

REVIEW PAPER ON INFLUENCE OF LOWER CONSERVATION BUDGET ON ROAD SAFETY

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Abstract: The effect of the current financial emergency has influenced numerous nations in the course of the recent years which have purposed that the reduction in the government of road construction and the maintenance budgets. Another outcome of the monetary downturn is the high decrease in the number and length of travels by road. Thus, in the event we consider the way that the number of mishaps has stayed consistent in the course of recent years, despite the fact that the traffic volumes are lower, we can finish up that the danger of a mishap for each kilometre of street has in reality expanded. In this paper a potential connection between lower development and preservation spending plans and the proportion of mishaps is surveyed.

To do as such, we have to find the key parameters to dissect this relationship, studying the cause of road accident and also the characteristic of the driver. The effect of the variables on road safety have been analysed by various studies. By using the linear regression techniques, analysed the relationship between the lower budgets and higher road safety indices. The results could show the strong connection between the maintenance of the road budget and the risk indices.

Key words: Road construction and maintenance budget, traffic volume, conservation budget, road safety.

Introduction

Road users whether pedestrian or vehicular users can travel from one place to another using various road facilities. The road facilities include each and every feature of the road such as travel area, control devices, safety features, etc. these facilities are required for the efficient movement of the user. The lack of these facilities can lead to disaster at the area where they are absent.

In fast growing world transportation plays a crucial role. Various steps are taken for the development of road condition. This is done for the prevention of road accident, safe transportation etc. But the road conditions are becoming major hindrance in the path of development. As under is the road accident rate of the year 2015 to 2019 of India;

S.NO	year	People died due to road accident	Injured
1	2014	1.4 lakh	4.8 lakh
2	2015	1.5 lakh	5 lakhs
3	2016	1.6 lakh	5.4 lakh
4	2017	1.47 lakh	4.64 lakh
5	2018	1.6 lakh	4.98 lakh

We can see that there are about 1.5 lakh death on average every year according to govt. of India accident report.

India has signatory to Brasilia declaration and committed to reduce this by 50 % by year 2020. It is possible to achieve only if there are proper road safety conditions. But in India we came across many problems such non utilizations of funds for proper road facilities.as per new budget the road conditions are major concern.

The planned allocation for the Ministry of Road and Highways has increased for the past few years to construct new roads and make the existing ones safer.

Year	Road budget(cr)
2014-2015	Rs.28,81
2015-2016	Rs.42,913
2017	Rs.54000
2018-2019	Rs.158,839

Government in the past neglected basic road safety features by reducing the construction and maintenance budget which directly increased the accidents ratio which further increased the loss of money and life.

In the particular region a lot of accidents happens on daily basis because of lack of basic road safety features such as traffic signals on junction, facilities for pedestrian and several encroachments restricting sight distance. And also, there are pot holes at several locations due to non-maintenance of roads at regular intervals.

Government neglects these basic road safety features by reducing the construction and maintenance budget which directly increases the accidents ratio which further increases the loss of money and life.

Literature Review

- Guria J. (1998) has discussed about the road accidents are mostly privileged in New Zealand as compared to other high traffic volume countries. This paper focuses on outcomes of roading safety programmes as well as on non-roading safety programmes. Author has concluded the better results were achieved while implementation of road safety supported by high cost benefit ratio.
- Eenink R. etal (2005) has worked on accident prediction model and road safety impact formation was not an easy job for road analyst even it required greater level of data which was not easily available. the equation gives the relationship safety level of roads and variables relevant or that describes this level of road safety.
- Delon M.etal (2005) Estimation of socio-economic cost of road accidents in metro manila, in this the author has focused to determine the cost of accidents due to heavy road traffic and accordingly classify these costs using various methods. It has been founded maximum %age of this cost is due to lost income of fatalities and the remaining cost includes medical cost, disposable income. Moreover, it has been found that reporting accurately to the concerned authorities about the damages occurred due to accidents could help in making better road safety policies and programmes.
- Bora B.etal (2018) Socio- economic costing of road traffic accidents, the author has discussed various cost components of road accidents in different cities of India like Nagpur and Maharashtra. Various techniques were used for traffic data in order to determine the road accidents. Also, accident prediction model has been formulated in this study and accordingly the accident rate and its cost in the future were determined.
- Shah etal (2018) Road safety risk assessment: An analysis of transport policy and management for low, middle, and high-income countries, in this the author has mainly done evaluation and analysis of road safety risk and its relevant factors in low, middle- and high-income countries of Asia. In this paper data envelopment analysis method and structural equation model were used in order to observe the various interaction amongst the latent variables and road safety levels. It was determined that a combination of these two approaches will greatly help in reducing accident level there by reducing crash risk in real time.
- Mehar and Agarwal a Systematic approach for formulation of road safety improvement program in India: the author has concluded that urgent development for various road safety programmes are essential in India. He also observed that effective methodology is of much more importance for determining various accidental preventions and measures along with detailed parameters. In an overview a framework is expected to be developed for various safety reasons in India.

Conclusion

In this paper, the effect of the economic downturn in certain nations on street security have been analysed. This emergency has been modified both the sums contributed in the construction of the new roads, flow rate of traffic through roadways and the maintenance of the existing roads. The overall budget for the road has significantly diminished during the long periods of downturn. During the session between the years 2008 and 2017 the budget for the road construction has decreased by 66%, in the same period of time the maintenance and the conservation budget has been diminished by 21%. The road construction budget decreased by 73% in between the year 2010 and 2017 and of 38% in the maintenance budget and the conservation budget between 2009 and 2013. Concerning the traffic coursing on the roads, we have noted comparable diminishing pattern between 2008 and 2013, the year with the base number of enrolled vehicles kilometres. The rate of traffic flow in the year 2013 was 12% lower than the traffic flow in year 2008. In the year 2014, this pattern began changing note of a developing contrasting and the earlier years.

If we study the connection of the risk index with the road maintenance budget and the conservation budget. We see a genuine relationship between the maintenance budget over the former years and the potential outcomes of having a mishap in the real one. This relationship is defined by the assurance coefficients, which arrived at an estimation of 27% when breaking down the first two years and 99 % over the going before three years. At long last, in the study that we attempt to survey the economic effect of these two factors, lower budgets and high-risk indices, we can verify that this decrease of protection spending plans does not lead to a real saving.

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