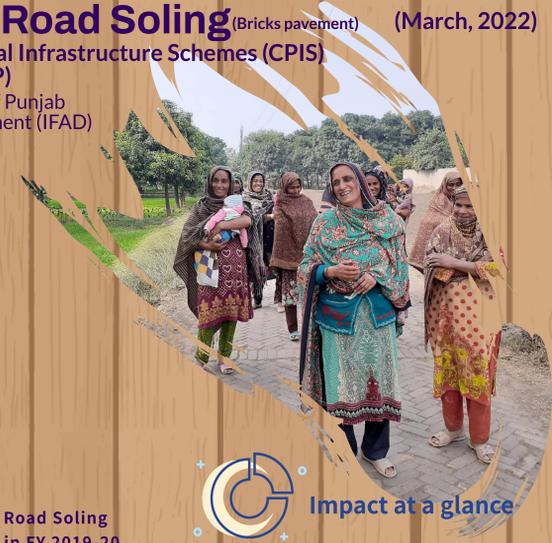


# Socio Economic Impact of Link Road Soling (Bricks pavement) (March, 2022)

## Improving rural infrastructure through Community Physical Infrastructure Schemes (CPIS) under Southern Punjab Poverty Alleviation Project (SPPAP)

Administrated by: Planning and Development Board, Government of Punjab  
 Financially Assisted by: International Fund for Agriculture Development (IFAD)  
 Implemented by: National Rural Support Programme (NRSP)



### Methodology

**About Sample - Link Road Soling Schemes Completed in FY 2019-20**  
 18 CPIS randomly selected from the total 38 CPIS



**Focus Group Discussion (FGD)**  
**Total 18 FGDs conducted**  
 Total participants: 395  
 37% (145) 63% (250)

CO members: 47% (186)  
 Non CO members: 53% (209)

>Physical visit of all 18 soling CPIS (Pictures)  
 >Short interviews (Hawkers, Shopkeepers / Kiosks) and additional notes.  
 >Questionnaire developed, data collection and compilation made through KoBoToolbox, data analysis through MS Excel

### Impact at a glance

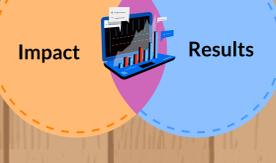
- Enhanced communication and safe mobility, enabled connectivity
- Reduced distance, overcome obstacles, restrained isolation
- Improved education - increased attendance rate of children and teachers through easy access to school
- Reduced students and teachers absenteeism
- Enhanced women confidence, exposure and empowerment
- Reduced unawareness and gender exploitation
- Improved yield that resulted increase in incomes of farmers
- Reduced labor, cost and time in crop management
- Contributed in clean and healthy environment
- Reduced sanitation problems and overcome dusty atmosphere

### Geographic Segregation of sample Six Districts

Bahawalpur - 4, Bahawalnagar - 2,  
 Muzaffargarh - 3, Rajanpur - 6,  
 RahimYarkhan - 1, Dera Ghazi Khan - 2  
 (Total: 18 CPIS)

### Average Household size: 7 members

**Primary Occupation of Household Head**  
 Agriculture : 15%  
 Business: 14%  
 Employed (monthly salary): 4%  
 Laborer (Daily wages): 67%



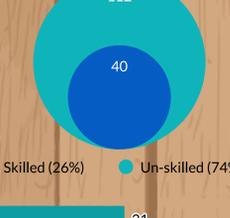
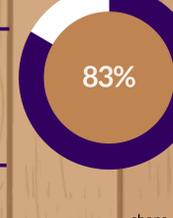
Impact figures are based on aggregated answers from the majority of respondents in 18 FGDs.

**5,090** Households are able to get safe and easy access to main road through provision of 18 link road soling schemes (covered in the impact study)

**73** Settlements benefitted through implementation of 18 link road soling schemes

## 01 Enhanced Income

1- Income generation through employment opportunities at community level - Residents of the area participated as a laborer in construction of soling



2- New business initiatives in the area after implementation of soling - establishment of shops, kiosks, tea points, restaurants, and visit of hawkers in the village

**89%** of project area residents specially women have door step access to buy fruits, vegetables, snacks and other eatables due to hawkers' visit in the settlements and opening of new shops in the village after provision of link road soling.



**Hawkers' income**  
**After** ▲ 110% increased  
 PKR 10,520 with addition of PKR 5,520 per month  
**Before**  
 PKR 5,000 monthly income

**Shops, Kiosks' income**  
**After** ▲ 99% increased  
 PKR 11,910 with addition of PKR 5,910 per month  
**Before**  
 PKR 6,000 monthly income

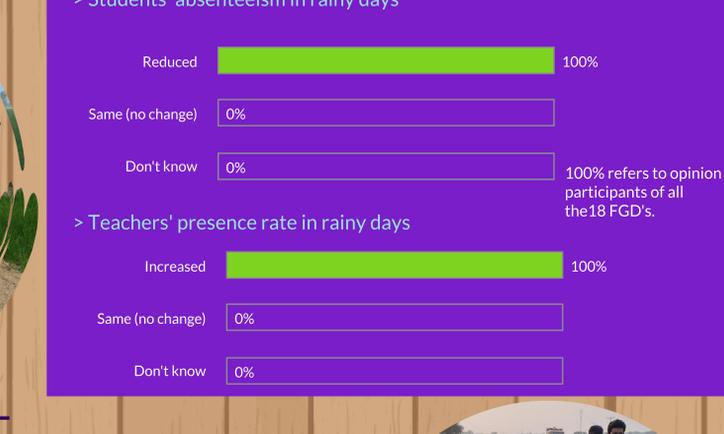


## 02 Impact on Farmers' Income

Overall increase in crop yield just due to pavement. Before soling, farmers had to bear additional cost of labor in terms of carriage and mobility to reach main road. Provision of soling saved their time and money, now they can timely manage fuel, fertilizer & seeds and get saving from additional labor deployed for carriage of their crop to trolleys parked on main road. Farmers reported on an average 7% increase in income.



## 03 Improved Education



## 04 Saved Time

**6** On an average minutes saved to reach main / metal road by walk  
**10** On an average minutes saved to reach main / metal road by motorbike



## 05 Enhanced Mobility

**94** Two and three wheels vehicles (motorbike, rikshaw, motor cart) were newly possessed by local residents

After having safe and paved access to link road through implementation of soling



**24** Four wheels vehicles (car, wagon, tractor, trolleys) were newly possessed by local residents

## 06 Gender Focused

Women role in need identification of CPIS

100% of women participants in all the 18 FGDs responded that the need of link road soling was identified by them and they are very comfortable and happy with this infrastructure development in their village.

Not a single participant among women responded that this scheme is good but they actually had other preference of scheme which was supersede due to male influence. In addition to link road soling, they also raised their need for girls high school in their village ( in 2 FGDs).

## 07 Improved Sanitation and Healthy Environment

Overall sanitation has much improved and it contributed in clean & healthy environment (rank the statement)



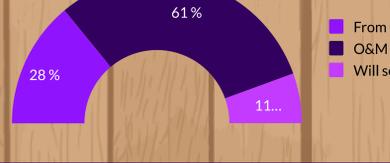
Any loss of drainage channel during construction of road  
 Yes 0 FGD No 18 FGD

Any loss of trees during construction of road  
 Yes 2 FGD No 16 FGD

## 08 Operation & Maintenance (O&M)

How O&M cost will be managed in future

Till to date, any cost incurred on maintenance of road  
 Yes 0 FGD No 18 FGD

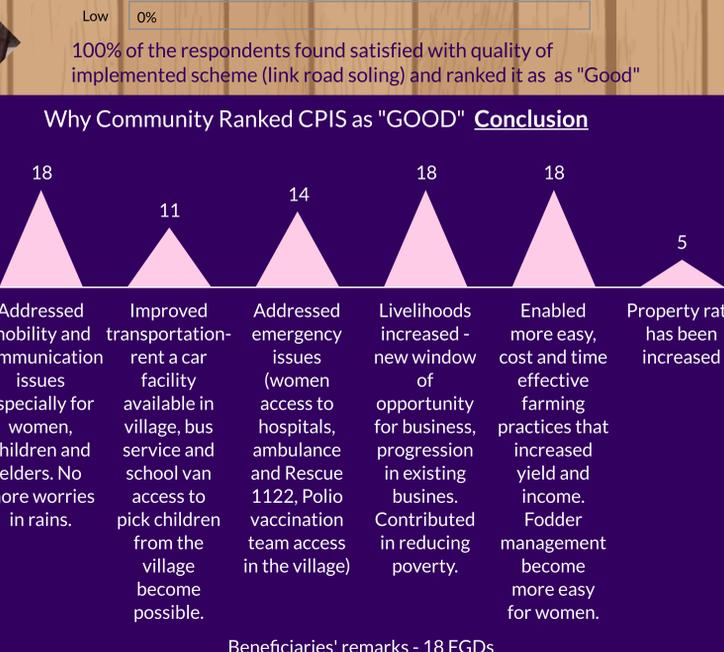


Community capacity to bear O&M of CPIS was assessed and the results were found adequately encouraging as 61% of the beneficiaries were willing for self contribution in O&M budget to maintain link road soling.

## 09 Quality of Work



100% of the respondents found satisfied with quality of implemented scheme (link road soling) and ranked it as "Good"



> An average length of link access roads found 1826 RFT. (mean value of 18 CPIS)

> Total cost of each CPIS is PKR 01 million (mean value of 18 CPIS)

> Community received benefit of the good quality link soling road just with the contribution of 10% community share of the total cost of CPIS.

Beneficiaries' remarks - 18 FGDs