



A STUDY ON IMPACT OF PRADHANS MANTRI GRAM SADAK YOJANA AND NON- AGRICULTURAL LABOURERS: AN EXPERIMENTAL STUDY IN CHENNAI DISTRICT

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Abstract: Poverty is a major issue in India, and the government has run numerous poverty-eradication programmes from a while to time. Policymakers define PMSGY in terms of 'road connectivity' for rural poor remedies. Over this programme PMSGY, a current study has gone through the reduced poverty is main motive of rural areas. As a result, designed to help you recognize the common sense of this programme. The purpose of this study is to determine how effective this programme has been in increasing non-agricultural labourers' income and employment opportunities. To achieve the study's goal, primary data was together from 50 non-agricultural workforces from five unalike villages in the Chennai district. The PMGSY connects these villages. The regression analysis in SPSS version 21 was used in this study and find out the influence on Pradhan Mantri Gram Sadak Yojana and Non-Agricultural labourers for observed the study. The findings of the study have been concluded the observed study for PMSGY labourer of Nonagricultural and significant of the study has increase employment and income the road has affects and rural area of jobs has increased for the profits.

KEYWORDS - *Rural Connectivity, Non-Agricultural Labour, Employment and Income, PMGSY..*

I. Introduction

Rural infrastructure is directly related to better livelihoods, health and productivity, and poverty reduction. Rural communities depend on roads to connect them to markets, education, health care and other services. Better roads improve all-weather market access, resulting in lower input-output prices and improving the economic conditions of the rural poor. To accelerate growth and development, the Indian government has invested heavily in power, industry, transport and important social services such as education and health. Despite massive government investment in rural development, it was clear that little progress was being made in rural areas. The rural population had no choice but to migrate to urban areas for job opportunities, and the

lack of access was the desired effect of several government efforts to entice teachers, doctors and other professionals to work in rural areas.

Concepts and Rural Development:

World Bank "The rural sector includes rural people, agriculture, economic activities, institutional, economic-social infrastructure and natural resources." Rural development is a strategy to improve the economic and social welfare of the rural poor. This includes extending the benefits of development to people living in rural areas. A rural development strategy must consider three factors: For starters, the rate of people's transition from low-productivity agriculture and related activities to more profitable occupations has been slow and will be slow for most, given the relative size of the modern sector. developing countries. second, most people in rural areas of developing countries live in varying degrees of poverty; If population growth continues at unprecedented rates, while available resources, technology and organizations continue to impose constraints, their situation is likely to worsen. Third, rural areas contain labour, land and at least some capital which, if mobilized, have the potential to reduce poverty and improve quality of life. This involves fully developing existing resources, creating infrastructure, introducing new manufacturing techniques and establishing new types of institutions and organizations.

The primary goal of rural development is to improve the living conditions of rural people by utilising readily available natural and human resources. The following are the other goals of rural development programmers:

- ❖ Agriculture and related activities development
- ❖ Growth of village and cottage industries.
- ❖ Development of socioeconomic infrastructure, such as the establishment of rural banks, co-operatives, and schools, among other things.
- ❖ Enhancement of community services and facilities, such as drinking water, rural roads, electricity, and health care, to name a few.
- ❖ Human resource mobilisation development. Rural development programmes are essential in India, where 83.3 crore (68.84 percent, Census 2011) of the 121 crore Indians live in rural areas.

Effects of Rural Roads:

The impacts of rural roads are as follows: Improved rural roads provide all-weather access to markets for rural producers, as well as access to low-cost inputs.

- ❖ Better market access encourages farmers to switch to cash crops and commercialize agricultural activities, resulting in greater diversity in agricultural produce.
- ❖ Better connectivity also expands employment opportunities in non-farm sectors.
- ❖ Better road connectivity allows all-weather access to educational institutions, hospitality, financial centres and other vital services to raise the standard of living.
- ❖ All-weather rural roads facilitate access to public services and workers in rural areas.

II. Review of Literature:

1.PK Nanda and B. Kanagadurai conducted the research titled "Building Rural Road Networks - Aiming for Total Connectivity". concludes that the planning process under this program has changed the fundamental philosophy of developing master plans for rural roads. By building a robust database, it provides scientifically based accessibility principles for the selection and prioritization of connectivity routes. It will also make a significant contribution to understanding the rural economy and provide a vision for achieving total connectivity in rural India. This will improve decision making efficiency and resource allocation for development of rural road network.

2. Pawan Kumar Delhi has concluded in his study that engineering consultancy can provide technical, managerial and on-site consultancy from project concept to final project implementation. Various infrastructure projects have provided lifelines to new markets, new businesses, new income, and most importantly, new opportunities. A winding road can also lead to prosperity. Similarly, each infrastructure project has its own advantages, especially in terms of rural connectivity. The plan ensures that every village in India has access to markets, services, opportunities and ultimately prosperity.

3.S. Kanthimathinathan discussed – Access to agricultural roads connecting the marketing centres will help the farmers to bring the produce to the market on time with lesser loss along with reducing the transportation cost. The produce is getting better price. For example, roads have helped agricultural development by reducing transportation costs and facilitating the expansion of service sector activities in rural areas. In addition, there is an adequate road network especially food grains, vegetables, fruits, fish, poultry, dairy products, and other commodities that cannot be stored for a long time.

Objectives of the Study:

The primary goal of this study is to evaluate the effects of the Pradhan Mantri Gram Sadak Yojana on the employment and income of non-agricultural labourers who receive it. Many people have benefited from the PMGSY's improved rural connectivity in the Chennai district.

III. Research Methodology:

This study is based on firsthand knowledge. A field survey was used to collect the data. This study only takes into account villages in the Sagar district that are linked by the Pradhan Mantri Gram Sadak Yojana. From these villages, 50 non-agricultural labourers were chosen as respondents. The villages chosen are Ambattur, Thiruverkadu, Ayyapakkam, and Metukuppam. This study includes non-agricultural unskilled wage earners, livestock, poultry, mining and quarrying, construction labour, trading/shop keeping, driving, service in the transport sector, traditional artisans, and private service.

The data analysis employs the mean, percentage, bar diagram, and regression analysis (SPSS version-21). The following are the key parameters for producing results:

1. Alteration in primary occupation
2. Increase in working days
3. Changes in employment location,
4. Annual Income Variation

5. Alter your mode of transportation to get to work.
6. Time savings on travel
7. Increase in female employment
8. Assists in work up-down.

Iv. Results and Interpretation:

Table: 1 Distribution of respondents:

Table 1 describes the distribution of respondent's variables who are non-agriculture villagers. A total of 50 labourers are being recruited from five villages in the Sagar district. The profile of the respondents is shown in frequency and percentage.

<i>Occupation</i>	<i>Frequency</i>	<i>Percentage</i>
Non-agricultural Unskilled Wage Earners	17	34
Livestock, Poultry etc	5	10
Drivers and service in transport sector	5	10
Trading/shop keeping	6	12
Construction labour	8	16
Mining and quarrying	6	12
Pvt & Service	2	4
Traditional artisans	1	2

**Primary sources

Regarding about the tables at realize that between the 50 respondents its uppermost percentage has been enclosed by non-agriculture unskilled wage earner of (17) 34 percentage and then livestock, poultry etc.(5) 10 percentage drivers/service and in transportation sector (5)10 and Trading's/shop keeping (6)12 percentage Structure labour is (8) 16 percentage and Mining and quarrying also for (6) respondents of 12 percentage Pvt.sector service (2)4 percentage Traditional artisans (1)2 percentage of is low to respondents afterwards this private and service labour also covered. And then traditional artisans also there in the villages has focused in the study for the convenance and mining of cursing of stone.

Table:2

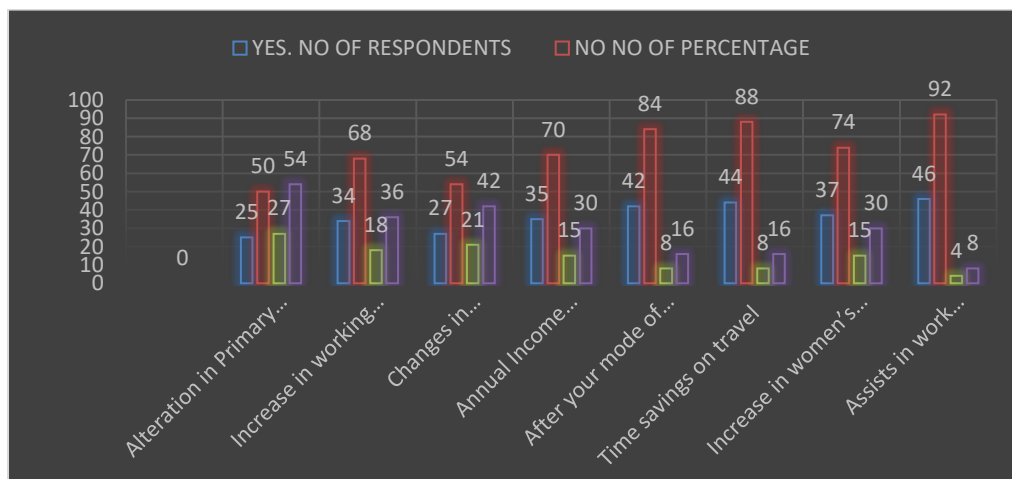
Influences of the Pradhan Mantri Gram Sadak Yojana PMGSY Road on income and employment:

INFULENCE ON	“YES.”	“NO	“YES	“NO
	NO . OF. RESPONDE NTS	NO. OF. PERCENTA GE	NO .OF . RESPONDE NTS	NO .OF .PERCEN TAGE
Alteration in Primary occupation	25	50	27	54
Increase in working days	34	68	18	36
Changes in employment location	27	54	21	42
Annual Income Variation	35	70	15	30
After your mode of transportation to get to work	42	84	8	16
Time savings on travel	44	88	8	16
Increase in women’s employment	37	74	15	30
Assists in work up=down	46	92	4	8

Figure 1 depicts the data from table No:2, and its descriptions follow:

Alteration in Primary occupation: Road construction brings with it new job opportunities. Cutting-edge an attempt to determine whether the creation of the PMGSY has any effect on the occupation of nonagricultural labourers in the Sagar district, The results are shown in figu res and tables clearly mentioned for the results.

1. According to the table and figures, connectivity provided by the assists 25 (50 percent) of respondents in changing their primary occupation, while 27 (54 percent) respond that PMGSY does not assist in changing their primary occupation.



Increase in working days: Data was gathered on whether the connectivity provided by PMGSY was assisting or hindering the increase in the number of days worked by non-agriculture labourers. Following a review of table no.2 and figure no. 1, we discovered that 34 (68 percent) of respondents reported that PMGSY assisted them in gaining more working days in a year. And 18 (36 percent) said that road construction does not help them get more work days. PMGSY has the greatest Influence on non-agricultural unskilled wage earners, construction workers, and transport workers.

Changes in employment location: According to Table 2 and Figure 1, 27 (54%) of defendants take changed at the place of employment from within to outside the occupation. Because of PMGSY's improved and faster access to their place of employment, 21 (42 percent) said that the road did not help them change jobs.

Improved connectivities makes novel chances for direct& indirect employment, increasing the revenue of non-agricultural labourers. The study area's information on the Influence on annual income was gathered on a schedule. According to table no.2 and figure no.1, 35 (70 percent) of respondents account that the construction of PMGSY is helping to increase their annual income, while 15 (30 percent) report no Annual **Income Variation:**

After your mode of transportation to get to work: Enhanced all-season connectivity in rural areas has resulted in an increased use of motorised vehicles. According to table no.2 and figure no.1, 42 (84 percent) of respondents reported that the construction of PMGSY helps to increase the means of transportation to reach the workplace, while 8 (16 percent) responded that there is no Influence on change in means of transportation because some labourers already have motorcycles and some do not travel too far from the village, so they prefer walking to the workplace.

Time savings on travel: Data collected on whether the road has had Influence to travel time reduction has been analysed and presented in table No.2 and Figure No.1. We discovered through the study of tables and figures that 44 (88 percent) of people reported that road construction provided quicker access to the workplace and helped to reduce travel time. PMGSY had no effect on travel time for 8 (16%) of those polled.

Increasing women's employment: Table No.2 and Figure No.1 show that the construction of PMGSY improves transportation and employment opportunities, allowing women to work outside the home. 37 (74%) of the people who took the survey said that the survey had a positive effect on women's jobs, while 15 (30%) said that the survey had no effect on women's jobs.

Increasing all-weather road connectivity aids in up-and-down for non-agricultural labourers who go outside for work. The data collected for up-down for work is analysed and represented in table no.2 as well as figure no.1. According to the table and figures, 46 (92 percent) of respondents prefer positive effects on up-down for work. Only 4 (8 percent) of those polled believe that the road has made it Assists in work up=down.

Regression analysis:

Model:1 Influence on income of PMGSY to asses the influence of PMGSY on income of Non-agriculture labours, we assumed increase in days of employed (β) as predictors constant and changes in annual income as depended variable:

$$Y = a + \beta x$$

Table:3, Models Summary

R	R square	Adjusted R square	Std.Error of the Estimate
.776	.600	.593	.290

Table:4**ANOVA**

	Sum of Square	Df	Mean Square	F	Sig.
Regressions	6.052	1	6.052	72.103	.000
Residuals	4.028	48	0.83		
Total	10.08	49			

A simple linear regression was calculated to predict the impact of PMGSY on income non-agriculture labours' by helping in increasing in days of employed. A important lapse comparison was found $F(1, 48) = 72.103$, $p < .000$, with an $r^2 = .600$. Labours found variation in profits is equal to $.296 + .734(\text{numbers of days employed})$ rupees when employment is measured in days. Labourers' average income increased $.734$ rupees for increasing in each day of employed. The coefficient of determination r^2 is 0.600 , consider as 60% . This indicates that about 60% of the total variation in income is explained by change in days of employed. The remaining 40% of variation in income may be attributed to other factors and stochastic error.

Table:5**Co-efficient:**

	Standardized Coefficients	t	Sig.
	Beta		
Constants		2.408	.020
Increase in days of employed	0.776	8.492	.000

Model:2**Influence on Employment of PMGSY**

In the direction of determine the impact of PMGSY on employment alteration in the primary occupation (1), Changing how you get to work (two) is thought to be a constant (predictor) and more days worked as a variable:

$$Y = \alpha + \beta_1 X_1 + \beta_2 X_2$$

Table:6**Models Summary:**

R	R square	Adjusted R squares	Std.Error of the Estimate
.496	.247	.214	.422

Table: 7**ANOVA**

	Sum of Square	Df	Mean Square	F	Sig.
Regression	2.754	2	1.377	7.637	.001
Residual	8.467	47	.181		
Total	11.221	49			

A multiple regression analysis was performed to forecast increases in employment opportunities by assisting in the change in the primary occupation of non-agricultural labour. A consequence regression equation yielded $F(2, 74) = 2.754$, $P = 0.001$, and $r^2 = 0.247$. Labour's predicted employment group is equal to $2.283 + 0.357$ (change in primary occupation numbers) $+ 0.431$ (change in means of travel to reach the work place). Non-agriculture employment prospects augmented by 0.357 days for a change in a primary occupation and by 0.431 days for a alteration in one mode of transportation to get to work.

Table:8**Co-efficient**

	Standardized Coefficients	T	Sig..
	Beta		
Constants		4.064	.301
Changes of principle occupation	.377	2.603	.005
Changes in income of travel to influence the workplace	.350	2.751	.008

The results of the planned hypothesis. In this study, however, all hypotheses are accepted.

Sr.No	Hypothesis	Accepted/Rejected
H1	There is an association influence of PMGSY on income of non-agriculture labours. Accepted	Accepted
H2	There is an association influence of PMGSY on income of non-agriculture labours.	Accepted

V. Findings:

The foremost findings of this study are as follows:

1. Increased employment opportunities for non-agricultural labourers in Sagar District had a significant influence.
2. In the study, well and faster connectivity provided by PMGSY helps more people get to work and cut down on the time it takes to get there.
3. As a result of the PMGSY's all-weather roads, the main job of labourers has changed.

4. As a result of the construction of PMGSY, women's employment opportunities have increased.
5. Assisting in increasing the number of days worked mains to an increase in the yearly income of non-agricultural labour.

VI. Suggestion:

This research is critical for legislators besides hypothetical researchers. Representatives will need to pay more consideration to improving conveniences by emerging road connectivity, which resolve help to increase labour income and employment opportunities. The road is being maintained on a regular basis, so the labourers need less time to get to work and are not afraid of getting into an accident. This plan is working very well and has had a positive impact.

VII. Conclusion:

The government's primary goal remains to take in the rural areas in the growth process by constructing rural PMGSYs with all-weather road connectivity. Income and employment are two important aspects of development. The influence of the Pradhan Mantri Gram Sadak Yojana on these dimensions was studied in this study, and it was concluded that the Prime Minister's Gram Sadak Yojana has a optimistic impact on non-agricultural labourers' employment and income opportunities. PMGSY helps to increase the number of employed days, the annual income of laborers, the means of transportation to the workplace, the change in primary occupation, the ease of up-and-down for the worker, and, most importantly, rural roads under PMGSY help to achieve the country's and its citizens' overall development.

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