



## THE ECONOMIC IMPACT OF TOLL ROADS: WITH SPECIFIC REFERENCE TO KHERKI DAULA TOLL PLAZA, GURUGRAM

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### ABSTRACT :

The complex road networks and highways of every country has an extremely remarkable role to compete for the growth and the economic development of the country. The vehicular transportation through all the roads can satisfy the basic necessities and needs of all the people. It also regulates the social and economic needs of all the people. Also, bad roads can also result in the loss of many lives and a large amount of damage to property mainly because of accidents. The present study aims to analyse the economic impact of toll roads by collecting data from the commuters of Kherki daula toll plaza. The paper is quantitative and a sample of 50 people were taken. The outcome shows that apart from high toll charges people find the roadway smooth and secure. The researchers also found that after the making of road as a toll road employment opportunities have also risen.



**KEYWORDS :** Economic Development, toll road , commuter.

### INTRODUCTION:

No vehical traveller like uneven/damaged roadways because they consider it as a hindrance to their way of working. Almost every citizen have to travel on daily basis for various purposes like work, business , function or person work etc and if they find a damaged roadway for their journey then it will be really devastating for them. Toll roads are a better option for them. In the technology advanced scenario, there are numerous intelligent transportation management systems , leading to the development and formation of added value improvised road , traffic control and advance payment network near toll booth.

Government give contracts to private constructors to make highways and roads. The National Highway Authority of India(NHAI) looks after the work of development of highways in the country. These roadways are mostly made by private contractors after getting tender from the government. After making the highways the contractors collect their cost and profits by collecting tolls after making toll booths. Commuters have to pay tolls for commuting through the roadways and in exchange they get smooth well maintained road with proper signs and contact information in case of need. But sometimes the travellers feel that the toll has never lifted even after paying tolls for many years or they feel that the toll charged is very high. Also the commuters have to wait in long queues for paying tolls but these days the facilities to fastag has ease the load. So there are some ups and downs of using tolls. The present study aims to find out economic impact of toll roads.

**LITERATURE REVIEW:**

Fraunhofer ISI and polytechnic University of Madrid, reported that tolls can positively impact freight transport by improving the efficiency of transport, it can lead to the purchase of cleaner trucks thereby reducing the air pollution from the road transport, the report also concluded that the European commission should phase out time-based charging and include the tolling of trucks based on CO<sub>2</sub> performance in the review of Eurovignette directives. Further the report ended by conclusion that tolls will become an inevitability if countries want to move to clean and smart transport systems.

Kekaha D. Robert(2006) in his study assessed the economic impact of toll roads with specific reference to the impact on alternative roads. For the purpose of study researcher considered tollgates namely Pumulani & H. the researcher found that the tolls leads to a reduction in welfare on the alternative roads. The deterioration in welfare is manifested in many ways eg. congestion along the road and increased the levels of traffic. The researcher also recommended that toll fees should be affordable and monitored on regular basis.

Pugh Geoffrey and Fairburn John(2010). In their paper report concluded that M<sub>6</sub> toll, the UK,s first toll motorway has caused a positive developmental effect at the sub-regional level. The result also concluded that the direct M<sub>6</sub> toll effect of an additional 4.25 hectares of industrial land development implies 265 new jobs in excess of those created to operate the M<sub>6</sub> toll and a development effect in current values of around euro 700 million. The researchers collected both quantitative and qualitative data for the research.

**OBJECTIVES:**

- To find out the contribution of kherki daula toll road in development of the area.
- To study commuters view about the kherki daula toll plaza.

**RESEARCH METHODOLOGY :**

All the commuters of kherki daula toll plaza gurugram were the population for the research, out of them 60 commuters were chosen on random basis sampling method and only 50 responded fully so, the sample of the paper is 50commuters.

**Data collection tool:**

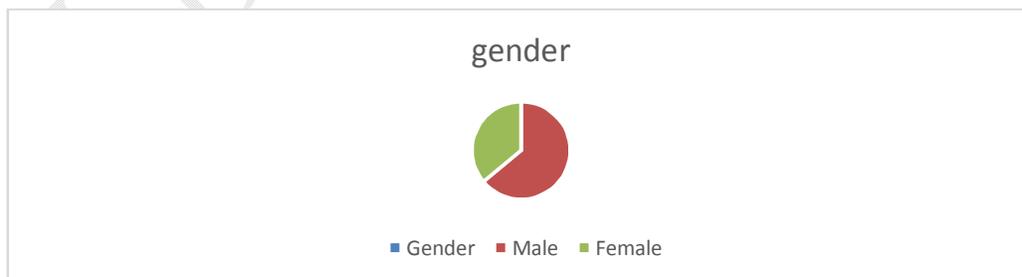
Data was collected by the questionnaire tool. Which was close ended.

**Data Analysis tool:**

Descriptive approach was used by the researchers. MS Excel tool was used for the analysis of the data collected.

**Result :**

Male	32
Female	18



The data shows the number of male are more than the number of females who commute through the toll plaza.

**Education:**

Out of all the 50 respondents 5 were uneducated, 8 were primary educated , 11 were secondary and 26 were tertiary educated.

**Resident or not :**

Out of the total data collected 35 were not the resident of the nearby are and the rest were residents of nearby area. This shows that a 70% of commuters were not the resident of nearby area.

**Accidents decreased :**

Out of the 50 respondents , 26 responded agreed that the accidents are decreased after making the toll plaza. This shows that more than 50% of people agrees that the accidents are decreased after making the toll plaza.

**Air pollution:**

Out of all the respondents , 40people responded that the air pollution is increased after making the toll plaza and 10 denied. This shows that 80% responded in favour of increment of pollution after the implementation of the toll plaza.

**Income :**

Out of all the vehicle drivers , 3 people were earning less than 10000 rupees , 16 were earning between 10-30k and 31 were earning more than 30k per month.

**New employment opportunity:**

34 respondents responded that after the implementation of toll plaza the employment opportunities have raised and rest denied.

**Vehicle class:**

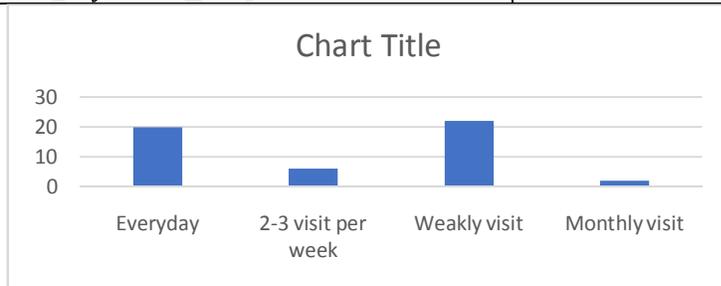
Out of all the vehicles 30 were light weight , 13 were heavy and the rest 7 were very heavy class vehicles.

**Travel purpose:**

Of all the respondents 15 were travelling for business purpose, 18 for personal and 17 for office work.

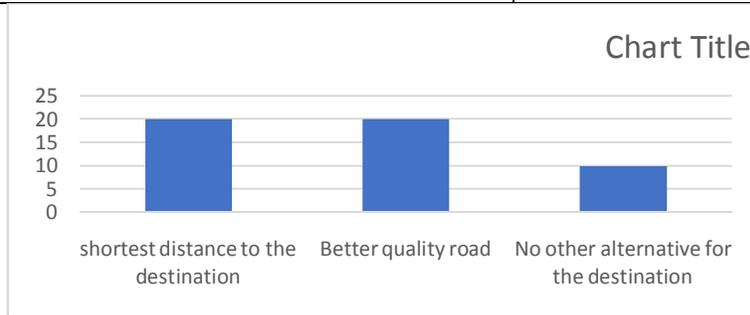
**Travel frequency:**

Everyday	20
2-3 visit per week	6
Weakly visit	22
Monthly visit	2



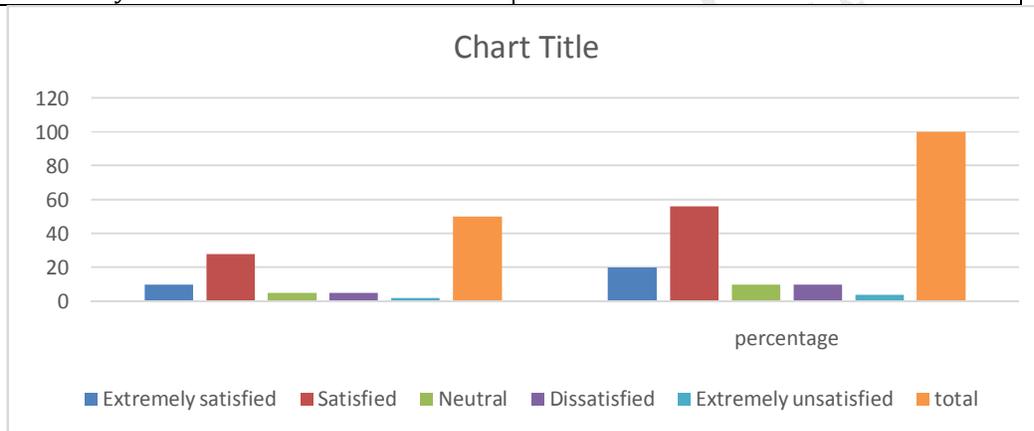
**Reason of using the toll plaza:**

shortest distance to the destination	20
Better quality road	20
No other alternative for the destination	10



**Overall satisfaction :**

Extremely satisfied	10
Satisfied	28
Neutral	5
Dissatisfied	5
Extremely unsatisfied	2



Overall the commuters are satisfied with the toll plaza.

**Welfare :**

	Good	Neutral	Bad
Comfort and convenience	30	15	5
Safety	16	15	19
Congestion	10	5	35
Price	5	17	28

So , out of all the parameters , 60% respondents agreed that the comfort level has increased after the toll plaza road , safety parameter has overall neutral result but congestion and price is really high or bad as per the respondents.

**CONCLUSION AND RECOMMENDATIONS:**

We are well aware with the fact that roads are needed for the development of the development of the country. So government is doing this work of economic development with the help of private constructors. The paper found out that apart from congestion and high prices overall the commuters are satisfied with the quality of kherki daula toll plaza. The researcher recommended that government should take more initiatives to make all the toll roads 'fastag' equipped so that the problems of congestions can be resolved also the prices should be revised after regular intervals of time.

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