



A Critical Analysis On Rural Infrastructure And Economic Development Of Jind

Sanjeet^{1*}, Dr. Rani Singh²

¹Research Scholar, Department of Geography, Baba Mastnath University Rohtak
²Research Supervisor, Department of Geography, Baba Mastnath University Rohtak

***Corresponding Author: Sanjeet**
*Email id: sanjeetdangi9@gmail.com

Abstract

Rural Development is the one of the significant goals of the financial projects carried out by the Focal and State governments in India. A portion of the projects are a lot of target situated and assuming crucial part around here. MGNREGA (Mahatma Gandhi Public Rural Business Assurance Act) is one of the programs who has achieved extensive acknowledgment among rural masses and altogether elevating the occupation by production of new positions and affecting rural individuals in a portion of the States. This study uncovered that there is a vital improvement in the mindfulness level among the recipients in rural areas and constructive outcomes of these projects particularly in towns can be recognized. Presently rural neighborhood bodies, for example, Gram Panchayats are additionally effectively partaking in the rural development process. In this paper an endeavor has made to assess the monetary and actual advancement under MGNREGA in the Region Jind of Haryana State. The positive effect of MGNREGA in Jind Area can't be disregarded; which is an uplifting pointer for State and Focal governments. It has additionally been recommended in the paper that; in future, all the more such objective arranged projects ought to be executed so that, the hole among poor and rich and rural and metropolitan areas could be crossed over.

Keywords:- Economy Development, Socio-Economy, Rural Infrastructure, MGNREGA (Mahatma Gandhi National Rural Employment Guarantee Act), Area Development

1. INTRODUCTION

In India, individuals live in villages. The people who live in provincial areas are living in very miserable circumstances. The course of economic development that has been done in a nation like India has generally helped the nearly evolved areas as well as individuals who are moderately in an ideal situation. Despite the numerous endeavors that have been made, the benefits have not been filling the retrogressive areas and individuals that live there. Indeed, even currently, disregarding all the headway that has been made all through the arranging period, 41.6% individuals in India is as yet living on under \$1.25 each day (PPP). On the other hand, the financial construction that is predominant in the field of India is the essential component that adds to the commonness of neediness in the country. It is hence that huge arrangement measures have been executed fully intent on resolving the issue of destitution in country areas. Since the nation's freedom, the public authority of India has carried out different Focal plans, Halfway Supported Plans (CSS), and Local area/Area Development Projects in the areas of wellbeing and family welfare, training, business and the disposal of destitution, farming, the development of ladies and kids, sterilization, lodging, safe drinking water, water system, transportation, ancestral development, line area development, social welfare, and different areas of the country. These ace The making of work potential open doors, the upgrade of personal satisfaction, the disposal of destitution and economic dissimilarity, and the easing of human hardship are the essential objectives of these projects. Furthermore, the foundation of crucial framework and resources that are vital for the economic development of provincial areas is one more level headed of these projects.

Apparently the government of India is succeeding in understanding its ideal of rural India's improvement through the execution of these plans. Having said that, there have been discoveries of a couple of gaps in the system. The Government of India can not support the improvement of rural India in the event that it does not succeed in resolving these challenges. The prerequisite for a conveyance system comes as a result of the necessity to complete the execution of programs and to speak with the interest group. The Gram Panchayats must consequently be transformed into a crucial stage for the development of neighborhood self-administration to satisfy this prerequisite.

Despite the gigantic measures of cash that have been conveyed by the public authority of India through Focal Plans and Midway Supported Plans in the province of Haryana, there is a boundless discernment that the improvement of crucial framework and conveniences/offices has not been perceptible, especially in that frame of mind of the state. Moreover, there is a need to improve the way of life of individuals, and the work possibilities accessible to youngsters are as yet remembered to be very confined and lacking.

1.1. History of Infrastructure Development: -

Before the year 1700: Before the year 1700, the most common means of transportation for people were roads and canals. Waterways were used for transportation as well as for water system purposes. Navigating the water was made easier by lighthouses and ports. In some of the more developed towns, aqueducts were used to convey water to public fountains and baths, but sewers were uncommon.

The first highways, such as the Natchez Trace, were paths that frequently followed wildlife trails. These roads were the first of their kind. It is believed that Ur constructed the first paved roadways around the year 4000 BCE. In the year 3300 BCE, roads made of corduroy were erected in Glastonbury, England. Around the same time, block cleared streets were developed in the Indus Valley Civilization, which was situated on the Indian subcontinent.

Construction of Canals and Irrigation Systems: Around the year 4000 BCE, the first canals that are known to exist were constructed in Mesopotamia, which is located in what is now Iraq and Syria. Beginning approximately the year 3300 BCE, the Indus Valley Civilization, which encompassed both India and Pakistan, possessed a well-developed canal irrigation system. Approximately 2300 BCE, Egypt was the first country to construct a canal. This canal was constructed in order to circumvent a cataract on the Nile near Aswan. The construction of large canals for the purpose of river navigation began in ancient China as early as the period of the warring kingdoms (481-221 BCE). At a distance of 1,115 miles, the Grand Canal of China, which was done in 609 BCE and is presently the longest trench on the planet at 1,794 kilometers, was by a wide margin the longest channel.

1750 to 1870 A.D. Toll roads were constructed by turnpike trusts in response to the growing volume of traffic in England and the continued deterioration of the roads, especially between the years 1730 and 1770. Expressways were developed in the US sometime in the not too distant future. Normally, private enterprises carried out the construction of these structures under a government franchise. At the beginning of the ninth century, many farm foods were transported from the United States border between the Appalachian Mountains and the Mississippi River via river and canal transportation. In any case, the more limited street course that went over the mountains offered benefits.

Canals: - Waterways in the beginning phases of the modern transformation, inland trenches went before in the improvement of railways in Europe, principally in England and Ireland, and later in the early US and Canadian settlements. Waterways were additionally utilized in the development of rail lines in the US. The Unified Realm saw the development of more than 100 trenches between the years 1760 and 1820.

The original railways, which were driven by ponies or individuals, were used in mines or to avoid cascades. These rail lines were the first of their sort. 1811 was the year that saw the development of a line that associated Middleton Colliery and Leeds. It was likewise the year that John Blenkinsop made the principal effective and useful railroad train. The Liverpool and Manchester Rail line, which is viewed as the principal intercity line on the planet, was acquainted with general society in the year 1826. The ensuing years saw the multiplication of rail lines across the Unified Realm and the remainder of the world. For very nearly a long time, rail routes filled in as the chief type of transportation for land-based tasks.

Since the year 1920: - Italy was the primary country to fabricate a course that looked like a motorway. In 1925, the Autostrada dei Laghi developed a street that associated Milan and Como respectively. The Autobahns in Germany were the main restricted admittance, rapid street network on the planet. The principal segment of the Autobahns, which associated Frankfurt am Fundamental and Darmstadt, opened in 1935. The Pennsylvania Freeway, which was opened to traffic on October 1, 1949, is by and large viewed as the primary provincial motorway in the US that was intended to cover huge spans. In the US, the parkway framework that gets government help. During that time 1960 to 1990, most of the framework was done being built.

2. LITERATURE REVIEW

Kaur, A. And Kaur, R. (2018) an attempt was made to analyse the significance that economic and social infrastructure had in the development of Punjab's regional economy. Multiple regression models were utilised in order to investigate the influence that social and economic infrastructure has on the individual's NSDP per capita. We used secondary data sources to calculate the NSDP per capita from the year 2000-2001 to the year 2015-2016. The economic and health infrastructure indexes were shown to have a considerable impact on the economic development of the state, as was discovered. Nevertheless, the education infrastructure index did not have a significant impact on the course of economic development.

Kaur, A. and Kaur R. (2016) examined the differences in social infrastructure between districts in Punjab throughout two distinct time periods: the era prior to reform, which lasted from 1981 to 1991, and the period following reform, which lasted from 2001 to 2011. Secondary data from a variety of issues of the Statistical Abstract of Punjab were utilised in the study, which included participation from twelve districts. On the other hand, the study found that during the post-reform period, Gurdaspur had the largest number of high schools and middle schools. This was in contrast to the pre-reform period, when the number of high schools had the highest rank in the same district, but the number of middle schools had not expanded at all.

Das, A. (2011) studied the relationship between the dimensions of the infrastructure and the gross domestic product or industrial production of the state. CMIE, the Directorate of Economics and statistics, and the central statistical organisation were the sources of secondary data that were collected. It was determined that there was a significant and unmistakable connection between the expansion of SDP and the amount of money invested in the industrial sector. The research also found a connection between the progression of stages and two indicators of infrastructure, namely the electrification of villages and the density of telegraph lines.

Singh S.P. and Nauriyal (2009) It was found that simply 4.23 percent of residents in the chose locale of Uttarakhand had the option to get some work for a time of 100 days under the MGNREGA program. A significant number of the workers stated that they were unaware of the fact that the MGNREGA guarantees a rural household one hundred days of labour obligation as a matter of entitlement. As a result of the investigation, it was discovered that there are constraints on both the supply side and the demand side when it comes to confirming a 100-day occupation promise. A lack of enthusiasm on the part of Sarpanch and government officials, an inadequate number of staff members with inadequate training, and a lack of effective involvement in Gramme Sabha sessions were the factors that contributed to the supply-side restriction. The lack of information among workers regarding the programme is the source of the demand-side restrictions.

Narain P. et.al. (2009) in Andhra Pradesh, the socioeconomic growth of the state was explored across districts. Data from the districts were utilised in order to conduct an analysis of the level of development of socioeconomic indicators for the years 2001-2002. A composite index was utilised for the research project. In terms of socioeconomic development, it was discovered that the districts of West Godavari, Karimnagar, and East Godavari were more developed than the other districts in the state.

John Icy K. (2006) It has been found that it is quite important for Gramme Panchayats to have cash in order for them to function effectively. As a result of the type and pattern of the spending of plan funds by the village Panchayats, it was found that the usage of award in help was low in the succeeding plans, except for the main year. Throughout the exploration, it was found that the deficient use of plan reserves adversely affects the activity of Panchayati Raj Organizations.

Majumder, R. (2005) studied the disparities in the provision of regional infrastructure at the district level. Within the context of Indian districts, the author conducted research to study the nature and scale of several infrastructure and development indices. The study encompassed a thirty-year span, beginning in 1971 and ending in 2001, and it made use of secondary data. In the course of the research, both relationship and relapse strategies were used. The creator reached the resolution that the accessibility of accessible framework was a huge supporter of the development of the district. During the time period under consideration, there had been a growth in both the development and the infrastructure. There was a noticeable increase in the differences between regions.

Holakia, R. H. (2003) examined the pattern of regional differences in India's per capita GDP and human development from 1981 to 2001. the time period covered was 1971 to 2001. Secondary sources of data and regression analysis methods were utilised in the research project. Despite the fact that regional disparities in overall human development declined significantly less throughout the course of the study, poverty disparities increased over time. The study indicated that there was neither a significant increase nor a decrease in PCI disparities.

Zhang, X. and Fan, S. (2002) the motivational forces that are responsible for India's economy's recognized distinction should be examined. According to the findings of the study, the regional imbalances that existed within the federal economy have decreased as a consequence of economic globalization. During the 1990s, India implemented policies that were concerned with the issue of substantial regional disparities. For the purpose of providing an explanation for convergence in the study, the authors referred to the Avant-grade growth literature written by Barro and Sala-I-Martin. The findings demonstrated that all variables were statistically significant with the signs that were predicted.

Gupta (2001) In his work, he made the suggestion that the execution of strategies requires the foundation of powerful establishments to complete an assortment of improvement exercises. These exercises incorporate preparation, the plan of projects, and the execution of projects..

Kumar (2001) It has been noticed that the Gramme Panchayat is accountable for carrying out responsibilities such as the preparation of village development plans, the registration of unemployed persons in the village for the purpose of village development, the development and administration of resources that belong to the common property, and other similar activities. The Panchayat Sarpanch and the members of the Panchayat make all of the decisions without consulting the Gramme Sabha with the majority of the time. It has likewise been seen that in many states, the heads of the Panchayats function as workers for hire for an assortment of provincial improvement drives as opposed to completing the obligation of observing and managing these projects.

Joshi (2000) This article looks at the job that Panchayati Raj Foundations play in the decrease of neediness in provincial regions. As per the discoveries of the review, the authorities at the grassroots level have a restricted comprehension of the principles and methodology overseeing the different exchanges, and their actual ability to do improvement plans is very deficient. It is consequently that the creator recommends that the working of Panchayati Raj Organizations be made more precise, more realistic, and more logical.

3. RESEARCH METHODOLOGY

Haryana is the only state that is included in the scope of the study. The total number of districts in Haryana is twenty-one. It has been decided to select one District, namely Jind, together with its five Blocks in order to determine the level of awareness regarding the various initiatives. The selection of additional two Gramme Panchayats from each Block has been made. These Gram Panchayats have a place with the equivalent financial and segment qualities as the Locale and the Blocks. Besides, from every Gram Panchayat, members who were elected, such as one Serpent and six Panches, as well as individuals who were not chosen, such as sixteen members of the Gramme Sabha, were identified for the purpose of conducting interviews. The total number of people who participated in the survey was 230. The examination was led with the investment of chosen individuals, which included Gram Panchayat Sarpanches (ten) and Gram Panchayat Panches (sixty), as well as non-elected members (one hundred two hundred and sixty). In order to determine the level of awareness of the socio-economic policies that have been implemented by the Central Government and the State Governments, interviews were conducted with the primary financial earner in each family.

Only three years' worth of data, spanning from 2008-2009 to 2010-2011, were evaluated in order to take into account the development of the MGNREGA in the Jind District. An assessment of development was carried out in the District Jind, taking into consideration both the physical and financial advancements made by MGNREGA.

3.1. Source of data collection

During the course of this research, both primary and secondary sources of information were utilised. The essential information was acquired from the reactions of the respondents, which included chosen agents as well as non-chosen individuals from the Gram Sabha in the Blocks that were picked. In terms of secondary data, the reports of a number of different committees and commissions, as well as pieces that were published in a number of different newspapers, journals, and magazines, were consulted with the intention of enhancing the validity of the work and giving additional data on the issue.

4. DATA ANALYSIS

(a) Mindfulness Level of Gram Sabha Individuals about the Public authority Plans Executed by the Panchayat

Research has been conducted with the purpose of determining the extent to which respondents are aware of the bottom-level planning and other government programmes that are being implemented by the Panchayat for the benefit of the poor communities. On the whole, seven distinct programmes were recognised, including the Mahatma Gandhi Public Country Work Assurance Act (MGNREGA), the Public Social Help Program (NSAP), the Indira Awas Yojana (IAY), the Swaranjayanti Gram Sawrojgar Yojana (SGSY), the Absolute Disinfection Mission (TSC), the Public Provincial Wellbeing Mission (NRHM), and the Sarva Siksha Abhyan (SSA).

Table 1: Mindfulness Level of Gram Sabha Individuals about the Public authority Plans Executed by the Panchayat

Schemes	Elected Member Aware %	Elected Members Not Aware (%)	GS Members Aware (%)	GS Members Not Aware (%)	Total Aware %	Total Not Aware %
MGNREGA	10.1	0.1	96.88	3.12	98.44	1.56
NSAP	81.95	16.19	84.11	19.01	81.75	187.65
LAY	79.01	32.1	64.37	35.63	67.185	31.715
SGSY	58.57	41.43	56.25	38.12	57.41	38.780
TSC	84.28	15.72	81.25	18.75	82.725	18.231
NRHM	75.72	24.28	73.13	26.87	74.425	26.675
SSA	90.01	10.01	86.88	13.12	88.44	14.12

The outcomes introduced in Table 1 show that the individuals from the Gram Sabha have an extremely serious level of mindfulness on MGNREGA (96.88%), NSAP (81.25%), TSC (81.25 percent), and SSA (86.88 percent). It was seen that there is an elevated degree of mindfulness in the high level territory of Haryana concerning the various plans that are right now in presence. Then again, the absolute degree of information should be raised, and individuals should be provided the capacity to be covered by the benefits that are accessible. This is necessary in order to guarantee that government projects are carried out without any problems and deliver the benefits that are desired in rural India. As a result, it is recommended that all concerned departments should fill the position of motivators in order to make it possible for the advantages of the programming to reach the beneficiaries.

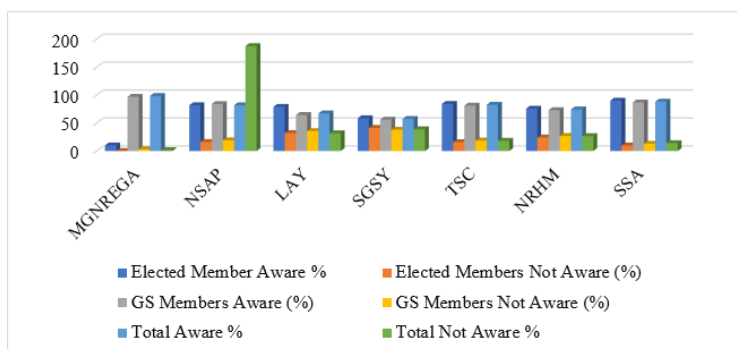


Figure 1: Mindfulness Level of Gram Sabha Individuals about the Public authority Plans Executed by the Panchayat

In a similar vein, it has been noted that the elected members of Gramme Panchayats have a very high degree of awareness. One hundred percent of the elected members were aware of the MGNREGA, which is a programme that aims to alleviate conditions of poverty. There was likewise an elevated degree of commonality among those individuals with respect for NSAP (82.85 percent), IAY (70.00 percent), and TSC (84.28 percent). An absence of familiarity with the SGSY is logical the consequence of unfortunate execution of the arrangement and erroneous commitment by non-legislative associations (NGOs) in the province of Haryana. Individuals, as a rule, had an elevated degree of mindfulness in regards to the MGNREGA (98.44 percent), the NSAP (82.05 percent), the TSC (82.76 percent), and the SSA (88.44 percent).

(b) Actual Advancement of MGNREGA in Area Jind

Almost over two thirds of India's populace lives in provincial regions, and by far most of them are financially distraught; therefore, the MGNREGA has become an essential economic support system for them. In addition to the provision of employment opportunities, it seeks to revitalise the economy of rural areas by carrying out projects that have the potential to greatly increase the natural capital of the villages. In the space of water preservation and collecting, dry season sealing, minor water system works, renewal and recovery of conventional water bodies, and improvement of country availability, in addition to other things, it is guessed that these ventures would create huge outcomes. For the purpose of fostering inclusive growth, the programme has shown to be an effective instrument. The status of Job Cards that have been distributed to families since the beginning of the MGNREGA programme is detailed in Table 2

Table 2: Since Beginning No. of Families (HH) Gave Occupation Cards (till the announcing month January)

caste	2008-2009	2009-2010	2010-2011	Total	CAGR
Sc	9599	14553	15559	39721	27%
St	0	0	0	0	0%
Other	5796	7751	17159	30706	72%
Total	15395	22304	32728	70427	46%

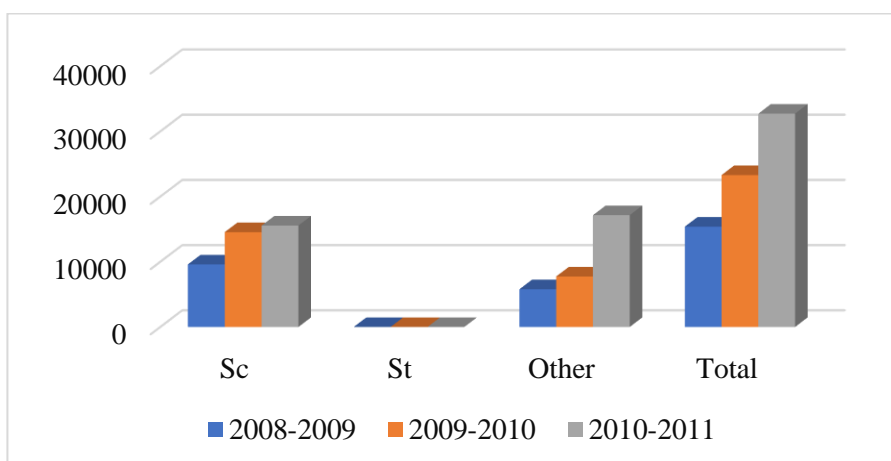


Figure 2: Since Beginning No. of Families (HH) Gave Occupation Cards (till the announcing month January)

As a whole, 70427 Job Cards have been distributed, and District Jind has had a compound annual growth rate that has increased by 46 percent. Despite this, the development pace of the Gig Cards that were conceded to SC moved by 27%, while the growth rate for other cards increased by 72 percent. Before the month of January in 2008-2009, there were 3130 households that were working under the MGNREGA programme, and 915 households were assigned work during

the month of January. This information is presented in Table 2. Similarly, the quantity of families that were given work preceding the period of January in 2009-2010 and 2010-2011 was 3922 and 3328, separately.

5. CONCLUSION

In light of what we've discussed up until this point, we can say that the public authority is currently more focused on disposing of destitution in India. There have also been big steps taken by the Indian government to make it easier for grassroots groups to be involved in implementing projects to fight poverty. The socioeconomic schemes are now more focused on their goals and go after poverty directly. More attention should be paid to programmes like MGNREGA during the planning phase so that a lot of poor people in towns can get out of poverty. The success and usefulness of these programmes will rest on how long, smartly, and enthusiastically the people in the village participate and work together. It is important to recognise the work of both the national and state governments, but there is always room for improvement in every part of the implementation process. So, we need to focus on two important things at the same time. To start, the transportation frameworks should be smoothed out to make them more receptive to individuals and give them a teacher soul. Second, the PRIs should be all the more very familiar in making arrangements for, completing, and watching out for advancement projects.

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