

A STUDY ON THE SATISFACTION OF THE BENEFICIARIES OF PRADHAN MANTRI GRAM SADAK YOJANA IN COIMBATORE DISTRICT, TAMIL NADU

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Abstract

Rural people's access to transportation is one of the primary objective of the living life. Transportation directly or indirectly develops the socio-economic condition of the people. In order to develop the socio-economic condition of the rural people PMGSY was initiated and implemented in India. This paper analysis the level of satisfaction of the beneficiaries of this programme and its effectiveness of its implementation in Coimbatore District, Tamilnadu. In order to conduct the study both primary and secondary data have been collected. The primary data has been collected with the help of well-structured and pre-tested interview schedule, administered to 25 respondents in Coimbatore Districts, and the secondary data has been collected from various books, journals, website. A simple random sampling method was adopted.

Keywords: Pradhan Mantri Gram Sadak Yojana, Rural Roads, Socio Economic, Transportation.

Introduction

From the day the mankind began to move from one place to another, the life of mankind began to rise. It grows along with the civilization. From the very beginning of civilization, the human and beast of burden have been the most premier means of transportation since they lived in jungle. As population expanded coupled with sharing of resource around them, they had to cover many kilometers every day for collecting necessary for living. Gradually, the activities of human being increased and the animals such as dogs, horses, elephant, camels, bullocks, donkey etc came to be in use as vehicle of transporting goods from one place to another.

Development continued and wheel carts became a significant development to the transport system. The first roads were spontaneously formed by humans walking the same paths over and over to get water and find food. As small groups of people combined into villages, towns and cities, networks of walking paths became more formal roads. After road transportation Egyptians, Mesopotamia's historically developed construction of roads. In the fifth century B.C. the Romans developed techniques to build durable roads using multiple layers of materials atop of deep beds of crushed stone for water drainage. Some of those roads remain in use more than 2,000 years. Later the fundamental techniques form the basis of today's roads.

Historical Development of Rural Roads in India

In India, the rural development was kicked off during the early nineteenth century. The rural roads are the principal means of carrying agriculture products from village to the making centres and for the social and cultural uplift of the villages. According to the Indian roads development committee, the total length of roads in India in 1927 was 199140 of which 30% were surfaced and the rest were un surfaced roads. India has the second largest road network across the world at 5.4 million km. This road network transports more than 60 per cent of all goods in the country and 85 per cent of India's total passenger traffic. Road transportation has gradually increased over the years with the improvement in connectivity between cities, towns and villages in the country. The Indian roads carry almost 90 per cent of the country's passenger traffic and around 65 per cent of its freight. In India sales of automobiles and movement of freight by roads is growing at a rapid rate.

Rural roads have suffered heavily due to lack of systematic planning. While rural road development plans provided for target lengths, connectivity requirements of individual settlements (villages/habitation) and issues of regional imbalances were not adequately addressed. This has led to multiple connectivity to the same village, resulting in redundancy, injudicious distribution of resources and development of a large unmanageable network of roads while constructing rural roads, adequate care was not taken in adopting need based designs, parameters for pavement construction, quality assurance, and quality control.

Implementation of Rural Road programmes in Tamilnadu

Tamil Nadu is a progressive state and the successful implementation of various Rural Development programmes has ensured this. The Development of the Rural Road Network in the state is an indicator. In the past decade, the Rural Road Network has increased from about 92,146 Km in 2004-05 to 1.47 lakh Km in 2015-16. Major portion of the road network is Black Topped. Almost 99% of the habitations have been provided All-Weather Road connectivity except in cases where the required land is not available for road construction. In the last decade, about Rs.10,000 crore has been spent on the rural road sector.

Schemes for Improving Roads

Following are the important schemes implemented in Tamilnadu with the help of both the Central and State Government funding.

- PMGSY-PradhanMantri Gram SadakYojana
- NABARD-RIDF
- SCPAR- Scheme Component of Pooled Assigned Revenue
- SFC- State finance Commission Grant
- RIS- Rural Infrastructure Scheme
- THAI-Tamil Nadu Habitations Improvements Scheme
- RRMS- Rural Road Maintenance Scheme
- MLACDS
- MPLADS
- Waste plastic mixed bituminous roads
- 13th Finance Commission Grants
- Others (IGFF, BRGF, SSS, SBGF, General Fund of Block Panchayats and Village Panchayats etc.)

Table 1 Allocation of Funds in the Last 4 Years to Tamilnadu

S.No	Year	Strengthening of Existing BT Road		Upgradation of Non-BT to BT Road		Maintenance of Existing BT road		Total	
		Length in Km	Amount Rs. in crore	Length in Km	Amount Rs. in crore	Length in Km	Amount Rs. in crore	Length in Km	Amount Rs. in crore
1	2011-2012	885.38	130.58	1815.35	341.82	2148.25	173.14	4848.98	645.54
2	2012-2013	1683.66	229.94	9235.00	1448.00	1998.35	188.92	12917.01	1866.86
3	2013-2014	3032.20	905.68	5424.74	1247.53	4290.34	438.08	12747.28	2591.29
4	2014-2015	2342.87	453.60	3401.38	741.01	2975.08	334.97	8719.33	1529.58
	Total	7944.11	1719.80	19876.47	3778.36	11412.02	1135.11	39232.60	6633.27

Source: G.O. (Ms) No.117, RD&PR (CGS.II) dated 03.09.2015

Table 1, Indicates the allocations of funds by the Central Government to Tamilnadu for the last four years.If we study the table carefully, we understand that there is a drastic increase in the funds allocated in 2011-12 and 2014-2015.

PradhanMantri Gram SadakYojana (PMGSY)

Government of India launched the PradhanMantri Gram SadakYojana in 2000 under the Ministry of Rural Development, as a 100 per cent centrally sponsored scheme. The primary objective of the Programme was to provide connectivity by way of All-weather roads to unconnected habitations with a population of 1000 and above by 2003 and those with a population of 500 and above by 2007 in rural areas. In respect of hilly/ desert/ tribal areas, the objective is to link habitations with a population of 250 and above. Up-gradation of selected rural roads to provide farm to market connectivity is also an objective of the scheme, Though PMGSY brought many facets in the process of construction of rural roads in the country like, proper design, technical support to the states, online monitoring, systematic Quality Control mechanism, standardized procurement methodology etc, the most important was the mandatory provision for 5 year routine maintenance of the roads constructed under PMGSY. This is an important intervention to ensure that the roads constructed with huge investments are taken care of even after construction. On the other hand, a state like Tamil Nadu which has traditionally invested huge sums of money for the development of rural roads has no system of maintenance. It is well known that the provision of road connectivity is not a onetime intervention and to sustain the facility created, the construction should be followed by a systematic maintenance effort. In the absence of such a mechanism, there is potential danger of these assets falling into disuse and eventual disintegration. Hence, it is imperative to initiate steps to ensure that the rural road network is kept in a vibrant mode to ensure that the benefits of connectivity are sustained.

The PradhanMantri Gram SadakYojana lays special emphasis on routine maintenance so as to ensure sustenance of the assets created and also to ensure continued benefits to the rural community. The 12th and 13th Finance Commissions, while awarding funds for road maintenance, had also commented on the need for the maintenance management of Rural Roads. Tamil Nadu, being a progressive state has invested huge money in the development of the rural road network. The preservation of these assets has become imperative so that the benefit of the huge investment made by the state is enjoyed by the people for a longer period. With this background, it is proposed to lay out a policy framework for maintenance of Rural Roads in Tamil Nadu so as to ensure preservation of this vital infrastructure in the rural areas.

Table 2 Details of Roads laid and the amount allocated in Tamilnadu

Sl.no	Phase	Year	Nos	Length (in KM)	Value (Rs in crore)
1	I	2000-01	862	1441.12	152.91
2	II	2001-02	444	795.09	114.27
3	III	2002-03	491	1096.40	159.07
4	IV	2003-04	393	778.31	111.35
5	V	2004-05	365	799.59	170.84
6	VI	2005-06	810	2049.02	459.82
7	VII	2006-07	1581	3010.32	853.72
8	VIII	2012-13	1340	3090.90	1128.74
9	IX	2014-15	405	951.47	354.63
10	X	2016-17	605	1366.80	758.44
Total			7296	15380.02	4262.98

Source:TN Policy Note 2017-2018

Table 2.gives the details and the length of roads laid in Tamilnaduwith the amount allocated. There is a gradual increase in the allotment from the beginning till 2016-2017. There is a break in the amount allocation from 2008 to 2011 due to change in the Government.

Statement of the problem

The focus onRural transportation is developing the rural people live hoodstatus.the study focus that develop the rural people live hood and socio economic status. Rural transportation

develops the standard of living of people and gives support to their livelihood. This study emphasis on how the development of rural transportation helps to uplift the socio-economic condition of the rural people.

Objectives

- To find the social-economic impact of the PMGSY roads in Tamil Nadu.
- To bring some suggestion to makes its implementation effective.

Methodology

The study is both descriptive and analytical in nature. The study is based on both primary and secondary data. The primary data have been collected through interview schedule from 25 respondents. Secondary data has been collected from various books, journals and websites.

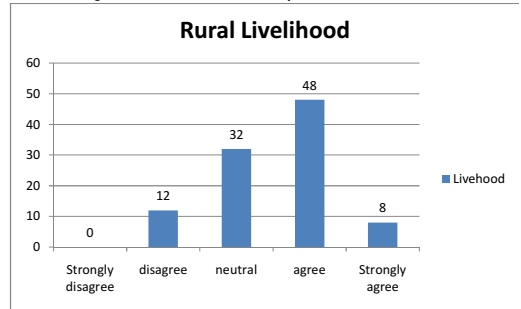
From the above Figure it is clear that 48% of the respondents state that PMGSY scheme develops rural Livelihood only 12% of them have a negative opinion the scheme.

The Figureabove tells us that 60 % of the respondents agree that PMGSY schemedevelops their social status and 28% of them strongly agree the above statement.

If we put the two scales that is agree and strongly agree together 68% of the respondents agree that the PMGSY scheme develops their economic status only 4% of them constitute very less percentage who disagree it.

Transportation as stated earlier improves the livelihood of the people through migration; This proved from the above figure, which represent that 100% respondents agree that the PMSGY has given a positive impact on the respondents.

Figure 1 PMGSY scheme develops the status of rural livelihood



2. PMGSY scheme develops the Social Status of the Respondents

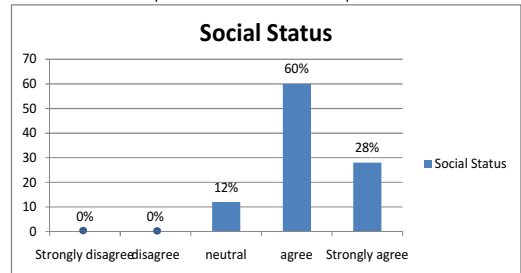
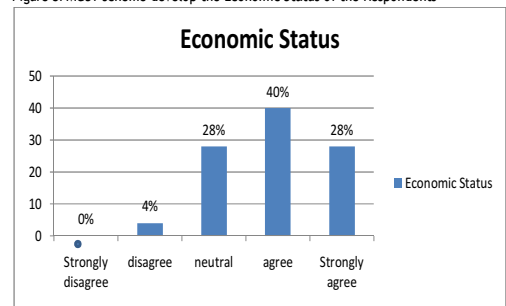
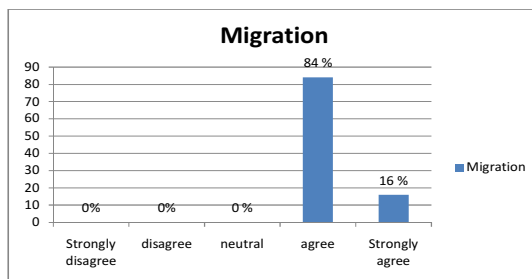


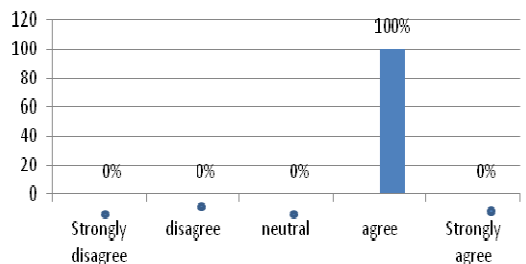
Figure 3 PMGSY scheme develop the Economic Status of the Respondents



4 PMGSY scheme helpsthe respondents to migration



Bartering



Bartering improves the standard of the living of the people by transporting the goods from the rural areas to the urban and vis-a vis. When a question was asked, in this agreed 100% of respondents have agreed that this Programme PMGSY has helped them to improve their standard and living through bartering.

Table 3 PMGSY scheme helps the respondents in figuring emergency medical care

	No. of Respondents	Percentage of the Respondents
Strongly disagree	0	0
disagree	0	0
neutral	0	0
agree	10	40%
Strongly agree	15	60%
	25	100%

An emergency medical service more commonly known as EMS is a system that provides emergency medical care. One of the components of the EMS is communication and transportation network, which is possible only through this PMGSY. From this table we come to know that 100% of the respondents have the opinion that the scheme has a positive

Impact on EMC.

Suggestion

- Government sanctions huge amount for PMGSY scheme. Its suggested that if there is more transparency it will work out well.
- Proper check in construction and maintenance of road may increase the efficiency and the implementation of the scheme.

Conclusion

Rural roads provide connectivity in rural areas. Rural roads are not only important for movement of agricultural and allied products from rural to urban areas, but it is also equally important for inclusive growth of rural economy. After the construction of PMGSY roads, an improvement in the employment situation in terms of more job opportunities, more avenues for self-employment, etc. were observed. Positive impact was observed with regard to increase in accessibility to health care. Education facilities have also increased because of the PMGSY roads. Construction of the PMGSY roads has led to an increase in frequency of visits by Government officials to implement of various Government schemes and programs in rural areas. Now with improved connectivity of roads under PMGSY mobility has been made easier and parents are no longer hesitant to marry their daughters with boys living at distant villages. Newly connected village under PMGSY have assured access to better social infrastructure like banks, post office, hospitals, veterinary hospitals, bus stops and local market. The only thing with regard to the efficiency and effectiveness of the implementation of the scheme may be achieved through proper maintenance and transparency.

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