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## REVIEW PAPER ON RURAL ROAD DEVELOPMENT

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**Abstract** :Rural Road connectivity is a key component of rural development, since it promotes access to economic and social services, thereby generating increased agricultural productivity, non-agriculture employment as well as non-agricultural productivity, which in turn expands rural growth opportunities and real income through which poverty can be reduced..A study carried out by the International Food Policy Research Institute on linkages between government expenditure and poverty in rural India has revealed that an investment of Rs 1 crore in roads lifts 1650 poor persons above the poverty line. Public investment on roads impacts rural poverty through its effect on improved agricultural productivity, higher non-farm employment opportunities and increased rural wages. Improvement in agricultural productivity not only reduces rural poverty directly by increasing income of poor households, it also causes decline in poverty indirectly by raising agricultural wages and lowering food prices (since poor households are net buyers of foodgrains).

**Keywords** - Rural Infrastructure, PMGSY, Bharat Nirman, RIDF

### I. INTRODUCTION

Availability of adequate infrastructure in rural as well as urban areas is the sine qua non for economic development of a nation. Access to rural infrastructure has a strong positive association with rural economic development and strong negative association with incidence of poverty. It is necessary to accelerate investment in rural infrastructure to generate additional employment, create new economic opportunities, ensure delivery of related services and enhance credit absorption. All these ultimately lead to improvement in quality of life and reduce the vulnerability of rural poor..

Roads reduce transportation costs and the costs of consumption and production of goods and services. With easier access to markets and technology, improved roads expand farm and non-farm production through increased availability of relevant inputs and lower input costs (Binswanger, Khandker, and Rosenzweig, 1993; Levy, 1996). At the household level, road development contributes to higher productivity and demand for labour (World Bank, 2000), and improved education and health, including those for women and girls (Bryceson and Howe, 1993; Levy, 1996). The importance of infrastructure in agriculture and rural development is well documented.

### OBJECTIVE OF STUDY

This paper has an objective to go about as an establishment for future reviews and its outcomes will end up beneficial data in tp help the modern development methods in the development business

## II. RESEARCH METHODOLOGY

In order to create durable and permanent assets, an adequate provision for drainage and protection works as well as quality control during construction and maintenance of assets, Government of India launched the Pradhan Mantri Gram Sadak Yojana (PMGSY) on 25th December, 2000 as a Centrally Sponsored Scheme to assist the States. The primary objective of PMGSY is to provide connectivity by way of an AllWeather road (with necessary culverts and cross-drainage structures, which is operable throughout the year), to the eligible unconnected habitations as per CoreNetwork with a population of 500 persons (as per 2001 Census) and above in plain areas. The current source of funds for PMGSY works is cess on High Speed Diesel (Rs. 0.75 / litre), budgetary support, ADB funding, World Bank funding and NABARD loan. Table 1 details the release of funds from 2000-2001 to 2013-14. A total amount of Rs. 1,11,368 have already been spent under this program including funding from World Bank and Asian Development Bank.

## III. DATA ANALYSIS

Rural road connectivity is a critical component in the socio-economic development of rural population by providing access to amenities like education, health, marketing, etc. It is also vital in ensuring sustainable poverty reduction which demands permanent rural connectivity, encompassing a high level of quality of construction followed by continuous post-construction maintenance of the road asset and in fact of the entire network. The Pradhan Mantri Gram Sadak Yojana (PMGSY), a centrally sponsored flagship scheme of the Government of India, was introduced on 25 December 2000 to provide all-weather rural road connectivity and to access eligible unconnected habitations as a strategy for poverty alleviation and to overcome deficiencies in rural road planning, inadequacy and unpredictability of funds and lack of maintenance of rural roads. The Pradhan Mantri Gram Sadak Yojana (PMGSY) was reviewed between January 2005 and June 2005 covering the period April 2000 to March 2005; the audit findings were incorporated in the C & AG's Report No. 13 of 2006. Audit observed deficiencies in physical and financial planning, fund utilisation, implementation, tendering process, quality assurance, maintenance of roads, monitoring and efficacy of the online management and monitoring system (OMMS). Since then, expenditure on the programme has increased manifold. States had utilized ` 63,877.78 crore on implementation of the programme during performance audit period (2010-15).

## IV. CONCLUSION

Rural roads are the wealth of a nation, a tool for social inclusion, economic development and environmental sustainability. Rural roads link communities and their agricultural fields to the main transport system and markets. Improving rural roads reduces transport cost and stimulates marketing. This results in increased production and productivity, crop diversification and increased profitability. A main bottleneck for local economic development is often a limited and poor quality rural road network. It is quite evident from the Plan documents that, private sector participation in road sector has been confined to development, maintenance and operation of specified highways (national and state), expressways, bridges and bypasses. Rural roads, particularly, those needed to link remote, hilly and backward settlements are hardly *profitable* to the private operator. Hence, without doing any major policy revamp on the development of rural road infrastructure, it is very difficult to expect private sector participation in this area and till that time Public investment must have to come in a big way and without any further delay. This crucial component of rural infrastructure, neglected during the reforms decade, need to be state financed in a time bound manner to prevent the rise in urbanrural disparities in growth and development.

## V. ACKNOWLEDGEMENTS

The use of local resource based technology has been established in a number of countries, and is efficiently being applied in a large number of rural road development programmes. Its success, in terms of emphasising the use of locally available resources such as labour, tools and light equipment, combined with good workmanship and high quality standards, has given this technology its due recognition. The active support and promotion of such technology is not limited to national governments but also includes a number of international organisations and international development banks.

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