महाराष्ट्र पोलीस

HIGHWAY POLICE MAHARASHTRA

MAHARASHTRA ROAD CRASH REPORT - 2022

Maharashtra Road Crash Report 2022

Report By

Highway Police Maharashtra State

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सत्यमेव जयते

MESSAGE

In the last few decades, India's road network has grown manifold, now ranking as the third largest in the world. The vehicle population has also increased tremendously with improved highways and advanced automobile engineering. Unfortunately, road crashes have also increased.

Over the past few years, our efforts to expand the state's road network have brought significant benefits to farmers, small-scale industries, and industrial townships. However, along with the development, road crashes, fatalities, and injuries have also seen an increase.

While road networks and transportation are essential for economic growth, we must prioritise safer roads. Road traffic injuries not only cause immense personal losses but also result in significant financial burdens for individuals, families, and the nation, accounting for over 3.14% of the GDP.

Globally, 1.3 million lives are lost in road crashes each year, and in India, around 155,000 people die annually due to road accidents. In 2022 alone, 15,000 individuals lost their lives in road traffic crashes in our state.

This loss of life is preventable. To significantly reduce road crashes and fatalities, we need a comprehensive approach. Safer road designs, effective traffic management, speed control measures, preventing drunk driving, and implementing measures like helmet usage and seatbelt enforcement are crucial. Safe roads, appropriate speeds, and well-maintained vehicles are the key elements in preventing road crashes.

We are currently in the second Decade of Action for Road Safety (2021–2030), with a target to prevent deaths and injuries from road traffic crashes by 2030. I urge multiple sectors within our government including transport, police, health, and education to collaborate and take action to ensure the safety of roads, vehicles, and all road users, especially vulnerable ones.

The report presented before you is an effort to prevent road crashes and save lives. It provides valuable data and evidence to better understand when, where, and how road crashes, deaths, and injuries occur.

I commend the Highway Police of Maharashtra State for their diligent efforts in developing and publishing this evidence-based document. I am sure this report will go a long way in planning evidence-based preventive measures for ensuring road safety in the State. Together, we can make our roads safer and protect lives.

DEVENDRA FADNAVIS

SUJATA SAUNIK I.A.S.
Additional Chief Secretary
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सत्यमेव जयते

MESSAGE

Road traffic fatalities rank as the eighth leading cause of death worldwide and pose a significant threat to children and youth. The rise in road crashes, fatalities, and injuries in Maharashtra is a matter of great concern for us.

These road incidents have far-reaching consequences, affecting both the economy and individuals, inflicting physical, financial, and emotional hardships on victims and their families. Vulnerable road users, such as pedestrians, cyclists and motorcyclists, bear a disproportionate share of road traffic deaths, both globally and in our state. In 2022, these groups accounted for 74% of road crash deaths in Maharashtra.

In September 2020, the UN General Assembly adopted a resolution, 'Improving global road safety,' proclaiming the Decade of Action for Road Safety 2021 - 2030, with an ambitious target of reducing road traffic deaths and injuries by at least 50% by 2030.

To improve the road safety situation in our state. We must seize the opportunity presented by this landmark resolution and invest in life-saving road safety action plans, interventions, strategies, and policies. A systematic approach and collective responsibility are essential in preventing road traffic fatalities and injuries.

By creating safer and more accessible streets for everyone, we can significantly decrease road crash deaths and injuries and eventually eliminate road crashes altogether. I am confident that the data and analysis provided in this report on road crashes, particularly speeding, which contributed to 75% of the total road crashes in the state in 2022 will aid decision-making and raise awareness about the key factors leading to road crashes.

I commend the Highway State Police and the Additional Director General of Police (Traffic), Maharashtra State, for their annual release of this comprehensive analysis. I hope this document proves valuable to policymakers, academia, citizens, and civil society organisations working towards enhancing road safety.

Sujata Saunik

RAJNISH SETH, IPS
Director General of Police,
Maharashtra State.

FOREWORD

In recent decades, Maharashtra State has seen a significant increase in road networks and vehicles. Unfortunately, this has also led to a rise in road crashes and fatalities. Last year alone, more than 15,000 lives were lost, and over 27,000 people were injured in road accidents across the state. We must not neglect safety while striving for better infrastructure.

According to the World Health Organization (WHO), over half of all road-related deaths and injuries involve vulnerable road users like pedestrians, cyclists and motorcyclists. Road crash deaths are a serious concern, and it requires a collective effort to save lives on the roads. It is our responsibility to ensure that no more lives are lost due to road accidents.

The good news is that road crashes and deaths are preventable. By designing new roads with safety in mind, creating accessible pathways for vulnerable users, and efficiently managing traffic on existing roads, we can work towards reducing road deaths.

In the coming years, the Highway Traffic Police, Maharashtra, will focus on enhancing speed management controls and enforcement on expressways and high-speed roads in the state. This annual report's systematic analysis of road crashes plays a vital role in formulating effective enforcement measures. I urge all government and private stakeholders to utilise the data and research in the report for an evidence-based approach to road safety.

I extend my congratulations to the Additional Director General of Police (Traffic), Maharashtra State, and their team for publishing this comprehensive report on road crashes. I encourage them to continue their efforts and emphasise the importance of reducing accidents in Maharashtra through careful planning and public participation.

RAJNISH SETH

Dr. Ravinder Singal, IPS
Additional Director General of Police (Traffic),
Maharashtra State, Mumbai.

PREFACE

High-speed roads offer the allure of swift travel, but they also bear a heavy burden of tragedy—road crashes and the loss of precious lives. This burden is one we cannot ignore.

Road crashes haunt our children and young people, leaving an indelible mark of sorrow. They are an unrelenting "silent pandemic," claiming countless lives, not only in India, where over 1.5 lakh souls perish each year, but globally, with an annual toll exceeding 1.35 million lives.

Our mission is to prevent these crashes, ensuring that the speed we desire does not come at the cost of precious lives. This duty requires evidence-based measures, a commitment to enhancing our infrastructure, and a collective effort to create safer roads.

This report embodies that commitment. It delves into the heart-wrenching reality of road crashes across Maharashtra. It serves as a testament to our unwavering determination to gather accurate information, learn from it, and make informed decisions for a safer future.

The establishment of the Highway Traffic Police (HSP), our guiding force, was driven by the desire to regulate, monitor, and control the flow of vehicles on our highways. Starting with 23 Traffic Aid Posts (TAPs), we have now expanded to 63, spread across Maharashtra, safeguarding the journeys of countless travellers.

The creation of HSP has ushered in a new era of unity—a single, unified command to manage traffic on our highways.

Since 2021, the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) has supported us in producing these road crash reports. Such reports, grounded in analysis and evidence, provide a beacon of hope in our tireless pursuit of road safety.

I implore you, dear readers, to join us on this journey. Let us not forget the power we hold as individuals to make a difference. Let us embrace responsibility on the road, fostering a culture of safety throughout Maharashtra.

May our roads become the epitome of smoothness and security, where every journey becomes a triumph over tragedy.

Dr. RAVINDER SINGAL

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EXECUTIVE SUMMARY

Each year, a staggering 1.35 million people are killed on roadways around the world and millions are injured or disabled. Road crashes are estimated to be the eighth leading cause of death globally for all age groups and the leading cause of death for children and young people in the 5-29 age group.

India accounts for the highest number of road crashes globally, with 1.5 lakh people being killed and more than 4.5 lakh disabled annually in 4.5 lakh road crashes, with losses amounting to 3.14% of the GDP.

Maharashtra has reported 15,224 deaths which is an increase by 13% in numbers since 2021. Two and three wheeler occupants topped in the number of deaths and non-fatal injuries of all road users. Two and three wheelers accounted for 54% of all deaths, followed by pedestrians with 19%. The vulnerable road users including pedestrians, two and three wheeler occupants and cyclists accounted for 74% of total deaths. In addition, two and three wheeler occupants accounted for 49% of non-fatal injuries, followed by pedestrians with 16%. A total of 66% of non-fatal injuries involve vulnerable road users.

Men between 25 to 45 years of age accounted for most deaths and non-fatal injuries. Most two wheeler deaths and injuries were caused by other two wheelers and cars.

Fatal and non-fatal crashes dropped in the month of September 2022. Furthermore, fatal crashes often peak at 18:00 to 21:00 hours. About 44% of all crashes occur on the other roads (city or village roads) across Maharashtra.

National and State highways account for 57% of deaths but make up for only 16% of the road network length in Maharashtra.

Out of 15,224 fatalities, 6,248 deaths (41%) occurred in ten units - Pune Rural (923), Nashik Rural (912), Ahmednagar (841), Solapur Rural (641), Jalgaon (552), Satara (534), Nagpur Rural (492), Beed (462), Aurangabad Rural (457) and Chandrapur (434).

This report provides the detailed road safety situation in Maharashtra empowering stakeholders to develop evidence-based interventions and programs which ultimately save lives on the road.

INTRODUCTION

INTERNATIONAL TREND

Road crashes are one of the largest killers globally. However, they are preventable. They are the eighth leading cause of death, with 1.35 million people killed and 50 million injured or disabled on roadways worldwide. It is the leading cause of death for children and young people in the 5-29 age group. According to the World Health Organization's (WHO) global health database, 64% of road fatalities are in people under 50. More than half of all road deaths are among vulnerable road users, i.e., pedestrians, cyclists, and motorcyclists.

Low and middle-income countries account for 90% of all road fatalities despite having only 60% of the world's vehicles.

Road traffic injuries cause considerable economic losses to individuals, their families, and nations. These losses arise from the cost of treatment and lost productivity for those killed or disabled by their injuries and for family members who need to take time off work or school to care for the injured. Road crashes alone cost most countries an alarming 3% of their gross domestic product.The financial burden of road crashes can trap households in poverty.

NATIONAL TREND

According to the Ministry of Road Transport and Highways, India has reported 153,972 deaths and 384,448 persons injured in 412,432 road crashes in 2021. The number of deaths and injuries has increased by 16% since 2020. About 84% of deaths were in the age group of 18 to 60 years old. Road crash deaths were highest in two-wheeler riders.

India occupies over 6.3 million kilometres of world road length, of which national highways consist of 1.32 lakh km, state highways consist of 1.80 lakh km, and other roads cover 60.19 lakh km.

Of 412,432 crashes, 128,825 occurred on national highways, 96,382 were on state highways, and 187,225 were on other roads which include the internal city and rural roads.

MAHARASHTRA TREND

The State of Maharashtra had 33,383 crashes in 2022. These crashes resulted in 15,224 road crash deaths and 27,239 people injured.

Maharashtra state is developing its road infrastructure which currently spans 324,202 kms of road network. More specifically, national highways occupy 18,381 kms, state highways cover 32,772 kms and other roads cover 273,049 kms. Out of 33,383 crashes, national highways accounted for 9,417 crashes, state highways accounted for 6,902 crashes and other roads for 17,064 crashes.

These road crashes occur due to various behavioural risk factors. The major risk factors are overspeeding, drunk driving, incorrect or no helmet use, no seatbelt use, and child restraints. Different road safety actors are working on preventing road crashes due to these factors to reduce the number of road crashes.

GOOD SAMARITANS

A Good Samaritan is a person who, in good faith, without expectation of payment or reward and without any duty of care or special relationship, voluntarily comes forward to administer immediate assistance or emergency care to a person injured in a crash, emergency medical condition, or emergency.

Along with pre-crash preventive measures, post-crash care has a vital role in reducing the number of road deaths. Immediate medical attention can increase the chances of survival of a road crash victim.

To promote road safety and increase citizen participation, the central government issued comprehensive guidelines to protect good samaritans through legal means. The central government has amended the Central Motor Vehicle Rule 1989, introducing rule 168, giving the right of protection to Good Samaritans. Recognizing the invaluable contribution, the Ministry of Road Transport and Highways (MoRTH) granted monetary rewards to good samaritans. The rewards range from 1 lakh to 5 lakh Rupees. Maharashtra Government has also created a committee to review the Good Samaritan Award Scheme.

The Maharashtra government aims to create a conducive environment for citizens to come forward without fear and hesitation and save lives by providing legal protection and monetary rewards.

PURPOSE OF THIS REPORT

This report is the commitment and effort of the Highway State Police of Maharashtra to share and provide facts and evidence for road safety stakeholders. This report is intended to better plan, develop, and implement road safety interventions and policies and to effectively, reduce the numbers of road crashes and deaths in the state. This report provides key road safety metrics such as road crash fatalities and injuries by road user, by age and gender, by road infrastructure, among many others. The statistics cover the whole state as well as all the districts in Maharashtra.

Road Crash statistics of Maharashtra 2020 - 2022

ROAD CRASHES IN MAHARASHTRA-2022										
Sr.No	Year	Fatal Crashes		Grievous Injury		Minor Injury		Without Injury	Total Crashes	Total Deaths and Injuries
		Crashes	Deaths	Crashes	Injured	Crashes	Injured			
1	**2020**	10773	11569	9094	13971	3432	5943	1672	24971	31483
2	**2021**	12554	13528	10867	16073	4009	6998	2047	29477	36599
3	**2022**	14058	15224	12250	19540	4442	7699	2633	33383	42463
Difference (2021-22) %		12	13	13	22	11	10	29	13	16

There was an increase of 13% in fatalities, 22% in grievously injured, and 13% in total crashes from 2021 to 2022.

Out of 15,224 fatalities, 6,248 deaths (41%) occurred in ten units - Pune Rural (923), Nashik Rural (912), Ahmednagar (841), Solapur Rural (641), Jalgaon (552), Satara (534), Nagpur Rural (492), Beed (462), Aurangabad Rural (457), and Chandrapur (434).

In 2022, Ratnagiri district recorded a 44% increase in fatalities, followed by Buldhana (39%), and Aurangabad recorded a 29% increase as compared to 2021.

Maharashtra State Road Crash Statistics 2022

FATAL CRASHES AND FATALITIES 2018 - 2022

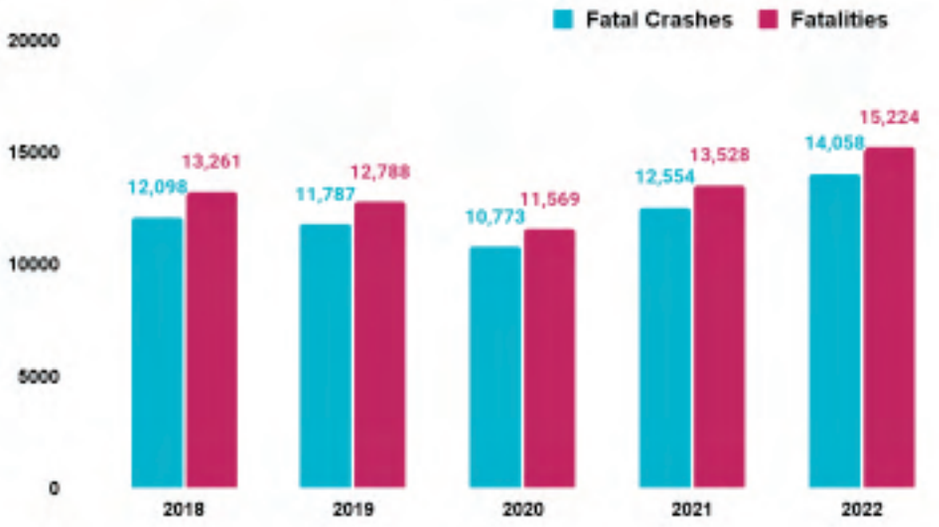


Figure 1

Maharashtra reported 15,224 road crash deaths in 2022, a 13% increase from 2021. The total number of fatal crashes, on the other hand, increased from 12,554 in 2021 to 14,058 in 2022, a 12% increase. These figures have already surpassed pre-pandemic numbers and reflect an increasing trend of fatalities since the pandemic started.

INJURY CRASHES AND NON-FATAL INJURIES 2018 - 2022

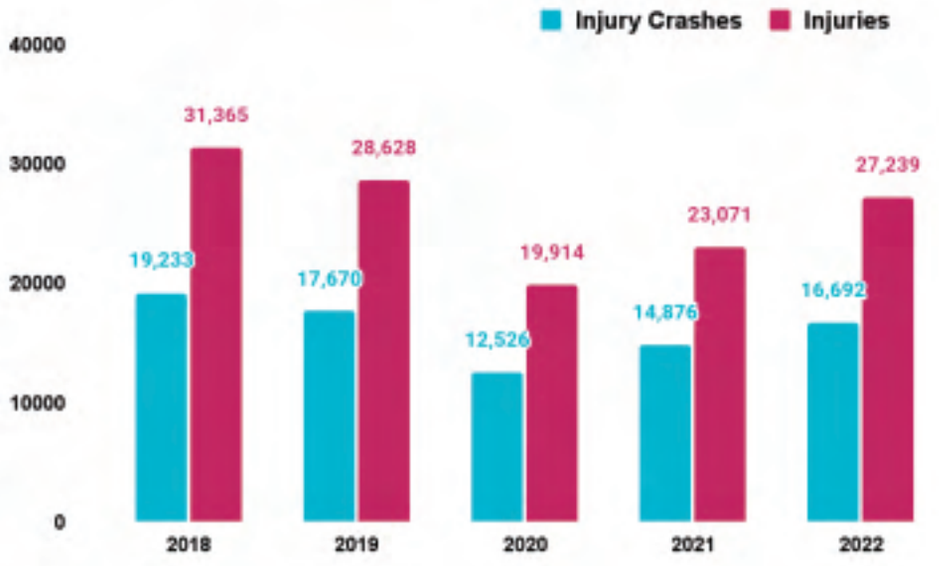


Figure 2

Similar to the number of deaths, non-fatal injuries increased by 18% in 2022 from 23,071 to 27,239 injuries. On the other hand, the total number of serious and minor injury crashes increased from 14,876 in 2021 to 16,692 in 2022, a 12% increase. Non-fatal injuries have continually increased since the start of the pandemic but have not yet surpassed pre-pandemic numbers.

TREND IN ROAD CRASH DEATHS BY ROAD USER 2018 - 2022

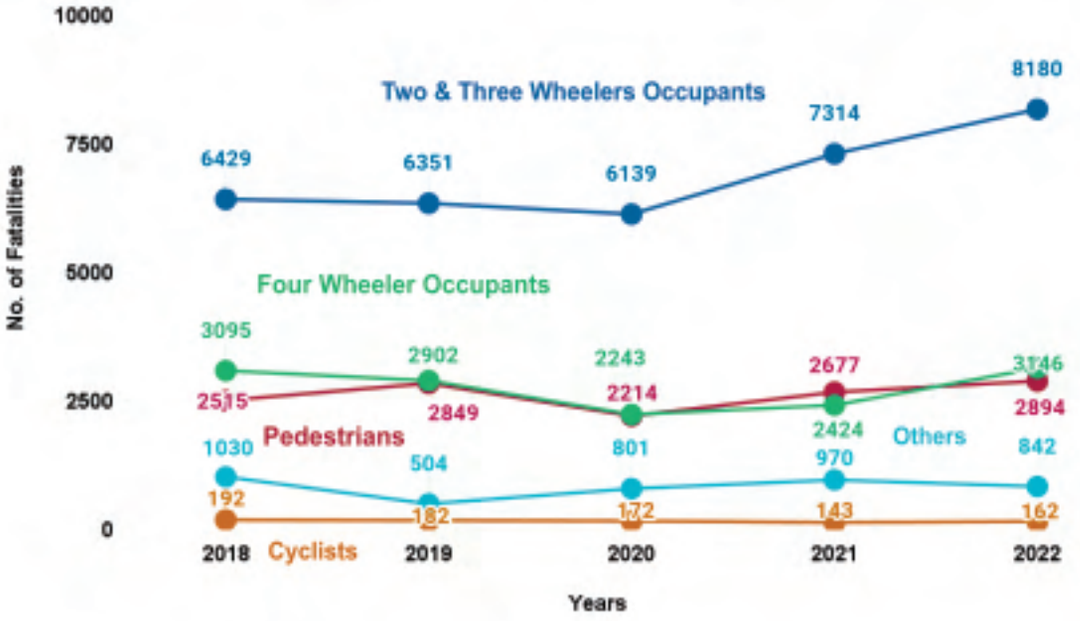


Figure 3

The above line graph shows trends in road user deaths due to road crashes. Each line represents one road user type. Historically up to 2022, two and three-wheeler (auto rickshaw) riders continued to be the highest of all road crash deaths. In 2022, two and three-wheeler deaths reached 8,180 fatalities, the highest since 2018. This figure comprises 7,733 two-wheeler riders and 447 three-wheeler (auto rickshaw) occupants.

TREND IN ROAD CRASH INJURIES BY ROAD USER 2018 - 2022

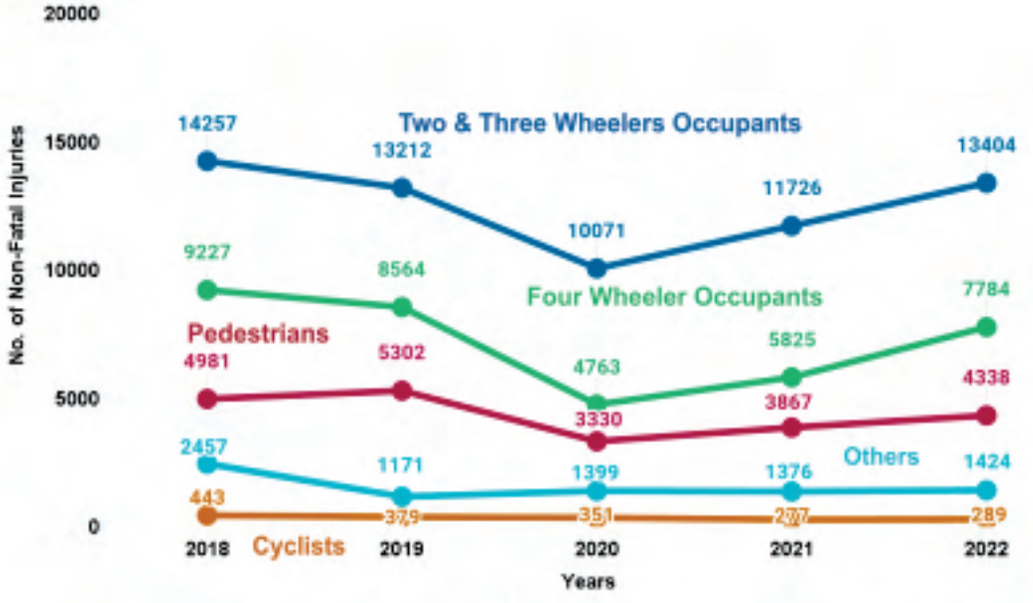


Figure 4

Historically until 2022, two and three-wheeler riders had the highest number of road crash injuries. These 13,404 injuries include 12,201 two-wheeler riders and 1,203 three-wheeler (auto rickshaw) occupants.

ROAD CRASH DEATHS BY ROAD USER TYPE 2022

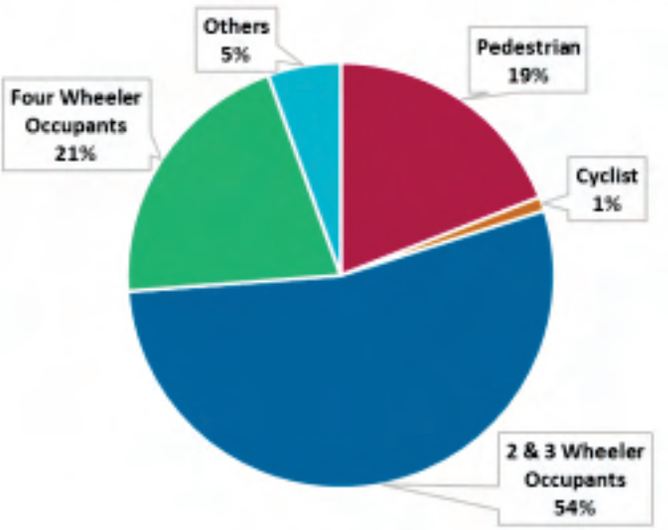


Figure 5

The above pie chart shows that among all road users, two and three-wheeler occupants accounted for the highest number of deaths in 2022. Two and three-wheeler occupants reached a total of 8,180 deaths or 54% of total deaths. This is followed by pedestrians with 2,894 (19%) deaths, four wheeler occupants with 3,146 (21%) deaths, cyclists with 162 (1%) deaths, and others with 842 (5%) deaths. A total of 74% of deaths were among vulnerable road users, which includes pedestrians, two and three-wheeler occupants, and cyclists.

NON - FATAL INJURIES BY ROAD USER TYPE, 2022

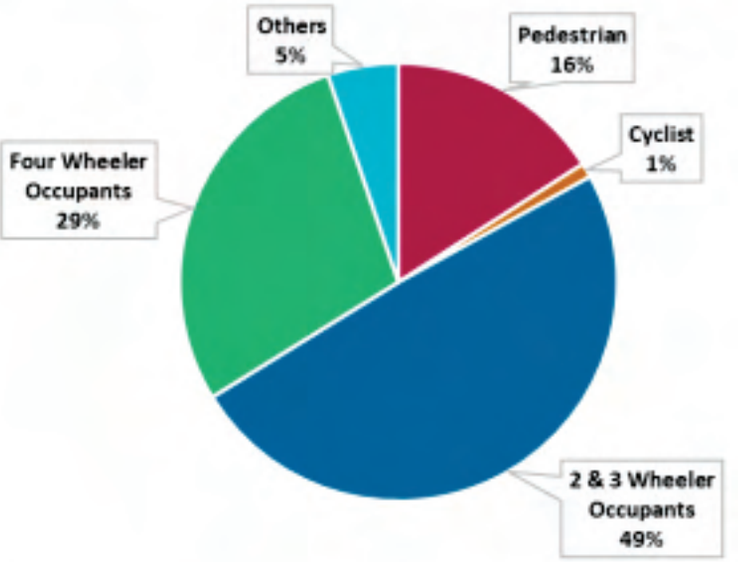


Figure 6

Similar to crash fatalities, two and three-wheeler occupants accounted for most non-fatal injuries at 13,404 or 49% of all non-fatal injuries. They are followed by pedestrians with 4,338 (16%) injured, four wheeler occupants with 7,784 (29%) injured, cyclists with 289 (1%), and others with 1,424 (5%) injured. The vulnerable road users such as pedestrians, two and three-wheeler occupants, and cyclists accounted for 66% of non-fatal injuries.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER, 2022

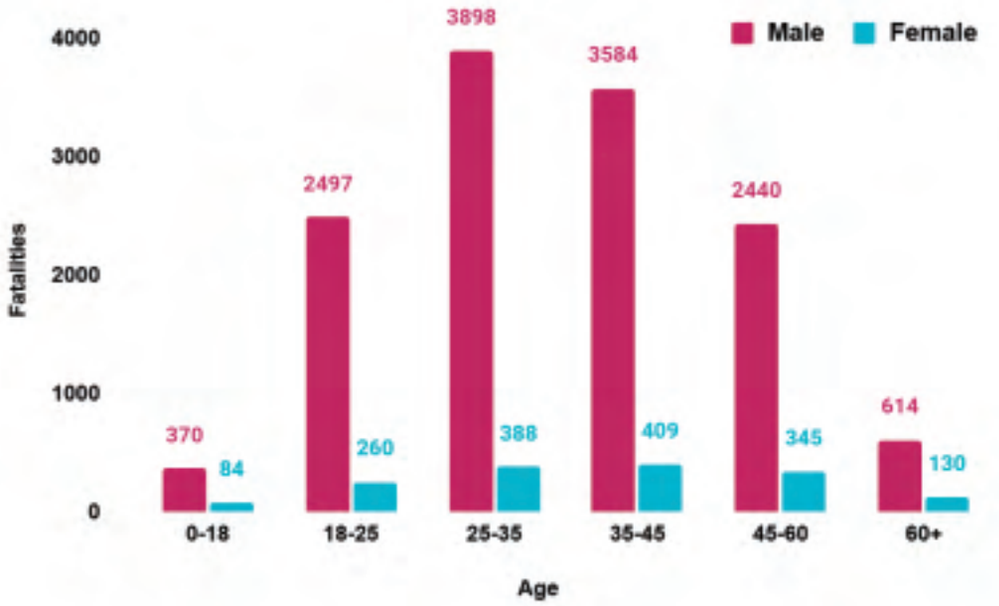


Figure 7

Males between 25 and 45 years of age were killed in road crashes. Females from the 25 to 60 age groups tend to be more impacted by road crash fatalities. The above chart does not include victims with unknown age and gender, recording 349 deaths.

NON-FATAL INJURIES BY AGE GROUP AND GENDER 2022

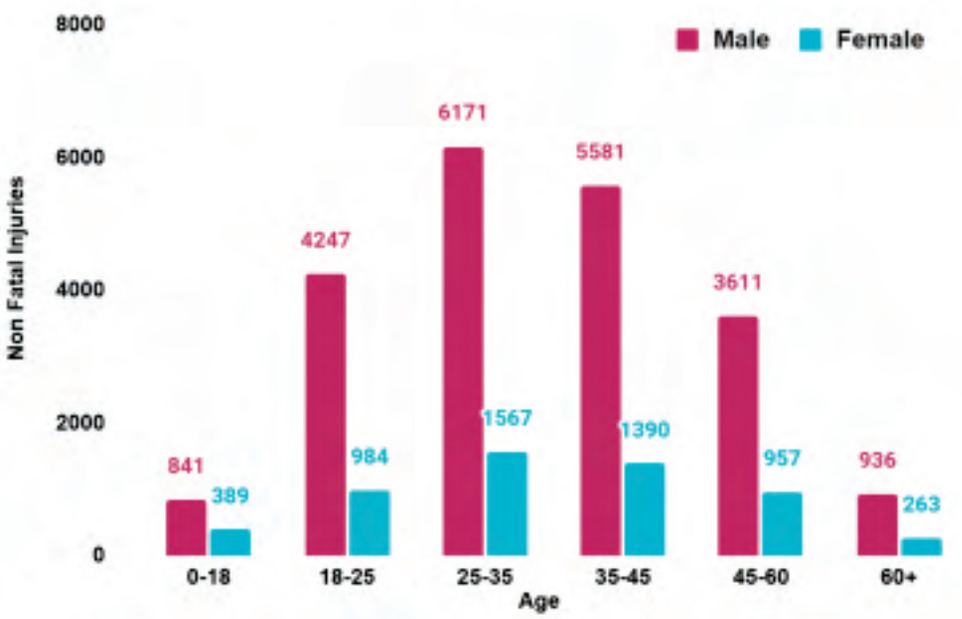


Figure 8

Non-fatal injuries were highest in males and females aged 25 to 45 years similar to fatalities. The above chart does not include the victims with unknown age and gender, recording 302 non-fatal injuries.

FATAL CRASHES BY MONTH 2021 - 2022

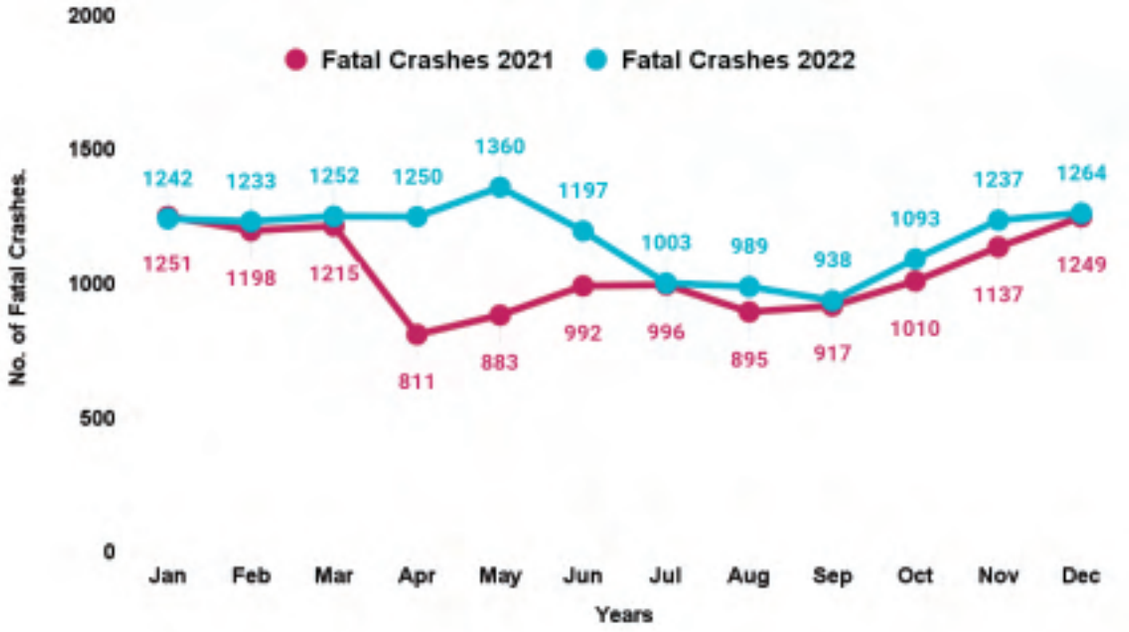


Figure 9

Fatal crashes increased per month from 2021 to 2022. The highest increases were from April to June and should warrant further investigation on underlying reasons for the increase.

NON - FATAL CRASHES BY MONTH 2021 - 2022

Figure 10

Similar to fatal crashes, non-fatal crashes have increased per month for almost the whole of 2022. The highest increases again occurred between April to June, warranting a more in-depth investigation.

ROAD CRASHES BY TIME OF THE DAY, 2022

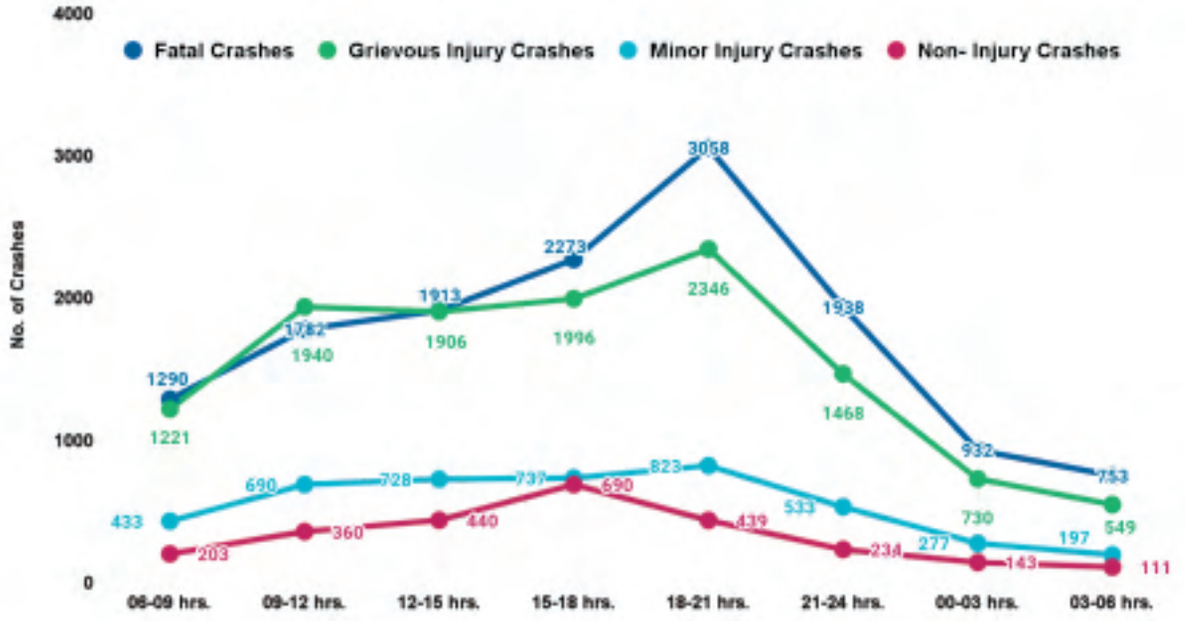


Figure 11

Fatal and grievous injury crashes mostly took place between 18:00-21:00 hours in 2022. There were 250 crashes with unknown time which were not included in the above chart. The numbers also only represent crashes which have been reported to the police.

FATAL CRASHES BY CLASSIFICATION OF ROAD

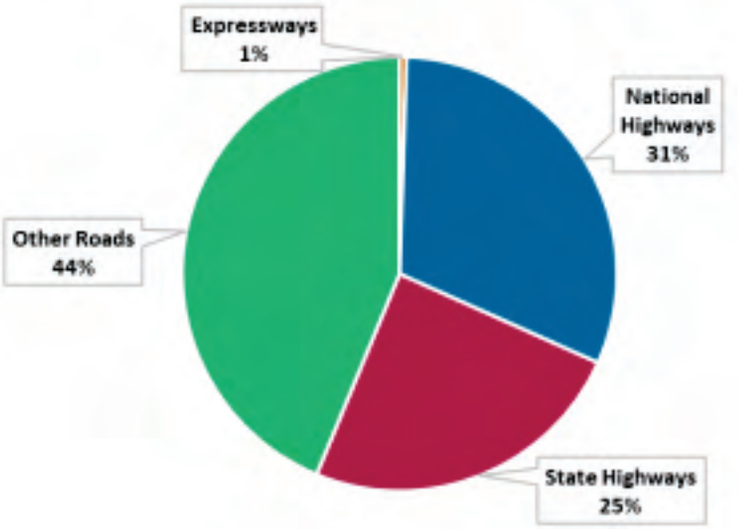


Figure 12

56% of fatal crashes occurred on national and state highways, even though they only comprise 16% of the road network length in Maharashtra. More specifically, 4,386 fatal crashes occurred on national highways (31%), 3,447 on state highways (25%), 73 on expressways (1%), and 6,152 on other roads (44%).

ROAD CRASH DEATHS BY CLASSIFICATION OF ROAD

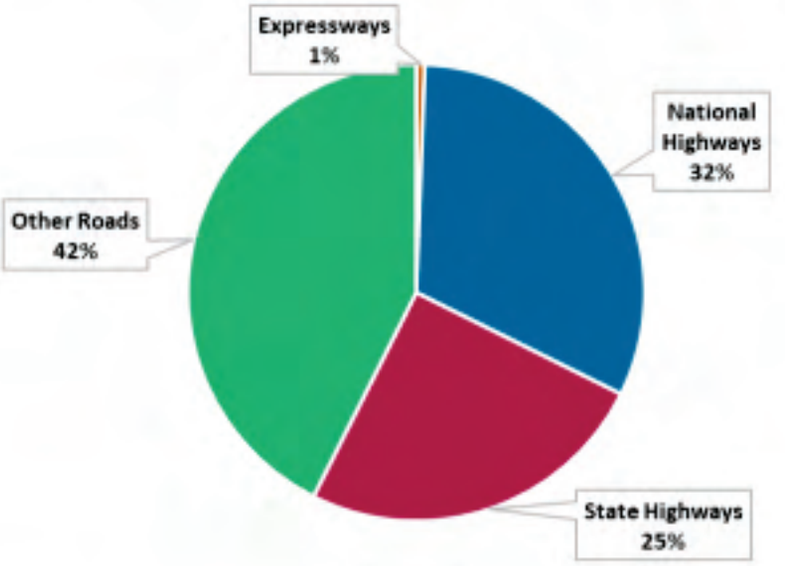


Figure 13

The distribution of deaths by road classification is similar to that of fatal crashes by road classification. The national highways and state highways made up most deaths. These roads together contribute to more than half of all road crash deaths, at 57%. More specifically, 4,831 deaths occurred on national highways (32%), 3,820 on state highways (25%), 92 on expressways (1%), and 6,481 on other roads (42%).

AT-FAULT VEHICLES and FATAL CRASH VICTIM ROAD USER TYPES

Victim / Vehicle	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans and LMV	Trucks/Lorries	Buses	Others	Total
Pedestrians	830	104	763	402	118	677	**2894**
Bicycles	45	5	47	22	7	36	**162**
Two Wheelers	2761	183	1935	1279	207	1368	**7733**
Auto Rickshaws	17	120	129	88	20	73	**447**
Cars, Taxis, Vans and LMV	40	7	1093	627	96	358	**2221**
Trucks/Lorries	2	1	39	608	36	120	**806**
Buses	2	0	1	72	36	8	**119**
Others	86	13	124	129	32	458	**842**
Total	**3783**	**433**	**4131**	**3227**	**552**	**3098**	**15224**

Table 1

Two wheelers were most often killed by two-wheelers, followed by cars, taxis, vans, and LMVs. Pedestrians on the other hand, were often victimised by two wheelers.

AT-FAULT VEHICLES and NON-FATAL CRASH VICTIM ROAD USER TYPES

Victim / Vehicle	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans and LMV	Trucks/Lorries	Buses	Others	Total
Pedestrians	1808	289	1226	393	145	477	**4338**
Bicycles	151	15	73	21	14	15	**289**
Two Wheelers	4622	508	3980	1504	327	1260	**12201**
Auto Rickshaws	55	249	411	222	43	223	**1203**
Cars, Taxis, Vans and LMV	197	28	2503	1246	286	754	**5014**
Trucks/Lorries	0	1	82	951	105	230	**1369**
Buses	2	1	48	379	696	275	**1401**
Others	112	24	213	213	64	798	**1424**
Total	**6947**	**1115**	**8536**	**4929**	**1680**	**4032**	**27239**

Table 2

The above table shows a similar pattern among fatal crash victims. Two wheelers were often impacted by two wheelers and cars, taxis, vans and LMVs. Pedestrians on the other hand, were also most impacted by two wheelers.

TRAFFIC VIOLATIONS IN FATAL CRASHES

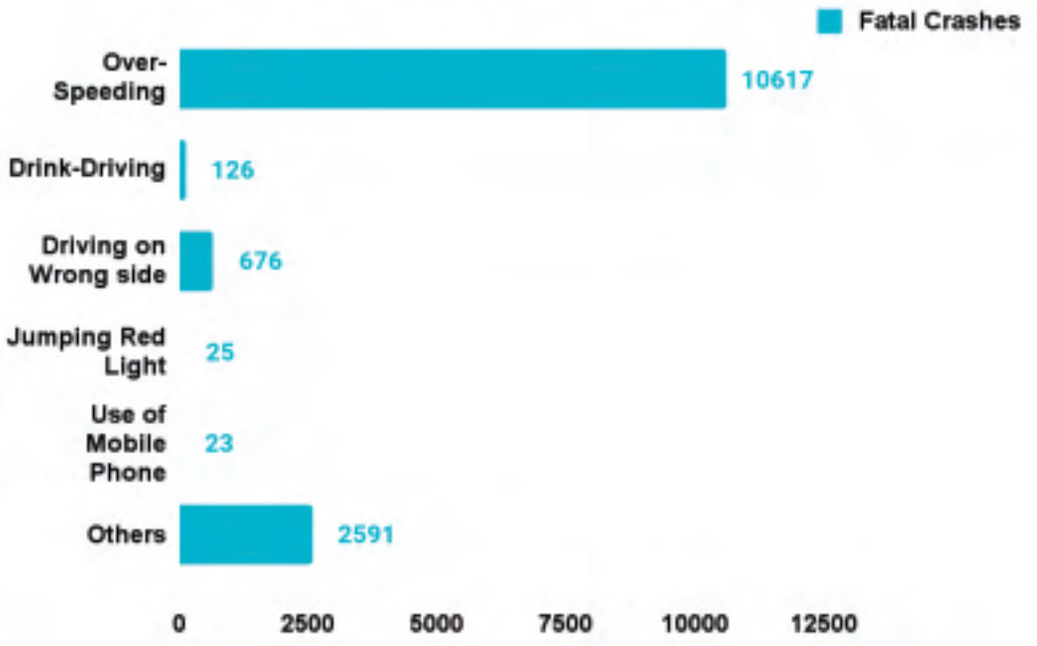


Figure 14

The above chart shows the type of traffic violations in fatal crashes. Speeding (10,617 fatal crashes) emerged as the traffic violation that was most common in fatal crashes followed by driving on the wrong side of the road (676 fatal crashes). There were 2,591 crashes which have other traffic violations.

TRAFFIC VIOLATIONS IN NON FATAL INJURY CRASHES

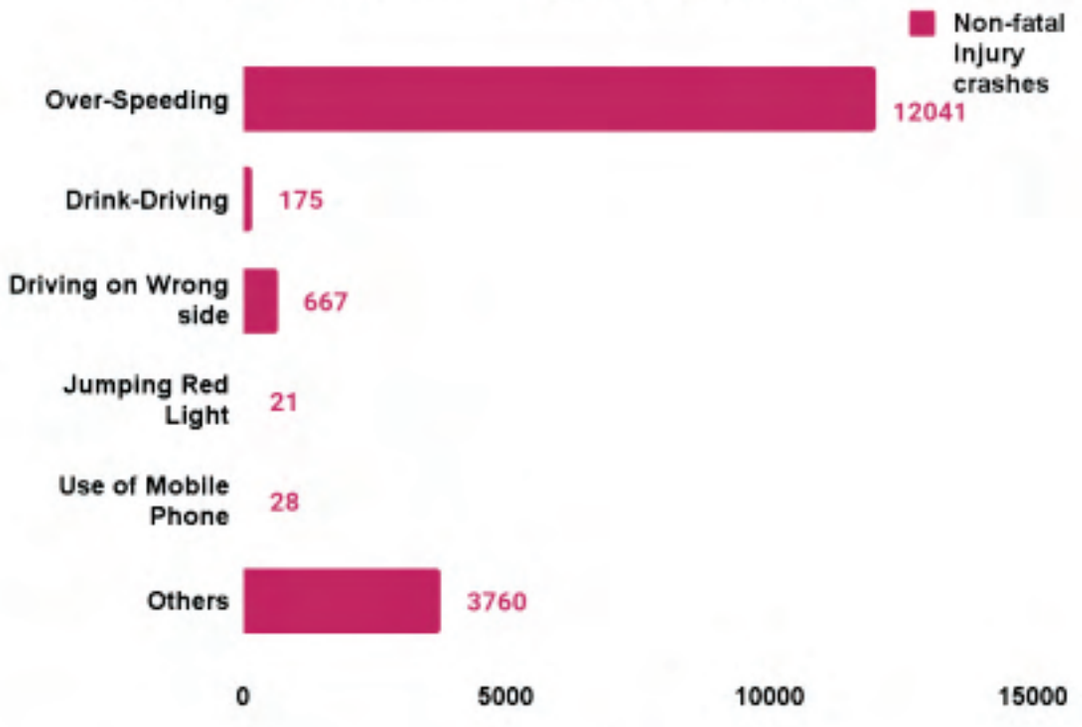


Figure 15

Similar to fatal crashes, non-fatal injury crashes also often involve speeding (12,041 crashes) and driving on the wrong side of the road (667 crashes). 3,760 crashes have other traffic violations.

MOTORCYCLISTS DEATHS - WITH / WITHOUT HELMET USE

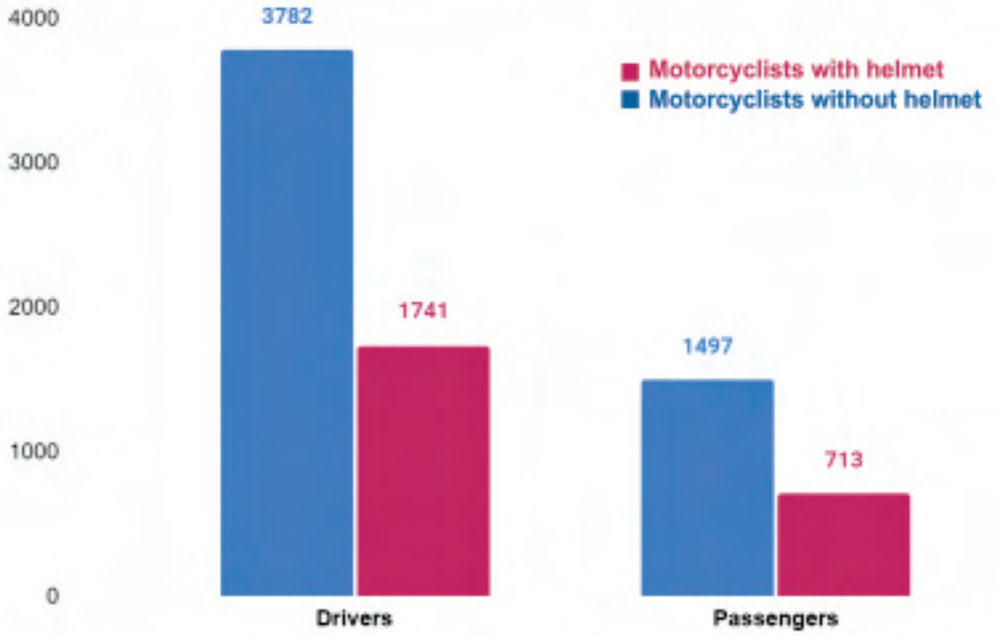


Figure 16

The above chart shows that motorcyclists and passengers who were not wearing clasped helmets accounted for 68% of all motorcyclists deaths. The enforcement of correct helmet use, the effective implementation of the law, development of targeted communications campaigns combined with safer infrastructure can reduce the number of motorcyclist fatalities.

FOUR WHEELER OCCUPANTS DEATHS - SEAT BELT / WITHOUT SEAT BELT USE

Figure 17

The above chart shows that 65% of all four wheeler drivers and 72% passengers who died in road crashes were not wearing seat belts. Frequent awareness and focused enforcement can bring down these numbers.

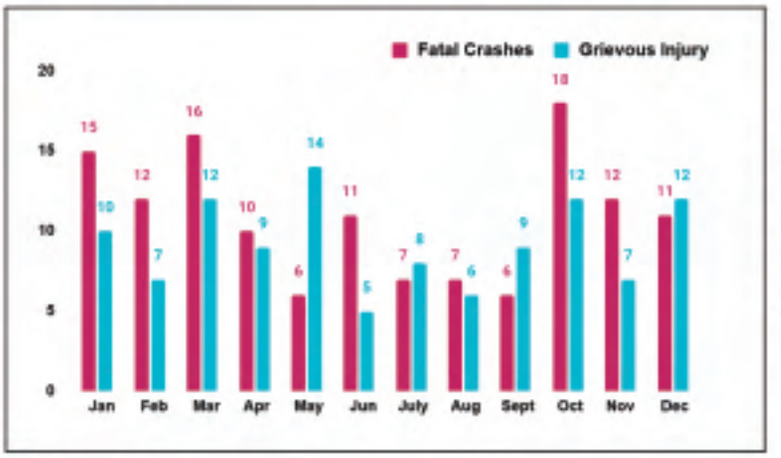
District Wise Road Crash Report-2022

AKOLA 2022

Total Crashes: 458 | **Fatal Crashes: 131** | **Fatalities: 141**

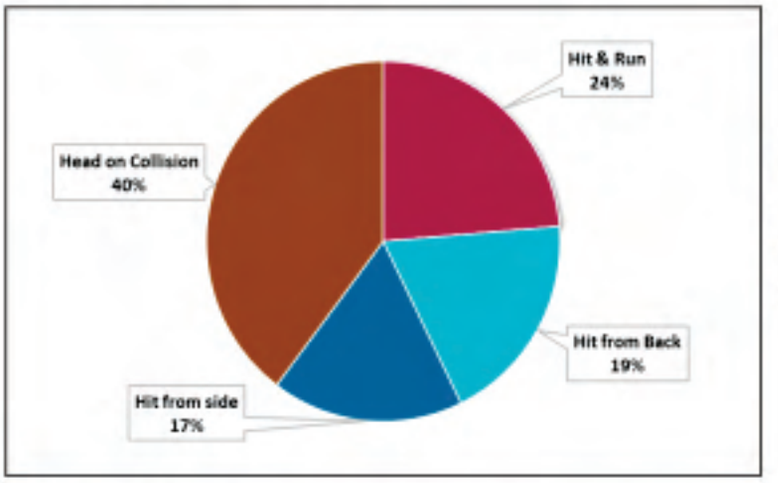
In Akola District, there were 131 fatal crashes which resulted in 141 fatalities.

ROAD CRASHES ACCORDING TO MONTH



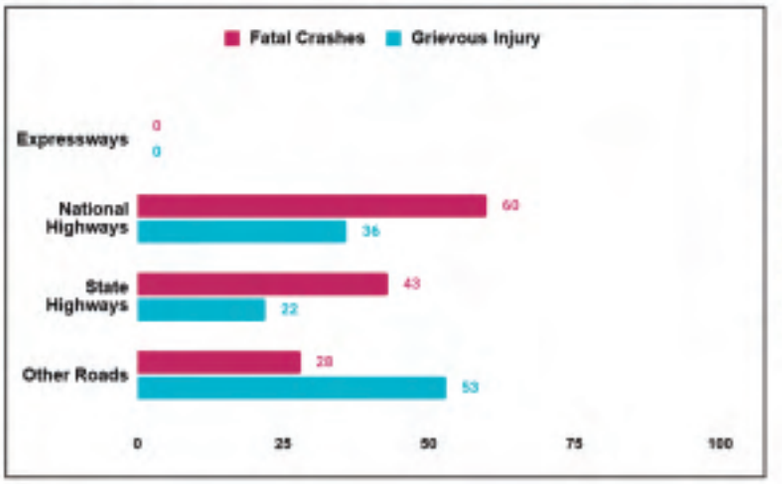
This chart shows the month-wise distribution of road crashes in Akola district. The highest number of fatal crashes were reported in the month of October (18) while the highest grievous injury crashes were in the month of March (16).

NATURE OF FATAL CRASHES



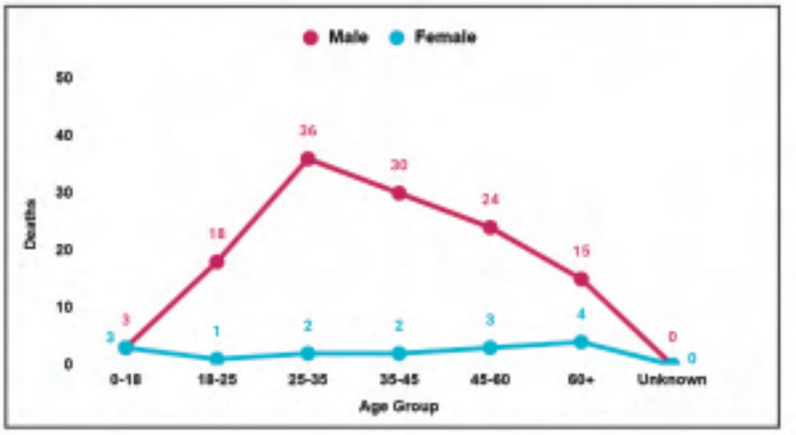
This chart classifies the nature of crashes in Akola district. The head-on collisions category accounted for the largest number of road crashes (52) followed by hit and run crashes (31), hit from back (25) and hit from side (23) in Akola district.

DEATHS AND INJURIES BY ROAD CLASSIFICATION



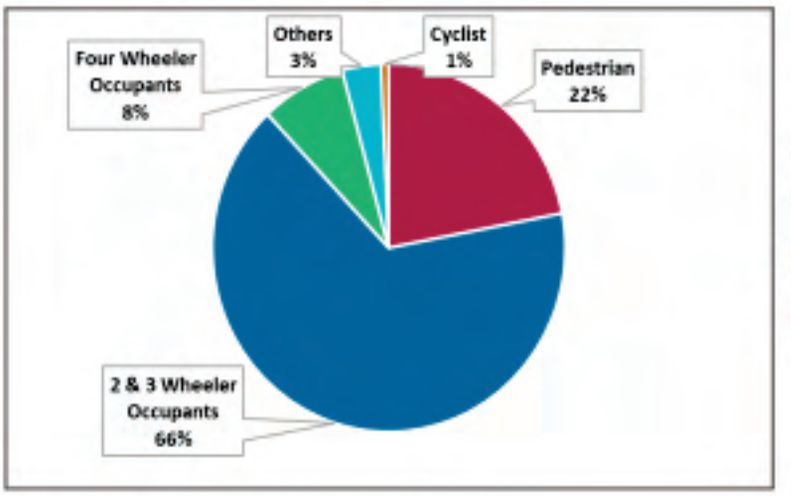
This chart shows road classification of deaths and injuries that occurred in Akola district. The national and state highways under the district recorded the highest number of fatal crashes and injuries. There were 60 fatal crashes recorded on national highways under the Akola district.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



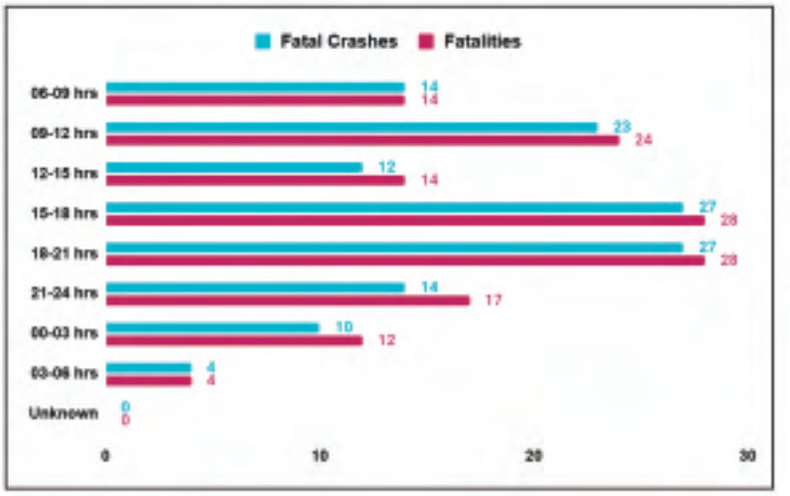
This chart shows the gender and age distribution of all road crash deaths in Akola district. Males accounted for 126 deaths and females accounted for 15 deaths. Males aged between 25-45 years accounted for most road crash deaths (66) in Akola district.

FATALITIES BY ROAD USER TYPE



This chart shows the road user distribution of road crash deaths in Akola district. There were a total of 141 deaths in the district out of which 93 (66%) were two-three wheeler occupants, 31 (22%) were pedestrians, 1 (1%) cyclist, and 11 (8%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



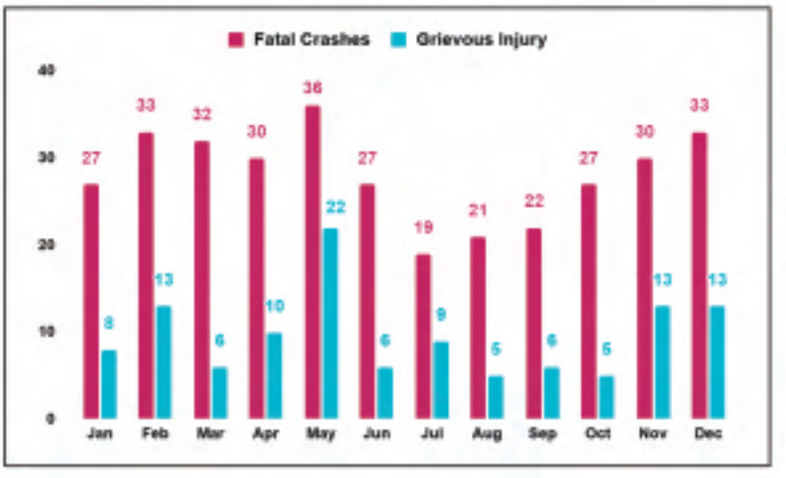
This chart shows road crash deaths by time in Akola district. The number of fatal crashes (27) and deaths (28) were highest between 15:00 and 21:00 hours. These are the most dangerous times to be on the road.

AMRAVATI (RURAL) 2022

Total Crashes: 589 | Fatal Crashes: 337 | Fatalities: 367

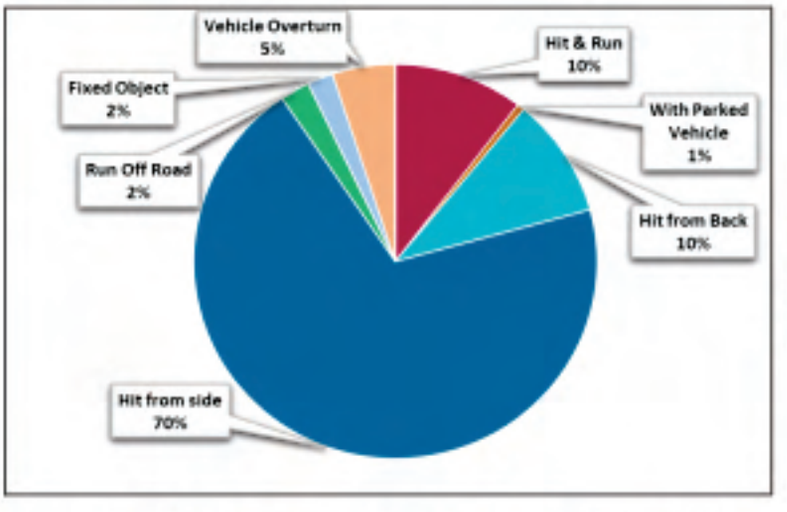
In Amravati Rural, there were 337 fatal crashes which resulted in 367 fatalities.

ROAD CRASHES ACCORDING TO MONTH



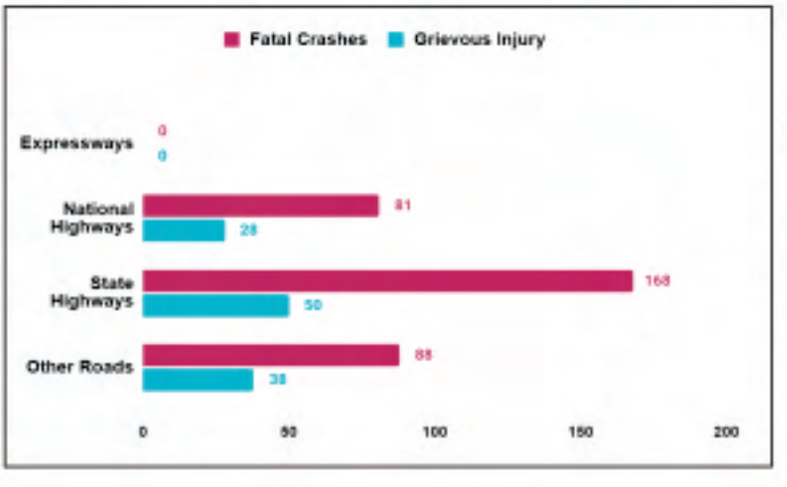
This chart shows month-wise distribution of road crashes in Amravati rural. The highest number of fatal crashes were reported in the month of May (36) while the highest grievous injury crashes were in the month of May (22).

NATURE OF FATAL CRASHES



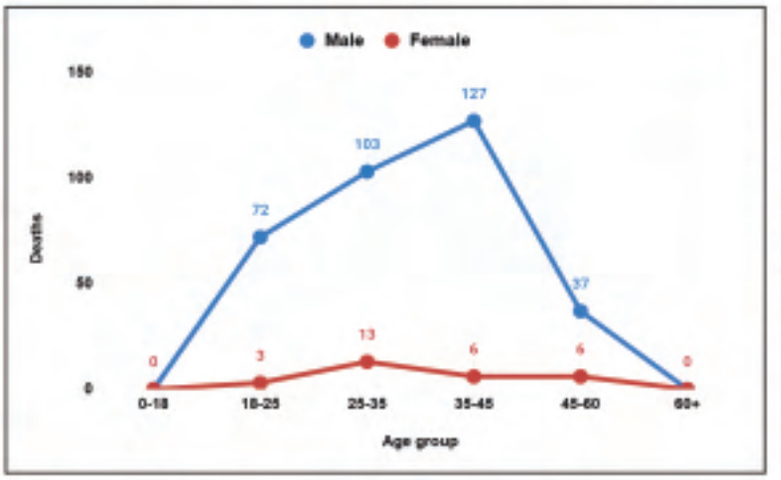
This chart classifies the nature of crashes in Amravati rural. The hit from side category accounted for the largest number of road crashes (235), followed by hit and run crashes (35), hit from back (33) and vehicle overturn (17).

DEATHS AND INJURIES BY ROAD CLASSIFICATION



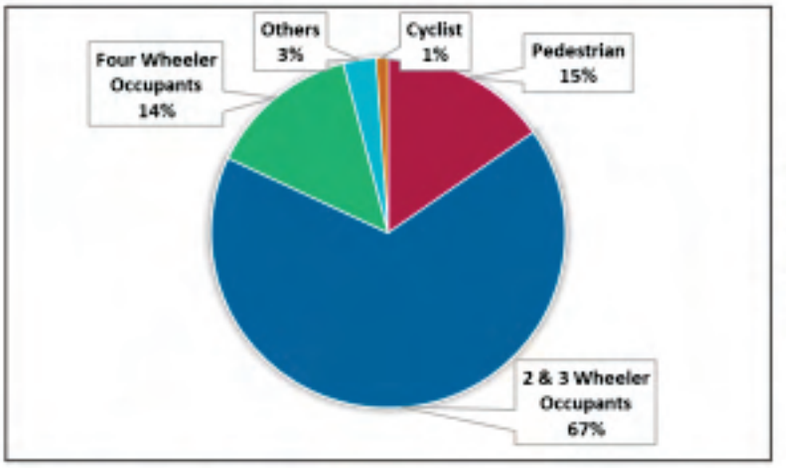
This chart shows road classification of the deaths and injuries that occurred in Amravati rural. The state highways and other roads under the district recorded the highest number of fatal crashes and injuries. There were 168 fatal crashes recorded on state highways under Amravati rural.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



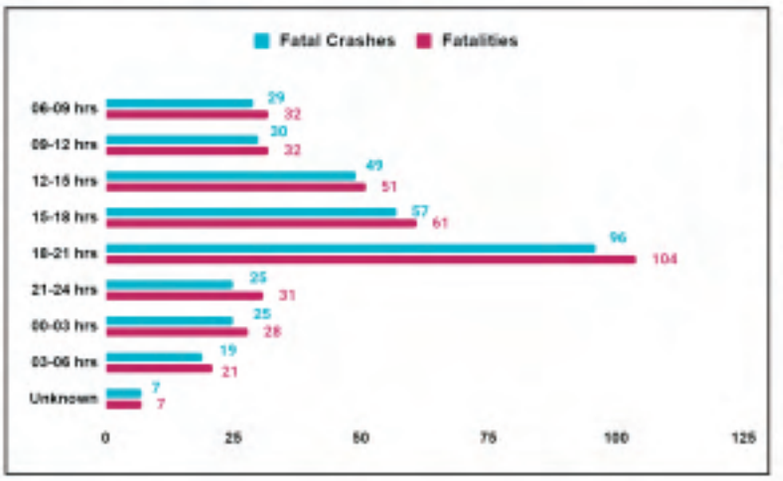
This chart shows the gender and age distribution of all road crash deaths in Amravati rural. Males accounted for 339 deaths and females accounted for 28 deaths. Males aged between 25-45 years accounted for most road crash deaths (230) in Amravati rural.

FATALITIES BY ROAD USER TYPE



This chart shows the distribution of fatalities based on road users type in Amravati rural. Out of 367 deaths, 245 (67%) were two-three wheeler occupants, 56 (15%) were pedestrians, 4 (1%) were cyclists, and 51 (14%) were four wheeler occupants.

ROAD CRASH DEATHS BY TIME



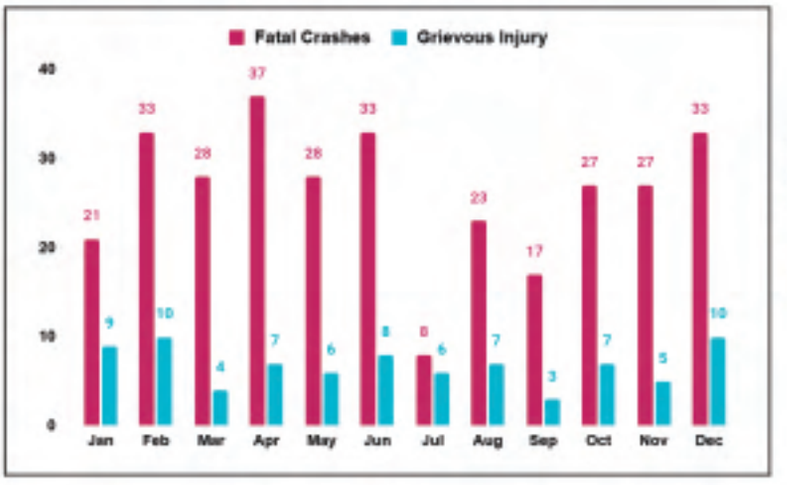
This chart shows road crashes deaths by time in Amravati rural. The maximum number of fatal crashes (96) and deaths (104) were highest between 18:00 and 21:00 hours. These are the most dangerous times to be on the road.

BULDHANA 2022

Total Crashes: 582 | Fatal Crashes: 315 | Fatalities: 342

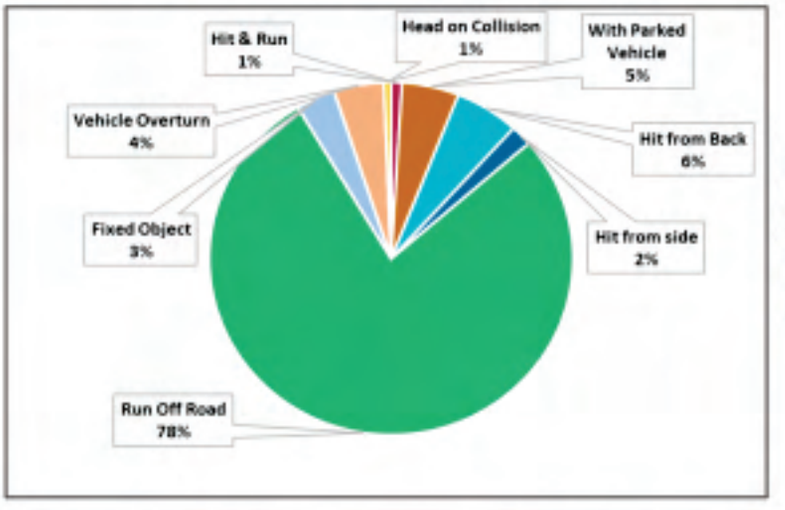
In Buldhana District, there were 315 fatal crashes which resulted in 342 fatalities.

ROAD CRASHES ACCORDING TO MONTH



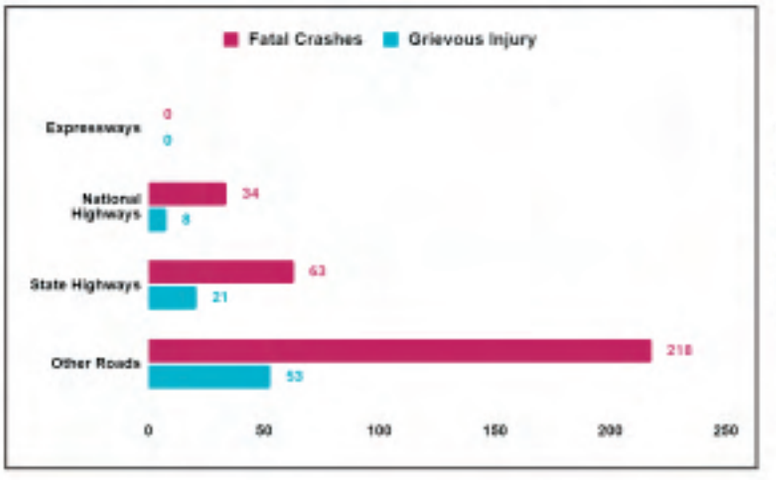
This chart shows month-wise distribution of road crashes in Buldhana district. The highest number of fatal crashes were reported in the month of April (37) while the highest grievous injury crashes were in the months of February and December (10).

NATURE OF FATAL CRASHES



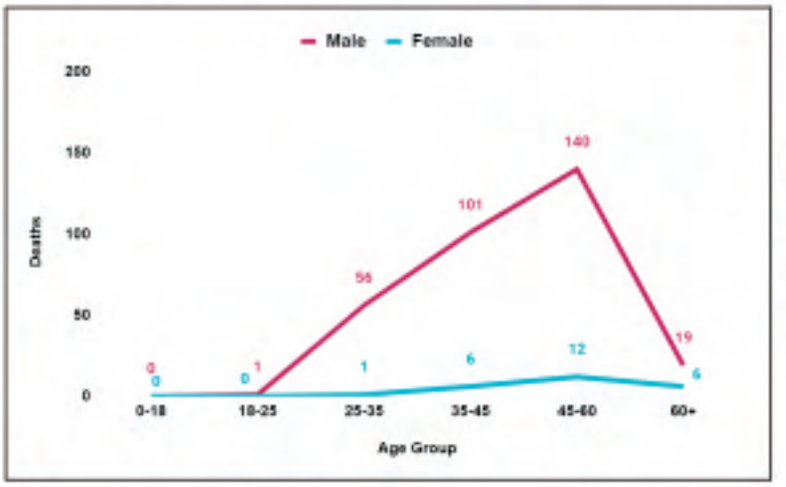
This chart classifies the nature of fatal crashes in Buldhana district. The run off road category accounted for the largest number of fatal crashes (245) followed by, with parked vehicles (16), hit from back (18), and vehicle overturn (14).

DEATHS AND INJURIES BY ROAD CLASSIFICATION



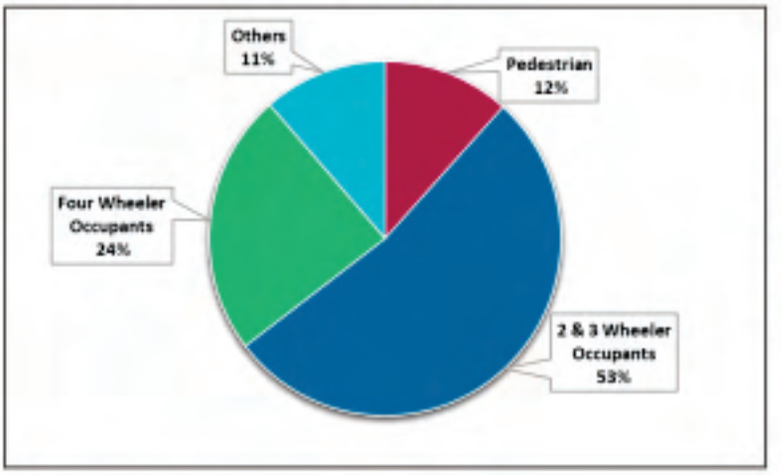
This chart shows road classification of the deaths and injuries that occurred in Buldhana district. The other roads and state highways under the district recorded the highest number of fatal crashes and injuries. There were 218 fatal crashes recorded on other roads under the Buldhana district.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



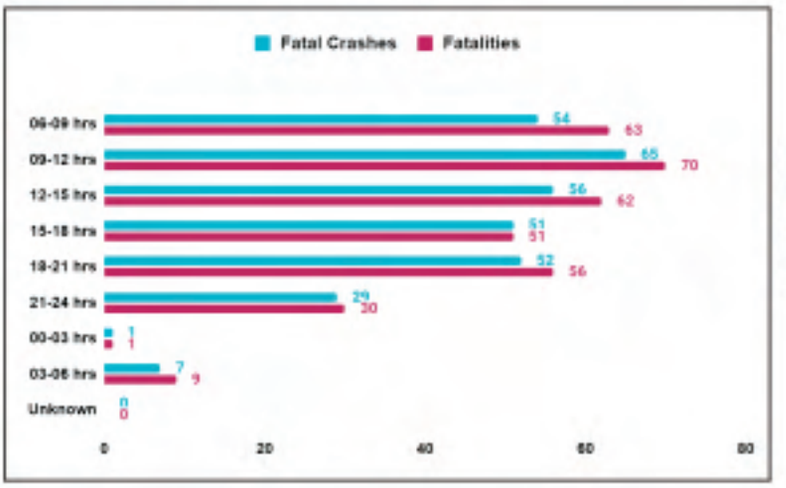
This chart shows the gender and age distribution of all road crash deaths in Buldhana district. Males accounted for 317 deaths and females accounted for 25 deaths. Males aged between 35-60 years accounted for most road crash deaths (241) in Buldhana district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Buldhana district. There were a total of 342 deaths out of which 181 (53%) were two-three wheeler occupants, 40 (12%) were pedestrians, 39 (11%) were others, and 82 (24%) were four-wheeler occupants.

ROAD CRASH DEATHS BY TIME



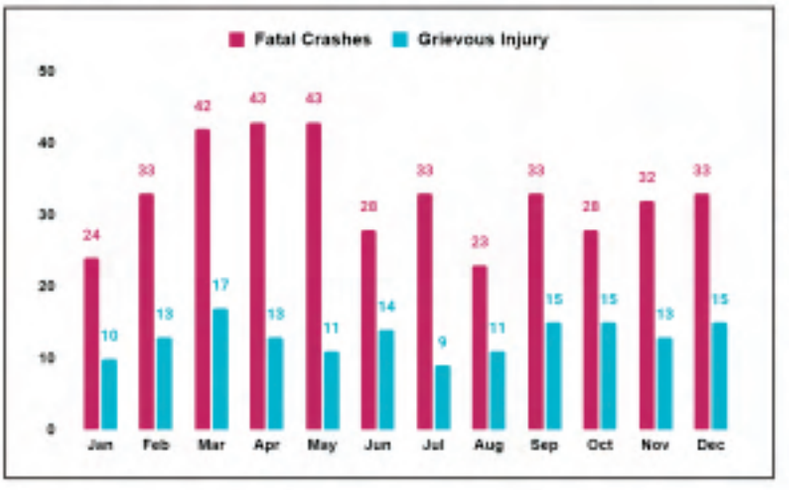
This chart shows road crash deaths by time. The number of fatal crashes (65) and deaths (70) were highest between 09:00 and 18:00 hours. These are the most dangerous times to be on the road.

YAVATMAL 2022

Total Crashes: 1209 | Fatal Crashes: 395 | Fatalities: 416

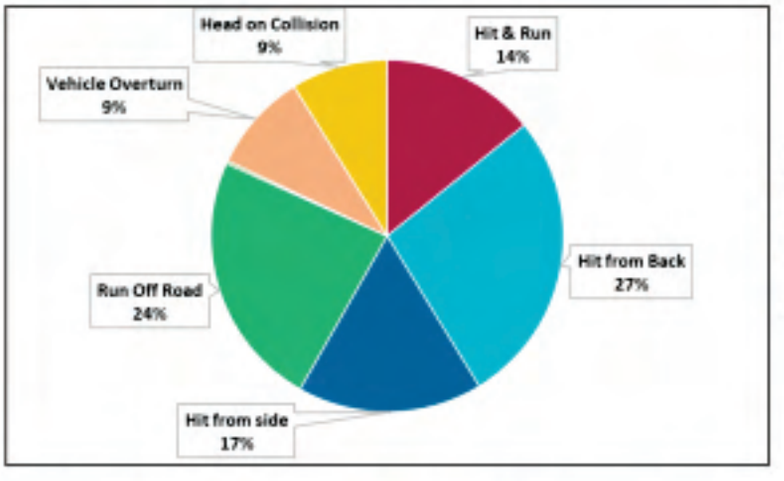
In Yavatmal District, there were 395 fatal crashes which resulted in 416 fatalities.

ROAD CRASHES ACCORDING TO MONTH



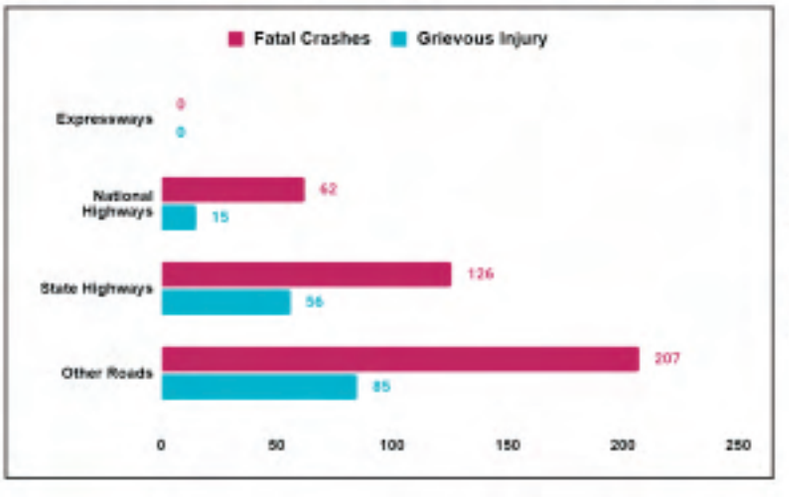
This chart shows the month-wise distribution of road crashes in Yavatmal district. The highest number of fatal crashes were reported in the months of April and May (43) while the highest grievous injury crashes were in the month of March (17).

NATURE OF FATAL CRASHES



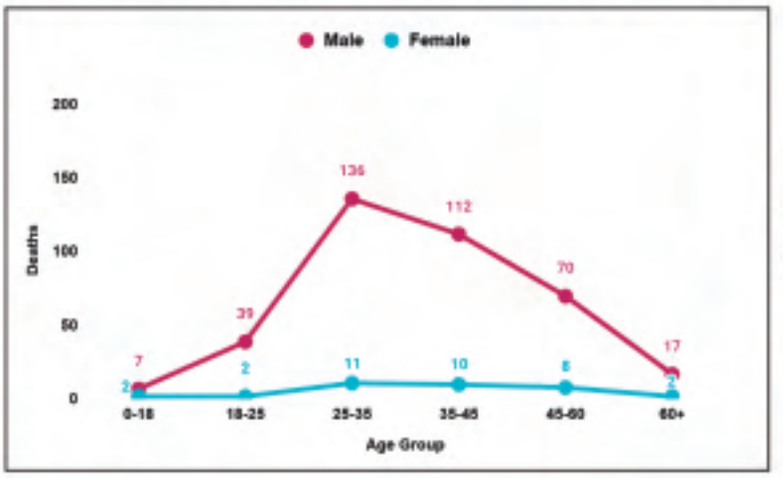
This chart classifies the nature of crashes in Yavatmal district. The hit from back category accounted for the largest number of road crashes (107), followed by hit and run crashes (56), hit from side (67) and run off road (93).

DEATHS AND INJURIES BY ROAD CLASSIFICATION



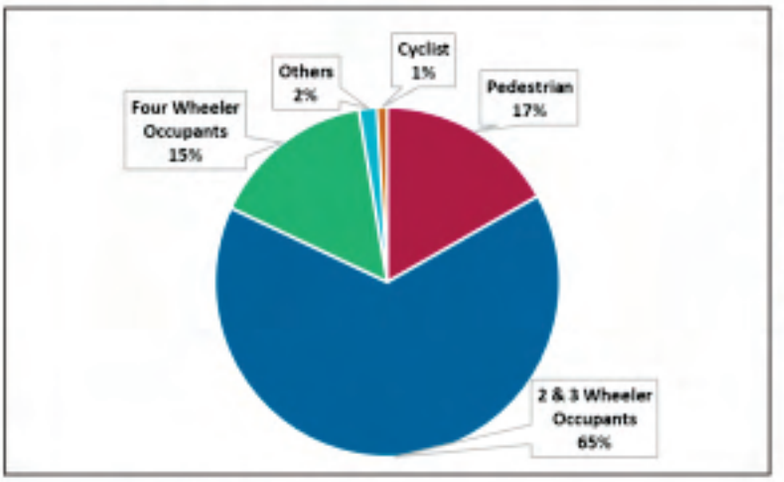
This chart shows road classification of the deaths and injuries that occurred in Yavatmal district. The state highways and other roads under the district recorded the highest number of fatal crashes and injuries. There were 207 fatal crashes recorded on other roads under Yavatmal district.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



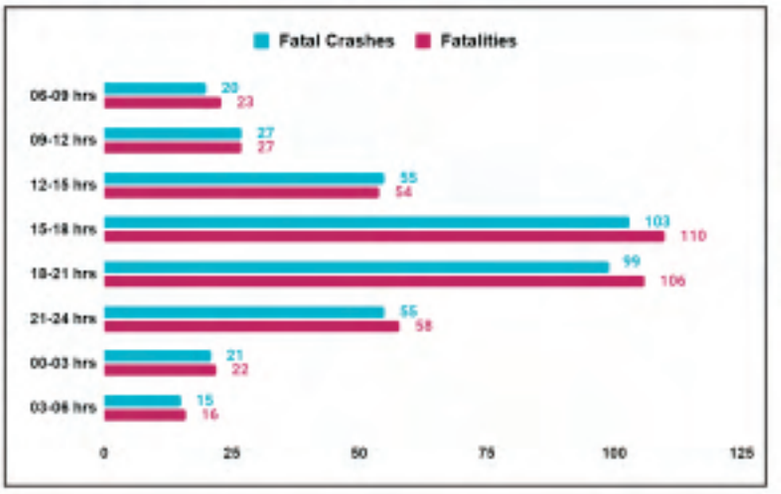
This chart shows the gender and age distribution of all road crash deaths in Yavatmal district. Males accounted for 381 deaths and females accounted for 35 deaths. Males aged between 25-45 years accounted for most road crash deaths (248) in Yavatmal district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash fatalities in Yavatmal district. There were a total of 416 road crash deaths from which, 271 (65%) were two-three wheeler occupants, 70 (17%) were pedestrians, 4 (1%) were cyclists, and 64 (15%) were four wheeler occupants.

ROAD CRASH DEATHS BY TIME



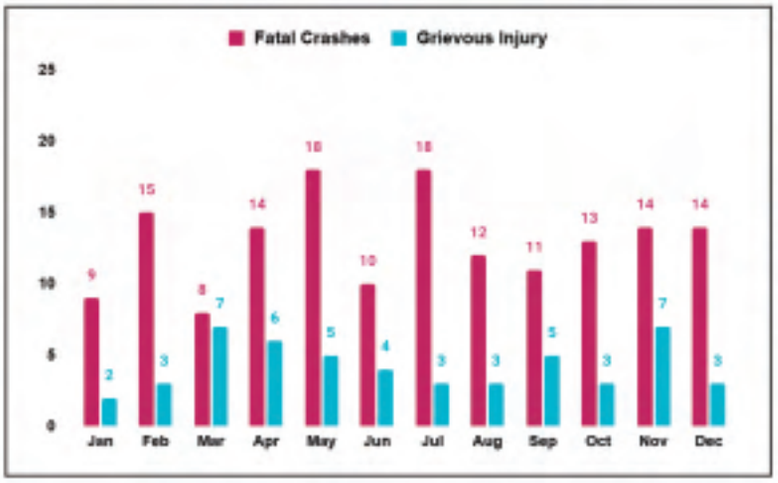
This chart shows road crashes deaths by time in Yavatmal district. The number of fatal crashes (103) and deaths (110) were highest between 15:00 and 21:00 hours. These are the most dangerous times to be on the road.

WASHIM 2022

Total Crashes: 329	Fatal Crashes: 156	Fatalities: 172

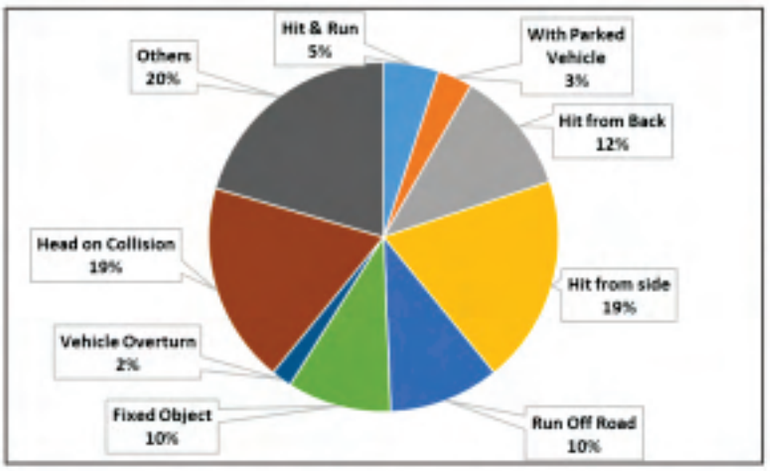
In Washim District, there were 156 fatal crashes which resulted in 172 fatalities.

ROAD CRASHES ACCORDING TO MONTH



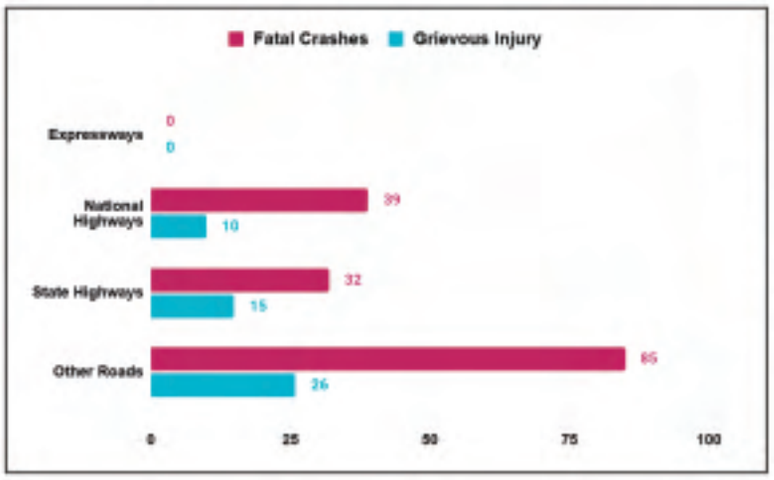
This chart shows month-wise distribution of road crashes in Washim district. The highest number of fatal crashes were reported in the months of May and July (18) while the highest grievous injury crashes were in the months of March and November (7)

NATURE OF FATAL CRASHES



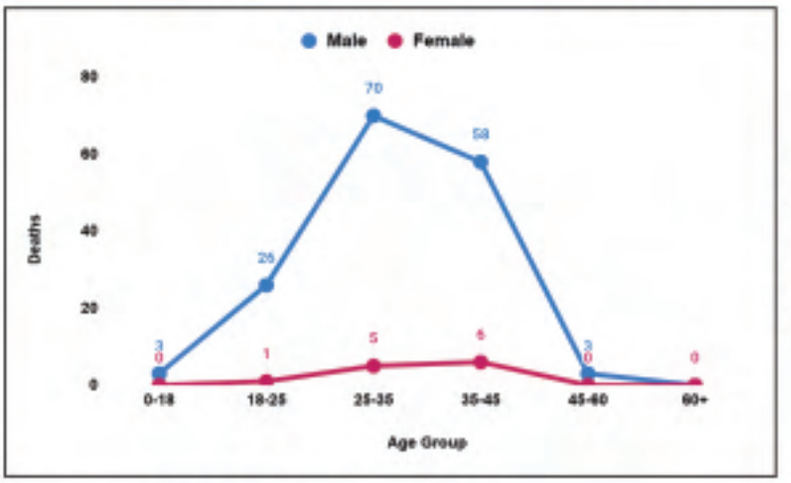
This chart classifies the nature of fatal crashes in Washim district. The "others" category accounts for the largest number of road crashes 32, (20%) followed by hit from side 30 (19%), head-on collisions 29 (19%) and hit from back 18 (12%).

DEATHS AND INJURIES BY ROAD CLASSIFICATION



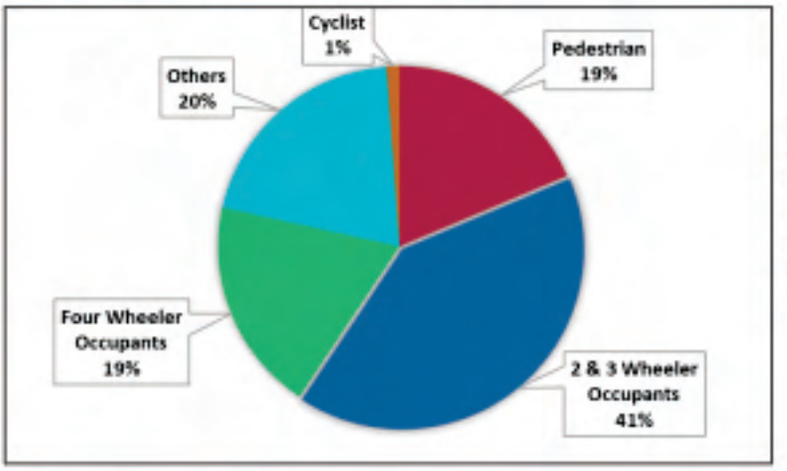
This chart shows road classification of the deaths and injuries that occurred in Washim district. The other roads and national highways under the district recorded the highest number of fatal crashes and injuries. There were 85 fatal crashes recorded on other roads under Washim district.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



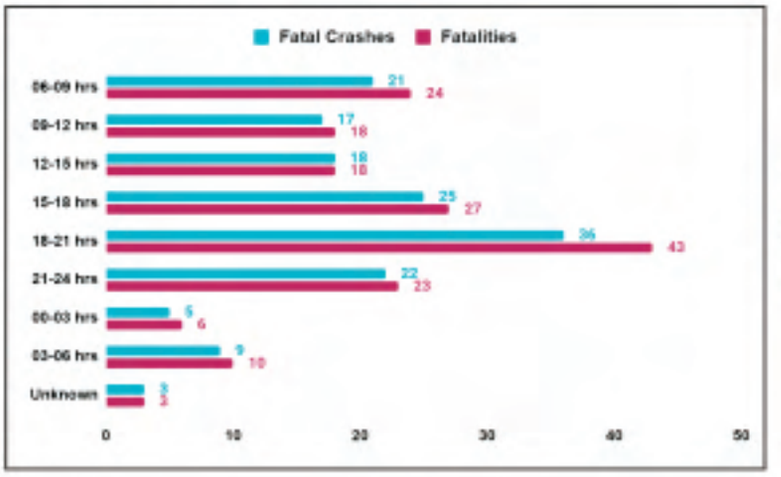
This chart shows the gender and age distribution of all road crash deaths in Washim district. Males accounted for 160 deaths and females accounted for 12 deaths in. Males aged between 25-45 years accounted for most road crash deaths (133) in Washim district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Washim district. There were a total of 172 road crash deaths out of which 70 (41%) were two and three wheeler occupants, 32 (19%) were pedestrians, 2 (1%) were cyclists, and 33 (19%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



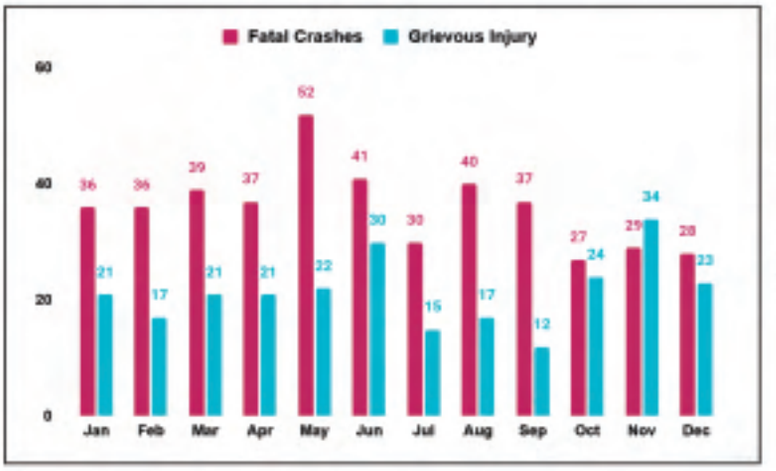
This chart shows road crashes deaths by time in Washim district. The number of fatal crashes (36) and deaths (43) were highest between 18:00 and 21:00 hours. These are the most dangerous times to be on the road.

AURANGABAD (RURAL) 2022

Total Crashes: 735 | Fatal Crashes: 432 | Fatalities: 457

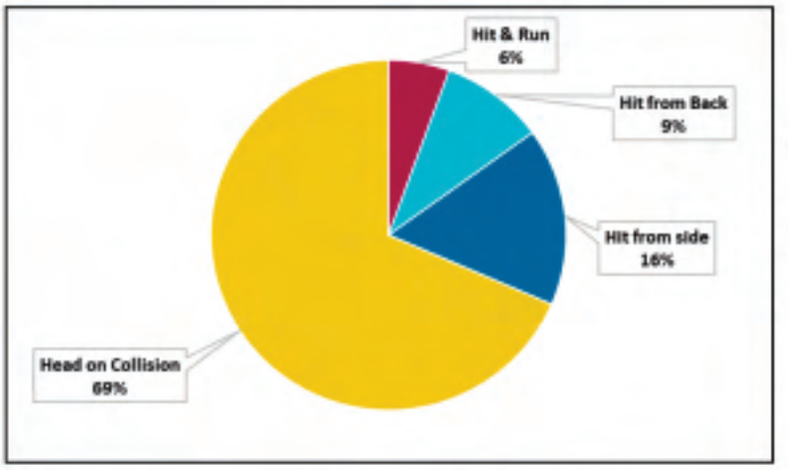
In Aurangabad Rural, there were 432 fatal crashes which resulted in 457 fatalities.

ROAD CRASHES ACCORDING TO MONTH



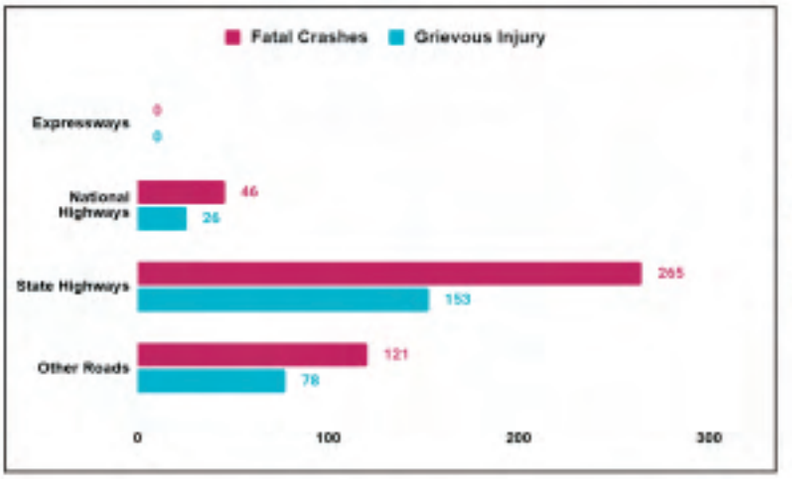
This chart shows month-wise distribution of road crashes in Aurangabad rural. The highest number of fatal crashes were reported in the month of May (52) while the highest grievous injury crashes were in the month of November (34).

NATURE OF FATAL CRASHES



This chart classifies the nature of fatal crashes in Aurangabad rural. The head-on collisions category accounted for the largest number of road crashes (296), followed by hit from side (71), hit from back (41) and hit and run (21).

DEATHS AND INJURIES BY ROAD CLASSIFICATION

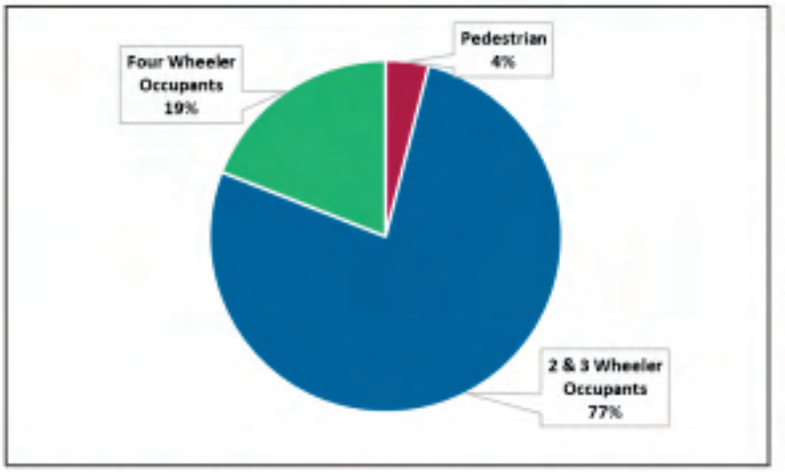


This chart shows road classification of the deaths and injuries that occurred in Aurangabad rural. The other roads and state highways under the district recorded the highest number of fatal crashes and injuries. There were 265 fatal crashes recorded on state highways under Aurangabad rural.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER

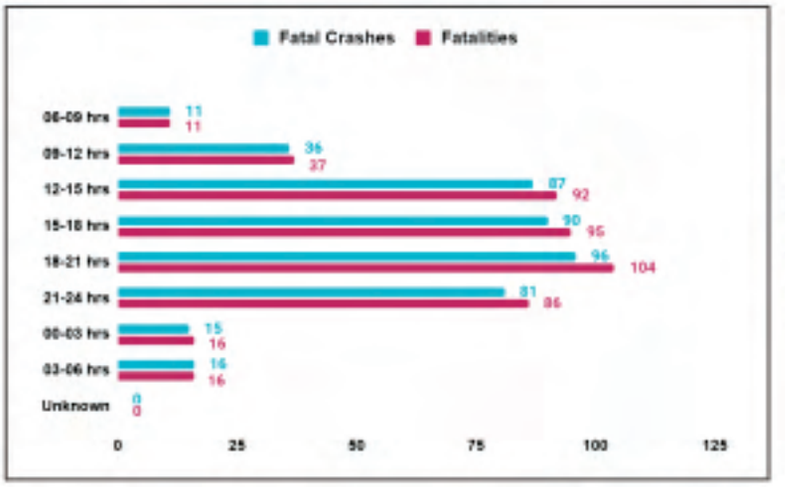
This chart shows the gender and age distribution of all road crash deaths in Aurangabad rural. Males accounted for 422 deaths and females accounted for 35 deaths. Males aged between 25-60 years accounted for most road crash deaths (390) in Aurangabad rural.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Aurangabad rural. There were a total of 457 deaths in the district out of which 352 (77%) were two and three-wheeler occupants, 18 (4%) were pedestrians, and 87 (19%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



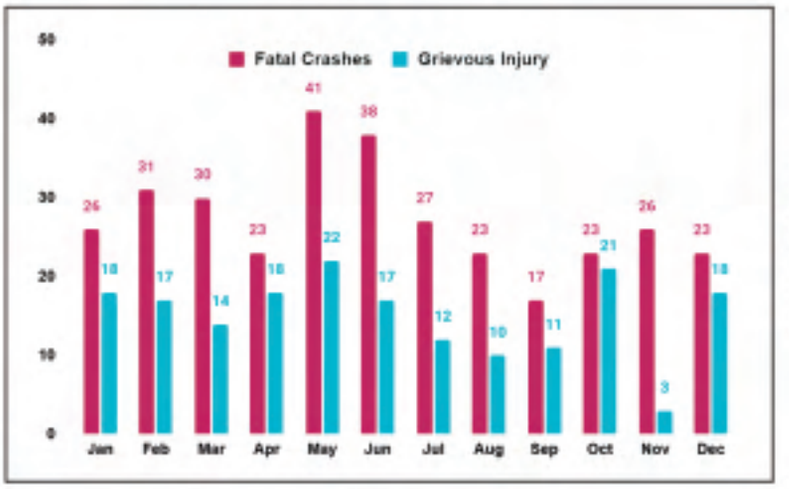
This chart shows road crashes deaths by time in Aurangabad rural. The number of fatal crashes (96) and deaths (104) were highest between 12:00 and 24:00 hours. These are the most dangerous times to be on the road.

JALNA 2022

Total Crashes: 588 | Fatal Crashes: 328 | Fatalities: 352

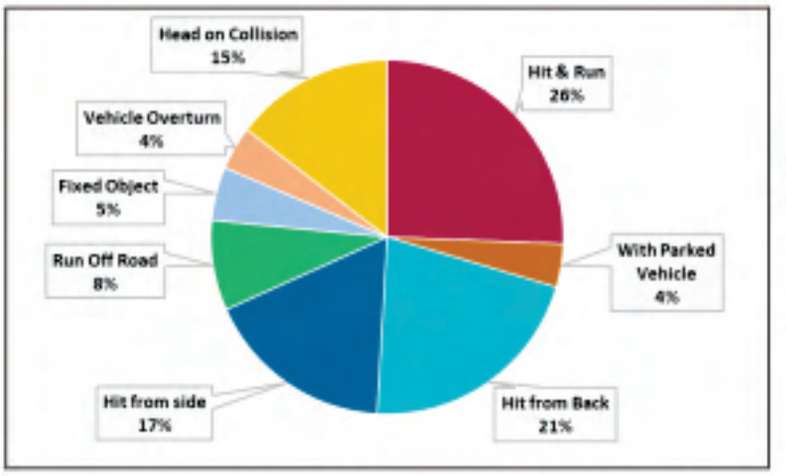
In Jalna District, there were 328 fatal crashes which resulted in 352 fatalities.

ROAD CRASHES ACCORDING TO MONTH



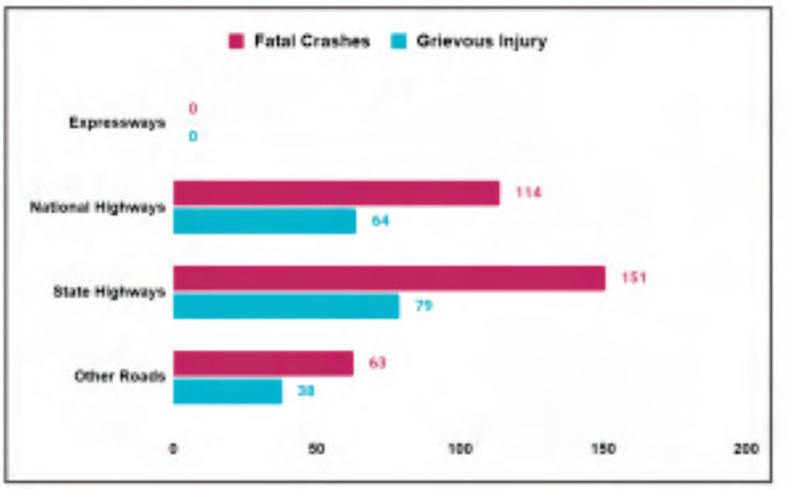
This chart shows month-wise distribution of road crashes in Jalna district. The highest number of fatal crashes were reported in the month of May (41) while the highest grievous injury crashes were also in the month of May (22).

NATURE OF FATAL CRASHES



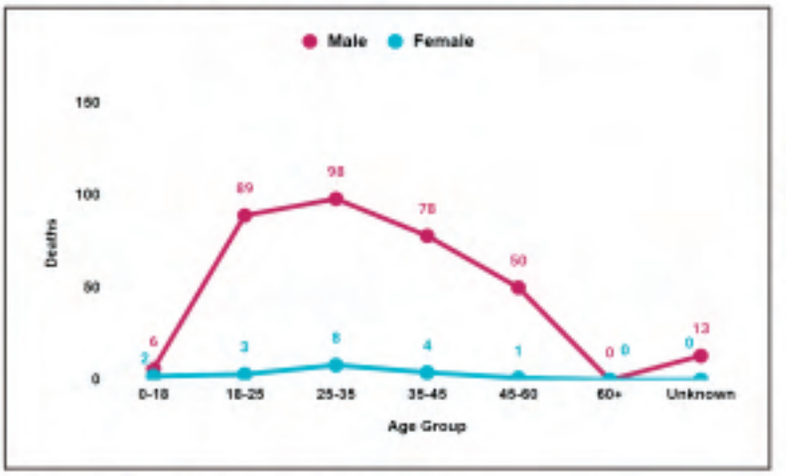
This chart classifies the nature of fatal crashes in Jalna district. The hit and run category accounted for the largest number of road crashes (84) followed by hit from side (57), hit from back (70), and head-on collisions (48).

DEATHS AND INJURIES BY ROAD CLASSIFICATION



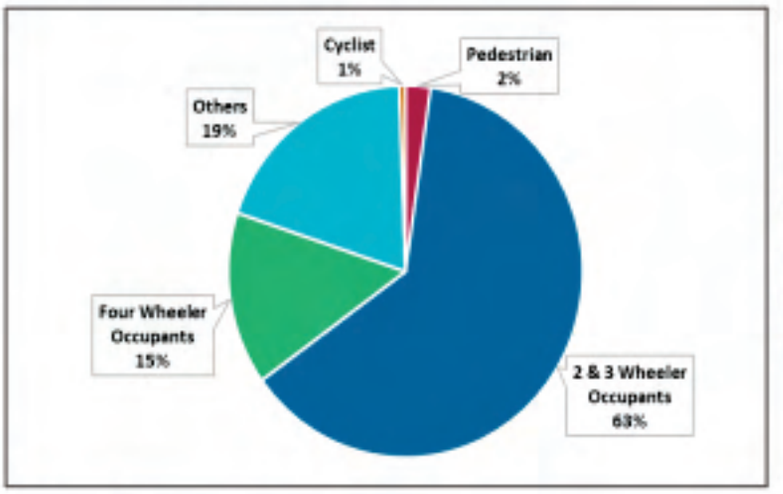
This chart shows road classification of the deaths and injuries that occurred in Jalna district. The national and state highways under the district recorded the highest number of fatal crashes and injuries. There were 151 fatal crashes recorded on state highways under Jalna district.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



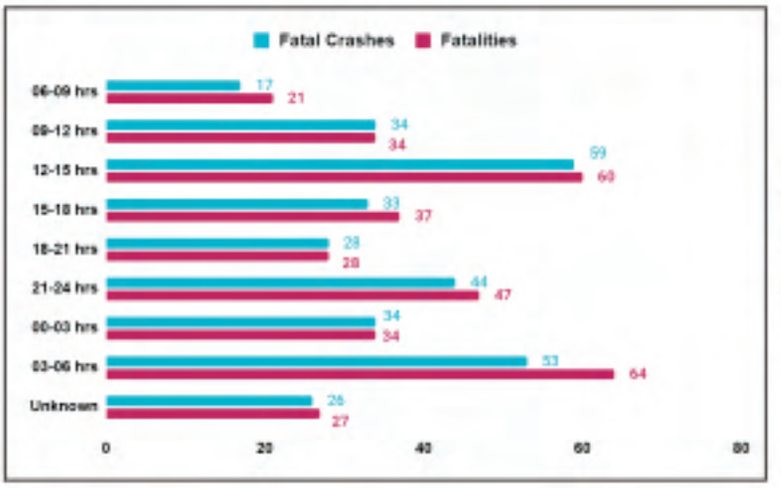
This chart shows the gender and age distribution of all road crash deaths in Jalna district. Males accounted for 334 deaths and females accounted for 18 deaths. Males aged between 18-45 years accounted for most road crash deaths (265) in Jalna district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Jalna district. There were a total of 352 deaths in the district out of which 221 (63%) were two and three-wheeler occupants, 8 (2%) were pedestrians, 2 (1%) were cyclists, and 53 (15%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



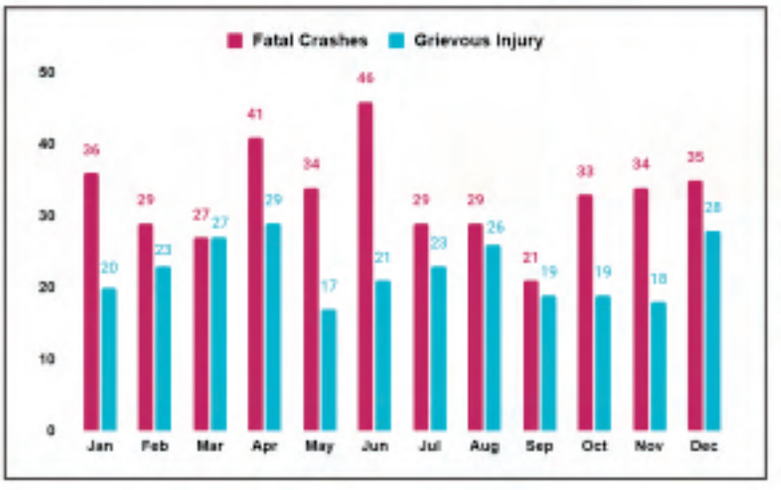
This chart shows road crash deaths by time in Jalna district. The number of fatal crashes (59) and deaths (60) were highest between 12:00 - 5:00, and 03:00 - 06:00 hours. Afternoons and nights are the most dangerous times to be on the road.

BEED 2022

Total Crashes: 734 | Fatal Crashes: 394 | Fatalities: 462

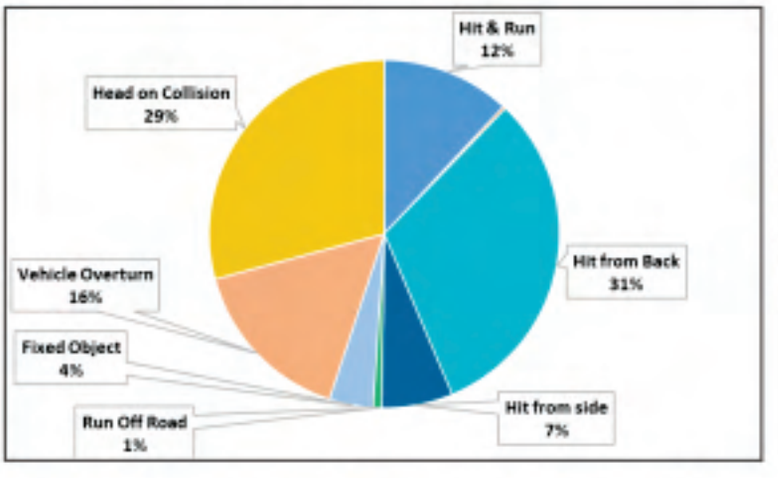
In Beed District, there were 394 fatal crashes which resulted in 462 fatalities.

ROAD CRASHES ACCORDING TO MONTH



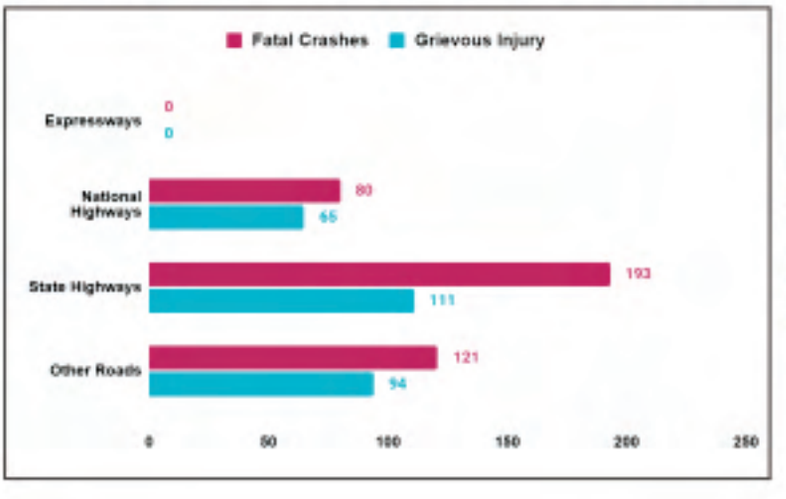
This chart shows month-wise distribution of road crashes in Beed district. The highest number of fatal crashes were reported in the month of June (46) while the highest grievous injury crashes were in the month of April (29).

NATURE OF FATAL CRASHES



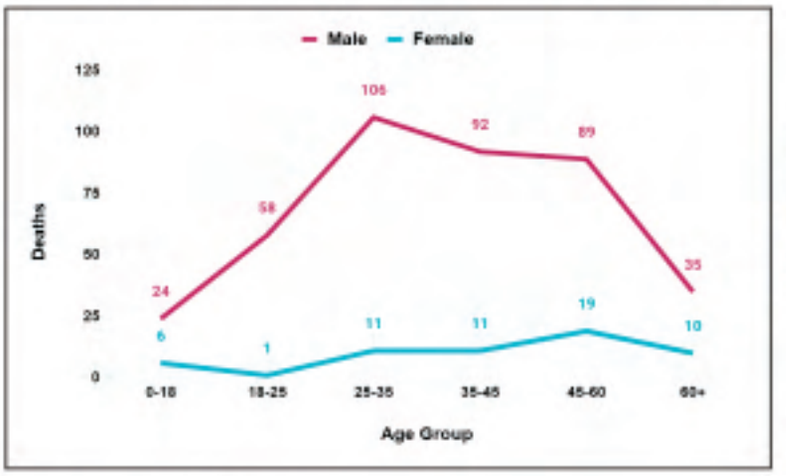
This chart classifies the nature of fatal crashes in Beed district. The hit from back category accounted for the largest number of road crashes (124) followed by head-on collisions (115), vehicle overturn (62), and hit and run (47).

DEATHS AND INJURIES BY ROAD CLASSIFICATION



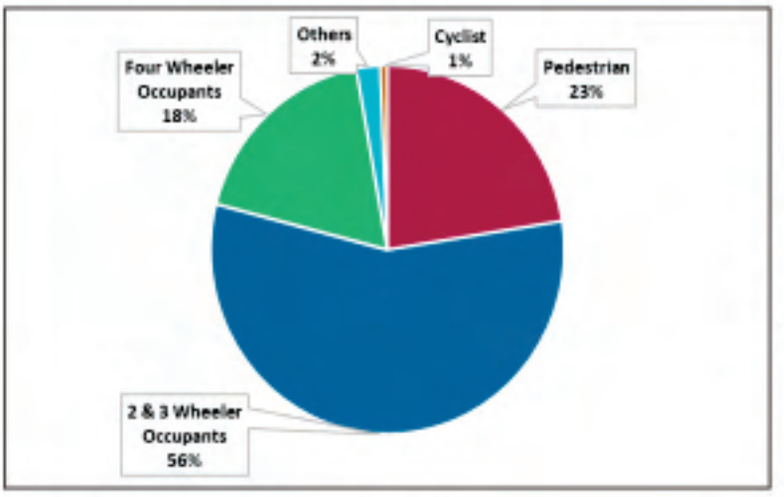
This chart shows road classification of the deaths and injuries that occurred in Beed district. The other roads and state highways under the district recorded the highest number of fatal crashes and injuries. There were 193 fatal crashes recorded on state highways under Beed district.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



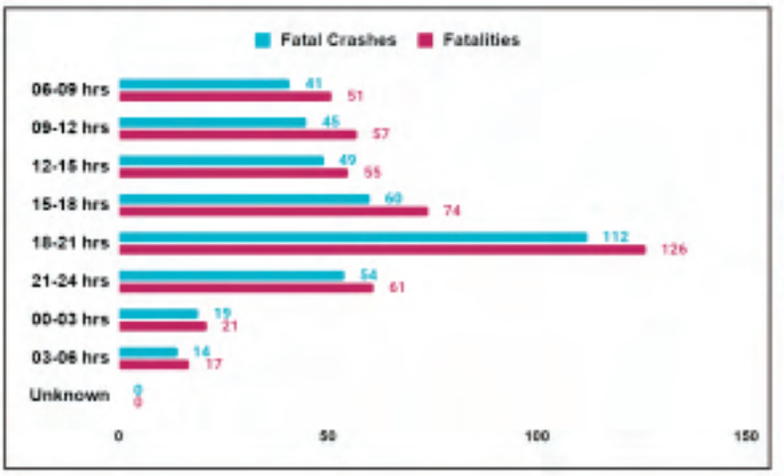
This chart shows the gender and age distribution of all road crash deaths in Beed district. Males accounted for 404 deaths and females accounted for 58 deaths. Males aged between 25-60 years accounted for most road crash deaths (287) in Beed district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Beed district. There were a total of 462 deaths in the district out of which 261 (56%) were two and three-wheeler occupants, 104 (23%) were pedestrians, 3 (1%) were cyclists, and 84 (18%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



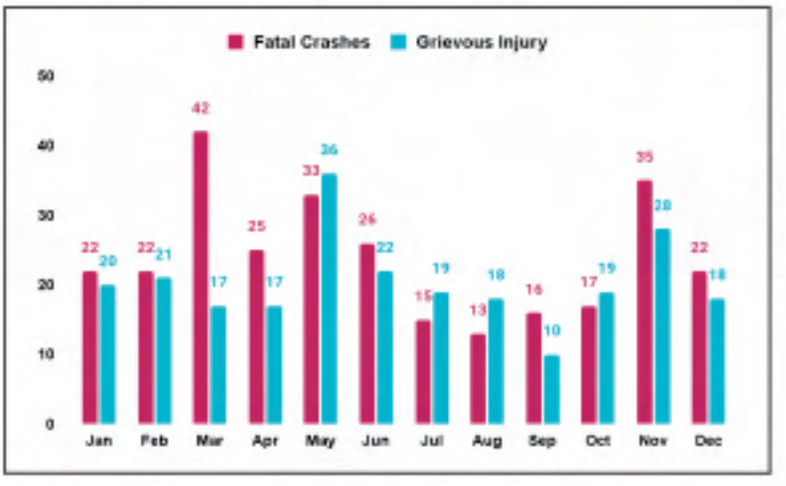
This chart shows road crash deaths by time in Beed district. The number of fatal crashes (112) and deaths (126) were highest between 18:00 and 21:00 hours. These are the most dangerous times to be on the road.

OSMANABAD 2022

Total Crashes: 690 | Fatal Crashes: 288 | Fatalities: 315

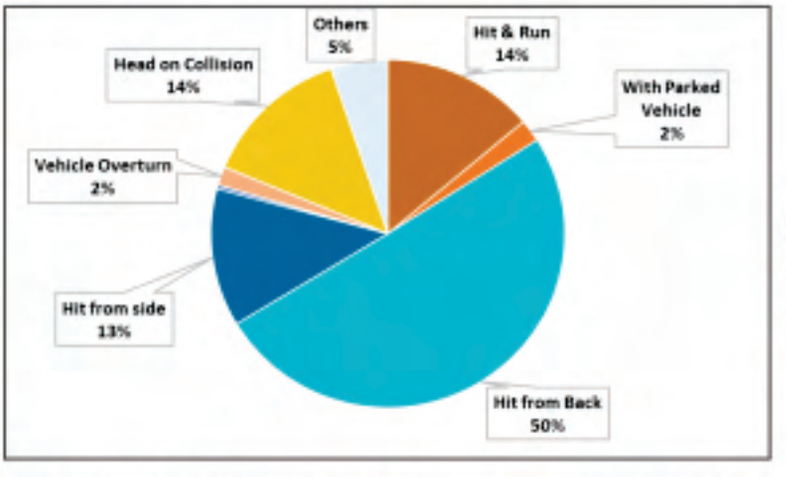
In Osmanabad District, there were 288 fatal crashes which resulted in 315 fatalities.

ROAD CRASHES ACCORDING TO MONTH



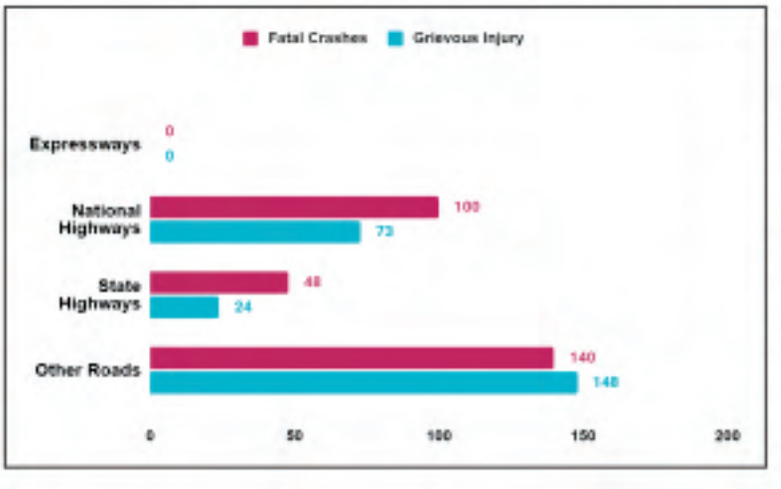
This chart shows month-wise distribution of road crashes in Osmanabad district. The highest number of fatal crashes were reported in the month of March (42) while the highest grievous injury crashes were in the month of May (36).

NATURE OF FATAL CRASHES



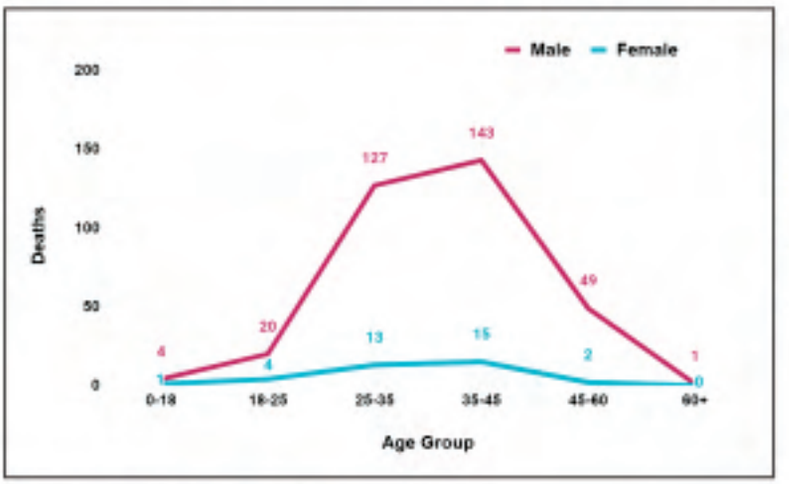
This chart classifies the nature of fatal crashes in Osmanabad district. The hit from back category accounted for the largest number of road crashes (145), followed by head on collision (39), hit from side (37) and hit and run (40).

DEATHS AND INJURIES BY ROAD CLASSIFICATION



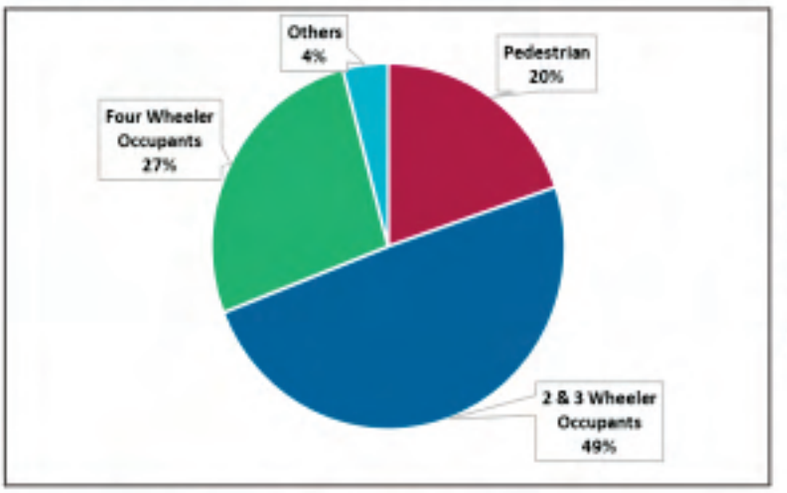
This chart shows road classification of the deaths and injuries that occurred in Osmanabad district. The other roads and national highways under the district recorded the highest number of fatal crashes and injuries. There were 140 fatal crashes recorded on other roads under Osmanabad district.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



This chart shows the gender and age distribution of all road crash deaths in Osmanabad district. Males accounted for 282 deaths and females accounted for 33 deaths. Males aged between 25-45 years accounted for most road crash deaths (152) in Osmanabad district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Osmanabad district. There were a total 315 deaths in the district out of which 155 (49%) were two and three-wheeler occupants, 62 (20%) were pedestrians, 13 (4%) were others, and 84 (27%) four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME

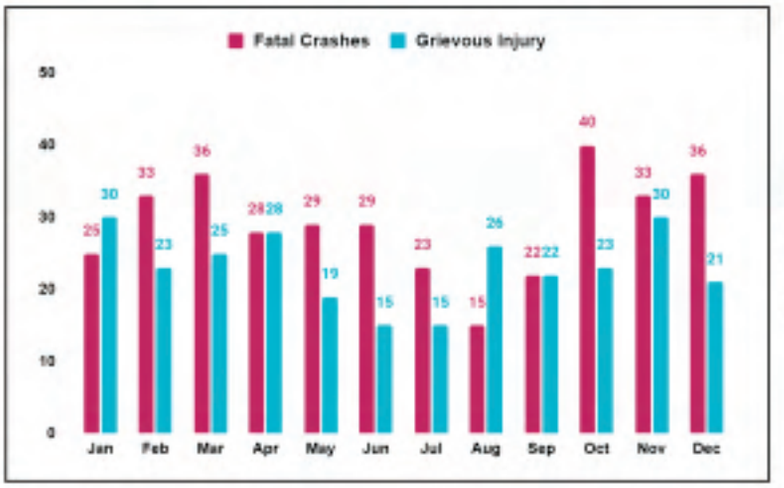
This chart shows road crash deaths by time in Osmanabad district. The number of fatal crashes (77) and deaths (81) were highest between 15:00 and 21:00 hours. These are the most dangerous times to be on the road.

NANDED 2022

Total Crashes: 757 | Fatal Crashes: 349 | Fatalities: 379

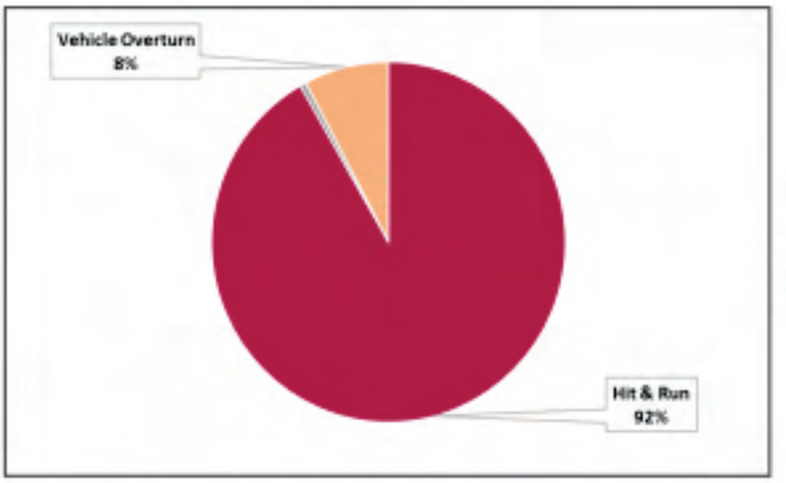
In Nanded District, there were 349 fatal crashes which resulted in 379 fatalities.

ROAD CRASHES ACCORDING TO MONTH



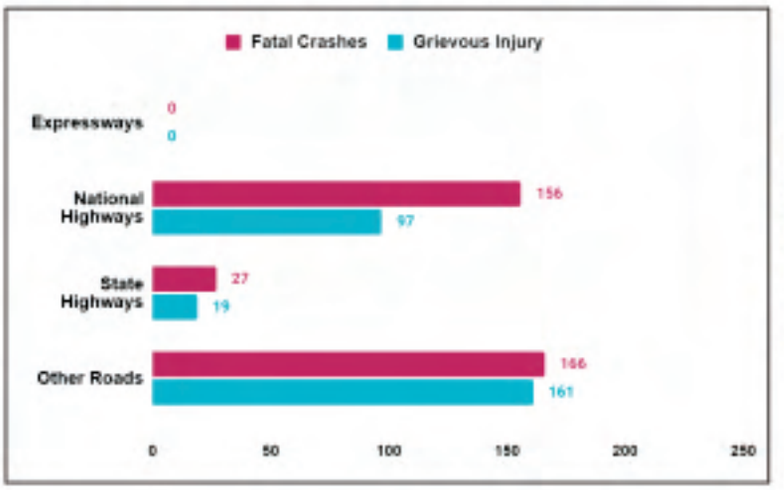
This chart shows month-wise distribution of road crashes in Nanded district. The highest number of fatal crashes were reported in the month of October (40) while the highest grievous injury crashes were in the months of January and November (30).

NATURE OF FATAL CRASHES



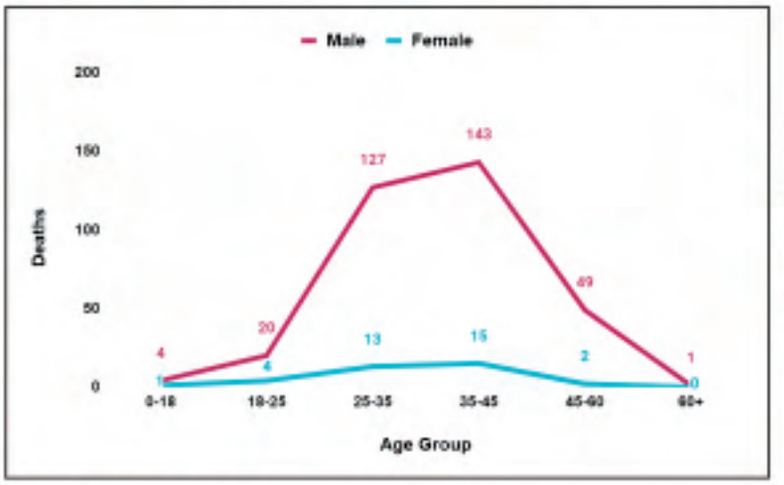
This chart classifies the nature of fatal crashes in Nanded district. The hit and run category accounted for the largest number of road crashes (320) followed by vehicle overturn (27).

DEATHS & INJURIES BY ROAD CLASSIFICATION



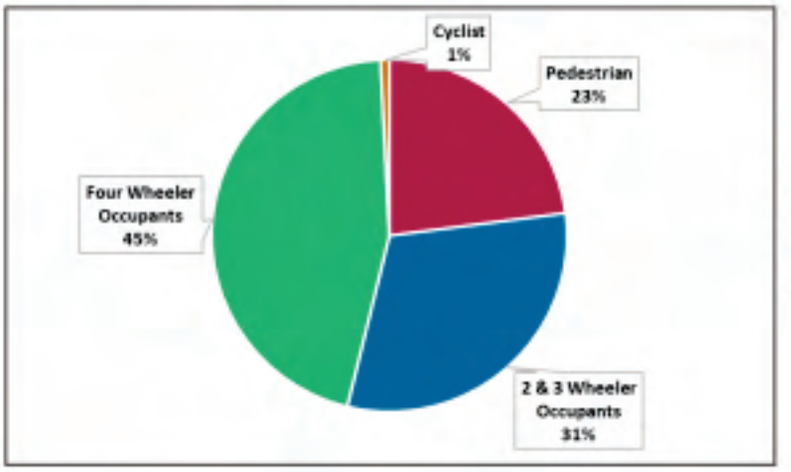
This chart shows road classification of the deaths and injuries that occurred in Nanded district. The other roads and national highways under the district recorded the highest number of fatal crashes and injuries. There were 166 fatal crashes recorded on other roads under Nanded district.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



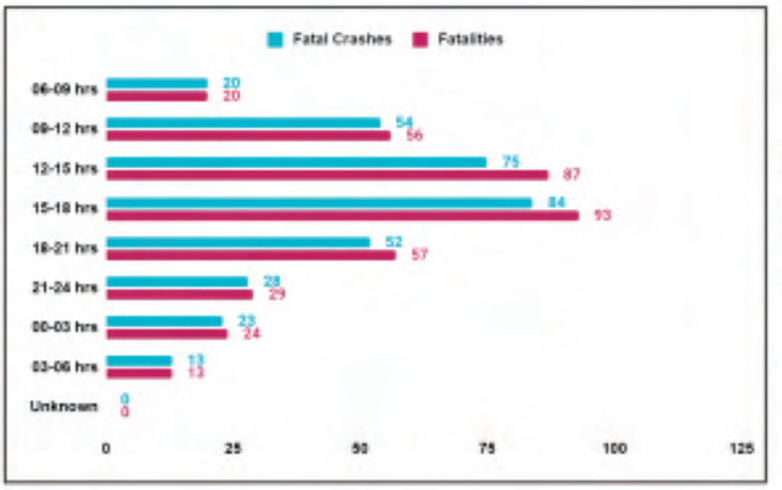
This chart shows the gender and age distribution of all road crash deaths in Nanded district. Males accounted for 344 deaths and females accounted for 35 deaths. Males aged between 25-45 years accounted for most road crash deaths (270) in Nanded district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Nanded district. There were a total of 379 deaths in the district out of which 117 (31%) were two and three-wheeler occupants, 87 (23%) were pedestrians, 3 (1%) were cyclists, and 172 (45%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



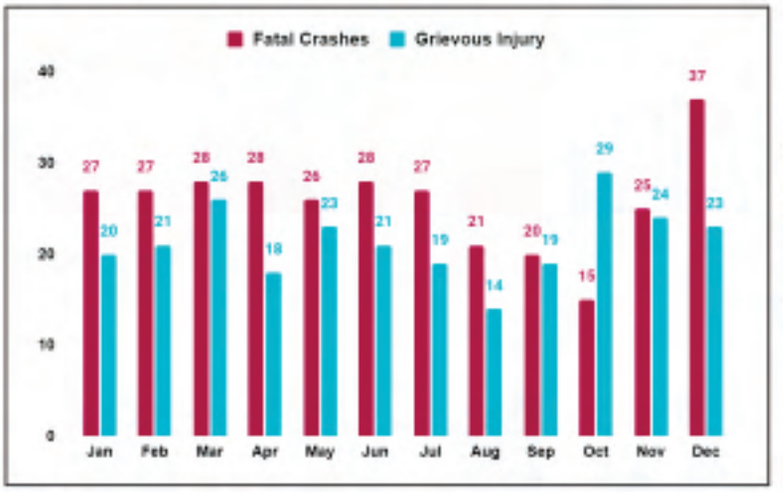
This chart shows road crash deaths by time in Nanded district. The number of fatal crashes (84) and deaths (93) were highest between 12:00 and 18:00 hours. These are the most dangerous times to be on the road.

LATUR 2022

Total Crashes: 661 | Fatal Crashes: 309 | Fatalities: 335

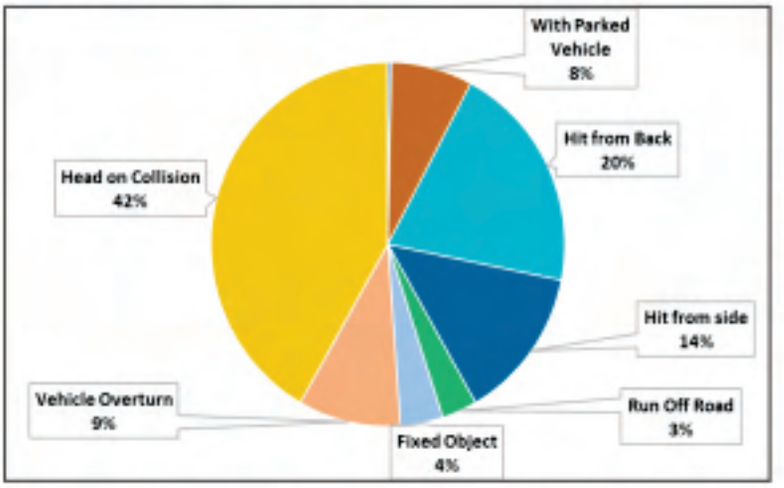
In Latur District there were 309 fatal crashes which resulted in 335 fatalities.

ROAD CRASHES ACCORDING TO MONTH



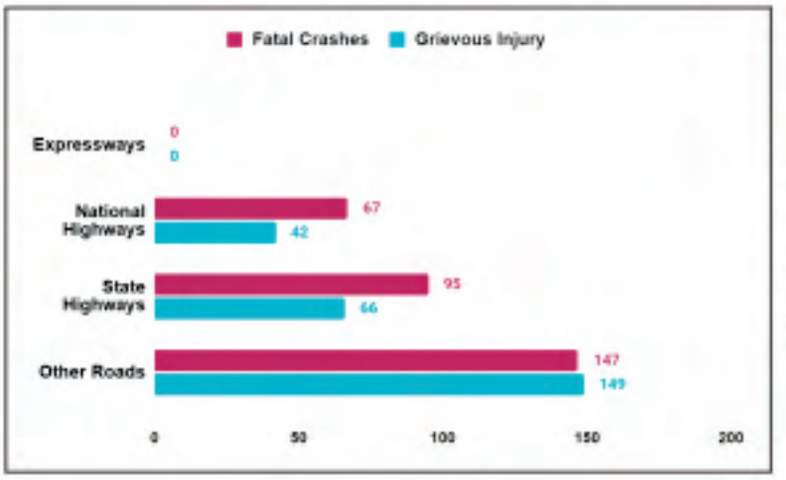
This chart shows month-wise distribution of road crashes in Latur district. The highest number of fatal crashes were reported in the month of December (37) while the highest grievous injury crashes were in the month of October (29).

NATURE OF FATAL CRASHES



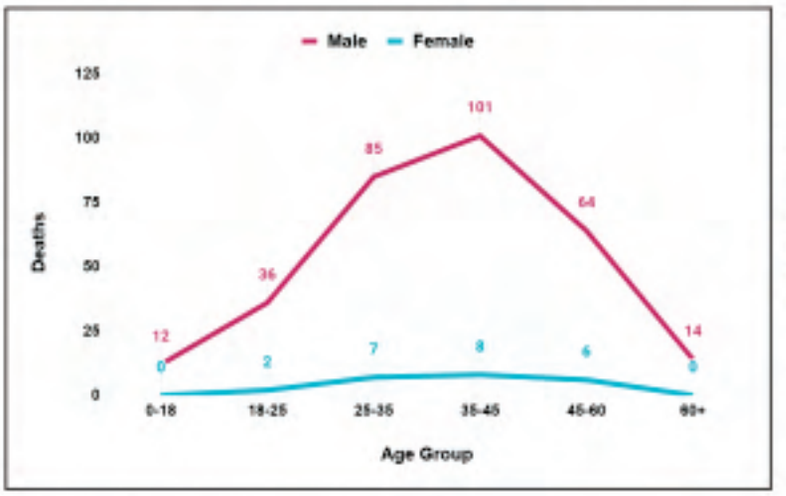
This chart classifies the nature of fatal crashes in Latur district. The head-on collisions category accounted for the largest number of road crashes (129) followed by hit from back (63), hit from side (42), vehicle overturn (29) and with parked vehicles (23).

DEATHS & INJURIES BY ROAD CLASSIFICATION



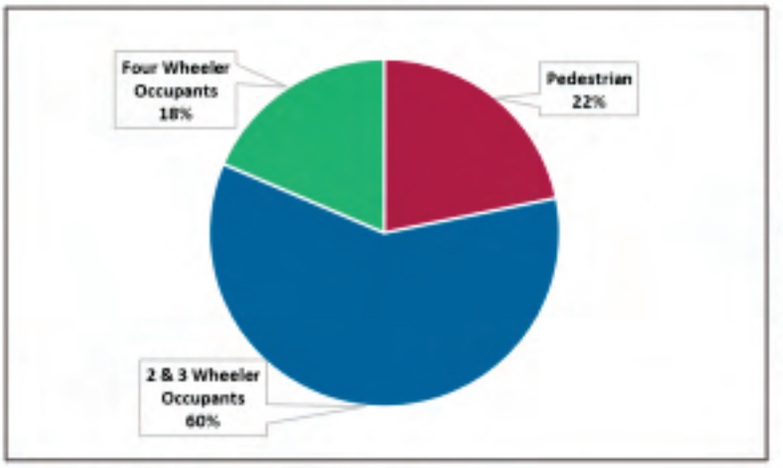
This chart shows road classification of the deaths and injuries that occurred in Latur district. The other roads and state highways under the district recorded the highest number of fatal crashes and injuries. There were 147 fatal crashes recorded on other roads under Latur district.

ROAD CRASH DEATHS BY AGE GROUP AND GENDER



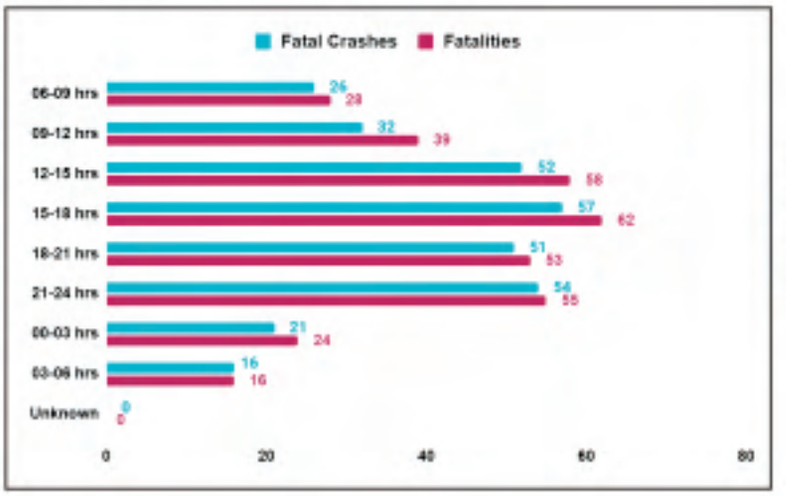
This chart shows the gender and age distribution of all road crash deaths in Latur district. Males accounted for 312 deaths and females accounted for 23 deaths. Males aged between 25-45 years accounted for most road crash deaths (186) in Latur.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Latur district. There were a total of 335 deaths in the district out of which 200 (60%) were two and three-wheeler occupants, 73 (22%) were pedestrians, and 62 (19%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



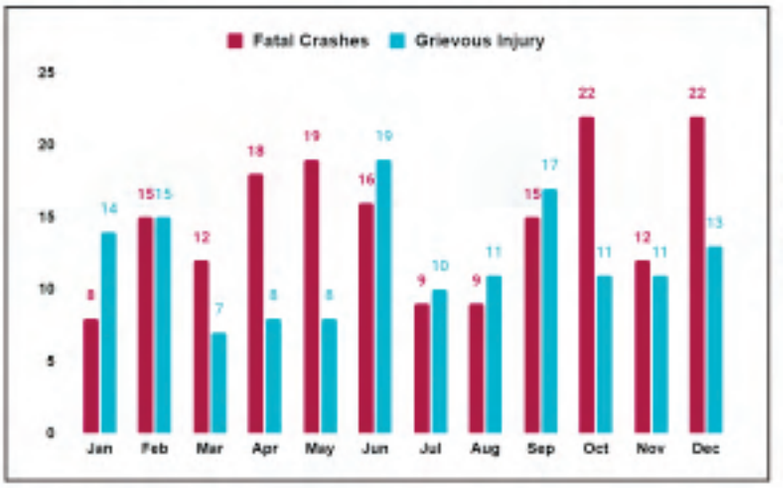
This chart shows road crashes deaths by time in Latur district. The number of fatal crashes (57) and deaths (62) were highest between 12:00 and 24:00 hours. These are the most dangerous times to be on the road.

PARBHANI 2022

Total Crashes: 357 | Fatal Crashes: 177 | Fatalities: 189

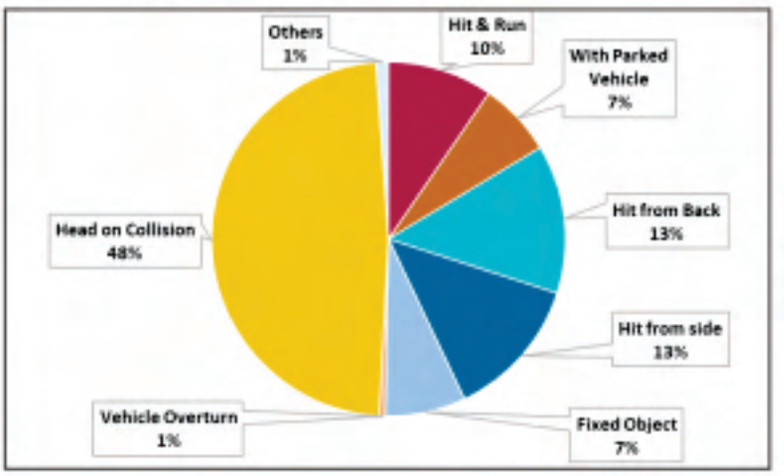
In Parbhani District, there were 177 fatal crashes which resulted in 189 fatalities.

ROAD CRASHES ACCORDING TO MONTH



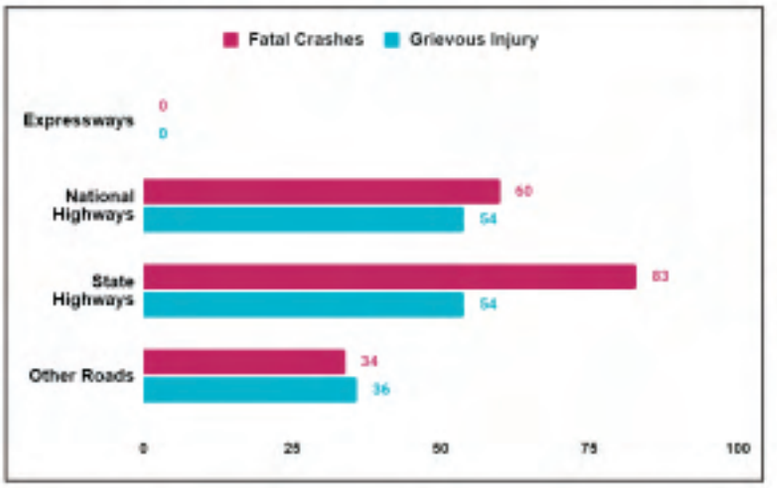
This chart shows month-wise distribution of road crashes in Parbhani district. The highest number of fatal crashes were recorded in the months of October and December (22) while the highest grievous injury crashes were in the month of June (19).

NATURE OF FATAL CRASHES



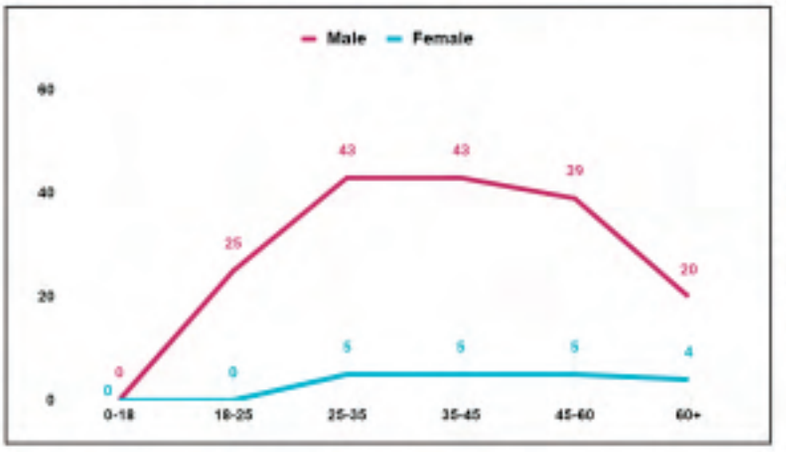
This chart classifies the type of fatal crashes in Parbhani district. The head-on collisions category accounted for the largest number of road crashes (85) followed by hit from back (24), hit from side (23) and hit and run (17).

DEATHS & INJURIES BY ROAD CLASSIFICATION



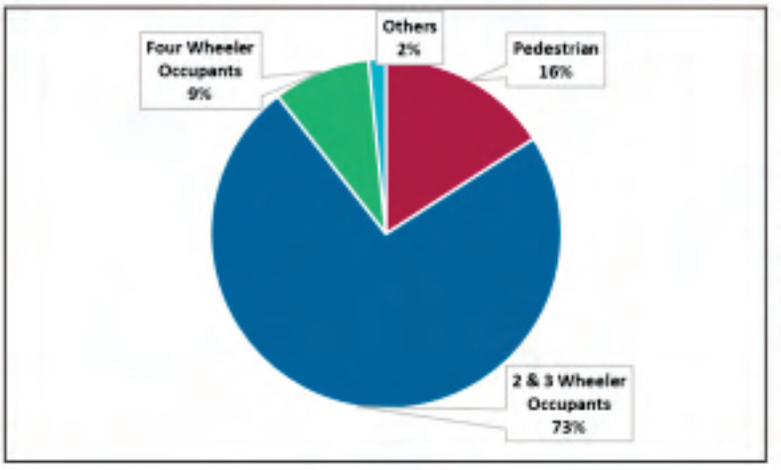
This chart shows road classification of the deaths and injuries that occurred in Parbhani district. The national and state highways under the district recorded the highest number of fatal crashes and injuries. There were 83 fatal crashes recorded on state highways under Parbhani district.

ROAD CRASH DEATHS BY AGE GROUP & GENDER



This chart shows the gender and age distribution of all road crash deaths in Parbhani district. Males accounted for 170 deaths and females accounted for 19 deaths. Males aged between 25-60 years accounted for most road crash deaths (125) in Parbhani district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Parbhani district. There were a total of 189 deaths in the district out of which 139 (73%) were two and three-wheeler occupants, 30 (16%) were pedestrians, and 17 (9%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME

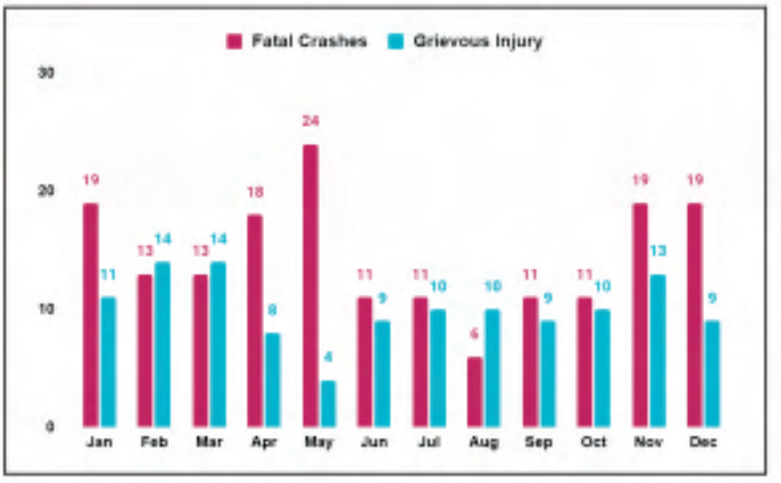
This chart shows road crashes deaths by time in Parbhani district. The number of fatal crashes (43) and deaths (45) were highest between 15:00 and 21:00 hours. These are the most dangerous times to be on the road.

HINGOLI 2022

Total Crashes: 327 | Fatal Crashes: 175 | Fatalities: 191

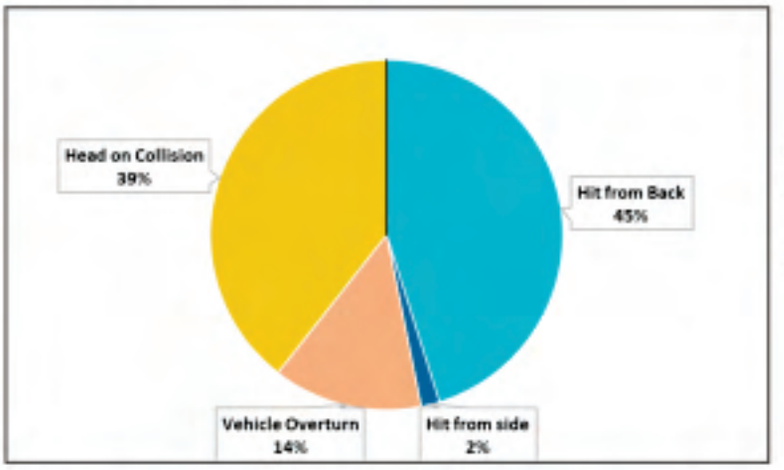
In Hingoli District, there were 175 fatal crashes which resulted in 191 fatalities.

ROAD CRASHES ACCORDING TO MONT



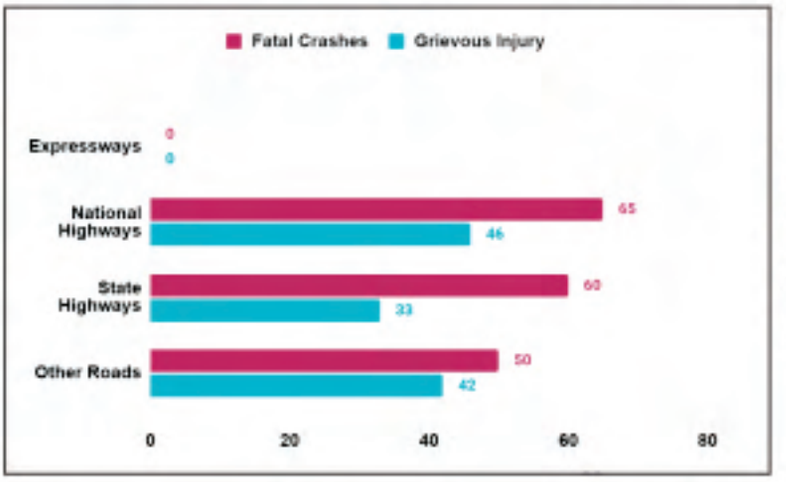
This chart shows month-wise distribution of road crashes in Hingoli district. The highest number of fatal crashes were reported in the month of May (24) while the highest grievous injury crashes were in the months of February and March (14).

NATURE OF FATAL CRASHES



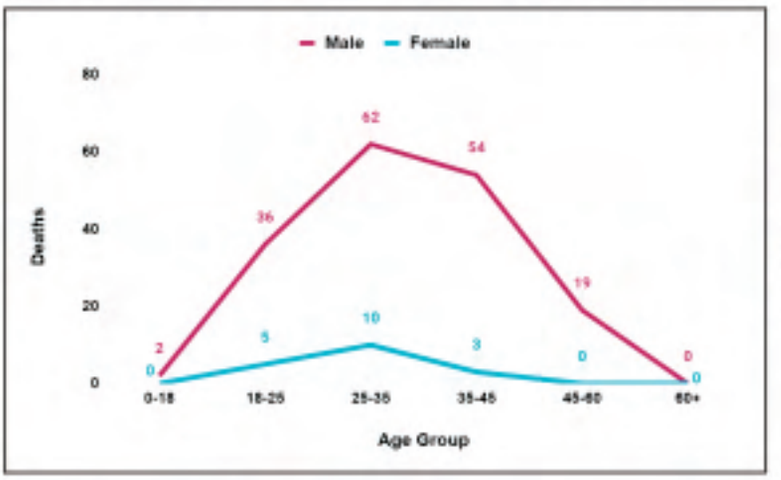
This chart classifies the nature of fatal crashes in Hingoli district. The hit from back category accounted for the largest number of road crashes (79) followed by head-on collisions (69), and vehicle overturn (24).

DEATHS & INJURIES BY ROAD CLASSIFICATION



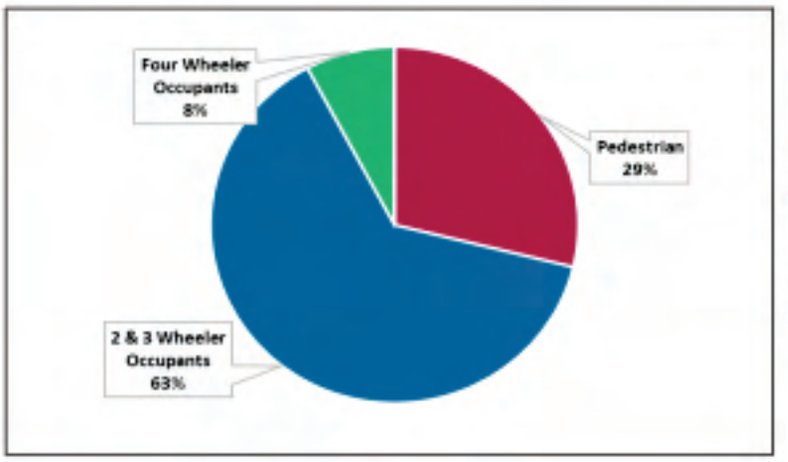
This chart shows road classification of the deaths and injuries that occurred in Hingoli district. The national and state highways and other roads under the district recorded the highest number of fatal crashes and injuries. There were 65 fatal crashes recorded on national highways under Hingoli district.

ROAD CRASH DEATHS BY AGE GROUP & GENDER



This chart shows the gender and age distribution of all road crash deaths in Hingoli district. Males accounted for 173 deaths and females accounted for 18 deaths. Males aged between 25-45 years accounted for most road crash deaths (116) in Hingoli district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Hingoli district. There were a total of 191 deaths in the district out of which 121 (63%) were two and three-wheeler occupants, 55 (29%) were pedestrians, and 15 (8%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME

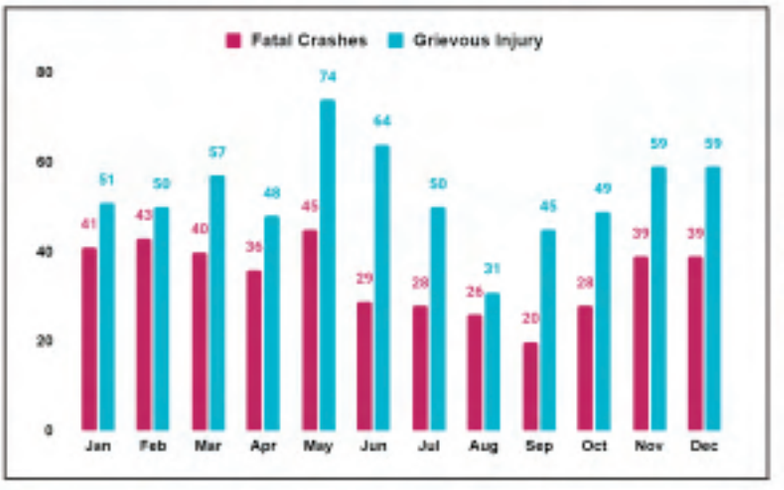
This chart shows road crashes deaths by time in Hingoli district. The number of fatal crashes (66) and deaths (69) were highest between 18:00 and 21:00 hours. These are the most dangerous times to be on the road.

KOLHAPUR 2022

Total Crashes: 1198	Fatal Crashes: 414	Fatalities: 426

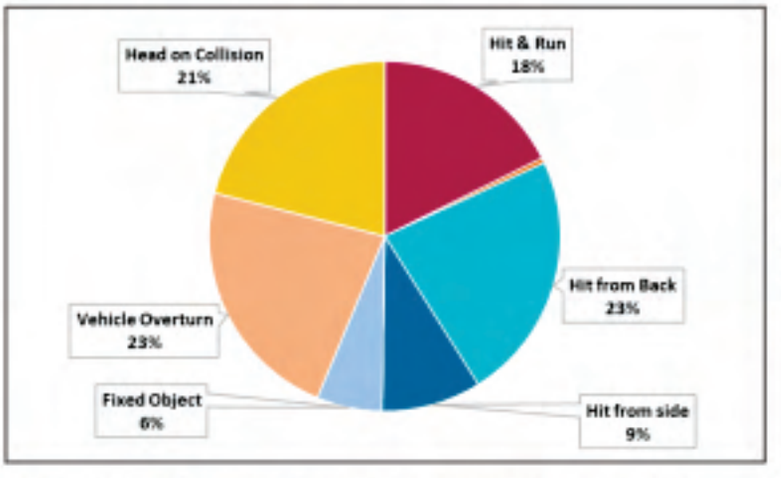
In Kolhapur District, there were 414 fatal crashes which resulted in 426 fatalities.

ROAD CRASHES ACCORDING TO MONTH



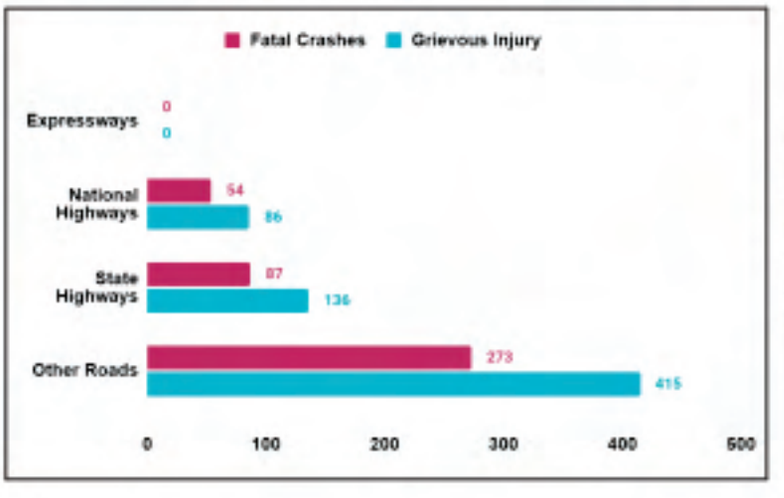
This chart shows month-wise distribution of road crashes in Kolhapur district. The highest number of fatal crashes were reported in the month of May (74) while the highest grievous injury crashes were in the month of June (64).

NATURE OF FATAL CRASHES



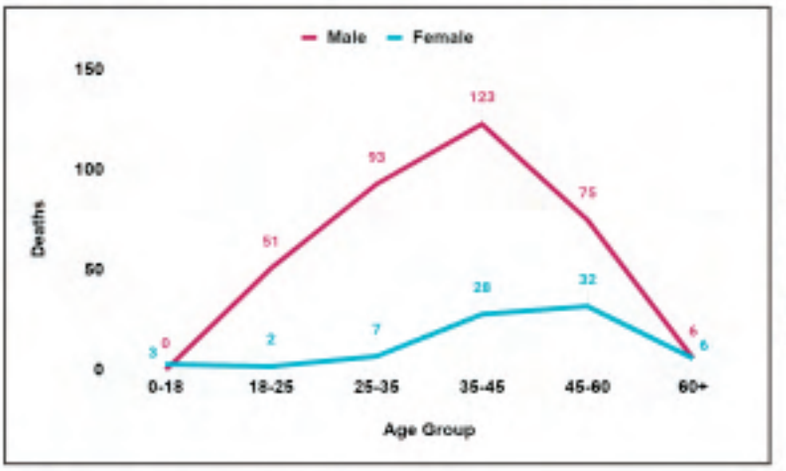
This chart classifies the nature of fatal crashes in Kolhapur district. The hit from back category accounted for the largest number of road crashes (95, followed by vehicle overturn (94), head-on collisions (87) and hit and run (73).

DEATHS & INJURIES BY ROAD CLASSIFICATION



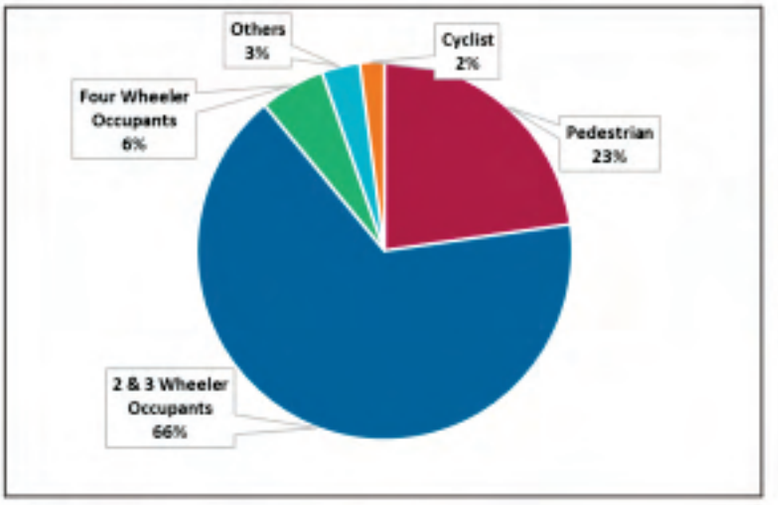
This chart shows road classification of the deaths and injuries that occurred in Kolhapur district. The other roads and state highways under the district recorded the highest number of fatal crashes and injuries. There were 273 fatal crashes recorded on other roads under Kolhapur district.

ROAD CRASH DEATHS BY AGE GROUP & GENDER



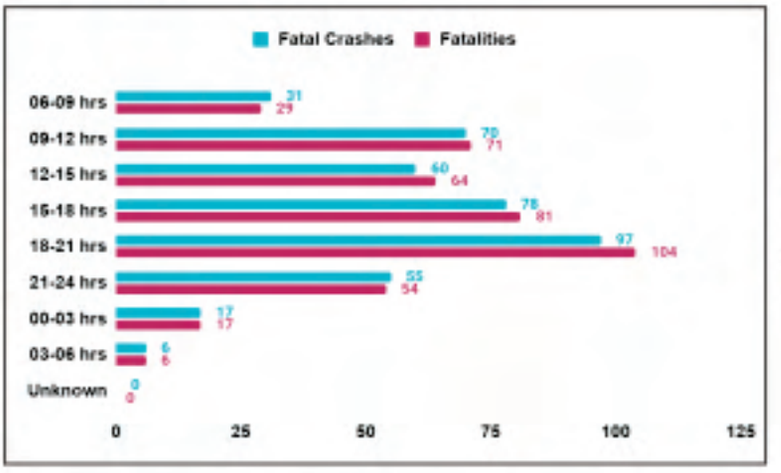
This chart shows the gender and age distribution of all road crash deaths in Kolhapur district. Males accounted for 348 deaths and females accounted for 78 deaths. Males aged between 25-60 years accounted for most road crash deaths (291) in Kolhapur district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Kolhapur district. There were a total of 426 deaths in the district out of which 282 (66%) were two and three-wheeler occupants, 97 (23%) were pedestrians, 9 (2%) were cyclists, and 24 (6%) four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



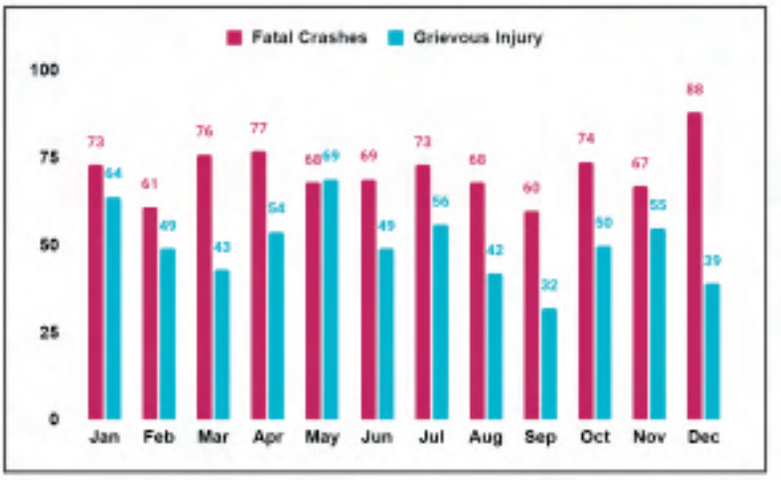
This chart shows road crashes deaths by time in Kolhapur district. The number of fatal crashes (97) and deaths (104) were highest between 18:00 and 21:00 hours. These are the most dangerous times to be on the road.

PUNE (RURAL) 2022

Total Crashes: 1634 | Fatal Crashes: 854 | Fatalities: 923

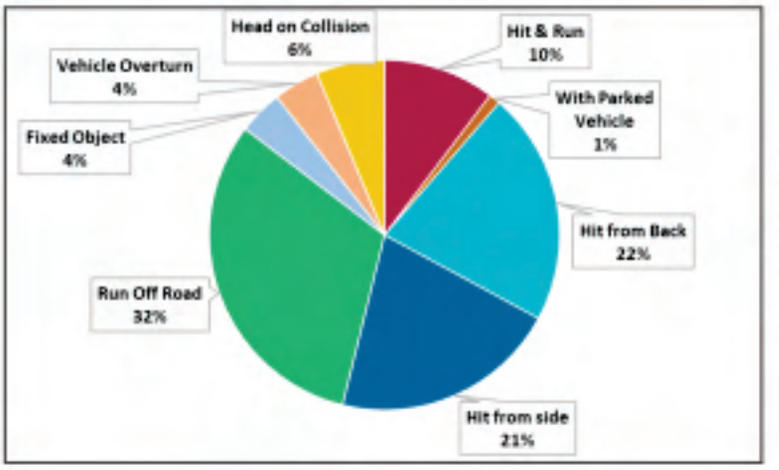
In Pune Rural, there were 854 fatal crashes which resulted in 923 fatalities.

ROAD CRASHES ACCORDING TO MONTH



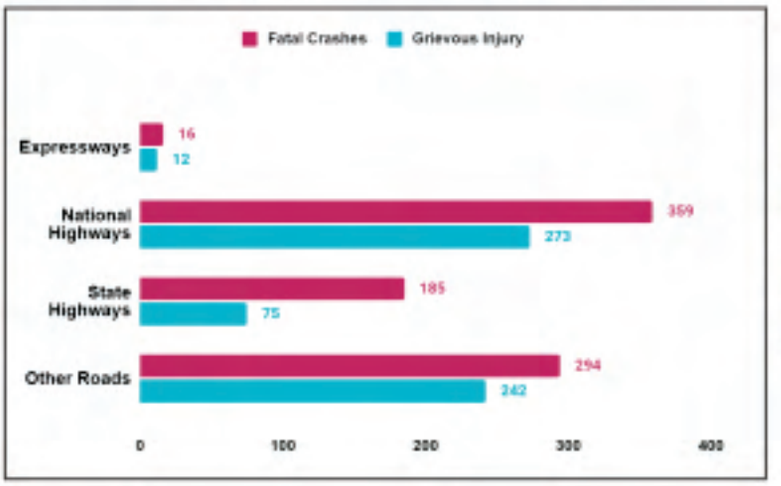
This chart shows month-wise distribution of road crashes in Pune rural. The highest number of fatal crashes were reported in the month of December (88) while the highest grievous injury crashes were in the month of May (69).

NATURE OF FATAL CRASHES



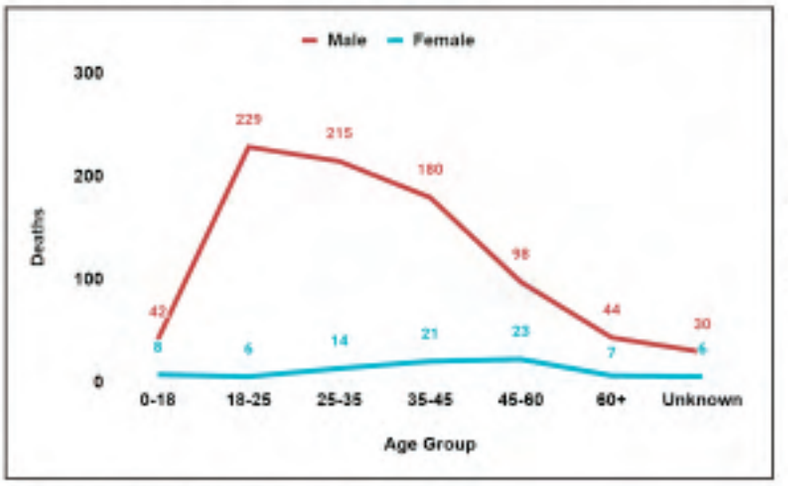
This chart classifies the nature of fatal crashes in Pune rural. The run off road category accounted for the largest number of road crashes (269), followed by hit from back (184), hit from side (179), and hit and run (88)

DEATHS & INJURIES BY ROAD CLASSIFICATION



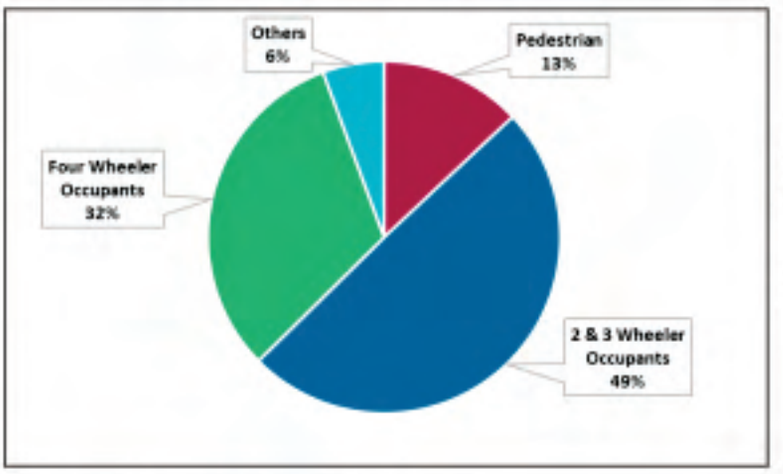
This chart shows road classification of the deaths and injuries that occurred in Pune rural. The national and state highways and other roads under the district recorded the highest number of fatal crashes and injuries. There were 359 fatal crashes recorded on national highways under Pune rural.

ROAD CRASH DEATHS BY AGE GROUP & GENDER



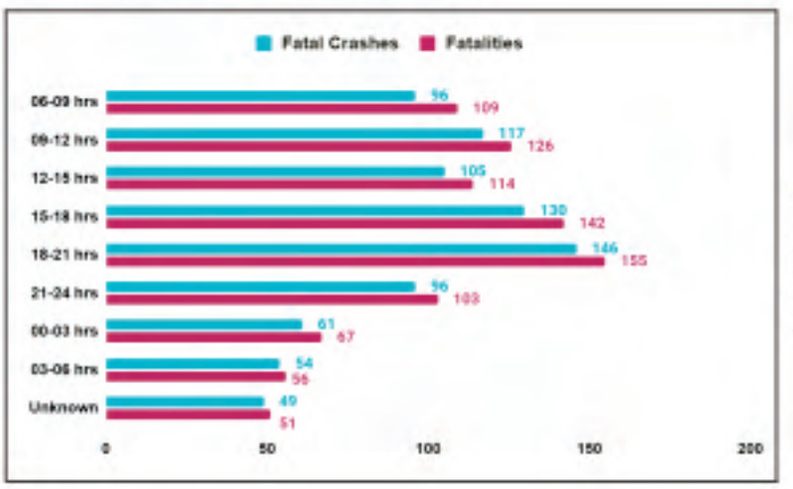
This chart shows the gender and age distribution of all road crash deaths in Pune rural. Males accounted for 838 deaths and females accounted for 85 deaths. Males aged between 18-60 accounted for most road crash deaths (722) in Pune rural.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Pune rural. There were a total of 923 deaths out of which 458 (49%) were two and three-wheeler occupants, 120 (13%) were pedestrians, 52 (6%) were in the Others category, and 293 (32%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



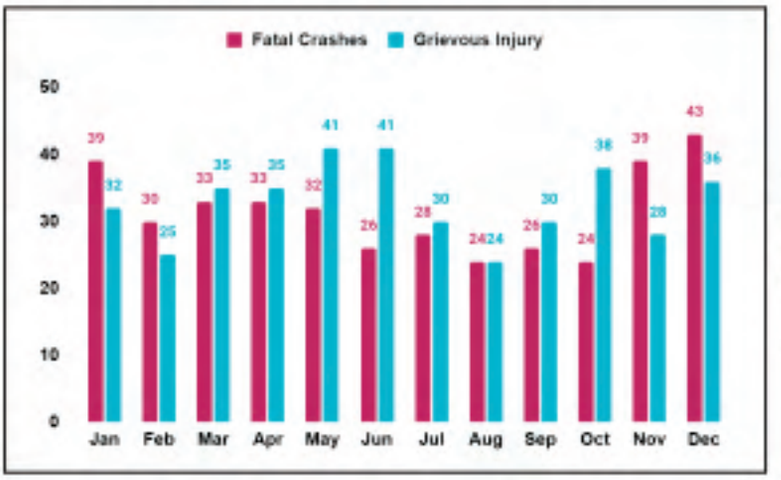
This chart shows road crash deaths by time in Pune rural. The number of fatal crashes (146) and deaths (155) were highest between 06:00 and 24:00 hours. These are the most dangerous times to be on the road.

SANGLI 2022

Total Crashes: 808 | Fatal Crashes: 377 | Fatalities: 412

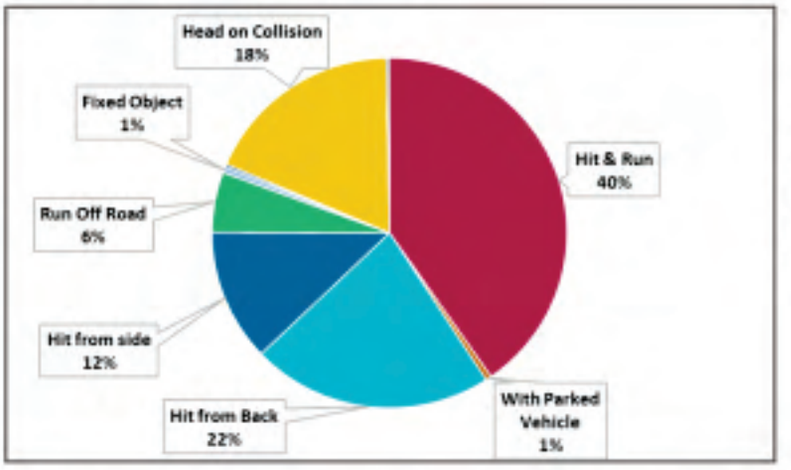
In Sangli District, there were 377 fatal crashes which resulted in 412 fatalities.

ROAD CRASHES ACCORDING TO MONTH



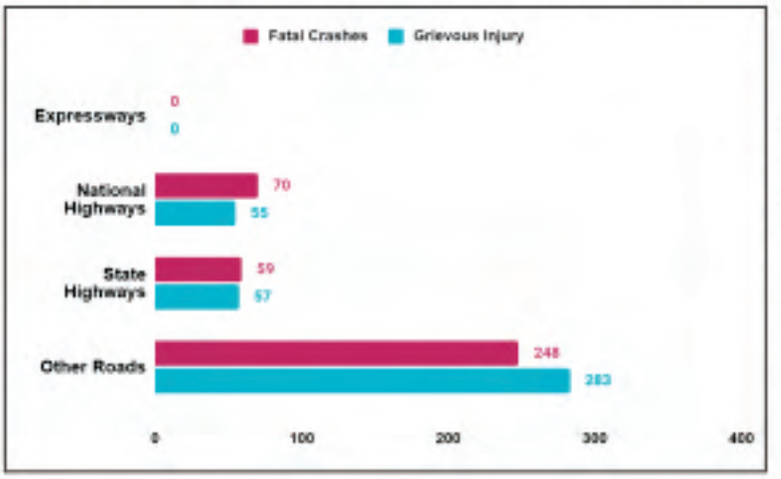
This chart shows month-wise distribution of road crashes in Sangli district. The highest number of fatal crashes were reported in the month of December (43) the highest grievous injury crashes were in the months of May and June (41)

NATURE OF FATAL CRASHES



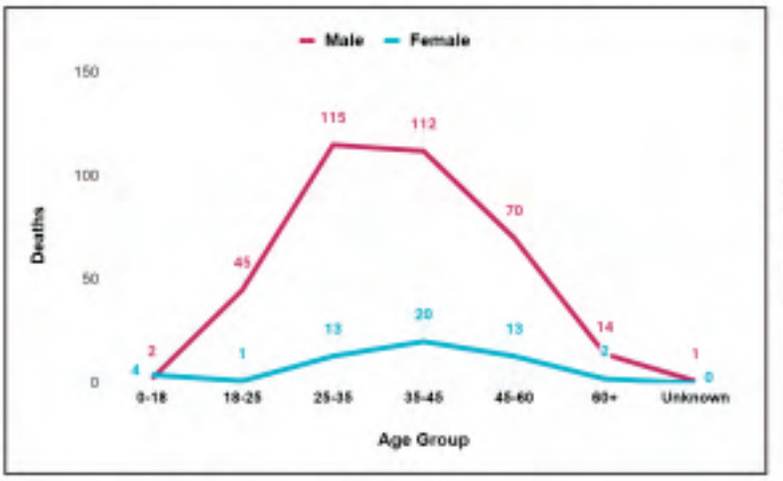
This chart classifies the nature of fatal crashes. The hit and run category accounted for the largest number (152), followed by, hit from back (83), head-on collisions (69) and hit from side (42).

DEATHS & INJURIES BY ROAD CLASSIFICATION



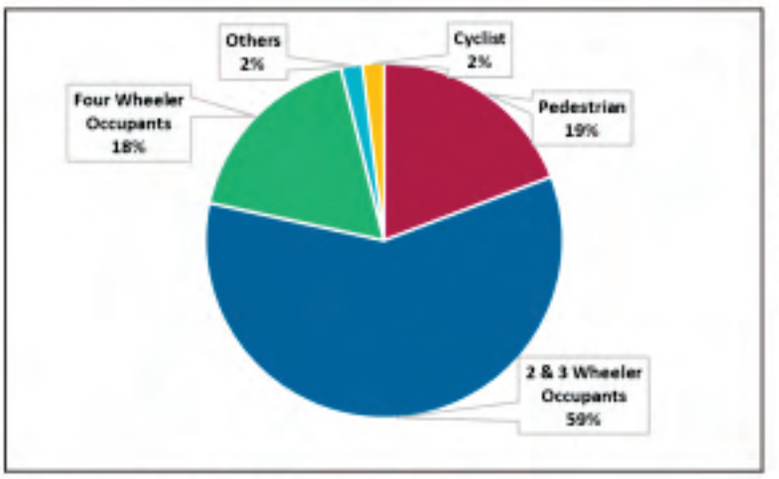
This chart shows road classification of the deaths and injuries that occurred in Sangli district. The national highways and other roads under the district recorded the highest number of fatal crashes and injuries. There were 248 fatal crashes recorded on other roads under Sangli district.

ROAD CRASH DEATHS BY AGE GROUP & GENDER



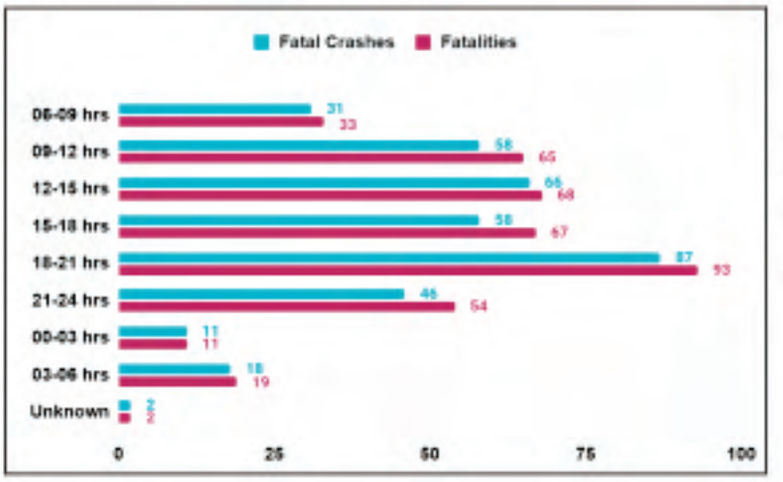
This chart shows the gender and age distribution of all road crash deaths in Sangli district. Males accounted for 359 deaths and females accounted for 53 deaths. Males aged between 25-45 accounted for most road crash deaths (227) in Sangli district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Sangli district. There were a total of 412 deaths in the district out of which 244 (59%) were two and three wheeler occupants, 79 (19%) were pedestrians, 8 (2%) cyclists, and 73 (18%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



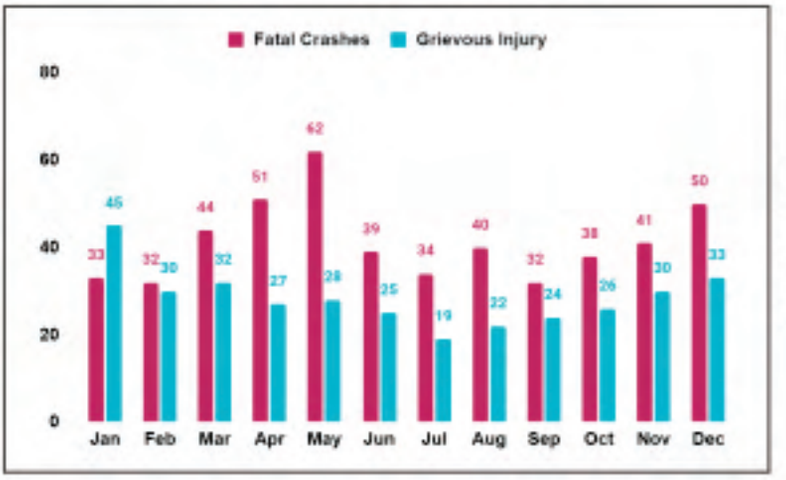
This chart shows road crashes deaths by time in Sangli district. The number of fatal crashes (87) and deaths (93) were highest between 18:00 and 21:00 hours. These are the most dangerous times to be on the road.

SATARA 2022

Total Crashes: 944 | Fatal Crashes: 496 | Fatalities: 534

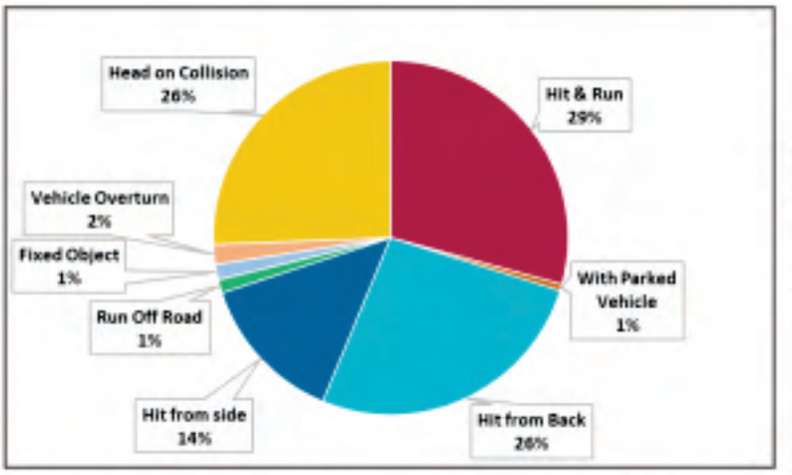
In Satara District, there were 496 fatal crashes which resulted in 534 fatalities.

ROAD CRASHES ACCORDING TO MONTH



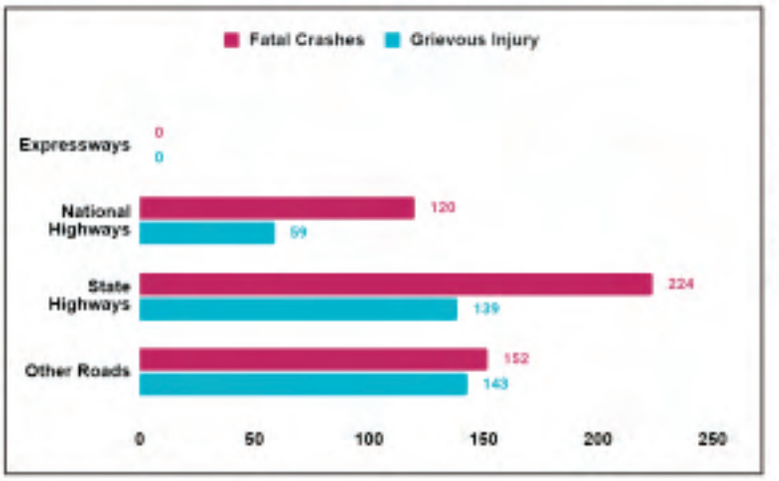
This chart shows month-wise distribution of road crashes in Satara district. The highest number of fatal crashes were reported in the month of May (62) while the highest grievous injury crashes were in the month of January (45).

NATURE OF FATAL CRASHES



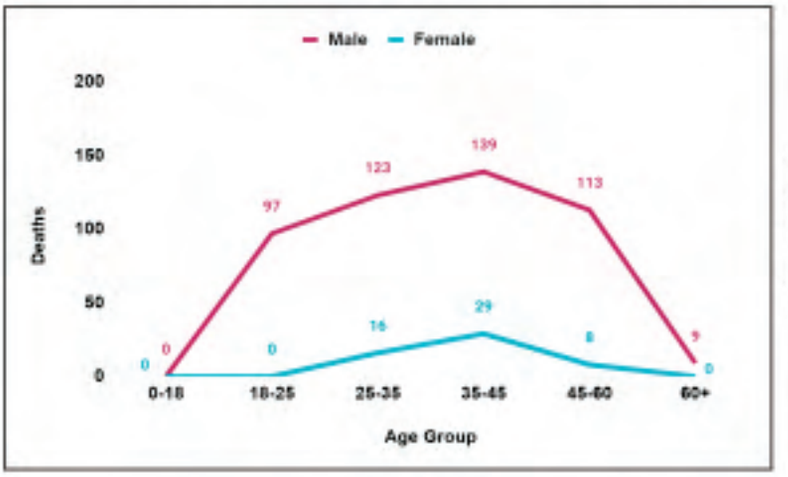
This chart shows the gender and age distribution of all road crash deaths in Satara district. Males accounted for 481 deaths and females accounted for 53 deaths. Males aged between 18-60 accounted for most road crash deaths (472) in Satara district.

DEATHS & INJURIES BY ROAD CLASSIFICATION



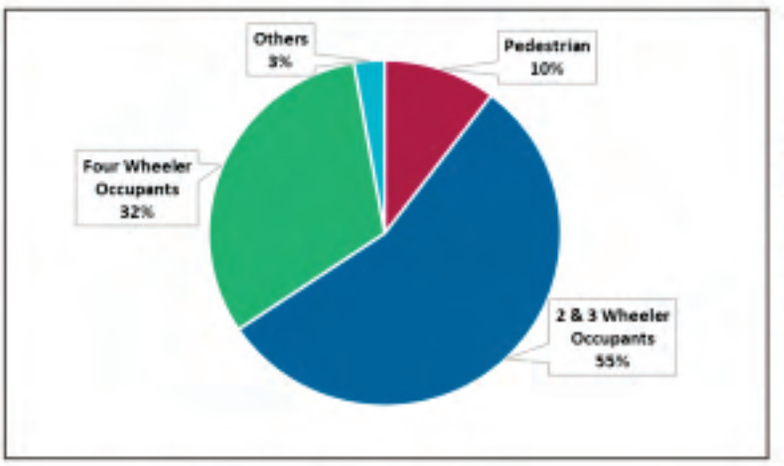
This chart shows road classification of the deaths and injuries that occurred in Satara district. The national and state highways, and other roads under the district recorded the highest number of fatal crashes and injuries. There were 224 fatal crashes recorded on state highways under Satara district.

ROAD CRASH DEATHS BY AGE GROUP & GENDER



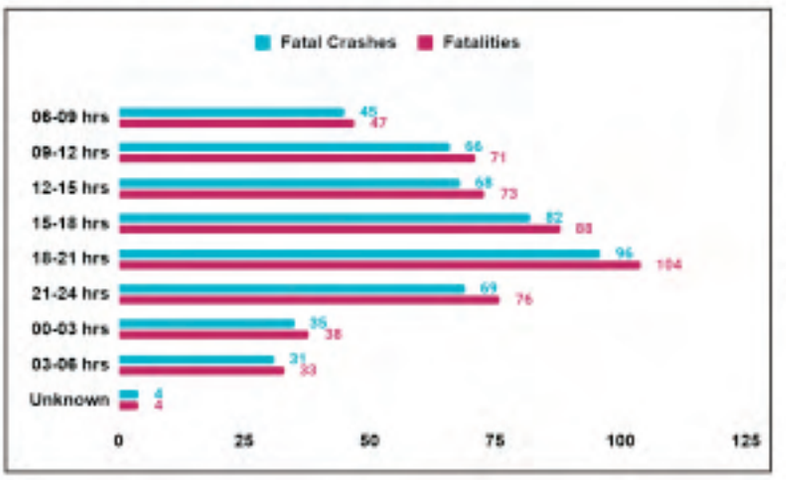
This chart shows the gender and age distribution of all road crash deaths in Satara district. Males accounted for 481 deaths and females accounted for 53 deaths. Males aged between 35-45 accounted for most road crash deaths (139) in Satara district.

FATALITIES BY ROAD USER TYPE



This chart shows road user distribution of road crash deaths in Satara district. There were a total of 534 deaths out of which 294 (55%) were two and three wheeler occupants, 55 (10%) were pedestrians, 15 (3%) were others, and 294 (31%) were four-wheeler occupants.

ROAD CRASHES DEATHS BY TIME



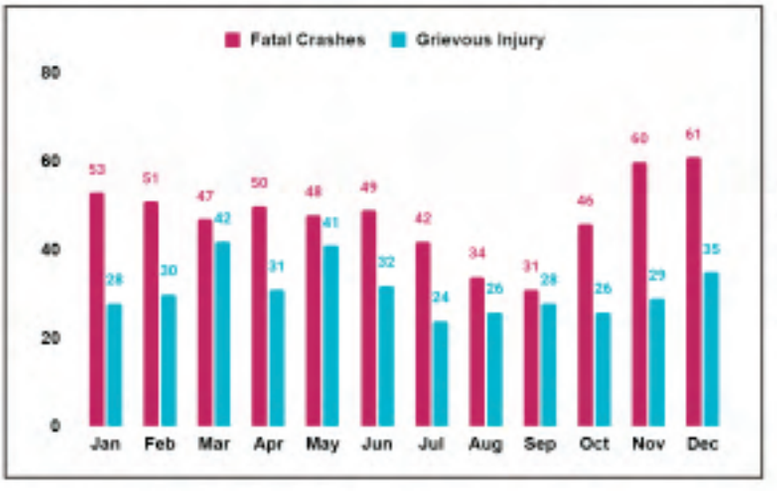
This chart shows road crashes deaths by time in Satara district. The number of fatal crashes (96) and deaths (104) were highest between 18:00 and 21:00 hours. These are the most dangerous times to be on the road.

SOLAPUR (RURAL) 2022

Total Crashes: 1072 | Fatal Crashes: 572 | Fatalities: 641

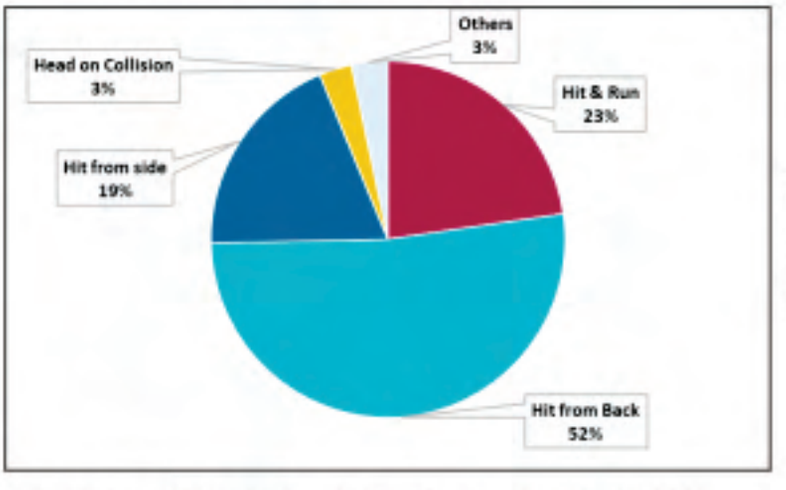
In Solapur Rural, there were 572 fatal crashes which resulted in 641 fatalities.

ROAD CRASHES ACCORDING TO MONTH



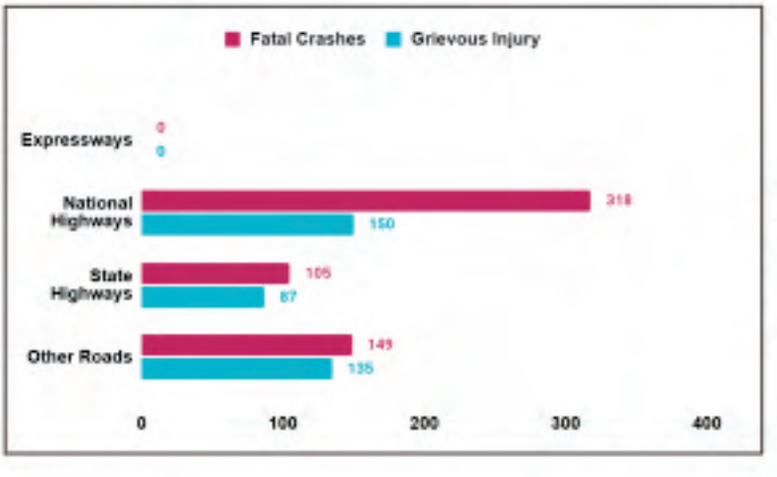
This chart shows month-wise distribution of road crashes in Solapur rural. The highest number of fatal crashes were reported in the month of December (61) while the highest grievous injury crashes were in the month of March (42).

NATURE OF FATAL CRASHES



Thie chart classifies the nature of fatal crashes in Solapur rural. The hit from back category accounted for the largest number (297), followed by, hit and run (130), and hit from side (109).

DEATHS & INJURIES BY ROAD CLASSIFICATION



This chart shows road classification of the deaths and injuries that occurred in Solapur rural. The national highways and other roads under the district recorded the highest number of fatal crashes and injuries. There were 318 fatal crashes recorded on national highways under Solapur rural.