

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 734
TO BE ANSWERED ON 04.02.2026**

**INSTALLATION OF PLATFORM SCREEN DOORS/SLIDING DOORS IN
KOLKATA METRO STATIONS**

734. SMT. MALA ROY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the present status of work related to Platform Screen Doors/Sliding Doors installation in Kolkata Metro stations;**
- (b) the details of the fund allocated for the project; and**
- (c) the details of tentative time-line to complete the work for installation of sliding doors on all the platforms at Kolkata Metro to prevent suicide attempt?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (c): Platform Screen Doors [PSD] (full height) in underground stations and Platform Screen Gates [PSG] (half height) in elevated/at grade metro stations are envisaged at the project planning stage itself. Requirement of this arrangement depends on following parameters-

- (i) Non-availability of adequate space for wider platforms to accommodate peak passenger load in the stations. PSD/PSG optimizes platform area for maximum occupancy.**
- (ii) To minimize air-conditioning loss in case of air-conditioned underground station. Full height PSDs eliminates air conditioning loss to trainway.**

PSD/PSG doors are not stand-alone systems and are integrated with signaling system and train control system. Presently, in Kolkata Metro Network, Platform Screen Doors/ Platform Screen Gates have been provided at all the 12 stations of Green line (East – West Metro Corridor).

Metro project in Kolkata started in 1972. The details of the Metro commissioned since then are as under:

Period	Metro Commissioned
1972 to 2014 (42 years)	28 km
2014 to 2025 (11 years)	45 km

Presently, 4 metro corridors of total 52 km are under construction in and around Kolkata out of which 20 km is held up due to land acquisition and utility shifting issues pertaining to State Government. The status of these corridors is as given below:

(i) Joka - Esplanade (14 km):- Joka - Majerhat (7.74 km) has been commissioned and balance work from Majerhat to Esplanade (6.26 km) has been taken up. However, progress of the work is affected due to the following issues:

SN	Location	Issues
1.	Khidderpur Metro Station	<ul style="list-style-type: none">For utility shifting and road traffic diversion, 837 sqm permanent and 1,702 sqm temporary land of State Government (Kolkata Armed Police) is required. The proposal of this land was sent to State Government on 24.08.2020.Several meetings were held with officials of Government of West Bengal (GoWB) for transfer

SN	Location	Issues
		<p>of above land.</p> <ul style="list-style-type: none"> After lot of persuasion, State Government finally accorded approval in July 2025 only after almost 5 years.
2.	Dr. B.C. Roy Market	<ul style="list-style-type: none"> For construction of Esplanade Metro Station, temporary shifting of unauthorised 528 Shops at B.C. Roy Market on Defence land is required. The proposal for NOC of temporary/permanent shifting of these shops was submitted to State Government in February 2022. Shops for temporary shifting of these unauthorized shops have also been constructed by Railway. The State Government has been requested to facilitate shifting. Regular follow up with State PWD is also being done. Issue is pending for more than 3.5 years.

(ii) New Garia - Dum Dum Airport (32 km): New Garia - Belaghata (9.8 km) has been commissioned and balance work from Belaghata to Dum Dum Airport (22.2 km) has been taken up. However, progress of the work is affected due to the following issues:

SN	Location	Issues
1.	Chingrighata Crossing (Between Beleghata – Gour Kishore Ghosh stations)	<ul style="list-style-type: none"> Temporary traffic diversion at Chingrighata crossing for launching of viaduct segments is required for 3 nights each on either side of the road (8 hours on every night). The proposal was submitted to Government of West Bengal (GoWB) in December 2024.

		<ul style="list-style-type: none"> • The diversion road as desired by Kolkata traffic police has already been constructed in February 2025. • Since then, several meetings have been held with various State Government and Kolkata police officials for NOC. • The NOC is still awaited even after about 10 months.
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(iii) Noapara - Barasat (18 km): Noapara - Jai Hind Airport (6.77 km) has been commissioned and work from Jai Hind Airport to Michael Nagar is in progress. However, work from New Barrackpore to Barasat (7.5 km) is held up due to land acquisition and encroachment issues by State authorities.

SN	Location	Issues
1.	New Barrackpore to Barasat	<ul style="list-style-type: none"> • Land acquisition (23,000 sq. m) and removal of heavy encroachments (1277 hutments, 764 shops) are involved in this section. • The matter is not yet resolved by GoWB.

(iv) Baranagar - Barrackpore - Dakshineshwar (14.5 km): Baranagar - Dakshineshwar (2 km) has been commissioned and balance work from Baranagar to Barrackpore (12.5 km) is held up due to pending utility shifting in the alignment by state government authorities. The details are as below:

SN	Location	Issues
1.	Baranagar to Barrackpore	<ul style="list-style-type: none"> The original alignment along the B.T road was agreed in 2011 as per MoU among Metro Railway, RVNL and Kolkata Municipal Corporation. As per MoU, existing pipeline was to be replaced by new 64 inch diameter pipeline by the State Government. Shifting of this pipeline was completed in 2012. However, NOC is still awaited from Government of West Bengal.

An amount of ₹ 2555.22 cr. has been allocated for the Metro projects in West Bengal for Financial Year 2025-26.
