

**Social Impact Assessment *Study*
of
Kuttothu - Attakudukadavu Road
(6.241Hectares)**

Final Report

**Requisition Authority
Kerala Public Work Department**

By
KERALA VOLUNTARY HEALTH SERVICES

COLLECTORATE P.O.

MULLANKUZHY

KOTTAYAM – 686002

E-mail : keralavhs@yahoo.co.in

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Abbreviations

APL	Above Poverty Line
BPL	Below Poverty Line
PWD	Public Works Department
DLPC	District Level Purchasing Committee
LA	Land Acquisition
NGO	Non - Governmental Organisation
NTH	Non - Title Holder
MSW	Master of Social Work
PAP	Project Affected Person
PAF	Project Affected Family
TH	Title Holder
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
RTFCTLARR Act	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act

CONTENTS

CHAPTER 1 – EXECUTIVE SUMMARY

- 1.1. Introduction - Project and Public Purpose
- 1.2. Location
- 1.3. Size and Attributes of Land Acquisition
- 1.4. Alternatives Considered
- 1.5. Social Impact
- 1.6. Mitigation Measures
- 1.7. Assessment of Social Impacts at different Phases of Project

CHAPTER 2 - DETAILED PROJECT DESCRIPTION

- 2.1. Background of the project, including developers background and governance/ management structure.
 - 2.1.1. Requisition Authority
 - 2.1.1. (a).PWD Roads Division
 - 2.1.2. Land Acquisition Authority
- 2.2. Rationale for project including how the project fits the public purpose criteria listed in the Act.
- 2.3 Details of project size, location, capacity, outputs, production targets, cost, risks.
 - 2.3.1. Project Location
- 2.4. Phase of project construction
- 2.5. Core design features and size and types of facilities.
- 2.6. Need for ancillary infrastructural facilities.
- 2.7. Work force requirements (temporary and permanent).
- 2.8. Details of Social Impact Assessment / Environment Impact Assessment if already conducted and any technical feasibility reports.
- 2.9. Applicable law and policies.

CHAPTER 3 - STUDY APPROACH AND METHODOLOGY

- 3.1. Background
- 3.2. Social Impact Assessment Team – Profile of Team Members
- 3.3. Study Approach
- 3.4. Methodology & Tools
- 3.5. Sources of data collected
- 3.6. Process and Schedule of Activities
- 3.7. Points Raised During Individual and Group Discussion with Title Holders

CHAPTER 4 – LAND ASSESSMENT

- 4.1. Description of the land
- 4.2. Entire area of impact under the influence of the project.
- 4.3. Total land requirement for the project.
- 4.4. Present use of any public utilized land in the vicinity of the project area.
- 4.5. Land (if any) already purchased, alienated, leased or acquired, and the intended use for each plot of land required for the project
- 4.6. Quantity and location of land proposed to be acquired for the project
- 4.7. Nature, present use and classification of land and if agricultural land, irrigation coverage and cropping patterns
- 4.8. Size of holding, ownership patterns, land distributions and number of residential houses
- 4.9. Land prices and recent changes in ownership, transfer and use of lands over the last 3 years

CHAPTER 5 - ESTIMATION AND ENUMERATION

- 5.1 Families which are directly affected
- 5.2 Families which are indirectly impacted by the project
- 5.3 Inventory of productive assets and significant lands

CHAPTER 6 - SOCIO-ECONOMIC PROFILE

- 6.1. Demographic Details
- 6.2. Age wise distribution of TH
- 6.3. Family size of THs
- 6.4. Educational Qualification of THs
- 6.4. Religious Distribution
- 6.5. Economic Distribution of THs
- 6.6. Occupational Distribution THs
- 6.7. Income distribution of THs
- 6.8. Socio Economic Profile of Project Affected Family Members.
 - 6.8.1. Age wise distribution of PAF Members
 - 6.8.2. Educational Qualification of PAF Members
- 6.9. Socio Economic Profile of Non - Title Holders**
 - 6.9.1. Demographic Details of NTH
 - 6.9.2. Age wise distribution of NTH
 - 6.9.3. Family size of NTHs
 - 6.9.4. Educational Qualification of NTHs
 - 6.9.4. Religious Distribution OF NTH
 - 6.9.5. Economic Distribution of NTHs
 - 6.9.6. Occupational Distribution NTHs
 - 6.9.7. Income distribution of NTHs

CHAPTER 7 - SOCIAL IMPACT MANAGEMENT PLAN

- 7.1 Approaches to Mitigation / Measures to avoid, mitigate and compensate impact
- 7.2. Measures those are included in the terms of Rehabilitation and Resettlement
- 7.3. Measures that the Requiring Body has stated it will introduce in the Project Proposal

7.4. Alterations to project design and additional measures that may be required to address the extend and intensity of impacts across various groups as identified during the social impact assessment process.

7.5. Detailed Mitigation Plan

CHAPTER 8 - SOCIAL IMPACT MANAGEMENT PLAN INSTITUTIONAL FRAMEWORK

8.1 Institutional Structures and Key Persons

CHAPTER 9 -SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF MITIGATION PLAN

9.1 Costs of all resettlement and rehabilitation costs

9.2 Annual budget and plan of action

9.3 Funding sources with breakup

CHAPTER 10 - SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATION

10.1 Key Monitoring and Evaluative indicators

10.2 Reporting mechanisms and monitoring roles

10.3 Plan of independent evaluation

CHAPTER 11 - ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION ON ACQUISITION

Annexure

1. Photographs – Field Investigation
2. List of PAFs.
3. Form No. 5 Notification
4. Notice – Public Hearing
5. Public Hearing Attendance
6. Gazette Notification regarding SIA study.

CHAPTER 1 EXECUTIVE SUMMARY

1.1. Introduction – Project and Public purpose

Smooth and safe traffic is an indicator of a nations' sustainable development. Rapid growth of India's population has put enormous strain on our transport systems. The vehicle population in the country is increasing tremendously in recent years. This leads to heavy traffic congestion in both rural and urban areas and it is considered as one of the major cause of slow economic growth of nations. This is also termed as a potential cause of road accidents. Wastage of fuel due to increased idling, acceleration and braking increasing air pollution and emissions. All these lead to heavy economic lose and public health issues. Widening of existing roads are the best solution for traffic problems due to heavy volume of vehicles in rural roads.

Kuttoth- Attakundukadavu road is a village road having residential houses and shops and small business establishments in its both side. The road is the major connectivity corridor of Maniyoor panchayath having a population of 28,000(Approx) and three sides surrounded by river and backwaters. The vehicle traffic study shows that 2200-2600 light and heavy vehicles daily passing through this road. The road is connecting two major roads i.e. Vadakara – Kuttiyadi road and Payyoli- Kuttiyadi road. The accident reported in Vadakara police station shows that the one to two cases per week.

Government of Kerala give administrative sanction to Kerala Public Works Department Roads Division for the development of Kuttoth-Attakundukadavu road in Kozhikode District through G.O (RT) No. 385/2018 PWD dated 06/03/2018.

The revenue department roughly estimated that 6.241 hector in Palayad, Maniyoor, Villiappally and Nadakkuthazha villages of Vatakara Taluk of Kozihikode District needs to acquire for the above development. The land acquisition process started and completed preliminary formalities of land acquisition except social impact assessment study. Revenue department has conducted preliminary survey but not laid boundary stone for the acquiring land. Kuttoth - Attakundukadavu road is an important MDR in Vadakara Taluk. The road is an important connectivity for the Maniyur Panchayath area to the Vadakara Town which is Talukhead quarters. Kerala Public Works Departments claims that at present, the road has an average land width of 8.00m and there are about 55 nos. curves along this road out of which about

40 no's are very sharp curves. The proposed project aims to provide an accident free traffic and to improve the traffic facilities.

By considering the public importance Government of Kerala placed this project under the RFACTLARR Act and Rules and submitted for social impact assessment study. This report is formulated after the completion of the study which took four months of social survey.

1.2. Location

The project location is 4 k.m. to 16 k.m. from Vadakara town which is the second largest city in Kozhikode district. The project road i.e. Kuttoth-Attakundkadavu is one of the important MDR in the area. It connects Vadakara- Perambra and Payyoli-Perambra roads and it also connect Maniyoor panchayath to Vadakara. The project area is an important habitation area with traditional rituals and believes. One of the biggest paddy land area known as Cherandathoorchira is located here. This area is situated almost equal distance from Perambra, Payyoli and Vadakara town. Due to the vast back water presents the area is famous for Inland Water Tourism and fishing. The Maniyoor panchayath which was surrounded by backwaters and rivers are located here. This village is having approximately twenty eight thousands of population undulating hills and valleys are the geography of this village. Major education like Vadakara Engineering College, Navodaya Vidhyalayam, Centre for IGNOU, Maniyoor Higher Secondary School etc. located in the area. The primary occupation of the people in the area is agriculture and allied activities. The area comes under four villages i.e. Maniyoor, Palayad, Nadkkuthazhe and Villiyappally.

1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

Land acquisition Thahasildar office, Vadakara is preparing the acquisition details including land sketch and extent of acquisition etc. Boundary stones were not laid. Alignment sketch was prepared by a private consultancy agency. Deputy Collector NH and highways is monitoring the land acquisition process.

Details of project affected families

The social impact study finds that 751 title holders and 201 non-title holders are affected by the project. Ten residential properties are affected and out of it six are displaced. The analysis shows that Muslims are dominating the area with 72% followed by Hindus 28%.Only two Christian are in the list of title

holders. Sex ratio of THs shows that 72% are male. Sixteen percentages of Title Holders are having the educational qualification less than 10th standard. Thirty six percent THs are having above 10th educational qualification. The economic status reveals that no one is economically vulnerable even though 78% reported as BPL. The occupational distribution shows that 23 % are farmers and 13% are doing business. Male, Female ratio indicates 0.1% domination to male. Educational qualification of PAPs shows that 30% are below 10th standard.

Details of the acquiring land

The total land acquiring for the project is 6.241 Hectare. The acquisition is for the widening of 12 km, Kuttothu- AttakundKadavu road. The land in both sides of the road is the acquiring land. The analysis shows that 61% are residential, 19% commercial, 10% Government or community and 8% vacant land. Two religious properties are also affected. 65 commercial establishments are come under the acquisition and out of it 12 are displaced. The acquiring land is owned by 751 title holders. All portion of the land is significant and irrigated. The presents of Navodaya Vidyalaya, Engineering College and Open University center in the nearby area also influence the importance of the acquiring land. The acquiring land is coming under the jurisdiction of four villages i.e. Maniyoor, Palayad, Nadakkuthazhe and Villappally. Part of Nadakkuthazhe and Villappally is belongs to Vadakara municipality. Lands of three educational institutions are also coming in the project area.

Socio Economic and Cultural Profile

The analysis on Socio-Economic and cultural profile of the PAPs shows that the area is a middle class settlement area and having fast developments. Even though agriculture is reported as major occupation the prime earnings of the families are depends on various other sources. As per the economical standards the THs in Villappally, Nadakkumthaze , Attakundkadavu, KuruthodiJn, ManiyoorJn. ElipparampathuJn, ThurasserymukkuJn and PanikkottuJn are compare to better than the THs in other part. The religious distribution shows that 72% Muslims and 28% are Hindus. Only two THs are Christians. The average family size of THs is 4-5.No illiterate THs are identified. But 3% of family members of THs are illiterate. 78% THs are claimed that they are in BPL category. But the study not identified any economically vulnerable family among the THs. Eleven women headed families and 21 aged THs need special support in land acquisition process.

1.4. Alternatives

Sl.No	Alternatives proposed	Remarks
1	Develop Palayadu Nada – PuthukkudiMukku road instead of Kuttothu- Thakkalimukku portion of the proposed project.	The suggestion will not be able to meet the objective of the project. Public transport system is in the Proposed project road only
2	Develop Thurasserymukku – Payolly road instead of Thurasserymukku- Attakundukadavu portion of proposed project.	The suggestion will not consider the traffic problem of Maniyoor Panchayath.
3	Instead of widening the Villiyappally village portion develop bypass starting from Vishnu Temple Jn to OvupalamJn (Near Kavu road)	PWD can verify the suggestion before implementation.
4	Instead of proposed 12/15mts width adopt 10mt throughout or adopt 10mts from Gova market to Attakundukadavu	The present width of the project road is 8mts (average).The road is having 55 curves. So standardizing the road as accident free needs more width.

1.5. Social Impact

The visible impact of the project is loss of eight residential houses, 751 plot of land and 46 shops and business. Apart from this 238 compound walls, 12 wells, three schools, three libraries, one public well, six cultural properties, two religious properties and One cemetery are also affected by the project. Out of eight displaced residential house holders two will be economically vulnerable due to the acquisition. So they need special care and attention and if possible rehabilitate them with special package. Out of the ten residential houses affected by the project eight are having land to rebuild their houses in the area if Government gives relaxation in building rules. Regarding the displaced shops and business establishments only 12% (6nos) the owners have no sufficient land to rebuild their buildings. But others can rebuild/maintain their buildings if govt. allows it. Another major impact of the project is the loss of parking area and minimizes the set back of houses with road. 28 houses are losing their set back with road. 32 houses and 21 commercial buildings are losing their present access. Near about 1000 trees need to remove. Fourteen waiting sheds and four transformers need to relocate.

The proposed project makes the traffic through the Kuttothu - Attakundu road become smooth and safe. This directly influences the development of the area.

1.6. Mitigation Measures

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Residence	Compensation, Rehabilitation	Compensate the loss and rehabilitate the family
2	Loss of Part of Residence	Compensation, Resettlement	Compensate the loss and resettle the family
3	Loss of Land	Compensation	Compensate the loss
4	Loss of Part of land	Compensation	Compensate the loss.
5	Loss of Building	Compensation	Compensate the loss.
6	Loss of part of Building	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg. Relaxation in municipal Act etc.
7	Loss of structures	Compensation	Compensate the loss.
8	Loss of Part of structure	Compensation	Compensate the loss.
9	Loss of Business	Compensation	Compensation & Resettlement
10	Loss of employment	Compensation/R rehabilitation and Resettlement.	Compensation & Resettlement
11	Loss of household wells	Control/Compensation	Save/Compensation
12	Loss a community well	Control & Resettlement	Save/Resettlement
13	Loss of Parking Areas	Compensate & Control	Compensate the loss.
14	Loss of access to properties	Control& Resettle	Prepare a resettlement plan in consultation with Project Affected Families.
15	Loss of access to sub roads.	Control & Resettle	Prepare a resettlement plan in consultation with Project Affected people.
16	Loss of House' setback to Road	Control & Resettle	Resettle the access/Establish safety measures
17	Loss of Cultural Properties	Control & Resettle	Compensate the loss or resettle
18	Loss of Community Properties	Control and Resettle	Compensate or Resettle
19	Loss of School Building	Control and Resettle	Compensate or Resettle

20	Loss of water supply pipes	Resettle	Resettle
21	Loss of religious properties	Compensation	Compensate the loss
22	Loss of cemetery	Avoid/Exempted	Avoid/Exempted/Resettle
23	Loss of Trees	Control & Compensation	Plant equal no of trees
24.	Involved in land acquisition process	Control	Ensure community participation in the whole process.
25	Grievance	Control	Functional grievance redressal committee at village and district level.

1.7 Assessment of Social Costs and Benefits

The proposed project aimed to widen twelve kilometer main district road ie. Kuttothu - Attakundukadavu. The widening impacted as loss of land for 751 title holders and residential loss of eight families. Two residential houses are also partially affected. In compared to the length of the road area to be acquired the above impact is moderate in nature. The total land acquired for the project is 6.247Hectre. Therefore per head land loss of each title holder is only 2cents (Approximately). The displacement will push two or three residential house losers to economically vulnerable. Therefore planned and effective rehabilitation package is necessary to mitigate the impact. Others who may lose residential houses will also need effective compensation package to resettle their life. Out of the eight displaced residential house holders six are having remaining land to rebuild the houses if Government gives certain relaxation in building rules. This is one of the major factors which may reduce the overall impact marginally. Likewise out of 45 owners of displaced housed 40 has remaining land to maintain or rebuild the shops. This also reduces the chances of relocation and longtime business loss. Due to the project set back of 28 houses towards the project road may minimize below 1 meter. This will affect their access, vehicle parking, safety etc. Special safety measures like retaining walls will be planned and included in the detailed project plan. More over access will be resettled in which the issue of loss of parking will also be addressed. Several community properties like libraries, waiting sheds and cultural properties like offering shrines are affected by the project. Detailed resettlement plan will be developed for these properties. One cemetery of a Muslim church is partially affected. It is very difficult to relocate and resettle it effectively. There for in the above case avoid or exempted strategies may more

effective than any mitigation plan. Many household drinking water wells and a public well are affected by the project. Develop special plan to save maximum number of such wells. To compensate the loss of trees Government will direct requisition agency to plant equal number of trees in an around the project area. Government will give a chance to PAPs to take back the acquired structures with or without solecism. This will mitigate the impact of structural loss marginally. In case of religious properties Government will initiate discussion and consultation before the acquisition. Requisition agency will place boundary stones at the earliest, so that people can easily understand the impact and develop voluntary effort to mitigate the impact. Give relaxation in building rules to maintain and rebuilding structures, houses and building is also a better no cost strategy which government can implement. Maximize the categorization of affected land for fixing compensation also will improve transparency and community participation. Setting up a functional grievances committee also will speed up the acquisition process. Since the THs living in a land in the side of an important public road with a calculated risk of widening of the road and other development initiative, they were mentally prepared to face the consequences of the acquisition of land whenever required by the govt. The affected title holders are aware about the importance of the project and willing to surrender their land if an acceptable mitigation plan is implemented even though some are demanding the reduction in the width of the proposed road. No visible impact noticed in Lifestyle, Culture and Quality of life, Cohesion and Health of Title Holders and Community in the project area due to the project. A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation. The proposed acquisition does serve public purpose and more over there was an overwhelming consensus among people, people' representatives, trade associations too with regard to the benefits accruing due to the proposed project.

The project is treated as framed for a public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate acquisition procedure. Considering the public importance and interest the project is an inevitable need and the project is able to address the social impact of the project. Therefore the project has to be implemented.

CHAPTER 2 DETAILED PROJECT DESCRIPTION

2.1 Background of the project, including developer's background and governance/ management structure.

Change is the law of nature and essential for living beings. Society also must change. The planned change called development. Development therefore encompasses many positive and negative results. Moreover, due to development projects people often have to leave their homes and sometimes people are forced to change their area of operation as well. These interventions may lead to need for rehabilitation and resettlement of the people which further leads to new challenges. As a result, there has always been a need to understand the adverse impacts of development projects in order to minimize the negative outfalls of any project.

Rapid growth of India's population has put enormous strain on transport systems and other public conveniences. Many smaller cities are expanded to nearby rural area due to increased density of population. The vehicle population in small cities and sub roads are increasing tremendously in recent years leading to congestion in this semi urban areas. Construction of new roads or widening of existing roads is the only solution to solve this problem.

Kuttoth- Attakundukadavu road is a village road having residential houses and shops and small business establishments in its both side. The road is the major connectivity corridor of Maniyoor panchayath having a population of 28,000(Approx) and three sides surrounded by river and backwaters. The vehicle traffic study shows that 2200-2600 light and heavy vehicles daily passing through this road. The road is connecting two major roads i.e. Vadakara – Kuttiyadi road and Payyoli- Kuttiyadi road. The accident reported in Vadakara police station shows that the one to two cases per week.

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The revenue department roughly estimated that 6.241 hector in Palayad, Maniyoor, Villiappally and Nadakkuthazha villages of Vatakara Taluk of Kozihikode District needs to acquire for the above development. The land acquisition process started and completed preliminary formalities of land acquisition except social impact assessment study. Revenue department has

conducted preliminary survey but not laid boundary stone for the acquiring land. Kuttoth - Attakundukadavu road is an important MDR in Vadakara Taluk. The road is an important connectivity for the Maniyur Panchayath area to the Vadakara Town which is Talukhead quarters. Kerala Public Works Departments claims that at present, the road has an average land width of 8.00m and there are about 55 nos. curves along this road out of which about 40 no's are very sharp curves. The proposed project aims to provide an accident free traffic and to improve the traffic facilities.

By considering the public importance Government of Kerala placed this project under the RFCTLARR Act and Rules and submitted for social impact assessment study. This report is formulated after the completion of the study which took four months of social survey.

2.1.1. Implementing Agencies

2.1.1.(a). PWD Roads Division

Kerala Public Works Department (PWD) is now managing 33593 kilometer roads in Kerala ie National High way 1781 km(7%), State High Way- 4342 Km(20%) and Major District Roads- 27470 Km(73%) .

Public works department in the State of Travancore (which later formed the major part of Kerala State following the reorganisation of states in 1956) made its beginning in the year 1823 with the formation of the Maramath Department as a branch of the HuzurCutchery (Government Secretariat) with an executive branch known as the PanivakaiMaramath. The Administration Report of the department for the year 1873-74 states that "the new roads of which very nearly 1000 miles have been either completely opened or are in various stages of progress have tapped an enormous tract of the country hitherto almost inaccessible, giving fresh impetus to agriculture. The PWD Code was introduced in 1901. The department was periodically reorganized and in 1935-36, the administrative staff under the Chief Engineer consisted of 7 Executive Engineers in charge of divisions, 8 Assistant Engineers and 8 Sub-Engineers in charge of sub-divisions and Supervisors and Overseers in charge of sections.

Over the years the department has grown substantially and now has 5 Chief Engineers, 20 Superintending Engineers, 76 Executive Engineers, 289 Assistant Executive Engineers, 639 Assistant Engineers and other supporting staff. The length of roads under the department at present is 33593 km. All major arterial roads which provide mobility are with the PWD.

2.1.2. Land Acquisition Authority

Land acquisition Thahasildar office Vdakara is preparing the acquisition details including land sketch and extent of acquisition etc. Boundary stones are not placed for proposed acquisition.

2.2. Rationale for project including how the project fits the public purpose criteria listed in the Act.

The proposed project road is Kuttothu- Attakkund Road is one of the important main districts roads in Kozhikodu District. It connects Vadakara –Kuttyadi State High way and Quilanli – Perambra State High Way. More over this road is the main connectivity road of Maniyoor panchayath which its three sides surrounded by backwaters. Major educational institutions like Vadakara Engineering College, Navodaya Vidyalayam, IGNOU regional center etc are getting access only through this road. Many times this road is benefited as a bypass of National High Way between Vadakara and Quilandy. The development of the road will develop the entire area in an around Maniyoor panchayath which has high potential in tourism. Once this road is widened and developed Vadakara municipality may get satellite townships in Maniyoor and Palayad villages and this may accelerate the growth of the area further. At present the project road has 55 sharp curves and reported minimum two to three accident every day. The above factors show that the widening and development of Kuttothu-Attakundu road is having public importance.

2.3 Details of project size, location, capacity, outputs, production targets, cost, and risks.

Sl.No.	Risk Assumed	Approximate Quantity
1	Loss of Residence	8
2	Loss of Part of Residence	2
3	Loss of Land	6
4	Loss of Part of land	745
5	Loss of Building	10
6	Loss of part of Building	55

7	Loss of structures	30
8	Loss of Part of structure	208
9	Loss of Business	46
10	Loss of employment	39
11	Loss of household wells	12
12	Loss a community well	1
13	Loss of Parking Areas	5
14	Loss of access to properties	53
15	Loss of access to sub roads.	9
16	Loss of House' setback to Road	28
17	Loss of Cultural Properties	6
18	Loss of Community Properties	15
19	Loss of School Building	3
20	Loss of water supply pipes	Around 7 Kilo Meeter
21	Loss of religious properties	2
22	Loss of cemetery	1
23	Loss of Trees	800-900

2.3.1. Project Location

The project location is 4 k.m. to 16 k.m. from Vadakara town which is the second largest city in Kozhikode district. The project road i.e. Kuttoth-Attakundkadavu is one of the important MDR in the area. It connects Vadakara- Perambra and Payyoli-Perambra roads and it also connect Maniyoor panchayath to Vadakara. The project area is an important habitation area with traditional rituals and believes. One of the biggest paddy land area known as Cherandathoorchira is located here. This area is situated almost equal distance from Perambra, Payyoli and Vadakara town. Due to the vast back water

presents the area is famous for Inland Water Tourism and fishing. The Maniyoor panchayath which was surrounded by backwaters and rivers are located here. This village is having approximately twenty eight thousands of population undulating hills and valleys are the geography of this village. Major education like Vadakara Engineering College, Navodaya Vidhyalayam, Centre for IGNOU, Maniyoor Higher Secondary School etc. located in the area. The primary occupation of the people in the area is agriculture and allied activities. The area comes under four villages i.e. Maniyoor, Palayad, Nadkkuthazhe and Villiyappally.

2.4. Phase of project construction

Process of Land Acquisition started. Boundary stones are not fixed.

2.5. Core design features and size and types of facilities.

Not Applicable

2.6. Need for ancillary infrastructural facilities.

Not Applicable

2.7. Work force requirements (temporary and permanent).

Not Applicable

2.8. Details of Social Impact Assessment / Environment Impact Assessment if already conducted and any technical feasibility reports.

Not Applicable

2.9. Applicable law and policies.

Sl.No.	Laws & Policies	Area of Application
1	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013.	Mitigation of Impact
2	Land Acquisition Act 1893, Land Acquisition Act (Kerala) Rules 1990, Kerala Land acquisition Act 1961, Kerala Land Acquisition Act rules	Land acquisition
3	Kerala Shops and Establishment Act	

CHAPTER 3
STUDY APPROACH AND METHODOLOGY

3.1 Background

Government of Kerala give administrative sanction to Kerala Public Works Department Roads Division for the development of Kuttoth - Attakundu road in Kozhikode District through G.O (RT) No. 385/2018 PWD dated 06/03/2018. As per the Notification G.O.(P)No.53/2018/RD dated 13/08/2018 Government of Kerala has selected Saju.V.Itty, Executive Director Kerala Voluntary Health Service and his Team as the SIA Unit to study the Social Impact Assessment on the land acquisition for the development of Kuttothu- Attakundu Road of Vadakara Thaluk of Kozhikodu district.

3.2. Social Impact Assessment Team – Profile of Team Members

Sl.No	Name & Address	Designation in the SIA Team	Profile
1	Saju V. Itty	Team Leader	26 years experiences in social work, social survey including R&R experience in KSTP & Tsunami Rehabilitation. Conducted social research study on health child rights and rehabilitation & resettlement. Conducted SIA study for five sub projects of Kannur International Airport , Kanjirappally Bypass ,Kochi Metro Extension, Mattannur Industrial Park, Perambra Bypass, Railway Over Bridge ChettippadyMalappuram and Kuttothu –Attakundu road Kozhikodu etc.
2	Rakesh R Nair	R & R Specialist & Social Investigator	11 years experiences in social work including social research, R & R activities and community mobilization. Team Member in SIA study for five sub projects of Kannur International Airport , KanjirappallyBypass, Kochi Metro Extension, Mattannur Industrial Park, Perambra Bypass, Railway Over Bridge ChettippadyMalappuram and Kuttothu –Attakundu road Kozhikodu etc.

3	Smitha R	R & R Specialist & Social Investigator	16 years experiences in social work including social research, R & R activities and community mobilization. Team Member in SIA study for five sub projects of Kannur International Airport , Kanjirappally Bypass, Kochi Metro Extension, Mattannur Industrial Park, Perambra Bypass, Railway Over Bridge Chettippady Malappuram and Kuttothu –Attakundu road Kozhikodu etc.
4	M.Ibrahimkutty	Sociologist	Rtd. Joint Director, Social Welfare Board. 36 years of experience in social work.
4	Sheeba Johnson	Data Analyzer & Data entry	26 years experiences in social work and data entry operation. Team Member in SIA study for five sub projects of Kannur International Airport , Kanjirappally Bypass, Metro Extension, Mattannur Industrial Park, Perambra Bypass, Railway Over Bridge Chettippady Malappuram and Kuttothu – Attakundu road Kozhikodu etc.
5	N.Vijayakumara Pilla	L.A. Consultant	Rtd. Revenue Inspector
6	O.C.Chandi	L.A. Consultant	Rtd. Village Officer

3.3. Study Approach

The land which proposed to be acquired for the project is owned by 751 Title Holders of Maniyoor, Palayad, Nadakkumthazhe and Villappally villages. Stake holder analysis was conducted and find out key stake holders and their interest and involvement in the proposed acquisition process. After the secondary data collection Social Impact Assessment Unit developed a questionnaire for social survey and visited all Title Holders and collected opinion, family details, Socio-Economic details and suggestions. Apart from this SIA team has conducted discussion and consultation with Local Body Representatives and local public and recorded their suggestions and opinion. In continuation of it a focus group consultation of Project Affected Persons' was conducted on 11th December and 12th December 2018 and noted their suggestions and opinion. Special Case studies were prepared for selected cases. The study also used transit walk and observation visit to crosscheck the suggestions and grievance which were recorded.

3.4. Methodology & Tools

The study team reviewed the relevant and available documents in Special Tahasildar office, Vadakara and Deputy Collector LA NH, Kozhokodu. SIA unit had also examined the records and documents and made a site visit along with the land revenue officials for area identification and information dissemination. SIA team had also conducted a one to one discussion and consultation with all Title Holder. Although SIA team had collected details by using pre prepared questionnaire. SIA team also had discussion and consultation with Members of Legislative Assembly, Local Body Representatives and local public. A consultation of Project Affected Persons' was conducted on 11th and 12th December 2018 and noted their suggestions and opinion. Special Case studies were prepared for selected cases. The study Team also used transit walk and observation tools to crosscheck the Suggestions and grievance which were recorded.

3.5. Sources of data collected

- a) Office of the Tahsildar Vadakara.
- b) Maniyoor Panchayath
- c) Vadakara Municipality
- d) Maniyoor, Palayad, Nadakkuthazhe and Villiyappally Village offices
- e) Project Affected Families and Title Holders.

3.6. Process and Schedule of Activities

- 13/08/2018 – Government of Kerala entrusted Mr.Saju.V.Itty,Executive Director,Kerala Voluntary Health Services to conduct the SIA study
- 10-09-2018 to 20 -09-2018- Secondary Data Collection.
- 10-09-2018 to 15-09-2018 – Mapping of Stake Holders
- 02-10-2018 to 15-12-2018- Social Survey for Social Impact Assessment Study.
- 11.12.2018 and 12.12.2018 - Public Consultation/ Discussion with Project Affected Title Holders.
- 1st& 2rdDecember-2018- Transit Walk, Observational Study and Case Studies
- 18 -12-2018 - Draft Report Submission.
- 06-01-2019 and 07-01-2019- Public Hearing
- 21-01-2019- Final Report Submission

3.7. Points Raised during Individual and Group Discussion with Tittle Holders

- 1) Time bound acquisition process will mitigate the impact.
- 2) The present level of Access to be resettled during and after the implementation of the project.
- 3) Reasonable compensation will provide for land, property and business loss.
- 4) Regular information will provide on progress of acquisition.
- 5) The business establishments in the area were affected. Compensation will give for business loss during the period of construction.
- 6) Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.

3.8. Public Hearing- on 06/01/2019

Section 5 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, of 2013 envisages that whenever a SIA study is required to be prepared the Government shall ensure that a Public Hearing is held at the affected area to ascertain the views of the affected families to be recorded and included in the SIA Report. Rule 14 of the Rules, 2015, have prescribed detailed procedure for the conduct of the public hearing.

SIA Unit took special care to inform the affected people in the area about Public Hearing by taking various steps like Notification for conducting public hearing as per Form 5 Rule 14 (1) of the RTFCTLARR Act, 2013. The notification was published in two Malayalam News Papers Desabhimani and Kerala Kaumudi Newspaper. A notice has been served to the affected families in hand for informing about the public hearing. SMS & Phone call messages were send to all PAPs. The copy of notice was served to GramaPanchayath Office, Ward Members, Village Office (Maniyoor and Palayad, Nadakkumthazha, Villyappally), Tahsildar office, Vadakara, Deputy Collector (LA, NH, Kozhikode). Adequate copies of the SIA draft report and summaries were made available on the day of the public hearing. The major highlights of the study were presented in local language by Chairman, SIA Unit.

Public Hearing - Maniyoor village, 06-01-2019, Kuruthodi.U.P School at 10.30 a.m.

Sl.No.	Points raised	Remarks
1	Develop Thurasserymukku – Payolly road instead of Thurasserymukku-Attakundukadavu portion of proposed project.	The suggestion will not consider the traffic problem of Maniyoor Panchayath.
2	Instead of proposed 12/15mts width	The present width of the project

	adopt 10mt throughout or adopt 10mts from Gova market to Attakundukadavu	road is 8mts (average).The road is having 55 curves. So standardizing the road as accident free needs more width.
3	The width of the road will be minimized to 10 Mts.	This suggestion will not match with the Govt. policy on development of MDR.
4	More consultation with the PAPs will reduce the grievance. The alignment details will be given to Title Holders and PAPs before placing the boundary stones.	The report also supported the demand of the THs.
5	The unused bit land will either acquired or give permission to use it with relaxation in building rules.	The report also supported the request. These request of the THs will consider during negotiation.
6	Considering the commercial importance of the area maximum compensation will be given to title holders.	R&R policy will be followed during the fixation of land value.
7	Special compensation package will be formulated for displaced residential house owners.	The report also recommended suggestions.
8	The existing accesses will be resettled.	The accesses resettlement plan will be included in the detailed plan report of the project.
9	A functional system will be developed for communicating the PAPs about the progress of the project and acquisition process.	A special forum constituted with local body members and representatives of the PAPs can play a role to address the grievance of the PAPs and improving the communication regarding the project.
10	Instead of increasing the width of the road, the existing road will be cleared for smooth traffic (By shifting electric posts to extreme side and concrete the sides.)	This suggestion will not meet the objectives of the project.
11	Jalanidhi water supply pipes will be relocated to safe place without interrupting the water distribution.	A detailed resettlement plan will include in the implementation plan.
12	Instead of increasing the width of the road, the curve portions will be developed.	The project road is having 55 curves. The suggestion will not be meet with the objectives of the project.
13	Time bound acquisition process will be implemented.	Meeting of the demand will mitigate the impact

14	Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.	Meeting of the demand will mitigate the impact
15	The road will be developed with maximum width possible.	This is a positive suggestion and the possibility of the suggestion will discuss jointly by peoples representatives, Local body leaders and PAPs.

Public Hearing –Palayaduvillage, 06-01-2019, Maniyoor H.S.S at 2.30 p.m.

Sl.No.	Points raised	Remarks
1	The width of the road will be minimized to 10 Mts.	This suggestion will not match with the Govt. policy on development of MDR.
2	More consultation with the PAPs will reduce the grievance. The alignment details will be given to Title Holders and PAPs before placing the boundary stones.	The report also supported the demand of the THs.
3	The unused bit land will either acquired or give permission to use it with relaxation in building rules.	The report also supported the request. These request of the THs will consider during negotiation.
4	Considering the commercial importance of the area maximum compensation will be given to title holders.	R&R policy will be followed during the fixation of land value.
5	Special compensation package will be formulated for displaced residential house owners.	The report also recommended suggestions.
6	The existing accesses will be resettled.	The accesses resettlement plan will be included in the detailed plan report of the project.
7	A functional system will be developed for communicating the PAPs about the progress of the project and acquisition process.	A special forum constituted with local body members and representatives of the PAPs can play a role to address the grievance of the PAPs and improving the communication regarding the project.
8	Instead of increasing the width of the road, the existing road will be cleared for smooth traffic (By shifting electric posts to extreme side and concrete the sides.)	This suggestion will not meet the objectives of the project.

9	Jalanidhi water supply pipes will be relocated to safe place without interrupting the water distribution.	A detailed resettlement plan will include in the implementation plan.
10	Instead of increasing the width of the road, the curve portions will be developed.	The project road is having 55 curves. The suggestion will not be met with the objectives of the project.
11	Time bound acquisition process will be implemented.	Meeting of the demand will mitigate the impact
12	Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.	Meeting of the demand will mitigate the impact
13	The road will be developed with maximum width possible.	This is a positive suggestion and the possibility of the suggestion will discuss jointly by peoples representatives, Local body leaders and PAPs.

Public Hearing -Nadakkuthazhe village, 07-01-2019,Maniyoor.H.S School at 10.30 a.m.

Sl.No.	Points raised	Remarks
1	Develop Palayadu Nada – PuthukkudiMukku road instead of Kuttothu- Thakkalimukku portion of the proposed project.	The suggestion will not able to meet the objective of the project. Public transport system is in the Proposed project road only
2	The unused bit land will either acquired or give permission to use it with relaxation in building rules.	The report also supported the request. These request of the THs will consider during negotiation.
3	Considering the commercial importance of the area maximum compensation will be given to title holders.	R&R policy will be followed during the fixation of land value.
4	Special compensation package will be formulated for displaced residential house owners.	The report also recommended suggestions.
5	The existing accesses will be resettled.	The accesses resettlement plan will be included in the detailed plan report of the project.
6	A functional system will be developed for communicating the PAPs about the progress of the project and acquisition process.	A special forum constituted with local body members and representatives of the PAPs can play a role to address the grievance of the PAPs and

		improving the communication regarding the project.
7	Instead of increasing the width of the road, the existing road will be cleared for smooth traffic (By shifting electric posts to extreme side and concrete the sides.)	This suggestion will not meet the objectives of the project.
8	Jalanidhi water supply pipes will be relocated to safe place without interrupting the water distribution.	A detailed resettlement plan will include in the implementation plan.
9	Instead of increasing the width of the road, the curve portions will be developed.	The project road is having 55 curves. The suggestion will not be meet with the objectives of the project.
10	Time bound acquisition process will be implemented.	Meeting of the demand will mitigate the impact
11	Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.	Meeting of the demand will mitigate the impact
12	The road will be developed with maximum width possible.	This is a positive suggestion and the possibility of the suggestion will discuss jointly by peoples representatives, Local body leaders and PAPs.
13	The width of the road will be minimized to 10 Mts.	This suggestion will not match with the Govt. policy on development of MDR.
14	More consultation with the PAPs will reduce the grievance. The alignment details will be given to Title Holders and PAPs before placing the boundary stones.	The report also supported the demand of the THs.

Public Hearing - Villiyappally village, 07-01-2019, Maniyoor H.S School at 12.00 O' Clock.

Sl.No.	Points raised	Remarks
1	Instead of widening the Villiyappally village portion develop bypass starting from Vishnu Temple Jn to Ovupalam Jn (Near Kavu road)	PWD can verify the suggestion before implementation.
2	Develop Palayadu Nada – Puthukkudi Mukku road instead of Kuttothu- Thakkalimukku portion of the proposed project.	The suggestion will not able to meet the objective of the project. Public transport system is in the Proposed project road only
3	The width of the road will be minimized to 10 Mts.	This suggestion will not match with the Govt. policy on

		development of MDR.
4	More consultation with the PAPs will reduce the grievance. The alignment details will be given to Title Holders and PAPs before placing the boundary stones.	The report also supported the demand of the THs.
5	The unused bit land will either acquired or give permission to use it with relaxation in building rules.	The report also supported the request. These request of the THs will consider during negotiation.
6	Considering the commercial importance of the area maximum compensation will be given to title holders.	R&R policy will be followed during the fixation of land value.
7	Special compensation package will be formulated for displaced residential house owners.	The report also recommended suggestions.
8	The existing accesses will be resettled.	The accesses resettlement plan will be included in the detailed plan report of the project.
9	A functional system will be developed for communicating the PAPs about the progress of the project and acquisition process.	A special forum constituted with local body members and representatives of the PAPs can play a role to address the grievance of the PAPs and improving the communication regarding the project.
10	Instead of increasing the width of the road, the existing road will be cleared for smooth traffic (By shifting electric posts to extreme side and concrete the sides.)	This suggestion will not meet the objectives of the project.
11	Jalanidhi water supply pipes will be relocated to safe place without interrupting the water distribution.	A detailed resettlement plan will include in the implementation plan.
12	Instead of increasing the width of the road, the curve portions will be developed.	The project road is having 55 curves. The suggestion will not meet with the objectives of the project.
13	Time bound acquisition process will be implemented.	Meeting of the demand will mitigate the impact
14	Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.	Meeting of the demand will mitigate the impact
15	The road will be developed with maximum width possible.	This is a positive suggestion and the possibility of the suggestion will discuss jointly by peoples representatives, Local body leaders and PAPs.

CHAPTER 4 LAND ASSESSMENT

4.1 Description of the land

Strip of land in the two sides of the Kuttothu- AttakunduKadavu road is the acquiring land and it has all types of lands.ie Residential, Commercial, Agriculture, low land etc. This land is belongs to 751 title holders and the average loss per title holder is 2 cents only. Therefore the acquisition may not affect the agriculture production. The analysis show that 46% are residential, 39 are commercial. Twelve percentage land belongs to Vadakara Municipality and remaining is with Maniyoor Panchayath. 100 Meters irrigation canal is also coming under the acquisition.

4.2. Entire area of impact under the influence of the project.

Kuttoth- Attakundukadavu road is a village road having residential houses and shops and small business establishments in its both side. The road is the major connectivity corridor of Maniyoor panchayath having a population of 28,000(Approx) and three sides surrounded by river and backwaters. The vehicle traffic study shows that 2200-2600 light and heavy vehicles daily passing through this road. The road is connecting two major roads ie. Vadakara – Kuttiyadi road and Payyoli- Kuttiyadi road. The accident reported in Vadakara police station shows that one to two cases per week.

The proposed project road is Kuttothu- Attakkund Road is one of the important main districts roads in Kozhikodu District. It connects Vadakara –Kuttyadi State High way and Quilanli – Perambra State High Way. More over this road is the main connectivity road of Maniyoor panchayath which its three sides surrounded by backwaters. Major educational institutions like Vadakara Engineering College, Navodaya Vidyalayam, IGNOU regional center etc are getting access only through this road. Many times this road is benefited as a bypass of National High Way between Vadakara and Quilandy. The development of the road will develop the entire area in an around Maniyoor panchayath which has high potential in tourism. Once this road is widened and developed Vadakara municipality may get satellite townships in Maniyoor and Palayad villages and this may accelerate the growth of the area further. At present the project road has 55 sharp curves and reported minimum two to three accident every day. The above factors show that the widening and development of Kuttothu-Attakundu road is having public importance.

4.3. Total land requirement for the project.

The total land acquiring for the project is 6.241 Hectare. The acquisition is for the widening of 12 km, Kuttothu- AttakundKadavu road. The land in both sides of the road is the acquiring land. The analysis shows that 61% are residential, 19 % commercial, 10% Government or community and 8% vacant land. Two religious properties are also affected. 65 commercial establishments are come under the acquisition and out of it 12 are displaced. The acquiring land is owned by 751 title holders.

4.4. Present use of any public utilized land in the vicinity of the project area.

Not Applicable.

4.5. Land (if any) already purchased alienated, leased or acquired and the intended use for each plot or land required for the project.

Not Applicable

4.6. Quantity and location of land proposed to be acquired by the project.

The total land acquiring for the project is 6.241 Hectare. The acquisition is for the widening of 12 km, Kuttothu- AttakundKadavu road. The land in both sides of the road is the acquiring land.

The project location is 4 k.m. to 16 k.m. from Vadakara town which is the second largest city in Kozhikode district. The project road i.e. Kuttoth-Attakundkadavu is one of the important MDR in the area. It connects Vadakara- Perambra and Payyoli-Perambra roads and it also connect Maniyoorpanchayath to Vadakara. The project area is an important habitation area with traditional rituals and believes. One of the biggest paddy land area known as Cherandathoorchira is located here. This area is situated almost equal distance from Perambra, Payyoli and Vadakara town. Due to the vast back water presents the area is famous for Inland Water Tourism and fishing. The Maniyoor panchayath which was surrounded by backwaters and rivers are located here. This village is having approximately twenty eight thousands of population undulating hills and valleys are the geography of this village. Major education like Vadakara Engineering College, Navodaya Vidhyalayam, Centre for IGNOU, Maniyoor Higher Secondary School etc. located in the area. The primary occupation of the people in the area is agriculture and allied activities. The area comes under four villages i.e. Maniyoor, Palayad, Nadkkuthazhe and Villiyappally.

4.7. Nature, present use and classification of land and if agricultural land, irrigation coverage and cropping patterns

Sl.NO.	Nature of land	Present Use of Land	Irrigated / Non irrigated	Cropping Pattern	No. of Holdings
1.	Dry	Residential	Irrigated	NA	495
2.	Dry/Low	Agricultural land	Irrigated	NA	37
3.	Dry	Commercial	Irrigated	NA	154
4.	Dry	Government/Community	NA	NA	58
5.	Dry	Vacant land	Irrigated	NA	65
6.	Dry	Religious	NA	NA	2
	Total				811

4.8 Size of holding ownership pattern land distribution and number of residential houses.

Land holding size in the project area is in the state average. The following figure shows the pattern of holding.

Size of Holdings	No. of Holdings
10 cent ≤	52
10- 20 cents	90
20 – 30	88
30 – 40	181
40 – 50	170
50- 1acre	132
1 acre above	38
Total	751

4.9 Land prices and recent changes in ownership, transfer and use of lands over the last 3 years.

Not Applicable

Chapter 5

Estimation and Enumeration of affected family and assets

5.1. Families which are directly affected.

The social impact study finds that 751 title holders and 201 non-title holders are affected by the project. Ten residential properties are affected and out of it six are displaced. The analysis shows that Muslims are dominating the area with 72% followed by Hindus 28%. Only two Christians are in the list of title holders. Sex ratio of THs shows that 72% are male. Sixteen percentages of Title Holders are having the educational qualification less than 10th standard. Thirty six percent THs are having above 10th educational qualification. The economic status reveals that no one is economically vulnerable even though 78% reported as BPL. The occupational distribution shows that 23 % are farmers and 13% are doing business. Male, Female ratio indicates 0.1% domination to male. Educational qualification of PAPs shows that 30% are below 10th standard.

5.2. Families which are indirectly affected by the project.

The proposed project road is Kuttothu- Attakkund Road is one of the important main districts roads in Kozhikodu District. It connects Vadakara –Kuttyadi State High way and Quilanli – Perambra State High Way. More over this road is the main connectivity road of Maniyoor panchayath which its three sides surrounded by backwaters. Major educational institutions like Vadakara Engineering College, Navodaya Vidyalayam, IGNOU regional center etc are getting access only through this road. Many times this road is benefited as a bypass of National High Way between Vadakara and Quilandy. The development of the road will develop the entire area in an around Maniyoor panchayath which has high potential in tourism. Once this road is widened and developed Vadakara municipality may get satellite townships in Maniyoor and Palayad villages and this may accelerate the growth of the area further. At present the project road has 55 sharp curves and reported minimum two to three accident every day.

5.3. Inventory of productive assets and no significant lands.

All affected land holdings under the project is productive and significant.

Chapter 6

SOCIO ECONOMIC AND CULTURAL PROFILE

6.1. Demographic Details

The analysis on Socio-Economic and cultural profile of the PAPs shows that the area is a middle class settlement area and having fast developments. Even though agriculture is reported as major occupation the prime earnings of the families are depends on various other sources. As per the economical standards the THs in Villappally, Nadakkumthaze , Attakundukadavu , KuruthodiJn, ManiyoorJn ElipparampathuJn, Thurasserymukku Jn and PanikkottuJn are compare to better than the THs in other part. The religious distribution shows that 72% Muslims and 28% are Hindus. Only two THs are Christians. The average family size of THs is 4-5.No illiterate THs are identified. But 3% of family members of THs are illiterate. 78% THs are claimed that they are in BPL category. But the study not identified any economically vulnerable family among the THs. Eleven women headed families and 21 aged THs need special support in land acquisition process.

6.2. Age wise distribution of TH

Age of THs	No of THs
20-30	1
31-40	62
41 – 50	178
51 – 60	208
61 – 70	187
Above 70	115
Not Applicable	60
Total	811

6.3. Family size of THs

Family Size of THs	No of Families
1-2	244
3-4	378
5-7	101
Above 7	26
Not Applicable	60
Total	811

6.4. Educational Qualification of THs

Educational Qualification	No of THs
Below SSLC	120
SSLC	310
PDC	106
DEGREE	89
PG	65
Professional	7
Not Applicable	60
Total	811

6.5. Religious Distribution

Religion of THs	No. of THs
Hindu	210
Muslim	526
Christian	2
Not Applicable	60
Total	811

6.6. Economic Distribution of THs

Economic Status of THs	No. of THs
APL	225
BPL	526
Not Applicable	60
Total	811

6.7. Occupational Distribution THs

Major Occupation of THs	No of THs
Agricultural	171
Business	96
Government service	29
Private	195
Other	182
Un employed	78
Not Applicable	60
Total	811

6.8. Income distribution of THs

Monthly Income of THs	No of THs
Below 10000	248
10,000 -25,000	282
26,000 -50,000	179
51,000 - 75,000	36
76000- 1,00,000	6
Above 1 lakh	-
Not Applicable	60
Total	811

6.9. Socio Economic Profile of Project Affected Family Members.

6.9.1. Age wise distribution of PAF Members

Age of PAF Members	No of PAF Members
<10	241
11-20	260
21-30	358
31-40	382
41 - 50	369
51 - 60	310
61 - 70	220
Above 70	129
Total	2269

6.9.2. Educational Qualification of PAF Members

Educational Qualification	No of PAF Members
Below 10 th	686
10 th	512
+2	342
Degree	540
PG	110
Professional	6
Other	536
Total	2269

6.9.3. Occupational Distribution of PAF Members

Major Occupation of THs	No of THs
Business	167
Government service	32
Private	582
Other	367
Unemployed	1121
Total	2269

6.10. Socio Economic Profile of Non - Title Holders

6.10.1. Demographic Details of NTH

Sl.No.	Type of NTH	Activity		
		Commercial	Residential	Others
1	Tenant	201	-	
2	Encroacher			
3	Squatter			
4	Commercial & service establishments			
5	Other			
	Total	201		

6.10.2. Age wise distribution of NTH

Age of NTHs	No of NTHs
20-30	12
31 -40	48
41 – 50	62
51 – 60	41
61 – 70	32
Above 70	6
Total	201

6.10.3. Educational Qualification of NTHs

Educational Qualification	No of NTHs
SSLC	56
PDC	70
DEGREE	41
PG	23
Professional	10
Others	1
Total	201

6.10.4. Religious Distribution of NTHs

Religion of NTHs	No. of NTHs
Hindu	34
Muslim	165
Christian	2
Total	201

6.11.5. Economic Distribution of NTHs

Economic Status of NTHs	No. of NTHs
APL	68
BPL	133
Total	201

6.10.6. Income distribution of NTHs

Monthly Income of NTHs	No of NTHs
Below 10000	54
10,000 – 15,000	121
16,000 – 20,000	21
21000 – 25000	5
76000 – 100000	-
Above 100000	-
Total	201

CHAPTER 7
SOCIAL IMPACT MANAGEMENT PLAN

The visible impact of the project is loss of eight residential houses, 751 plot of land and 45 shops and business. Apart from this 238 compound walls, 12 wells, 46 shops, three schools, three libraries, one public well, six cultural properties, two religious properties and One cemetery are also affected by the project. Out of eight displaced residential house holders two will be economically vulnerable due to the acquisition. So they need special care and attention and if possible rehabilitate them with special package. Eight of the displaced house holders are having land to rebuild their houses in the area if Government gives relaxation in building rules. Regarding the displaced shops and business establishments only 12% (6nos) the owners have no sufficient land to rebuild their buildings. But others can rebuild/maintain their buildings if govt. allows it. Another major impact of the project is the loss of parking area and minimizes the set back of houses with road. 28 houses are losing their set back with road. 32 houses and 21 commercial buildings are losing their present access. Near about 1000 trees need to remove. Fourteen waiting sheds and four transformers need to relocate.

The proposed project makes the traffic through the Kuttothu - Attakundu road become smooth and safe. This directly influences the development of the area.

7.1. Approach to Mitigation/ Measures to avoid, mitigate and compensate impact

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Residence	Compensation, Rehabilitation	Compensate the loss and rehabilitate the family
2	Loss of Part of Residence	Compensation, Resettlement	Compensate the loss and resettle the family
3	Loss of Land	Compensation	Compensate the loss
4	Loss of Part of land	Compensation	Compensate the loss.
5	Loss of Building	Compensation	Compensate the loss.
6	Loss of part of Building	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc.
7	Loss of structures	Compensation	Compensate the loss.
8	Loss of Part of structure	Compensation	Compensate the loss.
9	Loss of Business	Compensation	Compensation & Resettlement
10	Loss of employment	Compensation/Rehabilitation and Resettlement.	Compensation & Resettlement

11	Loss of household wells	Control/Compensation	Save/Compensation
12	Loss a community well	Control & Resettlement	Save/Resettlement
13	Loss of Parking Areas	Compensate	Compensate the loss.
14	Loss of access to properties	Control & Resettle	Prepare a resettlement plan in consultation with Project Affected Families.
15	Loss of access to sub roads.	Control & Resettle	Prepare a resettlement plan in consultation with Project Affected people.
16	Loss of House' set back to Road	Control & Resettle	Resettle the access/Establish safety measures
17	Loss of Cultural Properties	Control & Resettle	Compensate the loss or resettle
18	Loss of Community Properties	Control and Resettle	Compensate or Resettle
19	Loss of School Building	Control and Resettle	Compensate or Resettle
20	Loss of water supply pipes	Resettle	Resettle
21	Loss of religious properties	Compensation	Compensate the loss
22	Loss of cemetery	Avoid/Exempted	Avoid/Exempted/Resettle
23	Loss of Trees	Control & Compensation	Plant equal no of trees
24.	Involved in land acquisition process	Control	Ensure community participation in the whole process.
25	Grievance	Control	Functional grievance redressal committee at village and district level.

7.3 Measures those are included in the terms of Rehabilitation and Resettlement

Many Title Holders are not having very sufficient land remaining after acquisition for constructing house / buildings. If Government could provide relaxation in building rules may reduce the impact and improve the chances of getting the benefit of the project.

7.4 Measures that the Requiring Body has stated it will introduce in the Project Proposal

Not Applicable

7.5 Alterations to project design and additional measures that may be required to address the extent and intensity of impacts across various groups as identified during the Social Impact Assessment Process.

Not Applicable

7.6 Detailed Mitigation Plan

Potential Impact	Positive/ Negative	Likely hood	Magnitude	Pre- Mitigation Level of Impact	Post – Mitigatio n Level of Impact	Mitigation Strategy
Loss of Residence	Negative	Possible	Major	Medium	Medium	Compensate the loss and rehabilitate the family
Loss of Part of Residence	Negative	Possible	Moderate	Medium	Medium	Compensate the loss and resettle the family
Loss of Land	Negative	Possible	Moderate	Medium	Medium	Compensate the loss
Loss of Part of land	Negative	Possible	Major	Medium	Medium	Compensate the loss.
Loss of Building	Negative	Possible	Low	Minimum	Low	Compensate the loss.
Loss of part of Building	Negative	Possible	Low	Minimum	low	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc.
Loss of structures	Negative	Possible	Major	High	Medium	Compensate the loss.

Loss of Part of structure	Negative	Possible	Moderate	High	Medium	Compensate the loss.
Loss of Business	Negative	Possible	Low	Minimum	Low	Compensation & Resettlement
Loss of employment	Negative	Possible	Low	Medium	Low	Compensation & Resettlement
Loss of household wells	Negative	Possible	Low	Minimum	Low	Save/Compensation
Loss a community well	Negative	Possible	Major	High	Medium	Save/Resettlement
Loss of Parking Areas	Negative	Possible	Major	Medium	Medium	Compensate the loss.
Loss of access to properties	Negative	Possible	Moderate	Medium	Medium	Prepare a resettlement plan in consultation with Project Affected Families.
Loss of access to sub roads.	Negative	Possible	Moderate	Medium	Medium	Prepare a resettlement plan in consultation with Project Affected people.
Loss of House' set back to Road	Negative	Possible	Major	Medium	Medium	Resettle the access/Establish safety measures
Loss of Cultural Properties	Negative	Possible	Low	Minimum	Low	Compensate the loss or resettle
Loss of Community	Negative	Possible	Low	Minimum	low	Compensate or

Properties						Resettle
Loss of School Building	Negative	Possible	Major	High	Medium	Compensate or Resettle
Loss of water supply pipes	Negative	Possible	Moderate	High	Medium	Resettle
Loss of religious properties	Negative	Possible	Low	Minimum	Low	Compensate the loss
Loss of cemetery	Negative	Possible	Low	Medium	Low	Avoid/Exempted/Resettle
Loss of Trees	Negative	Possible	Low	Minimum	Low	Plant equal no of trees
Involved in land acquisition process	Positive	Possible	Low	Minimum	Medium	Ensure community participation in the whole process.
Grievance	Negative	Possible	Major	Medium	Medium	Functional grievance redressal committee at village and district level.

CHAPTER 8

SOCIAL IMPACT MANAGEMENT PLAN AND INSTITUTIONAL FRAMEWORK

8.1- Institutional structure for key personal

Key persons responsible for mitigation	Role in mitigation
District Collector	Compensation & Grievance redress
Deputy Collector (L.A)NH	Compensation
Thahasildar	Compensation
District Forest Officer	Compensation measurement for trees
Requisition Authority	Resettlement of access and structure valuation

CHAPTER 9
SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF MITIGATION

9.1 Costs of all resettlement and rehabilitation costs

Not Applicable

9.2 Annual budget and plan of action

Not Applicable

9.3 Funding sources with breakup

Not Applicable

CHAPTER 10

SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATION

10.1. Key Monitory and Evaluating Indicators

- Participation of THs in DLPC meeting
- Number of direct purchase happened.
- Methodology of fixing compensation
- No. of affected access resettle
- Amount of compensation paid for land/structure
- Entitlement of PAPs-land/cash
- Number of business re-established
- Utilization of compensation
- House sites/business sites purchased
- Successful implementation of Income Restoration Schemes
- Formation of Grievance Redressal Committee
- Number of time GRC met
- Number of appeals placed before grievance redressal cell
- Number of grievances referred and addressed by GRC
- Number of cases referred and addressed by arbitration
- Number of PAPs approached court
- Women concern

10.2. Reporting mechanisms and monitoring roles

Not Applicable

10.3. Plan of Independent Evaluation

Not Applicable

CHAPTER 11

ANALYSIS OF COSTS AND BENEFITS ANDRECOMMENDATION ON ACQUISITION

The proposed project aimed to widen twelve kilometer main district road i.e. Kuttothu-Attakundukadavu. The widening impacted as loss of land for 751 title holders and residential loss of eight families. Two residential houses are also partially affected. In compared to the length of the road area to be acquired the above impact is moderate in nature. The total land acquired for the project is 6.247Hectre. Therefore per head land loss of each title holder is only 2cents (Approximately). The displacement will push two or three residential house losers to economically vulnerable. Therefore planned and effective rehabilitation package is necessary to mitigate the impact. Others who may lose residential houses will also need effective compensation package to resettle their life. Out of the eight displaced residential house holders six are having remaining land to rebuild the houses if Government gives certain relaxation in building rules. This is one of the major factors which may reduce the overall impact marginally. Likewise out of 45 owners of displaced housed 40 has remaining land to maintain or rebuild the shops. This also reduces the chances of relocation and longtime business loss. Due to the project set back of 28 houses towards the project road may minimize below 1 meter. This will affect their access, vehicle parking, safety etc. Special safety measures like retaining walls will be planned and included in the detailed project plan. More over access will be resettled in which the issue of loss of parking will also be addressed. Several community properties like libraries, waiting sheds and cultural properties like offering shrines are affected by the project. Detailed resettlement plan will be developed for these properties. One cemetery of a Muslim church is partially affected. It is very difficult to relocate and resettle it effectively. There for in the above case avoid or exempted strategies may more effective than any mitigation plan. Many household drinking water wells and a public well are affected by the project. Develop special plan to save maximum number of such wells. To compensate the loss of trees Government will direct requisition agency to plant equal number of trees in an around the project area. Government will give a chance to PAPs to take back the acquired structures with or without solecism. This will mitigate the impact of structural loss marginally. In case of religious properties Government will initiate discussion and consultation before the acquisition. Requisition agency will

place boundary stones at the earliest, so that people can easily understand the impact and develop voluntary effort to mitigate the impact. Give relaxation in building rules to maintain and rebuilding structures, houses and building is also a better no cost strategy which government can implement. Maximize the categorization of affected land for fixing compensation also will improve transparency and community participation. Setting up a functional grievances committee also will speed up the acquisition process. Since the THs living in a land in the side of an important public road with a calculated risk of widening of the road and other development initiative, they were mentally prepared to face the consequences of the acquisition of land whenever required by the govt. The affected title holders are aware about the importance of the project and willing to surrender their land if an acceptable mitigation plan is implemented even though some are demanding the reduction in the width of the proposed road. No visible impact noticed in Lifestyle, Culture and Quality of life, Cohesion and Health of Title Holders and Community in the project area due to the project. A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation. The proposed acquisition does serve public purpose and more over there was an overwhelming consensus among people, people' representatives, trade associations too with regard to the benefits accruing due to the proposed project.

The project is treated as framed for a public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate acquisition procedure. Considering the public importance and interest the project is an inevitable need and the project is able to address the social impact of the project. Therefore the project has to be implemented.

Annexures

1. Photographs – Field Investigation
2. List of PAFs.
3. Form No. 5 Notification
4. Notice – Public Hearing
5. Public Hearing Attendance
6. Gazette Notification regarding SIA study.