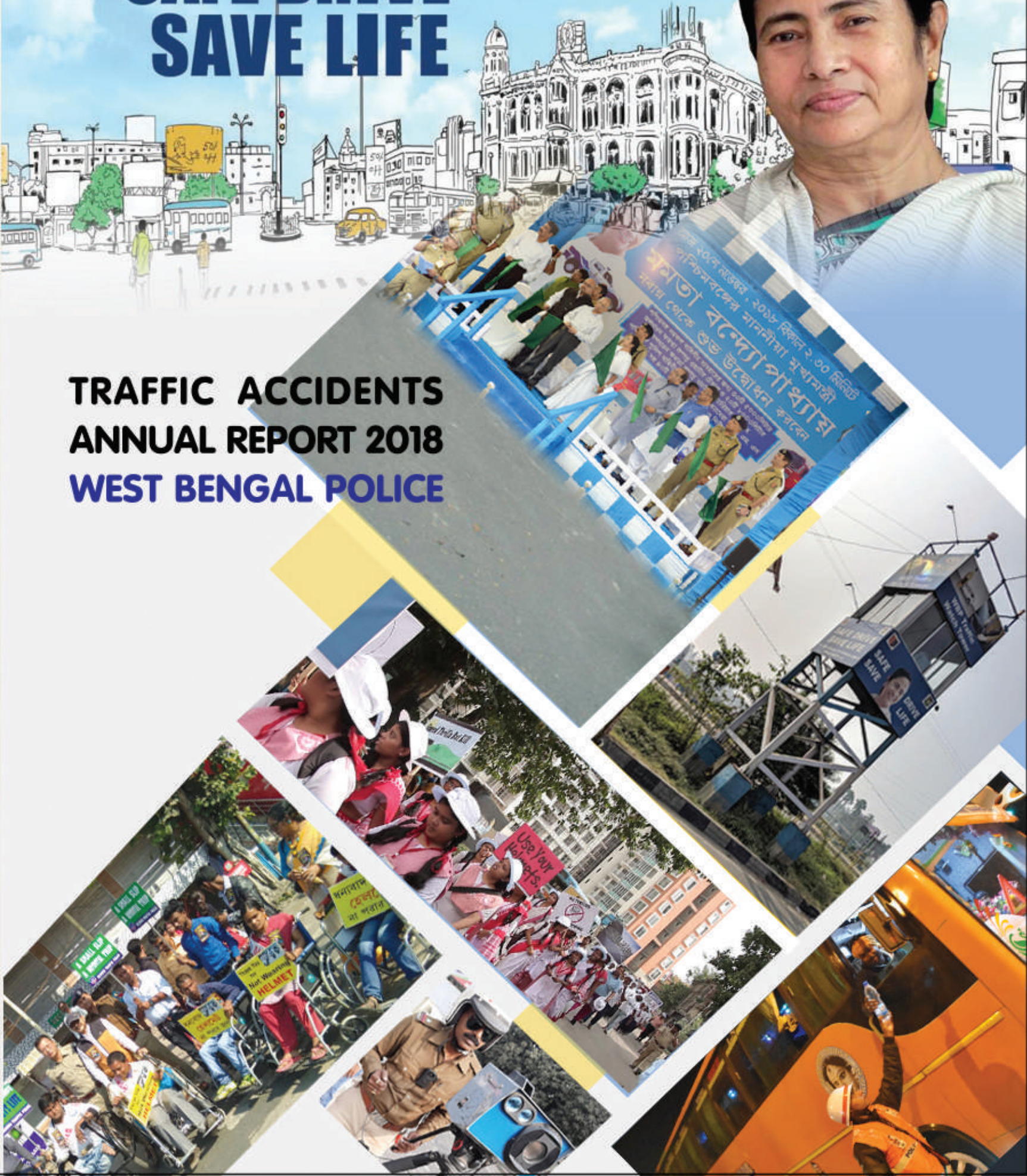




SAFE DRIVE SAVE LIFE

TRAFFIC ACCIDENTS ANNUAL REPORT 2018 WEST BENGAL POLICE



মমতা ব্যানার্জী
ममता बैनर्जी
ممتا بنرجی

Mamata Banerjee



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وزیر اعلیٰ مغربی بنگال

CHIEF MINISTER, WEST BENGAL

13th December, 2019

MESSAGE

I am happy to know that **West Bengal Traffic Police** is bringing out **TRAFFIC ACCIDENTS ANNUAL REPORT 2018** – a comprehensive account of the profile, category, trends and distribution of road accidents in Bengal and the safety measures taken up by the State Government to ensure safety on roads.

Road safety is a primary concern of our government. A number of useful measures including the very successful **Safe Drive Save Life** campaign have helped reduce road accidents substantially in the State in the last few years. Even the Hon'ble Supreme Court Committee on Road Safety has lauded our initiatives to ensure Road Safety.

The data provided in the publication is quite detailed and I hope all stakeholders will find it useful in further strengthening their efforts to ensure road safety.

On the occasion of the publication of the report, I convey my heartiest greetings and best wishes to all members of the West Bengal Traffic Police team and wish the initiative all success.


(Mamata Banerjee)

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Chief Secretary
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Date : 04.12.2019

Government of West Bengal has consistently worked towards making roads safer for all categories of road users. As Chairperson of the State Road Safety Council, it gives me pleasure to note that Traffic Police Headquarters has taken out the first Annual Accident Report.

The Report brings to the fore, despite the many achievements in reduction of accidents and fatalities, areas which should seize the attention of the Council for fresh policy level interventions. One is on focusing on the problems of pedestrians who are the most vulnerable of the road users. The second is the training of focus on junction management. The data with the Council is quite granular and that facilitates prioritise work in this regard. The third is what is to be done for making the Safe Drive Save Life campaign more penetrating and effective in rural areas.

I hope that such data driven analysis is prepared in other areas of development and enforcement as well to develop road maps for making state interventions more effective.


Rajiva Sinha

আলাপন বন্দ্যোপাধ্যায় আইএএস

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17th December 2019

Message

Road safety is a paramount public issue in India today. In the case of West Bengal, Hon'ble Chief Minister Mamata Banerjee has centre-staged and mainstreamed the issue by bringing the road safety concerns to the core of several public campaigns and initiatives. The *Safe Drive Save Life* campaign has been personally steered and orchestrated by the Hon'ble Chief Minister, leading several Departments of the State Government to actively reorient their policies and programmes towards ensuring road safety.

These policies and programmes have multiple facets: Enforcement, Engineering, Education, Emergency healthcare, etc. Police authorities are principally concerned with the enforcement aspect, though they are also assisted and supplemented by the Motor Vehicle Officers in this regard. Several far-reaching measures have been taken in recent years to upgrade the organisational strength and efficiency of the State traffic police authorities and to endow them with latest varieties of equipment and traffic furniture. Simultaneously, the civil society campaigns and the State information dissemination initiatives have combined together to generate awareness and sensitivity about traffic issues. The traffic engineering exercises of the Public Works Department and other governmental engineering agencies have also been effective towards reduction of traffic hazards.

As a result of all this, the number of road accidents and fatalities have drastically reduced in the State. Indeed, as widely acknowledged nationally, West Bengal has been one of the best performers in the whole country in terms of ensuring road safety. We need to further chisel our efforts, and a massive augmentation of the traffic wings of the district police organisations in the State has already been planned.

Detailed analysis of data related to accidents, injuries and fatalities for 2018, as contained in this report brought out by the Traffic Police Headquarters, West Bengal Police, will be of immense help to all officers working at policy, strategic and tactical levels across the State.

(Alapan Bandyopadhyay)

Virendra, IPS
Director General &
Inspector General of Police,
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December 09, 2019.

Message

Since the launch of Safe Drive Save Life campaign by Hon'ble Chief Minister in July, 2016 considerable reduction in accidents and fatalities have been achieved by West Bengal Police. I am very happy to note that Traffic HQ has brought out this first annual report.

This Annual Accidents Analysis captures the picture of factors responsible for shortcomings in road safety of 2018 in details. It enables us not only to appreciate the areas where we have done extremely well but also identifies areas which need more attention like pedestrian safety, engineering interventions on curved stretches, bus stops and approaches to bridges / culverts and increased awareness campaigns in rural areas. This analysis will help all stakeholders both at policy and tactical levels to work on areas which need interventions.

It may be mentioned here that the Government is very sensitive and supportive of efforts being made for road safety. I extend my appreciation to Shri Vivek Sahay, IPS Additional DG, Traffic and Road Safety and his team for bringing out this booklet. I am sure West Bengal Police will make all efforts to make the Safe Drive Save Life Campaign successful & our roads more safe.

Virendra
(Virendra) 9.12.19.

নবীন প্রকাশ আইএএস
অতিরিক্ত মুখ্য সচিব
পূর্ব দপ্তর
পশ্চিমবঙ্গ সরকার



Naveen Prakash IAS
Additional Chief Secretary
Public Works Department
Government of West Bengal

MESSAGE

The Public Works Department plays a pivotal role in ensuring safety of various categories of road users. As part of the Safe Drive Save Life campaign and in compliance with directions of Supreme Court Committee on Road Safety, we are taking necessary steps to ensure that suitable road safety engineering measures are taken up on all important roads.

This Annual Accident Analysis for 2018 brought out by West Bengal Police is a first time compilation of accident data compiled across districts, highways, road features and spots of accidents. Details as fine as affected stretches for pedestrian, two wheeler and lorry accidents and profile of accidents concerning pedestrians would provide specific and actionable data for our engineers to focus on priority areas for road safety engineering.

I compliment West Bengal Police for bringing out this useful publication.

Kolkata
December 16, 2019.

(Naveen Prakash)
Additional Chief Secretary, PWD

Narayan Swaroop Nigam, IAS



Secretary
Transport Department
Government of West Bengal

D.O. No. 171-Secy(Tr)

Date 16.12.2019.....

Dear Sir,


It gives me immense pleasure to learn that West Bengal Police is bringing out an Annual Book regarding Traffic Accidents in West Bengal for the year 2018. Reduction in road fatalities has been one of the important components of Safe Drive Save Life (SDSL) campaign launched under the guidance of the Hon'ble Chief Minister, West Bengal. Transport Department, Government of West Bengal works as a nodal department for promotion of the cause of road safety and also provides regular budgetary support for different traffic related interventions across the state.

This Annual Book is an excellent compilation of finer details and analysis of road accidents. I am sure that it will be helpful to all the stakeholders to identify proper interventions for the next level of SDSL campaign.

I sincerely thank Sri Vivek Sahay, IPS, Additional Director General of Police (Traffic), West Bengal and his team for bringing out this first ever Annual Book in the present form. I am sure this book will provide valuable information to all the stakeholders.

With best wishes

Yours sincerely,


16/12/2019
(Narayan Swaroop Nigam, IAS)

Sri Vivek Sahay, IPS
Additional General of Police (Traffic)
West Bengal
Araksha Bhavan
Salt Lake City, Sector-II



Vivek Sahay, IPS
Additional Director General &
Inspector General of Police
Traffic & Road Safety,
West Bengal.

December 17, 2019

M E S S A G E

The Brasilia Declaration of 2015, the directions of the Hon'ble Supreme Court Committee on Road Safety and the state government's **Safe Drive Save Life** campaign have brought traffic management and road safety into sharp focus for West Bengal Police. For stakeholders like PWD/NHAI/a host of local bodies and the Transport Department, the original tasks of road building & repair and of issuing driving licenses and registration/permits/fitness certificates for vehicles respectively have to be now calibrated towards road safety. The movement for safer roads continues to be joined by newer stakeholders like Health and Family Welfare and Education Department besides civil society.

For all these agencies, data driven analysis provides actionable inputs for coordinated action within their respective verticals of Education, Enforcement, Engineering and Emergency Response contained in the State Road Safety Action Plan. A very fine, extremely granular data with analyses has been compiled by the Computer Cell of Traffic HQ, West Bengal Police on the basis of online submission of Accident Report originally crafted from the proforma given by MoRTH.

For West Bengal Police Units, the book prepares all for **Know Your Area** programme- a significant addition in policing capacity by mapping out the road vulnerabilities and training the personnel to recognize them. Data on accidents by road categories, features, spots, types of junctions and junctions control prepares Traffic Guards to be proactive, plan education and enforcement activities and identify matters of road engineering more efficiently.

This book is also an acknowledgement of success in improving road safety for which West Bengal Police expresses deepest regard for state government's transformative Safe Drive Save Life campaign. Its publication also provides me with yet another opportunity to thank the Transport Department for its unstinted support. Finally, my gratitude to the Commissioners of Police and Superintendents of Police and their team of police personnel and Civic Volunteers for their excellent work.

(Vivek Sahay)

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EXECUTIVE SUMMARY

1. A total of 10,042 road accidents have been reported by districts in the calendar year 2018, claiming 5,417 lives and causing injuries to 9,835 persons.
2. For the second consecutive year, the number of road accidents has declined. Similarly, the number of persons injured has been on the decline since 2016. In percentage terms, the number of accidents in 2018 has been lower by 13.66% and injuries by 2.54% over that of 2017.
3. Significantly, the number of persons killed in road accidents during 2018 has been less than that of 2017 by 6.10%.
4. There has also been a decline in the number of fatal accidents, i.e., accident involving at least one death. Total of 4,902 fatal accidents were reported in 2018, which is 5.68% lower than the 2017 figure of 5,197.
5. The accident severity in 2018 was 53.9 % as compared to all India average of 32.42%.
6. In terms of accidents by road categories, the National Highways accounted for 40.47 % of total road accidents and 39.51 % of deaths in 2018. Accidents on State Highways and other roads constitute 24.11% and 35.42% respectively. In case of fatalities, State Highways and other roads have accounted for 26.12% and 34.37%, respectively.
7. In 2018, 30.52% of road accidents were recorded in urban areas and 69.47 per cent were in rural areas. In case of fatalities, 24.97 per cent of the total persons killed in road accidents were in urban areas and 75.52 % were in rural areas. As compared to 2017, the share of accidents and fatalities in urban areas has come down in 2018.
8. In 2018, a total of 4,094 accidents occurred at road junctions which comprises 40.77 % of the total 10,042 accidents recorded in the State and resulted in 2168 fatalities or 40% of fatalities. Among different road junctions, staggered junctions accounted for the highest number of accidents (36.79 %).
9. Out of 4094 RTAs at junctions, 1501 junctions had some form of traffic control while remaining 2593 were uncontrolled.
10. Accidents on curved roads (988 or 9.84%), Bridges and culvert 398 (4%) pothole (47), steep gradient (47) and Under Construction stretches (148) combined together accounted for 16.28% of the total road accidents.
11. Accidents in residential area constituted 31.63 % of total accidents and 30.64 % of total fatality. Market/commercial area accounted for 1717 or 17.10 % of total accidents and 15.53 % of fatality. There were a total 969 accidents around bus, and 292 accidents next to petrol pumps.
12. Among vehicle categories involved in road accidents, trucks & lorries accounted for the highest share (31.51%) in accidents and fatalities (32.88%) in 2018. Light vehicles comprising cars, jeeps and taxis as a category came next with a share of (22.81%) in total accidents and (20.05%) in total fatalities.
13. In terms of road-user categories, the share of two-wheeler riders in total fatality has been (33.24%) in 2018. Pedestrian road-users comprise 46.72% of persons killed in road accidents during 2018.
14. The percentage of pedestrian fatalities as a portion of all fatalities was 42% in 2017 and 46.72 % in 2018 of the 4161 accidents in 2018, 1802 number of such accidents took place during night hours and 2359 took place during day hours. It is seen that the largest numbers of accidents took place in residential

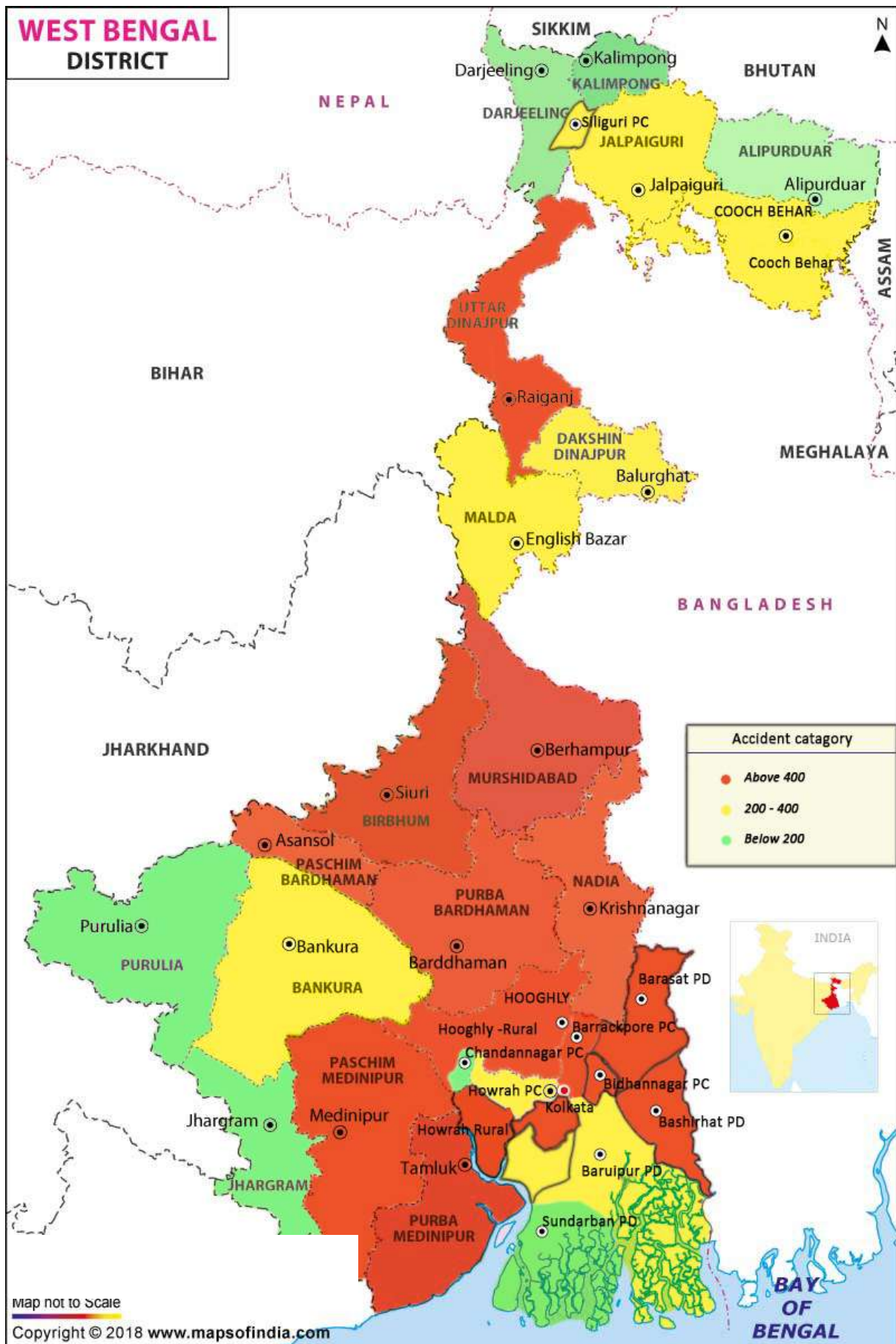


area 1465 resulting in death of 847 persons. Within this, rural road accounted for 1038 or 70.85% of the accidents and 634 or 74.85% of fatalities. Pedestrians suffered the most by lorries (1225 RTAs) and two wheelers (1009).

15. Fatal road accident victims largely constitute people having age between 25 to 35 years (24.09%) and between 45 to 60 years (21.21%). People in the age group of 18-45 years accounted for 53.64% of victims during 2018. People in age group of (25 -35) years accounted for a share of 24.09% in the total road accident fatalities.
16. Paschim Midnapur recorded highest number of road accidents in 2018, but the number of persons killed in road accident has been highest in Purba Bardhaman. The districts which achieved 10% reduction each in RTAs and fatalities were Mursidabad, Bashirhat, Sundarbans, Howrah Rural. Paschim Mednipur, Howrah Police Commissionerate, and Purba Bardhaman.
17. To implement the measures outlined in the State Road Safety Policy, the Government of West Bengal has formulated a multi-pronged road safety strategy based on 5 'E's viz. Education, Engineering (both of roads and vehicles), Enforcement, Evaluation and Emergency Care. Road safety has been made an integral part of road design at planning stage and safety audit of selected stretches of National Highways and State Highways has been taken up.
18. A total of 27,94,500 number of prosecutions under different heads of traffic violations were submitted in 2018 as against 16,89,641 in 2017 (increase in 65.40 %) while the number of Driving License suspended rose from 14,407 in 2017 to 42,564 in 2018.
19. Compared to 7,161 number of Safe Drive Save Life road safety awareness activities in 2017, 12,499 number were held in 2018.



Map 1.1 Road Accidents in 2018 District wise.



SECTION 1: PROFILE AND TRENDS OF ROAD ACCIDENTS

For the second consecutive year, the number of road accidents in West Bengal has declined in 2018 over the previous year. The number of road accidents in the state has seen a decline from the peak of 13,580 in 2016 to 11,631 in 2017 and further to 10,042 in 2018. Similarly, the number of persons injured has been on the decline since 2016. But a more remarkable feature about 2018 is the decline in the number of fatal accidents, i.e., accident involving at least one death, and the number of persons killed in road accidents. In 2018, a total of 4,902 fatal accidents were reported which is lower than the 2017 reported figure of 5,197. These fatal accidents had claimed 5,417 lives in 2018 as against 5,769 in 2017.

Broad profile of 2018 viz-à-viz 2017

Incidence of road accidents declined by 13.66% in 2018 as compared to 2017 and the number of fatal accidents declined by 5.68%. Similarly, there is a 6.10% fall in the number of persons killed in road accidents in 2018 and 2.54% decline in the injuries. Table 1 below compares major parameters of road accident statistics for 2018 viz-à-viz 2017. District-wise details for 2018 can be seen at **Table 1 A**.

The District which achieved a reduction of accident and fatalities by 10 % each were

Murshidabad, Basirhat, Howrah PC, Howrah Rural, Bidhannagar, Sundarban PD, Paschim Medinipur, Purba Bardhaman.

Type of road accidents in 2018: In 2018, out of 10,042 road accidents, 4,902 (48%) were fatal accidents, 5140 (51.18%) accidents were Injury causing accidents. Among the 5140 injury causing accidents, 4489 (87.3 %) were grievous injuries and 293 (5 %) were minor injuries. As compared to the previous year, there was absolute decline in the number of fatal accidents, minor accidents and non-injury accidents in 2018.

Table 1: Major parameters of road accident statistics in 2018 vis-à-vis 2017

Parameter		2017	2018	% change over previous year
Number of Road Accidents	Total	11,631	10,042	-13.7
	Fatal	5,197	4,902	-5.7
	Non-fatal	6,434	5,140	-20.1
Number of Person Killed		5,769	5,417	-6.1
Number of Person Injured	Total	10,092	9,835	-2.5
	Grievous	8,190	8,124	-0.8
	Minor	1,902	1,711	-10.0
Accidents Severity (Persons killed per 100 accidents)		49.6	53.9	4.3



Table 1A: District wise road accident statistics in 2018 vis-à-vis 2017

Sl. No.	District / PC	RTA Data 2017			RTA Data 2018			% change of Accidents	% change of Fatalities
		Number of Accident	Number of Fatalities	Number of Injured	Number of Accident	Number of Fatalities	Number of Injured		
1	Murshidabad	742	402	688	445	326	476	-40.03	-18.91
2	Barrackpore PC	677	137	368	448	158	322	-33.83	15.33
3	Basirhat	233	111	163	166	96	122	-28.76	-13.51
4	Chandannagar PC	183	69	149	134	78	109	-26.78	13.04
5	Howrah PC	386	109	256	286	82	248	-25.91	-24.77
6	Siliguri PC	338	105	295	253	97	190	-25.15	-7.62
7	Sundarban PD	189	91	158	144	65	142	-23.81	-28.57
8	Howrah Rural	572	325	417	444	275	306	-22.38	-15.38
9	Baruipur PD	298	116	189	233	110	172	-21.81	-5.17
10	Cooch Behar	276	142	284	221	140	218	-19.93	-1.41
11	Purba Medinipur	726	351	546	598	335	527	-17.63	-4.56
12	Paschim Medinipur	817	441	832	691	367	790	-15.42	-16.78
13	Bidhannagar PC	267	62	269	227	38	273	-14.98	-38.71
14	Barasat PD	637	198	549	542	196	542	-14.91	-1.01
15	Purba Bardhaman	687	451	590	607	399	590	-11.64	-11.53
16	Dakshin Dinajpur	233	122	222	222	151	196	-4.72	23.77
17	Asn-Dgp PC	468	297	465	447	286	349	-4.49	-3.70
18	Ddh PD	397	147	381	381	141	420	-4.03	-4.08
19	Hooghly Rural	486	285	503	471	246	685	-3.09	-13.68
20	Uttar Dinajpur	427	269	299	419	270	305	-1.87	0.37
21	Nadia	503	285	488	496	258	451	-1.39	-9.47
22	Jhargram	118	69	178	117	75	253	-0.85	8.70
23	Malda	383	218	255	381	205	341	-0.52	-5.96
24	Birbhum	425	306	281	425	316	392	0.00	3.27
25	Jalpaiguri	346	168	311	355	112	411	2.60	-33.33
26	Bankura	293	177	413	304	205	314	3.75	15.82
27	Alipurduar	184	110	145	194	129	165	5.43	17.27
28	Darjeeling	138	74	179	146	79	254	5.80	6.76
29	Purulia	162	119	168	193	162	187	19.14	36.13
30	Kalimpong	40	13	50	52	20	85	30.00	53.85
TOTAL		11,631	5,769	10,091	10,042	5,417	9,835	-13.66	-6.10



Table 2: Type of road accident in 2018 vis-à-vis 2017

Type of Road accident	2017	2018	% change over previous year
Fatal Accidents	5,197 (44.7)	4,902 (48.8)	-5.7
Grievous injury accidents	4,817 (41.4)	4,489 (44.7)	-6.8
Minor injury accidents	557 (4.8)	293 (2.9)	-47.4
Non- injury accidents	1,060 (9.1)	358 (3.6)	-66.2
TOTAL	11,631	10,042	-13.7

Note : Figures in parentheses are the percentage share in total accidents

Nature of road accidents in 2018

Nature of accident or collision types at aggregated state level data shows that ‘**head on collision**’ accounted for 18.18% of total road accidents in 2018. The other major types of collisions are ‘hit from back’ or **rear**

end(13.57%) and ‘hit from side’ or lateral (6.24%). As compared to 2017, ‘Run off Road,’ ‘Vehicle Overturn’ and ‘Hit from Side’ have shown significant increase in 2018. ‘Hit & Run,’ however, came down in 2018 as compared to 2017.

Table 3: Road accident by type of collision in 2018 vis-à-vis 2017

Type of collision	2017	2018	% change over previous year
1. Hit & Run	1099 (9.4)	389 (3.9)	-64.6
2. With Parked Vehicle	194 (1.7)	121 (1.2)	-37.6
3. Hit from Back	3097 (26.6)	1363 (13.6)	-56.0
4. Hit from side	586 (5.0)	627 (6.2)	7.00
5. Run Off Road	316 (2.7)	594 (5.9)	88.0
6. Fixed Object	323 (2.8)	166 (1.7)	-48.6
7. Vehicle Overturn	188 (1.6)	317 (3.2)	68.6
8. Head on Collision	2241 (19.3)	1826 (18.2)	-18.5
9. Others	3587 (30.8)	4639 (46.2)	29.3
Total	11,631	10,042	-13.7

Collision types and their spread: -

Table 3 shows the occurrence of various collisions, while Table 4 is statement on the collision across districts. **Table 4A** shows collision types across divided- undivided carriageway. **Table 4B** shows collision types across various junctions.

The large number of head on collision on divided carriageways on NH (223) and 42 each on SH and OR point out to the menace of

foul driving, and enforcement authorities have to attend to it vigorously.

Out of 1826 Head on collisions, 1075 occurred on undivided carriageways. Similarly, it is seen that 539 out of 1363 numbers of rear end collision which accounted for 13.57 % of all accidents took place at different kind of junctions. It is clear that increase in stretch of divided carriageways and improvement in junction management by road building agencies will be a prime requirement to reduce accidents and fatalities.



Table 4: District wise RTA data of Collision Type wise-2018

District / Police Commissionerate	Hit & Run	With parked vehicle	Hit from Back	Hit from Side	Run off Road	Fixed Object	Vehicle Overturn	Head on Collision	Others	Total Accident
Alipurduar	7	1	18	7	9	5	6	45	96	194
ASL-DGP PC	2	7	218	69	23	8	4	35	81	447
Bankura	17	2	37	14	22	6	14	75	117	304
Barasat PD	9	4	44	21	10	3	14	168	269	542
Barrackpore PC	61	3	49	24	27	3	9	74	198	448
Baruipur PD	7	1	21	11	24	3	28	54	84	233
Basirhat PD	8	4	5	9	3	0	5	53	79	166
Bidhannagar PD	2	1	20	14	3	7	10	30	140	227
Birbhum	16	3	92	21	9	12	13	103	156	425
Chandannagar PC	8	0	20	24	4	2	1	25	50	134
Cooch Behar	5	0	29	7	8	4	4	49	115	221
Dakshin Dinajpur	0	2	20	8	1	2	9	85	95	222
Darjeeling	0	10	5	6	14	6	23	26	56	146
Diamond Harbour PD	33	0	26	40	14	6	15	31	216	381
Hooghly Rural	6	8	50	14	20	3	12	121	237	471
Howrah PD	17	3	62	25	0	12	7	15	145	286
Howrah Rural	21	4	48	28	61	8	9	48	217	444
Jalpaiguri	11	5	34	18	25	5	11	76	170	355
Jhargram	2	1	7	1	5	2	9	27	63	117
Kalimpong	0	0	0	0	0	1	1	1	49	52
Malda	13	3	49	30	43	4	4	49	186	381
Murshidabad	13	4	49	33	27	5	15	89	210	445
Nadia	21	7	60	19	10	7	10	97	265	496
Paschim Medinipur	31	8	95	26	50	9	11	142	319	691
Purba Bardhaman	34	8	68	23	49	7	27	84	307	607
Purba Medinipur	18	16	83	31	37	21	26	79	287	598
Purulia	11	0	27	18	6	3	4	44	80	193
Siliguri PC	4	1	49	44	60	6	3	24	62	253
Sundarban PD	10	4	11	21	27	1	5	5	60	144
Uttar Dinajpur	2	11	67	21	3	5	8	72	230	419
Total	389	121	1363	627	594	166	317	1826	4639	10042

Table 4A: RTA Data on Traffic Collision Type with Road categories wise-2018

Type of Collision	NH		SH		OR	
	Divided	Un-divided	Divided	Un-divided	Divided	Un-divided
Hit & Run	60	63	40	78	10	138
With parked vehicle	45	26	2	21	2	25
Hit from Back	275	314	57	276	51	390
Hit from Side	104	148	23	119	42	191
Run off Road	101	147	25	112	24	185
Fixed Object	29	29	3	33	11	61
Vehicle Overturn	50	63	7	68	23	106
Head on Collision	223	494	42	475	42	550
Others	773	1111	137	931	194	1493
Total	1660	2395	336	2113	399	3139



Table 4B: RTA Data on Traffic Collision type across junctions-2018

Type of collision	T-Junction	Y-junction	Four arm junctions	Staggered junction	Round about junction
1. Hit & Run	41	30	14	52	8
2. With Parked Vehicle	10	3	4	27	0
3. Hit from Back	180	68	53	204	34
4. Hit from side	76	24	29	88	21
5. Run Off Road	108	38	15	100	30
6. Fixed Object	20	9	4	22	11
7. Vehicle Overturn	38	22	7	61	23
8. Head on Collision	262	103	76	319	77



SECTION 2: ACCIDENTS BY ROADCATEGORY AND ROAD FEATURES

The total road length in West Bengal is about 18,520.4 km. consisting of 2,908.64 km. of National Highways 4,489 km. of State Highways and the remaining 11,122.8 km. consist of Other roads. In percentage term, National Highways constitute 16%, State Highways 24% and Other roads 60%, respectively of the total road length in the State. Though the percentage share of these three broad categories of roads in the total road length is highly uneven, the distribution of the number of road accidents, fatality and injury in 2018 among these road categories was much less skewed.

Long-run trend of relative share of road categories: The share of different categories of roads in the number of accidents, persons killed and injured has remained largely stable over the years. The number of road accidents on National Highways in 2018 has been lower than the previous year i.e., 2017. The number of road accident has declined in 2018 for other road categories as well. The fatality in road accidents on NH has, however, marginally increased in 2018 both in absolute term as well as in percentage share.

Table 5 below gives the percentage share of the three broad categories of roads from 2016 to 2018.

District wise distribution of accidents, injury and fatalities across different road categories and types of carriageways is given at Table 5A. Accidents across different National Highways is given at Table 5B and State Highways and other Roads in Table 5C.

In 2018, out of a total 10,042 road accidents, 4,055 (40.4%) took place on the National Highways (NH), 2,449 (24.4%) on State Highways (SH) and 3,538 (35.2%) on Other roads. In case of fatality, accidents on the NH accounted for 2,137 (39.4%) deaths, SH 1,427 (26.3%) and other roads 3,538 (34.2%).

It is seen that the highest number of RTAs on NH and Other Roads is in Paschim Mednipur district, while on SH it is in Purba Bardhaman district. The highest number of RTAs on NH is in NH 34 (929) followed by NH 2 (499) and NH 6 (434).

SH 1 is the highest affected state highway with 393 RTAs. On the Other roads, maximum RTAs (251) took place in Paschim Mednipur.

It is also seen that undivided carriageways accounted for 7647 number (76.15%) and 3791 (77 %) number of fatal accidents.

Table 5: Trends of relatives share of road categories in road accident, fatalities and injuries

Year	National Highways			State Highways			Other Roads		
	RTA	Fatalities	Injury	RTA	Fatalities	Injury	RTA	Fatalities	Injury
2016	4,469	2,304	4,110	3,792	1,882	3,475	5,139	2,358	4,274
2017	4,158	2,135	3,959	2,458	1,294	2,281	5,015	2,340	3,851
2018	4,055	2,137	4,199	2,449	1,427	2,522	3,538	1,853	3,114
TOTAL	12,682	6,576	12,268	8,699	4,603	8,278	13,692	6,551	11,239



Table 5A: Road accidents, fatalities and injuries by road category (NH/SH/OR - 2018)

Sl. No.	District / PC	RTA Data 2018								
		NH			SH			OTHERROAD		
		Total Number of Accident on NH	Divided Carriageway	Undivided Carriageway	Total Number of Accident on SH	Divided Carriageway	Undivided Carriageway	Total Number of Accident on Others Road	Divided Carriageway	Undivided Carriageway
1	Alipurduar	96	19	77	45	3	42	53	2	51
2	Asansol-Durgapur PC	238	161	77	22	0	22	187	37	150
3	Bankura	79	7	72	138	6	132	87	4	83
4	Barasat PD	247	64	183	69	20	49	226	11	215
5	Barrackpore PC	65	63	2	273	114	159	110	8	102
6	Baruipur PD	0	0	0	82	6	76	151	12	139
7	Basirhat	0	0	0	63	0	63	103	4	99
8	Bidhannagar PC	21	20	1	46	38	8	160	110	50
9	Birbhum	171	33	138	85	2	83	169	16	153
10	Chandannagar PC	50	32	18	62	3	59	22	1	21
11	Cooch Behar	75	7	68	54	2	52	92	6	86
12	Dakshin Dinajpur	88	16	72	15	0	15	119	5	114
13	Darjeeling	86	31	55	19	1	18	41	3	38
14	Diamond Harbour PD	204	60	144	0	0	0	177	22	155
15	Hooghly Rural	70	49	21	276	23	253	125	4	121
16	Howrah PC	91	60	31	33	2	31	162	25	137
17	Howrah Rural	239	140	99	59	4	55	146	15	131
18	Jalpaiguri	203	15	188	21	0	21	131	5	126
19	Jhargram	16	3	13	53	5	48	48	1	47
20	Kalimpong	47	6	41	2	0	2	3	0	3
21	Malda	272	118	154	36	1	35	73	0	73
22	Murshidabad	142	71	71	156	14	142	147	13	134
23	Nadia	243	69	174	163	8	155	90	2	88
24	Paschim Medinipur	310	156	154	130	5	125	251	19	232
25	Purba Bardhaman	199	124	75	256	30	226	152	17	135
26	Purba Medinipur	289	171	118	118	10	108	191	19	172
27	Purulia	63	13	50	84	5	79	46	3	43
28	Siliguri PC	114	49	65	36	20	16	103	20	83
29	Sundarban PD	64	1	63	13	0	13	67	5	62
30	Uttar Dinajpur	282	111	171	31	5	26	106	10	96
TOTAL		4064	1669	2395	2440	327	2113	3538	399	3139



Table5B: District wise RTA Data on National Highways – 2018

Sl. No.	District / PC	RTA on National Highways																					
		2	2B	6	10	31	31A	31C	31D	32	34	35	41	55	60	60A	81	116B	117	131A	317B	512	717
1	Alipurduar					36		60													1		
2	ASN-DGP PC	206													32								
3	Bankura														64	15							
4	Barasat PD										118	129											
5	Barrackpore PC										56												
6	Baruipur PD																						
7	Basirhat PD																						
8	Bidhannagar PC										21												
9	Birbhum		6												165								
10	Chandannagar PC	50																					
11	Cooch Behar					75																	
12	Dakshin Dinajpur																					88	
13	Darjeeling					40	14	14						10							8		
14	DDH PD																		204				
15	Hooghly Rural	70																					
16	Howrah PC	20		23															48				
17	Howrah Rural			237															2				
18	Jalpaiguri					29		47	125														2
19	Jhargram			16																			
20	Kalimpong						47																
21	Malda										200						43			16		13	
22	Murshidabad										142												
23	Nadia										243												
24	Paschim Medinipur			96											214								
25	Purba Bardhaman	153	46																				
26	Purba Medinipur			62									96					131					
27	Purulia									51						12							
28	Siliguri PC				17	81		1	12					3									
29	Sundarban PD																		64				
30	Uttar Dinajpur					136					146												
TOTAL		499	52	434	17	397	61	122	137	51	926	129	96	13	475	27	43	131	318	16	9	101	2



Table 5C: District wise RTA Data on State Highways& Others Road– 2018

Sl. No.	District / PC	RTA on State Highways																			RTA on OR
		1	2	3	4	4A	5	6	7	8	9	10	10A	11	11A	12	12A	13	14	15	
1	Alipurduar															16	28				53
2	Asansol-Durgapur PC						3				5								14		187
3	Bankura		57		11		1			28	38										90
4	Barasat PD	26	15	28																	226
5	Barrackpore PC	277	1	4																	110
6	Baruipur PD	48		34																	151
7	Basirhat PD		37	26																	103
8	Bidhannagar PC			46																	160
9	Birbhum							34	18					10					23		169
10	Chandannagar PC		4					33										25			22
11	Cooch Behar																54				92
12	Dakshin Dinajpur												15								119
13	Darjeeling															19					41
14	Diamond Harbour PD																				177
15	Hooghly Rural		118					53	28									38		39	125
16	Howrah PC		1					29												3	162
17	Howrah Rural							8												51	146
18	Jalpaiguri															2	19				131
19	Jhargram						33				20										48
20	Kalimpong															2					3
21	Malda											36									73
22	Murshidabad								53					76	27						147
23	Nadia	29		38				7		8				79					2		90
24	Paschim Medinipur				68		35		27												251
25	Purba Bardhaman							97	81	10								20	15	33	152
26	Purba Medinipur				72		46														191
27	Purulia				20	10	48			6											46
28	Siliguri PC															12	24				103
29	Sundarban PD	13																			67
30	Uttar Dinajpur												31								106
TOTAL		393	233	176	171	10	166	261	207	52	63	36	46	165	27	51	125	83	54	126	3541

Accidents by road environment

Road environment refers to the nature of built up area on the road. The distribution of accident and fatalities across different environment is given at **Table 6**, the similar distribution district wise is given at **Table 6A**. Accidents in residential area constitute 31.63% of total accidents and 30.64% of total fatality.

Market/commercial area accounted for 1717 or 17.10% of total accidents and 15.53% of fatality with highest (151) in Barasat. There were a total 969 accidents around bus stops (highest in Purbo Bardhaman 107), and 292 accidents next to petrol pumps (with 28 in Nadia as highest).



Table 6: Accidents, fatalities and injuries by road environment-2018

Type of Area	Total No. of Accident	Persons Killed	Persons Injured
1. Residential Area	3176 (31.63)	1660 (30.64)	2671 (27.16)
2. Institutional Area	254 (2.53)	128 (2.36)	292 (2.97)
3. Market/Commercial Area	1717 (17.10)	841 (15.53)	1478 (15.03)
4. Open Area	3083 (30.70)	1832 (33.82)	3530 (35.89)
5. Bus Stop	969 (9.65)	500 (9.23)	810 (8.24)
6. Petrol Pump	292 (2.91)	143 (2.64)	340 (3.46)
7. Hospital	97 (0.97)	46 (0.85)	86 (0.87)
8. Others	454 (4.52)	267 (4.93)	628 (6.39)
Total	10042	5417	9835

Note : Figures in parentheses are percentage share in the total of respective columns.

Table 6A: District wise Accidents by road environment-2018

Sl. No.	District / PC	Accident Spots							
		Residential Area	Institutional Area	Market/Commercial Area	Open Area	Bus Stop	Petrol Pump	Hospital	Others
1	Alipurduar	62	4	22	73	19	7	0	7
2	Asansol-Durgapur PC	123	25	40	150	55	15	4	35
3	Bankura	88	5	38	129	20	5	1	18
4	Barasat PD	231	11	151	77	35	11	7	19
5	Barrackpore PD	165	20	75	84	43	11	5	45
6	Baruipur PD	101	10	50	54	5	2	4	7
7	Basirhat	83	5	41	25	6	3	0	3
8	Bidhannagar PD	75	11	41	26	50	3	4	17
9	Birbhum	144	1	32	163	50	11	5	19
10	Chandannagar PC	43	5	51	16	7	1	2	9
11	Cooch Behar	97	3	36	57	8	7	3	10
12	Dakshin Dinajpur	56	9	42	75	25	6	2	7
13	Darjeeling	44	4	18	69	1	2	1	7
14	Diamond Harbour PD	125	8	44	166	26	7	4	1
15	Hooghly Rural	102	6	121	177	25	23	1	16
16	Howrah PC	115	7	25	80	42	3	6	8
17	Howrah Rural	137	22	80	106	62	23	4	10
18	Jalpaiguri	129	7	48	128	6	16	4	17
19	Jhargram	32	1	6	60	7	2	1	8
20	Kalimpong	24	1	0	26	0	0	0	1
21	Malda	105	5	55	100	57	25	11	23
22	Murshidabad	209	6	42	109	54	11	1	13
23	Nadia	120	13	102	164	39	28	5	25
24	Paschim Medinipur	158	12	123	271	76	21	2	28
25	Purba Bardhaman	148	10	123	171	107	13	14	21
26	Purba Medinipur	128	15	125	177	91	19	2	41
27	Purulia	66	4	12	86	10	4	0	11
28	Siliguri PC	114	6	56	64	5	3	2	3
29	Sundarban PD	21	4	22	67	21	0	1	8
30	Uttar Dinajpur	131	14	96	133	17	10	1	17
TOTAL		3176	254	1717	3083	969	292	97	454



Table 6B:RTA on Accident Spot at Open Area on Junction type wise-2018

T-Junction		Y-Junction		Four Arm Junction		Staggered Junction		Round about Junction		Un-Controlled Junction	
RTA	Fatalities	RTA	Fatalities	RTA	Fatalities	RTA	Fatalities	RTA	Fatalities	RTA	Fatalities
348	199	126	82	42	20	521	285	164	103	1025	633

The data for 2018, however, showed that over 30.70 % accidents occurred in **open area**, i.e. locations which normally do not have any human activities in the vicinity (**Table 6 and 6A** below). However, if accidents in open areas are combined with accidents at junctions, it will be seen (**Table 6 B**) that out of 3083 accidents in open areas, 1201 (39%) of such accident took place at different kind of junctions- 348 (11%) at T-Junctions, 126 (4%) at Y-Junctions, 42 (1.3%) at Four Arm Junctions 521 (17%) at Staggered Junctions and 164(5%) at Round about Junctions. 1025 of these junctions for Un-Controlled.

Hence, analysis of accidents by road environment points out to the great need of appropriate road engineering interventions- Proper traffic calming at Market areas, better design and location of Bus Stops, safety at Petrol Pumps, appropriate markings, signages and signals as well as road calming measures at the junctions.

Similarly district which have very high numbers of accident in residential area like Barasat PD (231), Birbhum (141), Howrah Rural (137), Jalpaiguri (129), Barrackpore PC (165) should improve awareness campaigns regarding Road Safety in those areas.

Accidents by road features

Road features such as curve road, potholes and steep gradient tend to be accident prone as it takes skill, extra care and alertness to negotiate

these road features. Accidents on curved roads (988 or 9.84%), Bridges and culvert 398 (4%) pothole (47), steep gradient(47) and Under Construction stretches (148) combined together accounted for 16.28% of the total road accidents (**Table 7**). District wise distribution of accidents on curve roads is given at table **7A**.

The data for 2018 has shown that 83.72 % or 8407 of accidents took place on straight road which are normally considered less risky. However, a finer analysis by overlaying data of junction control with road features (see **Table 7 B**) shows that out of 8407 RTAs recorded on stretches on Straight Road, 3346 (40%) were at spots where there was a kind of junction - 1113 were at T junctions, 1308 at staggered junctions, etc. Out of 3346 accidents on Straight Roads which took a place at Junctions, 2499 number were uncontrolled junctions.

Hence analysis of accident by road feature point out to the great need of appropriate road engineering interventions-highlighting approach to bridges as well as the curvature of curve stretches (both day & night), better design and location of Bus Stops, safety at Petrol Pumps, appropriate markings, signages and signals as well as road calming measures at the junctions and on stretches under repair.



Table 7: Accidents, fatalities and injuries by road features-2018

Road Type	RTA	Fatalities	Injuries
1. Straight Road	8407 (83.72)	4459 (82.31)	7919 (80.52)
2. Curved Road	988 (9.84)	554 (10.23)	1196 (12.16)
3. Bridge	238 (2.37)	146 (2.70)	267 (2.71)
4. Culvert	160 (1.59)	113 (2.09)	181 (1.84)
5. Pot Holes	54 (0.54)	39 (0.72)	91 (0.93)
6. Steep Grade	47 (0.47)	23 (0.42)	83 (0.84)
7. On-going Road Works / Under Construction	148 (1.47)	83 (1.53)	98 (1.00)
Total	10,042	5,417	9,835

Note : Figures in parentheses are percentage share in the total of respective columns.

Table 7A: Accidents, fatalities and injuries on curve Road-2018

Sl. No.	District / Police Commissionerate	RTA	Fatalities	Injuries
1	Alipurduar	9	4	8
2	Asansol-Durgapur PC	26	22	16
3	Bankura	49	29	69
4	Barasat PD	37	11	41
5	Barrackpore PC	43	15	30
6	Baruipur PD	33	19	25
7	Basirhat PD	19	14	8
8	Bidhannagar PC	17	3	20
9	Birbhum	41	32	55
10	Chandannagar PC	13	8	6
11	Cooch Behar	18	12	13
12	Dakshin Dinajpur	25	14	24
13	Darjeeling	43	19	89
14	Diamond Harbour PD	16	7	13
15	Hooghly Rural	53	31	64
16	Howrah PC	26	4	25
17	Howrah Rural	38	21	32
18	Jalpaiguri	30	13	50
19	Jhargram	17	18	82
20	Kalimpong	12	2	34
21	Malda	62	24	97
22	Murshidabad	26	17	43
23	Nadia	31	20	30
24	Paschim Medinipur	77	48	72
25	Purba Bardhaman	51	28	67
26	Purba Medinipur	79	47	85
27	Purulia	47	41	63
28	Siliguri PC	11	5	9
29	Sundarban PD	6	5	6
30	Uttar Dinajpur	33	21	20
Total		988	554	1196



Table 7B RTA on Accident Spot on straight Stretches on Junction type wise-2018

T-Junction		Y-Junction		Four Arm Junction		Staggered Junction		Round about Junction		Un-Controlled Junction	
RTA	Fatalities	RTA	Fatalities	RTA	Fatalities	RTA	Fatalities	RTA	Fatalities	RTA	Fatalities
1113	559	368	221	336	142	1308	708	221	128	2499	1426

Accidents by road junction type

Road junctions are points where traffic merges and hence are prone to accidents. They are also major challenges for use of roads by vulnerable road users like pedestrians.

In 2018, a total of 4,094 accidents occurred at road junction which comprises 40.77 % of the total 10,042 accidents recorded in the State and resulted in 2168 fatalities or 40% of fatalities (Table-8).

Among different road junctions, staggered junctions accounted for the highest number of accidents at junctions: comprising 36.79 %. This indicates the challenge faced to Road Safety by mushrooming of a very large number of lower hierarchy roads merging into the main carriageways. Accidents at T-junction was 1303 or 31.83 %, followed by Y-junction 509 or 12.43%, Four-arm junctions 401 or 9.79% and Round about junction 375 or 9.16 %.

Distribution of accidents at junctions across different road features is given at Table 8A. It is seen that out of 8407 RTAs on Straight roads, 3346 occurred at junctions. Even at 553

RTA spots on Curved roads, some kind of junction was there.

The distribution of accidents of different type of junction across road categories is given at Table 8 B. Of the 4094 accidents at junctions, 1717 or 41.93% occurred on National Highways, 975 or 23.81 % on State Highways and 1402 or 34.22 % on Others Road.

The distribution of accidents at different types of junctions covering vulnerable road users like pedestrians as well as by major vehicle categories like Bus, Lorry, Four-wheelers and two wheelers given at Table 8 C. It is seen that out of the 4161 accidents involving pedestrians, 1693 or 40.68 % occurred at junctions. It clearly points out the need of road engineering interventions at junctions like protective railings at intersection arcs, signages, road marking and traffic calming measures. Out of 3618 accidents involving lorries, 41.76% occurred at junctions.

Distribution of accidents at junctions by day and night is given at Table 8D. It is seen that 48.60% of such accidents takes place at night clearly pointing out the need of adequate night traffic control devices at junctions.

Table 8: Accidents road junction type-2018

Junction type	Total No. of Accident	Persons Killed	Persons Injured
1. T Junction	1303 (31.83)	657 (30.30)	1201 (30.15)
2. Y Junction	509 (12.43)	304 (14.02)	428 (10.75)
3. Four Arm Junction	401 (9.79)	173 (7.98)	342 (8.59)
4. Staggered Junction	1506 (36.79)	815 (37.59)	1661 (41.70)
5. Round About Junction	375 (9.16)	219 (10.10)	351 (8.81)
Total	4,094	2,168	3,983

Note : Figures in parentheses are percentage share in the total of respective columns.



Table 8A: Road Features wise RTA Data on Junction type wise -2018

Road Features	Type of Junction					No Junction	Total
	T-Junction	Y-Junction	Four Arm	Staggered	Round About		
Straight Road	1113	368	336	1308	221	5061	8407
Curve Road	114	99	33	82	107	553	988
Bridge	25	27	9	46	15	116	238
Culvert	17	7	3	31	17	85	160
Pot Holes	3	1	2	9	3	36	54
Steep Grade	9	3	2	8	3	22	47
On going Road Construction	22	4	16	22	9	75	148
Total	1303	509	401	1506	375	5948	10042

Table 8B: RTA on Road Type Junction with NH/SH/OR-2018

Junction Type	RTAs	Fatalities	Injury	NH			SH			Others Road		
				RTAs	Fatalities	Injury	RTAs	Fatalities	Injury	RTAs	Fatalities	Injury
T-Junction	1303	657	1201	596	313	585	286	150	268	421	194	348
Y-Junction	509	304	428	208	120	177	105	87	92	196	97	159
Four Arm Junction	401	173	342	198	96	178	91	44	71	112	33	93
Staggered Junction	1506	815	1661	616	324	731	385	219	505	505	272	425
Round About Junction	375	219	351	99	50	92	108	63	113	168	106	146
Total	4094	2168	3983	1717	903	1763	975	563	1049	1402	702	1171

Table 8C: Vulnerable road users wise RTA Data on Junction type wise -2018

Road users	Type of Junction					No Junction	Total
	T-Junction	Y-Junction	Four Arm	Staggered	Round About		
Pedestrian	579	198	157	606	153	2468	4161
Bus	128	71	50	151	36	588	1024
Lorry	473	168	155	590	125	2107	3618
Four-Wheeler	316	107	104	381	99	1400	2407
Two-wheeler	399	172	114	477	137	2020	3319

Table 8D: RTA Data during the day and night time at Junctions.

Junction Type	Day Time		Night Time	
	RTA	Fatalities	RTA	Fatalities
T-Junction	706	331	597	326
Y-Junction	257	157	252	147
Four Arm Junction	212	93	189	80
Staggered Junction	763	395	743	420
Round About Junction	205	114	170	105
Total	2116	1090	1951	1078



Accidents by Traffic Control type

Out of 4,094 accidents at road junctions, 1,501 (36.66%) accidents took place at junctions which had traffic control measures such as traffic light signals, police control, stop sign and flashing signals/blinders and the remaining 2,593 (63.34%) accidents took place at uncontrolled junctions (**Table 9**). This highlights the importance and also inadequacy of traffic control mechanism at road junctions and a major traffic engineering short coming. RTAs on junction control on different road categories is given at **Table-9A**. It is seen that out of total of 4094 accident on various junctions, 1752 or 42.72 % took place on NH, 990 or 24.18% on SH and 1352 or 33% on

other roads. It is also seen that out of 2593 accidents on uncontrolled junctions 1004 or 38.71% occurred on NH. Out of the 1501 controlled junctions where accidents took place, 1046 or 69.68% were controlled by Policemen. Further out of 748 accidents on controlled junctions on NH as many as 562 were controlled by Policemen. It clearly point out to the severe gap in placing non manned traffic control mechanisms on National Highways and the limitations of police controls on such high speeding carriageways. District-wise figures of accidents at junctions by type of traffic control is given at Table 9B.

Table 9: Accidents at road junctions by type of traffic control-2018.

Type of Traffic Control	RTA	Fatality	Injury
1. Traffic Light Signal	325 (7.94)	108 (5.22)	262 (6.58)
2. Police Control	1046 (25.55)	518 (25.05)	1110 (27.87)
3. Stop Sign	92 (2.25)	51 (2.47)	78 (1.96)
4. Flashing Signal/Blinker	38 (0.93)	17 (0.82)	31 (0.78)
5. Uncontrolled	2593 (63.34)	1474 (66.64)	2502 (62.82)
Total	4,094	2,168	3,983

Note : Figures in parentheses are percentage share in the total of respective columns.

Table 9A: RTA on Junction Control with NH/SH/OR-2018.

Junction Control	RTA	Fatality	Injury	NH			SH			Others Road		
				RTA	Fatality	Injury	RTA	Fatality	Injury	RTA	Fatality	Injury
Traffic Light Signal	325	108	262	120	47	101	141	49	115	64	12	46
Police Control	1046	518	1110	562	246	650	211	148	222	273	124	238
Stop Sign	92	51	78	50	32	38	26	11	27	16	8	13
Flashing Signal/Blinker	38	17	31	16	6	12	13	8	14	9	3	5
Uncontrolled	2593	1474	2502	1004	578	1054	599	354	708	990	542	740
Total	4094	2168	3983	1752	909	1855	990	570	1086	1352	689	1042



Accidents by weather condition

Table 10 shows that in 2018, almost 49.27 of the accident took place under sunny/clear weather. Accidents under adverse weather

conditions such as rainy, fog and hail/sleet accounted for only 9.87 % of total road accidents during 2018.

Table 10: Road accidents by weather condition.

Weather Condition	RTA	Fatality	Injury
1. Sunny/Clear	4948 (49.27)	2491 (45.98)	5033 (51.17)
2. Rainy	354 (3.53)	167 (3.08)	406 (4.13)
3. Foggy/Misty	619 (6.16)	389 (7.18)	591 (6.01)
4. Hail/Sleet	18 (0.18)	10 (0.18)	10 (0.10)
5. Others (Specify)	4103 (40.86)	2360 (43.57)	3795 (38.59)
Total	10,042	5,417	9,835

Note : Figures in parentheses are percentage share in the total of respective columns.



SECTION 3: SPATIAL AND INTER-TEMPORAL DISTRIBUTION OF ROAD ACCIDENTS

This section examines the distribution of road accidents statistics of 2018 between rural areas and urban areas, and also across the months in a year and time during a day. As per 2011 census, 67.8 per cent of India's population lives in rural area and while 31.2 per cent lives in urban areas. Urban areas have more population and more NH passes through this area and therefore more incidences of road accidents as compared to urban areas. Social and economic activities and travel during a year and in a day have some seasonality and pattern which affects road traffic volume and, perhaps, incidences of accidents as well. This section presents a summary of the related data for 2018 furnished by the districts.

Road accidents in urban and rural areas

In 2018, 30.52% of road accidents were recorded in urban areas and 69.47 per cent were in rural areas. In case of fatalities, 24.97 per cent of the total persons killed in road accidents were in urban areas and 75.52 % were in rural areas. As compared to 2017,

the share of accidents and fatalities in urban areas has come down in 2018. The decline in the share of accidents and fatalities on the urban area could be on account of a massive road safety awareness programme (Safe Drive Save Life) which probably touched urban areas much more than rural areas.

Table 11: Number of road accidents, fatalities and injuries in Rural and Urban areas during 2017 and 2018

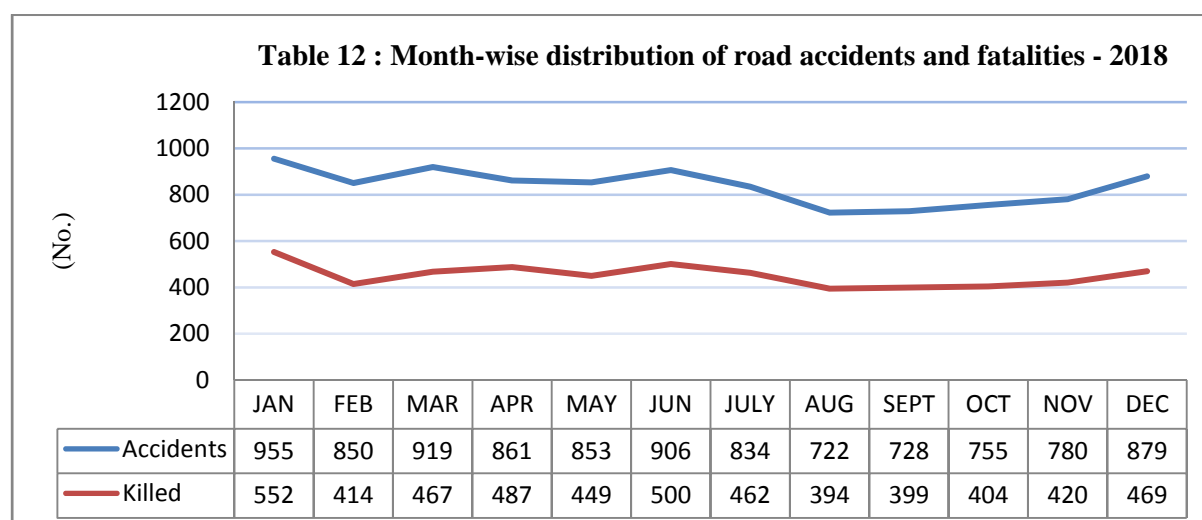
Area Type	2017			2018		
	RTA	Fatality	Injury	RTA	Fatality	Injury
Urban Area	4,412 (37.93)	1,753 (30.38)	3,645 (36.12)	3,065 (30.52)	1,326 (24.97)	2,688 (27.33)
Rural Area	7,219 (62.06)	4,016 (69.61)	6,446 (63.87)	6,977 (69.47)	4,091 (75.52)	7,147 (72.66)
Total	11,631	5,769	10,091	10,042	5,417	9,835

* Figures in parentheses indicate the percentage share in the total of share of the total.

Month-wise distribution of road accidents

The aggregate data on month-wise distribution of road accidents for 2018 shows that the

number of accidents are the highest during the November to February and fatalities peaked in June (see table 12 below).



Time interval-wise distribution of road accidents

During the dark hours, i.e. between 6 PM to 6AM 45% of the accident took place although the numbers of vehicles could be hardly 30%. One of the reasons is inadequate non manual traffic control on roads as mentioned in the preceding chapter. Further, the qualities of the signage and road marking is quite poor. Another reason could be non-compliance of the vehicles with rear end conspicuity signs. A big reason could be the high use of roads by

Lorries by the night. The distribution of accident by various road user is given at Table 13 A. In 2018, the time interval between 00:00 PM and 03:00AM recorded maximum number of road accidents, accounting for 16.3% of the total accidents in the state (see Table 13 below). The second highest time interval of a day was between 3:00 PM and 6:00 PM constitute 13.8 per cent.

Table 13: Number of road accidents by time interval of day – 2017& 2018.

Time	2017		2018	
	Number of Accidents	% of share in total accidents	Number of Accidents	% of share in total accidents
06:00 – 09:00 hrs. (Day)	1299	11.2	1088	10.8
09:00 – 12:00 hrs. (Day)	1994	17.1	1547	15.4
12:00 – 15:00 hrs. (Day)	1908	16.4	1356	13.5
15:00 – 18:00 hrs. (Day)	1963	16.9	1384	13.8
18:00 – 21:00 hrs. (Night)	1687	14.5	1272	12.7
21:00 – 24:00 hrs. (Night)	1174	10.1	924	9.2
00:00 – 03:00 hrs. (Night)	611	5.3	1636	16.3
03:00 – 06:00 hrs. (Night)	995	8.6	835	8.3
TOTAL	11,631	100.0	10,042	100.0

Table 13 A: The distribution of accident by various road user during day & night.

Road user	Total Accident	Day	Night
Pedestrian	4161	2359	1802
Bus	1024	655	369
Lorry	3618	1838	1780
Four-Wheeler	2407	1259	1148
Two-wheeler	3319	1760	1559

SECTION 4: ROAD ACCIDENTS BY TYPE OF VEHICLE INVOLVED

There are over 96lacs registered vehicles in West Bengal. The level of vulnerability of road-users to accidents is high as the same road space is shared among wide variety of motorized and non-motorized vehicles and pedestrians. Among motorized vehicles, truck/lorry constitutes 31.51% motorized two-wheeler comprising of cars, jeeps and taxis constitute 22.81%. Non-motorized vehicles on the roads include cycles, cycle rickshaws, hand-drawn carts, animal drawn carts.

Vehicular composition of vehicles involved in accidents: Truck/lorry, which constitute 5.53 % of registered vehicles, accounted for

31.51% of the total road offenders during the calendar year 2018 Within motorized vehicle categories, truck/lorry accounted for the



highest share as offenders in total road accidents at 31.51% followed by Car/ Jeep / Van / Taxi 22.81% and the two wheeler vehicle 22.35%, then the combined vehicle category comprising cars, jeep & taxi 22.81 and other articulated vehicles 1.93, buses 8.85 and auto-rickshaws 2.73.

In case of fatality, 32.88% of deaths in road accidents during 2018 involved truck/lorry against 21.23% in 2017. The number and percentage share of accidents, persons killed and injured during 2017 and 2018 based on vehicle type involved is given at **Table 14**. Distribution of truck accidents across districts is given at **Table 14A**. It is seen that the highest numbers of lorries accidents are in Paschim Medinipur 691, Purba Bardhaman 607, Purba Medinipur 598, Barasat PD 542, Nadia 496, Barrackpore PC 448, Hooghly

Rural 471 and Howrah Rural 444. A list of stretches vulnerable to truck accident are given in 14B. At **Table 14C** a list of 15 Police Stations with the largest numbers of Truck accidents is given.

Distribution of two-wheeler accidents across districts is given at **Table 14D**. It is seen that the maximum numbers of accidents involving two wheelers was in Barasat PD 206 Purab Medinipur 195, Paschim Medinipur 181, Asansol Durgapur 180, Howrah Rural 173, Purba Bardhaman 160, in Hooghly Rural 171. Stretches with high intensity of two-wheeler accident are given in **Table 14E**. The distribution of age of drivers of offending two-wheeler is given at **Table 14F**.

Table 14: Road accidents, fatalities and injuries by offending vehicle type-2017 & 2018

Type of Vehicles	2017			2018		
	RTA	Fatality	Injury	RTA	Fatality	Injury
1. Motorised Two-Wheeler	2346 (20.17)	1067 (18.50)	1874 (18.57)	2244 (22.35)	1171 (21.62)	1722 (17.51)
2. Auto Rickshaw	280 (2.41)	96 (1.66)	294 (2.91)	274 (2.73)	117 (2.16)	295 (3.00)
3. Car/Jeep/Van/Taxi	2705 (23.26)	1111 (19.26)	2576 (25.53)	2291 (22.81)	1086 (20.05)	2348 (23.87)
4. Bus	948 (8.15)	347 (6.01)	1685 (16.70)	889 (8.85)	436 (8.05)	1999 (20.33)
5. Truck/Lorry	2699 (23.21)	1225 (21.23)	2188 (21.68)	3164 (31.51)	1781 (32.88)	2698 (27.43)
6. Heavy Articulated Vehicle/Trolley	115 (0.99)	64 (1.11)	64 (0.63)	194 (1.93)	104 (1.92)	176 (1.79)
7. Tempo/Tractor	339 (2.91)	156 (2.70)	293 (2.90)	368 (3.66)	227 (4.19)	305 (3.10)
8. E-Rickshaw	0 (0.00)	0 (0.00)	0 (0.00)	2 (0.02)	2 (0.04)	0 (0.00)
9. Bicycle	105 (0.91)	41 (0.71)	72 (0.71)	4 (0.04)	2 (0.02)	2 (0.02)
10. Cycle Rickshaw	50 (0.43)	18 (0.31)	52 (0.52)	0 (0.00)	0 (0.00)	0 (0.00)
11. Hand Drawn Cart	2 (0.02)	0 (0.00)	3 (0.03)	0 (0.00)	0 (0.00)	0 (0.00)
12. Animal Drawn Cart	1 (0.01)	0 (0.00)	0 (0.00)	1 (0.01)	1 (0.02)	0 (0.00)
13. Others (Specify)	2041 (17.55)	1644 (28.50)	990 (9.81)	611 (6.08)	490 (9.05)	290 (2.95)
Total	11631	5769	10091	10042	5417	9835

Note : Figures in parentheses are percentage share in the total of respective columns.



Share of different vehicle types in road accidents 2018

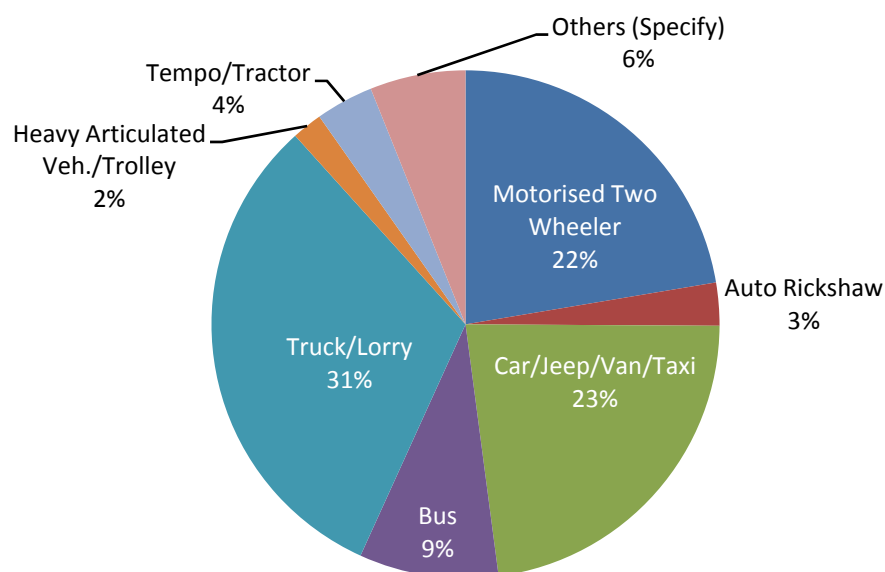


Table 14A: Annual District wise Truck / Lorry involved in RTA Cases - 2017 & 2018

Sl. No.	District / PC	Total Number of Accident in RTA 2018	Truck / Lorry involved in RTA 2018			% of Accidents
			RTA	Fatality	Injury	
1	Alipurduar	194	68	40	63	35.1
2	Asansol-Durgapur PC	447	173	111	149	38.7
3	Bankura	304	132	82	175	43.4
4	Barasat PD	542	211	84	192	38.9
5	Barrackpore PC	448	100	29	68	22.3
6	Baruipur PD	233	62	36	42	26.6
7	Basirhat	166	61	35	45	36.7
8	Bidhannagar PC	227	24	5	25	10.6
9	Birbhum	425	204	154	187	48.0
10	Chandannagar PC	134	62	40	43	46.3
11	Cooch Behar	221	63	39	58	28.5
12	Dakshin Dinajpur	222	50	31	46	22.5
13	Darjeeling	146	59	39	56	40.4
14	Diamond Harbour PD	381	89	48	96	23.4
15	Hooghly Rural	471	238	126	314	50.5
16	Howrah Pc	286	74	24	46	25.9
17	Howrah Rural	444	179	114	114	40.3
18	Jalpaiguri	355	110	41	114	31.0
19	Jhargram	117	31	17	29	26.5
20	Kalimpong	52	13	5	21	25.0
21	Malda	381	171	76	201	44.9
22	Murshidabad	445	219	138	238	49.2
23	Nadia	496	199	127	152	40.1
24	Paschim Medinipur	691	310	164	386	44.9
25	Purba Bardhaman	607	252	171	192	41.5
26	Purba Medinipur	598	150	80	141	25.1
27	Purulia	193	55	47	52	28.5
28	Siliguri PC	253	64	36	49	25.3
29	Sundarban PD	144	33	12	34	22.9
30	Uttar Dinajpur	419	162	101	139	38.7
TOTAL		10042	3618	2052	3467	36.0



Table 14B: Top Stretches where Truck / Lorry Accident occurred -2018

District / PC	Police Station	Total Number of Accident	Number of Accident involved by Truck / Lorry	Stretches	KM
Asl-Dgp Pc	Jamuria	50	25	Satgram Fatak to Nigha More on NH- 2 Kunustoria to Dhasal More on NH-60	6.2 3.1
Bankura	Bankura	55	24	Ekteswar bridge to Bikna DAV School on NH - 60	5.5
Barasat PD	Amdanga	68	40	Mirhati Bus Stop to Rajberia on NH - 34	18.2
Barasat PD	Madhyamgram	67	35	Doltala More to Meghdoot on NH-34	2.5
Chandannagar PC	Dankuni	55	34	Hazra Para Bus stand to Coal India Gate on NH - 2	5.5
Hooghly Rural	Arambagh	64	45	Harinkhola Bridge to Kalipur on SH -2	11.2
Howrah Rural	Sankrail	88	40	Alampur to Ranihati Xing on NH - 6	7.9
Howrah Rural	Uluberia	78	47	Decathlan to Skkipper on NH - 6	15.7
Malda	Gazole	74	29	Adina to Mayna on NH - 34	19.9
Malda	Kaliachak	48	28	Sultanganj to Shimuldhhab on NH - 34	11.2
Murshidabad	Berhampore	58	39	Bhakuri to Radhaghat on NH - 34	16.6
Nadia	Chakdah	45	23	Narapati Para to Mahanala on NH - 34	11.5
Paschim Medinipur	Debra	70	29	Srirampur to Dalapatipur on NH - 6	12.8
Paschim Medinipur	Narayanagarh	33	24	Poktapool to Makrampur on NH - 60	12.8
Purba Bardhaman	Burdwan	88	39	Alisha More to Fagupur on NH - 2	13.3
Uttar Dinajpur	Dalkhola	35	26	Domohana Bridge to Purnia More on NH - 34	12.3

Table 14 C: Top 15 Police Stations where 10 or more accidents occurred due to Truck / Lorry

Sl. No.	District / PC	Police Station	Total Number of RTA	Truck/ Lorry involved in RTA	Fatality	Injury	% of RTA
1	Paschim Medinipur	Kharagpur (L)	104	74	43	95	71.2
2	Howrah Rural	Sankrail	88	40	17	27	45.5
3	Purba Bardhaman	Burdwan	88	39	23	25	44.3
4	Uttar Dinajpur	Raiganj	87	29	16	25	33.3
5	Uttar Dinajpur	Islampur	82	36	18	40	43.9
6	Barasat PD	Habra	81	39	13	42	48.1
7	Howrah Rural	Uluberia	78	47	34	38	60.3
8	Malda	Englishbazar	75	41	14	47	54.7
9	Malda	Gazole	74	29	20	18	39.2
10	Paschim Medinipur	Garhbeta	74	29	14	45	39.2
11	Howrah Rural	Domjur	73	32	19	17	43.8
12	Paschim Medinipur	Debra	70	29	9	27	41.4
13	Barasat PD	Amdanga	68	40	16	48	58.8
14	Barasat PD	Madhyamgram	67	35	12	20	52.2
15	Jalpaiguri	Maynaguri	67	30	17	34	44.8



Table 14 D: District wise Motorised Two-Wheeler involved in RTA cases 2018

Sl. No.	District / PC	Total RTA Data			Offender			Victim		
		RTA	Fatality	Injury	RTA	Fatality	Injury	RTA	Fatality	Injury
1	Alipurduar	66	44	53	48	31	35	18	13	18
2	Asansol-Durgapur PC	180	128	105	117	77	57	63	51	48
3	Bankura	105	66	79	62	40	39	43	26	40
4	Barasat PD	206	81	187	135	56	110	71	25	77
5	Barrackpore PC	121	47	109	82	33	75	39	14	34
6	Baruipur PD	73	32	60	58	24	45	15	8	15
7	Basirhat	50	32	34	28	15	18	22	17	16
8	Bidhannagar PC	85	16	97	47	11	55	38	5	42
9	Birbhum	129	96	116	62	42	68	67	54	48
10	Chandannagar PC	54	29	57	23	12	26	31	17	31
11	Cooch Behar	70	39	46	48	27	29	22	12	17
12	Dakshin Dinajpur	102	69	48	78	49	34	24	20	14
13	Darjeeling	43	32	38	26	21	25	17	11	13
14	Diamond Harbour PD	120	46	153	99	33	130	21	13	23
15	Hooghly Rural	171	84	182	97	57	83	74	27	99
16	Howrah PC	89	26	81	50	14	41	39	12	40
17	Howrah Rural	173	118	110	131	85	80	42	33	30
18	Jalpaiguri	158	46	180	116	36	132	42	10	48
19	Jhargram	49	30	53	23	14	17	26	16	36
20	Kalimpong	13	6	12	11	6	9	2	0	3
21	Malda	93	49	67	56	25	40	37	24	27
22	Murshidabad	115	73	77	87	52	55	28	21	22
23	Nadia	133	66	109	88	41	63	45	25	46
24	Paschim Medinipur	181	106	112	125	68	72	56	38	40
25	Purba Bardhaman	160	96	125	98	59	70	62	37	55
26	Purba Medinipur	195	128	121	152	90	94	43	38	27
27	Purulia	71	54	52	41	26	26	30	28	26
28	Siliguri PC	125	49	93	99	33	79	26	16	14
29	Sundarban PD	35	12	48	33	12	39	2	0	9
30	Uttar Dinajpur	154	101	98	124	82	76	30	19	22
TOTAL		3319	1801	2702	2244	1171	1722	1075	630	980

Table 14E: Stretches where Motorised Two-Wheeler Accident occurred -2018

District / PC	Motorised Two-Wheeler Road wise RTA Data -2018				Length (in Km.)
	RTA	Fatality	Injury	Top Stretches	
Barasat PD	206	81	187	48 (NH-35) Fish Market under Barasat PS to Debipur under Gaighata PS 24 (NH-34) Doltala under Madhyamgram PS to Rangmahal under Amdanga PS 15 (SH-1) Motiganj More under Bongaon PS to Kadamtala under Gopalnagar PS	43.4 19.2 15.6
Barrackpore PC	121	47	109	23 (SH-1- BT Road) Golghar under Jagaddal PS to Baranagar PS Gate 42 (SH-1 - Kalyani Highway) Kaltala under Bizpore PS to Golbagan under Nimta PS	25.3 35.6
Bidhannagar PC	85	16	97	15 (SH-3) Tali Park under Baguati PS to Sreebhumi Bus Stop under Lake Town PS	12.6
Chandannagar PC	54	29	57	15 (NH-2) Maitypara to Coca Cola Factory under Dankuni PS 10 (SH-13) Sweetpur More under Bhadreswar PS to Baidyabati under Serampore PS	5.4 9.7
Darjeeling	43	32	38	9 (NH-31C) Bengai Jote to Kiran Chandra TE under Naxalbari PS	9.2
Diamond Harbour PD	120	46	153	65 (NH-117) Rasapunja under Bishnupur PS to Hatugunj More under Diamond Harbour PS	29.4
Howrah PC	89	26	81	20 (NH-117) Khejurtala under Jagacha PS to Nabanna under Shibpur PS 15 (SH-6) Jalan Road Xing under M P Ghora PS to D. Sk. Lane under AJC Bose B Garden PS	7.3 10.6
Howrah Rural	173	118	110	73 (NH-6) Salap More under Domjur PS to Khadinan Laibery More under Bagnan PS	39.4
Jhargram	49	30	53	16 (SH-5) Jamda to Gadro Bus Stop under Jhargram PS	13.7
Siliguri PC	125	49	93	32 (NH-31) Bhutabari under Bagdogra PS to Belgal Safari under Bhaktinagar PS 8 (NH-10) Gandhi Nagar to Check Post under Bhaktinagar PS 8 (SH-12A) Jalpai More under Siliguri PS to Junction under Pradhannagar PS 6 (SH-12) Himul Gate to Khaprail Bazar under Matigara PS	21.4 1.5 3.2 6.8



Table 14 F: Age Group of offenders Motorised Two-Wheeler

Age-group	RTA	Fatality	Injury
Less than 18 years	88	46	78
18 - 25	346	203	269
25 - 35	909	456	681
35 - 45	349	183	266
45 - 60	136	95	80
60 and Above	18	10	12
7. Age not known	398	178	336
Total	2,244	1,171	1,722

Age of vehicles involved in road accidents

Age of vehicles involved in road accidents is meant to throw some light on prevalence of aged or over-aged vehicles on the roads, accidents due to vehicle defects, assuming that old vehicles tend to have more frequent

malfunction, and the number and share of old vehicles in total accidents. In 2018, a total of 2,990 road accidents happened involving vehicles older than 10 years (**Table: 15**).

Table 15: Road accidents, fatalities and injuries by age of vehicles involved 2017 & 2018

Age of Vehicle	2017			2018		
	RTA	Fatality	Injury	RTA	Fatality	Injury
1. Less than 5 years	1,217	660	993	2,689	1,487	2,555
2. 5 - 10 years	1,678	851	1,635	2,990	1,529	3,101
3. 10.1 - 15 years	313	164	330	816	464	963
4. > 15 years	681	392	803	1,827	984	1,847
5. Age Not Known	7,742	3,702	6,330	1,720	953	1,369
Total	11,631	5,769	10,091	10,042	5,417	9,835

Note : Only known age of vehicles as reported by District Including in the table.



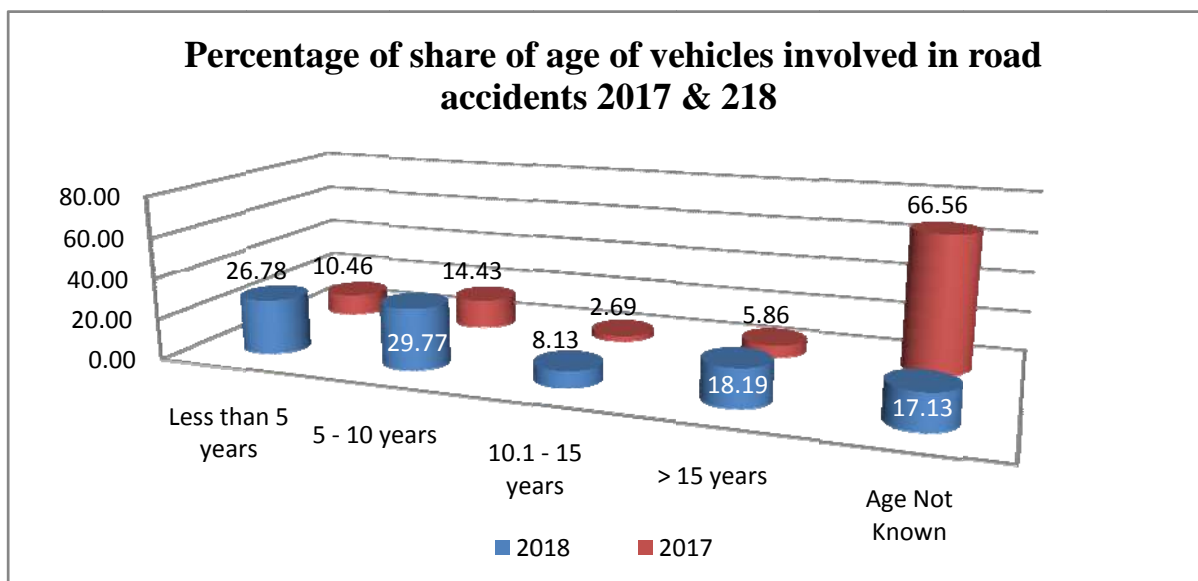


Table 15 A: Road accidents by age of Offending vehicles – 2018

Age-group	Bus	Truck /Lorries	Car/Van/Jeep/Taxi	Heavy Articulated Vehicle
Less than 5 years	312	1180	808	86
5 - 10 years	254	952	577	62
10 - 15 years	117	340	162	20
> 15 years	206	692	378	26
Total	889	3,164	1,925	194

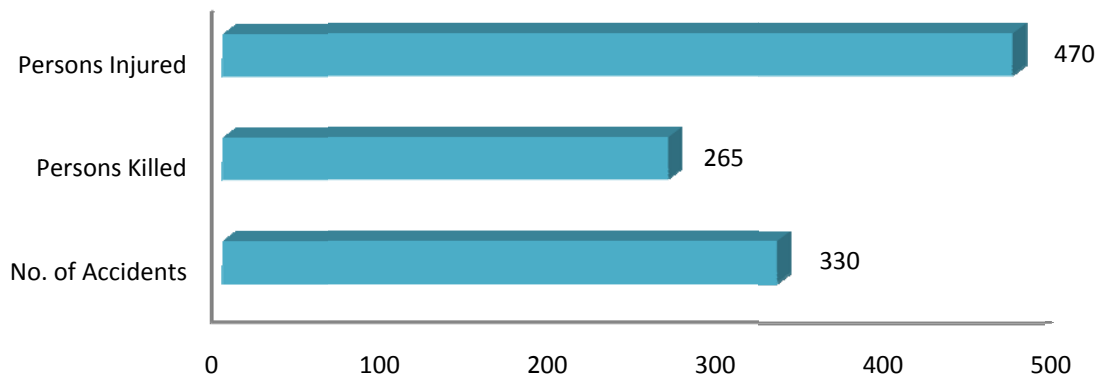
Load condition of vehicles involved in accident

Overloaded vehicles and vehicles with loads protruding/hanging are road traffic hazard, risking accident for itself and also for other

road users. A total of 330 road accidents during 2018 involved overloaded vehicles. (Chart) depicts the number of accidents, fatality and injury in cases involving overloaded vehicles.



Accidents, Fatalities, and Injuries involving overloaded vehicles 2018



SECTION 5: ROAD ACCIDENTS INVOLVING PEDESTRIANS

This section examines the accident involving pedestrians who are considered to be the most vulnerable of the road users. The data on accidents and fatalities involving pedestrians is given in **Table 16**. It is seen that RTAs of pedestrians involved in 2017 & 2018 are same. The percentage of pedestrian fatalities as a portion of all fatalities was 42% in 2017 and 46% in 2018. So, while the number of accidents were same, the number of fatalities went up in 2018 by 2531-2429= 102.

Of 4161 pedestrian accidents in 2018, 1184 numbers took place on urban roads and 2977 number took place on rural roads. Similarly out of 2531 fatalities in 2018, 1892 took place on rural road and 639 on urban road. Of the 4161 accidents in 2018, 1802 number took place during night hours and 2359 took place during day hours.

The numbers of accidents and fatalities of pedestrians in 2018 at various junctions was 1693 (40.6%) and 989 (39%) respectively out of which the number of accidents at uncontrolled junctions was 1251 and fatalities was 776. The distribution of pedestrian accidents and fatalities across different road categories and districts is given in **Table 16A**. 1553 or 37% RTAs involving pedestrians took place on NH. Out of 4055 RTAs on NH in 2018, 1553 or 38% involved pedestrians. It is seen that the highest number of pedestrians RTAs took place in Purba

Bardhaman 295, Paschim Medinipur 294, Nadia 251, Murshidabad 246, Barasat PD 211, Uttar Dinajpur 210, Purba Medinipur 257 and Asansol Durgapur 202.

Similarly pedestrians accidents were maximum on **Other road** (1581 or 37.99%) accounting for 945 or 37.33% of all pedestrian deaths. The spot wise involvements of pedestrians and by type of vehicles is given at **Table 16B** and **Table 16C** respectively. It is seen that the largest numbers of accidents took place in residential area 1465 resulting in death of 847 persons. Within this, rural road accounted for 1038 or 70.85% of the accidents and 634 or 74.85% of fatalities.

The high incidence of pedestrian accidents and deaths on **other roads** and **residential** area in **rural roads** indicates the need for stronger traffic engineering interventions and for launching for more robust road safety awareness campaigns on the others roads in rural areas. Out of 1009 accidents in which pedestrians were hit by two wheelers, 751 or 75% took place on rural roads. Enforcement drive against errant two wheelers drivers behaviour is required. Vulnerable stretches of pedestrian accidents are given at **Table 16D**. Age group of pedestrian fatalities is given at **Table 16 E**.

Table 16: RTA data on Pedestrian involved in 2017 & 2018.

Year	RTA		Fatality		Injury	
	Urban	Rural	Urban	Rural	Urban	Rural
2017	1421	2740	721	1708	950	1803
Total	4161		2429		2753	
2018	1184	2977	639	1892	707	1755
Total	4161		2531		2462	



Table 16(A): District wise Pedestrians involved in RTA Cases - 2018

Sl. No.	District / PC	RTA in Pedestrian Involved		On National Highway		On State Highway		On Others Road	
		RTA	Fatality	RTA	Fatality	RTA	Fatality	RTA	Fatality
1	Alipurduar	74	51	35	27	21	13	18	11
2	Asansol-Durgapur PC	202	147	99	83	11	8	92	56
3	Bankura	120	93	29	25	54	40	37	28
4	Barasat PD	211	102	83	33	23	13	105	56
5	Barrackpore PC	110	46	10	5	64	27	36	14
6	Baruipur PD	99	54	0	0	37	20	62	34
7	Basirhat	93	62	0	0	33	22	60	40
8	Bidhannagar PC	67	18	7	2	18	3	42	13
9	Birbhum	164	131	48	35	36	26	80	70
10	Chandannagar PC	48	35	21	19	22	12	5	4
11	Cooch Behar	115	68	47	26	24	18	44	24
12	Dakshin Dinajpur	100	74	44	33	4	3	52	38
13	Darjeeling	35	23	21	13	5	2	9	8
14	Diamond Harbour PD	176	71	109	41	0	0	67	30
15	Hooghly Rural	122	74	8	6	77	44	37	24
16	Howrah PC	117	39	27	17	16	3	74	19
17	Howrah Rural	156	104	79	55	29	20	48	29
18	Jalpaiguri	126	51	65	25	4	2	57	24
19	Jhargram	44	29	4	2	20	12	20	15
20	Kalimpong	0	0	0	0	0	0	0	0
21	Malda	182	124	122	87	22	11	38	26
22	Murshidabad	246	146	67	42	82	41	97	63
23	Nadia	251	134	102	53	90	46	59	35
24	Paschim Medinipur	294	193	110	76	70	52	114	65
25	Purba Bardhaman	295	217	79	57	145	99	71	61
26	Purba Medinipur	257	156	113	69	46	29	98	58
27	Purulia	87	72	34	24	32	30	21	18
28	Siliguri PC	85	32	36	14	14	4	35	14
29	Sundarban PD	75	36	33	15	8	4	34	17
30	Uttar Dinajpur	210	149	121	83	20	15	69	51
TOTAL		4161	2531	1553	967	1027	619	1581	945

Table 16B:Spot wise involvement of Pedestrian in RTA -2018

Sl. No.	Accident Spot	RTA	Fatality	Injury
1.	Residential Area	1465	847	907
2.	Institutional Area	84	53	41
3.	Market / Commercial Area	782	440	469
4.	Open Area	1084	716	647
5.	Bus Stop	459	286	247
6.	Petrol Pump	94	54	57
7.	Hospital	39	23	24
8.	Others	154	112	70
	Total	4161	2531	2462



Table 16C: Pedestrian involved in RTA by type of Vehicles-2018

Sl. No.	Type of Vehicle	RTA	Fatality	Injury
1	Motorised Two-Wheeler	1009	522	630
2	Auto Rickshaw	76	30	56
3	Car/Jeep/Van/Taxi	957	542	661
4	Bus	329	174	237
5	Truck/Lorry	1225	823	670
6	Heavy Articulated Vehicle/Trolley	76	51	38
7	Tempo/Tractor	187	126	92
8	E-Rickshaw	2	2	0
9	Bicycle	4	2	2
13	Others	296	259	76
TOTAL		4161	2531	2462

Table 16D: Stretches where Pedestrian involved in RTA -2018

Sl No.	District / PC	Road Stretches	Length (in KM)
1.	Asansol-Durga PC	83 (NH-2) B.B.D. Market under Bud Bud PS to Sarakdihi More under Asansol (N) PS	68.9
2.	Bankura	7 (SH-2) Hetyagara to Simlapal Lalmaidan under Simlapal PS	6.0
3.	Barasat PD	40 (NH-34) Doltala under Madhyamgram PS to Baikunthapur under Amdanga PS	28.6
4.	Barrackpore PC	10 (NH-34) Malancha Bus stop to Mathkal under Dum Dum PS 49 (SH-1 - BT Rd) Jhautala More under Jagaddal PS to In front of Baranagar PS	3.2 26.5
5.	Basirhat	15 (SH-3) Kayalbari to Bamanpukur under Minakhan PS	10.3
6.	Bidhannagar PC	18 (SH-3) Haldiram Bus Stop under Baguiati PS to Dakshindari under Lake Town PS 7 (NH-34) Apanaloy Housing to Airport 1 No Gate under Airport PS	8.1 5.6
7.	Chandannagar PC	21 (NH-2) Hazra Para Bus stand to Coca-Cola Factory under Dankuni PS 7 (SH-13) Bangihati under Serampur PS to Delhi Road Chowmatha under Dankuni PS	5.9 7.2
8.	Darjeeling	12 (NH-31) Bidhannagar to Ghoshpukur under Phensedewa PS	12.3
9.	Diamond Harbour PD	109 (NH-117) Pailan under Bishnupur PS to Kanpur under Diamond Harbour PS	37
10.	Howrah PC	11 (NH-117) Garfa ROB under Jagacha PS Kankrapara under Chatarjeehat PS 10 (NH-6) Joypur Bil Chamrail to Kona under Liluah 6 (NH-2) Nibedita Toll Plaza to Rajchandrapur under Nischinda PS 14 (SH-6) Bally Halt under Bally PS to Danesh SK Lane under AJC Bose B Garden PS	4.4 2.6 1.4 15.6
11.	Howrah Rural	77 (NH-6) Pakuria under Domjur PS to Khadinan Library More under Bagnan PS	40.4
12.	Jalpaiguri	10 (NH-31) Batabari to Soongachi Tea Estate More under Meteli PS	10.3
13.	Malda	87 (NH-34) Farakka Barrage under Baishnabnagar PS to Mayna under Gazole PS	66.9
14.	Nadia	102 (NH-34) Simurali Chowrasta under Chakdah PS to Janakinagar under Kaliganj PS	101
15.	Purba Bardhaman	17 (SH-15) Maldanga under Monteswar PS to Maharaj Marriage hall under Memari PS	8.7
16.	Siliguri PC	26 (NH-31) Monee More under Bagdogra PS to Himali Sahid nagar under Bhaktinagar PS	21.1
17.	Sundarban PD	8 (SH-1) Siddhaswar more under Mathurapur PS to Laxmikantapur under Mandirbazar PS	8.3

Table 16 E: Age group of Pedestrian involved in RTAs-2018

Victim Age Group	RTA	Fatality	Injury
Less than 18 years	371	193	206
18 - 25	344	188	211
25 - 35	885	490	505
35 - 45	831	454	430
45 - 60	1027	653	399
60 and Above	339	211	129
Age not known	364	342	582
Total	4161	2531	2462



SECTION 6. PROFILE OF ROAD ACCIDENT VICTIMS

Age profile of road accident victims

Age profile of fatal road accident victims of 2018 remains largely same with that of 2017. Road accident victims largely constitute young people in the productive age groups underscoring major implication on economic cost of road accidents, apart from their emotional and psychological impact. Young

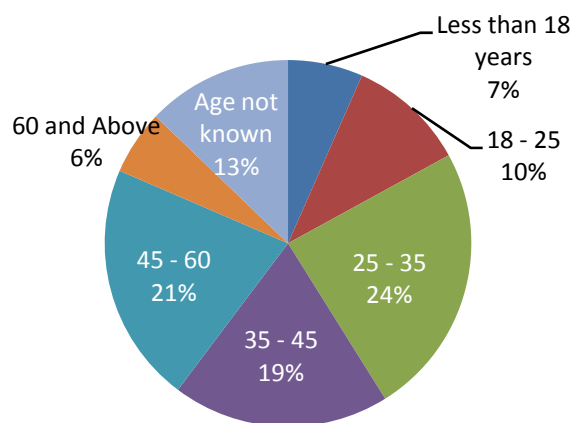
adults in the age group of 25-45 years accounted for the high share of 24.09% and working age group, 18-60 years accounted for a share of 81.45% in the total road accident fatalities. Table below gives age profiles of fatal victims of road accident in 2017 and 2018.

Table 17 :Age profile of fatal road accident victims during 2017 and 2018

Age-group	Persons killed in 2017	Persons killed in 2018
1. Less than 18 years	523 (9.06)	358 (6.60)
2. 18 - 25	1,492 (25.86)	564 (10.41)
3. 25 - 35	1,213 (22.02)	1,305 (24.09)
4. 35 - 45	1,058 (18.33)	1,037 (19.14)
5. 45 - 60	990 (17.16)	1,149 (21.21)
6. 60 and Above	493 (8.54)	309 (5.70)
7. Age not known	0 (0.00)	695 (12.82)
Total	5,769	5,417

Note: Figures in parentheses are percentage share in the total of respective columns.

Age profile of road accident victims 2018



Gender and age profile of fatal road accident victims

The gender-wise comparison in road accident deaths for the year 2018 revealed that the total number of males and females killed during the calendar year 2018 were 4,675 and 742

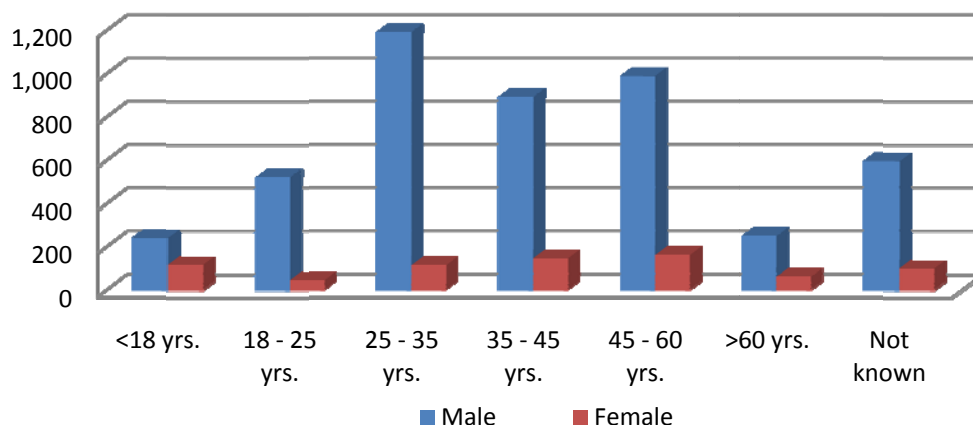
respectively. During the last calendar year the share of males and females in number accident deaths were 86.30% and 13.70% respectively. This is given at Table 13.

Below and Chart 7 depicts gender-wise distribution for the year 2018.

Table 18: Gender-wise age profile of fatal road accident victims in 2017 & 2018

Age-group	2017		2018	
	Male	Female	Male	Female
1. Less than 18 years	441	82	241	117
2. 18 - 25	1,298	194	519	45
3. 25 - 35	1,044	169	1,191	114
4. 35 - 45	866	192	891	146
5. 45 - 60	792	198	989	160
6. 60 and Above	428	65	249	60
7. Age not known	0	0	595	100
Total	4,869	900	4,675	742

Age profile of road accident victims 2018 - Percentage share of age groups



SECTION7: CAUSES OF ROAD ACCIDENTS

Road accidents are multi-causal and are the result of interplay of various factors which can broadly be categorized into human errors, road condition/environment and vehicular condition. However, the problem in ascertaining the causes with exactitude stems from many reasons.

Firstly, most data on traffic violations as cause of accidents are based on First Information Report and not on the result of investigation. As a result of this, a very large number of cases show over speeding as a cause though in majority of such cases, one does not know whether the speed was determined after post accident reconstruction and whether or not it was more than the permitted carriageway speed limit.

Secondly, data on incidence of drunken driving is very limited as in hardly 5% of the cases are offending drivers apprehended within 24 hours of the incident. Similarly, in the absence of installation of red light signals at over 90% of the intersections where the Indian Road Congress Codes prescribe, the Red Light violations is severely underreported. On the other hand, traffic violations may not be even be mentioned in some FIRs.

Thirdly, the contribution of road engineering defects (except potholes) are not reflected in the data collected. Hence, whether the accident was caused due to poor road design, intersection and road edge management, signages and road markings, vision blocking, etc are not accounted for in the data.

Fourthly , the contribution of errant pedestrian road use behaviour as a cause of accidents and fatalities is rarely documented.

Fifthly, not all causes can be gleaned from accident reports, but also from other sources of which the most authoritative are road safety audit reports of experts. Of these , mention is being made to two – road engineering defects reflected in road safety audit reports and comment on drivers skills seen in video footages .

So, the causes being submitted below are informed by these limitations and a general co relational surmise is being made.

Traffic rules violations

Subject to the disclaimer made above, RTAs due to different traffic violations are given at **Table 19**. Over speeding and driving on wrong side together accounted for 49% of total accident and 48% of total death. Violation of other rules, viz., drunken driving, red light jumping and use of mobile phones together accounted for just 0.72 % accidents and 0.76 deaths. Road accidents which do not involve traffic rules violation or violation not known (such as hit-and-run cases) constitute 50.17 % and accounted for 49.27 % of the total fatality.



Table 19: Road accidents by type of traffic rules violations

Traffic rules violation	No. of Accidents	Killed	Injured
1. Over Speeding	4,640	2,535	4,963
2. Jumping Red Light	12	2	15
3. Driving on Wrong side	186	99	227
4. Drunken Driving	46	26	36
5. Use of Mobile Phone	17	50	25
6. No violation	574	265	551
7. Not Known	4567	2,440	4,018
Total	10,042	5,417	9,835

Note: Figures in parentheses are percentage share in the total of respective columns.

The distribution of over speeding cases across divided and undivided road categories is given at **Table 19A**. From this, it appears that given

all condition being same, over speeding related accidents occur more (3405) on undivided than divided carriageways (1235).

Table 19 A: The distribution of over speeding on divided and undivided road categories-2018

NH		SH		Others Road		Total	
Divided	Un-Divided	Divided	Un-Divided	Divided	Un-Divided	Divided	Un-Divided
886	1081	162	947	187	1377	1235	3405

The distribution of over speeding related RTAs (see Table 19B) across various junctions indicate that out of 4640 RTAs in 2018, 1923 took place at various junctions (41.44%) out of which 695 at Staggered junctions were the highest. Further, out of a total of 1923 over speeding accidents at various junctions, 1248

were at Uncontrolled junctions of which 583 at Staggered Uncontrolled junctions was the highest. From this it appears that all junction design and junction control imperfections have a huge role to play in cases reported as over speeding.



Table 19 B: RTA due to over speeding on various Junctions-2018

RTA due to over speeding on various Junction Type wise-2018										
District/ Commissionerate	T-Type		Y-Type		Four Arms Junctions		Staggered Junctions		Round about Junction	
	Control	Un- Control	Control	Un- Control	Control	Un- Control	Control	Un- Control	Control	Un- Control
Total	315	345	105	138	116	64	112	583	27	118

Over speeding results in various types of collisions of which head on Collision is the highest (920). Of these 920 head on collisions arising at undivided carriageways is 729 while 685 rear end collisions were due reportedly due to overspeeding. It reflects, therefore, poor driving skills of drivers in keeping to their side of the lane and maintaining braking distance.

However, the fact that only approximately 90,000 violations against over speeding of over 90 lacs registered vehicles were launched points to need for drastic improvement in vigil and enforcement against this offence.

Table 19 C: RTA due to over speeding by collision type wise-2018

With parked vehicle	Hit from Back	Hit from Side	Run off Road	Fixed Object	Vehicle overturn	Head on Collision
66	685	281	270	88	171	920

Condition and age of vehicles

Vehicle maintenance issues are also relevant. In 2018, Mechanical failures resulted

in 805 (**Table 19D**) accidents. Similarly, RTAs arising out of overloading of lorries and of buses resulted in 58 RTAs.

Table 19 D: RTA due to Various type of Mechanical Failure-2018.

Defective Brakes	Defective Steering / Axle	Punctured or Burst Tyres	Bald / Resoled / Worn Out Tyres
536	79	24	28

Overloading - Load condition of vehicles involved in accident

Overloaded vehicles and vehicles with loads protruding/hanging are road traffic hazard, risking accident for itself and also for other

road users. A total of 330 road accidents during 2018 involved overloaded vehicles.

Non wearing of helmets and seat belts

These omissions do not cause accidents but affect nature of injuries and chances of fatalities. In 2018, out of 1666 number two-wheeler fatal accidents, in 85 cases out of 3319 cases of RTA involving two wheelers was the driver/pillion found wearing helmets (2.56%) which resulted in the death of 602 persons and grievous injury to 933 drivers/pillion

riders. Similarly, in 2851 number of cases involving four wheelers, in only 59 cases driver/passenger was found to be wearing seat belt. Further if we consider that out of approximately 74,61,002 registered two wheelers, prosecution against non wearing of helmets was launched in only 12,83,204 cases (17.19 %) , and in 11,39,264 number of four



wheelers, 3,37,677 (29.63 %) number of prosecutions were launched against non wearing of seat belt, it is clear that police

Traffic Engineering

The large number of RTAs at different junctions of which a large number are uncontrolled make engineering inadequacies a major contributory cause of accident. In 2018, a total of 4,094 accidents occurred at road junction which comprises 40.77 % of the total 10,042 accidents recorded in the State and resulted in 2168 fatalities or 40% of fatalities (Table-8) above. Out of 4,094 accidents at road junctions, 1,501 (36.66%) accidents took place at junctions which had traffic control measures such as traffic light signals, police control, stop sign and flashing signals/blinkers and the remaining 2,593

authorities have to step up enforcement in big way.

(63.34%) accidents took place at uncontrolled junctions (Table 9). This highlights the importance and also inadequacy of traffic control mechanism at road junctions and a major traffic engineering short coming. RTAs on junction control on different road categories is given at Table-9A above. The high incidence of pedestrian accidents and deaths on **other roads** and **residential area in rural roads** indicates the need for stronger traffic engineering interventions and for launching for more robust road safety awareness campaigns on the others roads in rural areas.

Driving skills and knowledge of road safety regulations:

Skill deficit of drivers and their knowledge of road safety regulations relating to right of way, lane driving, overtaking, braking distance is not tested in any post-accident investigation as a result of which the causes arising out these are not reflected. However, video footages of

undisciplined driving and the large number of traffic violations relating to over speeding and rear end and head on collisions compel urgent need for drastic increase in thoroughness of Basic driver's license test conducted by RTOs.

Traffic engineering issues as per road safety audit

Main extracts from road safety audit reports conducted by IIT, Kharagpur on different NH and SH are given below:

1. Inadequate, often incorrect **signage and pavement marking-**
2. **Restricted right of way and Vulnerable road users – Very little separation of pedestrian channels from motorized flow**
3. **Issues relating to Road Appurtenant:** Absent or discontinuous crash barriers (CB) and pedestrian guard rails (PGR).
4. **Intersections-** unsignalized; located at influence area of curves; inadequate traffic calming measures; uneven levels of main carriageway and merging lane.
5. **Encroachment** - Poor sight distance from minor roads due to road side encroachments by shops, parking lots and billboards/hoardings/flexes
6. **At Horizontal Curves-** restricted sight distance; lack of advance signages and chevron markings
7. **Construction Zone:** Improper demarcation and delineation, insufficient pre-warning signs, speed limits and 'no overtaking' signs at the construction zones.



SECTION 8: BLACK SPOTS

Identification of Black Spots -2018 under West Bengal Police jurisdiction:

“A road accident black spot, as per the current protocol, is a stretch of National Highway of about 500m in length in which either 5 road accidents (in all 2015, 2016, 2017 put together involving fatalities/grievous injuries) took place during these 3 calendar year or 10 fatalities (in all three years put together) took place during these 3 calendar year” as defined by MoRTH vide No. RW/NH/15017/109/2015/P&M(RSCE) Dated 28.10.2015

Table 20: District wise identify Total Number of Black Spots - 2018

Sl No.	District / PC	National Highways	State Highways	Others Road	Total Black Spots
1	Alipurduar	14	6	1	21
2	Asansol-Durgapur PC	45	7	9	61
3	Bankura	9	12	2	23
4	Barasat PD	48	6	9	63
5	Barrackpore PC	4	50	3	57
6	Baruipur PD	0	12	16	28
7	Basirhat PD	0	10	7	17
8	Bidhannagar PC	8	10	14	32
9	Birbhum	22	8	2	32
10	Chandannagar PC	10	3	0	13
11	Cooch Behar	7	11	0	18
12	Dakshin Dinajpur	20	1	0	21
13	Darjeeling	12	4	1	17
14	Diamond Harbour PD	35	0	10	45
15	Hooghly Rural	22	52	2	76
16	Howrah PC	15	5	1	21
17	Howrah Rural	42	11	4	57
18	Jalpaiguri	30	1	5	36
19	Jhargram	5	1	0	6
20	Kalimpong	6	0	0	6
21	Malda	39	5	2	46
22	Murshidabad	42	22	6	70
23	Nadia	42	21	2	65
24	Paschim Medinipur	80	14	16	110
25	Purba Bardhaman	43	42	2	87
26	Purba Medinipur	68	18	12	98
27	Purulia	2	4	0	6
28	Siliguri PC	20	6	6	32
29	Sundarban PD	14	0	1	15
30	Uttar Dinajpur	51	6	2	59
TOTAL		755	348	135	1238



Table 20A: Black Spot on National Highway - 2018

Sl No.	District / PC	Total on NH	2	2B	6	31	31A	31C	31D	32	34	35	41	55	60	81	116B	117	512
1.	Alipurduar	14				5		9											
2.	ASL-DGP PC	45	41												4				
3.	Bankura	9													9				
4.	Barasat PD	48									16	32							
5.	Barrackpore PC	4									4								
6.	Baruipur PD	0																	
7.	Basirhat PD	0																	
8.	Bidhannagar PC	8									8								
9.	Birbhum	22		0											22				
10.	Chandannagar PC	10	10																
11.	Cooch Behar	7				7													
12.	Dakshin Dinajpur	20																	20
13.	Darjeeling	12				8	1	2						1					
14.	Diamond Harbour PD	35																35	
15.	Hooghly Rural	22	22																
16.	Howrah PC	15	2		2													11	
17.	Howrah Rural	42			42													0	
18.	Jalpaiguri	30				3		7	20										
19.	Jhargram	5			5														
20.	Kalimpong	6					6												
21.	Malda	39									35					2			2
22.	Murshidabad	42									42								
23.	Nadia	42									42								
24.	Paschim Medinipur	80			27										53				
25.	Purba Bardhaman	43	37	6															
26.	Purba Medinipur	68			16								24				28		
27.	Purulia	2								2									
28.	Siliguri PC	20				17		1	1					1					
29.	Sundarban PD	14																14	
30.	Uttar Dinajpur	51				24					27								
Total		755	112	6	92	64	7	19	21	2	174	32	24	2	88	2	28	60	22



Table 20B: Black Spot on State Highway – 2018

District / PC	Total on SH	1	2	3	4	4A	5	6	7	8	9	10	10A	11	11A	12	12A	13	14	15
Alipurduar	6															3	3			
Asansol-Durgapur PC	7										1								6	
Bankura	12		2							1	9									
Barasat PD	6	2	2	2																
Barrackpore PC	50	45	5																	
Baruipur PD	12	6		6																
Basirhat PD	10		10	0																
Bidhannagar PC	10			10																
Birbhum	8							1	1					0				0	6	
Chandannagar PC	3		0					2										1		0
Cooch Behar	11																11			
Dakshin Dinajpur	1												1							
Darjeeling	4															4				
Diamond Harbour PD	0																			
Hooghly Rural	52		27					9	4									6		6
Howrah PC	5							5												
Howrah Rural	11							6												5
Jalpaiguri	1															1	0			
Jhargram	1						1				0									
Kalimpong	0																0			
Malda	5											5								
Murshidabad	22								7					15	0					
Nadia	21	4		0				0		2				15					0	
Paschim Medinipur	14				7		5		2											
Purba Bardhaman	42							10	13	7								6	2	4
Purba Medinipur	18				9		9													
Purulia	4				1	0	3			0										
Siliguri PC	6															1	5			
Sundarban PD	0	0																		
Uttar Dinajpur	6												6							
Total	348	57	46	18	17	0	18	33	27	10	10	5	7	30	0	9	19	13	14	15



Table 20C: Black Spot on Others Road – 2018

Sl. No.	District / PC	Number of Black Spot
1	Alipurduar	1
2	Asansol-Durgapur PC	9
3	Bankura	2
4	Barasat PD	9
5	Barrackpore PC	3
6	Baruipur PD	16
7	Basirhat PD	7
8	Bidhannagar PC	14
9	Birbhum	2
10	Chandannagar PC	0
11	Cooch Behar	0
12	Dakshin Dinajpur	0
13	Darjeeling	1
14	Diamond Harbour PD	10
15	Hooghly Rural	2
16	Howrah PC	1
17	Howrah Rural	4
18	Jalpaiguri	5
19	Jhargram	0
20	Kalimpong	0
21	Malda	2
22	Murshidabad	6
23	Nadia	2
24	Paschim Medinipur	16
25	Purba Bardhaman	2
26	Purba Medinipur	12
27	Purulia	0
28	Siliguri PC	6
29	Sundarban PD	1
30	Uttar Dinajpur	2
TOTAL		135



SECTION 9: ROAD SAFETY INITIATIVES BY THE GOVERNMENT

1. The state has set up **State Road Safety Council** (headed by Chief Secretary) and District Road Safety Committees (headed by District Magistrates) as per directions of the Supreme Court Committee on Road Safety. The state Road Safety Council meets twice every year – it met on 23.04.2018 and 13.07.2018 in 2018 while the District Road Safety Committees have been asked to meet once every quarter. A State Road Safety Plan was formulated in 2015.
2. **Lead Agency**- The lead agency includes Director (Transport) as the Chairman, IG (Traffic) as the Co-Chairman of the agency, PD of PIU-I/PWD, Joint Director, Health and Family WELFARE and Chief Engineer, WBTIDCL are included as the member of the lead agency. They have been entrusted with monitoring of the implementation of the directions from SCCRS.
3. To implement the measures outlined in the State Road Safety Policy, the Government of West Bengal has formulated a multi-pronged **Safe Drive Save Life** campaign based on 5 'E's viz. Education, Engineering (both of roads and vehicles), Enforcement, Evaluation and Emergency Care.
4. **Awareness Campaign on Road Safety**
 - a) The 33 units of West Bengal Police have conducted a massive community outreach under the **Safe Drive Save Life** launched by the government on **8th July 2016**. In 2018, 12,499 number of various activities (as compared in 2017) - road safety lectures in schools, colleges, villages, Sit and Draw competitions, Road shows, tableaux, skits and draw competition, counselling sessions for drivers, and **even 45** number medical camps for drivers were conducted in 2018. These are continuous awareness programmes in addition the accelerated programmes conducted during the **Road Safety Week** observed from 11th to 17th January, 2018.
 - b) Education Department has conducted **road safety training programme for the teachers**. The awareness programme on road safety is being conducted at schools. "Safe Drive, Save Life" slogan has been inducted and published in to the school curriculum. The department have incorporated the road safety awareness curriculums from Class-I to Class-VIII. Further development of course curriculum for Madhyamik and higher secondary syllabus has been planned.
5. The government has **augmented strength of traffic police personnel** by posting 25, 011 of various rank including 3,30,4 CVs. A very significant measure was to post 25 Deputy Superintendents of Police (Traffic).



6. **Funds for traffic furniture** which included traffic uniform items, traffic channelizers and enforcement equipment like speed laser guns and breathalysers were received from various sources like Transport Department, MPLAD, etc. Fixed watch towers (52), Mobile Watch Tower (40), Speed laser guns (199), breathalysers (254), road painting machines (19) were some of the significant items of procurement.
7. **Drivers' Training –**
 - i) A state of art a sensor-based driving track is being commissioned in Behala, Kolkata. After commissioning, the State may evaluate the results and based on the learning, this may be taken in other locations across the State.
 - ii) **DL Testing under CCTV** surveillance has been introduced in 4 PVD offices as Pilot Project - 3 are in Beltala and 1 in Howrah.
 - iii) **Monitoring of Motor Training School:** Transport Department with the technical assistance from IIT Kharagpur has prepared and distributed to various motor driving training schools.
8. The highlights of “*Good Samaritan*” Law are being displayed prominently for public notification to encourage citizens to save lives during the Golden Hours.
9. **Ban on Sale of Alcohol in the proximity of the entire SHs and NHs-**
10. **Vehicle Safety notifications:** The Government of West Bengal of Road Transport & Highways has issued notification for vehicle safety:
 - **Anti-lock Brake System (ABS)** has been made mandatory for M1 and M2 category Vehicles;
 - **Fitment of Speed Governor** on M1 category;
 - Turning circle and Steering effort requirements;
 - Additional safety provision for M1 category – seatbelt reminder, air bag, manual over-ride, speed alert system;
 - Standardization of fully built bus as per AIS : 153
 - Self-certification of Bus Body Code;
 - Ventilation system in truck cabin
11. Change in IS standards for Agricultural Tractor, brakes, Turning Circle diameter and location of exhaust pipe.
12. **Identification and rectification of accident black spots:** 1238 Black Spots identified and jointly visited.
13. **Road Safety Audits:** Done by a team of IIT Kharagpur on SH-11, SH-2, NH-60 & NH-117.
14. **Enforcement of Road Safety Laws:** The following tables gives the data on Enforcement of Road Safety Laws.



M.V Prosecution under different heads for the year 2017 and 2018 in West Bengal Police

Year	Drunken Driving	Non-wearing of helmet	Non wearing of seat belt	Use of Mobile Phone while driving	Overloading	Red light jumping	Over speeding
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
2017	15181	751421	140219	22339	6007	168662	39300
2018	17517	1283204	337677	60639	12801	224818	89373

Statement of Prosecution, Imposed and Realised for the Year 2017 and 2018 in West Bengal

Year	Prosecution	Fine imposed by Compound slip issued (In Rs.)	Spot Fine realise through bank / court (In Rs.)
2017	16,89,641	40,66,41,235	30,62,84,304
2018	27,94,500	55,50,89,017	43,02,60,967

15. Suspension of Driving License: 42,564

No. of Driving License suspended /
revoked during the year 2018.



