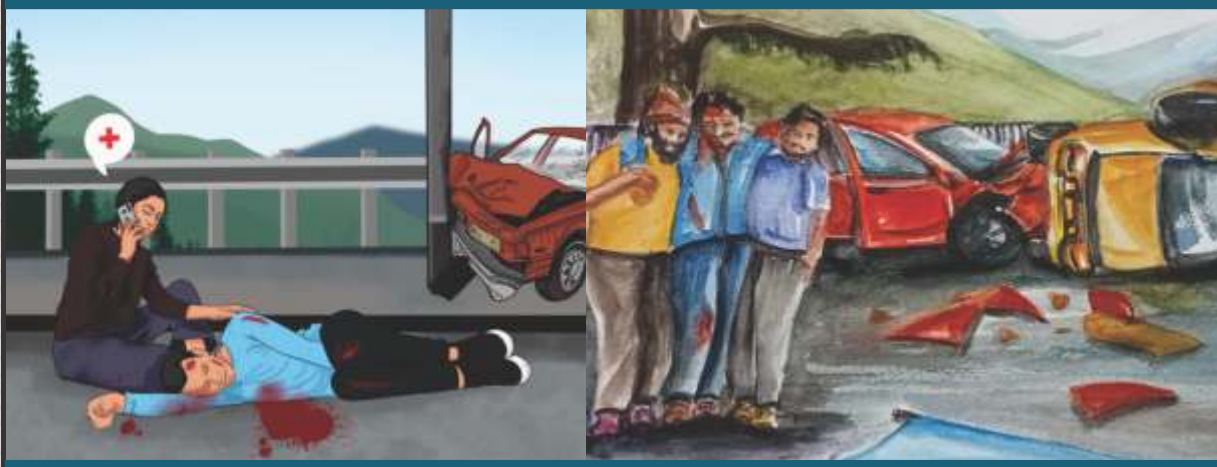


The infographic is a winding road with ten scenes of road accidents, each with a label and a line pointing to the scene. The scenes are as follows:

- Quarrels Over Accidents:** A yellow car and a red car are involved in an accident. Two men are standing next to the red car, one pointing at the other, with speech bubbles saying "large" and "small".
- Accidents:** A green car is flipped over on its side on the road.
- Over Speed:** A green car is driving fast, indicated by motion lines and a speedometer showing 120.
- Careless Cyclists:** A person is riding a bicycle on the road, with a red car nearby.
- Driving Without A License:** A red car is stopped by a police officer. The car has a sign that says "108 HIMACHAL PRADESH HEALTH DEPARTMENT".
- Careless Driver:** A person is running across the road in front of a blue car.
- Something Inexplicable:** A yellow car is involved in an accident, with a speech bubble saying "????".
- Drunk Driving:** A yellow car is involved in an accident, with a speech bubble saying "Drunk".
- Careless Pedestrians:** A person is walking across the road in front of a red car.

रोड एक्सीडेंट..



ठहरिये... डरिये मत
घायल को तुरंत अस्पताल
पहुंचाकर उसकी जान बचाएं !!



परिवहन विभाग, हिमाचल प्रदेश

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The present volume of Road Accident in Himachal-2022 provides information on various facets of road accidents in the State of Himachal during the calendar year 2022. It has seven chapters, covering information relating to road accidents in the context of road length, and vehicular population in the State of Himachal. The data/information provided in this report- is sourced from Police Department of state of Himachal, Economic survey of Govt. of Himachal for the year 2022-2023 and Road Safety Cell, Lead Agency of Directorate of Transport Govt. of Himachal.

Chapter-1

This chapter details profile-of Road accidents in Himachal during 2022. The related parameters of road accidents like number of accidents, fatalities, fatal accidents, injuries etc. along with long term trend has been examined in this chapter. A total of 2597 road accidents have been reported by the Police Department of the State of Himachal, claiming 1032 lives and causing injury to 4063 persons

Chapter-2

This chapter profiled parameters of road accidents and fatalities by the category of roads has been provided in this

chapter. During 2022, a total of 2597 accident were recorded in the State of Himachal, in which 1258(48.4%) took place on the National Highways (under NHAI, under HPPWD, under other Departments), 542(20.8%) on State Highways and 797(30.6%) on other Roads. Out of total of 864 fatal accidents, 375(43.4%) were on National Highway (under NHAI, HPPWD, other Department), 159(18.4%) on State Highway and 330 (38.1%) on other Roads

Chapter-3

Chapter provides details on the causes of Road accidents in Himachal Road, accidents are multi-causal and are often the result of interplay of various factors like :-

- (1) Human Error
- (2) Road Environment
- (3) Vehicular Condition.

In 2022, under the category of Human Error (Traffic Rule Violations) Over Speeding is a major killer, accounting of 304 fatalities, followed by Driving on the Wrong Side with 159 fatalities.

In respect of type of type of neighborhoods categories reveals 66.19% of accidents, 73.64% of deaths and 58.39% of



injuries occurred in open area.

Chapter-4

This chapter of the report, provides profiled road accidents & fatalities in Himachal. The fatal road accidents victims largely consist of young people in the productive age. Among vehicles Cars, Vans & LMV, accounted for the highest number of accidents and fatalities. In terms of road user categories also Cars, Van & LMV has the highest fatalities during the year 2022.

Chapter-5

It elaborates on the Spatial & Inter temporal distribution of road accident in the State of Himachal. Both road accident & accident related killing are more on rural areas than on urban areas. 78.4% of road accidents & 84.5% of road accident fatalities took place in rural areas.

Chapter-6

The chapter elaborates on the Inter-District comparison

of accident parameters. District wise distribution of number of accidents, fatalities & injuries has been given in this chapter. It also includes number of challans done by Police in various Districts and also the enforcement equipment available with the Police in each District of Himachal.

Chapter-7

The last chapter details of the initiatives taken by Lead Agency Road Safety Cell of Government of Himachal, and other stake holder Departments to reduce road accidents. The Lead agency has implemented a multi-pronged road safety strategy involving Police, Education, PWD, NHAI, BRO & Health Departments, to reduce road accidents, road accident fatalities & injuries. The multi-pronged approach is based on

5E- Enforcement ;
Education ;
Engineering ;
Emergency case &
Empathy.



Road transport is the most cost-effective modes of transportation in Himachal Pradesh, both for freight and passengers, keeping in views its level of penetration in populated area. Exposure to adverse traffic environment is high in Himachal because of the unprecedented rate of motorization and growing urbanization fuelled by high rate of economic growth. As a result, incidents of road accidents, traffic injuries and fatalities have remained high.

Road traffic injuries are one of the leading cause of death in Himachal and the principal cause of death in the group of 18 to 45 years. During the calendar year 2022, road crashes in Himachal Pradesh claimed about 1032 lives and caused injuries to 4063 people. Road accidents being the result of inter-play of multiple factors, multi-prongees measures are needed to reduce the number of accidents and fatalities.

◀◀◀ Road accident- an overview ▶▶▶

A total number of 2597 road accidents have been reported in State of Himachal during the calendar year 2022, claiming 1032 lives and causing injuries to 4063 persons. The number of road accidents in 2022 increased by 8% as compared to previous year 2021. The total number of road

accident deaths in the State of Himachal have reduced from 1052 in 2021 to 1032 in the year 2022. Registering a decrease of approximately 2% over the previous year 2021. Whereas the injuries due to road accident have increased from 3454 in 2021 to 4063 in 2022, registering an increase of 17.6% over the previous year 2021. These figures translate to around 7 accidents and around 3 deaths every day due to road accidents in the State of Himachal Pradesh.

An accident, which results in death of one or more person is a fatal accident. Total number of fatal road accidents have reduced from 871 in 2021 to 864 in the year 2022, registering a decrease of around (.8%) corresponding to same period last year. Fatal accident constitutes 33.2% of total accidents during the year 2022.

A road accident may cause loss of life/lives or grievous injury or minor injury or non-injury to road-users. Grievous injury accident is one in which one or more victims suffer serious injury requiring hospitalization (not necessarily in terms of IPC definition of grievous injury). Minor injury accident is when victim(s) does not require hospitalization.



During 2022 a total of 2597 accidents were recorded of which 864 were fatal accidents, 1581 were injury (minor/grievous) causing accidents. Among the injury causing accidents 809 were grievous and 772 were minor injury causing accidents.

Year	Total Accident	Fatal Accident	Grievous Injuries causing Accident	Minor Injuries causing Accident	No Injuries
2022	2597	864	809	772	152

As compared to previous year there is a decrease in the total number of fatal accidents. The fatal accidents were 871 in the year 2021, which have been reduced to 864 in the year 2022. The decrease can also be noticed in the Grievous injury. Grievous injury were 877 in 2021, which was reduced to 809 in the year 2022. The minor injury accidents have seen an increase of 47.3%. It was 524 in the year 2021, which increased to 772 in the year 2022.

Year	Total Accident	Fatal Accident	Grievous Injuries causing Accident	Minor Injuries causing Accident
2021	2404	871	877	524
2022	2597	864	809	772

◀◀◀ Nature of Road Accidents ▶▶▶

Nature of accident or collision type shows an increase in Head on Collision in 2022 compared to 2021. Head on collision accounted for the largest share in total accident i.e 666 in the year 2022. Number of Head on Collision for the year 2021 was 549. Head on Collision registered an increase of 21.3%, fatalities due to Head on Collision increased from 136 in the year 2021 to 150 in the year 2022 registering an increase of 8.6%.

Head on Collision			
Year	Total Accident	Fatalities / Deaths due to Head on collision	Injuries
2021	549	136	1942
2022	666	150	1208

The Head on collisions are known to occur on roads with narrow lanes, sharp curves, unseparated lanes for two-way traffic and also busy stretches. Greatest risk of Head on Collisions are busy single- carriageway roads outside urban areas where speeds are highest. The Motor Vehicle Amendment Act 2019 provides for enhanced rates of Rs. 2,00,000 on the death of a victim in Hit and Run as against



Rs. 25,000 earlier. Other common factor contributing are driver's lack of attention, distraction etc.

The second highest number of collision type was Run off Road. 475 Run off Road accidents occurred in 2022 in which 404 people lost their lives. The Run off Road accidents and fatalities due to Run off Road has decreased in the year 2022, when compared to 2021. While in the year 2021, 537 Run off Road accidents occurred, in which 487 persons lost their lives, which has been reduced to 475 Run off Road Accidents in which 404 persons lost their lives.

Run-off-Road			
Year	Total Accident	Fatalities due to Run off Road	Injuries
2021	537	487	933
2022	475	404	937

Himachal due to its mountains topography has large number of road accident deaths due to Run off the Roads. The lead agency has been making an effort to install the crash barriers on the vulnerable roads and on the roads where there is a probability of Run off the Roads. As on date around 704.9

running KM of crash barriers have been installed by HPPWD.

NHAI has installed 124.39 running KM. Crash Barriers, BRO has installed 79.91 running KM of Crash Barriers. A total of 909.1 running KM of Crash Barriers have been installed in the State of Himachal Pradesh.

The state has also seen an increase in the Hit from Back and Hit & Run cases. Whereas Hit from Back have increased from 144 in the year 2021 to 212 in the year 2022, showing an increase of 47.2%. Fatalities due to Hit from Back has also increased from 41 in the year 2021 to 54 in the year 2022.

Hit & Run cases has also increased in the year 2022 when compare to 2021. While in the year 2021 182 Hit & Run cases were record in the State in which 66 persons died, which have increased to 218 in which 74 persons died.

Year -2021				Year -2022		
Nature of Accident	Total Accident	Fatal Accident	Injuries	Total Accident	Fatal Accident	Injuries
Hit from Back	144	41	187	212	54	279
Hit from Run	182	66	152	218	74	208



Long Term Trends

Road accidents in Himachal has shown a generally decreasing trend over the year. The State recorded 3168 road accidents in the year 2016 which has been reduced to 2597 in the year 2022.

The road accident fatalities have also reduced from 1271 in the year 2016 to 1032 in the year 2022. The road accident injuries have also reduced from 5764 in the year 2016 to 4063 in the year 2022.

When compared year on year basis the road accident fatalities have reduced by 18.8% in the year 2022 when compared with 2016. Road accident injuries have also reduced by 27.5% in the same period.

Accident Severity

Accident severity a very important indication to monitor road accident severity. is to measure by number of persons killed per 100 accidents. The road accident severity in Himachal has been 39.7 in the year 2022. The road accident severity of Himachal in the year 2021 was 43.7, while the road accident severity at all India level in 2021 was 37.3. The road

accident severity in Himachal is higher than all India level.

The long term trends have shown that road accident severity has been reducing in the State of Himachal. But it is still high when compared to all India level. This highlights the need to have more Trauma Centres, more Traffic calming measures which aims to reduce crash impact.

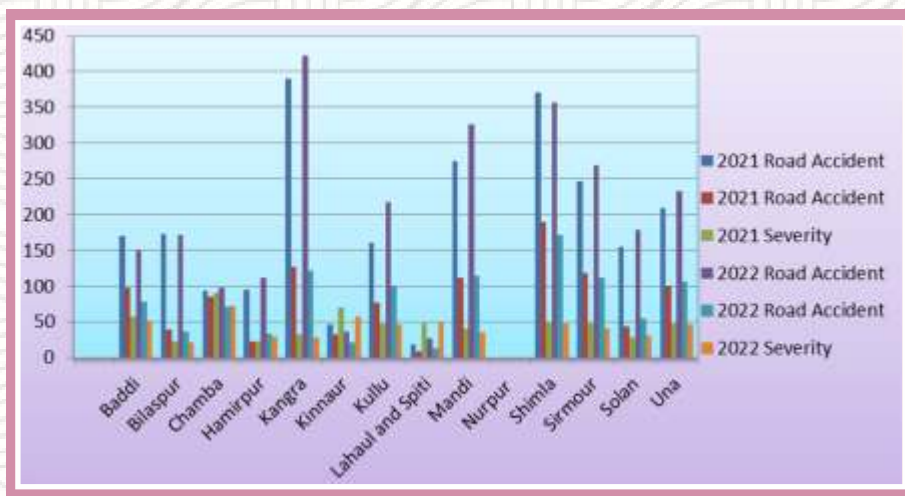
Year	Accident	Fatal	Accident Severity
2016	3168	1271	40.12
2017	3114	1203	38.63
2018	3110	1208	38.84
2019	2873	1147	39.92
2020	2239	893	39.88
2021	2404	1,052	43.76
2022	2597	1032	39.74



District wise road accident severity in the State of Himachal is given below.

District	2021			2022		
	Road Accident	Fatality	Severity	Road Accident	Fatality	Severity
Baddi	170	98	57.6	151	78	51.66
Bilaspur	173	39	22.5	172	37	21.51
Chamba	93	85	91.4	98	71	72.45
Hamirpur	95	22	23.2	111	33	29.73
Kangra	390	127	32.6	422	121	28.67
Kinnaur	46	32	69.6	37	21	56.76
Kullu	161	77	47.8	217	101	46.54
Lahaul and Spiti	19	9	47.4	26	13	50
Mandi	275	112	40.7	326	114	34.97
Nurpur	0	0	0	0	0	
Shimla	371	189	50.9	357	172	48.18
Sirmour	247	118	47.8	269	111	41.26
Solan	155	44	28.4	178	54	30.34
Una	209	100	47.8	233	106	45.49
Total	2,404	1,052	43.8	2597	1032	39.74





Accident- Risk



Accident Risk is a measure to observe the number of road accidents in the State/Country in a year, relative to the population for the year. It is expressed in terms of road accidents per Lakh population. This provides appropriate measure of incidence of accidents in the area.

The number of accident per Lakh of population in the state of Himachal is 37.83(approximately) 38. The accident risk for the year 2021 was 35 which has increased to 38 in the year 2022.

Year	Road Accident in the Year	Accident - Risk
2016	3168	46.15
2017	3114	45.36
2018	3110	45.30
2019	2873	45.30
2020	2597	37.83
2021	2404	35.02
2022	2239	32.61 (Corona Year)



Road Accident- Fatality Risk



It is measured by the number of accident fatalities (person killed in a year per Lakh population) for the State of Himachal, the Road accident Fatality Risk was 15 in the year 2022. The road accident fatality in the year 2021 was 15.3. When compared year on year basis the Road Accident fatality Risk has remained largely stable.



Accident- Rate

Accident rate is measured by the number of road accidents per 10,000 Vehicles. It denotes rate of road accidents relative to vehicular population in the State. The number of registered vehicular population in the State of Himachal is 2106438. The Accident Rate in the State is 12.83. The road accident per 10000 registered vehicles reveals high rate of motorization in the State of Himachal.

Last Four years Comparative Deaths per lakh population						
District	2019	2020	2021	2022	Total	Death per lakh population %age
Kinnaur	37	34	32	21	124	147.406
Baddi	75	84	98	78	335	131.208
Lahaul and Spiti	4	9	9	13	35	110.885
Shimla	186	157	189	178	710	86.485
Kullu	134	53	78	103	368	83.580
Una	139	72	100	110	421	80.011
Simour	116	78	118	111	423	79.833
Chamba	78	74	85	72	309	59.335
Solan	43	37	44	52	176	58.399
Mandi	109	102	112	116	439	43.909
Bilaspur	35	31	38	40	144	37.177
Kangra	156	125	127	108	516	33.905
Hamripur	35	37	22	36	130	27.926
Nurpur	0	0	0	15	15	

Road accident fatality Rate

It is another indicator which compares the number of fatality (person killed) with the number of vehicles in the country/state.

It is expressed in terms of road accident fatality per 10,000 vehicles. The road accident fatality rate for the year 2016 to 2022 is shown below.

Vehicle Density

Vehicle Density is expressed in the number of vehicles per kilo meter of road length. The total registered Vehicles in the State for the year 2022 is 2106438 with the total road length of 41,048 Km, the vehicle density comes out to be 51.31 or 51 while the vehicle density at all India level for the year 2019 was 47.

This is indicative of growing road traffic congestion in the State.



The total road length in Himachal Pradesh is 41,048 Km of motorable roads till December 2022. These include 9 National Highways with total length of 1208 Km, 19 State Highways with total length of 1625 Km, 45 Major District roads with total length of 1753.05 Km. In percentage terms the National Highway share is 2.94%, State Highways 3.95% and Major District Roads 4.27%. During the year 2022, a total of 2597 road accidents occurred in Himachal Pradesh. Of the 2597 road accident that took place in Himachal Pradesh, a total of 1258 accident occurred on National Highways under different categories (i.e NH under NHAI, NH under State PWD, NH under other Deptt.). 48.44% of total accidents in Himachal took place on the Highways under different categories. 251(9.66%)

accident occurred on National Highway under NHAI, 990(38%) accident occurred on National Highways under State PWD & less than 1% of accidents occurred under Nation Highways under other Departments.

Out of total 864 fatal accidents reported in 2022, 375 (43.40%) fatal accidents were reported on National Highways (i.e NH under NHAI, NH under State PWD, NH under other Deptt.), 18.40% were on State Highways & 38.19% were on other roads in the State.

The National Highways accounted for only 6.9% of total road network, but witnessed a disproportionately large share of accidents. ie 48.44% of road accidents and 42.92% road accidents related fatalities during the year 2022. More accident on these National Highways can be attributed to higher vehicle speed and increasing higher volume of traffic on these roads.

There has been an increase of 6.70% accidents on National Highways under different categories and fatality on National Highways has increased by 4.23% in the year 2022 with respect to the year 2021.

2.1 Accidents According to the Classification of Road (2022)

Classification of Road	Number of Accidents					Number of Persons		
	Fatal	Greivou s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured Greivou sly Injured	Minor Injury
1. Expressways	0	0	0	0	0	0	0	0
2. National Highways	375	423	379	81	1258	443	643	1340
3. State Highways	159	165	183	35	542	193	265	574
4. Other Roads	330	221	210	36	797	396	355	886
TotalS	864	809	772	152	2597	1032	1263	2800



The accidents on National Highway under NHAI have increased 5 times when compared to 2021. 43 number of road accidents were reported on the National Highway under NHAI which has increased to 251 in the year 2022. Whereas the total fatalities on the National Highway under NHAI was 21 in 2021 which has increased to 76 in the year 2022. Thus the fatalities on National Highway under NHAI have increased by more than 3 times in the year 2022 when compared to 2021.

The accidents on National Highways under PWD have decreased by 7.84% and road accident fatalities have reduced by 7.19% when compared year on year for 2021 and 2022.

The total number of accidents on National Highways, have remained largely stable with its percentage fluctuating from 49.04% in the year 2021 to 48.44% in the year 2022. With respect to fatalities when compared on year on year basis 42.9% of the total fatality occurred on National Highways under different categories in the year 2022 which was 40.39% in the year 2021.

This naturally made National Highways under different category in the state of Himachal Pradesh a point of focus with respect to road safety.

2.2 Accidents & fatalities occurred on National Highways* under different categories (2022)

Different categories	Total Accidents	Killed
1	2	3
1. National Highways under NHAI	251	76
2. National Highways under State PWD	998	361
3. National Highways under Other Departments	9	6
4. Total	1258	443

2.3 Accidents & fatalities occurred on National Highways* under different categories (2021)

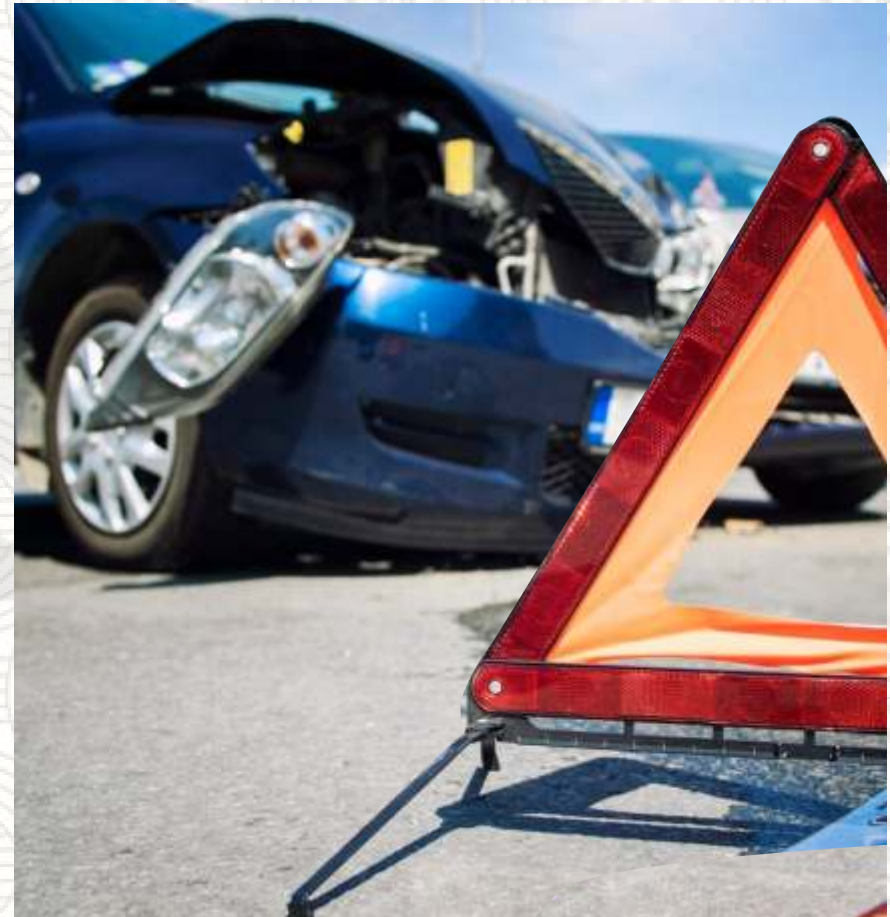
Different categories	Total Accidents	Killed
1	2	3
1. National Highways under NHAI	43	21
2. National Highways under State PWD	1083	389
3. National Highways under Other Departments	53	15
4. Total	1179	425



Accidents and fatalities on different categories on National Highways.

Given the large share of National Highways in accident related death of 42.92% in the year 2022 and 40.39% in the year 2021, special focus with respect to reduction in fatalities on these roads were made. Speed limit notifications with respect to National Highways have been made by the state Government . Police have been installed ITMS on these roads. The Road Safety Cell, lead agency have been constantly monitoring the speed calming measures been put by various road owing agencies on the intersections where lower hierarchy roads intersects with the higher hierarchy roads.

Of the total road accidents and fatalities on different category of National Highways in the State of Himachal Pradesh, about 19.95% of accidents and 17.15% of accident related death took place on National Highways falling under administrative control of NHAI. 79.33% of accident and 81.48% of accident related death that took place on National Highways under HPPWD.



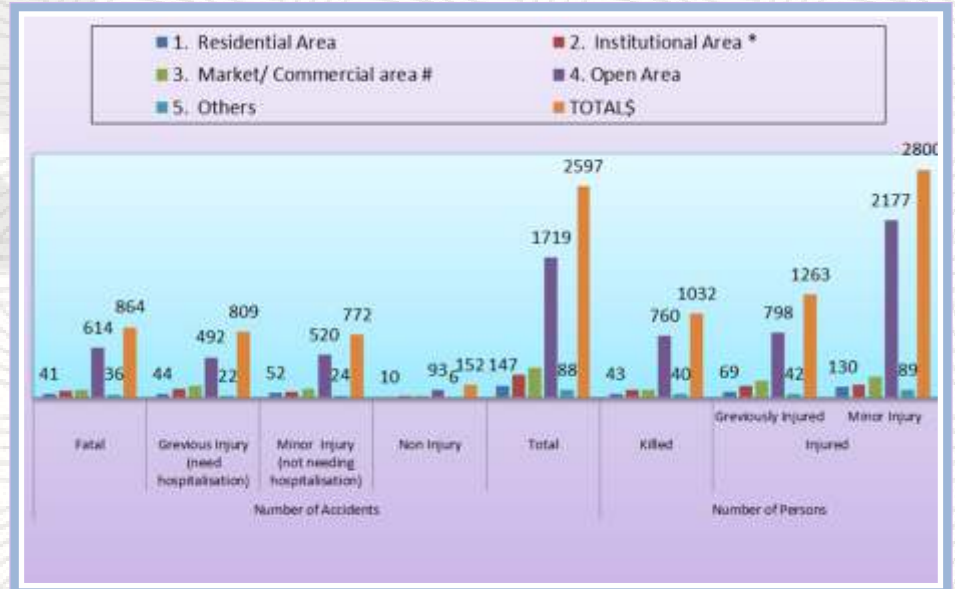
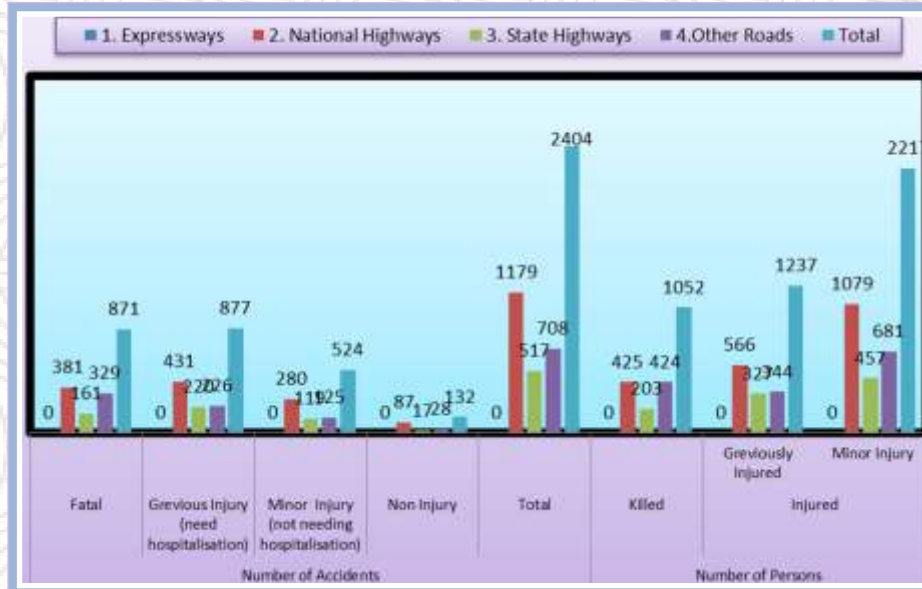
Accidents & Fatalities by Road Category

2.4 Accidents According to the Classification of Road (2021)

Classification of Road	Number of Accidents					Number of Persons		
	Fatal	Gravious Injury (need hospitali)	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
1. Expressways	0	0	0	0	0	0	0	0
2. National Highways	381	431	280	87	1179	425	566	1079
3. State Highways	161	220	119	17	517	203	327	457
4. Other Roads	329	226	125	28	708	424	344	681
Total	871	877	524	132	2404	1052	1237	2217

2.5 Accidents According to the Classification of Road (2022)

Classification of Road	Number of Accidents					Number of Persons		
	Fatal	Gravious Injury (need hospitali)	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
1. Expressways	0	0	0	0	0	0	0	0
2. National Highways	375	423	379	81	1258	443	643	1340
3. State Highways	159	165	183	35	542	193	265	574
4. Other Roads	330	221	210	36	797	396	355	886
Total	864	809	772	152	2597	1032	1263	2800



2.6 Accidents & fatalities occurred on National Highways* (2021)

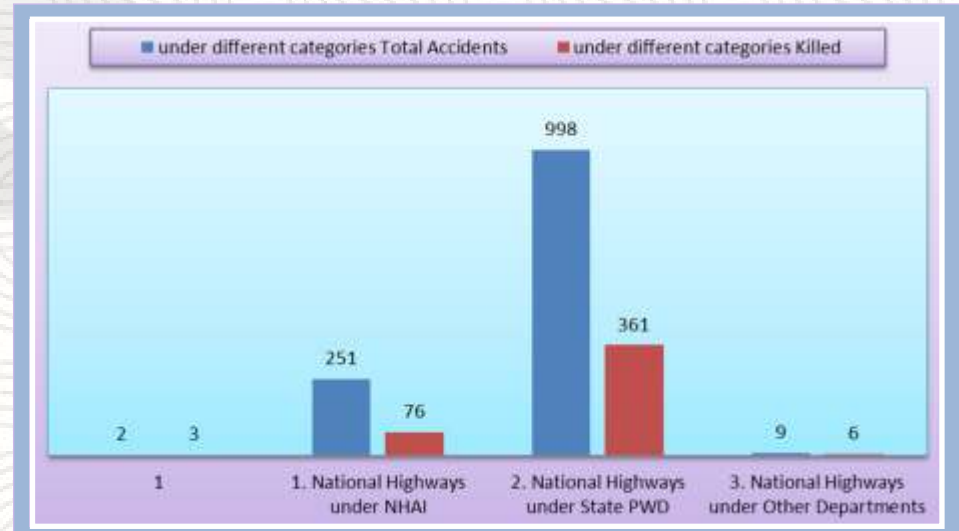
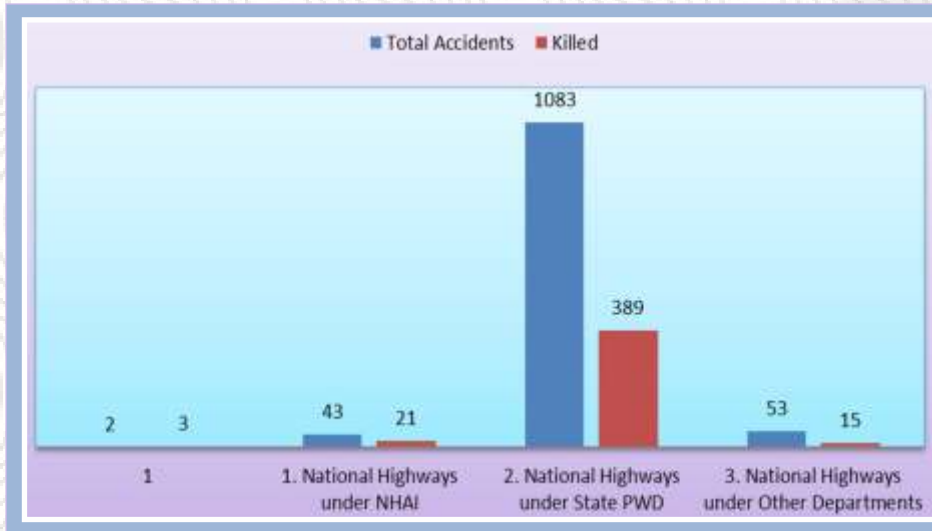
under different categories		
Different categories	Total Accidents	Killed
1	2	3
1. National Highways under NHAI	43	21
2. National Highways under State PWD	1083	389
3. National Highways under Other Departments	53	15
4. Total	1179	425

Totals should tally with totals in format 4 points 1 & 2 (National Highways+Expressways)
* Including Expressways

2.7 Accidents & fatalities occurred on National Highways* (2022)

under different categories		
Different categories	Total Accidents	Killed
1	2	3
1. National Highways under NHAI	251	76
2. National Highways under State PWD	998	361
3. National Highways under Other Departments	9	6
4. Total	1258	443

Totals should tally with totals in format 4 points 1 & 2 (National Highways+Expressways)
* Including Expressways



Road Accident & Fatalities by Road User Category Wise on National Highway

Road accident and fatalities on the National Highway by road user category wise data reveals that Cars, Taxi, Vans & LMV recorded the highest number of accidents i.e. 427 in the year 2022 in which 114 persons lost their lives. It was followed by Pedestrians accidents i.e. 282 in which 96 persons lost their lives. Two Wheelers recorded the 3rd highest number of accidents i.e. 248, followed by Trucks & Lorries having 166 accidents and Buses account for 61 accidents.

The road accident fatality on National Highway reveals that the highest number of deaths occurred with respect to two wheelers. 151 persons lost their lives due to two wheelers accidents on National Highway followed by Cars, Taxi, Vans & LMV with 114 deaths, Pedestrians 96 road accident deaths, Trucks & Lorries 40 road accident deaths and buses 23 road accident deaths on National Highways.

Almost all the categories of Road user on National Highway have registered an increase in the number of accidents and fatalities in the year 2022 over the year 2021.



Accidents & Fatalities by Road Category

2.8 Accidents/Persons killed under the category of road user on National Highways* under different categories (2021)

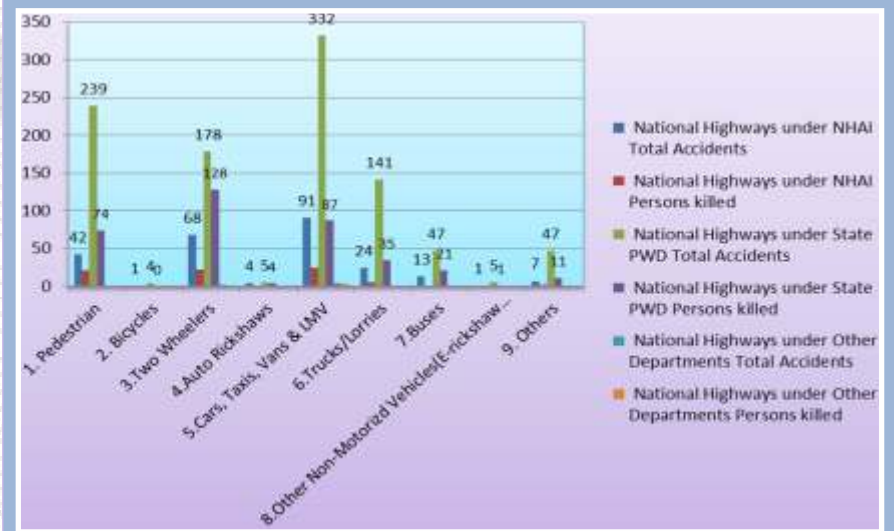
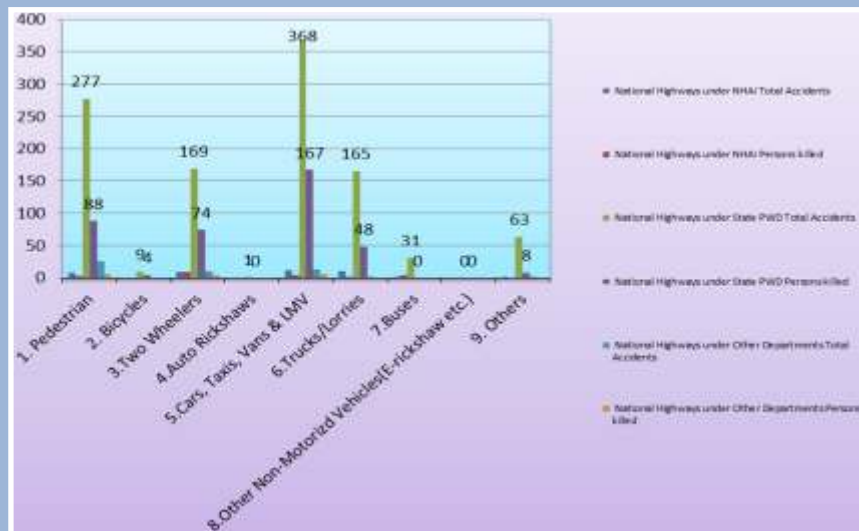
Road User	National Highways under NHAI		National Highways under State PWD		National Highways under Other Departments	
	Total Accidents	Persons killed	Total Accidents	Persons killed	Total Accidents	Persons killed
1. Pedestrian	8	3	277	88	26	6
2. Bicycles	0	0	9	4	0	0
3. Two Wheelers	9	9	169	74	10	4
4. Auto Rickshaws	0	0	1	0	0	0
5. Cars, Taxis, Vans & LMV	12	4	368	167	13	5
6. Trucks/Lorries	10	1	165	48	2	0
7. Buses	2	4	31	0	0	0
8. Other Non-Motorized Vehicles(E-rickshaw etc.)	0	0	0	0	0	0
9. Others	2	0	63	8	2	0
Total	43	21	1083	389	53	15

Totals should tally with totals in format 4 points 1 & 2 (National Highways+Expressways)
* Including Expressways

2.9 Accidents/Persons killed under the category of road user on National Highways* under different categories (2022)

Road User	National Highways under NHAI		National Highways under State PWD		National Highways under Other Departments	
	Total Accidents	Persons killed	Total Accidents	Persons killed	Total Accidents	Persons killed
1. Pedestrian	42	21	239	74	1	1
2. Bicycles	1	0	4	0	0	0
3. Two Wheelers	68	22	178	128	2	1
4. Auto Rickshaws	4	1	5	4	0	0
5. Cars, Taxis, Vans & LMV	91	24	332	87	4	3
6. Trucks/Lorries	24	5	141	35	1	0
7. Buses	13	1	47	21	1	1
8. Other Non-Motorized Vehicles(E-rickshaw etc.)	1	0	5	1	0	0
9. Others	7	2	47	11	0	0
Total	251	76	998	361	9	6

Totals should tally with totals in format 4 points 1 & 2 (National Highways+Expressways)
* Including Expressways



Accident Fatalities Due to Traffic Rules Violations

Road accidents and road accident deaths that took place in Himachal Pradesh reveals that over speeding is the single largest cause of accidents and deaths. In the year 2022, 927 accidents (35.69% of accidents) and 304 accident deaths (29.45% of deaths) were recorded due to over speeding. In the year 2021,- 956 accidents (39.6% of accidents) and 408 accident deaths (38.78% of deaths) were recorded due to over speeding. Thus when compared on year on year basis the number of deaths due to over speeding and number of accidents due to over speeding have decreased in the year 2022 as compared to 2021.

The Other major indicators for traffic rules violations are driving on wrong side, drunken driving and use of mobile phone while driving and others (which include adverse weather conditions, blind bends, dangers driving overtaking suspected vehicle, overtaking uneven roads surfaces) etc.



Accidents & Fatalities by Road Category

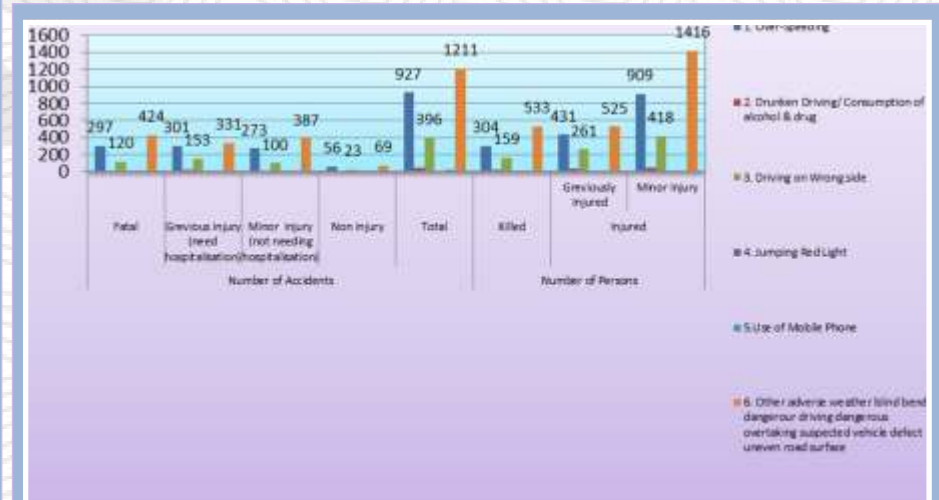
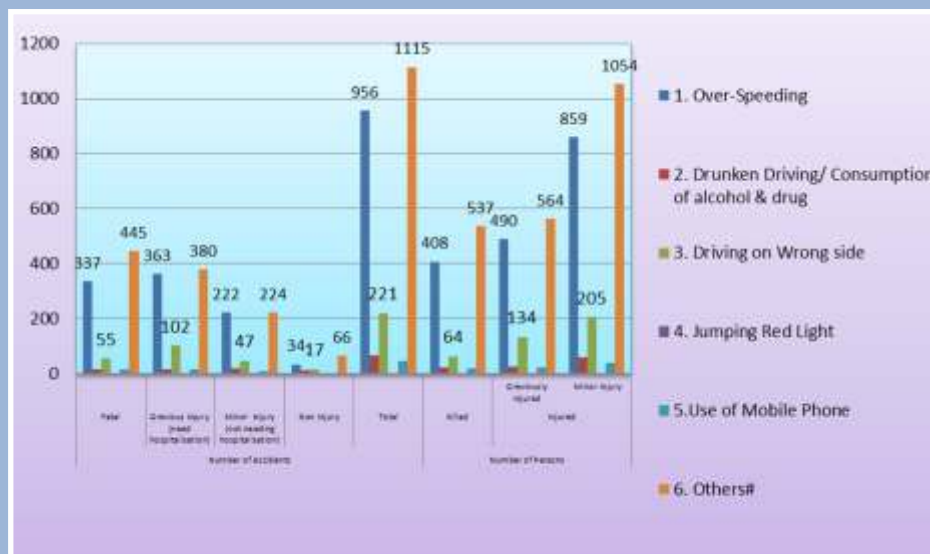
2.10 Accidents Classified According to Type of Traffic Violations (2021)

Type of Traffic Violations	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Over-Speeding	337	363	222	34	956	408	490	859
2. Drunken Driving/ Consumption of alcohol & drug	18	16	21	12	67	22	27	60
3. Driving on Wrong side	55	102	47	17	221	64	134	205
4. Jumping Red Light	0	0	0	0	0	0	0	0
5.Use of Mobile Phone	16	16	10	3	45	21	22	39
6. Others#	445	380	224	66	1115	537	564	1054
Total	871	877	524	132	2404	1052	1237	2217

2.11 Accidents Classified According to Type of Traffic Violations (2022)

Type of Traffic Violations	Number of Accidents				Number of Persons			
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Over-Speeding	297	301	273	56	927	304	431	909
2. Drunken Driving/ Consumption of alcohol & drug	14	17	10	3	44	24	30	44
3. Driving on Wrong side	120	153	109	23	396	159	261	418
4. Jumping Red Light	0	0	0	0	0	0	0	0
5. Use of Mobile Phone	9	7	2	1	19	12	16	13
6. Other adverse weather blind head dangerous driving dangerous overtaking suspected vehicle defect uneven road surface	424	331	387	69	1211	533	525	1416
Total	864	809	772	152	2597	1032	1263	2880

Totals should tally with totals in format 4 points 1 & 2 (National Highways+Expressways)
* Including Expressways



Road accidents are multi causal. Road accident can be broadly categorize into those relating to:

1. Accident due to Human Error,
2. Accident due to road condition /environment and
3. Accident due to vehicular condition.

These factors act in an interactive manner to cause road accident. Any strategy for designing the counter measures for accidents should be based on a safe system approach which recognizes the importance of first traffic legislation for promoting safe road user behavior, safe road designs, and safe vehicle design.

Accidents due to Human Error include

1. Traffic rule violation.
2. Driving without valid driving license and
3. Non use of safety devices

◀◀◀ Traffic rule violation ▶▶▶

Road accident attributes to various types of traffic rule violations. The road accident data for the year 2022 reveals that over speeding constitutes the main violation associated with accidents and accident related deaths and injuries. During the

year 2022 over speeding accounted for 927 (35.69%) road accidents, 304 (29.45%) accident related deaths and 1340 (26.30%) accident related injuries. When compared with the accidents that occurred due to over speeding in 2021, the data reveals that number of accident that occurred in 2022 due to over speeding have reduced by 3.03%. The number of accidents due to over speeding was 956 in the year 2021 which has reduced to 927 in the year 2022.

The accident related death due to over speeding have reduced by 25.4%. The number of accident related deaths due to over speeding was 408 in the year 2021 which has reduced to 304 in the year 2022. While the accident related injuries due to over speeding have remained the almost same. In the year 2021- 1349 persons were injured due to over speeding while in the year 2022- 1340 persons were injured due to over speeding. This reduction can be attributed to implementation of laws with respect to over speeding. 29114 people were challaned across the State for the offence of over speeding, in the year 2022.

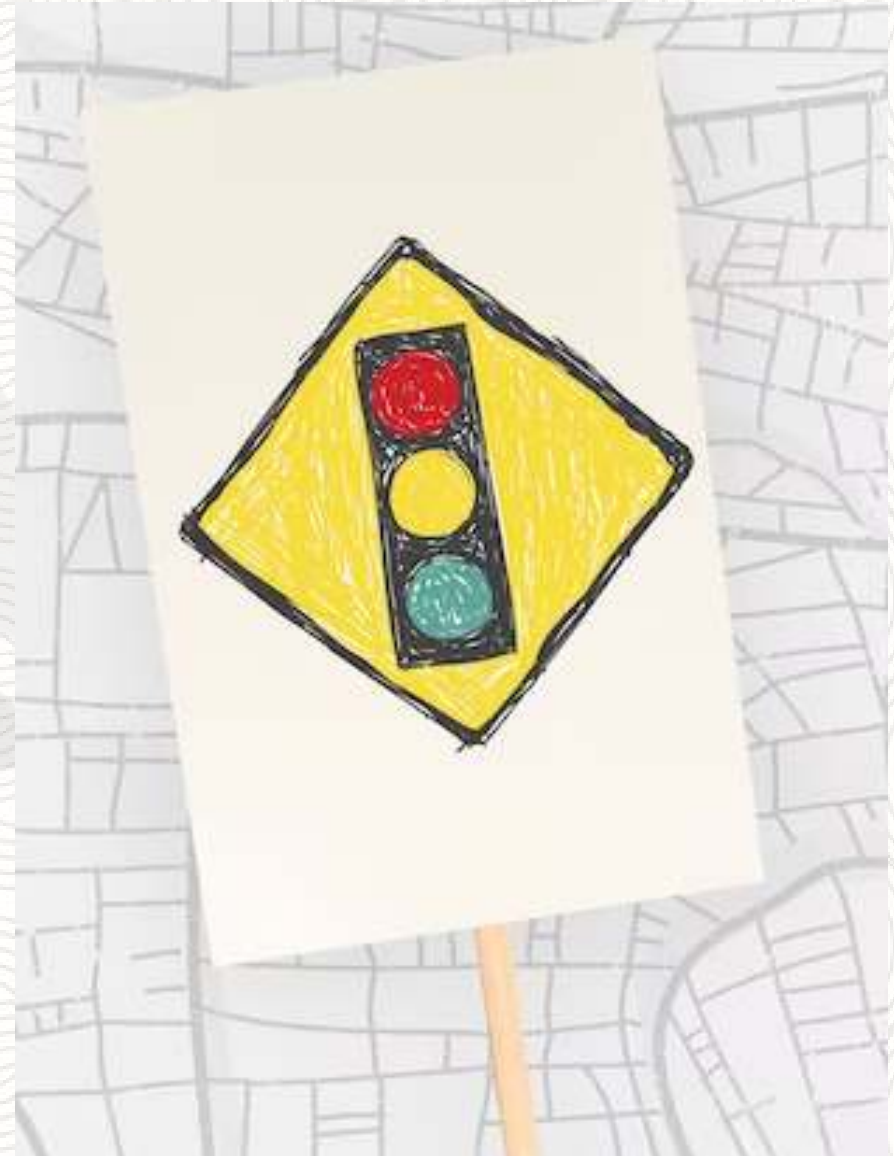
Driving on the wrong side was the second most important cause accounting for 15.24% of road accidents and 15.4% of accident related deaths. The state has seen enhancement of road accident due to driving on the wrong side in the year 2022. The road accidents due to driving on the



wrong side have increased by 79.01% and accident related deaths due to driving on the wrong side have increased by 148% when compared with 2021. The State recorded 221 Grand accidents and 64 accident related deaths in 2021 because of Driving on the Wrong Side which has increased to 396 road accidents and 154 road accidents deaths in the year 2022.

The state has seen the reduction in accident due to drunken driving/ consumption of alcohol and drugs. The road accidents due to drunken driving have been reduced by 34%. The State recorded 67 road accidents due to Drunken Driving in 2021 which have reduced to 44 in the year 2022. While accident related deaths due to drunken driving in the year 2021 was 22, which are 24 Deaths in the year 2022. The reduction in the accidents due to drunken driving is due to the strict implementations of laws with respect to drunken driving. 7230 people were challaned by the police across the state of Himachal Pradesh for offence related to Drunken Driving.

The others category (which include reasons like road environment, vehicular condition etc.) accounts for 46.63% of total accidents, 51.64% of accident related deaths & 38% of accident related injuries.

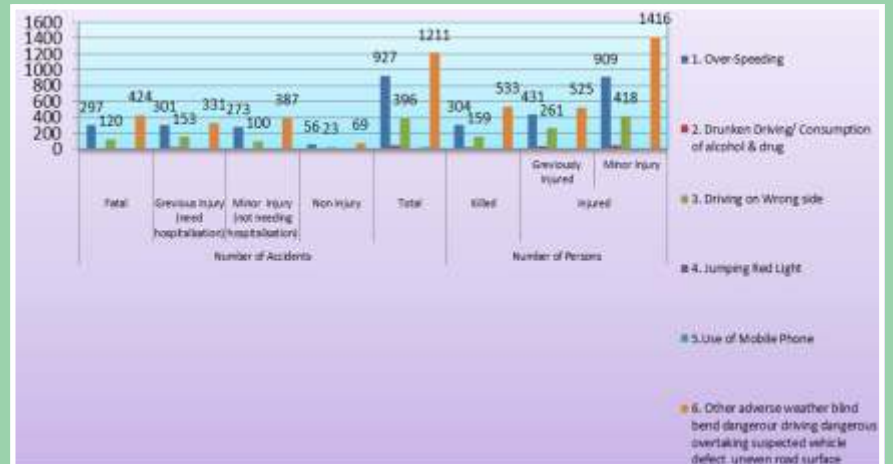
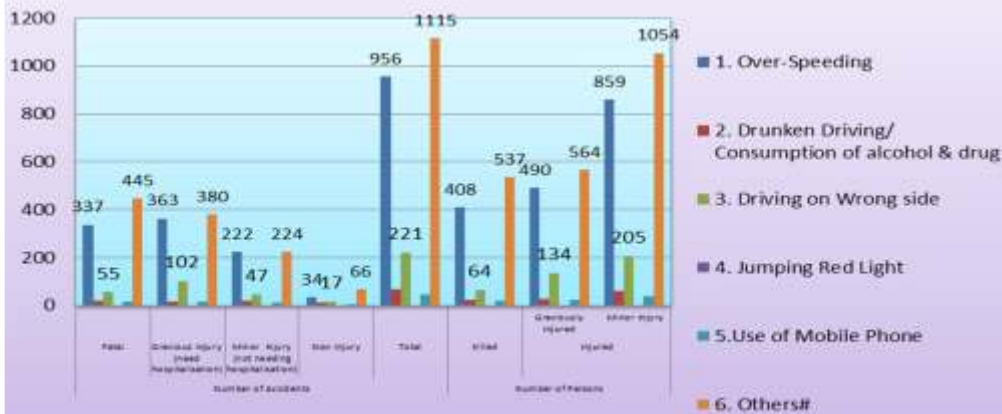


3.1 Accidents Classified According to Type of Traffic Violations (2021)

Type of Traffic Violations	Number of Accidents				Number of Persons			
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greivously Injured	Minor Injury
1. Over-Speeding	337	363	222	34	956	408	490	859
2. Drunken Driving/ Consumption of alcohol & drug	18	16	21	12	67	22	27	60
3. Driving on Wrong side	55	102	47	17	221	64	134	205
4. Jumping Red Light	0	0	0	0	0	0	0	0
5. Use of Mobile Phone	16	16	10	3	45	21	22	39
6. Others#	445	380	224	66	1115	537	564	1054
Total	871	877	524	132	2404	1052	1237	2217

3.2 Accidents Classified According to Type of Traffic Violations (2021)

Type of Traffic Violations	Number of Accidents				Number of Persons			
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greivously Injured	Minor Injury
1. Over-Speeding	297	301	273	56	927	304	431	909
2. Drunken Driving/ Consumption of alcohol & drug	14	17	10	3	44	14	30	44
3. Driving on Wrong side	120	151	100	23	396	159	261	418
4. Jumping Red Light	0	0	0	0	0	0	0	0
5. Use of Mobile Phone	9	7	2	1	19	12	16	13
6. Other adverse weather blind bend dangerous driving dangerous overtaking suspected vehicle defect uneven road surface	424	331	387	69	1211	533	525	1416
Total	864	809	772	152	2597	1032	1263	2800



Driving without valid driving license

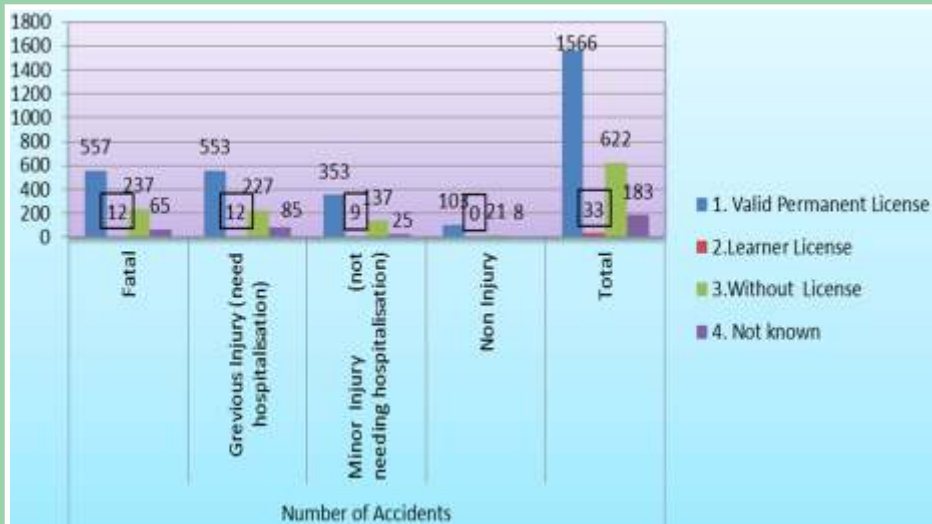
During the year 2022 road accidents involving drivers without a valid driving license was around 16%. The number of accidents involving drivers without a valid driving license has been reduced from 622 in the year 2021 to 416 in the year 2022 i.e registering a decrease of 33% corresponding to the same period last year. The State Police has done 20991 challans of people without driving license in the year 2022. Strict implementations of laws with respect to driving without a license can be attributed to the reduction in these accidents.

What is worth noticing is that more than 72% of accidents involved drivers with valid driving licenses.



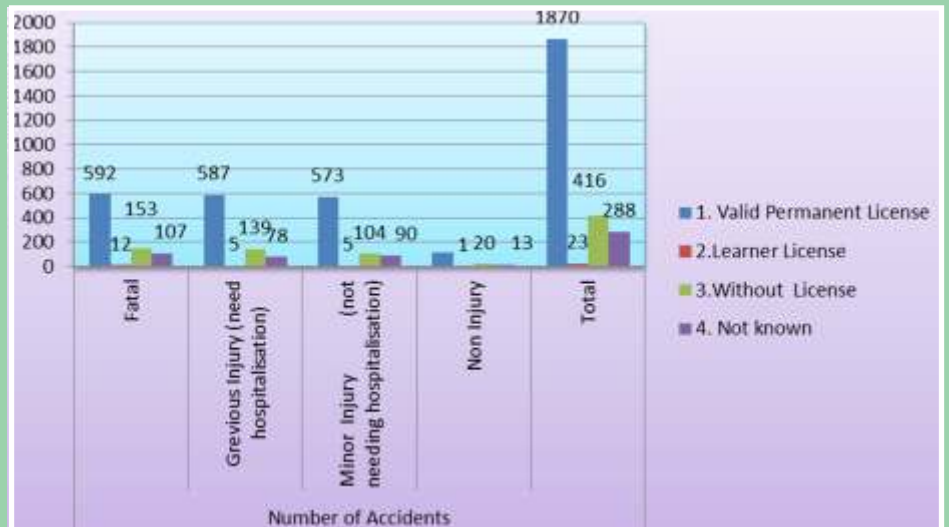
3.3 Accidents Classified According to License of Drivers (2021)

Type of License	Number of Accidents				
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total
1. Valid Permanent License	557	553	353	103	1566
2.Learner License	12	12	9	0	33
3.Without License	237	227	137	21	622
4. Not known	65	85	25	8	183
Total	871	877	524	132	2404



3.4 Accidents Classified According to License of Drivers (2022)

Type of License	Number of Accidents				
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total
1. Valid Permanent License	592	587	573	118	1870
2.Learner License	12	5	5	1	23
3.Without License	153	139	104	20	416
4. Not known	107	78	90	13	288
Total	864	809	772	152	2597



None use of safety devises

The use of safety devices can be critical for averting fatal and grievous injuries in the event of road accident.

Helmet is mandatory for all motorists on two wheelers. During the year 2022, a total of 150 persons were killed due to non-wearing of helmets. Of which 118 (78.6%) were drivers and 32 (21.3%) were passengers. Non-wearing of helmet caused injuries to 437 persons. The number of persons killed due to non-wearing of helmet in the year 2021 was 174 which have reduced to 150 in the year 2022. While the number of injuries person suffered due to non-wearing of helmets were 535 in the year 2021 which have been reduced to 437 in the year 2022. Strict implementation of law with respect to driving without helmet could be contributed to this reduction. In the year 2022 Police across the state has Challenged 157523 Persons for driving without helmet.

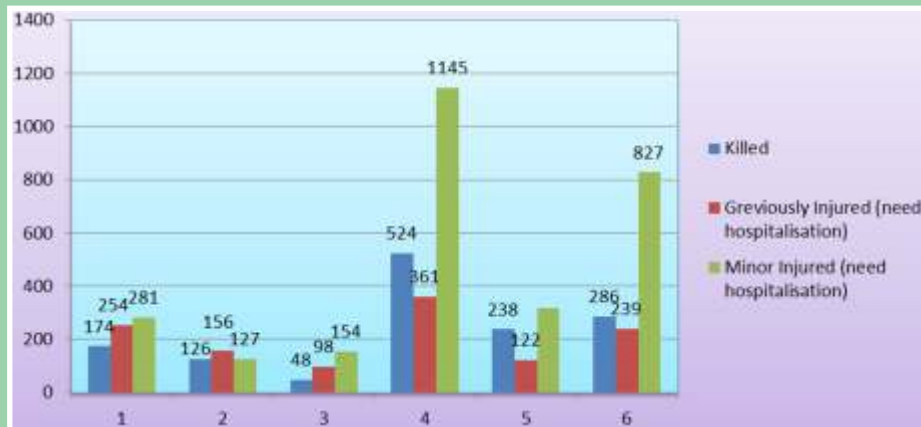
Similarly, 289 persons were killed due to non-wearing of seat belts of which 166(57.4%) were drivers and remaining 123 (42.5%) were passengers. The state has seen reduction in the number of people killed due to non-wearing of seat belt in

Himachal. In the year 2021-524 people were killed for non-wearing of seat belt which has reduced to 289 in the year 2022. While 1506 persons were injured for non-wearing of seat belt in the year 2021 which has reduced to 689 in the year 2022. Strict implementation of law with respect to driving without seat belt could be contributed to this reduction. In the year 2022 the Police across the state has done 57274 challans for driving without seat belt which has resulted in the reduction of deaths & injuries due to non-wearing of seat belt.



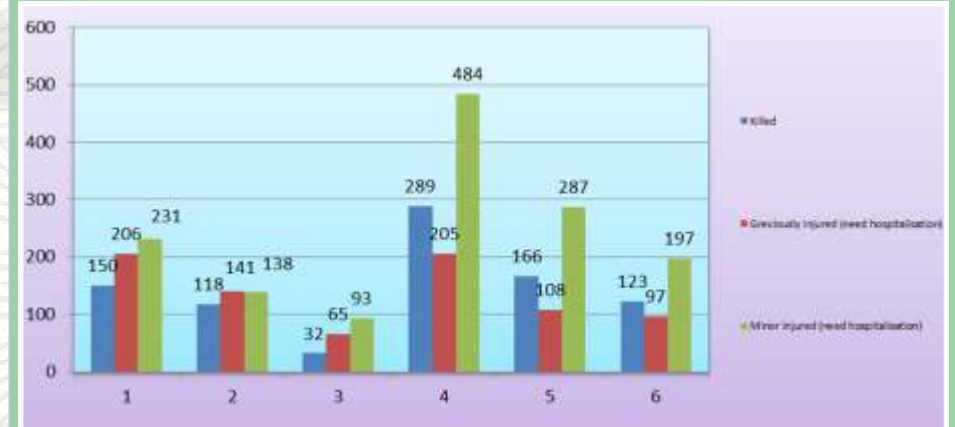
3.5 Accidents Classified According to License of Drivers (2021)

Safety Devices	Number of Persons		
	Killed	Previously Injured (need hospitalisation)	Minor Injured (need hospitalisation)
1.Non-Wearing of Helmets	174	254	281
a) Drivers	126	156	127
b) Passengers	48	98	154
2.Non-Wearing of Seat Belt	524	361	1145
a. Drivers	238	122	318
b. Passengers	286	239	827



3.6 Persons killed and Injured due to Non wearing of Safety Device by Victims (2022)

Safety Devices	Number of Persons		
	Killed	Previously Injured (need hospitalisation)	Minor Injured (need hospitalisation)
1.Non-Wearing of Helmets	150	206	231
a) Drivers	118	141	138
b) Passengers	32	65	93
2.Non-Wearing of Seat Belt	289	205	484
a. Drivers	166	108	287
b. Passengers	123	97	197



B. Accidents by Road Environment

The category of road environment includes

1. Accident happening in a particular geographical area (residential, institutional, commercial area) etc.
2. Those related to type of road figures that is straight road curved road, steep road etc.
3. Type of junction and type of traffic control
4. Weather condition.

Accident classified by type of neighborhood.

Indicators of neighborhood reveal that in the year 2022, 1719(66.19%) accidents occurred in open area. 760 (73.64%) accidents related deaths and 2975 (58.3%) accident related injuries occurred in open area that is in locations which normally do not have any human activity in the vicinity.

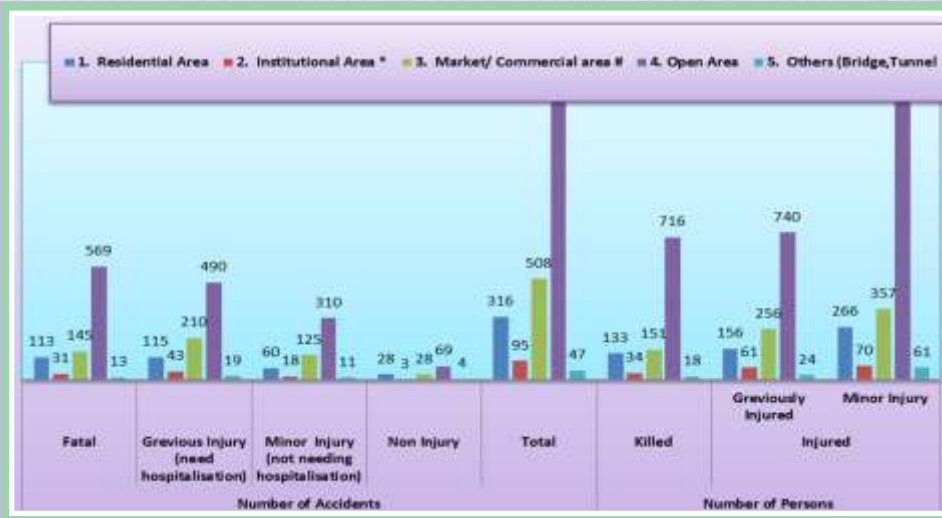
Market / commercial areas are in second place with 369 (14.2%) of road accidents 95 (9.2%) total fatalities and 456 (8.9%) of total injuries.

Analysis of accident data further revealed that the state has seen an increase in accidents around Institutional areas. An Institutional area is an area accommodating institutions such as schools, colleges, hospitals or large Government establishments. These areas have traffic congestion on account of vehicular & pedestrian traffic. While the total accidents reported under institutional areas were 95 in the year 2021 which have increased to 274 in the year 2022. The number of fatal accidents has increased from 31 in the year 2021 to 82 in the year 2022. While in these 31 fatal accidents that took place in the year 2021- 34 persons lost their lives whereas 94 persons lost their lives in 82 fatal accidents of the year 2022. This shows an increase in the number of accidents and number of deaths due to accidents around Institutional area, which is an area of concern. Strict enforcement of traffic rules along with education and sensitization will help in reducing these accidents.



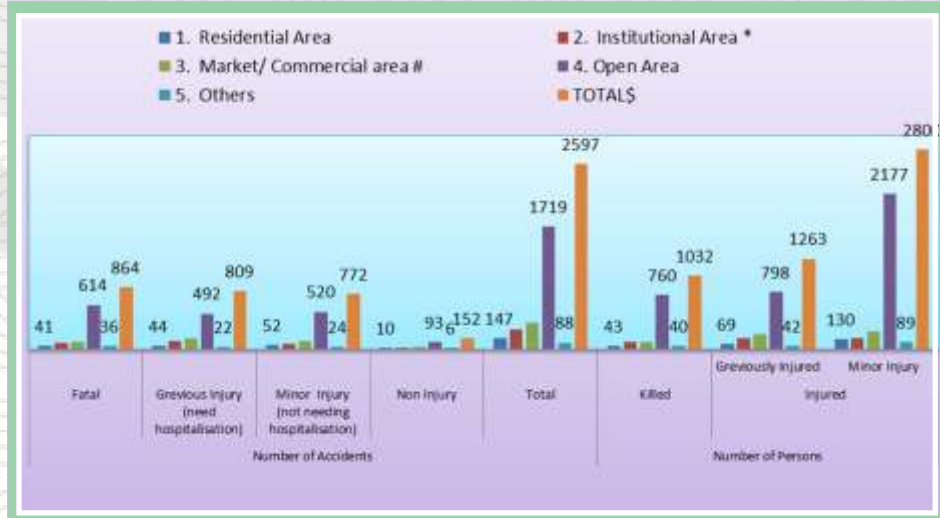
3.7 Accidents Classified According to Road Environment (2021)

Accident Spot	Number of Accidents					Number of Persons			Comments if any
	Fatal	Grievous Injury (need hospital)	Minor Injury (not needing)	Non Injury	Total	Killed	Injured		
							Grievously Injured	Minor Injury	
1. Residential Area	113	115	60	28	316	133	156	266	Residential area, inside village
2. Institutional Area *	31	43	18	3	95	34	61	70	
3. Market/ Commercial area #	145	210	125	28	508	151	256	357	Bus stop, fuel station, hospital, office block, religious, shopping area, factory/industries
4. Open Area	569	490	310	69	1438	716	740	1463	
5. Others (Bridge, Tunnel)	13	19	11	4	47	18	24	61	pedestrian crossing
TOTALS	871	877	624	132	2404	1052	1237	2217	



3.8 Accidents Classified According to Road Environment (2022)

Accident Spot	Number of Accidents					Number of Persons			Comments if any
	Fatal	Grievous Injury (need hospital)	Minor Injury (not needing)	Non Injury	Total	Injured			
						Grievously Injured	Minor Injury		
1. Residential Area	41	44	52	10	147	43	69	130	
2. Institutional Area *	82	108	65	19	274	94	148	154	bus stop factory fuel station block recreation religious school college
3. Market/ Commercial area #	91	143	111	24	369	93	206	250	
4. Open Area	614	492	520	93	1719	760	798	2177	Inside village and open area
5. Others	36	22	24	6	88	40	42	89	(Bridge,tunnel,pedestrian, crossing other)
TOTALS	864	809	772	152	2597	1032	1263	2800	



Road accidents classified by road features

Road features such as sharp curves, steep grades, pot holes tends to be accident prone, for it requires skill and extra care with alertness to negotiate these road features.

Accident data for the year 2022 reveals that 1621 (62.4%) road accident and 589 (57%) road deaths occurred on the straight roads. Vehicle speeds tend to be high on straight road in open area which corroborates the high percentage of road accidents, persons killed and injured on these roads. The data suggest that even on straight road stretches road safety measures should not be ignored.

Second most number of road accidents occurred on curved road. Himachal being hill State has high number of blind curves which affects the visibility of driver and causes road accidents. In the year 2022- 597 road accidents took place on these curved roads in which 288 persons lost their lives and 1279 person were injured.

To reduce the road accidents, the road owning agencies have identified 1438 vulnerable spots and 147 black spots. Out

of these 1438 vulnerable spots 969 have been rectified and on the remaining the rectification work will take place very shortly. The Road safety cell had allocated Rs.4.5 crore to HPPWD for the rectification of these vulnerable spots. Once this money is utilized Road Safety Cell will provide another 4.5 crore from Road Safety Budget to HPPWD.

Out of 147 Black spots 119 black spots have been rectified and on the remaining 25 rectification work is going on.

Carved road, pot holes, steep grade together account for 26.5% of accidents.

The ongoing road works and under construction road/ culverts construction constitutes 8.4% of accidents. Safety signages, warning signs installed for cautioning the drivers placed at appropriate spots by road constructing agency can reduce these accidents.

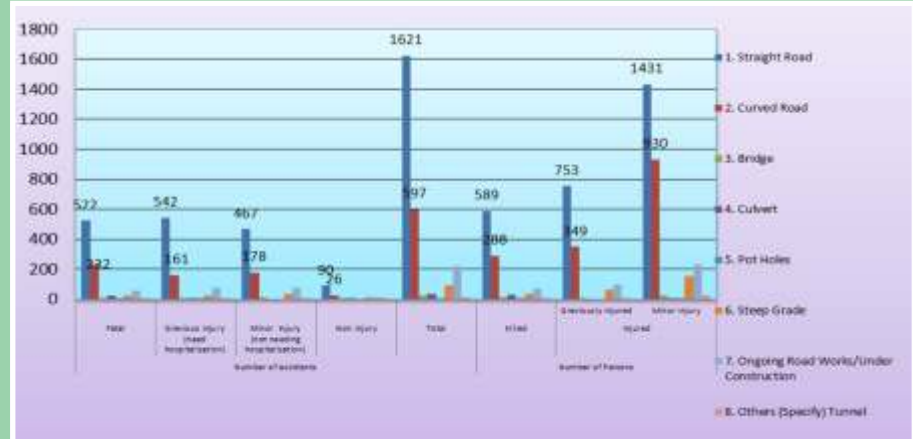
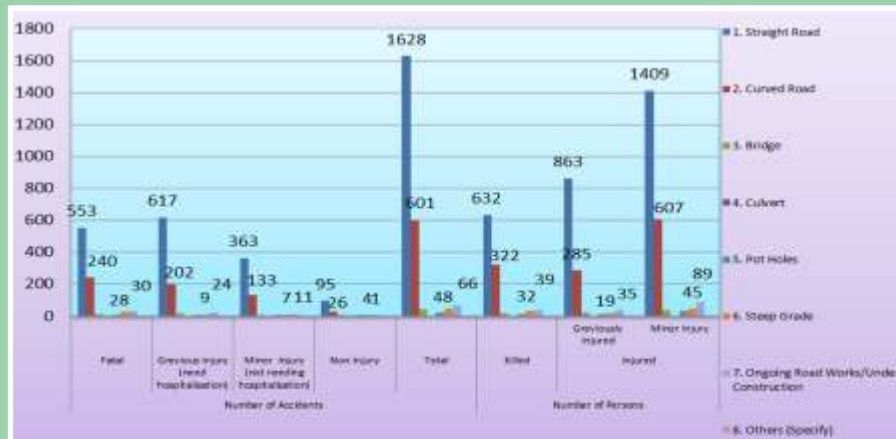


3.9 Accidents Classified According to Road Features (2021)

Road Features	Number of Accidents				Number of Persons			
	Fatal	Grievous Injury (need hospital)	Minor Injury (not needing hospital)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Straight Road	553	617	363	95	1628	632	863	1409
2. Curved Road	240	202	133	26	601	322	285	607
3. Bridge	11	18	8	4	41	16	22	37
4. Culvert	0	0	0	0	0	0	0	0
5. Pot Holes	9	7	2	2	20	11	13	30
6. Steep Grade	28	9	7	4	48	32	19	45
7. Ongoing Road Works/Under Construction	30	24	11	1	66	39	35	89
8. Others (Specify)	0	0	0	0	0	0	0	0
TOTAL S	871	877	524	132	2404	1052	1237	2217

3.10 Accidents Classified According to Road Features (2022)

Road Features	Number of Accidents				Number of Persons			
	Fatal	Grievous Injury (need hospital)	Minor Injury (not needing hospital)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Straight Road	522	542	467	90	1621	589	753	1431
2. Curved Road	232	161	178	26	597	288	349	930
3. Bridge	9	1	12	2	24	14	2	25
4. Culvert	22	7	0	4	33	31	0	5
5. Pot Holes	1	1	0		2	2	0	2
6. Steep Grade	22	21	33	14	90	36	62	152
7. Ongoing Road Works/Under Construction	55	75	76	13	219	70	95	230
8. Others (Specify) Tunnel	1	1	6	3	11	2	2	25
TOTAL S	864	809	772	152	2597	1032	1263	2800



Accidents by Road Junction Type and Traffic Control

The Road accident data for the year 2022 reveals that 77 accidents took place on uncontrolled crossings in which 24 people were killed and 133 people were injured. An effort should be made for reduction of accidents, fatalities, injuries on uncontrolled crossings by installation of flashing signal/blinders. Manning these crossing by Police especially during rush hours can also reduce these accidents. These high accident unmanned crossings can be identified at the District level by District Road Safety Committees and accordingly flashing signals /blinders can be installed there. It has been reported in the ACCIDENT INDIA 2021 “that maximum reduction in accidents took place by installing flashing signals /blinders”.

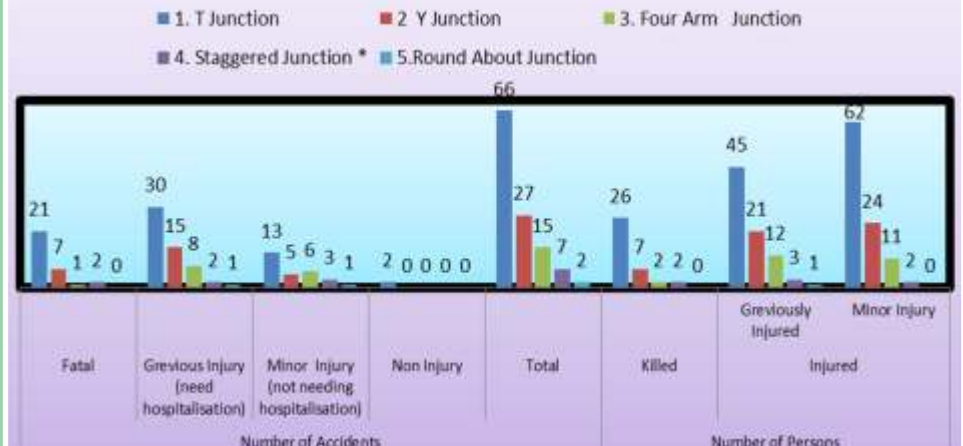
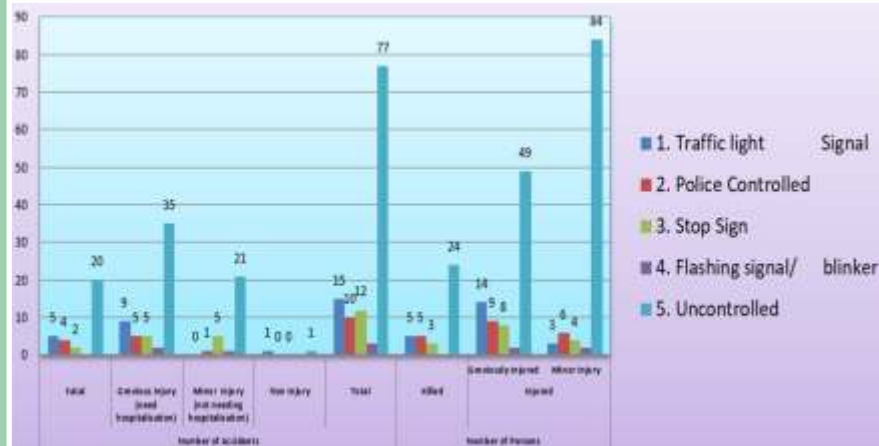


3.11 Accidents Classified According to Traffic Control at Junction (2021)

Traffic Control	Number of Accidents					Number of Persons		
	Fatal	Grevion s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Grevion sly Injured	Minor Injury
1. Traffic light Signal	5	9	0	1	15	5	14	3
2. Police Controlled	4	5	1	0	10	5	9	6
3. Stop Sign	2	5	5	0	12	3	8	4
4. Flashing signal/ blinker	0	2	1	0	3	0	2	2
5. Uncontrolled	20	35	21	1	77	24	49	84
Total	31	56	28	2	117	37	82	99

3.12 Accidents Classified According to Junction Type (2022)

Junction Type	Number of Accidents					Number of Persons		
	Fatal	Greviou s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Greviou sly Injured	Minor Injury
1. T Junction	21	30	13	2	66	26	45	62
2. Y Junction	7	15	5	0	27	7	21	24
3. Four Arm Junction	1	8	6	0	15	2	12	11
4. Staggered Junction *	2	2	3	0	7	2	3	2
5.Round About Junction	0	1	1	0	2	0	1	0
Total	31	56	28	2	117	37	82	99



Road accidents by weather conditions

Weather condition affect road surface conditions and visibility of motorist, thereby increasing the chances of mishaps. Adverse weather conditions such as heavy rains, thick fog, snow, hail storms makes driving riskier specially in hill terrain of Himachal Pradesh. The accident data for the year 2022 shows that adverse weather conditions contribute to 10.8% of accidents and 12.88% of accidents related deaths. Whereas 89% of accidents and 87% of accident related deaths took place under sunny/ clear weather condition.

3. Accidents Classified According to Weather Conditions (2022)

Weather Condition	Number of Accidents					Number of Persons		
	Fatal	Grevion s Injury (need hospitali sation)	Minor Injury (not needing hospitali	Non Injury	Total	Killed	Injured	
							Grevion sly Injured	Minor Injury
1. Sunny/Clear	755	731	695	133	2314	899	1125	2533
2. Rainy	42	39	33	11	125	46	71	146
3. Foggy & Misty	19	12	16	3	50	26	26	30
4. Hail/Sleet	1	0	2	0	3	2	0	7
5. Others (Cloudy& strong wind)	47	27	26	5	105	59	41	84
TOTALS	864	809	772	152	2597	1032	1263	2800



Accidents Classified by Vehicular conditions

Age of vehicles involved in road accidents is meant to show the prevalence of aged, over aged vehicles on roads. In accident due to vehicular defects, one normally assumes that old vehicles tend to have more frequent malfunction and their number and share accidents is high. In 2022, a total of 965 road accidents happened involving vehicles less than 5 years age in these 965 road accidents 403 fatalities occurred.

Vehicles with age upto 10 years account for more than 69% of accidents and 70% of accident deaths in the year 2022. The vehicle with age between 10 to 15 years accounted for 10.6% of accidents and 10.5% of accident related deaths. The vehicles with age over 15 years accounts for 6.7% of accidents and 7.8% of accident related deaths. The vehicle whose age is not known accounted for 13.2% of accidents and 11.7% of accident related deaths.

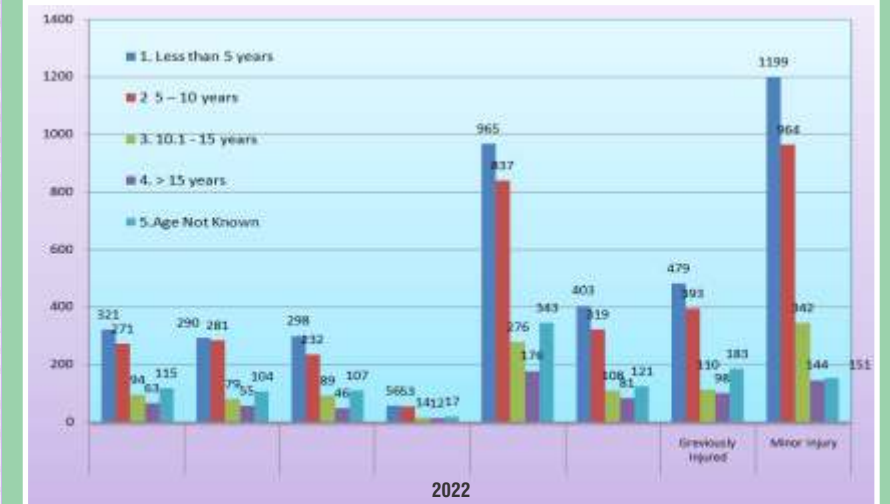
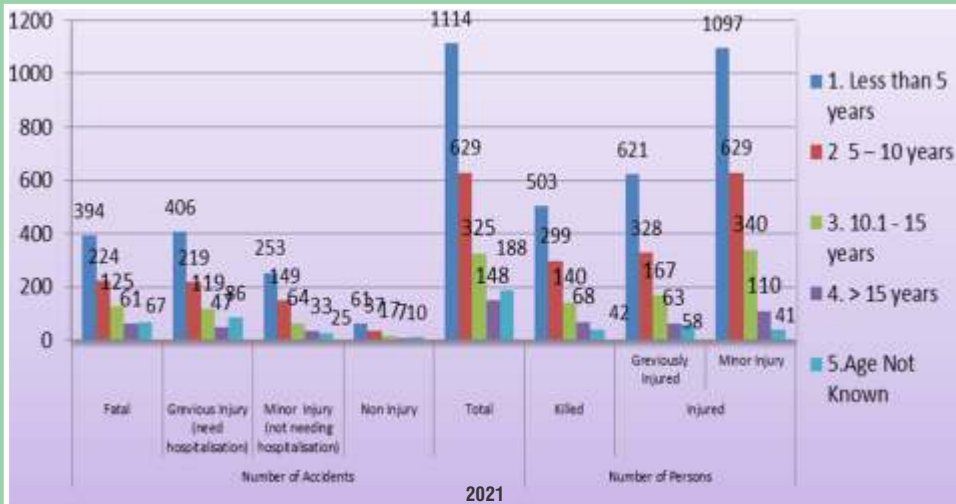


3.13 Accidents Classified According to Age of Impacting Vehicles (2021)

Age of Vehicles	Number of Accidents					Number of Persons		
	Fatal	Grevion s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Grevion sly Injured	Minor Injury
1. Less than 5 years	394	406	253	61	1114	503	621	1097
2 5 – 10 years	224	219	149	37	629	299	328	629
3. 10.1 - 15 years	125	119	64	17	325	140	167	340
4. > 15 years	61	47	33	7	148	68	63	110
5.Age Not Known	67	86	25	10	188	42	58	41
Total	871	877	524	132	2404	1052	1237	2217

3.14 Accidents Classified According to Age of Impacting Vehicles (2022)

Age of Vehicles	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospital)	Minor Injury (not needing)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Less than 5 years	321	290	298	56	965	403	479	1199
2. 5 – 10 years	271	281	232	53	837	319	393	964
3. 10.1 - 15 years	94	79	89	14	276	108	110	342
4. > 15 years	63	55	46	12	176	81	98	144
5. Age Not Known	115	104	107	17	343	121	183	151
Total	864	809	772	152	2597	1032	1263	2800



Over loading

Over loaded vehicles and vehicles with loads protruding/ hangingout are road traffic hazard, risking accident for itself and also for other road users.

Overloaded vehicles accounted for 91 (3.5%) to the total accidents, 57 (5.5%) accident related fatalities and 415(8.1%) accident related injuries in the year 2022. The accidents because of overloaded vehicles have increased in the year 2022 when compared to the year 2021. In the year 2021- 59 overloaded/ hanging accidents occurred in which 47 fatalities occurred, which in the year 2022 has increased to 91 road accidents in which 57 fatalities occurred. The is accidents due to overloading/ hanging increased by 54.2% and fatalities increased by 21.2%.

Further it may be noted that largest number of accidents, accidents related deaths and injuries were recorded where. the vehicles use normally loaded.

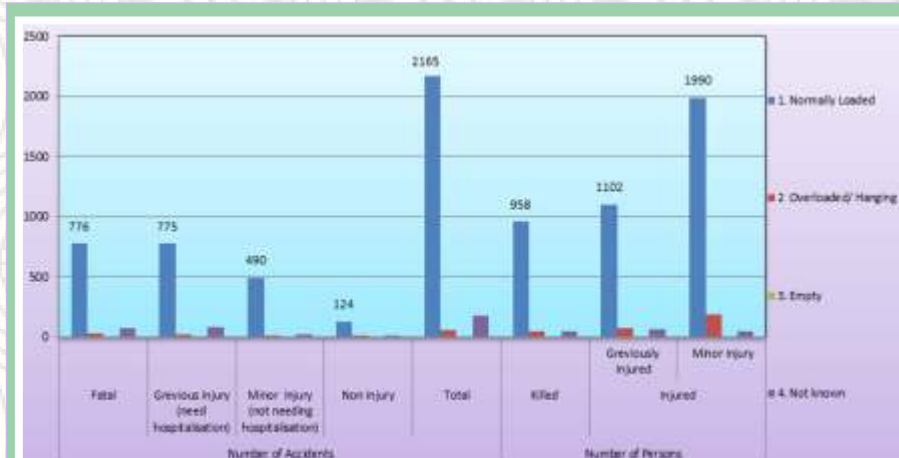


3.15 Accidents Classified According to Load Condition of Involved Vehicle (2021)

Load Condition	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Normally Loaded	654	625	578	125	1982	798	937	2074
2. Overloaded/ Hanging	38	25	25	3	91	57	61	354
3. Empty	114	112	116	14	356	114	132	247
4. Not known	58	47	53	10	168	63	133	125
Total	864	809	772	152	2597	1032	1263	2800

3.16 Accidents Classified According to Load Condition of Involved Vehicle (2022)

Load Condition	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Normally Loaded	654	625	578	125	1982	798	937	2074
2. Overloaded/ Hanging	38	25	25	3	91	57	61	354
3. Empty	114	112	116	14	356	114	132	247
4. Not known	58	47	53	10	168	63	133	125



3.17 Accidents Classified According to Junction Type (2022)

Junction Type	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. T Junction	21	30	13	2	66	26	45	62
2 Y Junction	7	15	5	0	27	7	21	24
3. Four Arm Junction	1	8	6	0	15	2	12	11
4. Staggered Junction *	2	2	3	0	7	2	3	2
5.Round About Junction	0	1	1	0	2	0	1	0
Total	31	56	28	2	117	37	82	99

3.18 Location of pedestrian accidents according to whether at Pedestrian Infrastructure (2022)

Pedestrian Infrastructure	Number of Accidents					Number of persons			Comments if any
	Fatal	Grievous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Fatal	Grievous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	
1.Zebra Crossing	28	33	30	1	92	29	46	37	
2.Foot Bridge/Subway	4	8	4	1	17	4	8	5	
3.Footpath	105	120	57	1	283	108	131	112	
4.Others (where there is no pedestrian infrastructure)	58	59	90	2	209	58	63	134	Walking along road, standing along road, walking along road edge NO action and other
Total	195	220	181	5	601	199	248	288	



Roads are a very vital infrastructure for economic growth of State of Himachal. In the absence of any other suitable and viable modes of transportation like railways and waterways, roads play a vital role in boosting the economy. The State government has constructed 41048 Kms of motorable road till December 2022. The expansion of road network, surge in motorization and rising population contribute towards increasing road accidents and it's related injuries and fatalities.

In Himachal in the year 2022-2597 road accidents occurred which claimed 1032 lives and 4063 people were injured. The number of total accidents, fatal accidents and the number of persons killed in road accidents from 2016 till 2022 is shown in the table.4.1

4.1 Road Accident data for the period from 2016 to 2022

Year	Accident	Total	Injury
2016	3168	1271	5764
2017	3114	1203	5452
2018	3110	1208	5551
2019	2873	1147	4903
2020	2239	893	3223
2021	2404	1,052	3454
2022	2597	1032	4063



Long run trends in road accident fatalities and accidents by category of roads.

The long run trend of number of persons killed in road accidents have reduced from 1271 in the year 2016 to 1032 in the year 2022. The category wise distribution of fatalities across various categories of roads reveals that national highways with 443 fatalities (42.9%) recorded the highest number of accident deaths in the year 2022. While the total length of national highways in the state is 2609 Kms that is 6.9% of total road length of state. Other roads, i.e State Highways and Other Roads accounts for 57% of accident related deaths and are 93.6% of the total road length.

4.2 Accidents According to the Classification of Road (2022)

Classification of Road	Number of Accidents					Number of Persons		
	Fatal	Greivou s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured Greivou sly Injured	Minor Injury
1. Expressways	0	0	0	0	0	0	0	0
2. National Highways	375	423	379	81	1258	443	643	1340
3. State Highways	159	165	183	35	542	193	265	574
4. Other Roads	330	221	210	36	797	396	355	886
Total	864	809	772	152	2597	1032	1263	2800

The trend of fatal accident on the National Highway has remained the highest. In 2022-375 fatal accident took place on National Highway in which 443 persons lost their lives. Second highest number of fatal accidents took place on the other Roads numbering 330 in which 396 persons lost their lives.

Fatal Road Accidents By Category of Roads

An accident which resulted in death of one or more person is called a fatal accident.

In the year 2022 out of 2597 road accidents 864 were fatal accidents. The trend of fatal accidents by the category of road is presented in the table below



Fatality rate is explained as road accidents relative to vehicular population.

Fatality rate is explained as road accidents relative to vehicular population in an area. It is measured by the number of Road Accident fatality (persons killed per 10000 vehicles).

In the state of Himachal Pradesh the number of people killed in road accidents in the year 2022 was 1032. The total number of vehicles registered in the state are 21,06,438. Thus the State average accident fatality rate was 4.9 in the year 2022. The national average fatality rate was 4 in the year 2021 meaning the state fatality rate is higher than national average.

The fatality rate is useful for comparing the road safety across states. Comparing the number of road fatalities in relation to the number of vehicles provides a better indicator for accessing the risk of traveling on a given road network.

Generally the states with large share of road network and registered motor vehicles, account for relatively higher fatality rate. However it will be noted that in the year 2021 states like Kerala with the fatality rate of 2.1 Tamil Nadu with the fatality rate of 2.5 and Gujarat with the fatality rate of 2.3 have fatality rate lower than the national average.

4.3 Fatality Rate in Himachal From (2018 to 2022)

Sr. No.	Year	Vehicle Population	Road Accident Fatality	Fatality Rate
1	2018	1,516,174	1203	7.96
2	2019	1,653,342	1147	6.93
3	2020	1,785,547	893	5
4	2021	1,932,505	1052	5.44
5	2022	2,106,438	1032	4.89



Age profile of road accident of victims.

The age profile of fatal road accident victims during the year 2022 when analyzed reveals that road accident victims largely constitute young people in the age group of 18 years to 45 years. This age profile together accounted for 66.7% of accident deaths in the year 2022.

Road accident victims largely constitute young people in the productive age underscoring major implication on economic cost of road accidents apart from its emotional and psychological impact. Change in the demographic composition of state coupled with greater mobility among younger age groups result in higher proportion of younger age group involved in road accident fatalities.

The working age group from 18 years to 60 years accounted for 84.39% of total road accident deaths in the state. The road deaths in the age group of less than 18 years was 73 in the year 2022 which was 54 in the year 2021. Indicating that road accident fatalities in the age group of less than 18 years has increased in 2022 when compared to 2021.

Gender and age profile of fatal road accident victims

The gender wise comparison of road accidents deaths for the year 2022 reveals that total number of males and females killed were 901 males (87.3% males) and 131 females (12.7% females) respectively. The gender wise distribution of fatal road accidents victims in 2022 shows largest number of deaths were recorded among young people in the age group that is 18 years to 45 years. In this age group (18 years to 45 years) number of males killed were 620 that is 60% and female killed were 69 that is 6.6%. The data for the gender wise distribution of fatal road accident in 2021 in the age group of 18 years to 45 years shows that 613 male and 60 females were killed.

4.4 Persons killed and Injured according to Type of Victims, Age and Sex (2022)

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
Total	901	131	3167	896
1. Less than 18 years	55	18	274	169
2. 18-25	165	18	832	161
3. 25-35	263	21	849	191
4. 35-45	192	30	591	157
5. 45-60	157	25	455	141
6. 60 and Above	61	19	149	72
Age not known	8	0	17	5



Gender wise age profile of drivers killed.

The gender wise comparison of total drivers killed in the year 2022 are 471 (98.5% male) and 7 (1.5% female). The age wise profile of fatalities reveals that 351 (74.5% male) and 4 (.8%) female drivers were killed in young age group of 18 years to 45 years. This highlights the need for setting up of Driving Training Centers to provide quality training to commercial vehicle drivers and to educate them towards road safety so that we improve road safety environment and strengthen overall mobility on roads.

The data for year 2021 reveals that 380 male drivers in the age group of 18 years to 45 years and 5 female drivers in the age group of 18 years to 45 year were killed in road accident across state, which in the year 2022 have been reduce to 356 male drivers and 4 female drivers in the age group of 18 years to 45 years. Gender wise age profile of drivers killed shown graphically in table 4.5 and 4.6

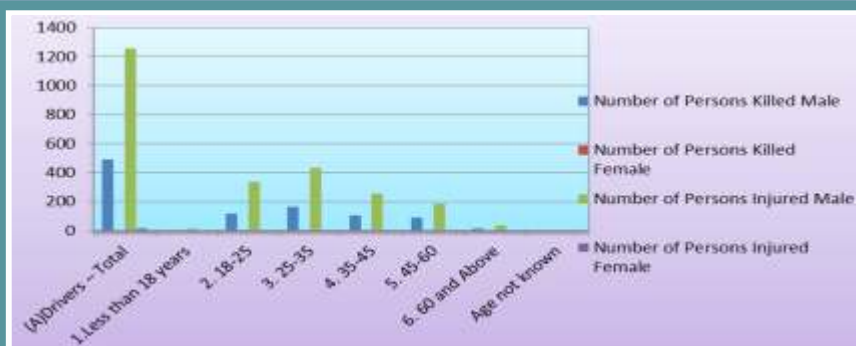
While comparing the data for the year 2021 with 2022 number of drivers less than 18 years of age killed in the year 2021 were only 4 and the number of drivers less than 18 years of age injured were 18, which in the year 2022 increased to 20

drivers killed of age less than 18 years, and 47 injured. This shows that fatality and injury in the age group of drivers less than 18 years have increased in the state. The enforcement agency has to take action against the violators to prohibit the driving of motor vehicles by juveniles. The Police is taking action against the violators by challaning them. In the year 2022, 112 juveniles were caught driving Motor Vehicles. In the year. 2023, up fill 30-09-2023-162 juveniles were caught driving Motor Vehicles.



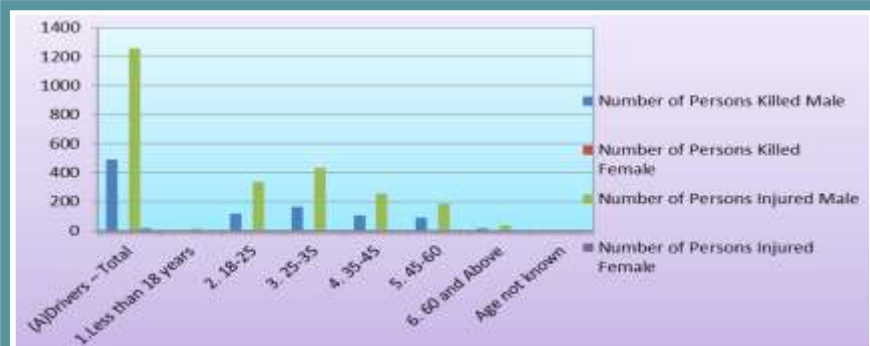
4.5 Persons killed and Injured according to Type of Victims, Age and Sex (2021)

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
(A) Drivers – Total	489	5	1256	17
1. Less than 18 years	4	0	17	1
2. 18-25	115	0	333	3
3. 25-35	162	3	432	6
4. 35-45	103	2	254	5
5. 45-60	90	0	186	2
6. 60 and Above	15	0	34	0
Age not known	0	0	0	0



4.6 Persons killed and Injured according to Type of Victims, Age and Sex (2022)

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
(A) Drivers – Total	471	7	1283	46
1. Less than 18 years	19	1	45	2
2. 18-25	97	0	348	11
3. 25-35	143	2	380	18
4. 35-45	116	2	292	10
5. 45-60	73	2	192	5
6. 60 and Above	19	0	25	0
Age not known	4	0	1	0



Gender wise age profile of passengers killed.

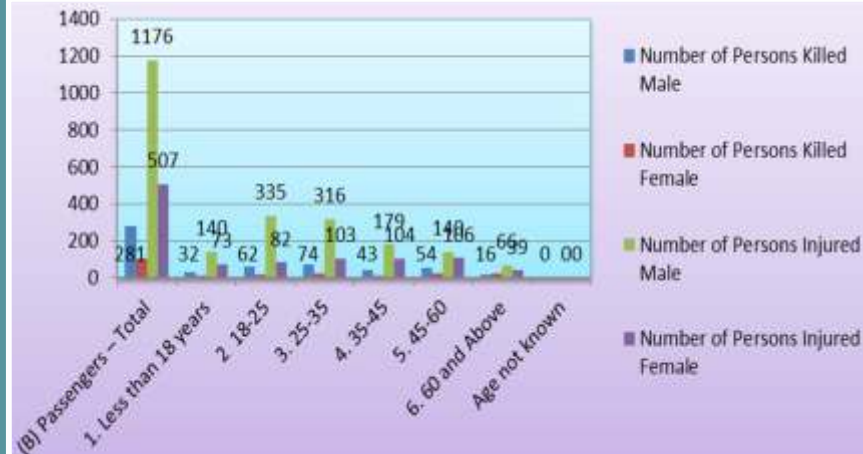
The gender wise comparison of total passengers killed during the year 2022 reveals that a total of 269 male & 82 female passengers were killed. The data further reveals that among the passengers killed the young people in the age group of 18 years to 45 years were 185 (52.7%) male passengers and 52 (14.8%) female passengers in the age group between 18 years to 45 years.

While comparing this data (The number of passengers killed) in the year 2022 with the year 2021 the state has seen the reduction in the total number of passengers killed in the year 2022. While 385 passengers (281 males & 104 females) were killed in the year 2022, which in the year 2022 has reduced to 351 (269 male & 82 females). But the number of passengers injured in the same time period has increased from 1683 in the year 2021 to 2183 in the year 2022. The passengers injuries have increased by 29.7% across the state.



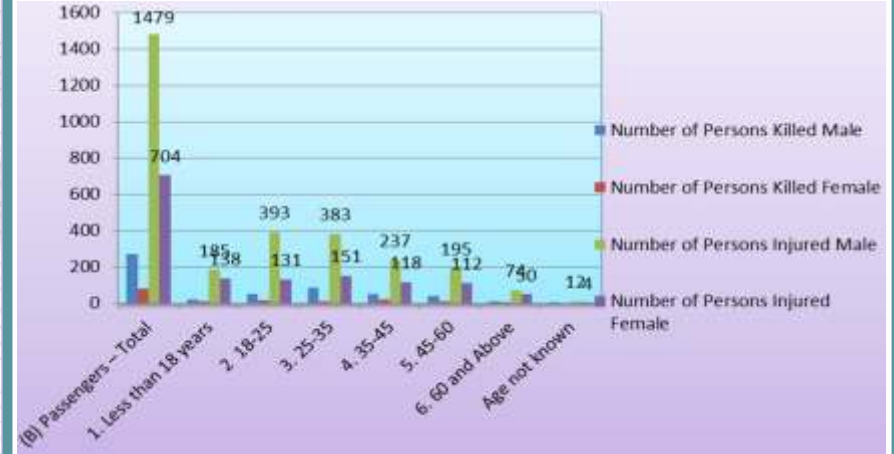
4.7 Persons killed and Injured according to Type of Victims, Age and Sex (2021)

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
(B) Passengers – Total	281	104	1176	507
1. Less than 18 years	32	9	140	73
2 18-25	62	15	335	82
3 25-35	74	22	316	103
4 35-45	43	10	179	104
5 45-60	54	25	140	106
6 60 and Above	16	23	66	39
Age not known	0	0	0	0



4.8 Persons killed and Injured according to Type of Victims, Age and Sex (2022)

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
(B) Passengers – Total	269	82	1479	704
1. Less than 18 years	24	10	185	138
2 18-25	50	16	393	131
3 25-35	85	13	383	151
4 35-45	50	23	237	118
5 45-60	44	13	195	112
6 60 and Above	14	7	74	50
Age not known	2	0	12	4



Gender wise age profile of pedestrians killed.

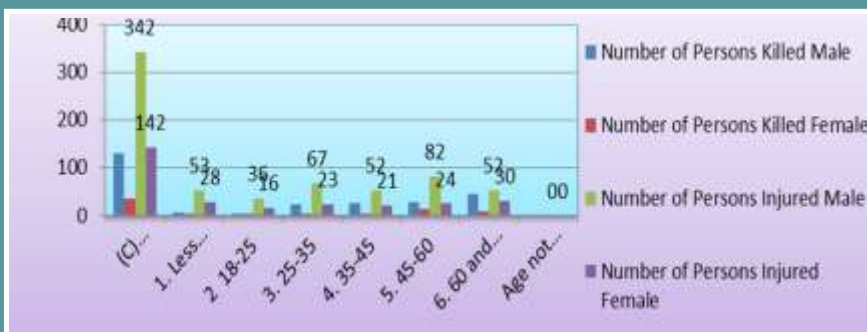
The total number of pedestrians killed in the year 2022 was 199. These include 157 (78.9%) male and 42 (21.1%) females. The data further shows that 76 male (38.2%) and 13 female (6.5%) pedestrians killed were in the age group of 18 years to 45 years. While comparing the data with respect to pedestrians killed /injured in the year 2022 with those in the year 2021, the data shows that while 164 pedestrians were killed and 484 pedestrians were injured in the year 2021, this increased to 199 pedestrians killed and 536 pedestrians injured in 2022. This highlights the need for having a safe pedestrian infrastructure in the state of Himachal Pradesh.

The road owning agency should incorporate the pedestrian's path, overhead crossings and other pedestrian infrastructure on National Highways, State Highways & Major District Roads-DPRs. The road owning agencies should also put informative signs and signage encouraging pedestrians to use pedestrian infrastructure, and cautionary sign indicating places where pedestrians should not cross roads.



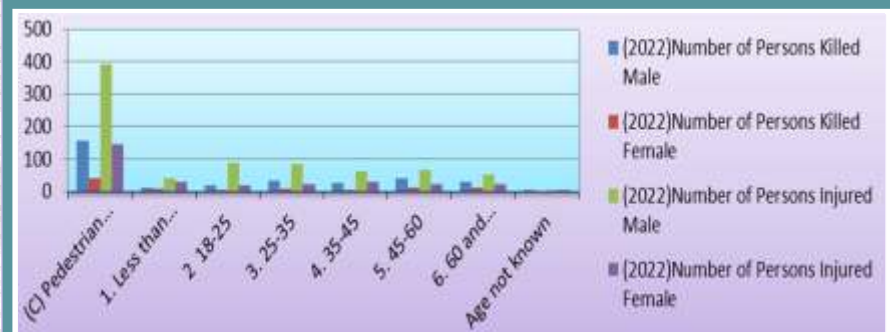
4.9 Persons killed and Injured according to Type of Victims, Age and Sex (2021)

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
(C) Pedestrian – Total	130	34	342	142
1. Less than 18 years	5	3	53	28
2 18-25	4	1	36	16
3. 25-35	23	4	67	23
4. 35-45	26	3	52	21
5. 45-60	28	14	82	24
6. 60 and Above	44	9	52	30
Age not known	0	0	0	0



4.10 Persons killed and Injured according to Type of Victims, Age and Sex (2022)

Victims	Number of Persons			
	Killed		Injured	
	Male	Female	Male	Female
(C) Pedestrian – Total	157	42	391	145
1. Less than 18 years	11	7	42	29
2 18-25	17	2	86	18
3. 25-35	33	6	84	22
4. 35-45	26	5	61	29
5. 45-60	40	10	64	24
6. 60 and Above	28	12	50	22
Age not known	2	0	4	1



4.11 Persons killed and Injured according to Type of Victims, Age and Sex (2022)

Victims	2022			
	Killed		Number of Persons	
	Male	Female	Male	Injured Female
(A) Drivers – Total	471	7	1283	46
1. Less than 18 years	19	1	45	2
2. 18-25	97	0	348	11
3. 25-35	143	2	380	18
4. 35-45	116	2	292	10
5. 45-60	73	2	192	5
6. 60 and Above	19	0	25	0
Age not known	4	0	1	0
(B) Passengers – Total	269	82	1479	704
1. Less than 18 years	24	10	185	138
2. 18-25	50	16	393	131
3. 25-35	85	13	383	151
4. 35-45	50	23	237	118
5. 45-60	44	13	195	112
6. 60 and Above	14	7	74	50
Age not known	2	0	12	4
(C) Pedestrian – Total	157	42	391	145
1. Less than 18 years	11	7	42	29
2. 18-25	17	2	86	18
3. 25-35	33	6	84	22
4. 35-45	26	5	61	29
5. 45-60	40	10	64	24
6. 60 and Above	28	12	50	22
Age not known	2	0	4	1
(D) Cyclist – Total	4	0	14	1
1. Less than 18 years	1	0	2	0
2. 18-25	1	0	5	1
3. 25-35	2	0	2	0
4. 35-45	0	0	1	0
5. 45-60	0	0	4	0
6. 60 and Above	0	0	0	0
Age not known	0	0	0	0
Total	901	131	3167	896
1. Less than 18 years	55	18	274	169
2. 18-25	165	18	832	161
3. 25-35	263	21	849	191
4. 35-45	192	30	591	157
5. 45-60	157	25	455	141
6. 60 and Above	61	19	149	72
Age not known	8	0	17	5



Persons killed in road accidents in terms of road user category.

Road user is one who uses a road for movement or transportation as a pedestrians or cyclist, or motorist, (driver and passenger). Data on road user wise accident victims helps in recognizing vulnerable category which helps the authorities to put special attention on most vulnerable section.

The data in the road user category reveals that Car, Taxi, Van & LMV with a share of 37.6% constitute the largest number of road accidents death (389). Two wheelers are the next highest contributor with the share of 26.4% deaths (273).

Pedestrians are the third highest contributor of road user death with the share of 19.3 %(199).Truck and Lorries account for the share of 91(8.8%) in the total persons killed in 2022.

The road user accident death trends are analogues to the trends depicted in the state in year 2021. In the year 2021 the highest number of road user death were in Car, Taxi, Van & LMV category followed by two-wheelers, pedestrians, and truck and lorries.

Gender wise profile of persons killed in road accident in terms of road user category reveals that the share of males killed is higher than that of female in all road user categories. Gender wise profile of persons killed in road accident in terms of road users' category during 2022 is give in the table 4.13.



4.12 Accidents Classified According to Type of Road User 2021.

4.12 Accidents Classified According to Type of Road User 2021.

Persons	Number of Persons							
	Killed		Previously Injured (need hospitalisation)		Minor Injured (not needing hospitalisation)		Total	
	Male	Female	Male	Female	Male	Female	Male	Female
1. Pedestrian	130	34	205	66	137	76	472	176
2. Bicycles	9	0	7	1	6	0	22	1
a) Drivers	9	0	7	1	6	0	22	1
b) Passengers	0	0	0	0	0	0	0	0
3. Two Wheelers	242	26	460	29	483	48	1185	103
a) Drivers	202	1	344	4	295	6	841	11
b) Passengers	40	25	116	25	188	42	344	92
4. Auto Rickshaws	2	0	6	2	5	2	13	4
a) Drivers	1	0	3	0	4	0	8	0
b) Passengers	1	0	3	2	1	2	5	4
5. Cars, Taxis, Vans & LMV	397	74	287	74	778	229	1462	377
a) Drivers	202	4	134	1	316	4	652	9
b) Passengers	195	70	153	73	462	225	810	368
6. Trucks/Lorries	77	3	48	10	158	32	283	45
a) Drivers	51	0	21	0	86	0	158	0
b) Passengers	26	3	27	10	72	32	125	45
7. Buses	18	5	15	9	143	83	176	97
a) Drivers	5	0	2	0	15	0	22	0
b) Passengers	13	5	13	9	128	83	154	97
8. Other Non-Motor Vehicles (E-rickshaw etc.)	0	0	0	0	0	0	0	0
a) Drivers	0	0	0	0	0	0	0	0
b) Passengers	0	0	0	0	0	0	0	0
9. Others	34	1	15	3	34	3	83	7
a) Drivers	19	0	11	1	12	0	42	1
b) Passengers	15	1	4	2	22	3	41	6
Total	909	143	1043	194	1744	473	3696	810
a) Drivers	489	5	522	7	734	10	1745	22
b) Pedestrian+ Passenger	420	138	521	187	1010	463	1951	788



4.1.3 Accidents Classified According to Type of Road User 2022

4.13 Accidents Classified According to Type of Road User 2022

Persons	Number of Persons						Total	
	Killed		Grievously Injured (need hospitalization)		Minor Injured (not needing hospitalization)			
	Male	Female	Male	Female	Male	Female		
1. Pedestrian	157	42	177	71	214	74	548	187
2. Bicycles	4	0	9	0	5	1	18	1
a) Drivers	4	0	9	0	5	1	18	1
b) Passenger	0	0	0	0	0	0	0	0
3. Two Wheeler	249	24	385	37	459	67	1093	128
a) Drivers	202	5	277	12	304	12	783	29
b) Passengers	47	19	108	25	155	55	310	99
4. Auto Rickshaws	2	0	5	1	15	9	22	10
a) Drivers	0	0	2	0	10	0	12	0
b) Passengers	2	0	3	1	5	9	10	10
5. Cars, Taxis, Vans & LMV	338	51	324	76	950	297	1612	424
a) Drivers	179	2	150	4	348	16	677	22
b) Passengers	159	49	174	72	602	281	935	402
6. Trucks / Lorries	87	4	74	6	212	36	373	46
a) Drivers	59	0	38	0	80	0	177	0
b) Passengers	28	4	36	6	132	36	196	46
7. Buses	26	8	44	25	222	181	292	214
a) Drivers	10	0	12	0	32	0	54	0
b) Passengers	16	8	32	25	190	181	238	214
8. Other Non-Motor Vehicles (E-rickshaws etc.)	12	1	6	0	10	0	28	1
a) Drivers	6	0	2	0	3	0	11	0
b) Passengers	6	1	4	0	7	0	17	1
9. Others	26	1	20	3	36	12	82	16
a) Drivers	15	0	9	1	16	1	40	2
b) Passengers	11	1	11	2	20	11	42	14
Total	901	131	1044	219	2123	677	4068	1027
a) Drivers	475	7	499	17	798	30	1772	54
b) Pedestrian + Passenger	426	124	545	202	1325	647	2296	973



Persons killed in road accidents in terms of road user category.

The new format was introduced for collecting information on persons killed in accidents. The impacting vehicles shown in this formats means vehicle involved in a crime or crime vehicle.

The data for the year 2022 reveals that 199 pedestrians were killed by different category of crime vehicle, which is 19.3% of total accidents death. The leading three crime vehicles in terms of share of pedestrians killed are Car, Taxi, Van & LMV, killing 66 out of 199 pedestrians, two wheelers killing 52 pedestrians and truck Lorries killing 32 pedestrians

The data also reveals that 408 occupants of Car, Taxi, Van & LMV death which is 39.5% of total road accident deaths in 2022. Of these 408 killed occupants a total of 352 were killed in the collisions with other Car, Taxi, Van & LMV.

In gist the road accident fatality scenario in the state of Himachal is analogous to the trends shown in the year 2021.

4.14 (a): Persons killed in Accidents Classified by the type of impacting vehicles (2021)

Crime Vehicle →	1. Bicycles	2. Two Wheelers	3. Auto Rickshaws	4. Cars, Taxi, Vans & LMV	5. Trucks/ Lorries	6. Buses	7. Other Non-motorized vehicle (E-rickshaw etc.)	8. Others	9. Total
Victim/Victim/Vehicle ↓									
1. Pedestrian	0	39	1	53	22	5	0	44	164
2. Bicycles	0	4	0	0	4	0	0	1	9
3. Two Wheelers	0	145	0	38	51	4	0	30	268
4. Auto Rickshaws	0	0	2	0	0	0	0	0	2
5. Cars, Taxi, Vans & LMV	0	3	0	462	5	0	0	1	471
6. Trucks/Lorries	0	2	0	3	75	0	0	0	80
7. Buses	0	3	0	1	0	19	0	0	23
8. Other Non-motorized vehicle (E-rickshaw etc.)		0	0	0	0	0	0		0
9. Others	0	0	0	0	2	0	0	33	35
Total	0	196	3	557	159	28	0	109	1052

4.14 (a): Persons killed in Accidents Classified by the type of impacting vehicles (2022)

Crime Vehicle →	1. Bicycles	2. Two Wheelers	3. Auto Rickshaws	4. Cars, Taxi, Vans & LMV	5. Trucks/ Lorries	6. Buses	7. Other Non-motorized vehicle (E-rickshaw etc.)	8. Others	9. Total
Victim/Victim/Vehicle ↓									
1. Pedestrian	1	52	0	66	32	13	3	32	199
2. Bicycles	0	1	0	2	0	0	0	1	4
3. Two Wheelers	1	139	0	14	20	6	0	6	186
4. Auto Rickshaws	0	0	1	0	0	0	0	0	1
5. Cars, Taxi, Vans & LMV	0	35	1	352	13	4	0	3	408
6. Trucks/Lorries	0	36	0	6	70	2	0	5	119
7. Buses	0	9	0	0	2	26	0	3	40
8. Other Non-motorized vehicle (E-rickshaw etc.)	0	3	0	3	0	0	13	1	20
9. Others	0	17	0	11	1	0	0	26	55
Total	2	292	2	454	138	51	16	77	1032



As per 2011 census approximately 89.9% of Himachal's population lives in rural area and 10.1% lives in urban area. Social and economic activities and travel during the year and in a day have some seasonality and pattern which affect road traffic volume and perhaps incidents of accident as well. This section presents a summary of related data for 2022.

During 2022- 561 (21.6%) road accidents were reported in urban areas and 2036 (78.4 %) in rural areas. In respect of fatal accidents a total of 144 (16.7%) accidents were reported in urban areas 720 (83.3%) accidents in rural areas. In urban area accident killed 160 (15.5%) persons whereas in rural areas the number reported was 872 (84.5%).

Compared to 2021 the share of urban areas in accidents and fatalities has increased in 2022. Whereas the same has decreased for rural areas. In 2022, about 18% of road accident injuries were in urban area, whereas 82% injuries took place in rural area.

The high share of rural area in total fatalities reveals comparatively inadequate trauma care facilities in rural areas. The share of urban areas in number of accidents and persons killed has increased in 2022 when compared with 2021. The urban area shared 21.6% of accidents whereas the

corresponding share of rural area in accidents is at 78.4% in 2022. Similarly 16.7% of total fatality took place in urban area and 83.3% of same in rural areas.

In 2021- 373 accidents took place in urban areas which have increased to 561 in 2022. The accidents have increased by almost 50% in urban areas. While in the year 2021- 84 people were killed in road accidents in urban areas which in the year 2022 have increased 260 indicating that fatality have tripled in the corresponding time period. The injuries in the urban areas increased by 65% from 428 in 2021 to 706 in 2022. Limited road infrastructure higher population density and more vehicular traffic resulted in more incidents of road accidents in urban area.



5.1 ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME (2022)

Time	Urban								Rural							
	Type of Accidents					Number of persons			Type of Accidents					Number of persons		
	Fatal	GI	MI	NI	Total	Killed	GI	MI	Fatal	GI	MI	NI	Total	Killed	GI	MI
06.00 to 9.00 hrs (Day)	8	13	5	4	30	8	15	16	83	59	37	8	187	104	84	201
09.00 to 12.00 hrs (Day)	9	21	16	4	50	9	20	37	102	125	65	8	300	129	181	389
12.00 to 15.00 hrs (Day)	17	35	18	4	74	17	37	46	105	111	64	8	288	138	171	319
15.00 to 18.00 hrs (Day)	11	31	15	3	60	10	34	47	127	142	82	21	372	166	213	333
18.00 to 21.00 hrs (Night)	20	31	17	5	73	21	33	41	191	176	91	26	484	217	257	371
21.00 to 24.00 hrs (Night)	13	20	12	9	54	13	24	38	95	55	57	19	226	108	78	178
00.00 to 3.00 hrs (Night)	4	3	9	1	17	3	5	16	57	29	18	6	110	78	46	120
03.00 to 6.00 hrs (Night)	3	5	5	2	15	3	7	12	26	21	13	4	64	28	32	53
Un-known time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	85	159	97	32	373	84	175	253	786	718	427	100	2031	968	1062	1964

5.2 ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME (2022)

Time	Urban								Rural							
	Type of Accidents				Number of persons				Type of Accidents				Number of persons			
	Fatal	GI	MI	NI	Killed	GI	MI		Fatal	GI	MI	NI	Total	Killed	GI	MI
06.00 to 9.00 hrs (Day)	13	16	9	5	16	20	11		62	66	64	8	200	68	89	278
09.00 to 12.00 hrs (Day)	24	33	21	5	27	38	62		112	106	95	15	328	135	166	471
12.00 to 15.00 hrs (Day)	19	28	34	3	20	33	81		109	111	106	20	346	129	193	468
15.00 to 18.00 hrs (Day)	28	35	25	12	32	48	79		136	109	117	17	379	167	170	476
18.00 to 21.00 hrs (Night)	18	34	40	6	19	44	81		131	128	109	18	386	168	206	358
21.00 to 24.00 hrs (Night)	22	31	21	5	25	55	58		106	46	51	17	220	119	79	150
00.00 to 3.00 hrs (Night)	10	13	12	7	11	20	39		40	20	31	6	97	52	40	97
03.00 to 6.00 hrs (Night)	10	11	8	3	10	23	14		24	22	29	5	80	34	39	77
Un-known time	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
TOTALS	144	201	170	46	160	281	425		720	608	602	106	2036	872	982	2375



Trends in month wise distribution of road accidents.

The month wise data on road accidents reveals that during the year 2021 & 2022 the months of September, October & November recorded the maximum number of accidents and accidents deaths. In the year 2022 these three months recorded 707 accidents in which 279 people died. Whereas in the same period in the year 2021- 686 accidents took place in which 250 died. The month wise distribution of accident data for year 2022 depicts that both road accident and fatalities in the month of February recorded the least number of road accidents and fatalities.

The peak month for road related death was September, followed by October, April & May. The high road accidents months are analogous with the tourist months in Himachal. It is during these months that there is a high volume of tourist vehicles that enter the State. Month wise data of road accident, fatality and injuries is given in chart below.



5.3 TOTAL NUMBER OF ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH OF THE YEAR (2021)

Month	Type of Accidents				Number of persons involved			
	Fatal	GI	MI	NI	Total	Killed	Minor Injured	Total
1. January	85	66	48	12	211	117	108	393
2. February	69	63	34	9	175	73	95	330
3. March	84	66	32	14	196	112	100	364
4. April	72	84	37	10	203	94	116	400
5. May	48	40	19	3	110	59	51	185
6. June	66	63	36	9	174	84	101	344
7. July	72	72	52	15	211	83	91	374
8. August	75	84	54	11	224	86	119	450
9. September	56	71	50	16	193	65	100	316
10. October	87	103	56	11	257	99	140	500
11. November	74	88	61	13	236	86	107	417
12. December	83	77	45	9	214	94	111	433
TOTAL	871	877	624	132	2404	1062	1237	4506



5.4 TOTAL NUMBER OF ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH OF THE YEAR (2022)

Month	Type of Accidents				Number of persons involved			
	Fatal	GI	MI	NI	Total	Killed	Minor Injured	Total
1. January	67	49	46	13	175	90	70	363
2. February	55	52	54	6	167	65	84	336
3. March	63	85	45	18	211	74	107	403
4. April	84	73	63	12	232	99	108	498
5. May	78	68	61	10	217	99	104	455
6. June	82	95	49	12	238	96	148	553
7. July	55	66	56	14	191	67	97	408
8. August	72	79	58	16	225	80	111	437
9. September	79	76	82	15	252	100	115	463
10. October	87	64	84	11	246	107	117	404
11. November	67	46	83	13	209	72	96	356
12. December	75	56	91	12	234	83	106	419
TOTAL	864	809	772	162	2697	1032	1263	4063



Trends in time interval-wise distribution of road accidents.

In the year 2022, the time interval between 1800 – 2100 hrs. recorded the maximum number of road accidents, accounting for 484 (18.6%) of total accident in the state. It is in line with the pattern observed in the year 2021.

The second highest time interval of a day was between 1500 to 1800 hrs. constituting 479(18.4%) of road accidents. As per the data, afternoon and evening times are most dangerous times to be on road. The time interval between 0 to 6:00 am has the least number of accidents. The trend in accidents based on time interval in Himachal is in line with the accidents at all India level.



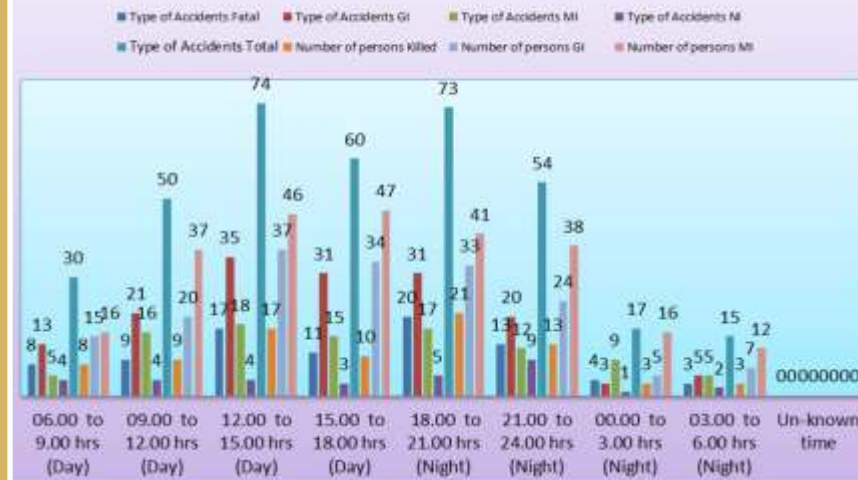
5.5 ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME (2021)

Time	Urban								Rural							
	Type of Accidents				Number of persons				Type of Accidents				Number of persons			
	Fatal	GI	MI	NI	Total	Killed	GI	MI	Fatal	GI	MI	NI	Total	Killed	GI	MI
06.00 to 9.00 hrs (Day)	8	13	5	4	30	8	13	16	83	59	37	8	187	104	84	200
09.00 to 12.00 hrs (Day)	9	21	16	4	50	9	28	37	102	129	65	8	300	128	180	389
12.00 to 15.00 hrs (Day)	17	38	18	4	74	17	37	48	109	111	64	8	288	118	170	319
15.00 to 18.00 hrs (Day)	11	31	19	3	60	18	34	47	127	142	82	21	372	168	213	333
18.00 to 21.00 hrs (Night)	20	31	17	5	73	21	33	41	191	176	81	28	484	217	257	370
21.00 to 24.00 hrs (Night)	13	20	12	9	54	13	24	38	95	55	37	19	226	108	78	178
00.00 to 3.00 hrs (Night)	4	3	8	1	17	3	5	16	57	29	18	6	110	78	48	128
03.00 to 6.00 hrs (Night)	3	5	5	2	15	3	7	12	26	21	13	4	64	28	32	53
Un-known time	8	8	8	8	32	8	8	8	0	0	0	0	0	0	0	0
TOTALS	85	189	97	32	373	84	178	253	786	718	427	106	2031	968	1042	1864

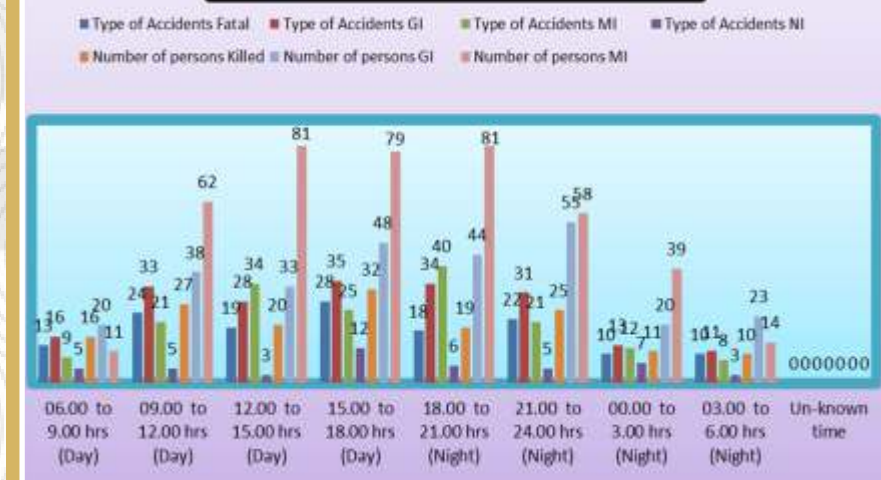
5.6. ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME (2022)

Time	Urban								Rural							
	Type of Accidents				Number of persons				Type of Accidents				Number of persons			
	Fatal	GI	MI	NI	Total	Killed	GI	MI	Fatal	GI	MI	NI	Total	Killed	GI	MI
06.00 to 9.00 hrs (Day)	13	16	9	5	43	13	16	20	62	66	64	8	200	68	89	278
09.00 to 12.00 hrs (Day)	24	33	21	5	83	24	38	62	112	106	95	15	328	135	166	471
12.00 to 15.00 hrs (Day)	19	28	34	3	84	19	33	81	109	111	106	20	346	129	193	468
15.00 to 18.00 hrs (Day)	28	35	25	12	100	28	48	79	136	109	117	17	379	167	170	476
18.00 to 21.00 hrs (Night)	18	34	40	6	98	18	44	81	131	128	109	18	386	168	206	358
21.00 to 24.00 hrs (Night)	22	31	21	5	79	22	55	58	106	46	51	17	220	119	79	150
00.00 to 3.00 hrs (Night)	10	13	12	7	42	10	20	39	40	20	31	6	97	52	40	97
03.00 to 6.00 hrs (Night)	10	11	8	3	32	10	23	14	24	22	29	5	80	34	39	77
Un-known time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	144	201	170	46	561	160	281	425	720	608	602	106	2036	872	982	2375

Type of accident & number of Person Urban 2021



Urban Type of accident and number of person 2022



In this chapter we made an effort to examine the of all the District wise accidents in the state of Himachal Pradesh with respect to number of accidents, number of persons killed, the challans done by the Police in all the District during the calendar year 2022.

The number of road accidents and fatalities varies wildly in the state. Number of road accidents and fatalities depends on the size of the district in terms of population, road length, economic activity, different category of registered vehicles, physiography and topographic of a district, road infrastructure and enforcement etc in place.

District wise profile of road accidents

The total accident in the State of Himachal increased from 2404 in 2021 to 2597 in 2022, registering an increase of 8% on an average over same period last year.

The top five Districts based on the number of Road Accidents are Kangra, Shimla, Mandi, Sirmour & Una respectively. These are same five districts that recorded the highest number of accidents in 2021 also.

District Kangra recorded 421 road accident in the year 2022 which were 390 in the year 2021, road accidents approximately increased by 8%. In District Mandi the road accidents have increased by 18%. In District Sirmour the road accidents have increased by 10%. In District Una the road accidents have increased by 11%.

Among the top 5 Districts it is only District Shimla that has seen the reduction in road accidents. In District Shimla the road accident have reduced by 3.7%.

The number of road accidents in top 5 districts and the respective share during the year 2021 & 2022 is given in table 6.2.

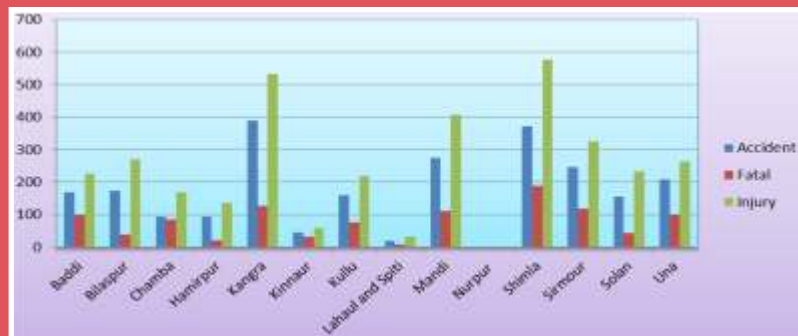


6.1 In the chart given below the district wise accident data is shown.

	2021			2022		
	Accident	Fatal	Injury	Accident	Fatal	Injury
Baddi	170	98	227	151	78	160
Bilaspur	173	39	271	172	37	274
Chamba	93	85	169	98	71	177
Hamirpur	95	22	135	111	33	120
Kangra	390	127	532	422	121	669
Kinnaur	46	32	59	37	21	45
Kullu	161	77	220	217	101	269
Lahaul and Spiti	19	9	32	26	13	29
Mandi	275	112	408	326	114	601
Nurpur	0	0	0	0	0	0
Shimla	371	189	577	357	172	678
Sirmour	247	118	326	269	111	383
Solan	155	44	234	178	54	265
Una	209	100	264	233	106	393
Total	2,404	1,052	3,454	2,597	1,032	4,063

6.2 The chart given below shows the top 5 road accident District in the state of Himachal

	2021			2022		
	Accident	Fatal	Injury	Accident	Fatal	Injury
Kangra	390	127	532	422	121	669
Mandi	275	112	408	326	114	601
Shimla	371	189	577	357	172	678
Sirmour	247	118	326	269	111	383
Una	209	100	264	233	106	393



District wise profile of Fatalities.

The total number of accident deaths in the state of Himachal have reduced from 1052 in 2021 to 1032 in the year 2022, registering a decrease of approximately 2% over the previous year.

District Baddi, Bilaspur, Chamba, Kangra, Shimla, Kinnaur & Sirmour recorded decrease in fatalities during 2022, when compared to 2021. While District Hamirpur, Kullu, Lahaul & Spiti, Mandi, Solan & Una recorded an increase in fatality during the year 2022 when compared to the same period in the year 2021.

District Kullu has seen the highest increase in road accident fatality in the year 2022 when compared to 2021. District Kullu has registered an increase of 31% in road accident fatalities over same period last year. The total road accident fatalities in District Kullu was 77 in the year 2021, which has increased to 101 in year 2022.

The injuries have increased from 3454 in the year 2021 to 4063 in the year 2022. Registering an increase of 17.6% over the

same period.

District Bilaspur, Chamba, Kangra, Kullu, Mandi, Shimla, Sirmour, Solan & Una recorded an increase in the injuries during the year 2022 when compared to 2021. While Baddi, Lahaul & Spiti, Hamirpur recorded the decrease in road accident injuries in the year 2022 when compared to 2021.

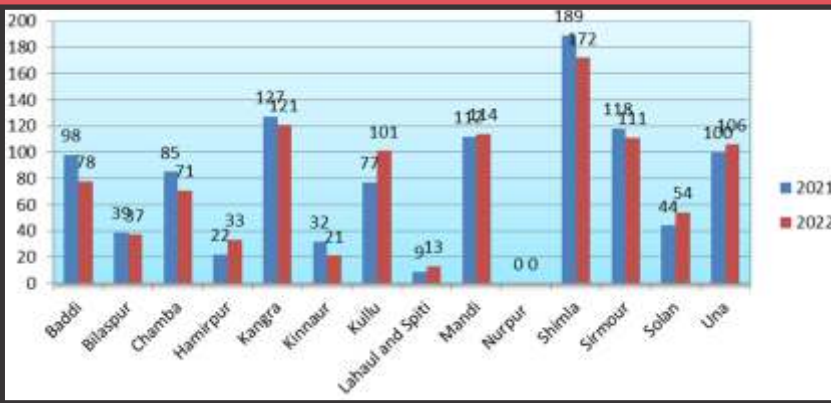
The top 5 Districts with the highest road accident injuries are Shimla, Kangra, Mandi, Una & Sirmour. The same set of Districts registered highest number of road accidents injuries in the year 2021.

District Mandi has seen the highest rise in the road accident injuries in the year 2022 when compared to 2021. The road accident injuries were 408 in the year 2021 with increased to 601 in the year 2022, registering an increase of 47.3% over the same period. Only Baddi, has seen the reduction in road accident fatality and injuries.



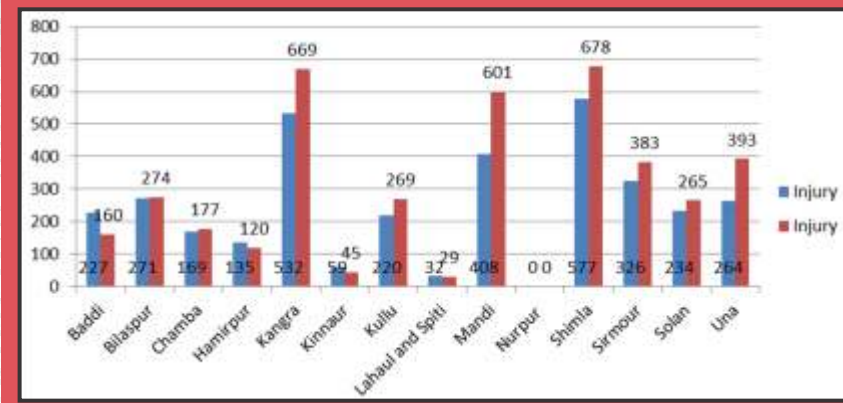
6.3 District wise data of road accident deaths is given below.

District wise Fatality		
	Fatality	Fatality
	2021	2021
Baddi	98	78
Bilaspur	39	37
Chamba	85	71
Hamirpur	22	33
Kangra	127	121
Kinnaur	32	21
Kullu	77	101
Lahaul and Spiti	9	13
Mandi	112	114
Nurpur	0	0
Shimla	189	172
Sirmour	118	111
Solan	44	54
Una	100	106
Total	1,052	1032



6.4 District wise data of road accident injuries is given below

	2021	2022
	Injury	Injury
Baddi	227	160
Bilaspur	271	274
Chamba	169	177
Hamirpur	135	120
Kangra	532	669
Kinnaur	59	45
Kullu	220	269
Lahaul and Spiti	32	29
Mandi	408	601
Nurpur	0	0
Shimla	577	678
Sirmour	326	383
Solan	234	265
Una	264	393
Total	3454	4063



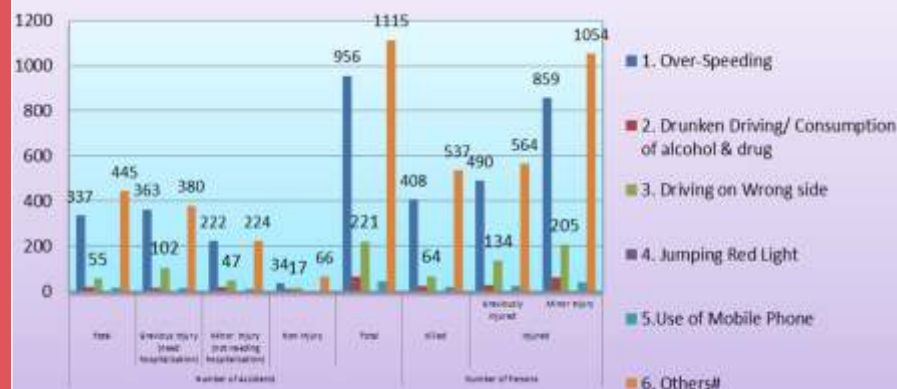
Dangerous driving and overspending were the two biggest cause of road accident during the year 2022.
The cause wise accident data for the year 2022 is given below.

6.5. Accidents Classified According to Type of Traffic Violations (2021)

Type of Traffic Violations	Number of Accidents				Number of Persons			
	Fatal	Grievous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Over-Speeding	337	363	222	34	956	408	490	859
2. Drunken Driving/ Consumption of alcohol & drug	18	16	21	12	67	22	27	60
3. Driving on Wrong side	55	102	47	17	221	64	134	205
4. Jumping Red Light	0	0	0	0	0	0	0	0
5. Use of Mobile Phone	16	16	10	3	45	21	22	39
6. Others#	445	380	224	66	1115	537	564	1054
Total	871	877	524	132	2404	1052	1237	2217

6.6 Accidents Classified According to Type of Traffic Violations (2022)

Type of Traffic Violations	Number of Accidents				Number of Persons			
	Fatal	Grievous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Over-Speeding	297	301	273	56	927	304	431	909
2. Drunken Driving/ Consumption of alcohol & drug	14	17	10	3	44	24	30	44
3. Driving on Wrong side	120	153	100	23	396	159	261	418
4. Jumping Red Light	0	0	0	0	0	0	0	0
5. Use of Mobile Phone	9	7	2	1	19	12	16	13
6. Other adverse weather blind bend dangerous driving dangerous overtaking suspected vehicle defect uneven road surface	424	331	387	69	1211	533	525	1416
Total	864	809	772	152	2597	1032	1263	2800



6.7 The detail of Challans made during the year 2023 upto 30-09-2023 as compared to previous corresponding year 2022 is as under:-

Detail of district wise challans under 13 heads of M.V. Act for the year 2022

Sr. No	Name of District	drunken driving	over loading Vehs.(except	using mobile phone	without driving license	Rash & negligence	over speed	W/O insurance	Overloading in Pvt. Buses	Overloading in Transport buses	Without fitness certificate of transport vehicles.	W/O Seat Belt	W/O helmet	Others	Total
1	Chamba	356	103	725	806	797	304	410	8	0	25	7389	10794	33741	55458
2	Una	55	54	141	876	244	3550	251	3	0	0	2723	8134	29490	45521
3	Baddi	53	8	1346	3870	403	505	840	0	0	233	1856	15063	34625	58812
4	Kinnaur	111	7	513	410	203	301	521	0	0	166	3057	311	10417	16017
5	Sirmaur	56	66	1230	1856	1062	843	942	0	0	56	4914	20559	20433	52017
6	L&S	69	41	5	61	246	1341	277	0	0	60	663	384	5197	8344
7	Hamirpur	70	3	352	893	314	8409	464	0	0	0	2593	9696	22819	45613
8	Bilaspur	54	4	1169	425	352	1841	204	1	0	0	3939	10412	21195	39596
9	Kullu	2085	66	5099	1988	547	3041	505	5	0	20	3408	22096	52429	91289
10	Shimla	3448	85	5159	5442	711	586	3792	0	0	311	10532	8723	144823	183612
11	Kangra	132	12	212	746	800	1559	385	0	0	9	4877	18450	81074	108257
12	Solan	380	126	1025	1609	585	6671	324	0	0	0	6143	11688	31855	60406
13	Mandi	361	24	674	1109	3413	163	258	0	0	0	5180	21213	56358	88733
	Total	7230	599	17650	20091	9677	29114	9173	17	0	880	57274	157523	544456	853675



6.8 District wise offences against juveniles in the state for the year (2022 - 2023)

In order to prohibit the driving of a motor vehicles by juveniles, Police is taking action against the violators. In this regard, District wise information of the juveniles found driving motor vehicles for the year 2022 as compare to 2023 upto 30-09-2023.

Sr.No.	Name of District	Nos of juveniles caught driving Motor Vehicles	
		2022	2023 upto 30-09-2023
1	Bilaspur	0	0
2	BBN	13	36
3	Chamba	13	2
4	Hamirpur	10	06
5	Kangra	10	19
6	Kinnaur	0	0
7	Kullu	10	3
8	L&S	01	0
9	Mandi	09	38
10	Nurpur	0	0
11	Shimla	22	18
12	Sirmour	11	31
13	Solan	07	08
14	Una	06	1
	Total	112	162



From the perusal of accident data for the year 2023, it has been found that there is decrease in accidents, fatalities and injuries in the year 2023 upto 30-09-2023 as compared with its corresponding period of last year. The district wise data for the year 2023 upto 30-09-2023 as compared with its corresponding period 2022 is as under

District	Accidents		Fatalities		Injuries	
	2022	2023	2022	2023	2022	2023
BADDI *	106	128	55	62	110	157
BILASPUR	129	114	29	41	211	211
CHAMBA	77	80	61	48	135	120
HAMIRPUR	83	68	27	20	94	102
KANGRA	299	224	85	57	486	362
KINNAUR *	26	40	15	28	33	82
KULLU	157	113	74	47	212	152
LAHUL & SPITI	22	11	09	6	25	14
MANDI	252	203	91	74	497	388
NURPUR	0	66	0	18	0	117
SHIMLA	265	212	126	88	544	335
SIRMAUR	192	162	80	61	298	261
SOLAN	133	133	40	42	195	202
U N A	167	135	78	60	306	204
Total	1908	1689	770	652	3146	2707

Note: Road Traffic Accidents of Police district Nurpur were considered under District Kangra during year 2022.

*Two districts namely Baddi and Kinnaur have reported more Road Traffic Accidents during 2023 till 30th June. Directions have been issued to concerned SsP to ensure evidence based enforcement to check increase in Road Traffic Accidents.



Total 44 no. of ITMS are established in the State and challans are being issued through ITMS

Sr.No.	Name of District	ITMS installed in District
1	Bilaspur	3
2	BBN	3
3	Chamba	3
4	Hamirpur	4
5	Kangra	2
6	Kinnaur	2
7	Kullu	3
8	L&S	3
9	Mandi	6
10	Nurpur	1
11	Shimla	3
12	Sirmour	1
13	Solan	3
14	Una	7
	Total	44



DRIVING LICENCES RECOMMENDED IN THE YEAR 2022

Total No of licenses recommended for suspension=	1 st Quarter	1254
Total No of licenses recommended for suspension=	2 nd Quarter	1801
Total No of licenses recommended for suspension=	3 rd Quarter	1457
Total No of licenses recommended for suspension=	4 th Quarter	1263
Total		5775

DRIVING LICENCES RECOMMENDED IN THE YEAR 2023

Total No of licenses recommended for suspension=	1 st Quarter	1193
Total No of licenses recommended for suspension=	2 nd Quarter	1178
Total No of licenses recommended for suspension=	3 rd Quarter	1319
		3690



TRAFFIC ENFORCEMENT EQUIPMENT DISTRIBUTED TO DISTRICT / UNITS.

Sr.N.	Distt./Unit	Alco sensors	Smoke Meters	Gas Analyzers	Laser Speed Radar	Noise Meter	Doppler Radars	ITMS	Body worn camera	Body worn camera with 4G, Wi-Fi & GPS	Mobile Phone for e-challaning	Integrated handheld terminal for e-challaning	handheld terminal for e-challaning SBI (pinelab)
1	Bilaspur	22	02	01	09	03	05	02	15	92	30	38	45
2	Chamba	39	02	02	09	03	04	01	15	102	45	40	55
3	Hamirpur	22	01	01	09	03	05	01	10	105	30	41	55
4	Kangra	56	02	02	14	03	10	02	30	222	115	80	85
5	Kinnaur	22	01	01	06	02	02	01	05	40	19	10	25
6	Kullu	51	01	01	10	03	06	02	25	192	70	55	50
7	L&S	11	01	01	05	02	00	02	05	31	10	08	13
8	Mandi	46	01	01	13	03	08	01	20	158	78	65	56
9	Shimla	61	02	02	13	04	11	00	35	221	140	95	85
10	Sirmour	31	01	01	09	03	06	00	10	134	36	32	40
11	Solan	36	02	02	11	03	07	01	20	130	72	32	40
12	Una	24	01	01	10	03	07	06	10	90	60	25	65
13	BBN	30	01	01	08	02	06	02	10	94	40	45	35
14	HWP CR	01	00	00	00	00	01	00	00	00	00	00	00
15	HWP NR	01	00	00	00	00	01	00	00	00	00	00	00
16	HWP SR	00	00	00	00	00	00	00	00	00	00	00	00
17	SDPO NLG	01	00	00	00	00	00	00	00	00	00	00	00
18	SDPO PWN	01	00	00	00	00	00	00	00	00	00	00	00
19	TTR	05	00	00	01	00	02	00	00	20	05	02	00
20	PTC Daroh	00	00	00	01	00	00	00	05	00	00	00	00
21	SV & ACB	00	00	00	00	00	00	00	00	04	00	00	00
	Total	460	18	17	128	37	81	21	215	1635	750	568	649





7	For hiring of Cranes/hydra for 2 months during the Apple Season in 2023, an amounting to 28,08,400/- to SP Shimla Road Safety Fund.
	Total amount given to Police Department from Road Safety Fund- Rs. 8,52,06,831/-

3.Engineering Department

Sr. no.	Activities
1	For improvement/ rectification of left over vulnerable spots in the state an additional amount of 4,50,00,000/-was provided to HPPWD from Road Safety Fund.
2	Of the 147 identified Black Spots the road owing agencies have rectified 119 Black Spots.
3	Of the 1438 Vulnerable Spots the road owing agencies have rectified 969 Vulnerable Spots.
4	To reduce fatalities due to Runoff Road the road owing agencies have till date installed 909 running Kilometers of crash barriers.

4.Awareness Campaign & Other Activities done by Lead Agency Road Safety Cell (Transport Department

Sr. no.	Activities
1	National Road Safety Week, 2023 was celebrated from 11th January to 17th January 2023 by associating all the Regional Transport Officers (RTOs) in their jurisdiction along with all the stakeholder departments in order to spread awareness amongst general public about Road Safety measures to reduce the gravity of road traffic accidents, accident fatalities, and injuries
2	Launching of e-Vehicles by the Hon'ble Chief Minister Sh. Sukhvinder Singh Sukhu along with Hon'ble Deputy Chief Minister Sh. Mukesh Agnihotri for the Transport Department at The Ridge, Shimla on 3rd February, 2023.
3	MoRTH sponsored Training programs for the MVIs, Police personals, Traffic Inspectors, Engineers and other officials/officers of the Transport Department & other stakeholder departments at the various locations in the country conducted by Engineering Staff College of India, Hyderabad in the month of February & March, 2023. Another MoRTH sponsored capacity building training program for the officers/officials of stakeholder departments i.e. HPPWD, Police and Education Department conducted by the Central Institute for Road Transport (CIRT), Pune w.e.f 13th to 15th February, 2023.



4	Awareness through Pamphlets: In order to make the tourist and general people aware about the Motor Vehicle Act, 1988, road accident scenario, safety and caution with respect to vehicles used for ferrying school children, general awareness with respect to good drivers, defensive driving, awareness of rights of Good Samaritans etc. pamphlets on various themes of road safety are being prepared for free distribution to the public at large in the state of Himachal.
5	Blood Donation Camp was organized by the Lead Agency/Road Safety Cell, Directorate of Transport, HP at the Ridge Shimla on 26th April, 2023.
6	Three number of Workshop-cum-training program on Road Safety for the 117 College Coordinators of Road Safety Clubs (College Cadre) was organized at HIPA w.e.f 1st - 2nd June; 16th - 17th June; and 27th - 28th July, 2023.
7	Two day's training programme for the officers of stakeholder departments on Role of Road Safety at HIPA, Shimla w.e.f. 30th June to 1st July, 2023.
8	The Department of Transport has launched a Road Safety Awareness campaign through Electronic Media and Print Media i.e. Aakash-wani & Radio(s), broadcasting radio jingles e.g for drivers cautioned during driving in monsoon season in Himachal, etc. Dates when they were broadcasted on Radio are given below: 18th July to 27th July – for special awareness amongst road users/tourists 27th August to 30th August – for festive season road safety awareness on Rakshabandhan 4th September to 9th September - for awareness of National Lok Adalat
9	Two day's training programme-cum-workshop was organized for the group leaders of folk artists empanelled with I & PR Department on their Role with respect to Road Safety at HIPA, Shimla w.e.f. 30th to 31st August, 2023.

10	An amount of 70,00,000/- was provided to PWD Una for establishment/construction of Driving Training Track & Traffic Park at Haroli District Una.
11	An amount of 1,14,579/- to RTO Shimla & RTO Bilaspur (44,579 & 70,000 respectively) for Road Safety activities.
12	Orientation/training programme on Road Safety for the students (MSW) of Himachal Pradesh University on 13th October, 2023.
13	During the Apple Season Road Safety Cell Lead Agency had installed large Hoardings with respect to Over Loading of Trucks in District Shimla, Solan & Kullu, with the aim of reducing accidents due to over loading. The initiative of the Road Safety Cell had a big impact. The road accidents in Distt Shimla only were from 27 in the year 2021 to 14 in the year 2023. Fatalities have been reduced from 14 in the year 2021 to 5 in the year 2023. The impact study with respect to this is being prepared by the Lead Agency.
14	Inspection and Certification Centre at Baddi District Solan, for the vehicle fitness is being constructed at the cost of around 20 Crores. For the above project an amount of Rs16.35 Crore is being given by MorTH and the State Govt is giving 3.65 Crores and 62.55 Lakhs have been given from Road safety Fund. 70% of its civil work has been completed.
15	The Lead Agency is also in the process of publishing 2 books on road safety for the benefit of the public at large. They would be distributed to the public free of cost. These books are "Sarak Suraksha Jankari evm Margdarhika" and "Vahan Dharako v Chalako Ke Liye Sarak Suraksha Chin evm Sanketavali". Further new sun boards on Good Samaritans are being prepared for distributions to the entire stake holder, Police Departments, Hospitals, Medical Colleges, Schools, and Degree Colleges and at other prominent places, with the aim to advertise the rights of Good Samaritan.



16	The Road Safety Cell asked all the Superintendents of Police in Himachal, all the RTOs in Himachal, to launch a special campaign for checking the vehicles used for ferrying school children from 4th September till 14th September 2023. The mandate of the campaign was to ensure that vehicles i.e buses, taxies, cars, maxi cabs are adhering to the rules made by Government of Himachal Notification, Department of Transport Notification no. TPT-A(7)-1/2018 dated 12 October 2018.
17	SLMC meeting was held on 27 July 2023 under the chairmanship of Chief Secretary Himachal where in Road Safety Fund allocation as to various stakeholder Departments was approved. Lead Agency is also reviewing the District Road Safety Committee (DRSC) meeting in all the Districts. 5 DRCS meetings have been held in the 2023 in various Districts of Himachal.

5.HRTC

Sr. no.	Activities
1	An amount of 40,00,000/- was given from Road Safety Fund for the purchase of Two Quick Response Electric Vehicle to Himachal Road Transport Corporation.

6. Emergency (Health Department)

Sr. no.	Activities
1	In order to build capacity of the Medical Staff an amount of activity on Road Safety in the States.12,00,000/- for organizing a workshop-cum-training programme or any other awareness
2	As approved by the State Level Management Committee in its first meeting, the money from Road Safety Budget will be given to the Health Department for the procurement for two Advance Life Support Ambulances. The proposal from Health Department was received on 12th October 2023. The funds would be transferred to then shortly for the procurement of above said ambulances.
2	On 19th October 2023 the meeting was held under the chairmanship of Additional Commissioner Road Safety for exploring the possibility of mapping the ambulances of NHAI i.e 1033 call and of State NHM i.e 108 call, under one common emergency number. In this meeting officials of NHM, Department of Health, NHAI were present. The NHM officials assured that they will take up the matter of this integration with their Governing Council and explore the possibility of its integration. NHAI officials also assured that they would support this integration.







3. Accidents Classified According to Weather Conditions 2022

Weather Condition	Number of Accidents					Number of Persons		
	Fatal	Greviou s Injury (need hospitali sation)	Minor Injury (not needing hospitali	Non Injury	Total	Killed	Injured	
							Greviou sly Injured	Minor Injury
1. Sunny/Clear	755	731	695	133	2314	899	1125	2533
2. Rainy	42	39	33	11	125	46	71	146
3. Foggy & Misty	19	12	16	3	50	26	26	30
4. Hail/Sleet	1	0	2	0	3	2	0	7
5. Others (Cloudy& strong wind)	47	27	26	5	105	59	41	84
TOTALS	864	809	772	152	2597	1032	1263	2800



4. Accidents According to the Classification of Road 2022

Classification of Road	Number of Accidents					Number of Persons		
	Fatal	Greviou s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Greviou sly Injured	Minor Injury
1. Expressways	0	0	0	0	0	0	0	0
2. National Highways	375	423	379	81	1258	443	643	1340
3. State Highways	159	165	183	35	542	193	265	574
4.Other Roads	330	221	210	36	797	396	355	886
Total\$	864	809	772	152	2597	1032	1263	2800



5. Accidents Classified According to Road Environment 2022

Accident Spot	Number of Accidents					Number of Persons			Comments if any
	Fatal	Greviou s Injury (need hospital	Minor Injury (not needing	Non Injury	Total	Killed	Injured Greviou sly Injured	Minor Injury	
1. Residential Area	41	44	52	10	147	43	69	130	
2. Institutional Area *	82	108	65	19	274	94	148	154	bus stop factory fuel station block recreation religious school college
3. Market/ Commercial area #	91	143	111	24	369	95	206	250	
4. Open Area	614	492	520	93	1719	760	798	2177	Inside village and open area
5. Others	36	22	24	6	88	40	42	89	(Bridge,tunnel,pedestian.cossing other)
TOTALS	864	809	772	152	2597	1032	1263	2800	



6. Accidents Classified According to Road Features 2022

Road Features	Number of Accidents					Number of Persons		
	Fatal	Greviou s Injury (need hospital	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Greviou sly Injured	Minor Injury
1. Straight Road	522	542	467	90	1621	589	753	1431
2. Curved Road	232	161	178	26	597	288	349	930
3. Bridge	9	1	12	2	24	14	2	25
4. Culvert	22	7	0	4	33	31	0	5
5. Pot Holes	1	1	0		2	2	0	2
6. Steep Grade	22	21	33	14	90	36	62	152
7. Ongoing Road Works/Under Construction	55	75	76	13	219	70	95	230
8. Others (Specify) Tunnel	1	1	6	3	11	2	2	25
TOTAL \$	864	809	772	152	2597	1032	1263	2800



7. Accidents Classified According to Junction Type 2022

Junction Type	Number of Accidents					Number of Persons		
	Fatal	Greviou s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Greviou sly Injured	Minor Injury
1. T Junction	21	30	13	2	66	26	45	62
2 Y Junction	7	15	5	0	27	7	21	24
3. Four Arm Junction	1	8	6	0	15	2	12	11
4. Staggered Junction *	2	2	3	0	7	2	3	2
5.Round About Junction	0	1	1	0	2	0	1	0
Total	31	56	28	2	117	37	82	99



8. Accidents Classified According to Traffic Control at Junction 2022

Traffic Control	Number of Accidents					Number of Persons		
	Fatal	Greviou s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Greviou sly Injured	Minor Injury
1. Traffic light Signal	5	9	0	1	15	5	14	3
2. Police Controlled	4	5	1	0	10	5	9	6
3. Stop Sign	2	5	5	0	12	3	8	4
4. Flashing signal/ blinker	0	2	1	0	3	0	2	2
5. Uncontrolled	20	35	21	1	77	24	49	84
Total	31	56	28	2	117	37	82	99



8. Accidents Classified According to Traffic Control at Junction 2022

Traffic Control	Number of Accidents					Number of Persons		
	Fatal	Greviou s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Greviou sly Injured	Minor Injury
1. Traffic light Signal	5	9	0	1	15	5	14	3
2. Police Controlled	4	5	1	0	10	5	9	6
3. Stop Sign	2	5	5	0	12	3	8	4
4. Flashing signal/ blinker	0	2	1	0	3	0	2	2
5. Uncontrolled	20	35	21	1	77	24	49	84
Total	31	56	28	2	117	37	82	99



9. Location of pedestrian accidents according to whether at Pedestrian Infrastructure 2022

Pedestrian Infrastructure	Number of Accidents					Number of persons			Comments if any
	Fatal	Greviou s Injury (need hospitali sation)	Minor Injury (not needing hospitali sation)	Non Injury	Total	Fatal	Greviou s Injury (need hospitali sation)	Minor Injury (not needing hospitali sation)	
1.Zebra Crossing	28	33	30	1	92	29	46	37	
2.Foot Bridge/Subway	4	8	4	1	17	4	8	5	
3.Footpath	105	120	57	1	283	108	131	112	
4.Others (where there is no pedestrian infrastructure)	58	59	90	2	209	58	63	134	Walking along road, standing along road, walking along road edge NO action and other
Total	195	220	181	5	601	199	248	288	



10 (a): Persons killed in Accidents Classified by the type of impacting vehicles 2022

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	1	52	0	66	32	13	3	32	199
2. Bicycles	0	1	0	2	0	0	0	1	4
3.Two Wheelers	1	139	0	14	20	6	0	6	186
4.Auto Rickshaws	0	0	1	0	0	0	0	0	1
5.Cars, Taxis, Vans & LMV	0	35	1	352	13	4	0	3	408
6.Trucks/Lorries	0	36	0	6	70	2	0	5	119
7.Buses	0	9	0	0	2	26	0	3	40
8. Other Non-motorized vehicle (E-rickshaw etc.)	0	3	0	3	0	0	13	1	20
9. Others	0	17	0	11	1	0	0	26	55
Total	2	292	2	454	138	51	16	77	1032



10 (b): Persons Greivous injured in Accidents Classified by the type of impacting vehicles 2022

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									
1. Pedestrian	2	98	2	89	24	8	0	25	248
2. Bicycles	1	1	0	0	2	3	0	2	9
3.Two Wheelers	0	235	0	31	11	2	0	1	280
4.Auto Rickshaws	0	2	1	0	0	0	0	0	3
5.Cars, Taxis, Vans & LMV	3	95	4	338	19	2	0	6	467
6.Trucks/Lorries	0	29	0	14	59	6	0	0	108
7.Buses	0	15	0	9	2	48	0	1	75
8. Other Non-motorized vehicle	0	0	0	1	0	4	6	0	11
9. Others	0	29	1	7	7	1	1	16	62
Total	6	504	8	487	124	74	7	53	1263



10 C: Persons Minor injured in Accidents Classified by the type of impacting vehicles 2022

Crime Vehicle Victim/Victim Vehicle	1. Bicycles	2.Two Wheelers	3.Auto Rickshaws	4.Cars, Taxis, Vans &	5.Trucks/Lorries	6.Buses	7. Other Non-motorized vehicle (E-rickshaw etc.)	8. Others	9.Total
1. Pedestrian	3	116	3	104	19	12	0	31	288
2. Bicycles	0	3	0	2	0	0	0	1	6
3.Two Wheelers	2	279	0	72	20	18	3	3	397
4.Auto Rickshaws	0	1	15	1	0	0	0	0	17
5.Cars, Taxis, Vans & LMV	1	99	5	1063	28	15	0	6	1217
6.Trucks/Lorries	0	43	0	64	194	18	0	0	319
7.Buses	0	10	0	21	16	332	0	29	408
8. Other Non-motorized vehicle (E-rickshaw etc.)	0	0	1	21	0	13	8	0	43
9. Others	0	27	3	22	3	0	0	50	105
Total	6	578	27	1370	280	408	11	120	2800



10 (d). Summary table of format 10 (a), 10 (b) & 10 (c) 2022

Vehicles/persons involved	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Pedestrian	195	220	181	5	601	199	248	288
2. Bicycles	4	8	2	0	14	4	9	6
3. Two Wheelers	168	181	135	7	491	186	280	397
4. Auto Rickshaws	1	2	4	0	7	1	3	17
5. Cars, Taxis, Vans & LMV	309	256	292	75	932	408	467	1217
6. Trucks/Lorries	99	69	72	43	283	119	108	319
7. Buses	28	28	41	7	104	40	75	408
8. Other Non-motorized vehicle (E-rickshaw etc.)	13	6	3	1	23	20	11	43
9. Others	47	39	42	14	142	55	62	105
Total	864	809	772	152	2597	1032	1263	2800



11. Accidents Classified According to Age of Impacting Vehicles 2022

Age of Vehicles	Number of Accidents					Number of Persons		
	Fatal	Greviou s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Greviou sly Injured	Minor Injury
1. Less than 5 years	321	290	298	56	965	403	479	1199
2 5 – 10 years	271	281	232	53	837	319	393	964
3. 10.1 - 15 years	94	79	89	14	276	108	110	342
4. > 15 years	63	55	46	12	176	81	98	144
5.Age Not Known	115	104	107	17	343	121	183	151
Total	864	809	772	152	2597	1032	1263	2800



12. Accidents Classified According to Load Condition of Involved Vehicle 2022

Load Condition	Number of Accidents					Number of Persons		
	Fatal	Greviou s Injury (need hospitali	Minor Injury (not needing	Non Injury	Total	Killed	Injured	
							Greviou sly Injured	Minor Injury
1. Normally Loaded	654	625	578	125	1982	798	937	2074
2 Overloaded/ Hanging	38	25	25	3	91	57	61	354
3. Empty	114	112	116	14	356	114	132	247
4. Not known	58	47	53	10	168	63	133	125
Total	864	809	772	152	2597	1032	1263	2800



13. (a) Accidents Classified According to Type of Collision/Impact 2022

Nature of Accident	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)
1. Vehicle to Vehicle	656	583	588	146	1973	813	1004	2469
2. Vehicle to Pedestrian	195	220	181	5	601	199	248	288
3. Vehicle to Non-Motorised vhcile	13	6	3	1	23	20	11	43
4. Vehicle to Animal	0	0	0	0	0	0	0	0
Total	864	809	772	152	2597	1032	1263	2800



13. (b) Accidents Classified According to Type of Collision 2022

Nature of Accident/ Fatalities	Number of Accidents					Number of persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)
1.Hit & Run	73	75	65	5	218	74	100	108
2.Hit With Parked Vehicle	17	21	20	15	73	17	33	52
3.Hit from Back	51	72	74	15	212	54	110	169
4. Hit from side	54	83	88	22	247	60	125	244
5.Run Off Road	293	79	95	8	475	404	196	741
6.Hit with Fixed Object	41	34	34	13	122	49	59	242
7.Vehicle Overturn	42	34	38	5	119	54	64	145
8.Head on Collision	138	221	245	62	666	150	348	860
9.Others (Specify)	155	190	113	7	465	170	228	239
Total	864	809	772	152	2597	1032	1263	2800



14. Accidents Classified According to Type of Traffic Violations 2022

Type of Traffic Violations	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Over-Speeding	297	301	273	56	927	304	431	909
2. Drunken Driving/ Consumption of alcohol & drug	14	17	10	3	44	24	30	44
3. Driving on Wrong side	120	153	100	23	396	159	261	418
4. Jumping Red Light	0	0	0	0	0	0	0	0
5. Use of Mobile Phone	9	7	2	1	19	12	16	13
6. Other adverse weather blind bend dangerour driving dangerous overtaking suspected vehicle defect uneven road surface	424	331	387	69	1211	533	525	1416
Total	864	809	772	152	2597	1032	1263	2800



15. Persons killed and Injured due to Non wearing of Safety Device by Victims 20222

Safety Devices	Number of Persons		
	Killed	Greviously Injured (need hospitalisation)	Minor Injured (need hospitalisation)
1.Non-Wearing of Helmets	150	206	231
a) Drivers	118	141	138
b) Passengers	32	65	93
2.Non-Wearing of Seat Belt	289	205	484
a. Drivers	166	108	287
b. Passengers	123	97	197



16. Accidents Classified According to License of Drivers 2022

Type of License	Number of Accidents				
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total
1. Valid Permanent License	592	587	573	118	1870
2.Learner License	12	5	5	1	23
3.Without License	153	139	104	20	416
4. Not known	107	78	90	13	288
Total	864	809	772	152	2597



17. Accidents Classified According to Type of Road User

Persons	Number of Persons					
	Killed		Previously Injured (need hospitalisation)		Minor Injured (not needing hospitalisation)	
	Male	Female	Male	Female	Male	Female
1. Pedestrians	157	42	177	71	214	74
2. Bicycles	4	0	9	0	5	1
a) Drivers	4	0	9	0	5	1
b) Passengers	0	0	0	0	0	0
3. Two Wheelers	249	24	385	37	459	67
a) Drivers	202	5	277	12	304	12
b) Passengers	47	19	108	25	155	55
4. Auto Rickshaws	2	0	5	1	15	9
a) Drivers	0	0	2	0	10	0
b) Passengers	2	0	3	1	5	9
5. Cars, Taxis, Vans & LMV	338	51	324	76	950	297
a) Drivers	179	2	150	4	348	16
b) Passengers	159	49	174	72	602	281
6. Trucks / Lorries	87	4	74	6	212	36
a) Drivers	59	0	38	0	80	0
b) Passengers	28	4	36	6	132	36
7. Buses	26	8	44	25	222	181
a) Drivers	10	0	12	0	32	0
b) Passengers	16	8	32	25	190	181
8. Other Non-Motor Vehicles (E-ricksha w etc.)	12	1	6	0	10	0
a) Drivers	6	0	2	0	3	0
b) Passengers	6	1	4	0	7	0
9. Others	26	1	20	3	36	12
a) Drivers	15	0	9	1	16	1
b) Passengers	11	1	11	2	20	11
Total	901	131	1044	219	2123	677
a) Drivers	475	7	499	17	798	30
b) Pedestrian + Passenger	426	124	545	202	1325	647
					2296	973



18. Persons killed and Injured according to Type of Victims, Age and Sex 2022

Victims	2022			
	Killed		Injured	
	Male	Female	Male	Female
(A) Drivers – Total	471	7	1283	46
1. Less than 18 years	19	1	45	2
2. 18-25	97	0	348	11
3. 25-35	143	2	380	18
4. 35-45	116	2	292	10
5. 45-60	73	2	192	5
6. 60 and Above	19	0	25	0
Age not known	4	0	1	0
(B) Passengers – Total	269	82	1479	704
1. Less than 18 years	24	10	185	138
2. 18-25	50	16	393	131
3. 25-35	85	13	383	151
4. 35-45	50	23	237	118
5. 45-60	44	13	195	112
6. 60 and Above	14	7	74	50
Age not known	2	0	12	4
(C) Pedestrian – Total	157	42	391	145
1. Less than 18 years	11	7	42	29
2. 18-25	17	2	86	18
3. 25-35	33	6	84	22
4. 35-45	26	5	61	29
5. 45-60	40	10	64	24
6. 60 and Above	28	12	50	22
Age not known	2	0	4	1
(D) Cyclist – Total	4	0	14	1
1. Less than 18 years	1	0	2	0
2. 18-25	1	0	5	1
3. 25-35	2	0	2	0
4. 35-45	0	0	1	0
5. 45-60	0	0	4	0
6. 60 and Above	0	0	0	0
Age not known	0	0	0	0
Total	901	131	3167	896
1. Less than 18 years	55	18	274	169
2. 18-25	165	18	832	161
3. 25-35	263	21	849	191
4. 35-45	192	30	591	157
5. 45-60	157	25	455	141
6. 60 and Above	61	19	149	72
Age not known	8	0	17	5



19. Accidents & fatalities occurred on National Highways* 2022 under different categories

Different categories	Total Accidents	Killed
1	2	3
1. National Highways under NHAI	251	76
2. National Highways under State PWD	998	361
3. National Highways under Other Departments	9	6
4. Total	1258	443



20. Accidents/Persons killed under the category of road user 2022 on National Highways* under different categories

Road User	National Highways under NHAI		National Highways under State PWD		National Highways under Other Departments	
	Total Accidents	Persons killed	Total Accidents	Persons killed	Total Accidents	Persons killed
1. Pedestrian	42	21	239	74	1	1
2. Bicycles	1	0	4	0	0	0
3. Two Wheelers	68	22	178	128	2	1
4. Auto Rickshaws	4	1	5	4	0	0
5. Cars, Taxis, Vans & LMV	91	24	332	87	4	3
6. Trucks/Lorries	24	5	141	35	1	0
7. Buses	13	1	47	21	1	1
8. Other Non-Motorized Vehicles (E-rickshaw etc.)	1	0	5	1	0	0
9. Others	7	2	47	11	0	0
Total	251	76	998	361	9	6



21. Accidents & fatalities classified according to type of traffic violation on National Highways* under different categories 2022

Type of traffic violation	National Highways under NHAI		National Highways under State PWD		National Highways under Other	
	Total Accidents	Persons killed	Total Accidents	Persons killed	Total Accidents	Persons killed
1. Over-Speeding	152	46	365	118	7	5
2. Drunken Driving/ Consumption of alcohol & drug	9	3	16	3	0	0
3. Driving on Wrong side	31	11	237	88	0	0
4. Jumping Red Light	0	0	0	0	0	0
5. Use of Mobile Phone	0	0	12	5	0	0
6. Others	59	16	368	147	2	1
Total	251	76	998	361	9	6



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