

## **Potholes: The Unofficial GDP Booster**

In a strange twist of modern governance, potholes have quietly emerged as unlikely contributors to economic activity. What should be seen as symbols of neglect and poor planning are often treated as recurring opportunities that keep a surprising number of systems running. A broken road, it seems, does not merely disrupt daily life; it fuels an entire ecosystem.

Every monsoon or election cycle, damaged roads become the justification for fresh tenders and new political promises. Repairing the same stretch repeatedly allows projects to be sanctioned again and again, ensuring a steady flow of public funds. Contractors remain engaged, machinery stays in motion, and labourers find employment. On paper, this looks like development: money is spent, jobs are created, and work is visibly happening. In reality, the root problem remains unresolved.

For vehicle owners, potholes translate into frequent visits to garages. Bent rims, damaged suspensions, worn-out tyres, and misaligned wheels have become routine expenses. Mechanics, spare-part dealers, and towing services benefit from this steady demand. What is inconvenience and financial loss for citizens turns into reliable business for the automobile repair ecosystem.

The ripple effects do not stop there. Poor road conditions increase the risk of accidents, especially for two-wheelers and pedestrians. Hospitals and clinics see a rise in trauma cases, adding pressure on already strained healthcare systems while simultaneously increasing medical bills and revenues. Even insurance companies, surveyors, and legal services become indirect participants in this chain reaction.

From a narrow economic lens, potholes appear to generate activity and circulation of money. But this so-called growth is built on inefficiency, risk, and avoidable suffering. True development is not about repeatedly fixing the same problems; it is about building systems that last. Smooth, durable roads save public money, reduce accidents, lower maintenance costs, and improve productivity.

When potholes are allowed to persist, they may boost short-term economic numbers, but they quietly erode public trust, safety, and long-term progress. The

real measure of growth lies not in how much we spend repairing damage, but in how well we prevent it in the first place.

