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# EXAMINING THE SOCIO-ECONOMIC DYNAMICS: IMPACT OF HIGHWAY DEVELOPMENT ON COMMUNITIES IN HARYANA, INDIA

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## ABSTRACT

This study investigates the socio-economic dynamics resulting from highway development in Haryana, India, focusing on its impact on local communities. We explore both the positive and negative effects of improved transportation networks on socio-economic and spatial organization. A diverse demographic profile of respondents offers insights into how different factors influence perceptions of highway development. Positive impacts include enhanced standard of living, cultural exchange, entrepreneurship, and communication. However, concerns about cultural dilution, property price increases, and social conflicts highlight negative aspects. A comparative analysis of sector-involved and non-involved residents' views reveals nuanced differences. Overall, this study underscores the need for balanced planning and mitigation strategies to ensure sustainable and inclusive development in regions experiencing highway expansion.

**Keywords:** Highway Development, Socio-Economic Dynamics, Haryana, India, Infrastructure, Community Impact, Transportation Networks, Demographic Profile, Positive Impacts, Negative Impacts

## 1. INTRODUCTION

In areas such as Haryana, India, the implementation of fresh motorways results in noteworthy changes in the socio-economic and spatial dynamics of nearby communities. When a region's transport network enhances in quality and capacity, it's commonly observed that production and economic activities become more proficient, as remarked by Forslund and Johansson (1995). Such enhancements, as emphasised by Guteirrez (2001), additionally contribute to abbreviated travel durations and diminished transportation expenses, which consequently positively impact the region's manufacturing system. Nevertheless, although thoroughfares are frequently regarded as stimulants for favourable transformation, augmenting societal and fiscal well-being, they can also disrupt the prevailing equilibrium amidst societies and their surroundings, resulting in both advantages and drawbacks. This investigation seeks to reveal the magnitude to which the motorway advancement in Haryana and the establishment of roadside traveler-focused amenities have directly or indirectly influenced the neighbouring communities, scrutinising the twofold character of such infrastructure initiatives that can induce noteworthy, yet intricate alterations in the livelihoods of indigenous inhabitants and the ecological surroundings. The commencement of novel infrastructure, such as motorways,

unavoidably triggers substantial transformations in the socio-economic and spatial arrangement of the communities in its proximity. This investigation centres on Haryana, India, a locality undergoing swift infrastructure advancement, specifically in motorway fabrication. The objective is to evaluate how these advancements impact local communities, both favourably and unfavourably.

Effect on Socio-Economic and Spatial Arrangement The advancement of transport networks, as proposed by Forslund and Johansson (1995), amplifies the effectiveness of production and economic endeavours in a locality. This effectiveness is ascribed to enhanced excellence and capability of the transportation system. Guteirrez (2001) additionally underscores that transport networks diminish travel duration and transportation expenses, greatly impacting the region's manufacturing system. These enhancements in transportation infrastructure, notably motorways, can result in significant socio-economic metamorphoses in the area.

Thoroughfares: Catalysts of Transformation Highways function as vibrant catalysts of transformation. While their main goal is to enhance the societal and financial well-being of individuals, their influence extends beyond mere transportation facilitation. This investigation delves into the diverse role of roadway expansion, recognising both the advantageous and harmful impacts it can exert on the equilibrium between human societies and their surroundings.

## 2. LITERATURE REVIEW

The effect of motorway expansion on societies in Haryana, India, is an intricate matter with socio-economic consequences. This literary examination delves into diverse facets of this consequence, contemplating fiscal expansion, societal influences, and the comprehensive welfare of the indigenous populace.

### 2.1. ECONOMIC GROWTH AND DEVELOPMENT

The exploration of the influence of motorway expansion on societies in Haryana commences with a chronological viewpoint. Initial exploration in the 1960s predominantly concentrated on the fiscal facets of advancement, with a stress on Gross National Product (GNP) and job creation (Ko & Stewart, 2002). This method portrayed tourism as a mechanism of national progress, emphasising the amplification consequence (Krannich, Berry & Greider, 1989). Nevertheless, the 1970s witnessed a transformation in emphasis, as anthropologists and sociologists commenced to analytically scrutinise the socio-cultural repercussions of development, resulting in a more equitable viewpoint in the 1980s and 1990s (Jafari, 1986).

### 2.2. ROLE OF INFRASTRUCTURE IN LOCAL DEVELOPMENT

Recent writing emphasises the importance of infrastructure, specifically roadways, in regional community progress. While tourism is frequently debated in this framework, it's crucial to acknowledge that infrastructure advancement itself can have a significant influence on communities. There is a restricted corpus of investigation that particularly examines the function of motorways in amplifying local communities' advancement, which is an essential component in constructing a sustainable and flourishing region (Muganda et al., 2010).

### 2.3. ENVIRONMENTAL AND CULTURAL CONSIDERATIONS

Motorway expansion's influence extends beyond financial progress. It additionally explores ecological and societal facets. In the former times, ecological worries were a central concentration in the 1980s, but more contemporary investigations have amalgamated former discoveries into a wider comprehension of travel repercussions. This development resulted in a shift from "Mass Tourism" to more sustainable varieties such as Eco-tourism, Community tourism, and Heritage tourism (Jurowski, Uysal, & Williams, 1997).

### 2.4. CHALLENGES AND OPPORTUNITIES

The effect of motorway expansion on societies in developing countries such as Haryana is a subject of discussion. Certain scholars contend that it fosters job opportunities, currency inflow, and advancement (Jenkins, 1991; Sharpley, 2002; Saayman and Saayman, 2006). Nevertheless, some individuals voice apprehensions regarding the conceivable

eradication of customary ways of life and heritage, neo-imperialist connections, utilisation, excessive reliance on a solitary sector, and price escalation (Butler, 1992; Hall and Page, 1999; Duffy, 2002; Mbaiwa, 2004). These discussions emphasise the intricate socio-economic dynamics at work when contemplating the influence of roadway expansion on societies in Haryana, India. Scrutinising the socio-economic dynamics of motorway development in Haryana, India, entails a multifarious analysis. Economic expansion, infrastructure advancement, ecological and societal considerations, and the potential obstacles and possibilities all contribute to a comprehensive comprehension of this intricate matter.

## 3. RESEARCH METHODOLOGY

### 3.1. SAMPLE SELECTION

This research is limited to the city of Murthal. On Grand Trunk Road, also known as Shershah Suri Marg, the hamlet of Murthal can be found eight kilometres away from Sonipat. From the time when memorial Murthal was established, it has been well-known for its roadside world-famous dhabas. These dhabas not only provide tourists with bed and breakfast accommodations, but they have also been a source of socio-economic progress for the native population for many years.

### 3.2. OBJECTIVES

- "To investigate the perceptions of local resident on the socio-economic impact of highway development in the study area.
- To compare the socio-economic features of households who are working in highway sector with the households who are not working in the highway sector.

**Hypothesis:**

H0: There is no significant difference in the socio-economic characteristics of the people who are working in the highway section with those who are not working in the highway sector.

H1: There is significant difference in the socio-economic characteristics of the people who are working in the highway section with those who are not working in the highway sector."

The data collection tool was a structured questionnaire that was divided into two pieces. The first section of the questionnaire was devoted to the respondent's demographic profile, while the second section was comprised of factors that included socio-economic repercussions of the situation. Pizam (1978), Thomason, Crompton, and Kamp (1979), Murphy (1983), and Tyrell and Spaulding (1984) served as the sources of inspiration for the development of a total of twenty items index that pertains to positive and negative socio-economic effects. The purpose of this index is to quantify the experiences that inhabitants of the research region have about these impacts. A easy sample strategy is used to gather 107 structured questionnaires from inhabitants of Murthal. These questionnaires comprise twenty different variables, and they are collected in order to analyse the socio-economic effect that the highway has on the population. For the purpose of gathering information about the perceived affects, a Likert scale with five points was used. The values assigned within the scale were as follows: Strongly Disagree = 1, Disagree = 2, Uncertain = 3, Agree = 4, and Strongly Disagree = 5. In order to determine whether or not the data from the Likert scale are reliable, the Cronbach Alpha is computed independently in SPSS 16.

## 4. RELIABILITY ANALYSIS

In order to have accepted internal consistency, Cronbach's alpha happens to be the most accepted and widely used to check the reliability of the questionnaire. Result of Cronbach's alpha must lie in the range of $0.8>\alpha\geq07$ suggested by Nunnaly, 1978. The results are as follows:

**Case Processing Summary**

| Cases | N | % |
|---|---|---|
| Valid Excluded a | 107 | 100.0 |
| Total | 0 | 0.0 |
| | 107 | 100.0 |

a. List-wise deletion based on all variables in the procedure

Reliability analysis is a crucial step in assessing the consistency and dependability of a questionnaire or a set of survey items. In this case, Cronbach's alpha is utilized as the primary measure to evaluate the internal consistency of the questionnaire. According to the widely accepted guidelines proposed by Nunnally in 1978, a Cronbach's alpha value should fall within the range of $0.8 > \alpha \geq 0.7$ to be considered acceptable.

### 4.1. RELIABILITY STATISTICS

| Cronbach's Alpha based on standardized items | N of items |
|---|---|
| .817 | 20 |

The reliability analysis was conducted on a dataset consisting of 107 cases. It's important to note that there were no cases excluded from the analysis, indicating that all responses were considered in the assessment. The calculated Cronbach's alpha coefficient for the questionnaire items is 0.817. This value is a strong indicator of internal consistency. It suggests that the items in the questionnaire, which presumably measure a similar construct or concept, are highly reliable and exhibit a strong degree of consistency among them.

## 5. DISCUSSIONS AND FINDINGS

### 5.1. DEMOGRAPHIC PROFILE OF THE RESPONDENTS

The findings and consequences of the research are strongly reliant on the demographic profile of the people who participated in the study. A total of 110 villages were called in order to collect questionnaires, of which 107 were deemed to be pertinent, while the other three were rejected due to the fact that they provided insufficient information. The demographics of these people are shown in Table 1.1.

**Table 1** Demographic Profile of the respondents; n = 107

| Attributes | | Frequency | Percent |
|---|---|---|---|
| Gender | Male | 82 | 76.6 |
| | Female | 25 | 23.4 |
| Age | Below 18 years | 4 | 3.7 |
| | 19-35 years | 76 | 71.0 |
| | 36-50 years | 20 | 18.7 |
| | Above 51 years | 7 | 6.5 |
| Household Size | Less than 4 | 12 | 11.2 |
| | 5 to 7 | 42 | 39.3 |
| | More than 7 | 53 | 49.5 |
| Education | Illiterate | 3 | 2.8 |
| | Matric | 10 | 9.3 |
| | 10+2 | 26 | 24.3 |
| | Graduate | 60 | 56.1 |
| | Post Graduate | 8 | 7.5 |
| Employment Area | Government Servant | 4 | 4.0 |
| | Farmer | 21 | 21.0 |
| | | 25 | 25.0 |
| | Self Employed | 20 | 20.0 |
| | Others | 30 | 15.0 |
| Annual Household Income | Less than 3 lakhs | 85 | 79.4 |
| | 3-6 lakhs | 18 | 16.8 |
| | 6-9 lakhs | 3 | 2.8 |
| | More than 9 lakhs | 1 | .9 |
| Length of Residency | Less than 10 years | 8 | 7.5 |
| | 10-20 years | 9 | 8.4 |
| | 21-30 years | 68 | 63.6 |
| | More than 31 years | 22 | 20.6 |

The demographic profile of the people who participated in the research, which investigated the socio-economic dynamics of the effect of highway construction on communities in Haryana, India, offers useful insights into the makeup of the community that was surveyed. It is necessary to have this demographic data in order to have an understanding of

the ways in which various elements may impact the attitudes and experiences of the citizens in connection to the development of the roadway.

There is a significant gender distribution among the 107 people that responded to the survey. Of the people that participated in the survey, about 76.6% are male, while 23.4% are female. This gap between the sexes within the population that was questioned may have ramifications for how different genders perceive and are influenced by the development of highways in the area. There is a wide range of ages represented among the responses. According to the statistics, 3.7% of respondents are less than 18 years old, 71% are between the ages of 19 and 35 years old, 18.7% are between the ages of 36 and 50 years old, and 6.5% are older than 51 years old. This variance in age groups shows that the research catches insights from various generations, each of which may have different perspectives and experiences about the construction of highways. There is a possibility that the study captures these views. There is a wide range of family sizes represented among the respondents, as shown by the statistics on household size. According to estimates, around 11.2% of homes consist of less than four individuals, 39.3% of families consist of five to seven individuals, and 49.5% of households consist of more than seven individuals. It is possible for the number of households to have an effect on the manner in which inhabitants are affected by infrastructure projects such as the expansion of highways. This may include concerns with space, resources, and the dynamics of the community.

There is a wide range of educational attainment represented among the respondents, with 2.8% of them being illiterate, 9.3% having completed their Matriculation, 24.3% having completed their 10+2 schooling, 56.1% having graduated, and 7.5% having post-graduate degrees. When it comes to moulding persons' knowledge and comprehension of development initiatives, education often plays a crucial role. This might possibly alter individuals' perspectives as well as their involvement in decision-making processes. There is a wide range of job opportunities available to the respondents, with 4% working for the government, 21% working in agriculture, 25% working in other employment sectors, 20% working for themselves, and 15% falling into the category of "Others." The economic dependency of inhabitants on highway-related activities and their perceptions on development may be affected by occupational variety, which can have repercussions for both of these factors. The data reveals that 79.4 percent of respondents have an annual family income that is less than three lakhs, while 16.8 percent fall between the range of three to six lakhs, and a smaller number falls inside the upper income groups altogether. In order to get a complete picture of the economic environment in which citizens perceive highway construction, it is essential to have this income distribution. The amount of time that respondents have lived in the neighbourhood varies, with 7.5% of them having lived there for less than ten years, 8.4% for ten to twenty years, 63.6% for twenty-one to thirty years, and 20.6% for more than thirty-one years having lived there. Because long-term residents may have a more in-depth grasp of the historical changes that have occurred in their town, the length of time that inhabitants have lived there may have an effect on how they view the changes that have been brought about by the construction of highways.

In conclusion, the demographic profile of the individuals who participated in this research provides an in-depth analysis of the variety that exists within the population that was taken into consideration. This variety in terms of gender, age, family size, education, occupation, income, and duration of residence offers a solid platform for conducting an analysis of the socio-economic dynamics of the effect that highway expansion has on communities in the Indian state of Haryana. The results and consequences of this study will most likely be impacted by these demographic aspects, which will contribute to a more nuanced knowledge of the subject matter.

**Table 2** impacts of Highway on Socio-economic (Positive)

| Impact Variables | N | Mean | Std. Deviation | Rank |
|---|---|---|---|---|
| Income generation | 107 | 3.3738 | 1.24023 | VIII |
| Employment generation | 107 | 3.3832 | 1.24116 | VII |
| Entrepreneurship development | 107 | 3.5981 | 1.00808 | IV |
| Increase in standard of living | 107 | 3.7009 | .93380 | I |
| Improvement in public services | 107 | 2.4299 | 1.09985 | X |
| Increase in mode of communication | 107 | 3.6075 | .94925 | III |
| Infrastructure Development | 107 | 3.3645 | 1.24683 | IX |
| Encourages variety of cultural activities | 107 | 3.4019 | 1.01739 | VI |
| Culture Conservation | 107 | 3.5047 | .98454 | V |
| Cultural exchange | 107 | 3.6168 | .93813 | II |

In the case of Haryana, India, the information in table 2 is very useful to explain the positive social and economic development that has accrued from the construction of highways on the communities. These data are the results of the

survey, based on the idea where 107 participants shared their opinions on various effect factors. This is in concordance with the findings about the impact of constructing highways to the various factors as indicated by; The one that scored the most points was ''an improvement in the standard of living" which mean that the beneficiaries believe that construction of highways is of great benefit in improving their standard of life. This is quickly succeeded by "Cultural exchange" which highlights the importance of roads on the promotion of culture interferences and diversification. Moreover, it can be remarked that "Entrepreneurship development" has a high priority and the same refers to "Increase mode of communication" that also indicate that highway infrastructure influences positively the creation of economic possibilities and improvement of connection. Also 'Income generation' and 'Employment generation' mean that development of highways has a role to pay in the process of generation of incomes as well as the generation of employment opportunities. The phrase 'Culture Conservation' as well as the phrase 'Encourages variety of cultural activities' are among the positive cultural attributes associated with the building of highways. These phrases support the cause of history and involvement in cultural activities. However, one needs to bear in mind that, not all times, everything turns out to be positive. For instance, there are "Improvement in public services" and "Infrastructure Development" which are not as greatly prioritized as other consequences. Taken together, these results signify the fact that construction of highways has helped, however minimally, in bringing change in the soci-economic status of the communities in this region, known as Haryana in India.

**Table 3** Impacts of Highway on Socio-economic (Negative)

| Impact Variables | n | Mean | Std. Deviation | Rank |
|---|---|---|---|---|
| Withdrawal of Labour | 107 | 2.9346 | 1.12662 | VI |
| Non-residents are getting benefits | 107 | 3.4112 | 1.04569 | IV |
| Increase in cost of living | 107 | 2.3925 | 1.00712 | X |
| Increase in property prices | 107 | 3.4579 | 1.17586 | III |
| Dilution of Culture | 107 | 3.6636 | .91057 | I |
| Increase in crime | 107 | 2.7944 | 1.11371 | VII |
| Increase in social conflicts | 107 | 2.6822 | 1.05149 | VIII |
| Increase in crowding & Congestion | 107 | 3.5140 | .92517 | II |
| Increase in traffic | 107 | 2.5701 | .92259 | IX |
| Increase in rate of road accidents | 107 | 2.9439 | 1.02637 | V |

As highlighted in table 3, the factors that are negative and socio-economically associated to the establishment of highway in the context of Haryana, India. Writing out of 107 respondents, it is possible to outline several features that shed regarding the potential issues and undesirable effects of such development. The concept that is most negative which has been given the highest score is the Dilution of Culture, where there are concerns regarding the eradications of culture that may occur due to expansion of highways. The phrase 'rise in property prices' comes next, a term, which leads to the understanding that inhabitants may experience problems in paying for their homes as property values will likely to rise. Secondly concisely, as the intensity of crowding and Congestion, the concern with traffic jams and crowding in the affected areas increase. This can also be accounted for by two beliefs that non-residents are getting benefits and this implies the fact that some of the locals feel that they are being locked out from the benefits that accompany the construction of highways. These problems relate to the nature of employment and the general well-being of workers as a result of the two phrases; Withdrawal of Labour and Increase in Crime. Thirdly, by the phrase, 'Increase in social conflicts', it can be argued that, there might be rising tension within society. It is equally important to note that some consequences like the "Increase in Cost of Living," "Increase in Traffic," and "Increase in Rate of Road Accidents" admittedly are not very high ranked but are still considered significant problems by inhabitants. From the survey and the information from the people who were asked, table 3 below is showing many of the negative social economical impacts associated with highway construction in the Indian state of Haryana. These findings assert that there is a need to have a right approach in order to disagree the risks of such infrastructure investments while at the same time harnessing the opportunities of such undertakings. They also expound the social and economic factors present in the society that are present in the society.

**Table 4** The comparative study of the opinions of the residents who are involved and who are not involved in sector in Murthal

| **Positive socio-economic Impacts** |
|---|

| Perceived Impact | Mean Rank | | Mann Whitney U | Wilcoxon W | Z | Asymp. Sig. (2-tailed) |
|---|---|---|---|---|---|---|
| | Working in Sector | Not working in Sector | | | | |
| Income generation | 58.34 | 50.97 | 1195 | 3211 | -1.284 | .199 |
| Employment generation | 58.15 | 51.10 | 1203 | 3219 | -1.238 | .216 |
| Entrepreneurship development | 54.80 | 53.44 | 1351 | 3367 | -.257 | .797 |
| Increase in standard of living | 54.72 | 53.50 | 1354 | 3370 | -.244 | .807 |
| Improvement in public services | 51.40 | 55.82 | 1271 | 2261 | -.822 | .411 |
| Increase in mode of communication | 55.22 | 53.15 | 1332 | 3348 | -.425 | .671 |
| Infrastructure development | 57.01 | 51.90 | 1253 | 3269 | -.902 | .367 |
| Encourages variety of cultural activities | 58.56 | 50.82 | 1185 | 3201 | -1.873 | .061 |
| Cultural conservation | 51.50 | 55.75 | 1276 | 2266 | -.805 | .421 |
| Cultural exchange | 57.75 | 51.38 | 1221 | 3237 | -1.174 | .241 |
| Negative socio-economic Impacts | | | | | | |
| Withdrawal of labour | 49.84 | 56.90 | 1203 | 2193 | -1.263 | .207 |
| Non-residents are getting benefits | 46.90 | 58.96 | 1073 | 2063 | -2.303 | .021 |
| Increase in cost of living | 48.74 | 57.67 | 1154 | 2144 | -.1.798 | .072 |
| Increase in property prices | 51.32 | 55.87 | 1268 | 2258 | -.824 | .410 |
| Dilution of culture | 53.22 | 54.55 | 1351 | 2341 | -.259 | .796 |
| Increase in crime | 53.27 | 54.51 | 1354 | 2344 | -.220 | .826 |
| Increase in social conflicts | 54.66 | 53.54 | 1357 | 3373 | -.212 | .832 |
| Increase in crowding and congestion | 50.01 | 56.01 | 1211 | 2201 | -1.341 | .180 |
| Increase in traffic | 50.56 | 56.40 | 1234 | 2224 | -1.256 | .209 |
| Increase in rate of road accidents | 54.94 | 53.34 | 1344 | 3360 | -.296 | .767 |

Table 4 includes a comparative assessment of the perspectives of people in Murthal who are active in the sector as well as those who are not involved in the industry. The research evaluates the socio-economic implications of highway construction, including both positive and negative aspects. Statistical comparisons between the two groups using Mann-Whitney U tests are included in the data, which also provides the mean rankings for each perceived impact.

## 5.2. POSITIVE SOCIO-ECONOMIC IMPACTS:

People who are participating in the industry have a tendency to place various elements somewhat higher than those who are not involved when it comes to analysing the positive benefits involved. For instance, "Income generation" and "Employment generation" obtain higher mean rankings among people who are participating in the industry, despite the fact that the Mann-Whitney U tests reveal that there are no significant differences between the two groups. The phrase "increase in mode of communication" and "cultural exchange" are also evaluated more favourably by locals who are

working in the area. However, it is important to note that "Encourages variety of cultural activities" is scored much higher by residents who are working in the industry. This difference is statistically significant, which suggests that these people perceive a greater cultural influence from the development of highways.

### 5.3. NEGATIVE SOCIO-ECONOMIC IMPACTS:

On the other hand, people who are participating in the industry have a tendency to place these effects somewhat lower than those who are not involved on the negative impact side. The statement "Non-residents are getting benefits" comes out as particularly noteworthy, with locals who are participating in the industry having a less unfavourable perception of this influence. The results of the Mann-Whitney U test suggest that there is a difference in their views that is statistically significant. In addition, "Increase in cost of living" and "Increase in property prices" both earn somewhat lower mean rankings among residents who are engaged in the industry, despite the fact that the differences are not statistically significant. As a summary, Table 4 offers some insights into the comparative opinions of residents who are active in the sector and those who are not involved in the sector with regard to the socio-economic implications of highway construction in Murthal respectively. In spite of the fact that there are some subtle distinctions in their perspectives, the data indicate that, on the whole, the two groups have essentially comparable perspectives on these effects. However, there are a few instances in which residents who are active in the sector have different perspectives on some positive and negative aspects.

## 6. CONCLUSION

The purpose of this research was to investigate the complex socio-economic dynamics that have arisen as a consequence of the construction of highways in the state of Haryana in India. With the ongoing transformation of communities and landscapes brought about by infrastructure projects such as roads, it is becoming more important to have a full understanding of both the good and negative effects of these initiatives. According to Forslund and Johansson (1995), the socio-economic and geographical organisation of communities in Haryana has experienced major changes as a result of improvements in transport networks. These changes reflect the findings of the aforementioned researchers. As is emphasised by Guteirrez (2001), highways function as catalysts for efficiency, improving production and economic activity while simultaneously lowering the amount of time spent travelling. On the other hand, these advancements are not one-dimensional; rather, they come with a variety of complicated ramifications. There is a wide range of demographic characteristics that make up the population that was polled, including gender, age, household size, education, employment, income, and duration of residence. The demographic profile of the respondents illustrates this diversity. The importance of this variety cannot be overstated when it comes to comprehending the myriad of ways in which people experience and interpret the effect of highway construction. The favourable socio-economic consequences are shown in Table 2, which demonstrates that the construction of highways greatly improves the quality of life, increases cultural interchange, supports entrepreneurship, and facilitates communication. Additionally, it contributes to the production of money and employment, which is a reflection of its function as a promoter of economic success. Nevertheless, it is of the utmost importance to realise that not all elements earn equally favourable rankings, with some, such as the development of infrastructure and public services, falling behind. On the other hand, Table 3 highlights the negative socio-economic repercussions, which include things like worries about the watering down of culture, rises in property prices, and societal tensions. The inhabitants are concerned about the loss of jobs, the increase in criminal activity, and the notion that non-residents would profit more than residents. This paper shows that a significant level of planning and proper taking of precaution measures before construction of highways has to be carried out. Finally, Table 4 shows a comparison analysis between the participants involved in business activities and the non-business people for the residents. This discussion outlines how both of them have slightly different views regarding a number of impacts. Nevertheless, since participating citizens are more likely to perceive some effects more positively while others, negative effects less negatively, the overall view of both the groups is similar in perceiving the socio-economic impacts of highway construction. In sum, the emerging socio-economic relations due to the construction of highways in the selected area of the Indian state of Haryana are diverse and multifaceted. It is about these aspects that policymakers, academics, and other stakeholders need to ensure that really any infrastructure development projects balance on the strength of the good they bring to the hosts' populations, and the challenges that such infrastructures present to host environments. Therefore for any county or region to realize its sustainable development that is equitable it must follow a comprehensive approach that also

addresses the divergent needs and experiences of the population as well as taking advantage of what improved transport links would bring to bear to the overall economic well being of the country.

## CONFLICT OF INTERESTS

None.

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None.

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