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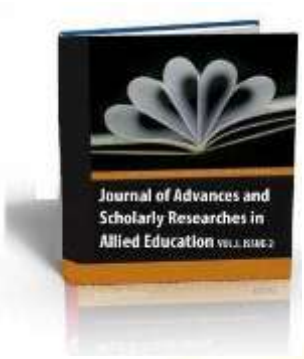
Socio - Economic Profile of Samastipur District



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ABSTRACT

The connectiveness of rural roads is a key component of rural growth as it promoted access to the economic and social facilities, thus creating greater agricultural production, non-farm jobs and non-agriculture production.

Keywords: *Economic and Social, Urban Growth.*

INTRODUCTION

The Foreign Food Policy Analysis Research Institute (FAN et al. 1999) finds that Rs-1 Crore's spending in roads raises 1650 disadvantaged citizens above the poverty line, according to a report in government expenditure and poverty related to rural India. Public spending in roads has an effect on rural poverty by impacting better agriculture production, expanded non-farm workers and higher rural incomes. Enhancing farm production not only decreases rural poverty explicitly by growing the income of poor households; it also indirectly induces poverty decrease by raising agricultural incomes and decreasing food prices. Similarly, higher rural salaries and expanded non-farm jobs would also raise rural poor incomes and, as a consequence, decrease rural poorness. The study finds that although government expenditure on rural roads has a "productivity" effect of 24% on poverty, higher non-farm workers are 55% and the remaining 31% reflect higher rural incomes. Moreover, 75% of the overall poverty production influence derives from the effects on improved income of direct highways, while the other 25% falls from lower food costs (15%) and higher incomes (10%). Many developed countries have identical outcomes. The research performed at the same Institute in China (Fan et. al. 2000) found that eleven people were elevated above the poverty line for every 10,000 yuan expended (approx. $1,200) on rural roads. Living Level Survey 2002 in Vietnam found that communities on all-weather roads within 2 kilometres had lower rates of hardship, as illustrated in the draught Rural Roads Vision Paper 2006 (MoRD, 2006). Apart from statistical data, the connexion between poverty and inaccessibility is clear. A household survey in Andhra Pradesh nearby (APERP 1997) found that developments in rural roads contribute to major reductions in freight costs, household revenue, greater prospects for jobs and expansion of crops.

The villagers would profit from a modern, all-weather rural road along its path. Producers would profit from higher net costs, and they will cost less for urban commodities, for their sold surpluses as buyers. If the village itself has no kindergarten, children who are elsewhere already can spend fewer time commuting, and others who have not been there previously will. It is the teachers themselves, whether there is a village school, that will appear more frequently. The same happens to psychiatric rehabilitation. In an accident people in need of immediate care would be more likely to access the Clinic earlier, which will affect the difference between life and death. The clinic will be preferred for children especially for individuals with serious diseases. A stable and effective network of infrastructure is a requirement for any

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strong and comprehensive economic development. The economy will reach high efficiencies that can only be completed on the international market where the infrastructure is sufficiently funded. In the recent past, the state government has taken a number of steps to speed up development and reduce the infrastructure deficit. Although infrastructure investments in Bihar have increased over the years, objectives in different sectors have still to be reached.

PROFILE OF SAMASTIPUR

Samastipur's profile is an area of 2904 sq. The district of Bihar. Kilometers. In the north, the Bagmati is bounded, dividing it from the district of Darbhanga. To the west it is bordered by the district of Vaishali and some sections of Muzaparpur, to the south by Ganges, and to the east by Begusarai and some section of the district of Khagaria. Samastipur is the district's headquarters. Samastipur people normally talk Hindi. Population density is 1465 per km2 and the overall population is 4,25 million according to the 2011 census. The district's population density. The city consists of four subdivisions and 20 blocks of economic development. There are five cities and 1248 cities. On 14 November 1972, the district of Samastipur was created from the former district of Darbhanga. There are 4 subdivisions of the present Samastipur district. The district comprises of 20 CD blocks, 3 Nagar Parishads, 381 panchayats, and 1256 villages for revenue dependent in the Samastipur district. The district of Samastipur is part of the Division of Darbhanga.

HISTORY OF SAMASTIPUR

Darbhanga, under the Oinwaras (1325-1525) Darbhanga was ruled by the Oinwaras (also known as the Kameshwara Thakur or the Sugauna Dynasty) after a brief time of turmoil. The Muslim conquerors who had invaded all of Mithila and whose exploits have been indicated left these Hindu chiefs unaffected. The Oinwara Dynasty is well recognised for its promotion of inclusive and fine arts, its court acting as a hub of the letters and theory of Sanskrit Belle. Gadadhara, Sankara, Vachaspati Mishra, Vidyapati, Amartakara and Amiykara were among the most influential students. In Darbhanga District, Kameshwara was the dynasty founder of the village of Oini, in the vicinity of Pusa Lane. The Oinwara Raja transferred its capital to Sugauna near Madhubani when Hazi Ilyas from Bengal split Torhut into two pieces. Under Hazi Ilya, the south side of the district and under the Oinwaras, the north. Hazi Shamsuddin Ilyas of West Bengal established the modern division of Samastipur (originally Shamsuddinpur). When it separated from Darbhanga district, Samastipur became a district in 1972.

Aspect of rural welfare

The welfare government was seen as an significant mechanism for expediting the evolving phase through planned growth and constructive action. Developments are specifically targeted at rising people's income per capita, improving people's living conditions, and maintaining justice, equity, liberty and protection in community. The primary consideration of planned growth is to eliminate infrastructural constraints that impede flexibility and deny space for social interaction. This involves access to schooling (primary school attendance), access to primary healthcare, hygiene and clean water, and stable profitable jobs. People ought to be active in the development phase and mutually distribute their gains. The countries' well-being is determined by the infrastructure and services which the people have accessible. The secret to meeting and opening up new markets is accessibility and versatility. Rural India is increasingly changing with the development of village roads. The rural economy and standard of life have increased everywhere the road network has emerged.

Socio-Economic development by improved rural roads

Rural roads are important criteria for infrastructure and play a key role in rural socioeconomic upliftment. They make a big contribution to rural growth by offering options in the surrounding villages or main towns / market centres for access to goods and services. Rural road provision improves the movement of men and vehicles, thus promoting economic development. In exchange, these contribute to poverty reduction and lead to socio-economic growth. A variety of studies have already shown that rural roads and socio-economic growth have a good connexion. In around 16 nations, Hine (1982) checked numerous effect research. The relationship between road investment and agricultural production is positive in several of these case studies. In India, studies were carried out in selected nine districts in the '80s, also under Indian Roads Congress on the socio-economic dimensions of rural roads. These studies is intended to detect and measure the potential effects of road transport in rural areas on socio-economic growth. In order to measure the overall impacts, CRRI (1987) has collected and evaluated data in the 9 districts. Some conclusions are as follows:

(a) the rise in farm productivity by way of road infrastructure

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(b) improved use of fertiliser.

(c) growth in non-farm practises

(d) increased usage of established infrastructure such as schools, healthcare , banking and postal services.

Likewise, a socio-economic survey carried out by CRRI in 1989 in a remote region of India reported a comparatively well-developed village on the main road compared with a gap from the road. A rural transport analysis undertaken in 1979 and 1989 (NCAER and IIMB, 1989) found that there had been evolving transport types in rural areas, as well as a growth in economic activities following the construction of rural roads. One of the main studies that attempted to assess the rate of return on the expenditure is the economic study of rural roads undertaken for selected rural highway projects funded by the World Bank in Morocco (World Bank, 1996). In contrast to the initial unpaid highways, the analysis quantified the gains on the basis of saves on the VOC (vehicle service cost). In Bhutan there have been major transport cost reductions in the economic research conducted on rural connectivity project (World Bank, 1999). The expense of mule transport amounts to 6 times the rate of truck transport. The profit stream was comprised and supplemented by net agriculture benefits, schooling benefits and health benefits. The comparative review of rural roads has recently been carried out by a related analysis by CRRI (2001). The research mainly aimed to measure the Internal Return Rate (IRR) on project road expenditure in Rajasthan under the Agricultural Development Program (ADP). The advantages are measured from a net improvement in agricultural production, net cost reductions in agricultural transport, and running cost savings for non-agricultural vehicles. For the chosen 21 highway ventures, the total average IRR was 15.64%. Moreover, the findings from this study also showed positive ties to socio-economic parameters among road improvement interventions.

In the following, the impacts of rural roads are summed up:

- Transport services improvement:- contributing to better access for rural farmers to market sites and better supply of type inputs at lower prices;
- Diversification of farming: – increased entry to customers facilitates cash changes and marketing of cultivation.
- Diversifying livelihood prospects: – increase connectivity in the non-agricultural field to boost job opportunities.
- Improved road services; Enhanced road connexions, interalia, expanded access to schooling, wellness, connectivity and financial resources.
- Expanded State coverage: – Strengthened regional highways promote greater connectivity to public and public facilities in rural regions.

The Asian Development Bank (2002) has carried out a report to determine the effect on poverty reduction on rural roads – a case study, and it was noted that rural highways are the gateway to promoting rural development. Many that are marginal and very marginal benefit largely from the indirect effects of road reforms, increased access to community facilities, improved service distribution to villagers and alternate livelihood opportunities. Better rural connectivity mostly has two consequences – sustainable development promotion and poverty elimination. In a report, Jocelyn A Songco (2002) suggested that expenditure in rural infrastructure is advantageous to rural poor by-income and changing customer behaviour. Some longitudinal research suggest that infrastructure and economic development contribute to each other strongly. According to the sources of the World Bank, 1% growth in infrastructure stocks in all countries is related to a proportionate rise in GDP. In a research document by the Shengenn fan, Peter Hazell and Sukhadeo Thorat (Research Paper N, a specific industry analysis undertaken by Deichman et al. in Mexico found that a rise of 10% in consumer access contributes to a 6 % growth in labour productivity linkages between government spending in rural interconnection, agricultural growth and poverty alleviations in India. The research aimed at quantitatively measuring how various forms of government expenditure impact agricultural development and rural poverty, using data on government expenditures from 1970 to 1993. The model projected that there will be an incremental spending of 1 million Rs in 8 separate sections of government expenditure (roads, science and growth, schooling, rural development, healthcare , agriculture, land management and energy) beyond the poverty line, with each Rs 1 million (1993 Constant Prices). Government spending was then graded according to its success in alleviating poverty. The outcomes of the analysis are impressive. The greatest effects on rural poverty were seen by government expenditure on highways. 165 poor people will be able to reach the poverty line with each Rs 1 million in expenditure in highways. Its effect on poverty was almost double that of government spending in agricultural R&D – the next strongest reducer of poverty. Road

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spending has played a major role in productivity development. An extra Rs.100 billion spent in roads (in 1993 prices) will boost productivity growth by more than 3 percent.

The book explores not only the issues of communication and coordination within the gramme panchayat organisation, but also management problems perceived by elected representatives in the preparing, funding, arranging, performing and managing activities of rural growth. This book addresses the difficulties connected with communication and coordination of rural development. Connectivity on rural roads is an especially critical feature of rural growth. In the tenth programme, considerably improved connectivity of rural roads should be accomplished by the connexion by Prime Minister Sadak Yojna of all villages with all-weather roads. Connectivity helps access that is necessary; generates jobs by market attraction; and satisfies social criteria. Infrastructure growth is also viewed as the primary guiding factor for rural development.

Rural growth in India, 2010 The book illustrates the challenges of growth through rural roads. Remarks and prospectives released through Komol Singha Design Publishing Firm. It is challenging to create and manage rural roads. Within the tropical and hilly area, the case studies have the highest precipitation and extended moonsoon. This impacts highways and triggers earthquakes in mountains very much. There are relatively large building and repair expenses for roads here.

Rural growth in India Edited by Kulwant Rai Gupta Atlantic Publishers & Distributors The book highlights the goals of each village in the country to free itself from the handicaps and lack of access and to have all the facilities such as healthcare, schooling, etc. A timetable should be defined for this mission.

United Nations Publications The fifth five-year plan of the United Nations incorporated them as part of the MININ initiative acknowledging the value of rural roads to rural growth. The software foresaw the link of villages of 1500 citizens and more through all-weather paths. India has roughly 600,000 scale villages. The improvement of economic circumstances among the rural community, which is highly below the poverty line, depends primarily on accessibility along such highways. Moreover, rural road building is very labor-intensive and creates lucrative opportunities for millions of rural employees who are unemployed.

Agnieszka Baer-Nawrocka European Rural Development Network (ERDN), 2013 This collection of rural areas and development volumes is especially important to demonstration of the feasibility of the concept of the European Rural Development Network. Awareness as a driver in rural development Paweł Chmieliński. This 10th volume documents decade of international rural development cooperation, particularly in Central-Eastern Europe. We are proud of it. A detailed understanding of the value of agricultural production is provided by network members' efforts in inquiry into rural processes throughout Europe. The orientation originally of the agriculture sector shifts strongly to rural space policies. With the large, global and multidisciplinary approach, the ERDN succeeds in capturing key streams and regional processes relevant to evolving rural development paradigms and provides a strong basis for policy development and strategic planning. Twelve chapters presented and debated at the ERDN conference held at the University of Life Sciences Poznań in Objectiveka in October 2012 are in the tenth volume of the series „ Rural areas and growth. "Europe 2020-A Wise, Competitive and Equitable Growth Agenda," the new EU development plan, underlines the position played by awareness in accelerating economic growth and boosting employment. In addition to three major goals of economic development in Europe, the wise, inclusive and promoting growth in social inclusion was introduced. The principle of intelligent growth entails continuing the need for knowledge-based business strengthening and innovation promotion. In the other side, the Sustainable Development Focus has stressed the need for the economic transition into more environmentally friendly technology signalling direction for the development of the agricultural sector. Social growth goal will illustrate the need for economic progress for high jobs and for stable, closely connected with rural and urban inequalities, social and territorial cohesion. As an engine of economic development, the plan is focused on the improvement of the European economy through the usage of energy- and material-efficient technologies. The variations in the growth phases of rural areas reveal however that knowledge and the transmission of knowledge vary. ERDN has comprehensive knowledge of rural processes which will facilitate the successful transfer of knowledge to the food and rural sectors. ERDN professionals have dynamic and cross-disciplinary quality strategies from a range of research disciplines and national outlets. We think that there is some important study in the chapters linked to the mechanism of the transition of expertise into the food industry and rural areas. We hope that our publication will provide you with an analysis of numerous approaches to the problems of the diffusion of information and the transition of information through rural production.

Vimala Parthasarathy Partridge Publishing 2014 Enhancing rural health and lives conditions in developed countries, and building their income-earning potential for a dignified self-supporting existence, are core priorities of governments, from a report on Vimala Parthasarathy Partridge NGO's. The initiative calls for tremendous capital and skills, which offer ample

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opportunities to contribute support, skills and dedication to the emergence of the voluntary field, comprising NGOs. The sector 's growing position has also posed several questions and challenges as regards its importance. The book focuses its research on a thorough review of selected NGOs in Southern India and covers a broad range of aspects – the position of the business, importance of social development marketing activities, transparency problems, the value of stakeholder ties, difficulties in performance metrics, the policies setting, cases and models for success and failure. The Annex offers two functional instruments: a practise social marketing model and an NGO Ranking Guide. Learns are taken from relevant experience to improve the sector in order to lead to the fullest possible growth. The book may be valuable for NGOs, in particular smaller ones working in the immediate vicinity of societies and decision leaders, publicity funders and students. '..... Concentrate immediately on emerging concerns and issues in the developed countries in the voluntary field. With exceptional consistency and directness, the crucial issues were discussed. ..... Please commend this to NGOs, government representatives and funders ..... "(Former Senior Officer of FAO, Regional African Officer, José V. Machado, Invite the author to use social media practises to strengthen the influence of programmes for rural development) by comprehensive analysis and persuasive examples. She outlined main challenges that the industry needs to address in the growth of economies to show its worthy position.

The EGG in development countries provides substantive supportive content for policy makers in developing countries on ICT4D, especially e-government adoption. The EGG provides analytical details on the eFez Project Driss Kettani, Bernard Moulin Anthem News, taking lessons from eFez in Morocco. The book documents the experiences of eFez Project in all ways, introduces the results and the realistic approaches established by the writers for their systematic search to transform the indigenous studies and the results of eFez into a structured structure for scholars, practitioners and policy makers in their quest to achieve their goals and achievements. The volume discusses, analyses and describes the results of other initiatives, in order to include a comparative survey of the eFez platform and of many other systems for e-government from the emerging literature.

OBJECTIVES OF THE STUDY

- Tracking progress of people residing in the Samastipur in the simple quality of living.
- Monitoring progress in the Samastipur health field.

CONCLUSION

We need an extremely formal planning procedure for rural development activities and infrastructure services in a developing world like India where 73 percent of the people reside in rural areas and just 27 percent live in urban areas. The rural roads are part of rural growth, which provide links to economic and social resources and services promote overall growth. Finally, it should be remembered that the planning phase is a complex process involving temporary adjustment if needed. The fundamental challenge to the strategy must be established and the right approach to overcome it. A government is not made famous or controversial by the policies, but relies entirely on the way the policies is enforced.

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