

Land Acquisition for Construction of
Thathamangalam- Peruvambu Bypass Road,
Chittur, Palakkad

Social Impact Assessment

Draft Report



Requiring Body



Kerala Public Works Department
Roads Division
Chittur, Palakkad

SIA Unit

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List of Abbreviations

SIA	Social Impact Assessment
PWD	Public Works Department
GO	Government Order
RFCTLAAR Act	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
RD	Revenue Department
KM	Kilo Meters
LP	Lower Primary
UP	Upper Primary
PO	Post Office
SC	Scheduled Caste
OBC	Other Backward Communities
UG	Under-Graduation
PG	Post-Graduation
BPL	Below Poverty Line
APL	Above Poverty Line
GoK	Government of Kerala
GDP	Gross Domestic Product
MM	Millimeters
WBM	Water Bound Macadam
MSW	Master of Social Work
DSS	Diploma in Social Services
BA	Bachelor of Arts
MA	Master of Arts
B.Tech	Bachelor of Technology
MBA	Master of Business Administration
INR	Indian Rupee

Chapter 1

Executive Summary

1.1 Project and public purpose

Thathamangalam is a town in Chittur-Thathamangalam municipality and located 17 KM south-east of district capital, Palakkad. Thathamangalam is also an important joint in the State Highway 27 which connects Palakkad with Pollachi of Tamil Nadu State. With the growing movement of commercial vehicles between the states and limited width of roads in town, the traffic, pollution, safety and other related problems have increased manifold. To overcome the aforesaid issues and to improve the road transportation through the region, Kerala PWD has proposed to construct a new Bypass road between Thathamangalam and Peruvambu for a total stretch of 3.76 KMs. 2.7894 Hectares of land have identified from Chittur-Thathamangalam Municipality and Peruvambu Panchayat to construct the road having a width of 20 Meters including carriage way width of 7 Meters.

For the 1st reach of constructing road for 750 meters, an estimate report was prepared by Kerala PWD for a total amount of INR 298 Lakhs including land acquisition, construction of road, culverts, drainages etc.

1.2 Location

The project covers an area of 3.76 KMs in Thathamangalam and Peruvambu villages in Chittur Taluk of Palakkad district and a total area of 2.7894 Hectares of land are aligned to be acquired from 21 families and government open lands. The project area has a rural settings with paddy and coconut fields, however the quality of living and other demographic dimensions are found as generally positive.

1.3 Size and attributes of land acquisition

The proposed bypass road between Thathamangalam and Peruvambu for the total stretch of 3.76 KMs with a width of 20 Meters requires 2.7894 Hectares of land to be acquired from Chittur-Thathamangalam Municipality and Peruvambu Panchayat. This includes 0.0890 Hectares of Public Canal Land and 0.0210 Hectares of Municipal Road Land, both owned by government. The remaining land is aligned to be acquired from 21 affected families.

The proposed bypass road is planned in two phases. At the first phase, the project starts from KM 15/800 of PTP road at Mettuppalayam junction and connects Thathamangalam – Palathully Municipal road at a stretch of 750 Meters.

At the second phase, the road will extend up to Peruvambu Junction in Pudukottam-Kinassery PWD road through the existing municipal road at Chenthamara Theatre and Panchayat road to Peruvambu Junction. An approach road of 150 Meters is also planned from Chenthamara Theatre to join at KMs 14/500 of PTP road through the existing Municipal road to Pallimukku.

The new Bypass road between Thathamangalam and Peruvambu in Chittur Taluk of Palakkad District has initially proposed in the 'Vision 2010' of Chief Minister, Government of Kerala on January 2, 2009. Though Special Tahsildar was appointed as Land Acquisition Officer, the requiring body has failed to disburse the compensation fund and hence the land acquisition process was declared de novo in June, 2015. Based on the Government Approval dated 22-03-2017, District Collector, Palakkad has re-appointed No.1 Special Tahsildar as Land Acquisition Officer (General) and appointed Deputy Collector, Palakkad as Administrator for Rehabilitation and Resettlement Procedures through order No. C.5-2017/12682/9 dated 29/03/2017.

Land acquisition is expected to be with minimum objections and public including affected persons are generally affirmative for the project. However, a fair compensation and other measures to mitigate impacts are to be adopted as per concerned Act and Policies.

1.4 Alternatives considered

The Road division of Kerala PWD has proposed construction of new Bypass road between Thathamangalam and Peruvambu to ease the traffic in Thathamangalam town in State Highway 27. Due to limited availability of land in the town, increased commercial vehicles and large number of business units in both sides of the road, widening of the existing Highway was found unviable. The alignment of the proposed road for 3.76 KMs was made by avoiding residential dwelling to a minimum. Further, the road passes mostly through uncultivated agriculture field to ensure that the farming activities are disturbed the least. The requiring body has also taken into account the principle of shortest route serving maximum population, minimum drainage crossing etc. while identifying the land plots for acquisition.

1.5 Social impacts

As per the alignment for the acquisition of land for the Thathamangalam-Peruvambu Bypass Road, 21 affected persons will lose land and the same is understood to be the major impact. Apart from loss of land, one family will be displaced since the residence of the family is to be affected permanently. By affecting the operational paddy and coconut fields, livelihood of few families are also at stake. A brief summary of major impacts are as follows

Loss of Residence	: 1 Family
Loss of Land	: 21 Families
Loss of Government Land	: 4 Plots

Loss of Livelihood Opportunities : 6 Families
Loss of Coconut Trees and Crops

Despite the negative impacts, the proposed project is expected to be beneficial for the people in the region as it ensures safer transportation and better access with other regions in the district.

1.6 Mitigation measures

For affected persons whose land will be acquired, the Rehabilitation and Resettlement package as per the Policy issued by Revenue(B) Department, Government of Kerala vide G.O.(Ms)No.448/2017/RD dated 29/12/2017 for the rehabilitation and resettlement package for land acquisition in the state in lieu of RFCTLARR Act 2013 is expected to be appropriate. Further, recreation of common properties and livelihood opportunities along with replanting of trees will mitigate various impacts to an extent possible.

Chapter 2

Detailed Project Description

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

Roads in India are considered as the most crucial mode of transportation; being cost effective and preferred for freight and passenger transport. India has the second largest road network connecting every nook and corner of the country with its 5.23 Million Kilo Meter roads comprising of National/State Highways, Districts and Village Roads (National Highway Authority of India, Annual Report 2016-17). It is estimated that road transportation contributes nearly 4.7 % towards India's GDP; whereas the railways contribute only 1 %. Besides its significance to the economy, roads enables social integration by connecting different regions, institutions and people across the country.

As per the Kerala PWD-Road Bridge Maintenance Policy Order (22, 10, 2016), the State has a network of roads over 1.5 Lakh KMs and except the National Highways (1542 KM), all other major roads are being constructed, maintained and managed by Kerala Public Works Department with the funding from Government of Kerala.

Kerala Public Works Department (Kerala PWD) is one of the important departments in the Government of Kerala and operates under Ministry of PWD. The department is responsible for design, implementation and maintenance of all public works undertaken by Government and thus improve mobility, safety and economic development of the state. The department operates through a structured system headed by 5 Chief Engineers supported by 20 Superintending Engineers, 76 Executive Engineers, 289 Assistant Executive Engineers, 639 Assistant Engineers and other supporting staff.

Thathamangalam and Peruvambu are two important towns of Chittur Taluk in the Palakkad district of the state Kerala. Due to increased traffic and congestion in the region, it is quintessential to improve the road infrastructure by widening and maintaining the existing roads and constructing new roads to improve the mobility. With the present condition in the region, the widening of the road is found unviable as the roads are congested with commercial shops, temples and other institutions of importance in either sides.

The new Bypass road between Thathamangalam and Peruvambu in Chittur Taluk of Palakkad District has initially proposed in the 'Vision 2010' of Chief Minister, Government of Kerala on January 2, 2009. The project is expected to ease the travel in State Highway 27 and other public roads in the region which at present congested due to increased commercial vehicles and narrow road width in Thathamangalam town. The proposed road covers a total stretch of 3.76 KMs with carriageway width of 7 Meters and overall width of 20 Meters. The Kerala

PWD has proposed to construct a new bypass road between Thathamangalam and Peruvambu. Subsequently, Revenue (B) Department, Government of Kerala through S.R.O. No. 915/2018 has conferred as a project for Public Purpose and identified 2.7894 Hectares of Land in Thathamangalam and Peruvambu Villages to acquire for the project.

Vide Kerala Gazette Order G.O. (P) No. 88/2018/RD dated 20.12.2018, the SIA Unit of RajagirioutREACH, Kalamassery was appointed to conduct Social Impact Assessment Study and to prepare a Social Impact Management Plan as per section 4 (1) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013.

2.2 Rationale of the project including how the project fits the public purpose criteria listed in the act

Thathamangalam and Chittur are twin towns located 17 KM south-east of district capital, Palakkad. The region plays an important role as corridor for goods and cargo vehicles between Kerala and Tamil Nadu states. Due to increased population density in the region and the resulting increase of commercial establishments in both sides of the existing road, the transportation through the region has become more complex and time consuming. Further, widening of the road is understood to be not viable due to the stated reasons and hence the requiring body has considered an alternate bypass road between Thathamangalam and Peruvambu junction.

Revenue (B) Department, Government of Kerala through S.R.O. No. 915/2018 has conferred the project as for Public Purpose and identified 2.7894 Hectares of Land in Thathamangalam and Peruvambu Villages to acquire for the project. Moreover, as per Section 2 b (i) of The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 (RFCTLARR Act), the project fits in for public purpose.

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

The proposed construction of bypass road between Thathamangalam and Peruvambu is aimed to improve living condition of the native population and to ease the transportation through the region. The project is being planned in 2.7894 Hectares of land in Chittur-Thathamangalam Municipality and Peruvambu Panchayat covering Block No.- 49A/58, 50 and 4 (Survey Nos. 5/1, 6, 8, 3/6, 7, 6/2, 14/4, 13/4, 13/3, 13/2, 14/3, 14/1, 16, 3/5, 3/3, 3/2, 4/3, 4/8, 4/2, 4/1, 5/4, 13/9, 13/8, 14/4, 2, 1, 18, 11/17, 11/15) in Thathamangalam Village of Chittur Taluk in Palakkad District.

Planned in two phases, total distance of the road is estimated as 3.76 KMs with a Carriageway Width of 7 Meters. At the 1st Phase, the project involves construction of Bypass

road for 750 meters for a total estimate of 298 Lakhs. This includes Land Acquisition, Road Formation, Construction of Culverts/Drainages/Dividers/Side Protection, Road Surfacing and other related civil works.

2.4 Examination of alternatives

At the present condition, widening of the state highway in Thathamangalam town is not viable due to adjacent presence of large number of commercial units and institutions of importance such as temple, mosque etc. The proposed project plan of constructing new bypass road between Thathamangalam and Peruvambu is understood to be less impactful and feasible compared to the alternatives.

2.5 Phases of the project construction

The proposed bypass road covering 3.76 KMs is planned in two phases. At the first phase, the project starts from KM 15/800 of PTP road at Mettupalayam junction and connects Thathamangalam –Palathully Municipal road at a stretch of 750 Meters. At the second phase, the road will extend up to Peruvambu Junction in Pudunagaram-Kinassery PWD road through the existing municipal road at Chenthamara Theatre and Panchayat road to Peruvambu Junction. An approach road of 150 Meters is also planned from Chenthamara Theatre to join at KMs 14/500 of PTP road through the existing Municipal road to Pallimukku.

2.6 Core design features & size and type of facilities

The project involves acquisition of land plots for 20 Meters of total width to ensure a minimum carriageway width of 7 Meters. The requiring body has proposed two layer metalling sub base with 60 mm graded metal and base with 36 mm metal providing 20 mm chipping carpet over WBM surface. The project would also incorporate construction of Side Protection Wall with cement concrete 1:3:6 using 60 mm graded metal, cross drainage work, repositioning electrical post etc. wherever necessary.

2.7 Need for ancillary infrastructural facilities

The estimate of the proposed project incorporates construction of Culverts/ Drainages/ Dividers/ Side Protection, Road Surfacing and other related civil works. 6 Culverts are planned to construct in the first phase for a total stretch of 750 Meters.

2.8 Workforce requirements (temporary and permanent)

The appropriated combination of permanent and contract workforce will be deployed along with the right set of machineries and equipment as to be decided by Kerala PWD during tendering process.

2.9 Details of social impact assessment/ environment impact assessment if already conducted and any technical feasibility reports

As per the available information, no studies to assess social or environment impact of the project are conducted in the past. Existence of any technical feasibility reports with respect to the project are also not found in any possible sources.

2.10 Applicable legislations and policies

The applicable laws on land acquisition, rehabilitation and resettlement for the proposed land acquisition for constructing the bypass road between Thathamangalam and Peruvambuare:

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
- Government of Kerala – Revenue (B) Department -State Policy for Compensation and Transparency in Land Acquisition vide G.O (Ms) NO.485/2015/RD dated 23/09/2015.
- Government of Kerala – Revenue (B) Department -State Policy for Rehabilitation and Resettlement Package for Land Acquisition in the State in lieu of RFCTLARR Act 2013 vide GO(MS)No.448/2017/RD dated 29/12/2017.
- Right to Information Act, 2005

Chapter 3

Team Composition, Approach, Methodology and Schedule of the Social Impact Assessment

3.1 Team Members

Vide Kerala Gazette Order G.O. (P) No. 88/2018/RD dated 20.12.2018, the SIA Unit of RajagirioutREACH, Kalamassery was appointed to conduct Social Impact Assessment Study of the project and to prepare a Social Impact Management Plan as per section 4 (1) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013. Further, a team was constituted with experts who have engaged in similar projects and deployed them into the project with a set of definite roles and responsibilities.

Table (3.1)

SI. No	Name	Qualification and Designation	Experience
1.	MeenaKuruvilla	MSW Chairperson	30 years in development sector
2.	Maria Tency V S	MA, DSS Research Associate	27 years in development sector
3.	Ranjith K U	B.A.,DSS, Research Associate	23 years in development sector
4.	Biju C P	BA Development Officer-SIA	24 years in development sector
5.	Ligy V E	MSW Research Associate	20 years in development sector
6.	Divya P G	MA Research Associate	10 years in development sector
7.	Chithra K	MSW Research Associate	2 years in development sector

3.2 Methodology and Rationale

As per the principal letter from District Collector, Palakkad dated 17.10.2018 and the list of land plots issued by Executive Engineer- PWD (Roads Division Palakkad), 30 plots of land belonging to 19 owners were identified for the proposed construction of Thathamangalam-Peruvambu Bypass Road. Among them, four are classified as government land and the remaining 15 affected persons were contacted by the SIA team. During the pilot study, it was reported by one of the affected persons that the former had sold his affected land to six different persons; one being his deceased wife. Further, another person claimed that his land was also mapped to be acquired and hence 21 persons in total have considered as affected persons. Subsequently, a questionnaire survey was conducted to infer crucial information required to assess the impact and to prepare Mitigation and SIA Management Plan. The findings and suggestions of this study are subject to inclusion and exclusion of affected persons

Since the extent of land and degree of impact varies from one affected party to another, a population Socio Economic Survey was conducted to collect the information. Further, Key Informant Interviews and Focus Group Discussion were also held to understand the depth of impact due to implementation of the project.

To collect primary information directly from the land owners and other affected persons through Socio-Economic-Impact Survey, field investigators have visited households in the region through a structured questionnaire. Further, to collect the information and assess the impact of the affected parties whose residence are not in the vicinity, a telephonic survey was held with the same questionnaire schedule.

Focus Group Discussion and Key Informant Interviews of Affected Persons, Administrators, Civil Officers and other important stakeholders were also held by the expert qualitative researchers of the SIA Unit to gather common, specific and perceived impact of the project. The published reports from Roads Section of PWD, Palakkad and Revenue Department, Government of Kerala, were also referred in this study.

3.3 Sampling

As the size of land to be transferred for the project by the affected person and extent of impact due to latter is unique for each, a population Socio-Economic-Impact Survey was found to be appropriate over sampling method. Further, the respondent size was found to be 21 land owners and was possible to collect the information in the limited timeframe as per the scheme of the study.

3.4 Overview of Data Sources

Both primary and secondary information were collected and analysed through mixed method by the expert quantitative and qualitative researchers. Secondary information and published reports from concerned PWD/Revenue/Civil Stations were collected/ referred by the field investigators at multiple stages.

A structured questionnaire was prepared, tested and validated to collect information from affected persons through Socio-Economic-Impact Survey. Survey had full participation and the entire 21 affected persons have responded to the questionnaire interview. Survey contained questions aimed to collect the information such as Demographic/ Economic/ Family/ Livelihood, details of performing/non-performing assets in the project land and the types/degree of impact. The response and data points were analysed through a statistical software and findings have reported along with recommendations.

3.5 Schedule of Consultation Meetings/ Public Hearings

As part of the study, multiple meetings/interviews/discussions were held with important stakeholders. The public hearing with the participation of Project Affected Persons (PAP), Requiring Body Representatives, Land Acquisition Officer and other critical stakeholders is scheduled to be held on March 6, 2019 at Chittur Municipal Conference Hall.

Table (3.5)

Date	Activity/Event/Meeting	Venue
16-01-2019	Pilot Study and Key Informant Interviews	Thathamangalam Village
18-01-2019	Socio-Economic Survey and Key Informant Interviews	Community Centre, Arangam Road, Thathamangalam Village
22-02-2019	Meeting with Land Acquisition Officer, Village officer and Municipal Chairman	Collectorate, Palakkad and Village Office and Municipality, Thathamangalam
22-02-2019	Distribution of Notice and broadcasting about Public Hearing Meeting	Thathamangalam Village
06-03-2019	Public Hearing	Chittur Municipal Conference Hall

Chapter 4

Land Assessment

4.1 Description with the help of the maps, information from land inventories and primary sources

The project aims to construct new bypass road between Thathamangalam and Peruvambu in Chittur Taluk of Palakkad District. The project area is understood to be a rural area and the affected land is mostly classified as agriculture land. Covering Block Nos.- 49A/ 58,50 and 4, a total land area of 2.7894 Hectares are projected to be acquired.

4.2 Entire area of impact under the influence of the project (not limited to land area for acquisition)

The Thathamangalam- Peruvambu Bypass Road project involves acquisition of land plots from 21 affected persons in Chittur Taluk of Palakkad district. Chittur is known as Rice Bowl of Kerala along with Kuttanad of Alappuzha and traditional farming are generally followed by the local farmers. While majority of the land in the region is reported to be agriculture land, a few land is being used for residence and commercial uses.

The project aims to reduce traffic block in Thathamangalam town in the State Highways and resulting benefits for students, patients, customers, commercial shops and alike. Apart from the defined objectives such as easy and safer transportation, the project is expected to be beneficial for the land owners especially for those who hold land in the vicinity of the project area by having created new access to the land locked plots which would result in appreciation of land values and economic development. Though the operational paddy fields and other farming lands are to be affected, a better transportation through the region could possibly boost the agricultural activities in the entire region.

4.3 Total land requirement for the project

The project is being implemented in 2.7894 Hectares of land covering Block No.- 49A/58, 50 and 4 (Survey Nos. 5/1, 6, 8, 3/6, 7, 6/2, 14/4, 13/4, 13/3, 13/2, 14/3, 14/1, 16, 3/5, 3/3, 3/2, 4/3, 4/8, 4/2, 4/1, 5/4, 13/9, 13/8, 14/4, 2, 1, 18, 11/17, 11/15) in Thathamangalam Village of Chittur Taluk in Palakkad District. Majority of the affected lands are agriculture fields, whereas

0.0126 and 0.0252 Hectares of Land in Survey No. 14/3 Pt. and 11/15 Pt. respectively are residential lands. Total area of Dry Land to be acquired for the project is 0.3546 Hectares.

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

In the survey Nos. 6/Pt. 4/3 Pt., and 18/Pt., 0.0890 Hectares of Public Canal land will be affected and further 0.0210 Hectares of Municipal Road Land in Survey No. 16/ Pt. will also be required for the construction of proposed Thathamangalam-Peruvambu Bypass Road.

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

To construct a bypass road between Thathamangalam and Peruvambu and to develop ancillary infrastructure, 2.7894 Hectares of land is proposed to be acquired. As per the available information from the concerned departments, no land has been either leased or purchased for the project yet.

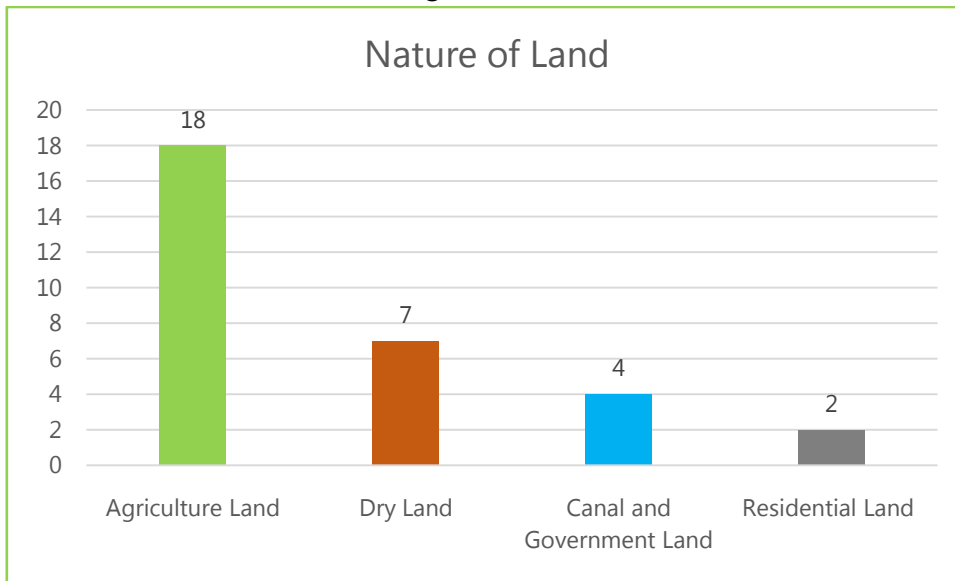
4.6 Quality and location of land proposed to be acquired for the project

The project land is located at Chittur-Thathamangalam Municipality of Chittur Taluk in Palakkad District. Chittur and surroundings are known for traditional paddy farming and is one of the largest rice producing regions in the state of Kerala. Similarly, the project land mostly involves agriculture land except two residential land and five dry land. However, most of the land owners neither does farming nor given to a third party on lease, barring five who does paddy/coconut farming in their owned fields. Despite having presence of wet lands in the identified plots, the location and land are suitable for the project if necessary measures are taken for the strength and durability of the new road.

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

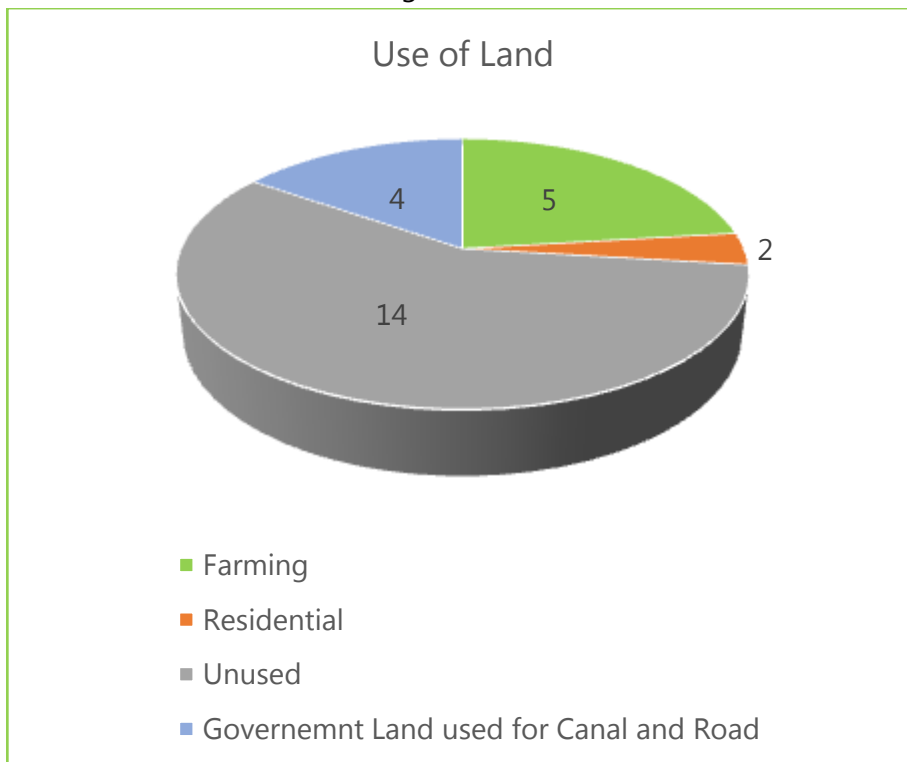
The land owned by 21 affected persons are classified into 31 plots based on its nature. As illustrated in Figure 4.7.1, 60 % of the land is categorised as Agriculture Land (N-18) and seven (7) plots are reported as open dry land. While four (4) plots are owned by Government for Canal and irrigation purposes, two (2) are residential lands owned by affected individuals.

Figure (4.7.1)



While analysing the present use of land by 21 affected individuals and government, it is found that the majority of the affected persons have kept their land unused (N-14). Whereas 5 families have farming activities in their owned land and two family uses their land to reside. Land plots owned by Government are largely used for Canal and irrigation purposes besides for municipal road.

Figure (4.7.2)



4.8 Size of holdings, ownership patterns, land distributions and number of residential houses

On an average, 32.53 Cents (0.1316 Hectares) land of 21 affected persons is mapped to be acquired in the range of 0.0089 and 0.3707 Hectares. While Nine (9) families is expected to lose only 25 cents or less, Four (4) families will be affected each by losing over 50 cents of land. Eight (8) families will lose a land area between 25 cents and 50 cents.

One family will be displaced since the proposed land acquisition covers residence and surrounding area. Rest of the affected persons holds either residential land or agriculture field or both elsewhere and buildings/ residences are not to be affected with the project. Total agriculture land area to be affected with the project is reported to be 2.4222 Hectares. Whereas, respectively 0.3294 and 0.0378 Hectares of Dry Land and Residential Land will be affected.

Among the affected persons, fifteen (15) have bought the affected land plots from a third party and the remaining six (6) have inherited in the family. While three (3) land properties are co-owned by two, the remaining eighteen (18) are reported to be owned by single person. Further, the affected persons have been holding the land in the year range of 5-60 and no transaction has been carried out in the last three years. The average year of holding the land is 25 years.

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

The market value of the land per cent is reported to be between INR 2,50,000 and 3,00,000 per Cent and will be varied based on the value in the specific area. Except changes of ownership within the family due to death of the title holder, no transaction has been held in the last three years and there were no major changes in the farming and other uses of land in the project area.

Chapter 5

Estimation and Enumeration (Where Required) of Affected Families and Assets

5.1 Estimation of families

As per the principal letter from District Collector, Palakkad dated 17.10.2018 and the list of land plots issued by Executive Engineer- PWD (Roads Division Palakkad), 30 plots of land belonging to 19 owners were identified for the proposed construction of Thathamangalam-Peruvambu Bypass Road. Among them, four are classified as government land and the remaining 15 affected persons were contacted by the SIA team. During the pilot study, it was reported by one of the affected persons that the former had sold his affected land to six different persons; one being his deceased wife. Further, another person claimed that his land was also mapped to be acquired and hence 21 persons in total have considered as affected families.

5.1.1 Families which are directly affected (own land that is proposed to be acquired)

The following table covers list of directly affected person, address and extent of land to be acquired with the survey number.

Table (5.1.1)

S #	Name	Address	Agriculture Land	Dry Land	Residential Land	Total Land	Survey Nos.
1	Achuthankutty	Dwaraka, Mettupalayam, Thathamngalam	0.1075	0.035		0.1425	5/1/Pt. and 8/1 Pt.
2	Chandran	Panikathu, Chembadam, Thathamangalam- 678102	0.1075				3/6 Pt.
3	Sethu	Panikathu, Chembadam, Thathamangalam- 678102					
4	Muhammad Ismail T N	Arngam, Arangam Road, Churam, Thathamangalam	0.15			0.15	13/4 Pt., 13/3 Pt. and 13/2 Pt.
5	Sajan P	SG-38, Sreerangam Garden, Sri Vigneswar, Chandranagar, Palakkad	0.0091		0.0126	0.0217	14/1 Pt. and 14/3 Pt.

6	T.R Balachandran	Arangam Road, Thathamangalam		0.0592		0.0592	4/1 Pt.
7	Shikha S (Late V.Sudhardarshanan)	Puthanpuliya, Kulangara,Peruvamba, Palakkad	0.3185			0.3185	5/4 Pt.
8	Narayanan K V	MangavuKa;a,, Thattamangalam	0.274			0.274	13/9 Pt.
9	Saheedha.M	MangavKulam, Thathamangalam	0.3707			0.3707	13/8 Pt., 14/4, 2, 1 Pt.
10	Ansari	SowreethManzil, Thathamangalam		0.1898		0.1898	11/17 Pt. and 11/15 Pt.
11	Safiya	SowreethManzil, Thathamangalam		0.0365		0.0365	11/17 Pt.
12	K A Barkhees	Malakkar (H), near st.thomas school, Railway coloney, Kallekulangara		0.0089		0.0089	11/17 Pt.
13	Saraswathi Krishnan (Manomani)	Niranjana (H) ,Sathram Street, PuthuNgaram	0.3262			0.3262	3/5 Pt., 3/3 Pt. and 3/2 Pt.
14	BalkheesUmma	BarkheesBeevi, Sainal(H), Chendamara Nagar, Thathamangalam			0.0252	0.0252	11/15 Pt.
15	SuganthiAnandhan	PallathamPulli(H), thathamangalam	0.1202			0.1202	7 Pt.
16	S. Saji	Panangatry(H),Nettatukulam,Kollam kode	0.0504			0.0504	7 Pt.
17	B. Suresh Kumar	Sreevalli(H), Mullakalkulambu,Vadavannoor	0.1145			0.1145	7 Pt.
18	K Achuthan (Late C.K Sudha)	Chalakkulam, Thathamangalam	0.1694			0.1694	6/2
19	M.B Vinod	Madathil(H), Paruthipully(P.O)	0.0642			0.0642	6/2
20	Priyan	Arangam estate, Thathamangalam	0.1147			0.1147	14/4
21	Abdul Hakim	Arangam Road, Thathamangalam	0.1011			0.1011	

*The list contains invalidated primary information from affected persons and likely affected person. The list need to be vetted with the actual land (civil) assessment.

5.2 Family of scheduled tribes and other traditional forest dwellers who have lost any of their forest rights

The construction of proposed bypass road between Thathamangalam and Peruvambu requires acquisition of agriculture land and other forms of land in ChiiturTaluk of Palakkad district. Neither any Scheduled Tribes, nor any other community with special forest rights are reported to be affected with the project.

5.3 Families which depend on common property resources which will be affected due to acquisition of land of their livelihood

Except the Canal being used for irrigation, no major common property and resources are found to be affected with the proposed construction of Thathamangalam-Peruvambu Bypass Road.

5.4 Families which have been assigned land by the State Government or the Central Government under any of its schemes and such land is under acquisition

No families in recent years were assigned land by any government and no such land will be affected.

5.5 Families which have been residing on any land in the urban areas for preceding three years or more prior to the acquisition of the land

None of the affected families have bought land in the proposed project area in the last three years. While six (6) affected persons inherited ancestral land properties, fifteen (15) have purchased land before three years. The average year of holding the land by the existing owners is 25 years. Further, major portion of the project land is reported as agriculture land and seldom finds residence in the vicinity.

5.6 Families which have depended on the land being acquired as a primary source of livelihood for three years prior to the acquisition

Paddy and coconut are the two major farming types in the region. Three affected families whose primary sources of income through agriculture will be affected with the proposed land acquisition for the construction of bypass road. The average monthly income of families whose agriculture is disrupted is INR 12,333/ and all the members of the aforesaid families are senior citizens with an average age of Seventy (70). One of the three families has only one member who is a widow and a senior citizen.

5.6.1 Families which are indirectly impacted by the project (not affected directly by the acquisition of own lands)

The affected families who have engaged in the farming activities at the project land own the property and has not leased out for agriculture or for any other purposes. Possibilities of indirect impacts and presence of indirectly affected persons in any manner are not reported with the acquisition of land for the construction of Thathamangalam-Peruvambu Bypass Road.

5.6.2 Inventory of productive assets and significant lands.

The project area largely covers Paddy and Coconut Tree fields. One of the affected families will be at loss of residence and the adjacent land, whereas one another family will lose its well and compound wall in the affected area. The statistics of crops to be affected includes two actively farming paddy fields, Two Hundred (200) Coconut Trees and Two (2) Tamarind Trees.

Chapter 6

Social Economic and Cultural Profile (Affected Area and Resettlement Site)

6.1 Demographic details of the population in the project area

Thathamangalam is an important corridor for the movement of goods between the state of Kerala and Tamil Nadu. The growing congestion in the major towns in the region due to traffic and commercial vehicles has led to the proposed project of constructing bypass road between Thathamangalam and Peruvambu in Chittur Taluk. The project will have varied impact on the people and Socio-economic profile of 21 affected families are given here.

As given in the figure 6.1, Hinduism is the most prevalent religion in the area with Fourteen (14) families; followed by Islam being identified with seven (7) families.

While 18 families belong to Other Backward Community (OBC), 3 families fall in the General category. (Table 6.1.1)

While analysing age of the affected population of 60, it is found that adult in the age group of 26-45 outnumbered the rest with 16 of them followed by 14 persons falling in 46-60 age group. Similarly, presence of elders in the families is significantly high with 10 persons in the age group of 61-70 and 7 persons above 70 years of age. While number of children under age of five (5) counted as 5, there are 4 each under age group of 6-15 and 16-25. (Figure 6.1.2)

Figure 6.1.3 explains classification of population in terms of Gender. As per the primary information through questionnaire survey, population of male is 35 and of Female is 25.

As illustrated in Table 6.1.2 detailing the marital status, 39 persons are married and 17 are reported as unmarried. Survey counts 4 under widow/widower category.

With regards to the education background of the affected persons, survey reveals that half of the population (31) has only school education. While 15 have completed UG, two affected persons have Post Graduate qualification. Professional programmes such as B.Tech and MBA are also prevalent in the village with 3 and 4 graduates in the respective programmes. (Table 6.1.3)

Figure (6.1.1)

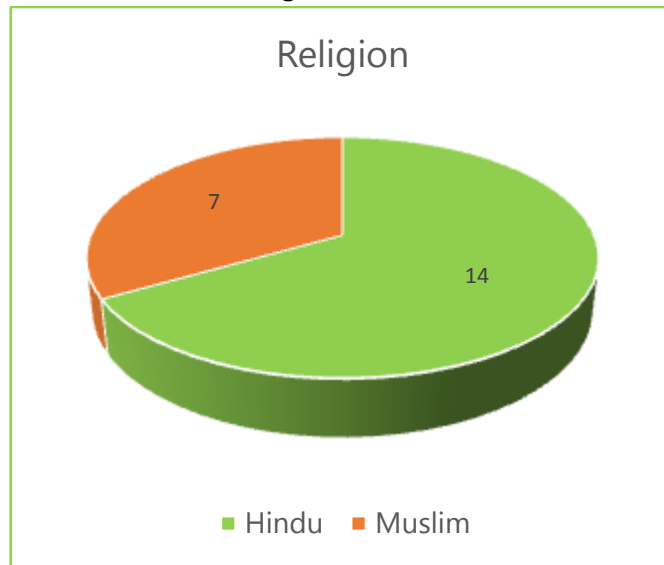


Table (6.1.1)

Social Group	No. of Families
OBC	18
GENERAL	3
	21

Figure (6.1.2)

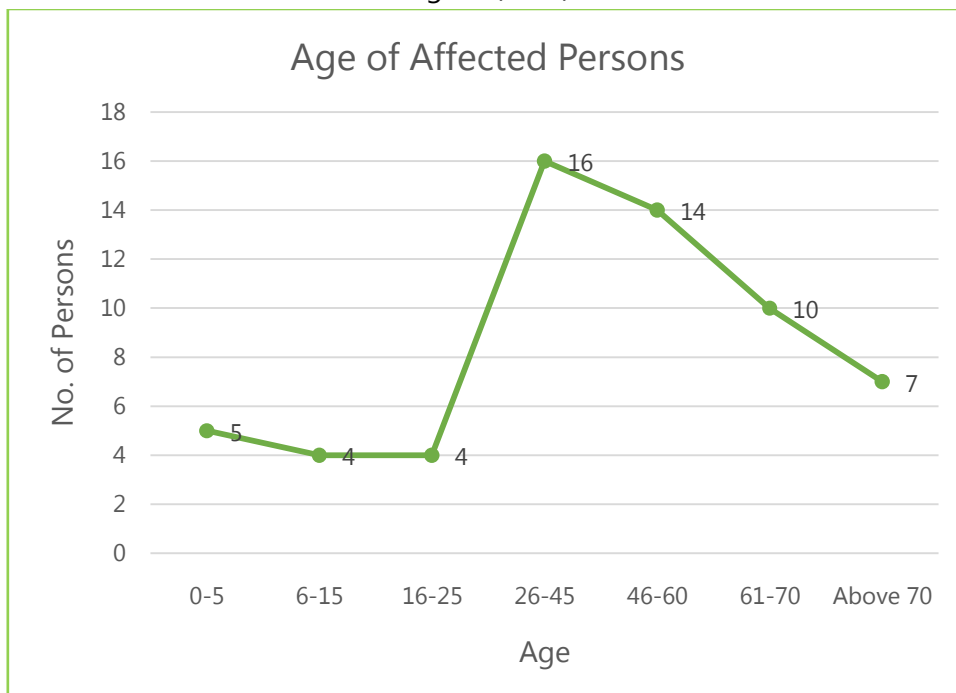


Figure (6.1.3)

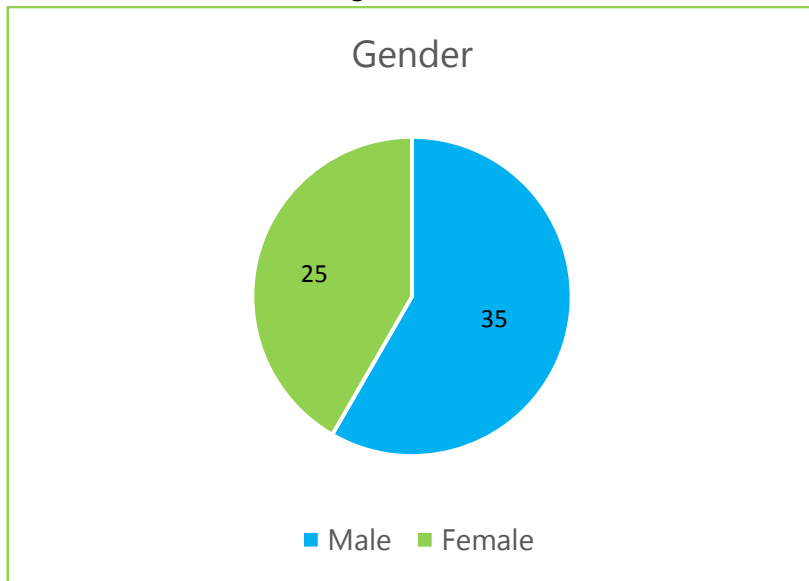


Table (6.1.2)

Marital Status	No. of Persons
Married	39
Unmarried	17
Widow/Widower	4
	60

Table (6.1.3)

Level of Education	No. of Persons
LP School	7
UP School	2
High School	22
UG	15
PG	2
B. Tech	3
MBA	4
Others	4

6.2 Income and poverty levels

As furnished in Figure 6.2.1, monthly income of the affected families is more less equally distributed under different levels of income. Under each category of 40,000-50,000, 30,000-40,000 and 10,000-20,000 income levels, there are three families as reported in the survey. While income of one of the affected families is recorded below INR 5,000 per month, five (5) families earn an income between INR 20,000 and 30,000. No. of Families whose monthly income fall in 5,000-10,000 group is reported as four(4).

The monthly spent of the affected families is known to be high as the average monthly spent is reported to be INR 19,000 against the average monthly income of INR 25,190. While twelve (12) families have only one earning member, the remaining families (9) source income from two members. The average No. of Dependents in the family is two (2) and per capita income is INR 8,816/.

Figure 6.2.2 furnishes poverty level of the project affected families. None of the affected family reportedly holds Yellow ration card which indicates that the most economically backward community doesn't exist among the affected families. The income level of one family is the least among the affected families as they hold Pink ration card and fall under Below Poverty Line (BPL). As 6 and 10 families hold Blue and White Ration card respectively, it is understood that major population live Above Poverty Line (APL) in the project affected villages. Four (4) families have not disclosed information of ration card.

Figure (6.2.1)

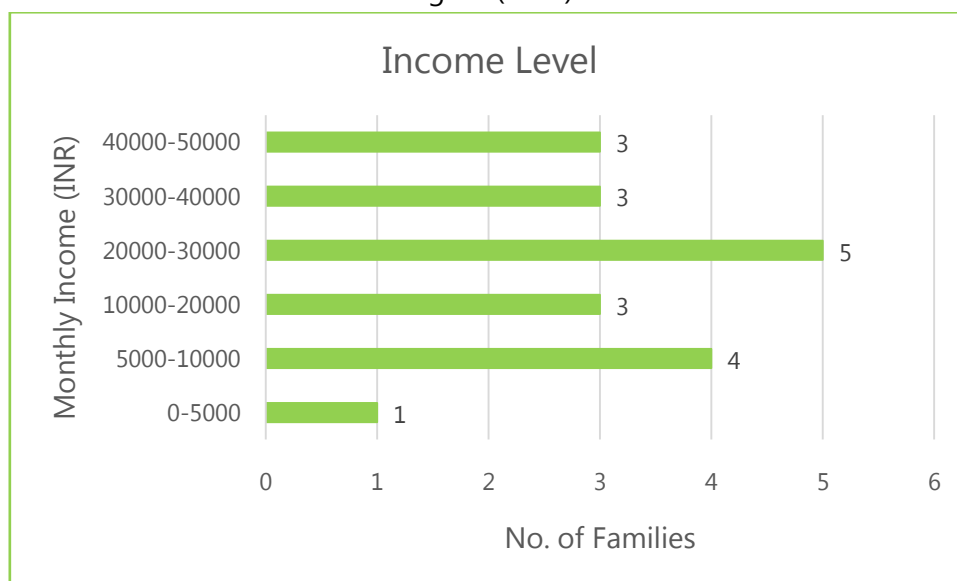
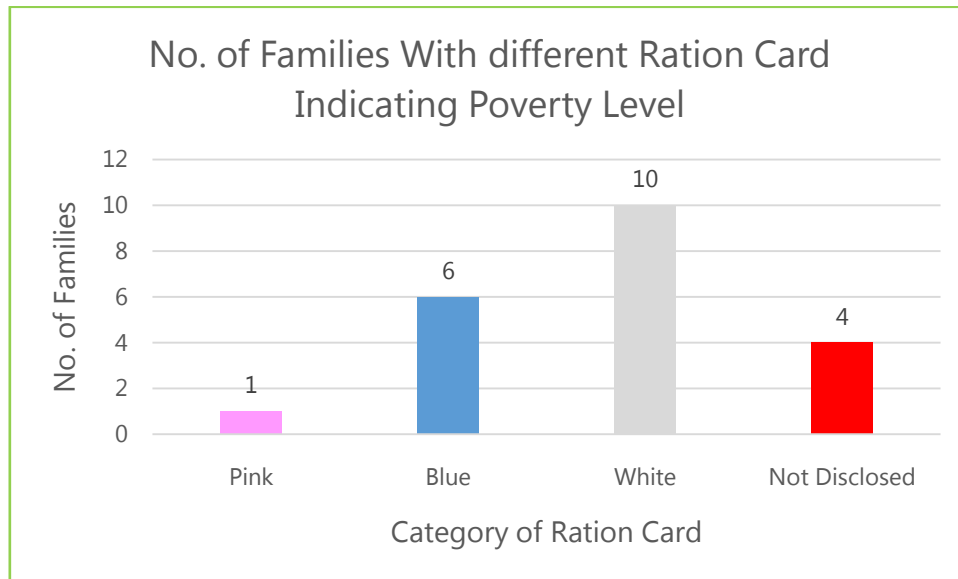


Figure (6.2.2)



6.3 Vulnerable groups

The proposed project covers an area of 3.76 KMs and spread in Thathamangalam and Peruvambu villages of Chittur Taluk, Palakkad. Though major aspects of Human Development Index such as education, income, health etc. are found to be positive, there are certain vulnerable groups who would require special attention while implementing the project. No. of Children under 17 years of age is Nine (9) and elders whose age is above 60 years would make 28 % (N-17) of the surveyed population. Further, there are 4 widow/widowers and eight (8) persons with some form of permanent illness. Both categories along with former two are qualified to be amongst vulnerable group.

6.4 Land use and livelihood

As furnished in Figure 4.7.1, 58 % of the surveyed area (N-18) is classified as open agriculture land; whereas 23 % of the land is reported to be dry land (N-7). Number of residential lands to be affected due to the project is reported as 2 and the proposed land acquisition is understood to displace one family. Further four (4) government lands will also be affected which are being used for irrigation and municipal road purposes.

Majority of the land plots (N-15) are kept unused. One plot has residence of one of the affected families and 6 plots are being used for farming and agriculture purposes. Paddy and coconut are the two most prevalent forms of farming in the region and the proposed project shall result in cutting of over 200 coconut trees and closure of paddy farming in three active fields. (Figure 4.7.2)

6.5 Local economic activities

Business and Farming are the two main source of income in the project area as seven (7) and eight (8) affected persons are engaged in the corresponding jobs. The location also has a considerable base of retired workers (N-4) and pension is their main source of income. While four (4) persons are working in the government service, three (3) are employed in private firms and two (2) earns from the job in banking sector.

Table (6.5)

Source of Income	% Share of Income
Farming	8
Business	7
Private Company Job	3
Govt. Service	4
Pension	4
Banking	2
Daily Wage	1

6.6 Factors that contribute to local livelihoods

The Chittur Taluk in Palakkad district is known for Paddy and Coconut farming. Further, Thathamangalam is an important market place for agricultural products and connects Coimbatore district of Tamil Nadu with Central districts of Kerala. The towns in Thathamangalam and Peruvambu villages have large commercial units and the income through profit and wages from these units are also understood to be a major source of income in the affected families along with farming. Employment in government and private company job also contributes little yet significant portion in the livelihood spectrum of the local community.

6.7 Kinship patterns and social and cultural organization

As observed by the expert team of SIA, people generally live in harmony and work together for the development of the region. To render primary school education, Government UP School, Chenthamara Nagar is functioning in the project area. The region also has different clubs and associations to promote sports, art, reading etc. among community.

6.8 Administrative organization

Thathamangalam village is the one and only major administrative organisation present in the project area.

6.9 Political organization

The Thathamangalam-Peruvambu Bypass Road is planned in such a way that the individual and common properties are affected the least. NO political organisation is observed to be located in the vicinity of the project location.

6.10 Community based and civil society organizations

Though the project area has presence of all major religions, Hinduism is the dominant religion and has two temples namely Vettakaruppan Kovil and Vinayaka Kovil. Further, the location also host Majlis Shamsul Sunnath Mosque.

6.11 Regional dynamics and historical change processes

The project covers an area of 3.76 KMS in Thathamangalam and Peruvambu villages of Palakkad district. Located in the banks of Kannadi-Puzha and 17 KM south-east of district capital- Palakkad, Thathamangalam is one of the important towns in State Highway 27 Palakkad-Pollachi Road. The entire area was ruled and controlled by erstwhile Kingdom of Cochin before independence and the villages are known for ancient temples and festivals.

Paddy farming has been the major source of livelihood in the region and coconut farming has also emerged later in the history of villages. Since the development of road infrastructure and State Highway which connects Pollachi and Palakkad, the town has also emerged as an important corridor for the commercial vehicles. Majority of the people in the region are bilingual with most have Tamil as their mother tongue.

6.12 Quality of the living environment

Major population in the project area live Above Poverty Line with access to facilities such as Schools, Hospitals, Civil Organisations, Social Groups etc.. Due to its close access with Palakkad, the district capital, the facilities in the city are also being used widely for care hospitals, higher education etc. The distance to major railway station (Palakkad Junction) and airport (Coimbatore International Airport) is estimated at 20 KMs and 65 KMs respectively.

Chapter 7

Social Impact Management

7.1 Approach to mitigation

To assess the mitigation, the expert research team of SIA Unit has adopted an approach that is spanned in three phases. In the first phase, a physical observation of the area was held and conducted a pilot study to understand major risks and opportunities involved with the project. Through a structured questionnaire, detailed dynamics of risks of each affected person is collected and analysed. Further, to understand generic and common risks involved with the project, in-depth interviews were held with selected key persons and stakeholders of the project. A public hearing is being scheduled for a comprehensive measurement of risk and to mitigate it in the third phase.

7.2 Measures to avoid, mitigate and compensate impact

The proposed construction of new Thathamangalam- Peruvambu Bypass Road for 3.76 KMs is planned by the requiring body by minimising the risk in the most possible manner. Except one residential building, no major structure are understood to be affected as the alignment of the road was made by avoiding residential dwelling coming on the proposed road to minimum. Further the road passes mostly through uncultivated agriculture field to ensure that the farming activities are disturbed the least. However, 21 affected families will be adversely affected and the following measures may be taken to avoid, mitigate and compensate impact

- Reinstall common facilities and way to residential/ other properties which are expected to affect due to the implementation of the project
- The Irrigation System and Canal should be channelized to benefit maximum community for their water requirement for living and farming.
- Distribute Coconut Seedlings and take initiatives to replant trees which will be lost due to the project
- Recreate livelihood opportunities of the affected persons whose dependence on the affected area is crucial for the means of future income
- Safety of the people while constructing the road and healthy disposal of wastages arise out of construction should be ensured.

7.3 Measures that are included in terms of Rehabilitation and Resettlement and Compensation as outlined in the Act

The Rehabilitation and Resettlement package as per the Policy issued by Revenue(B) Department, Government of Kerala vide G.O.(Ms)No.448/2017/RD dated 29/12/2017 for the rehabilitation and resettlement package for land acquisition in the state in lieu of RFCTLARR Act 2013 shall be provided to the affected land owners.

7.4 Measures that the Requiring Body has stated it will introduce in the project proposal

Measures stated by the requiring body in the project proposal as sufficient fund has been reserved as compensation.

7.5 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 SIA

Not Applicable

7.6 Detailed Mitigation Plan including detailed activities to be carried out for each mitigation strategy, timelines for each mitigation strategy

The Rehabilitation and Resettlement package as per the Policy issued by Revenue(B) Department, Government of Kerala vide G.O.(Ms)No.448/2017/RD dated 29/12/2017 for the rehabilitation and resettlement package for land acquisition in the state in lieu of RFCTLARR Act 2013 shall be provided to the affected land owners.

Table (7.6)

S #	Mitigation Strategy	Activities	Timeline
1	Compensation and Resettlement	Assessing the impact	
		Calculation of Compensation	
		Transfer of land and Disbursement of Compensation	
2	Recreation of Common Facilities	Construction of common facilities along with road construction	
3	Livelihood Impact	Reinstall livelihood opportunities for	

	Mitigation	the affected person whose dependency on the affected area is vital for his/her future earning	
4	Environmental Mitigation	Distribute Coconut Seedlings and take initiatives to replant trees which will be lost due to the project	
5	Mitigation to ensure safety and continuous transportation	Implement safety measures and develop plan of action for the uninterrupted transportation and to dispose construction wastages	

7.7 The SIA plan indicating which measures the Requiring Body has committed to undertake and those that have been proposed, but not committed to be undertaken by the Requiring Body

Not Applicable

Chapter 8

Social Impact Management Plan Institutional Framework

8.1 Description of institutional structures and key person responsible for each mitigation measures

The project of constructing the new Bypass road between Thathamangalam and Peruvambuin Palakkad district is proposed by Kerala PWD. Government of Kerala has appointed various key persons through formal order with clear roles and responsibilities in accordance with the Right to Fair Compensation and Transparency in Land Acquisition, Resettlement and Rehabilitation (RFCTLARR) Act, 2013.

RTFCTLARR Act, 2013 defines the Administrator appointed by the State Government would be the person responsible for Preparation of Rehabilitation and Resettlement Scheme for affected families of Land Acquisition. Subject to the superintendence, directions and control of the appropriate Government and the Commissioner for Rehabilitation and Resettlement, the formulation, execution and monitoring of the Rehabilitation & Resettlement Scheme shall vest in the Administrator.

As per G.O. (Ms) No.485/2015/RD, dated 23/09/2015, The Kerala State Policy for Compensation and Transparency in Land Acquisition, the District Level Fair Compensation, Resettlement and Resettlement Committee comprising :

- District Collector, Administrator for resettlement and rehabilitation,
- Land Acquisition officer
- Finance Officer
- Representatives of the requiring body to take financial decisions on its behalf,
- Representatives of Local Self Government Institution to monitor the Rehabilitation Action Plan

8.2 Specify role of Non-Governmental Organizations

Not applicable

8.3 Indicate capacities required and capacity building plan, including technical assistance if any

Road division of Kerala PWD will finalise the resources and capacities.

8.4 Timelines for each activity

Timeline will be finalized as per the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.

Chapter 9

Social Impact Management Plan Budget and Financing of Mitigation Plan

9.1 Costs of all resettlement and rehabilitation costs

For the construction of new Bypass Road for 750 Meters as defined in the 1st phase, a total amount of INR 82,00,000/ (Eighty Two Lakhs Only) is budgeted for the land acquisition by PWD Road Section, Chittur.

9.2 Annual budget and plan of action

Not Applicable

9.3 Funding sources with break up

Not Applicable

Chapter 10

Social Impact Management Plan Monitoring and Evaluation

10.1 Key monitoring and evaluative indicators

The New Bypass Road Project between Thathamangalam and Peruvambu will affect Twenty One (21) families and four (4) government plots. The key monitoring and evaluative indicators are

- Fair compensation and resettlement measures as per RFCTLAAR Act, 2013
- Timely disbursement of funds to the affected families
- Implementation of the proposed project in the timeframe defined
- Safety and environmental measures
- Recreate livelihood opportunities

10.2 Reporting mechanisms and monitoring roles

Rehabilitation and Resettlement procedures as stated in the Kerala Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules 2015 will be applicable.

10.3 Plan for independent evaluation

Not Applicable

Chapter 11

Analysis of Costs and Benefits and Recommendation on Acquisition

11.1 Final conclusions on assessment of public purpose, less displacing alternatives, minimum requirements of land, the nature and intensity of social impacts, and viable mitigation measures will address costs

The new Bypass road between Thathamangalam and Peruvambu in Chittur Taluk of Palakkad District has initially proposed in the 'Vision 2010' of Chief Minister, Government of Kerala on January 2, 2009. The project is expected to ease the travel in State Highway 27 and other public roads in the region which at present congested due to increased commercial vehicles and narrow road width in Thathamangalam town. The proposed road covers a total stretch of 3.76 KMs with carriageway width of 7 Meters and overall width of 20 Meters. 2.7894 Hectares of land spread in Chittur-Thathamangalam Municipality and Peruvambu Panchayat have identified and aligned by Kerala PWD and is fit to be categorised for public purpose.

With the current land mapping done for the project, one residence will be fully affected. Besides, used and unused paddy/coconut fields along with government land used for public purposes such as irrigation, road transportation etc. are reported to be affected. Suitable Resettlement/ Rehabilitation/Compensation measures should be taken to mitigate the impact of the affected.

For a span of 3.76 KMs, 2.7894 hectares of land is identified to be acquired from 21 families and government. The alignment of the road was made by avoiding residential dwelling coming on the proposed road to a minimum and further, the principles of shortest route serving maximum population, minimum drainage crossing, easy gradient economy of construction etc. have been followed.

The nature of impact vary from one to another. Displacement of one family is understood to be the most intense impact. Adverse impact on livelihood and farming, reduction in ownership and possession of land etc. have also emerged as other major impacts to mitigate. Fair compensation and R & R Package based on RFCTLAAR Act, 2013 and environmental measures to replant trees are expected to be the major mitigation measures. Further, the affected persons in general are very positive on the proposed construction of the road as it is expected to reduce traffic, improve connectivity with other locations and is likely to appreciate of commercial value for land and other assets.

11.2 The above analysis will use the equity principle as a framework of analysis for presenting a final recommendation on whether the acquisition should go through or not.

Based on the analysis and assessment of the positive and negative impacts of the project of constructing new Thathamangalam-Peruvambu Bypass Road, SIA Team recommends the project to implement with the existing land mapping and acquisition plans. The project is expected to improve quality of living in the region especially on transportation and the same is empathised by the affected persons despite the negative impact the project leaves. The following are recommended to mitigate the impact

- The Rehabilitation and Resettlement package as per the Policy issued by Revenue(B) Department, Government of Kerala vide G.O.(Ms)No.448/2017/RD dated 29/12/2017 for the rehabilitation and resettlement package for land acquisition in the state in lieu of RFCTLARR Act 2013 shall be provided to the affected land owners.
- Reinstall common facilities and way to residential/ other properties which are expected to affect due to the implementation of the project
- Distribute coconut seedlings and take initiatives to replant trees which will be lost due to the project
- Recreate livelihood opportunities of the affected persons whose dependence on the affected area is crucial for the means of future income
- Safety of the people while constructing the road and healthy disposal of wastages arise out of construction should be ensured.

References

1. The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
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11. www.keralapwd.gov.in