

Chapter 9

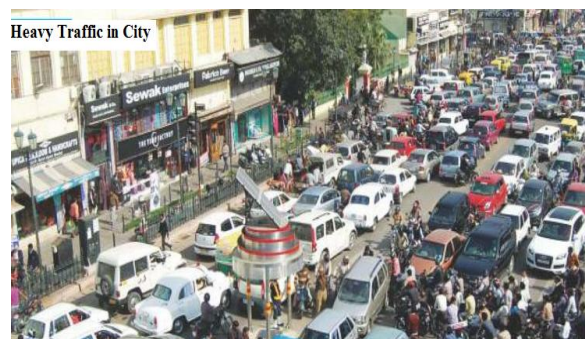
Traffic Police Modernisation

Chapter 9

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9.1 Introduction

The Traffic Directorate is entrusted with the task of guiding and monitoring all the activities related to enforcement of road safety, training and organizing programmes to inculcate better traffic sense amongst the people and to bring necessary and desired improvement to coordinate with the field staff through In-charge of District Police.



9.2 Financial Resources and their utilization

UP Police Traffic Management Fund (UPPTMF) was established and notified in January 2009 with the objective of strengthening traffic management system and implementation of road safety measures in the state. The amount collected by Police by way of fine on the spot or compounding under motor vehicle Act has to be deposited in Government account and thereafter an amount equal to 75 per cent of the total amount deposited in the state exchequer in any financial year has to be transferred in the Uttar Pradesh Police Traffic Management Fund by making appropriate budgetary provision in the next financial year. Amount credited to the fund was to be utilized for making better management of traffic, effective implementation of road safety measures, wide publicity of traffic education and for furnishing the traffic enforcement system with modern equipment.

Department had prepared a Perspective Plan (December 2010) of ₹ 535.56 crore for 2011-16 for procurement of traffic equipment but did not take adequate measures to generate enough revenue. The position of receipt and utilization of amount from the fund during 2011-16 was as follows:

Table 9.1: Position of Perspective Plan, fine recovered, allotment of fund and expenditure from UPPTMF

(₹ in crore)					
Year	Fund proposed as per perspective plan	Fine recovered in the previous financial year	Fund allotted for the current financial year	Expenditure in the current financial year	Surrendered by the Directorate (percentage)
2011-12	106.34	16.36	13.66	13.34	0.32
2012-13	89.32	15.17	5.43	3.66	1.77
2013-14	102.31	22.36	39.43	37.81	1.62
2014-15	115.16	33.40	10.82	1.17	9.65
2015-16	122.43	38.19	14.77	13.61	1.16
Total	535.56	125.48	84.11 (69.89%)	69.59 (82.74%)	14.52 (17.26%)

(Source: Traffic Directorate, Lucknow)

Thus, the Traffic Department failed to implement the Perspective Plan 2011-16. Scrutiny of records of the Directorate of Traffic UP Police revealed that, against the total perspective plan of ₹ 535.56 crore department recovered fines of ₹ 125.48 crore (23 per cent), but GoUP sanctioned only ₹ 84.11 crore (16 per cent) for deposit into the fund during 2011-16. Against the sanctioned budget of ₹ 84.11 crore, only ₹ 69.59 crore (83 per cent) was spent by the department and ₹ 14.52 crore was surrendered. Audit observed that the amount of surrender was significantly higher in 2014-15 (89 per cent). It was also noticed that ₹ 10.82 crore were released by the Government only in the month of March 2015. Directorate informed to GoUP that, time available was not sufficient to complete the tender process for procurement of sanctioned traffic equipment in 2014-15.



There was huge shortage of traffic equipment as indicated in **Appendix 9.1**. The major shortages against the Perspective Plan 2011-16 were in Interceptor Vehicle with other implements (100 per cent), Challan system with mobile phone & printer (100 per cent), Disaster management vehicle system with crane & other implements (100 per cent), Centrally computerized challan and control system (100 per cent), Speed radar with picture display facility & Video Printer (93 per cent), Hand held breath analyser with printer (77 per cent) etc.

GoUP in reply (February 2017) stated that in order to smooth movement of the traffic in the State necessary work has been done as per instructions and guidance of the high officials from time to time. During the period 2015-16, ₹ 14.77 crore was allotted for purchase of traffic equipment which were allotted to districts as per their requirement and demand.

The reply of GoUP was not tenable because Traffic Department failed to implement the Perspective Plan 2011-16 and the fine recovered was only 22 per cent of the total target under the Perspective Plan. Further, allotment of fund to UPPTMF was only 16 per cent and expenditure was a meagre 13 per cent only as per perspective plan. This has resulted in failure to complete the procurement process of all traffic equipment as proposed in the Perspective Plan.

Thus, despite rampant violation of traffic rules and large number of deaths due to road accidents in the state, the State Police was not able to enforce traffic regulation because required funds were not provided as envisaged. As a result procurement of traffic equipment suffered for want of funds.

9.3 Men-in-position

As per BPR&D norms duties of traffic police personals may be categorised into three categories for performing operational, mandatory and special duties and can be distributed in traffic circles as per population of the city and number of vehicles i.e. Category 'A' (population above 50 lakh, one traffic police on 700 vehicles), 'B' (population above 20 lakh and below 50 lakh, one police personal on 850 vehicles) and 'C' (population below 20 lakh, one police personal on 950 vehicles).

Scrutiny of records and other relevant data of Directorate of Traffic revealed that number of registered vehicles in the state in the year 1985-86 was 9.04 lakh, when the department was established (1985). The position as of March 2015 was 2.13 crore vehicles. Thus, there was 2,256 *per cent* increase in number of vehicles in the State during 1985 to 2015. Despite this, sanctioned strength of the Traffic Department has remained the same since 1985 as shown in Chart below:

The Director Traffic sent proposals to GoUP for enhancement of the sanctioned strength in year 1999, 2009 and 2010 as there was enormous increase in traffic volume, road length and urbanization in the State during 1985-2016. The proposal for revision in the manpower strength of Traffic Department is pending with the Government since December 1999.

Audit further noticed that, there was significant shortage ranging between 71 and 93 *per cent* in the cadres of Traffic Inspector, Sub Inspector Traffic, Head

Constable and Constable Traffic against the sanctioned strength proposed as was sent in the proposals to GoUP in the year 2010 as shown in table below:

Table 9.2: Person in position in Traffic department during the period 2015-16

Name of post	Proposed Sanctioned Strength	Person in position	Excess/deficit against proposed sanctioned strength
Traffic Inspector	86	06	(-) 80 (93%)
Sub Inspector Traffic	1,065	79	(-) 986((93%)
Head Constable Traffic	3,411	581	(+) 2,830(83%)
Constable Traffic	8,475	2,420	(-) 6,055(71%)

(Source: Traffic Directorate, Lucknow)

Though the State has 75 districts with major cities like Lucknow, Varanasi, Agra, Kanpur, Allahabad, Meerut, Noida, Ghaziabad etc. the number of Traffic Inspectors and Sub Inspectors Traffic posted in the whole State was only 6 and 79 respectively. This implied that there was about one Traffic Sub Inspector per district and one Inspector Traffic per 12 districts. This itself explains the poor state of traffic management, inadequate revenue collection and high number of road accidents and casualty in the State.

GoUP in reply (February 2017) stated that in view of the increasing population of the state as well as the growth of the urban areas and increased traffic in the State, the Director General of Police vide Circular No. D.G.-4-103(29) 2014 dated 14.12.2015 has increased police personnel in traffic police. In the first phase, 16 inspector civil police officers who have been found eligible for 27 posts of Traffic Inspector have been appointed as Inspector Traffic Police. Post of Sub Inspector Traffic Police could not be filled due to absence of eligible candidate and necessary instructions have been issued for appointment of the Head Constable and Constable Traffic Police.

Reply of the GoUP is not tenable because while there has been an enormous increase in traffic volume, road length and urbanization in the State during 1985-2016 the proposal for revision in the strength of manpower strength of Traffic Department is still pending with the Government since December 1999.

9.4 Training for Traffic Police

Training must be provided to new officers and also to the existing officers when they are posted to a different branch. Annual refresher classes must be held. However no norms for training to the traffic police officials had been derived by the Directorate Traffic Uttar Pradesh. During last five years, various cadres of traffic police were trained as given in the table below:

Table 9.3: Training imparted to Traffic Officials

Details of cadre	Persons in position	Training imparted				
		2011-12	2012-13	2013-14	2014-15	2015-16
Inspector Traffic	06	0	14	0	7	0
Sub inspector traffic	79	0	17	0	0	0
Head constable traffic	581	0	0	0	0	0
Constable traffic	2420	619	323	295	0	0

(Source: Traffic Directorate, Lucknow)

As may be evident from the table above that 62 Sub Inspector Traffic, 581 Head Constable Traffic and 1183 Constable Traffic were not given any training during 2011-16. This implied that road safety and enforcement of traffic regulations was not being given sufficient priority by the Department. It was also observed that there is no training college in UP to train the traffic police personnel.

GoUP accepted (February 2017) the audit observation and stated that 17 Inspector, 51 Sub-Inspector, 1099 Head Constable and 1,337 Constable of Traffic Police were given training during the period 2016-17.

9.5 Road Accidents

During the period 2011-16, there were 1,61,968 road accidents in the State with death toll of 92,522 people. The position of accidents and deaths in road accidents is given in the table below:

Table 9.4: Detail of road accidents, death in road accidents and injured in road accidents in the state

Year	No. of road accident	Death in road accidents	Injured in road accidents
2011	29,285	21,512	15,513
2012	29,972	16,149	22,155
2013	30,615	16,004	23,024
2014	31,034	16,287	22,337
2015	32,385	17,666	23,205
2016 (upto 03/2016)	8,677	4,904	6,229
Total	1,61,968	92,522	1,12,463

(Source: Traffic Directorate, Lucknow)

Despite the large number of road accidents, the department and Government did not take necessary measures for enhancement of Traffic Police manpower, procurement of modern traffic equipment and training of traffic police personnel to enhance road safety.

Recommendations

- *Directorate should fix annual targets for revenue collection from fine/penalties under Motor Vehicle Act and closely monitor the progress to improve road/traffic discipline and ensure generation of adequate funds for procurement of road safety equipment.*
- *Adequate man power must be made available for enforcement of traffic regulation and improving road safety.*

