



ROAD ACCIDENTS IN KERALA

2018-2022



GOVERNMENT OF KERALA

**Department of
Economics & Statistics**

INTRODUCTION

Today “Road Safety” is one of the biggest public health issues throughout the country. Thousands of lives are lost annually because of fatality(death) due to road accidents, and the clock is ticking constantly. Road safety cannot be undermined if we want to achieve goals of sustainable development, prosperity and growth. Road Safety is imperative for a happy, healthy and prosperous life, of an individual, family as well as that of the nation. The issue concerns to all types of road users – pedestrians, motorcyclists, motorists etc., as well as unauthorized road side vendors and other encroachers. Today road traffic injuries are one of the leading causes of deaths, disabilities and hospitalizations with severe socioeconomic costs across the world.

Road traffic injuries are the leading cause of death globally and the principal cause of death in the age group of 15 to 49 years. It is indeed a matter of great concern that despite the continuing efforts of the Government in this regard and our commitments for halving fatalities we have not been able to register significant progress on this front.

During 2018-2022, a total number of 1,86,375 road accidents have been reported in the state, claiming 19,468 lives and causing injuries to 2,11,534 persons. One out of 10 road accidents are fatal (results in death of one or more persons). Unfortunately, the worst affected age group in Road accidents is 18-45 years, which accounts for about 60.5 percent of total accidental deaths.

This report on ‘Road accidents in Kerala 2018-2022’, provides information on various aspects of road accidents during the year 2018-22. It has Nine sections giving an overview, inter-district comparison, age and gender of those involved in accidents, causes of road accidents, road accidents per month etc ... We hope this document would be useful for policy makers, scholars, academia, civil society organisations and society at large. It is a continuous endeavour to improve the quality of road accidents data. We look forward to any suggestions in improving this document further.

Economics and Statistics Department,
District Office, Ernakulam

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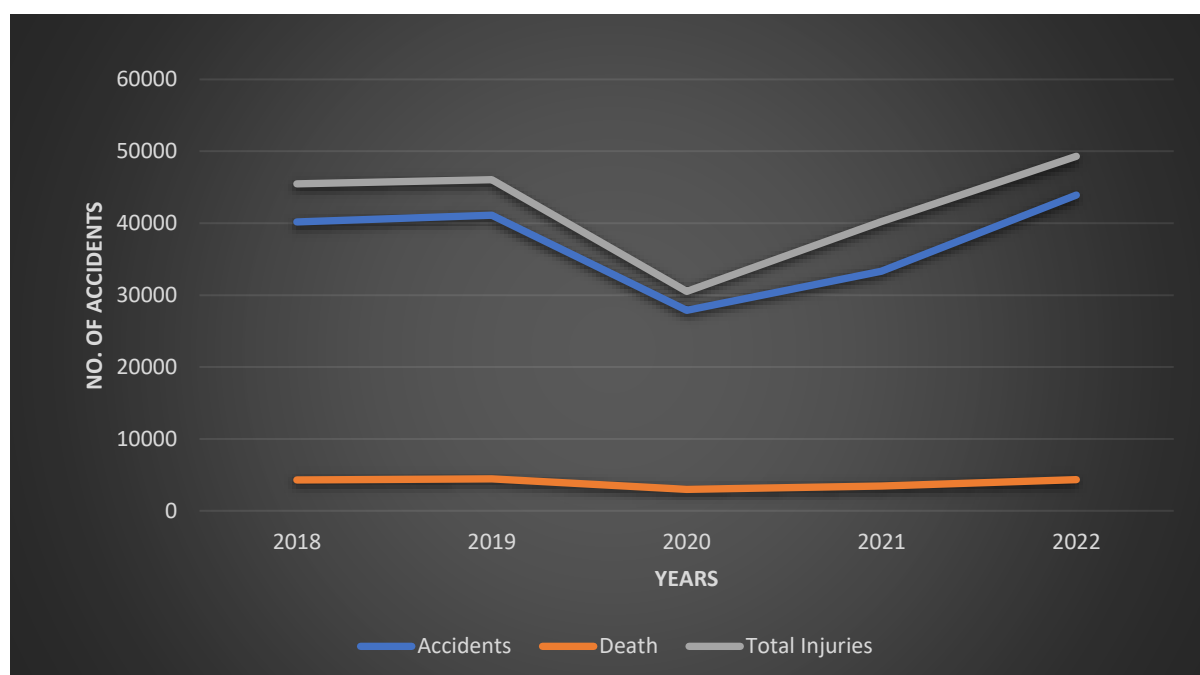
1.ROAD ACCIDENTS IN KERALA (2018-2022)

This section of the report details profile of road accidents in Kerala during 2018-2022. The selected parameters of road accidents like number of accidents, fatalities and persons injured along with long trend has been examined in this section.

Table 1: Total number of Accidents, Fatalities and Persons Injured in Kerala during 2018 to 2022

Year	No. of accidents	% change from previous year	Death	% change from previous year	Injuries	% change from previous year	Accident severity	% change from previous year
2018	40181	—	4303	—	45458	—	10.71	—
2019	41111	2.31	4440	3.18	46055	1.31	10.80	0.85
2020	27877	-32.19	2979	-32.91	30510	-33.75	10.69	-1.05
2021	33296	19.44	3429	15.11	40204	31.77	10.30	-3.63
2022	43910	31.88	4317	25.90	49307	22.64	9.83	-4.54

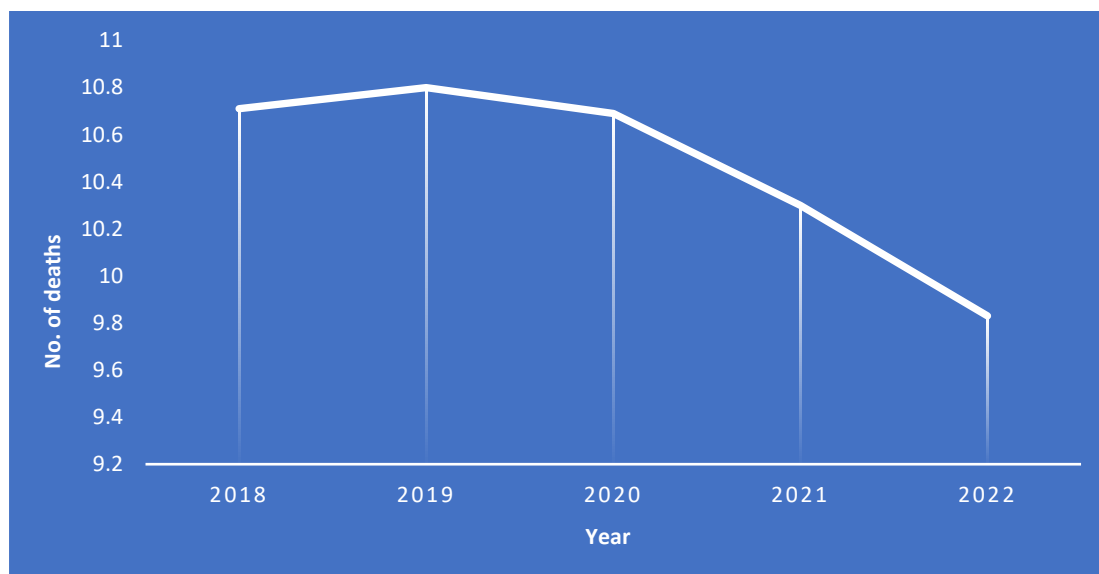
Chart 1.1: Trends in number of Accidents, Fatalities and Persons Injured In Kerala:2018-2022



In 2022, the total accident cases in Kerala rise to 43910 cases from 40181 cases in 2018 which marks a 9.28% increase in 5 years. The figures in the table shows that an average of 5 accidents have happened every hour and around 12 people were killed due to accidents every day in the year 2022.

1. From Table 1, it is evident that in the year 2020, the state saw an unprecedented decrease in the accident and fatality cases. This is mainly due to the **unusual outbreak of Covid-19 pandemic and resultant lockdown** imposed by the Government. Around 33 % decrease in total accident cases and fatalities was marked in 2020 as compared to the year 2019.
2. In the year 2022, **there was a 32% increase in accident cases and a 26% increase in total accident deaths** as compared to the previous year 2021. The trend of total no. of accidents and deaths are increasing mainly due to the **increase in vehicle density, traffic violations and careless driving**.

Chart 1.2: Trend of Accident Severity (Number of Deaths in 100 accidents) in Kerala:2018-2022



- From Chart 1.2, it is evident that the **Accident severity** (no. of persons killed in 100 accidents) shows a declining trend in these 5 years. This shows that the measures introduced by the Government in these years were effective in bringing down the fatalities in accidents.

Some Measures Introduced by Government to bring down accidents and deaths are,

- Police to concentrate on two-wheeler safety
- Eye on Roads other than NHs and SHs
- Implementation of helmet rule, seatbelts
- Special Checking during night times.

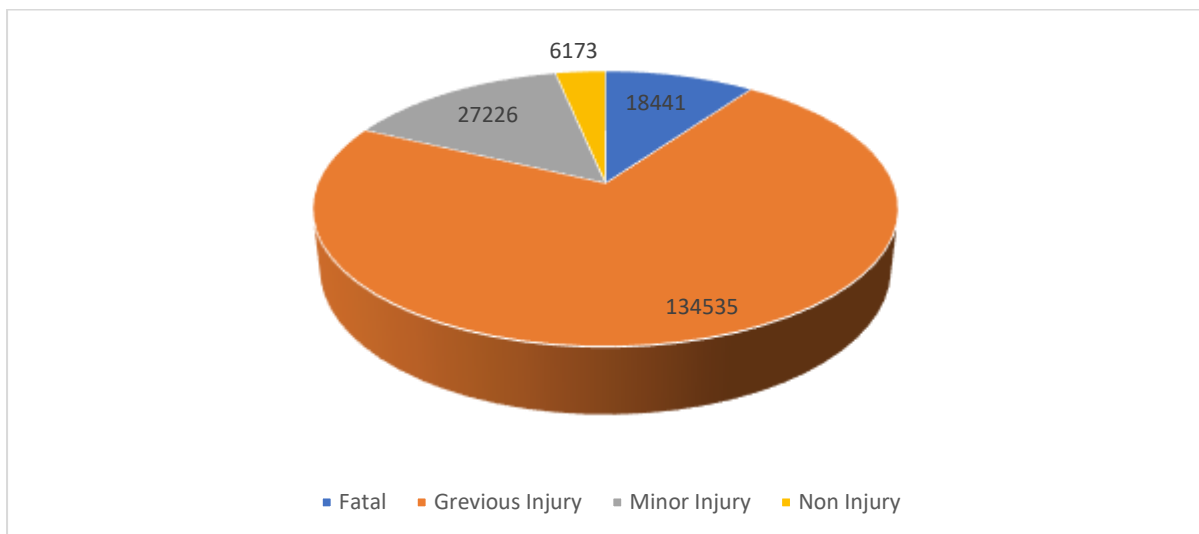
2.TYPES OF ROAD ACCIDENTS

This section provides details on types of road accidents. In this section road accidents are categorised into fatal, grievous injury, minor injury and non-injury.

Table 2.1: Different Categories of Road Accidents

Types of Accidents	No. of Accidents	% share
Fatal	18441	9.89
Grievous Injury	134535	72.19
Minor Injury	27226	14.61
Non-Injury	6173	3.31
Total	1,86,375	

Chart 2.1: Types of Road Accidents



- A road accident may cause loss of life/lives or grievous injury or minor injury or non-injury to road-users. An accident which resulted in death of one or more person is a **Fatal Accident**. **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 2018-2022, a total of 1,86,375 accidents were recorded, of which 18,441(9.89%) were fatal accidents, 161761 (86.79 %) were injury (minor and grievous) causing accidents. Among injury causing accidents,1,34,535 (83.17%) were grievous and 27226 (16.83%) were minor injury causing accidents.



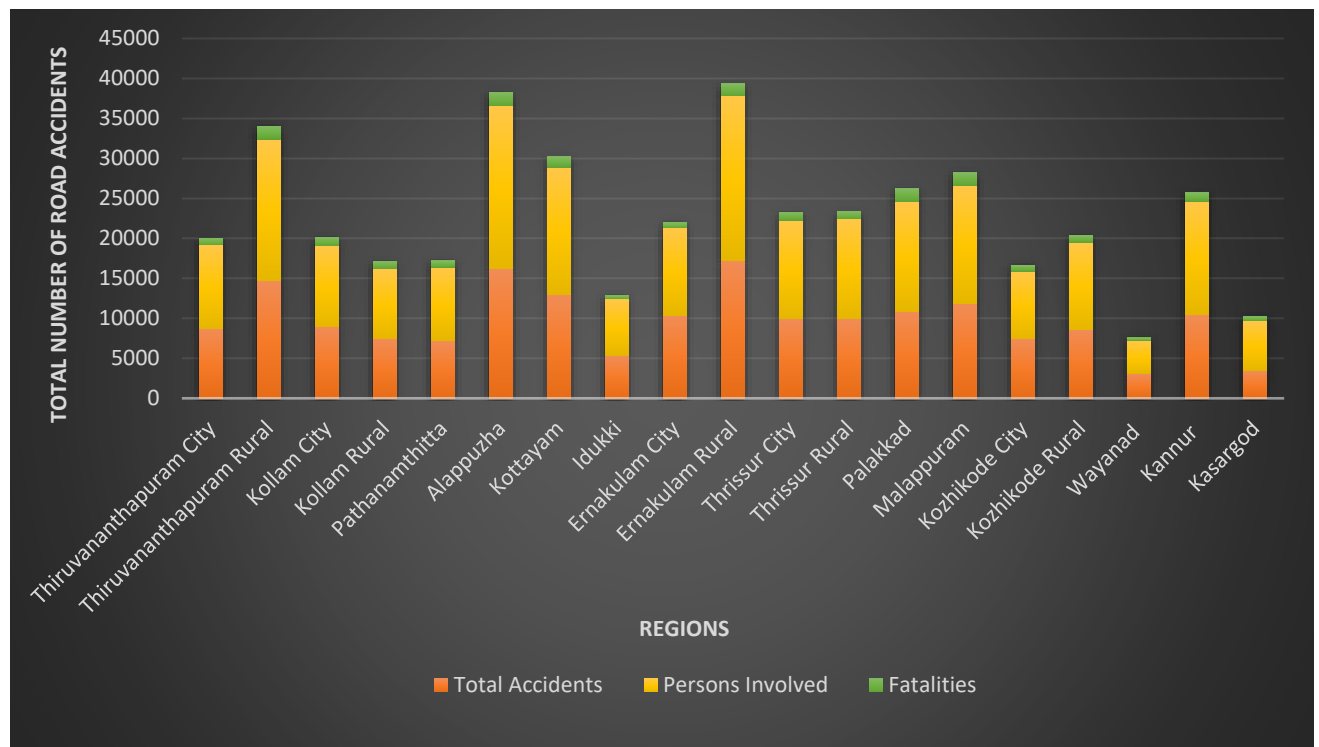
3.DISTRICTWISE REPORT OF ROAD ACCIDENTS IN KERALA

The district- wise comparison of road accident parameters is discussed in this section. District- wise distribution of number of accidents, fatalities, persons injured and death percentage (no. of accident deaths per persons involved) are given in this section.

Table 3.1: Total number of Road Accidents, Fatalities and Persons Injured in each Region in Kerala during 2018-2022

Region	Total Accidents	Persons Involved	Fatalities	Death %
Thiruvananthapuram City	8778	10422	803	7.70
Thiruvananthapuram Rural	14746	17677	1608	9.10
Kollam City	8926	10170	1058	10.40
Kollam Rural	7440	8761	941	10.74
Pathanamthitta	7238	9184	759	8.26
Alappuzha	16230	20331	1693	8.33
Kottayam	12993	15917	1272	7.99
Idukki	5352	7084	451	6.37
Ernakulam City	10351	10951	694	6.34
Ernakulam Rural	17239	20578	1503	7.30
Thrissur City	9989	12278	976	7.95
Thrissur Rural	10016	12414	944	7.60
Palakkad	10914	13675	1643	12.01
Malappuram	11907	14727	1589	10.79
Kozhikode City	7454	8466	750	8.86
Kozhikode Rural	8661	10880	870	8.00
Wayanad	3102	4158	321	7.72
Kannur	10524	14124	1077	7.63
Kasaragod	4515	6206	516	8.31
Total	186375	228003	19460	

Chart 3.1: Total number of Road Accidents, Fatalities and Persons Involved in each Regions in Kerala during 2018-2022



- From 2018 to 2022, highest number of accidents and injuries in Kerala is marked in **Ernakulam Rural Region** with 17239 total accident cases and at the second position comes **Alappuzha Region** with 16230 total cases. These two regions have very high number of persons injured (20000 +) in accidents during these 5 years. The fact that Ernakulam have the greatest number of vehicles registered can also be read along with this data.

Wayanad has the least number of accidents and resultant injuries in these 5 years, since it has the least road length in Kerala and also least vehicle density. Also, the District Authority of Road Safety in Wayanad has implemented strict traffic rules, identified the black spots (where accident concentration is high) and spread awareness about road safety among people to bring down the accident rate

Chart 3.2: Death percentage (Number of accident deaths per 100 persons injured) in each Regions in Kerala during 2018-2022



- From Chart 3.2, **Accident Death Percentage** (No. of fatalities per 100 people injured in accidents) is highest in **Palakkad** whereas **Ernakulam City** marks the lowest death percentage due to the advanced medical facilities (no. of hospitals, ambulance services...etc) and improved use of road safety measures (helmets, seatbelts, ...etc).

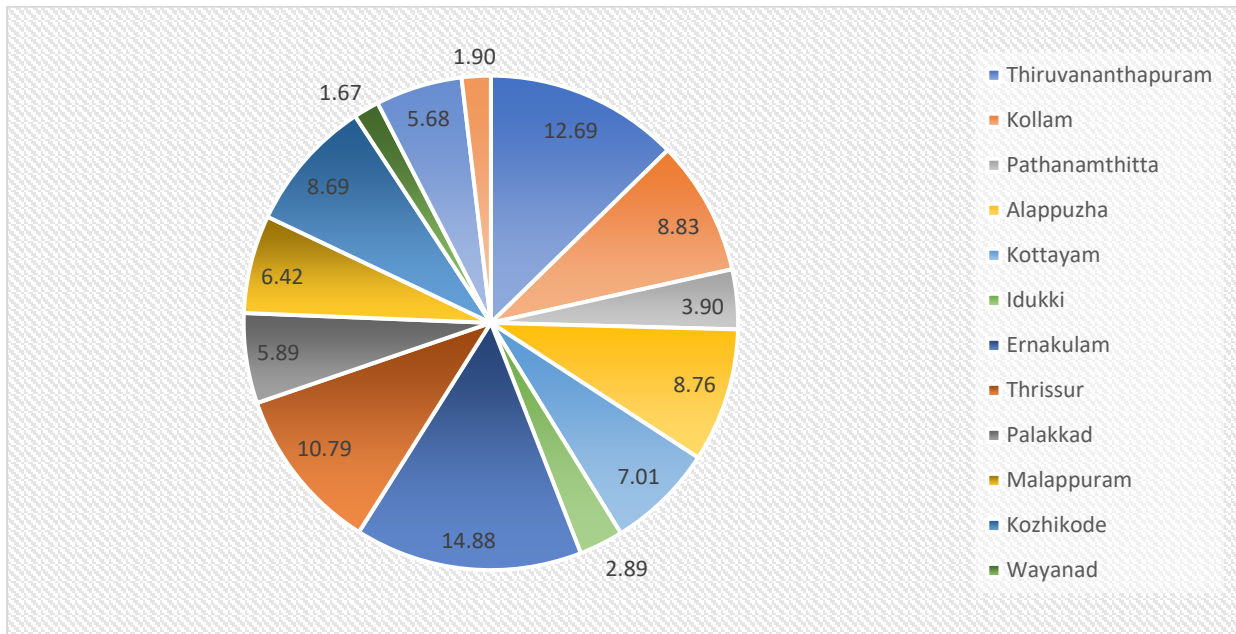


Table 3.1: Total number of Road Accidents, Fatalities and Persons Injured in each District in Kerala during 2018-2022

Districts	Total Accidents	Persons Involved	Fatalities	Accident % by district
Thiruvananthapuram	23524	28099	2411	12.69
Kollam	16366	18931	1999	8.83
Pathanamthitta	7238	9184	759	3.90
Alappuzha	16230	20331	1693	8.76
Kottayam	12993	15917	1272	7.01
Idukki	5352	7084	451	2.89
Ernakulam	27590	31529	2197	14.88
Thrissur	20005	24692	1920	10.79
Palakkad	10914	13675	1643	5.89
Malappuram	11907	14727	1589	6.42
Kozhikode	16115	19346	1620	8.69
Wayanad	3102	4158	321	1.67
Kannur	10524	14124	1077	5.68
Kasaragod	4515	6206	516	1.90
Total	186375	228003	19460	

- The district **Ernakulam** has the highest number of total road accidents (27590) among all the districts in Kerala during the period 2018-2022.
- When **Accident fatalities** alone are taken, **Thiruvananthapuram** comes at the first position with 2411 accident deaths in 5 years.

Chart 3.2: District-wise Percentage of Road Accidents



- **Ernakulam district accounts for 14.88 % of total road accidents in Kerala during 2018-2022, which is the highest among all other districts.**
- Thiruvananthapuram comes at the second position with 12.69% of total road accidents.
- Wayanad has the least contribution (1.67) in total road accidents in Kerala.

4.ROAD ACCIDENTS BY MONTH

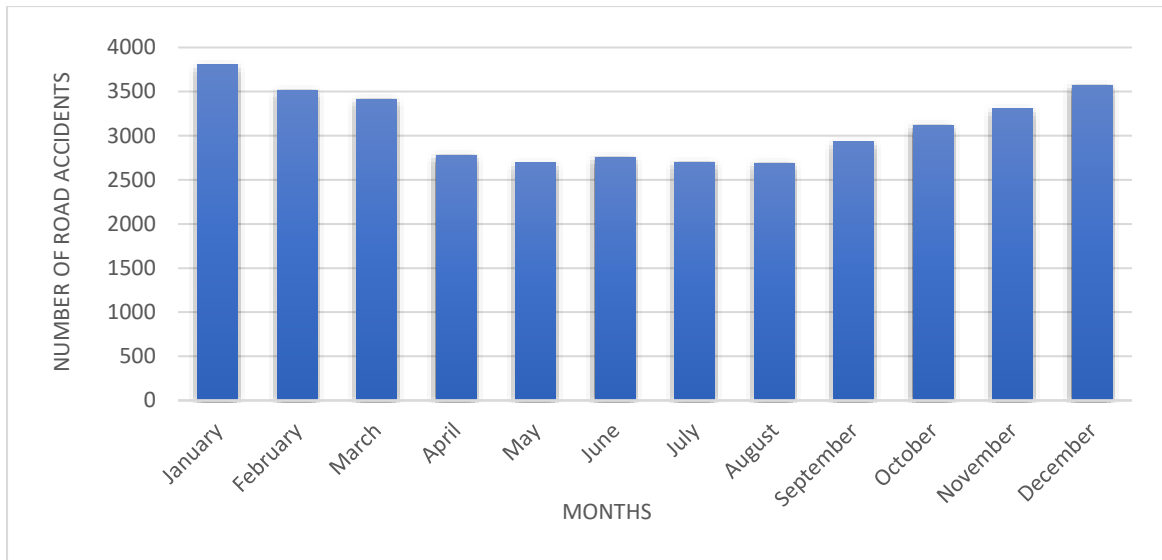
This section examines the five-year trend in month-wise distribution of road accidents in Kerala. We also get a Seasonal behaviour of road accidents from this data.

Table 4.1: Average number of Road Accidents in Kerala in each month during 2018-2022

Months	Average no. of accidents	% of Accidents
January	3802.2	10.20
February	3512.8	9.42
March	3410.8	9.15
April	2777.8	7.45
May	2695.2	7.23
June	2758.2	7.40
July	2701.8	7.25
August	2687.2	7.21
September	2931	7.86
October	3120.6	8.37
November	3305.2	8.87
December	3572.2	9.58

- From Table 4.1, it is clear that during the last 5 years on an average, more than 10 % of the total accidents occurred in the month of **January** and nearly 10% of accidents occurred during the month of **December**. That is, highest number of accidents occurred during the starting and ending of every year. Compared to all other months, total accident cases were low during the months **May and August**.

Chart 4.1: Average number of Road Accidents in Kerala in each month during 2018-2022



- Study shows that large number of road accidents in Kerala occur during **Winter Season (October-February)**, a period after the monsoon spell when the roads are dry and the visibility clear. Since there is a pleasant climate during this season and with roads being dry, there is a temptation for the driver to press the accelerator. Several festivals take place in the state during this period and more people take to the roads. These might be the reasons for the spike in accidents during the period.
- Fewer crashes in the rainy season could be because vehicles move at lower speeds following traffic congestion and cautious driving to avoid skidding on slippery roads. Also, the two wheelers which account for a large percentage of road accidents and deaths are lesser on the roads as compared to other seasons.

5.ROAD ACCIDENTS IN KERALA- VARIOUS CAUSES

In this section different causes of road accidents and their contribution to total number of accidents is discussed in detail. The main causes include fault of drivers, drunken driving and bad road conditions.

Table 5.1: Different Causes of Road Accidents in Kerala and their contribution to total number of accidents

Causes	Total No. of Accidents	% of Accidents
Fault of Driver	97966	67.020
Fault of Cyclist	195	0.133
Fault of Passenger	109	0.075
Bad Weather	70	0.048
Bad Road	220	0.151
Technical defect	142	0.097
Fault of Pedestrian	221	0.151
Not Known	5678	3.884
Drunken Driving	429	0.293
Mobile use	124	0.085
Others	41020	28.062

Chart 5.1: Road Accidents in Kerala by Different Causes (2018-2022)

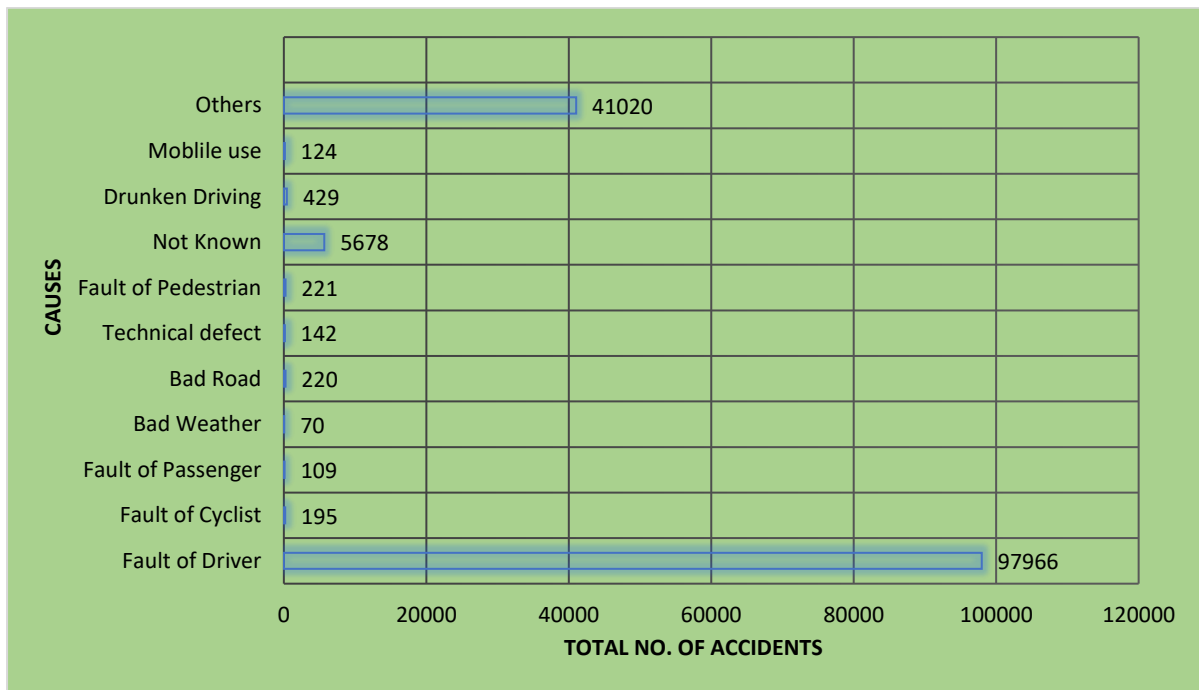
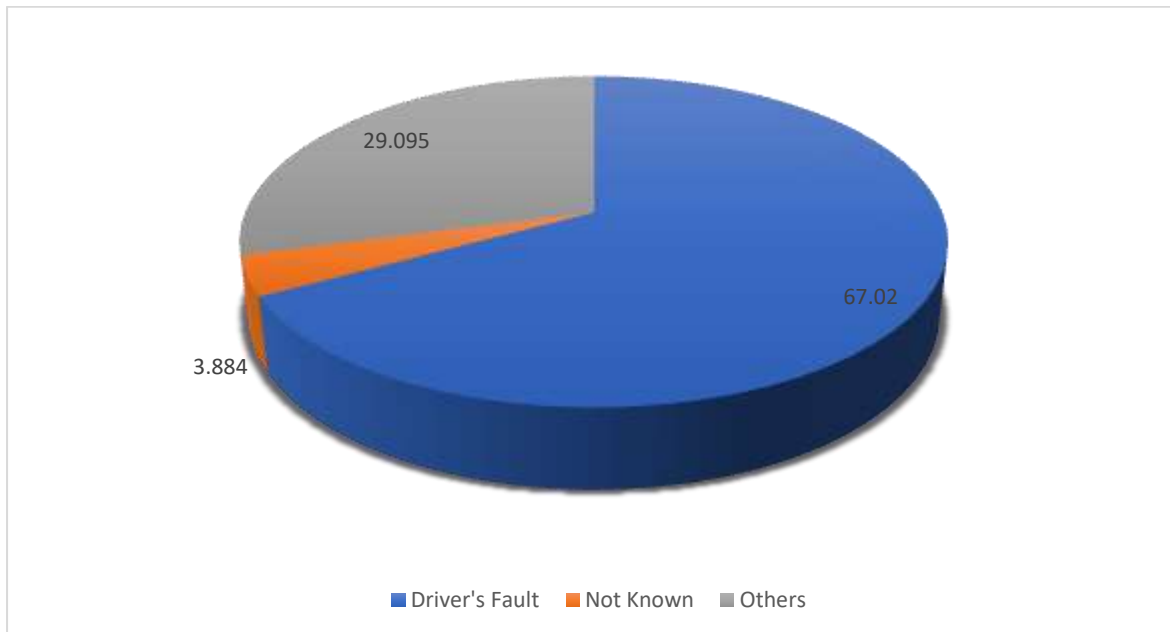


Chart 5.2: Percentage Analysis of Various Causes of Accidents



- Cause-wise analysis of road accidents reveals that most of the accidents are due to the **Fault of Driver**. Fault of cyclist, fault of pedestrian, technical defect, rash and negligent driving etc are very low.
- From Chart 5.2, it is clear that during 2019 to 2022, **almost 67% total accidents are caused by Fault of Driver. Causes of almost 4% total accidents are Unknown. Almost 29% of accidents are due to Other Reasons** which include poor light conditions, stray animals, neglect of civic bodies, no violations, bad weather, bad road, fault of cyclist, drunken driving, use of mobile phones, fault of pedestrian, technical defect of vehicle, fault of passenger etc.
- Violation of any traffic rule constitutes human error or driver's fault. But from the perspective of road safety strategy, violation such as over speeding and driving on wrong side does not constitute human error alone, but also possible fault in road design.
- Well- maintained vehicles with good breaks, lighting, tyres etc will reduce accidents. Older vehicles and highly polluted vehicles should be phased out.
- Vehicles should be provided with seat belts and other necessary safety provisions like airbags. Ensuring use of road safety devices can be helpful.
- Removal of stray animals and removal encroachments on footpath will enable smooth flow of traffic.
- There should be periodic medical check-ups especially vision and hearing for the drivers. There should be a stringent checking for overloading.

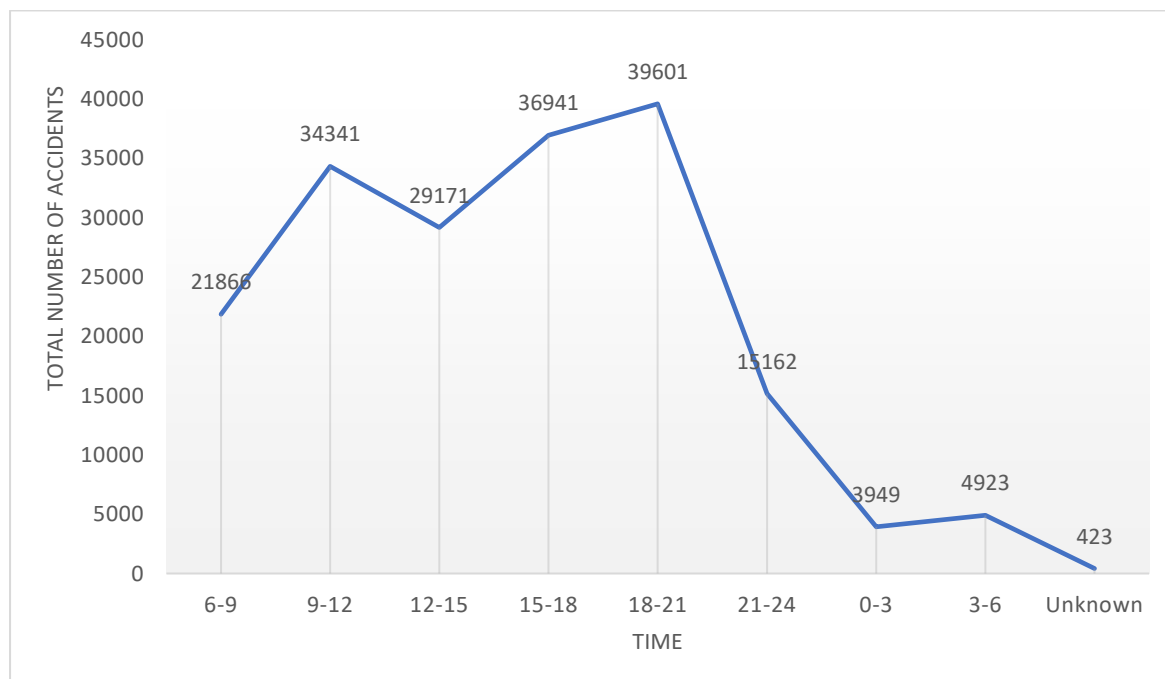
6.ACCIDENT BY TIME

This section details the total road accidents and number of deaths happened in these accidents during various time intervals of a day. This classification gives a precise idea about which time is prone to more Accidents and deaths in a day. The parameter accident severity discussed in this section gives the total number of fatalities in 100 accidents during the last 5 years.

Table 6.1: Road Accidents in Kerala at different time

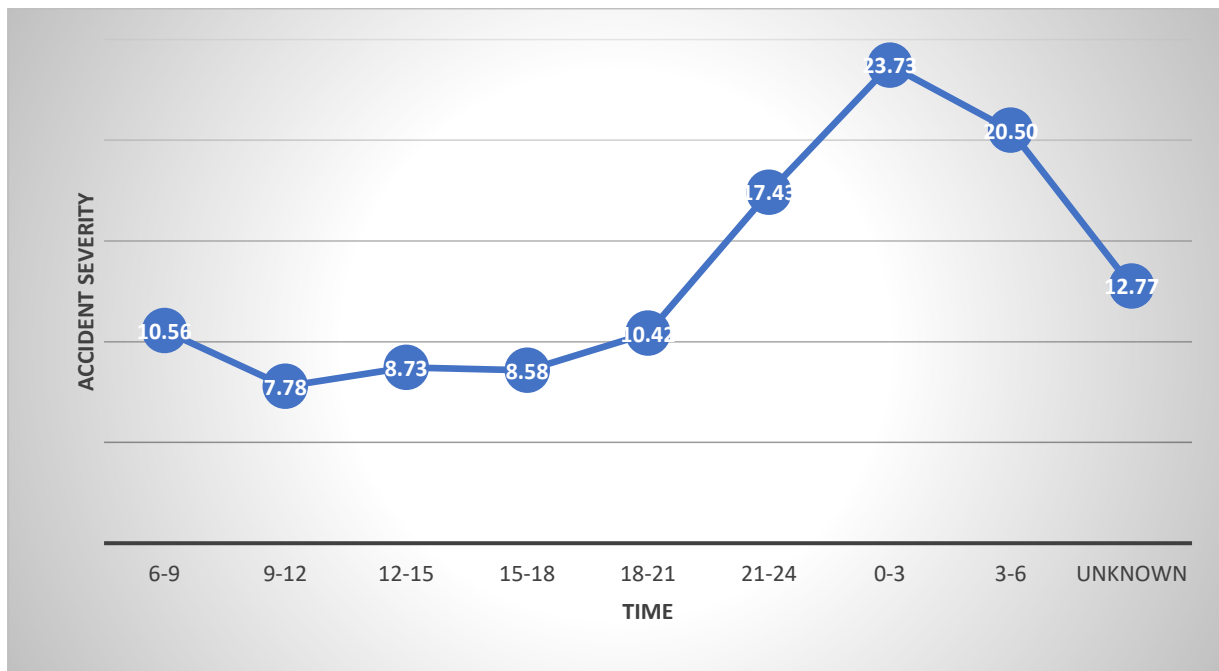
Time	No. of Accidents	Accident Percentage	Death	Accident Severity
6-9	21866	11.74	2309	10.56
9-12	34341	18.43	2673	7.78
12-15	29171	15.66	2546	8.73
15-18	36941	19.82	3171	8.58
18-21	39601	21.25	4127	10.42
21-24	15162	8.14	2642	17.43
0-3	3949	2.12	937	23.73
3-6	4923	2.64	1009	20.50
Unknown	423	0.23	54	12.77

Chart 6.1: Road Accidents in Kerala at different time



- **6 PM to 9 PM** span most prone to road accidents in Kerala. 21.25% of total accidents occurred during this time which include 39601 accidents and 4127 deaths (From Table 6.1).
- **3 PM to 6 PM** span is the second most vulnerable part of the day when 36881 accidents and 3171 deaths were reported during the last 5 years.
- Road users-pedestrians, bicyclists and motorists are prone to fatigue after a day's work and are in a hurry to reach home in these two timespans.

Chart 6.2: Accident Severity (Number of fatalities in 100 accidents) by Time



- Even though the number of accidents is lesser during nights, **Accident Severity (No. of deaths per 100 accidents) is high during the night time compared to the daytime** (Refer Chart 6.2). This might be because of less traffic, **over speeding is common** and also a large percentage of accidents during nights remain unnoticed for hours, causing delay in hospitalization. **Delays of Minutes can make the difference between Life and Death.**

7.TYPES OF VEHICLES

Total number of accidents committed by different vehicles are given in this section. Total number of deaths due to various categories of vehicles is also given. The table given below gives insights about the accident and death percentages of this classification which helps to determine the percentage shares of different vehicles in total number of accidents and deaths during the last 5 years.

Table 7.1: Different Types of Vehicles involved in Road Accidents in Kerala (2018-2022)

Type of Vehicles	Accidents	Deaths	Accident Percentage	Death Percentage
KSRTC	2897	590	1.55	3.03
Buses	9695	1328	5.20	6.82
Cars	53519	4180	28.72	21.47
Goods Vehicles	5686	618	3.05	3.17
Three Wheelers	15422	1035	8.28	5.32
Two Wheelers	76734	7733	41.18	39.72
Heavy Vehicles	17242	3191	9.25	16.39
Not Known	538	146	0.29	0.75
Others	4617	647	2.48	3.32
Total	186350	19468	-	-

- From Table 7.1, it is clear that **the two wheelers** involved in 41% of the total accidents during the last 5 years. The increase in the use of two wheelers and the inadequacy of the roads are the reasons for the rise in the number of accidents in the state. Abrupt changes, especially without a turn signal splitting lane, sudden swerving and falling to check blind spots are major contributions to motorcycle accidents. Because motorcycles are smaller in size and have less stability than car or truck, they may be more susceptible to unsafe road conditions than other vehicles on the road. Speeding and reckless driving are also common causes of two-wheeler accidents.

Table 7.1: Different Types of Vehicles Involved in Road Accidents in Kerala (2018-2022)

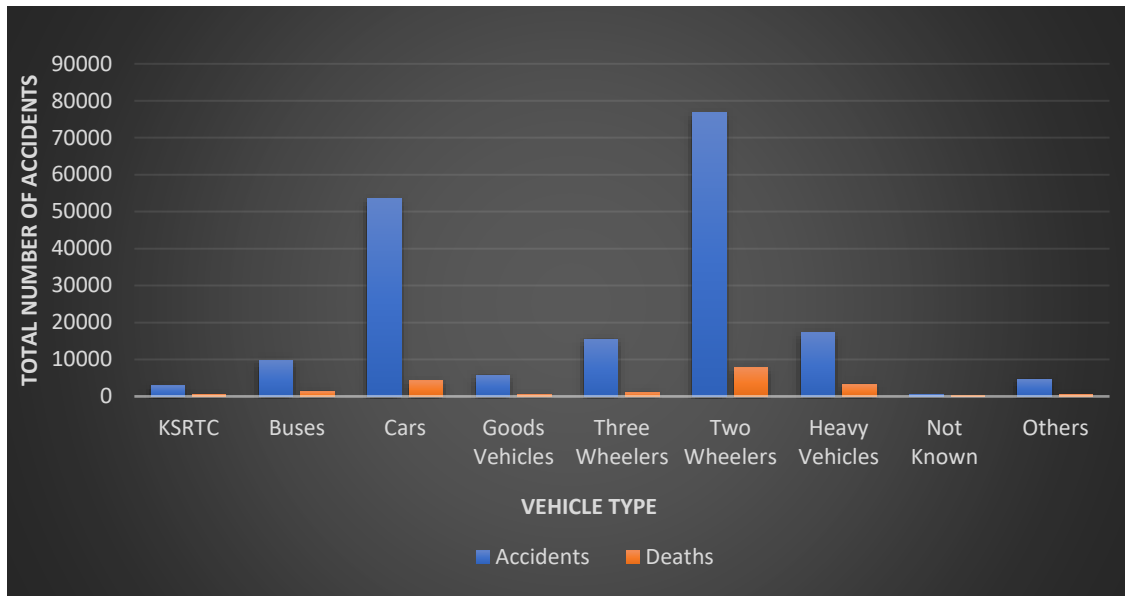


Chart 7.2: Different Vehicle Contribution to Total Number of Accidents (2018-2022)

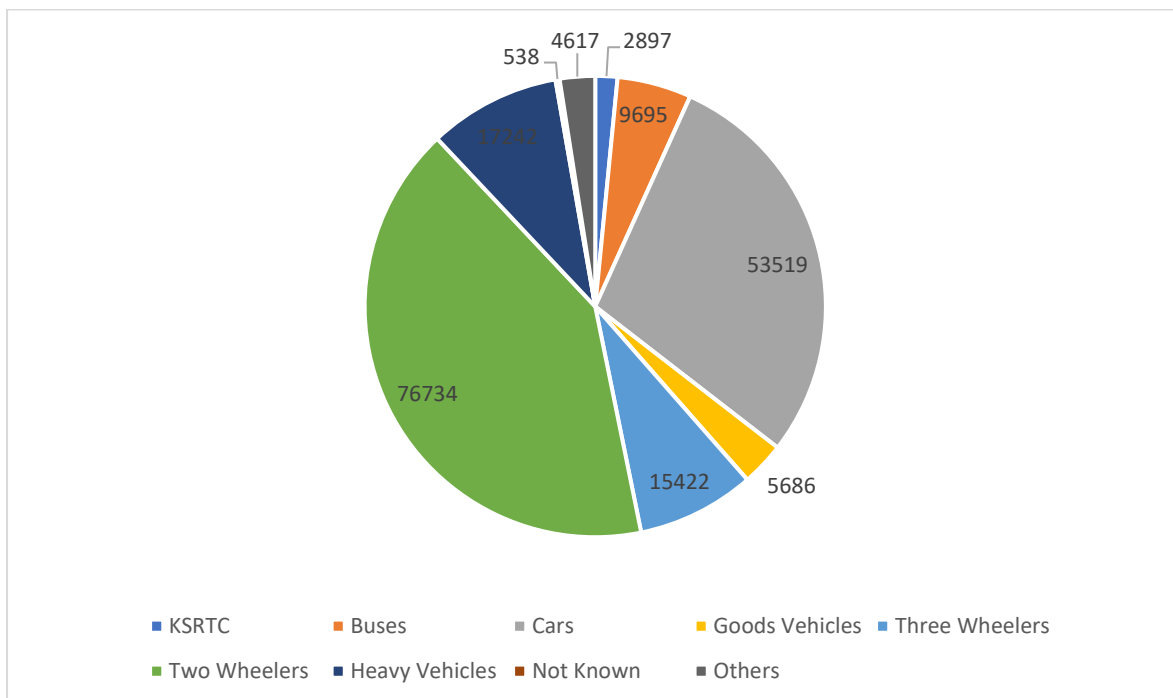
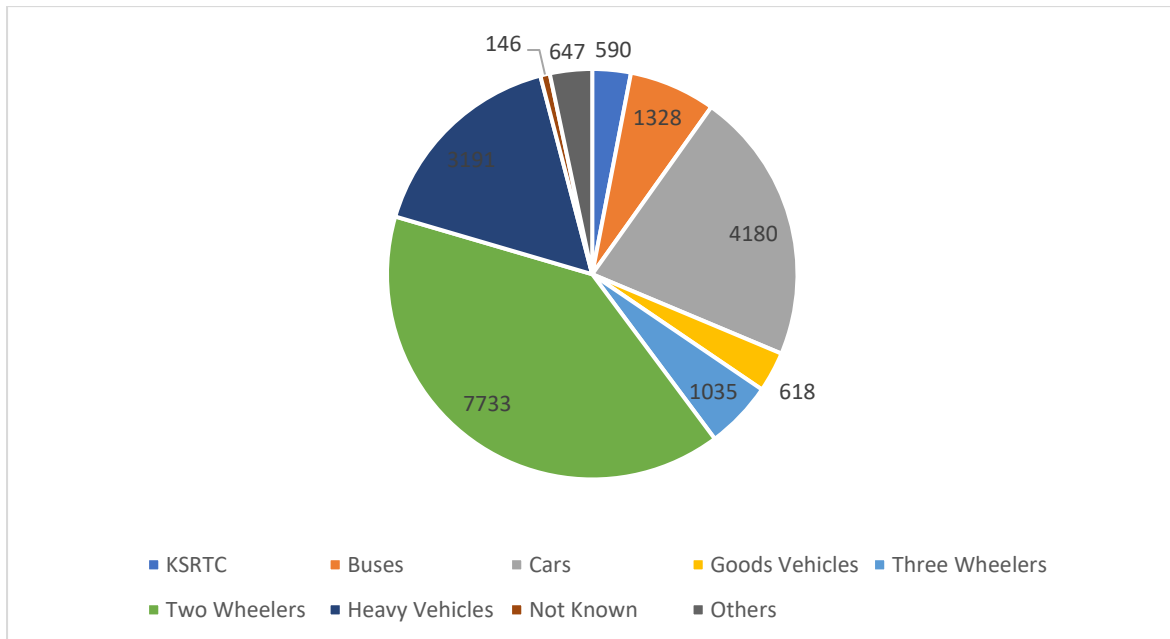


Chart 7.3: Different Vehicle Contribution to Total Accident Fatalities (2018-2022)

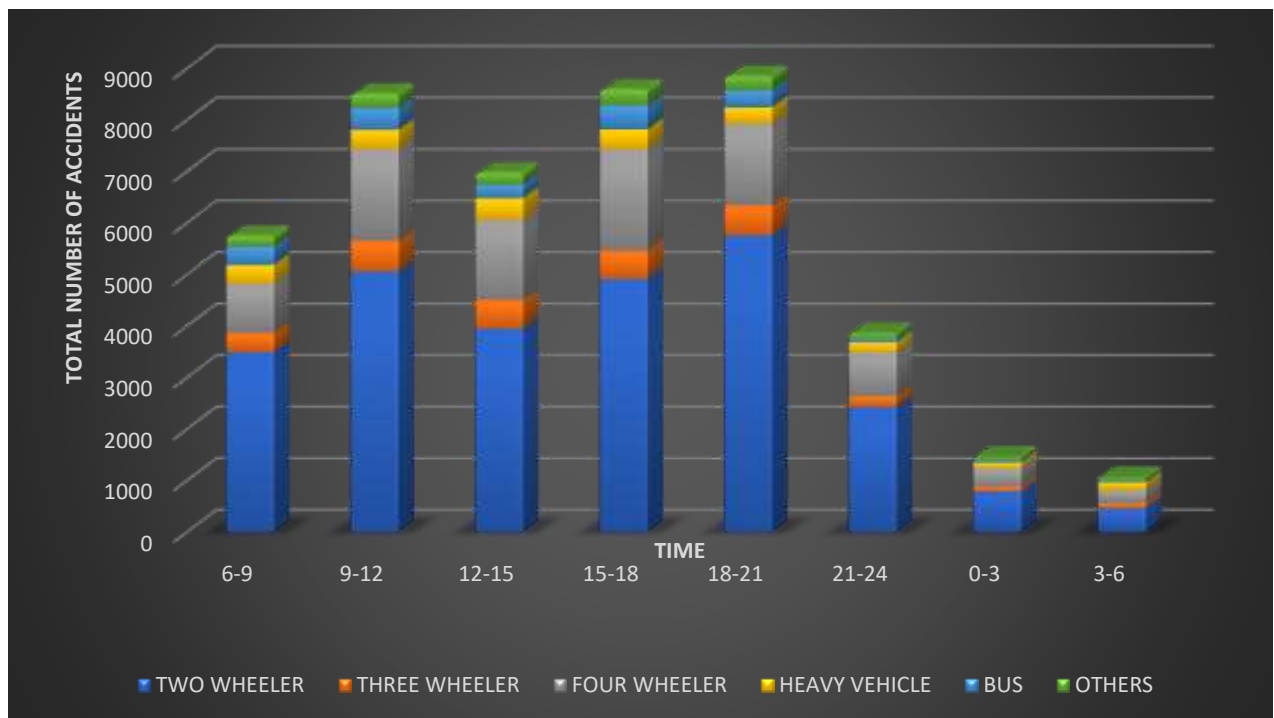


- Cars involved in 28% of the total accidents during the last 5 years.** Factors like human error, vehicle failure, bad road and weather conditions are the main causes of road accidents. Wearing seat belts has been brought under law after proven studies that these can reduce the severity of injury during accidents. Wearing seat belts doubles the chances of survival in a serious accident.
- By the strict implementation of safety measures such as **avoiding drunken driving, wearing seat belts, controlling over speeding and avoiding mobile phones or ear phones while driving** we can considerably reduce the total number of accidents.

Table 7.2: Type of Vehicle causing Road Accidents at different Time (Ernakulam District)

TIME	VEHICLE TYPE					
	TWO-WHEELER	THREE-WHEELER	FOUR-WHEELER	HEAVY VEHICLE	BUS	OTHERS
6-9	3495	373	956	362	353	217
9-12	5060	598	1777	371	426	283
12-15	3956	551	1562	412	263	238
15-18	4916	547	1968	384	472	310
18-21	5765	579	1585	315	332	281
21-24	2432	204	853	196	69	111
0-3	791	90	359	105	43	69
3-6	465	105	247	145	30	68

Chart 7.4: Type of Vehicle causing Road Accidents at different Time (Ernakulam District)

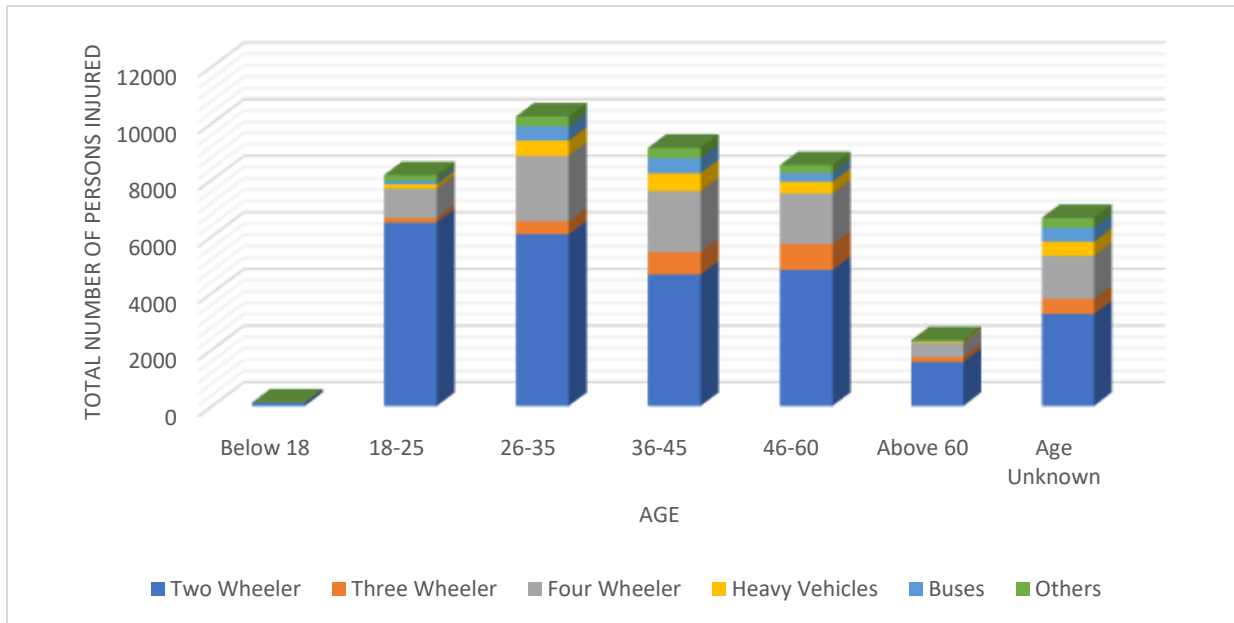


- From Chart 7.4, it is clear that **two wheelers mark the first position in number of accidents occurring in the mentioned time slots.**
- Number of accidents involving three wheelers is highest during 9AM to 12PM, and the number remains almost same with slight fluctuations from 12PM to 9PM.
- **Accidents due to four wheelers are highest during the time interval 3PM to 6PM** while accidents due to heavy vehicles, buses and others (which include ambulance, JCB, tractor, road roller, truck, vehicles unknown etc) are highest during the time interval 12PM to 3PM, 3PM to 6PM and 3PM to 6PM respectively.
- In general, **accidents are highest for all vehicle types during the time intervals 9 AM to 12PM, 6PM to 9PM**, which is the part of the day that sees the heaviest traffic on the road due to office rush during these hours.

Table 7.3: Type of Vehicle causing Road Accidents at different Age Groups

VEHICLE TYPE	AGE							
	Below 18	18-25	26-35	36-45	46-60	Above 60	Age Unknown	Total
Two-Wheeler	107	6473	6061	4639	4804	1551	3245	26880
Three-Wheeler	2	165	459	792	915	181	533	3047
Four-Wheeler	7	1039	2316	2153	1792	477	1523	9307
Heavy Vehicles	0	157	537	638	412	48	498	2290
Buses	1	124	509	529	304	24	497	1988
Others	2	196	349	368	280	39	343	1577
Total	119	8154	10231	9119	8507	2320	6639	45089

Chart 7.5: Type of Vehicle causing Road Accidents at different Age Groups



- In case of **two wheelers**, those in the age group **18-25** mostly involve in road accidents.
- In the case of **three wheelers**, accidents happen more in the age group **46-60**.
- Accident number is highest in the age group **26-35** among **four wheelers**.
- In the case of heavy vehicles, buses and others (which include ambulance, JCB, tractor, road roller, truck, vehicles unknown etc), those in the age group 36-45 involve in more frequently.

8.TYPES OF ROADS

Contribution of different categories of roads in the total number of road accidents in Kerala during the last 5 years are given in this section. The roads are mainly classified into 3 as National highway, state highway and other roads. Kerala has a network of 11 National Highways, 72 State Highways and many district roads.

Table 8.1: Contribution of Different Categories of Roads in Total Number of Road Accidents in Kerala (2018-2022)

Year	National Highway	% share	State Highway	% share	Other Roads	% share
2018	9161	22.8	7552	18.8	23468	58.8
2019	9001	21.9	8097	19.7	24013	58.4
2020	6247	22.9	5876	21.5	15754	55.6
2021	8048	24.2	7290	21.9	17958	53.9
2022	9576	21.8	9441	21.5	24893	56.7
Average	8406.6		7651.2		21217.2	

Chart 8.1: Trend of Road Accidents in Different Categories of Roads: 2018-2022

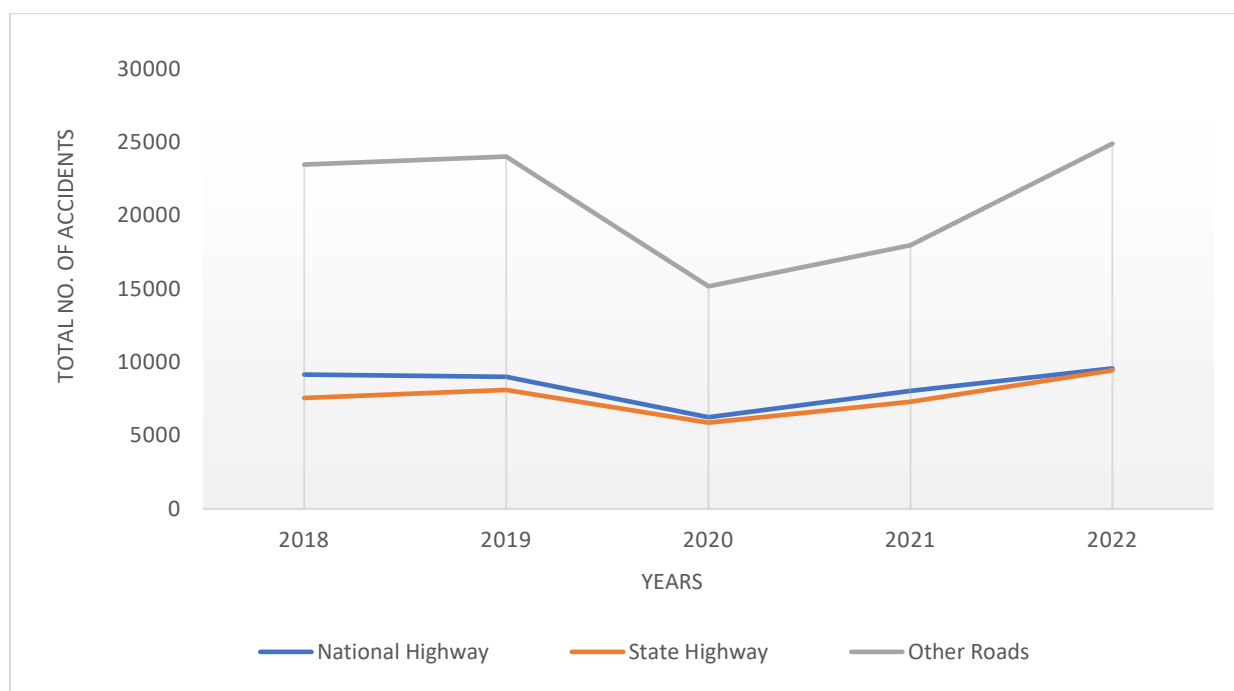
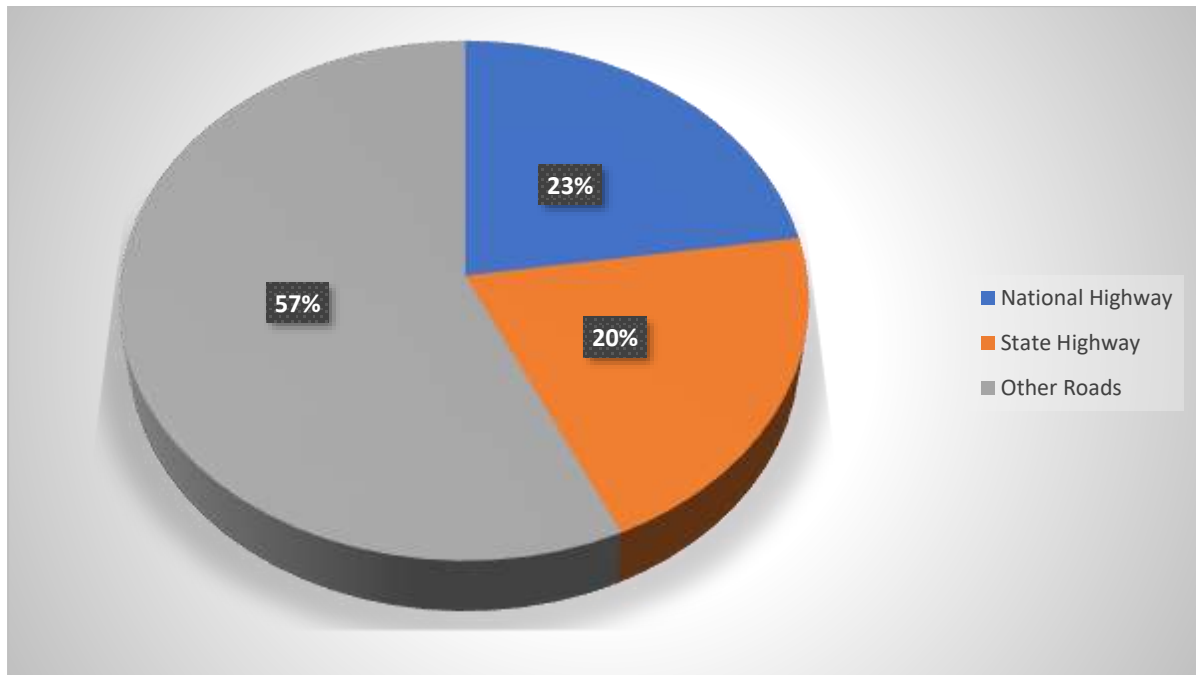


Chart 8.2: Road Accidents in Different Types of Roads (NHs, SHs & Other Roads)



- The road category wise distribution of number of accidents recorded a tremendous decline in 2020 in each category of roads (NH, SH & other roads) primarily due to Covid-19 pandemic and subsequent nationwide lockdown imposed to curb further spread. In all other years, the number of accidents shows a steady rise in all categories of roads.
- Table shows there were an average number of 8406.6, 7651.2, 21099.8 accidents reported from 2018 to 2022 in National Highways, State Highways and Other Roads respectively. **23% of total accidents occurred in National Highways, 20% in State Highways and 57% in other roads (which include district roads, rural roads, urban roads etc.).**
- Majority of the roads with undivided single lane highways, high population density leading to increased vehicle density on these narrow roads, impatient drivers who are always in a hurry all leads to such a stat.

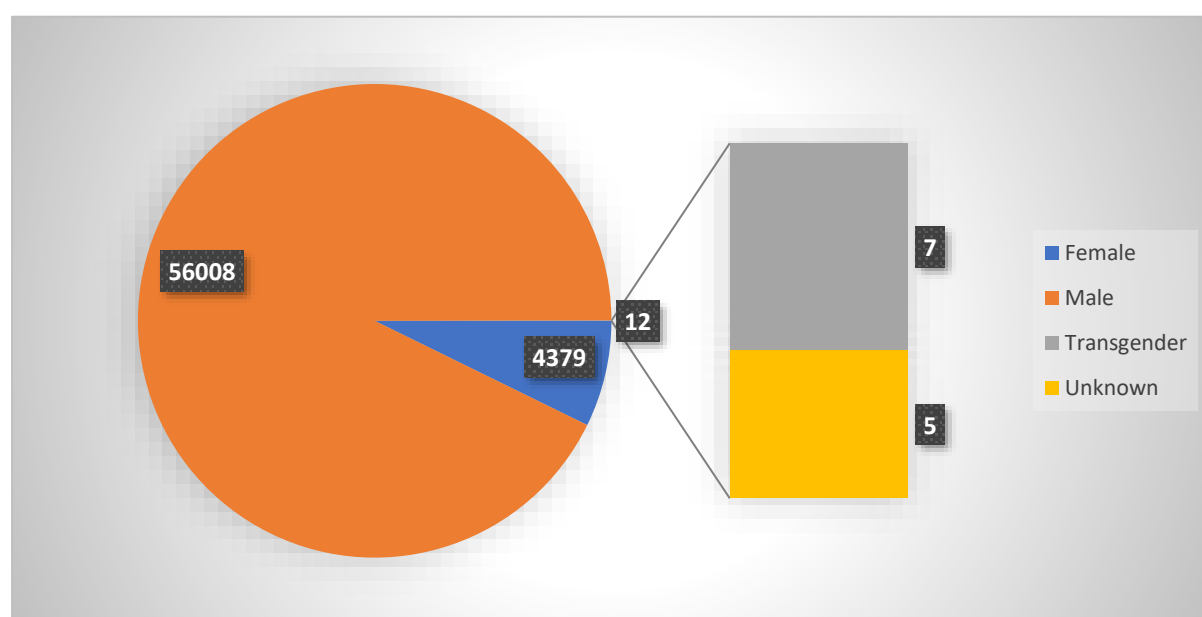
9. AGE & GENDER OF DRIVERS CAUSING ACCIDENTS

Here we deal with the Age and Gender wise comparison of the drivers involved in road accidents. We use the data of road accidents in Ernakulam City and Ernakulam Rural regions during the years 2018-2022.

Table 9.1: Age-Gender Distribution of the Drivers Involved in Road Accidents in Ernakulam District (2018-2022)

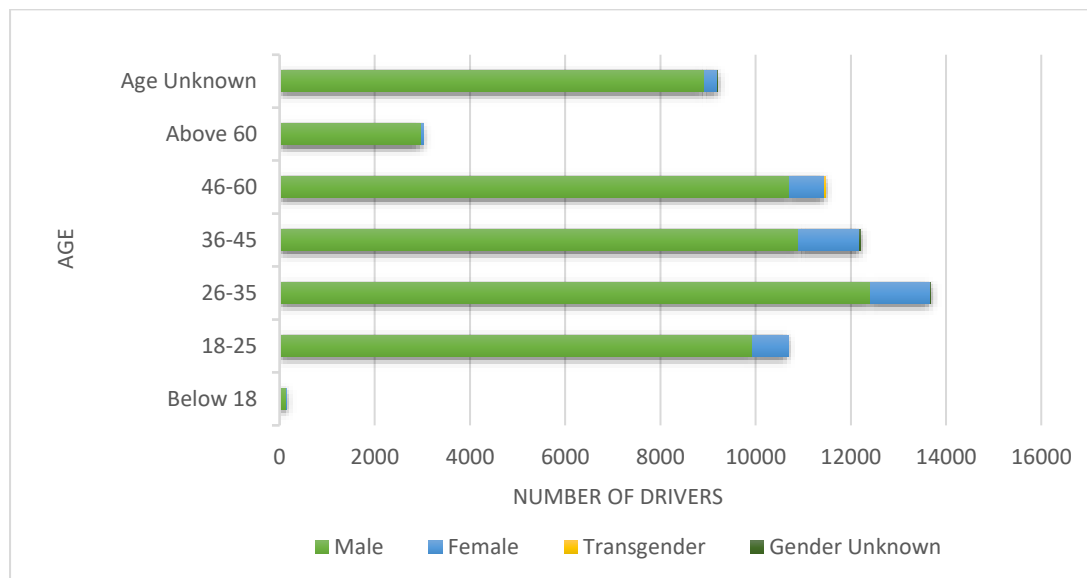
AGE	GENDER				
	Male	Female	Transgender	Gender Unknown	Total
Below 18	144	6			150
18-25	9937	749			10686
26-35	12419	1254	3	1	13677
36-45	10909	1282	1	1	12193
46-60	10701	754	1		11456
Above 60	2974	56			3030
Age Unknown	8925	277		5	9207
Total	56009	4378	5	7	60399

Chart 9.1: Gender wise Comparison of Drivers Involved in Road Accidents in Ernakulam District (2018-2022)



- The gender-wise comparison of total drivers involved in road accidents in Ernakulam district during the last five years (2018 to 2022) presented in table 9.1. Analysis of the data reported in this study revealed a definite trend of significantly **higher accident rates for male drivers compared with female drivers**. 56008 male faces, 4379 female faces and 7 transgender faces are involved in road accidents in the year 2018 to 2022. Around 5 cases are unknown.
- Men drive more than women, which gives them more experience behind the wheels. But it also means they account for more accidents because they are more likely to be driving than a woman.
- The higher accident rates in male could be influenced by difference in driving behaviour between males and females with high-speed motorcycling. Female drivers may be more likely to drive at lower speeds and overtake more carefully, while male drivers may be more skilled, able to perform difficult manoeuvres, and more likely to risk driving under the influence of alcohol.

Chart 9.2: Age wise Comparison of Drivers Involved in Road Accidents in Ernakulam District (2018-2022)



- Age profile of total number of road accident victims during the last 5 years presented in the table reveals road accident victims largely constitute people in the working age group of **18-60** and this age profile together accounted for around **79.5 percent of accidents** in the last 5 years.

- Around **60.5 percent** of road accident victims are young people in the age groups of **18-25,26-35,36-45**.
- From the table it is clear that road accident victims largely constitute young people in the productive age underscoring major implication on economic cost of road accidents apart from their emotional and psychological impact. Changes in demographic composition coupled with greater mobility among younger age group result in a higher proportion of younger age groups and a lower proportion of senior citizens involved in traffic accidents.
- Less than 0.25 percent of road accident victims constitute children in the age group of less than 18 which is the lowest age profile.



CONCLUSION

This study highlighted the interaction of various factors involved in the occurrence of road accidents. Kerala's road accidents data in all the three categories such as total number of road accidents, fatalities and injured shows a mixed trend with rise, reduction and sometimes remaining constant. According to the report titled 'Road accidents in India -- 2021', Kerala featured fifth in the list of states with the greatest number of accidents. The cost of road accidents is borne not only by the victims and their family, but by the economy as a whole in terms of untimely deaths, injuries, disabilities and loss of potential income.

Following are the findings from this Report:

- In the year 2020, the state saw a tremendous decline in total road accidents and accident fatalities. This is mainly due to the sudden spread of COVID-19 and the subsequent nationwide lockdown imposed by the Government.
- 9.89% of total road accidents in Kerala during 2018-2022 were fatal (resulted in death of one or more persons). That is, 1 out of every 10 accidents were fatal.
- Ernakulam district accounts for 14.88 % of total road accidents in Kerala during 2018-2022, which is the highest among all other districts.
- Study shows that large number of road accidents in Kerala occur during Winter Season (October-February). There is a comparatively lesser number of accidents in the Rainy Season, which might surprise us.
- Almost 67% total accidents are caused by Fault of Driver. Causes of almost 4% total accidents are Unknown. Almost 29% of accidents are due to Other Reasons which include poor light conditions, stray animals, neglect of civic bodies, no violations, bad weather, bad road etc.

- Accidents occur more during daytime than night. Even though the number of accidents is lesser during nights, Accident Severity (No. of deaths per 100 accidents) is high during the night time compared to the daytime
- Two wheelers involved in 41% of the total accidents during the last 5 years and they contribute more in the total road accidents.
- 23% of total accidents occurred in National Highways, 20% in State Highways and 57% in other roads (which include district roads, rural roads, urban roads etc.).
- There is a definite trend of significantly higher accident rates for male drivers compared with female drivers.
- Around 60.5 percent of road accident victims are young people in the age groups of 18-25,26-35,36-45.

Strict implementation of traffic rules and stringent punishments alone will not solve the persisting problem. Change in the mind set of riders and drivers and road users realizing their responsibilities alone will bring about a change. Road Safety Curriculum needs to be included in both High School and Higher Secondary level syllabus. A better understanding of why and how accidents occur, through investigation of the share of each contributing factor toward it and effective implementation of proper road safety measures is required for mitigation of this problem.

REFERENCE

Source of Data

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Other References

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