



STUDY OF IMPORTANCE OF ROAD NETWORK IN RURAL ECONOMIC SECTOR

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ABSTRACT

Road Infrastructure is a Major Sector That Propels Over All Development of Indian Economy India's economy is big and getting bigger it has been estimated that India will become world's third largest economy by 2050 an efficient reliable safe and quality road infrastructure is an essential complement for the execution of all throughout developmental strategies.

KEYWORDS: Indian economy, road infrastructure, strategies, reliable, quality.

INTRODUCTION

Government of India's ministry of road transport & highways categories India's road work into national highways, state highways, district roads, project roads, urban roads and rural roads out of these categories, the growth in rural roads in recent years has been the most rapid but less in between 2010-11 and 2014-15 the rural road network grew by 21.4% from 27.50 lakhs km to 33.37 lakhs km during the year 2015-16 the growth in the network was 17.9% and the total rural road length was 39,35 lakh km this network comprises as much as 70% of the local network in the country.

Construction, development and maintenance of roads are not an end in themselves. But a means to ensure that economic development is all pervasive and reaches all and all among all the modes of transportation, road transport is the nearest to the people the goods and passengers have to be first transported by roads before reaching into airport, harbor (or) rail way stations.

Road provided access to the outside world, roads are the conduit of life activities, roads make a crucial contribution to economic development and growth and bring important social benefits they are vital importance in order to make a nation grow and develop in addition providing access to employment, social health and education services makes a road network crucial in fighting against poverty transport structure is one of the most important factors for a country's progress by linking producer to markets, workers to job, students to schools, and the sick to hospitals, roads are vital to any development agenda world bank lends more for roads than for education, health and social services combined

The development of road infrastructure in India is witnessing great momentum, robust demand higher investments attractive opportunities and policy support changed the face of the road sector in the country within four years.

The Indian road network is the second largest in the world at 5.6 million km and with rapid growth in national and state highways it is found to grow exponentially road infrastructure is one of the major



priorities for the Indian government as the roads carry more than 60% of all goods and 85% of total passenger traffic.

NEED FOR STUDY

Rural road connectivity has been taken care under the pradana manthri gramina sadak yojana for which rs 19000 crores is allocated in the current budget like the previous years this is high of all the time and quite huge in comparison with 2012-13 of rs 8,885crores and rs 9805 crores in2013-14 this will facilitate villages interconnectivity and with urban counter parts as well and hope to foster business and trade arrange villages and cities and thereby able to consulateto the standards of living of the rural people under this scheme habitats need to be connected with agricultural and rural markets schools ,colleges and hospitals to enhance the quality of life in rural areas.

Based on the data on completed rural roads under PMG SY it is found that the progress is noteworthy and 82% number of habitats are wall connected (table-1) besides ministry has approved 18,364km for upgradation of roads which is 36.73% of the target under PMGSY-II during 2013-14 to 31december 2017.

Tale-1 PMGSY – Road length in kms and number of connected habitats

Crucial years	Target length	Completed length	Connotedhabitats
2010-11	34090	46784	8360
2011-12	30566	31615	7666
2012-13	30000	27802	9413
2013-14	26950	27330	9515
2014-15	21775	38057	11121
2015-16	33649	35155	9953
2016-17	48812	47447	11742
2017-18	51000	28844	7082

A very crucial aspect of road development is road safety however data reflect that rural areas in the country account for the larger share of roadaccidents especially fatal once further, rural areas also have a higher number of persons who are injured and killed in road accidents as compared to urban areas

Area	Total number of accidents	No of total accidents	No of persons killed	No of persons injured
Rural	263839	82584	92945	282278
% of total	54.9%	60.7%	61.6%	57.1%

It is significant to note that the networks of highways excited in all parts of the world for the flow of people and goods it is easily available accessible to all the success of the society it helps to bring about national integration as wellas provide for countries over all socio economic development it is art of designing, constructing and maintaining works

CONCLUSION

It can be concluded that the prospects for India's roads sector have brightened with new project awards and fewer stranded assets regulatory changes and greater govt spending have helped revive the sector in last four years .

It is thereforelegitimate and indispensable to safe guard an industry that is vital economic growth, socialdevelopment property and ultimately, peace and which plays a crucial role in every once life in industrialized and developing countries alike bymeeting the demand for the sustainable mobility of both people and goods the road transport industry is needed instrumental in interconnecting all businesses to all major world markets and driving and creating employment opportunities.

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