



# Analysis of the Public Opinion on Khadim-e-Punjab Rural Roads Program (KPRRP)

A Public Opinion Survey of  
Residents, Passengers,  
Transporters & Shopkeepers  
living in the vicinity of the KPRRP  
roads.



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**May 05-26, 2017**



The study has been conducted by IPOR Consulting for PITB



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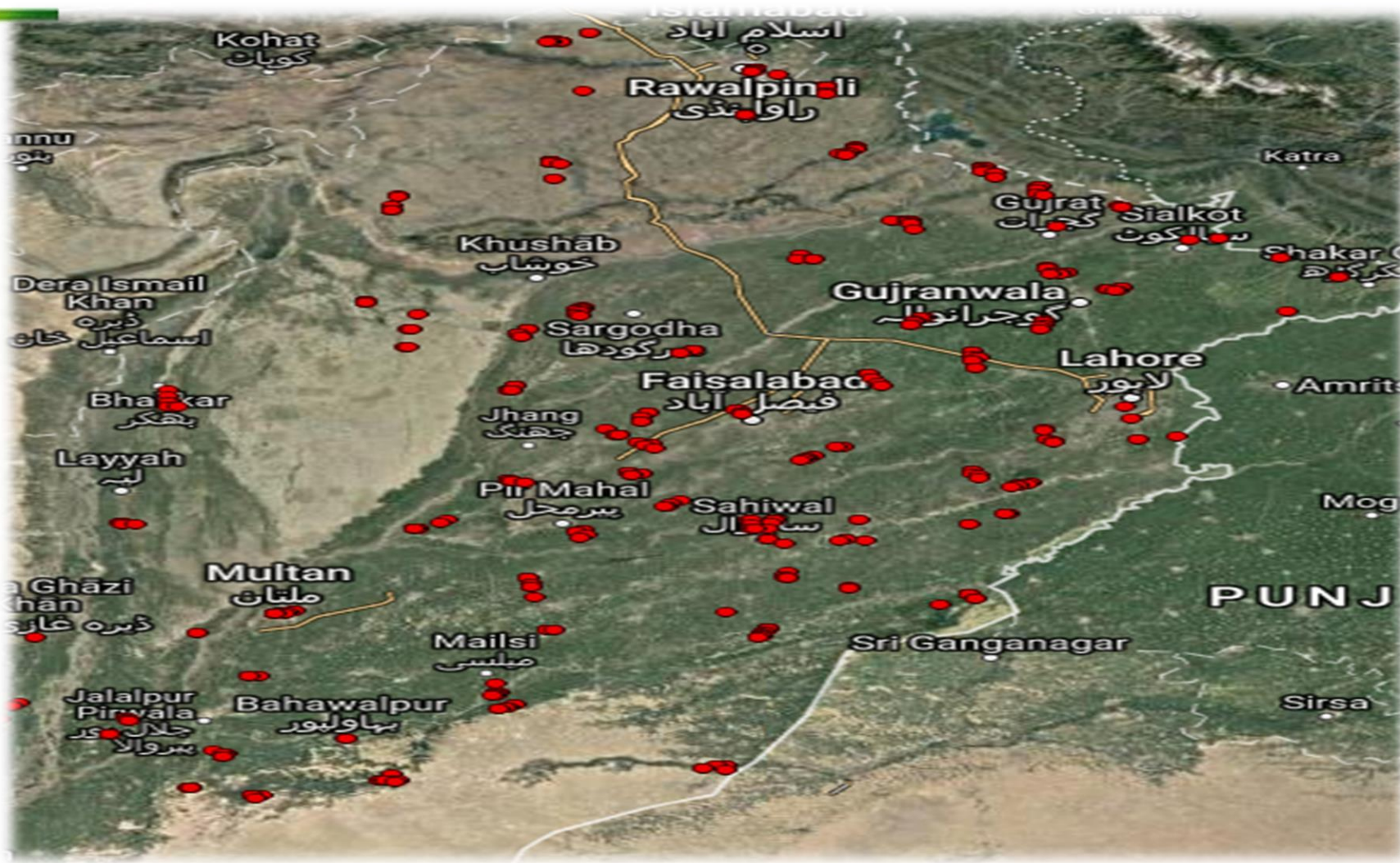
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# Heat Map of Data Collection of KPRRP Roads



# Back ground of the project

- Government of Punjab has launched “Khadam-e-Punjab Rural Road Program (KPRRP)” which is the biggest project of widening, repair, rehabilitation and construction of rural roads in the history of Punjab.
- Khadim-e-Punjab Rural Roads Program has been evolved for welfare of 70 percent population living in rural areas which will not only strengthen the economy of Punjab but also Pakistan. Punjab government has evolved Khadim-e-Punjab Rural Roads Program from its own budget and under this program. In order to make the project a paragon and a model for future endeavors, multiple steps have been taken including third party validation to maintain high standards of quality and online monitoring of the project. The project will directly benefit the rural dwellers and will lead to strengthening of rural economy through better access to markets, schools, colleges, hospitals and job opportunities.

# Scope and Objective of the Project

## (Slide 1/2)

- KRRP phase III was accomplished in November 2016. Almost 166 roads have been rehabilitated/ constructed in 36 districts of Punjab in phase III.
- Roads with minimum length of 5 kilometers are constructed /rehabilitated. About 80% of roads are rehabilitated and 15-20% are newly constructed under KRRP. Rehabilitation and construction is done by introducing new road designs, widening of the roads, carpeting of the roads, and by allocating proper road signs.
- 
- Perception survey to conduct with KRRP phase III beneficiaries regarding impact of these roads on their daily life and economic activities. These beneficiaries include residents, markets, villages, roadside shops, markets, mandis, bus stops and other roads' connected entities.

# Objectives of the study **Slide 2/2**

Key objectives of this study were:

- To assess the public's general perception of KRRP.
- To assess the beneficiaries' perception of overall impact of program on daily life in terms of time, cost, and access.
- To assess the impact KRRP on business, economic growth, and employment creation.
- To assess the impact KRRP on agriculture.
- To assess rural populations' perception of aspects like daily commuting, education, health, economic, safety, and other basic necessities.
- To assess how beneficiaries, perceive the utilization of the roads to access the market.

# Survey Methodology

- Total 70 rehabilitated/ constructed roads were selected. Roads sample was selected proportionate to the number of roads in each district.
- 200 computer assisted personal interviews (CAPI) were conducted from following four categories of respondents from surroundings of the selected roads
  - Households (60%), 120 samples**
  - Passengers (15%), 30 samples**
  - Transporters (5%), 10 samples**
  - Shopkeepers (20%), 40 samples**
- Villages with 200-500 meters on both sides of the road were counted with the help of a notable and 8 villages were selected to carry out 15 interviews from each village.
- Interview from passengers and transporters were conducted with three reference times a day i.e., from 0800 Hrs - 1000 Hrs, 1200 Hrs - 1400 Hrs and 1600 Hrs -1800 Hrs.

# Survey Methodology

## Division-wise Sample

Region/Division	Number Districts	Number of sampled Roads	Total Sample
Rawalpindi	4	8	1,600
Sargodha	4	6	1,200
Lahore	4	6	1,200
Sahiwal	3	7	1,400
Gujranwala	6	12	2,400
Faisalabad	4	11	2,200
Multan	4	5	1,000
DG Khan	4	5	1,000
Bahawalpur	3	10	2,000
<b>Total</b>	<b>36</b>	<b>70</b>	<b>14,000</b>

# Socio Economic Classification

Points were given to monthly income, assets and education of the respondents and based on the scores achieved their socio-economic class was defined. For example if a household's monthly income is less than 10,000 then 3 points are assigned to them while household with 10,001 to 25,000 monthly income gets 6 points and monthly income above 25000 scores 9 points. In same manner scores were given to all assets and education of the respondents.

1. Respondents who attain score 1-25 are considered as lower class
2. Respondents who attain score 26-50 are taken as middle class
3. Respondents who attain score 50-100 are considered as upper middle or higher class

## Executive Summary (Slide 1/3)

- Majority of respondents were aware of the construction and rehabilitation of roads in their surrounding areas. 66% informed that new roads have been constructed while 24% stated that old road has been repaired.
- 89% respondent shared that quality of newly constructed road is significantly improved than previous road. 79% appreciated that roads are wider than the previous road which has made their travel easy.
- A vast majority i.e. 83% stated that these roads have made their access easy to more areas, markets and educational institutes.
- 67% of respondents were well aware that these roads have been constructed and repaired under Khadim-e- Punjab Rural Road Program while remaining 30% didn't know about the name of project and 3 % mentioned names of some other projects.
- 63% of total respondents told that they have heard about Rural road program while 37% never heard or dont know about this initiative.
- Majority participants ,87% ,are satisfied with the overall performance of the government of the Punjab

# Executive Summary

(Slide 3/2)

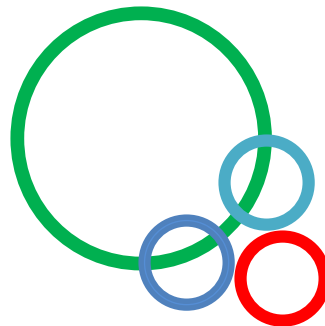
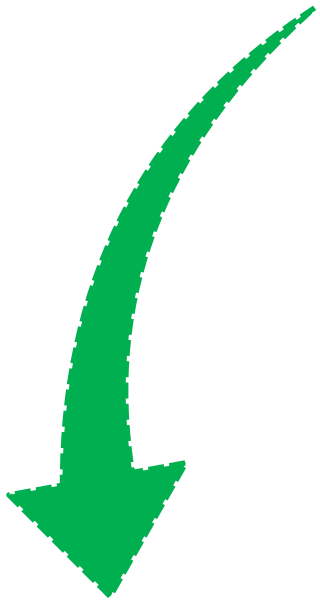
- 68% of household respondents informed that they use the rehabilitated/constructed road daily.
- Respondents also stated that after rehabilitation and construction of these roads their time of travel has been decreased. Now they reach on their destination within less time as compare to earlier.
- Mostly household respondents 69% usually use motor cycles to travel on these roads.
- Overwhelming majority shared that rehabilitation and constructions of roads have improved their life in many ways, 94% stated it saved their time of travel, 81% it saved their expense of travel, 91% said it has made their access ,to markets and educational institutes ,easy.
- Majority respondents 94% believe that farmers , 91% consider students and 93% deemed that transporters are the key beneficiaries of these roads.
- 95% farmers use these roads to transport their goods to markets.
- 87% transporters informed that after rehabilitation/ construction of roads number of passengers have been increased which has improved their daily income.

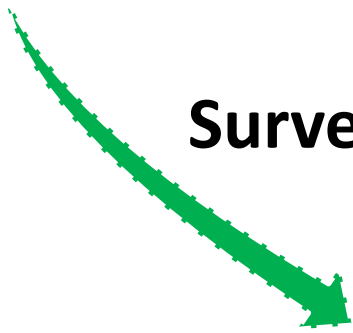
# Executive Summary

(Slide 3/2)

- 53% transporters shared that traffic accidents have increased while 34% transporters believe that due to these roads ratio of accidents have been significantly reduced.
- A vast majority of transporters i.e. 94% showed overall satisfaction with this rural road project.
- Motorcycle (69%) and public van/bus (17%) are the most commonly used medium of travel on these roads.

# Demographic of Study





# Survey Demographics

## slide1/2

### Sample distribution as per Administrative Division

Sr.#	Division Name	No. of Cases
1	Bahawalpur	2482
2	D.G.Khan	1299
3	Faisalabad	2516
4	Gujranwala	2514
5	Lahore	1343
6	Multan	935
7	Rawalpindi	1850
8	Sahiwal	1570
9	Sargodha	1257
	<b>Total</b>	<b>15766</b>

### Respondents Category

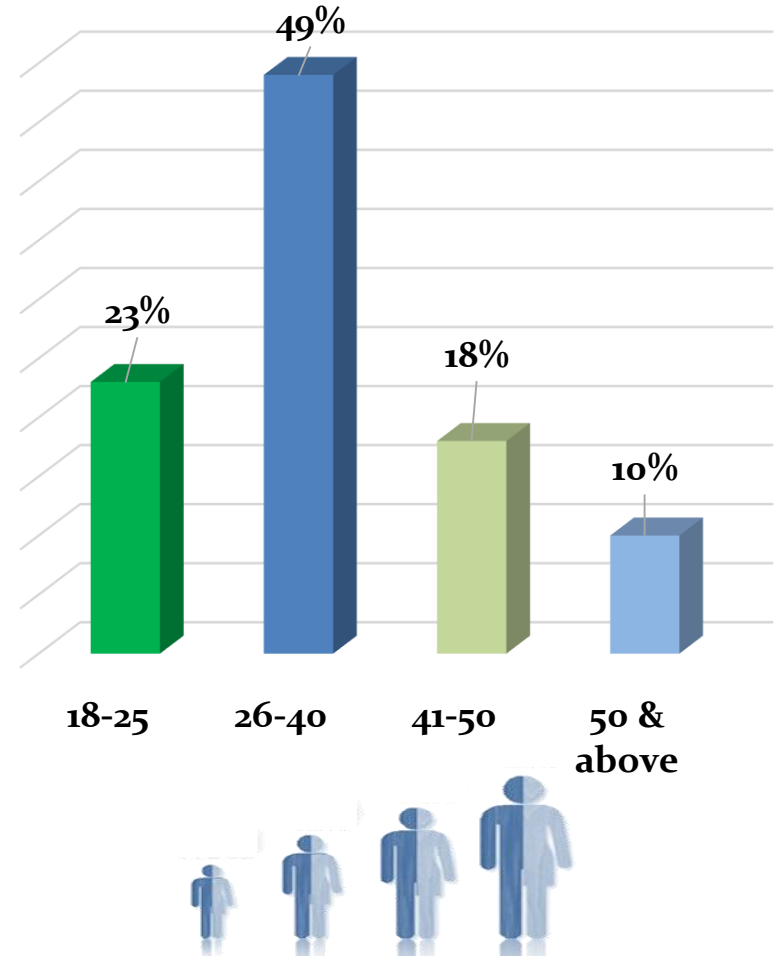
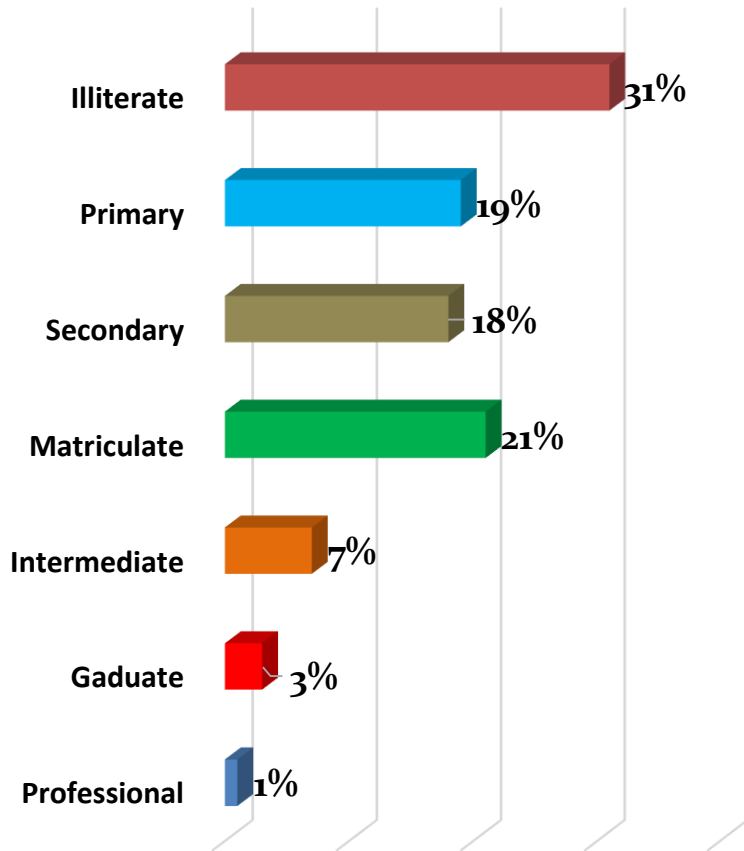
Sr.#	Division Name	No. of Cases
1	Residents	9356
2	Passengers	2429
3	Transporters	899
4	Shopkeepers	3082
	<b>Total</b>	<b>15766</b>

# Survey Demographics

## Education & Age Group...

slide 2/2

### Age Group

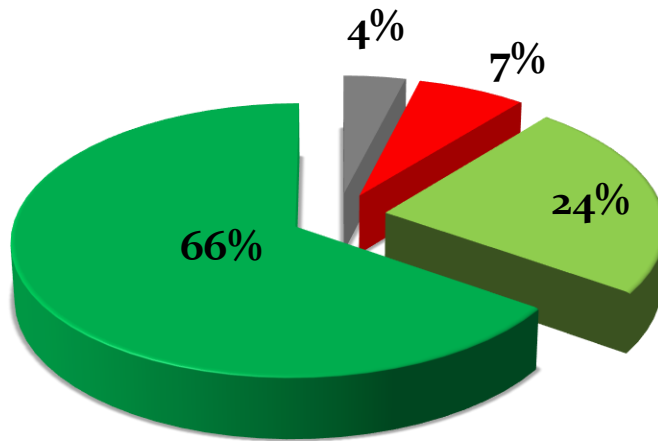


## Objective 1: To assess the Public's general perception of KPRRP

In last three years has any new road been constructed or rehabilitated in your area? (Slide 1/3...)

All respondent of four categories(n=15766)

- Don't Know/ No response
- Neither new road is constructed nor road rehabilitated
- Road has been rehabilitated
- New road constructed



Findings shows that people are concerned about development occurring in their areas. Overall a vast majority i.e. 90% know about change/repair/construction of roads in their areas.

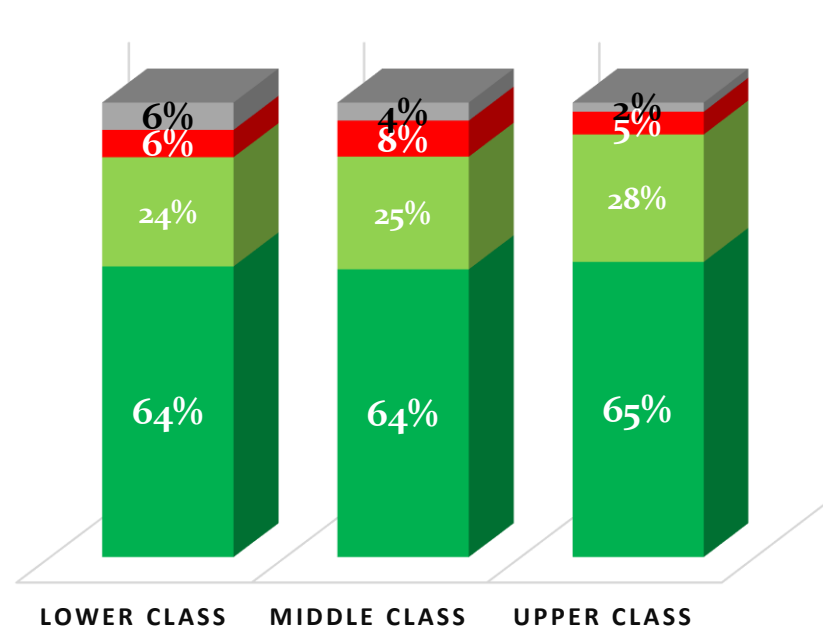
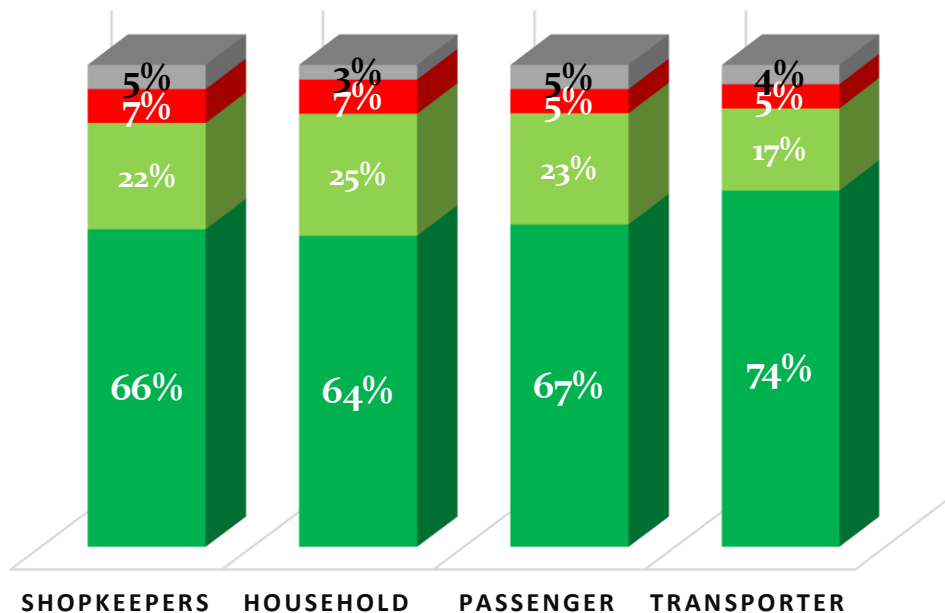
66% respondents informed that a new road is constructed in their surroundings while 24% shared that road has been repaired/ rehabilitated

In last three years has any new road been constructed or rehabilitated in your area? (Slide 2/3 ...)

All respondent of four categories(n=15766)

(Respondent-Breakdown)

(Socio-Economic-Breakdown)



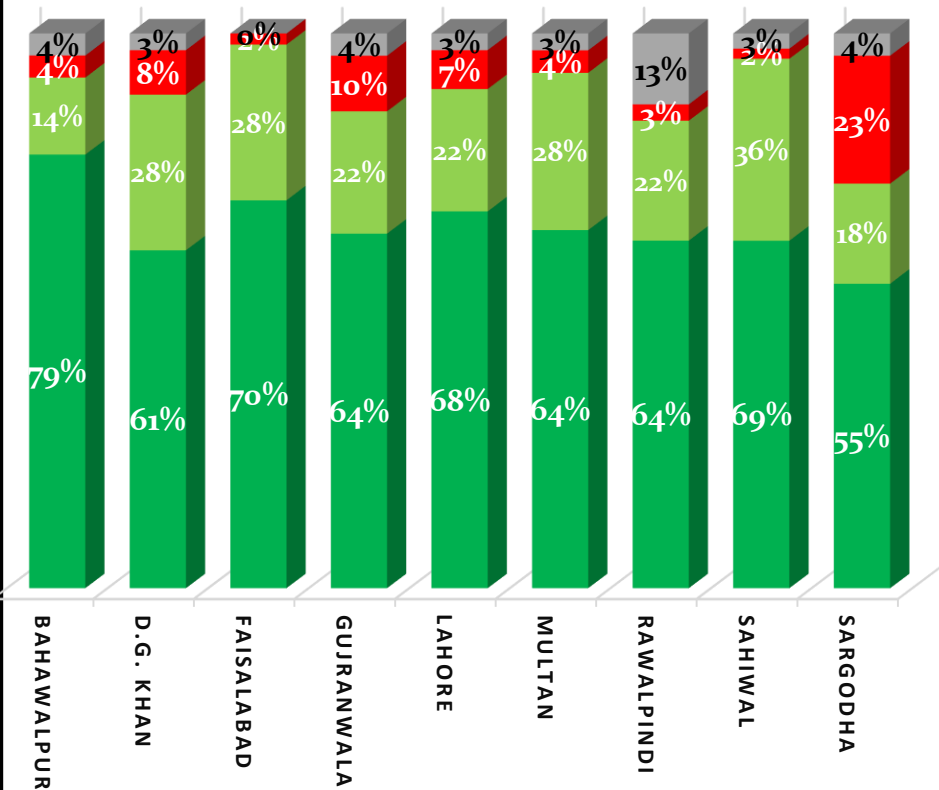
- Don't Know/ No response
- Neither new road is constructed nor road rehabilitated
- Road has been rehabilitated
- New road constructed

- Don't Know/ No response
- Neither new road is constructed nor road rehabilitated
- Road has been rehabilitated
- New road constructed

In last three years has any new road been constructed or rehabilitated in your area? (Slide 3/3)

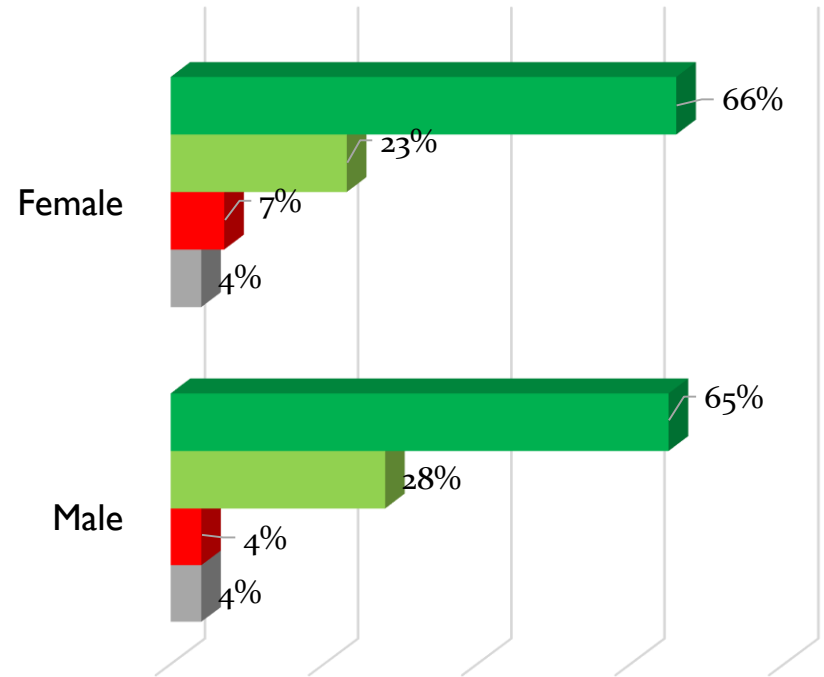
All respondent of four categories(n=15766)

(Divisional-Breakdown)



- Don't Know/ No response
- Neither new road is constructed nor road rehabilitated
- Road has been rehabilitated
- New road constructed

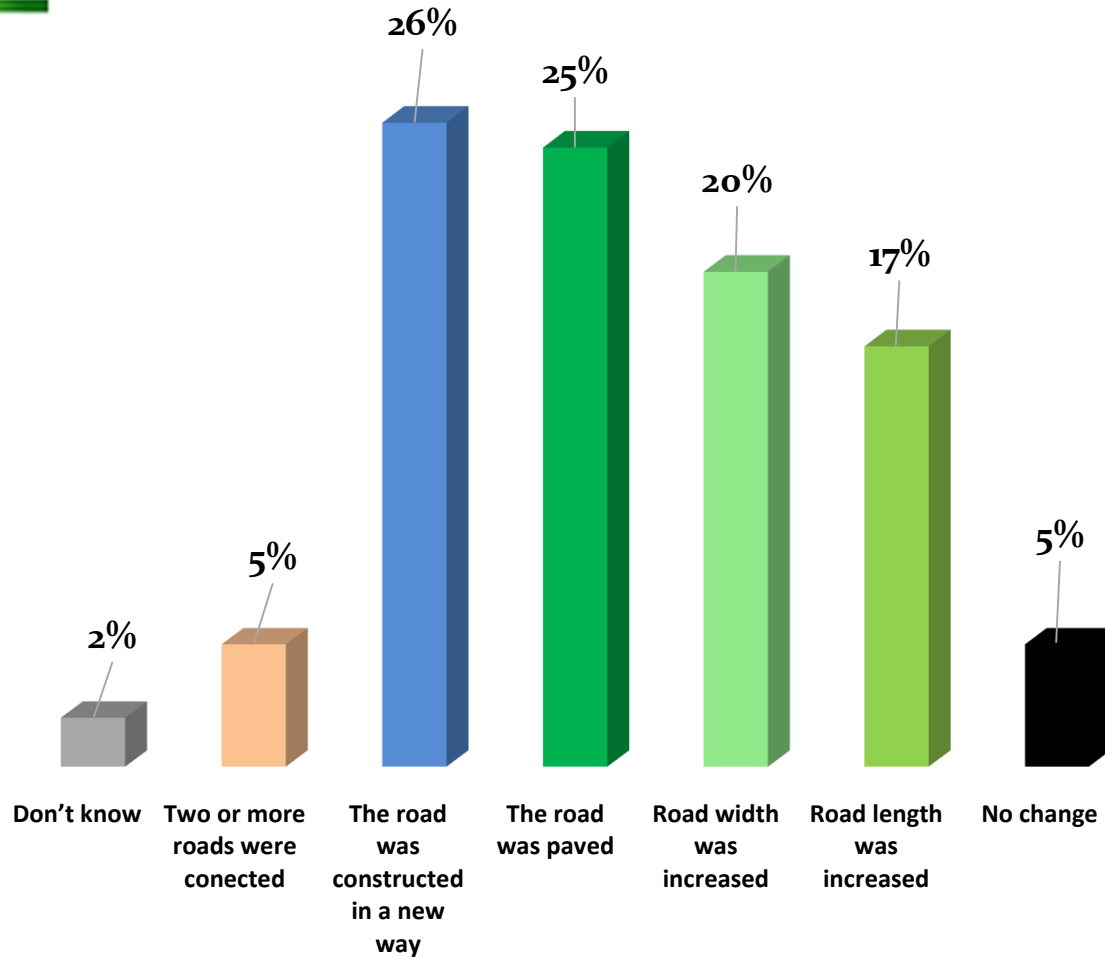
(Gender-Breakdown)



- New road constructed
- Road has been rehabilitated
- Neither new road is constructed nor road rehabilitated
- Don't Know/ No response

If Yes, What type of change/ improvement has been made? (Multiple Response) (slide 1/3...)

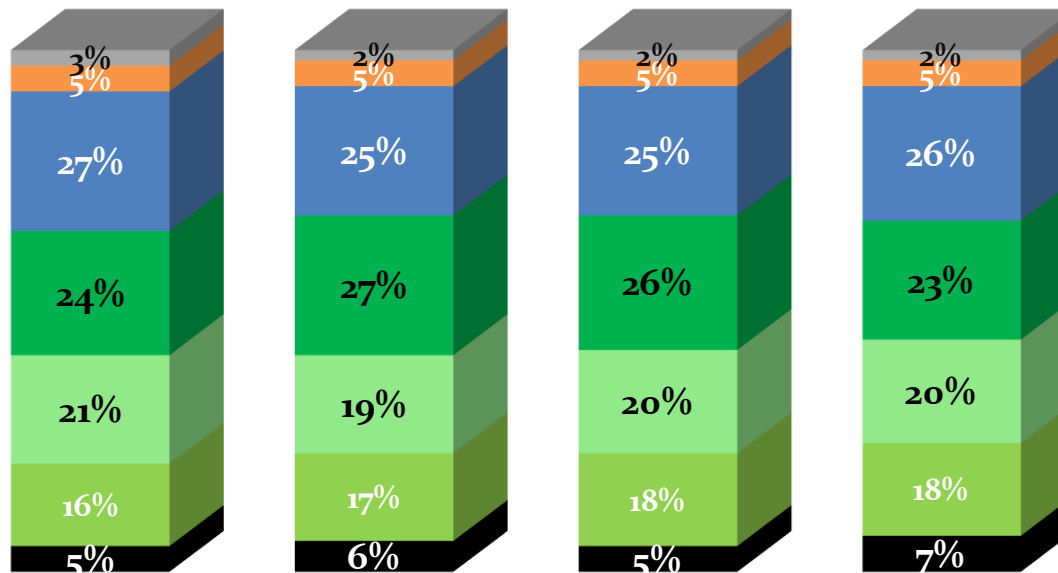
All respondent of four categories(n=15766)



In response to question that what type of change have they seen majority 26% respondents informed that new road has been constructed while 25% said that road are paved now. 20% mentioned road width and 17% stated road length has been increased.

# If Yes, What type of change/ improvement has been made? (Multiple Response)(slide 2/3 ...)

All respondent of four categories(n= 15766)



**SHOPKEEPERS    HOUSEHOLD    PASSENGER    TRANSPORTER**

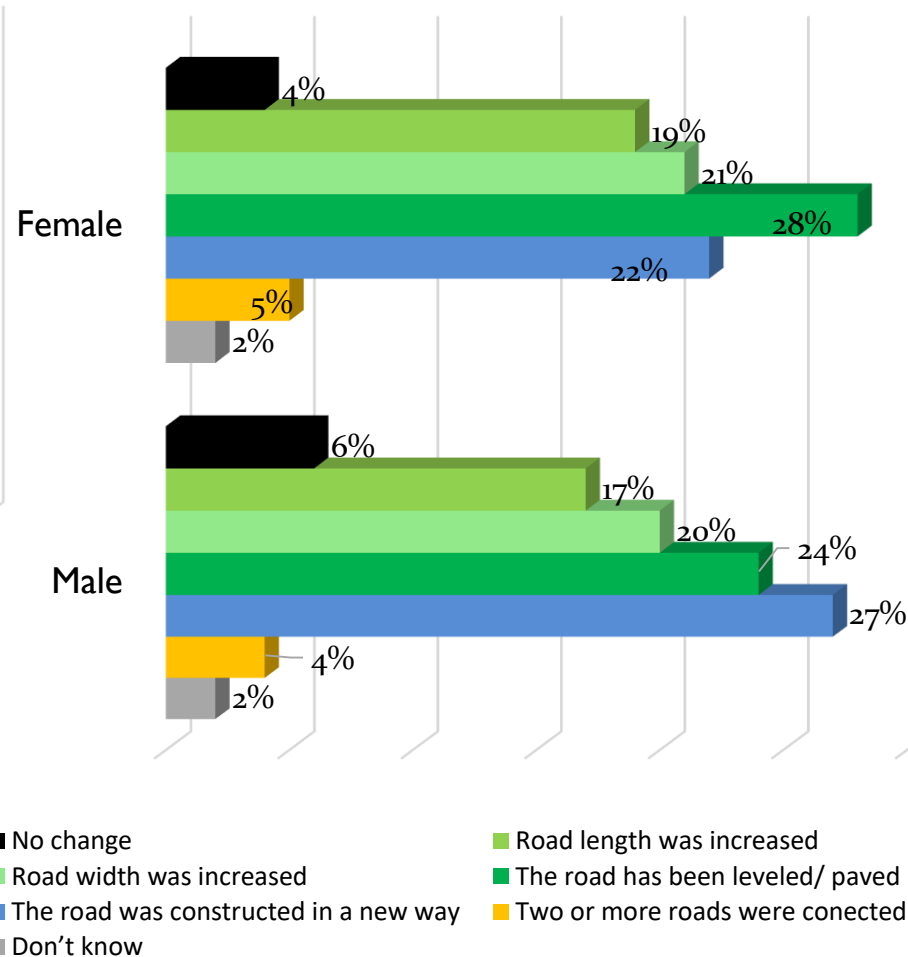
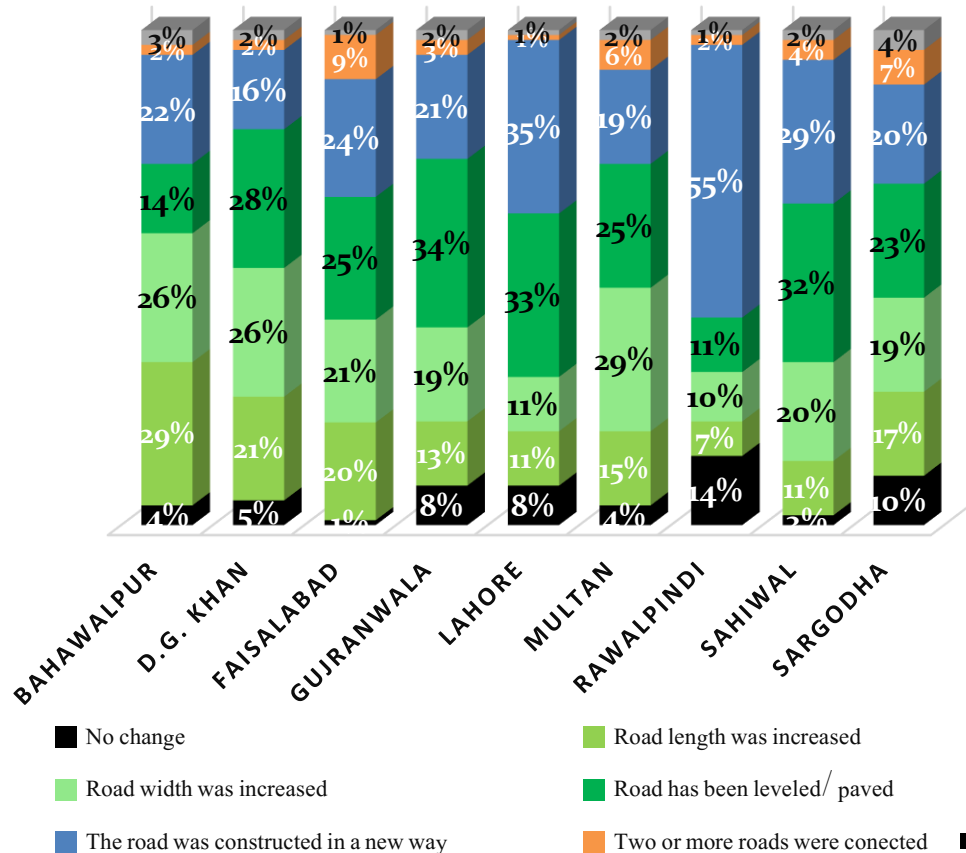
- No change
- Road length was increased
- Road width was increased
- Road has been leveled/paved
- The road was constructed in a new way
- two or more roads were conected
- Don't Know

# If Yes, What type of change/ improvement has been made? (Multiple Response) (Slide 3/3)

All respondent of four categories(n=15766)

(Divisional-Breakdown)

(Gender-Breakdown)

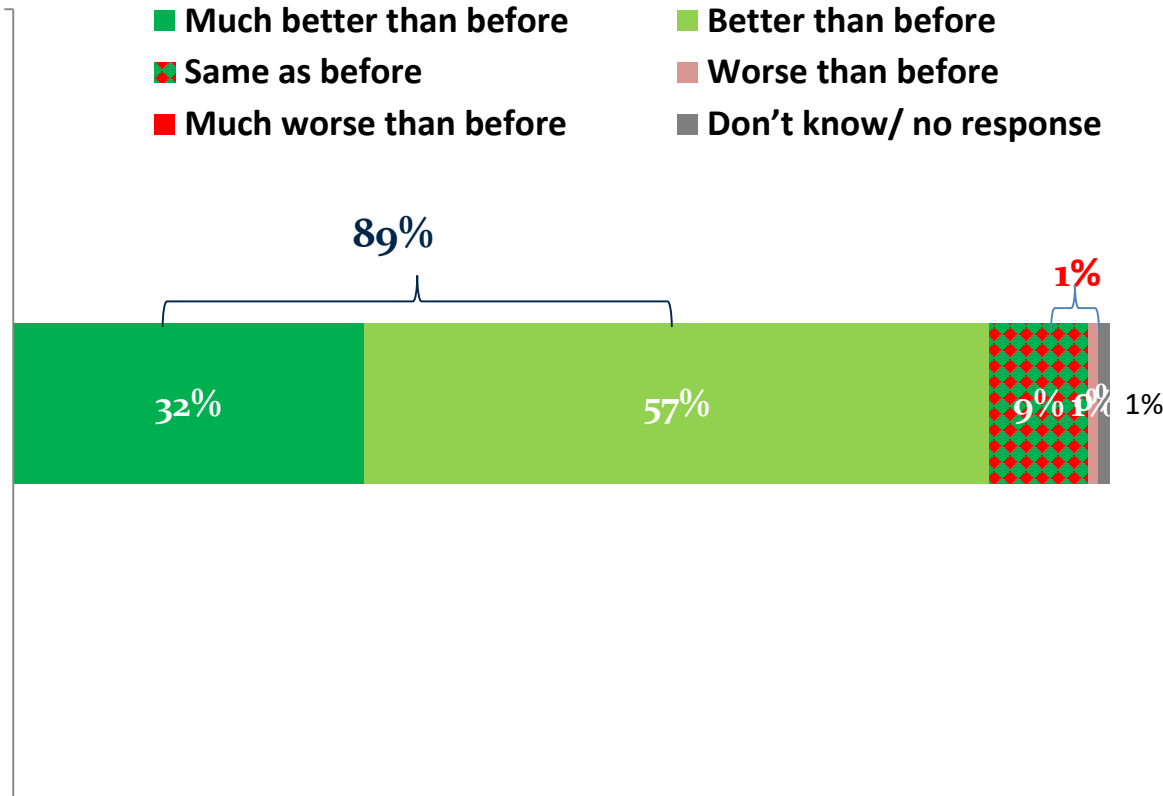


Do you think that new/rehabilitated Road( read the name of road) is better than previous road?

(Slide 1/3 ...)

All respondent of four categories(n=15766)

- Much better than before
- Better than before
- Same as before
- Worse than before
- Much worse than before
- Don't know/ no response

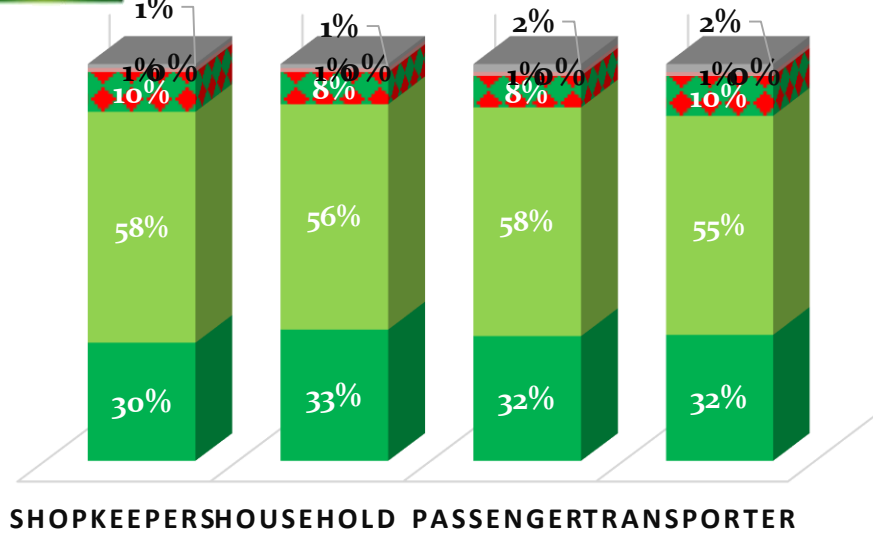


Majority respondents i.e. 89% thinks that new/repaired roads are better than old roads. 57% said that these roads are much better than before while 32% stated these road are better. 9% of respondents were of opinion that these roads are same as old roads.

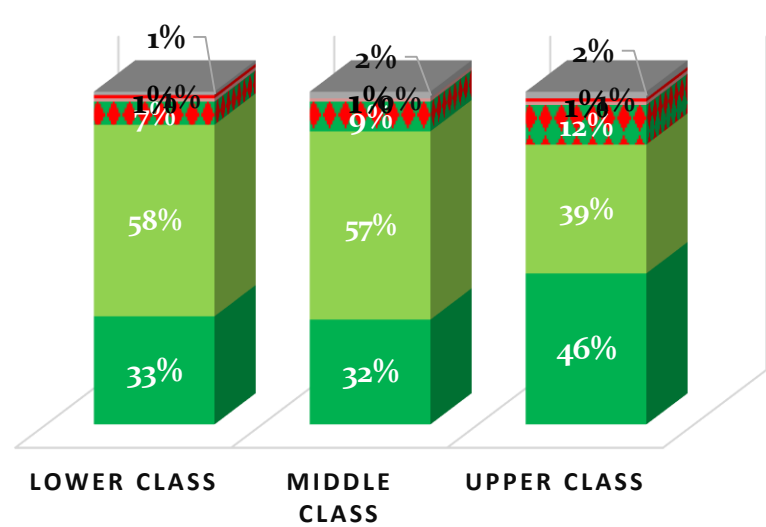
# Do you think that new/rehabilitated Road( read the name of road) is better than previous road? (Slide 2/3 ...)

All respondent of four categories(n=15766)

(Respondent-Breakdown)



(Socio-Economic-Breakdown)



■ Much better than before    ■ Better than before  
■ Same as before                      ■ Worse than before  
■ Much worse than before    ■ Don't know/ no response

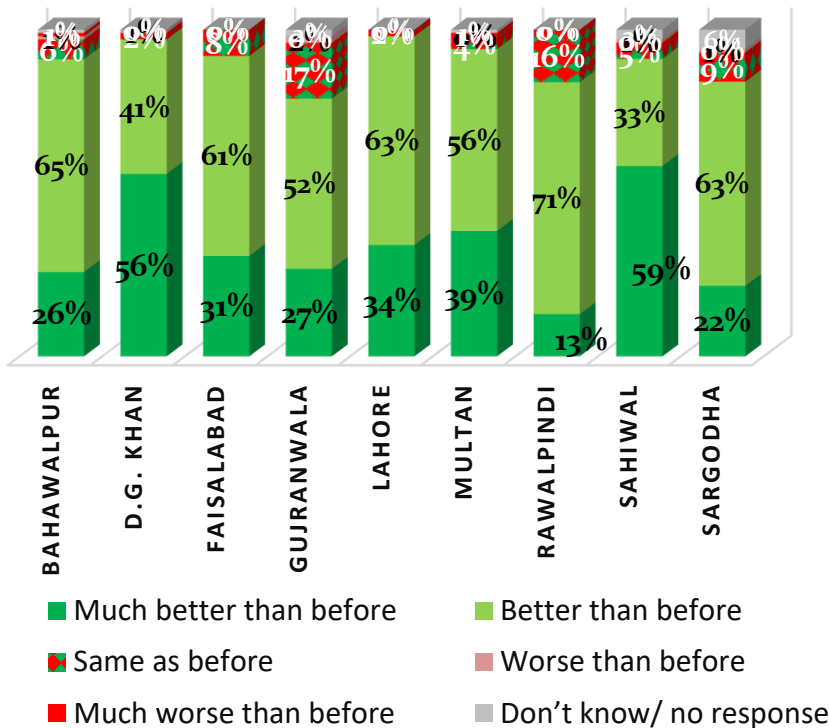
■ Much better than before    ■ Better than before  
■ Same as before                      ■ Worse than before  
■ Much worse than before    ■ Don't know/ no response

All categories of respondents have similar opinion regarding quality of the road and majority showed satisfaction and stated that Roads are better than previous. 58% shopkeepers,56% household,58% passengers and 55% transporters shared that these new/repared roads are better.

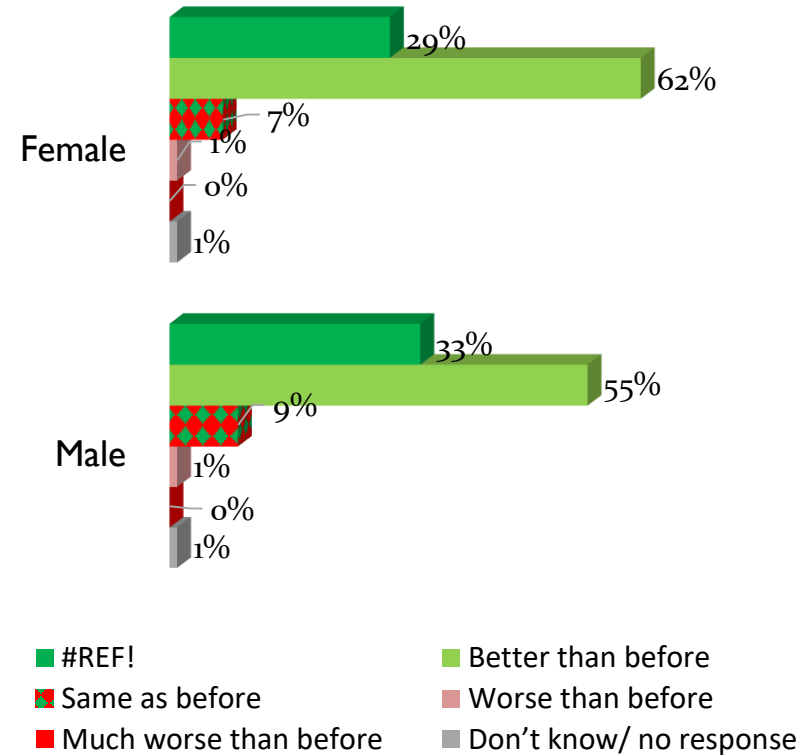
# Do you think that new/rehabilitated Road( read the name of road) is better than previous road? (Slide 3/3)

All respondent of four categories(n=15766)

(Divisional-Breakdown)



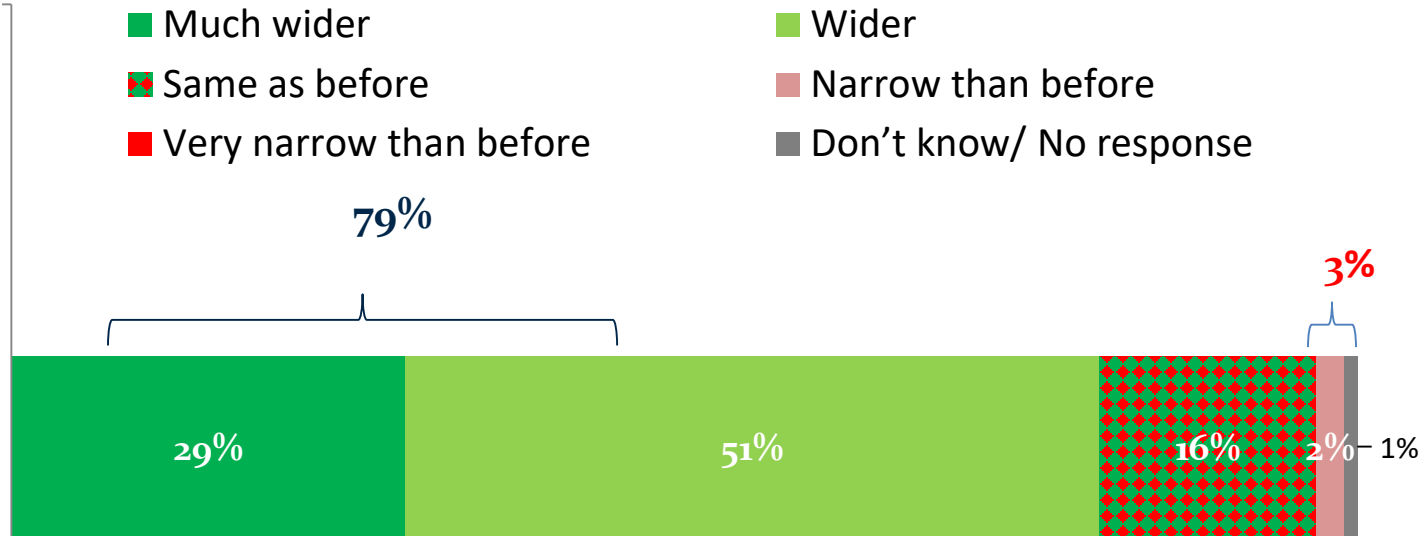
(Gender-Breakdown)



A huge number of respondents in all division reported that new/rehabilitated roads are better than old roads. Only in Gujranwala and Rawalpindi division 17% and 16 % respectively people shared that these road are same as old rod.

Do you think that new/rehabilitated Road( read the name of road) is wider than previous road?

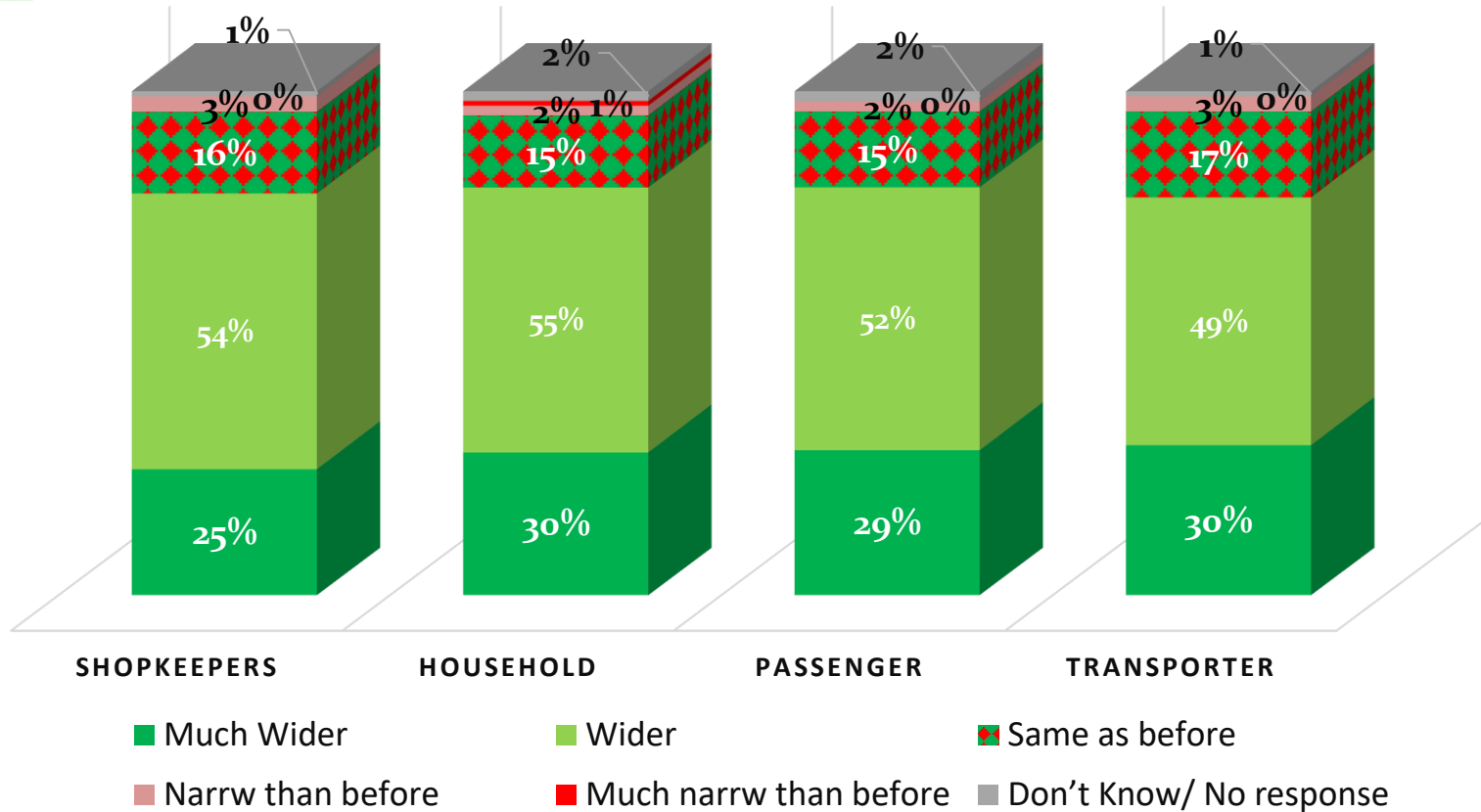
(Slide 1/3...) All respondent of four categories(n=15766)



Total 79% respondent reported that new/rehabilitated roads are wider than previous road. 29% out of all respondents stated that these roads are much wider than old roads while 16% think that these roads are same wide as old roads were.

Do you think that new/rehabilitated Road( read the name of road) is wider than previous road? (Slide 2/3 ...)

All respondent of four categories(n= 15766)

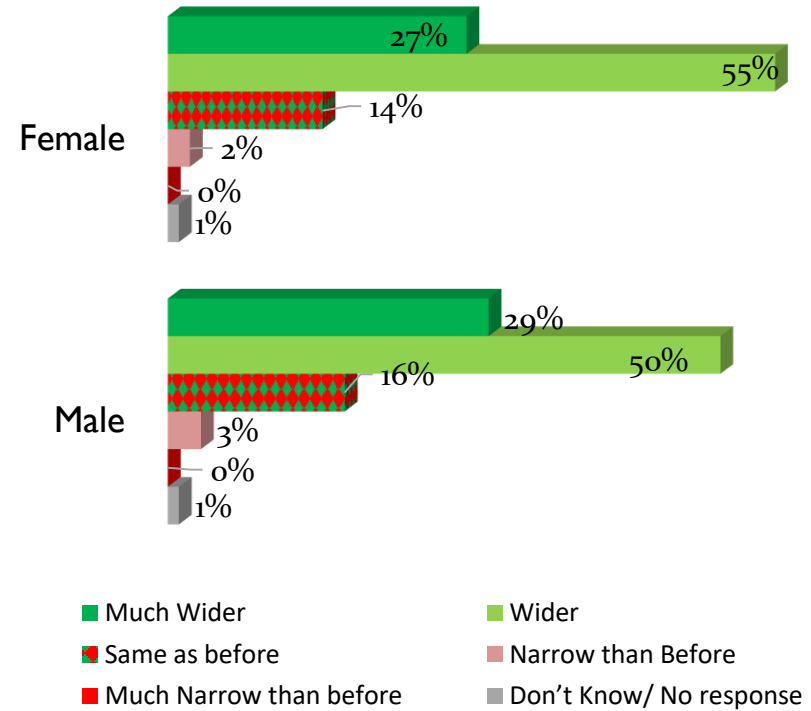
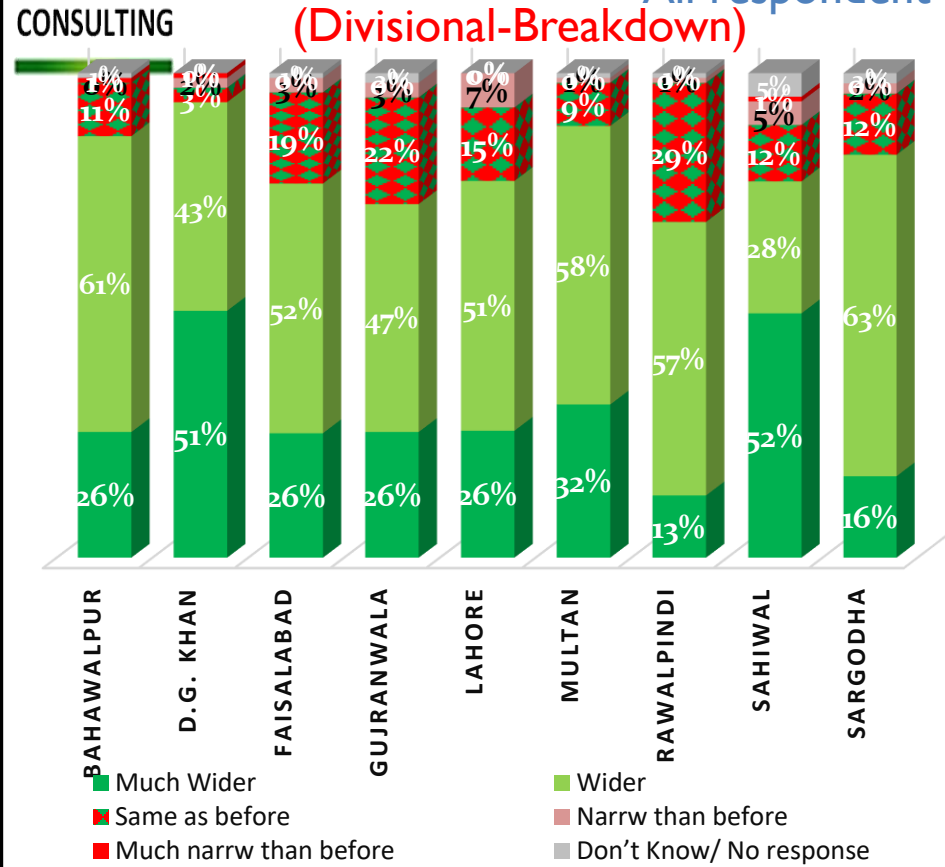


# Do you think that new/rehabilitated Road( read the name of road) is wider than previous road? (Slide 3/3 ...)

All respondent of four categories(n=15766)

(Divisional-Breakdown)

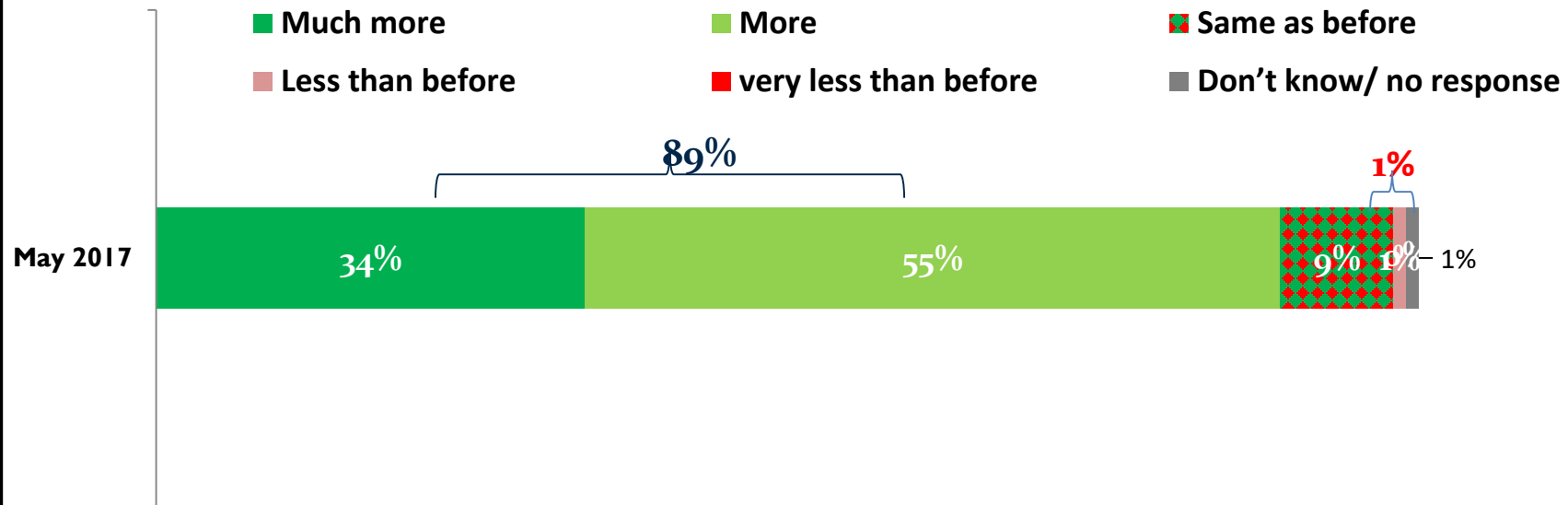
(Gender-Breakdown)



Majority respondents from all divisions and both gender reported that new/rehabilitated roads are wider than previous road. Data shows that more respondents in Rawalpindi 29%, Gujranwala 22% and Faisalabad 19% think that these road are not wider than old roads.

Do you think that new/rehabilitated Road( read the name of road) is comfortable than previous road? (slide 1/3...)

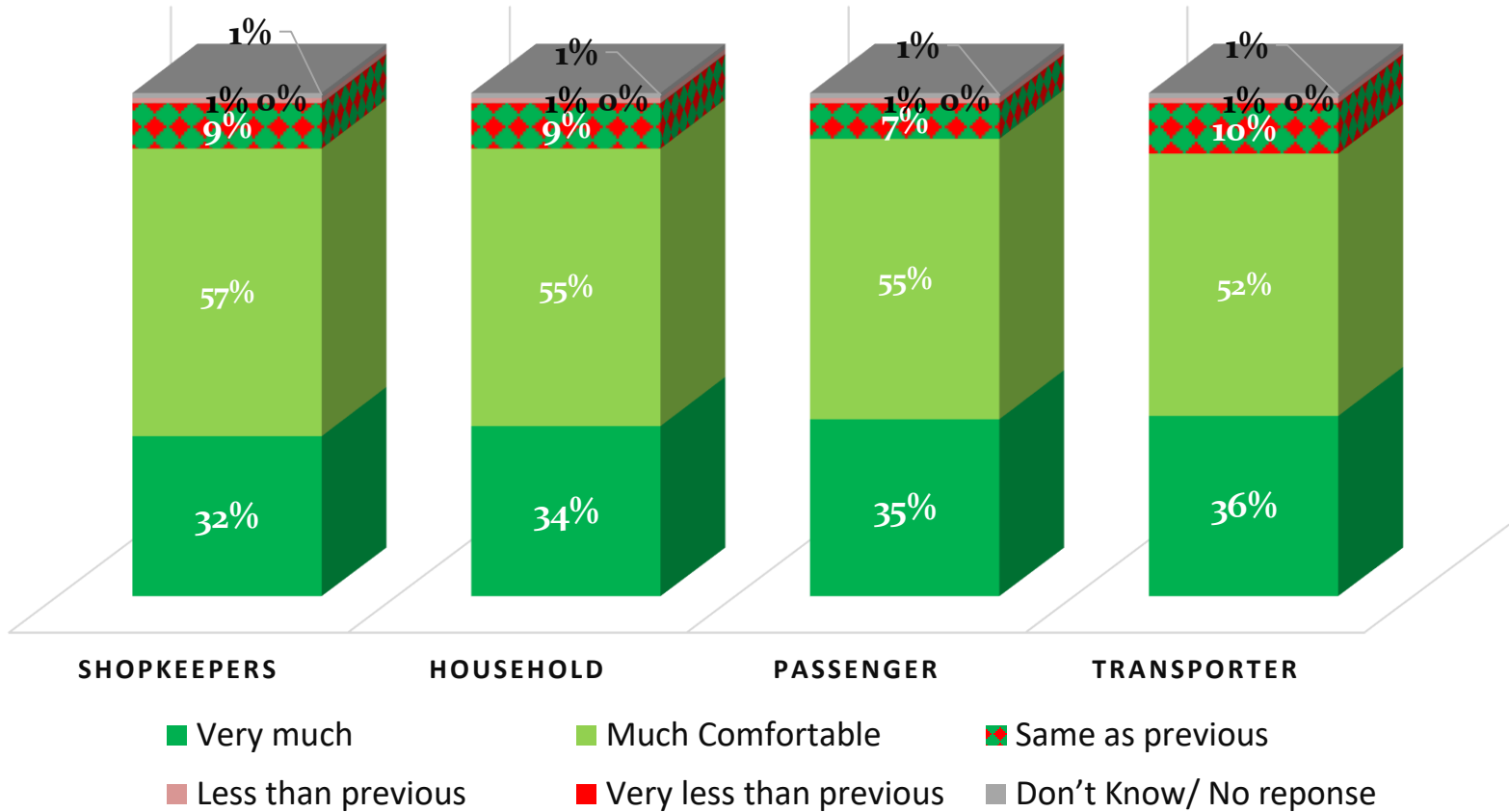
All respondent of four categories(n=15766)



Findings reveal that overwhelming majority i.e. 89% think new/rehabilitated roads are more comfortable than old roads. 34% stated that these roads are much more comfortable while 55% stated that these are more comfortable than old roads. Only 9% thinks that these roads are same as before.

Do you think that new/repaired Road( read the name of road) is comfortable than previous road? (slide 2/3 ...)

All respondent of four categories(n=15766)

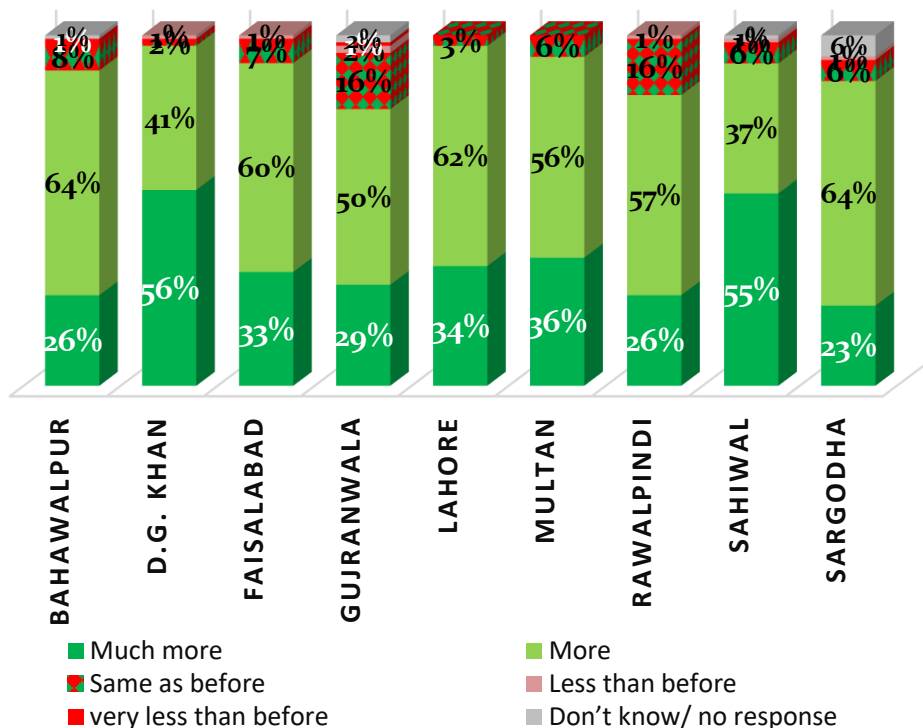


Do you think that new/rehabilitated Road( read the name of road) is comfortable than previous road?

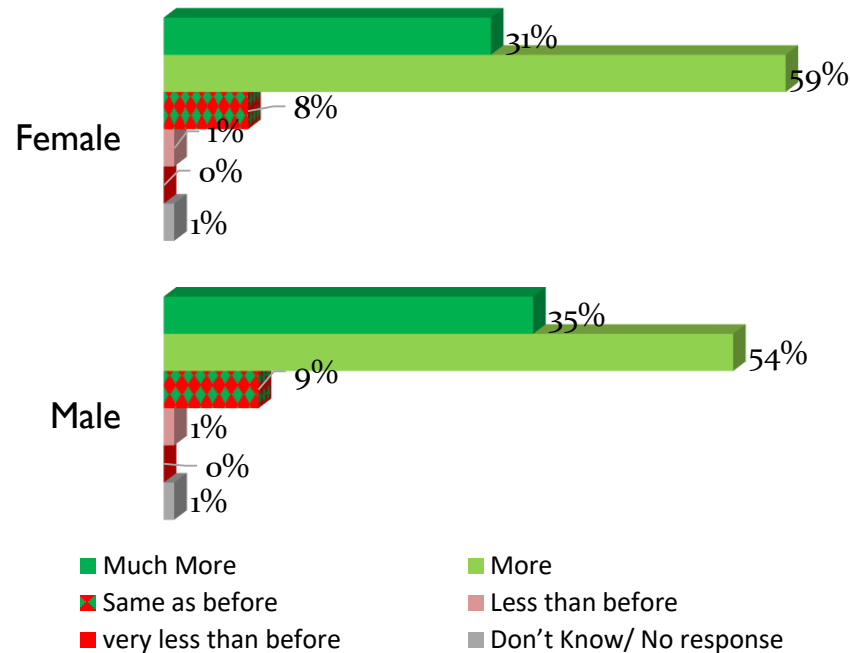
(slide 3/3 ...)

All respondent of four categories(n= 15766)

(Divisional-Breakdown)



(Gender-Breakdown)

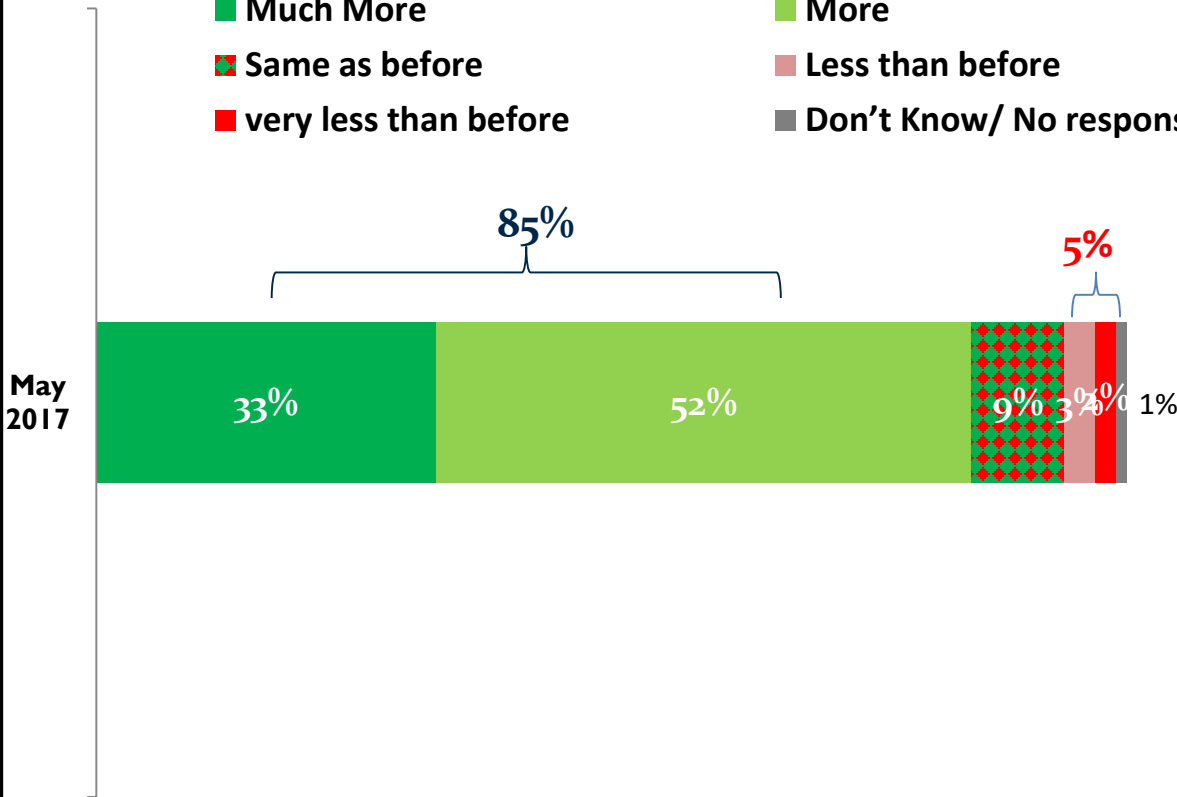


Data shows that respondents from D.G. Khan and Sahiwal were more satisfied and 56%,55% respectively find new roads much more comfortable than previous roads. 16% of respondents from Rawalpindi and Gujranwala stated that these roads are no better than previous roads. Overall in all divisions respondents reported these roads were more comfortable.

Do you think that new/rehabilitated Road( read the name of road) is leveled/ smooth than previous road? (Slide 1/3...)

All respondent of four categories(n= 15766)

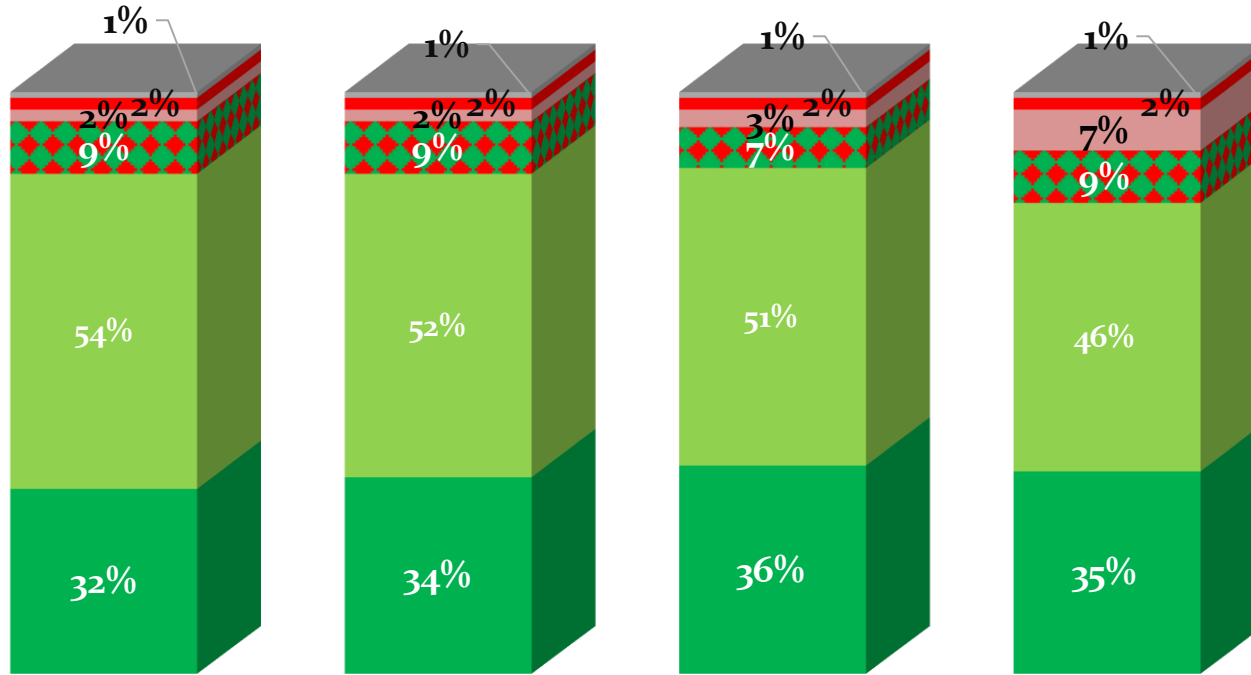
- Much More
- More
- Same as before
- Less than before
- very less than before
- Don't Know/ No response



85% respondents from all four categories stated that new/ repaired roads are leveled/smooth than old roads.

Do you think that new/rehabilitated Road( read the name of road) is leveled/ smooth than previous road? (Slide 2/3 ...)

All respondent of four categories(n= 15766)



SHOPKEEPERS

HOUSEHOLD

PASSENGER

TRANSPORTER

■ Much more

■ More

■ Same as before

■ Less than before

■ very less than before

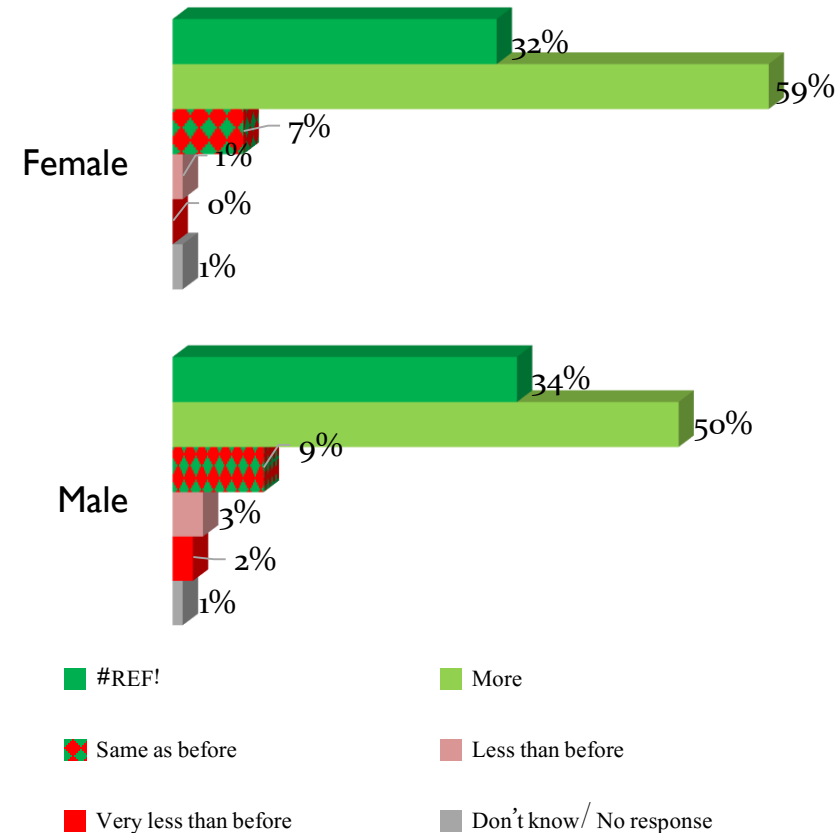
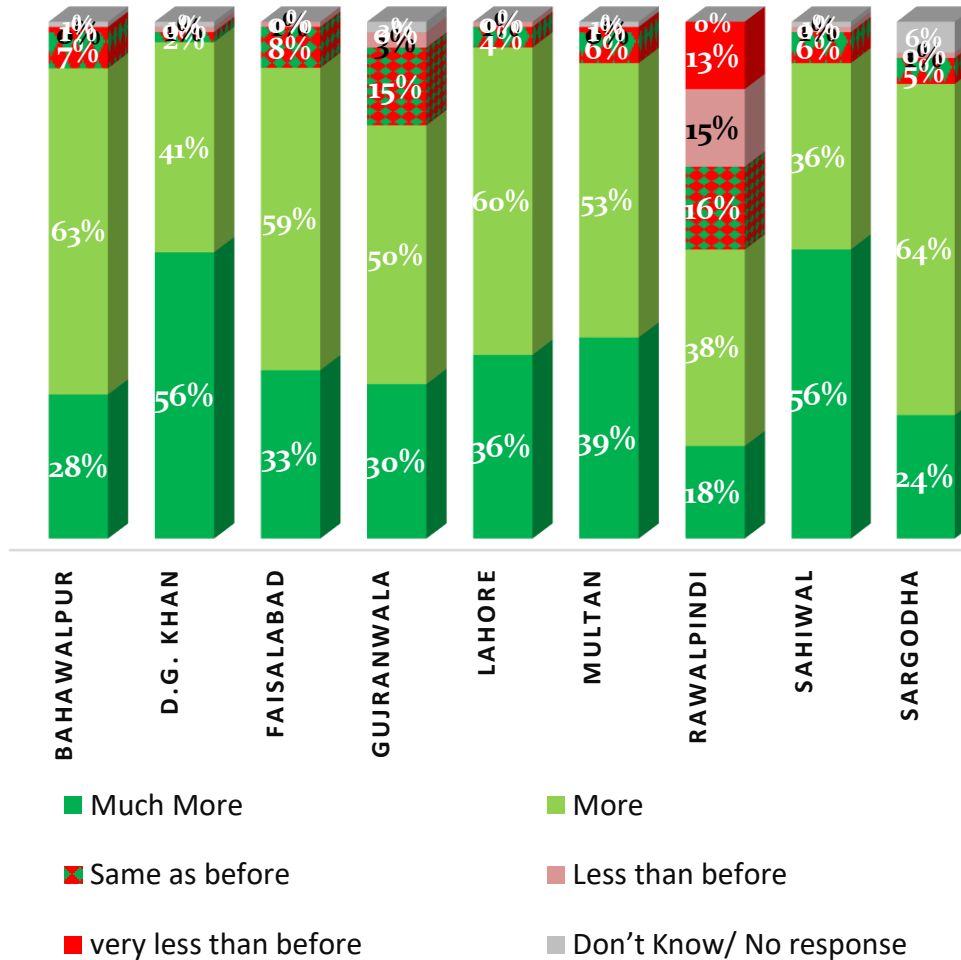
■ Don't know/ no response

Do you think that new/rehabilitated Road( read the name of road) is leveled/ smooth than previous road?(slide 3/3 ...)

All respondent of four categories(n=15766)

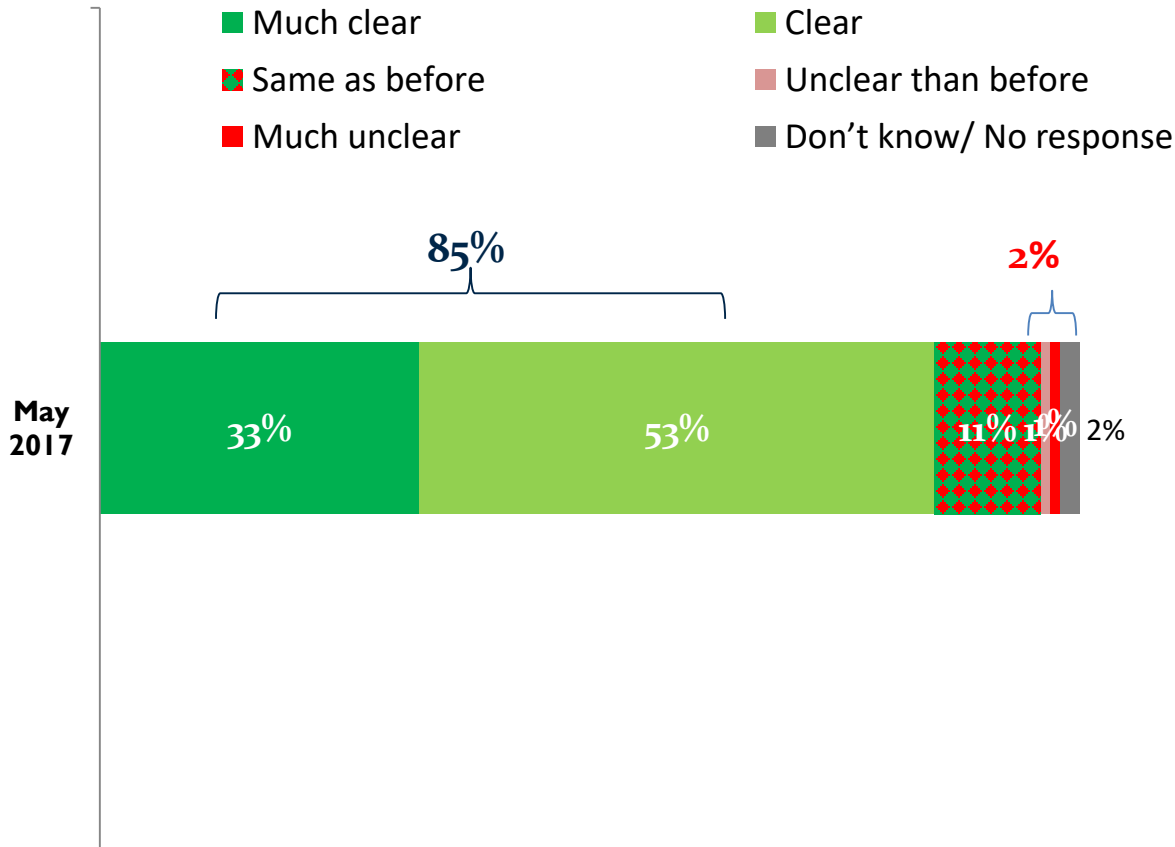
(Divisional-Breakdown)

(Gender-Breakdown)



Do you think that sign boards with instructions on new/rehabilitated Road( read the name of road) are more clear than before?(Slide 1/3...)

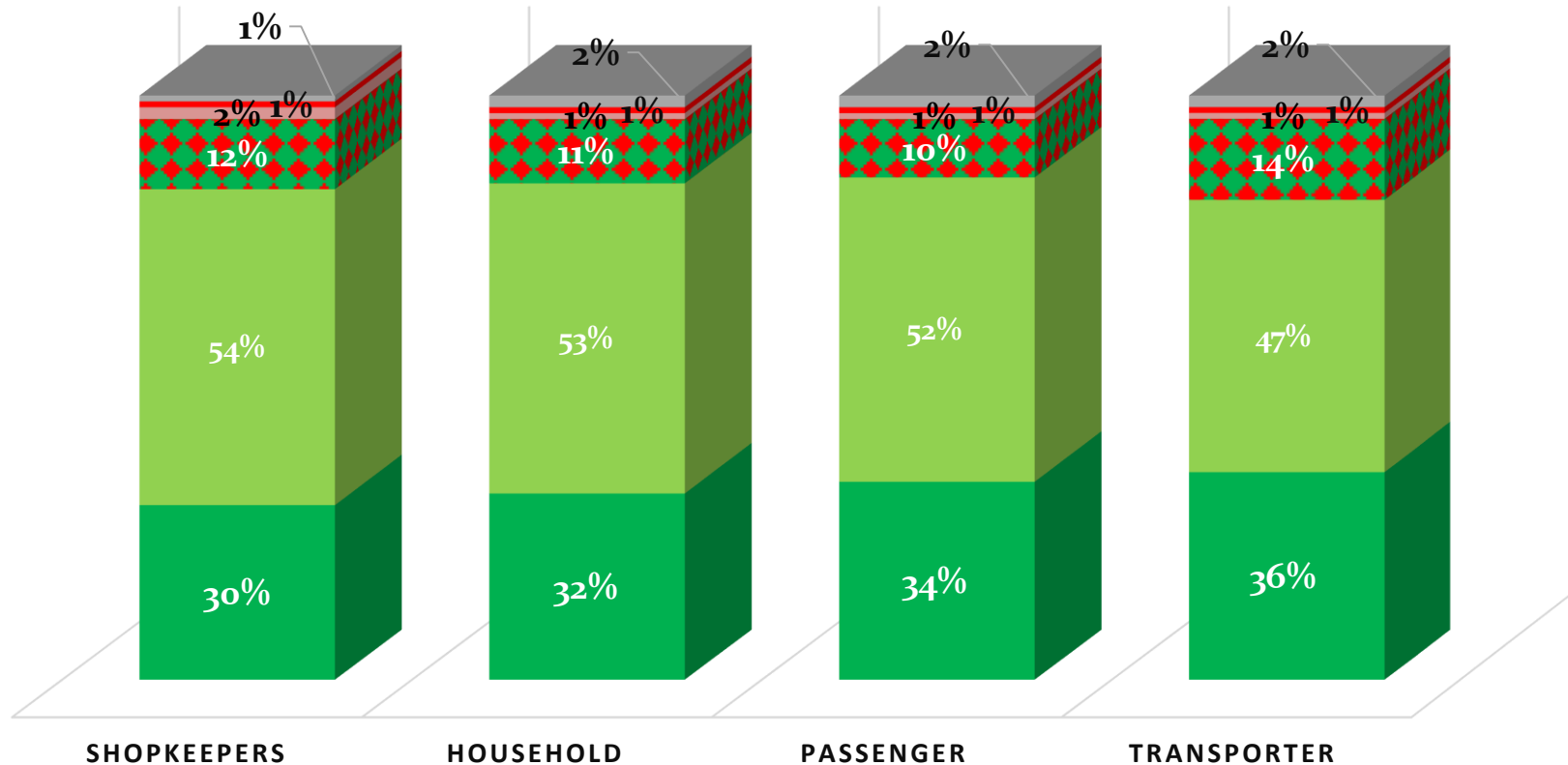
All respondent of four categories(n=15766)



33% finds sign boards with instructions, 53% said clear while 11% think that they are and same as before.

Do you think that sign boards with instructions on new/rehabilitated Road( read the name of road) are more clear than before?( slide 2/3 ...)

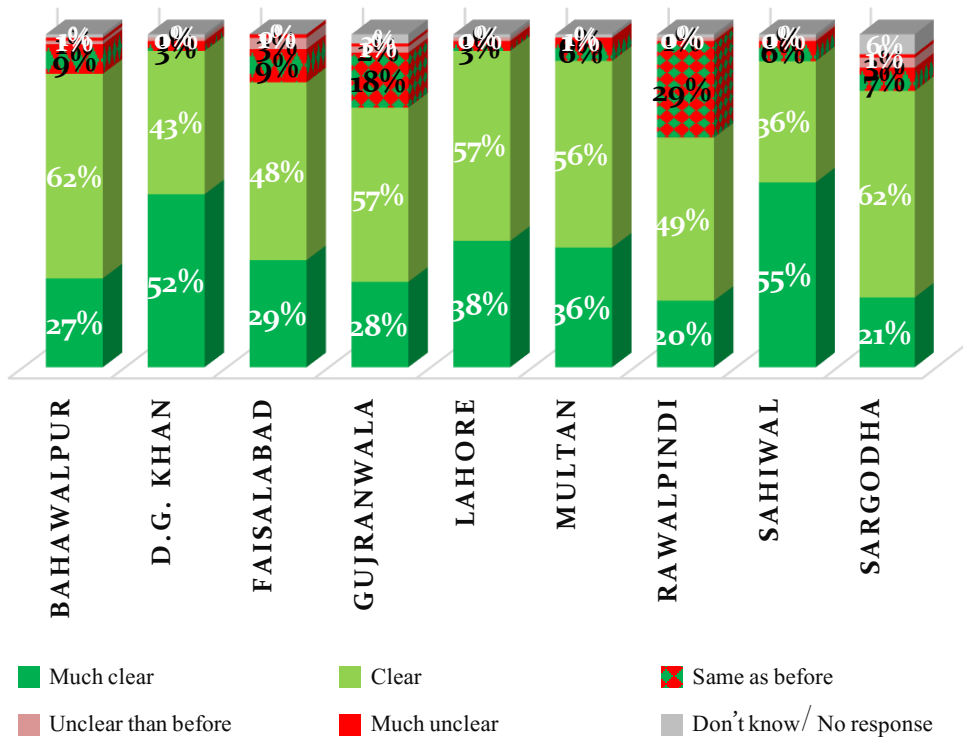
All respondent of four categories(n=15766)



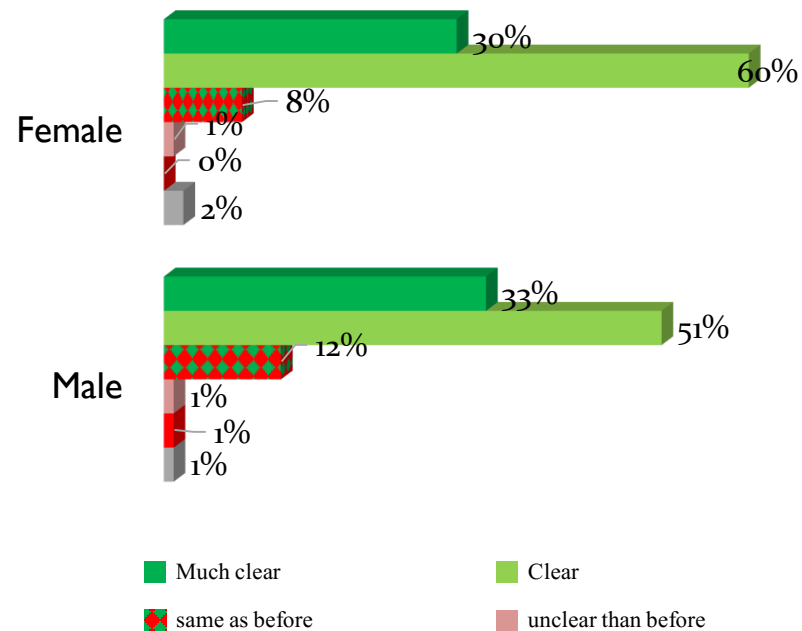
■ Much clear ■ Clear ■ Same as before ■ Unclear than before ■ Much unclear ■ Don't know/ No response

Do you think that sign boards with instructions on new/rehabilitated Road( read the name of road) are more clear than before?(slide 3/3 ...) All respondent of four categories(n=15766)

(Divisional-Breakdown)

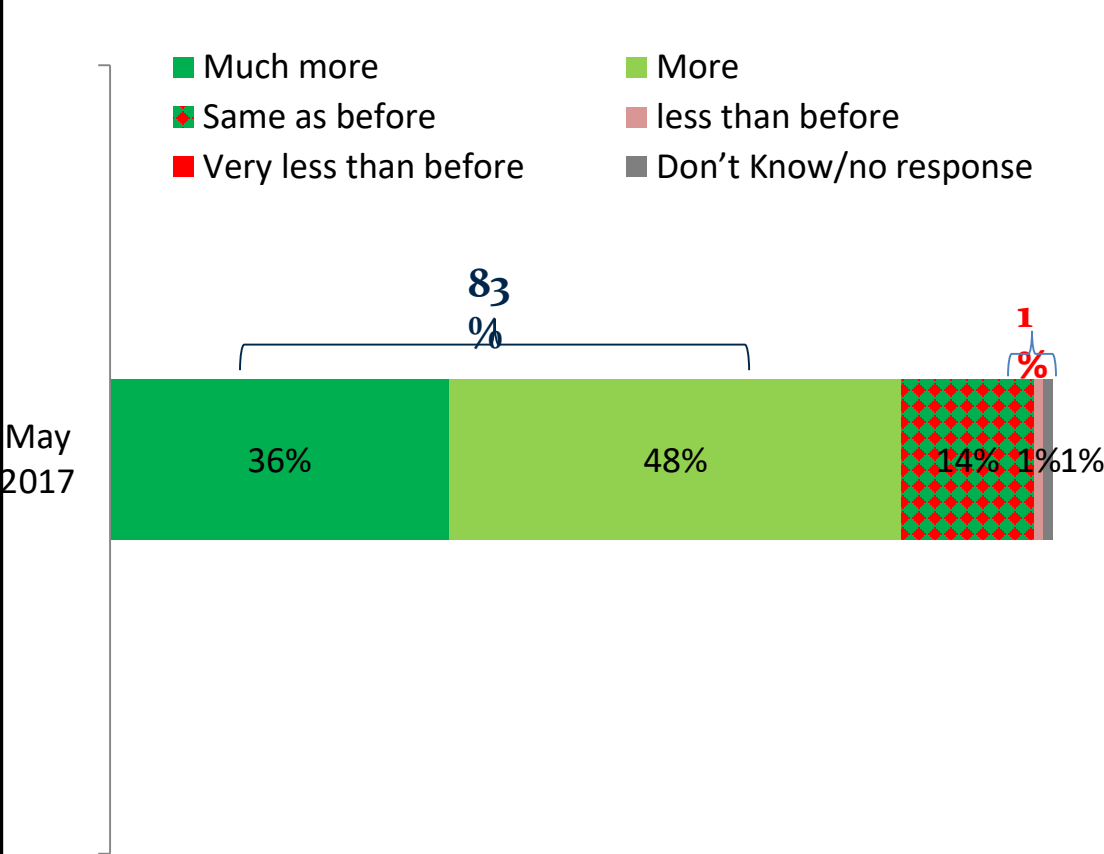


(Gender-Breakdown)



Findings show that vast majority from all divisions find new sign boards more clear. However 20%, 18% respondents from Rawalpindi and Gujranwala respectively stated that these instructions are same as before.

Do you think that your access ,through the current new/rehabilitated/ expanded road, is possible to more areas than before? (slide 1/3...) All respondent of four categories(n= 15766)

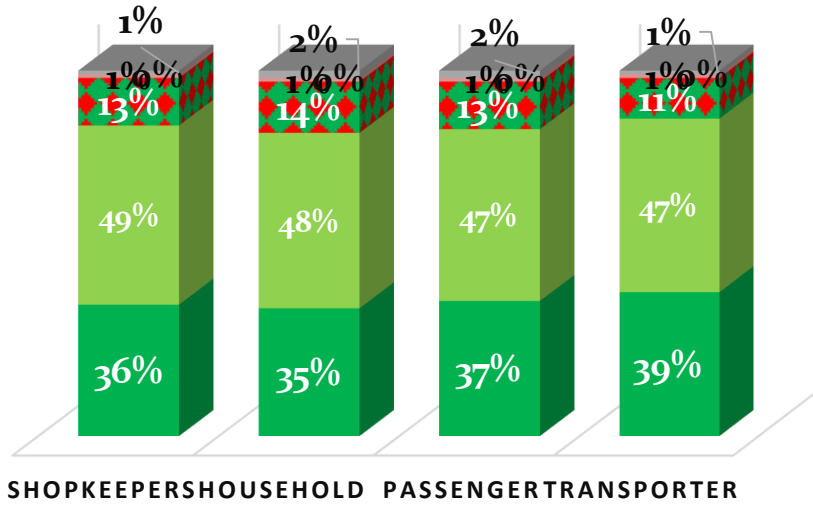


Overwhelming majority 83% shared that after this project they have access to more areas. While 14% stated that their access is same only 2% said now they have less access to areas.

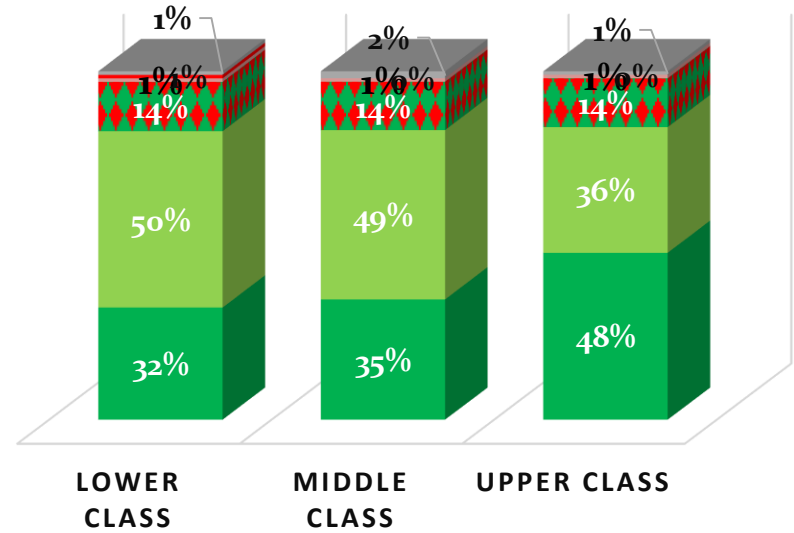
Do you think that your access ,through the current new/rehabilitated/ expanded road, is possible to more areas than before?(slide 2/3 ...)

All respondent of four categories(n=15766)

(Respondent-Breakdown )



(Socio-Economic-Breakdown)



- Much more
- More
- Same as before
- less than before
- Very less than before
- Don't Know/no response

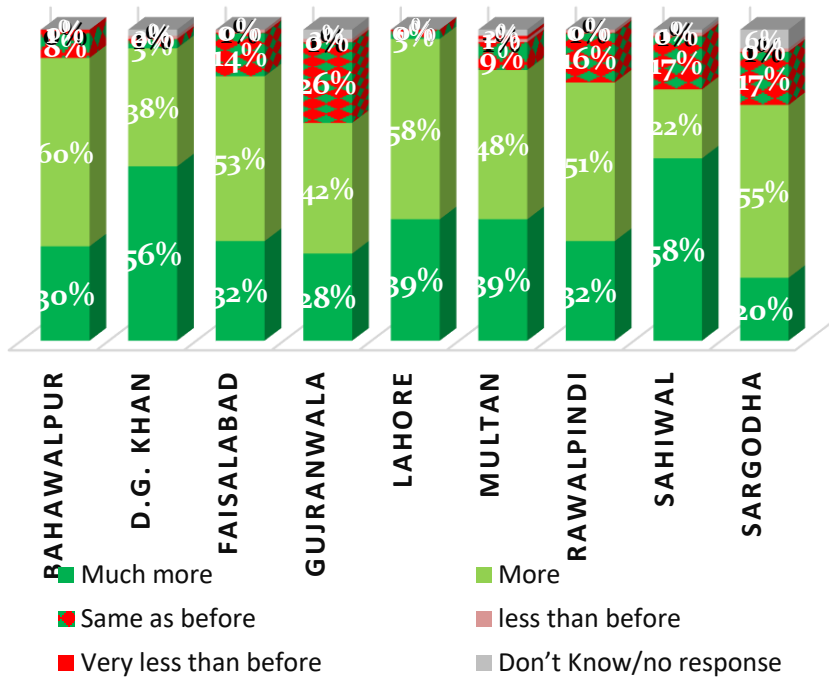
- Much more
- More
- Same as before
- less than before
- Very less than before
- Don't Know/no response

From all four categories more transporters 86% informed that they have access to more areas after this project. While majority respondents 82%,84%, 84% from all lower, middle and upper SEC accordingly have more or less similar opinion that now they have access to more areas than before.

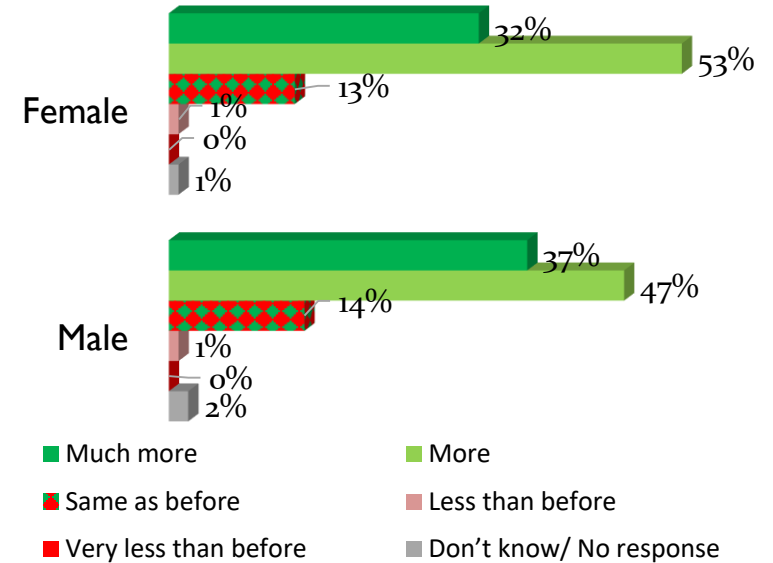
Do you think that your access ,through the current new/rehabilitated /expanded road, is possible to more areas than before?( **slide 3/3**)

All respondent of four categories(n=15766)

**(Divisional-Breakdown)**



**(Gender-Breakdown)**

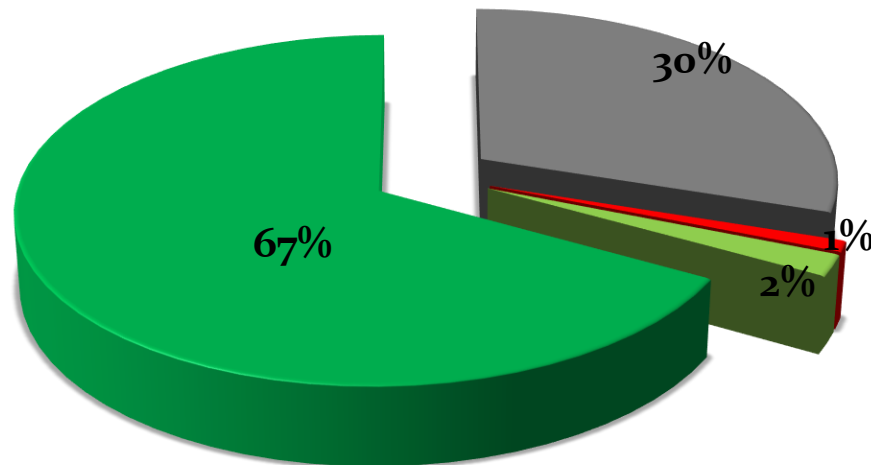


Majority respondents from all divisions believe that now they have better access to more areas. Only in Gujranwala a large number 26% stated that their access to areas is same as before. 17% in Sahiwal and Sargodha while 16% in Rawalpindi also shared that their access to areas after this project is same as before.

Do you know that this new/rehabilitated road ,in your area, is part of which project of the Punjab government?(Slide 1/3...)

All respondent of four categories(n=15766)

- Don't Know
- Motorway extension project
- Road to city project
- Khadim e Punjab rural road program

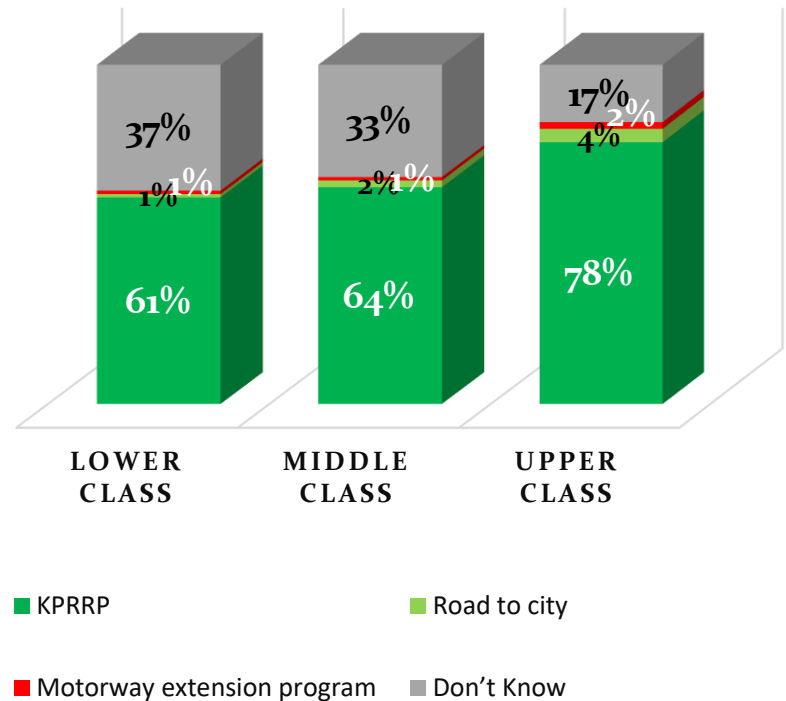
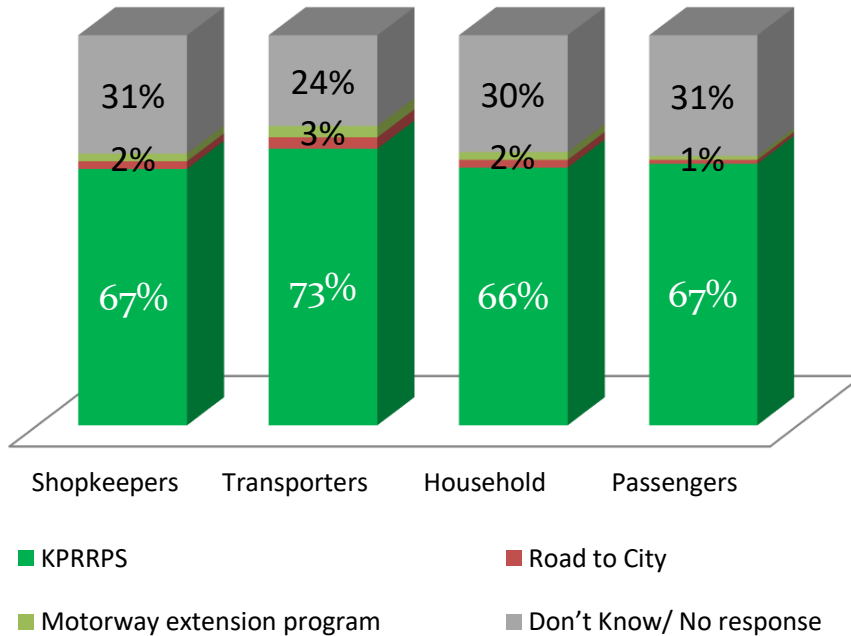


As shown in graph a large number of respondents 67% informed the correct name of the project and stated that these road developments are part of Khadim e Punjab rural road program. But a huge number 30% of overall respondents do not know that these developments belong to which project of the government. Only 3% named wrong projects.

Do you know that this new/rehabilitated road ,in your area, is part of which project of the Punjab government? **(Slide 2/3 ...)**

**(Respondent-Breakdown)** All respondent of four categories(n=15766)

**(Socio-Economic-Breakdown)**

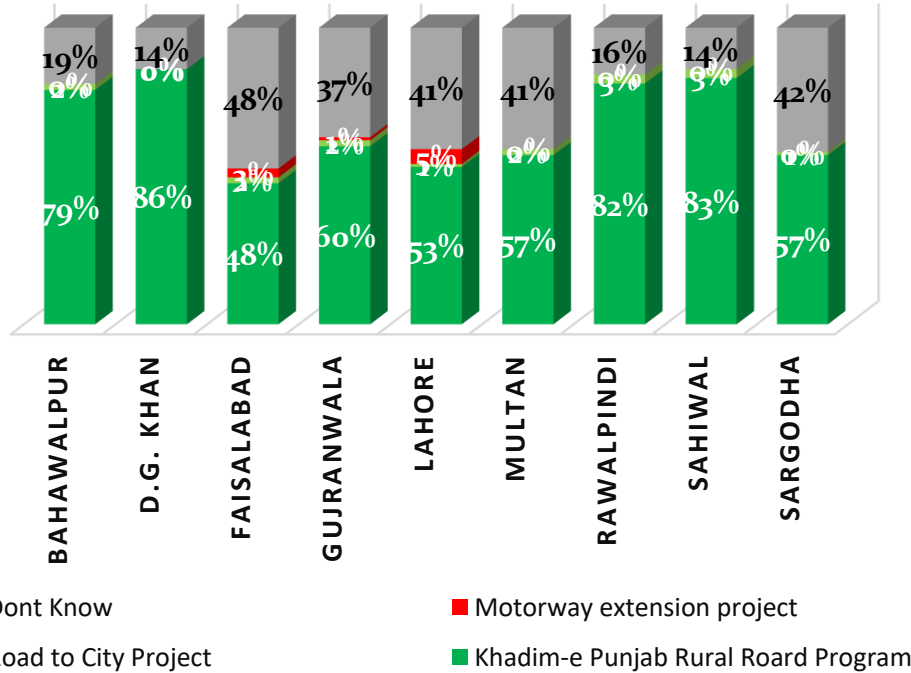


Out of all respondents majority of transporters 73% informed that these developments have been occurred under KPRRP program. While almost same percent i.e 66%, 67% of respondents from all other three categories named the project correctly.

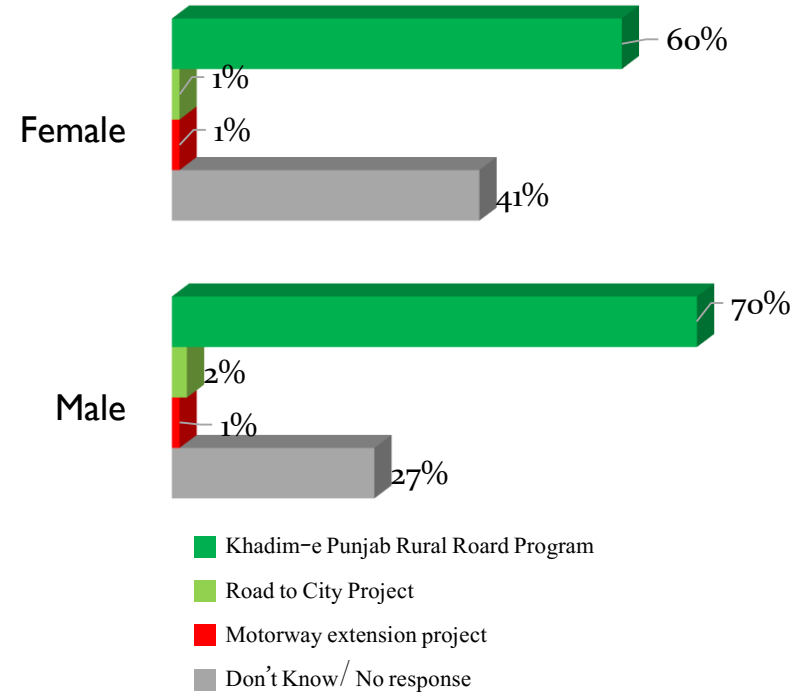
Do you know that this new/rehabilitated road ,in your area, is part of which project of the Punjab government? (Slide 3/3)

All respondent of four categories(n=15766)

(Divisional-Breakdown)



(Gender-Breakdown)

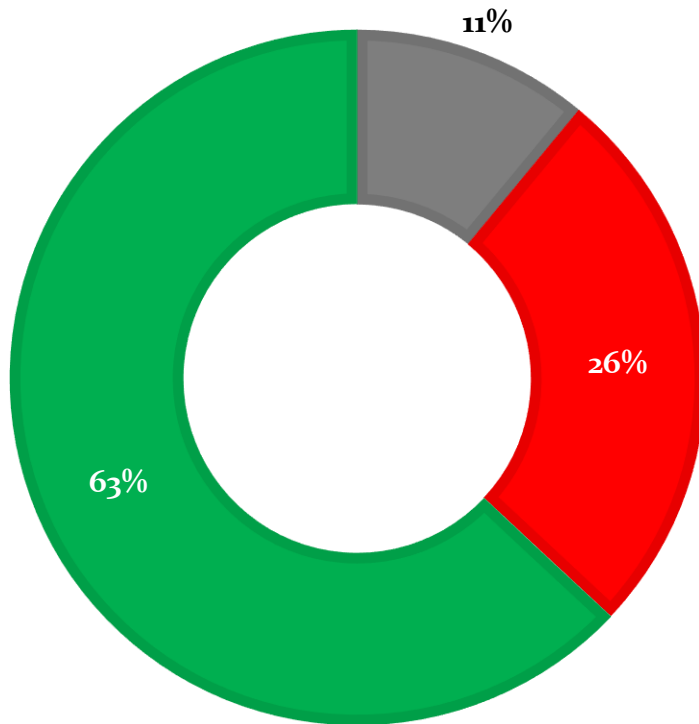


Almost half of the respondents 48% from Faisalabad stated that they don't know the name of the project. While respondents from D.G. Khan 86%, Sahiwal 83%, Rawalpindi 82% and Bahawalpur 79% named the project correctly.

# Have you heard of Khadim-e- Punjab Rural Road Program ? (Slide 1/3...)

All respondent of four categories(n=15766)

■ Don't Know   ■ No   ■ Yes



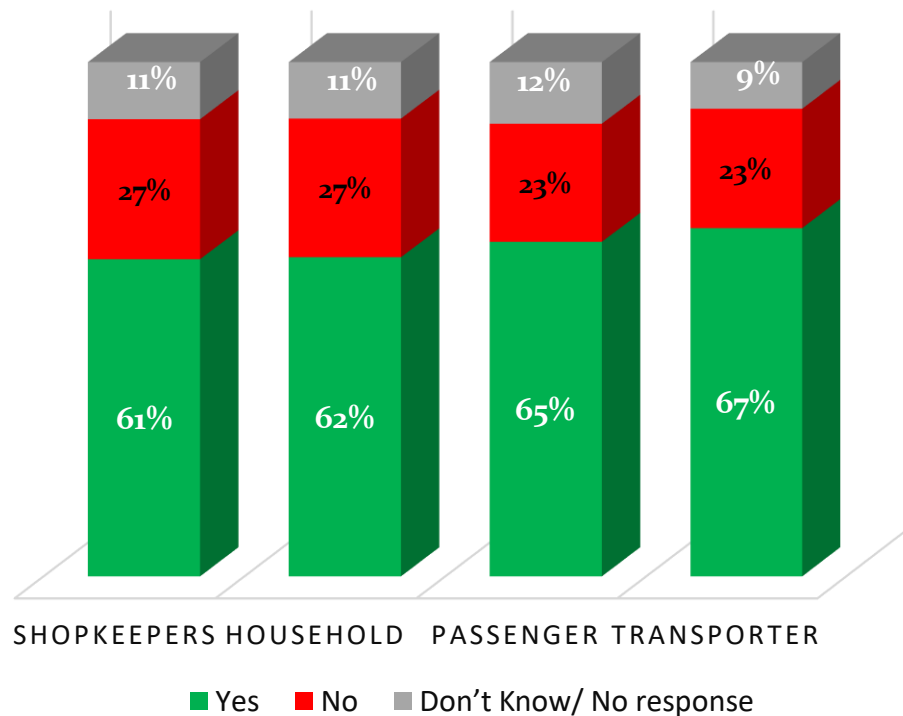
63% of total respondents said that they have heard about Khadim-e-Punjab Rural Road Program while 26% responded No and 11% stated they don't know.

The result shows that more respondents are informed about the project however a large number 37% is unaware about this project.

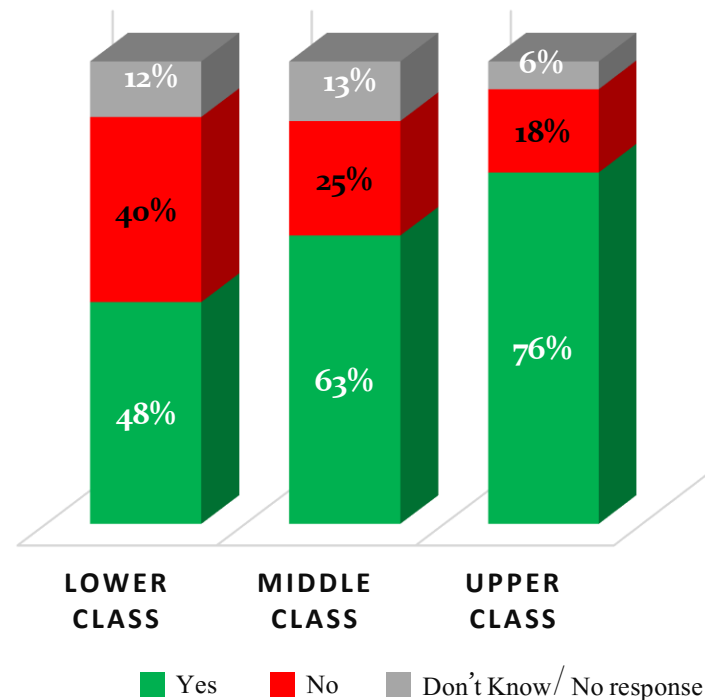
# Have you heard of Khadim-e- Punjab Rural Road Program? (Slide 2/3)

All respondent of four categories(n=15766)

(Respondent-Breakdown )



(Socio-Economic-Breakdown)

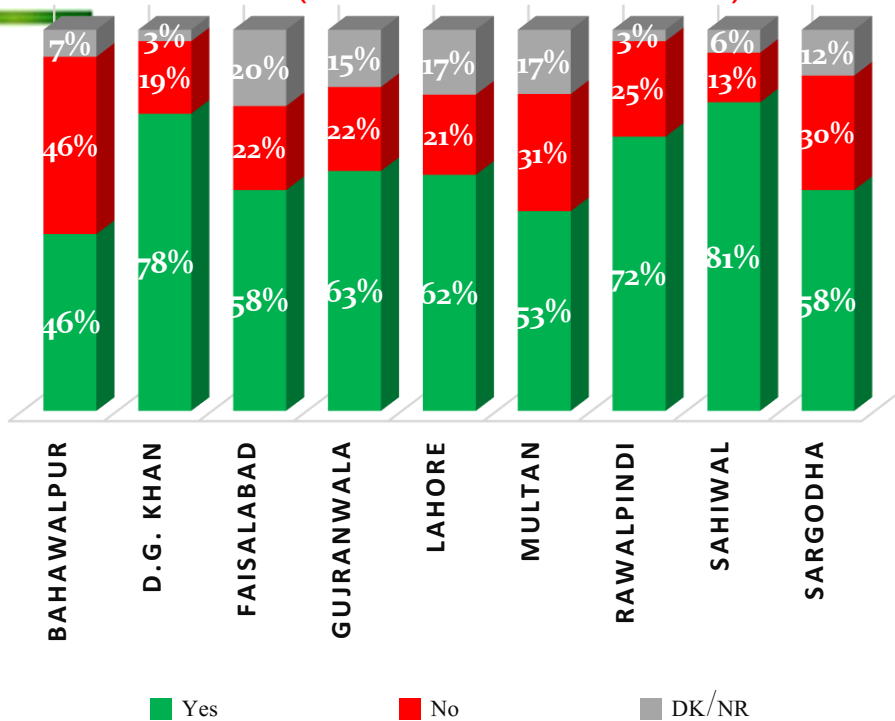


Findings reveal that majority of respondents from lower socio-economic class are unaware of the KPRRP project and more than 50%( 40% No, 11% Don't know) have not heard of this project. On other hand upper mostly respondents 76% from Upper class are informed about this project.

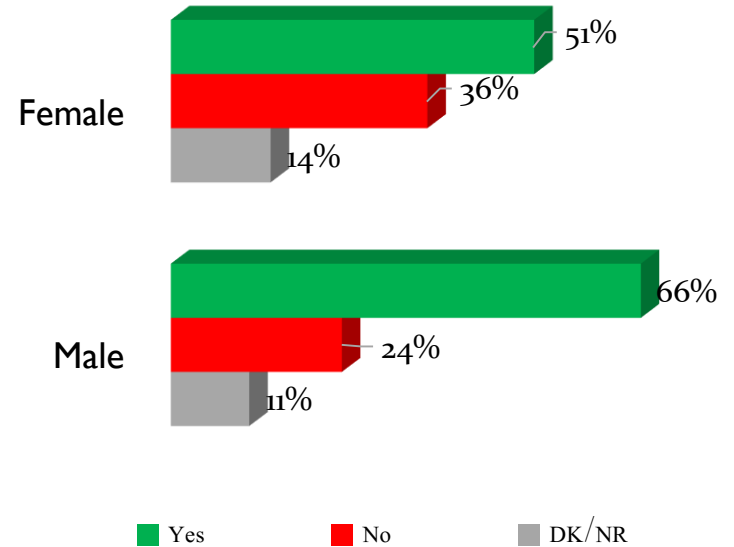
All respondent of four categories(n=15766)

CONSULTING

(Divisional-Breakdown)

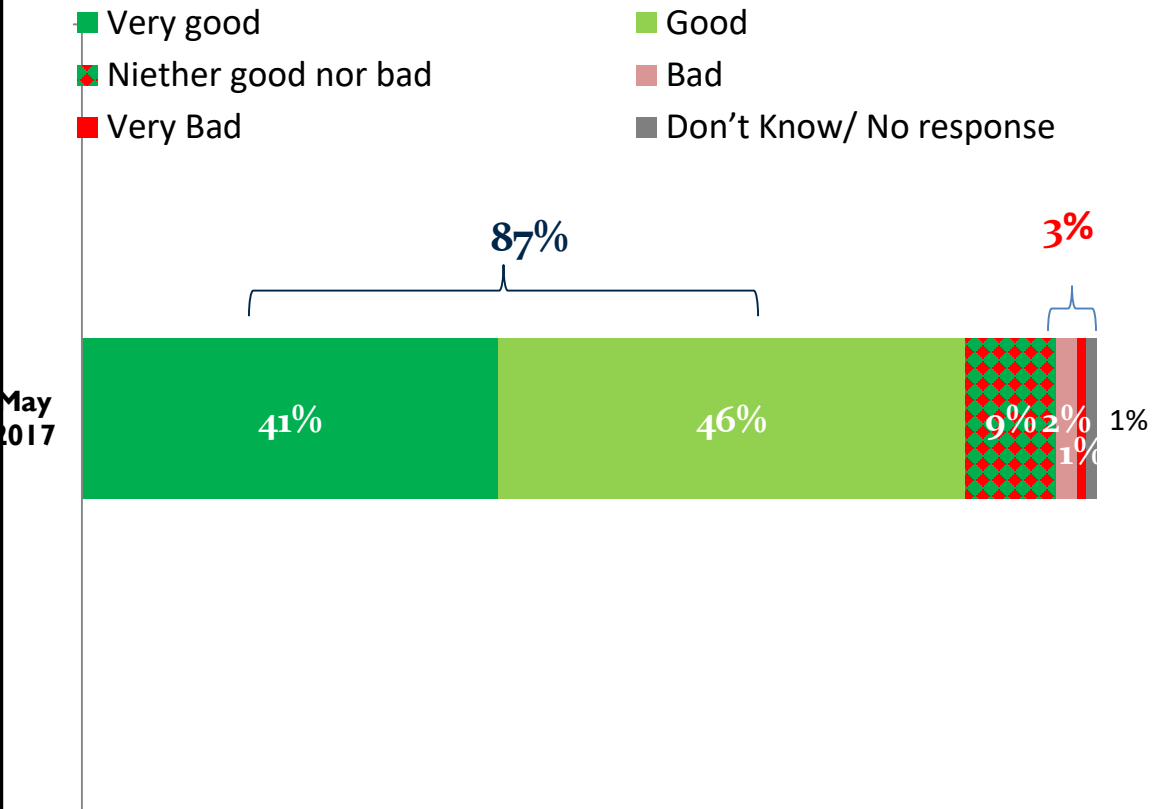


(Gender-Breakdown)



As shown in above graph mostly respondents from Bahawalpur 46%, Multan 31% and Sargodha 30% have not heard about this project. This shows that in southern Punjab less people are aware of the project. While large number of respondents from Sahiwal 81%, D.G. Khan 78% and Rawalpindi 72% have heard about KPRRP.

# How would you rate the overall performance of Punjab Government? (Slide 1/3) All respondent of four categories(n=15766)



Overwhelming majority 87% respondent rated Punjab Government's performance as good. Out of these 87% 41% believe that their performance is very Good while 9% stated that performance is neither good nor bad. Only 3 % find Government's performance bad.

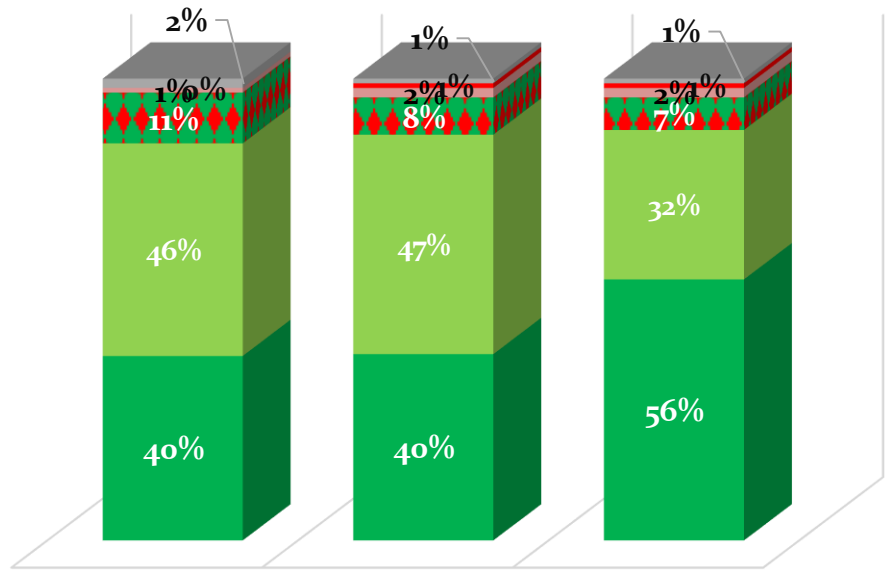
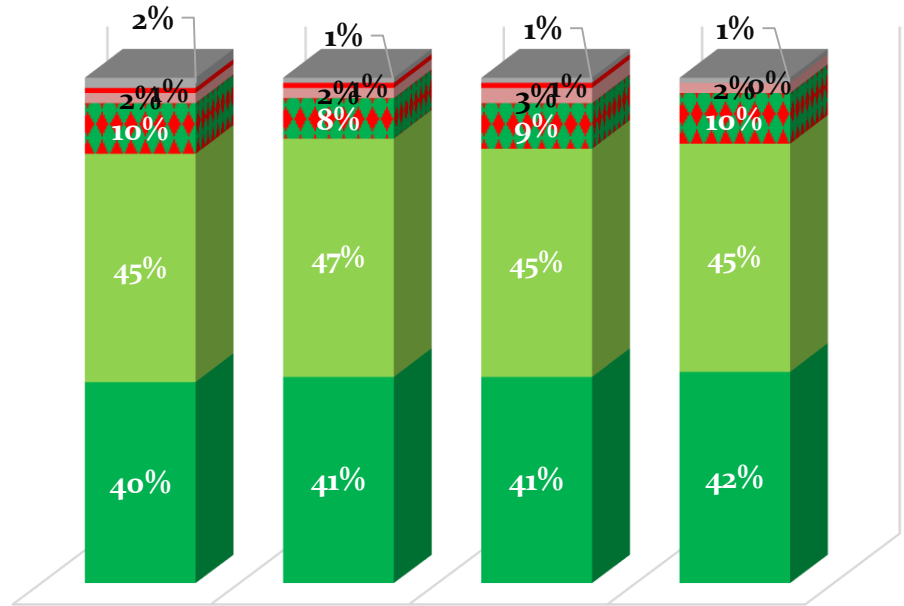
This shows People are overall happy with the development and improvements occurring in province.

# How would you rate the overall performance of Punjab Government? (Slide 2/3)

All respondent of four categories(n=15766)

(Respondent-Breakdown)

(Socio-Economic-Breakdown)



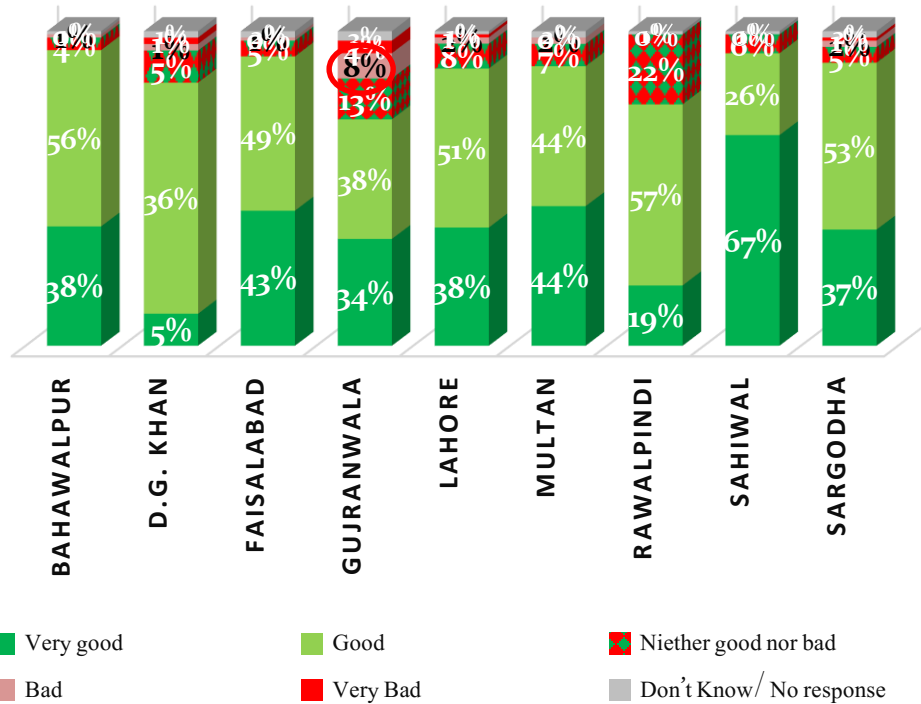
- Very good
- Good
- Niether good nor bad
- Bad
- Very Bad
- Don't Know/ No response

- Very good
- Good
- Niether good nor bad
- Bad
- Very Bad
- Don't Know/ No response

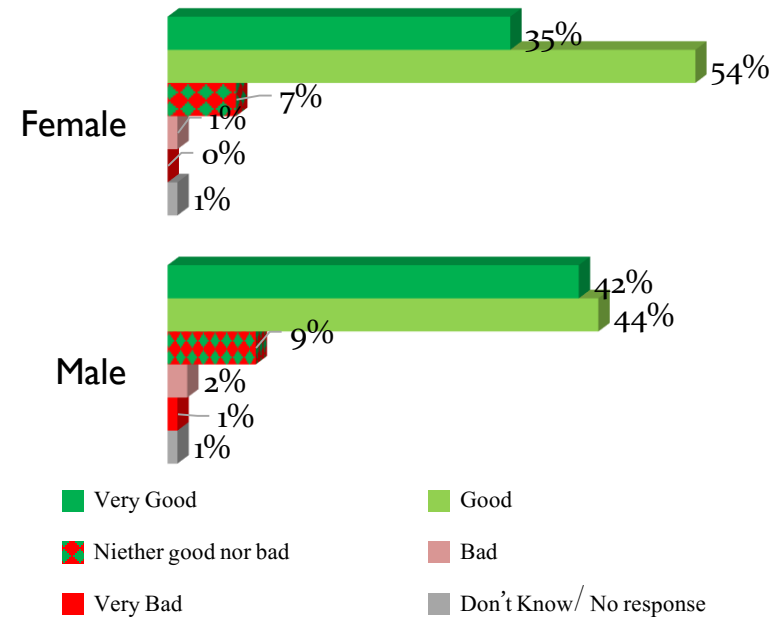
# How would you rate the overall performance of Punjab Government? (Slide 3/3)

All respondent of four categories(n= 15766)

(Divisional-Breakdown)



(Gender-Breakdown)



Large number of participants from almost all divisions shared that Punjab Government's performance is good. However participants from Rawalpindi and Gujranwala showed reservations. 22% from Rawalpindi and 13% from Gujranwala reported that performance is neither good nor bad while 12% from Gujranwala rated bad for government.

Objective 2: To assess the beneficiaries' perception of overall impact of program on daily life in terms of time cost and access

Objective 5: To assess the rural population's perception of aspects like daily commuting, education, health, economic, safety and their basic necessities

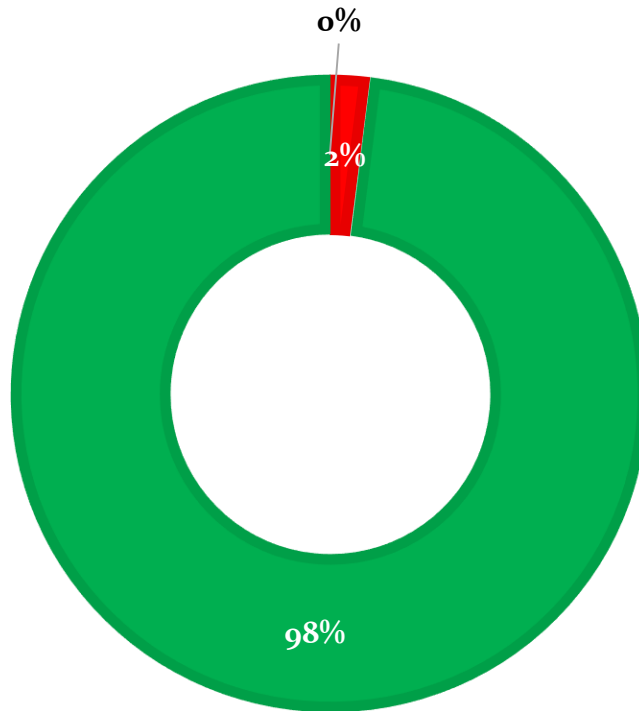
Objective 6 :To assess how beneficiaries, perceive the utilization of the roads to access the market.

***Objective 3 and 4 are in subsequent sections.***

Have you ever travelled on this road ( name of the road)? (Slide 1/3 )

### Only Household Respondent(n=9386)

■ Don't Know/ No response ■ No ■ Yes



Almost all respondents 98% from household categories informed that they have travelled on the road, developed under KPRRP project. Only 2% stated that they never used this road.

# Have you ever travelled on this road ( name of the road?) (Slide 2/3 ) (Socio-Economic-Breakdown)

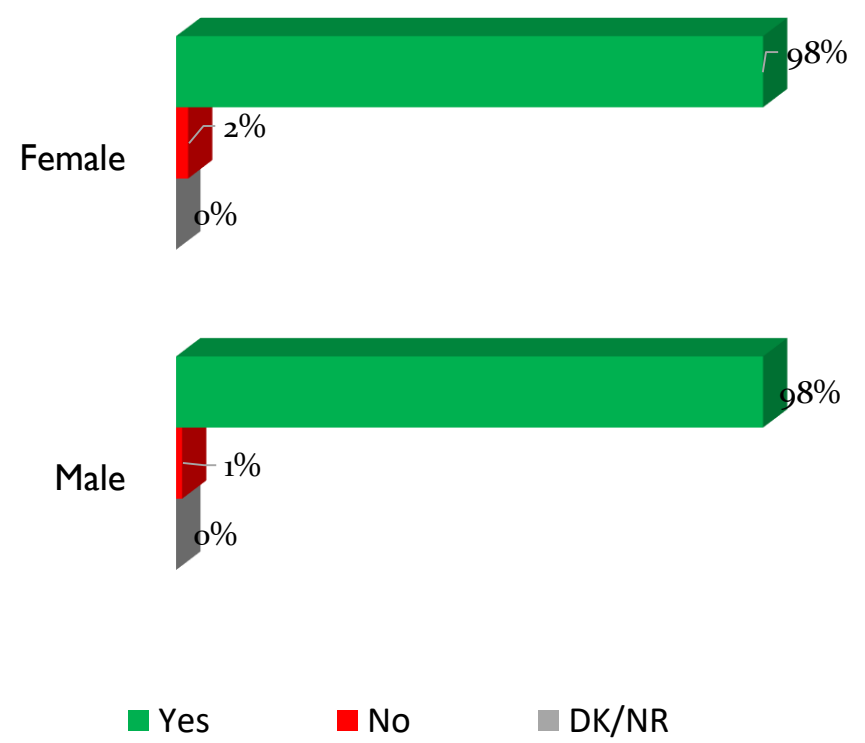
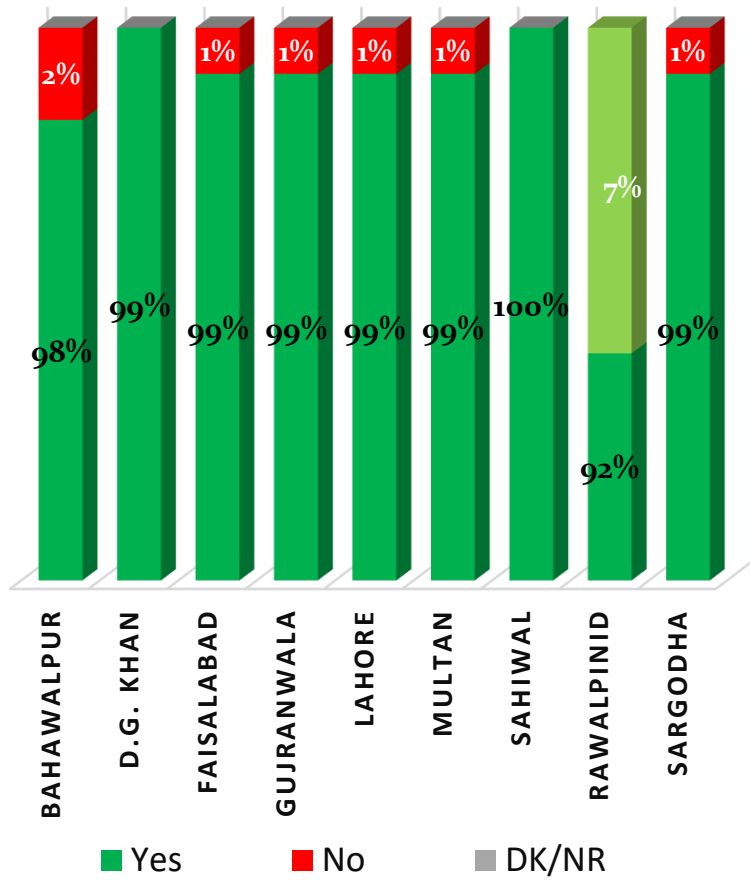
Only Household Respondent(n=9386)



As data in graph shows people despite of their Socio-economic back ground widely used roads being constructed/repaired/expanded under KPRRP project. Only 3% of participants from lower SEC stated that they never travelled on road of KPRRP.

Have you ever travelled on this road ( name of the road? (Slide 3/3 )

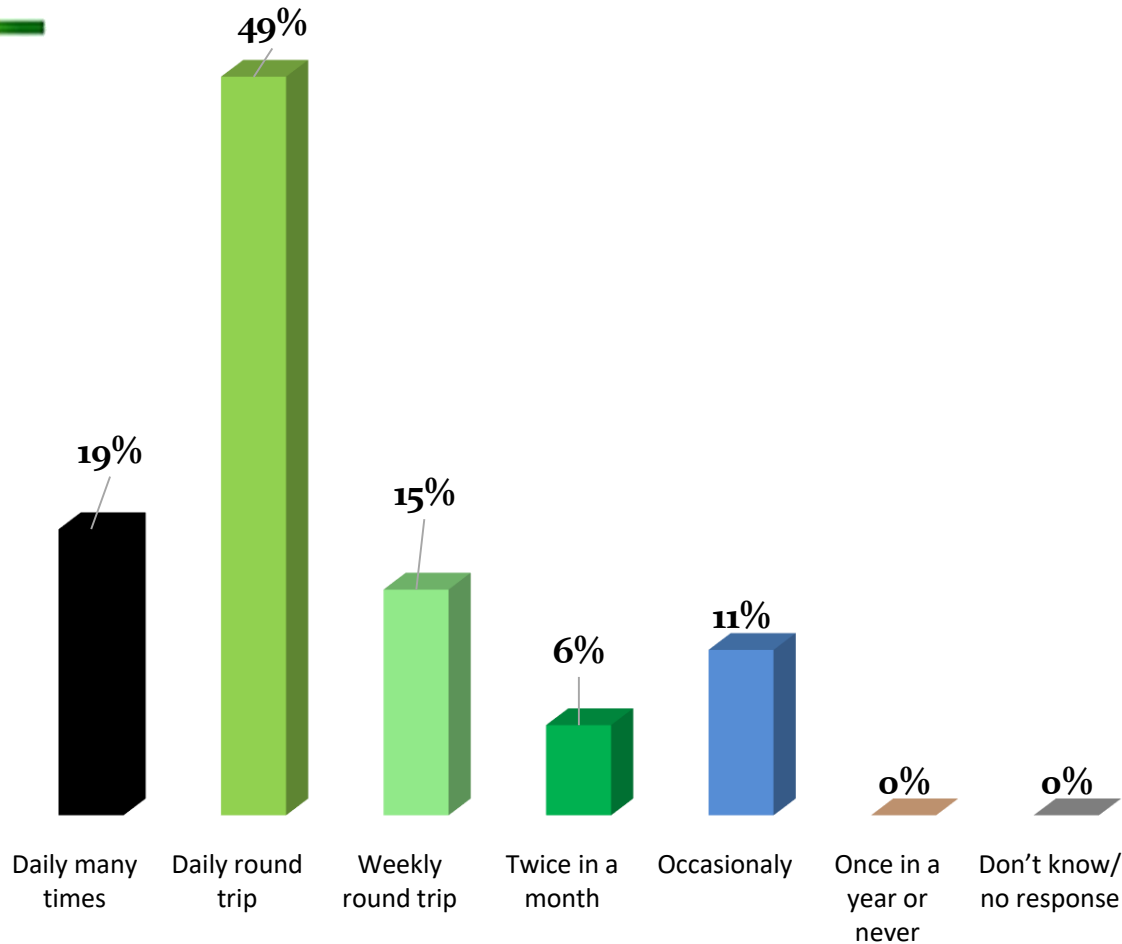
Only Household Respondent(n=9386)  
(Divisional-Breakdown) (Gender-Breakdown)



# How often do you travel on this road( name of the road)?

(Slide 1/2...)

Only Household Respondent(n=9386)



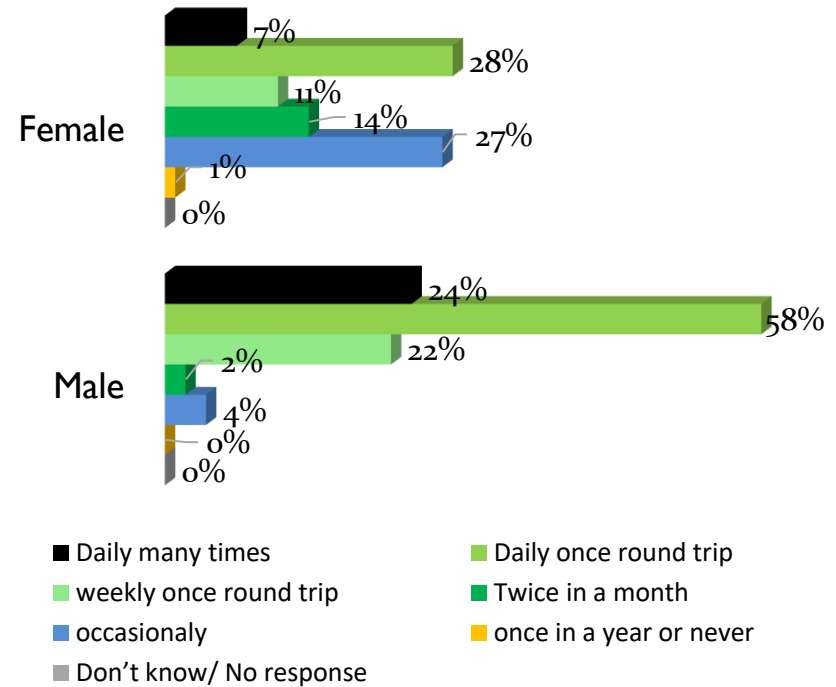
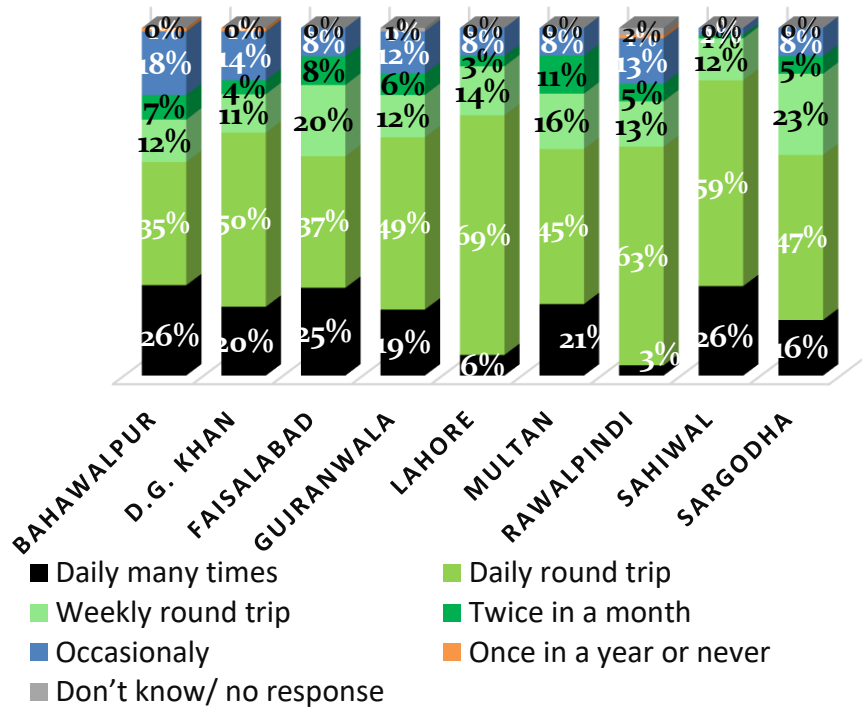
As data shows almost half of respondents 49% from the household categories travels at least once daily, while 19% use the road more than once daily. This shows that the project is benefiting a large number of people of rural areas of the Punjab.

# How often do you travel on this road( name of the road)? (Slide 2/2)

Only Household Respondent(n=9386)

(Divisional-Breakdown)

(Gender-Breakdown)

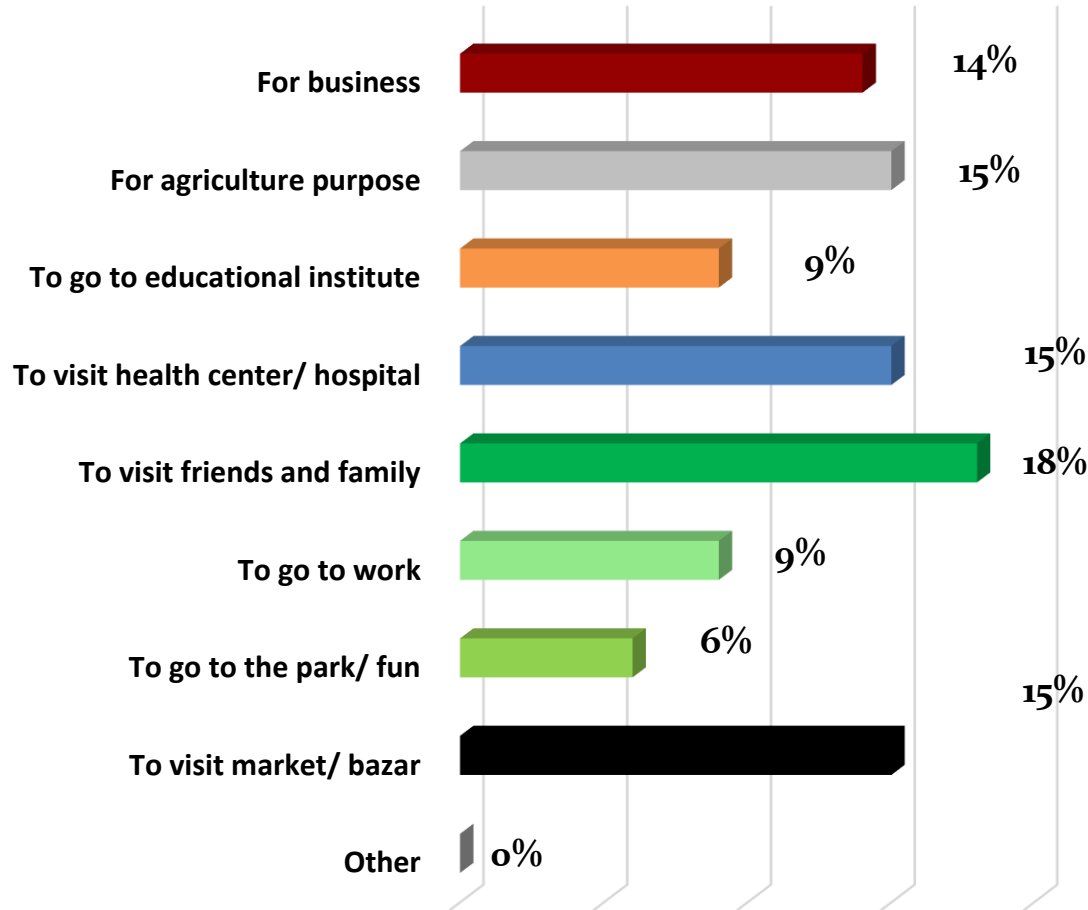


As given in table male respondents from household categories travels more than females. Daily 58% male while 28% female respondents use the road of KPRRP.

# For what purpose do you usually travel on this road?

(Multiple response) ( Slide 1/2....)

Only Household Respondent(n=20912)



Findings shows that respondents travel on road ( KPRRP)for various purposes.

Data tells that 18% travels to visit friends and family, 15% use the road to visit health center and same percentage travels for agriculture purpose and to visit market/ bazar. While 14% shared that they travels for business purpose.

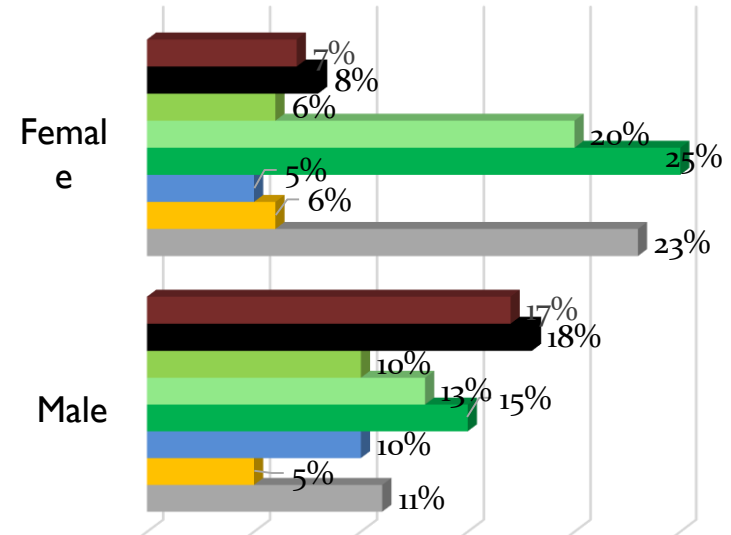
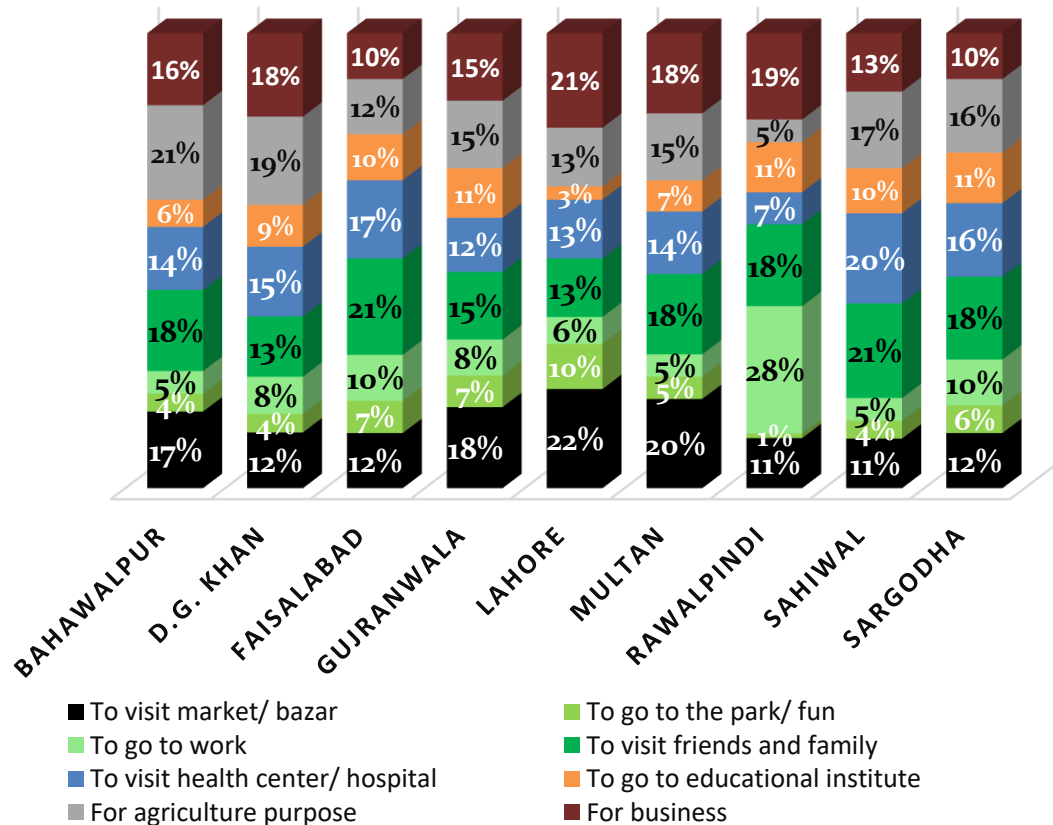
# For what purpose do you usually travel on this road?

(Multiple response) ( Slide 2/2....)

Only Household Respondent(n=20912)

(Divisional-Breakdown)

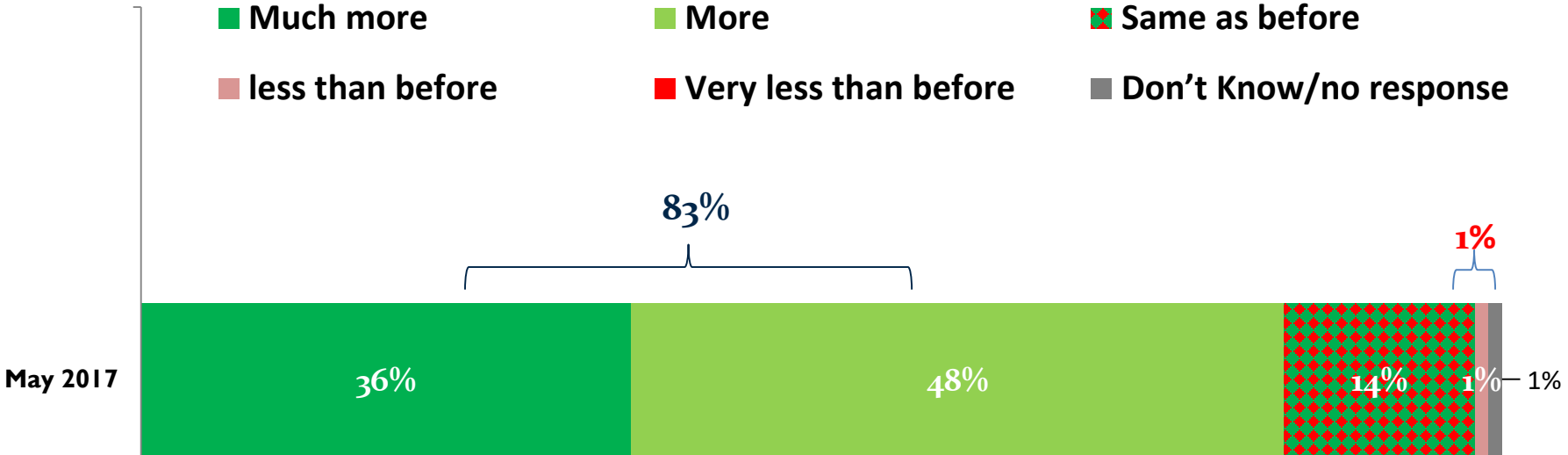
(Gender-Breakdown)



As data in above graph shows majority of female respondents 25% travels on the road(KPRRP) to visit their friends and family and 23% use it to visit market while 20% to visit health centers. On other hand majority male members 18% travels on the road for agriculture purpose followed by 17% who use this road for business

Do you think that your access through the current new/rehabilitated roadway extension is possible to more areas than before? (slide 1/3) All respondent of four categories(n=15766)

- Much more
- More
- Same as before
- less than before
- Very less than before
- Don't Know/no response

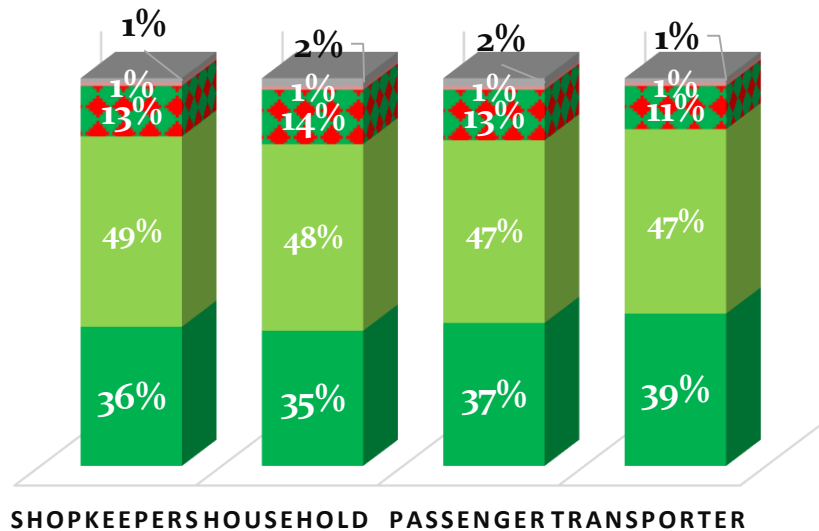


Findings of the study tells that road have increased the access of people to more areas . As above graph shows overall majority 83% respondents believe that their access to more areas have been increased after construction/ rehabilitation of road. Only 14 % think that their access is same as before.

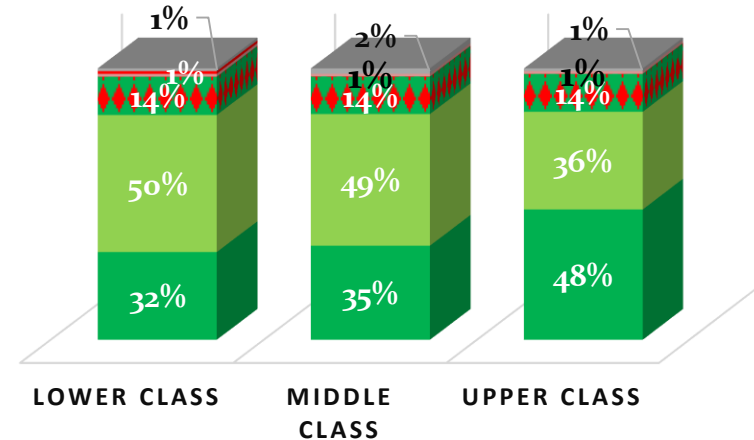
Do you think that your access through the current new/rehabilitated roadway extension is possible to more areas than the road made before? (Slide 2/3 ...)

All respondent of four categories(n=15766)

(Respondent-Breakdown)



(Socio-Economic-Breakdown)

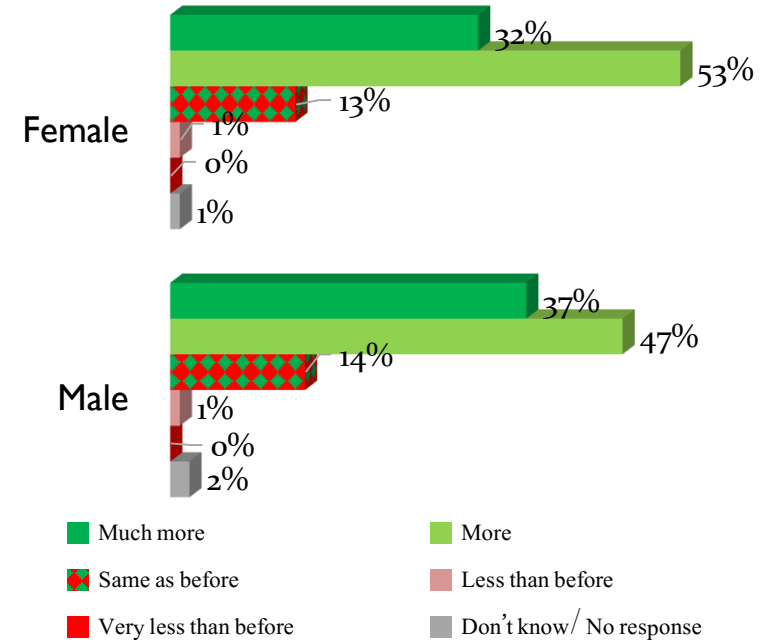
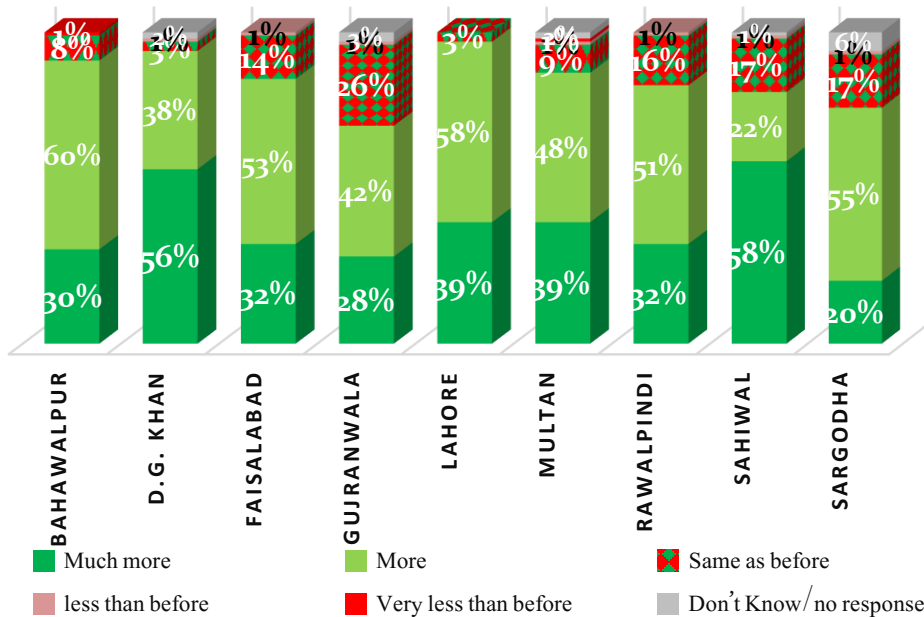


A vast majority of respondents, 85%Shopekeepers, 83%Household,84%Passengers, and 86% Transporters, from all four categories and socio economic background informed that their access has been increased which ultimately have positive impact on their daily life.

# Do you think that your access through the current new/rehabilitated roadway extension is possible to more areas than the road made before? (slide 3/3)

(Divisional-Breakdown)

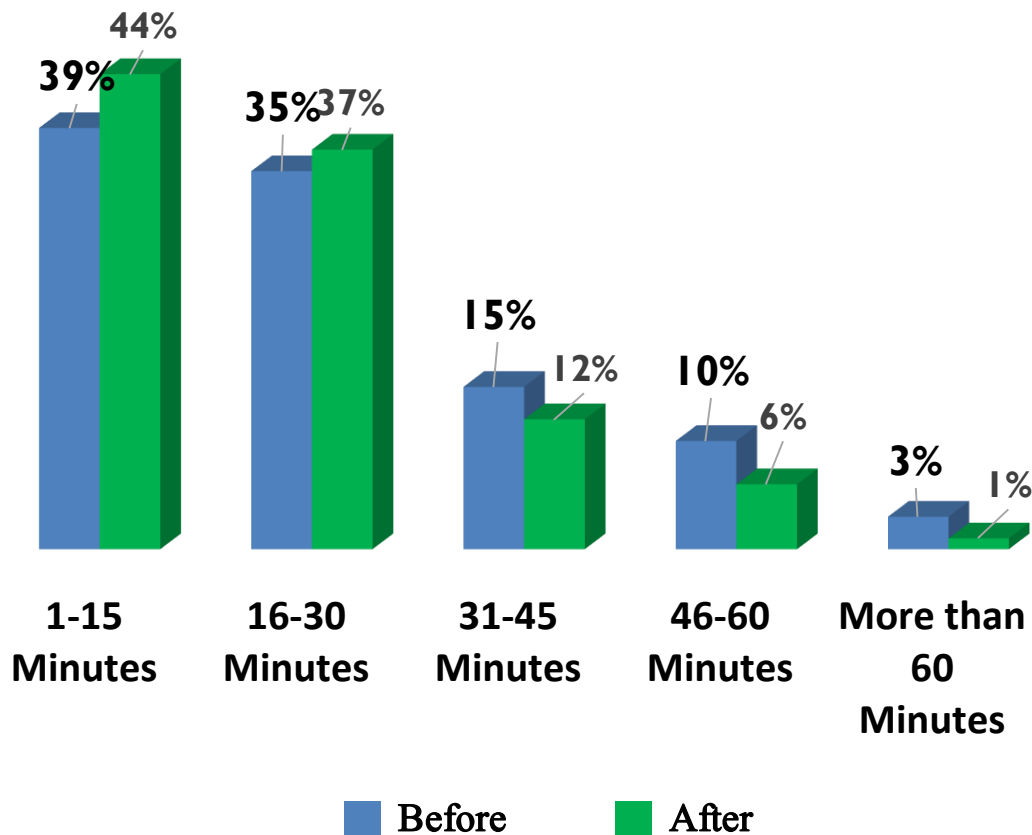
All respondent of four categories (n=15766)  
(Gender-Breakdown)



Most of respondents from almost all nine divisions shared that due to these roads their access have been increased to more areas. However in in Gujranwala division 26% of respondents stated that they have not experience any remarkable increase in their access to areas. 85% female while 84% male think their access to more areas have been improved.

How long does it take to reach this road( name of the road) from your village after and before its repair/expansion/construction? ( Slide ½....)

Household Respondents only (n=9386)



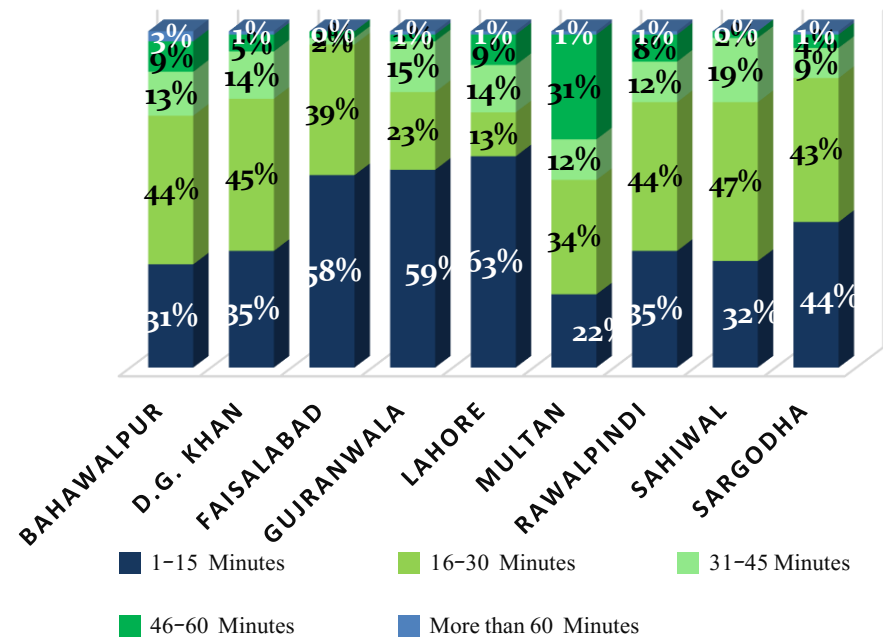
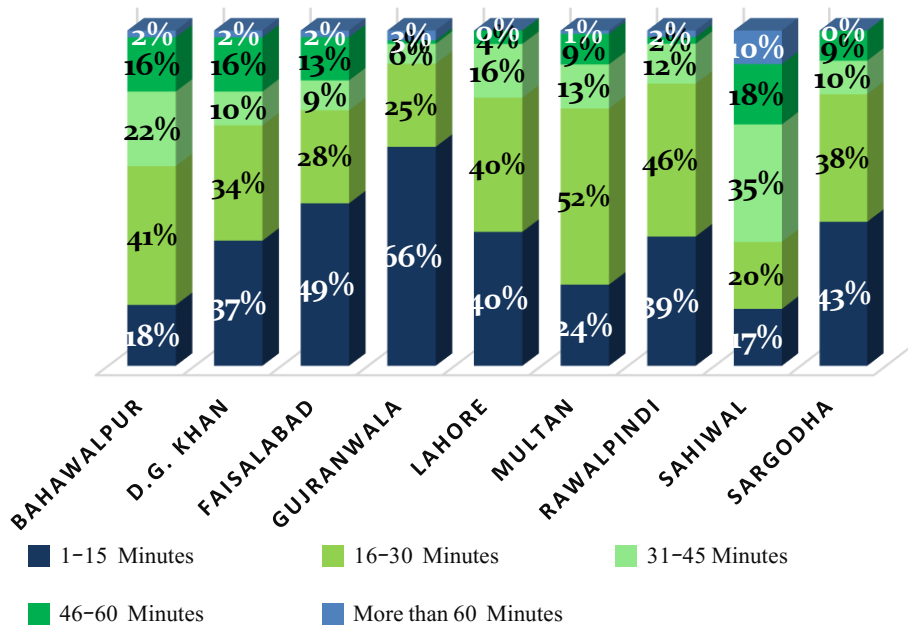
Findings of the study shows that as compare t before now it takes less time to reach to road from villages. The increase in width and length has made the access to road easy in less time. As shown in graph majority respondents 44% shared that after repair/ construction of road they reach there within 1-15 minutes.

# How long does it take to reach this road( name of the road) from your village after and before its repair/expansion/construction? ( Slide 2/2....)

(Divisional-Breakdown)  
Household Respondents only (n=9386)

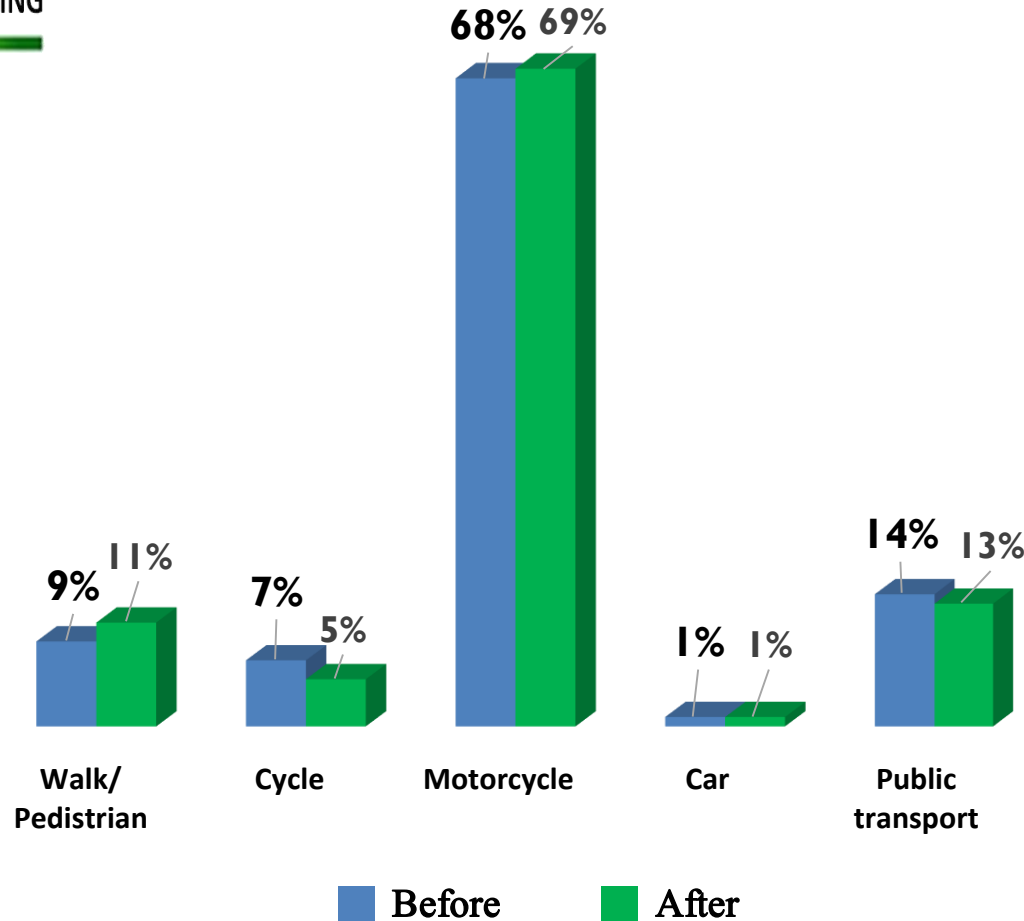
Before

After



In most of the division it takes less time to reach to the road but in Multan 77% , Bahawalpur and Sahiwal 66%, and D.G Khan 64% people stated that it takes more than 15 minutes to reach the road. Before rehabilitation and construction only 17% in Sahiwal division reached to the road within 15 minutes which has increased after rehabilitation and now 32% people shared that they reached to road in less time.

What medium do you use to travel on this road ? And which medium did you use before its repair/ expansion and construction? (Slide 1/2...) Household Respondents only (n=9386)

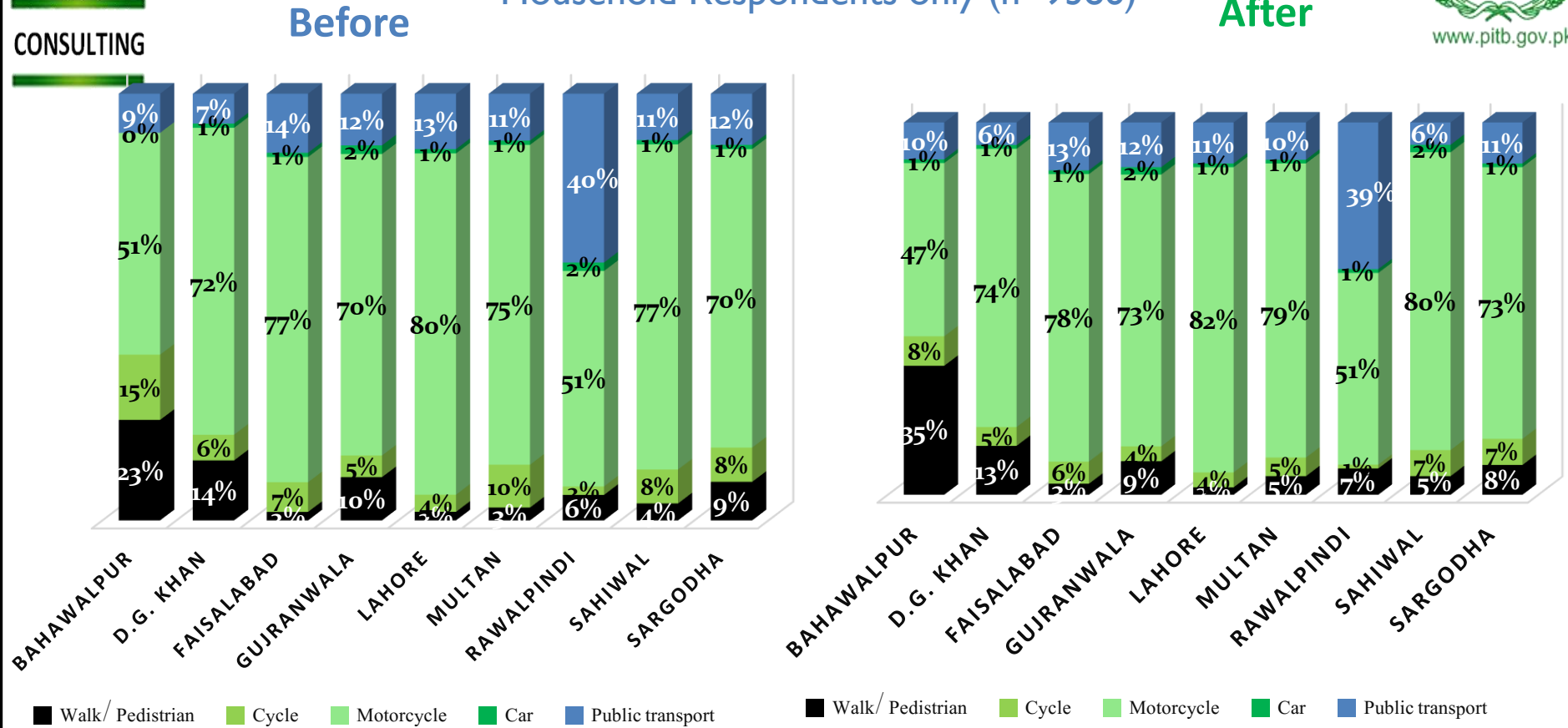


Findings shows that majority people 69% use motorcycle as medium of travel on these roads. Even before rehabilitation and construction motor cycle 68% was the most widely used medium of transportation on these roads

# What medium do you use to travel on this road ? And which medium did you use before its repair/ expansion and construction?

(Slide 2/2...)

Household Respondents only (n=9386)



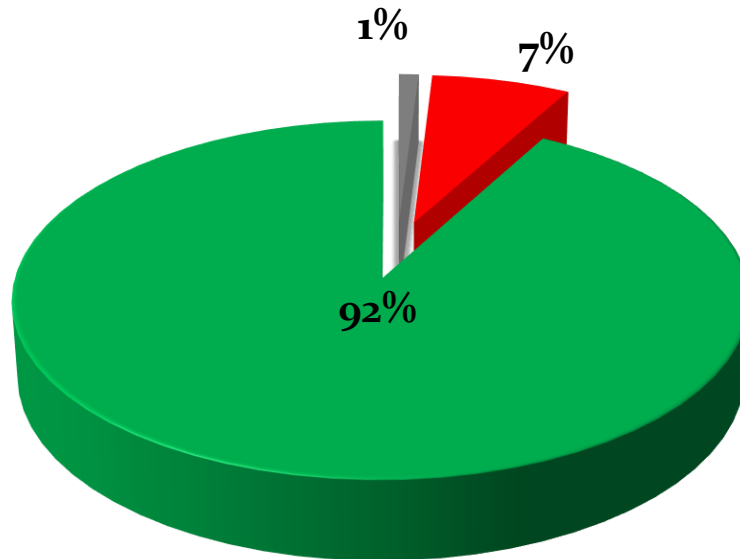
Data reveals that more respondents 39% from Rawalpindi division uses public transports. Though the number is declined one percent than before construction/rehabilitation of road but still its far more than other divisions. Motor cycle is the most commonly used medium of transport in all divisions.

Do you think that due to repair/ expansion/ construction of this road any change has occurred in daily life of people?

(slide1/3...)

Household Respondents Only (n=9386)

■ Don't Know/No response    ■ No    ■ Yes



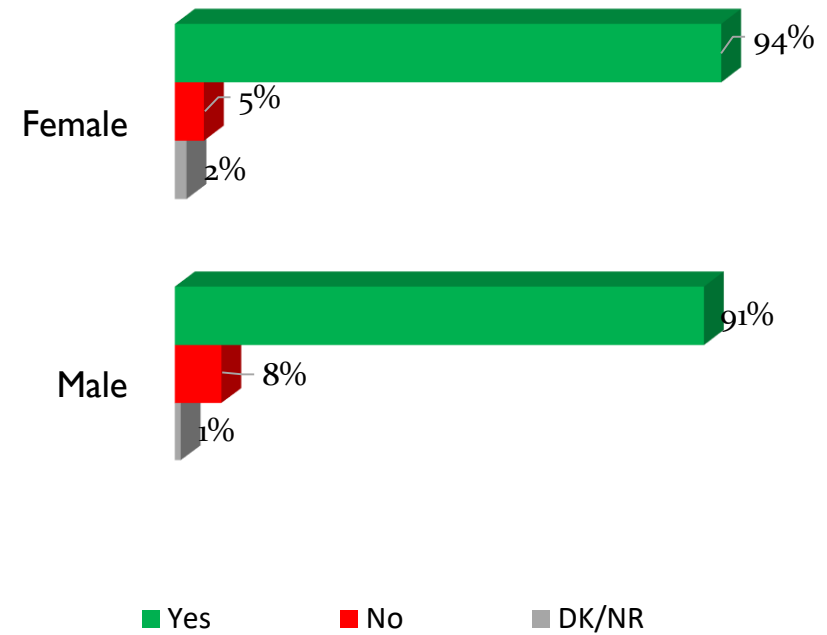
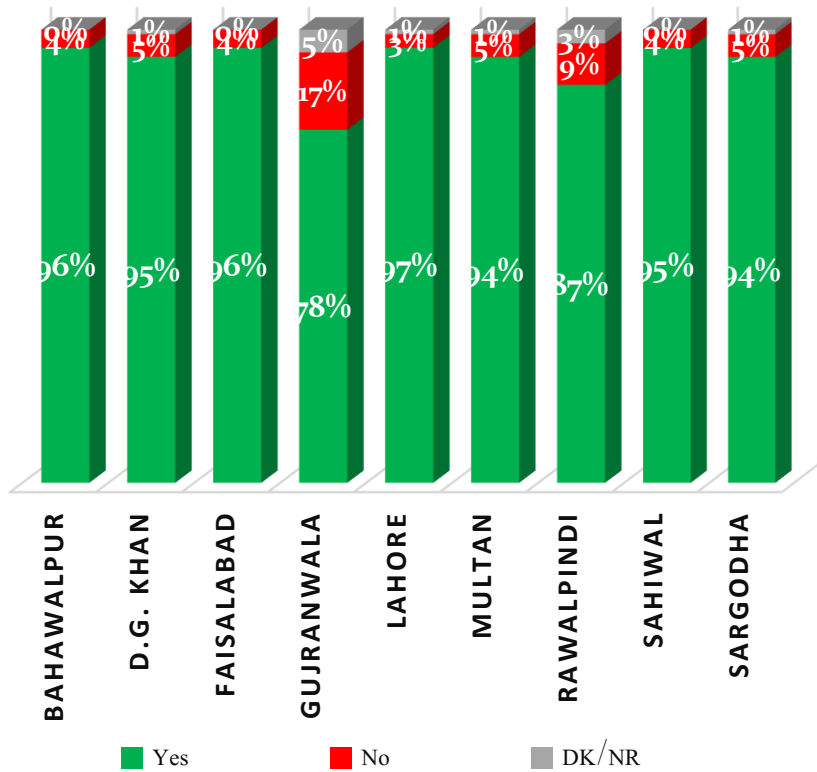
Upon asking question about change due to road development 92% household respondents informed that they have seen change in their daily life after repair/expansion and construction of road (KPRRP) while 7% have reported that no significant change has been observed.

Do you think that due to repair/ expansion/ construction of this road any change has occurred in daily life of people? (Slide3/3...)

Household Respondents only (n=9386)

(Divisional-Breakdown)

(Gender-Breakdown)

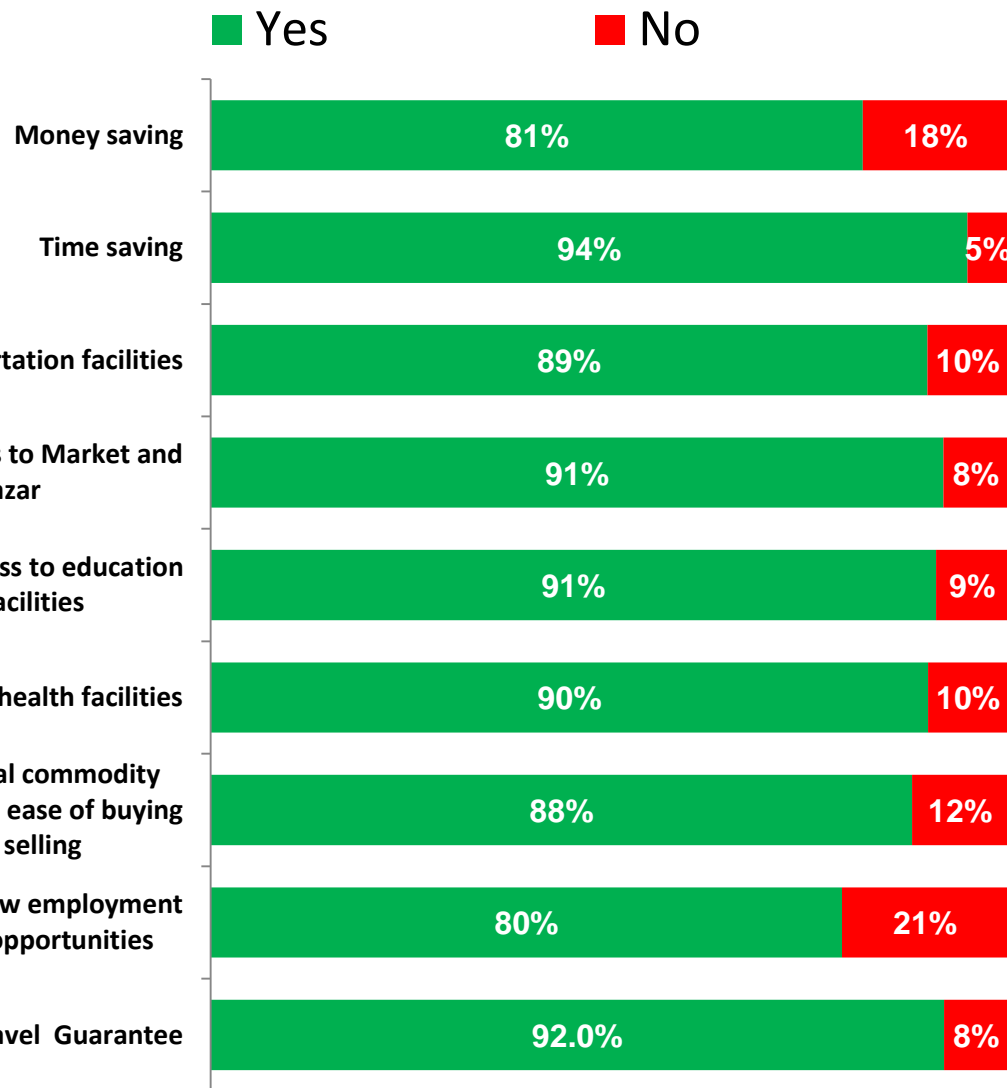


Above 90% of respondents from Sargodha, Sahiwal, Multan, Lahore, Faisalabad, D.G. Khan and Bahawalpur reported that change has occurred in their daily life after this KPRRP project. Only 17% respondents from Gujranwala and 9% from Rawalpindi stated that they have not seen any significant change in their daily life.

# What type of changes has occurred?

*(Only 92% who said yes in previous question)*

Household Respondents only (n=8635)



Findings reveals that Roads have brought positive change in daily life of beneficiaries as overwhelming majority stated 81% that they have saved travel money while 94% reported they saved time after this project.

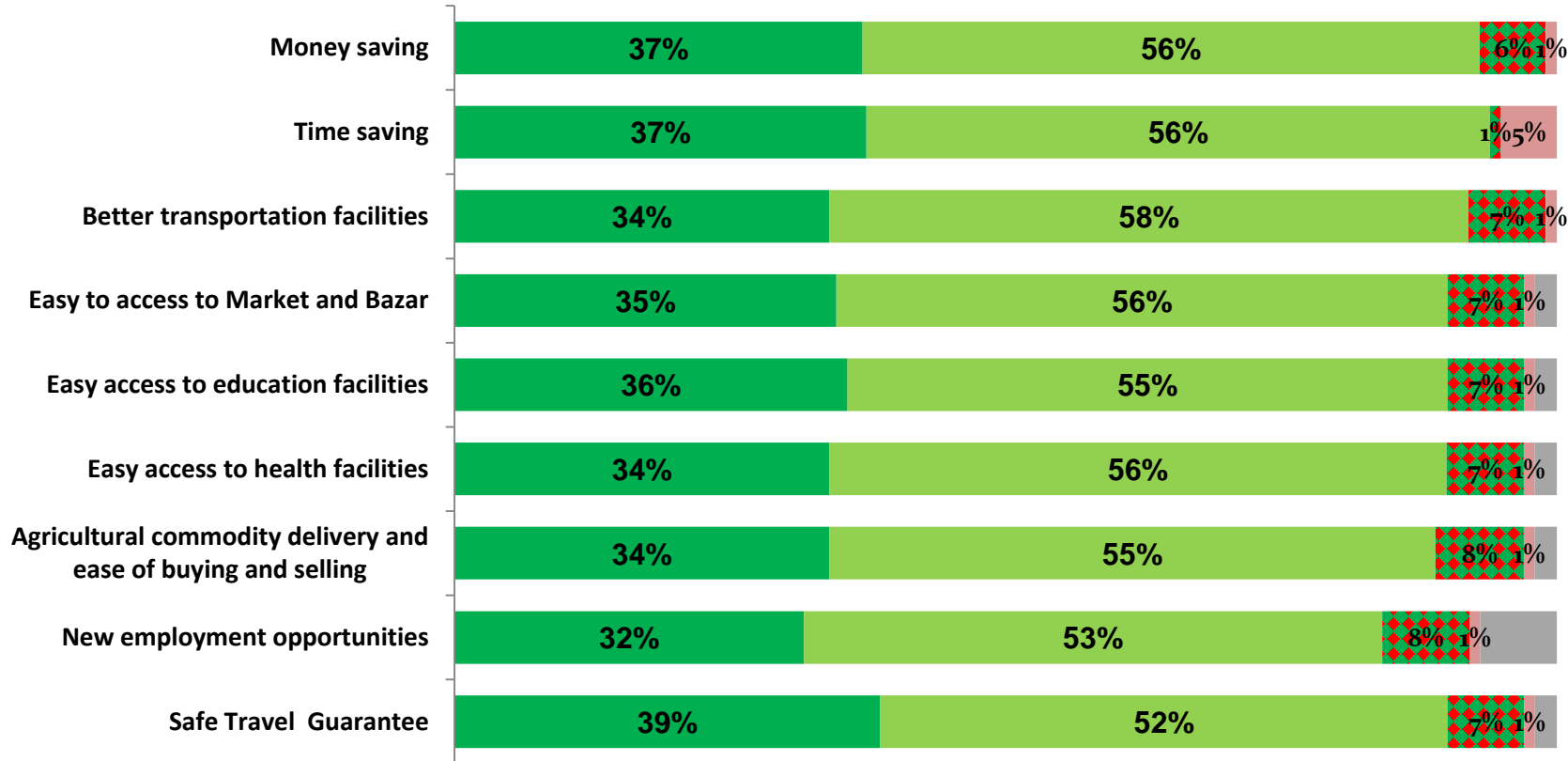
88% respondents also believe that now mobility of agricultural commodities has become easy.

91% and 90% said that their access to education and health facilities have also become easy, respectively.

Rate the following and tell how much change has occurred after repair/expansion/construction of road ( name of the road)?  
*(Only 92% who said yes in previous question)*

**Household Respondents only (n=8635)**

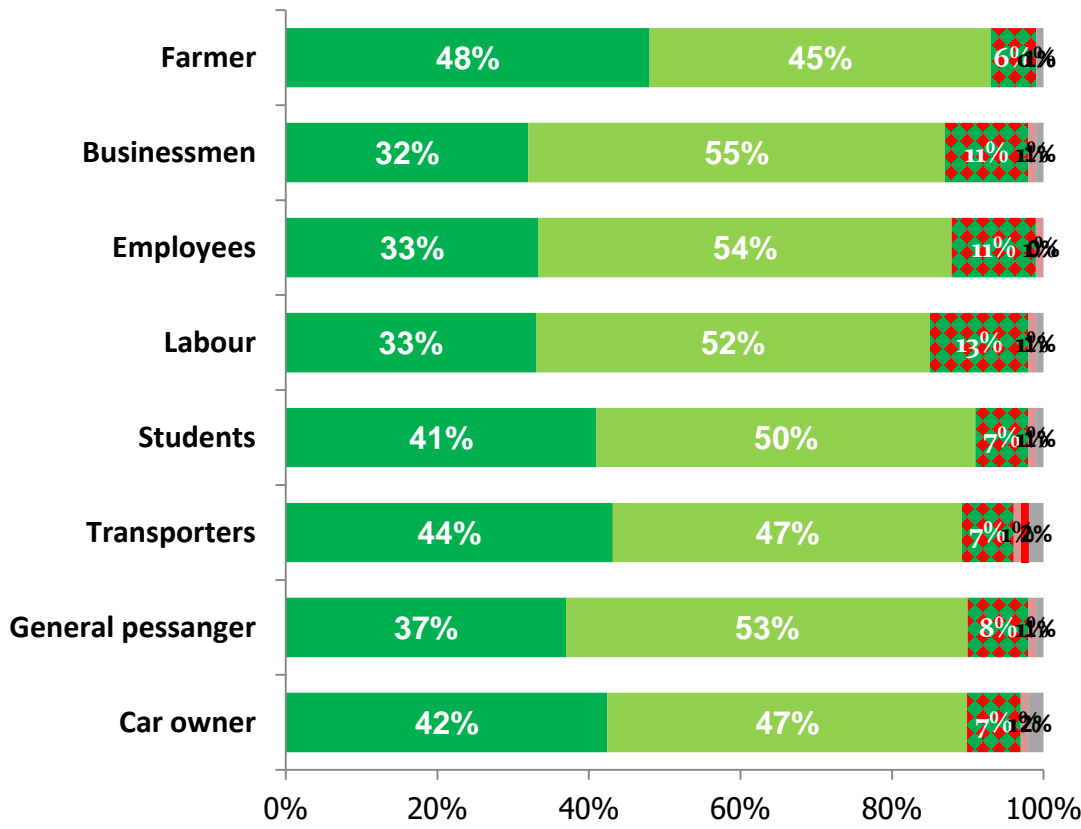
- Very Much improvement
- Improvements
- Nither improvement nor decline
- decline
- Very decline
- Don't Know/ No response



# In your opinion how much benefit would this project give to people from different walks of life?

## Household Respondents only (n=9386)

- Very beneficial
- Beneficial
- Niteher beneficial nor detrimental
- Detrimental
- very detrimental
- Don't Know/ No response

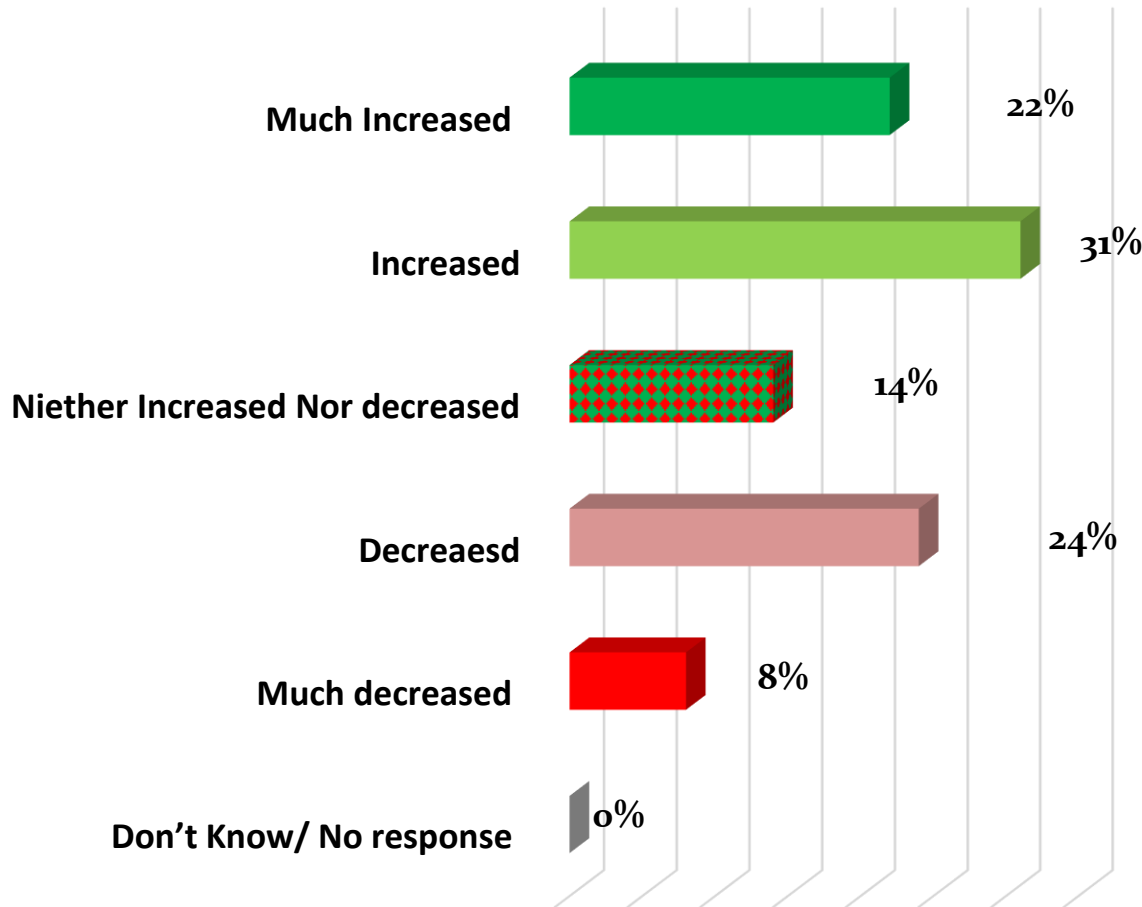


A huge number of respondent find these roads very beneficial or beneficial for almost all people from different walks of life. Although majority respondents said that this project is beneficial for all but farmer (93%),students ,transporters (both 91%) and passengers 90% are considered as top beneficiaries of this project.

Have traffic accidents rate increased, remained same or decreased after repair/expansion/construction of this road ( name of road )?

(Slide 1/2...)

Transporters only (n=907)



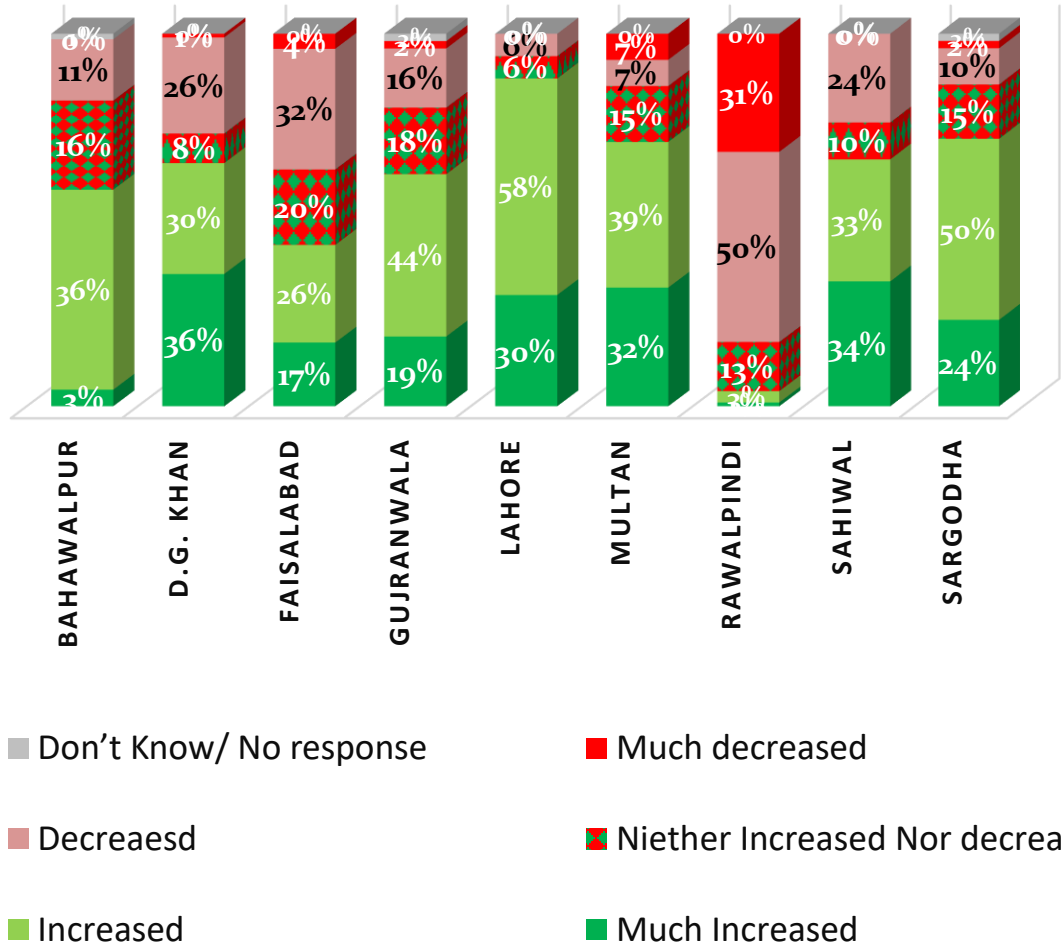
Many respondents reported that traffic accidents have been increased after this project. Over speeding can be a reason of this increase. More than 50% of respondents complaint that now more traffic accidents happens than before while 32% stated that rate of traffic accidents has reduced.

Have traffic accidents rate increased, remained same or decreased after repair/expansion/construction of this road ( name of road )?

(Slide 2/2)

(Divisional-Breakdown)

Transporters only (n=907)



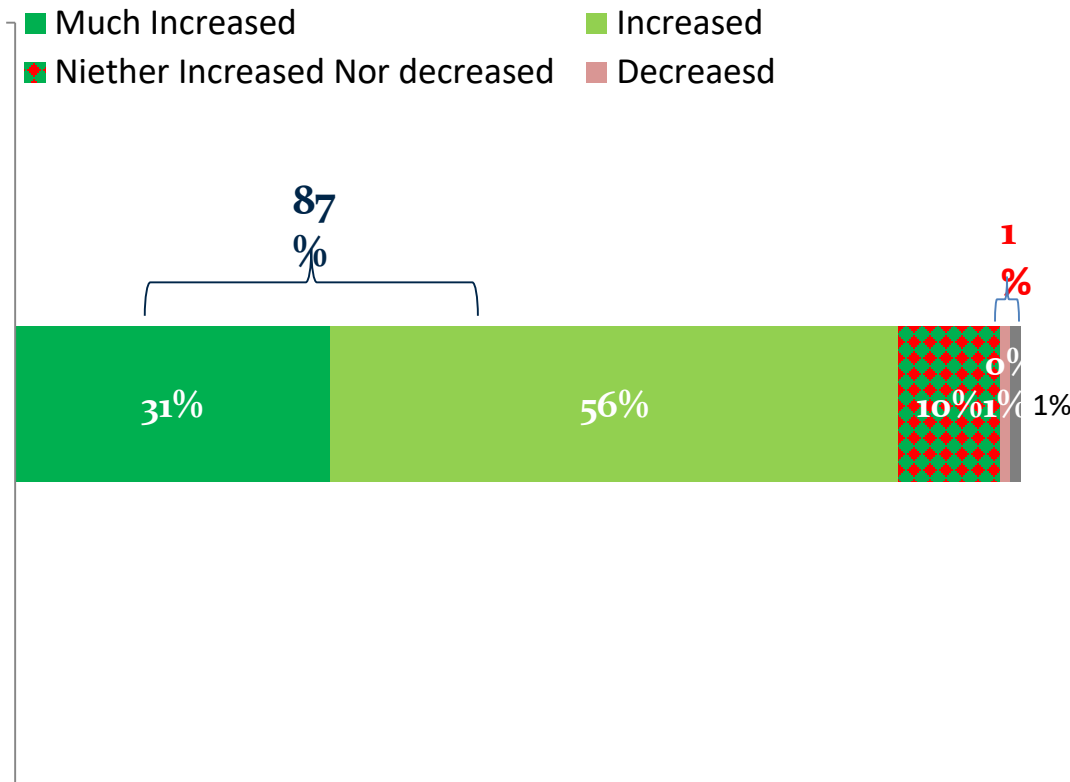
Difference of opinion among respondents from different division is obvious. In Rawalpindi overwhelming % majority stated that now traffic accident ratio has been decreased. Followed by Faisalabad where 32% informed that now accident have been reduced. While in Lahore huge number of respondents 88%, and Sargodha 74% reported that now traffic accidents have been increased.

Objective 2 :To assess the impact of KPRRP on business, Economic growth and Employment creation

Is the number of travellers/ passengers increase, remained same or decreased after repair/ expansion or construction of this road?

(Slide 1/3)

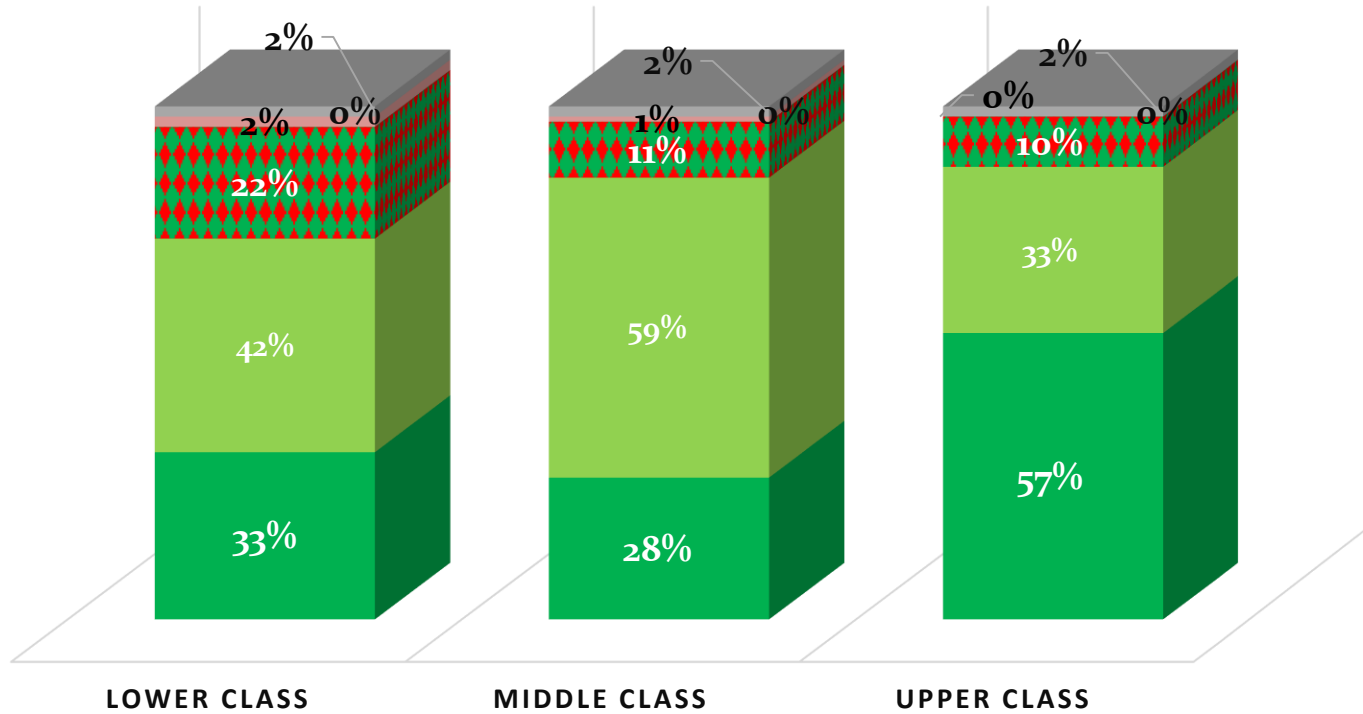
Only Transporters ( n=907)



The results shows that KPRRP project has improved the business of transporters as well as shop keepers. As graph tells 87% transporters stated that number of passengers have been increased after construction/ repair/expansion of roads.

Is the number of travellers/ passengers increase, remained same or decreased after repair/ expansion or construction of this road ?  
 (Slide 2/3....)

Only Transporter(n=907)

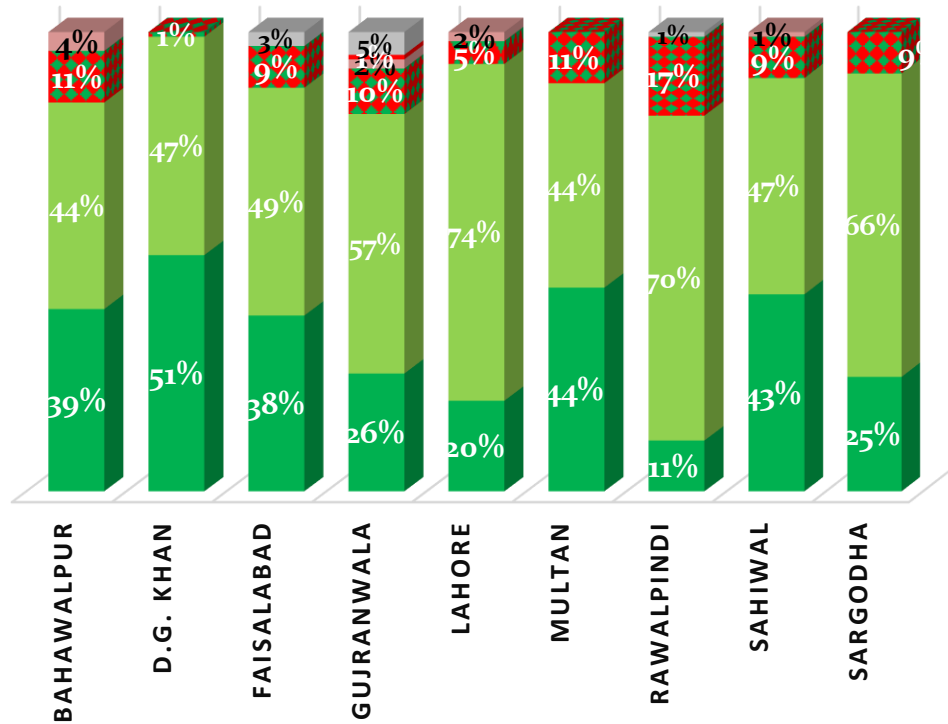


- Much Increased
- Increased
- Niether Increased Nor decreased
- Decreased
- Much decreased
- Don't Know/ No response

Is the number of travellers/ passengers increase, remained same or decreased after repair/ expansion or construction of this road? (Slide 3/3.....)

(Divisional-Breakdown)

Only Transporters (n=907)

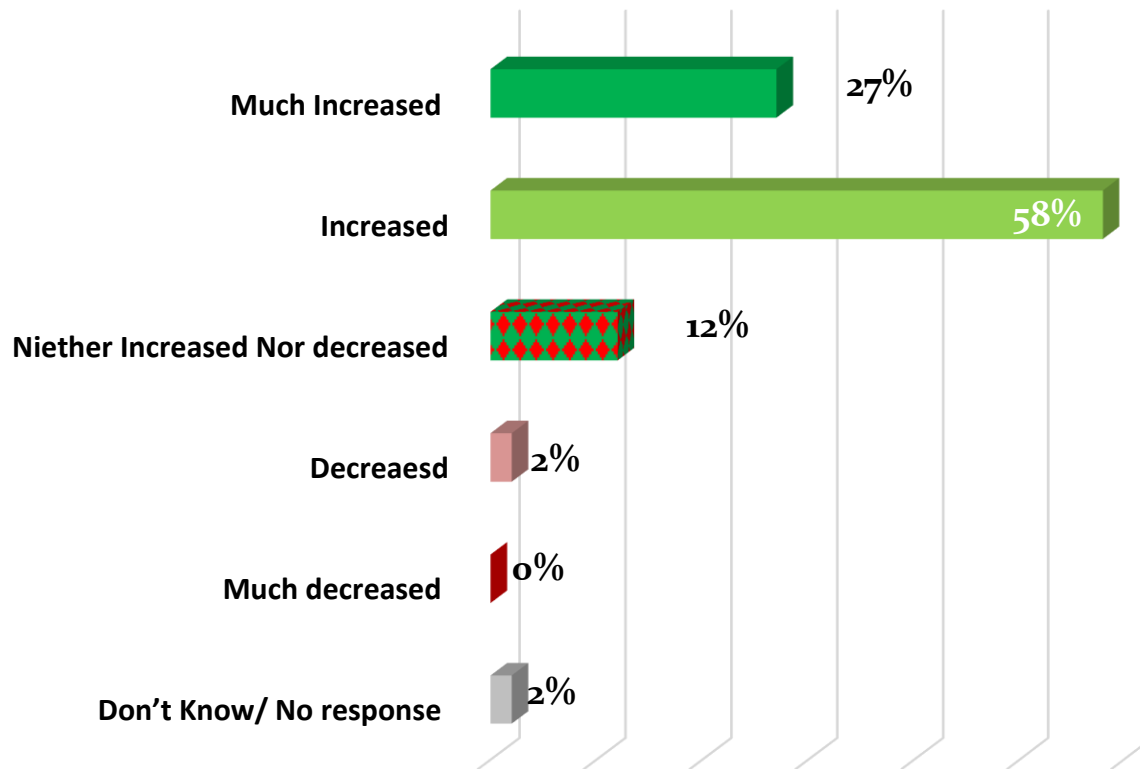


Findings reveal that overall transporters in all divisions stated that number of passengers have been increased after launch of this project however transporters in D.G.Khan 99% and Lahore 93% find remarkable improvement in their business.

- Don't Know/ No response
- Decreased
- Increased
- Much decreased
- Niether Increased Nor decreased
- Much Increased

Has your number of trips/ rounds on this road increased, remained same or decreased after repair/expansion /construction of this road (name of road)? (Slide 1/2...)

Only Transporters (n=907)



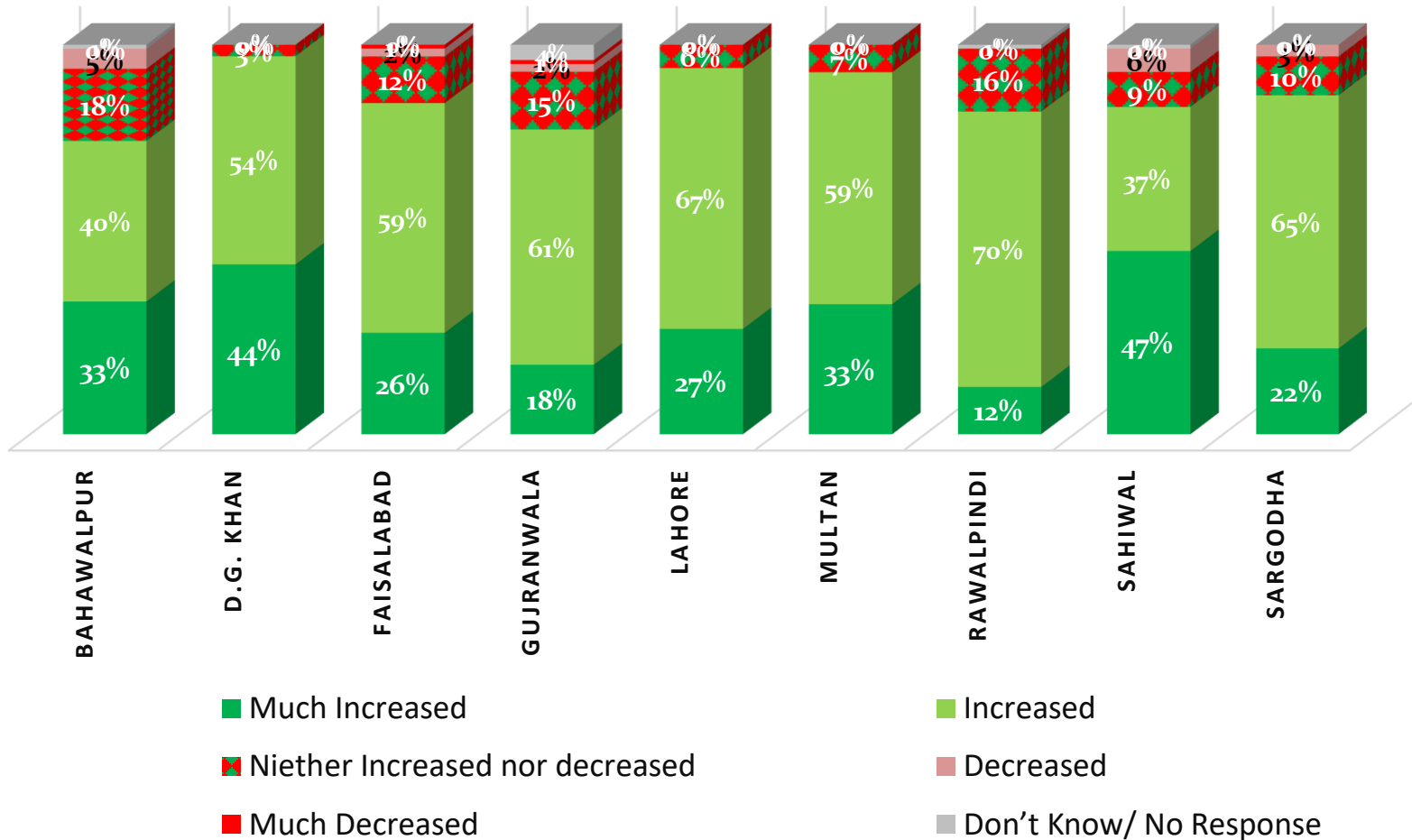
As graph shows a vast majority 58% transporters informed that their trips have been increased after initiative of KPRRP while 27% stated that their trips have very much increased. This findings shows that due to improvement of roads income of transporters have also been improved. As more trips with passengers ultimately increases their income.

Has your number of trips/ rounds on this road increased or decreased after repair/expansion /construction of this road (name of road)?

(Slide 2/2)

(Divisional-Breakdown)

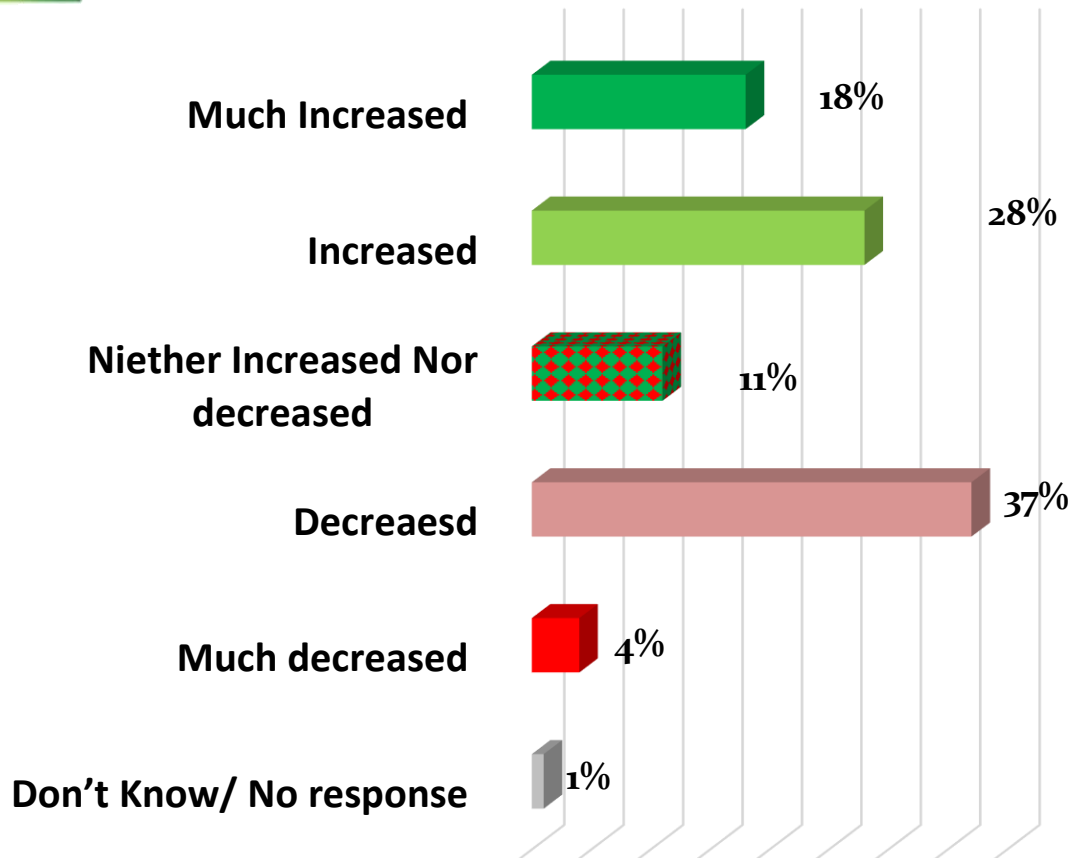
Only Transporters (n=907)



Do you think that after repair/expansion/construction of this road (name of road) your vehicle's maintenance expenses have been increased or decreased?

(Slide 1/2...)

Only Transporters (n=907)



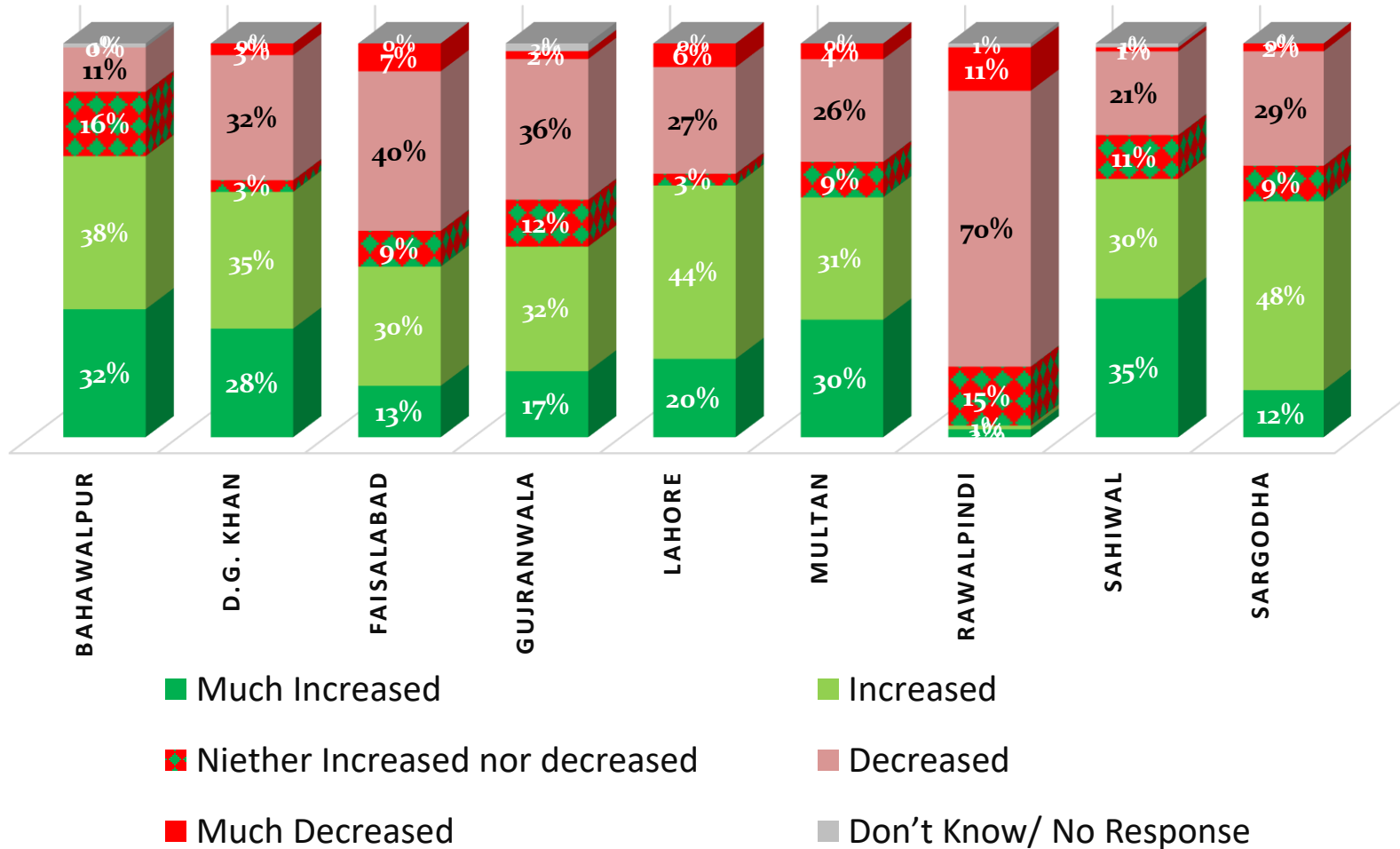
37% transporters shared that after road development their vehicle's maintenance expenses have been decreased. While 28% said expenses have been increased and 18% stated much increased.

As majority transporters also reported that now they make more trips so it is assumed it could have been a reason that their vehicles need more maintenance and resultantly their expenses have been increased.

Do you think that after repair/expansion/construction of this road (name of road) your vehicle's maintenance expenses have been increased or decreased?

(Slide 2/2)

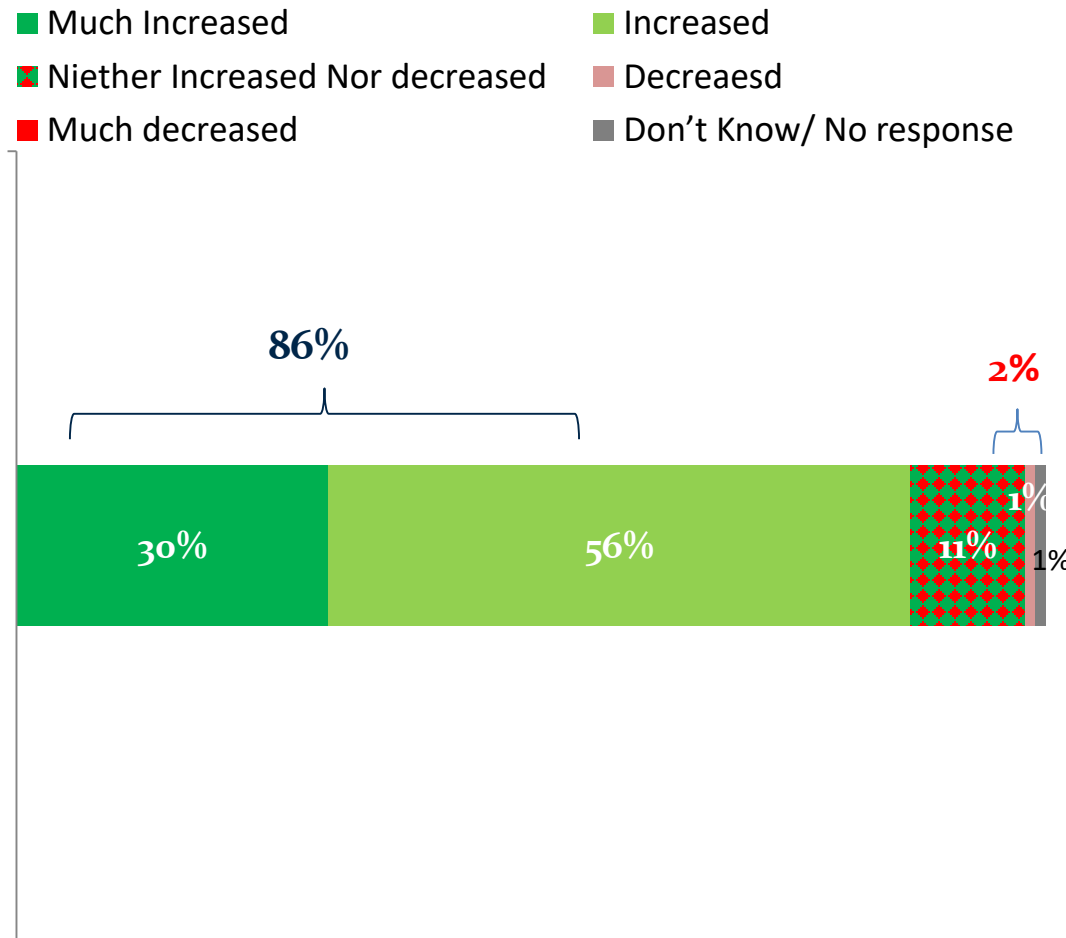
Only Transporters (n=907) (Divisional-Breakdown)



Has your income Increased, remained same or decreased after repair/expansion or construction of this road ( name of road)?

(Slide 1/2...)

Only Transporters (n=907)



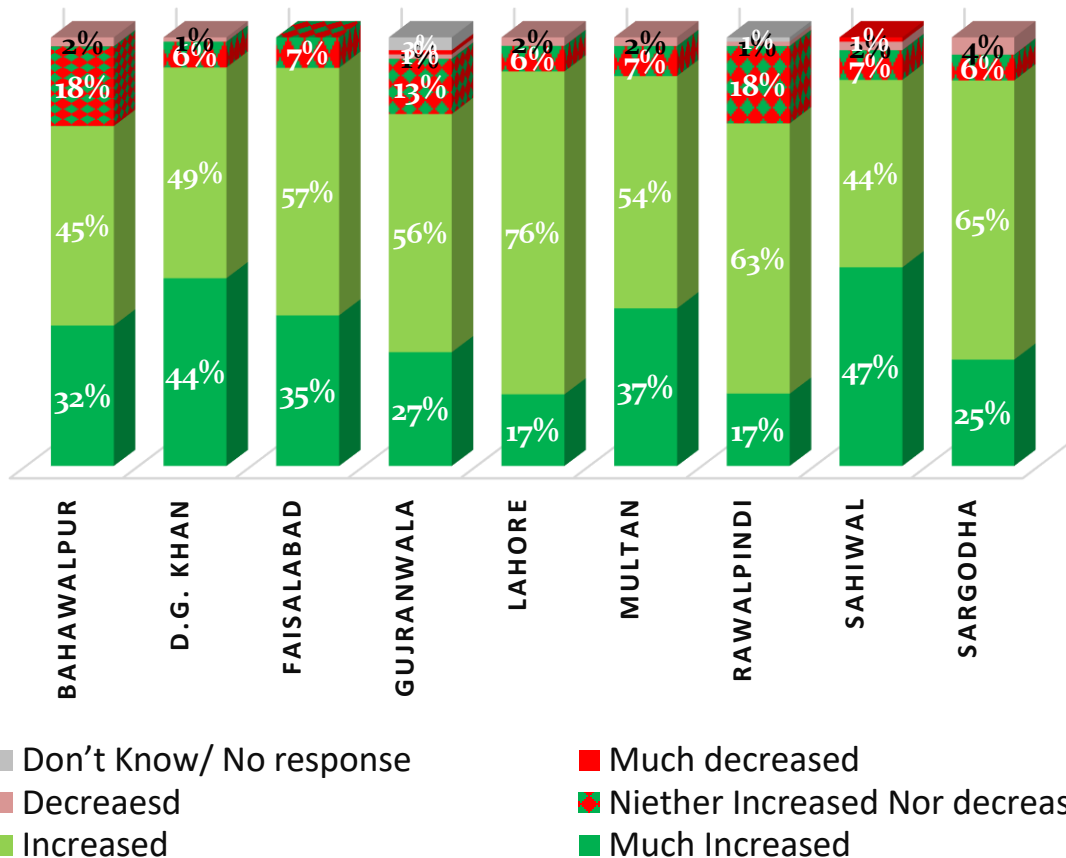
As discussed in previous slides transporters find this project very beneficial for their business. 86% respondent transporters shared that their Income has been increased after repair/ expansion/ construction of roads of KPRR project. 11% stated that income is same as before while only 2% stated their income has been decreased after this project.

Has your income Increased, remained same or decreased after repair/expansion or construction of this road ( name of road)?

(Slide 2/2...)

(Divisional-Breakdown)

Only Transporters (n=907)

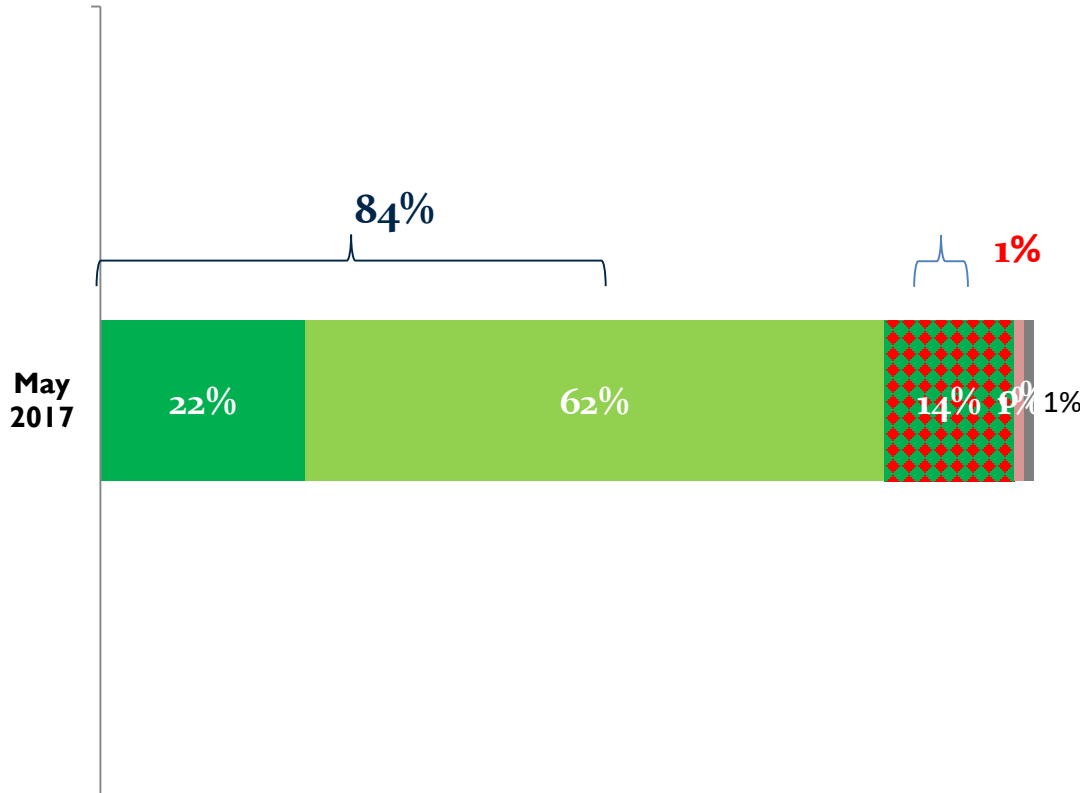


As Shown in graph more transporters 47% in Sahiwal and 44% in D.G. Khan stated that their income is very much increased while in Lahore 76%, Sargodha 65%, Rawalpindi 63, Faisalabad 57%, Gujranwala 54% said that their income has been increased after this project.

Does the number of customers increased, remained same or decreased after repair/expansion/ construction of this road ( Name of the road )?

Only Shop keepers (n=3087)

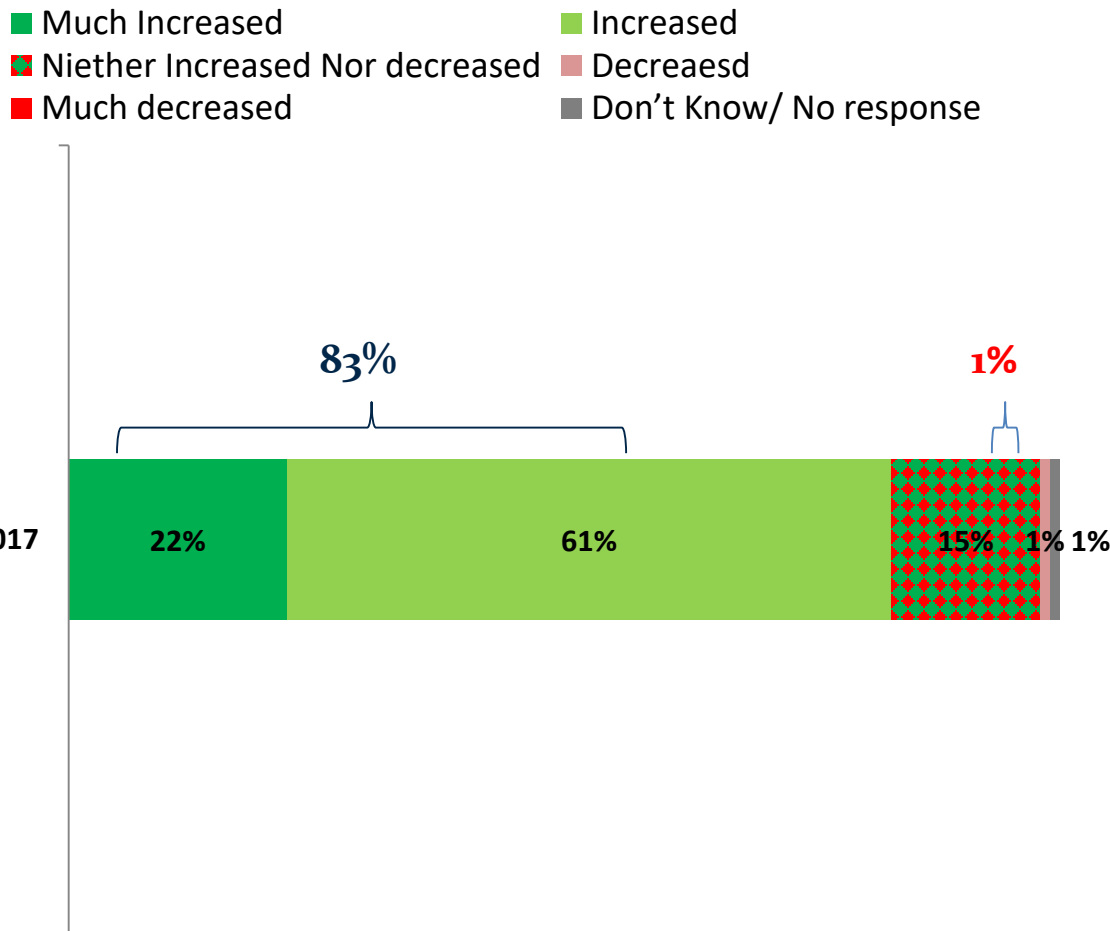
- Very much increased
- Increased
- Neither increased nor decreased
- Decreased
- Very much decreased
- Don't Know/ No response



Similar as transporters shopkeepers also find this project beneficial and 84% shopkeepers shared that their income has been increased after this project, 14% informed that income remained same while 1% reported decrease in their income.

Is the number of commodities at your shop increased, remained same or decreased after repair/ expansion/ construction of this road( name of new road)?

### Only Shopkeepers(n=3087)

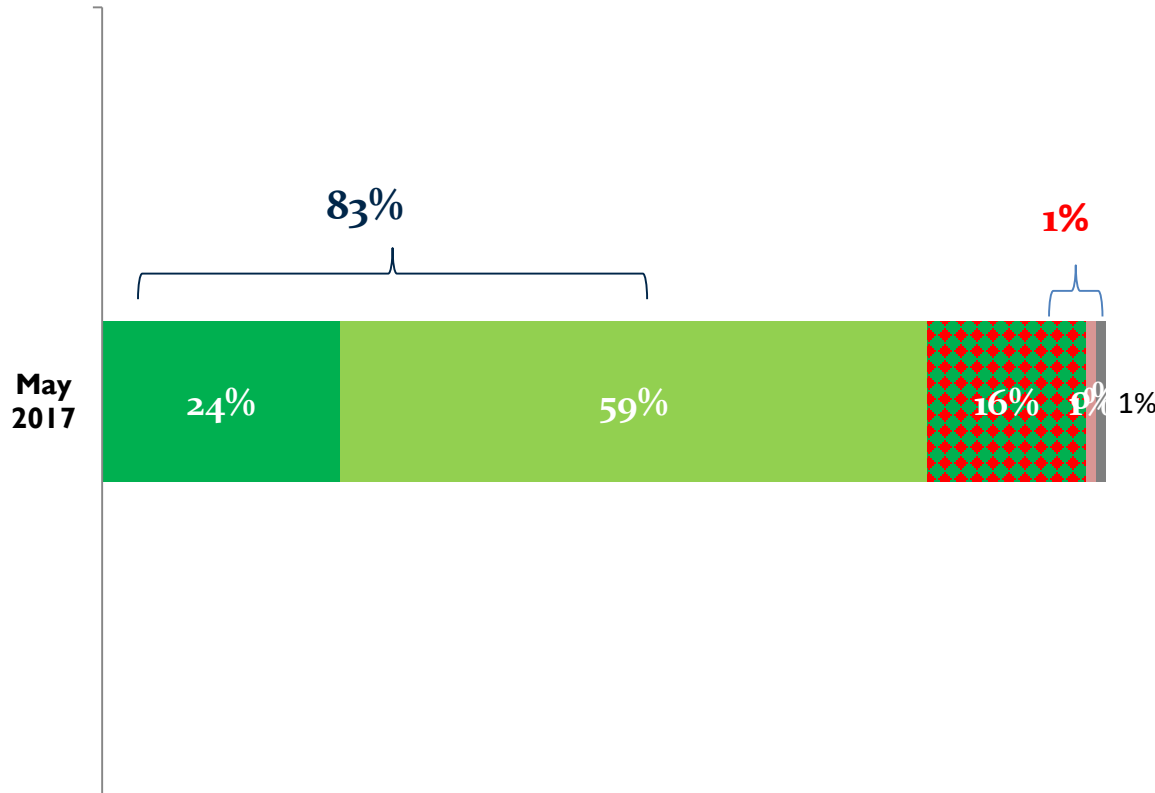


83% shopkeepers informed that now after road development in their area they keep various number of commodities in their shops. One reason can be their easy access to main markets.

Does your working hours increased, remained same, or decreased after repair/expansion/construction of this road?

Only Shop Keepers(n=3087)

- Very much increased
- Increased
- Neither increased nor decreased
- Decreased
- Very much decreased
- Don't know/ No response



83% Shopkeeper informed that after repair/expansion/construction of road their working hours are increased.

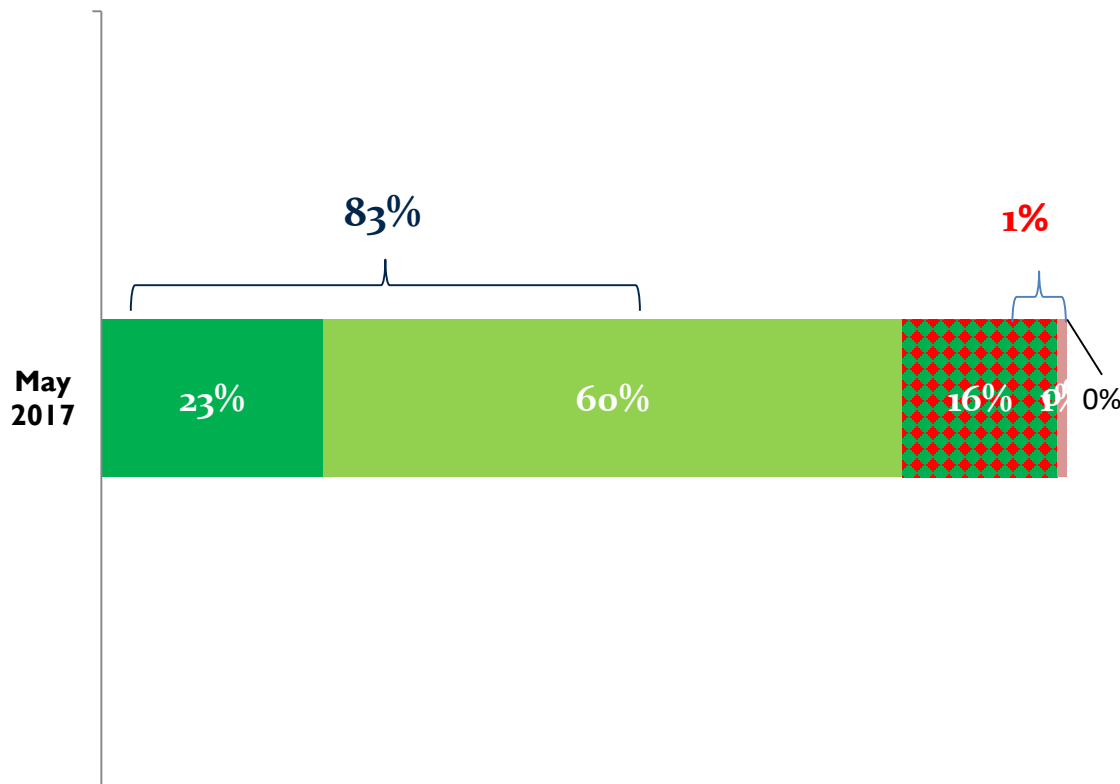
It can assume that because of more customers and easy access to home from shop encourages shopkeepers to open shops for more hours.

Has your income increased, remained same or decreased after repair/ expansion/ construction of this road ( name of the road)?  
 (slide 1/3...)

CONSULTING

Only Shopkeepers(n=3087)

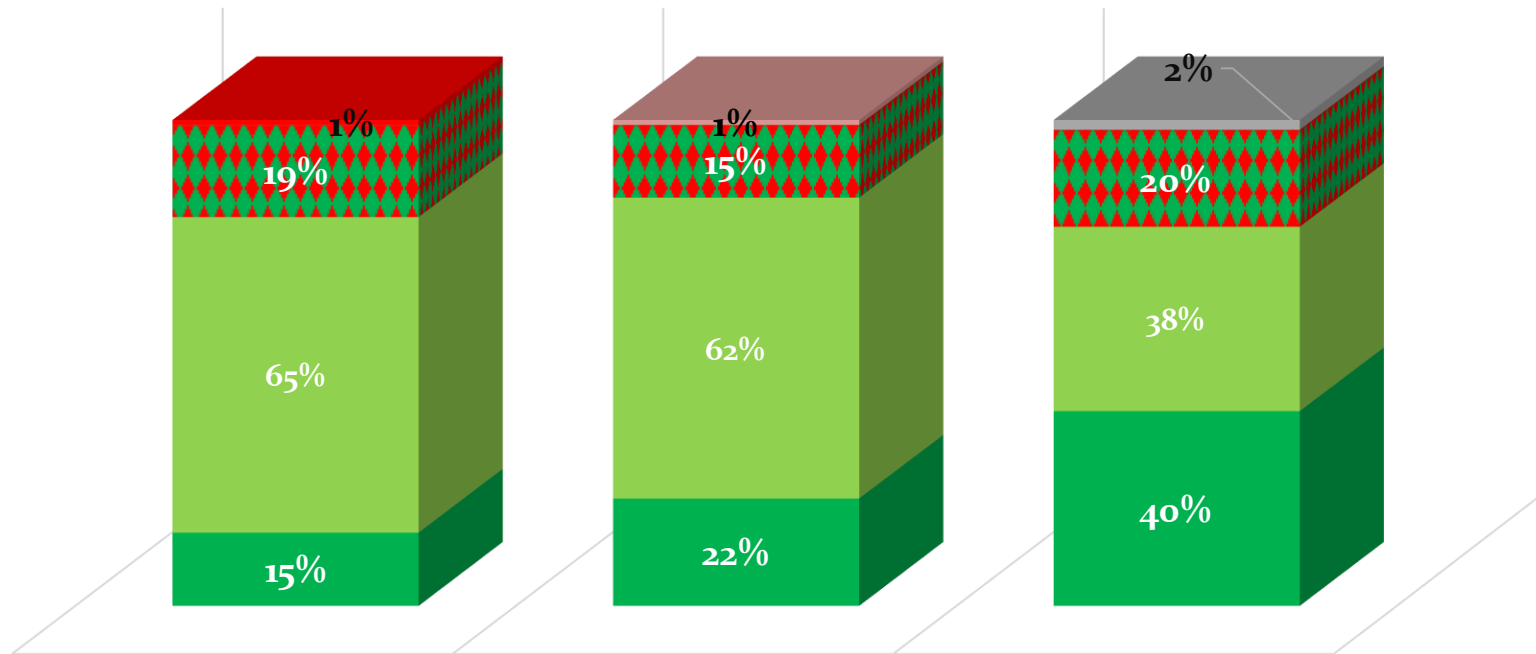
- Very much increased
- Increased
- Neither increased nor decreased
- Decreased
- Very much decreased
- Don't know/ no response



Shopkeepers also shared that their income has been increased after this project. 23% shopkeeper informed that income is very much increased while 60% said that income is increased. Only 16% find that they are earning same as before.

Has your income increased, remained same or decreased after repair/ expansion/ construction of this road ( name of the road)?  
 (slide 2/3...) **Socio Economic Background**

Only Shopkeeper (n=3087)



LOWER CLASS

MIDDLE CLASS

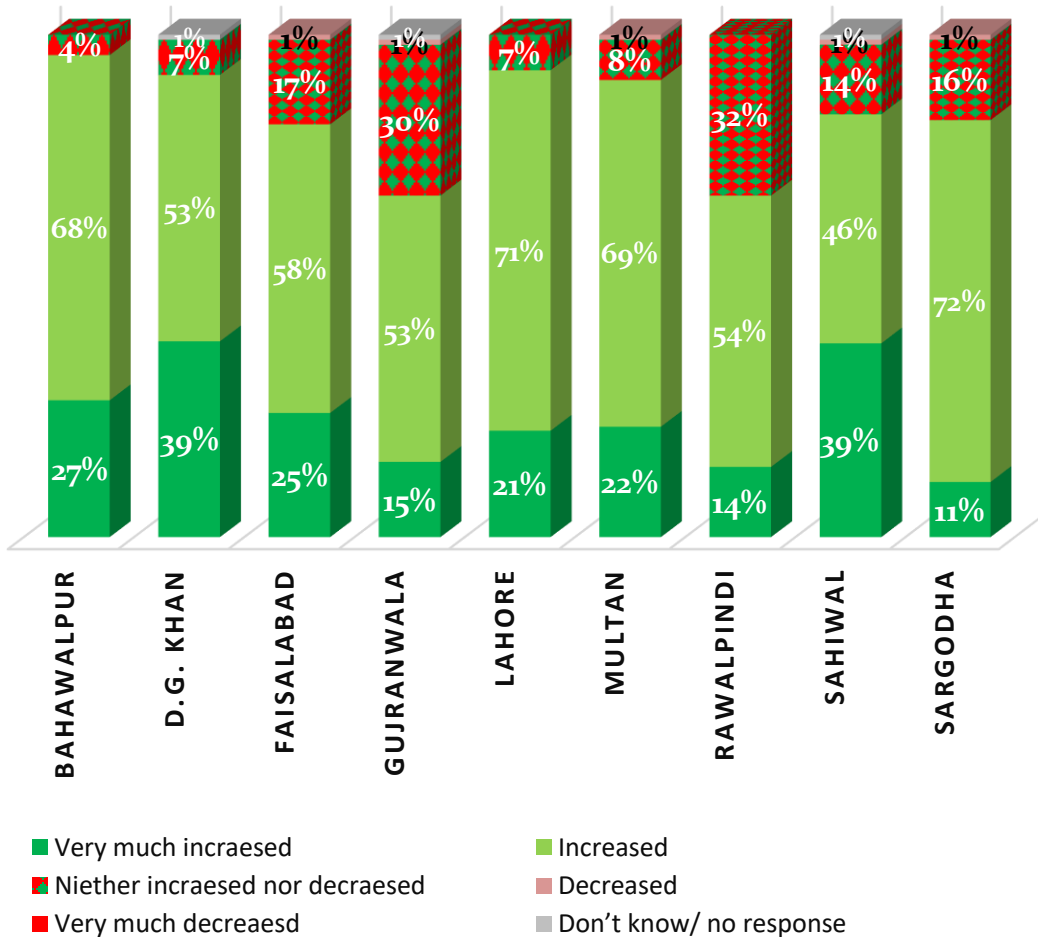
UPPER CLASS

- Very much increased
- Increased
- Niether increased nor decreased
- Decreased
- Very much decreased
- Don't know/ no response

Has your income increased, remained same or decreased after repair/ expansion/ construction of this road ( name of the road)?  
 (slide 3/3...)

(Divisional-Breakdown)

Shopkeeper only(n=3087)

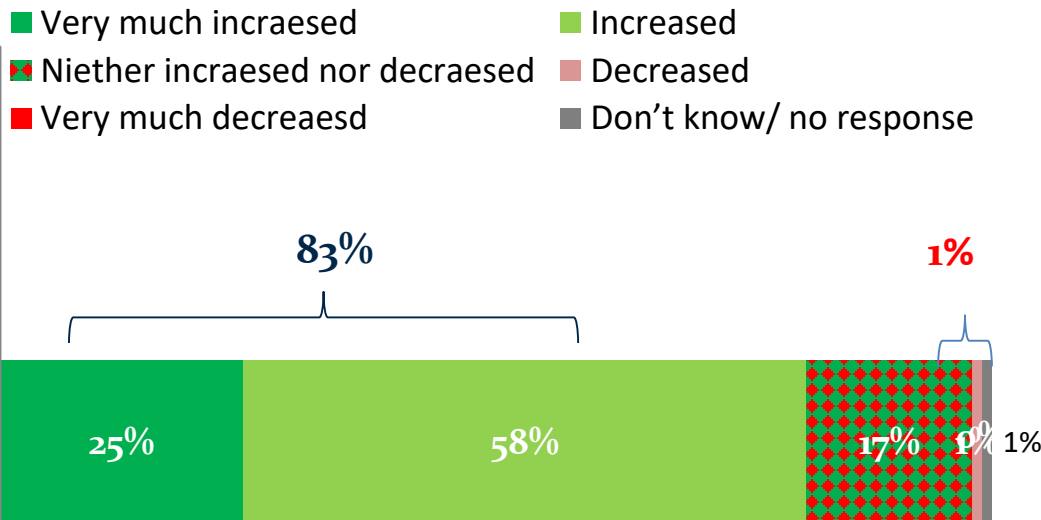


Except Rawalpindi and Gujranwala in all other divisions above 80% of shopkeepers reported increase in their income after this project.

Furthermore in Sahiwal and D.G. Khan division 39% shopkeepers informed very much increase in their earning.

Do you think that due to repair/ expansion/ construction of this road ( name of road) employment opportunities have also increased or not ?

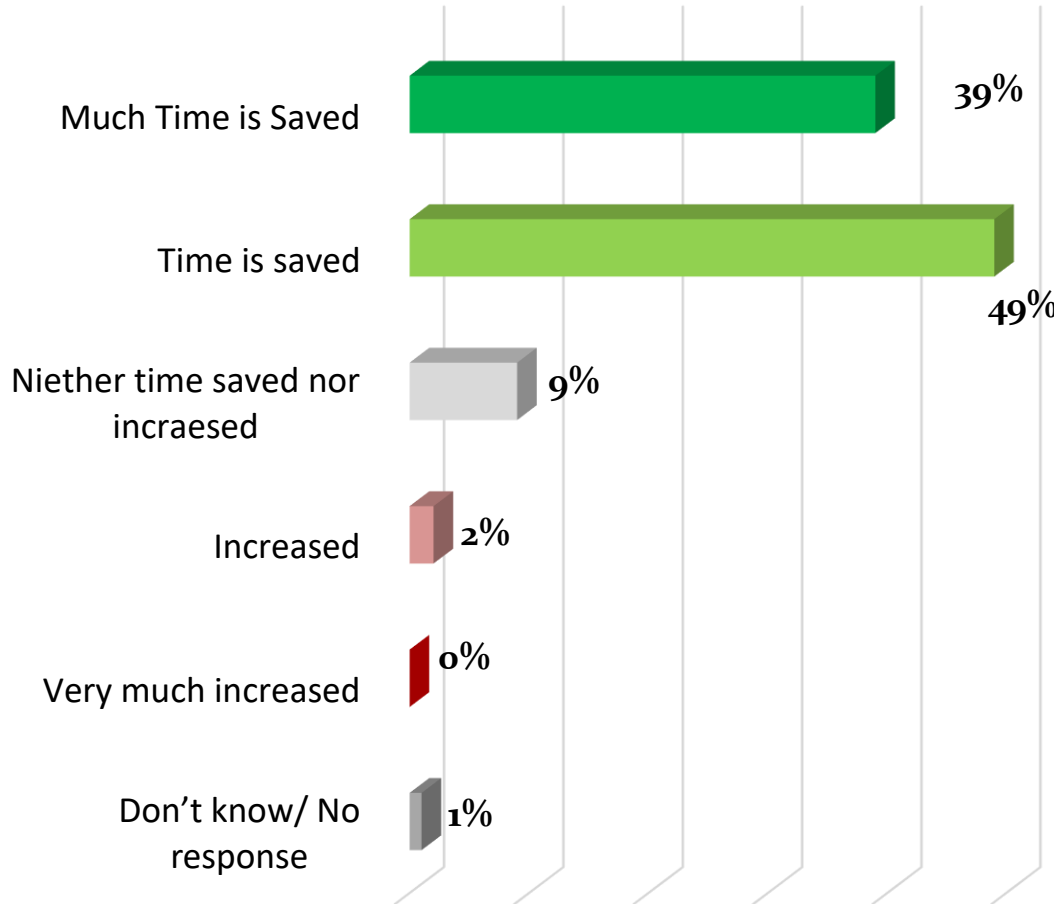
Only Shopkeepers(n=3087)



Majority 58% shopkeeper respondents shared that employment opportunities after this project have been increased in their area while 25% think that these opportunities are very much increased. Only 17% said the situation is same as before.

Has your time saved or not in bringing commodities/ items from market/ mandi or other areas after repair/ expansion/construction of this road?

Only Shop Keepers  
(n=3087)



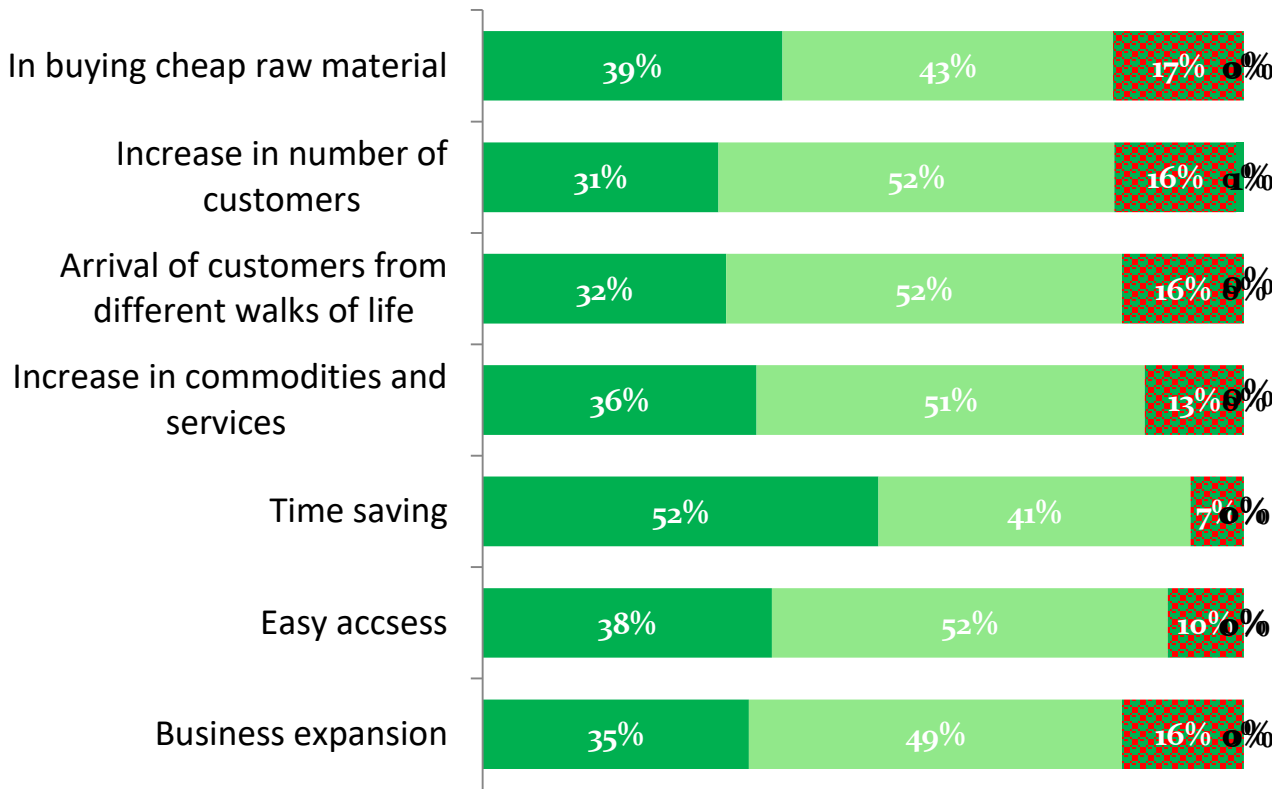
Overwhelming majority, 49% (time is saved), 39% (much time is saved) of shopkeeper respondents believe that now it takes less time in bringing commodities/items from market or other areas while only 9% stated that same time is consumed in activity.

Please rate and tell us that how much improvement/ benefit have you get ( read the option below) after repair/expansion/ construction of the road ( name of the road)?

Shop keeper Only(n=3087)

CONSULTING

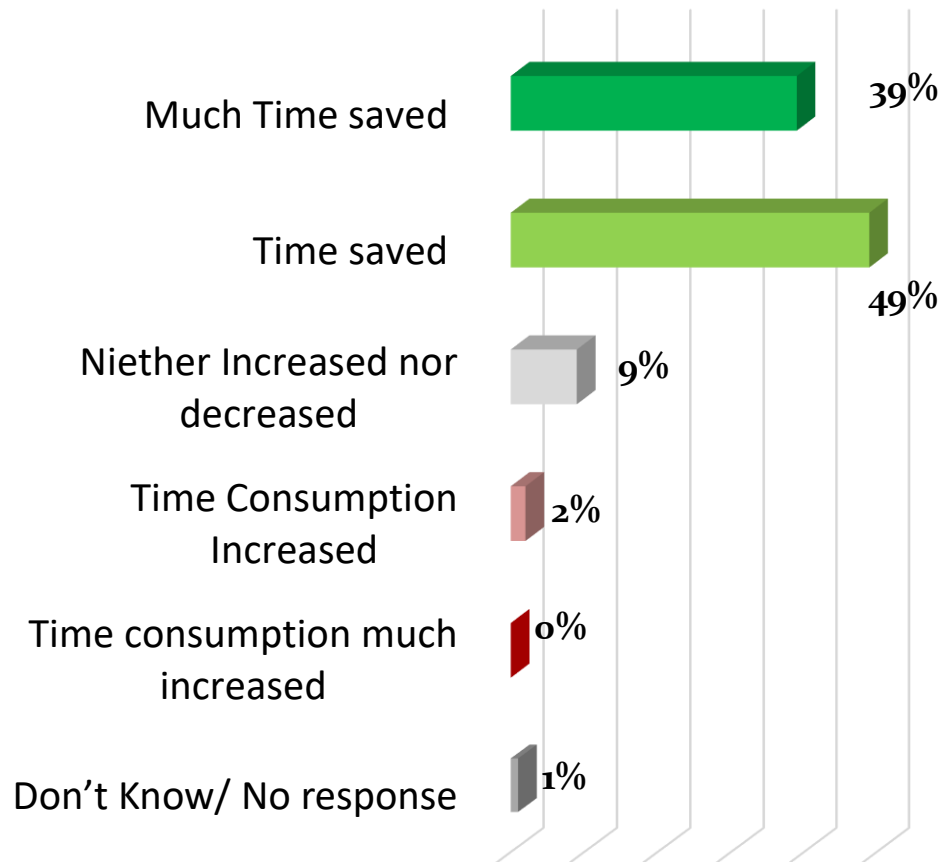
- Very much improvement
- Much improvement
- Niether improvement nore declined
- Declined
- Very much declined



“Time saving” (93%) is reported as utmost benefit of rural road project. 82% of respondent shared that now number of customers have been improved while 87% informed that after this project they are able to offer more services and commodities to people which ultimately has positive impact on their business and 84% shopkeeper reported business expansion.

In your opinion after repair/ construction/expansion of this road ( name of the road) bringing commodities from market/mandi takes less time than before ?

### Only Shopkeepers(n=3087)



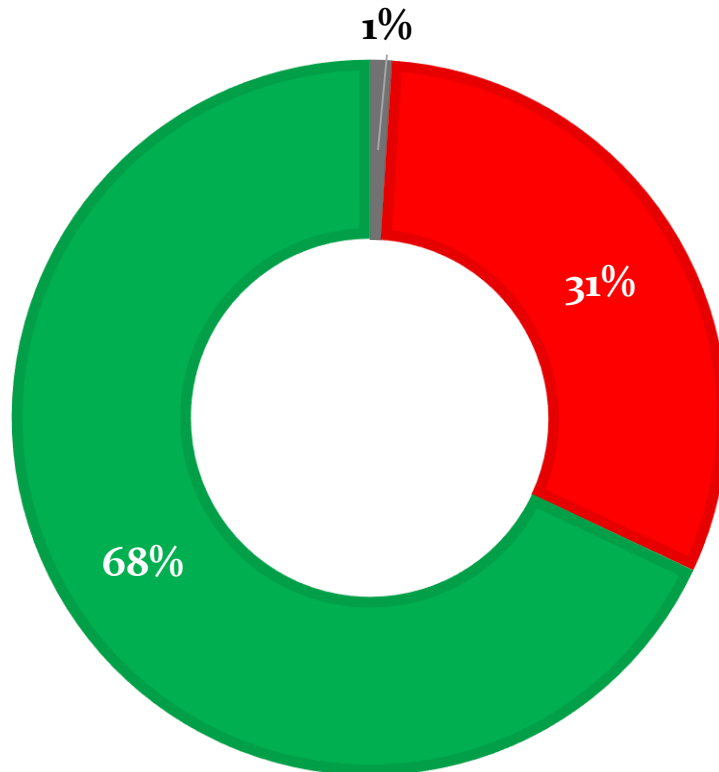
Majority Shopkeepers 88% shared that now bringing commodities from market/mandi takes less time than before. Whereas 9% shopkeeper respondents stated that neither they saved nor it consumed more time after road development.

Objective 4: To assess the impact of KRRP on  
agriculture

## Do you grow crops? (Slide 1/2)

Household Respondents only (n=9386)

■ Don't Know/No response   ■ No   ■ Yes



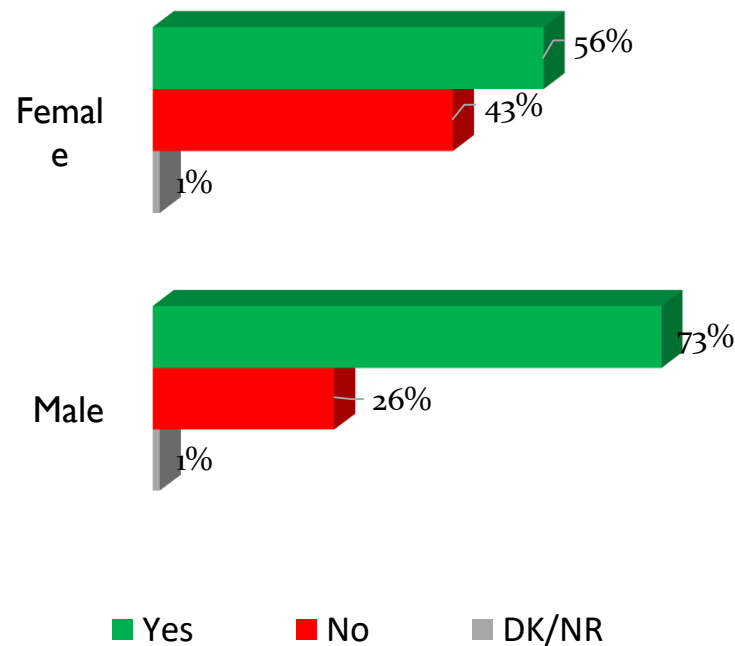
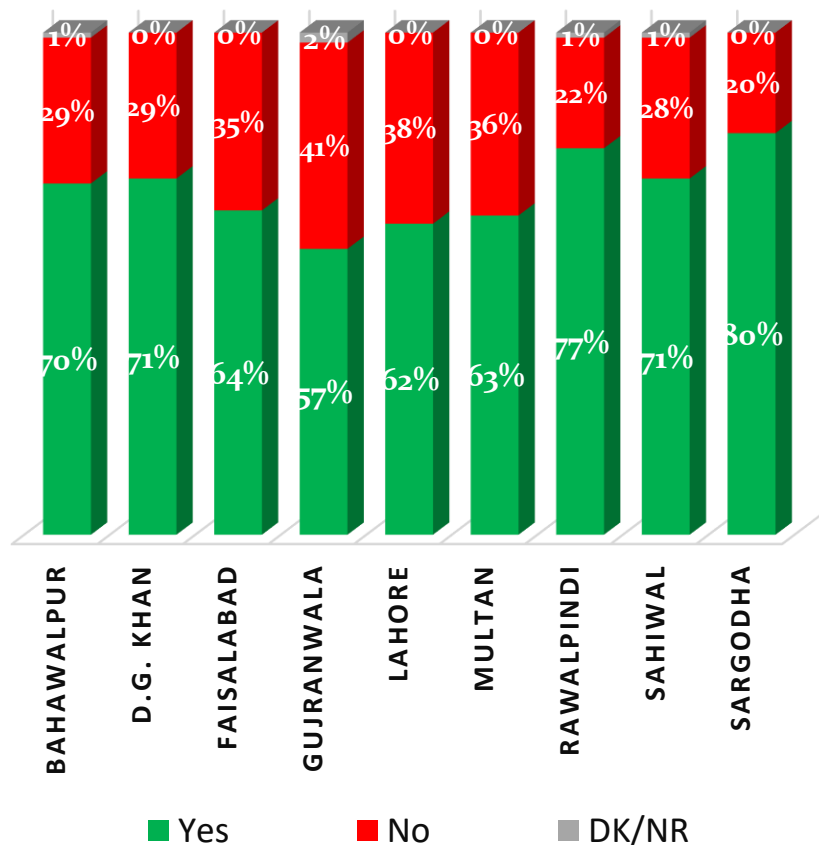
In response to question about growing crops 68% household respondents reported that they grow crops while 31% informed that they do not. Only 1% respondents didn't give answer to this question.

# Do you grow crops? (Slide 2/2)

Household Respondents only (n=9386)

(Divisional-Breakdown)

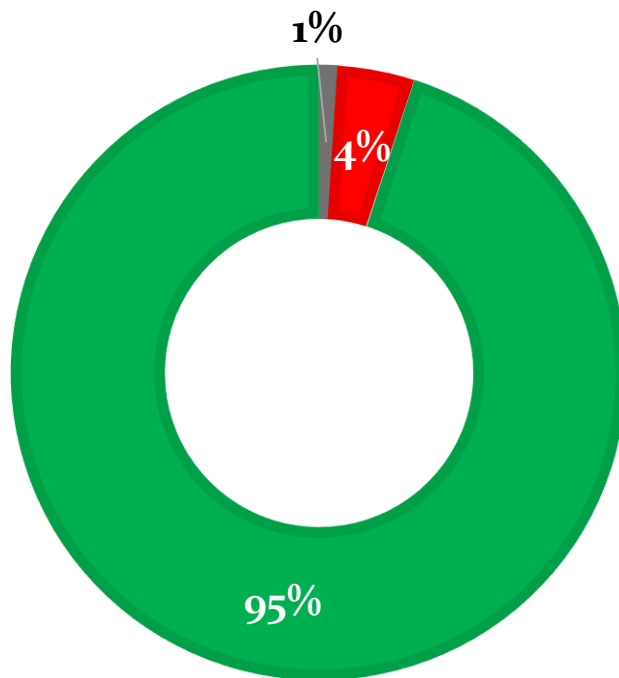
(Gender-Breakdown)



Do you use this road to deliver your commodities to the market/ mandi ? (Only 68% who grow crops)

### Household Respondents Only (n=6382)

■ Don't know/ no response   ■ No   ■ Yes

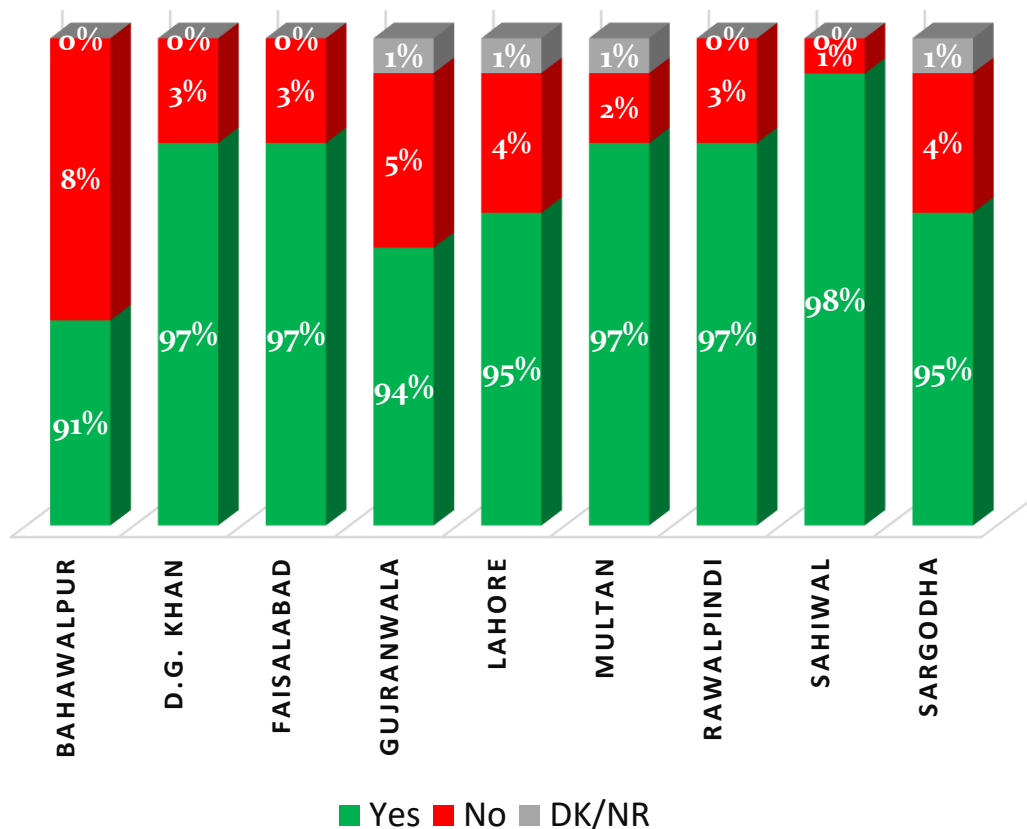


When a question ,from respondents who grow any type of crop, about use of road in delivering commodities was asked majority 95% replied in affirmative and informed that they use this road to deliver commodities to market/ mandi.

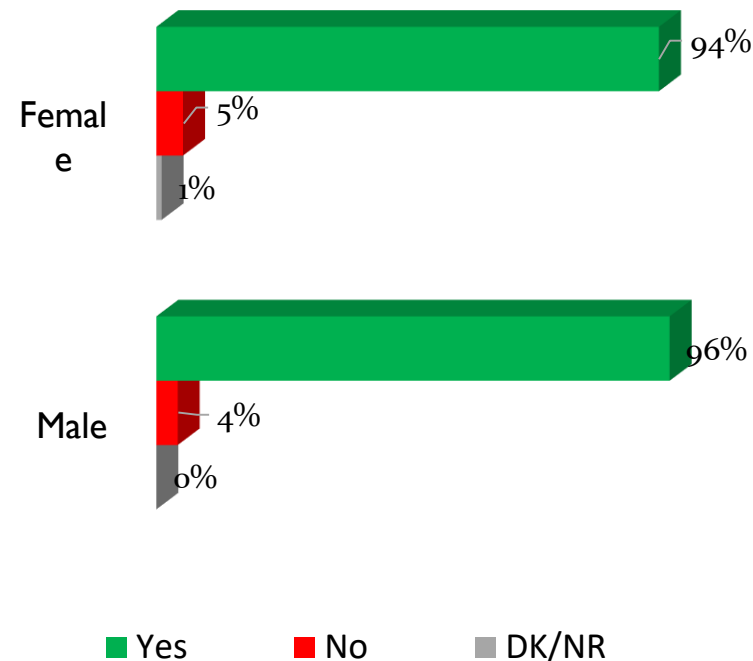
# Do you use this road to deliver your commodities to the market/ mandi ? (Only 69% who grow crops)

Household Respondents Only (n=6382)

(Divisional-Breakdown)



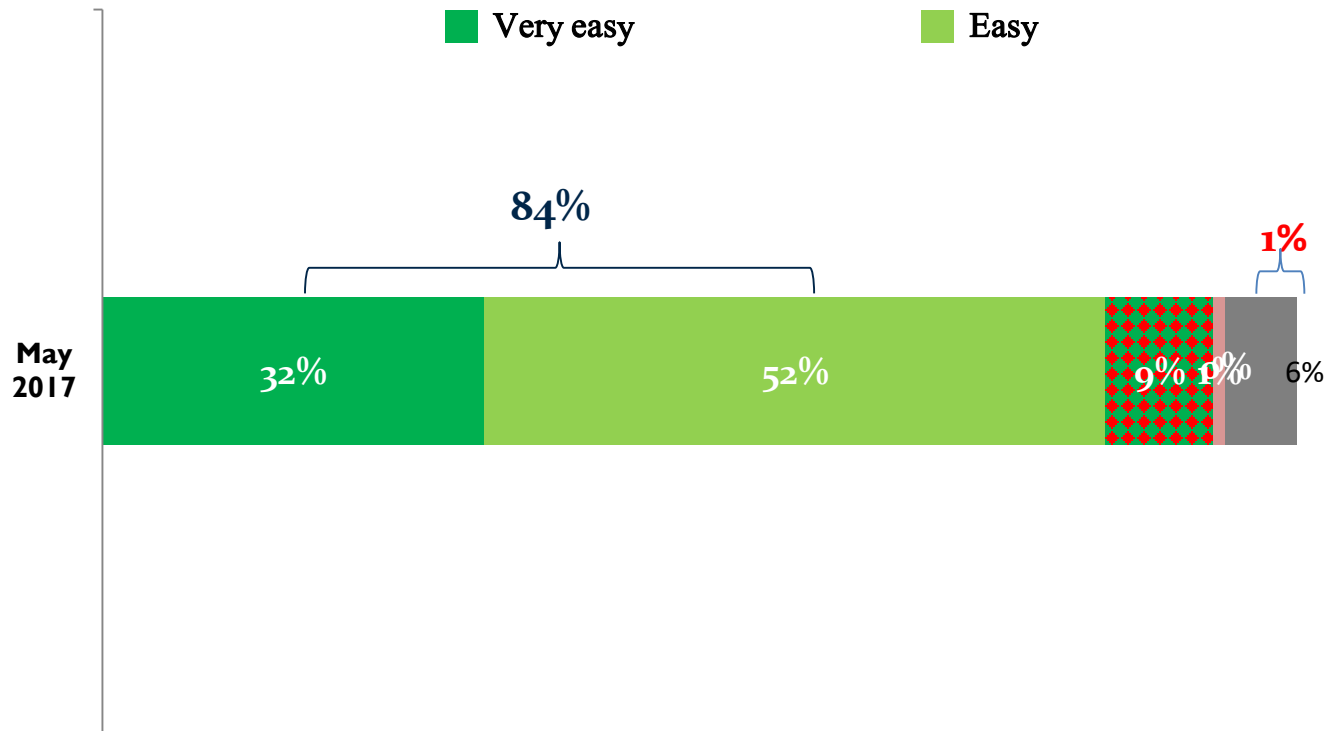
(Gender-Breakdown)



Do you think that access to market/ mandi becomes easy after repair/ expansion/ construction of this road

( Only 95% respondents who use this road to bring their commodities to market)

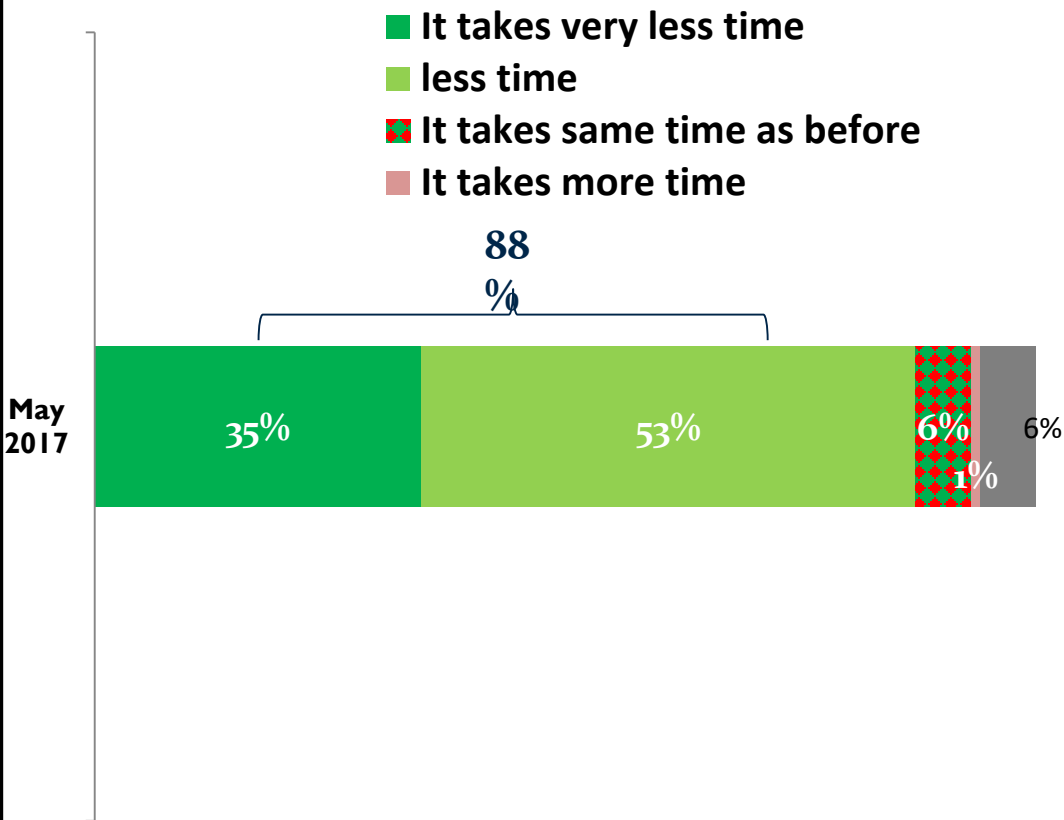
Household Respondents only (n=6359)



Findings shows that road development project has made farmers access to market very easy. Majority people 84% who grow crops and use road to reach market/mandi stated that these roads have made their access to market easy.

Do you think that now after repair/ expansion/ construction of this road your travelling time in reaching market/ mandi has been saved or not ? ( Only 95% respondents who use this road to bring their commodities to market)?

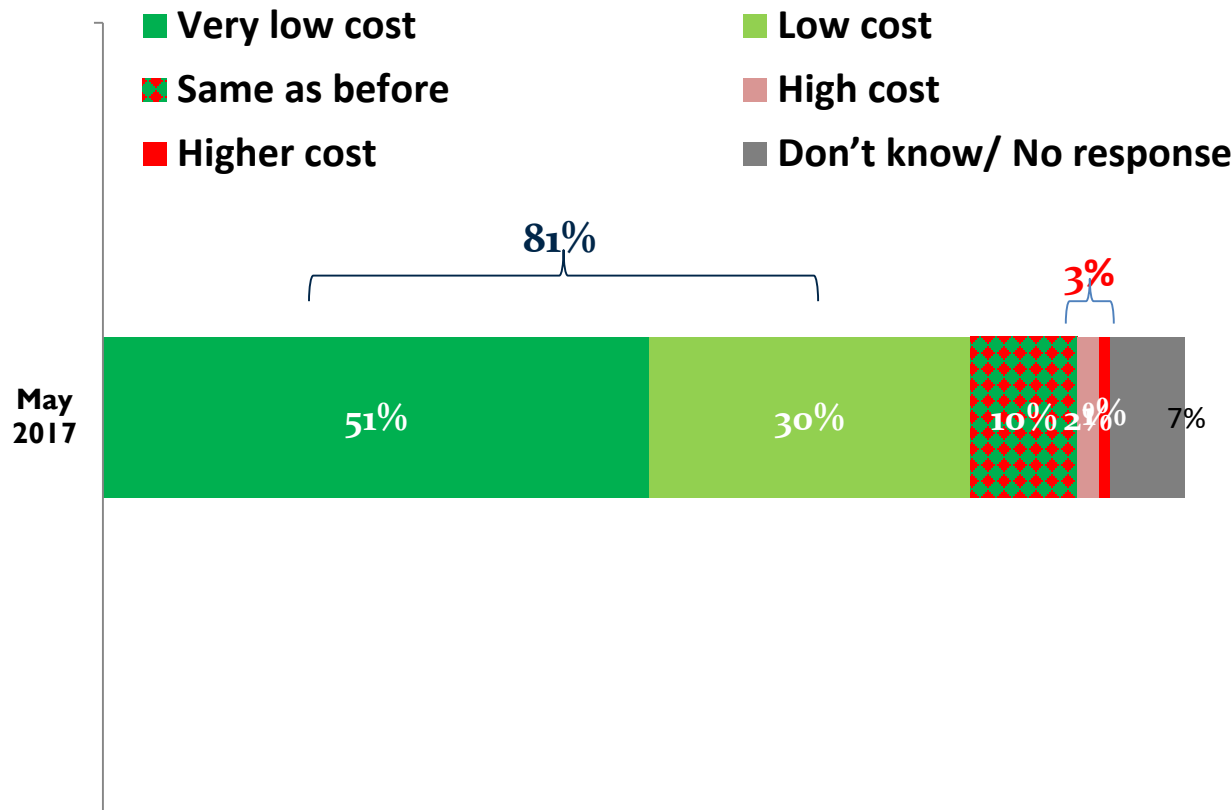
### Household Respondents only (n=6359)



Overwhelming majority 88% of respondents, who grow crops and uses KPRRP roads shared that now it takes less time in reaching market/mandi and they save a lot of their travelling time now.

Do you think that after repair/expansion/ construction of this road ( name of the road) you deliver your commodities/ crops to the market/ mandi in low cost? *(Only 95% respondents who use this road to bring their commodities to market)?*

### Household Respondents only (n=6359)



An improvement in cost involved to deliver commodities to market has also been observed. Majority respondents 81% shared that now they deliver their crops/commodities in less cost than before.

# Recommendation

- Findings of survey shows that Public is overall satisfied with the Improvements of roads however they lack information about the Rural Road Project and involvement of Khadim-e- Punjab in all these enhancement. Therefore it is recommended to disseminate information regarding project through both electronic and social media.
- Prime beneficiaries of these roads are lower and middle class. Majority people prefer to use their personal transport i.e Motor cycle while fewer travel on public transport. It is suggested that along with rehabilitation/construction of new roads public transportation should also be improved. A proper schedule and good condition vehicle may draw people attention to use public transport.
- To avoid accidents it is suggested that motorcycle path should be well defined

## Recommendation

- Overall findings shows that people from Gujranwala and Rawalpindi division are comparatively less satisfied and less aware about the project. Though still a large number appreciated the project but it is recommended to consider the apprehensions of respondents and recheck the quality of facilities provided like sign boards of instructions, width and length of roads e.t.c particularly in these two divisions.
- As data revealed number of accidents have been increased after this project it is assumed that people drive fast after findings road leveled and smooth therefore its is suggested to create speed breakers so that drivers could not over speed.
- An awareness campaign about over speeding, young drivers and driving without license will also be helpful in controlling traffic accidents.