EXECUTIVE BRIEF · PUNE CASE STUDY · MAY 2026

Saving fuel by managing traffic better.

In a recent address, the Honourable Prime Minister Shri Narendra Modi asked the country to find ways to reduce its fuel consumption. This brief summarises an estimate of how much fuel one Indian city — Pune — saved over the first 102 days of running the TraffiCure traffic-intelligence platform with Pune City Police.

1.27 million litres
Fuel saved over 102 days

₹13.4 crore
In retained commuter spending

2,937 tonnes
CO_2 kept out of Pune's air

All figures are estimates derived from observed peak-hour speed changes on Pune's road network between March and May 2026, combined with published vehicle fuel-consumption rates and Pune's vehicle fleet mix. The full methodology, sensitivity analysis and assumptions are set out in the accompanying case study document.

TraffiCure is a software platform built by Lepton Software, an Indian technology company. It uses anonymised, aggregated movement data from smartphones to monitor traffic conditions on every road in a subscribing city, refreshed every two minutes. When it detects a congestion build-up forming, it alerts the city's traffic control room so officers can be dispatched to clear it. The platform requires no new cameras, roadside sensors, or hardware procurement.

Pune City Police began using the platform on 1 February 2026. Over the following 102 days, the platform monitored approximately 998 kilometres of city road across 119 corridors. The police investigated and cleared 39,734 congestion build-ups the platform brought to their attention, with a median clearance time of 26 minutes.

How the estimate is built

We compared average peak-hour traffic speeds across the city's corridors during two periods: 9–22 March 2026 and 27 April – 10 May 2026. On eleven corridors where the police had concentrated their interventions, peak-hour speeds rose between 2.8% and 20.5%. We translated those speed gains into commuter time saved, multiplied by typical peak-hour vehicle volumes, and applied ARAI-published fuel consumption rates weighted to Pune's vehicle mix (75% two-wheelers, 20% four-wheelers, 5% three-wheelers and heavy vehicles). On the eleven corridors alone, the strict observation-anchored estimate is approximately ₹1.56 crore. The ₹13.4 crore figure above is the broader estimate that includes the rest of the monitored network. Both calculations are explained in full in the accompanying case study.

The eleven corridors where speeds rose

Each corridor below saw a measurable rise in average peak-hour speed between March and late April–early May 2026. On each, Pune City Police had logged a meaningful volume of intervention activity during the period.

Corridor	Length	Before	After	Gain
Taddigutta Chowk → National War Memorial	3.78 km	21.9 kmph	26.4 kmph	**+20.5%**
Golibar Maidan → Khadi Machine Chowk	6.09 km	27.4 kmph	28.7 kmph	**+4.9%**
Sancheti Hospital → Rajiv Gandhi Bridge	4.39 km	31.5 kmph	32.7 kmph	**+3.7%**
Shahir Amar Chowk → Gadgil Putla Chowk	1.37 km	22.6 kmph	23.9 kmph	**+5.6%**
Veer Chaphekar Chowk → Shimala Chowk	1.17 km	21.9 kmph	23.0 kmph	**+4.8%**
Alka Talkies Chowk → Jedhe Chowk	1.99 km	21.6 kmph	22.6 kmph	**+4.7%**
Mundhwa → Keshavnagar → Kolwadi	11.19 km	21.9 kmph	22.9 kmph	**+4.6%**
Teen Tofa → Sent Merry	1.43 km	21.1 kmph	22.0 kmph	**+4.6%**
Wagholi → Kesnand	1.74 km	23.8 kmph	24.8 kmph	**+3.9%**
Bhumkar Chowk → Katraj Chowk	2.81 km	20.5 kmph	21.4 kmph	**+4.3%**
ABC Farm → Airport (Ramwadi)	3.42 km	28.9 kmph	29.7 kmph	**+2.8%**

Source: TraffiCure production database, 9–22 March 2026 vs 27 April – 10 May 2026. Peak hours 8:00–11:00 and 17:00–21:00, weekdays only.

From speeds to fuel — one worked example

Take the first corridor — Taddigutta Chowk to the National War Memorial, 3.78 kilometres long. At 21.9 kmph (the March figure), a commuter driving the full corridor took roughly 10 minutes and 21 seconds. At 26.4 kmph (the April–May figure), the same trip takes 8 minutes and 35 seconds. That is 1 minute and 46 seconds saved per traversal, per commuter, every weekday. Aggregated across the eleven corridors and typical peak-hour traffic volumes, and converted using vehicle fuel-consumption rates, the resulting fuel savings on the eleven corridors alone exceed 148,000 litres over the 102-day period.

Extended across the rest of the monitored network — using a conservative assumption that each of the 39,734 platform-flagged build-ups produced approximately 30 minutes of avoided jam time for around 80 vehicles per minute — the figure rises to the 1.27 million litres shown on Page 1.

Implications for India

India has more than one hundred cities of Pune's size or larger. Applied at the same operating maturity to fifty of them, the same methodology suggests national fuel savings of approximately 230 million litres per year, retained household expenditure of approximately ₹2,400 crore per year, and avoided CO_2 emissions of approximately half a million tonnes per year. These are illustrative figures; actual savings will depend on local urban form, the quality of police response, and platform adoption.

For the full case study: TraffiCure Research Team, Lepton Software · hello@trafficure.in · www.trafficure.in