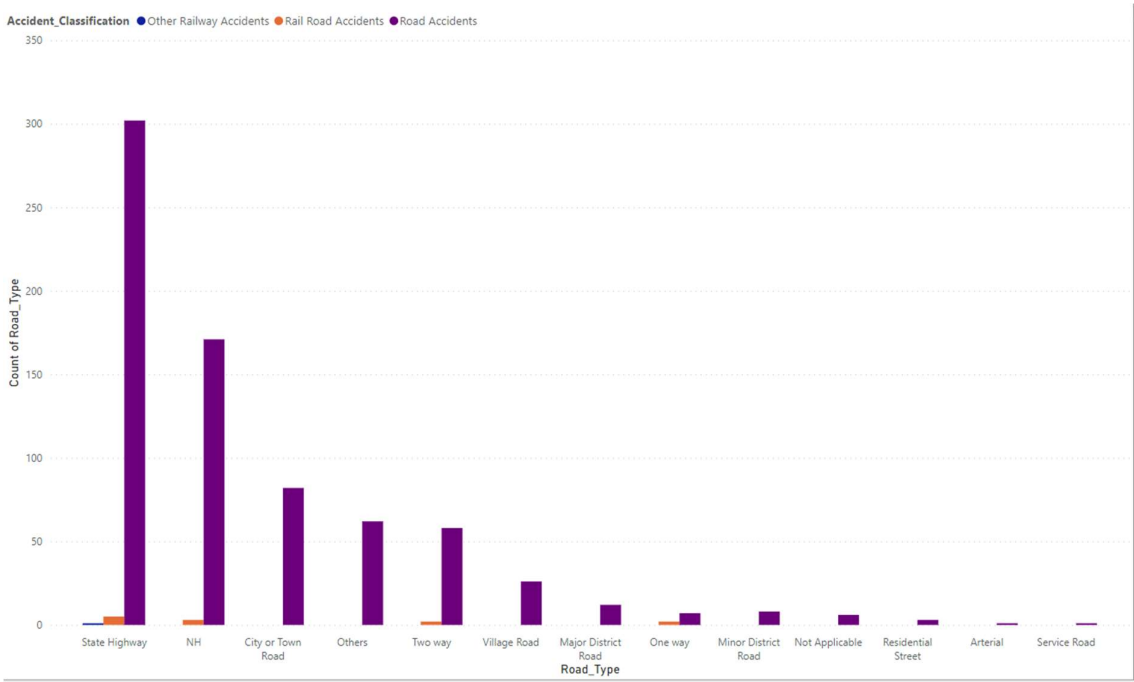


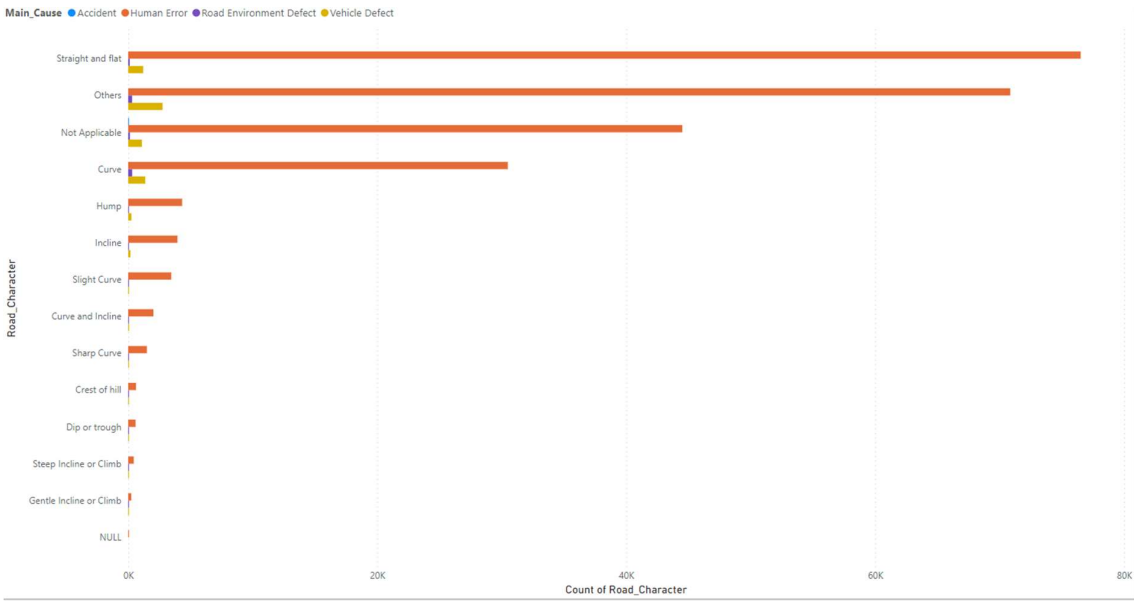
3)Analysis of the roads on which the accidents are taking place like National highways, state highways, village roads, etc

1) Count of Road_type by road _type and accident_classification



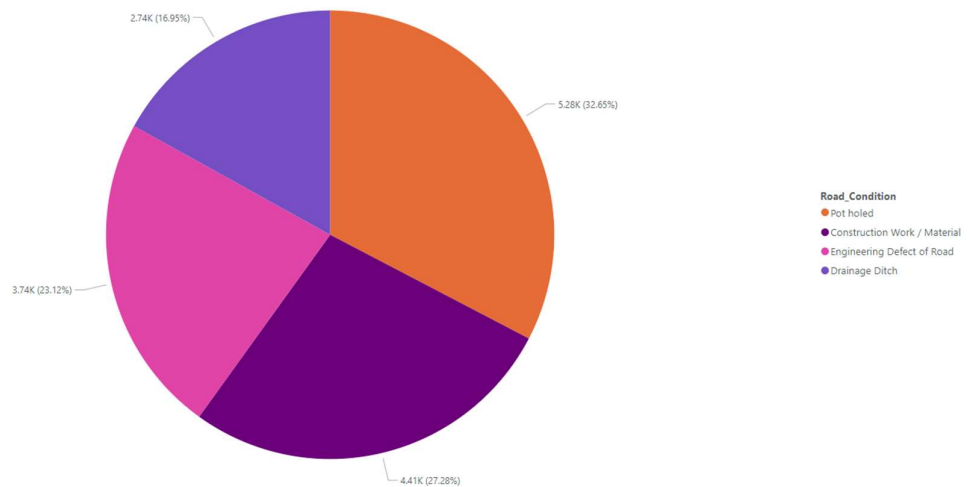
Conclusion - From the above analysis we can clearly see that most of the accident occur on national highway and state highway

2)count of road_character by road_character and main_cause



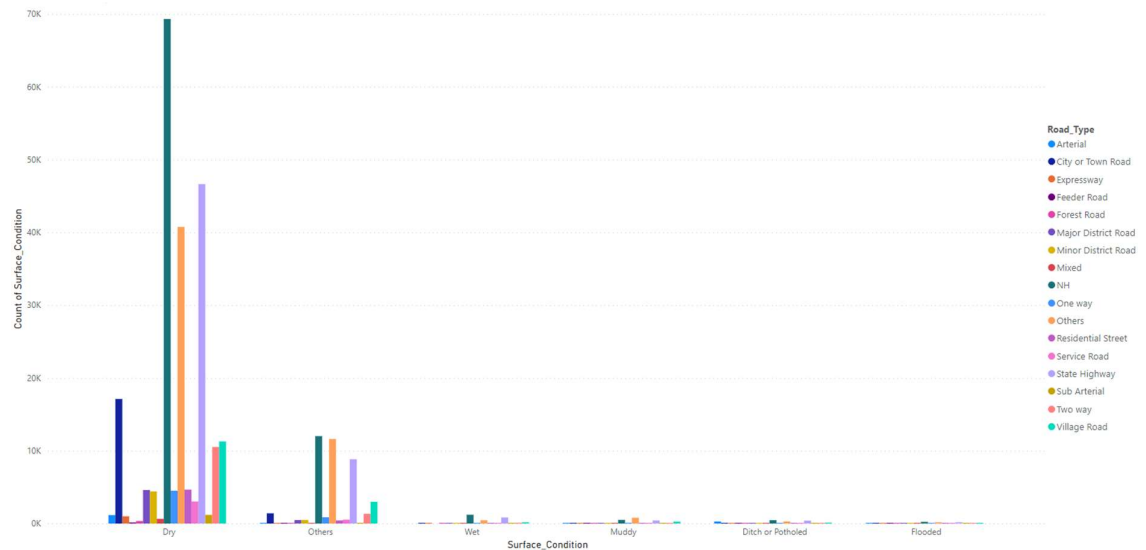
Conclusion – most of the accident have occurred on the straight and flat roads this means that most of the accident occur due to the human error.

3) Count of road_condition by road_condition



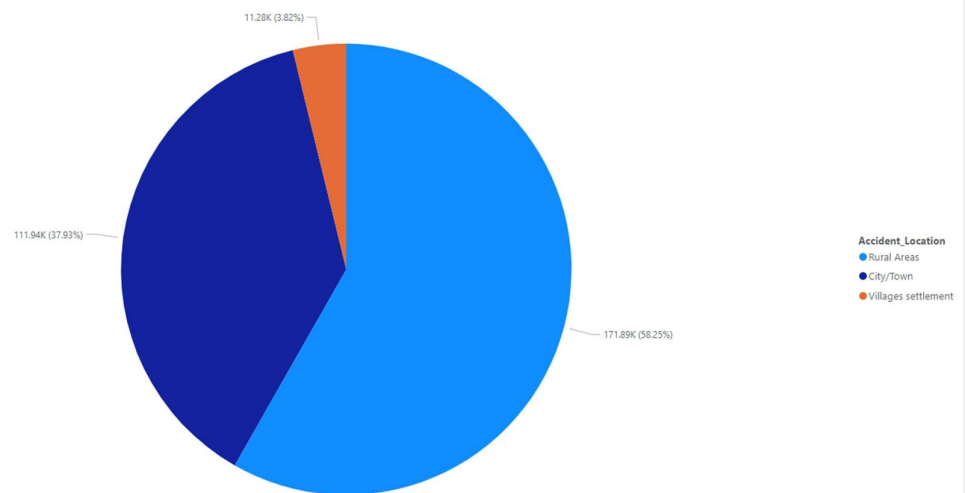
Conclusion – The road condition don't apply to most of the cases this show that road condition do not contribute to most of the accident .

4) Count of Surface_Condition by Surface_Condition and road_type



Conclusion – we can clearly see that accident have occurs on dry surface condition this ensure that weather condition in karnataka do not affect the accident .

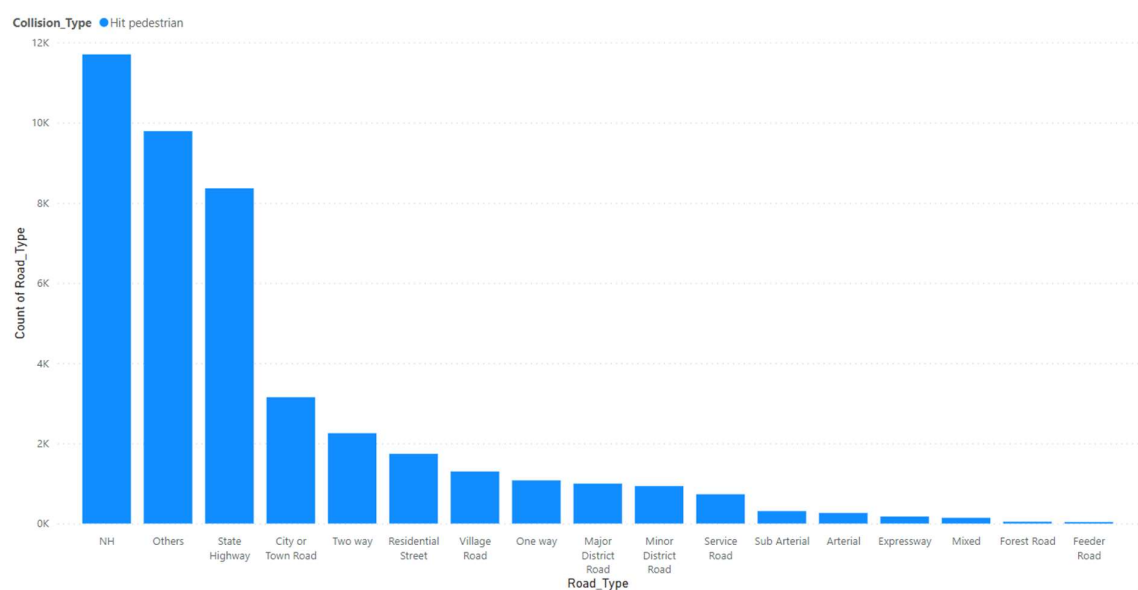
5)Count of accident_location by accident_location



Conclusion -Most of the accident occur in the highway going through rural areas.

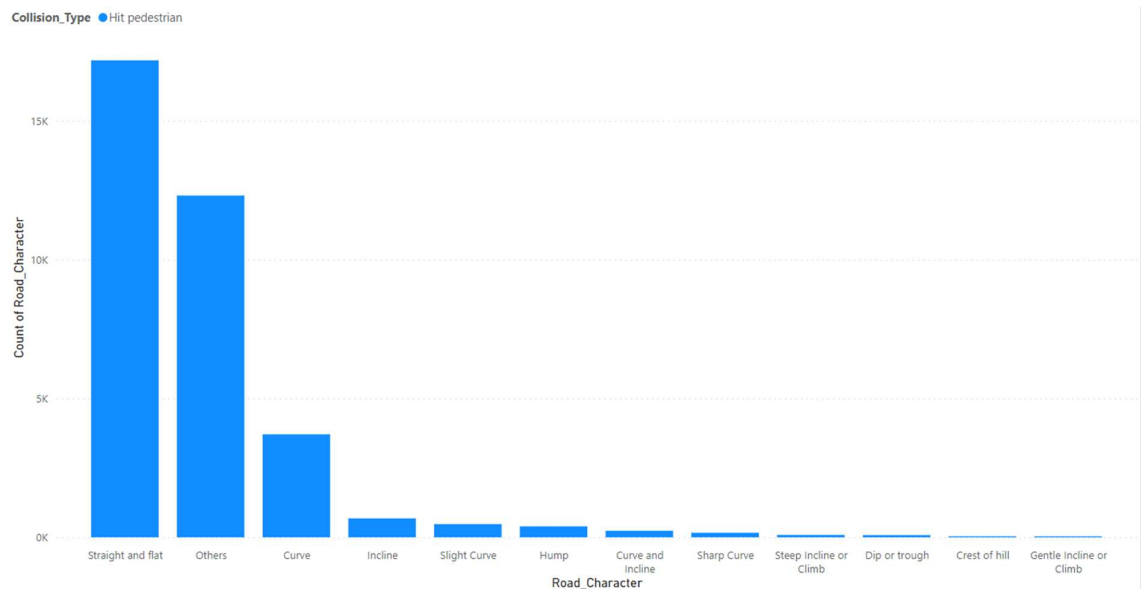
7)Analysis of pedestrian accidents and their behavior.

1)Count of road_type by road_type and collision_type



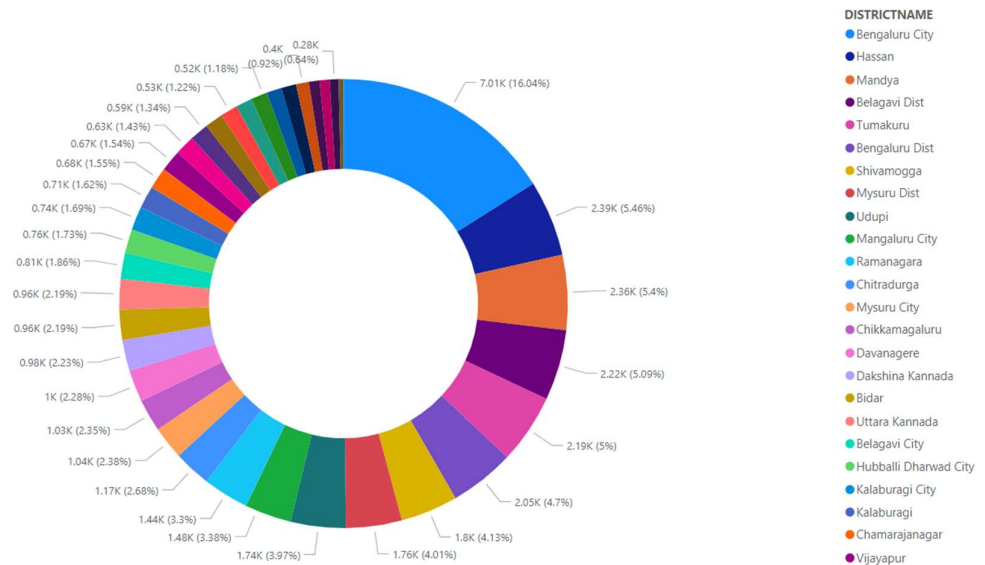
Conclusion- from the above graph we can clearly see that most of the pedestrian accident occur on road that are in cities and village .

2)Count of Road_character by Road_character and collision type



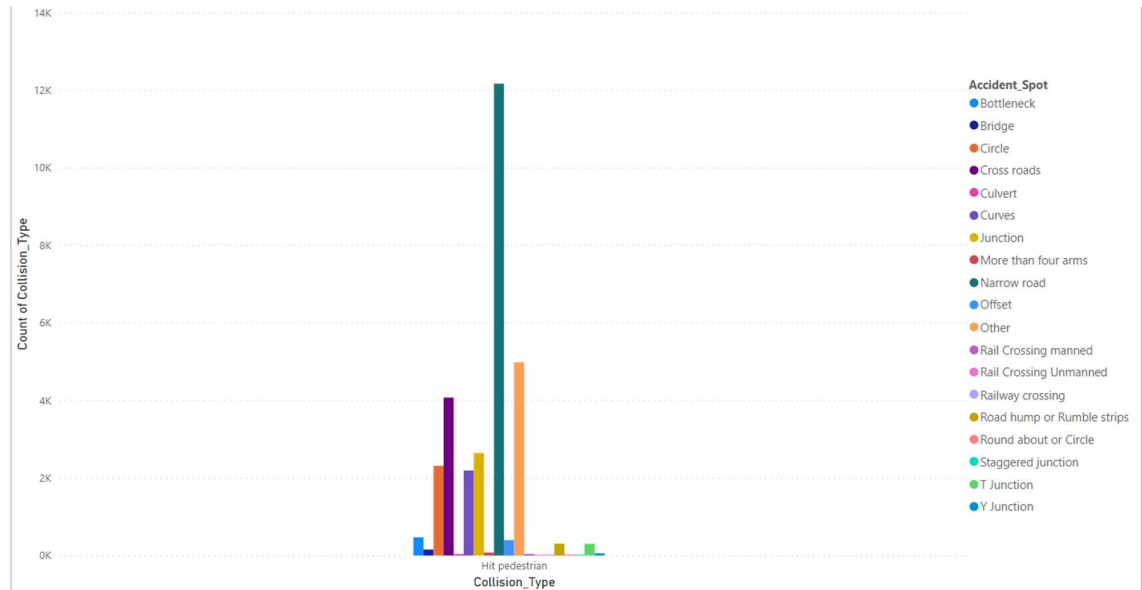
Conclusion – most of the pedestrian accident have occurred on straight flat road and occur on national and state highway

3)Count of collision_type by distictname



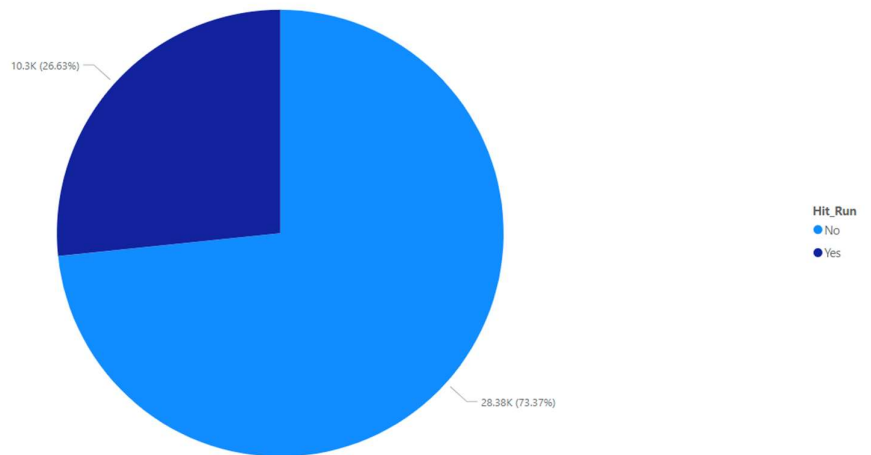
Conclusion-most of the pedestrian accident occur in Bengaluru and we can see that most of the hit pedestrian cases do not belong to hit class run

5) Count of collision_type by collision_type and accident_spot



Conclusion-most of the hit pedestrian cases have occurred on narrow road so on these narrow roads we need have some improvement like foot path

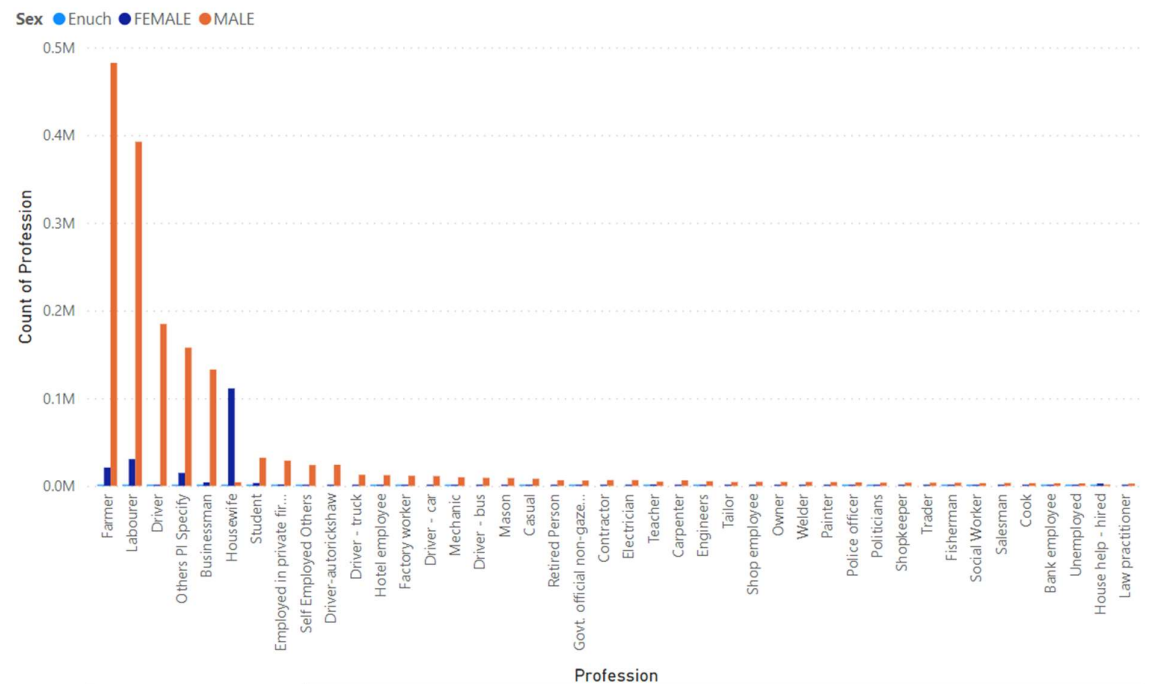
6) Count of collision_type by Hit_run



Conclusion - the hit_run is not been affected by the pedestrian accident

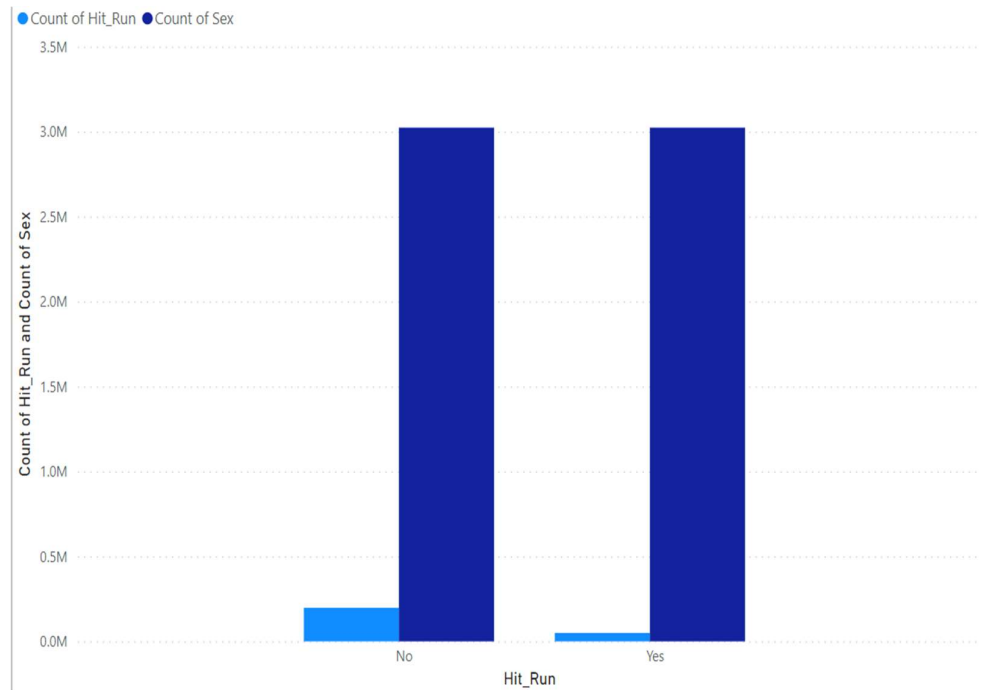
9) Analysis of the accused based on gender, age, and behaviour.

1) Count of profession by profession and sex



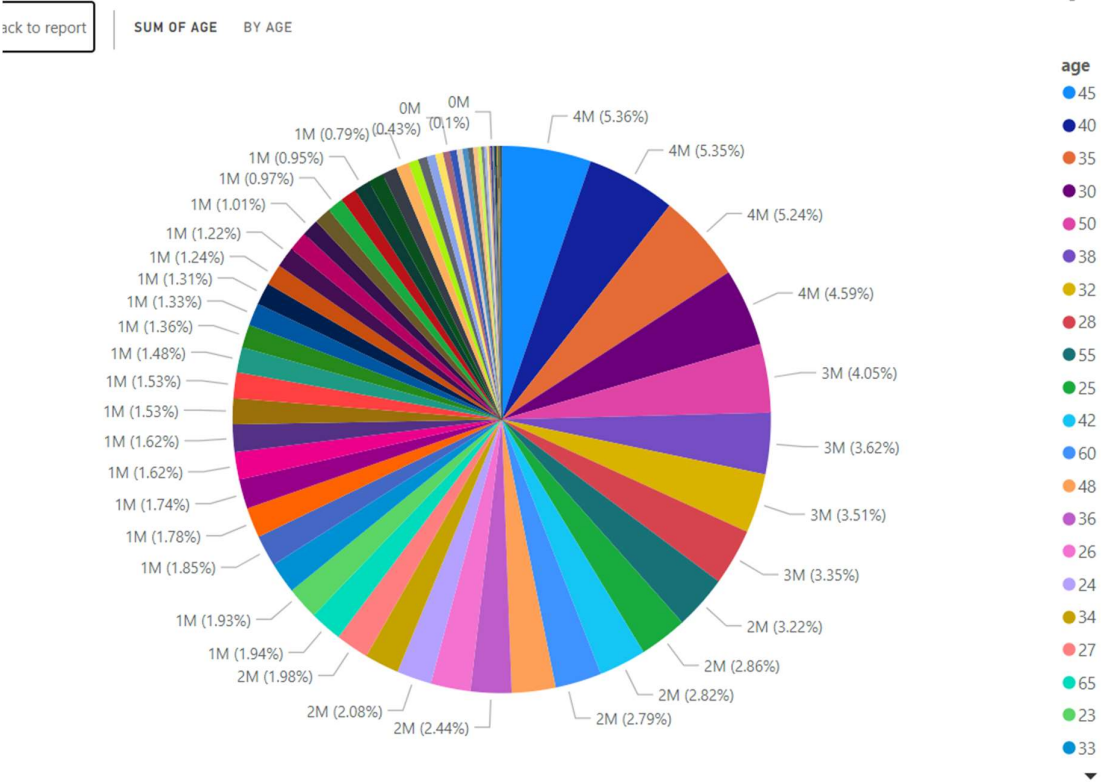
Conclusion -As male has highest count of profession than female and enuch there is most probability that accused are most of the male which mostly belong to farmer class.

2)Count of hit_run and count of sex



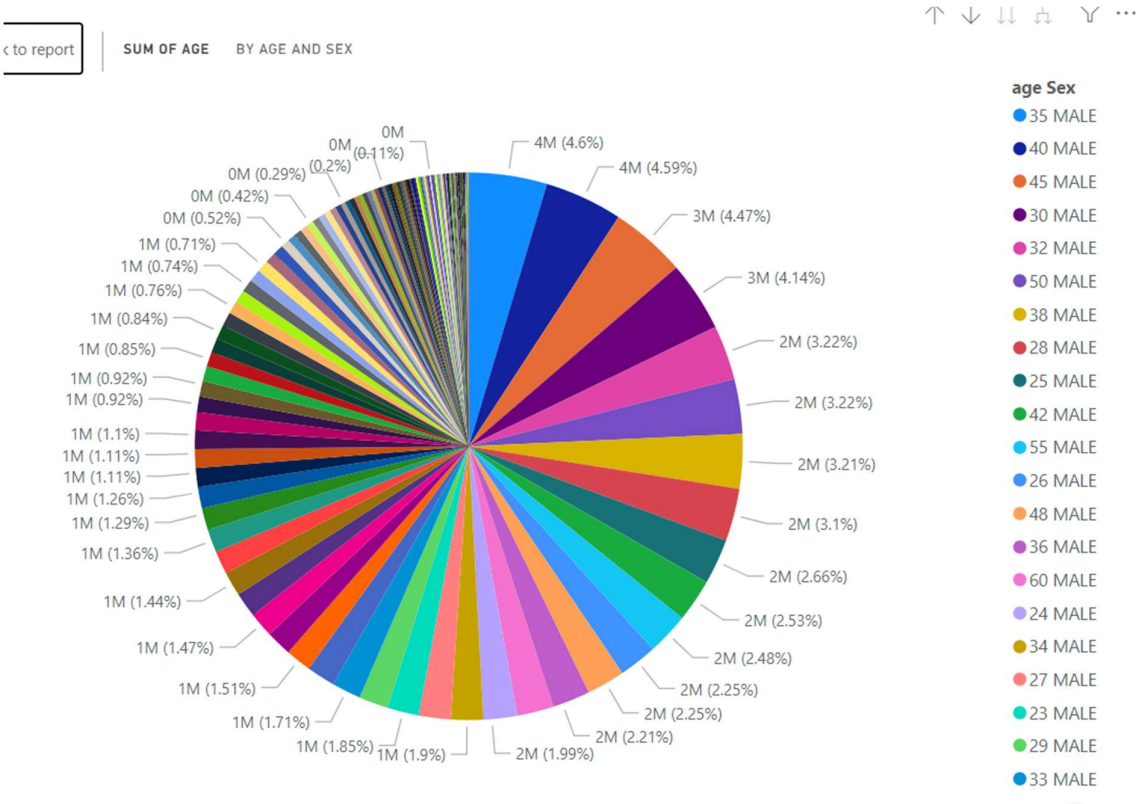
Conclusion- Count of Hit_Run and total Count of Sex are negatively correlated with each other as the accused are not hit_run.

3)Sum of age by age



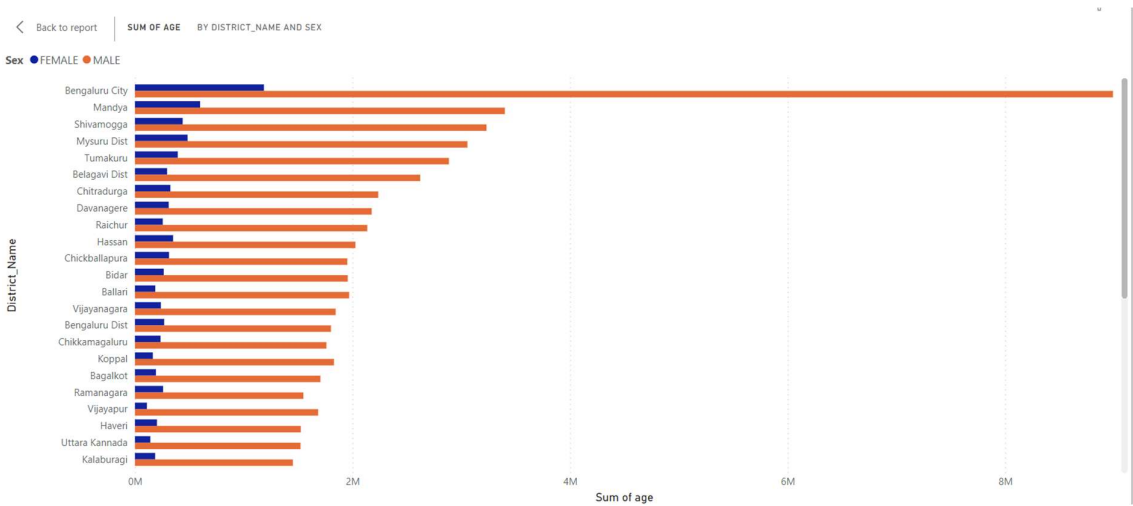
Conclusion – as we can see that the age group 45 are more accused

4)Sum of age by age and sex



Conclusion-MALE had the highest Sum of age and 35 and 40 age group are more accused

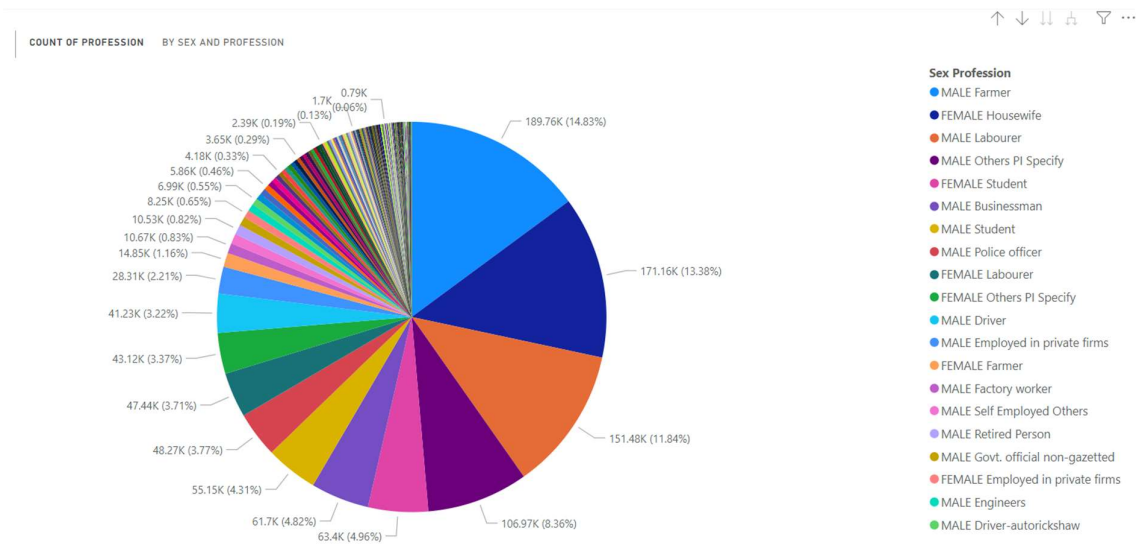
5)Sum of age by district name and sex



Conclusion - Total Sum of age was higher for MALE than FEMALE. Bengaluru City in Sex MALE are more accused than female followed by mandya .

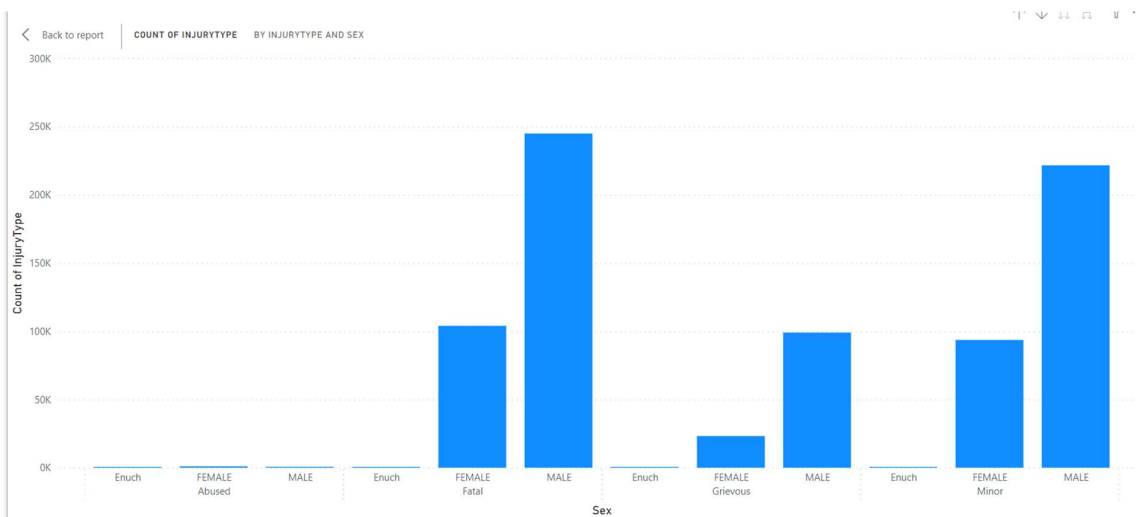
9 b)Analysis of the victim based on gender, age, and behaviour.

1) Count of profession by sex and profession



Conclusion- as we can see that the more victim are male belong to farmer class followed by female belong to housewife class.

2)Count of Injury type by injury type and sex

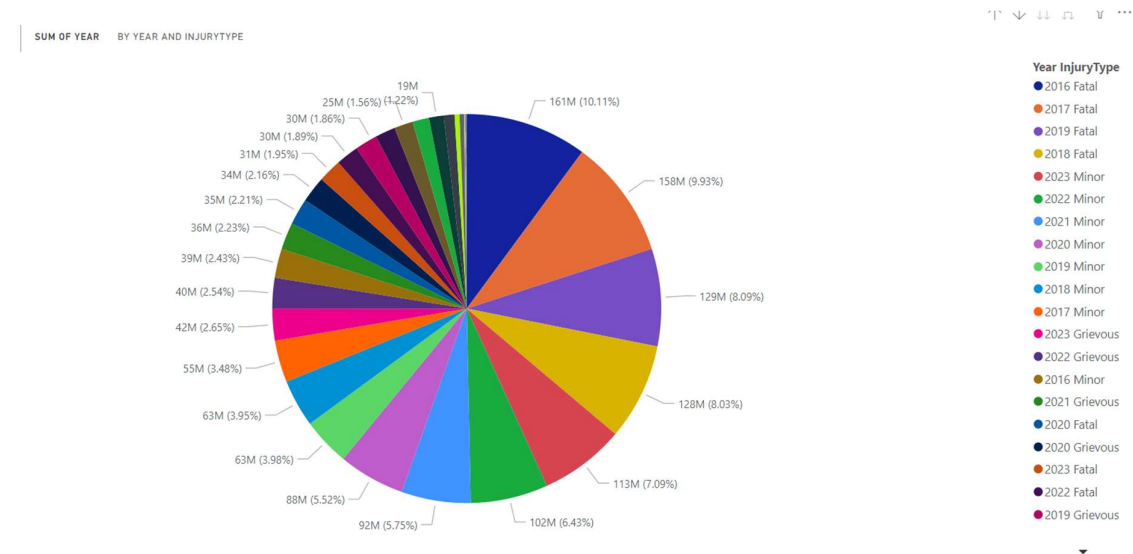


Conclusion – Male has highest count of injury type

Fatal in Sex MALE made up 31.07% of Count of InjuryType.

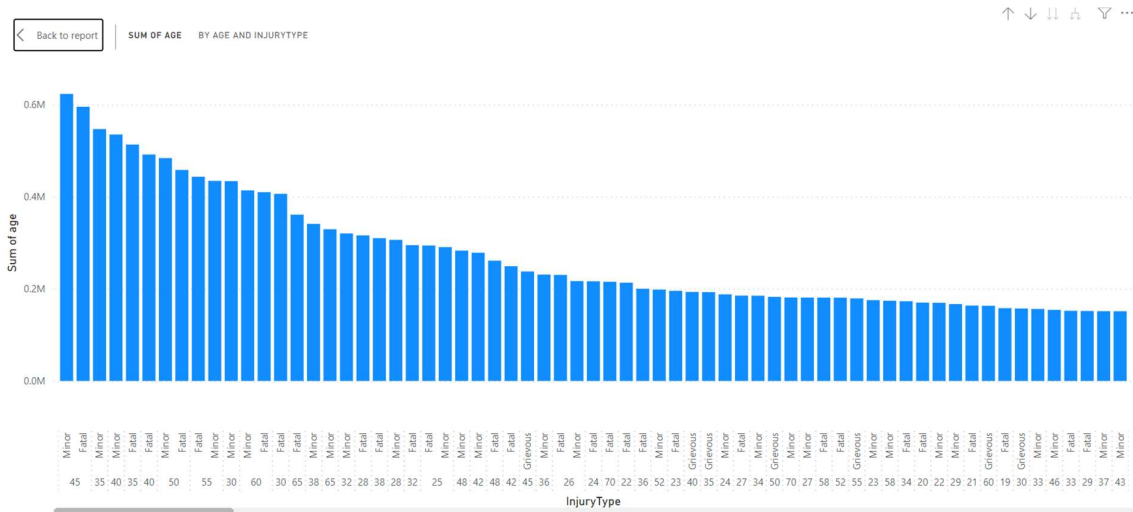
followed by minor injury in male as compared to female and d enuch.

3)Sum of year by year and injury type



Conclusion – fatal has the highest injury count in year 2016 followed by minor and grievous

4) count of age by age and injury type

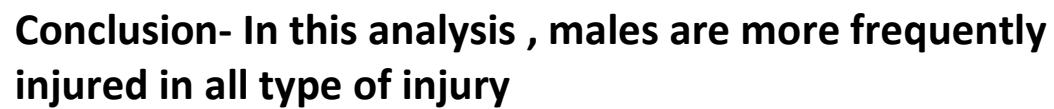


Conclusion - Fatal had the highest total Sum of age at followed by Minor, Grievous, and Abused. Age group of 45 has most of the fatal and minor accident

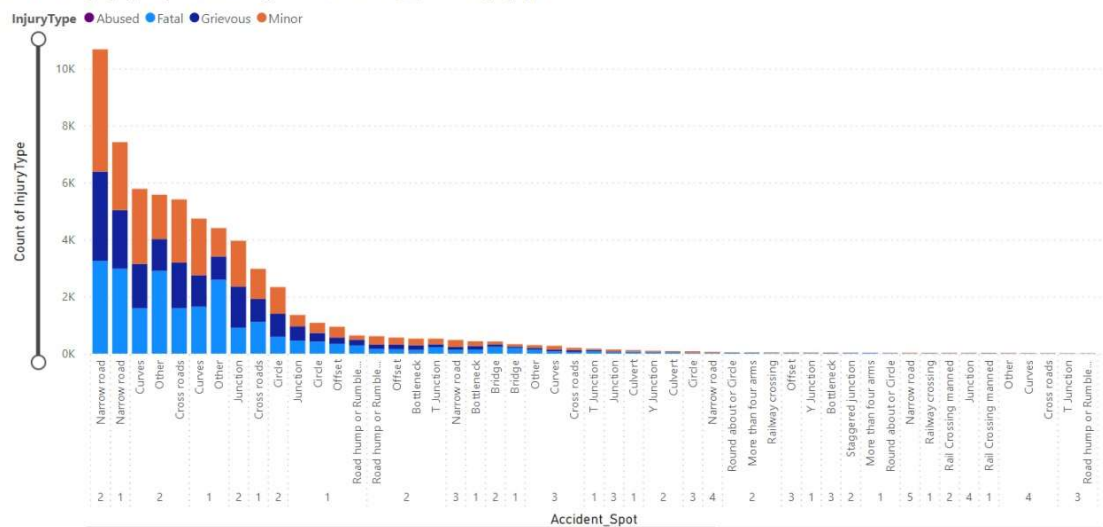
4)Contributing factors for multiple injuries/fatalities and solutions.

1) Count of Injury by Injury type and sex

Sex Eunuch FEMALE MALE NULL

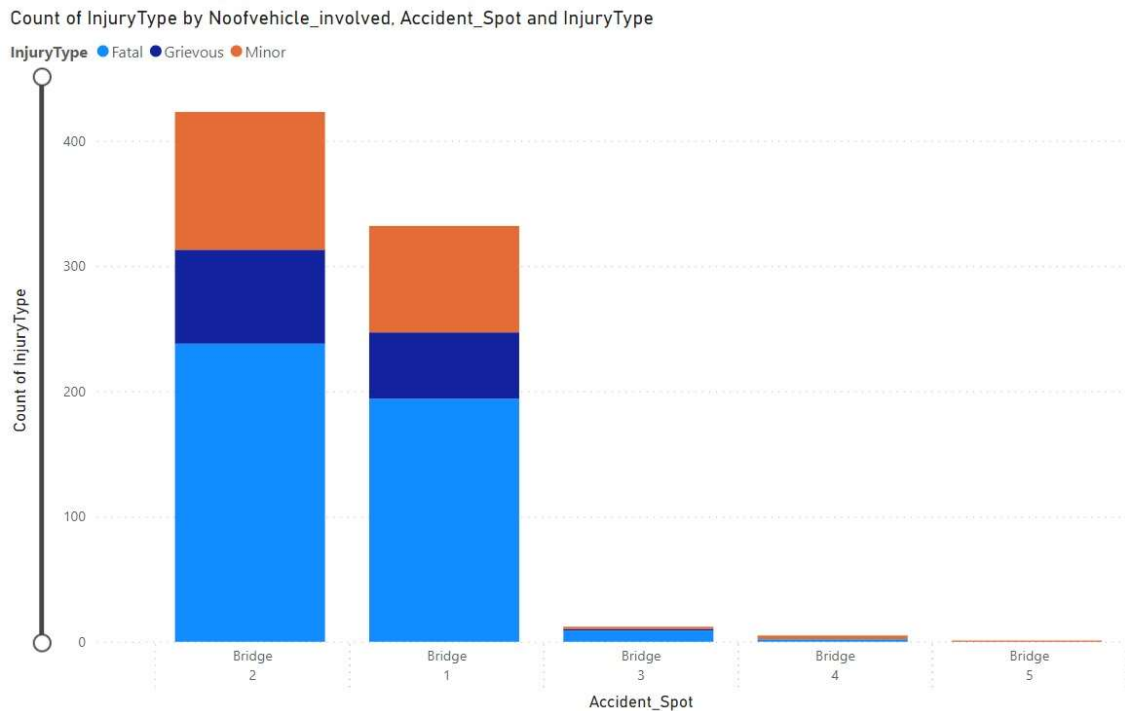


Count of InjuryType by Noofvehicle_involved, Accident_Spot and InjuryType



Conclusion – on narrow roads with the count of 2 vehicle , minor injuries occurred more frequently

3) Count of injury type by no of vehicle involved , accident spot and injury type

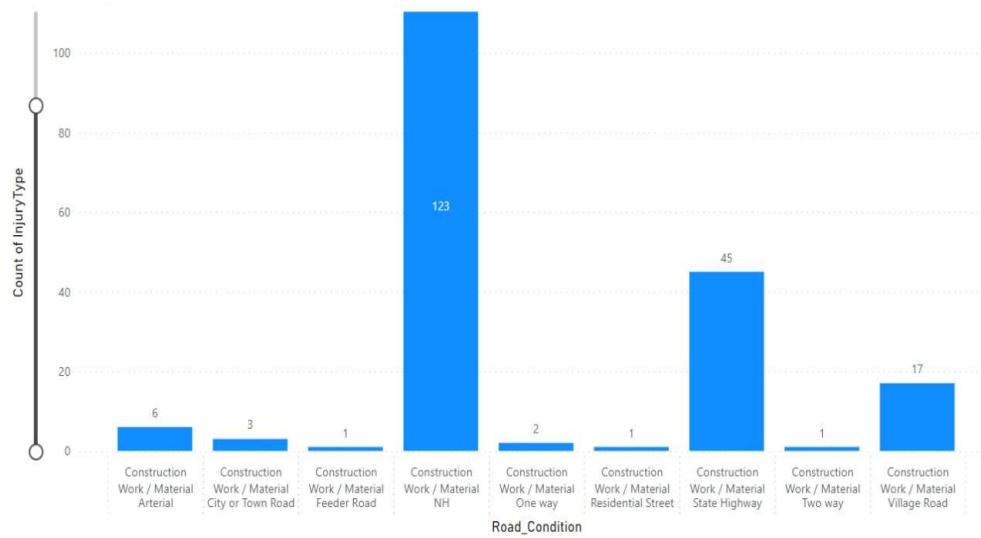


In this analysis the count of fatal injuries is higher by 2 vehicle compared to other types of injuries at the bridge accident spot .

4)Count of injury by road type , road_condition and collision type

Count of InjuryType by Road_Type, Road_Condition and Collision_Type

Collision_Type ● Head on



Conclusion – Constuction work on national highway poses a higher risk of fatal injuries compared depicted in the graph

