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People's Perceptions of Infrastructure Investment and Economic Development in Pakistan

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Abstract
This research examines the relationship between infrastructure investment and economic development in Pakistan. Using a combination of perceptive statements, the research asked the respondents about the impact of infrastructure investment and economic development in Pakistan. The findings suggest that infrastructure investment has a positive and significant impact on economic development in Pakistan with a particular focus on transportation and energy infrastructure. The study also identifies key challenges and constraints to infrastructure investment in Pakistan including a lack of funding, institutional barriers, and political instability. Based on these findings, the research proposes policy recommendations for increasing infrastructure investment and promoting sustainable economic development in Pakistan. The study contributes to the existing literature on infrastructure and economic development with a specific focus on the Pakistani context.

Keywords: Infrastructure Investment, Economic Development, Pakistan, Economic Growth, Productivity, Poverty Reduction.

Introduction

The literature has been examining the relationship between infrastructure investment and economic growth and development for a long time. Public capital can be important in increasing long-run output and living standards. Because of nonrivalry in consumption, non-excludability in use, or both, the private sector will tend to underprovide key types of productive capital. Hence, there may be a role for the government to raise social welfare by providing public capital, even when the government must tax private resources for financing. Economic history is replete with examples of public capital and infrastructure in particular, that had significant impacts on long-run GDP, welfare, or both (Ramey, 2020).

Pakistan like several other developing nations, is faced with serious infrastructure deficits in terms of quantity as well as efficiency and financing. There are regional disparities and inter-regional and intra-regional

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inequalities in basic infrastructure access. This has pushed people to migrate to cities for better opportunities. Pakistan has the highest urbanization rate in South Asia. This has further burdened the already strained urban infrastructure. Investment in infrastructure is a key driver of economic growth and development and Pakistan is no exception. The country's economic prosperity is closely linked to its industrial growth which covers a range of sectors such as transport, energy, water, and telecommunications.

According to a report by the State Bank of Pakistan, (*InfrastructureTaskForceReport.Pdf*, n.d.) There is a huge gap between demand and supply in Pakistan's industrial environment with an estimated national investment in infrastructure of $100 billion This infrastructure shock has far-reaching consequences; Pakistan's infrastructure costs the country around 2-3% of its GDP annually. The country's underdeveloped transport infrastructure leads to higher transportation costs and makes Pakistani products less competitive in the global market. Lack of access to infrastructure, i.e. sanitation and water exacerbate poverty due to reduced economic opportunities. The lack of road development leads to higher transportation costs making Pakistani products less competitive in the global market. Lack of efficient transport infrastructure reduces economic productivity and hinders economic growth and development. The energy sector is also struggling with frequent power outages and a reliance on imported fuel which has a negative impact. Lack of reliable energy infrastructure affects industrial development which reduces economic growth and development**.** Economic Growth: Pakistan's Struggles in the energy sector slow economic growth and thus affect Pakistan's economic growth. The water sector is facing challenges due to aging infrastructure and inadequate supply, affecting (1) Agricultural productivity: The lack of access to water reduces agricultural productivity and prohibits its economic growth and development. (2) Industrial development: The lack of access to water holds industrial development and reduces the economic growth and development of Pakistan.

Telecommunication infrastructure is comparatively developed in Pakistan but still, it lags other countries in the region.

Pakistan's infrastructure has been highly influenced by its historical legacy colonial past and policy decisions. The country inherited some of its initial infrastructure, such as railways and irrigation systems, from its British rulers. After the independence, Pakistan embarked on building new infrastructure including water management systems, transportation networks, and aviation facilities. But still, the country's infrastructure growth has faced many obstacles including political uncertainty, governance challenges, and insufficient financing. Pakistan's infrastructure faces significant problems, particularly the need to modernize its transportation system. The country's existing roadways lack high-speed connectivity and provide inefficient transit. The energy sector is challenged with reliability, frequently encountering issues and relying on external fuel sources. The water industry is experiencing deterioration and a lack of supplies. Despite improvements in telecommunications infrastructure, it still falls behind its local counterparts. Pakistan's economic growth and development are limited by weak infrastructure which offers a considerable challenge. The country is expected

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to lose 4-6% of its GDP per year because of inconsistent pricing policies. The lack of dependable transportation, electricity, and water infrastructure impedes corporate expansion, escalates export prices, and reduces economic competitiveness (*InfrastructureTaskForceReport.Pdf*, n.d.).

Pakistan is working constantly on improving its infrastructure. The China-Pakistan Economic Corridor (CPEC) is a great initiative that has aimed at improving transportation, energy, and industrial infrastructure. The federal government has also implemented various plans to improve water and sanitation services, renovate airports, and create new transportation networks like roads and railways. However, all these efforts are the results of political brainstorming and policy groups. A public viewpoint is needed to know what the people of Pakistan think and aspire to the growth of the economy from an infrastructural investment perspective. Hence this study attempts to fulfill the following objectives:

1. The motive of this study is to know the current state of infrastructure investment in Pakistan.
2. To find the impact of infrastructure investment on economic development in Pakistan.
3. To identify the key infrastructure sectors that have the most significant impact and can foster economic development.

Research Question

To what extent does infrastructure investment contribute to economic development in Pakistan and what are the key infrastructure sectors that have the most significant effect on economic growth and the development of Pakistan?

Significance of the Research:

This study is significant because this study will provide insights into the relationship between infrastructure spending and economic development by helping policymakers understand the importance of infrastructure investment in Pakistan from a public perspective. It helps to identify the key infrastructure sectors that require investment to boost economic development. It contributes to the existing literature regarding the infrastructure investment and development of the country.

Literature Review

Researchers have addressed the topic of infrastructure and development from time to time. (Iqbal & Nadeem, 2006) worked on exploring the relationship between the monetary and infrastructure development of Pakistan while using the data from 1972 to 2003 on yearly base. The paper uses factor analysis using principal components to construct composite indicators The Granger Causality test was applied to the Vector Error Correction (VEC) to assess the causal relationships among the four indicators. the results of the paper in brief and concise words real economic growth drives social development in Pakistan. Monetary growth has no impact on economic development. Real and monetary indicators can be used to boost investment and improve living standards. These

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findings suggest that policymakers in Pakistan should focus on promoting real economic growth to drive social progress and invest in physical and social infrastructure to improve the quality of life for citizens. In another study (Sahoo & Dash, 2012) worked on economic growth in South Asian infrastructure in *India, Pakistan, Bangladesh, and Sri Lanka while using the data from 2012*. The variables used in this paper are Economic development (proxied by the Gross Domestic Product (GDP) per capita constant local currency).Transport infrastructure, road infrastructure (by the length of motorways, highways, and strategic roads- rail infrastructure, air transport infrastructure, Port infrastructure and Trade (total value of exports). They used Autoregressive Distributed Lag (ARDL) model to find the long-run relationship in transport infrastructure and development. They further did the VECM test to investigate the short and long-term causal linkages between the variables. The results reveal a huge long-term relationship in transport infrastructure and growth in Pakistan. The findings showed a uni-directional causality from transport to economic development which indicates that investments in transport infrastructure can drive economic growth. Notably air infrastructure has a statistically insignificant impact on economic development.

(Mohmand et al., 2017) worked on the effects of transportation infrastructure on economic growth. *The authors employ a panel data set from 1982 to 2010. The dependent variable was economic growth whereas the independent variable was transportation infrastructure. The authors examined the relationship between Economic growth (measured by GDP). Transportation infrastructure was measured by investment in transportation infrastructure. . They found that no short-term causal link exists between economic growth and transportation infrastructure has unidirectional causal relationship emerges in the long run with economic progress driving infrastructure investment. At the provincial-level analysis uncovered a bidirectional causal relationship in developed regions, contrasted with a unidirectional causation in underdeveloped provinces.*

(Rokicki & Stępniak, 2018) investigated the relationship in transportation infrastructure investment and economic development of Poland, using data from 2018. *The authors use instrumental variables approach to address endogeneity concerns with three instruments population density, economic activity density, and transportation network density. Their findings indicated a modest positive correlation between improved accessibility and regional employment growth. but the impact on regional production growth was found to be negligible. The study revealed that urban areas did not benefit significantly from accessibility improvements while the rural areas experienced a negative correlation with output growth.*

(STANOJEVić, 2019) examined the influence of Chinese infrastructure projects on host economies like Pakistan, using data from Pakistan's economy in 2019. the secondary data on Pakistan's economy is analyzed from WDI The factors in the article examine the influence Chinese FDI, total FDI, and key economic indicators for providing insights into the effects of Chinese investment on Pakistan's economic development. Infrastructure investment is widely recognized as an economic driver, but it ranks poorly in infrastructure performance lagging in both investment and GDP growth rate. The study

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concludes that Chinese investment in Pakistan's infrastructure has a significant positive impact on the economy which is boosting growth and exports. But it also leads to increased imports and potential challenges like external debt to China. (Sebayang & Sebayang, 2020) studied the infrastructure investment and its impact on regional growth in Indonesia by using data from 2020. The economic analysis used Data Envelopment Analysis (DEA) a method developed by Charnels in 1977 to evaluate the performance of infrastructure investments. The study's findings indicate that infrastructure investment has a positive impact on regional economies with varying short-term effects on economic growth, human development and regional competitiveness. (Dwiatmoko et al., 2020) examined the impact of railway infrastructure expansion on regional economic growth. The analysis discovered a positive association between the development budget, railway assets, income, personnel costs and Gross Regional Domestic Product (GRDP), implying that investing in railway infrastructure development will boost GRDP and stimulate regional economic growth. The findings show that prioritizing railway infrastructure development in Java will result in a greater increase in GRDP than in Sumatra, owing to Java's considerably larger railway assets. In recent study on Pakistan,

(Mazher & Dahalan, 2020) examined the factors influencing Pakistan's real gross domestic product (RGDP) by utilizing secondary data. The research focused on seven key variables: public and private investment, public and private capital stock, real gross domestic product, government investment, and government capital stock. The results showed a positive and significant connection between government investment and real GDP and between private capital stock and real GDP. However, private investment hurt real GDP in the short run. In the long term the government capital stocks, public investment, private capital stocks and real GDP were linked positively and significantly while private investment showed harmful or insignificant relations with real GDP. *However private investment harms real GDP in the short run.*

(Seidu et al., 2020) worked on the influence of infrastructure investment on economic growth in the United Kingdom using data from 2020. The variables in this study are Infrastructure investment and Brexit. Dependent variables are Economic expansion, GDP, cost, and time overrun. Mediating variables Multiplier effect. Moderating variables, Regional Opportunity Areas Policy consistency. Semi-structured interviews were conducted with four top executives in infrastructure investment across multiple sectors, including a service provider, contractor, researcher, and Member of Parliament. The study concludes that UK infrastructure policy needs to be streamlined, with policy consistency and predictability in cost and time crucial for successful project delivery. Brexit poses a significant risk to infrastructure development and economic growth, with potential cuts to spending and reduced investment. Therefore, investing in infrastructure is crucial for the UK's economic growth, and it is essential to direct investment to areas with growth potential and maximize returns. (Alam et al., 2021) examined the relationship between transportation infrastructure and economic growth in Pakistan through ARDL analysis. The analysis, which covered the period from 1971 to 2017, revealed a

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long-run and causal relationship between transport infrastructure and economic development. Specifically, transport infrastructure was found to have a positive impact on economic development in the long run, with a unidirectional causality from transport infrastructure to economic development. These new insights provide a comprehensive understanding of the role of transport infrastructure in driving economic development in Pakistan by offering actionable recommendations

Zhang et al. (2021) conducted comprehensive research on infrastructure investment and regional economic growth in the Yangtze River Economic Zone by utilizing spatial panel data analysis to examine the statistical data of 131 cities in the region from 2003 to 2016. The study utilized a spatial weight matrix based on geographic distance and adjacency to account for spatial correlations. The global Moran index and local Moran index were used to measure spatial correlation and identify areas of agglomeration. The results showed significant spatial dependence in real GDP among cities, with a declining trend over time..The study also found distinct spatial effects of infrastructure development on economic growth, including: energy infrastructure having the largest total effect (0.515), transportation infrastructure stimulating local growth but restraining the surrounding area and water-related infrastructure having a positive spatial spillover effect but a negative local impact.

(Batool & Goldmann, 2021) studied the impact of public and private transport infrastructure capital on economic growth by using data from Pakistan and China in 2021. The variables are GDP, labor force, transport infrastructure, infrastructure, physical and monetary infrastructure aggregates, private and public capital stock, and skilled labor force. The results indicated that private investments in transport infrastructure are more effective in promoting economic growth in Pakistan than public investments. The study found that Pakistan has traditionally relied on public funds for transport infrastructure development but is now witnessing a significant influx of private investments in this sector. This shift highlights the need for effective policy measures to maximize the impact of private investments on economic growth.

(Muturi, 2023) worked on infrastructure investment and economic development in Japan while using data from 2023. The research employed a desk study design, relying on secondary data collection due to its cost-effectiveness. The results identified research gaps in four categories: conceptual, contextual, geographical, and cross-study comparative gaps. Infrastructure investment plays a vital role in driving economic growth and development in both developed and developing nations. (Kuang et al., 2023) examined the efficiency of energy infrastructure investment and its regional economic impact in Jiangsu province, using 2023 data. The research utilized secondary data and employed three types of variables: input indicators (such as dynamic investment in substation projects and line engineering), output indicators (including new substation capacity, new line length, and new transmission capacity), and environmental indicators (such as industrial structure, science and technology level, and degree of openness to the outside world). The results showed that energy infrastructure investment efficiency varies significantly across Jiangsu and is closely related to regional economic

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development models, economic levels, and industrial importance. This study developed an energy infrastructure investment efficiency evaluation system and a three-stage DEA efficiency evaluation model, yielding several key findings.

(Nkemgha et al. 2023) Researched the financial development and human capital thresholds for infrastructure development and industrialization in Africa by using data from 2023. The use of of secondary data and the GMM estimate methodology was used for their huge dataset encompassing 33 countries over 17 years. They also looked into how financial development and human capital influenced this relationship. The data showed that infrastructure development had a direct positive impact on African industrialization. When financial development and human capital were included as moderating variables. the results showed that specific infrastructure indices such as the African infrastructural development index and the ICT composite index had positive net effects up to certain levels of financial development. However, interaction with power infrastructure has a negative net effect up to a financial development level. Taking human capital into account it showed a positive direct impact and a negative indirect impact that led to an overall positive effect until reaching a certain human capital index limit.

Data and Methodology

Data

The data for this research was primary in nature. It was collected through an online survey via Google Forms.

Research Design

This study employs a quantitative research approach, using a descriptive design. The research strategy was survey research, using an online Google survey form to collect primary data.

Sampling and Population

The research developed a perceptive questionnaire on a Likert scale, consisting of 20 questions including multiple-choice and open-ended questions. The survey was distributed through social media and a convenience sample of 500 Pakistani citizens, businesses, and policymakers. The response rate was only 20.4% and 102 responses were received after multiple requests.

Data Analysis

Descriptive statistics (means, standard deviations, and frequencies were calculated as summary statistics for the data. So, the research employed a descriptive data analysis to fulfill study objectives.

Variables and Measurements

The independent variable is infrastructure investment (measured through questions on transportation, energy, and communication infrastructure). The dependent variable is economic development (measured through questions on GDP growth, employment, and poverty reduction).

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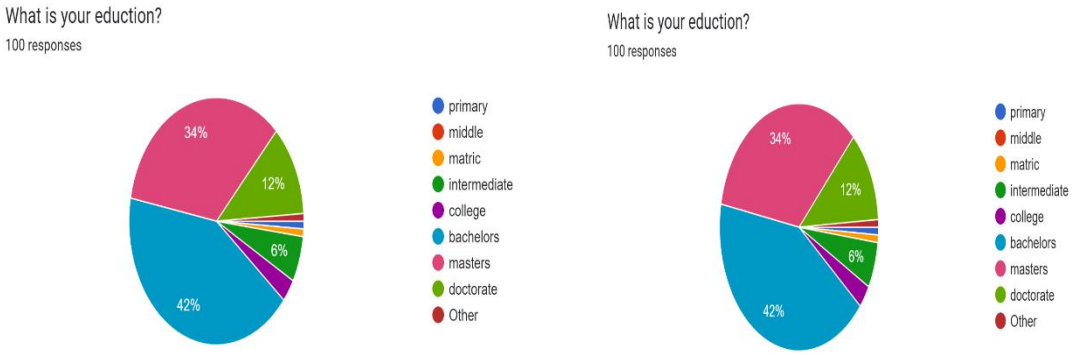
Results and Discussion

This section relates to the analysis of the collected data and its interpretation. The detailed discussion and explanation are as follows:

Education and Age of the Respondents

Figure 4.1 is a summary of the education of the respondents. According to the pie chart, there were more people with a minimum education of primary level education. It accounted for 42% of the respondents. The breakdown shows that 42% of the population has a bachelor's degree, 34% has a master's degree, 12% has a doctorate and 1% falls under "others". there are smaller percentages of individuals with lower levels of education: 1% have only primary education, 1% have matriculation (10th standard), 6% have intermediate (12th standard) and 3% have some college education but no degree. This suggests a relatively highly educated population with a significant proportion holding advanced degrees. In Figure 4.2 the age distribution shows a youthful population with



Figures 4.2, 4.1. Respondent's Education and Age

The largest proportion (31%) falling within the 18-24 age range, indicating a significant presence of young adults. The next largest groups are those aged 25-34 (22%) and 35-44 (23%), representing established working professionals and middle-aged individuals. A smaller but still notable proportion (19%) falls within the 45-54 age range while a tiny fraction (2%) are between 55-64 years old. Finally, a small percentage (2%) are under 18 years old, indicating a limited presence of minors in the population

Gender of the Respondents

The gender breakdown reveals a notable disparity with a clear majority (58.8%) of males making up the population, compared to a significant but smaller proportion (41.2%) of females. This 17-percentage-point difference indicates a skewed gender distribution, potentially influencing social, economic and cultural dynamics. The remaining 3% is not specified, potentially representing individuals who prefer not to disclose their gender, highlighting the importance of inclusivity and representation in data collection and analysis.

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Infrastructure and Economic Development

Figure 4.3 shows an overwhelming majority (86%) of respondents consider infrastructure investment to be either significant (53%) or very significant (33%) for the country's economic growth. This suggests a broad consensus on the importance of investing in infrastructure to drive economic development. A smaller proportion (11%) considers it moderately significant while a tiny minority (3%) believes it is not significant. This indicates a strong recognition of the need for infrastructure development to support Pakistan's economic progress.

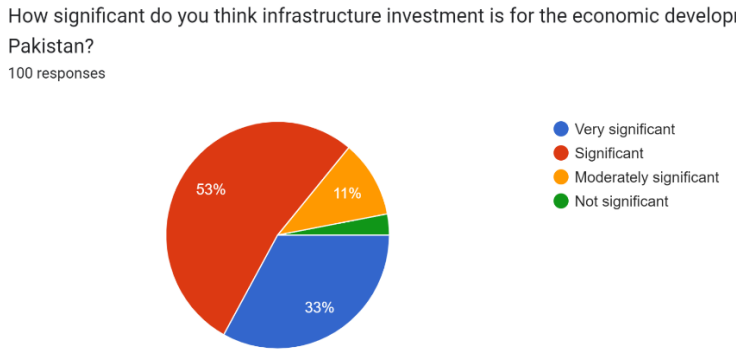

Figure 4.3 Infrastructure and Economic Development

Highest priority for infrastructure investment in Pakistan

The survey results reveal that a clear majority (65%) of respondents believe that the energy sector should receive the highest priority for infrastructure investment in Pakistan. This is likely due to the country's chronic energy shortages and the critical need for reliable power supply to drive economic growth and development. The transportation sector comes second with 20% of respondents prioritizing investment in roads, railways, and other transportation infrastructure. The water and sanitation sector receives 8% of the vote while telecommunications trails with 7%. This suggests that addressing Pakistan's energy crisis is widely seen as the most pressing infrastructure need.

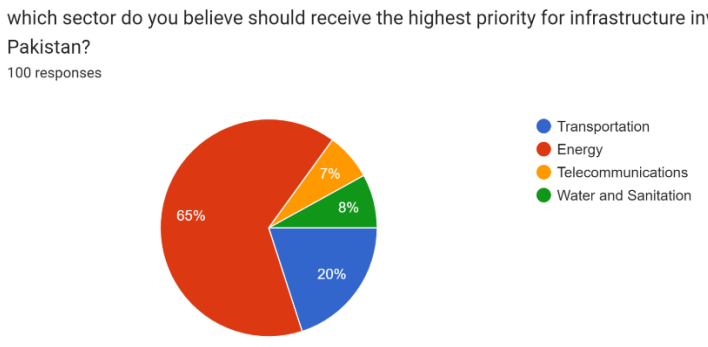

Figure 4.4: highest priority areas

What is the biggest barrier to infrastructure development in Pakistan?

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The survey results identify corruption as the biggest barrier to infrastructure development in Pakistan with a significant majority (62.4%) of respondents citing it as the main obstacle. This suggests that respondents believe that corruption is a major hindrance to effective infrastructure development, potentially due to embezzlement of funds, nepotism and other corrupt practices. Political instability comes second with 18.8% of respondents citing it as a significant challenge. Lack of funding (11.9%) and lack of skilled workforce (7.6%) are also seen as notable barriers to a lesser extent. This highlights the need for addressing corruption and promoting good governance to unlock infrastructure development in Pakistan.

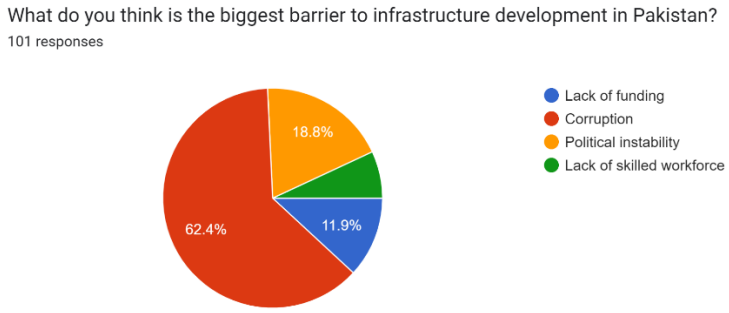

Figure 4.5: Barriers to Infrastructure Development

Does Infrastructure investment affect job creation in Pakistan?

The results shows that infrastructure investment has a positive impact on job creation in Pakistan with the majority of respondents believing it will increase jobs to some extent. A significant proportion (44.4%) thinks it will moderately increase jobs while nearly a third (32.3%) believes it will significantly increase jobs. A smaller but still notable percentage (20.2%) expects a slight increase in jobs. Only a tiny minority (3%) think infrastructure investment will not affect job creation. This suggests that infrastructure development is seen as a key driver of employment growth in Pakistan with the potential to create new job opportunities and stimulate economic activity.

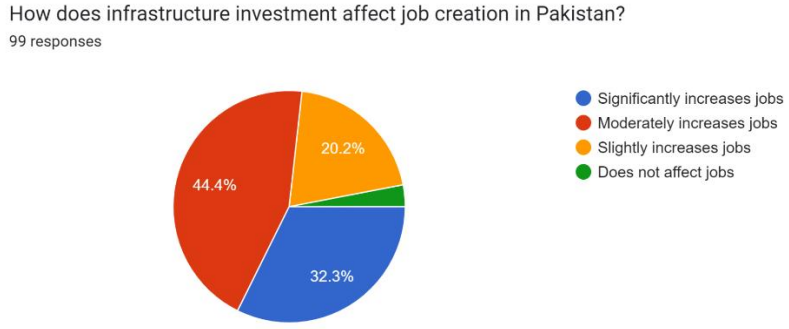

Figure 4.6: Infrastructure Investment and Job Creation

Does Infrastructure investment have the most direct impact on economic development?

The survey results is showing that a clear majority (56%) of respondents of

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suvery believe that investment in roads and highways has the most direct impact on economic development. This suggests that respondents see a well-developed road network as essential for facilitating trade, commerce and economic growth. Railways come second with 22% of respondents considering them crucial for economic development. Ports (13%) and airports (9%) also receive significant support telling the recognition of the importance of robust transportation infrastructure for economic progress

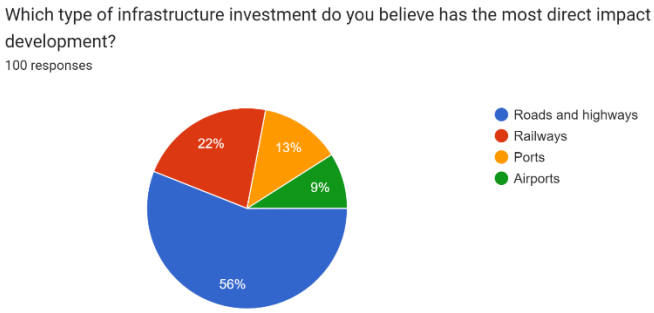

Figure 4.7: Infrastructure Investment and Economic Development

Believe that public-private partnerships (ppp) are an effective way to improve infrastructure in Pakistan.

The survey results indicate that a significant majority (64.6%) of respondents believe that public-private partnerships (PPP) are an effective way to improve infrastructure in Pakistan. This suggests that respondents see this as an important solution to address infrastructure challenges by leveraging the strengths of both the public and private sectors. A notable proportion (18.2%) is unsure which indicates that there is a need for further education and awareness about PPPs. Meanwhile, a percentage of (17.2%) do not believe PPPs are effective it might be potentially due to concerns about private sector accountability, governance, or their past experiences.

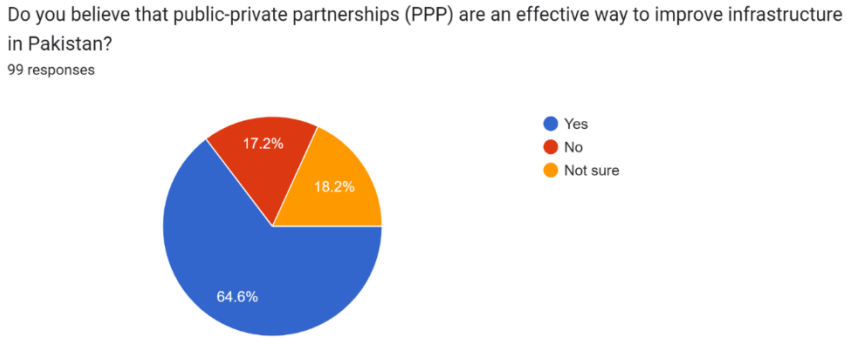

Figure 4.8: Infrastructure Development and PPPs

Poor Infrastructure impacts the business environment in Pakistan?

The survey results indicate that poor infrastructure substantially impacts the business environment in Pakistan, with a majority (44.3%) of respondents stating that it significantly hinders business operations. Another significant

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proportion (34%) believes it moderately hinders business while a notable percentage (17.5%) thinks it slightly hinders business. Only a small minority (4%) believe poor infrastructure does not hinder business which is suggesting that most of businesses in Pakistan face challenges due to inadequate infrastructure. This is highlighting the need for infrastructure development to support economic growth and improve the business environment in Pakistan.

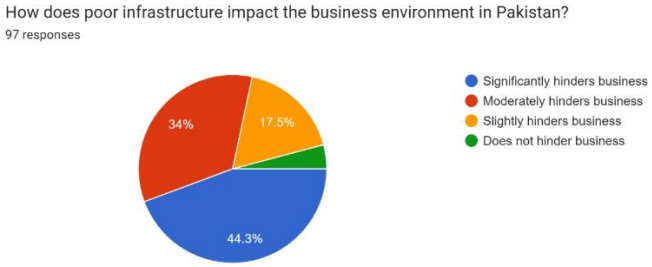

Figure 4.9: Business environment and infrastructure

Do you think the Source of funding is most suitable for infrastructure projects in Pakistan?

The survey results state that (41.4%) of respondents of the survey believe that domestic funding is the most suitable source of funding for infrastructure projects in Pakistan. This suggests that respondents have confidence in the country's ability to self-finance its infrastructure development. Foreign Direct Investment (FDI) comes second with 35.4% of respondents considering it a secondary option. International loans (12.1%) and Public-Private Partnerships (PPP) (11.1%) are also seen as potential sources of funding to a lesser extent. This indicates that respondents prioritize domestic resources and FDI as the most suitable funding sources for infrastructure development in Pakistan.

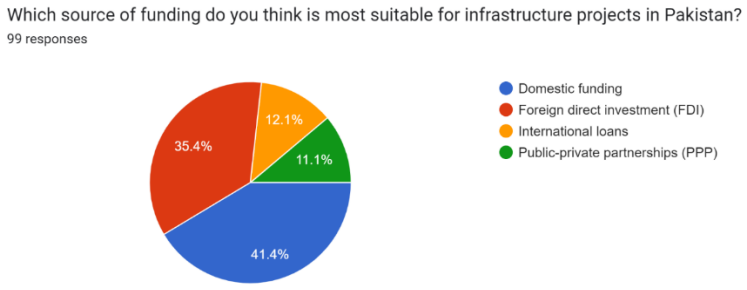

Figure 4.10: sources of funding and infrastructure

Perception of the quality of Pakistan's infrastructure compared to neighboring countries.

The survey results reveal that a majority (41.4%) of respondents in the survey that perceive Pakistan's infrastructure as worse compared to neighboring countries. This suggests that respondents believe Pakistan lags behind its neighbors in terms of infrastructure development which could be impacting

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economic growth and competitiveness. A significant proportion (33.3%) believes Pakistan's infrastructure is better, indicating a sense of pride and progress in infrastructure development. A notable percentage (20.2%) see that Pakistan's infrastructure as similar to its neighbors while a small minority (5%) are unsure which is highlighting the need for further assessment and comparison.

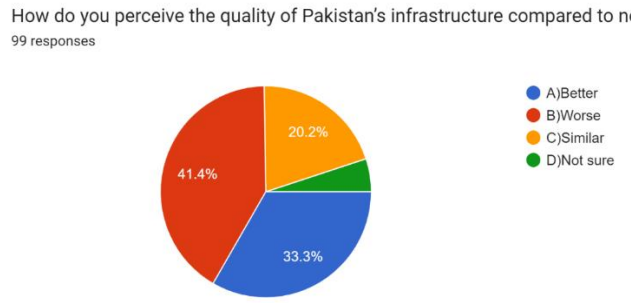

Figure 4.11: Quality of infrastructure in Pakistan

What impact does infrastructure investment have on foreign investment in Pakistan?

The survey results shows that a majority (90.9%) of respondents believe that infrastructure investment has a positive impact on foreign investment in Pakistan with 47.5% of thinks it significantly increases foreign investment and 43.4% moderately increases it. Only a small proportion of (7%) think it slightly increases foreign investment while a tiny minority (2%) believe it has no effect. This suggests that respondents strongly believe that investing in infrastructure is crucial to attracting foreign investment which is essential for economic growth and development in Pakistan.

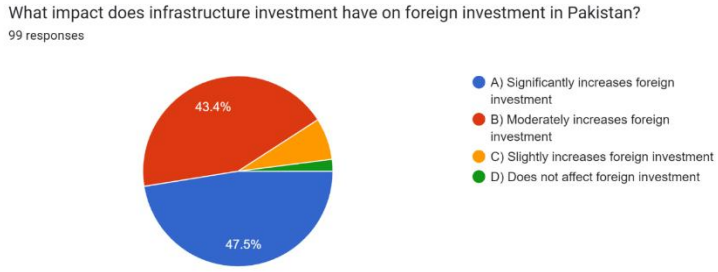

Figure 4.12: Foreign investment and infrastructure Investment

Believe that improving rural infrastructure is crucial for Pakistan's economic development.

The survey results find that an overwhelming majority (86.7%) of respondents believe that improving rural infrastructure is crucial for Pakistan's economic development with 51% agreeing and 35.7% strongly agreeing. This suggests a wide consensus on the importance of investing in rural infrastructure to drive economic growth and development in Pakistan. Only a small proportion (10%) remains neutral while a tiny minority (3%) disagrees. This highlights the need for targeted investments in rural areas to enhance connectivity, access to basic

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services and economic opportunities which can help reduce regional disparities and promote inclusive growth in Pakistan.

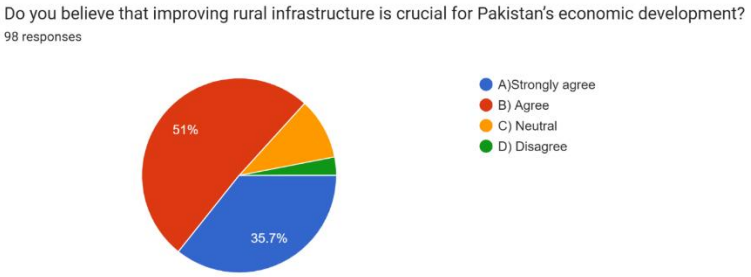

Figure 4.13: Rural Infrastructure and Economic Development

Does infrastructure investment influence the quality of life for Pakistan citizens?

The survey results prove that a majority (90.9%) of respondents believe that infrastructure investment has a positive impact on the quality of life for Pakistani's citizens with 48.5% stating it significantly improves the quality of life and 42.4% thinks that it moderately improves it. Only a small proportion of (7%) think it slightly improves quality of life while a tiny minority of (2%) believe it has no impact. This suggests that respondents strongly believe that investing in infrastructure is essential for enhancing the overall well-being and living standards of Pakistan's citizens, providing them with better access to basic services, amenities, and opportunities. By improving infrastructure Pakistan can create a more decent environment for its citizens to thrive and reach their full potential.

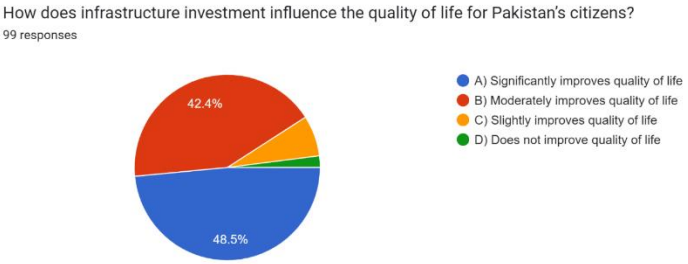

Figure 4.14: Quality of life and infrastructure investment

Infrastructure development help reduce poverty in Pakistan?

The survey results show that a majority (90.7%) of respondents believe that infrastructure development can help reduce poverty in Pakistan with 36.1% stating it significantly reduces poverty and 38.1% moderately reduces it. A notable proportion (16.5%) thinks it slightly reduces poverty while a small minority (9.3%) believes it has no impact. This suggests that respondents strongly believe that investing in infrastructure is crucial for poverty reduction in Pakistan as it can create jobs, improve access to basic services, enhance economic opportunities and increase connectivity, ultimately leading to improved living standards and a reduction in poverty levels.

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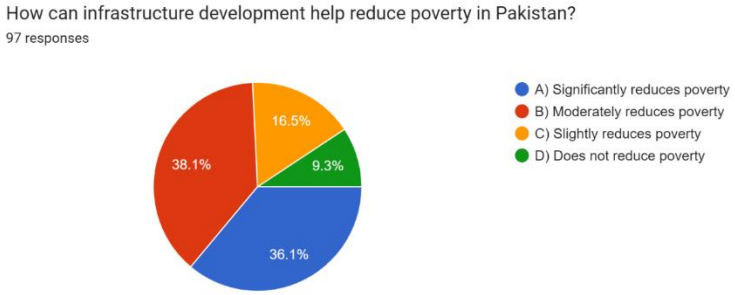

Figure 4.15: Reduction in poverty and infrastructure development

International cooperation for infrastructure development in Pakistan

The survey results showed that a huge majority (88.8%) of respondents believe that international cooperation could be crucial for infrastructure development in Pakistan while with 51% of people considering it "very important" and 37.8% think it "important". A smaller proportion of (10.2%) think it is "moderately important" while a tiny minority of only (1%) are unsure about it. This suggest that respondents recognize the value of international partnerships, funding's and their expertise in supporting Pakistan's infrastructure development goals and acknowledge the need for collaboration to drive the progress and economic growth in the country.

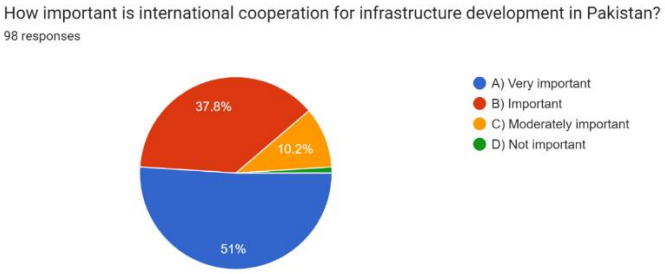

Figure 4.16: International cooperation and infrastructure development

Infrastructure investment and economic disparity

The survey results indicate that a great majority (86.7%) of respondents believe that infrastructure investment could have a positive impact on reducing economic disparities between urban and rural areas in Pakistan while with 60.2% stating it is significantly reducing disparities and 26.5% of think that moderately reduces it. A smaller proportion (10%) thinks it slightly reduces disparities while a tiny minority (3.1%) believes it has no impact. This suggests that respondents strongly believe that investing in infrastructure can help bridge the economic gap between urban and rural areas by improving connectivity, access to basic services and economic opportunities, ultimately promoting more inclusive and balanced economic growth in Pakistan.

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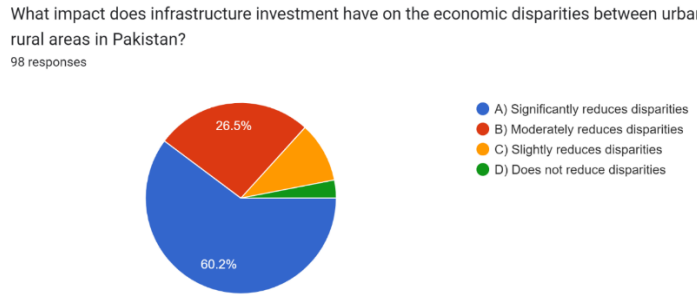

Figure no. 4.17: Economic Disparity and Infrastructure investment

Conclusion

This study probed the perception of the general public about the importance of infrastructure investment and its effect on Poverty reduction. According to the majority, infrastructure investment can reduce poverty. It can reduce economic disparity as well. Infrastructure investment elevates quality of life. There are mixed opinions about the sustainability of infrastructure investment which shows low confidence ef people in the project ongoing. However, there are ample opportunities for economic development due to infrastructure development. It can boost international relations and international cooperation. The study concluded that infrastructure is good for overall economic development.

Policy Recommendations

The research proposes the following policy recommendations.

1. The government should focus on infrastructure investment for alleviating poverty.
2. Infrastructure investment should be spent on projects directed at national growth.
3. The unnecessary spending of money must be discouraged.

Limitations

This study was limited to online data collection only. It was due to time and money constraints. It does not relate to a specific sample frame but collected data from every citizen of Pakistan, hence a general viewpoint.

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