

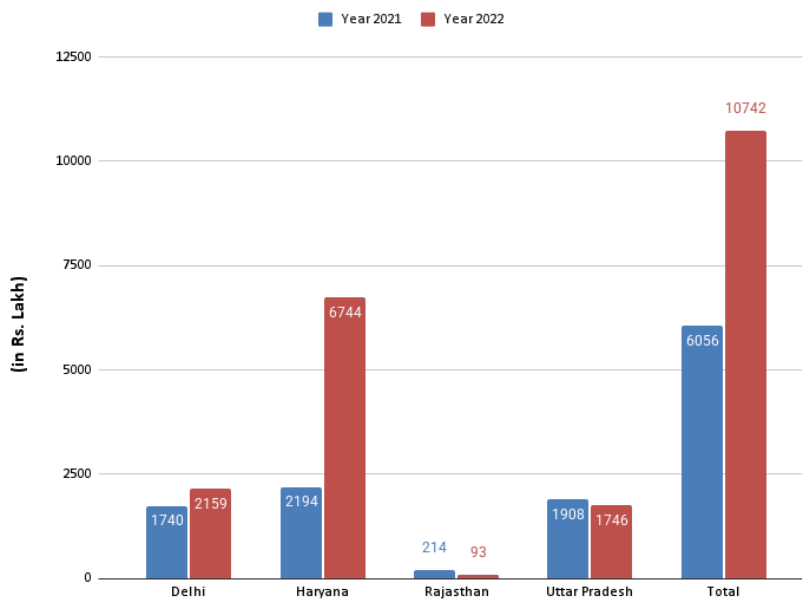


Insights from Analysis of Traffic Fine Collected & Road development Budgets (2020,2021 & 2022)

Key Insights (2021-2022):

 **Traffic fines collected surged by 43.62%** , while the road budget increased by **only 14.19%**—showing a major gap between fine revenue and actual investment in road infrastructure.

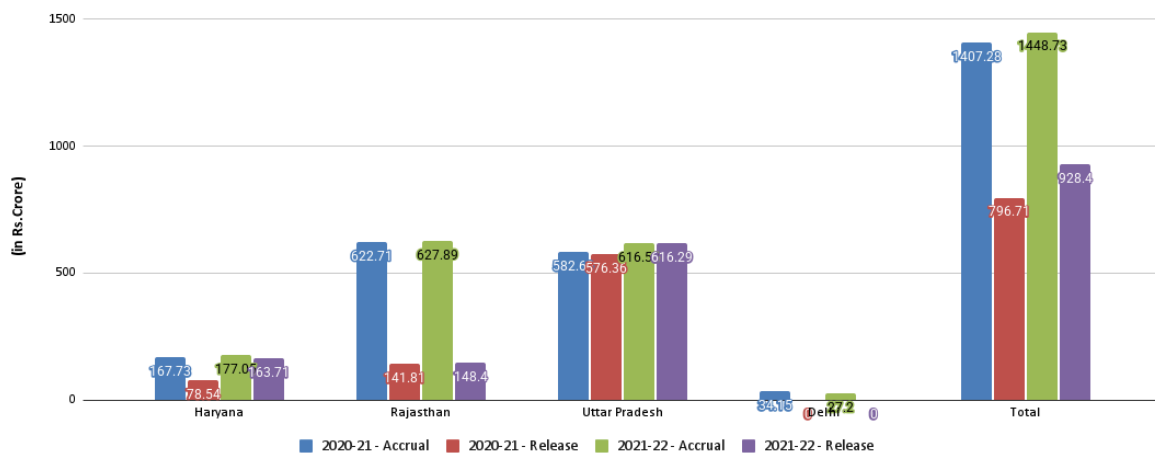
Traffic Fines Collected by States



Budget Released vs. Budget Utilized:

- **2021 Budget Utilization: 64.08%**
- **2022 Budget Utilization (Till Oct 31): 60.56%**
- **Moving Average of Budget Utilization(Three year average included 2020) : 60.42%**

Road Development Budget



♦ On average, only 60.42% of the allocated road budget has been utilized—leaving nearly 40% of funds unspent.

♦ This consistent underutilization raises concerns about:

⚠ Delays in project execution or fund disbursement

⚠ Inefficiencies in budget planning and allocation

Even when funds are allocated, a significant portion remains unused—raising serious doubts about how effectively road infrastructure is being improved. 🚧

📊 Traffic Fines & Road Budget Correlation: 0.09 (Almost no link)

💰 Even when fines increase, road budgets don't follow a predictable pattern

📊 GSDP & Road Budget Correlation: 0.1897 (Weak Positive)—Higher GSDP doesn't guarantee higher road budgets

⚖ For every 1-unit increase in road budget, traffic fines increase by 0.39 units

📌 99.07% of the variance in fines is explained by road budget—a strong statistical link, but no evidence of direct causation

? So, are traffic fines really funding better roads?

The data suggests otherwise. Instead, fines appear to function as an independent revenue source rather than a direct contributor to road improvements.

I understand that fines contribute to broader government budgets and policies, and it may not be practical to expect them to be strictly allocated to road development. However, when we pay for a service—whether through taxes, tolls, or fines—it's reasonable to expect that service to be delivered effectively.

 What's your take? Should governments allocate fine collections directly to road infrastructure?