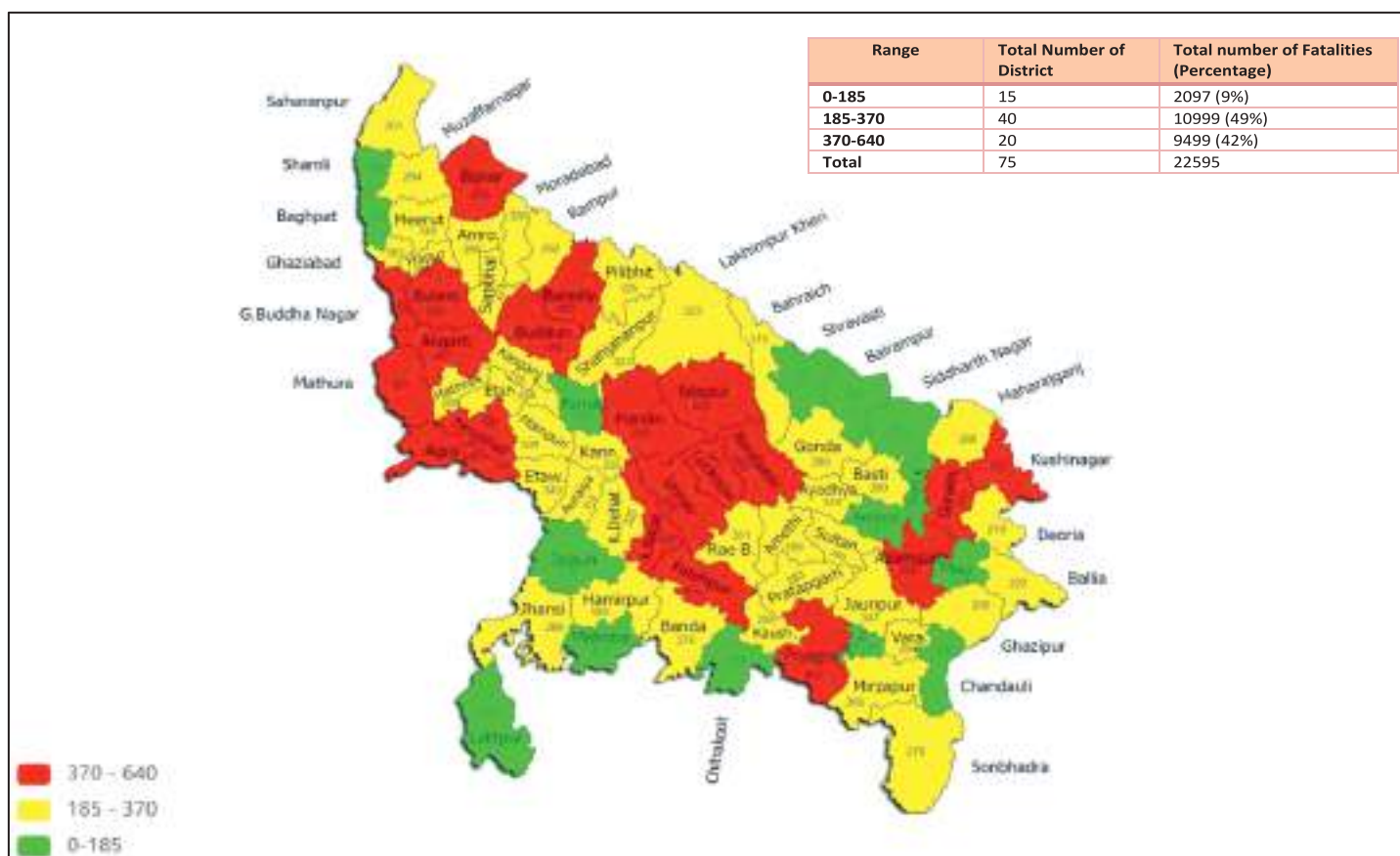
1. With the expansion in road network, improvement in road surface, motorization and urbanization in the country, road crashes have emerged as a serious matter of public concern. Road traffic injuries are recognized globally as a major public health problem, for being one of the leading causes of deaths, 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 2022, the total number of road accidents in Uttar Pradesh has reported 41,746 causing injuries to 28,541 people and claiming 22,595 lives. This translates, on an average, into 114 accidents and 62 deaths taking place on the roads of the state every day; or 5 accidents and 3 deaths every hour.
3. Delving into the causes of these road crashes, one finds that maximum cases (39.8%) in the year 2022 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 34% of total road accidents and 36% of total fatalities in road accidents the year 2022. Similarly, the State Highways and Other Roads constituted for 29% and 35% of total road accidents, respectively. While the Expressways in Uttar Pradesh account for 2% 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 30% accidents and 31% fatalities in 2022. 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 16%.
6. Age profile of road accident victims for the calendar year 2022 reveals that the youth of age group 18 - 45 years accounted for a high share of 69.77 percent (15,766 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 3.4 percent and 2.8 percent, respectively.
8. Month-wise distribution of road accidents during the calendar year 2022 reveals that the highest number of accidents occurred in the month of May (4309) followed by the month of December (3843) and July (3736). Higher accident rates are observed during the time 18:00 to 21:00hrs (16.6 percent) and 15:00 to 18:00 (15.4 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.



## Total Number of Accidents District -Wise in Year 2022



## Total Number of Fatalities District-Wise in Year 2022





## 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**.

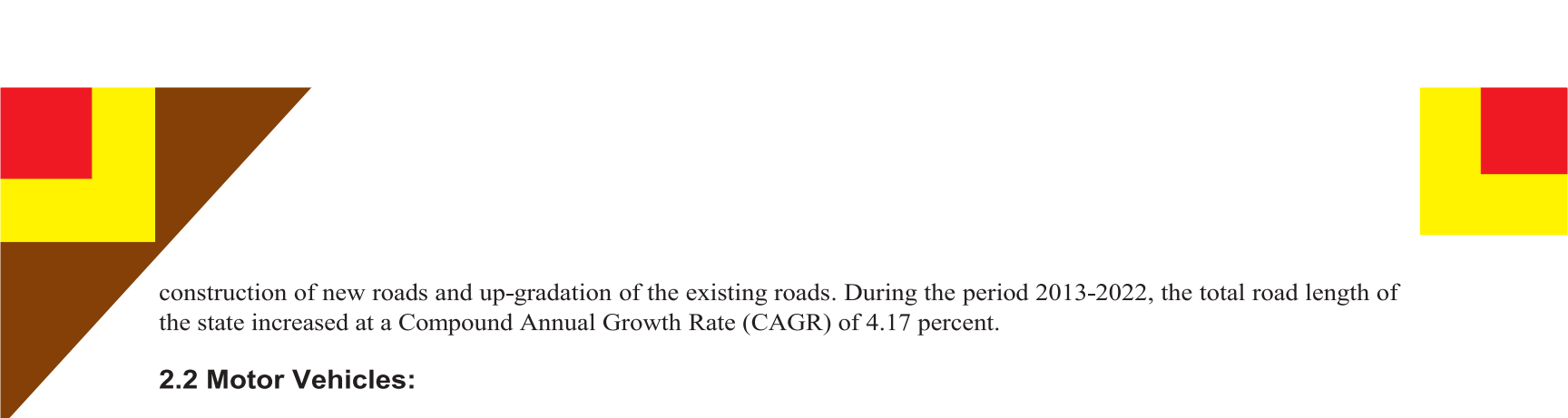
**Table 1.1: Road Length, Motors Vehicles and Road Accidents (2013-2022)**

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
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
2022	302934	42410340*	20524	41746	22595

\*Registered vehicle data up to 31<sup>st</sup> March 2023

##### 2.1 Road Length:

Road network in Uttar Pradesh, of about 302934 km as of year 2022. 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 2013-2022, the total road length of the state increased at a Compound Annual Growth Rate (CAGR) of 4.17 percent.

## **2.2 Motor Vehicles:**

Sustained economic growth has led to rapidly increasing motorized vehicles in Uttar Pradesh. There were 42410340 number of registered vehicles in UP as on 31<sup>st</sup> March 2023. The total number of registered motor vehicles grew at a CAGR of 9.54 per cent between 2013 and 2022.

## **2.3 Road Accidents –2022:**

During 2022, a total of 41,746 road accidents were reported, out of these 20,524 (49.16 per cent) were fatal accidents. The number of people killed in road accidents was 22,595. The total number of people injured in road accidents was 28,541. 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 2022 reveals that on an average 114 accidents and 62 deaths take place every day on UP roads which further translates into 5-6 accidents and loss of 3-4 lives every hour or loss of a life in every 15 minutes in Uttar Pradesh.

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

## SECTION II

### PROFILE AND TRENDS OF ROAD ACCIDENTS

#### 1. Current Profile

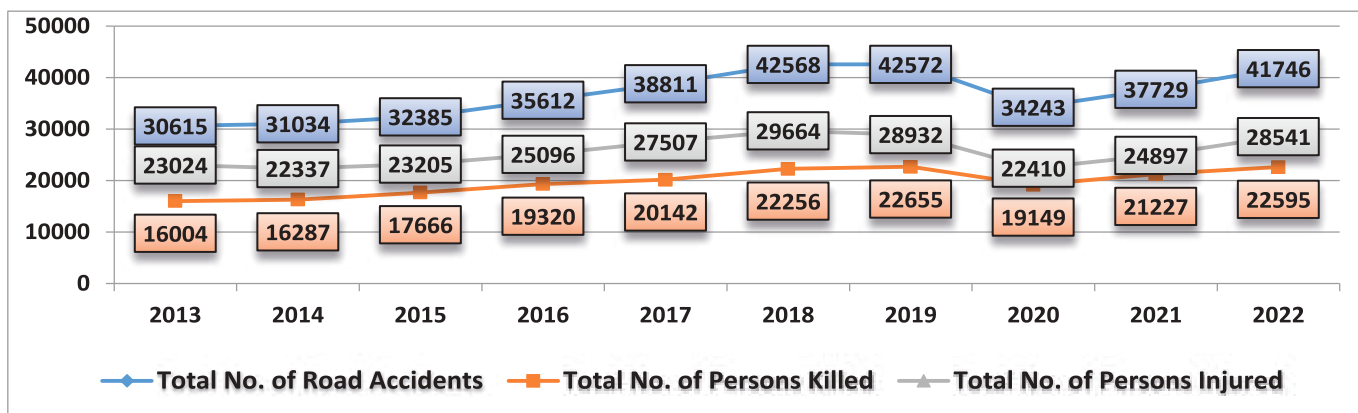
The current profile of road accident covering the period from 2013 to 2022 is presented in Table 2.1 below:

**Table 2.1: Profile of Road Accidents: 2013–2022**

Year	Total No of Road Accidents	Total No. of People Killed	Total No. of People Injured	Accident Severity*
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
2022	41746	22595	28541	54.1

\* People killed per 100 accidents.

It is clear from the above table that over the years **2013 to 2022, number of road accidents, people killed and injured have increased by 36.35 percent, 41.18 percent and 23.96 percent respectively.** It is a matter of concern that the number of road accident deaths have been increasing alarmingly over the years 2013 to 2022. **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, decrease in total number of accidents recorded as 1.95% in year 2022 and fatalities recorded a slight decline of 0.26%.



**Chart 2.1: Total number of Road Accidents, People Killed and People Injured during 2013-22**

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 2013-22. During the year 2022, it varies from a low of 37.26 in Meerut and a high of 72.28 in Sonbhadra. The district-wise severity of road accidents in UP can be seen in **Annexure-II**.

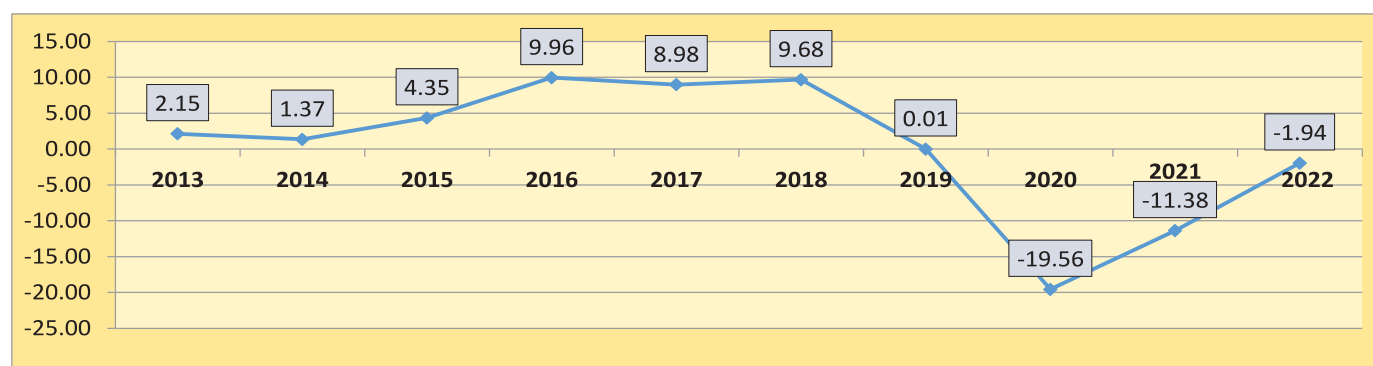
**Table 2.2: Percentage change of total number of road accidents, total number of people killed and injured during 2013 - 2022**

	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
2020	-19.56	-15.48	-22.54
2021	-11.38	10.85	11.10
2022	-1.94	-0.26	-1.35

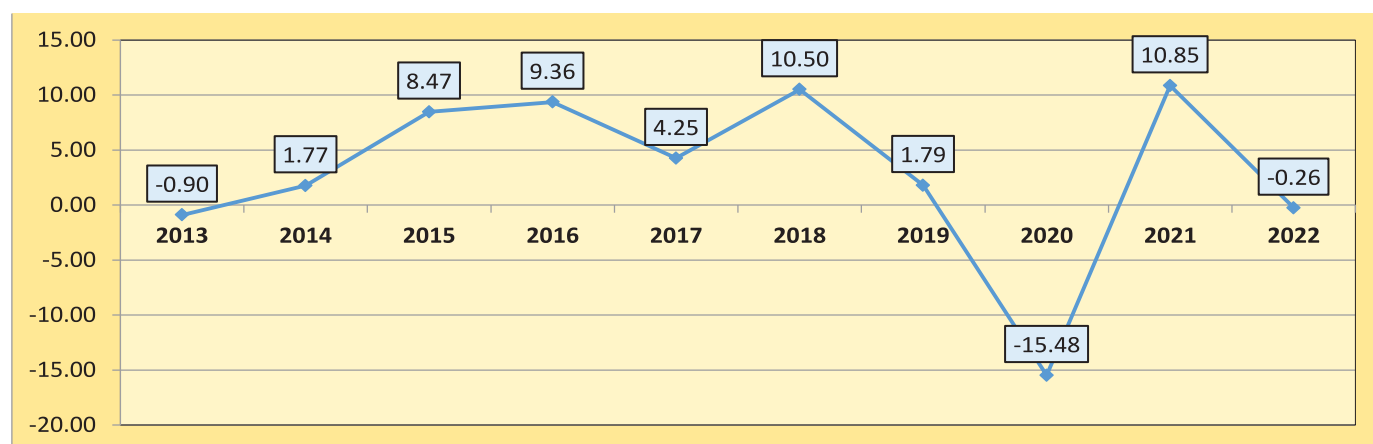
\*Base Year- 2019



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 peak of the curve followed by a remarkable reversal in the trend in the year 2020. In 2022 slight decline in accidents and fatalities are recorded.



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



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

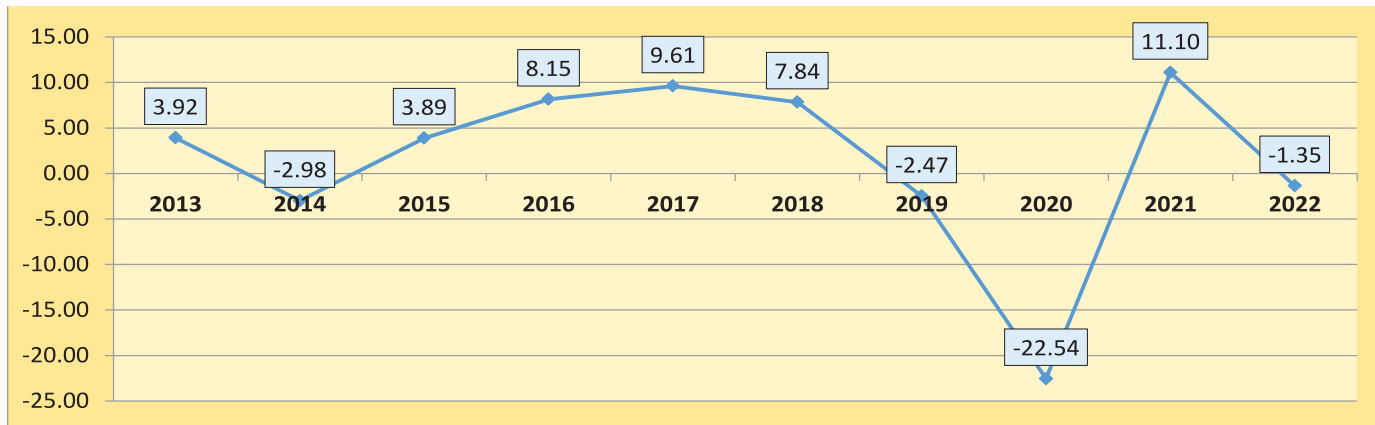


Chart 2.2c: Percentage Change in number of people injured over the previous year (in percent)

## SECTION III

### ACCIDENTS BY ROAD CATEGORY AND ROAD FEATURE

#### 1. Current Scenario

Road accidents on National Highways accounted for a 34 percent of the total road accidents and 36 percent of the total number of people killed during 2022. The State Highways accounted for 29 percent of total accidents and 28 percent in the total number of people killed in road accidents during same period of time. The balance 37 percent of total road accidents and 36 percent of total number of people killed in 2022 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 III**.

**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	370	711	477	687
National Highways	7212	14279	8002	9508
State Highways	5822	12068	6405	8264
Other Roads	7120	14688	7711	10082
TOTAL	20524	41746	22595	28541

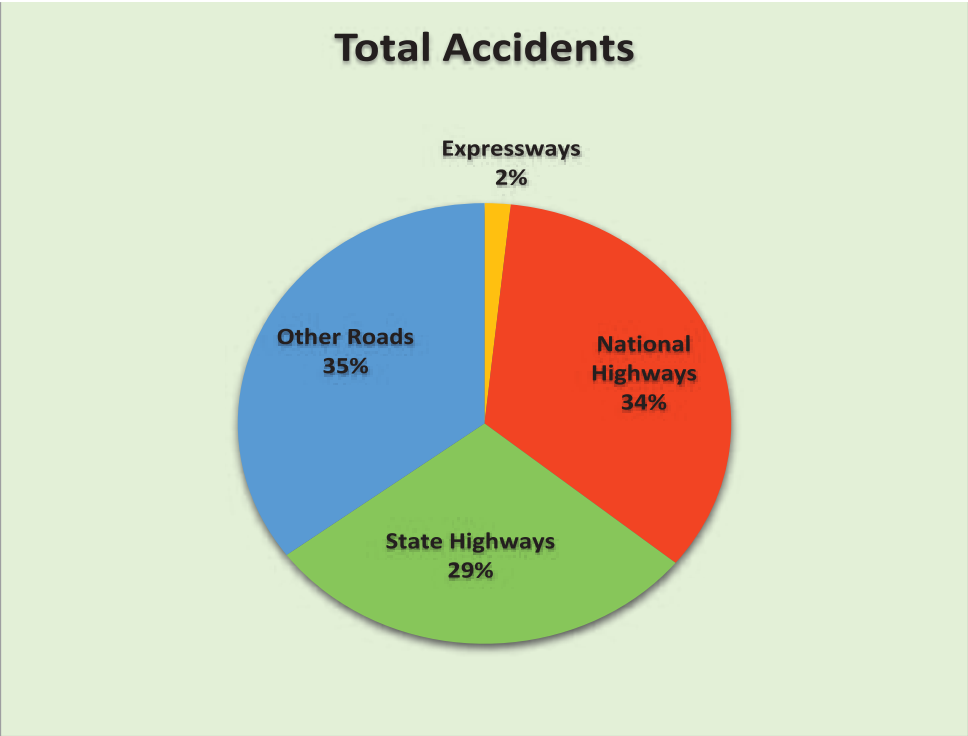


Chart 3.1a: Share of Accidents as per road category

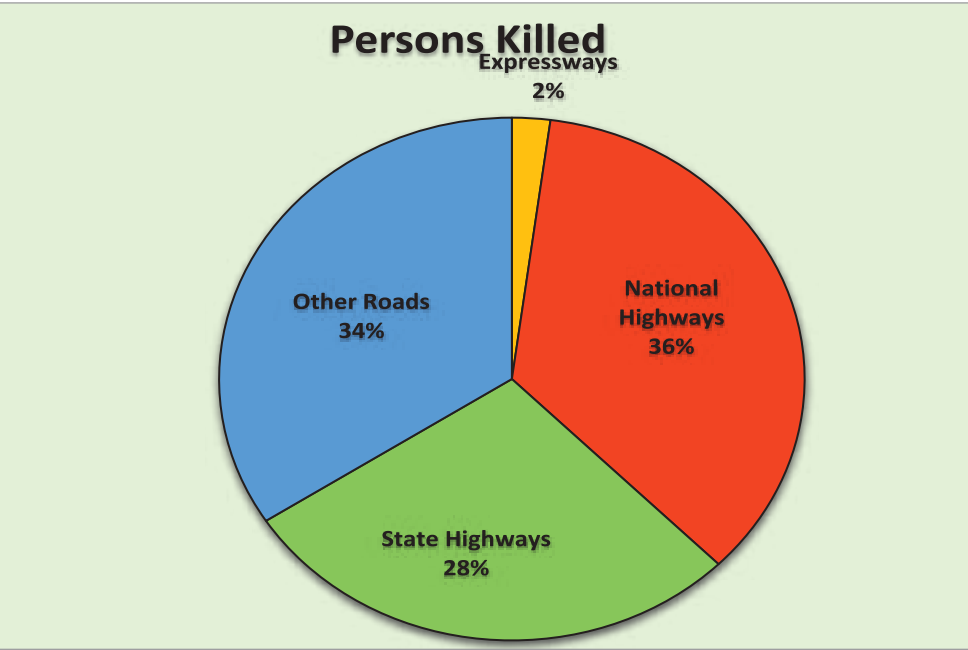


Chart 3.1b: Share of People Killed as per road category

## 2. Accidents on Road Junctions

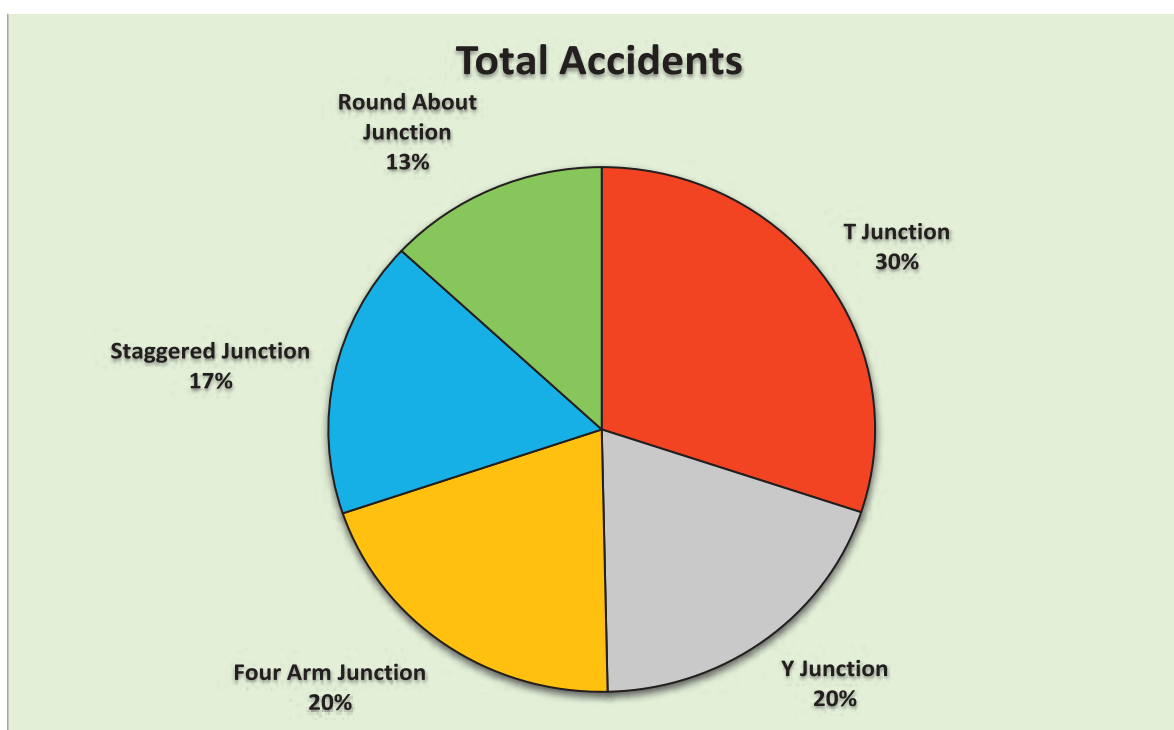
Road junctions are points of traffic merging and hence are prone to accidents. **Table 3.2** gives the number of accidents, people killed and injured at traffic junctions.

**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	3830	2022	2500
Y Junction	2487	1305	1664
Four Arm Junction	2565	1306	1729
Staggered Junction*	2175	1194	1379
Round About Junction	1664	835	1164
<b>TOTAL</b>	<b>12721</b>	<b>6662</b>	<b>8436</b>

\*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 2022 causing 3830 accidents with a share of 30 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 IV. 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 2022 which caused 9447 accidents i.e. 74 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 V**.

**Table 33: Total number of Road Accidents according to Traffic Control at Junction**

Traffic Control	Accidents	Killed People	Injured People
Traffic light Signal	417	203	306
Police Controlled	970	475	659
Stop Sign	1079	549	732
Flashing signal/blinker	808	435	567
Uncontrolled	9447	5000	6172
TOTAL	12721	6662	8436

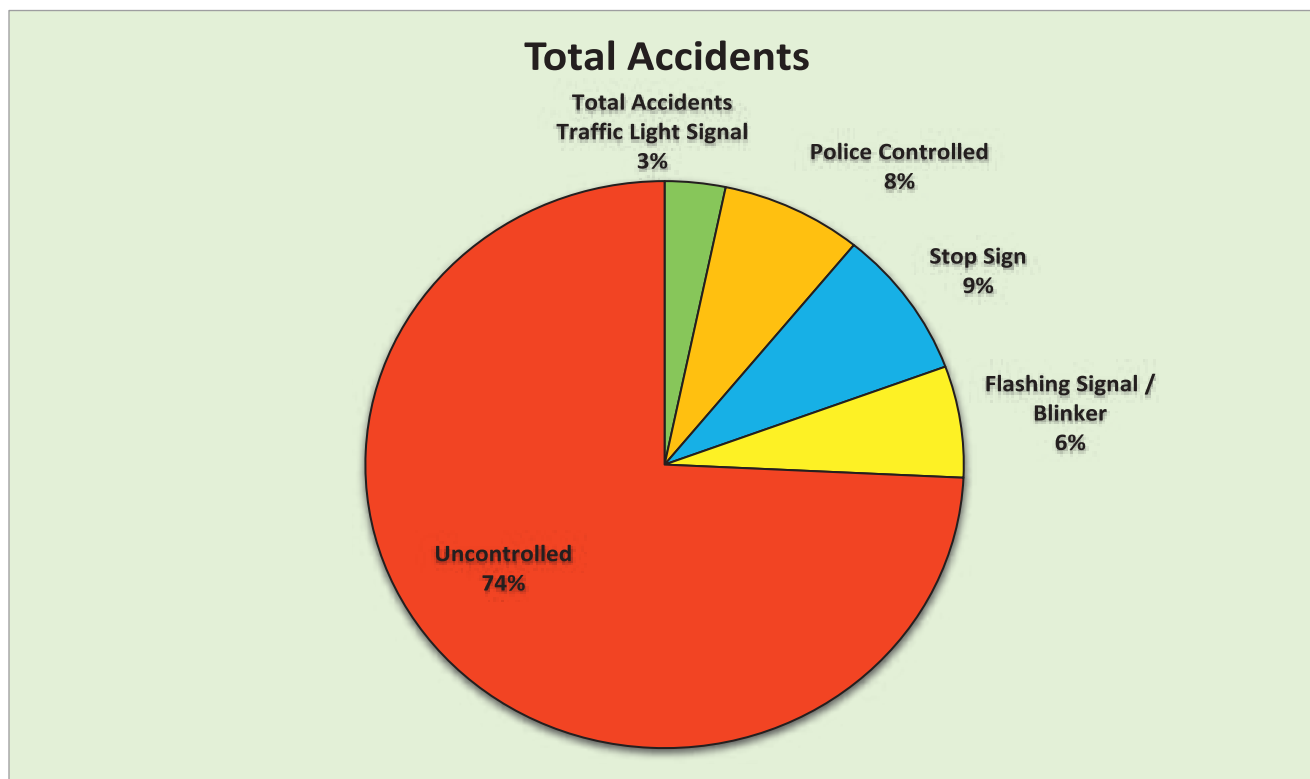


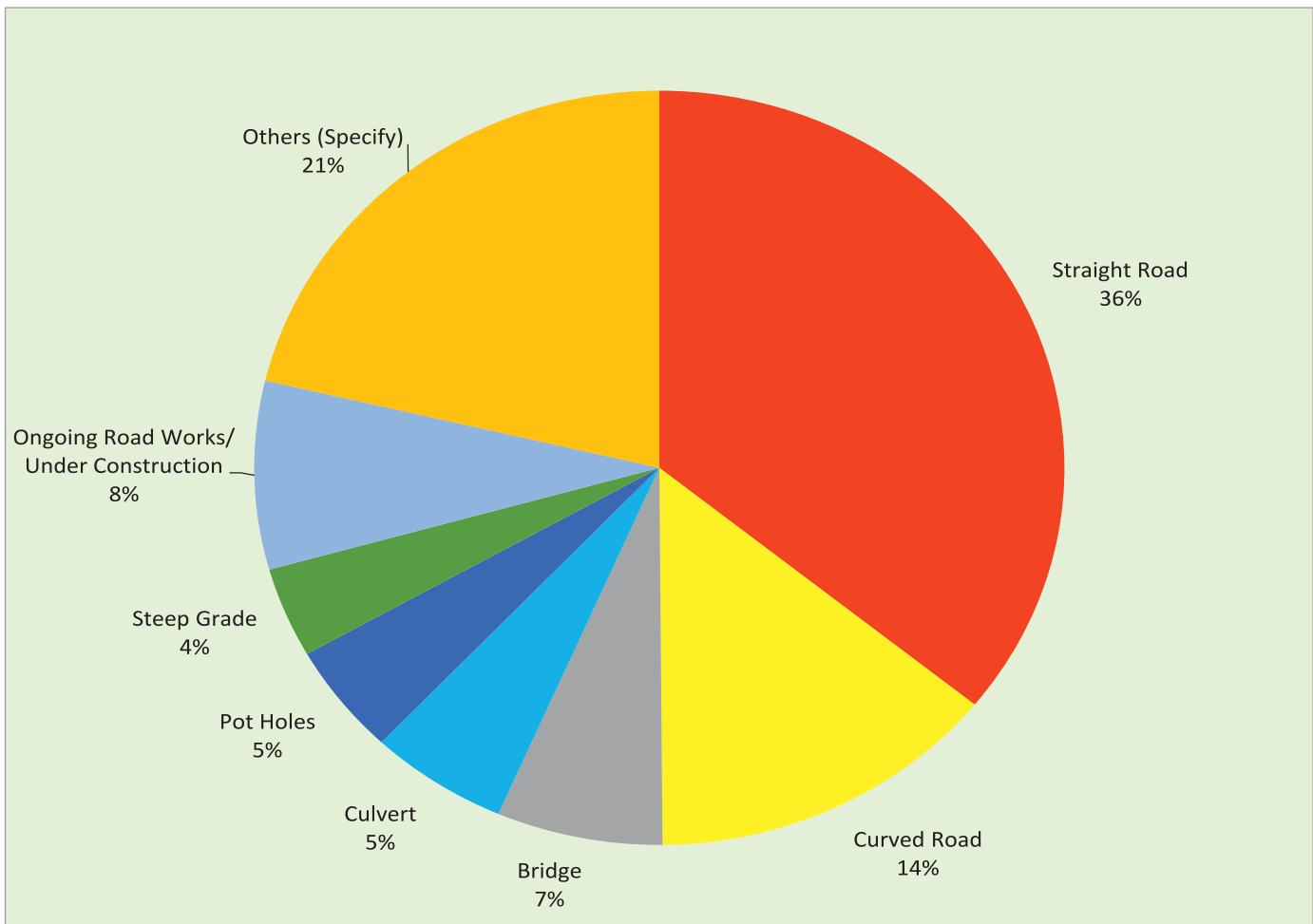
Chart 3.3 Total Number of road accidents at various Traffic Controlled areas

#### 4. Accidents according to Road Features

Maximum number of road accidents occurred at straight road during the calendar year 2022 which caused 14,946 accidents with a share of 36 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**. The distribution is given at **Annexure VI**

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

Road Features	Accidents	Killed People	Injured People
<b>Straight Road</b>	14946	8241	9958
<b>Curved Road</b>	5875	3157	3970
<b>Bridge</b>	2767	1522	1860
<b>Culvert</b>	2307	1245	1629
<b>Pot Holes</b>	1986	1030	1421
<b>Steep Grade</b>	1612	836	1151
<b>Ongoing Road Works/ Under Construction</b>	3368	1819	2308
<b>Others (Specify)</b>	8885	4745	6244
<b>TOTAL</b>	<b>41746</b>	<b>22595</b>	<b>28541</b>



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

## SECTION IV

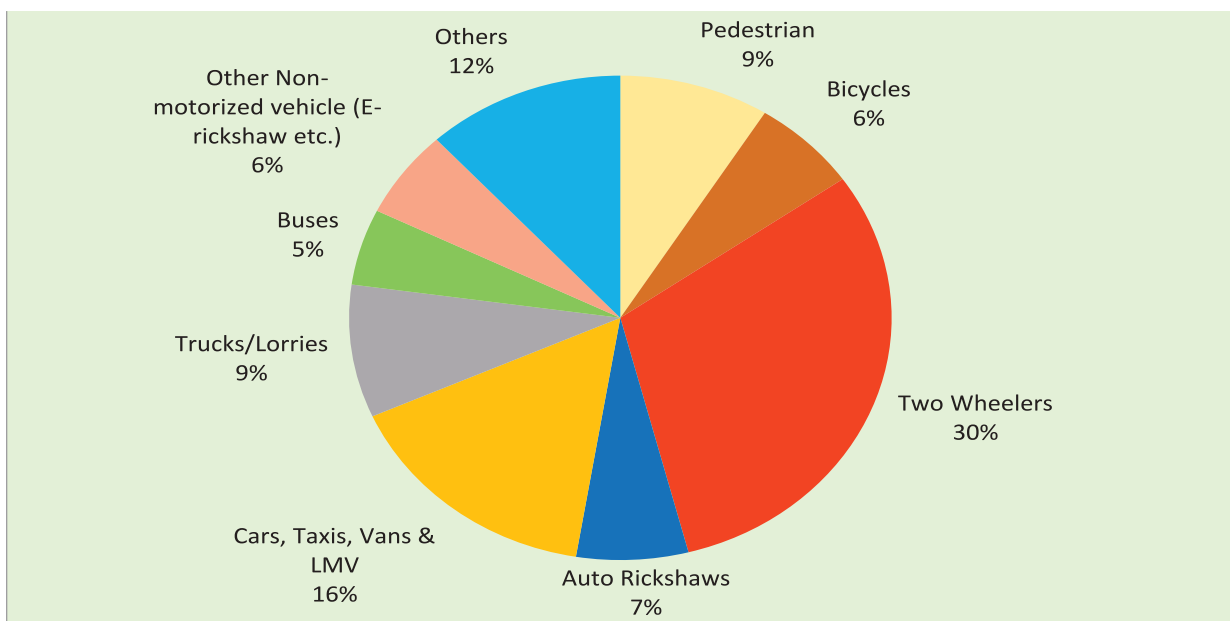
### ROAD ACCIDENTS BY VEHICLE TYPE

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

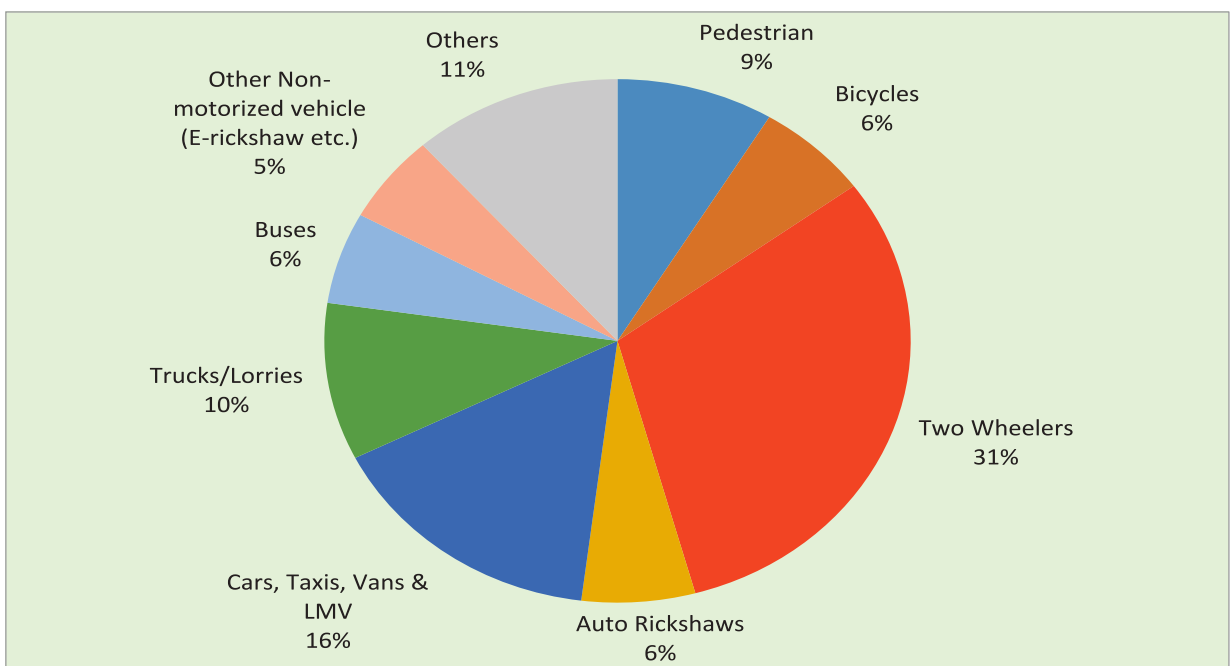
Amongst the motorized vehicle categories, two-wheelers accounted for the highest share in total road crashes (30%) in 2022 followed by cars/taxis/vans/LMVs (16%), others (12%), Pedestrian (9%), Trucks/Lorries (9%). Two wheelers also accounted for the highest proportion of people killed (31%) out of the total number of people killed in the state during the calendar year 2022 followed by the category of cars/taxis/vans/LMVs (16%), Others (11%), Pedestrian (9%), Trucks/Lorries (9%). 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	3734	1959
Bicycles	2650	1412
Two Wheelers	12800	6959
Auto Rickshaws	2782	1414
Cars, Taxis, Vans & LMVs	6562	3536
Trucks/Lorries	3699	2192
Buses	2124	1279
Other Non-motorized vehicle (E-rickshaw etc.)	2453	1233
Others	4942	2611
<b>TOTAL</b>	<b>41746</b>	<b>22595</b>



**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 VII (a, b, c & d)**.

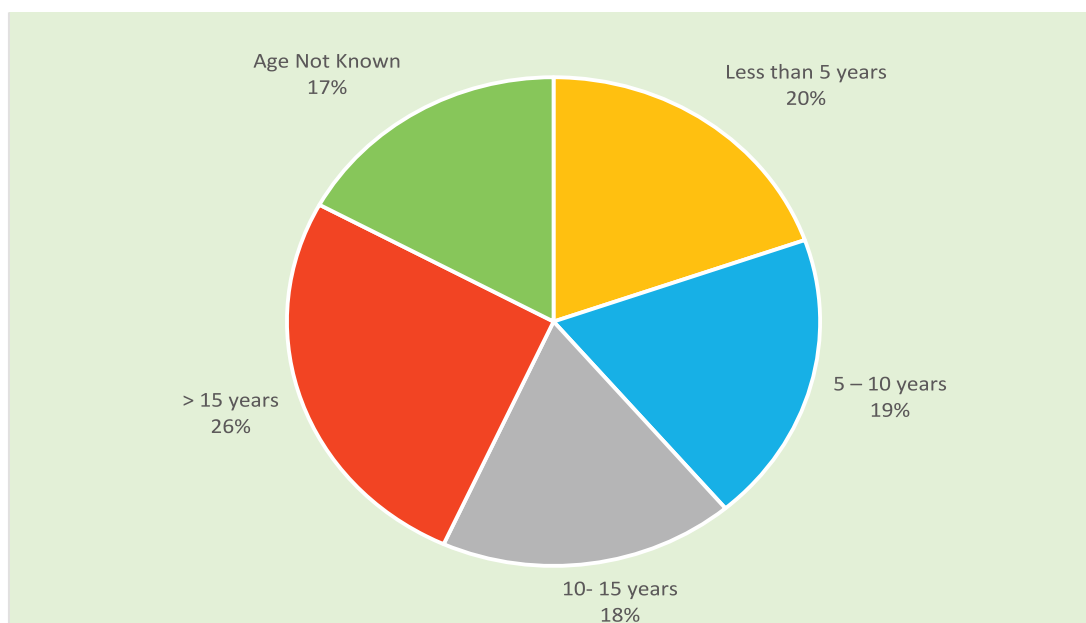


## 2. Accidents based on the age of Vehicles

During the calendar year 2022, vehicles having age of 15 years or more recorded the highest number of accidents (10924) in UP, accounting for a share of 26 percent (in total road accidents) with 5778 deaths and 7300 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
Less than 5 years	8177	4552	5547
5 – 10 years	8040	4411	5442
10 - 15 years	7480	3953	5285
> 15 years	10924	5778	7300
Age Not Known	7125	3901	4967
<b>TOTAL</b>	<b>41746</b>	<b>22595</b>	<b>28541</b>



**Chart 4.2: Share in Accidents based on age of Vehicles**

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

## SECTION V

### ROAD ACCIDENT VICTIMS UNDER AGE GROUP

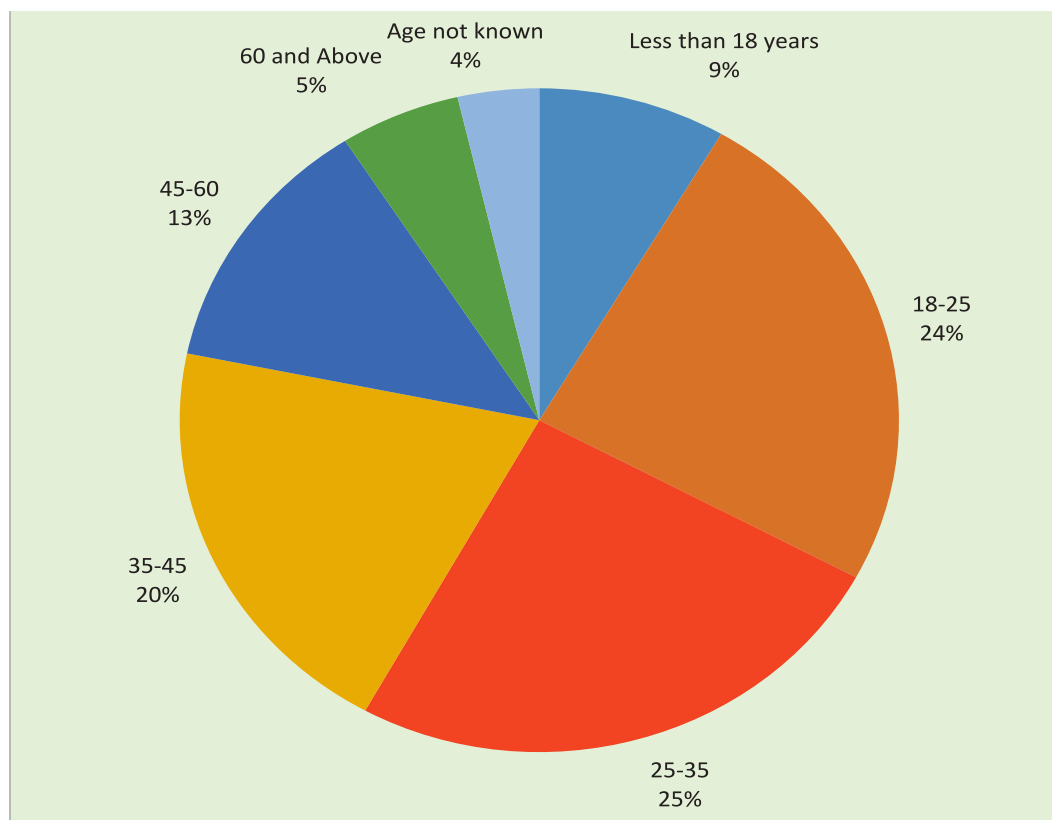
#### 1. Age Profile of Road Accident Victims

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 2022 reveals that the productive age group of 18 to 35 years accounted for the high share of 49 percent (11206 people) and the age group of 18-45 accounted for a share of 69% (15766 people) 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 IX-A**.

**Table 5.1: Road crash death victims classified according to age**

Age group	Total Killed
Less than 18	1909
18-25	5513
25-35	5693
35-45	4560
45-60	2869
60 and above	1225
Age Not Known	826
<b>TOTAL</b>	<b>22595</b>



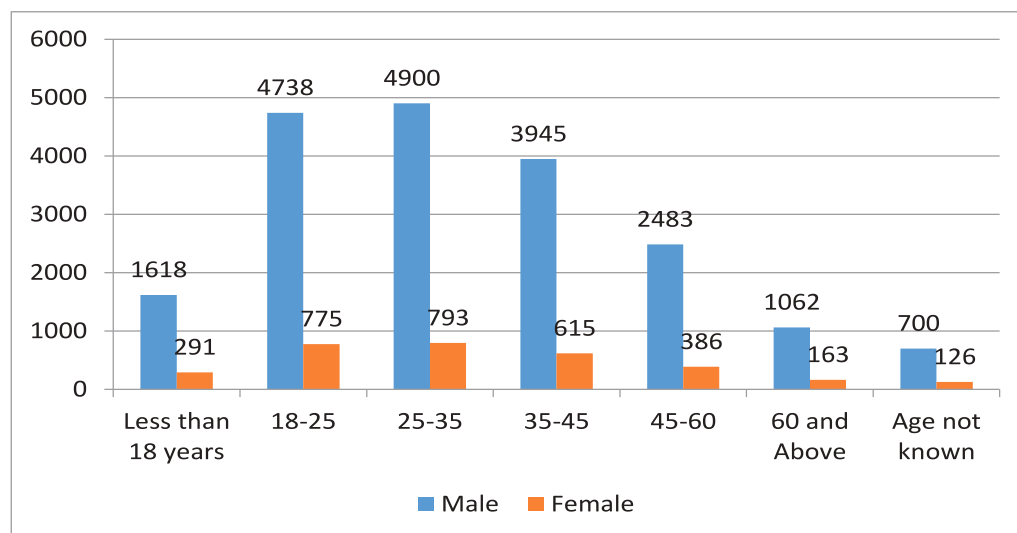
**Chart 5.1: Percentage share of Road Crash Death Victims as per age profile**

## 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 2022 were 19446 (86 percent) and 3149 (14 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	1618	291
18-25	4738	775
25-35	4900	793
35-45	3945	615
45-60	2483	386
60 and above	1062	163
Age Not Known	700	126
<b>TOTAL</b>	<b>19446</b>	<b>3149</b>



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

The distribution is given at **Annexure IX-A**.

## SECTION VI

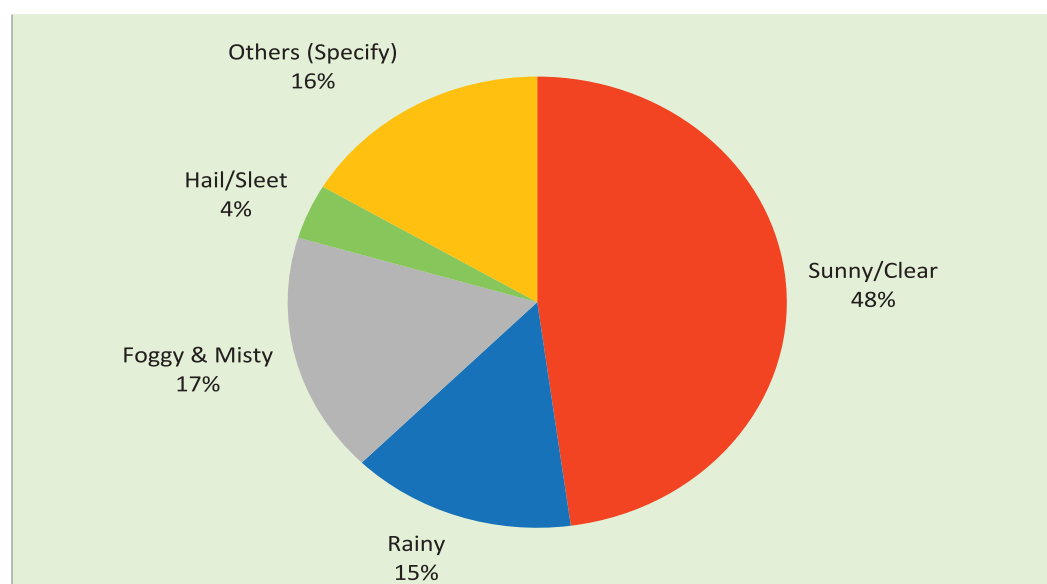
### CAUSES OF ROAD ACCIDENTS

#### 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. Out of all weather conditions, Sunny/Clear, Rainy, Foggy & Misty and Hail/Sleet are the important ones responsible for road accidents (84 percent), fatalities (84 percent) and injuries (83 percent) on all roads in the state during 2022. This is depicted in **Table- 6.1** and **Chart 6.1**. The distribution is given at **AnnexureX**.

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

Weather Condition	Total Accidents	Killed People	Injured People
Sunny/Clear	19976	10766	13129
Rainy	6078	3350	4335
Foggy & Misty	7183	3920	4840
Hail/Sleet	1642	845	1268
Others	6867	3714	4969
<b>TOTAL</b>	<b>41746</b>	<b>22595</b>	<b>28541</b>



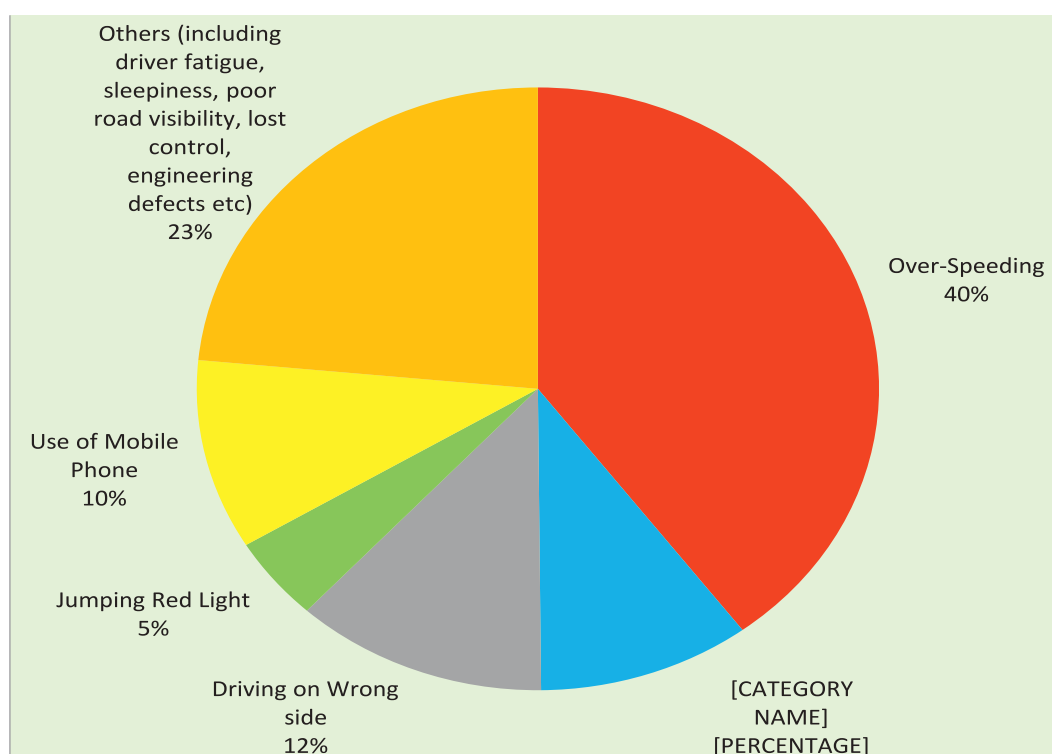
**Chart 6.1: Percentage distribution of accidents at different weather conditions**



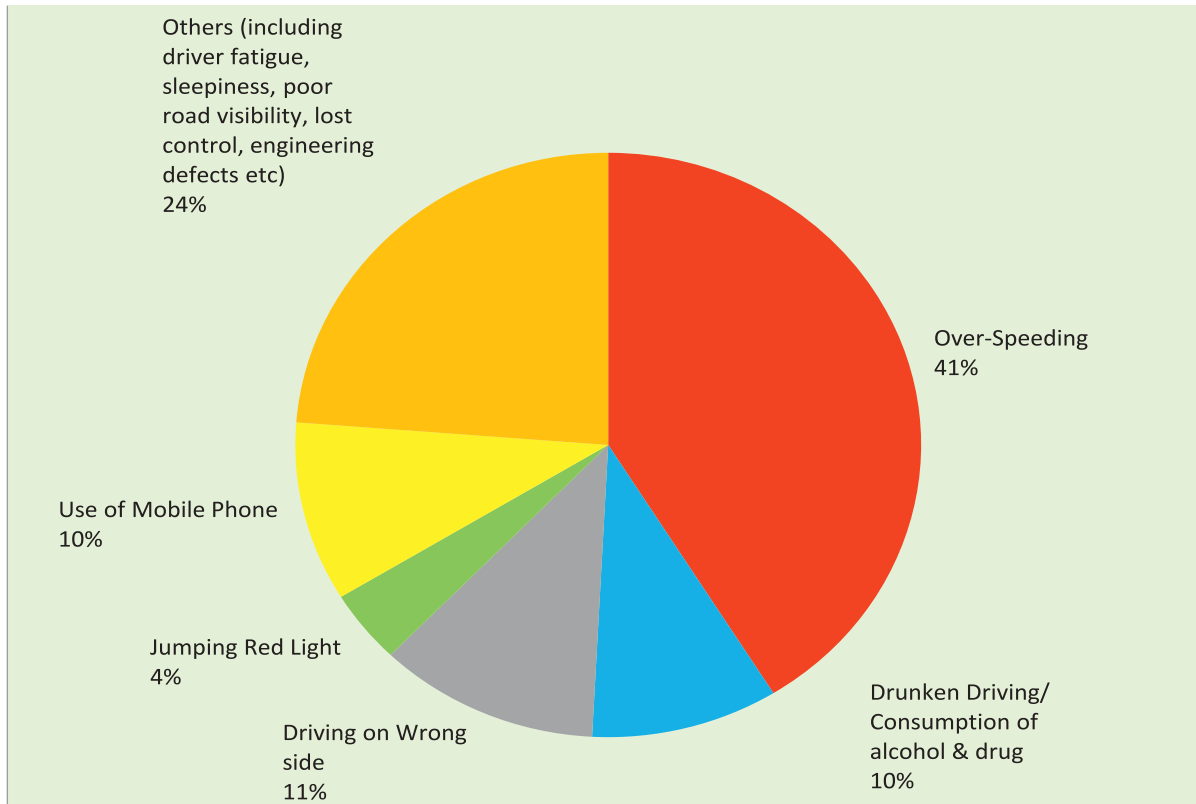
The following factors explain the responsibility of drivers; this is shown in **Table 6.2** and **Chart 6.2a & Chart 6.2b**

**Table 6.2: Responsibility of Drivers**

Type of Traffic Violations	Accidents	Killed People	Injured People
Over-Speeding	16607	9297	10797
Drunken Driving/ Consumption of alcohol & drug	4220	2186	2906
Driving on Wrong side	5014	2580	3680
Jumping Red Light	1860	917	1393
Use of Mobile Phone	4238	2245	3005
Others (including driver fatigue, sleepiness, poor road visibility, lost control, engineering defects etc)	9807	5370	6760
<b>TOTAL</b>	<b>41746</b>	<b>22595</b>	<b>28541</b>



**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 2022, within the category of drivers' fault, accidents caused and people killed due to 'Exceeding lawful speed', accounted for a high share of 40 percent in total number of accidents and 41 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 4220 road accidents and 2186 fatalities in 2022. Within the category of drivers' fault, the share of intake of alcohol/drugs accounted for 10 percent of accidents and 10 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 4238 (10 percent) number of road accidents, deaths of 2245 (10 percent) number of people during the calendar year 2022.
- 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 2022.

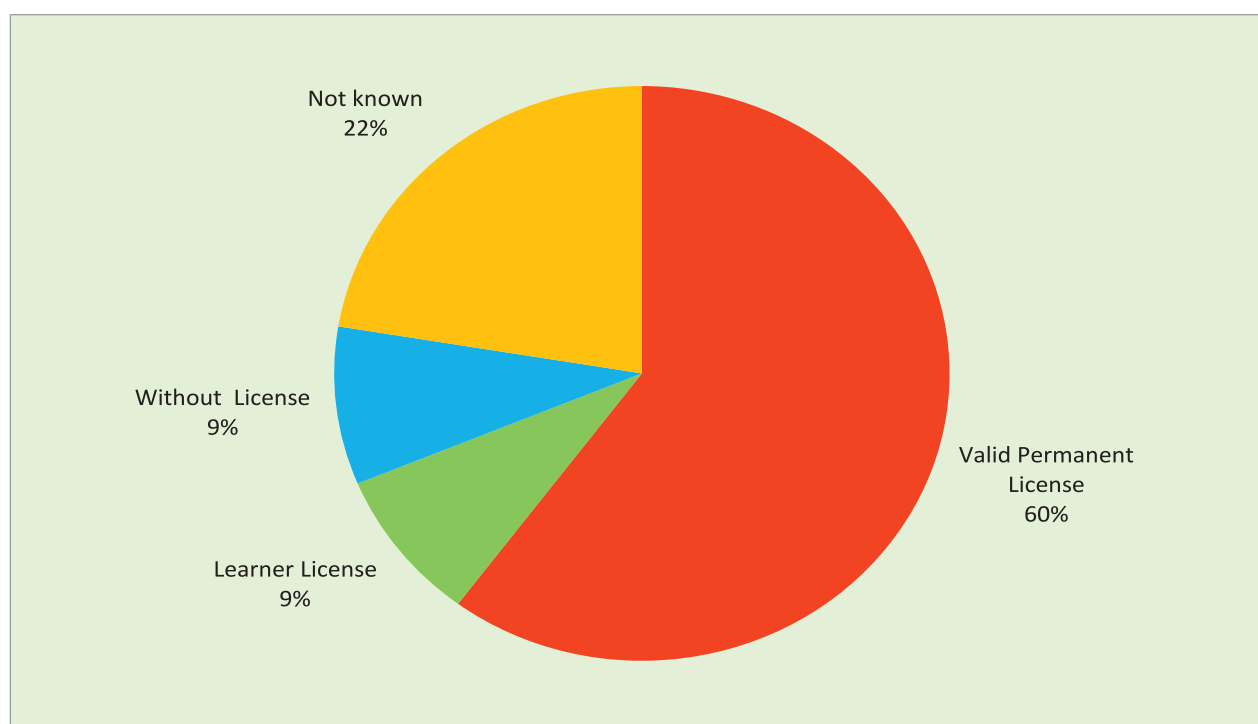
The distribution is given at **Annexure XI**

## 2. Type of Licence & Road Accidents

The valid permanent license holders were involved in more number of accidents i.e. 25182 (60 %) followed by people without license i.e. 3705 (9%) and holder of learners license i.e. 3569 (9%). 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 license. The distribution is given at **Annexure XII**

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

Type of License	Accidents
Valid Permanent License	25128
Learner License	3569
Without License	3705
Not known	9344
<b>TOTAL</b>	<b>41746</b>



**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 28% of all fatalities and fatalities due to non-usage of seatbelts accounted for about 16% in 2022. The following are the number of fatalities caused due to non-usage of safety devices such as helmets and seatbelts:

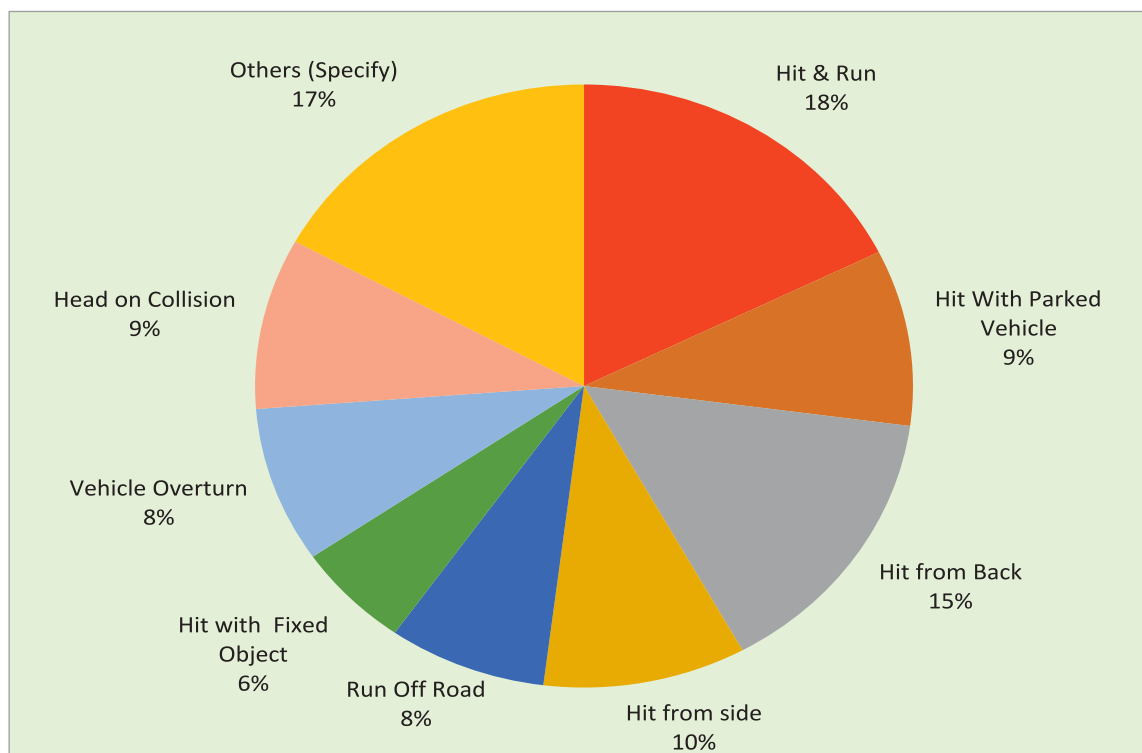
**Table 6.4 Crashes Classified According to Use/Non-use of Safety Device by Victim**

Safety Devices	Number of Killed People	Number of Injured People
Non-Wearing of Helmets	6349	7379
Non-Wearing of Seat Belt	3611	4874

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

### 4. Other Parameters of Road Accidents

During the calendar year 2022, the total number of **Hit and Run cases** were 7585 which are 18 percent of the total road accidents. The number of people killed due to hit and run cases were reported as 3994 which is 18 percent of total people killed in total road accidents in 2022. 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 XIV-A**



**Chart 6.4: Deaths Classified According to Type of Collision**

## SECTION VII

### INTER-DISTRICT COMPARISON

The total number of road accidents and resultant people killed and injured in the state during 2022 as reported by districts were 41746, 22595, and 28541 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 20 districts accounted for 45.9 percent of share in road accidents during the calendar year 2022. Kanpur Nagar stood on top in road accidents in the entire UP with a percentage share of 3.4 percent followed by Prayagraj 3.3 percent and Lucknow 3.2 percent. A comparative view of top 15 districts for the calendar year 2022 for number and percentage share of road accidents are tabulated below

**Table 7.1: Top 20 Districts: Total Number of Road Accidents (Year 2022)**

District	No. of Accidents	Percentage share in total Accidents
Kanpur Nagar	1424	3.4
Prayagraj	1370	3.3
Lucknow	1349	3.2
Gorakhpur	1198	2.9
Gautam Buddh Nagar	1122	2.7
Bareilly	1050	2.5
Agra	1029	2.5
Bulandshahr	957	2.3
Meerut	926	2.2
Hardoi	926	2.2
Mathura	896	2.1
Aligarh	888	2.1
Ghaziabad	886	2.1
Unnao	875	2.1
Sitapur	730	1.7
Shahjahanpur	727	1.7
Firozabad	721	1.7
Barabanki	717	1.7
Kushinagar	714	1.7
Azamgarh	672	1.6
<b>Total</b>	<b>19177</b>	<b>45.9</b>



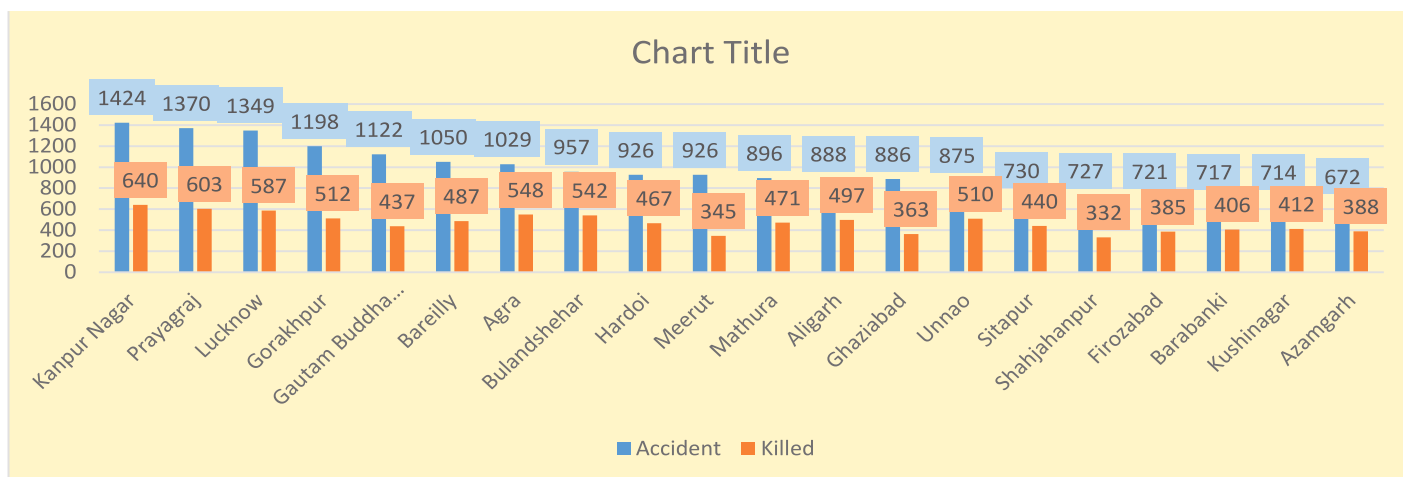
## 2. Number of People Killed in Road Accidents

A comparison of Districts reveals that top 20 districts accounted for 42 per cent of share in road accident fatalities in the UP during the calendar year 2022. Kanpur Nagar stood on top in road accident fatalities in the entire UP with a percentage share of 2.8 percent followed by Prayagraj with 2.7 percent and Lucknow with 2.6 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 20 Districts: Total Number of People Killed in Road Accidents (Year 2022)**

District	No. of People Killed	Percentage share in total Fatalities
Kanpur Nagar	640	2.8
Prayagraj	603	2.7
Lucknow	587	2.6
Agra	548	2.4
Bulandshahr	542	2.4
Gorakhpur	512	2.3
Unnao	510	2.3
Aligarh	497	2.2
Bareilly	487	2.2
Mathura	471	2.1
Hardoi	467	2.1
Sitapur	440	1.9
Gautam Buddh Nagar	437	1.9
Fatehpur	417	1.8
Kushinagar	412	1.8
Barabanki	406	1.8
Azamgarh	388	1.7
Firozabad	385	1.7
Budaun	376	1.7
Bijnor	374	1.7
<b>Total</b>	<b>9499</b>	<b>42.0</b>

From the above tables, it can be seen that the 20 districts that have the highest road crash fatalities are different from those that have the highest number of road crashes.



**Chart 7.1: Top 20 districts with the highest number of road crashes and their fatalities**

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

**Top 20 Districts with highest number of accident deaths in the last 3 years(2019-2022)**

District	Accident Average
Kanpur Nagar	600
Prayagraj	552
Agra	537
Bulandshahr	511
Aligarh	502
Lucknow	484
Unnao	478
Hardoi	475
Mathura	460
Gorakhpur	430
Bareilly	423
Sitapur	407
Fatehpur	398
Gautam Buddha Nagar	386
Barabanki	385
Kushinagar	384
Jaunpur	384
Firozabad	369
Ghaziabad	361
Budaun	356
<b>Total</b>	<b>8879</b>

## SECTION VIII

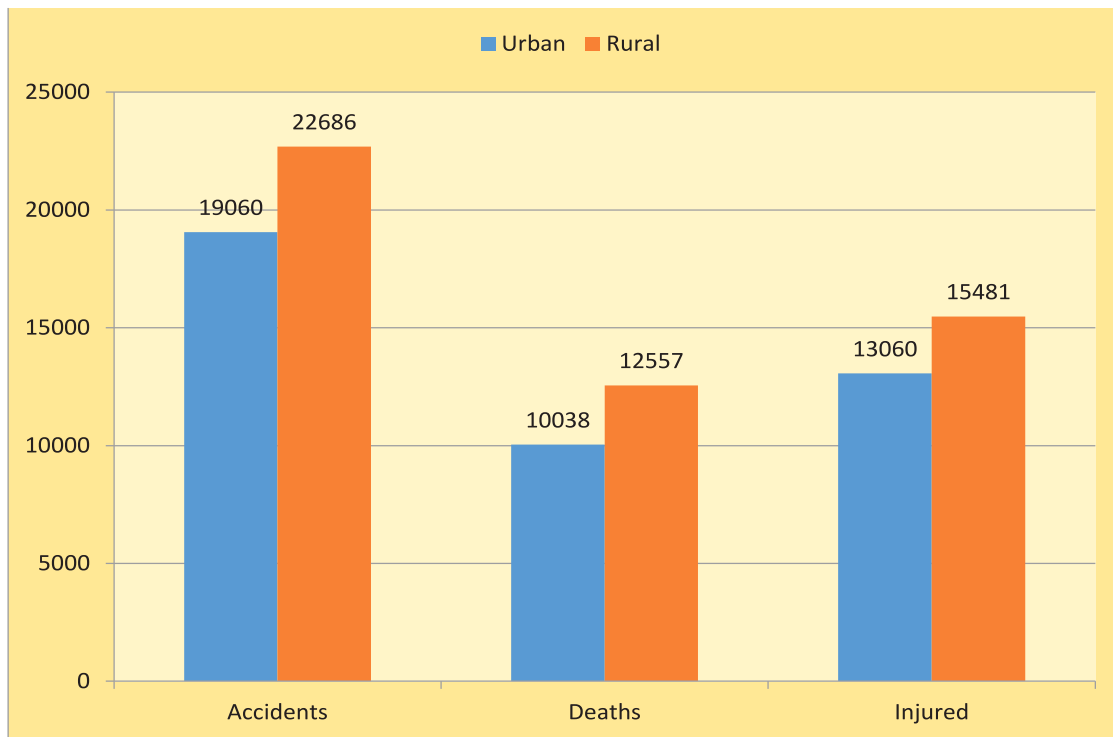
### SPATIAL & INTERTEMPORAL DISTRIBUTION OF ROAD ACCIDENTS

#### 1. Urban vis-a-vis Rural

An analysis of road accidents in urban and rural areas for the calendar year 2022 reveals that rural areas are more prone to road accidents. The total number of road accidents in urban areas (19060) was lower as compared to number of accidents in rural areas (22686). The percentage share of accidents in urban areas and rural areas were 46 percent and 54 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 XV**.

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

Category	Accidents	People Killed	People Injured
Urban	19060 (46%)	10038 (44%)	13060 (46%)
Rural	22686 (54%)	12557 (56%)	15481 (54%)
<b>Total</b>	<b>41746</b>	<b>22595</b>	<b>28541</b>



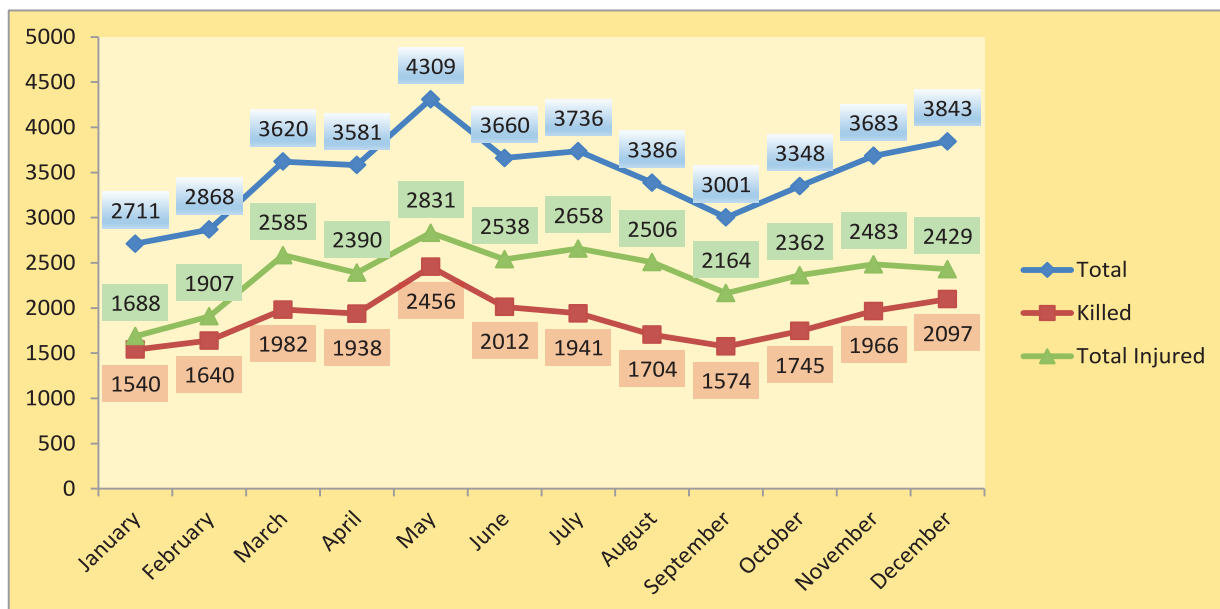
**Chart 8.1: Total Number of Road Accidents, People Killed & Injured in Urban & Rural Areas**

#### 2. Month Wise Occurrences of Road Accidents

The month wise details of road accidents, people killed and injured in respect of all Districts during 2022 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	1394	2711	1540	1688
February	1513	2868	1640	1907
March	1765	3620	1982	2585
April	1749	3581	1938	2390
May	2191	4309	2456	2831
June	1857	3660	2012	2538
July	1746	3736	1941	2658
August	1590	3386	1704	2506
September	1426	3001	1574	2164
October	1581	3348	1745	2362
November	1778	3683	1966	2483
December	1934	3843	2097	2429
<b>TOTAL</b>	<b>20524</b>	<b>41746</b>	<b>22595</b>	<b>28541</b>



**Chart 8.2: Total Number of Road Accidents Classified According to Month-Year 2022**

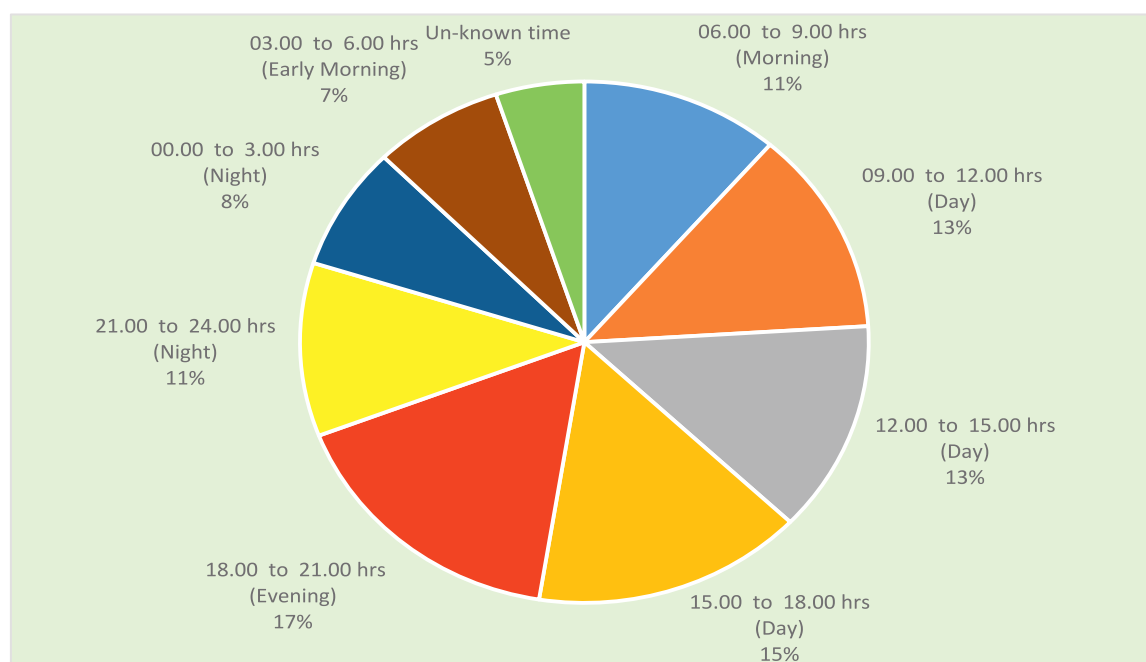
It is seen from **Chart 8.2** that the total number of accidents during 2022 were highest in the month of May (4309) and followed by the month of December (3843) and July (3736). Similarly, the total number of people killed were highest in the month of May (2456) followed by month of December (2097). The number of people injured were highest in the month of May(2831) followed by the month of July(2658).The distribution is given at **AnnexureXVI** .

## 2. Time Wise Occurrences of Road Accidents

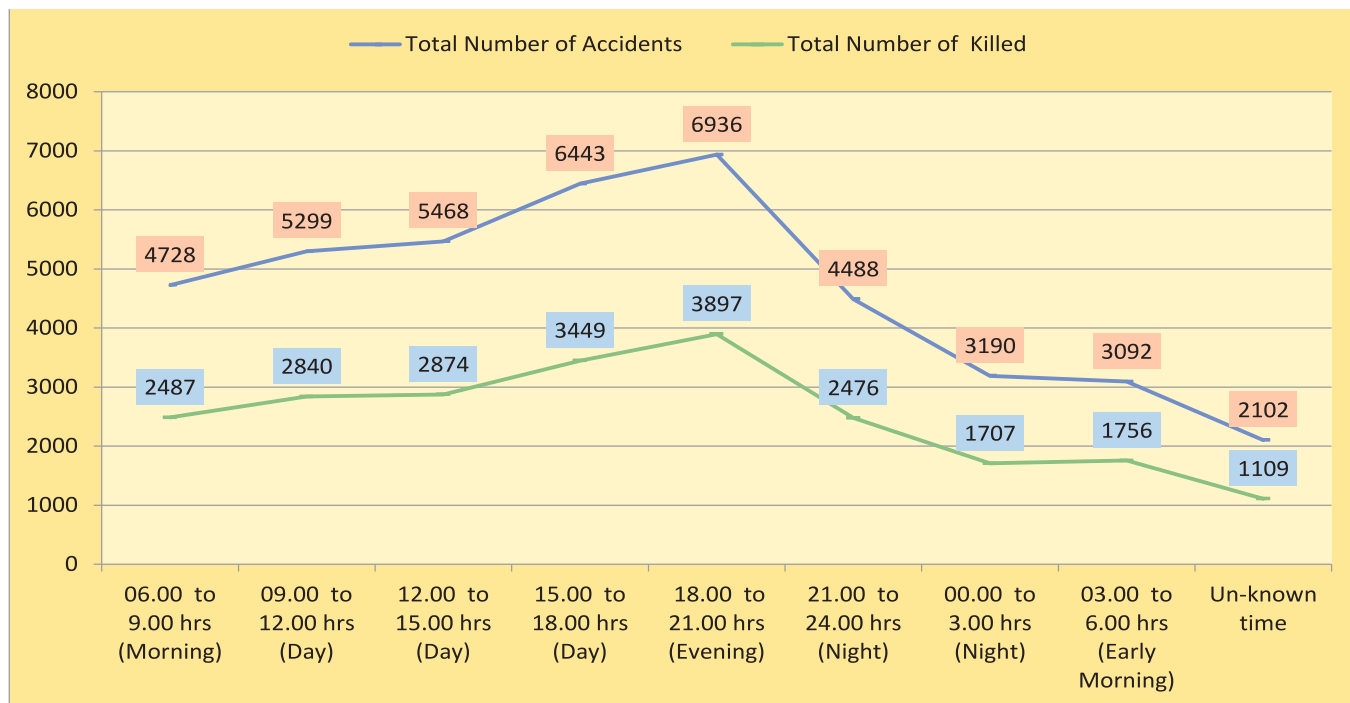
For framing strategies for prevention and provision of medical care for accident victims, timing of accidents is a relevant factor. During 2022 highest rate of accidents took place between 18:00 to 21:00 hours (15 percent) followed by 15:00 hours to 18:00 hours (15 per cent). This is depicted in **Tables 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)	4728	2487
09.00 to 12.00 hrs (Day)	5299	2840
12.00 to 15.00 hrs (Day)	5468	2874
15.00 to 18.00 hrs (Day)	6443	3449
18.00 to 21.00 hrs (Evening)	6936	3897
21.00 to 24.00 hrs (Night)	4488	2476
00.00 to 3.00 hrs (Night)	3190	1707
03.00 to 6.00 hrs (Early Morning)	3092	1756
Un-known time	2102	1109
<b>TOTAL</b>	<b>41746</b>	<b>22595</b>



**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 XV**.

## Section IX

### ROAD SAFETY INITIATIVES BY THE GOVERNMENT OF UTTAR PRADESH

#### 1. Road Safety Policy and Important Road Safety Initiatives by Government of Uttar Pradesh

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 has been prepared keeping in compliance to the SDGs, Brasilia Declaration -2015 and Stockholm declaration – 2020. The policy is outlined as under: -

##### **Preamble:**

1. The Government of Uttar Pradesh is highly concerned about the 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 18-45 age group. Road Accidents and death & injuries in road accidents can be reduced by taking action to address road safety in a holistic manner. This requires involvement from multiple sectors such as education, transport, police, road owning agencies and health & medical education department and action that address the safety of roads, vehicles and road users.
2. The Government of Uttar Pradesh recognizes this need and is committed to bring about a significant reduction in mortality and morbidity resulting from road accidents. For this purpose effective intervention include designing safer infrastructure and incorporating road safety features into land use and transport planning, improving the safety features of vehicle; enhancing post crash care for victim of road accidents; setting and enforcing laws relating to key risks, and raising public awareness and sensitivity towards road safety.
3. In view of above perspective, the Government has approved a State Road Safety Policy (as stated below), which outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport management systems, enforcement of traffic laws, etc. The State is in the process of drawing-up Road Safety Strategy spelling out the long term investments in road safety and identifying partners to collaborate to achieve high level of road safety in the State.

#### **I. 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 public health issue.



##### **(ii) Strengthening Institutional Arrangements**

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

##### **(iii) Establish a Road Safety Information Database-iRAD-(e DAR)**

The Government will provide assistance to improve the quality of crash investigation and of data collection, collation, compilation, analysis and dissemination of data. Currently, iRAD (renamed e-DAR) application





developed by MoRTH and IIT Madras is being used, which is horizontally integrated between Police, Transport, and Highways & Health Departments to facilitate timely exchange of information among the users of different stakeholders of States / Union Territories in the country and accordingly strategy will be framed for reduction of number of road accidents in India and enhance road safety.

**(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 training and licensing 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, highway engineers 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 Accident 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.

## 2. Newer Road Safety Initiatives by the Government of Uttar Pradesh

- (i) The Government has constituted the State Road Safety Council is 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. All other committees recommended by Hon'ble Supreme Court Committee on Road Safety are in place and compliance reports are being submitted annually.
- (ii) The State has prepared a Road Safety Action Plan 2020 which is being updated along with a Business Plan to ensure its implementation. The Government has adopted and recommended a multi-pronged strategy which includes Road Safety Management and the 4 'E's viz. Engineering (of both, roads and vehicles), Education, Enforcement and Emergency Care to address the issue of road safety.
- (iii) **Road Safety Management at district level:** Effective and efficient road safety interventions at District level are essential to reduce road accidents in the State. The State has prepared a Standard Operating Procedure (SOP) for District Road Safety Committee (DRSC) meetings and submitting Action Taken Reports. The SOP includes instructions on various issues to be discussed in DRSC meetings, standard formats for data collection etc.
- (iv) **Road crash investigation at district level:** In order to capture exact cause of road accidents and identifying interventions to prevent similar accidents in future, the State has notified "Uttar Pradesh Accident Investigation Scheme - 2023" for joint investigation of major road crashes (with 3 or more fatalities) by teams at district level represented by Public Works Department (PWD), Police, Transport Department. In order to facilitate coordination among various departments, a District Coordination Committee shall also be formed under the chairmanship of District Magistrate.
- (v) **Pillar-I Engineering:** PWD has created a Road Safety Cell in its Head Quarters which is headed by a Superintendent Engineer level officer which ensures that road safety is an integral part of road design at planning, design, construction and maintenance stage. Road safety auditing, identification and rectification work of accident-prone black spots and feeding the data in online VISHWAKARMA application developed by the department is in progress. Subsequent to the MoU Signed between Transport Department and Save Life Foundation(SLF), Yamuna Expressway is being developed as a 'Zero' Fatality corridor' and a decline of 37% road accident fatalities in one-year is reported by SLF which will serve as a Demo corridor for Road Engineers in the State.
- (vi) **Pillar-II: Education** The State has identified all stakeholders of road safety in the State and conducted a Training Needs Assessment for Capacity Building of concerned Stake holder departments and enhancing road safety in the State. Training needs have been mapped with content for training. The State has prepared a road safety training module based on Motor Vehicles (Driving) Regulations Act -2017 with the help of audio-visual aids for training school students and teachers in the State. Safe roads in terms of their geometric design, provision of appropriate/adequate road safety furniture and regular maintenance of roads is essential for road safety enhancement in the State. Road Safety Engineering Training (Level -I & II) for AEs and above, Road Safety Inspection Training for JEs and training on Black Spot identification and rectification have been proposed in the road safety calendar. Advocacy/Publicity campaign on road safety is regularly run through the electronic media, social media, print media and 12 publicity vans. Road Safety Weeks/Fortnights/Months are organized in every quarter of the year. An innovative approach of establishing Road Safety Clubs in the schools/colleges has been initiated in the year 2020 to target the most vulnerable group i.e. the youth. Currently, Road Safety Clubs are operational in 15,653 secondary schools and 950 higher education colleges.
- (vii) **Pillar-III: Enforcement** : Both, Transport Department and Police Department in the State are increasing the quality and quantity of enforcement by embracing technology. In addition to fixing speed cameras on all major highways, Transport Department has recently deployed 38 interceptors in addition to previously existing interceptor vehicles equipped with laser speed guns to capture over speeding. 17 of the 75 districts have Intelligent Traffic Management System where traffic violations like red light jumping, helmetless driving,

triple riding, not following stop line, wrong side driving etc., are captured. However; due to manpower shortage at some places, all captured violations are not getting converted into *challans*

- (viii) 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 December 2020. Two more ADTTs are under construction at Pratapgarh and Azamgarh. Drivers Training and Testing Institutes (DTTI) are being set up at 16 places in the State. Manual Testing on Tracks of 15 DTTIs for permanent Driving License has started in 15 Districts. The DTTI at Banda is under construction. Besides, an Institute of Driving Training and Research (IDTR) is coming up in Raebareli. Introducing automation in the test process of vehicles has ensured strengthening of vehicle fitness regime. 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 in Agra and Kanpur will operationalize soon. Furthermore, 3 Districts have started Automated Testing Station (ATS) and tendering for ATS throughout the State is in progress.

- (ix) **Pillar-IV: Emergency Care**: With 2,200 ambulances and their strategic placement, the State has brought down the average response time for all emergencies (vehicle and non-vehicle) from 15 min to 7.3 minutes. There is good coordination between 108 and 102 which has 2,270 ambulances which can be deployed in case of major road crashes where multiple fatalities/injuries are expected. Location of all ambulances is live tracked and they are strategically placed at hotspots identified through past data. Toll free numbers of Highway and Expressway Authorities have been displayed at multiple locations on their roads. The State has started Post Graduate Course in Emergency Medicine in medical colleges. Pre-hospital trauma technicians also known as Emergency Medical Technician (EMT) are deployed by GVK EMRI in UP. Training of first responders: drivers, police personnel, conductors, teachers, students etc., is being conducted by State through NGOs like Save Life Foundation. The State is continuously trying to upgrade hospitals with required manpower/equipment and facilities and integration of all resources across all health care facilities through dynamic linkage of data. To protect Good Samaritans, awareness campaign, rewards declared and 4,723 ‘Good Samaritan’ information sign boards have been put up.

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### Annexure-I District - Wise Road Accident Details (2018-2022)

S.no	District	Number of Road Accidents					Number of Person Killed					Number of Person Injured				
		2018	2019	2020	2021	2022	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
1	Lucknow	1638	1685	1115	953	1349	580	581	483	381	587	1005	931	647	608	935
2	Gautam Buddha Nagar	1060	1162	690	798	1122	456	499	352	368	437	741	907	414	559	856
3	Kanpur Nagar	1588	1507	1224	1354	1424	698	692	563	598	640	1211	1043	778	954	1011
4	Varanasi	568	610	445	423	539	261	288	213	236	294	319	328	305	310	330
5	Prayagraj	1380	1413	1152	1165	1370	614	599	517	535	603	850	965	732	751	886
6	Agra	1273	1085	906	915	1029	623	616	514	549	548	999	932	633	604	795
7	Ghaziabad	1054	890	708	824	886	421	385	326	395	363	774	606	465	551	638
8	Lakhimpur Kheri	661	691	500	465	488	403	386	316	334	323	316	333	202	199	236
9	Hardoi	850	872	917	984	926	455	427	455	502	467	407	457	480	490	463
10	Rae Bareilly	592	646	515	525	576	383	389	336	341	351	335	336	276	299	309
11	Unnao	934	882	691	841	875	533	516	408	515	510	705	653	445	550	613
12	Sitapur	771	908	693	688	730	396	468	385	395	440	503	690	406	399	454
13	Ayodhya	632	590	411	464	502	351	302	229	281	319	516	410	285	289	311
14	Barabanki	680	633	545	627	717	386	375	367	381	406	369	278	236	385	442
15	Sultanpur	408	517	353	456	472	223	256	205	245	265	197	272	157	232	241
16	Ambedkar Nagar	271	310	213	249	274	178	210	160	162	161	154	183	110	118	128
17	Amethi	382	379	284	275	290	196	200	171	174	199	186	184	115	101	138
18	Gorakhpur	1024	1030	780	928	1198	456	451	367	411	512	742	686	467	571	830
19	Deoria	450	412	339	332	439	210	213	147	134	216	288	279	241	240	281
20	Kushinagar	526	574	566	602	714	306	343	359	380	412	294	311	285	327	413
21	Maharajganj	340	393	361	408	500	206	210	211	217	286	210	225	184	241	318
22	Basti	403	398	353	347	413	280	253	229	246	280	258	239	209	226	258

<b>23</b>	Sant Kabir Nagar	243	228	202	218	277	128	167	121	132	155	175	133	117	156	169
<b>24</b>	Siddharthnagar	150	134	148	220	235	86	95	98	148	145	85	72	73	127	145
<b>25</b>	Gonda	445	424	288	341	491	219	241	180	228	289	283	245	172	190	296
<b>26</b>	Balrampur	117	131	131	141	222	67	85	94	93	152	77	87	85	85	152
<b>27</b>	Behraich	602	600	474	502	552	307	308	243	261	315	341	424	341	320	312
<b>28</b>	Shrawasti	103	108	83	113	122	74	62	54	81	71	82	62	46	87	100
<b>29</b>	Chandauli	197	229	183	191	233	114	148	124	124	146	97	138	96	99	106
<b>30</b>	Ghazipur	298	279	225	294	321	193	167	149	211	206	151	124	84	139	189
<b>31</b>	Jaunpur	579	621	517	671	533	367	334	335	469	347	337	357	253	334	230
<b>32</b>	Azamgarh	582	584	483	538	672	403	373	281	336	388	374	349	278	259	324
<b>33</b>	Mau	282	258	198	254	304	119	132	95	131	154	160	143	101	154	194
<b>34</b>	Ballia	318	311	306	313	323	227	234	217	215	223	192	217	206	197	231
<b>35</b>	Mirzapur	457	423	371	373	385	272	255	232	241	266	198	177	184	198	225
<b>36</b>	Sonbhadra	360	320	262	348	386	229	204	161	268	279	272	204	178	229	252
<b>37</b>	Bhadohi	193	210	166	187	161	113	120	91	136	104	118	105	90	85	102

38	Pratapgarh	546	524	430	500	496	319	306	286	295	283	354	343	271	298	313
39	Kaushambi	406	400	370	372	398	191	175	193	206	208	261	251	211	197	231
40	Fatehpur	769	715	581	619	643	531	461	366	410	417	416	382	299	336	341
41	Banda	439	512	382	482	496	205	252	195	188	276	286	318	246	340	341
42	Hamirpur	315	267	227	331	340	159	123	118	192	199	225	178	160	208	280
43	Mahoba	265	244	221	218	214	115	142	116	126	127	162	155	232	219	188
44	Chitrakoot	230	240	226	215	239	108	89	89	133	154	182	194	192	131	173
45	Kanpur Dehat	642	642	560	638	614	363	378	308	343	322	533	472	463	535	519
46	Etawah	587	538	490	536	612	288	272	277	298	343	469	432	378	479	448
47	Auraiya	447	428	406	499	464	206	200	198	220	211	360	324	363	404	356
48	Fatehgarh	381	344	307	323	399	182	165	146	147	179	278	252	225	195	264
49	Kannauj	450	463	377	451	437	234	270	225	236	225	500	500	403	350	333

50	Jhansi	559	593	486	493	630	264	275	232	245	288	437	402	292	250	346
51	Jalaun	352	402	358	330	320	178	200	187	165	172	250	254	244	210	206
52	Lalitpur	292	234	236	252	232	115	128	118	140	132	214	124	143	140	133
53	Mainpuri	731	661	563	661	602	364	337	307	410	339	576	550	459	512	476
54	Mathura	946	978	675	801	896	548	627	441	467	471	759	876	615	658	709
55	Firozabad	641	662	550	728	721	370	352	331	391	385	441	510	451	541	574
56	Aligarh	839	929	881	899	888	466	530	506	503	497	817	928	807	882	708
57	Hathras	445	402	346	350	366	247	232	205	237	209	372	338	258	277	283
58	Etah	504	587	417	578	540	315	302	246	310	258	389	385	234	363	394
59	Kasganj	360	380	369	349	398	155	186	186	222	215	233	222	201	202	241
60	Bareilly	1150	1093	682	937	1050	482	536	350	433	487	910	696	420	742	886
61	Budaun	567	596	467	497	566	301	350	340	351	376	435	473	330	354	413
62	Shahjahanpur	688	824	667	677	727	342	421	328	362	332	514	562	433	365	467
63	Pilibhit	459	505	280	286	452	187	250	143	151	225	310	305	203	183	271
64	Moradabad	571	602	430	463	549	287	326	255	257	328	485	467	355	355	475
65	Bijnor	556	545	457	492	540	373	347	311	313	374	381	447	301	382	390
66	Rampur	485	420	341	390	430	270	225	245	243	292	362	295	238	316	363
67	Amroha	404	346	283	323	390	292	209	170	206	266	283	206	189	178	260
68	Sambhal	287	314	272	321	332	201	226	171	212	223	185	169	157	191	230
69	Meerut	1019	956	725	811	926	443	413	349	361	345	717	644	487	558	935
70	Bulandshehar	947	941	848	892	957	526	584	501	489	542	722	724	683	724	701
71	Baghpat	259	265	252	277	320	126	149	122	170	139	249	220	212	202	277
72	Hapur	369	364	305	304	333	226	252	187	186	206	306	303	216	244	247
73	Saharanpur	466	444	353	442	417	288	277	256	333	301	332	331	199	257	296
74	Muzaffarnagar	555	582	486	488	573	315	414	271	315	284	463	459	367	336	414
75	Shamli	229	183	139	177	189	141	90	86	107	106	175	156	97	120	146
	<b>Total</b>	<b>42568</b>	<b>42572</b>	<b>34243</b>	<b>37729</b>	<b>41746</b>	<b>22256</b>	<b>22655</b>	<b>19149</b>	<b>21227</b>	<b>22595</b>	<b>29664</b>	<b>28932</b>	<b>22410</b>	<b>24897</b>	<b>28541</b>



## Annexure-II

### District-Wise total number of Road Accidents, Person Killed & Severity of Accident in 2022

S.no	District	Total Number of Accident	Number of Person Killed	Severity
1	Kanpur Nagar	1424	640	44.94
2	Prayagraj	1370	603	44.01
3	Lucknow	1349	587	43.51
4	Agra	1029	548	53.26
5	Bulandshehar	957	542	56.64
6	Gorakhpur	1198	512	42.74
7	Unnao	875	510	58.29
8	Aligarh	888	497	55.97
9	Bareilly	1050	487	46.38
10	Mathura	896	471	52.57
11	Hardoi	926	467	50.43
12	Sitapur	730	440	60.27
13	Gautam Buddha Nagar	1122	437	38.95
14	Fatehpur	643	417	64.85
15	Kushinagar	714	412	57.70
16	Barabanki	717	406	56.62
17	Azamgarh	672	388	57.74
18	Firozabad	721	385	53.40
19	Budaun	566	376	66.43
20	Bijnor	540	374	69.26
21	Ghaziabad	886	363	40.97
22	Rae Bareilly	576	351	60.94

<b>23</b>	Jaunpur	533	347	65.10
<b>24</b>	Meerut	926	345	37.26
<b>25</b>	Etawah	612	343	56.05
<b>26</b>	Mainpuri	602	339	56.31
<b>27</b>	Shahjahanpur	727	332	45.67
<b>28</b>	Moradabad	549	328	59.74
<b>29</b>	Lakhimpur Kheri	488	323	66.19
<b>30</b>	Kanpur Dehat	614	322	52.44
<b>31</b>	Ayodhya	502	319	63.55
<b>32</b>	Behraich	552	315	57.07
<b>33</b>	Saharanpur	417	301	72.18
<b>34</b>	Varanasi	539	294	54.55
<b>35</b>	Rampur	430	292	67.91

<b>36</b>	Gonda	491	289	58.86
<b>37</b>	Jhansi	630	288	45.71
<b>38</b>	Maharajganj	500	286	57.20
<b>39</b>	Muzaffarnagar	573	284	49.56
<b>40</b>	Pratapgarh	496	283	57.06
<b>41</b>	Basti	413	280	67.80
<b>42</b>	Sonbhadra	386	279	72.28
<b>43</b>	Banda	496	276	55.65
<b>44</b>	Amroha	390	266	68.21
<b>45</b>	Mirzapur	385	266	69.09
<b>46</b>	Sultanpur	472	265	56.14
<b>47</b>	Etah	540	258	47.78
<b>48</b>	Kannauj	437	225	51.49
<b>49</b>	Pilibhit	452	225	49.78

50	Ballia	323	223	69.04
51	Sambhal	332	223	67.17
52	Deoria	439	216	49.20
53	Kasganj	398	215	54.02
54	Aurraiya	464	211	45.47
55	Hathras	366	209	57.10
56	Kaushambi	398	208	52.26
57	Ghazipur	321	206	64.17
58	Hapur	333	206	61.86
59	Amethi	290	199	68.62
60	Hamirpur	340	199	58.53
61	Fatehgarh	399	179	44.86
62	Jalaun	320	172	53.75
63	Ambedkar Nagar	274	161	58.76
64	Sant Kabir Nagar	277	155	55.96
65	Chitrakoot	239	154	64.44
66	Mau	304	154	50.66
67	Balrampur	222	152	68.47
68	Chandauli	233	146	62.66
69	Siddharthnagar	235	145	61.70
70	Baghpat	320	139	43.44
71	Lalitpur	232	132	56.90
72	Mahoba	214	127	59.35
73	Shamli	189	106	56.08
74	Bhadohi	161	104	64.60
75	Shrawasti	122	71	58.20
	<b>Total</b>	<b>41746</b>	<b>22595</b>	<b>54.12</b>

### Annexure-III

#### Accident 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	370	187	132	22	711	477	488	199
2. National Highways	7212	4308	2486	273	14279	8002	6026	3482
3. State Highways	5822	4108	1870	268	12068	6405	5554	2710
4. Other Roads	7120	4449	2769	350	14688	7711	6116	3966
Total	20524	13052	7257	913	41746	22595	18184	10357

### Annexure - IV

#### Accident 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	1792	1217	748	73	3830	2022	1567	933
2 Y Junction	1147	810	487	43	2487	1305	1040	624
3. Four Arm Junction	1143	852	509	61	2565	1306	1058	671
4. Staggered Junction *	1067	588	478	42	2175	1194	761	618
5.Round About Junction	725	527	359	53	1664	835	679	485
Total	5874	3994	2581	272	12721	6662	5105	3331

\*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.

### Annexure-V

#### Accidents Classified according to Traffic Control at Junction

Traffic Control	Number of Accidents					Killed	Number of Persons	
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non-Injury	Total		Injured	
							Grievously Injured	Minor Injury
1. Traffic light Signal	172	116	107	22	417	203	157	149
2. Police Controlled	428	296	220	26	970	475	366	293
3. Stop Sign	471	342	244	22	1079	549	418	314
4. Flashing signal/ blinker	358	253	174	23	808	435	335	232
5. Uncontrolled	4445	2987	1836	179	9447	5000	3829	2343
<b>Total</b>	<b>5874</b>	<b>3994</b>	<b>2581</b>	<b>272</b>	<b>12721</b>	<b>6662</b>	<b>5105</b>	<b>3331</b>

### Annexure-VI

#### Road Accidents according to Road Features

Road Features	Number of Accidents					Killed	Number of Persons	
	Fatal	Grievous Injury (need hospitalization)	Minor Injury (not needing hospitalization)	Non-Injury	Total		Injured	
							Grievously Injured	Minor Injury
1. Straight Road	7648	4490	2563	245	14946	8241	6460	3498
2. Curved Road	2901	1839	1000	135	5875	3157	2560	1410
3. Bridge	1360	832	469	106	2767	1522	1153	707
4. Culvert	1103	731	411	62	2307	1245	1038	591
5. Pot Holes	920	647	360	59	1986	1030	905	516
6. Steep Grade	770	553	235	54	1612	836	789	362
7. Ongoing Road Works/Under Construction	1659	984	644	81	3368	1819	1406	902
8. Others (Specify)	4163	2976	1575	171	8885	4745	3873	2371
<b>TOTAL</b>	<b>20524</b>	<b>13052</b>	<b>7257</b>	<b>913</b>	<b>41746</b>	<b>22595</b>	<b>18184</b>	<b>10357</b>

## Annexure-VII (a)

### Persons killed in Accidents Classified by the type of impacting vehicles

Crime 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
Victim/Victim Vehicle									
1. Pedestrian	8	413	153	463	386	218	84	234	1959
2. Bicycles	28	334	135	298	256	163	71	127	1412
3. Two Wheelers	121	2240	505	1375	1200	602	285	631	6959
4. Auto Rickshaws	63	194	154	336	308	166	65	128	1414
5. Cars, Taxis, Vans & LMV	104	651	210	880	747	359	165	420	3536
6. Trucks/Lorries	65	548	139	375	527	225	119	194	2192
7. Buses	45	241	97	166	323	195	73	139	1279
8. Other Non-motorized vehicle (E-rickshaw etc.)	33	290	83	244	198	108	119	158	1233
9. Others	71	661	162	367	327	171	163	689	2611
Total	538	5572	1638	4504	4272	2207	1144	2720	22595

## Annexure -VII (b)

### Persons Grievously 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	10	409	156	325	259	125	57	206	1547
2. Bicycles	11	265	105	300	170	97	63	83	1094
3.Two Wheelers	78	1724	403	1243	855	442	124	428	5297
4.Auto Rickshaws	45	174	120	314	234	174	58	115	1234
5.Cars, Taxis, Vans & LMV	73	659	180	813	614	313	62	318	3032
6.Trucks/Lorries	31	382	92	245	422	216	57	163	1608
7.Buses	38	191	58	163	356	159	54	132	1151
8. Other Nonmotorized vehicle (E-rickshaw etc.)	22	289	86	177	163	96	113	183	1129
9. Others	24	587	134	295	203	115	127	607	2092
<b>Total</b>	<b>332</b>	<b>4680</b>	<b>1334</b>	<b>3875</b>	<b>3276</b>	<b>1737</b>	<b>715</b>	<b>2235</b>	<b>18184</b>



### Annexure-VII (c)

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

Crime 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
Victim/Victim Vehicle									
1. Pedestrian	5	232	112	163	99	74	45	122	852
2. Bicycles	14	184	104	136	76	67	22	45	648
3. Two Wheelers	85	1045	190	636	391	223	106	223	2899
4. Auto Rickshaws	21	116	137	169	99	65	38	67	712
5. Cars, Taxis, Vans & LMV	33	294	91	520	256	128	50	264	1636
6. Trucks/Lorries	32	286	58	154	184	104	37	111	966
7. Buses	17	110	38	124	129	100	22	83	623
8. Other Non-motorized vehicle (E-rickshaw etc.)	28	164	79	119	70	63	86	71	680
9. Others	44	347	126	172	159	93	90	310	1341
<b>Total</b>	<b>279</b>	<b>2778</b>	<b>935</b>	<b>2193</b>	<b>1463</b>	<b>917</b>	<b>496</b>	<b>1296</b>	<b>10357</b>

# Annexure- VII (d)

## Summary table of format 10 (a), 10 (b) & 10 (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	1802	1261	655	16	3734	1959	1547	852
2. Bicycles	1294	819	485	52	2650	1412	1094	648
3. Two Wheelers	6416	4169	2078	137	12800	6959	5297	2899
4. Auto Rickshaws	1280	953	457	92	2782	1414	1234	712
5. Cars, Taxis, Vans & LMV	3182	2065	1096	219	6562	3536	3032	1636
6. Trucks/Lorries	1923	1032	652	92	3699	2192	1608	966
7. Buses	1064	592	409	59	2124	1279	1151	623
8. Other Non-motorized vehicle (E-rickshaw etc.)	1119	798	467	69	2453	1233	1129	680
9. Others	2444	1363	958	177	4942	2611	2092	1341
Total	20524	13052	7257	913	41746	22595	18184	10357

## Annexure-VIII

### 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
<b>1. Less than 5 years</b>	4150	2677	1203	147	<b>8177</b>	4552	3702	1845
<b>2 5– 10 years</b>	4048	2754	1085	153	<b>8040</b>	4411	3760	1682
<b>3. 10.1- 15 years</b>	3627	2453	1219	181	<b>7480</b>	3953	3480	1805
<b>4. &gt; 15 years</b>	5312	2927	2476	209	<b>10924</b>	5778	3993	3307
<b>5.Age Not Known</b>	3387	2241	1274	223	<b>7125</b>	3901	3249	1718
<b>Total</b>	<b>20524</b>	<b>13052</b>	<b>7257</b>	<b>913</b>	<b>41746</b>	<b>22595</b>	<b>18184</b>	<b>10357</b>

## Annexure-IX-A

### Persons killed and injured according to Type of Victims, Age and Sex

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
<b>(A) Drivers–Total</b>	<b>9394</b>	<b>229</b>	<b>11555</b>	<b>341</b>
1. Less than 18 years	746	20	864	31
2. 18-25	2364	74	3050	109
3. 25-35	2402	67	2816	96
4. 35-45	1933	40	2256	59
5. 45-60	1177	16	1350	24
6. 60 and Above	480	5	638	8
Age not known	292	7	581	14
<b>(B) Passengers – Total</b>	<b>7252</b>	<b>2349</b>	<b>9201</b>	<b>3303</b>
1. Less than 18 years	594	193	763	267
2. 18-25	1729	570	2148	779
3. 25-35	1787	595	2230	792
4. 35-45	1465	468	1912	750
5. 45-60	919	292	1193	418
6. 60 and Above	432	132	596	193
Age not known	326	99	359	104
<b>(C) Pedestrian – Total</b>	<b>1564</b>	<b>395</b>	<b>1848</b>	<b>551</b>
1. Less than 18 years	132	46	172	71
2. 18-25	321	76	407	106
3. 25-35	398	86	464	145

4. 35 - 45	330	82	345	103
5. 45 - 60	234	66	243	70
6. 60 and Above	97	24	126	30
Age not known	52	15	91	26
<b>(D) Cyclist – Total</b>	<b>1236</b>	<b>176</b>	<b>1474</b>	<b>268</b>
1. Less than 18 years	146	32	196	46
2 18- 25	324	55	410	86
3. 25- 35	313	45	350	67
4. 35- 45	217	25	265	40
5. 45- 60	153	12	156	19
6. 60and Above	53	2	63	5
Age not known	30	5	34	5
<b>Total</b>	<b>19446</b>	<b>3149</b>	<b>24078</b>	<b>4463</b>
1. Less than 18 years	1618	291	1995	415
2 18- 25	4738	775	6015	1080
3. 25- 35	4900	793	5860	1100
4. 35- 45	3945	615	4778	952
5. 45- 60	2483	386	2942	531
6 .60 and Above	1062	163	1423	236
Age not known	700	126	1065	149

## Annexure -IX-B

### 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
<b>1. Pedestrian</b>	1564	395	1191	356	657	195	<b>3412</b>	<b>946</b>
<b>2. Bicycles</b>	<b>1236</b>	<b>176</b>	<b>923</b>	<b>171</b>	<b>551</b>	<b>97</b>	<b>2710</b>	<b>444</b>
a) Drivers	938	74	696	56	394	33	<b>2028</b>	<b>163</b>
b) Passengers	298	102	227	115	157	64	<b>682</b>	<b>281</b>
<b>3. Two Wheelers</b>	<b>6146</b>	<b>813</b>	<b>4607</b>	<b>690</b>	<b>2482</b>	<b>417</b>	<b>13235</b>	<b>1920</b>
a) Drivers	4298	159	3101	137	1689	94	<b>9088</b>	<b>390</b>
b) Passengers	1848	654	1506	553	793	323	<b>4147</b>	<b>1530</b>
<b>4. Auto Rickshaws</b>	<b>1179</b>	<b>235</b>	<b>1015</b>	<b>219</b>	<b>588</b>	<b>124</b>	<b>2782</b>	<b>578</b>
a) Drivers	594	3	484	6	300	0	<b>1378</b>	<b>9</b>
b) Passengers	585	232	531	213	288	124	<b>1404</b>	<b>569</b>
<b>5. Cars, Taxis, Vans &amp; LMV</b>	<b>2998</b>	<b>538</b>	<b>2511</b>	<b>521</b>	<b>1373</b>	<b>263</b>	<b>6882</b>	<b>1322</b>
a) Drivers	1392	46	1114	42	731	26	<b>3237</b>	<b>114</b>
b) Passengers	1606	492	1397	479	642	237	<b>3645</b>	<b>1208</b>
<b>6. Trucks/Lorries</b>	<b>1999</b>	<b>193</b>	<b>1442</b>	<b>166</b>	<b>877</b>	<b>89</b>	<b>4318</b>	<b>448</b>
a) Drivers	939	0	741	0	427	0	<b>2107</b>	<b>0</b>

b)Passengers	1060	193	701	166	450	89	2211	448
<b>7.Buses</b>	<b>1024</b>	<b>255</b>	<b>913</b>	<b>238</b>	<b>510</b>	<b>113</b>	<b>2447</b>	<b>606</b>
a)Drivers	332	0	304	0	186	0	822	0
b)Passengers	692	255	609	238	324	113	1625	606
<b>8.Other NonMotor Vehicles (E-rickshaw etc.)</b>	<b>1041</b>	<b>192</b>	<b>945</b>	<b>184</b>	<b>586</b>	<b>94</b>	<b>2572</b>	<b>470</b>
a)Drivers	532	3	538	4	272	3	1342	10
b)Passengers	509	189	407	180	314	91	1230	460
<b>9.Others</b>	<b>2259</b>	<b>352</b>	<b>1780</b>	<b>312</b>	<b>1127</b>	<b>214</b>	<b>5166</b>	<b>878</b>
a)Drivers	1307	18	1014	12	654	17	2975	47
b)Passengers	952	334	766	300	473	197	2191	831
<b>Total</b>	<b>19446</b>	<b>3149</b>	<b>15327</b>	<b>2857</b>	<b>8751</b>	<b>1606</b>	<b>43524</b>	<b>7612</b>
a)Drivers	10332	303	7992	257	4653	173	22977	733
b)Pedestrian + Passenger	9114	2846	7335	2600	4098	1433	20547	6879

## Annexure -X

### 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	9963	6372	3265	376	<b>19976</b>	10766	8624	4505
2. Rainy	3032	1817	1127	102	<b>6078</b>	3350	2703	1632
3. Foggy & Misty	3558	2118	1352	155	<b>7183</b>	3920	2894	1946
4. Hail/Sleet	736	501	344	61	<b>1642</b>	845	735	533
5. Others (Specify)	3235	2244	1169	219	<b>6867</b>	3714	3228	1741
<b>TOTAL</b>	<b>20524</b>	<b>13052</b>	<b>7257</b>	<b>913</b>	<b>41746</b>	<b>22595</b>	<b>18184</b>	<b>10357</b>



## Annexure -XI

### 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	8531	5254	2518	304	<b>16607</b>	9297	7342	3455
Drunken Driving/Consumption of alcohol & drug	1982	1310	806	122	<b>4220</b>	2186	1778	1128
Driving on Wrong side	2316	1647	923	128	<b>5014</b>	2580	2275	1405
Jumping Red Light	841	576	372	71	<b>1860</b>	917	839	554
Use of Mobile Phone	2022	1351	781	84	<b>4238</b>	2245	1873	1132
Others (including driver fatigue sleepiness, poor road visibility lost control, engineering defects etc)	4832	2914	1857	204	<b>9807</b>	5370	4077	2683
<b>TOTAL</b>	<b>20524</b>	<b>13052</b>	<b>7257</b>	<b>913</b>	<b>41746</b>	<b>22595</b>	<b>18184</b>	<b>10357</b>

## Annexure -XII

### 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. Valid Permanent License	12520	7944	4129	535	25128
2.Learner License	1572	1194	728	75	3569
3.Without License	1771	1176	699	59	3705
4. Not known	4661	2738	1701	244	9344
Total	20524	13052	7257	913	41746

## Annexure -XIII

### 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)
<b>1.Non - Wearing of Helmets</b>	<b>6349</b>	<b>4680</b>	<b>2699</b>
a) Drivers	3883	2583	1528
b) Passengers	2466	2097	1171
<b>2.Non -Wearing of Seat Belt</b>	<b>3611</b>	<b>3054</b>	<b>1820</b>
a. Drivers	1847	1474	931
b. Passengers	1764	1580	889

# Annexure - XIV-A

## 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	3717	2293	1437	138	<b>7585</b>	3994	3216	1934
2.Hit With Parked Vehicle	1902	1260	700	100	<b>3962</b>	2133	1714	1025
3.Hit from Back	3047	2079	1188	112	<b>6426</b>	3362	2771	1676
4. Hit from side	2049	1255	654	78	<b>4036</b>	2255	1788	984
5.Run Off Road	1612	1042	572	81	<b>3307</b>	1757	1381	798
6.Hit with Fixed Object	1148	745	358	56	<b>2307</b>	1282	1059	549
7.Vehicle Overturn	1725	1128	585	62	<b>3500</b>	1889	1590	809
8.Head on Collision	1924	1147	666	60	<b>3797</b>	2071	1744	964
9.Others (Specify)	3400	2103	1097	226	<b>6826</b>	3852	2921	1618
<b>Total</b>	<b>20524</b>	<b>13052</b>	<b>7257</b>	<b>913</b>	<b>41746</b>	<b>22595</b>	<b>18184</b>	<b>10357</b>

## Annexure-XIV B

### 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)
<b>1 Vehicle to Vehicle</b>	13865	8811	4692	599	<b>27967</b>	15380	12322	6836
<b>2. Vehicle to Pedestrian</b>	1802	1261	655	16	<b>3734</b>	1959	1547	852
<b>3. Vehicle to Non- Motorized vehicle</b>	1119	798	467	69	<b>2453</b>	1233	1129	680
<b>4. Vehicle to Anima</b>	177	125	114	29	<b>445</b>	227	171	180
<b>Total</b>	<b>16963</b>	<b>10995</b>	<b>5928</b>	<b>713</b>	<b>34599</b>	<b>18799</b>	<b>15169</b>	<b>8548</b>

## Annexure - XV

### 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
<b>06.00 to 9.00 hrs (Day)</b>	1031	610	435	54	<b>2130</b>	1134	834	614	1261	845	456	36	<b>2598</b>	1353	1169	639
<b>09.00 to 12.00 hrs (Day)</b>	1158	737	474	67	<b>2436</b>	1289	964	652	1415	936	473	39	<b>2863</b>	1551	1325	687
<b>12.00 to 15.00 hrs (Day)</b>	1175	774	502	73	<b>2524</b>	1304	1009	641	1448	998	459	39	<b>2944</b>	1570	1338	697
<b>15.00 to 18.00 hrs (Day)</b>	1327	899	543	74	<b>2843</b>	1461	1168	751	1833	1172	542	53	<b>3600</b>	1988	1611	801
<b>18.00 to 21.00 hrs (Night)</b>	1531	958	571	83	<b>3143</b>	1704	1263	783	2038	1190	508	57	<b>3793</b>	2193	1664	746
<b>21.00 to 24.00 hrs (Night)</b>	1026	642	388	64	<b>2120</b>	1154	923	572	1211	731	392	34	<b>2368</b>	1322	1086	565
<b>00.00 to 3.00 hrs (Night)</b>	693	477	288	52	<b>1510</b>	764	712	439	850	526	267	37	<b>1680</b>	943	776	371
<b>03.00 to 6.00 hrs (Night)</b>	656	423	262	37	<b>1378</b>	737	602	388	892	490	304	28	<b>1714</b>	1019	787	432
<b>Un-known time</b>	436	276	208	56	<b>976</b>	491	434	311	543	368	185	30	<b>1126</b>	618	519	268
<b>TOTAL</b>	<b>9033</b>	<b>5796</b>	<b>3671</b>	<b>560</b>	<b>19060</b>	<b>10038</b>	<b>7909</b>	<b>5151</b>	<b>11491</b>	<b>7256</b>	<b>3586</b>	<b>353</b>	<b>22686</b>	<b>12557</b>	<b>10275</b>	<b>5206</b>

## Annexure - XVI

### 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	Grievous Injured	Minor Injured	Total
1. January	1394	782	483	52	<b>2711</b>	1540	1056	632	<b>3228</b>
2. February	1513	833	477	45	<b>2868</b>	1640	1229	678	<b>3547</b>
3. March	1765	1143	645	67	<b>3620</b>	1982	1645	940	<b>4567</b>
4. April	1749	1077	663	92	<b>3581</b>	1938	1520	870	<b>4328</b>
5. May	2191	1314	697	107	<b>4309</b>	2456	1865	966	<b>5287</b>
6. June	1857	1099	617	87	<b>3660</b>	2012	1561	977	<b>4550</b>
7. July	1746	1240	656	94	<b>3736</b>	1941	1735	923	<b>4599</b>
8. August	1590	1127	586	83	<b>3386</b>	1704	1654	852	<b>4210</b>
9. September	1426	1009	501	65	<b>3001</b>	1574	1396	768	<b>3738</b>
10. October	1581	1094	609	64	<b>3348</b>	1745	1438	924	<b>4107</b>
11. November	1778	1226	611	68	<b>3683</b>	1966	1617	866	<b>4449</b>
12. December	1934	1108	712	89	<b>3843</b>	2097	1468	961	<b>4526</b>
<b>TOTAL</b>	<b>20524</b>	<b>13052</b>	<b>7257</b>	<b>913</b>	<b>41746</b>	<b>22595</b>	<b>18184</b>	<b>10357</b>	<b>51136</b>

## Annexure - XVII

### 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	4007	2672	1359	189	<b>8227</b>	4368	3742	1925
2. Institutional Area *	2062	1460	806	101	<b>4429</b>	2289	2162	1159
3. Market/ Commercial area #	3297	2309	1177	154	<b>6937</b>	3618	3210	1708
4. Open Area	8577	4754	2737	278	<b>16346</b>	9351	6490	3905
5. Others (Specify)	2581	1857	1178	191	<b>5807</b>	2969	2580	1660
<b>TOTAL</b>	<b>20524</b>	<b>13052</b>	<b>7257</b>	<b>913</b>	<b>41746</b>	<b>22595</b>	<b>18184</b>	<b>10357</b>

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

# Markets/Commercial : Shops



## Annexure - XVIII

### 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	7116	4502	2502	249	<b>14369</b>	7780	5862	3571
2 Overloaded/ Hanging	3339	2290	1152	145	<b>6926</b>	3644	3154	1691
3. Empty	5716	3506	2056	252	<b>11530</b>	6313	5219	3020
4. Not known	4353	2754	1547	267	<b>8921</b>	4858	3949	2075
<b>Total</b>	<b>20524</b>	<b>13052</b>	<b>7257</b>	<b>913</b>	<b>41746</b>	<b>22595</b>	<b>18184</b>	<b>10357</b>

#### Annexure - XIX

##### Accidents & fatalities occurred on National Highways\* under different categories

Different categories	Total Accidents	Killed
National Highways under NHAI	10587	6011
National Highways under State PWD	2506	1460
National Highways under Other Departments	1897	1008
<b>Total</b>	<b>14990</b>	<b>8479</b>

\* Including Expressways

## Annexure-XX

### Accidents/Persons killed under the category of road user on National Highways\* under different categories

Road User	National Highways under NHA		National Highways under State PWD		National Highways under Other Departments	
	Total Accidents	Persons killed	Total Accidents	Persons killed	Total Accidents	Persons killed
1. Pedestrian	587	358	114	69	108	52
2. Bicycles	430	239	193	106	123	68
3. Two Wheelers	3315	1996	636	397	497	255
4. Auto Rickshaws	658	380	187	116	164	77
5. Cars, Taxis, Vans & LMV	1927	1071	432	253	297	173
6. Trucks/Lorries	1049	610	269	157	148	86
7. Buses	589	360	176	99	134	77
8. Other Non - Motorized Vehicles (E-rickshaw etc.)	739	311	227	116	182	92
9. Others	1281	677	284	156	244	128
<b>Total</b>	<b>10575</b>	<b>6002</b>	<b>2518</b>	<b>1469</b>	<b>1897</b>	<b>1008</b>

\* Including Expressways

## Annexure - XXI

### Accidents & fatalities classified according to type of traffic violation on National Highways\* under different categories

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	4437	2703	1004	621	672	367
2. Drunken Driving/ Consumption of alcohol & drug	860	498	250	156	220	124
3. Driving on Wrong side	1454	836	428	233	333	174
4. Jumping Red Light	217	80	42	27	22	12
5. Use of Mobile Phone	981	447	351	177	254	119
6. Others	2601	1423	468	270	396	212
<b>Total</b>	<b>10550</b>	<b>5987</b>	<b>2543</b>	<b>1484</b>	<b>1897</b>	<b>1008</b>

\* Including Expressways

## Annexure - XXII

### Composition of Uttar Pradesh State Road Safety Council

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

&

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

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

**Annexure-XXIII****Composition of Road Safety Cell**

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

**Annexure-XXIV****Nodal Officers of Stakeholder Departments**

S.No.	Stakeholder Department	Name	Designation	Mobile No.	Email
1.	Police	Shri Sarvanand Singh Yadav	SP, Traffic Directorate	9454400346	dirtraffic@nic.in
2.	PWD	Shri Praveen Kumar Singh	Supt. Engineer	8800478055	seidslko@gmail.com
3.	NHAI	Shri N.P. Singh	DGM	9456332771	rowestup@nhai.org
4.	UPEIDA	Shri Rajesh Pandey	Nodal Officer, UPEIDA	9415159755	
5.	YEIDA	Shri Rajendra Bhati	DGM (Project)	9871090092	Bhatirajendra02@gmail.com
6.	UPSHA	Shri Vimal Kumar	Ex, Engineer (Member Technical)	9415003968	
7.	UPSRTC	Shri Manoj Kumar	General Manager (Operation 1)	9917071139	gmo2@upsrtc.com
8.	Medical & Health	Dr. K.N. Tiwari	Director, Medical Care	9868561051	director.medical.care.up@gmail.com
9.	Medical Education	Dr. Rahul Saini	Assistant Professor	7703064940	demededu@gmail.com
10.	State Ambulance Service	Shri T.V.S.K. Reddy	CEO, GVK Emri UP	9500139681	tvsk_reddy@emri.in
11.	Basic Education	Shri Ganesh Kumar	Joint Director	9415289139	directorbasiceducation@gmail.com
12.	Secondary Education	Mrs Shivani	Asst. Director (Sports)	9415443246	desecedu@gmail.com
13.	Higher Education	Mr Sudhir Kumar	Regional Higher Education Officer	9455000034	rheolko@gmail.com
14.	NSS	Dr. Manju Singh	OSD	9026847734	sloup.nss@gmail.com
15.	Urban Local Bodies	Shri P.K. Shrivastava	Addl. Director (Training)	9415609558	diruplb@nic.in
16.	State GST (Entertainment Tax)	Shri Piyush Yadav	Asst. Commissioner	9450730345	piyushgavy@gmail.com
17.	JAYPEE Infratech	Shri Dharmendra Saxena	Sr. Manager (Technical)	7456059999	dharmendra.saxena@jalindia.co.in
18.	Save Life Foundation (SLF)	Shri Piyush Tewari	CEO, SLF	9818168116	ceo@savelifefoundation.org