

# ANNUAL REVIEW 2022



## KOLKATA TRAFFIC POLICE Faster Safer Friendlier



**SAFE DRIVE  
SAVE LIFE**





**“Men, money, and materials cannot by themselves bring victory or freedom. We must have the motive-power that will inspire us to do brave deeds and heroic exploits.”**

**- Subhash Chandra Bose**



**KOLKATA TRAFFIC POLICE**

FASTER SAFER FRIENDLIER

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মমতা বানার্জী  
মমতা বনার্জী  
ممتا بنرجی

Mamata Banerjee



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وزیراعلیٰ مغربی بنگال

CHIEF MINISTER, WEST BENGAL

5<sup>th</sup> October, 2023



MESSAGE

I am happy to know that **Kolkata Traffic Police** is shortly going to publish its **Annual Review Bulletin** for the year 2022.

This initiative by the Kolkata Police serves to highlight the pivotal role played by the organization in managing traffic within the bustling metropolis of Kolkata.

It is indeed heartening to note that the dedicated management, round-the-clock surveillance and able supervision of our traffic police personnel have ensured the safety of drivers, passengers and commuters and strengthened our commitments under the '**Safe Drive Save Life**' campaign.

I would like to take this opportunity to thank Kolkata Traffic Police for its commendable role in strengthening safety and discipline on the city's roads and would also like to convey my heartiest greetings and best wishes to all its members and their families on the occasion of the publication of the annual review bulletin.

(Mamata Banerjee)

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D.O.No. 85/MICT/23

Dated, the 20/02/2023



### **MESSAGE**

I am glad to learn that the Kolkata Traffic Police is going to publish Annual Review Bulletin for the year 2022 like previous years. The Honourable Chief Minister has taken road safety issue seriously and initiated a campaign across the state named as “Safe Drive Save Life” to curb accidents and road fatalities and the campaign was launched in 2016.

Life is too precious to be sacrificed to chance. Safe Drive Save life! Owing vehicles and a license to drive does not give one a clean ticket to be careless or rash while on the road. So the State Government is committed to bring down fatalities caused on the road. The Police play an important role in respect of traffic regulation and enforcement of traffic laws, traffic safety awareness and quick response and relief to the traffic accident victims.

I am sure that the “ Annual Review Bulletin, 2022” to be brought out on this occasion will help students, academicians, researchers and all other stakeholders of the transport system and road safety. My heartiest greetings and best wishes to all the members of the Kolkata Traffic Police and their family.

*Snehasis Chakraborty*  
(Snehasis Chakraborty)



Vineet Kumar Goyal IPS  
Commissioner of Police  
Kolkata

19 September 2023



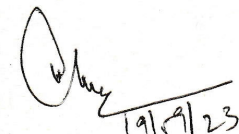
**From the desk of the Commissioner of Police Kolkata**

Kolkata, being the cultural, business and financial hub of Eastern India, attracts visitors from different corners of India and also from outside. The impression of this historic and dynamic city is largely drawn from the experience of the people on its roads. Kolkata Traffic Police creates the first impression upon every visitor as he enters the city. It is the most visible organ of Kolkata Police and handles the most critical task of regulating traffic in this busy city. The task gets more challenging because of the limited road space and very limited scope for expansion. The city has been experiencing resurgence in all its forms and developing at a rapid pace over the last few years. This development has also taken its toll on Traffic Police.

With the advent of modernization, the city traffic police have also moved ahead towards adapting technology in managing traffic. Several steps have been taken for using Internet of Things (IoT) – enabled intelligent traffic management system, with the objective to solve pertinent issues by leveraging technologies like wireless connectivity & intelligent sensors. Such initiatives help improve the comfort and safety of drivers, passengers & pedestrians. All these initiatives are being actively taken-up to make Kolkata a smarter city. I take this opportunity to congratulate Kolkata Traffic Police on being able to successfully implement the *Safe Drive Save Life* campaign since 2016. The result has been outstanding which is evident from the drastic drop in the number of deaths due to RTAs from 407 in 2016 to 196 in 2021 and 185 in 2022.

The Annual Review Bulletin of Kolkata Traffic Police has always been very informative and it reflects the agenda and activities of Kolkata Traffic Police during the previous years. The bulletin also highlights the future goals and aspirations of Kolkata Traffic Police. I congratulate the Kolkata Traffic Police on bringing out this bulletin.

I am sure that the readers will find this bulletin informative and I take this opportunity to wish the very best to all the citizens for the upcoming festive season. I would also like to make a request to all to observe all safety protocols while enjoying the festivities.

  
19/9/23  
Vineet Kumar Goyal



KOLKATA POLICE



*Murli Dhar, IPS*  
Additional Commissioner of Police  
Kolkata

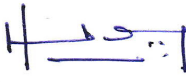
22<sup>nd</sup> September, 2023

Kolkata Traffic Police Department proudly presents its annual Traffic Bulletin for the year 2023, a testament to the relentless dedication exhibited by every member of our esteemed department. This bulletin serves as a tangible reflection of the sustained progress achieved in our tireless pursuit of ensuring faster & safer thoroughfares for the city's commuters.

The management of traffic within a bustling metropolis is perpetually formidable, and Kolkata, with its unique set of circumstances, is no exception. What sets apart the challenge of traffic management in Kolkata is the limited expanse of city roads, stemming from its historical roots. Moreover, the exponential surge in private vehicle usage in recent years has presented a formidable hurdle in our daily policing efforts on the city's streets.

Within the pages of this bulletin, you will find a compilation of statistics that vividly illustrate the enhancements in the city's overall traffic experience. These accomplishments stand as a testament to our unwavering commitment to improving the lives of motorists in Kolkata, even in the face of these formidable challenges. Furthermore, this bulletin represents an opportunity for us to engage with our city's residents and disseminate the crucial message of safe motoring.

Together, let us embark on a journey to make our city's roads swifter, safer, and more welcoming for all.

  
( Murli Dhar )



## **Rupesh Kumar, IPS**

Joint Commissioner of Police  
Traffic, Kolkata



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The Annual Traffic Review Bulletin provides meaningful insight about the activities undertaken by Kolkata Traffic Police in the preceding year and emphasizes upon the goals, objectives & aspirations for the coming year. The saga of Kolkata Traffic Police has been nothing short of an illustrious one and the need of the hour is to sustain the momentum by taking pride in the rich legacies inherited and learning from past mistakes without resting on past laurels/accolades. Keeping in mind that there is always room for improvement through positive introspection and accepting constructive criticism, Kolkata Traffic Police being undaunted by all odds and armed with unwavering determination, marches along resolutely in its resilient journey. With the active participation from all stakeholders and the untiring endeavor of officers and men, Kolkata traffic Police has convincingly overhauled all seemingly insurmountable hurdles with flying colours.

The challenge in a resplendent city boasting a robust traffic system and brimming with enthusiasm like Kolkata as always is to ensure mobility without compromising on the facets of road safety. With the exponential growth in number of vehicles without a corresponding rise in the motorable road space (Kolkata-7%, Delhi-23%, Mumbai-17%, Bangalore-11.9% approx.) the need of the hour is to adapt to the ever changing road dynamics and constantly innovate. To ensure seamless traffic management, greater emphasis is laid upon improvising on the 7E's/vital pillars of TRAFFIC MANAGEMENT i.e. EDUCATION, ENGINEERING, EMERGENCY RESPONSE, ENFORCEMENT, EQUALITY, EVALUATION & ENCOURAGEMENT.

The remarkable improvement in compliance levels among the citizens of Kolkata bear testimony to the exemplary efforts put in by Traffic Department, Kolkata in sustaining the drive against nonchalance. However, Kolkata Traffic Police in its capacity as the custodian of Road Traffic Management in Kolkata is aware that the job is merely half done and committed to work with greater intensity and renewed vigor for the greater interest of rendering more exquisite service for the esteemed citizens of this City.

(Rupesh Kumar)



Kolkata Police



**Yeilwad Shrikant Jagannathrao, IPS**

Deputy Commissioner of Police  
Traffic Department  
Kolkata



Kolkata, the city of joy boasts a cosmopolitan culture that has undergone myriad changes but has retained its rich heritage. A robust transportation system and exponential vehicular growth coupled with massive influx of daily commuters makes it one of the most challenging metro cities in the country in terms of traffic management. Kolkata Traffic Police, over the years has displayed enormous consistency and been striving in ensuring smooth flow of traffic despite having the least motorable road space compared to other metro cities in India.

Consequent upon introduction of revamped MV Act and steep traffic fines, we have adopted a strategic mix of awareness programme and enforcement. Greater emphasis has been given upon educating the general public including drivers, students and other road users through methodical training. Training is imparted at seminars, workshops, webinars organized by Kolkata Traffic Police throughout the year. Besides, stringent enforcement was ensured, which acted as a great deterrent against the tendency of violation of traffic rules among the road users. This has yielded improved compliance in observing traffic rules and regulations.

We are constantly striving to ensure a more functional and future-ready system for the commuters and all the stakeholders. We have harnessed the use of modern technology to detect violators and simultaneously have launched the use of e-challan system to simplify both the prosecution procedure and the fine payment system.

In our continued quest to make the city of joy the safest in terms of road safety, we conduct regular surveys to assess the prevailing road dynamics in collaboration with other agencies and strive to improve the traffic infrastructure and road engineering. A specialized agency has been engaged to identify causes behind road traffic accident and to suggest remedial measures. We are aware that a lot of work is to be accomplished and we are committed to render more exquisite service for the esteemed citizens of this city.

I take this as an opportunity to appreciate the commendable endeavor of Kolkata Traffic Police in enforcing better road discipline among road users and providing a seamless commuting experience.

(Yeilwad Shrikant Jagannathrao)



D.O. No.



**Deputy Commissioner of Police (South)**  
**Traffic Department**  
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Kolkata - 700 033  
Ph. : (033) 2499-4703

Date :

I am delighted to learn that once again this year, the Kolkata Police is preparing to release the Annual Traffic Review Bulletin for 2023. Kolkata is renowned for its smooth traffic flow compared to other metropolitan cities in India. However, it faces significant challenges due to limited road space and increasing urbanization in and around Kolkata.

To effectively address these issues, the Kolkata Police has been tirelessly raising traffic awareness through initiatives like the 'SAFE DRIVE, SAVE LIFE' campaign, 'ROAD SAFETY WEEKS,' and the use of modern technologies for enforcing traffic regulations. The Annual Traffic Review Bulletin serves as a comprehensive resource, providing insights into the latest traffic improvement technologies, statistical analysis of fatal and non-fatal accidents, prosecution data, and expert opinions.

I extend my heartfelt congratulations to all the stakeholders involved in the publication of this magazine and express my hope that the Annual Traffic Review Bulletin for 2023 will offer even more informative content. I wish it great success in its endeavors.

(Shri Amit Kumar Shaw, IPS)





## KTP - A Resolute Journey

Kolkata which once ignited a cultural renaissance in India boasts of an immensely rich heritage and continues to intrigue researchers through centuries. A potboiler of cosmopolitan race, caste and creed, this vast landscape brimming with vibrant history has witnessed a sea change, from being the quaint combine of three villages to the modern bustling city of today. The city with pride titles of State Capital, Port City, Education Hub, Business Hub etc., this metropolis has rightfully earned the sobriquet of being the cultural capital of the nation. The illustrious history of Kolkata Traffic Police has few parallels in the country. The Palanquin Strike of 1827 in Calcutta led to the formation of a band of 17 men entrusted to look after traffic from 1874. The arrival of Insp. Edward of Metropolitan Police from Scotland Yard led to the formation of first Traffic Police Force in 1927 comprising 1 Sergeant, 1 ASI, 2 Head Constables and 6 Clerks. From 2 major roads and 2 lanes in the 18th century, the city has expanded to include 4018 km (approx.) roads at present and Kolkata Traffic Police has evolved with the changing times displaying enviable efficiency in managing the exponential growth in both vehicular and pedestrian population. Rapid urbanization has led to newer modes of transport and in lines with the need of the hour, Kolkata Traffic Police has embraced digitization and automation through implementation of state of

the art technology. True to our commitment, we relentlessly strive to provide a more delightful experience to all the citizens, which is ensured through exhaustive planning, discipline, enforcement, timely intervention, using of latest technology, optimum use of resources, and above all a dedicated and enthusiastic workforce motivated to perform. While we endeavour to achieve excellence in reducing road traffic accidents and fatalities, we take equal pride in successfully inculcating significant behavioural changes among the road users by instilling road discipline. Besides, conducting extensive research of vulnerable accident prone zones with the assistance of an external specialised agency to identify black spots, Kolkata Traffic Police is determined to minimise road traffic accidents drastically. The results are evident as the compliance levels among drivers have improved by leaps and bounds. Working in unison, we have come thus far and committed to march ahead with renewed vigour, soliciting active cooperation from all stakeholders and firmly resolved to provide an improved road experience every time.



# TRAFFIC REVIEW - 2022

## AT A GLANCE

- Reduction of fatal accidents from 196 in 2021 to 185 in 2022.
- Launching of NIC – e – challan & digital prosecution.
- Numbers of CCTV cameras/ANPR cameras have been increased.
- Signal synchronization (green light project) with the help of Google.
- Introduction of surface signaling system.
- Increase in number of refugee islands significantly.
- Installation of Boom barriers and construction of Foot over bridge.
- Procurement of sophisticated devices.

হ্যাঁ হানি বানি  
চলো আইন মানি



## *Kolkata at a Glance*

<b>Native Name :</b>	Kolkata
<b>Former Name :</b>	Calcutta
<b>City Type :</b>	Metropolitan
<b>Latitude :</b>	22.5726 ° N
<b>Longitude :</b>	88.3639 ° E
<b>State :</b>	West Bengal
<b>District :</b>	Kolkata
<b>Language Spoken :</b>	Bengali - 55% Hindi - 20% English - 10% Others - 15%
<b>Kolkata Police Jurisdiction :</b>	311.68 Sq.Km.
<b>Jurisdiction over The River Ganges :</b>	26.868 Sq.Km.
<b>Kolkata Police Traffic Guard Jurisdiction :</b>	284.812 Sq.Km



## Number of Registered Motor Vehicles in Kolkata (2017-22)

VEHICLE TYPE	2017	2018	2019	2020	2021	2022
AMBULANCE	2970	3033	3096	3310	3493	3566
AUTO RIKSHAW	41317	42819	44130	44792	45873	46322
CRANE	1071	1115	1142	1170	1228	1266
HEAVY GOODS VEHICLE	28650	28671	28757	28805	28922	29037
LUXERY BUS	399	399	399	399	399	399
LUXURY TAXI	37437	40851	42962	44215	44671	46246
LIGHT GOODS VEHICLE	59396	59408	59469	59550	59666	59837
MINI BUS	1713	1714	1715	1715	1715	1715
MEDIUM GOODS VEHICLE	6931	11437	15794	18848	22356	26559
OMNI BUS	3	4	6	6	6	6
PRIVATE BUS	11766	12022	12389	12631	12771	12916
STATE BUS	3627	3697	3697	3697	3697	3697
PRIVATE CAR	561933	578643	593624	613347	645268	679762
SCHOOL BUS	68	73	77	77	77	80
TAXI	34791	34791	34791	34791	34792	34792
TRAILER	441	445	447	449	450	454
TRACTOR	610	632	664	717	761	817
TWO WHEELER	834767	879108	933402	1001629	1077995	1158697
JEEP	2550	2550	2550	2550	2550	2550
<b>TOTAL</b>	<b>1630440</b>	<b>1701412</b>	<b>1779111</b>	<b>1872698</b>	<b>1986690</b>	<b>2108718</b>

source : Transport Dept. Govt. WB

## Comparative Traffic Accident Report of Metros (2022)

C = Case, P = Person

CITY	FATAL		GRIEVOUS INJURY		MINOR INJURY		NON INJURY
	C	P	C	P	C	P	C
KOLKATA	178	185	961	1080	567	638	242
MUMBAI	257	268	1172	1287	309	343	35
DELHI	1428	1461	211	238	3921	4963	92
CHENNAI	499	507	1349	1700	1466	1920	151
BENGALURU	752	772	2065	2341	540	848	465
PUNE	315	325	452	507	60	101	44
HYDERABAD	317	323	341	356	1564	1896	294

## Nearest RTAs

1. PVD KOLKATA
2. ALIPORE
3. PVD KASBA
4. PVD SALT LAKE
5. BEHALA

## Area & Road Length of Metros (2022)

CITY	TOTAL AREA (Sq Kms)	ROAD LENGTH (Kms)	TOTAL REG VEHICLE
KOLKATA	311.68	4018	5046330
MUMBAI	483.14	1941	4475761
DELHI	1483	33198 +	82.1 Lakh
CHENNAI	5904	2780	4842852
BENGALURU	1005	14000	10828302
PUNE	506	1673	+ 4419669
HYDERABAD	217	3349 +	7945897

KOLKATA







## Police with Distinction

It has been a cherished desire of every police personnel to perform for the people. Recognition of some special efforts is reflected by having various appreciations, rewards, padaks or medals. Two police personnel from Kolkata Traffic Police were awarded Indian Police Medal on the auspicious occasion of Independence Day in the year 2022 for their meritorious service. Below are the photographs of them.



**Shri Biplab Kumar Singha**  
ACP, Traffic  
**INDIAN POLICE MEDAL**



**Shri Pankaj Kumar Ghatak**  
Inspector of Police, Traffic  
**INDIAN POLICE MEDAL**

# Road Traffic Accidents

With a manifold escalation in vehicular traffic without a corresponding rise in the available road space, managing traffic in the city of Kolkata is a herculean task. To this end it is essential to adopt a meticulous and pragmatic approach aimed at improving the traffic experience for the commuters on road. Moreover, road crash investigation backed by scientific and legal methods, evidence-based enforcement against road traffic violations, as well as a continuous and comprehensive process of road safety audit are the basis upon which the edifice of a robust traffic system is built.

Kolkata Police has entrusted the responsibility of conducting depth study on causes & analysis of road traffic accidents to an expert agency called JP Research as per the Section 135 of MV Act 1989. This organization aims to study the fatal accident that occurred and recommend remedial measures to curb accidents and injuries. JPRI has been conducting crash investigation studies in Kolkata since 2014.



**Road-users killed & injured by the different vehicles for the Year - 2022**  
**(G.I. - Greivous Injury & M.I. - Minor Injury)**

Road User	Death & Injury Type	Goods Vehicles	Buses	Mini Bus	Pvt. Car	Pool Car/ School Bus	Taxi	Two Wheeler	Three Wheeler	Unknown Vehicle	Others	Total
Pedestrian	Death	26	26	0	9	1	4	7	1	3	1	78
	G.I	40	61	5	74	0	25	115	11	59	2	392
	M.I	16	12	1	46	1	18	59	6	14	1	174
Passenger	Death	0	6	0	0	0	0	0	1	0	0	7
	G.I	22	53	34	21	0	3	3	24	6	1	167
	M.I	21	35	5	26	0	2	1	7	3	0	100
Boarder	Death	7	1	0	2	0	0	0	1	0	0	11
	G.I	2	0	0	0	0	0	0	0	0	0	2
	M.I	0	0	0	2	0	0	0	0	0	0	2
Motor Cyclist & Scooterist	Death	23	6	0	2	0	1	6	0	5	0	43
	G.I	53	21	4	94	1	16	59	14	44	4	310
	M.I	28	19	0	85	0	15	44	11	11	2	215
Non Motorized Transport	Death	5	3	0	3	0	0	6	1	2	0	20
	G.I	17	8	2	18	1	1	29	1	7	0	84
	M.I	5	3	1	11	0	4	6	1	3	0	34
Pillion Rider	Death	11	1	0	0	1	0	0	1	0	0	14
	G.I	7	4	2	16	1	4	23	0	7	0	64
	M.I	0	0	1	9	0	0	3	1	3	0	17
Driver	Death	3	2	0	2	0	0	0	0	0	0	7
	G.I	13	3	0	13	0	0	2	4	5	0	40
	M.I	21	4	0	22	0	6	6	1	3	0	63
Police person	Death	1	0	0	1	0	0	0	0	0	0	2
	G.I	2	0	0	4	0	0	4	0	2	0	12
	M.I	7	4	0	5	0	3	9	1	0	0	29
Others (Coolie, Khalasi, Begger, Helper)	Death	1	0	0	2	0	0	0	0	0	0	3
	G.I	5	1	2	1	0	0	0	0	0	0	9
	M.I	4	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>Death</b>	<b>77</b>	<b>45</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>5</b>	<b>19</b>	<b>5</b>	<b>10</b>	<b>1</b>	<b>185</b>
	<b>G.I</b>	<b>161</b>	<b>151</b>	<b>49</b>	<b>241</b>	<b>3</b>	<b>49</b>	<b>235</b>	<b>54</b>	<b>130</b>	<b>7</b>	<b>1080</b>
	<b>M.I</b>	<b>102</b>	<b>77</b>	<b>8</b>	<b>206</b>	<b>1</b>	<b>48</b>	<b>128</b>	<b>28</b>	<b>37</b>	<b>3</b>	<b>638</b>

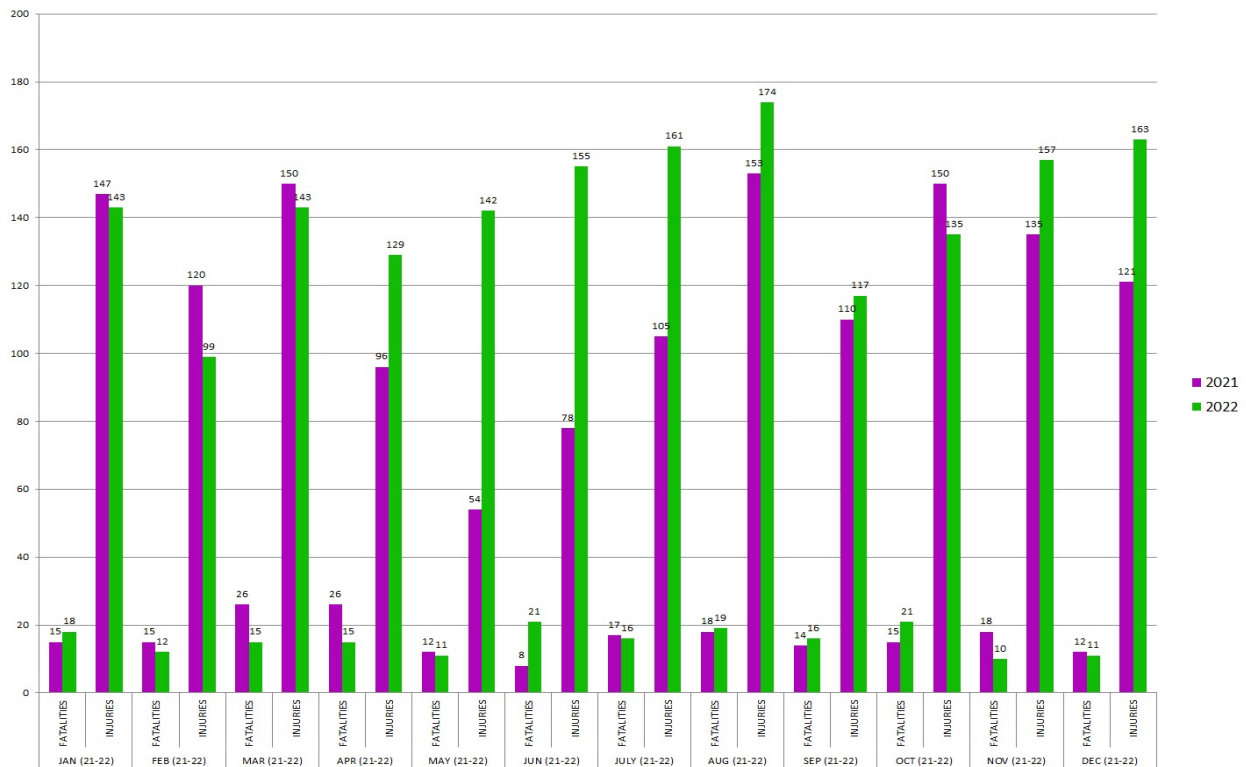


## MONTH WISE FATAL & NON-FATAL FOR THE YEAR 2022

Month	Fatal		Non Fatal					Total Accident (Non-Fatal)		Total Fatal with Non-Fatal	
			Grievous Injury		Minor Injury		Non Injury Case	Case	Person	Case	Person
	Case	Person	Case	Person	Case	Person					
January	18	18	65	96	44	47	17	126	143	144	161
February	12	12	56	62	37	37	17	110	99	122	111
March	15	15	84	96	47	47	26	157	143	172	158
April	14	15	78	81	47	48	16	141	129	155	144
May	11	11	89	96	41	46	28	158	142	169	153
June	21	21	80	85	49	70	17	146	155	167	176
July	16	16	78	101	54	60	26	158	161	174	177
August	18	19	104	118	50	56	24	178	174	196	193
September	16	16	65	69	44	48	18	127	117	143	133
October	16	21	81	87	48	48	11	140	135	156	156
November	10	10	88	92	51	65	17	156	157	166	167
December	11	11	93	97	55	66	25	173	163	184	174
<b>Total</b>	<b>178</b>	<b>185</b>	<b>961</b>	<b>1080</b>	<b>567</b>	<b>638</b>	<b>242</b>	<b>1770</b>	<b>1718</b>	<b>1948</b>	<b>1903</b>

### ROAD TRAFFIC ACCIDENTS - 2022

(Comparative case figure at column chart)  
JANUARY TO DECEMBER - (2021 & 2022)



## Time-wise Fatal & Non-Fatal Case & Person during the Year of - 2022 (JANUARY TO DECEMBER)

Time Slot	Fatal		Grievous Injury		Minor Injury		Non-Injury	TOTAL	
	CASE	PERSON	CASE	PERSON	CASE	PERSON	CASE	TOTAL CASE	TOTAL PERSONS
06-07 Hrs	8	8	27	29	16	21	6	57	58
07-08 Hrs	11	14	51	62	20	21	4	86	97
08-09 Hrs	7	7	45	51	15	15	8	75	73
09-10 Hrs	9	9	52	52	23	27	10	94	88
10-11 Hrs	10	11	76	88	38	49	12	136	148
11-12 Hrs	6	6	53	54	42	45	9	110	105
12-13 Hrs	14	15	60	65	31	35	6	111	115
13-14 Hrs	7	7	39	40	22	26	16	84	73
14-15 Hrs	4	4	49	86	36	39	7	96	129
15-16 Hrs	3	3	40	40	28	37	19	90	80
16-17 Hrs	3	3	37	42	30	36	5	75	81
17-18 Hrs	11	11	45	48	20	22	9	85	81
18-19 Hrs	12	12	38	40	34	37	7	91	89
19-20 Hrs	7	7	50	52	30	33	17	104	92
20-21 Hrs	12	12	41	41	29	29	7	89	82
21-22 Hrs	8	8	49	55	31	34	11	99	97
22-23 Hrs	5	5	47	51	37	40	12	101	96
23-24 Hrs	14	14	42	47	21	21	20	97	82
24-01 Hrs	9	9	33	38	16	17	19	77	64
01-02 Hrs	5	7	22	26	13	14	8	48	47
02-03 Hrs	2	2	14	16	12	16	9	37	34
03-04 Hrs	3	3	13	17	11	12	8	35	32
04-05 Hrs	2	2	20	21	10	10	5	37	33
05-06 Hrs	6	6	18	19	2	2	8	34	27
<b>GRAND TOTAL</b>	<b>178</b>	<b>185</b>	<b>961</b>	<b>1080</b>	<b>567</b>	<b>638</b>	<b>242</b>	<b>1948</b>	<b>1903</b>



# Traffic Guard-wise Fatal and Non-fatal Cases for the Year - 2022 (JANUARY TO DECEMBER)

F = Fatal, GI = Greivous Injury, MI = Minor Injury  
CC = Collision Case, C = Case, P = Person

Traffic Guard	F		GI		MI		CC	Total	
	C	P	C	P	C	P		C	P
Head Quarters	6	6	31	31	19	22	11	67	59
Howrah Bridge	2	2	31	33	15	15	5	53	50
Shyambazar	18	18	51	60	20	20	14	103	98
Jorabagan	13	13	58	60	34	34	4	109	107
Sealdah	8	10	45	48	18	18	5	76	76
South	11	11	52	85	38	42	22	123	138
East	10	10	31	39	26	32	12	79	81
South East	5	5	39	44	31	32	13	88	81
Bhowanipur	4	4	42	43	18	19	20	84	66
South West	13	13	73	83	38	47	10	134	143
Vidyasagar	9	9	48	51	8	8	11	76	68
Ultadanga	12	12	69	72	32	38	11	124	122
Beliaghata	5	8	45	53	28	32	19	97	93
Tollygunge	2	2	36	36	22	23	0	60	61
Park Circus	7	7	40	42	21	21	9	77	70
Existing Area	125	130	691	780	368	403	166	1350	1313
Metiabruz	0	0	7	9	5	7	2	14	16
James Long Sarani	2	2	12	14	5	5	0	19	21
Diamond Harbor Road	4	4	31	37	12	13	0	47	54
Thakurpukur	16	16	49	51	43	57	0	108	124
Regent Park	1	1	15	15	27	32	3	46	48
Kasba	4	4	20	21	12	12	10	46	37
Purba Jadavpur	2	2	33	41	21	24	8	64	67
Jadavpur	2	2	38	39	30	32	17	87	73
Garia	0	0	20	21	9	9	2	31	30
Tiljala	22	24	45	52	35	44	34	136	120
Newly Added Area Total	53	55	270	300	199	235	76	598	590
<b>Grand Total</b>	<b>178</b>	<b>185</b>	<b>961</b>	<b>1080</b>	<b>567</b>	<b>638</b>	<b>242</b>	<b>1948</b>	<b>1903</b>





## Gender & Age wise classification of Fatal & Injury - 2022 in Kolkata

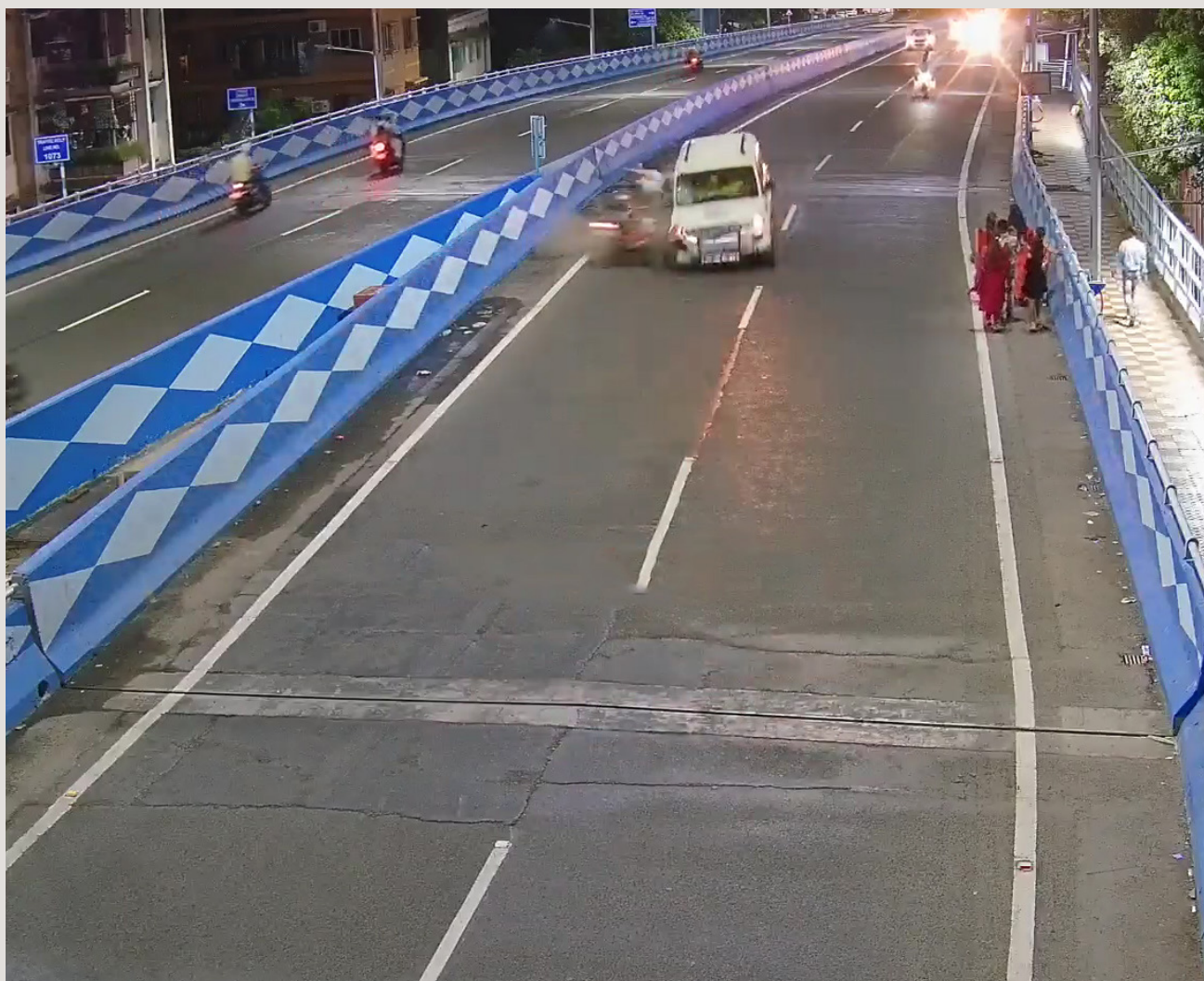
C = Case, P = Person, M = Male, F = Female

Fatal																
Type of Offending Vehicles	C	P	Up to 5 yrs.		6-12 yrs.		13-17 yrs.		18-30 yrs.		31-50 yrs.		Above 50 yrs.		Total	
			M	F	M	F	M	F	M	F	M	F	M	F	M	F
Private Car	20	20	0	0	0	0	0	0	0	1	4	3	8	4	12	8
State Bus	8	8	0	0	0	0	0	0	1	1	3	0	2	1	6	2
Private Bus	35	37	0	0	0	0	0	0	4	4	10	5	10	4	24	13
Mini Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pool Car / School Bus	2	2	0	0	0	0	1	0	0	0	0	0	1	0	2	0
Taxi	5	5	0	0	0	0	0	0	0	0	3	1	1	0	4	1
Auto rickshaw	5	5	0	0	0	0	0	0	0	0	2	0	3	0	5	0
Motor Cycle	20	20	0	0	0	0	0	0	6	0	7	0	6	1	19	1
HGV	49	49	0	0	0	0	2	0	13	2	19	5	5	3	39	10
MGV	9	10	0	0	0	1	0	0	0	0	7	1	1	0	8	2
LGV	13	17	1	0	0	0	0	0	5	1	8	0	1	1	15	2
Unknown	10	10	0	0	0	0	1	0	4	0	1	1	3	0	9	1
Others	2	2	0	0	0	0	0	0	1	0	0	1	0	0	1	1
<b>Total</b>	<b>178</b>	<b>185</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>9</b>	<b>64</b>	<b>17</b>	<b>41</b>	<b>14</b>	<b>144</b>	<b>41</b>

- সাবধানে চালাও, জীবন বাঁচাও -

Grievous Injury																
Type of Offending Vehicles	C	P	Up to 5 yrs.		6-12 yrs.		13-17 yrs.		18-30 yrs.		31-50 yrs.		Above 50 yrs.		Total	
			M	F	M	F	M	F	M	F	M	F	M	F	M	F
Private Car	221	241	2	1	1	2	3	2	56	12	90	14	45	13	197	44
State Bus	15	15	0	0	0	0	0	0	2	1	4	5	1	2	7	8
Private Bus	125	136	1	3	0	0	0	2	17	4	44	17	37	11	99	37
Mini Bus	18	49	0	0	2	0	3	1	8	3	10	11	7	4	30	19
Pool Car / School Bus	2	3	0	0	0	0	1	0	2	0	0	0	0	0	3	0
Taxi	45	49	0	0	0	1	0	1	9	2	25	3	5	3	39	10
Auto rickshaw	40	54	0	1	0	0	3	0	10	5	16	7	9	3	38	16
Motor Cycle	224	235	2	0	2	1	2	2	52	8	90	11	48	17	196	39
HGV	58	60	0	0	0	0	0	0	11	3	34	1	9	2	54	6
MGV	26	27	0	0	0	1	0	0	6	1	9	0	10	0	25	2
LGV	60	74	0	1	0	1	0	1	26	3	26	5	11	0	63	11
Unknown	120	130	0	0	1	0	1	0	28	1	47	11	29	12	106	24
Others	7	7	0	0	0	0	0	0	3	0	3	1	0	0	6	1
<b>Total</b>	<b>961</b>	<b>1080</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>9</b>	<b>230</b>	<b>43</b>	<b>398</b>	<b>86</b>	<b>211</b>	<b>67</b>	<b>863</b>	<b>217</b>

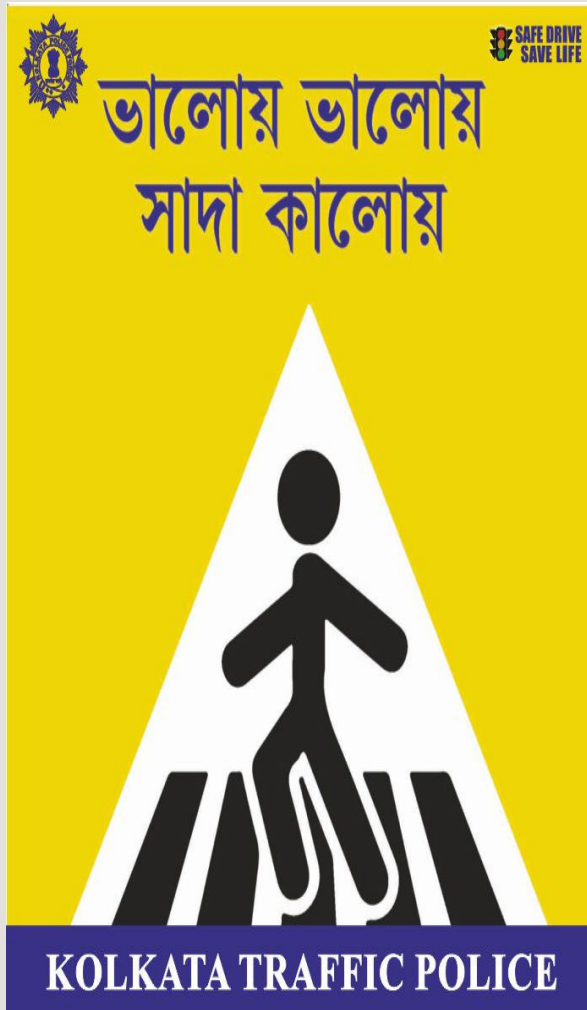
Minor Injury																
Type of Offending Vehicles	C	P	Up to 5 yrs		6-12 yrs.		13-17 yrs.		18-30 yrs.		31-50 yrs.		Above 50 yrs.		Total	
			M	F	M	F	M	F	M	F	M	F	M	F	M	F
Private Car	185	206	0	1	3	1	2	0	56	13	85	22	16	7	162	44
State Bus	5	5	0	0	0	0	0	0	1	0	3	0	1	0	5	0
Private Bus	58	72	1	0	0	0	1	0	13	6	25	10	12	4	52	20
Mini Bus	5	8	0	0	0	0	1	0	2	2	2	0	1	0	6	2
Pool Car / School Bus	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Taxi	47	48	0	0	0	0	0	0	12	3	18	5	9	1	39	9
Auto rickshaw	24	28	1	0	0	0	0	0	5	4	10	2	4	2	20	8
Motor Cycle	126	128	1	1	0	1	0	0	29	10	44	17	19	6	93	35
HGV	40	52	1	1	0	0	0	0	17	1	23	3	5	1	46	6
MGV	10	13	0	0	0	0	0	0	1	1	9	2	0	0	10	3
LGV	31	37	0	0	3	0	0	0	5	2	20	6	1	0	29	8
Unknown	32	37	0	0	0	0	0	1	11	3	12	2	4	4	27	10
Others	3	3	0	0	0	0	0	0	2	0	1	0	0	0	3	0
<b>Total</b>	<b>567</b>	<b>638</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>154</b>	<b>45</b>	<b>253</b>	<b>69</b>	<b>72</b>	<b>25</b>	<b>493</b>	<b>145</b>



## Offending vehicle-wise Fatal & Non-Fatal case & person for the Year -2022 (JANUARY TO DECEMBER)

F = Fatal, GI = Greivous Injury, MI = Minor Injury  
NI = Non-Injury, C = Case, P = Person

Vehicle Type	F		GI		MI		NI	Total Accident (death, injury, Collision)	
	C	P	C	P	C	P		C	P
State Bus	8	8	15	15	5	5	2	30	28
Pvt. Bus	35	37	125	136	58	72	14	232	245
Mini Bus	0	0	18	49	5	8	5	28	57
Taxi	5	5	35	39	41	42	13	94	86
Ola/Uber	0	0	10	10	6	6	4	20	16
Pool Car/ School Bus	2	2	2	3	1	1	0	5	6
Auto Rickshaw	5	5	40	54	24	28	6	75	87
HGV	49	49	58	60	40	52	56	203	161
MGV	9	10	26	27	10	13	22	67	50
LGV	13	17	60	74	31	37	22	126	128
Pvt. Car	20	20	221	241	185	206	76	502	467
Motor Cycle	20	20	224	235	126	128	14	384	383
Tram	0	0	0	0	0	0	0	0	0
Police Vehicle	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0
Rickshaw/ Van	0	0	0	0	1	1	0	1	1
Unknown	10	10	120	130	32	37	8	170	177
Others (Wrecker, Ambulance etc.)	2	2	7	7	2	2	0	11	11
<b>Total</b>	<b>178</b>	<b>185</b>	<b>961</b>	<b>1080</b>	<b>567</b>	<b>638</b>	<b>242</b>	<b>1948</b>	<b>1903</b>



### Year-wise percentage pedestrian Injury & Death in Traffic Accident 2018 to 2022

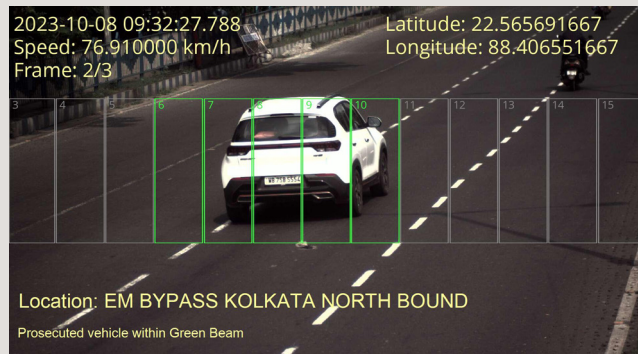
NON FATAL			
YEAR	PEDESTRIAN INJURED	TOTAL INJURED	PERCENTAGE
2018	873	2162	40.38%
2019	763	2004	38.07%
2020	507	1401	36.18%
2021	499	1418	35.19%
2022	566	1718	32.94%
FATAL			
YEAR	PEDESTRIAN DEATH	TOTAL DEATH	PERCENTAGE
2018	143	294	48.64%
2019	150	267	56.17%
2020	94	201	46.67%
2021	78	196	39.79%
2022	78	185	42.16%

## Revenue from Traffic Cases (2015 - 2022 ) ( Amount in Rupees )

Year	Deposited at Bank & Online Payment	NIC E-CHALLAN	Wrecker	Court (Motorised Transport)	Spot Fine	SMV Court ( Non-motorised Transport)	MV ACT PSs	Total
2015	50550755	0	222000	123433050	189240600	1193740	5521950	370162095
2016	40486584	0	115100	134524342	239358155	849120	5375670	420708971
2017	96070734	0	92500	160450522	259019175	859480	7616800	524109211
2018	161906609	0	69000	151505368	372810548	738060	10077330	697106915
2019	85505137	0	2072750	88327058	447257576	674400	15698150	639535071
2020	39400438	0	52931500	42401995	127843785	158590	7090910	269827218
2021	47477683	259100	5768500	45682245	169892650	315320	6152275	275547773
2022	124406357	6122510	4161400	82309302	256569440	611990	25577967	499758966

## Prosecution Through Enforcer Cam by TCR ( 2017 - 2022 )

SL	TYPE	2017	2018	2019	2020	2021	2022
1	RLVD	251824	400185	209673	40964	14511	113531
2	OVER SPEED	487371	570936	606840	432593	421017	391433
3	WITH OUT HELMET	11767	534565	617820	118334	111521	184853
4	STOP LINE VIOLATION	1213794	617462	683950	144153	125337	85830
5	CENTRAL LINE VIOLATION	795	5	1	1	0	0
6	SIGNAL VIOLATION / OTHERS	425	227	47	146	2408	11379
<b>TOTAL</b>		<b>1965976</b>	<b>2123380</b>	<b>2118331</b>	<b>736191</b>	<b>674794</b>	<b>787026</b>



## Know Your Traffic Police

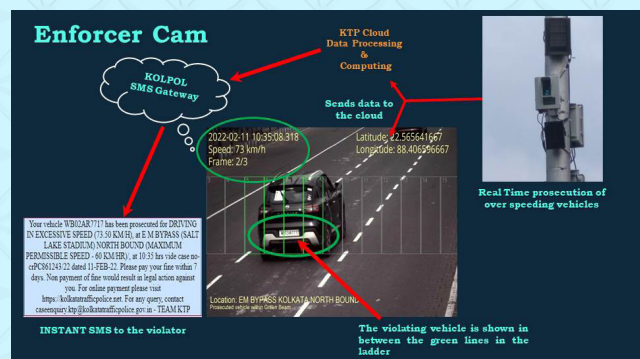
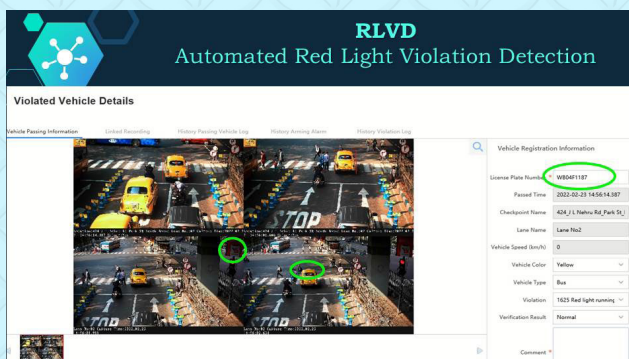
Kolkata Traffic Police in true sense is a unit of units. It comprises various units and sections. What Kolkata Traffic Police showcases is the combine effort of all the components it has. Kolkata Traffic Police manages a wide area measuring 284.812 Sq. Km, which is distributed into 25 Traffic Guards and 01 Outpost. Besides, a good number of indoor units are also there, which are integral parts of Kolkata Traffic Police. The overall integrity and co-ordination amongst all the sections is reflected under the umbrella of Kolkata Traffic Police. It manages and regulates huge vehicular traffic as well as pedestrian traffic in Kolkata and performs as a team for providing a faster, safer and friendlier road experience to the road users. Brief descriptions of all the integral components of Kolkata Traffic Police have been appended below:



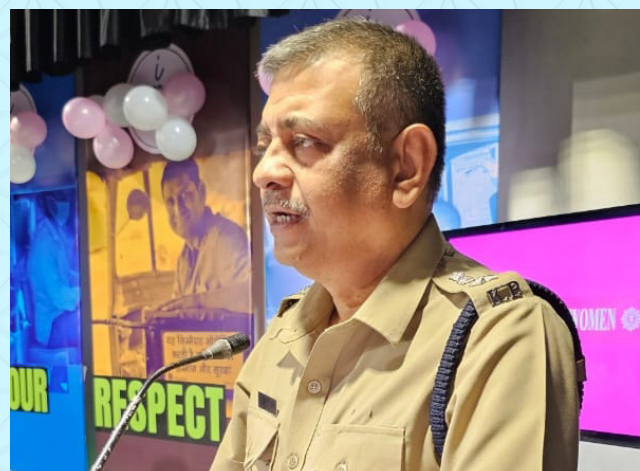
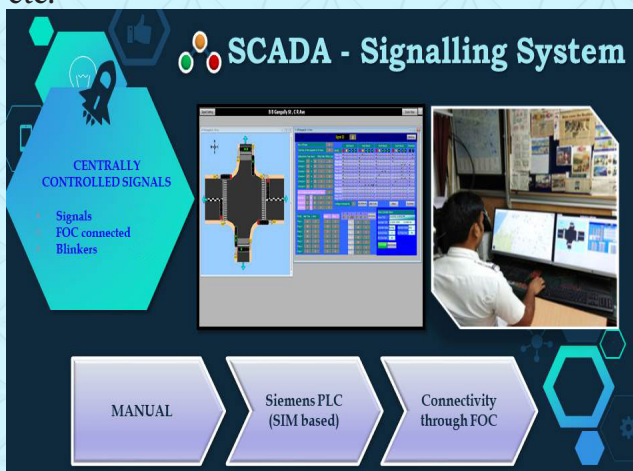
**Traffic Guards:** There are 25 Traffic Guards and 01 Outpost under the jurisdiction of Kolkata Traffic Police. Every Traffic Guard and Outpost remains operational with the active participation of Sergeants, Assistant Sub-Inspectors, Constables, Home Guards & Civic Volunteers under the leadership of Inspector-in-Charge. The overall functioning of two to three Traffic Guards is supervised by one Assistant Commissioner of Police who himself works under the control of Deputy Commissioner of Police, Traffic.



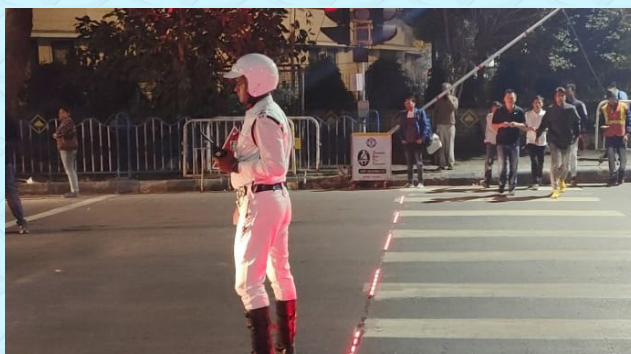
**Traffic Control Room:** Kolkata Traffic Police has a modern Traffic Control Room, equipped with advance technologies, which remains operational round the clock. The overall functioning of the Traffic Control Room is supervised by two Assistant Commissioners of Police. The main objective of Traffic Control Room of Kolkata Traffic Police is to co-ordinate amongst the function of 25 Traffic Guards & 01 Outpost with other Police Divisions, neighbouring Police Commissionerates and Senior officers for ensuring smooth traffic circulation. Besides, liaison with various institutions as and when required is done from this end.



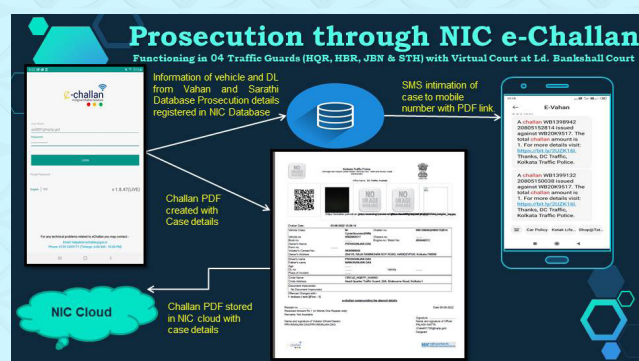
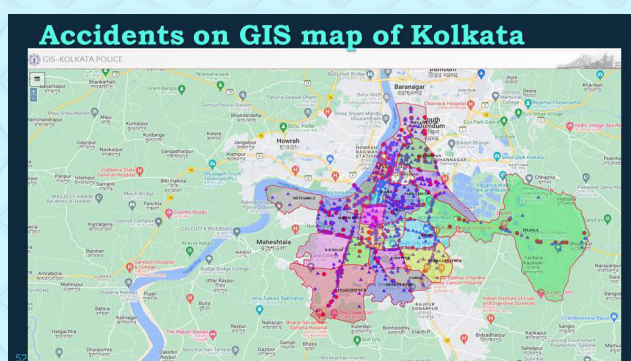
**Planning and Survey Section:** This section is entrusted with the very important job of maintaining and upgrading the traffic signalling system, installation of traffic consoles, traffic furniture and co-ordination with the sponsors and technical service providers for smooth operation of traffic signals in the city. The job of this office is extremely vital in operating the modern integrated traffic signalling system and in converting all signalling systems across the city into automatic and centrally-controlled. Besides, this office procures and places Signages, hoardings, and distributes posters, leaflets, stickers to spread traffic awareness amongst the road users and co-ordinates with different Govt. agencies like KMC/KMDA/HRBC/PWD for different type of works like – tree trimming, erection of bumper, repairing of signalling system etc.



To bolster our endeavor of providing a more delightful experience for road users, Kolkata Traffic Police recently introduced Traffic Surface Lights in signalized intersections, which are crucial components of urban transportation systems designed to regulate the flow of traffic and enhance road safety. These lights are strategically placed on roadways at intersections and pedestrian crossings, guiding drivers and pedestrians on when to stop and when to proceed safely. In Kolkata Police jurisdiction Traffic Surface Lights typically consist of two main colored lights – red & and green – installed on road surface which are connected with main traffic light signals. In addition to guiding vehicles, these lights are essential for pedestrian safety. It prevents conflict between pedestrian and vehicular traffic as because it is glowing on road surface and easily visible from a distance.



**Traffic Computer Cell:** The journey towards complete digitization and its pursuance and implementation for having modern and upgraded infrastructure for Kolkata Traffic Police is fulfilled by this section. The unit is entrusted with an array of activities like maintenance of customized software application, namely TRIIS (Traffic Information & Infrastructure System), customized web application for conducting Lok Adalat, android based mobile application like KTP e-Challan app for the officers and citation app for officers and men, official website and social media accounts of Kolkata Traffic Police, online payment gateway, inventory management system for clothing items, co-ordination with Transport Department and Motor Vehicles Department for updating database of vehicle ownership and driving license. The section is also entrusted with the hardware support for entire Traffic Department and maintenance of high-end servers and other networking equipments of Traffic Department. The SMS server for real time intimation of cases to the violators and vehicle owners is also maintained by this section in collaboration with M/s Infobip.



**Road Marking Section:** There has been a Road Marking Section of Kolkata Traffic Police, which plays a vital role to streamline both vehicular and pedestrian traffic in a disciplined manner. The reason stands behind such discipline is none other than systematic and scientific Road markings which are essence of modern day's traffic management system. Effective traffic management and ensuring safety of road users depend on proper road markings, placing of proper street furniture and adequate displaying of informative signages etc., which have been doing by the RMS meticulously.

**Hackney Carriage Branch:** The City of Kolkata has both motorized and non-motorized slow moving vehicles like rickshaws, hand carts, cycle vans etc. on its road. These slow moving vehicles cause huge traffic congestion in certain parts of this crowded city. Hackney Carriage Branch is entrusted with the job of containing and regulating of such slow moving vehicles within certain roads or areas so that better traffic circulation along the major and important roads is ensured. This section performs raid and seizes illegal slow moving vehicles (having no registration from KMC) on daily basis and keep the city free from illegal and unauthorised slow moving carts.



**Reserve Office:** This office plays a very important role in the service matter including transfer, posting of police personnel (3384 as on 31.12.2022) posted at Traffic Department, Kolkata, where all relevant documents, especially service book relating to employees are prepared, managed and preserved. Fixation of pay, Annual Increment, Grant of leave, Adjustment of leave of traffic police personnel are done digitally through HRMS (Human Resource Management System) by this office. Besides, this office takes measures in availing Career Advancement Scheme, in getting Death cum Retirement Benefit, in hospitalization and in settlement of claims for medical treatment under Kolkata Police Group Medclaim Policy. This office also plays a key role in respect of departmental proceeding, organising orderly room and awarding reward or punishment to the employees.

## Strength of Kolkata Traffic Police

RANK	Sanctioned strength	Present Strength	Vacancy	Deputation (In )	Deputation (Out )	Actual Strength
D.C.	4	3	1	0	0	3
A.C (N.I)	16	16	0	1	0	17
A.C (I.C)	7	7	0	0	2	5
Inspector (N.I)	86	86	0	11	15	82
Inspector (I.C)	9	9	0	1	5	5
Inspectrees	2	2	0	0	2	0
Sergeant Major	1	0	1	0	0	0
Sergeant	910	638	272	9	88	559
Sub-Inspector	66	65	1	2	9	58
L/Sub-Inspector	4	2	2	0	0	2
L/A.S.I	4	4	0	2	2	4
ASI & ASI (UB)	473	469	4	11	125	355
Supernumerary ASI (50)	50	3	0	0	1	2
Constable	4280	1932	2348	43	384	1591
L/ Constable	105	5	100	0	4	1
P/Driver	187	137	50	4	5	136
W/S Gd-I	1	1	0	0	0	1
W/S Gd-II	2	1	1	1	0	2
W/Helper	4	4	0	0	0	4
<b>TOTAL</b>	<b>6211</b>	<b>3384</b>	<b>2780</b>	<b>85</b>	<b>642</b>	<b>2827</b>
HOME GUARD/LADY HOME GUARD	-	1375	-	-	-	-
CV	-	2405	-	-	-	-



**Anti Pollution Cell:** This unit is well equipped for measuring emissions of vehicles and noise pollution by vehicles in the Kolkata Police jurisdiction. The Officers and men of this unit monitor pollution level of emission from vehicles with the help of modern equipments and serve notices to the owners whose vehicles overshoot the permissible limits. They prosecute violators who fail to comply with the existing rules on air and noise pollution in the city of Kolkata. Special drives are also taken to monitor and to prosecute the violators especially schools and hospitals surroundings.



**Special Raid Case Section:** Officers and men of this section conduct special raids against violators of traffic rules in Kolkata Police jurisdiction to address various alarming traffic violations. The personnel of this section conduct such raids on daily basis to detect and prosecute traffic violators so that the city remains safe in terms of road safety.



**Traffic Training School:** Traffic Training School is entrusted with very important job of imparting trainings on traffic- education and road-safety amongst all the road users including the members of Police Force. Traffic Training School from its inception has been taking important role to aware the road-users and to disseminate messages regarding traffic rules, road-discipline to develop a good road-sense among all the stakeholders of roads. This unit by developing road-discipline and making people aware has been trying to improve the overall safety of all the road users.employees of various organisations to develop proper sense of road-discipline and thus has been helping in making the roads safer by bring down accidents and eventual fatalities.





**Minor Traffic Violation Cell:** This section with the support of 03 Court offices located at Ld. Alipore Court, Ld. Sealdah Court and Ld. Bankshall Court facilitates in disposing traffic cases pending with courts. This unit with the help of Court Offices plays an important role in organising Traffic Lok Adalats at their respective Court and during National Lok Adalat.

**Law Cell:** The section is entrusted in dealing with legal matters pertaining to Kolkata Traffic Police. This section always maintains liaison with legal advisor or Law Cell of Kolkata Police Directorate to represent Kolkata Traffic Police in legal matters in various learned courts in the city of Kolkata.

**Motor Transport Office:** Being the sole unit in dealing and managing transportation system of entire Traffic Department, it's primary objective is to run, monitor, maintain and deploy the entire fleet of vehicles of Kolkata Traffic Police smoothly. To keep the pace of increasing demand of vehicles and to comply with the pollution norms, Kolkata Traffic Police needs a healthy traffic fleet to cope up with all these challenges. The Motor Transport Section of Kolkata Traffic Police has 196 four wheelers and six wheelers including 02 Wreckers and 687 Motorcycles in its fleet. Besides, a good number of hired vehicles including wreckers are also deployed by this section to facilitate the overall functioning of Kolkata Traffic Police.



**Clothing Section:** This section is entrusted with the job of procuring standard materials for uniforms and other accoutrements and to issue the same to all the traffic police personnel from the rank of Civic Volunteer to Inspector as per the specific guidelines. All the records of issued articles are maintained digitally, using "Clothing Inventory System" in this section. During various special events, requirements of special articles including uniforms and other accoutrements are fulfilled by this unit.

**Statistics Section:** This section accumulates, preserves and analyses data related to road traffic accidents, prosecution figures, measures taken to reduce road traffic accidents. Besides, it prepares periodic reports for submission before the Supreme Court Committee of Road Safety and other government organisations as and when required. This section also guides to frame effective traffic policies to implement.

**Public Grievance Cell:** This section deals with various kinds of complaints relating to traffic matter received via social media, emails or by physical letters. The complaints are investigated thoroughly to find out the reality and action is taken accordingly with the consent of DC, Traffic. The feedback and consequence of any such complaint or grievance is communicated to the petitioner by this unit on regular basis.



**Building Section, Traffic:** An effective mechanism to construct and repair the very infrastructure of Kolkata Traffic Police, whenever is required, was the reason behind formation of Building Section of Traffic. The Section deals with necessary supplying and fixing of office furniture and repairing or renovation of civil and electrical works of Traffic Guards, Sectional Offices and Traffic Building at Lalbazar. After formation of this unit, various works both civil and electrical in nature have been done and is committed to keep all the establishments under Kolkata Traffic Police safe and sound.



## Fatal Squad Traffic Police - A Unique Feature

Kolkata Traffic Police boasts of a specialized wing comprising handpicked officers & men entrusted with the responsibility of conducting investigation into fatal RTA's in Kolkata.

1) Fatal Squad Traffic Police (FSTP) being the Investigation Branch runs its functions as per Chapter XII of Police Regulations, Kolkata (PRC). It functions round the clock to attend any emergent call for immediate investigation. It takes the help of Forensic experts, Mechanical Expert for necessary examination of accident involved vehicles and the place of occurrence. It serves messages u/s-160 Cr.PC, 91 Cr.PC, u/s- 133 MV Act. Reconstruction of Scene of Crime is done with help of videography of Scientific Wing, DD, Lalbazar being led by the accused while in custody. Statements of the witnesses are recorded u/s- 164 Cr.PC by Ld. Magistrate. TI Parade of the accused is also conducted in presence of Ld. Magistrate. Necessary arrangements are made for PM examination & Inquest over dead body. In serious accident cases, when a driver is found to be drunk, he is immediately subjected to Breath Analyzer Test for detection of alcohol and he is also placed before medical officer for taking blood sample for chemical examination.



2) FSTP also monitors investigation of Non-fatal cases which are being investigated by ASIs of Traffic Guards.

3) Relevant Documents in the form of FAR, DAR are sent to the concerned Tribunals as well as concerned Insurance Companies (for insured vehicles) through their respective e-mail addresses.

4) All the relevant documents of RTA Fatal cases are uploaded in our official Traffic Website which enables victim parties to get seamless first hand access at the click of a button without having to go through the cumbersome procedural formalities involved.



Kolkata Traffic Police

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- 5) All formal Forms concerning Ex-gratia (for known vehicle) of both fatal and non-fatal cases & Solatium (for unknown vehicle) are meticulously filled up and sent to the Transport Department so that the victim parties get Compensation from Government in time.
- 6) This Investigation Branch serves Summons, execute Warrants and attachment orders in respect of Road Accident Fatal cases including other State's RTA cases.
- 7) This Section deposes evidences with Form-54 and produces relevant documents before Ld. MACT (ADJ Court) for timely settlement of Claim cases.
- 8) FSTP sends e-copies of Driving License seized during investigation & brief history of road accident cases to different Licensing Authorities, PVD with recommendation for Revocation/ Suspension of Driving Licenses of the accused drivers of both Fatal and Non-fatal cases.
- 9) Feedback in the form of reports is submitted before WBCRC within the stipulated time frame.



- 10) Our Courts jurisdiction pertains to Bankshall, Alipore, Sealdah and Baruipur Courts where our officers and men produce accused persons, all relevant papers / documents in course of investigation and trial.
- 11) Officers are deployed to perform their duties in three shifts round the Clock to promptly cater to exigencies and attend Fatal accident cases as and when informed by TCR or by concerned Police station.
- 12) This Section conducts Lok Adalat / National Lok Adalat (Traffic) to dispose of Citation and Compound Cases pending before Bank Shall, Alipore & Sealdah Courts throughout the year which culminated in expeditious disposal of long pending cases, settlement of fines and eventually augments Govt. revenues.



## Kolkata Police Traffic Wardens Organization

Kolkata Police Traffic Wardens Organization is a statutory unit being approved by the Government of West Bengal and work as an auxiliary wing of Kolkata Traffic Police. Members of Traffic Wardens are primarily recruited from professionals hailing from various each leons of the society. They devote their spare time in assisting traffic police in regulating and enforcing traffic. They have, therefore, a very vital role to play in eliciting cooperation from the public and as road users, have firsthand knowledge about the prevailing traffic condition and with their ideas and suggestions prove immensely beneficial in formulating policy and ensuring more effective traffic management.

The organization is headed by Chief Traffic Warden being assisted by Deputy Chief Traffic Warden and Assistant Chief Traffic Wardens under the direct supervision of Deputy Commissioner of Police, Traffic Department, Kolkata.

Smartly dressed in Khaki the members of KPTWO regularly perform duty on their schedule beats at different busy road intersections of Kolkata and also other special occasions like, Durga Puja, Cricket Matches, Ratha Yatra, X-Mass Day, New Years Eve, New Years Day, etc.

The members of KPTWO also participate in Republic Day Parade as a March-past Contingent and show their excellent performance and have won many trophies displaying a rare zeal of performance. They have also been participating in the Kolkata Traffic Police Annual Sports Meet consistently over the year. This contingent participates as a Marching Contingent in the Inaugural and Closing Ceremony for the last few years. They also took part in the Safe Drive Save Life Campaign by participating in the Motor Cycle Rally in the Kolkata Police SDSL Road Safety Week.

The members of the organizations extended their helping hands towards people in various hardships like, earthquake in Gujarat, the cyclonic storm AILA in Sunderbans, South 24 Pargana and during the time of COVID-19 Pandemic.

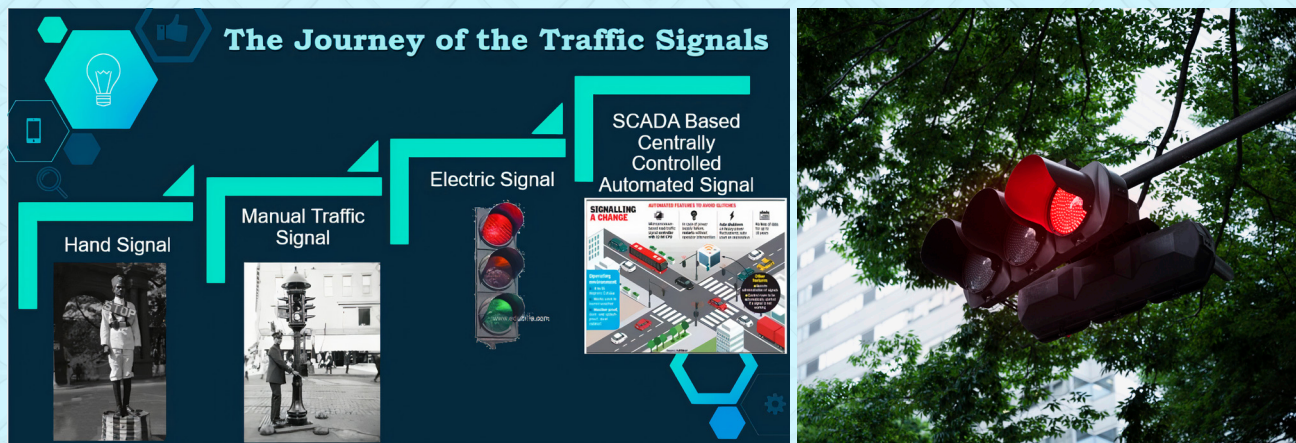
The services of the Kolkata Police Traffic Wardens Organization garnered appreciation from all corners of the society for their diligent efforts in improving smooth flow of traffic.





## Evolution of Traffic Signalling System

The traffic control system was inaugurated by the Military Police in Calcutta around the time while World War (II) was raging. In mid 20th Century, the unruly and slow vehicular traffic was a major source of transportation. At that time it was a challenge to apply the principles of traffic management to a city not even accustomed to walking on sidewalks. It is the 14th largest city in the world and India's first metropolitan city where the road space is only 7% which leads to congestion. The city is well connected to different parts of India as well as South – East Asian Countries via NH-34, Kolkata – Delhi, Kolkata – Chennai, and Golden Quadrilateral Roads also it serves as India's capital till 1911.



## Journey from Hand Signal to Smart Traffic Signal

Red – Green – Yellow... these three colours traffic lights are now a daily part of every person's life, but it wasn't always like that though it was used before the advent of the motorcar. Before traffic light, traffic police controlled the flow of traffic using hand signal by blowing a whistle before changing the signal. As demand increases also traffic signal evolves from hand signal to Gas lit signal – Electric light signal (manually operated) – Semi Automated Signal. Till 2016, all the signals in Kolkata were in standalone mode using different types of controllers. We introduce PLC (Siemens 1200) with GPRS connectivity as controller which centrally connected SCADA based controlling system through Wi-Fi with technical support from Siemens. Later on we have changed the connectivity from 2G to FOC for better communication and time clock synchronization. Now a days we have 432 no's of intersection connected with this system. The city provides many affordable public transport options like Buses (Govt. and Pvt.) Taxies, Metros, Suburban Railways (total average footfall in 02 (two) Stations are 24 – 24.5 lakhs per day), Trams, Auto rickshaws, sharing transport (Ola, Uber, Bike Taxi) and Ferries and also a large number of personal motorised mode of transport which increase regularly.

This predefined timed PLC based centrally controlled Fiber Optic Connected system improves the entire traffic managements (both vehicular and pedestrian) along major corridors by proper synchronization of flow of traffic in the city by reducing the delay time, no's of stops thus less pollution level and improved road safety management by using countdown timers also and increase the average speed at 19 km/hr approx during the peak hours. Kolkata has set precedent in the entire country as it is the first city to have a signalling system regulated by lights on the roads to ensure more pedestrian safely.



We are leads to real time traffic management system in which inbuilt algorithms based on live traffic data that can calculate traffic queue at a particular crossing and predict the exact cycle time and phase time also.



## Enforcement of Law & Observance of Traffic Rules & Regulations

The untiring efforts of Kolkata Traffic Police in inculcating sense of traffic discipline among road users of the city has yielded rich dividends as the adherence levels have improved considerably. This is evident from the fact that there has been a noticeable change in the behavioural pattern of commuters. With the amendment of the existing Motor Vehicles Act and introduction of steep traffic fines, the need of the hour was to adopt a blend of caution with measured enforcement. Initially, greater emphasis was laid upon educating the citizens in an endeavour to gradually make them conversant about the new rules and subsequently focus shifted to sustaining the drive against contravention by maintaining zero tolerance measures.



Kolkata Traffic Police plays a pivotal role and contributes significantly towards maintaining ambient air quality in the city by stringently prosecuting violators in due compliance with the observations of the Hon'ble National Green Tribunal. In a populous city like Kolkata, the challenge confronting us was to ensure mobility without compromising on safety and this could be achieved by identifying the vulnerable zones and reducing the number of Road Traffic Accidents. From conducting Naka checks at violation prone stretches to organizing raids, officers of Traffic Department, Kolkata left no stone unturned to curb the menace of errant driving. The pioneering efforts in organizing Mobile Lok Adalats at the convenience and doorstep of citizens received appreciation from all corners since prompt disposal of pending traffic cases could be done through instant judicial intervention or adjudication.

Kolkata Traffic Police is aware that the job is merely half done and is committed to work with greater enthusiasm and render more exquisite service to the esteemed citizens of this city. The undernoted figures comprehensively illustrate and exemplify that Kolkata Traffic Police has been successful in generating awareness as the compliance rate have improved by leaps and bounds among the citizens of Kolkata. The following two tables show the details in terms of speed-compliance and compliance in respect of helmet wearing for the year – 2022.

# Speed Management

- Digital Speed Signages
- Speed Retarder on feeder roads
- 3D Hump at National Library Avenue.



Speed Compliance registered through Speed Signages for 2022 (Speed limit - 60 km/h)

SL NO.	Location	Facing	No. of Vehicles under speed-signage	No. of Vehicles within speed-limit	% of Compliance
1	E.M Bypass near Mandir Para	North	49,16,461	48,08,710	97.81
2	AJC Ramp	East	60,51,786	60,31,970	99.67
3	E.M Bypass near Mani Square Mall	South	68,98,587	68,62,600	99.48
4	AJC Bose Road near Mother House	North	25,94,486	25,93,280	99.95
5	E.M Bypass near Bartaman Bhawan	South	86,95,941	84,58,550	97.27
6	Gariahat Flyover	South	53,77,916	53,36,180	99.22
7	Howrah Bridge	East	51,16,196	51,08,270	99.85
8	Majherhat Bridge	North	72,68,908	72,36,900	99.56
9	Red Road	North	45,06,461	43,81,700	97.23
10	R.R Avenue near C.R Das Statue	West	50,12,101	50,10,290	99.96



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**Detailed report of helmet wearing compliance for the year – 2022 (From 09.05.22 to 31.12.2022)**

CP = Compliance Percentage

SL NO.	NAME OF TG	NAME OF THE CROSSING	DATA FROM 09.05.2022 TO 31.12.2022		
			TOTAL NO. OF TWO WHEELER	TOTAL NO.OF WITHOUT HELMET	CP
1	HQR TG	C.R AVENEU & B.B GANGULY STREET CROSSING	199371	2395	98.80
2	SBR TG	B.T ROAD NEAR PAIKPARA STATE GARAGE	151643	8701	94.26
3	SLD TG	APC ROAD / SWARANAMOYEE CROSSING	116460	6135	94.73
4	SLD TG	S.N BANERJEE ROAD & TALTALA AVENUE CROSSING	73177	4777	93.47
5	STH TG	RED ROAD / J&N ISLAND CROSSING	174014	1114	99.36
6	STH TG	J.L NEHRU ROAD NEAR AMERICAN CENTRE	169577	1430	99.16
7	STH TG	RAFI AHMED KIDWAI ROAD & PARK STREET CROSSING	82693	1438	98.26
8	EST TG	AMIR ALI AVENUE & GURUSADAY DUTTA ROAD CROSSING	153941	1524	99.01
9	SET TG	GARIAHAT ROAD SOUTH NEAR DAKSHINAPAN	145571	1274	99.12
10	SWT TG	RAMNAGAR CROSSING ON C.G.R ROAD	64203	12774	80.10
11	ULD TG	KHANNA MORE ON APC ROAD	60026	2694	95.51
12	BLG TG	E M BYPASS & N.M ROAD CROSSING	147372	959	99.35
13	TGE TG	ALIPORE ROAD & GOBINDO AUDDY ROAD CROSSING	115624	5369	95.36
14	PJD TG	ON E.M BYPASS NEAR SINGHABARI CROSSING	195394	2656	98.64
15	TKP TG	SAKHER BAZAR ON D.H ROAD	143677	2061	98.57
16	TGE TG	ALIPORE ROAD & CHETLA CENTRAL ROAD CROSSING	29463	2678	90.91
17	SET TG	HAZRA ROAD AND RITCHIE ROAD CROSSING	9355	670	92.84
18	EST TG	IN FRONT OF QUEST MALL	76462	1002	98.69
19	MTZ TG	G.R ROAD & AKRA ROAD CROSSING (METIABRUZ P.S)	47684	29590	37.95
20	RGP TG	MALANCHA	51587	2347	95.45
21	TKP TG	M.G ROAD & JULPIA ROAD(KABARDANGA)	39334	3193	91.88



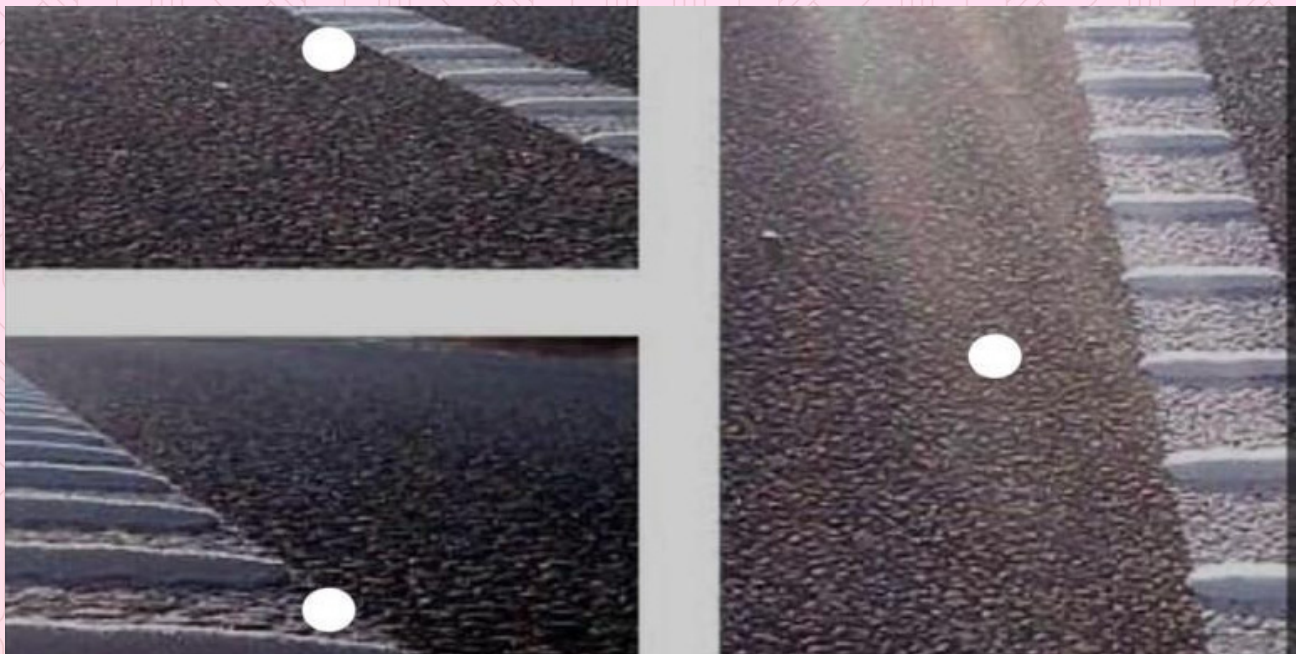
## Basanti Highway - A Case Study

Since its inception into Kolkata Police on 14.03.2017, Kolkata Leather Complex PS area, Specially Basanti Highway from Pragati Maidan Fire Station to Bhojerhat Football Ground, 16.5 km (appx) stretch remained infamous for RTAs and fatality related to it.

In order to save the precious Human Life, introduction of the under mentioned Traffic Infrastructures helped immensely to curb the trend

**1. Head – On Collision :** Basanti Highway is a State Highway without any median divider and for this reason it has witnessed such type of crash frequently.

Introduction of CENTRE LINE RUMBLE STRIP ON COLD PAINT with the help of PWD (Roads) to curb the tendency of this type of crash.



**2. Plunge into Water body :** The State Highway all along has been flanked by East Kolkata Storm Water Canal and several water bodies due to its existence through East Kolkata wetland ( RAMSAR SITE).

Introduction of Crash Barrier at the strategic locations, specially proximity to sharp bends and curves has restrained this type of incident.



**3. Collision between High Speed & Slow Moving Vehicles :** The Highway provides solitary means of connectivity for numerous industrial units and agro-marketing clusters, predominantly bears the load of local economic activity to and from Kolkata.

- (i) Augmentation of Night time visibility, through Led based Street Light System.
- (ii) Introduction of Table –top Bituminous Hump with retro-reflective paint & Studs.
- (iii) Distinctly visible Edge Line.
- (iv) Result- base enforcement on Speed Limit violations.



**4. Collision between vehicle & Pedestrians :** The uncordoned State Highway is being used

by multiple semi-urban and rural localities.

i) Introduction of yellow Blinker Signal System to sensitize the motorists about pedestrian crossover point/zone.

ii) Comprehensive road marking , specially Zebra/Stop Line to reduce the chances of conflict.

iii) Sustained effort on prosecution against Drunken Driving, Rash & Negligent Driving and over speeding.

iv) Periodic Traffic Awareness Campaign among different socio-economic clusters to motivate them about road safety under project SAFE DRIVE SAVE LIFE.





**5. Blind Spot at Sharp Bends and Merging Traffic Points :**Introduction of Convex Mirror at the points where Blind Spots are created with distinctly visible signages to keep motorist informed.



**6. Trimming of Bush and Shrubs :** Regular trimming ensures better night time visibility and to increase the peripheral vision of drivers.



## **A Quest for Improving Road Safety**

**1. Constructing Iron fencing underneath of Metro via-duct:** There are many locations under the Metro Via Duct on D.H Road where no median boulevard exists. After correspondence with the RVNL Authority, constructed Iron made Median Boulevard underneath all the Metro Station to stop scaling of pedestrian and thus to avoid accident.

Further more proposals were given to RVNL/PWD Authority to erect broken bamboo fencing on D.H Road to prevent accident.



**Broken Bamboo Fencing (Before)**



**Installing of Iron Fencing in Place of Bamboo (After)**

**2. Widening of D.H. Road in between southern end of Charial bridge and Pailan park:** In D.H. Rd, from Charial Bridge upto Pailan Park have only 07 (Seven) mtr wide bituminous portion. A Proposal was addressed to Chief Engineer, Highway Division, PWD Road Directorate vide memo no. TP/PA/1/77322/4 Dt- 23.11.2021 from DCTP Kolkata to widening that road. In this context it is to be mentioned that, few months ago, brick shouldering work was been made either side of the road by 1.5 mtr each side. Hence there is a option for widening the DH. Road at least 1.5 mtr in each side by permanent bituminous, thus we may get 10 mtr carriage way for betterment of flow of traffic as well as safety of pedestrian and school children.

Widening



**3. Replacement of White LED street light in place of Yellow Bulb:** To avert any untoward incident, enhancement of illumination & up gradation of light from Sodium Vapour to White LED, proposal was made to KMC and PWD through proper channel. After communicating the local Borough and DG Lighting, KMC as well as PWD, total stretches of D.H. Rd had been converted as better illuminating zone.

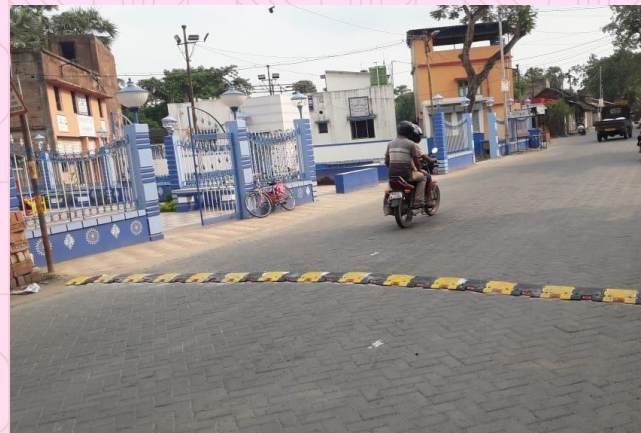


**4. New Light Signal:** Proposal was given to install light signal at Joka Tram Depot. crossing, Joka ESI Hospital crossing, Swadesh Bose Hospital crossing, Bethani Ashram crossing, Vivekananda college crossing Sakherbajar Petrol Pump cut out, and Barobari cutout. All Signals had been installed in accordance with PNS,TP.

**5. Betterment School Traffic Management:** Proposal was given to the VMS School authority at the beginning of the year of 2021 for the better Parking Placement of Schools Bus/ Pool-Car. After organizing a meeting with PWD(Road) Engineers and School Authority, we developed a huge portion in front of VMS School (Extended campus) by using Debris, White Sand and Paver Block for permanent solution during rainy season as well as smooth circulation of pedestrian and school buses / pool cars with the help of School Authority. For smooth circulation of pedestrian and vehicles related to school, we earmarked the Paver Block portion only used as alighting and boarding point. Except that, we also earmarked two other places viz, in front of Smart Point and beside DTC Southern Height Gate for Alighting and boarding point.



**6. Bituminous Speed Retarder and Rumble Stripe installed on D.H.Rd, MG Road, Julpia Rd, Bakrahat Rd and Ishmail Sarani:** There was total 12(Twelve) location on D.H. Rd, M.G.Rd, Julpia Rd, Ishmail Sarani and Bakrahat Rd where Bituminous Speed Retarder and Rumble Stripes were installed to reduce RTA, as the those roads became wider after completion of KMC/KEIIP work, vide Memo No TP/PA/1/79958/4Dt-11.06.2022 and Vide Memo No - TP/PA/1/79921/3 Dt- 09.06.2022



**7. Removal of Hawker from Blacktop of From Wholesale Fish and Vegetable market on M.G Rd:** Removal of Hawkers, from Kaorapukur Bazar and Kabardanga Crossing in accordance with Haridevpur PS, which were appreciated by Local citizen as well as Ld. Commissioner of Police, Kolkata



**8. Painted the prismatic guard rails and affixed retro - reflective stickers by our end:** This is to mention that for proper visibility, we had painted the prismatic guard rails from our end and affixed retro-reflective stickers, as necessary.



**9. Using Baily Bridge for smoothen Karunamoyee Sector Traffic System:** It had been observed that a Bailey bridge was constructed to bypass the traffic of Tollygunge metro without interrupting the traffic of Karunamoyee bridge. But traffic were barred due to some case under NGT. A proposal had been made and shorted out the matter with honorable Mayor KMC and started the traffic on Bailey bridge which gave great dividend to betterment of traffic on Karunamoyee Bridge.



## Social Media Reach

With the growing use of social media and considering its impact in modern day communication, Kolkata Traffic Police has embraced social media to communicate with the various stake holders of roads. It always endeavours to harness the use of modern technology through continued innovation and improvisation. Considering the fact that an effective social media, adept at providing fast resolution to complaints and a key factor in resolving traffic related issues, Kolkata Traffic Police has been trying to connect with the citizens through social media like Facebook, Twitter, WhatsApp. Besides, there has been a Website of Kolkata Traffic Police to disseminate various important messages including traffic regulations and restrictions in connection with various programmes across the city thorough out the year. Kolkata Traffic Police boasts of a dedicated cell comprising officers and men to respond and address the issues brought to the notice of Kolkata Traffic Police. This section performs a plethora of activities including handling or managing of official Facebook, WhatsApp and Twitter accounts of Traffic Department, Kolkata in providing live updates and up-to-date information about occurrence of any vital events, to enable the road users to take informed decisions.


Sincere efforts of this unit in fulfilling aspirations of the esteemed citizens of this city have been rewarded with appreciation from all corners. However, Kolkata Traffic Police is always open to receiving constructive criticism aimed at improving the overall performance since social media are crucial interfaces to remain public police connected. A brief history with other details of twitter and Facebook accounts of Kolkata Traffic Police is shared below:

**Facebook:** Kolkata Traffic Police has been operating a verified Facebook account since 2010. There are 2.96 lakh followers at present. Apart from regular traffic updates, complaint management, daily programmes on Google Maps, live streaming of important events, public awareness campaigns, traffic regulations and notifications of various events etc. are shared on this page.



**Twitter:** In an attempt to connect with citizens, Kolkata Traffic Police has also been operating a verified Twitter account since 2010. Our Twitter Profile's name is DCP Traffic Kolkata and username is: @KPTrafficDept. There are 1.04 lakh followers in our twitter account. Apart from Regular traffic updates, complaint management, daily programmes on Google Maps, live streaming of important events, public awareness campaigns, traffic regulations and notifications of various events etc. are shared here.

## Use of Social Media in The Aid of Public



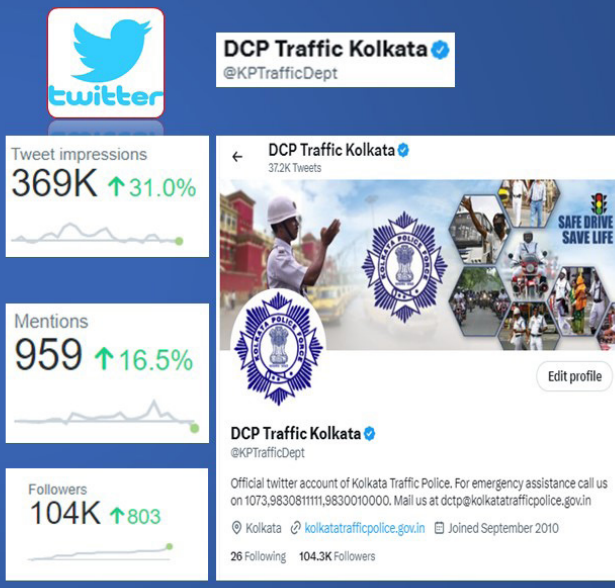
**Kolkata Traffic Police**

Facebook Page followers: 295,964

Facebook Page reach: 424,130 (↑ 218.7%)

Facebook Page new likes: 753 (↑ 42.9%)

295K followers • 7 following



**DCP Traffic Kolkata**

@KPTrafficDept

Tweet impressions: 369K (↑ 31.0%)

Mentions: 959 (↑ 16.5%)

Followers: 104K (↑ 803)

Official twitter account of Kolkata Traffic Police. For emergency assistance call us on 1073,983081111,9830010000. Mail us at dctp@kolkatatrafficpolice.gov.in

26 Following 104.3K Followers

**Amit Naidu** @AmitNai79856269 · Nov 17, 2022

@CPKolkata @KPEastsubnDiv @KPTrafficDept @KPCentralDiv @KolkataPolice @CMOfficeWB @BanglarGorboMB @MamataOfficial @PMOIndia @rashttrapatibhvn | salute Kolkata police officer This person is an example for new thinking new generation we are proud Kolkata police jai hind jai bhart



**SAHANA CHAUDHURI** @onlysahana8 · Oct 3, 2022

Thank you @KPTrafficDept @CPKolkata for being at the service of nation even during festivals. Always on your toes amid all sorts of weather and busy traffic. #duty #Durgapuja2022 #sacrifice #hugerespect #gratitude #kolkatapride



**Pradyumna Kumar Sahoo** @Predyys · Oct 22, 2022

I am very happy to see how well organised traffic management system in Kolkata, thanks to @WBPolice @KPTrafficDept , our @STAOdisha should learn from them




**পরবেন? না বিপদে পড়বেন?**  
হেলমেট পরুন। টাইট করে স্ট্র্যাপ আটকান।



**YEAR WISE TRAFFIC RULES VIOLATION CASES ( 2018 to 2022 )  
AS PER TRIIS AND NIC e-CHALLAN**

YEAR	COMPOUND	CITATION	OTHER		TOTAL
			WRECKER	COMPLAINT	
2022	661038	1778446	23986	0	2463470
2021	1403124	1492128	35183	0	2930435
2020	1082612	1373529	15882	0	2472023
2019	1771648	3160131	38407	1099	4971285
2018	1736721	3735351	42588	3017	5517677

**SECTION WISE DIFFERENT CASE FIGURE  
FOR THE YEAR 2022 AS PER TRIIS AND NIC  
e-CHALLAN**

Under Sections of Laws	No of Cases
115/194(1)MVA	24220
129/177MVA	374532
128/177MVA	53212
122/177MVA	619467
122(IP)/177MVA	71963
184/184MVA	46037
127(1)/201MVA +201(1)MVA/350WBMVR	6453

**DIFFERENT TRAFFIC RULES VIOLATIONS CASES  
( 2022 ) AS PER TRIIS AND NIC e-CHALLAN**

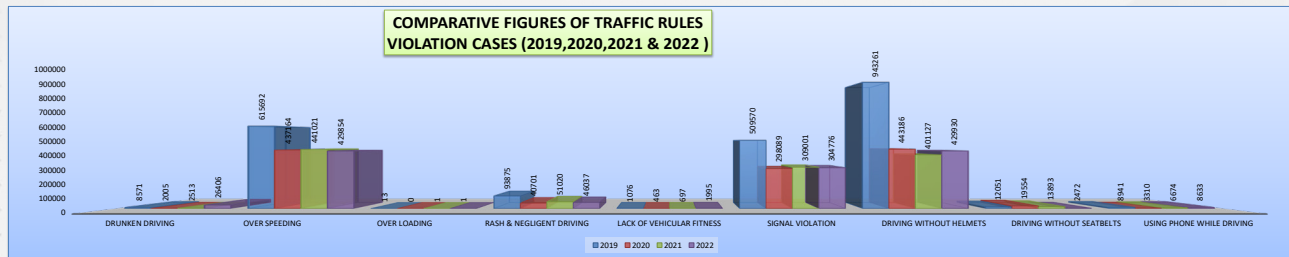
Dzzling Light 299(1)WBM-VR/177MVA	127
Defective Tyre 94(2)CM-VR/177MVA, 94(2)CMVR/190(2)MVA	970
Defective Wiper 101CM-VR/177MVA	97
Rear View Mirror 217WBM-VR/177MVA	2665
Obligatory Light 105CM-VR/177MVA	372
Without Seat Belt 125(1),138(3)CMVR/177MVA ,138(III)CMVR/177MVA, 125(1),138(3)CMVR/194(B) MVA	2472

**MONTH WISE PROSECUTION REPORT OF MVA, WBMVR & CMVR FOR THE YEAR 2022 AS PER  
TRIIS AND NIC e-CHALLAN**

SL NO	MONTH	184 MVA	115/194 (1)MVA	316 MVA	301 MVA	122 MVA	122(IP) MVA	39 MVA	66 MVA	119 MVA	23(i) WBMVR	94(II) CMVR	OTHERS	TOTAL
1	JAN	3373	799	1971	37376	97706	5666	169	98	25424	45	199	115116	287942
2	FEB	2614	1417	1244	23549	35396	4388	296	77	24285	11	54	108507	201838
3	MAR	3309	2855	1668	26111	45302	5971	308	67	30359	10	18	109304	225282
4	APR	3202	2394	1631	16627	48207	6042	200	77	27987	12	21	95265	201665
5	MAY	4326	1718	1673	21477	44605	7017	296	99	27182	9	37	115696	224135
6	JUN	4279	1751	1978	23776	51020	7426	256	90	27390	16	45	108272	226299
7	JUL	4094	1979	1966	24842	48535	6515	294	127	26624	11	38	92563	207588
8	AUG	4239	2309	1886	28484	50822	7055	373	94	26120	18	50	85981	207431
9	SEP	3871	2638	1896	23927	50528	5646	332	94	22287	18	176	78231	189644
10	OCT	4307	2911	1508	19994	45535	5211	316	156	19883	20	140	90035	190016
11	NOV	4328	1701	1892	21287	48500	4951	308	76	23589	16	103	87362	194113
12	DEC	4095	1748	2033	15306	53311	6075	338	80	23646	16	89	57053	163790
<b>TOTAL</b>		<b>46037</b>	<b>24220</b>	<b>21346</b>	<b>282756</b>	<b>619467</b>	<b>71963</b>	<b>3486</b>	<b>1135</b>	<b>304776</b>	<b>202</b>	<b>970</b>	<b>1143385</b>	<b>2519743</b>

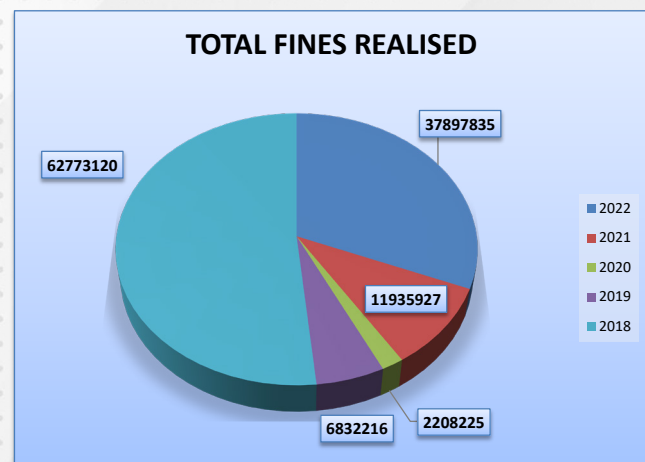
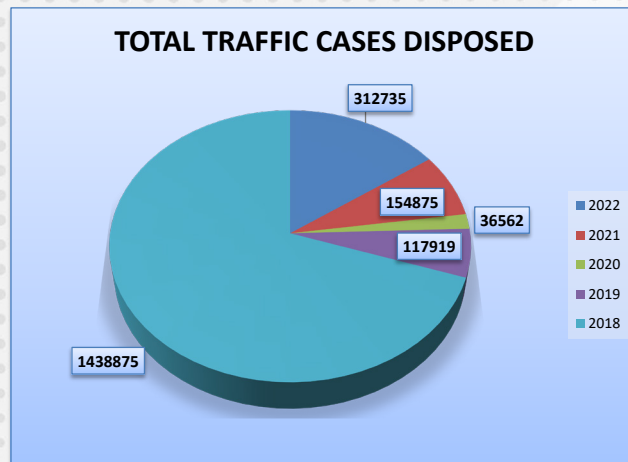
## COMPARATIVE FIGURES OF TRAFFIC RULES VIOLATION CASES (2019 - 2022 ) AS PER TRIIS AND NIC e-CHALLAN

YEAR	DRUNKEN DRIVING	OVER SPEEDING	OVER LOADING	RASH & NEGLIGENT DRIVING	LACK OF VEHICULAR FITNESS	SIGNAL VIOLATION	DRIVING WITHOUT HELMETS	DRIVING WITHOUT SEAT BELTS	USING PHONE WHILE DRIVING
2019	8571	615692	13	93875	1076	509570	943261	12051	8941
2020	2005	437164	0	40701	463	298089	443186	19554	3310
2021	2513	441021	1	51020	697	309001	401127	13893	6674
2022	26406	429854	1	46037	1995	304776	429930	2472	8633



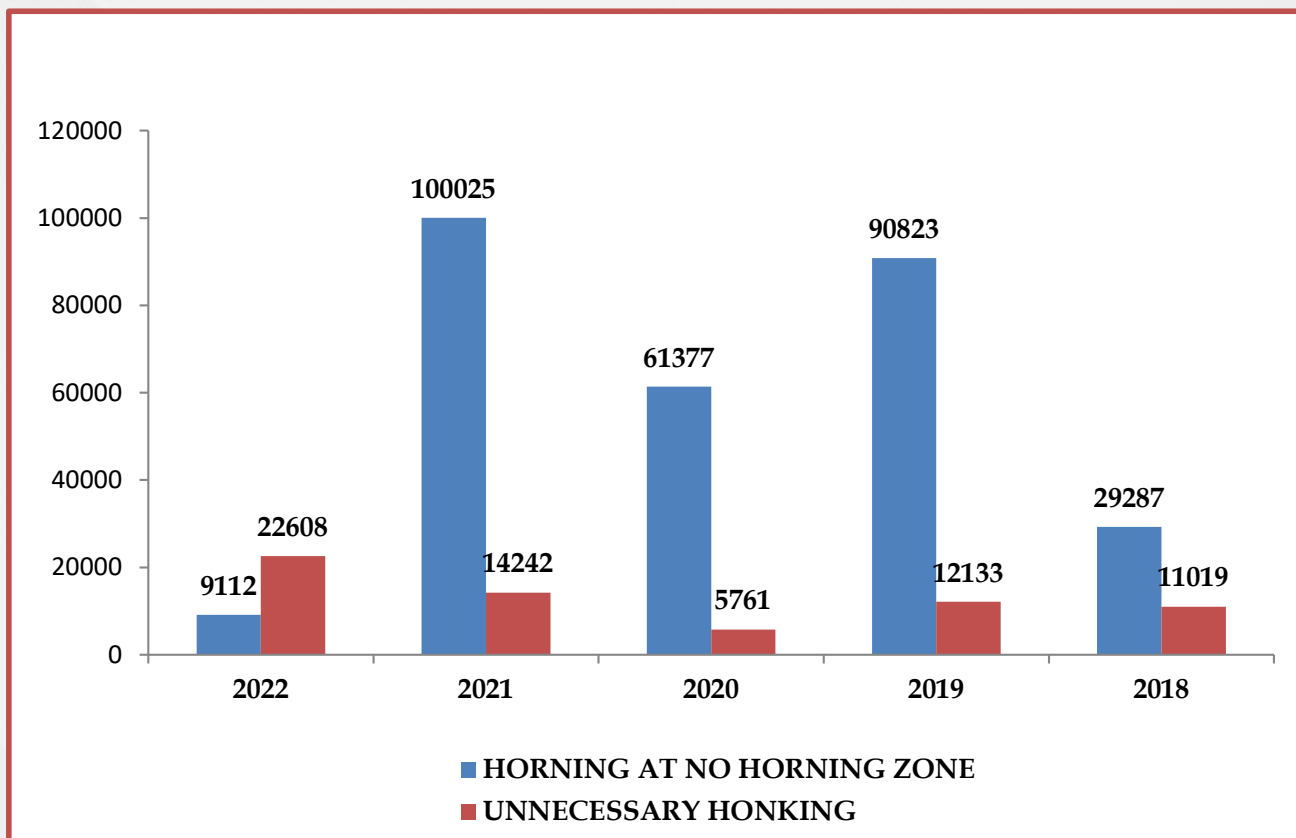
## TRAFFIC CASES DISPOSED & REVENUES FROM LOKADALAT ( 2018 to 2022 )

YEAR	TOTAL TRAFFIC CASES DISPOSED	TOTAL FINES REALISED
2022	312735	37897835
2021	154875	11935927
2020	36562	2208225
2019	117919	6832216
2018	1438875	62773120

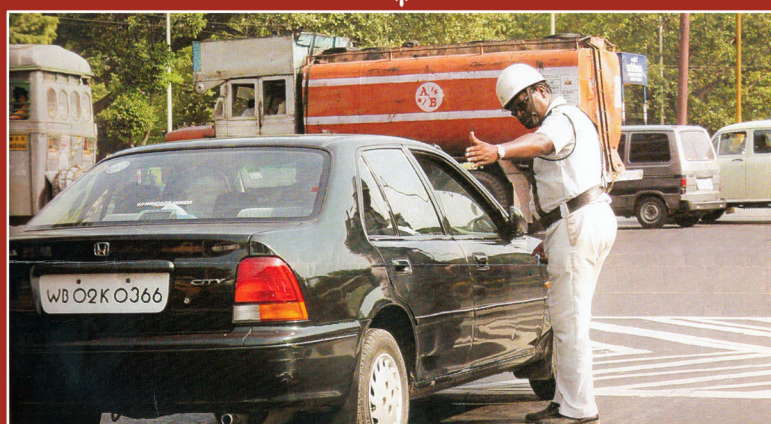


## YEAR WISE PROSECUTION AGAINST NO HONKING VIOLATION AS PER TRIS AND NIC e-CHALLAN ( 2018 to 2022 )

YEAR	HORNING AT NO HORNING ZONE	UNNECESSARY HONKING
2022	9112	22608
2021	100025	14242
2020	61377	5761
2019	90823	12133
2018	29287	11019



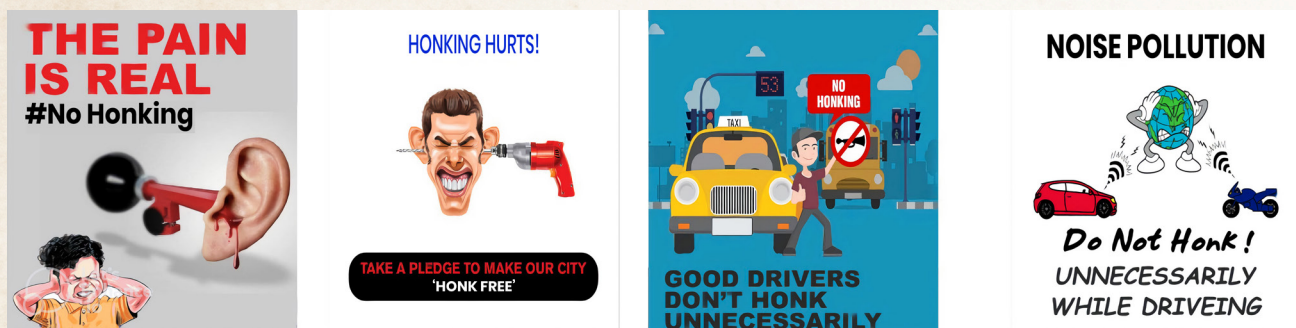
<b>Rash Driving Cases 2022</b>	
VEHICLE DESCRIPTION	TOTAL CASES
AMBULANCE	17
AUTO RICKSHAW	819
CRANE	6
HEAVY GOODS VEHICLE	350
JEEP	8
LUXURY BUS	14
LUXURY TAXI	2279
LIGHT GOODS VEHICLE	1431
MINI BUS	325
MEDIUM GOODS VEHICLE	1982
OMNI BUS	7
PRIVATE BUS	4131
PRIVATE CAR	9385
STATE BUS	41
SCHOOL BUS	1
TAXI	1224
TRAILER	3
TWO WHEELER	24014
TOTAL	46037



**STOP YOUR CAR BEFORE STOP LINE**

## Pollution Reduction Initiative

The aim of Kolkata Traffic Police is to keep Kolkata clean in respect of air-quality which is being polluted due to emission from vehicular traffic. Anti Pollution Cell, a dedicated wing of Kolkata Traffic Police monitors pollution level of emission from vehicles with the help of modern equipments and serves Notices to the owners whose vehicles overshoot the permissible limit and also takes measures to curb sound pollution in the city of Kolkata. Besides, we keep liaison with the Pollution Control Board regarding the latest orders of National Green Tribunal and Ld. Courts for taking necessary steps to implement the Orders passed by the Ld. Courts and National Green Tribunal. To intensify the measures against pollution, air and sound pollution, all the traffic guards have been also engaged to counter the menace.



There is a dedicated wing of Kolkata Traffic Police, namely, Anti Pollution Cell which conducts regular raids and intercepts vehicles on roads randomly throughout the city to check the 'Smoke Emission Levels' with 'Smoke Testing Machine'. If the level of emission is under control, the vehicles are free to go. On the other hand the vehicles which emit smoke beyond permissible limit in spite of having valid PUC Certificates are served with Notice for rechecking of the emission level of vehicles after seven days from the date of issue of Notice u/s 115(7) CMVR. After seven days, at the time of rechecking, if the vehicle fails to comply with the Pollution Norms, is prosecuted u/s 116(6) CMVR/190(2) MV Act.

Kolkata Traffic Police takes measures against the offending vehicles for honking in 'No Honking Zone' and conducts raids against the vehicles which are using Air-Horn or Multi-Tuned Horn. We also conduct raids against Air-Horn and Honking in 'Silence Zone' especially around Hospitals, Schools and Academic Institutions. To intensify the drive against the vehicles for emission beyond permissible limit and unnecessary honking, all the Traffic Guards also take measures to check the pollution level of different vehicles at random in their respective jurisdiction with 'Smoke Test Machines'. Thus we are striving to bring an effective check upon air pollution and sound pollution caused by vehicular traffic across the city.

From 26th January, 2022, enhanced fine under MV Act has come into effect. This has created an impact on the society and at the end of the year, a significant increase in the compliance towards PUC Norms is being observed. This has resulted in decrease in the number of cases u/s 116(6) CMVR/190(2) MV Act. As the fine amount for violation of PUC Norms has increased from Rs. 1000 to Rs.10,000, general alertness is being noticed amongst drivers and vehicle owners in keeping updated PUC Certificates and rectifying mechanical problems of vehicles. The comparative case figures of 2021 and 2022 are given below.

YEAR	U/S 115(7)/179(1) of MV Act for Non Production of PUC Certificate	U/S 116(6)/190(2) of MV Act for Air Pollution
2021	2439	6915
2022	3298	1346

In an attempt to ensure a clean environment, Kolkata Police has been trying sincerely in order to make Kolkata greener, cleaner and healthier One. Anti Pollution Cell, Traffic has also submitted a proposal to introduce "Remote Sensing Technology" which enables detection of emission level of vehicular emission without hampering the flow of traffic with better accuracy. Steps are being taken from Kolkata Police for procuring such machines.

Kolkata Traffic Police has introduced Google Traffic Pilot Project so that traffic signal changes strategically instead of pre-programmed configuration. This reduces halt time of vehicles, leading to reduction of air pollution arising out of traffic-halt.

According to the WHO, noise pollution is the second largest environmental cause of health problems just after the impact of air pollution. Honking is the major cause of noise pollution. Kolkata Traffic Police takes action against the offending vehicles for honking in "No Honking Zone" and "Unnecessary Honking" and conducts raids against the vehicles using Air Horn or Multi-tuned Horn. We are also trying to adopt various other modern equipments for controlling Honking. The case figure from 01.01.2022 to 31.12.2022 is given in the following table.

YEAR	U/S 190(2) of MV Act	U/S 220/177 MV Act & 220/194(F) MV Act	U/S 119(2) CMVR/190(2) of MV Act	U/S 119(2) CMVR/177 of MV Act	U/S 294(1) WBMVR/177 of MV Act
	Using Air Horn	Silence Zone	Multi Tuned Horn	Shrilled Horn	Un-Necessary Honking
2022	5	2882	3	257	5424

# Challenges

There are several challenges in Traffic management of Kolkata which are as follows-

## Traffic Congestion:

Traffic management in the “City of Joy” is a formidable task which is growing more and more challenging by each passing day due to phenomenal rise in vehicular density as well as inflating population resulting in traffic congestion during peak hours. After lockdown, use of private cars and two-wheelers have also increased exponentially. Footpath encroachment, high pedestrian movement, multimodal transport, special occasions, etc. are several other factors for traffic congestion in the city.



## Water logging:

Water logging is a major issue for traffic movement during monsoon. We are witnessing that some inundating low-lying areas of Kolkata are taking much time to drain out the rainwater which causes severe traffic snarls.



## Multiple Mode of Transport:

Kolkata is the only City in India where multimodal transportation exists. The commuters from different parts of the city and from suburbs are coming to the city availing these modes of transports. Tram runs along with vehicles on the same road which causes congestion.



**Frequent public programs:**

Frequent public programs like political rallies, religious processions, cricket match, Durga Puja, Christmas Carnival, etc. are the biggest challenges for traffic movement in the City of Joy.

Frequent public programs for the year of 2022													
2022	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Number Of Processions & Rallies	20	25	43	41	40	24	32	30	16	17	39	60	387
No. Of Demonstrations	21	24	22	13	27	22	26	19	16	1	17	19	227

**Large number of Commuters from rural areas:**

It was noticed that a huge number of commuters are coming to the City of Joy through multimodal transportation for livelihood, medical emergency, marketing, travelling etc. resulting sudden influx of vehicles as well as pedestrians on roads.



**Old Buildings, flyovers, bridges, etc.:**

Kolkata has several old and dilapidated buildings, parts of which collapse regularly during heavy showers. These old buildings are also prone to fire hazards. During such instances, road traffic gets highly affected in that area. Same is the case with old bridges and flyovers which need regular closure for maintenance work, resulting in traffic snarls.



**Issues related to Road Engineering:**

Improper road engineering results in traffic congestion. Kolkata Police is coordinating with other stakeholders to improve the road engineering scenario and involving specialized agencies like IIT Kharagpur, Jadavpur University, JP Research India, etc.





# 4Es of Kolkata Traffic Police

Kolkata Traffic Police has been striving sincerely to make the city roads the safest in terms of road safety. Both the vehicular & pedestrian traffic is the concerned area which Kolkata Traffic Police thinks of passionately. Various measures equipped with modern technologies are being taken to reduce fatalities and to ensure an effective check upon the vulnerable traffic. Kolkata Traffic Police has taken a 360-degree initiative to combat all kinds of challenges related to traffic management. Initiatives / steps taken are described below mentioned 4 categories which are known as 4E.



## Engineering & Technological Upgradation

**Installation of Boom Barriers at various intersections in the City:** Presently 43 intersections have been equipped with sufficient number of Boom Barriers to ensure systematic pedestrian crossover.



**Construction & Utilisation of Foot Over Bridge:** Several Foot Over Bridges (FOB) are being constructed at the major junctions throughout the city for systematic and safe crossover of the pedestrian.

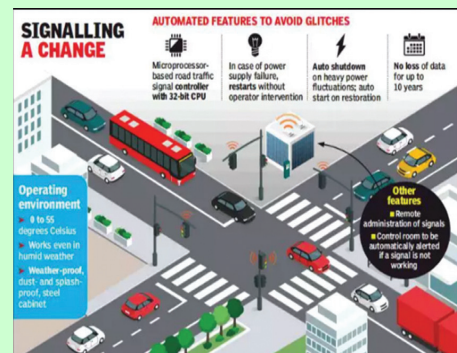


**Road Marking & Road Furniture:** There is an exclusive Road Marking Section of Kolkata Traffic Police which performs road marking activities as well as installation of informatory & cautionary signage as per IRC norms.

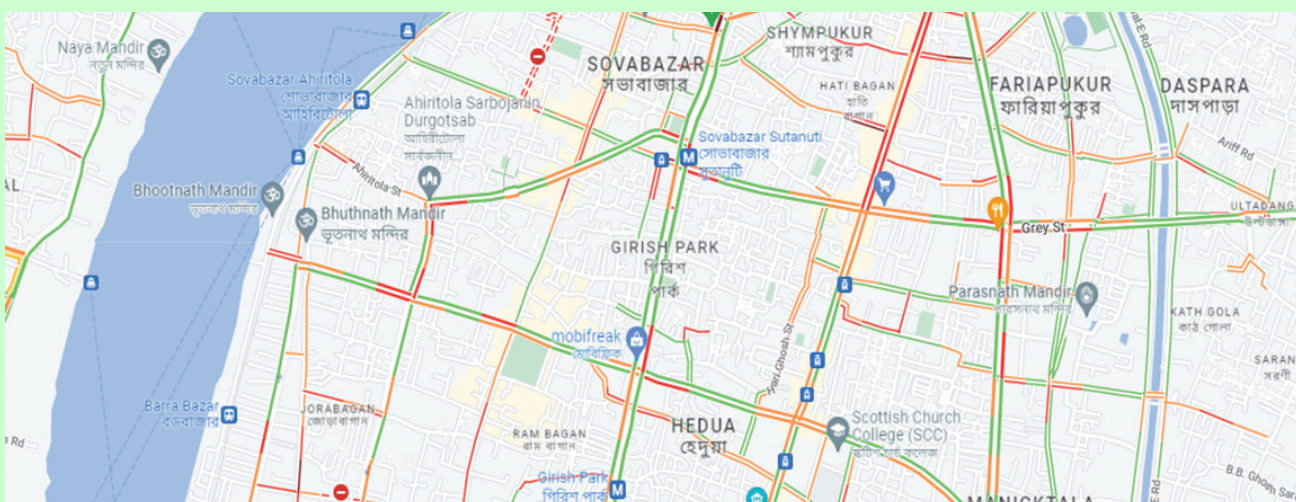


**Speed Management:** Over speeding is monitored and restricted with the aid of tools like Digital Speed Signage, Rumble Strips, 3D Humps etc.

**Network Based Signaling System:** Almost all the stand-alone signals are being transformed into network based signaling system i.e., SCADA based PLC signaling system. As those signals are interconnected via FOC and centrally controlled, synchronization of signal timing along major corridors has yielded a faster movement of vehicles within a considerable time.



**Google Green Light Project:** Kolkata Police has shared the location of auto signals with geographical co-ordinates to Google. Now, Google is in process of sharing the API of real time traffic information to optimize the signal cycle and phase time. Once implemented, the system will change the signal timing automatically as and when required.



## Emergency Response

The officers and men of Traffic Department, Kolkata are also made conversant about elementary knowledge of medical aspects so that they can promptly cater to exigencies with efficiency and aplomb. Moreover, Kolkata Police have 46 ambulances, and 29 KARMA are placed at strategic locations of the city under the supervision of trained in house staff armed with rudimentary medical equipment who can respond during accidents and revive/resuscitate victims which becomes absolutely crucial in eventually saving lives during those GOLDEN HOURS. All these ambulances and KARMA are supervised by their concerned Officer-In-Charge, Control room.

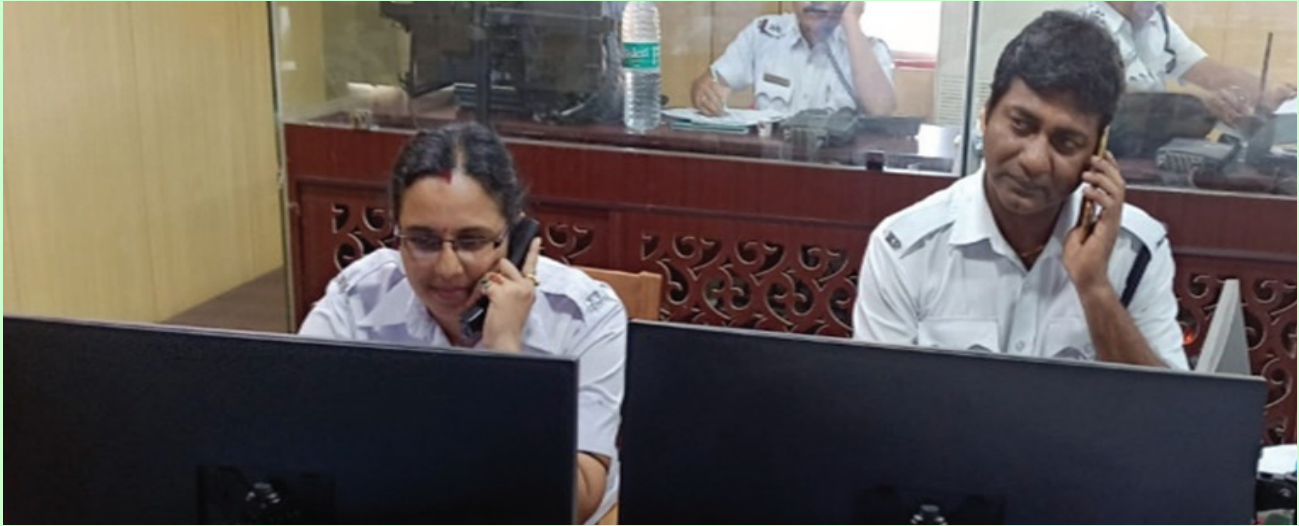


Apart from KARMA ambulances, there is Fatal Squad Traffic Police (FSTP) of Kolkata Police, which investigates the fatal cases u/s – 304A IPC as well as u/s- 304 (part –II) IPC resulting in arrest of the accused drivers and seizure of the offending vehicles being the material exhibits of the case.

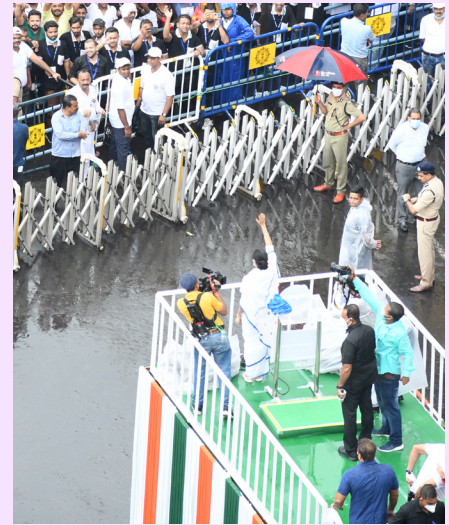
To assist the family of victims, meticulous initiatives by sending messages to the victim party through local PSs and by contacting those over their Mobile numbers are being taken for filing up of Compensation Forms. These filled up Forms are then sent to the Transport Department, Govt. of West Bengal for further process. In this way Kolkata Traffic Police helps the victim's family of road traffic accident to get Solatium and Ex-gratia respectively by the Transport Department, Government of West Bengal.



**Dedicated Helpline:** In the days of digital communication, social media plays a pivotal role in remaining connected. In the tune of the hour of need, Kolkata Traffic Police has embraced social media platforms like Facebook, Twitter etc. to communicate, to respond, to resolve various traffic related issues. Moreover, Kolkata traffic police maintains a website where all the important notifications and traffic regulations are displayed for the information of the public in advance. Besides, there is a dedicated helpline (1073) numbers of Kolkata Traffic police through which any important or emergent information may be communicated for taking timely intervention



# Glimpses



# Public Review

**Nayan Giri**  
26m · 🌐



**Kolkata Traffic Police**  
Published by Rajdeep Das · 14 March · 🌐

সকাল তখন ১১টা ১০। কেঁওড়াপুকুরের কাছে মহাখা গাঙ্গী রোডে ট্রাফিক সামলাচ্ছেন ঠাকুরপুকুর ট্রাফিক গার্ডের সার্জেন্ট সাগর সিংহ দেখেন কিছুটা দূরে একজন লোক সঙ্গের সাইকেলটা দাঁড় করিয়ে এদিক ওদিক কিছু একটা খোঁজ করছেন। সাইকেলটার পাশে দাঁড়িয়ে ফুলের পোশাক পরে বছর ১৫/১৬ -এর একটি মেয়ে। দুজনকেই বেশ উদ্ভিন্ন লাগছে। ভত্রলোকের নাম জুমান আলী মোল্লা ও ফুলের পোশাকে মেয়েটি তার কন্যা একজন মাধ্যমিক পরীক্ষার্থী। জুমান আলী মোল্লা কন্যাকে সাইকেলে করে পরীক্ষা কেন্দ্রে নিয়ে যাচ্ছিলেন। কেঁওড়াপুকুরের কাছে এসে সাইকেলের পিছনের চাকা পাক্কাচার হয়ে যায়। আশেপাশে পাক্কাচার সারানোর মিস্ত্রি পাচ্ছেন না। জুমান আলী মোল্লার কাছে পরীক্ষা কেন্দ্রে মেয়েকে টান্ড্রি করে নিয়ে যাওয়ার মত অর্থ নেই। এদিকে সময় বয়ে যাচ্ছে। পরীক্ষা স্তম্ভ হওয়ার আগে কিভাবে মেয়েকে পরীক্ষা কেন্দ্রে পৌঁছে দেবেন ভেবে পাচ্ছিলেন না। খবর পৌঁছায় ওসি ঠাকুরপুকুর ট্রাফিক গার্ড ইনস্পেক্টর শতদল ভট্টাচার্যের কাছে। ওসির নির্দেশে সার্জেন্ট সাগর সিংহ ও সার্জেন্ট বিজয় বাগচী বাবা মেয়েকে হেলমেট পড়িয়ে নিজেদের সরকারি মোটরসাইকেলে করে যথাসময়ে পৌঁছে দেন পরীক্ষা কেন্দ্রে গাড়িয়া বীনা বালিকা বিদ্যালয়ে। একজনর মোটরসাইকেলে ওঠেন জুমান আলী ও অপরাটেতে পরীক্ষার্থী। সময়মতই পরীক্ষা কেন্দ্রে হান্সি মুখে ঢোকেন কিশোরী, তাতে আপ্লুত পিতা কলকাতা ট্রাফিক পুলিশকে অশেষ ধন্যবাদ জানিয়েছেন।

**Jyosna Roy** ▶ Kolkata Traffic Police  
15h · 🌐

আমি জোহনা রায়। বাংলাদেশের মাগুরা জেলা থেকে চিকিৎসার জন্য কলকাতা অ্যাপোলো হসপিটালে আসি। বারাসাত থেকে অ্যাপোলো হসপিটালে যাওয়ার জন্য বারাসাত টু বারুইপুর গামী G9575 নম্বর বাসে উঠি। কিন্তু ভুলবশত চিকিৎসার জন্য প্রয়োজনীয় কাগজ এবং গুণ্ধ বাসে রেখে নিমে পড়ি। তখন আমার স্বামী নিকপায় হয়ে কলকাতা ট্রাফিক পুলিশ Prosenjit Barua শরণাপন্ন হন। তিনি খুবই আন্তরিকতার সাথে বিষয়টি তদারকি করেন এবং তার প্রচেষ্টায় আমি আমার চিকিৎসার জন্য অত্যন্ত মূল্যবান কাগজপত্র ফিরে পাই। বাংলাদেশের নাগরিক হিসেবে আমি কলকাতা পুলিশের কাছে চির কৃতজ্ঞ থাকিব। তাদের সহায়তা না পেলে চিকিৎসা না নিচ্ছেই দেশে ফিরে যেতে হতো।  
ধন্যবাদ জানায় কলকাতা ট্রাফিক পুলিশ Prosenjit Barua কে। — with Prosenjit Barua.



**Bibhuti Rupam Mallick**  
13 April at 23:16 · 🌐

পুলিশ যখন শিক্ষকের তুমিকায়।  
উনি কলকাতা পুলিশের দক্ষিণ-পূর্ব ট্রাফিক গার্ডের সার্জেন্ট প্রকাশ ঘোষ।  
নিয়মিতভাবে বালিগঞ্জ আইটিআই-এর কাছে একটি গৃহহীন ছেলেকে পড়ান।  
ছেলেটির মা রাত্তার পাশের খাবারের স্টলে কাজ করে এবং তাকে একটি সরকারি স্কুলে করেছেন। যে দিন সার্জেন্ট ঘোষকে এলাকায় দায়িত্ব দেওয়া হয়, সে তার বাড়ির কাজ পরীক্ষা করে, তার বানান সংশোধন করে।  
কুর্নিস জানাই প্রকাশ বাবুকে।  
Kolkata Traffic Police ❤️



**Rina Singh** ▶ Kolkata Traffic Police  
12 March at 20:28 · 🌐

Kolkata dekhlo Kolkata traffic police er abar o ekti manob darodi roop. Din ta chilo 11.03.2022 r somay takhon sakal 9:30. Office er bastota saharer protti ti rastae. R sei samay Strand road r fairly place crossing a kartobbo rato traffic constable ek protibondhi manus k hath dhore rasta par koria dicchen. Bastota chari paas a, kintu kartobye abichal ei traffic police. Kurnis janai apnake.....  
P.C. Subhajt Roy



## HELPLINES

SL	Unit	Phone
01	KOLKATA POLICE	100/1090 (TOLL FREE)
02	FIRE BRIGADE	101 (TOLL FREE)
03	AMBULANCE	102 (TOLL FREE)
04	KOLKATA POLICE WOMEN CRISIS RESPONSE CENTRE	1091 (TOLL FREE)
05	CHILDLINE	1098 (TOLL FREE)
06	SENIOR CITIZEN HELPLINE	98300 88884
07	KOLKATA POLICE MEDICAL HELPLINE	98300 79999
08	LALBAZAR (EPABX)	2250 5000
09	LALBAZAR POLICE CONTROL ROOM	2214 3230/3024, 2250 5090
10	LALBAZAR TRAFFIC CONTROL ROOM	2214 3644/1457 , 2242 7248 , 2250 5096
11	LALBAZAR TRAFFIC CONTROL ROOM TELE-FAX	2214 1457
12	TRAFFIC POLICE HELPLINE	98300 10000/98308 11111
13	MISSING PERSONS SQUAD, DD	2250 5153/2214 1430/2214 1835
14	VODAPHONE TRAFFIC HELPLINE (for Vodaphone subscribers)	2000, 2001
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