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SOCIO-ECONOMIC AND INFRASTRUCTURAL DEVELOPMENT IN TIRHUT DIVISION OF BIHAR

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ABSTRACT:

KEYWORDS:

INTRODUCTION

Public construction infrastructure projects have been recognized as one of the fundamental tools in enhancing community socio-economic conditions for community development. The purpose of this study is to empirically investigate the impacts of socio-economic factors on community development of rural regions. Through a questionnaire survey administrated in Pakistan, public construction practitioners' views were sought and evaluated. Empirical support for the argument originated from the data collected from 213 respondents in Pakistan's public construction industry. The questionnaire's data were evaluated employing the partial least square structural equation modelling (PLS- SEM). The study's findings showed that economic and social factors influence the community development of rural regions. The result obtained from PLS-SEM proposed a more viable method to realize community development and objectives. The study's results have offered precious lessons for local authorities, policymakers, and project stakeholders to strengthen the drive for achieving community development goals. Strategies supporting community development in rural regions are indispensable for local community confirmation for the understanding and combining the development. This study provides empirical community development concept; it illuminates absent knowledge about community development, especially in rural regions. This is one of the few studies investigating the influencing dimensions of community development in rural regions. To the authors' best knowledge, this is the first research article providing empirical evidence of the influencing dimensions of community development in rural regions in a developing country.

Bihar is one of India's poorest and most economically backward states is undeniable. But what makes the situation unique is that the poor socio- economic development record of the state is despite its rich natural endowments. This chapter analyses the factors behind this phenomenon and argues that institutional, political, and economic factors are mostly responsible for the appalling conditions in Bihar. It also suggests that attempts at righting the wrongs of the past suffered by specific castes and communities in the state, though commendable, has resulted in no more than carving out slices for the chosen few from a cake that is shrinking. An important tool to bring socio-economic and infrastructural development in the society. It is regarded as engine of growth and development as it brings development with itself. It is very much required in expanding the production base, expanding trade, and linking together resources and markets into an Integrated economy. It also helps in connecting rural areas with towns and market centers and in bringing together underdeveloped and developed regions closer to one another. Road transport, therefore, forms an essential input for production processes, and adequate provision of transport infrastructure and service helps in increasing productivity and lowering production costs. In this study a sub-section, l.e., Kuchaikot-Muzaffarpur sub-section (159 km) of East-West Highway Corridor in Bihar has been taken as study area, then zones along highway have been delineated to examine the spatial dimensions of socio-economic development. Use of GIS, Observation, Questionnaire and Purposive Stratifed Random Sampling, normalization (UNDP method for obtaining scale free unit), composite index, and t-test are used in the study for analyzing the data for result. In the present study it has been found that highway corridor is playing a great role in the development of socio-economic status of the region.

SOCIO-ECONOMIC DEVELOPMENT IN HIGHWAY CORRIDOR: KUCHAI KOT-MUZAFFARPUR SECTION

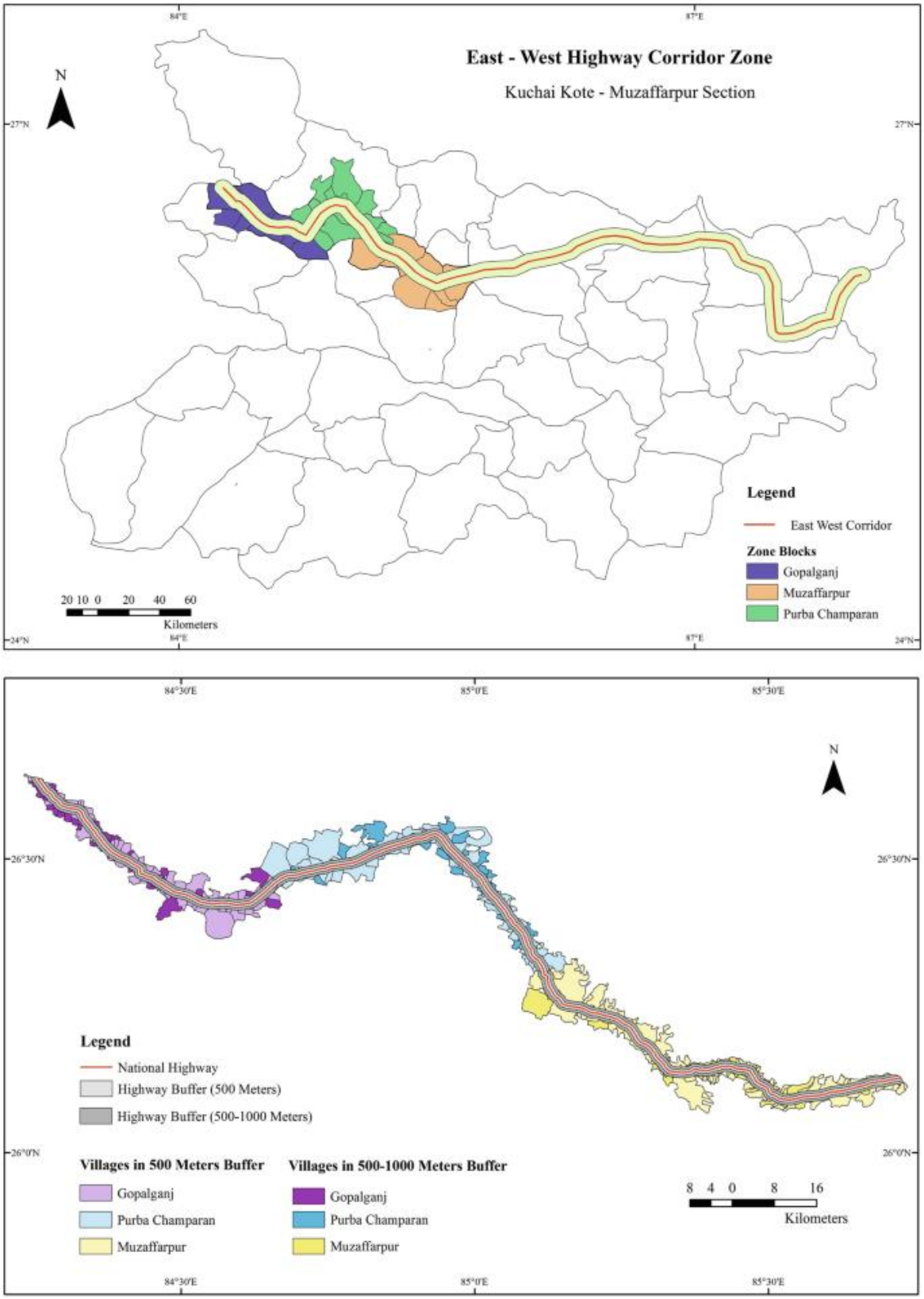

FIG 1

It can be concluded that highway corridor is providing better connectivity and accessibility followed by the frequency to travel to the urban area to avail better health and educational facilities. Land price is also increasing

which is followed by coming up of new settlements along the highway. It has been also found that villages of zone one have better opportunities in the context of connectivity and accessibility. It has been found that the highway is creating positive environment for bringing development in the region.

The study shows the socio-economic development in highway corridors zones of Bihar with a case study of Kuchai Kot-Muzaffarpur section. The selected indicators used to measure the development provided to be very significant in analyzing the regional patterns of disparities in development. The study concludes that the highways development contributes to the development of activities in the surrounding areas. which promotes the development in the area and in nearby areas also. Due to this, there is direct impact on the improvement in housing conditions, sanitation facilities, communication network, and other services like banks or water availability. All these are necessary to bring socio-economic transformation of a region. Therefore, it is recommended that highway corridor zones should also been seen as a major driving force behind the development of a region. The rapid development in the region and India in general can contribute to the rapid economic development of the country.

Given the geographical variation in socio- economic and infrastructural development in Nigeria, this study examines the possible effect of the different sources of sub-national government revenue across the country. This is in contrast to previous studies that are either based on individual unit level of analysis or examined the relationship between the aggregated composition of government revenue with socio- economic and infrastructural development in the country. The data for this study were assembled from the National Bureau of Statistics, Federal Ministry of Health and Federal Ministry of Education and were analysed using spatial statistics and stepwise linear. regression. Findings show that sub-national government revenue is spatially dispersed, while federal allocation (FA) accounted for the major source of sub-national government revenue, indicating poor internal revenue generation by states. Pay-as-you-earn tax (PAYE), revenue from Ministries and Departments (MDAs), direct assessment, road taxes and FA were negatively correlated with gross domestic product (GDP) per capita, the provision of educational facilities and employment, while PAYE, revenue from MDAs and FA were associated with the provision of health facilities. The study recommends that, to boost revenue generation, states should focus on the production of commodities for which they have comparative advantage. Also, to achieve comprehensive socio- economic and infrastructural development, the government must be strategic in the allocation of revenue, which entails having a framework that will include projects of immense benefits to the citizens while also ensuring equitable allocation of revenue in the provision of basic services.

To enhance the general socio-economic conditions of rural residents, public infrastructure projects help improve the sustainability performance of future generations. It is also believed that rural infrastructure projects can generate more local job openings and the economic base of the indigenous civic can be supported. Fan et al. revealed that rural infrastructure and rural development are connected to reducing rural poverty and increasing the standard of living through agricultural productivity improvement, employment opportunities, and nonfarm employment. It is considered that rural infrastructure is constructed to help various economic, social, and environmental goals. A survey done by Tirhut division in rural regions showed that in developing countries the infrastructure in rural areas has a vital role in poverty alleviation, development of the community, and agricultural growth. Furthermore, they revealed eight vital measurement criteria for determining the advantages of investing in rural infrastructures such as status of employment, standard and quality of living, an ability to provide related amenities, safety benefit, index of air pollution, degree of surface water pollution, solid waste pollution level and impact of water, and soil loss.

Infrastructure provides the most basic facilities that help serve different economic activities and thereby help in the facilitation of the growth of the country, development of the country, education, communication, transport, banking and insurance, health, technology. The example just provided are some of the basic needs that are required to fuel the growth of the economy. For the economy, these do not produce services or goods for the economy but help in inducing the production of the industry, agriculture, and trade by creating an external economy. The best examples of economic infrastructure are the railway line or the national highway. They help induce external investment and generate economies.

For the basic development of the most basic goods in the economy, it is required as it does not help in the direct production of any goods or services but it does help in the facilitation of the various goods and services in different sectors of the economy ie. the primary, secondary and tertiary sectors. It is a fact that the level of economic development is dependent on the Infrastructure development of the country. If we are to look at the most developed countries in the world it is easily seen that there is a tremendous amount of growth In terms of economic and social Infrastructure. With communication and transport, there has been revolutionary progress in these countries. The financial sector in these countries is also doing well because of the best planned and organized banking and insurance. In terms of technology and science, there is a tremendous amount of progress as well. But in country like India, we do not have such high standards of qualitative infrastructure and because of this, the level of economic development is slow and low.

To facilitate production and investment in the economy we need the best infrastructure in terms of quality and also should be sufficient. The bigger infrastructure facilities pave the way for bigger investments in that sector. But the

problem with underdeveloped countries is the shortage of these facilities because of less economic development. The Indian economy was really behind by the time it got its independence with respect to the rest of the world. So once we got independent the first priority for the planners of the country was infrastructure development.

Out of the total planned expenditure about 50 percent was devoted to infrastructure. In the first plan, thirteen percent was spent on power, ten percent on flood and irrigation control, and twenty-seven percent was given to transport and communication. Because of all the infrastructure development we have done since Independence, we have caught up with the rest of the world and the country has become one of the most promising countries in terms of development and growth.

TABLE 1

SOCIO-ECONOMIC INFRASTRUCTURE INDEX

Year	X5-Road length per 100 sq.km.	X6- Vehicles registered per lakh of population	X7- Annual Per capita consumption of electricity in KWH	X8- Annual Per capita generated capacity of electricity in KWH	Economic Infrastructure index
2001-2002	100.45	12603.49	835.69	901.16	7687.732
2002-2003	101.90	13190.07	849.30	867.75	8026.447
2003-2004	101.90	13817.92	839.09	911.06	8375.596
2004-2005	101.90	13817.92	882.35	818.69	8400.083
2005-2006	101.90	14516.70	938.90	930.13	8834.003
2006-2007	110.52	15231.06	1008.67	843.65	9279.901
2007-2008	114.31	16638.73	1128.50	923.09	10153.57
2008-2009	118.83	17243.03	1085.60	954.44	10468.91
2009-2010	122.38	18483.10	1167.16	964.80	11221.34
2010-2011	125.86	19672.55	1167.16	945.95	11892.3
2011-2012	133.55	22552.47	1154.18	1046.49	13513.32
2012-2013	136.77	23952.82	1272.20	926.90	14375.03
2013-2014	239.11	26201.71	1277.08	880.81	15661.01
2014-2015	241.39	28511.45	1275.07	697.79	16957.12
2015-2016	240.97	30781.41	1376.92	586.05	18298.86

Source: Statistical Abstract of Tirhut division in Bihar.

All the sectors of infrastructure are necessary for the human existence and social wellbeing. Like energy is one of the most important constituent of economic infrastructure and is a basic resource, without which human existence is Impossible. Similarly, transport sector comprising of railways, road network, shipping and airways; is an essential component of economic growth and social development of the country. In the same manner for the agricultural development of any nation, the irrigation system is very indispensable. The social infrastructure provides facilities which improve the quality of human life. It is thus, rightly said that expenditure on education, training & research and improvement of health contributes to raising of quality of population and hence to productivity.

TABLE 2

FACTOR ANALYSIS RESULTS OF SOCIAL AND ECONOMIC INFRASTRUCTURE IN TIRHUT DIVISION OF BIHAR

Indicator	Factor 1	Factor 2	Communalities	Weights	Weights (%)
Number of medical institutions per lakh of population X1	0.822	-0.120	0.933	0.5782	20.673

Number of hospital beds per lakh of population X2	-0.964	0.822	0.930	0.1585	5.666
Number of School per lakh of population X3	0.712	0.312	0.604	0.5009	17.907
Number of College per lakh of population X4	0.388	0.897	0.955	0.1729	6.183
Roads per 100 sq Km X5	0.576	0.792	0.958	0.1527	5.459
Number of vehicles registered per lakh of population-X6	0.802	0.583	0.984	0.5642	20.170
Annual per capita consumption of electricity (KWH)-X7	0.905	0.349	0.940	0.6366	22.761
Per capita generated capacity electricity (KWH –X8	0.047	-0.930	0.867	0.0331	1.182
Variance (%)	70.346	19.279		2.7971	100

Source: Statistical Abstract of Tirhut division in Bihar.

The study concluded that Tirhut division is having better growth in terms of education and economic infrastructure, while in case of health negative growth is observed. So it is required that states should improve its health facilities in order to improve overall development of the state. It is observed that with 95 per cent confidence level, there exists a significant impact of the health infrastructure index and the economic infrastructure index; however it depicts insignificant impact of education infrastructure index on the socio- economic development of Tirhut division. The health infrastructure index of Tirhut division is found with negative growth rates when calculated with regression model for the period 2001-02 to 2015- 16. Hence, it is required that the state should improve its health facilities in order to improve its economic development. Moreover, it is also recorded that socio-economic infrastructure has shown better growth as compare to social infrastructure. The study concluded that along with the development of socio-economic infrastructure emphasis should be made on social infrastructure. Social Infrastructure is equally important for the overall development of the socio-economy.

Infrastructures are basic essential services that should be put in place to enable development to occur. Socio-economic development can be facilitated and accelerated by the presence of social and economic infrastructures. If these facilities and services are not in place, development will be very difficult and in fact can be likened to a very scarce commodity that can only be secured at a very high price and cost. The provision and development of infrastructures has been the subject of much theoretical analysis and empirical studies. We shall start by examining some of the theoretical analyses of socio-economic infrastructures.

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