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Public Works Department  
Lucknow, India

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Volume 4

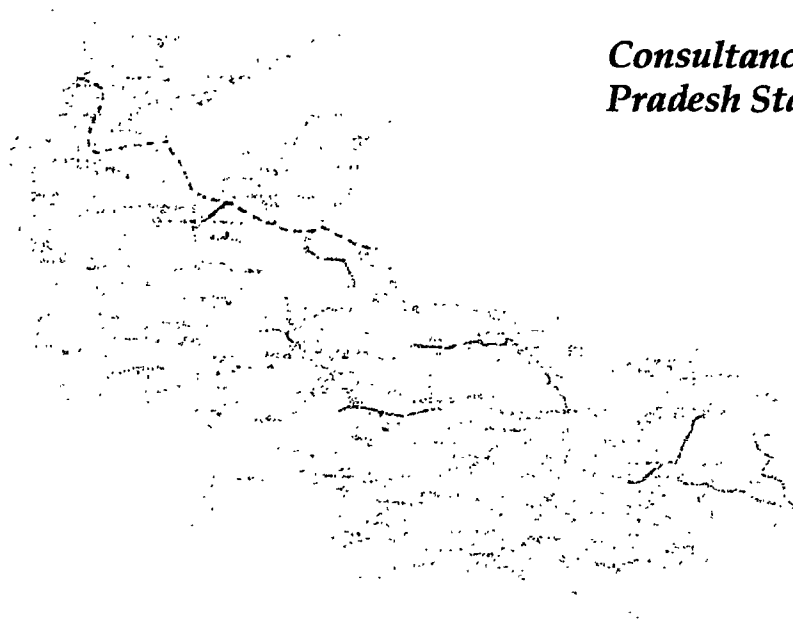
# Resettlement Action Plan Phase II (Final)

**August 2003**

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**Project Coordinating Consultants (PCC) Services  
(Loan No. 4114-IN)**

*Consultancy Services for Uttar  
Pradesh State Roads Project*



**DHV Consultants BV**

In association with

**Halcrow and Partners  
Operations Research Group  
Development Consultants Ltd.  
MDP Consultants (Pvt). Ltd.**

**Funding Agency**

**The World Bank**

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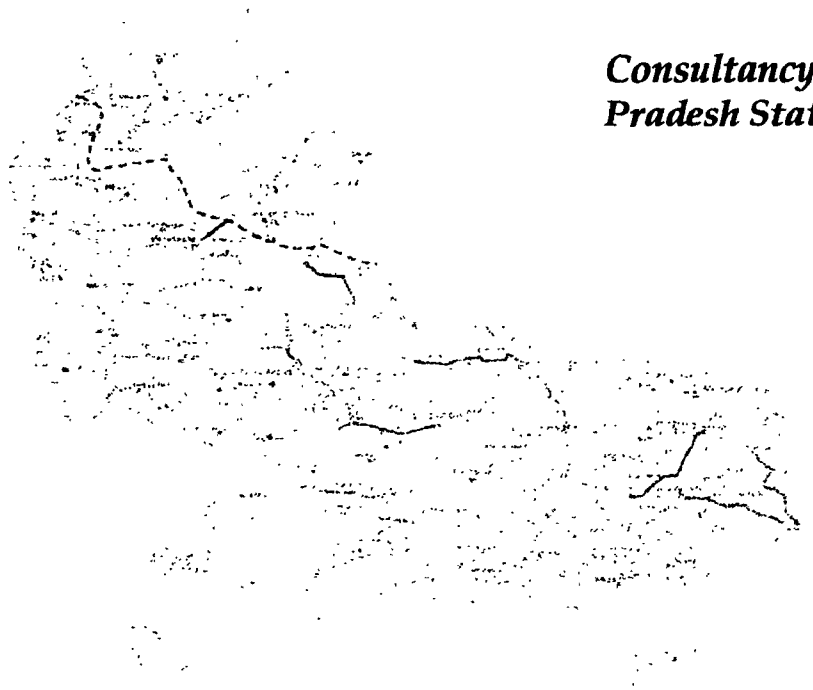
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For the Uttar Pradesh State Roads Project, under IBRD Loan No. 4114-IN**

**RESETTLEMENT ACTION PLAN  
EXECUTIVE SUMMARY**

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**INTRODUCTION**

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The overall objective of the RAP is to ensure that all PAPs of UPSRP at least regain their status of living they had prior to the project implementation or improve upon that. The specific objectives of this RAP are to:

- Identify the PAPs by the type of loss and extent of damage
- Categorise entitled persons (EPs) according to the eligibility criteria of the R&R policy of UP SRP.
- Work out entitlements for each EP based on the criteria as laid down in the R&R policy of the project
- Ensure that all PAPs are aware of their entitlements under the policy and participate actively in the project.
- Identify land for resettlement and the preferences of the PAPs for their relocation
- Develop institutional support for implementation of the R&R process.
- Evolve a suitable mechanism for monitoring and evaluation of the R&R process and indicate the parameters for monitoring
- Phase the implementation of RAP through NGO, which is described in the subsequent sections.

**The RAP components are:**

- Introduction and methodology
- Poverty Alleviation
- Legal Framework and Resettlement Policy
- Census Results
- Public Consultations
- Land Acquisition
- Resettlement Sites
- Income Restoration
- Institutional Arrangements
- Grievance Redress Mechanism
- Monitoring and Evaluation
- Implementation Schedule
- Estimated Budget for implementation
- Cultural Properties
- Highway Related Diseases

While the policy document describes what need to be done, why and how, the action plan describes in more detail how, when by whom the activities will be carried out.

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**METHODOLOGY**

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The document has been prepared based on information collected during March 2001 to February 2002 on 7 nos. routes of 590 kilometers of priority roads, 5 nos. of phase I intersections, two bypasses for phase I and two bypasses of phase II. The survey methodology used were:

- Census verification and socio-economic survey using pre-tested structured questionnaire
- Group Discussion with potentially affected population at village level
- Information dissemination at district level
- Stakeholder workshop at state level
- Videography and still photography of entire Phase II roads
- Group Discussion with Truckers and concerned officials for Highway related diseases.

# detailed map

bridging distances

## Details of State Roads Project



PHASE	UPGRADATION	MAJOR MAINTENANCE
I	374 Kms ( 4 Roads )	808 Kms ( 12 Roads )
II	579 Kms + 19.99 ( 4 Bypasses + 5 Nos Major Bridges ( 7 Roads )	(1766 Kms) ( 21 Roads)

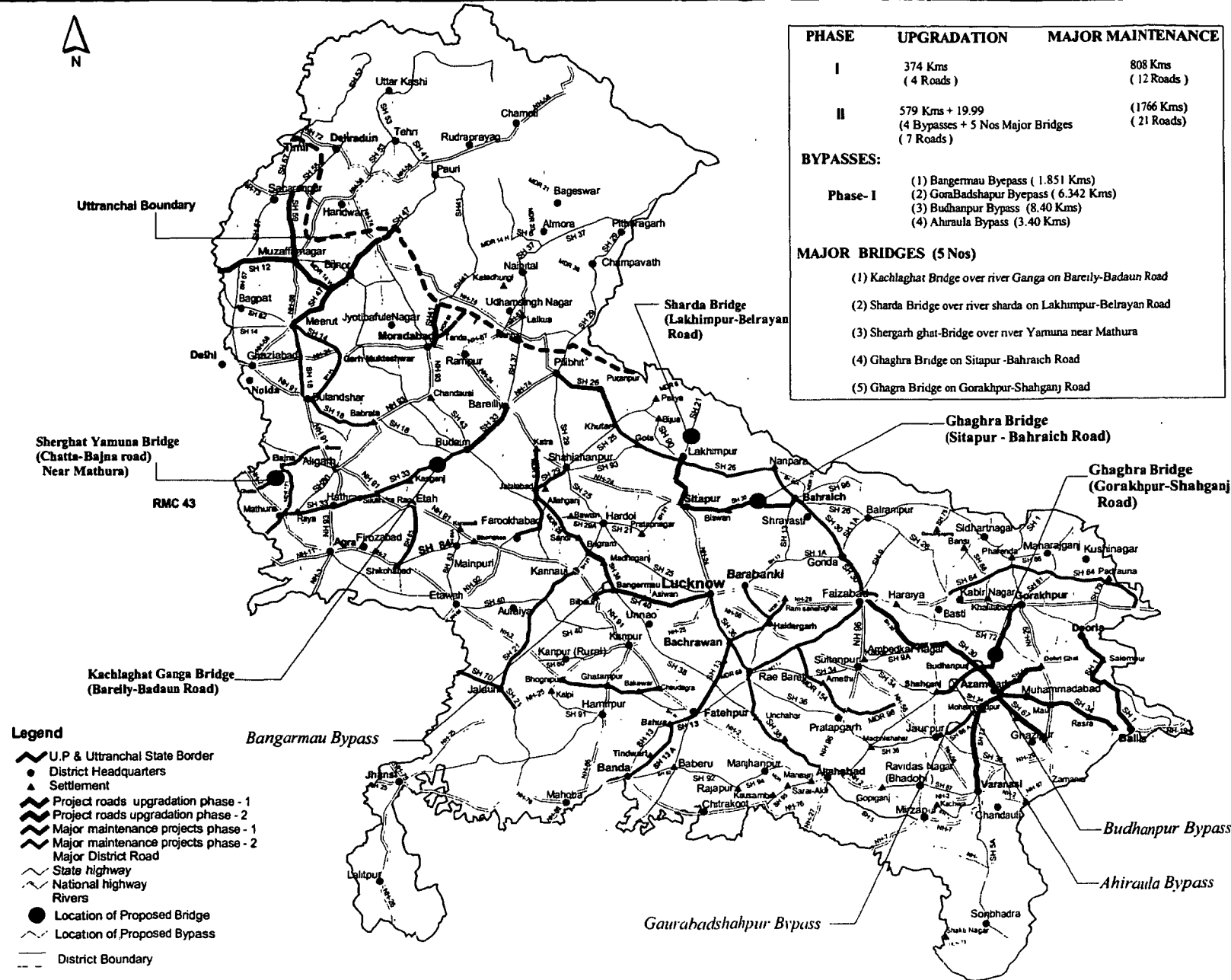
**BYPASSES:**

**Phase - I**

- (1) Bangarmau Bypass ( 1.851 Kms)
- (2) GoraBadshapur Bypass ( 6.342 Kms)
- (3) Budhanpur Bypass ( 8.40 Kms)
- (4) Ahiraula Bypass ( 3.40 Kms)

**MAJOR BRIDGES ( 5 Nos)**

- (1) Kachlaghat Bridge over river Ganga on Bareilly-Badaun Road
- (2) Sharda Bridge over river sharda on Lakhimpur-Belrayan Road
- (3) Shergarh ghat-Bridge over nver Yamuna near Mathura
- (4) Ghaghra Bridge on Sitapur -Bahraich Road
- (5) Ghagra Bridge on Gorakhpur-Shahganj Road



- Legend**
- U.P & Uttaranchal State Border
  - District Headquarters
  - ▲ Settlement
  - Project roads upgradation phase - 1
  - Project roads upgradation phase - 2
  - Major maintenance projects phase - 1
  - Major maintenance projects phase - 2
  - Major District Road
  - State highway
  - National highway
  - Rivers
  - Location of Proposed Bridge
  - Location of Proposed Bypass
  - District Boundary

### Description of Project Routes

Sl.No	Route No	Name of the route	Length in km	
			Road	Bypass
1	3	Pilibhit - Khutar	72.807	
2	4B	Bangarmau - Lucknow	73.229	
3	6	Sitapur - Baharaich	88.336	
4	7B	Azamgarh - Phephana	100.929	
5	10A	Gorakhpur - Shahganj	109.656	11.68
6	11	Moradabad - Bazpur	36.335	
7	16	Deoria - Ballia	109.447	
		<b>Total</b>	<b>590.739</b>	<b>11.68</b>

Construction of 2 nos of 8.20-km long bypasses, of phase I, which involve land acquisition, is also part of Phase II of the project.

### EXPECTED PROJECT BENEFITS

Poverty alleviation is one of the objectives of World Bank aided projects. On the similar lines, Uttar Pradesh State Roads Project on its implementation is expected to bring in rural prosperity in the area. The following benefits are expected from the project:

- As a result of the improved road system, industrialisation and other economic activities will be able to spread more evenly throughout the state and more entrepreneurs may prefer to establish their business or production in areas with lower prices of land and with access to an available workforce. This in turn will bring in prosperity to rural areas.
- Development will emerge along the roads in terms of vehicle repair workshops, restaurants, hotels, etc. These businesses are known to give spin off in terms of petty trade gradually developing into larger businesses. The project through R&R Coordinator at head office and his divisional level counterparts will establish contacts with government departments in charge with planning and development activities where safe drinking water and sanitation will be provided as a collective benefit to the population. Selected ponds and temples along the roads will be enhanced in consultation with the local population. Provision for the same has already been made in the RAP and EMP budget. The funds in required instalments will be provided to the concerned departments. A responsible official of the department in close coordination with R&R Coordinator of PWD will carry out the implementation
- The improved roads would reduce Vehicle Operating Cost (VOC), as the vehicles will be able to travel at a faster speed, which in turn would reduce time, transport cost and the wear and tear of the vehicles. Timely and effective delivery of both goods and passengers will increase effectiveness of agriculture, trade, etc.
- Increase in employment opportunities (direct and indirect, permanent and temporary, as well as for short and long term), access to various amenities, increase in business opportunities, improved traffic safety, increase in availability of passenger transport services are some of the other expected benefits.

### NEGATIVE IMPACTS

Certain negative social impacts are inherent with any developmental project. Therefore, under UPSRP as well some of the negative social impacts were unavoidable, though such impacts have been minimized because of close co-ordination between social, environment and engineering aspect of the project. The negative impacts are as follows:

- Loss of private immovable properties in part or full (including agriculture land, residences, homestead, shops, trees, wells, etc)
- Loss of source of income
- Loss of civic amenities

## LAND REQUIREMENT AND ACQUISITION PROCESS

The upgradation and widening of 1000 km of state highways under UP-SRP is expected to have both positive and negative impacts on the environment and on the people of the project area. Despite all the efforts taken for modifying the design of the project roads, a section of the communities along the corridor are going to be negatively impacted, mainly due to clearing of encroachment and squatters from the public ROW and proposed bypasses on two routes. Negative impacts also include loss of economic opportunities/livelihood, sources of earning, etc. Moreover, a significant number of community/cultural properties are also going to be negatively impacted

A total of 201.93 hectare of land will be acquired, out of which 74.36 hectares of land will be required for bypasses, nearly 54 hectares for improvement of roads and another 58.5 hectares for approaches of new bridges. The proposed bypasses viz., Bangarmau Bypass in route 4, Budhanpur and Ahiraula on route 10A and Gaura Badshahpur Bypass in route 18.

### Land Acquisition Process and its Relationship with the Project and its Policy

Relevant Sections	Description	Relation with the Project and its Policy
3	Definition	Since the policy advocates for compensation and assistance for squatters and encroachers hence the definition of "person interested" in the Act will lend support to the policy.
4	Publication of preliminary notification and powers of officers thereupon	Since land will be acquired in phase II, section 4 will be utilised.
5	Payment for damage	Compensation for the damage done to the property during the course of surveying will be paid by the project.
5A	Hearing of Objections	Will be followed by the Project. Grievance Redressal Committee will be set up for RAP implementation, which will also look into the land, related grievances.
6	Declaration that land is required for a public purpose	Declaration will be published in the Official Gazette and in two daily newspapers circulating in the locality where the land is situated of which at least one shall be in the regional language. PWD through concerned Collector will cause public notice of the substance of the declaration at convenient places in the locality.
7	After declaration, Collector to take order for acquisition	Will be followed by the Project
8	Land to be marked out, measured and planned	Will be followed by the Project
9	Notice to persons interested	Will be followed by the Project
10	Powers to require and enforce the making of statements as to names and interests	Will be followed by the Project
11	Enquiry into measurements, value and	Project to make use of "The Uttar Pradesh Land Acquisition (Determination of Compensation and

Relevant Sections	Description	Relation with the Project and its Policy
	claims and award by Collector	Declaration of Award by Agreement) Rules, 1997" (Details given in ensuing section)
12	Award of Collector when to be final	Will be guided by provision made in "The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997"
13A	Correction of Clerical Errors, etc.	Will be followed by the project
16	Power to take possession	Will be followed by the project
17	Special powers in cases of urgency	Not required in the project
18	Reference to court	Will not be required, as Project, will follow "The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997". Moreover, Grievance Redressal Committee will be set up for RAP implementation, which will also look into the land, related grievances.
23	Matters to be considered in determining compensation	Will not be required, as Project, will follow "The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997".
24	Matters to be neglected in determining compensation	Will not be required, as Project, will follow "The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997".

#### PROJECT AFFECTED PERSONS (PAPs)

The overall affect of the proposed road upgrading has been on agriculture land primarily because of proposed bypasses, although land will be acquired along the routes also apart from bypasses. A total of 9470 families will be affected, which in turn will affect 33010 persons. Over half of the affected population is male. Majority of the PAPs are OBC. Though a small percentage of scheduled castes were found, presence of tribes is negligible on the project routes. Tribal and Other Vulnerable Groups Development Plan (IPDP) for the 8 widely scattered schedule tribe families is included in chapter 11 of RAP document. Special provisions for vulnerable groups have been made in the R&R Policy of the project. Section 4 of the policy gives detailed definition of vulnerable families and paragraph 8 of section 8 provides the detail of resettlement and rehabilitation assistance for vulnerable groups. Nearly one fourth of the PAPs are illiterate as against 43% of state average and 38% of national average.

Over one fourth of the total PAPs are in the category of workers and over one fifth of the total PAPs reportedly are engaged in household chores and such PAPs are primarily women. Trade and Business (primarily petty shops) is the most common occupation found among the PAPs settled along the road. However, on routes 4A, 10A and 18, agriculture has also emerged as a most followed occupation primarily due to the proposed bypasses. These bypasses will be completely new alignments passing through villages situated away from the road, where like any other rural area agriculture remains the main occupation.

The average annual household income varies from approximately Rs. 16,700 to Rs. 43,000. The average annual expenditure are little less than the income and this is one reason why PAPs have some kind of saving.

Poverty line for the purpose of the project has been considered at annual Income of Rs 24,000 per family. The survey result shows that percentage of BPL families varies from 5% to 45% in route 14. If all the four corridors are considered, little less than two fifth of the total families are below poverty line.

The extent of impact of Phase II roads is as below:

#### Extent of impact

ROUTE	COI		
	PAPs	PAFs	PDFs
Moradabad-Bazpur (11)	2128	588	50
Sitapur - Baharaich (6)	6324	1941	153
Lucknow- Bangarmau (4A)	2136	716	165
Pilibhit - Khutar (3)	363	106	21
Gorakhpur - Shahganj (10A)	7852	2133	651
Azamgarh - Phephana (7B)	1847	550	107
Deoria - Ballia (16)	2055	589	114
<b>TOTAL</b>	<b>22696</b>	<b>2255</b>	<b>1261</b>
Gaura Badshahpur (18)	829	258	0
Bangarmau (4A)	283	87	0
Budhanpur (10A)	5270	1410	0
Ahiraula (10A)	1975	500	0
<b>TOTAL</b>	<b>8357</b>	<b>2255</b>	<b>0</b>
Chaudagra modeSH (14)	107	32	8
Chaudagra mode NH(14)	171	46	11
Bhoganipur (14)	427	149	23
GhatampurNH (14)	71	23	6
Ghatampur Left SH	248	78	15
Ghatampur Right SH	266	98	17
Katra NH (4A)	82	26	7
Katra SH (4A)	94	26	8
Katra NH (7A)	272	80	14
Katra SH (7A)	135	34	9
<b>TOTAL</b>	<b>1873</b>	<b>592</b>	<b>118</b>

#### IMPACT ON CULTURAL PROPERTIES

Among the cultural properties 110 temples, 6 mosques & majars and 6 graveyards will be affected which falls within the corridor of impact. Such shrines and graveyards will be shifted in consultation with the people of the area.

However, in Phase II, two arch gates and a mosque on route 4(B) will be affected. Gates are in very bad shape and needs strengthening. Provision will be made in the project to strengthen and beautify the gates. A comprehensive temple enhancement plan has been provided in the report.

#### ENTITLEMENT FRAMEWORK

The Resettlement and Rehabilitation (R&R) policy prepared by Project Co-coordinating Consultants (PCC) for Uttar Pradesh Public Works Department (UP PWD) and approved by Government of Uttar Pradesh is based on World Bank's Operational Directives (OD) 4.30 and 4.20 for resettlement of involuntarily displaced persons and indigenous people. The action plan has been prepared based on the broad outlines laid down in the policy. The principle of the R&R policy is the guiding philosophy

to provide a development approach to resettle and rehabilitate the people affected by project. In particular:

- Wherever possible, displacement will be reduced on or avoided altogether by sensitive design of civil works (e.g. alternative designs or modification to the design).
- Where displacement is unavoidable, those displaced will have their living standard improved. They will be located as a single unit among the peer groups or will be assisted to integrate into their new community. Particular attention will be paid to the needs of the most vulnerable groups to be resettled.
- PAPs will be compensated, at replacement cost, for assets lost.
- Adequate social and physical infrastructure will be provided.
- PAPs and lost community would be encouraged to participate in the design and the implementation of RAP.

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#### ENTITLEMENT CATEGORIES

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Three primary categories have been identified for entitlement of compensation and assistance under R&R package of Government of Uttar Pradesh, viz.

- Project Affected Families (PAFs)
- Project Affected individual Adults (PAAs)
- Project Affected Groups (PAGs)

##### **Project Affected Families**

- The families getting affected due to the project are entitled for compensation for the loss of land, structure and other such immovable assets including crops. They will have the right to salvage building materials and counselling on alternative site. The compensation will be given to the owner of the property. The PAF is eligible for following entitlement:
  - Compensation for land at replacement cost, allowances for fees or other charges.
  - Advance notice to harvest non-perennial crops or compensation for lost standing crops. In case due to shortage of time, advance notice could not be served compensation will be paid. The compensation will be twice the amount of market price of the crop lost.
  - Compensation for perennial crops and trees will be calculated as annual produce value times remaining produce years
  - Replacement or compensation for structures or other non-land assets.
  - Right to salvage materials from existing demolished structures.
  - PAFs belonging to the vulnerable groups are eligible for existing government-housing schemes for the weaker section of the society. The vulnerable groups may be defined as Scheduled Tribes, Scheduled Castes, women headed households, land-less and below poverty line families (annual income below Rs 24,000).
  - Shifting Assistance to move their belongings to the new relocation site.
  - Option of moving to resettlement sites or clusters; incorporating needs for shelter and livelihood.

### Project Affected Persons

All majors in a household (i.e. above the age of 18 years) are eligible for assistance for loss of livelihoods. Thus, there may be more than one person eligible in each household. The project will provide rehabilitation and assistance for loss of livelihood for any individual impacted by the project. Additional support mechanisms will be made available to re-establish or enhance their livelihood through existing government poverty alleviation programmes. If available, employment associated with the project would be provided. The entitlement package includes:

- Rehabilitation and Assistance for lost or diminished livelihood. All PAPs eligible under this package will be provided help to improve or at least regain the former income level. Special attention will be paid to the vulnerable groups.
- Additional support mechanisms for vulnerable groups in re-establishing or enhancing livelihood. Vulnerable group will receive counselling on alternatives, guidance on appropriate training programmes and advice on marketing new products.
- Employment opportunities connected with the project to the extent possible. It is expected that number of job opportunities will be created by the project. In such opportunities, preference will be given to the PAPs. These job opportunities will be over and above the assistance provided to restore their lost income level. These opportunities are not necessarily limited to the vulnerable group, but to every PAP. The majority of the jobs created will be in unskilled and semi-skilled nature therefore can always be given to the PAPs.

### Project Affected Group

The project-affected groups are entitled for following compensation/assistance:

- Restoration and improvement of common property resource
- Social forestry programmes envisaged under the project and relocation of drinking water sources shall be done taking women need in consideration.
- Provision of safe space and access for business purposes, local transport and public use.
- Safety measures for pedestrians, particularly children and other non-motorised transport.
- Landscaping of community common areas in urban environment.
- Provision of medical aid in case of accident on the highway

### Entitlement Matrix

The summary entitlement matrix is produced below which shows the eligible PAP and associated entitlement/support. Specific elements of the entitlements provided in the package of compensation and assistance that will be delivered by the project RAP are detailed in Chapter 3. Any impact not falling within any of the categories mentioned will be addressed within the general spirit of the entitlement framework.

#### Uttar Pradesh State Roads Project:

#### Broad Entitlement Framework for Resettlement and Rehabilitation

Impacts and assistance criteria		Land Acquisition		Inside Right of Way			
				Squatters		Encroachers	
		V	NV	V	NV	V	NV
A. Corridor of Impact: Loss of land and other assets Support given to families and households							
1	Consultation, counseling regarding alternatives, and assistance in identifying new sites and opportunities.	Y	Y	Y	Y	Y	Y
2	Compensation for land at replacement cost, plus allowances for fees or other charges	Y	Y	N	N	N	N

Impacts and assistance criteria		Land Acquisition		Inside Right of Way			
				Squatters		Encroachers	
		V	NV	V	NV	V	NV
3	Advance notice to harvest non-perennial crops, or compensation for lost standing crops.	Y	Y	Y	Y	Y	Y
4	Compensation/ R&R assistance for perennial crops and trees, calculated as annual produce value for three years	Y	Y	Y	Y	Y	Y
5	Compensation or R&R assistance for structures or other non-land assets	Y	Y	Y	Y	Y	N
6	Right to salvage material from demolished Structures	Y	Y	Y	Y	Y	Y
7	Shifting assistance, transitional allowance, rent	Y	Y	Y	Y	Y	N
8	Option of moving to resettlement sites (in a group of minimum 25 families) incorporating needs for civic amenities	Y	Y	Y	Y	Y	N
<b>B. Corridor of Impact: Lost or diminished livelihood Support given to adult individuals</b>							
1	Rehabilitation and assistance for lost or diminished livelihood	Y	Y	Y	Y	Y	N
2	Additional support mechanisms for vulnerable groups in re-establishing or enhancing livelihood	Y	N	Y	N	Y	N
3	Employment opportunities in connection with project to the extent possible and training	Y	Y	Y	Y	Y	N
4	Any other impacts not yet identified, whether loss of assets or livelihood	Unforeseen impacts shall be documented and mitigated based on the principles agreed upon in this policy framework.					
<b>C. Indirect, group oriented impacts in the vicinity of the road corridor</b>							
Group oriented support will be given to mitigate negative impacts on the community, and to enhance development opportunities. Addressing traffic safety needs of pedestrians will target particular support at more vulnerable groups.							

*The entitlements will exclude the affected non-vulnerable encroachers but include non-vulnerable squatter.*

#### **PUBLIC CONSULTATIONS**

Public participation was undertaken to make explicit the social factors that will affect the development impacts of planned highway improvements and mediate project results. Through public participation, stakeholders and key social issues were identified and strategy was formulated. It included socio-cultural analysis and design of social strategy, institutional analysis and specifically addressed the issue of how poor and vulnerable groups may benefit from the project.

Consultations were held at local (community) level, district level and state level. Apart from this, separate survey was carried out among truckers to identify prevalence HIV/AIDS among them and presence of commercial sex workers on the project routes. The main objectives of the consultation program were to minimize negative impact in the project corridors and to make people aware of the road rehabilitation project. During the process efforts were made to ascertain the views and preferences of the people.

**The aims of community consultation were:**

- To understand views of the people affected w.r.t to the impacts of the road
- To identify and assess all major economic and sociological characteristics of the village to enable effective planning and implementation and,
- To resolve the issues relating to affect on community property

The district level consultations were intended to prepare for district committees that will be established to support RAP implementation. Participants in District level consultations included District Magistrate, representatives of district level officials of line departments, NGOs, and representative of Zilla Parishad, apart from Project Director and PCC consultants. Notice was published in local newspapers couple of days before the consultation was held, for general public to participate. In addition to the press release, invitation cards to the concerned officials and public representatives were also sent to attend the district level consultations and state level workshop.

The purpose of the State Level workshop was to promote public awareness and understanding of proposed project actions, information dissemination of entitlement framework and to notify stakeholders and others of opportunities to participate in consultations and the assessment process.

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#### **EFFORTS FOR MINIMISING RESETTLEMENT**

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Road design has been based on co-ordination between the design and the R&R team. Numerous discussions were held between Social and Highway design team to avoid or minimise the negative impacts and specially the displacement wherever possible. In the design phase, mitigation measures incorporated include:

- Bypasses at dense urban areas viz., Gaura Badshahpur on route 18 and Bangarmau on route 4 and Budhanpur and Ahiraula on route 10 A.. In order to avoid land acquisition on route 18, majority section of the bypass has been aligned with the existing canal system. Social team has finalised alignment of the bypasses in such a way that agriculture fields are not bifurcated from the middle and making it agriculturally and economically unviable. Care has been taken to ensure that only a side strip of the agriculture land is acquired.
- Concentric widening.
- Keeping the carriageway width to the minimum (i.e., within the available clear space) in order to avoid displacement.
- No new realignment has been proposed which entails land acquisition, thus minimising negative social impact.
- Reducing design speed in built up areas - The project roads have been designed for highway speeds of 80-100 km. per hour. However in all urban/ settlement areas, instead of widening the existing road, the design speed has been reduced to 40-50 km. per hour, thus reducing the required radii and eventual curve widening.
- Reducing impacts on existing shrines and religious structures - In many cases the design cross section has been reduced or redesigned to protect shrines.

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#### **THE PURPOSE AND NATURE OF THE RESETTLEMENT ACTIVITIES**

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The basic outputs expected from the R&R activities are that the PAPs will be better off or equal to the pre-project situation in terms of:

- Land
- Housing
- Business opportunities
- Access to amenities

- Access to Common Property Resources (CPRs)
- Access to other services

The resettlement activities comprise:

Key R&R Activities	
1	Assessment of the baseline situation before project through Census and socio-economic surveys and consultations
2	<ul style="list-style-type: none"> <li>• Set-up Social Development and Resettlement Cell:</li> <li>• Appointment of NGOs for implementation</li> <li>• Establish Co-ordination and Grievance Redress committee</li> </ul>
3	<ul style="list-style-type: none"> <li>• Involvement and participation of PAPs:</li> <li>• Group discussion</li> <li>• Core rapid appraisal</li> </ul>
4	• Collaboration with line departments for dove-tailing existing poverty alleviation schemes
5	• Training of R&R implementing agencies and departments
6	• Appointment of NGO for implementation
7	• Awareness regarding R&R policy
8	• Updation of baseline information
9	• Preparation of micro-plans
10	• Land Acquisition
11	• Disbursement of compensation and other R&R assistance
12	• Calculation and disbursement of replacement cost
13	• Economic Rehabilitation
14	• Awareness programme on highway related diseases
15	• Identification of relocation sites for residential displaced persons
16	• Identification of business sites
17	• Infrastructure development at new resettlement sites
18	• Implementation of R&R package
19	• Monitoring and evaluation

Critical Assumptions behind this R&R Policy are that:

- There will be sufficient acceptance, will and motivation among the implementing agencies to handle legal and other constraints.
- Government Poverty Alleviation Programmes for Vulnerable Sections in the society are ready to be mobilised
- Competent NGO can be found to implement the action plan
- Land for relocation will be identified and allocated before eviction of PAPs
- Customer base for business owners will remain

## IMPLEMENTATION SCHEDULE AND INSTITUTIONAL ARRANGEMENT

Implementation plan has been spread over a period of three years phase II. A year wise activity chart has been provided in chapter 16 of the Resettlement Action Plan. However, a simplified summary of the operational aspects of the implementation plan will be prepared when the project starts. It will be given to PWD, who along with a route wise selected NGOs will have to put the plan into action.

RAP has the provision for the following mechanism/committees for proper implementation of action plan:

- **Grievance redress mechanism:** The grievance redress mechanism is an important aspect of R&R. The LA Act provides adequate provision at different stages of the LA process for the PAPs to object to the proposed acquisition of land and other properties, compensation rates, etc. The LA Act allows the affected person to receive compensation under protest and then refer the case to the court for settlement. LA will be necessary not only in proposed bypasses but also for improvement of roads in phase II. Hence, grievances will be primarily related to LA and also for entitlement for resettlement of squatters and assistance for vulnerable encroachers and may lead to litigations. To avoid litigations, which may delay the project implementation, RAP has a provision for constituting Grievance Redress Committee at district level. The GRC will try to settle grievances at the project level itself. The members of the committee would be District Magistrate as head, representatives of local NGOs, representative of people (viz., Member of Parliament, Member of Legislative Assembly, etc), representatives of blocks, districts, line departments & affected persons. At central level, Project Director of Project Implementation Unit will head the committee.
- Effective RAP implementation will require institutional relationships and responsibilities, rapid organisational development and collaborative efforts by PWD, State Government, partner NGO and affected population. Therefore, it is suggested that a Social and Resettlement Development Cell (SDRC) be formed. The SRDC should have representation of other line departments' viz., revenue, forest, public health, rural engineering, etc. The responsibility of co-ordination lies with R&R co-ordinator. The SRDC will establish operational links within PWD and with other agencies of government involved in project-induced resettlement. It will bridge the distance between the project and project affected persons and communities. It will provide the means and mechanisms for co-ordinating the delivery of the compensation and assistance entitled to those who will suffer loss. SRDC will link the project with state government agencies, provide liaison with PWD field units and impacted communities, establish district level committees to co-ordinate social development and resettlement operations in the field and also to assist NGO partners. It will also engage required training services, oversee a grievance redress process and actively monitor RAP implementation.

#### Need for NGO/CBO

The relocation disturbs the present activities of PAPs and therefore there is a need to establish and stabilise their economic living. While all tasks relating to Land Acquisition is taken care by the Land Acquisition Officer and his staff, the implementation of RAP is the responsibility of the SDRC under PWD. The NGO will help in implementing various components of the RAP, particularly the use of compensation and rehabilitation assistance for more productive purposes like purchase of land, self-employment, etc. Its involvement is all the more important since there are no social community organisations among the PAPs which otherwise could have taken lead in this regard.

Being new to the area of working with PAPs, the selected NGO will have to work directly under the SDRC Co-ordinator who will be defacto in charge for implementation of RAP. Thus implementation becomes joint responsibility of PWD and NGO.

#### Role of NGO

Resettlement relates to human aspects and economic rehabilitation requires human resources development consisting of education, training, awareness generation, etc. NGO will be involved to assist PWD in implementation of RAP. The NGO will help educating PAPs on the proper utilisation of compensation and rehabilitation grant and help them in getting financial assistance, if required, under various subsidy related development programmes. It will also organise training programmes to impart required skill for such PAPs who would prefer to go for self-employment schemes. Specifically, the tasks of the NGO will be to:

- Develop rapport with PAPs and between PAPs and PWD
- Assess the level of skills and efficiency in pursuing economic activities, identify needs for training and organise programmes either to improve the efficiency and/or to impart new skills.

- Assist PAP in receiving rehabilitation entitlement due to them
- Motivate and guide PAP for proper utilisation of benefits under R&R policy provisions;
- Facilitate purchase of agriculture land in negotiating price and settling at a reasonable price or expedite the same through Land Purchase Committee.
- Assist PAPs in obtaining benefits from the appropriate development programmes.
- Help PAPs in increasing their farm income through provision of irrigation facility or improving farm practices, and
- Ensure marketing of produce particularly those under self-employment activities.
- Complete the consultation at the community level and provide support by describing the entitlements to the EPs and assisting them in their choices
- Accompany and represent the EPs at the Grievance Committee meeting.
- Assist the EPs to take advantage of the existing government housing schemes and employment and training schemes that are selected for use during the project, and
- Carry out other responsibilities as required and identified.

In the context of implementing of RAP, it is important that NGO, which is genuine and committed to the task entrusted, is selected. An NGO with local presence is, however, more suitable hence would be preferred. The NGO may be contracted on specified terms and conditions with proper fixation of financial accountability. The payment to NGO will be linked to the performance of the task assigned and the time period. The payment will be arranged on quarterly basis to be released on certification of completing the previous task. The monitoring of R&R programme will also include the performance of NGO. The NGO services will be required for five years for which provisions have been provided in the plan.

#### **District Level Committees**

RAP will be implemented through District Level Committees that will be established in each district where the project is active. These committees will provide co-coordinating nodes for land acquisition and compensation, relocation and rehabilitation, distribution of project provided assistance and PAPs' access to most government programmes. SDRC will service district committees with field staff allocated to multi-district construction contracts.

The committee would include; District Magistrate, Tahsildar of concerned tahsil, Pradhans of Panchayat Samitis, Block Development Officers, Sarpanchs of affected villages, representative of revenue departments' land acquisition wing, line departments, PWD, R&R co-ordinator, people's representatives, NGO and representatives of affected population.

#### **Training and Capacity Building**

Establishing sufficient implementation capacity to launch and carry out those components of project resettlement that must be completed before civil works. To enhance capabilities, SDRC staff can be sent on exposure visits to other projects with good resettlement programmes as well as sponsored for training courses in Resettlement and Rehabilitation (R&R). The Administrative Staff College of India (ASCI) in Hyderabad conducts a two weeks course in R&R. The training would also cover techniques in conducting participatory rural appraisal for micro planning, conducting census and socio-economic surveys, dissemination of information, community consultation and progress monitoring and evaluation. One week training through specialist of the field will be arranged at PWD level both for SDRC staff and NGO staff engaged for the job.

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## **INCOME RESTORATION**

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Basic information on IR activities of PAPs will be available from the census and socio-economic surveys. Information from base line surveys will be available on features of economic activities of PAPs under two categories, viz.,

- Land based economic activities
- Non-land economic activities
- Total income of PAPs from various sources

Project induced displacement may lead to loss or diminished income for Project Affected Person (PAPs). The main categories of impacts are as follows:

- Loss of agriculture land in part or full
- Loss of commercial establishments (permanent)
- Loss of temporary commercial structure or mobile vendor (Squatters)
- Loss of livelihood (Commercial tenants or helping hands, agriculture labours)

Projects like road development involve acquiring linear strips of land; as such the impacts are not expected to be significant. However, mitigation measures need to be planned and implemented however insignificant the impacts may be.

The entitlement framework has the following provisions for restoration of income:

- If a person is losing source of income (wage earning- indirectly affected due to the employer being displaced), the individual is entitled for grant equivalent to minimum wages calculated for 6 months.
- Those losing commercial establishment and other income generating assets (other than agriculture land) are entitled for transitional allowance calculated at minimum wages (Rs 2000/- per month) for nine months. Such PAPs are also entitled for rental allowance of Rs 500 per month for a maximum period of 6 months apart from a lump sum Rs 1000/- towards shifting allowance. Vulnerable PAPs will get commercial plots (maximum up to the limit of 25 sq. m) free of cost.
- Those losing income opportunity are eligible for grant calculated at minimum wages (Rs 2000/- per month) for a maximum period of six months. They are also entitled for training for skill upgradation.
- Squatters are eligible for transitional allowance at minimum wages for 9 months, shifting allowance of Rs 1000/-, rental allowance of Rs 500/- per month for six months and training for skill upgradation.
- Encroachers are eligible for transitional allowance calculated at minimum wages for 6 months and training for skill upgradation. However, vulnerable encroachers are eligible for compensation of structure at replacement cost.
- Vulnerable PDPs are eligible for economic rehabilitation grant calculated at minimum one-year income level as determined by Planning Commission, Government of India.
- If 50 vendors are displaced from one location, there is a provision of a "vendor market" rent-free for first six months, and thereafter they would be collectively encouraged to purchase their market site.

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## **HIGHWAY RELATED DISEASES**

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Vehicles carrying people or goods over long distance are the frequent users of highways (both national and state). Various studies conducted on Trucker's behaviour shows that the drivers and helpers of such long distance vehicles like truck often spend many days at a stretch, outside their homes and away from their family members. The factors of financial insecurity, tensions at work, being away from home for long duration give rise to irregular habits among the truck drivers and their assistants. Taking to alcohol and commercial sex is one the means of entertainment and releasing tension and as result they become prey to HIV positive and other sexually transmitted diseases (STD).

Therefore, a survey was conducted among truckers and their assistants under UP-SRP study at different locations across all the five routes of Phase I. The survey result shows that, drivers and helpers or assistants take halts at different resting-places designated/naturally developed along the corridors to have sex, which are usually unsafe. Thus sexual diseases are often found to spread rapidly along the road and highway corridors. On the other hand, tuberculosis (TB) and other like diseases are also found to spread through physical contacts along with STD and AIDS. Seeing the gravity of the spread of all these diseases proper measures are required to be taken to create awareness about their severity and to control such spread of diseases. Among such measures, the most important is awareness campaign among the truckers and CSWs through IEC.

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### CONSTRUCTION CAMPS

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For large-scale construction like that of highways, construction camps should be planned to house the construction workers. Apart from local labour force the project will require highly skilled labour, which may not be available locally. Therefore, it is expected that there will be in-migration of some labour force from outside. Hence, to meet their housing demand and other basic necessities, certain provisions have been made in the camps. The provisions enlisted would be of use to all the residents of the construction camp with a special emphasis on women and children. Issues discussed in the chapter are based on assumption that a substantial non-native labour force will come to work in the stretch where construction is in progress and move along as the work progresses.

The site for construction camp should be at least 500 m down wind from habitations. The sites for construction camps will be finalised in consultation with the local population and will need approval of the PWD. This provision has been made in the EMP as mandatory requirement for the contractor. The chapter provides typical lay out construction camp and hot mix plant and normally applicable laws addressing social and environmental issues. The chapter further details out contract obligations and additional specifications under UP SRP for contractor.

Need for detailing construction camp was all the more important as the impact of substantial migrant population in any area entails its own special concerns. This has a real potential to create strife in the host community as well as in the labour force itself. Therefore an attempt has been in this chapter to bring this issue into focus for implementation agencies as well as for the planners of future projects.

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### BUDGETARY ESTIMATE FOR RAP IMPLEMENTATION

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The total estimated budget for phase II of R&R program is Rs. 794.27 million. The budget includes land acquisition cost, assistance to affected families, measures for HIV/AIDS prevention, community infrastructure development, cost for RAP implementation, monitoring and evaluation of RAP implementation, training for eligible PAPs and PWD field staff.

**Project Co-ordinating Consultants Services  
For the Uttar Pradesh State Roads Project, under IBRD Loan No. 4114-IN**

**RESETTLEMENT ACTION PLAN  
August 2003**

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**Chapter 1**

**Project Co-ordinating Consultants Services  
for the Uttar Pradesh State Roads Project, under IBRD Loan No. 4114-IN**

**RESETTLEMENT ACTION PLAN  
August 2003**

**1 INTRODUCTION**

**1.1 Project Description**

The Government of Uttar Pradesh (GOUP) is in the process of formulating the Uttar Pradesh State Roads Project. The aim of the project is to improve the performance of the State's road transport by improving road conditions and capacity, along with the development of the in-house capabilities of the Public Works Department (PWD) to plan, develop and maintain the Uttar Pradesh roads network. PWD is the lead GOUP agency for the project and will implement the project over three years period.

A Strategic Options Study (SOS) has been carried out by local consultants in May 1996 for Public Works Department (PWD), which identified about 2724 km of State Highways (SH) and Major District Roads (MDRs), where reduced carriage width and or pavement deterioration resulted in capacity constraints for the volume of traffic they carry. The project established priority ranking of 2500 km of roads at the feasibility stage for detailed engineering.

The improvement works comprise mainly raising of formation level, widening to two lane and pavement strengthening. Provision of drains, footpaths and safety railings has been made on the road stretches crossing urban areas. The total formation width of the road would be 12m. The break up is follows:

Carriageway: ..... 7m  
Hard Shoulder: ..... 1.5m on each side  
Drains/Footpaths: ..... 1m on each side (only in case of urban areas); or  
Soft Shoulders: ..... 1 m on each side.

The project has been undertaken in two phases. Phase I provided the information and assessments of the proposed project, including feasibility studies. Screening of roads identified in the SOS, other state roads identified by PWD, economic analysis, preliminary designs, social and environment assessment of the subset of roads recommended for inclusion in project, final design of 374 km of upgrading roads and approximately 1000 km of major maintenance roads, development of proposals for selected institutional measures to be undertaken under the project.

Phase II includes the final designs of remaining 590 km of upgradation roads and 1735 km of major maintenance roads, environmental and social assessment, assistance with project implementation, coordination and strengthening of engineering skills. Table 1.1 below shows the list of selected roads and bypasses under Phase I and Phase II. List of roads under major maintenance has been given in annex 1.1.





Uttanchal Boundary



**Public Works Department  
Government of Uttar Pradesh**

Uttar Pradesh State Roads Project  
Project Co-ordinating Consultants (PCC)  
Services. (World Bank Loan No. 4114 - IN)



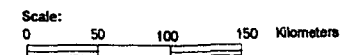
In association with

Halcrow and Partners  
Operations Research Group  
Development Consultants Ltd.  
MDP Consultants(Pvt.) Ltd

**Project Roads Upgradation Routes for Phase 2**

**Legend**

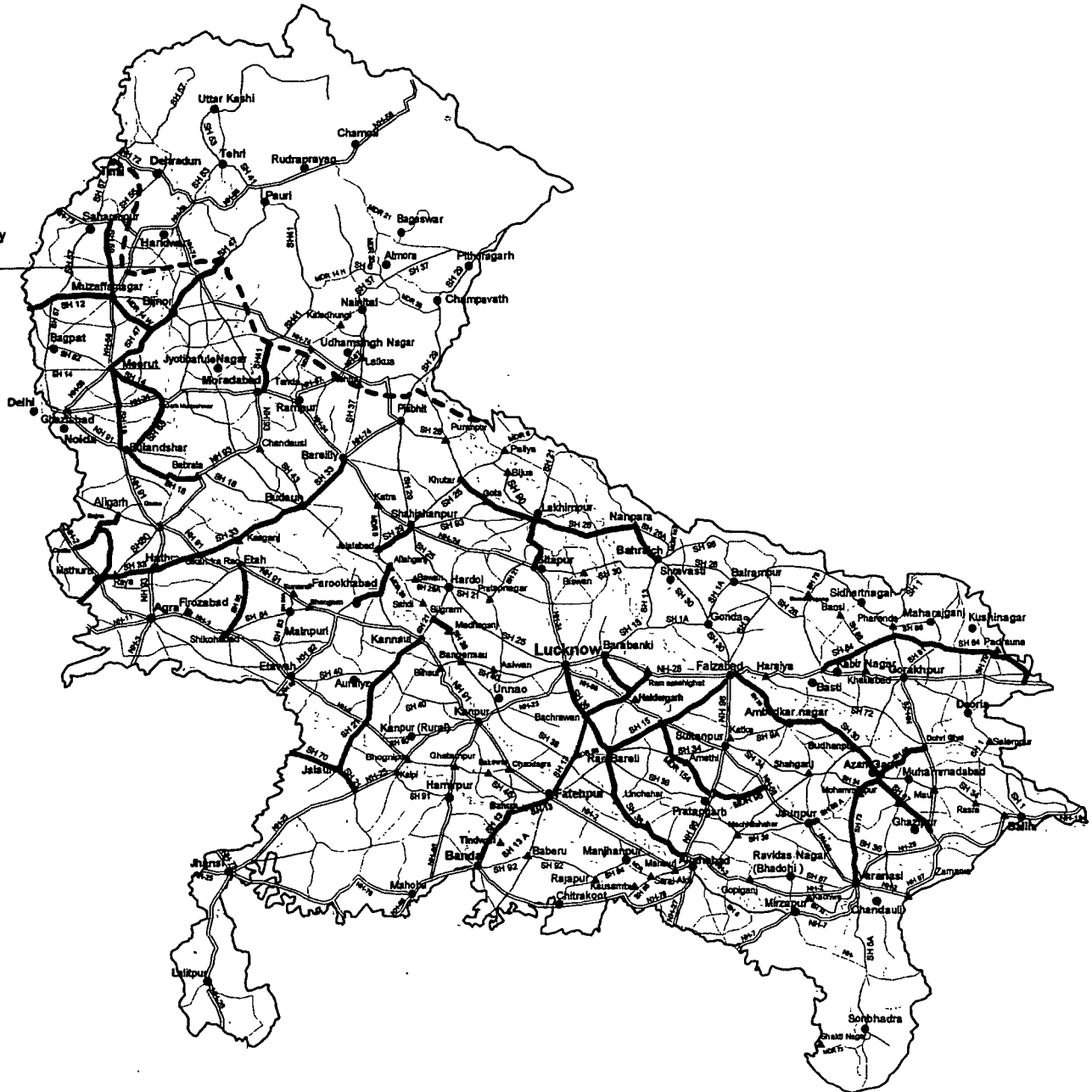
- U P & Uttanchal State Border
- District Headquarters
- Settlement
- Project roads upgradation phase - 2
- Major District Road
- State highway
- National highway
- Rivers



File  
d/A\_vinod /pros3 / upgradation phs2



Uttanchal Boundary



**Public Works Department  
Government of Uttar Pradesh**

Uttar Pradesh State Roads Project  
Project Co-ordinating Consultants (PCC)  
Services. (World Bank Loan No. 4114 - IN)












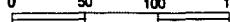
In association with

Halcrow and Partners  
Operations Research Group  
Development Consultants Ltd.  
MDP Consultants (Pvt.) Ltd.

**Major Maintenance Routes for Phase I & 2**

**Legend**

-  U.P. & Uttanchal State Border
-  District Headquarters
-  Settlement
-  Major maintenance projects phase - 1
-  Major maintenance projects phase - 2
-  Major District Road
-  State highway
-  National highway
-  Rivers

Scale:  
0 50 100 150 Kilometers  


File:  
d/A\_vinod /pros3 / Maintenance 1

**Table 1.1 Phase I and Phase II Roads of UPSRP**

Route No.	Name of the Route	Length in Km	
		Road	Bypass
4A	Katra to Bilhaur	148.435	1.851
7	Baharaich to Faizabad	109.350	-
14	Bhoganipur - Chaudagra mode	82.296	-
18	Jaunpur to Mohammadpur	33.872	6.342
	Sub Total (A)	373.953	8.193
<b>Phase II</b>			
3	Pilibhit - Khutar	72.807	
4B	Bangarmau - Lucknow	73.229	
6	Sitapur - Baharaich	88.336	
7B	Azamgarh - Phephna	100.929	
10A	Gorakhpur- Shahganj	109.656	11.68
11	Moradabad - Bazpur	36.335	
16	Deoria - Ballia	109.447	
	Sub Total(B)	590.739	11.68

1. In route 4 (Katra-Bilhaur) Bilgram to Madhoganj (23 km stretch) is already 7m wide road hence is part of major maintenance.,
2. Sultanpur-Pratapgarh has been declared as National Highway in November 2000 and as such this road has been deleted from the scope of this project. Thus under phase I of the Uttar Pradesh State Roads Project there are only four roads of total length of 374 km and 2 nos. of bypasses of total length of 7.80 km In phase II there are seven roads of total length of 590 km and two bypasses of 11.68 km.
3. Construction of bypasses, which include land acquisition, is part of phase II of the project. Detailed socio-economic and environmental surveys of these bypasses were taken up in phase II as preliminary drawings necessary for identification of tentative alignment were made available only in phase II phase of the project.

Improvements proposed under the project are mostly along the existing roads and improvement works have been confined to the existing Rights-of-Way to the extent possible, though at certain stretches improvement has gone beyond the available ROW. However, additional land will be required for curve improvements, shifting of bridges and culverts and bypasses. In case of bypasses additional acquisition of private land will be necessary for Bangarmau bypass on route no 4, Budhanpur and Ahiraula on route 10A and Gaurabadshahpur bypass on route 18. Phase II also includes five major intersections with National Highway of phase I roads. Table 1.2 below shows carriageway vis-à-vis on an average available right of way with PWD as per revenue records.

**Table 1.2 Available ROW vis-à-vis Carriageway**

Route Numbers	Carriageway	Average ROW
<i>Phase I</i>		
Katra- Bilhaur (4A)	12	21.5
Baharaich - Faizabad (7)	12	22.3
Bhoganipur-Ghatampur (14)	12	18.0
Jaunpur - Azamgarh (18)	12	16.0

Route Numbers	Carriageway	Average ROW
<i>Phase II</i>		
Pilibhit - Khutar (3)	12	52.5
Lucknow Bangarmau (4B)	12	21.5
Sitapur - Baharaich (6)	12	27.5
Azamgarh - Phephna (7B)	12	20.0
Gorakhpur - Shahganj (10)	12	20.0
Moradabad - Bazpur (11)	12	52.5
Deoria - Ballia (16)	12	25.0

The project is expected to bring quite a few benefits viz.,

- result in lower transport costs for freight and passengers of motorised and non-motorised vehicles,
- improved road transport corridors
- road network connectivity,
- improved management of road sector institutions,
- enhanced maintenance of priority roads
- rural prosperity
- reduced risk of highway related diseases, and
- basic amenities to the villages along the proposed highways

Project benefits identified in economic analysis include

- Savings in vehicle operating costs;
- Time savings for passengers and goods in transit;
- Savings in road maintenance costs.

All links selected for inclusion in the project demonstrated high Internal Rates of Return in project feasibility studies. Although such benefits were not quantified, the project is also expected to help alleviate development constraints in agriculture, commerce, education, health, social welfare, and public safety and contribute to general expansion and diversification of development activities. The Uttar Pradesh Public Works Department over a 3-year period will implement the project.

This document comprises the Resettlement and Rehabilitation Action Plan (RAP) of the Uttar Pradesh State Roads Project (UPSRP). The RAP meets all Government of India (GOI) and World Bank resettlement-related requirements and complies with applicable GOI and World Bank (OD 4.20 and 4.30/ OP/BP 4.12) regulations, policies, and procedures including those on public participation, environmental assessment and indigenous people. It confirms to provisions of *Resettlement and Rehabilitation Policy for Persons Displaced or affected by World Bank Funded Road Projects in Uttar Pradesh*. Government of Uttar Pradesh has approved the policy vide letter number 1769/23-12-2000-2NH0/99 dated December 13, 2000. Copy of the letter is enclosed as Annex 1.2

Uttar Pradesh PWD will implement this RAP with assistance from other government agencies, and non-governmental- and community-based organisations, and consultants.

## 1.2 Social Impact Assessment

Social Impact Assessment of the project is an important component of project preparation. GOI and GOUP regulations and World Bank policy require social impact assessment during the design stage to avoid, reduce or mitigate potential negative impacts of project action and enhance positive impacts, sustainability and development benefits.

Assessment results are considered with technical and economic feasibility findings in the final selection of roads to be rehabilitated and up-graded. The assessments also contribute to engineering design and result in the preparation of social action plans governing project implementation and the resettlement and rehabilitation of those who may be displaced by road improvements.

The project's social impacts and resettlement component includes assessment of social impacts of the project and development of appropriate mitigation plans as required. These plans must comply with appropriate national and local laws and guidelines, and with World Bank policy directives. Social assessment is carried out in close co-ordination with environmental assessment team and design team and includes consultation and participation among project stakeholders, local communities and potentially affected groups. The social impact assessment and resettlement planning component has following elements:

- Social screening and impact assessment as part of project feasibility studies carried out during phase I;
- Census and baseline socio-economic survey of the potentially affected population;
- Preparation of a time-bound Resettlement Action Plan (RAP);
- Consultations at village, district and state level;
- Follow-up consultations (to be carried out after finalisation of drawings); and
- Videography and still photography of all the routes.

Social screening was undertaken in conjunction with project feasibility studies (January to March 2000) and the selection of roads to be included in the project. It provided important inputs and guidance to engineering designs.

A full census has been undertaken in 30 m corridor to register and document the status of the potentially affected population within the project impact area, their assets, and sources of livelihood. The baseline data was collected in 30 m corridor to get information of a wider corridor as it gives more flexibility for deciding widening options. Census data provides the basis for establishing a cut-off date for non-title holders in order to determine who may be entitled to relocation assistance or other benefits from the project.

Socio-economic survey was also carried out on census basis in Phase II. This survey provides a baseline against which mitigation measures and support will be measured and includes comprehensive examination of people's assets, incomes, important cultural or religious networks or sites, and other sources of support such as common property resources. Analyses of survey results cover the needs and resources of different groups and individuals, including intra-household and gender analysis. The table 1.3 given below provides a comparative analysis of impacts in various project routes.

**Table 1.3 Impact of the Project (Phase II routes)**

ROUTE	30M			COI		
	PAPs	PAHs	PAFs	PAPs	PAHs	PAFs
Moradabad-Bazpur (11)	10042	1562	2612	2128	329	588
Sitapur - Baharaich (6)	16900	2999	4667	6336	1191	1941
Lucknow- Bangarmau (4A)	8319	1990	2669	2165	562	716
Pilibhit - Khutar (3)	2055	479	612	363	95	106
Gorakhpur - Shahganj (10A)	67365	12588	18127	7874	1566	2133
Azamgarh - Phephna (7B)	30338	6465	7540	1847	477	550
Deoria - Ballia (16)	17915	4729	5430	2067	682	589

<b>TOTAL (A)</b>	<b>152934</b>	<b>30812</b>	<b>41657</b>	<b>22780</b>	<b>4902</b>	<b>6623</b>
<b>Bypasses</b>						
Gaurabadshahpur (18)				829	109	258
Bangarmau (4A)				283	48	87
Budhanpur (10A)				5270	575	1410
Ahiraula (10A)				1975	300	500
<b>TOTAL (B)</b>				<b>8357</b>	<b>1032</b>	<b>2255</b>
<b>Intersections (Phase I)</b>						
Chaudagra modeSH (14)				107	34	32
Chaudagra mode NH (14)				171	50	46
Bhoganipur (14)				427	50	149
Ghatampur NH (14)				71	22	23
Ghatampur Left SH				248	72	78
Ghatampur Right SH				266	68	98
Katra NH (4A)				82	30	26
Katra SH (4A)				94	17	26
Katra NH (7A)				272	72	80
Katra SH (7A)				135	46	34
<b>TOTAL (C)</b>				<b>1873</b>	<b>461</b>	<b>592</b>
<b>Grand Total (A+B+C)</b>	<b>152934</b>	<b>30812</b>	<b>41657</b>	<b>33010</b>	<b>6310</b>	<b>9470</b>

As the table 1.3 above shows, a total of 9470 families will be affected which in turn will affect 33010 persons.

**Table 1.4: Distribution of Families by Type of Loss**

Routes	Residential	Commercial	R+C	Agriculture	Others	Total
Moradabad-Bazpur (11)	27	455	68	23	15	588
Sitapur - Baharaich (6)	129	1518	155	98	41	1941
Lucknow-Bangarmau (4A)	133	387	144	41	11	716
Pilibhit - Khutar (3)	4	87	3	12	0	106
Gorakhpur - Shahganj (10A)	186	1080	149	578	140	2133
Azamgarh - Phephna (7B)	85	397	35	20	13	550
Deoria - Ballia (16)	64	452	16	31	26	589
<b>TOTAL</b>	<b>628</b>	<b>4376</b>	<b>570</b>	<b>803</b>	<b>246</b>	<b>6623</b>
<b>BYPASSES</b>	<b>Residential</b>	<b>Commercial</b>	<b>R+C</b>	<b>Agriculture</b>	<b>Others</b>	<b>Total</b>
Gaura badshahpur (18)				258		258
Bangarmau (4A)				87		87
Budhanpur (10A)			12	1398		1410
Ahiraula (10A)				500		500
<b>TOTAL</b>			<b>12</b>	<b>2243</b>		<b>2255</b>
<b>INTERSECTIONS</b>	<b>Residential</b>	<b>Commercial</b>	<b>R+C</b>	<b>Agriculture</b>	<b>Others</b>	<b>Total</b>
Chaudagra modeSH (14)	0	30	2			32
Chaudagra mode NH (14)	2	35	9			46
Bhoganipur (14)	0	91	58			149
Ghatampur NH(14)	0	22	1			23
Ghatampur Left SH	3	72	3			78
Ghatampur Right SH	0	87	11			98
Katra NH (4A)	0	26				26
Katra SH (4A)	0	25	1			26
Katra NH (7A)	10	51	19			80
Katra SH (7A)	0	22	12			34
<b>Total</b>						<b>592</b>
<b>Grand Total</b>						<b>9470</b>

As the table 1.4 above shows, impact is more on commercial establishments except for the bypasses, which are entirely passing through agriculture land. However, in Budhanpur bypass, a small section of existing road is being used and as a result 12 families will be losing their commercial establishment.

Preparation of the RAP has been undertaken within the project's social assessment component. A key prerequisite of the RAP is a policy framework for resettlement containing categories of impacts and their corresponding entitlements. The RAP provides detailed guidance on how to implement provisions in the policy framework, including institutional arrangements and budgets based on enumeration of project-affected people with entitlements under the framework. The RAP is also an important component of the project's overall Environmental Management Action Plan developed in the environmental assessment.

Detailed studies undertaken to prepare this RAP show extensive occupancy of project roadside areas, including densely settled village and urban communities containing numerous homes, businesses, and public facilities. Road widening and the other improvements proposed will impact roadside residences, businesses, religious shrines and structures, agricultural lands, public buildings, and infrastructure.

Resettlement will be required only where residential and residential/commercial buildings must either be fully demolished or taken to the extent that they are rendered uninhabitable or useless. Displaced residents of these buildings will be resettled. Similarly affected businesses and other public and religious buildings and structures will be relocated. Rehabilitation will be required where resettlement, relocation, or other project impacts result in lost livelihood or income. In these cases, it will be necessary to restore the economic status of affected persons to at least pre-project levels.

In most cases, the project will not require either full demolishing or the taking of residential or commercial structures to the extent that either resettlement or relocation will be necessary. Generally, only a narrow frontage strip of several meters or less will be affected. Frequently, this means that only a compound wall or fences, yards, must be removed. In some cases, small portions of roadside dwellings and businesses will be taken. Only rarely, will it be necessary to take entire residential or commercial structures.

The additional land required by the project falls under several classifications:

- public land owned by the State Government and administered by PWD as right-of-way (ROW) for the existing road;
- public land owned by the State Government and administered by other Departments such as irrigation or Revenue; and
- private land.

There was no Land Acquisition in phase I of the project, but in phase II project would require additional land for four proposed bypasses; shifting of certain bridges/culverts and curve improvements and realignments.



**Chapter 2**

## **2 STUDY METHODOLOGY**

### **2.1 Introduction**

This section deals with the approach and methodology followed for the collection and analysis of data. Social impact assessment and resettlement planning component has three main elements:

- Early screening and social impact assessment as part of project feasibility studies;
- Census and baseline socio-economic survey of potentially affected population, and;
- Preparation of the Resettlement Action Plan

These elements have been further elaborated in the following paragraphs.

### **2.2 Social Assessment Process**

The complete R&R process included integration of engineering, environment and social inputs. The R&R team included Social Scientist, Civil Engineers, Field Supervisors, Community Organisers and field investigators doing the census verification, socio-economic surveys and public consultations. PWD is also closely integrated into the loop, whose representative closely worked with the PCC.

The different steps in the R&R process is as follows:

#### **Step 1**

Involves preliminary reconnaissance of the project road to take into account sections with potential environment and R&R issues. This is done with the Social Scientist in charge along with the field surveyor and investigators. At this stage the sections of roads having social impact and type of impacts are identified. Screening results were presented in the feasibility report submitted to PWD and World Bank in March 2000.

#### **Step 2**

Following the above, the right of way status of the road is ascertained. This was done through collection of land records from revenue department. The right of way information is important in knowing the land available for widening, and land acquisition requirements. Collection of the right of way information continued simultaneously with the census and the socio-economic surveys. The census survey covers 100 % of the potentially affected population within 30m corridor. Following the designs, those within the corridor of impact were considered eligible for support under the project. The existing centreline provides the benchmark line to survey 15 meters on either side (i.e. within the 30m. corridor of impact). The baseline data was collected in 30 m corridor to get information of a wider corridor as it gives more flexibility for deciding widening options. Census data provides the basis for establishing a cut-off date for non-title holders in order to determine who may be entitled to relocation assistance or other benefits from the project. The list of surveyed villages is provided in annex 2.1.

The census registered the owners' name, address, legal document if any towards the claim of the property, all household members and individuals within the potential COI; their assets and incomes and sufficient demographic and social information to determine whether they are to be categorised as vulnerable groups with special entitlements under the project. Private land owners, tenants and squatters and encroaches within the ROW were covered in the census. Social Census team is preceded by a team of Civil Engineers responsible for

measuring the potentially affected structure perpendicular and along the road to record the size and shape of the structure. Each structure was measured and location was recorded.

The socio-economic survey, which was also carried out on census basis, provides the baseline against which mitigation measures and support will be measured. The analysis covers the needs and resources of different groups and individuals, including inter and intra-household analysis and gender analysis.

### **Step 3**

This step involves deciding sections, which need realignments and bypasses. This was executed by measuring the distance of structures from the existing centreline. If the width available fails minimum requirement, then the option of a bypass/alignment vis-à-vis demolition of structures is considered.

The proximity of location of settlements along the roads is one of the deciding factors in addressing the degree of impact. This process is facilitated by local level consultations where the needs and opinion of the local people are taken into consideration, to find out the opinion of the local community about widening the road through the village, and its impacts.

### **Step 4**

The inputs of field information are integrated with the engineering designs. Once it is concluded that there is no space for expansion of the road/ any expansion will affect a large number of households, then an alternative alignment / bypass is identified around the village. This is done by the Social Scientist with topographic surveyor in-charge. This exercise includes analysis of various alternatives.

### **Step 5**

After the integration of the social and environmental inputs, the final engineering drawings are completed. Once this is done then the actual number of PAF's are identified, especially in the built up area, where there is reduced COI. For finding legal owners, encroachers and squatters, revenue records were used for verification of legal ROW and the boundaries of properties likely to be within the COI. With the completion of final drawings, only those within the actual COI will be considered eligible for entitlement under the project and list of PAFs is generated.

### **Step 6**

The last step in the R& R process involves documentation of social assessment process and implementation of the RAP including verification exercise, preparation of micro plans, disbursement of entitlements, relocation and resettlement, income restoration (training and implementation) and monitoring and evaluation.

## **2.3 Consultation Methodology**

The objectives of the consultation were to disseminate information about the project to the potentially affected population in order to incorporate their views and suggestion for preparing the RAP and the design and to assess the economic situation of the settlement. Second objective was later on added, as one of the objectives of State Roads Project is also to alleviate poverty in the districts through which the road is passing through. Keeping in view, the complexity of consultation, three levels were undertaken viz. State, District and Local.

### Local Level Consultation

For local level consultations, villages were selected from following categories:

- villages inhabited by population below poverty line and poor infrastructure facilities,
- villages inhabited by scheduled population
- villages inhabited by population above poverty line and with adequate infrastructure facilities.

Women Community Organisers led by a Qualitative Data Expert consulted with the potentially affected population in-groups. Care was taken to ensure that each group is not larger than 15 persons. Before initiating the Group Discussion, social and resource maps were prepared by the villagers. This also helped in building rapport with the villagers. Local level helped in finalising issues like proposed location of bypasses (if proposed), distribution of resources in the village, relocation of religious structures, etc. List of villages where local level consultations were held is provided in chapter 6 (Community Participation).

### District Level Consultation

The objective of district level consultations was to create awareness about the project among the people, district administration, and officials of line departments and NGOs working in the district and particularly along the project road. These consultations were held in fourteen project affected districts. During the consultation R&R policy as approved by State Government was also discussed. Suggestions on design were invited from the participants and it has been incorporated in the design reports. List of districts where consultations were held has been provided in Chapter 6 (Community Participation).

### State Level Consultation

State Level Stakeholder Workshop was held in Lucknow on February 11, 2002, to appraise various stakeholders about the project, its components and R&R policy. The details of the consultation are presented in chapter 6 (Community Participation).

## 2.4 Bypass Alignment and Identification of Affected Persons

For bypass alignment, Social Team was given the centreline of the proposed bypasses with a 45m band on scale of *Sajara* (revenue) maps by the design team. Social team plotted the centre line on the revenue maps of the affected villages to derive the list of affected villages and to identify affected plot numbers. On identification of affected plots, *lekhpal* (revenue clerk at panchayat level) was approached to identify the owners of the affected plots along with their addresses and joint holders (if any). During the plotting of centreline care has been taken to ensure that no land gets severed due to bypasses. On identification of plot owners and joint holders, questionnaire designed for bypasses was canvassed which included details regarding social and economic aspects of the affected person.

The process and analysis of alternatives have been explained in chapter 8 of this report.

## 2.5 Collection of Data from Secondary Sources

Through out the Study, various types of secondary data were used along with the primary data collected through surveys. Secondary data sources included Centre for Monitoring Indian Economy (RDI values for study districts), Uttar Pradesh at a Glance, published by Jagaran Publications (Social, Cultural, Demographic and Economic profile of Uttar Pradesh), District Census Handbooks of districts through which road is passing through, Tehasil Offices (for cost of agriculture land) and various other published and unpublished materials (as referred at the end of the individual chapters).



**Chapter 3**

### **3 POVERTY ASSESSMENT ALONG THE PROPOSED PROJECT ROADS**

#### **3.1 Introduction**

Road infrastructure is critical to economic development of the area and its population. Besides providing improved transport services, it reduces travel time and transport costs. Improved roads help the population to have the better access to health, education and other social services. It opens new economic and employment opportunities through linkages to new markets, production centres and other areas of economic opportunities. Thus, there is a strong link between transport and poverty reduction in the area. While extensive consultations on resettlement, environment and project design were carried out at the time of project preparation but so far adequate attention was not paid with regard to the expectations of the affected communities and local population to the changes in the transport outcomes.

Poverty eradication has been one of the major objectives of planned development in India. In spite of that over one third of India's population (36%) still remains below poverty line of which nearly 37% lives in rural areas. The main determinants of poverty are: (i) lack of income and buying power attributable to lack of productive employment and considerable underemployment and not to lack of employment *per se*; (ii) a continuous increase in price of food, especially food grains, which amount to 70 to 80 per cent of the consumption basket; and (iii) inadequacy of social infrastructure, affecting the quality of the people and their employability.

The decline in poverty ratio during the last two decades has been uneven among the states. The pace of poverty reduction was relatively rapid in Kerala, Andhra Pradesh, Tamil Nadu, Gujarat (now that it has to be rebuild after earthquake), Punjab and West Bengal. The decline in poverty ratio, however, was not enough to reduce the number of poor in eight major states. These states are: Assam, Bihar, Haryana, Himachal Pradesh, Madhya Pradesh, Maharashtra, Orissa and Uttar Pradesh (refer annex 3.1).

Uttar Pradesh is among the most populous and poorer states in India. Though steps were taken to reduce poverty, the initiatives failed to pickup pace due to stagnant economy and weak implementation strategy and capacity of state government. In light of this the World Bank initiated a research programme on rural poverty in Uttar Pradesh in 1997, which yielded a number of interesting findings on social and economic constraints as well as opportunities faced by the poor. Follow on work was initiated more recently in support of UP State Assistance Strategy and as a part of preparations for UP Fiscal and Governance Reform Loan. The later includes the development of poverty and social monitoring system design to aid in better support, better-informed policy design and analysis. The work is complemented by new work at sectoral level; there is increasing focus on poverty and social concerns throughout the UP State Assistance Programme (World Bank's Issue Paper on Uttar Pradesh Poverty Assessment). In line with the above, an attempt has been made to identify level of development among the project villages and assess how the proposed roads could bring in prosperity in the rural areas.

#### **3.2 Process of Road Selection: Poverty as Criteria**

Care was taken during screening exercise to select roads, which are passing through underdeveloped and moderately developed districts, yet with minimum negative social

impact under phase I and II. The table given below shows the poverty indicators considered for the selection of roads.

**Table 3.1 Poverty Indicators: Performances of the Districts**

Route No	Districts	Road length/100 sq.km	Road length per lakh population	Literacy Rate	% FH with safe drinking water	% FHs with sanitary latrines	% FHs with electricity	Per capita electricity consumption	Work Participation Rate	% of main workers			Net Domestic product	Area of Operation Holdings (in ha.)	Forest Area (in ha)	Consumption of Fertiliser (in kg)	Net sown Area (in ha)	Gross Irrigated Area	Per Capita Food Grains (in kg)	Population Growth Rate	Sex Ratio	RDI
										Primary	Secondary	Tertiary										
1	Mahamaya Nagar	Data not available																				
	Etah	58	115	40.15	57.9	12.8	10.6	118.34	30.8	79.7	5.4	14.9	3562	1.04	0.30	80	66.41	61.03	272	1.88	824	57
	Badam	37	78	24.64	66.5	26.2	11.2	124.82	31.6	85.3	2.9	11.8	3262	0.99	1.33	102	77.88	47.71	295	2.15	809	57
	Bareilly	59	86	32.78	80.6	38.7	24.0	170.52	29.2	68.2	8.1	23.7	4269	0.98	0.06	133	81.26	54.8	209	2.18	839	76
3	Pilibhit	51	138	32.10	83.2	20.6	15.2	134.40	30.2	80.1	6.1	13.8	4668	1.14	22.51	139	63.31	67.78	481	2.41	853	96
	Shahjahanpur	31	71	32.07	57.3	20.6	14.3	95.38	31.2	79.9	5.1	15.1	4242	0.98	2.44	107	75.87	65.19	388	1.86	816	76
4A	Hardoi	37	81	36.30	31.1	10.5	7.6	48.45	32.1	85.8	2.9	11.3	2652	0.93	1.24	57	66.93	47.73	276	1.88	818	50
	Unnao	39	80	38.70	30.0	9.4	11.6	89.30	33.5	82.3	5.5	12.2	2655	0.85	3.44	77	62.1	160.07	228	1.89	872	47
	Shahjahanpur	31	71	32.07	57.3	20.6	14.3	95.38	31.2	79.9	5.1	15.1	4242	0.98	2.44	107	75.87	65.19	388	1.86	816	76
4B	Kanpur (R)	48	115	50.71	37.8	6.9	8.8	190.04	29.3	83.6	4.5	11.9	3896	0.96	1.91	63	82.01	55.41	387	1.78	843	82
	Lucknow	70	64	57.49	64.0	46.5	50.2	275.69	29.6	40.0	14.0	46.0	2293	0.94	4.52	121	59.65	58.76	89	3.10	865	152
5	Sitapur	39	78	31.41	30.6	8.0	8.1	65.75	32.2	84.4	4.4	11.2	2839	0.89	0.98	63	72.49	32.79	184	2.00	832	51
	Hardoi	37	81	36.30	31.1	10.5	7.6	48.45	32.1	85.8	2.9	11.3	2652	0.93	1.22	57	66.93	47.73	276	1.88	818	50
6	Sitapur	39	78	31.41	30.6	8.0	8.1	65.75	32.2	84.4	4.5	11.2	2839	0.89	0.98	63	72.49	32.79	184	2.00	832	51
	Baharaich	28	70	24.39	54.9	7.0	7.1	41.21	38.8	88.5	3.1	8.4	2061	0.86	14.89	50	65.23	15.05	207	2.21	840	41
	Shravasti																					
	Balrampur																					
7A	Baharaich	28	70	24.39	54.9	7	7.12	41.21	38.8	88.5	3.1	8.4	2061	0.86	14.89	50	65.21	15.05	207	2.21	840	41
	Shravasti																					
	Gonda	36	75	27.34	55.6	6.1	9.22	60.05	36.8	88.5	2.7	8.8	2030	0.72	9.72	48	66.88	27.99	217	2.35	873	44
	Faizabad	49	75	39.90	69.9	8.0	13.40	132.94	31.7	79.6	5.8	14.6	2043	0.59	0.28	135	67.39	54.87	228	2.28	923	54
	Ambedkar Nagar	Data not available																				
7B	Ambedkar Nagar	Data not available																				
	Azamgarh	59	80	39.22	85.2	6.1	17.30	89.22	29.9	80.1	7.6	12.3	2031	0.59	0.04	64	74.45	53.65	295	2.28	1006	59
	Mau	58	69	43.80	86.1	10.0	25.80	163.63	33.2	68.9	17.2	13.9	2434	0.59	0.04	64	74.45	53.65	295	2.34	973	59
	Ballia	73	97	43.89	77.1	11.1	17.40	83.5	28.2	79.7	4.4	15.9	1914	0.77	NA	97	73.53	46.42	202	1.97	946	51
8	Sultanpur	58	100	38.69	42.7	4.6	14.30	104.66	31.7	84.5	4.5	10.9	2167	0.57	0.40	83				2.25	934	47
	Pratapgarh	68	115	40.40	32.9	3.6	10.70	62.19	31.2	83.2	4.6	12.1	1706	0.53	0.12	86	62.5	48.08	197	2.07	986	42
10A	Gorakhpur	67	73	43.30	83.9	14.40	24.00	130.00	28.7	71.7	6.0	22.3	1732	0.65	8.48	60	75.69	44.94	350	2.15	924	75
	Jaunpur	70	87	42.22	57.7	17.30	20.00	103.34	27.9	76.9	8.0	15.1	1834	0.47	0.05	117	72.63	54.04	196	2.39	993	51
	Azamgarh	59	80	39.22	85.2	6.10	17.30	89.22	29.9	80.1	7.6	12.3	2031	0.59	0.04	64	74.45	53.65	295	2.28	1006	59
10C	Jaunpur	70	87	42.22	57.7	17.30	20.00	103.14	27.9	76.9	8.0	15.1	1834	0.47	0.05	117	72.63	54.04	196	2.39	993	51
	Allahabad	47	69	42.66	43.9	16.50	25.70	211.65	33.8	70.0	9.1	20.8	2463	1.1	2.73	110	64.77	51.53	156	2.64	874	51
11	Moradabad	46	67	31.03	79.4	30.80	20.80	205.57	29.2	67.9	13.0	19.1	3454	1.13	2.01	127	81.59	66.33	218	2.68	852	85
	Rampur	67	105	25.37	82.3	53.00	27.60	139.46	31.0	73.2	10.4	16.4	3643	1.13	2.81	134	80.69	63.24	326	2.43	858	84
	Udhamsingh Nagar	Data not available																				
	Nainital	45	199	56.52	83.2	35.30	48.50	460.02	38.6	62.9	11.4	25.8	5684	1.82	57.69	206	29.36	65.81	410	3.38	869	132
12	Allahabad	47	69	42.66	43.9	16.50	25.70	211.65	33.8	70.0	9.1	20.8	2463	0.82	40.38	110	64.77	65.81	156	2.64	869	132
	Mirzapur	37	100	39.68	34.5	9.80	21.80	137.14	35.3	67.8	18	14.2	4038	1.39	40.38	31	30.72	35.97	243	2.8	883	85
	Sonbhadra	14	87	34.40	36.7	15.90	19.40	2710.98	41.9	78.9	8.5	12.6	4796	1.39	40.38	31	30.72	35.97	243	3.23	861	85
13	Bareilly	59	86	32.78	80.6	38.70	24.00	170.52	29.2	68.2	8.1	23.7	4269	0.98	0.06	133	81.26	54.8	209	2.18	839	76
	Udhamsingh Nagar	Data not available																				
14	Kanpur (R)	48	115	50.71	37.8	6.90	8.80	190.04	29.3	83.6	4.5	11.9	3896	0.96		63	82.01	55.41	387	1.78	843	82
	Fatehpur	38	82	44.69	31.8	7.90	9.40	113.11	37.0	81.8	4.3	13.9	2686	1.02	1.44	82	71.4	45.79	259	1.87	881	51
15	Lucknow	70	64	57.49	63.9	46.5	50.20	275.69	29.6	40.0	14	46	2293	0.94	4.52	121	59.65	58.76	89	3.1	865	152
	Raebareilly	52	103	37.78	36.6	6.00	12.40	118.81	35.3	81.7	5.7	12.6	2747	0.75	1.61	222	57.82	59.65	930	2.09	930	47
	Allahabad	47	69	42.66	43.9	16.50	25.70	211.65	33.8	70.0	9.1	20.8	2463	0.82	2.73	110	64.77	51.53	156	2.64	874	62
	Pratapgarh	68	115	40.40	32.9	3.60	10.70	62.19	31.2	83.2	4.6	12.2	1706	0.53	0.12	86	62.5	48.08	197	2.07	986	42
16	Deoria	69	84	37.30	83.2	5.40	9.80	64.68	31.9	83.2	4.6	12.2	2281	0.61	0.21	204	79.78	49.68	966	2.41	966	50
	Ballia	73	97	43.89	77.1	11.10	17.40	83.50	28.2	79.7	4.4	15.9	1914	0.77	NA	97	73.53	46.42	202	1.97	946	51
17	Varanasi	74	78	47.70	35.3	43.50	35.30	165.32	31.6	51.9	26.3	21.8	3024	0.53	15.07	140	63.4	63.1	895	2.72	895	91
	Jaunpur	70	87	42.22	57.7	17.30	19.80	103.14	27.9	76.9	8	15.1	1834	0.47	0.05	117	72.63	54.04	196	2.39	993	51
	Azamgarh	59	80	39.22	85.2	6.10	17.30	89.22	29.9	80.1	7.6	12.3	2031	0.59	0.04	64	74.45	53.65	295	2.28	1006	59
	Mau	58	69	43.80	86.1	10.0	25.80	163.63	33.2	68.9	17.2	13.9	2434	0.59	0.04	64	74.45	53.65	295	2.34	973	59
18	Jaunpur	70	87	42.22	57.7	17.30	19.80	103.14	27.9	76.9	8	15.1	1834	0.47	0.05	117	72.63	54.04	196	2.39	993	51
	Azamgarh	59	80	39.22	85.2	6.10	17.30	89.22	29.9	80.1	7.6	12.3	2031	0.59	0.04	64	74.45	53.65	295	2.28	1006	59
	State Average	45	95	41.60	62.24	18.02	21.90	199.26	32.2	73.0	9	18	3308	0.93	17.17	90	57.78	50.68	220	2.29	898	72

In order to identify level of development of the study districts, apart from 18 indicators listed in table 3.1, the Relative Development Index (RDI) has been used. Values of the indicators against each district were weighed against the state average and accordingly have been given a score. Districts having maximum score have been considered as poorest district and district having least score has been considered as developed district as shown in table 3.2 below:

Based on the above analysis, districts falling under the State Roads Project have been classified in three categories as Developed, Moderately Developed and Least Developed, as presented in table below.

**Table 3.2: Classification of all Districts coming under Project**

Developed Districts	Moderately Developed Districts	Least Developed Districts
Lucknow, Pilibhit	Bareilly, Shahjahanpur, Kanpur, Gorakhpur, Moradabad, Rampur, Mirzapur, Varanasi, Mahamaya Nagar, Mau	Etah, Badaun, Hardoi, Unnao, Sitapur, Baharaich, Gonda, Faizabad, Azamgarh, Balrampur, Ballia, Pratapgarh, Allahabad, Jaunpur, Fatehpur, Rae Bareilly, Deoria, Shrivasti, Ambedkar Nagar, Sultanpur

**Development categorisation of project districts**

Analysis of project roads shows that nearly three quarters (74%) of the districts through which the proposed roads pass fall under the least developed category and nearly one fourth (23%) under moderately developed category. Lucknow and Pilibhit are the only two districts, which can be placed in the developed category. Little over three fifths of total districts coming under phase II roads are least developed.

**Table 3.3 Development categorisation of project districts**

Route No.	Total no. of districts	No. of districts falling under development categories		
		Least Developed	Moderately Developed	Highly Developed
1	4	2	2	-
3	2	-	1	1
4A	4	2	2	-
4B	2	-	1	1
5	2	2	-	-
6	2	2	-	-
7	3	3	-	-
7B	3	2	1	-
8	3	3	-	-
10A	3	2	1	-
10C	2	2	-	-
11	4	-	2	2
12	3	1	2	-
13	2	-	1	1

Route No.	Total no. of districts	No. of districts falling under development categories		
		Least Developed	Moderately Developed	Highly Developed
14	2	1	1	-
15	4	3	-	1
16	2	2	-	-
17	4	2	2	-
18	2	2	-	-

From the above table 3.3 it can be seen that routes 5, 6, 7, 8, 10C, 16 and 18 serve exclusively least developed districts. Routes 1, 4A, 7B, 10A, 12, 14 and 17 serve both least developed and moderate developed districts. Routes 4B, 11, 13 and 15 serve high-developed districts in combination with either least developed or moderate developed districts.

To maximise the positive impact of the project on least developed and moderately developed districts the proposed works programme should therefore include some or all of routes 5, 6, 7, 8, 10C, 16 and 18.

Analysis of project districts under Phase II show that little over one fifth (22%) of the district falls under moderately developed districts and rest all are least developed districts.

**List of Roads selected for upgradation**

Roads having more number of least or moderate developed roads were selected for upgradation in phase I and II. The list of such roads is given below:

**Phase I**

Katra - Bilhaur (4A)  
Baharaich - Faizabad (7)  
Bhoganipur - Chaudagra mode (14)  
Jaunpur-Mohammadpur (18)

**Phase II**

Deoria - Ballia (16)  
Azamgarh - Phephna (7B)  
Gorakhpur-Shahganj (10A)  
Sitapur - Baharaich (6)  
Bangarmau - Lucknow (4B)  
Pilibhit - Khutar (3)  
Moradabad- Bazpur (11)

*Source: Consultants' study.*

Though route numbers 5 and 10C were identified for upgradation from social's point of view (viz., less land acquisition, minimum displacement, minimum impact on cultural properties, fewer tribal families getting affected, etc), were finally dropped from the list of upgradation roads, as they were not economically viable. Route 8, which was selected in phase I has been declared as National Highway and therefore has been dropped from the scope of work of this project.

### 3.3 Infrastructure Development and Poverty Alleviation

Infrastructure services, including power, road and transport, telecommunication, water and sanitation and waste-disposal are central to the activities of households and to economic production (World Development Report, 1994). The adequacy of infrastructure is a critical determinant of a country's capacity in accelerating its growth that is consistent with poverty reduction, infrastructure development and poverty are inversely related and good infrastructure raises productivity and lowers production costs and thereby poverty. Major

infrastructure failures quickly and radically reduce community's quality of life, productivity and causes poverty. Conversely, improved infrastructure services enhance welfare and foster economic growth. As countries develop, infrastructure must adapt to support changing patterns of demand.

### **3.3.1 THE CAUSAL RELATIONSHIP**

The poor are inherently more vulnerable to inadequate infrastructure settings and number or specific infrastructure problem affects the poor disproportionately. Access to at least minimal infrastructure services is one of the essential elements to attain welfare. To a great extent the poor can be identified as those who are not able to consume a basic quantity of clean water and who are subject to unsanitary surroundings, with extremely limited mobility or communication beyond their immediate settlement. As a result, they have more health problems and fewer employment opportunities (World Development Report, 1994). Different infrastructure sectors have different effect on improving the quality of life and reducing poverty. The thematic links between access and poverty reduction could be depicted as follows:

**The links between infrastructure and poverty:**

- (a) Access to clean water and sanitation - Reduces mortality and morbidity and increases income-earning activities.
- (b) Access to transport and irrigation - Increases non-farm employment opportunities and reduces regional food price variations.
- (c) Construction and maintenance of roads and water works - Direct employment and famine prevention.
- (d) Access to power - High productivity and income.

**Important considerations**

The cardinal virtues to be built in infrastructure building projects are:

- (a) Participation of poor in infrastructure building projects;
- (b) Thrust on resources poor areas where increasing number of poor live;
- (c) Exclusively measures to ensure access of poor to infrastructure projects;
- (d) Strong institutional arrangements; and
- (e) Emphasis on participation of NGOs.

### **3.3.2 INFRASTRUCTURE AND POVERTY INCIDENCE IN INDIA**

The burgeoning population growth, limited resources and pursuance of new economic policies of Government of India have been placing a heavy demand on all kinds of infrastructure services. The infrastructure base, which was built earlier, has proved inadequate. Power generation, railway and road network, ports, telecommunication, industrial research and development are all found to be inadequate.

Over the years the development experience has thrown up several weak spots in the development process. One such weak spot is the increasing regional disparities both interstate and intra-state. These disparities will be further accentuated in the current development strategy driven by market forces and deregulation of private sector. One of the consequences of such development process is concentration and accentuation of poverty. The infrastructure bottleneck has been aggravating poverty and posing serious impediments

in acceleration of economic growth. The country has, therefore, to invest substantially in these infrastructure facilities in order to attain equitable and sustainable development.

**Table 3.4 India's Infrastructure and Growth Trend: A Glance**

Infrastructure	1970			1980			1990		
Paved road (km)	324,758			623,998			759,764		
Electricity production (million kW/h)	61,212			119,150			286,045		
Telephone (number of connections)	1,465,000*			2,295,530			5,074,734		
Railway tracks (km)	59,997			61,240			75,333		
Irrigation land ('000 ha)	30,440			38,478			45,500		
Access to drinking water (% population covered)	Total	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural
	17	-	-	42	77	31	73	86	69
Access to sanitation (% of population covered)	Total	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural
	18	-	-	7	27	1	14	44	3

Source: World Development Report, 1994

\* denotes 1975 data

Eradication of poverty is a great challenge for a country like India given its limited resources and poor infrastructure capabilities. In a drive for development, post independence India has been striving hard to eliminate famine, poverty and illiteracy. State intervention, with strategy for poverty eradication and welfare oriented public expenditure has enable the country in overcoming the challenge. The poverty line dropped from around 54% in 1983 to 36% in 1989 to 1990 in rural areas and from 45% to 38% in urban areas. Over the period 1991 to 1997, urban poverty declined but rural poverty has remained broadly unchanged.

The plan and programmes, however, have not enabled the country where it is expected to be. The result is far behind the projected and expected target in reducing poverty and increasing living standard. Available estimates indicate that India has the highest poverty rate, in comparison to other countries. Approximately 300 million of Indian people or 1 in 3 live below poverty line (India Development Report, 1991). The absolute number of poor has risen over recent decades. Preliminary World Bank evidence suggests that the number of poor has increased from 300 million in 1988-89 to 340 million in 1997 (Asian Development Report, 1998).

### 3.4 Uttar Pradesh State Roads Project: The Scope for Poverty Reduction

UPSRP as a major infrastructure development project has an intrinsic scope for poverty reduction. The project is not only meant to serve the road users in a better way or to provide for income restoration to the affected vulnerable social groups; but also has a scope for wider poverty reduction in the region. UPSRP is expected to serve the society of the region as a whole in much larger way. In order to assess the probable positive impacts of improved road network, study was carried out in the villages along the project routes.

### **3.4.1 OBJECTIVES OF THE STUDY**

The main objective is to consult with the roadside communities including the local users of the road transport on the outcomes of improved transport are realised. The other objectives includes:

- To assess the impact of the project on reducing poverty through employment and economic opportunities, access to welfare services and reduce the vulnerability of the excluded groups and enhance their participation in the project.
- For the selected communities, to identify current roles of transport in community life and potential improvements which could be assisted by the project. Poor, vulnerable and other under-presented and under-privileged sections among them were specifically targeted.

### **3.4.2 SCOPE OF WORK**

The scope of work included:

#### **Employment opportunities**

- Current employment pattern and extent of employment to the local population during the construction phase
- Expected changes in the labour market in terms of new opportunities and wage rates

#### **Economic changes**

- Current sources of income and average household income and expenditure
- Current land use pattern and the land market/prices
- Cropping pattern
- Access to farm inputs and raw materials for other economic activities
- Access to credit
- Existing organised and unorganised markets, volume of produce market
- Linkages to local and regional markets - prices for the produce

#### **Access to social/welfare services**

- Literacy level, availability of schools, average distance covered for attending schools, number of children (particularly girls) going to Schools, drop out rates, and availability of teachers especially in government schools.
- Access to health facilities, average distance covered for availing health services, accessibility of other health services such as Anganwadi and health programmes, and disease pattern.
- Availability of transport services, availability of bus stops, cost of transport, travel time, impact on the usage of non-motorised transport, occurrence of road accidents and difficulties faced, if any
- Access to government's development programs and other services

#### **Housing condition**

- Housing conditions
- Electrification of individual houses
- Tap connection in houses

#### **Common infrastructure/resources**

- Availability of infrastructure - drinking water, streetlights, village wood lots, grazing land, etc.

### 3.5 Methodology

Uttar Pradesh State Roads Project would be covering over 1000 km of roads for upgradation and 2500 km of roads for major maintenance in two phases. Phase I, includes 374 km of road stretches for upgradation and nearly 808 km for major maintenance. Phase II, includes 590 km of road stretches for upgradation and approximately 1735 km for major maintenance. This study has been carried out on sample basis. Preference was given to smaller and poor villages with no or minimum infrastructure facilities, though few big and prosperous villages with good infrastructure facilities were also covered. Such a comparison besides assessing the benefits to the local population from the improved transport facilities will help to gauge the perceptions of the people with regard to road improvement and its impact on their living conditions.

The field survey was carried out in the villages selected for local level consultations. Of the total affected villages and urban areas, 93 villages were selected for the survey. Survey included mapping of the village and Focus Group Discussions. Apart from this, secondary data was also collected from various sources.

#### Selection criteria of Villages

Following factors were considered to select villages:

- Population size of the villages
- Scheduled population of the village
- Available infrastructure of the village (Villages with less infrastructure were selected)
- Distance from Block Head Quarter (Villages away from the Block HQ were selected)

Lists of villages where survey was undertaken along with the summary of discussion has been presented in Annex 3.2.

### 3.6 Results and Discussion

#### 3.6.1 CURRENT STATUS

During the socio economic survey a total of 1393 families below poverty line were identified as shown in table 3.5 below. The table clearly shows that families below poverty line is much more in the routes falling east of Lucknow

Table 3.5: Number of Households below Poverty Line

Sl.No.	Routes	No. of Families
1	Pilibhit to Khutar (3)	40
2	Bangarmau to Lucknow (4B)	140
3	Sitapur to Baharaich (6)	148
4	Azamgarh to Phephna (7B)	111
5	Gorakhpur to Shahganj (10A)	286
6	Moradabad to Bazpur (11)	30
7	Deoria to Ballia (16)	393
<b>Bypasses</b>		
8	Ahiraula (10A)	10
9	Budhanpur (10A)	26
10	Bangarmau (4A)	25

Sl.No.	Routes	No. of Families
11	Gaurabadshahapur (18)	64
<b>Intersections</b>		
12	Bhoganipur (14)	50
13	Ghatampur (14)	30
14	Chaudgramode (14)	12
15	Katra (7A)	18
16	Katra (4A)	8
<b>Total</b>		<b>1393</b>

### ***Current Employment Pattern/Opportunities***

Little over 70 percent of the total population along the roadside is engaged in trade and business, whereas those living away from the road within the radius of 3.5 km are either cultivators or agriculture labour. Very little employment opportunities are available within the village. Employment opportunities available are generally agriculture or non-agriculture labour activities. Non-agriculture labour activities are primarily government's poverty alleviation programmes, but such employment opportunities are not regular. Very few households were found to possess beneficiary cards for Employment Assurance Schemes.

Even the wages received are not uniform. For agriculture related work payment varies from Rs 25 per day to Rs 60 per day. Discussion revealed that people migrate to other villages and even to different blocks for employment. Employment opportunities outside their villages includes government poverty alleviation programme apart from agriculture labour activities. Work under government poverty alleviation programmes includes construction of roads and community buildings, schools, health centres, toilets, drainage, canal, irrigation units, clear felling of forested areas, etc. However, such employments are seasonal and irregular.

**Perceived Benefits/Changes:** *With the improved highways and increased vehicular movements, it is perceived that employment opportunities will go up as other nearby towns will be better connected. People will be able to move to farther distances in search of employment. Self-employment opportunities will also increase such as roadside eateries, vehicle repair shops, etc.*

## **3.6.2 ECONOMIC CHANGES**

### ***Average Household Income, Expenditure and Sources of Income***

The average annual household income varies from approximately Rs 19,000 to Rs 44,000 whereas the average annual household expenditure ranges between approximately Rs 16,000 to Rs 38,000. Though like any rural area, agriculture remains the major source of income for most of the inhabitants, trade and business was found to be major source of income for those settled along the road and in urban areas. Contribution of labour activities (both agriculture and non-agriculture) is more than allied agriculture activities such as dairy, poultry and goatery. Sale of forestry products (especially on route 3) was also reported as one of the source of income, primarily because of thick forest cover in the certain sections of the road. Incidence of child labour was also found in the project roads, as many children were found to be working as helping hand in roadside eateries and shops.

**Perceived Benefit:** *It is perceived that with better connectivity and increased sources of income, average household income of people living along and those close to the highways will go up. Increased income will help in reducing debts and would increase the buying power of the people, thus would improve over all standards of living.*

### *Current land use pattern and the land market/prices*

Irrigated cultivated land was found more in the western UP (Route No. 3, 4B, 6 and 11) as compared to east (Route No. 7B, 10A and 16). Agriculture land in east is mainly rain fed. One reason could be the existing canal network in west. At the same time, *Usar* (sodic land) was found more in west than east. Size of agriculture land is quite small in east as compared to west except in Baharaich on route no.6. Major Kharif crops include Paddy, Jowar, Bajra, and Arhar, whereas Rabi crops include Wheat and Peas. Large tracts of sugarcane cultivation were found in Baharaich, Gorakhpur and Azamgarh in eastern districts and in Moradabad, Sitapur, and Pilibhit in western districts. Wheat cultivation on large scale was found along the Pilibhit-Khutar route (route no. 3) primarily by migrant Sikh community.

The average replacement value of Irrigated land ranges from Rs 180,000 to Rs 800,000 where as unirrigated land varies from Rs 45,000 to 90,000 per hectare. There fore, Rs 800,000 per hectare for irrigated and Rs 90,000 per hectare for unirrigated land has been considered for RAP budget.

Discussion with the villagers revealed that farm inputs are generally bought from block and at times from the district headquarters. Some times fertilizers, seeds, etc are also available in big villages through *TATA Krishi Kendra*. Most of the villages do not have organised market for sale of agriculture produce. Generally villagers' transport the produce to block or some time middleman comes to the village and produce are sold on commission basis. For the purchase of farm inputs, credits are available either through private moneylender or rural co-operative banks. Villagers prefer Co-operative banks because of low interest rates.

**Perceived Impact:** *It is expected that, with the upgradation of highways, land price along the highways will move upward and this certainly will bring in change in the land use. As evident in other road projects, with the improvement of highways and laying of new roads (mainly bypasses), agriculture land along the highways will be converted into residential and commercial blocks. People now engaged as cultivators, may change their occupation by selling off their land at higher prices.*

### **3.6.3 ACCESS TO SOCIAL/WELFARE SERVICES**

#### *Literacy Status*

Of all the villages surveyed, over two fifths reportedly do not have their own school. This is supported by the fact that average literacy rate among the surveyed villages is 33%. Apart from government primary schools, some villages also have private run schools. Still, in some villages children even travel more than 8 km to attend primary school. The exact figure of school going children could not be found but discussion with the villagers revealed that drop out rate especially among girl students is quite high. Though poverty, multi-class teaching practices, poor facilities at school and absence of teachers from the school were cited as reasons for drop out, the main reason, which emerged out of the discussion, was participation in household work for girl child and assistance provided to their parent in agriculture field for male child. Student-teacher ratio was found to be quite high in the surveyed villages.

**Perceived Benefits:** *Improved roads will definitely have a positive impact on education, as time to reach towns/villages with better education facilities will be reduced substantially. Secondly, with better approach even attendance in local primary and middle schools will also increase.*

#### *Health Facility*

Since provision of health facilities is governed by certain norms, every village cannot have health centre. Primary Health Centres and Anganwadi (ICDS Centres) were found in some

of the surveyed villages. Privately run clinics were also found in many villages. Health seeking behaviour of people reveals that they prefer allopathic treatment and this is one reason why, so many private clinics are being run in the villages. Majority of these medical practitioners do not have any formal training in medicines.

**Perceived Benefit:** *Most of the better-equipped health facilities are located in big urban areas or district head quarters. With the upgradation of roads, which will connect the villages and semi-urban areas with towns and at places with district headquarters, people's access to better health facility will certainly increase.*

#### **Access to Transport Facility**

Being roadside villages, all the surveyed villages were found to be well connected by road transport i.e., by bus. However, proper bus stops (shelters) were found only in semi-urban or urban areas, but they are rarely used. Normally buses stop near intersections or market areas. In fact in most of the villages, there is no designated place for the buses to stop. Frequency of bus services was also found to be good. Apart from buses, other mode of transports is also available. For shorter distances, people prefer local mode of transports (tempo or jeeps) as cost of travel is less than bus and secondly, long distance buses do not stop at every village. However, travelling in such mode of transport involves high amount of risk, as they are over loaded with passengers and travels at very high speed. Discussion revealed that travel to district head quarter or to other districts is occasional, but travel to block headquarter is quite common.

**Perceived Benefits:** *Transport facility is bound to improve with the upgradation of highway, as many private operators will join for shorter distances viz., from state transport bus stop to villages inside or to market, etc.*

#### **Occurrence of Accidents**

Accidents are quite common on project roads, primarily involving heavy vehicles. Accidents involving non-motorised vehicles or pedestrians were also reported by villagers and police, which generally occur during night, or while crossing the road. Discussion with police personnel revealed that most of the accidents go un-recorded especially if only damage occurs to the vehicle as parties involved go for out of court mutual settlement. First Information Report is lodged only if accident is fatal. A full-fledged safety audit will be carried out by an external agency for the entire state under the project.

**Perceived Impact:** *With the improvement in road conditions, number of accidents will reduce but accidents occurring will be fatal, the reason being increased speed of vehicles. However, design has taken care of pedestrian safety by providing iron railings in all urban areas.*

#### **Access to government's development programs and other services**

All the surveyed villages were found to be covered under centrally sponsored Poverty Alleviation Programmes of Government of India. Some of the common implemented programmes are Jawahar Rozgar Yojana (JRY), Employment Assurance Scheme (EAS) and Indira Awas Yojana (IAY). Other programmes implemented are Training for Rural Youths for Self Employment (TRYSEM), Supply of Improved Tool Kits to Rural Artisans (SITRA), Million Wells Scheme, etc. Some of the programmes are repeated every year, whereas some are repeated after a gap of 2 to 5 years. Discussion revealed that transparency in selection of beneficiaries is lacking in most of the programmes. Some of the beneficiaries reportedly do not even fall under BPL category. To ensure that government's poverty alleviation programme is extended to eligible PAPs for income restoration, R&R Coordinator of PWD, counterparts at divisional level and NGO responsible for RAP implementation will work in close coordination with officials of DRDA. R&R Coordinator and his counterparts at

divisional level will coordinate with DRDA at district and block level, whereas implementing NGO will coordinate at village level.

**Perceived Benefits:** *Since resettlement of affected persons will be considered as a developmental project and R&R coordinator will be closely working with the concerned government official, all eligible PAPs will get covered under poverty alleviation programmes. Coverage under centrally sponsored schemes will add up to annual household income, thus improving their standard of living.*

### **3.6.4 HOUSING CONDITION**

Nearly 70 percent of the total houses in surveyed villages were found to be temporary i.e., mud walls and thatched roofs/wooden structures, whereas another 20 percent was found to be semi permanent i.e., brick walls with temporary roofs. Percentage of permanent houses is more in routes of western UP than routes in eastern districts. Just 2 percent of the total households were found to be electrified (at least one electric point under Kutir Jyoti Programme), though legal status of electrification could not be confirmed.

**Perceived Benefits:** *Since project is offering permanent housing for vulnerable displaced PAPs, housing conditions of at least displaced peoples are bound to improve. The project will provide housing facilities as per Indira Awas Yojana norms.*

### **3.6.5 COMMON INFRASTRUCTURE/RESOURCES**

Survey for common infrastructures include drinking water facilities, streetlights, sanitation, village wood lot and grazing land. Drinking water facilities was found to be available in all the villages in form of hand pump or well. Piped water facility (stand post) was found only in 7 villages. None of the villages had streetlights. Though drains have been constructed in almost all the villages under JRY or EAS or MP/MLA Local Area Development Fund, most of them were found to be choked. Grazing land and village wood lot was not found in any of the surveyed villages. Though almost all villages have land administered by Gram Panchayat which could have been used as grazing land, most of such patches have been either encroached upon or patta has been issued to land less for those lands. Roadside social forestry under taken by UP Forest Department, may serve as village wood lot if proper care is taken by the villagers.

**Perceived Benefits:** *Under the project, drainage facility will be provided in villages with acute drainage or water logging problem. Even new culverts, rigid pavement or raised carriageway, etc is the measures taken in waterlogged areas. Project will also plant trees along the road in three rows where the villagers will own the last row. This will act as village wood lot. Better drinking water facilities will be provided in resettlement colonies.*

### **3.7 Probable Impacts of Improved Road Network**

The proposed road project is expected to bring in economic and social changes, which in turn will bring rural prosperity. The possible positive impacts are listed below.

**Increased Employment Opportunities:** The immediate benefits of road construction and improvement will come in the form of employment opportunities for the roadside communities and specially those who are engaged as wage labourers, petty contractors and suppliers of raw materials. It is expected that during the construction phase, number of employment opportunities will be available viz., labour force (policy clearly indicates that preference be given to local population in selection of labourers), helping hands, gardeners in contractors' office, drivers, etc. Similarly with colony of construction workers and

contractor coming up petty business like tea and food stalls, barbershop, beetle shop, grocery, milk vending, etc will be in demand.

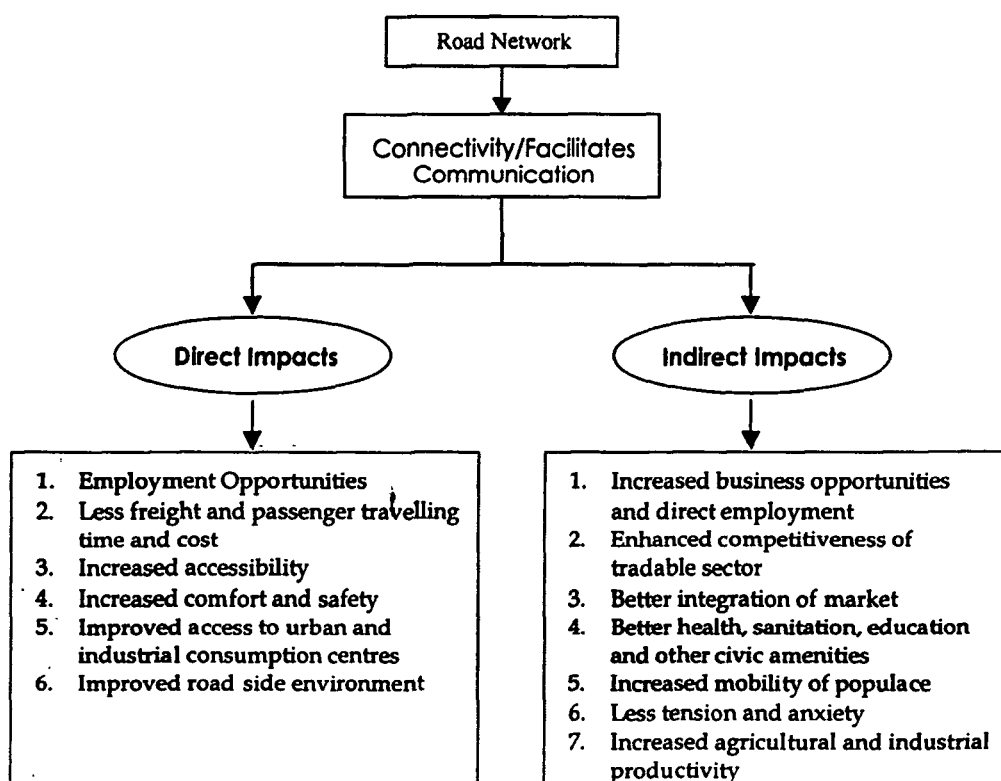
**Increased Market Opportunities:** It is further expected that wage rates in the area would improve; as a result purchasing power will also increase. Improved road networks provide for improved linkages between the village communities and urban centres, which provides wider marketing facilities. People will have wider options in buying and selling their commodities. Small and petty village traders may tap the bigger markets, transport the produces fast and get more profit margins instead of depending solely on local markets and the middleman. Speedy and efficient transportation will help in saving time and reduces the wastage, particularly in case of agricultural produces, vegetables and milk etc and also save enough time for other works back home.

**Increased Mobility of Human Resources:** Road networks not only links the village communities to better markets, but also opens up wider work opportunities in distant places. People can shuttle to distant work sites and towns and engage in construction, factories, business as well as domestic works. People get regular works with higher wages without migrating permanently or seasonally if the transportation is efficient.

**Increased Local Economics and Credit Opportunities:** Improved road networks encourages urban entrepreneurs to invest in far and remote areas in commercial farming and industrial activities. Villagers may lease out their lands and houses for higher prices make new business partner and this develops their entrepreneurship skills. With more money flowing to the villages, there will be more work opportunities. People get opportunities to open up tea stall, hotels, garage and rest house and so on which in turn generates additional employment in terms of helping hands. With the improved networking and cash management, the villagers can tap new institutional credit institute and financial services.

**Increased Institutional Networks:** Improved roads also help people building strong institutional network with outside agencies. They can put forward their grievances and meet them quickly from the government and non-government sectors. Frequency of interaction will increase among people and out side agencies thereby paying more attention to their problems in the village. The villages will be under constant vigil by the higher government officials, politicians, development agents that helps in regular and efficient maintenance of village school, health centres, electricity, irrigation, drinking waters, veterinary and other development schemes. Essential and emergency services can be availed fast like schools, health centres, public distribution system etc.

Figure 3.1 Prosperity through Road Network Development



**Increased Awareness Level:** Increased frequency of interaction with outsiders will increase the awareness level of the people in the village with regard to their health and nutrition, living style, value of education and proper utilisation of available resources. With the increasing emphasis on participatory development and democratisation, people become more aware of their duties and responsibilities and will develop more bargaining power.

**Increased Scope for Better Management of Public Schemes:** Interaction with the government, non-government and other development agents, help people gain new knowledge on improved farming, land development, development and maintenance of natural resources through the formation of various economic and social development committees. Recently implemented development schemes like forest management committees, watershed committees, health and education committees, farmers association etc can work better with the easy, efficient transportation that connects progressively the people and the development agents.

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**Chapter 4**

## **4 RESETTLEMENT POLICIES AND LEGAL FRAMEWORK**

### **4.1 Background**

The Resettlement and Rehabilitation (R&R) policy prepared by Project Co-ordinating Consultants (PCC) for Uttar Pradesh Public Works Department (UP PWD) is based on World Bank's Operational Directives (O.D.) 4.30 and 4.20 for resettlement of involuntarily displaced persons and indigenous people and UP State Rehabilitation Policy. The action plan has been prepared based on the broad outlines laid down in the policy. The principle of the R&R policy is the guiding philosophy to provide a development approach to resettle and rehabilitate the people affected by project. In particular;

- Wherever possible, displacement will be reduced on or avoided altogether by sensitive design of civil works (e.g. alternative designs or modification to the design).
- Where displacement is unavoidable, those displaced will have their living standard improved. They will be located as a single unit among the peer groups or will be assisted to integrate into their new community. Particular attention will be paid to the needs of the most vulnerable groups to be resettled.
- PAPs will be compensated, at replacement cost, for assets lost. Adequate social and physical infrastructure will be provided.
- PAPs and lost community would be encouraged to participate in the design and the implementation of RAP.

The RAP delivers a comprehensive package of compensation and assistance to entitled persons, families groups suffering losses as a result of the project. It provides mitigation for:

- Loss of assets, including land and house or work place
- Loss of livelihood or income opportunities
- Collective impact on groups such as loss of community infrastructure, common property resources, and others

All losses will be compensated and assistance will be provided at replacement value, irrespective of their legal standing in the project area. Special assistance will be extended to the vulnerable to enhance their earning opportunities.

### **4.2 Entitlement Categories**

Three primary categories have been identified for entitlement of compensation and assistance under R&R package of Government of Uttar Pradesh, viz.

- Project Affected Families
- Project Affected individual Adults (PAAs)
- Project Affected Groups (PAGs)

#### **4.2.1 PROJECT AFFECTED FAMILIES**

The Families getting affected due to the project are entitled for compensation for the loss of land, structure and other such immovable assets including crops. They will have the right to salvage building materials and counselling on alternative site. The compensation will be given to the head of the household. The PAF is eligible for following entitlement:

- Consultation, counselling regarding alternatives, and assistance in identifying new sites and opportunities. PAHs apart from counselling on various entitlement packages will also receive help in identifying suitable relocation site, identification of alternative economic rehabilitation schemes and training for skill upgradation.
- Compensation for land at replacement cost, allowances for fees or other charges.
- Advance notice to harvest non-perennial crops or compensation for lost standing crops. In case due to shortage of time, advance notice could not be served compensation will be paid. The compensation will be twice the amount of market price of the crop lost.
- Compensation for perennial crops and trees will be calculated as three years produce value.
- Replacement or compensation for structures or other non -land assets.
- Right to salvage materials from existing demolished structures.
- PAFs belonging to the vulnerable groups are eligible for existing government-housing schemes for the weaker section of the society. The vulnerable groups may be defined as Scheduled Tribes, Scheduled Castes, women headed households, land-less and below poverty line families (annual income below Rs 24,000).
- Shifting Assistance to move their belongings to the new relocation site.
- Option of moving to resettlement sites or clusters; incorporating needs for shelter and livelihood.

#### **4.2.2 PROJECT AFFECTED PERSONS**

All majors in a household (i.e. above the age of 18 years) are eligible for assistance for loss of livelihoods. Thus, there may be more than one person eligible in each household. The project will provide rehabilitation and assistance for loss of livelihood for any individual impacted by the project. Additional support mechanisms will be made available to re-establish or enhance their livelihood through existing government poverty alleviation programmes. If available, employment associated with the project would be provided. The entitlement package includes:

- Rehabilitation and Assistance for lost or diminished livelihood. All PAPs eligible under this package will be provided help to improve or at least regain the former income level. Special attention will be paid to the vulnerable groups.
- Additional support mechanisms for vulnerable families in re-establishing or enhancing livelihood. Vulnerable group will receive counselling on alternatives, guidance on appropriate training programmes and advice on marketing new products.
- Employment opportunities connected with the project to the extent possible. It is expected that number of job opportunities will be created by the project. In such opportunities, preference will be given to the PAPs. These job opportunities will be over and above the assistance provided to restore their lost income level. These opportunities are not necessarily limited to the vulnerable group, but to every PAP. The majority of the jobs created will be in unskilled and semi-skilled nature therefore can always be given to the PAPs.

#### **4.2.3 PROJECT AFFECTED GROUP (PAGS)**

The project-affected groups are entitled for following compensation/assistance:

- Restoration and improvement of common property resource
- Provision of women's needs, particularly related to the location of sources of water and fuel wood, social forestry programmes may be considered.
- Provision of safe space and access for business purposes, local transport and public use.
- Safety measures for pedestrians, particularly children and other non-motorised transport.
- Landscaping of community common areas in urban environment.
- Provision of roadside rest areas.
- Provision of medical aid in case of accident on the highway.

#### **4.3 Entitlement Matrix**

The summary entitlement matrix is produced below which shows the eligible PAP and associated entitlement/support. Specific elements of the entitlements provided in the package of compensation and assistance that will be delivered by the project RAP are detailed in Annex 4.1. Any impact not falling within any of the categories mentioned will be addressed within the general spirit of the entitlement framework.

**Table 4.1: UTTAR PRADESH STATE ROAD PROJECT**  
**Broad Entitlement Frame Work for Resettlement and Rehabilitation**

Impacts and assistance criteria		Land Acquisition		Inside Right of Way			
				Squatters		Encroachers	
		V	NV	V	NV	V	NV
<b>A. Corridor of Impact: Loss of land and other assets</b> Support given to families and households							
1	Consultation, counselling regarding alternatives, and assistance in identifying new sites and opportunities.	Y	Y	Y	Y	Y	Y
2	Compensation for land at replacement cost, plus allowances for fees or other charges	Y	Y	N	N	N	N
3	Advance notice to harvest non-perennial crops, or compensation for lost standing crops.	Y	Y	Y	Y	Y	Y
4	Compensation/R&R assistance for perennial crops and trees, calculated as annual produce value for three years	Y	Y	Y	Y	Y	Y
5	Compensation or R&R assistance for structures or other non-land assets	Y	Y	Y	Y	Y	N
6	Right to salvage material from demolished Structures	Y	Y	Y	Y	Y	Y
7	Shifting assistance, transitional allowance, rent	Y	Y	Y	Y	Y	N
8	Option of moving to resettlement sites (in a group of minimum 25 families) incorporating needs for civic amenities	Y	Y	Y	Y	Y	N
<b>B. Corridor of Impact: Lost or diminished livelihood</b> Support given to adult individuals							
VIII	Rehabilitation and assistance for lost or diminished livelihood	Y	Y	Y	Y	Y	N
N	Additional support mechanisms for vulnerable groups in re-establishing or enhancing livelihood	Y	N	Y	Y	Y	N
	Employment opportunities in connection with project to the extent possible and training	Y	Y	Y	Y	Y	N
	Any other impacts not yet identified, whether loss of assets or livelihood	Unforeseen impacts shall be documented and mitigated based on the principles agreed upon in this policy framework.					
<b>C. Indirect, group oriented impacts in the vicinity of the road corridor</b>							
Group oriented support will be given to mitigate negative impacts on the community, and to enhance development opportunities. Addressing traffic safety needs of pedestrians will target particular support at more vulnerable groups.							
Provision for awareness, prevention and treatment of AIDS/HIV/STD.							

\* The entitlements will exclude the affected non-vulnerable encroachers but include vulnerable encroachers

#### 4.4 Land Acquisition

Total land acquisition in phase II will be to the tune of 201.93 hectare. Land will be acquired through Land Acquisition Act, 1894 and The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997.

**Table 4.2: Summary of Land to be Acquired**

Head	Extent of land to be acquired in ha.
Bypasses	89.39
Approaches for new bridges (Estimated)	85.92
Road improvement	26.62
<b>Total</b>	<b>201.93</b>

#### 4.4.1 LAND ACQUISITION PROCESS

##### The History

1. The first attempt to legally acquire land was made in 1824, through Regulation 1 of 1824 applicable to immediate subject of presidency of Fort William. The rules empowered government to acquire immovable property for public purposes.
2. Provisions of 1824 were extended to Calcutta through Act I of 1850.
3. Act XLII was brought to enable the provisions of regulation I of 1824 to be used for acquiring land for construction of railways.
4. Building Act XXVII of 1839, Act XX of 1852 was introduced to obviate the difficulties to particular cities of Bombay and Madras.
5. Act VI of 1857 was the first full enactment, which had application to the whole of British India. It repealed all previous enactments relating to acquisition and its object,
6. Principle of Arbitration was introduced for the first time through Act VI of 1857 but procedure for making a reference to the arbitrator was found unsatisfactory and then came Act X of 1870. For the first time a detailed procedure for the acquisition of land were provided in 1870 Act. Rules were also framed for the determination of an amount of compensation.
7. The provisions of the 1870 Act did not satisfy the needs of the day and eventually the Land Acquisition Act, 1894 (I of 1894) was enacted repealing the 1870 Act.

#### 4.4.2 LAND ACQUISITION ACT AND ITS RELATIONSHIP WITH THE PROJECT AND ITS POLICY

In the table below, relevant sections of the LA Act and the relevance of such sections in the project has been given.

**Table 4.3: Summary of Land Acquisition Act, 1894**

Relevant Sections	Description	Relation with the Project and its Policy
3	Definition	Since the policy advocates for compensation and assistance for squatters and encroachers hence the definition of "person interested" in the Act will lend support to the policy.
4	Publication of preliminary notification and powers of officers thereupon	Since land will be acquired in phase II, section 4 will be utilised.
5	Payment for damage	Compensation for the damage done to the property during the course of surveying will be paid by the project.
5A	Hearing of Objections	Will be followed by the Project. Grievance Redressal Committee will be set up for RAP implementation, which will also look into the land, related grievances.
6	Declaration that land is required for a public purpose	Declaration will be published in the Official Gazette and in two daily newspapers circulating in the locality where the land is situated of which at least one shall be in the regional language. PWD through concerned Collector will cause public notice of the substance of the declaration at convenient places in the locality.
7	After declaration, Collector to take order for acquisition	Will be followed by the Project
8	Land to be marked out, measured and planned	Will be followed by the Project
9	Notice to persons interested	Will be followed by the Project
10	Powers to require and enforce the making of statements as to names and interests	Will be followed by the Project
11	Enquiry into measurements, value and claims and award by Collector	Project to make use of "The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997" (Details given in ensuing section)
12	Award of Collector when to be final	Will be guided by provision made in "The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997"
13A	Correction of Clerical Errors, etc.	Will be followed by the project
16	Power to take possession	Will be followed by the project
17	Special powers in cases of urgency	Not required in the project
18	Reference to court	Will not be required, as Project, will follow "The Uttar Pradesh Land

Relevant Sections	Description	Relation with the Project and its Policy
		Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997". Moreover, Grievance Redressal Committee will be set up for RAP implementation, which will also look into the land, related grievances.
23	Matters to be considered in determining compensation	Will not be required, as Project, will follow "The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997".
24	Matters to be neglected in determining compensation	Will not be required, as Project, will follow "The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997".

In private transaction the buyer and the seller negotiate the "price" between themselves. The seller is willing to sell. The buyer is willing to buy. The price offered and accepted is decided mutually and finally agreed upon. The level at which the price is fixed is determined based on the "market conditions".

Contrarily, in the acquisition of private lands by the state the landowner's consent and willingness is not necessarily (section 24) of the LA Act. The person will lose land even if he/she does not want to part with it. Secondly, while fixing the compensation amount the land owners' objections and opinions are heard (under section 9 and 11 of the LAA), but it is not necessary that the amount quoted by him/her must be agreed to. The landowner thus has no control over his/her right of ownership or on the level of compensation. It may be said therefore that compensation is not a price.

#### Market Value

The Land Acquisition Act (u/s 23) stipulates that while determining compensation the "market value" prevailing on the date of preliminary notification (u/s 4(1)) should be taken into consideration. However, the Act or the Rules neither define "market value" nor specify the mechanisms to fix the same.

#### Solatium

Acquisition of lands by the state is compulsory in nature. Such compulsion injures the feelings and causes inconvenience to the owners. The law therefore provide for the payment of mandatory "solatium". The percentage of solatium has varied from time to time. With effect from September 1984 when LAA was amended, it is 30 percent of the market value.

#### Additional Market Value

The reckoning date for ascertaining the market value is the date on which preliminary notification (u/s 4(1)) is published. Between this notification and actually taking possession of the land, ordinarily there will be a time gap varying between three months to three years. Retrofitting the market value as on the date of 4(1) notification would cause a great loss to the owner. The law therefore, provides for an additional market value at the rate of 12 percent per annum of the market value from the date of 4(1) notification till the date of award or taking possession whichever is earlier.

### **Interest**

In case of delay, the law provides for payment of interest on the compensation. For the first 12 months, the interest at the rate of 12 percent is payable from the date of the award. For delays beyond 12 months from the date of declaration of the award, 15 percent is the rate of interest.

### **METHODS OF CALCULATING COMPENSATION**

As said earlier, there is no fixed method of calculating compensation in the Act. However, the basic element in deciding the amount of compensation is the market value (u/s 23). Within the framework of law, the courts have interpreted market value as the price that a willing purchaser would pay to a willing seller for a property giving due regard to its existing condition, with all its advantages and potential possibilities. It is however, not easy to precisely determine what should be the most accurate market value of a given property. The market conditions are never constant. The demand and supply factors vary enormously over a period of time and from place to place. The uniqueness of each property, its location, size, quality and possible potentialities need to be considered. With these constraints, different methods determining compensation are in vogue. Some of the methods are discussed here:

#### **Sale Statistics Method**

Land being an immovable property, all its sales and purchases have to be registered. The registered sale prices can be taken as adequate indicator of market value of a given piece of land. Sale prices of those lands, which are comparable in time and quality, are only to be considered. Following steps are involved in calculating compensation according to sales statistics method.

- Step 1:** Collect statistics of sales of land/buildings adjacent to ones being acquired in three to four years preceding 4(1) notification from Registration Department.
- Step2:** Workout average of 3 to 4 years per acre/hectare.
- Step3:** Average Price(AP) + 0.3 AP+0.12AP per annum from the date of 4(1) notification to date of award to arrive at compensation.
- Step4:** Add damages, if any or incidental, if any.
- Step5:** Calculate interest from date of award at 9% for first 12 months and 15% for the period thereafter.

#### **Capitalisation Method**

Where reliable information is not available about the prevailing market value of the land, capitalisation method is used to decide compensation. Following steps are involved in calculating compensation according to capitalisation method.

- Step1:** Gross Income - Cost=Net Income
- Step2:** Net Income x Multiplier\* = Market Value
- Step3:** Market Value (MV) +30% of MV as solatium + 12% of MV per annum as Additional Market Value =Compensation
- Step4:** Compensation + Damages / incidental + interest

\*There are no fixed limits on the choice of the multiplier. It is based on conjectures or precedents. Generally, a multiplier of 10 to 12 is used for valuing non-irrigated land whereas 8 to 10 is deemed sufficient for irrigated lands. For buildings based on net rental income, a multiplier of 15 or 20 is used. In assessing the value of plantation or horticultural crops, generally a multiplier of 10 is acceptable.

#### Expert Assessment

Assessment of value of certain horticultural crops, plantation crops, buildings, waterways, bunds, etc require special expertise. Professional valuers are used for valuing such immovable properties. Valuers take into account the longevity, health and expected yield levels while assessing income and standard practices along with the age. Experts use certain multipliers to arrive at a capitalized value of the assets. The multiplier generally used relates to the remaining period in the longevity of the structures or remaining age of the crops or rental expected.

#### Consent Award

Negotiated settlement of compensation stands on a footing different from those of other methods of deciding the market value of the acquired asset. The essential elements are:

- that the landowners and the collector reach an agreement on the matter to be included in the compensation.
- that the terms of such agreement form the basis of the award and no further enquiry is necessary
- that other provisions of the Act do not apply to such awards.

The consent of landowner is essential to finalise such awards. Once consent is obtained it cannot be questioned at a later stage. This process comes very close to market mechanism, where in buyers and sellers negotiate the price. It also provides an opportunity to the landowners to participate in the process of determining compensation.

#### Replacement Value

It is argued that the compensation awarded for the acquired land and other amenities, buildings, etc. should be adequate to enable purchase of comparable assets elsewhere by the affected people. In this direction, the proponents of rehabilitation emphasise that wherever compensation is not adequate enough to buy replacement lands/buildings, the project authorities must provide other topping up devices to overcome the shortfall.

#### A COMPARATIVE ANALYSIS OF ALL THE METHODS

All the five methods of assessing market value of acquired lands may be compared as shown in the table below under following heads:

1. Proximity to market value
2. Time taken
3. Who uses?
4. Degree of participation of PAPs
5. Equity
6. Frequency of use

**Table 4.4: Comparison of Different Methods of Assessing Market Value**

Sl.No.	Criteria	Sale Statistics	Capitalisation	Expert Assessment	Consent Award	Replacement Value
1	Proximity to Market value	Remote	Closer	Closer	Closest	Equal to or more
2	Time Taken	Shorter	Average	Average	Shortest	Longer
3	Who uses?	Government	Courts Govt. rarely	Courts Govt.	Govt.	Govt./Bank Financed
4	Degree of Participation	None	Some	None	Maximum	Maximum

5	Equity	Somewhat reasonable	Reasonable	Reasonable	Highly reasonable	Highly reasonable
6	Frequency of use	Most common	More	Less	Less	Least common

On all these counts the replacement value method emerges as the best way of compensating landowners. Though it is the least used by the government and takes long time it is highly equitable as it provides maximum opportunity to the affected people to participate in the acquisition process. The compensation thus offered is equal to or greater than the real market value. Consent award could be rated second, while expert assessment and capitalisation method stand close to each other in the third place.

#### 4.4.3 THE UTTAR PRADESH LAND ACQUISITION (DETERMINATION OF COMPENSATION AND DECLARATION OF AWARD BY AGREEMENT) RULES, 1997

The rules were made in the exercise of power under subsection 2 of section 11 of the Land Acquisition Act, 1894 and was published in *Official Gazette* No. 2(4)(1)/85 24-Rev-13, dated June 12, 1997 and English translation of the notification was published on September 16, 1997; No. 2382/XCVI-2-(1)/85-24Rev.13.

The rules says the "the body or department for which the land if being acquired may, at any stage of the proceedings settle down the terms and conditions and rates of the land under acquisition, with the land owners and appear before the Collectors and make an application indicating the terms and conditions so settled down and its readiness and willingness for determination of compensation and declaration of award in accordance with agreement. The Collector shall, if satisfied, issue notice to the persons interested in the land under acquisition to express their readiness and willingness to execute the agreement in writing, on the matters to be included in the award".

A change was made in the above rules regarding setting up of a committee for finalisation of rates. On September 29, 2001, revenue department through Principal Secretary (Revenue) vide letter no. 1718/1-13-2001-20/124/2001-Rev-13 informed Commissioner, Industrial Development, Uttar Pradesh; Principal Secretary, Housing, Uttar Pradesh; All Divisional Commissioners; All District Magistrates about the said change. The committee will be chaired by District Magistrate and will have the following members:

1. Authorised representatives of the acquisition body / department as Member Coordinator
2. Additional District Magistrate (Finance/Revenue) and District Registrar as Member
3. Concerned Sub Registrar also as member.

The letter also says that above mentioned committee will provide proper justification of the rates arrived at through mutual agreement and will send the same to Divisional Commissioner for ratification.

#### 4.4.4 METHOD TO BE FOLLOWED IN UPSRP-II

Under UPSRP-II, consent award will be followed as per "The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997" (refer annex 4.2). In case some landowner refuses to come for negotiation, replacement value will be given by topping up compensation by productive grant asset, which is primarily the difference between the compensation and replacement value.



**Chapter 5**

## 5 ABOUT THE STATE AND SURVEY RESULTS

### 5.1 Socio-Demographic Profile of the State

#### 5.1.1 DEMOGRAPHY

Uttar Pradesh constitutes one of the largest states in India and the state itself represents one of the largest self-governing areas in the world in terms of population. The State of Uttar Pradesh, whilst fourth largest in India in geographical land area, has a population that is estimated to be of the order of 170 million people, a figure superseded by only six countries in the world.

The 1991 Census recorded a figure of 139 million people, which, with a total land area of 298,000 square kilometres, represented an average population density of 473 persons per square kilometre. The population growth rate between the 1971 and 1991 census has remained constant at 2.3 percent per annum over this twenty-year period. Based on this population growth rate, average population density is calculated to have increased by some 22 percent to over 570 persons per square kilometre.

Table 5.1 shows the regional summary of population and population density, as per the 1991 Census, together with population data for the preceding four Census periods and the corresponding inter-census growth rates. This population spread reflects the fact that most of Uttar Pradesh is characterised by the flat, fertile plains of the sub Terai lowlands, conducive to farming and agriculture. The less densely populated hills and mountains are confined to the southwestern and northwestern parts of the State respectively.

**Table 5.1 Uttar Pradesh: Population and population growth rates by economic region**

Economic Region	Population by Census Year (in Thousands)					Population Density (Persons/sq.)	Decennial Growth Rate, Percent per Annum			
	1961	1971	1981	1991	2001		1961-1971	1971-1981	1981-1991	1991-2001
Hill	3,106	3,822	4,836	5,926	7,876	128	2.1%	2.4%	2.1%	2.4%
Western	25,668	31,313	39,349	49,545	61,672	712	2.0%	2.3%	2.3%	2.6%
Central	13,188	15,743	19,595	24,187	30,886	631	1.8%	2.2%	2.1%	2.4%
Bundelkhand	3,498	4,290	5,429	6,29	7,31	398	2.1%	2.4%	2.2%	2.5%
Eastern	28,281	33,169	41,652	52,721	64,888	811	1.6%	2.3%	2.4%	2.7%
Uttar Pradesh	73,746	88,341	11,0862	139,112	166,053	689	1.8%	2.3%	2.3%	2.6%

*Note: Differences in totals are due to rounding*

*Source: Uttar Pradesh At A Glance 1998; Census handbook- 2001*

The state of Uttar Pradesh is characterized by a relatively large number of small villages with half of the State's population living in villages of less than 2,000 inhabitants in 1981. When settlements with a population of less than 5,000 people are included, then as much as 80 percent of the Statewide population is accounted for. As is the trend in developing countries worldwide, the extent of urbanization is rising. This is evidenced by the increase to 41 (in 1991) of the number of urban areas in Uttar Pradesh having a population in excess of 100,000 people (one Lakh persons). Urban growth has registered 3.3 percent per annum over

the period 1981-1991 whilst the annual growth rate in the rural population was 2.1 percent. The urban to rural split increased from a ratio of 18:82 to 20:80 during the corresponding ten years the major urban areas with a population agglomeration in excess of one million people (as of 1991) were the State Capital Lucknow, the industrial city of Kanpur in the southwest of the State, and the ancient city of Varanasi in the east. The regional rural: urban population split for 1991 is shown in Table 5.2.

**Table 5.2 Uttar Pradesh: Rural and urban population**

Economic Region	Population 1991 (Thousands)		Rural: Urban Ratio	Census Year	Uttar Pradesh Rural: Urban Ratio	
	Rural	Urban			Rural	Urban
Hill	4,638	1,288	78:22	1951	86	14
Western	36,491	13,054	74:26	1961	87	13
Central	18,449	5,738	76:24	1971	86	14
Bundelkhand	5,294	1,435	79:21	1981	82	18
Eastern	46,624	6,096	88:12	1991	80	20
Uttar Pradesh	111,496	27,616	80:20			

Sources: Uttar Pradesh At A Glance 1998; India At A Glance 1998

#### Regional Variations

As indicated in the Ninth Five Year Plan<sup>1</sup>, the State of Uttar Pradesh is broken down into five economic regions, these being the Hill, Western, Central, Eastern and Bundelkhand regions. Purely in terms of demography, the Eastern region is relatively disadvantaged in comparison to the other regions in that both higher population densities and decennial population growth rates have served to place greater pressures on agricultural productivity and output. The lower rate of urbanisation in the Eastern region (11.6 percent in 1991) compared with the Western (26.3 percent) and Central (23.7 percent) regions also reflects the poorer developmental trends in the east. The relative poverty of the eastern region is further evidenced by the published data on various socio-economic indicators, infrastructure facilities and per capita output. A summary of the data across the five main regions is shown, in indexed form as expressed relative to the value for Uttar Pradesh, for comparative purposes, in Table 5.3.

**Table 5.3 Selected socio-economic indicators by region**

Socio-economic Indicator	Hill	Western	Central	Bundelkhand	Eastern	Uttar Pradesh	
	Index					Index	Value
Pop. Density (persons/sq.km) (1991)	0.2	1.3	1.1	0.5	1.3	1.0	473
Percentage urban to total pop. (1991)	1.1	1.3	1.2	1.1	0.6	1.0	19.8%
Number of Hospitals and Primary Health Centres per 100,000 population (1993/94)	3.3	0.9	1.0	1.3	0.9	1.0	3.6
Literacy Percentage (1991)	1.4	1.0	1.0	1.0	0.9	1.0	41.6%

Government of Uttar Pradesh, State Planning Commission (1997). Ninth Five Year Plan 1997-2002 and Annual Plan 1997-98. Vol. 1 General Profile and Sectoral Reviews. October 1997.

Socio-economic Indicator	Hill	Western	Central	Bundel Khand	Eastern	Uttar Pradesh	
	Index					Index	Value
Number of Primary Schools per 100,000 population (1994/95)	2.6	0.9	1.1	1.3	0.9	1.0	55
Length of PWD roads per 100,000 population (1997/98)	3.4	0.9	0.9	1.5	0.8	1.0	61.0
Per capita power consumption (kilowatt hours) (1993/94)	1.3	1.2	0.8	0.6	0.9	1.0	188.2
Percentage of total area Irrigated to total area sown (1993/94)	0.5	1.2	1.0	0.6	0.9	1.0	67.0%
Average size of holding (hectare) (1990/91)	1.0	1.2	0.9	1.9	0.7	1.0	0.9
Gross Value of Agricultural Output per ha. of gross cropped area (Rs) (1992/93)	0.9	1.2	1.0	0.7	0.9	1.0	10,117
Per Capita Food grain Production (kg) (1993/94)	1.0	1.1	0.9	1.3	0.9	1.0	255.4
Gross value of industrial output (Rs /Capita) (1988/89)	1.3	1.6	0.9	0.3	0.5	1.0	1,235
Percentage of employed workers to total population (1991)	1.2	1.0	1.0	1.1	1.0	1.0	29.7%
Percentage of workers engaged in agriculture to total labour force (1991)	0.9	0.9	1.0	1.1	1.1	1.0	72.2%
Gross value of agricultural produce per rural population (Rs) (1992/93)	0.9	1.4	1.0	1.2	0.7	1.0	2,266

Sources: Government of Uttar Pradesh, State Planning Commission, Ninth Five Year Plan 1997-2002, Vol 1. (Pages 23 to 26); Public Works Department.

## 5.12 TOPOGRAPHY AND CLIMATE

Although Uttar Pradesh has three distinct physical divisions, the flat, low-lying Gangetic plains largely dominate the State. In the northwestern portion of the State is the Himalayan region and in the south to southwest lie the Southern hills and plateau. The Himalayan region includes several mountain ranges exceeding 7,000 metres (m) in altitude where the major rivers such as the Ganga and the Yamuna have their source. Up to 1,500m, rainfall is abundant and due to the excessive moisture, forests cover the lower mountain ranges and foothills. The hill areas are characterised by pasturelands.

The Gangetic plains lie largely between 100m and 300m above sea level. A narrow east-west belt, lying in the northern part of the State alongside the border with Nepal, constitutes what is known as the Terai, an area of marshland that was once unfit for human habitation.

The width of this Terai belt has diminished considerably since the 1950s due to intensive measures taken on both sides of the Uttar Pradesh/ Nepalese border to eradicate malaria and recover the land for agriculture. Outside of the Terai, the high fertility of the plains permits a two-crop cycle in both the winter and rainy seasons. The southernmost hills and plateau have scarce rainfall and high temperatures.

There are six types of vegetation in the State. In the high altitudes of the Himalayan region between 2,900m and 3,500m are the sub Alpine and Alpine forests with the Moist Temperate

forests being found at altitudes of between 1,600m and 2,900m. In the lower Himalayan foothills are Sub Tropical Pine forests. In the northern parts of the plains and the Terai area can be found Tropical Moist Deciduous forests, and in all parts of the plains in the western, central and eastern parts of the State are Tropical Dry Deciduous trees. Lastly, Tropical Thorny trees are found in the dry southwestern parts of Uttar Pradesh.

There are two major riverine systems in Uttar Pradesh. Although both the Ganga and Yamuna rivers originate in the Himalayan glaciers, their respective flows are determined by the Himalayas in the north and by the southern hills and plateau. The Himalayan Rivers are full almost all the year round and fill gradually with water from the melting snowfall in the summer, whereas the southern rivers dry up in the summer and are therefore more prone to rapid flooding in the rainy season.

There are three main climatic seasons in Uttar Pradesh, the winter months from October to February, the summer months from March to June and the monsoon period between June and September in which most rainfall takes place. Excepting for the very cold conditions and considerable snowfall experienced in the Himalayan mountain region, Uttar Pradesh is largely temperate in climate with temperatures ranging between 12 and 17 degrees Celsius in the winter period in January and exceeding the 40 degree Celsius mark in the summer months of May and June. The summer months, prior to the onset of the monsoon rains, are also characterised by hot winds blowing from the west. Average annual rainfall in most of the State, in the sub-Himalayan belt, is of the order of one thousand millimetres per year.

### 5.1.3 LAND USE

Land use in Uttar Pradesh is predominantly agriculture based. The breakdown of land utilisation in the State is shown in Table 5.4. The Remote Sensing Centre within the Department of Science and Technology has carried out limited aerial photographic surveys of selected urban areas such as Varanasi, but recent land use mapping for the State as a whole is not yet available. The most recent map based published information relating to land use is that contained in a detailed Planning Atlas of Uttar Pradesh<sup>2</sup>, which was published in 1987 and largely refers to the position prevailing in the State between 1981 and 1984.

Nonetheless, given that agricultural land holdings will have remained relatively unchanged over the past 15 to 20 years, such mapping provides a useful indication of the major land use activities in Uttar Pradesh.

A selection of pertinent maps reproduced from this Planning Atlas document, relating to physical relief, forest types, drainage, rainfall, land use and wasteland in Uttar Pradesh are shown in Chapter 8 which deals with the Environmental Impact Screening.

Table 5.4 Land utilisation in Uttar Pradesh 1996/97

Land classification	Hectares '000	Percent
Forest	5,150	17.3%
Barren and uncultivable land	978	3.3%
Land under non-agricultural uses	2,538	8.5%
Waste land	945	3.2%
Permanent pastures and grazing land	296	1.0%

<sup>2</sup> Planning Department, Government of Uttar Pradesh. Planning Atlas of Uttar Pradesh published by the Govind Ballabh Pant Social Science Institute, Allahabad, December 1987.

Land classification	Hectares '000	Percent
Area under trees and groves	513	1.7%
Current fallow land	1,067	3.8%
Other fallow land	832	2.8%
Net area sown	17,475	58.7%
<b>Total Land area</b>	<b>29,794</b>	<b>100.0%</b>

Source: Directorate of Agriculture, Government of Uttar Pradesh

## 5.1.4 ADMINISTRATIVE STRUCTURE

Under the Constitution of India, Uttar Pradesh has a Governor and a bicameral legislature or two Houses of Parliament, a Vidhan Parishad and a Vidhan Sabha, largely based on the British Westminster system. There is the Council of Ministers that is collectively responsible to the Vidhan Parishad, this Council being presided over by a Chief Minister who is appointed by the Governor. The Vidhan Parishad of Parliament comprises 426 members with 425 electoral constituencies. The maximum term of the Vidhan Parishad is five years after which elections must be held. The main business of this elected chamber is to enact legislation and grant funds for State Government expenditure. Budget estimates are put to the vote of parliamentary members. The business of the House is assisted by a number of legislative, financial and other committees.

A State Government Secretariat, based in the State capital Lucknow, assists and advises the Council of Ministers. This Secretariat, headed by a Chief Secretary and a hierarchy of Principal and other Secretaries, functions as the executive authority of the State Government through its various departments. Below the Secretariat and Heads of Department levels, the Divisional Commissioner is responsible, at divisional level, for law and order, administration, revenue collection and other matters. Each division comprises a number of districts in which a district officer, either the District Magistrate or the Deputy Commissioner, is responsible for all administrative affairs in the district. As at the end of 1999, there were 83 districts in Uttar Pradesh aggregated into 19 administrative divisions. For administrative purposes, districts are further disaggregated down into tehsils, blocks and villages.

## 5.2 Macroeconomic overview

### 5.2.1 STATE DOMESTIC PRODUCT

Uttar Pradesh, although the State supporting the highest share of the country's population, at approximately 16.4 percent, has consistently lagged behind national performance in key economic areas<sup>3</sup>. On the basis of per capita State Domestic Product (SDP) growth rates<sup>4</sup>, with occasional exceptions in the 1970s and the early 1990s, Uttar Pradesh has under-performed the all India series. The declining share of State Domestic Product compared to the National Domestic Product has been reflected in the State's Five Year Development Plan objectives of

<sup>3</sup> In 1987/88, the percentage of the population officially regarded as falling below the poverty line was 35 percent. (Ninth Plan Vol 1, page 33) making Uttar Pradesh the fourth poorest State in the nation. Even the Ninth Plan refers to Uttar Pradesh as being "... rated as one of the most backward states ..." Ninth Five Year Plan 1997-2002, Vol 1, page 15 paragraph 71.

<sup>4</sup> Published data is usually expressed in terms of income. In this report, for purposes of being consistent with international feasibility study reporting, this is referred to as State Domestic Product (SDP).

stemming this decline and endeavouring to keep pace with national projections of economic growth<sup>5</sup>. Historical data on SDP is shown in Table 5.5 and the sectoral breakdown, on the basis of industrial classification, is shown in Table 5.6 for 1996/97 and provisionally estimated for 1997/98.

**Table 5.5 Uttar Pradesh State Domestic Product (Constant 1980/81 Prices)**

Year	Total (Rs million)	Year on Year Change	Per Capita (Rs)
1980-1981	140,118		1,278
1981-1982	143,480	2.4%	1,276
1982-1983	154,690	7.8%	1,344
1983-1984	160,760	3.9%	1,364
1984-1985	163,312	1.6%	1,354
1985-1986	169,710	3.9%	1,375
1986-1987	177,060	4.3%	1,402
1987-1988	185,060	4.5%	1,433
1988-1989	209,190	13.0%	1,584
1989-1990	215,009	2.8%	1,593
1990-1991	227,797	5.9%	1,652
1991-1992	228,729	0.4%	1,627
1992-1993	231,192	1.1%	1,615
1993-1994	236,923	2.5%	1,626
1994-1995	243,205	2.7%	1,641
1995-1996	249,382	2.5%	1,654
1996-1997	267,847	7.4%	1,748
1997-1998	274,000	2.3%	1,757

Source: Economics and Statistics Division, State Planning Board, Government of Uttar Pradesh

Within the primary and secondary sectors of the economy, the major contributors are understandably agriculture and manufacturing respectively, whereas in the tertiary sector, the contribution to SDP is more diluted, the key performer being trade and commerce. Table 5.7 shows the year on year change for the primary, secondary and tertiary sectors in the four-year period up to 1998. The structure of the labour force is also a reflection of Uttar Pradesh's relatively poor economic performance vis-à-vis other major States and the continued reliance on agriculture to support much of its population. The agricultural sector accounts for nearly three quarters of the work force and the share of workers in industry was nine percent according to the Census records.

<sup>5</sup> In constant (1980/81) prices, the gap in per capita incomes had steadily risen from 22 percent in 1980/81 to 33 percent in 1994/95. The difference in current price terms was marginally greater. (Uttar Pradesh Annual 1996-97, page 89; Ninth Five Year Plan 1997-2002, Vol 1, page 28). Per capita income in Uttar Pradesh in 1997/98, at current prices, was Rs 7,263.

**Table 5.6 Uttar Pradesh: State Domestic Product by economic sector (Rs million)**

Economic Sector	1996/97		1997/98*		1997-98 Prices
	Constant 1980-81 prices	Percent	Constant 1980-81 prices	Percent	
Agriculture and Livestock	112,246	41.9	105,791	38.7	442,290
Forestry	468	0.2	515	0.2	1,738
Fisheries	958	0.4	1,026	0.4	3,493
Mining and Quarrying	1,760	0.7	1,822	0.7	7,660
<b>Primary Sector Subtotal</b>	<b>115,432</b>	<b>43.1</b>	<b>109,154</b>	<b>39.9</b>	<b>455,181</b>
Manufacturing	40,839	15.2	42,070	15.4	153,915
Construction	8,038	3.0	8,376	3.1	55,453
Electricity, Gas and Water	2,360	0.9	2,402	0.9	28,731
<b>Secondary Sector Subtotal</b>	<b>51,237</b>	<b>19.1</b>	<b>52,848</b>	<b>19.3</b>	<b>238,099</b>
Transport and Communication	7,052	2.6	7,712	2.8	46,634
Trade and Commerce	35,952	13.4	37,796	13.8	168,390
Banking and Insurance	15,102	5.6	16,892	6.2	46,181
Immovable Properties and Housing	12,933	4.8	13,405	4.9	16,589
Public Administration	11,063	4.1	14,791	5.4	66,547
Other Services	19,075	7.1	21,057	7.7	93,427
<b>Tertiary Sector Subtotal</b>	<b>101,177</b>	<b>37.8</b>	<b>111,653</b>	<b>40.8</b>	<b>437,768</b>
<b>All Economic Sectors Total</b>	<b>267,846</b>	<b>100.0</b>	<b>273,655</b>	<b>100.0</b>	<b>1,131,048</b>

Note: \*provisional

Source: Economics and Statistics Division, State Planning Board, Government of Uttar Pradesh

**Table 5.7 Percentage change in State Domestic Product 1993/94 - 1997/98**

Economic Sector	1994/95 on 1993/94	1995/96 on 1994/95	1996/97 on 1995/96	1997/98 on 1996/97
Primary	2.2%	-0.2%	9.8%	-5.4%
Secondary	3.6%	4.4%	6.9%	3.1%
Tertiary	2.7%	4.8%	5.0%	10.4%
All Sectors	2.7%	2.5%	7.4%	2.2%

Source: Economics and Statistics Division, State Planning Board, Government of Uttar Pradesh

In investment terms, Uttar Pradesh has, relative to its size with regard to being the most populous State in India, historically suffered from receiving a disproportionately lower share of both public and private sector funding. In the public sector domain, this is in terms of both previous Five Year Plan outlays, the share of the State in the total outlay of the country has ranged between five and seven percent. Central government non-departmental undertakings also show the share of Uttar Pradesh in these investments ranged between five percent in 1980/81 and nine percent in 1992/93. The disproportionately low portion of investment funds attracted by the State has also been reflected in commercial bank advances and disbursements of private corporate sector loans.

## 5.2.2 EIGHTH FIVE YEAR PLAN (1992/93-1996/97)

The Eighth Plan (1992/93-1996/97) was formulated against the relative performance of the State in the preceding Fifth, Sixth and Seventh Plan periods and the need, to maintain good rates of overall economic growth in line with the national economy. The Fifth Five Year Plan (1974/75-1978/79) marked, for the first time since national planning began in 1951, an upward turning point in Uttar Pradesh's historical economic performance, which up to that time had been characterised by stagnant agricultural growth.

Both the agricultural and manufacturing sectors respectively recorded annual growth of 5.7 percent and 9.4 percent and the economy as a whole, 5.7 percent per year. This overall growth was matched in the Seventh Five Year Plan (1985/86-1989/90), underpinned by manufacturing (11 percent per annum) and the tertiary sector since agricultural growth slumped to 2.7 percent per annum. The Eighth Plan therefore envisaged a broad growth profile and continued trend with targeted annual overall growth of six percent and sectoral growth targets of over four percent per annum for agriculture and ten percent per annum for manufacturing.

Actual economic performance however fell significantly below the desired targets with per capita growth being marginal. Overall growth was just 2.4 percent per annum over the four years to 1996 with agriculture recording annual growth of 1.5 percent and manufacturing 3.3 percent. Average annual population growth between 1981 and 1991 was 2.3 percent. For the country as a whole, average annual economic growth was in excess of six percent during the Eighth Five Year Plan period.

The decline in agricultural output was partly due to reduced fertiliser use and limited increase in irrigation potential, as well as to adverse climatic conditions. Lower food grain productivity in Uttar Pradesh, by comparison with the other two principal food grain producing States in India - Punjab and Haryana - is largely due to the relative insufficiency in permanent irrigation facilities<sup>6</sup>. Manufacturing industry has been hindered by erratic power supplies and shortfalls in electricity generation and installed capacity to meet required demand.

To some extent, the poor economic performance in the Eighth Plan period has been due to the relatively substantial shortfall in expenditure against the Plan's approved outlay, which was particularly marked in the agricultural, irrigation and energy sub-sectors<sup>7</sup>. These shortfalls in expenditure in turn reflected on the State's inability to mobilise resources from various funding sources.

## 5.2.3 NINTH FIVE YEAR PLAN (1996/97-2001/02)

The increasing disparity in economic growth in Uttar Pradesh and the country as a whole during the Eighth Plan period meant that the per capita income gap widened even further by some eight-percentage points. In order to break this trend and taking into account the structure of the local economy within Uttar Pradesh, the State's Ninth Five Year Plan has

<sup>6</sup> In 1992/93, the gross irrigated area as a percentage of gross area sown was 62 percent in Uttar Pradesh as against 95 percent in Punjab and 76 percent in Haryana. Average foodgrain productivity in 1992/93 was 1.8 tonnes (t) per hectare (ha) in Uttar Pradesh, 3.6 t per ha in Punjab and 2.6 t per ha in Haryana. (Ninth Five Year Plan 1997-2002, Vol 1, page 39).

<sup>7</sup> In constant 1991/92 prices, the shortfalls were 27 percent for agriculture, 45 percent for irrigation and 35 percent for energy.

been formulated in an attempt to arrest the historical State: Nation disparity in per capita income levels.

Although the agricultural sector is the largest in the Uttar Pradesh economy, both in terms of its contribution to GDP (42 percent in 1996/97) and its share of the labour force (72 percent), the fact that there are a relatively large number of marginal land holdings which are uneconomic<sup>8</sup> and that a large proportion of the agricultural labour force is estimated to be surplus to requirements and grossly underemployed<sup>9</sup>, means that the sector has limited scope for raising employment levels. Whilst increased agricultural development nevertheless remains as one of the Plan's main objectives, within which rural development is to be accelerated through greater diversification from low to higher value crops, particular emphasis has been placed on the need for more infrastructure development especially in the irrigation and power sub-sectors. Irrigation and power are crucial to the continued growth and development of agriculture and manufacturing, in the former case to enable greater exploitation of ground water resources from tube wells, and the latter for industry.

In order not to increase the disparity in per capita income levels between Uttar Pradesh and the country as a whole, the targeted rate of economic growth for the State over the five-year period to 2002 has been projected to be the same as that targeted for India, namely seven percent per annum. The Ninth Five Year Plan has been prepared against a background in which a marked dip in economic performance occurred during the Eighth Plan period following relatively good trend growth of, on average, 5.2 percent per annum over a fifteen-year time frame between 1974/75 and 1989/90<sup>10</sup>.

Although the Eighth Plan as a whole saw a sharp decline in average growth, to 2.9 percent per annum, the latter part of the Plan period was characterised by much stronger growth than in the first two years it is against this rising growth trend that the Ninth Plan targets have been justified.

The overall annual growth target of seven percent is underpinned by continued high growth in the agricultural sector and especially in the manufacturing sector, as follows:

Primary sector:	Agriculture	5.1 percent per annum
Secondary sector:	Manufacturing	12.0 percent per annum
Tertiary sector:	Other	6.8 percent per annum
All sectors:		7.0 percent per annum

Whilst the Uttar Pradesh economy will continue to be heavily reliant on the agricultural sector in the medium term, the high growth target for the manufacturing sector has reflected the need for greater diversification in the economy, in order to fuel higher overall economic and per capita income growth as achieved in those States with strong industrial bases. Comparative data for selected States in India on the relative shares of State Domestic Product for the agricultural and manufacturing sectors in 1995/96 are given in

<sup>8</sup> Agricultural holdings of less than one hectare.

<sup>9</sup> Estimated to be between 27 and 30 percent. Ninth Five Year Plan 1997-2002, Volume 1, pages 62 and 74.

<sup>10</sup> The Fifth, Sixth and Seventh Five Year Plan periods.

**Table 5.8 Agricultural and manufacturing share of State Domestic Product 1995/96**

State	Agriculture Share of SDP Percent	Manufacturing Share of SDP Percent
Uttar Pradesh	41.5	15.1
Haryana*	41.0	21.0
Punjab*	45.0	20.2
Maharashtra**	16.6	29.2
Gujarat**	18.5	33.8

Note: \* Haryana and Punjab, like Uttar Pradesh, have strong agricultural bases;

\*\* Maharashtra and Gujarat have strong industrial bases.

Sources: India At A Glance 1998, Page 81; Government of Uttar Pradesh, State Planning Commission, Ninth Five Year Plan 1997-2002, Vol 1 (Page 83).

A summary of the growth targets for the various economic sectors is given in Table 5.9.

**Table 5.9 Uttar Pradesh: Ninth Plan growth targets by economic sector**

Economic Sector/ Variable	Unit	1996/97	2001/02	Annual Percentage Growth
<b>Crop Production:</b>				
Total Food grains	Tonnes '000	42,494	54,500	5.1%
Oilseeds	Tonnes '000	1,604	2,500	9.3%
Sugarcane	Tonnes '000	124,841	162,500	5.4%
Potato	Tonnes '000	8,400	9,720	3.0%
Horticulture	Tonnes '000	24,078	29,295	4.0%
<b>Livestock/Fisheries Production:</b>				
Milk	Tonnes '000	12,388	17,395	7.0%
Eggs	Number million	700	1,127	10.0%
Wool	Kilograms '000	2,065	2,635	5.0%
Fish	Tonnes '000	150	200	5.9%
Agricultural Bank Credit	Rs Crore	1,300	2,319	12.3%
Electricity (installed capacity)	MW	8,639.52	9,686.52	2.3%
Water Supply (urban and rural)	Population, million	119.4	154.5	5.3%
Irrigation Potential	Hectares '000	7,043	8,043	2.7%
Tourism*	Number	33,807	85,438	8.8%

Note: \* growth based not on projections but on historical data between 1988 and 1998

Source: Government of Uttar Pradesh, State Planning Commission, Ninth Five Year Plan 1997-2002, Vol 1. (Pages 78, 82, 170, 178, 182, 193, 233, 438, 445).

In order to achieve the required growth targets set out in the Ninth Plan, the proposed public sector funding outlay has focused on those key infrastructure sub-sectors - transport, energy and water supply - that are prerequisites for both continued expansion of the primary, agricultural sector and inward investment to the secondary, manufacturing sector. Roads, power and irrigation in combination account for 44 percent of the planned public

sector outlay as shown in the breakdown of the sectoral allocation set out in the Ninth Plan, in table 5.10.

**Table 5.10 Uttar Pradesh Ninth Five Year Plan proposed public sector outlay**

Major Head of Development	Percentage
Agriculture	6.6%
Rural Development	10.2%
Irrigation	7.1%
Energy	16.3%
Transport	21.6%
(Roads)	(20.7%)
Water Supply	14.0%
Other categories	24.2%

Source: Government of Uttar Pradesh, State Planning Commission, Ninth Five Year Plan 1997-2002, Volume 1 (Pages 71, 75).

### 5.3 Economic growth forecasts

The Ninth Plan targets remain crucially dependent on substantial private sector investment funding, particularly in the power and industry sectors, as well as in the area of agricultural credit. The approved public sector outlay represents just one quarter of the total investment required by the Plan<sup>11</sup>. Whilst Uttar Pradesh's required share of the total gross investment for India as a whole may only be eight percent<sup>12</sup>, its ability to attract private sector investment will depend on its competitiveness vis-à-vis other major States in the country and the successful implementation of economic reforms within the State<sup>13 14</sup>. In this context, the World Bank led initiative on various sectoral reforms is particularly significant. The Bank has prepared an economic and fiscal study in which its multisectoral-lending programme is to be strengthened by an overall fiscal framework and governance reform programme<sup>15</sup>. As part of the various objectives to achieve this support programme, this Uttar Pradesh State Roads Project feasibility study constitutes one of the elements falling under the theme of Restructuring Infrastructure. Besides roads, the power and irrigation sectors, by virtue of their crucial role in generating economic growth, are the other two key focus areas of the Bank.

Notwithstanding the efforts being directed by the World Bank and other international aid agencies towards reducing poverty in Uttar Pradesh, one of the main risk areas lies in the limited capacity of the State to absorb the proposed investment and policy reforms. It is in

<sup>11</sup> Rs 186,000 Crore in 1996/97 prices. (Ninth Five Year Plan 1997-2002, Volume 1, page 68).

<sup>12</sup> As envisaged by the Planning Commission's Approach Paper on the Ninth Plan.

<sup>13</sup> Like Uttar Pradesh, the state of Gujarat has a 70:30 private: public sector investment ratio for its planned financial outlay. The major initiative created by the Gujarat Government has been the Gujarat Infrastructure Agenda – Vision 2010, with its emphasis on augmenting infrastructure facilities as well as the commercialisation of infrastructure projects in the transport and power sectors. Of critical importance towards realising its ten year proposed investment programme (Rs 117,000 Crore in 1999/2000 prices), the Gujarat Government has legally set up an Infrastructure Development Act to protect investors' interests. (Times of India sponsored feature on Gujarat, "Stability leads to Progress", 26 January 2000).

<sup>14</sup> The forthcoming budget session of the Uttar Pradesh State Assembly proposes the setting up of an infrastructural development fund to "create an atmosphere conducive to the growth of industries in the state." (Times of India, 24 February 2000).

<sup>15</sup> India: Uttar Pradesh State Assistance Strategy, Revitalizing Government to Reduce Poverty, October 1999.

this context that caution needs to be applied in determining future growth rates in the economy, particularly as much of the Ninth Plan growth targets are dependent on investment from the private sector. The immediate short-term predictions for the national economy are for growth in Gross Domestic Product of six percent, slightly down on the 6.8 percent achieved in 1998/99. The uptake of excess industrial capacity in the domestic economy allied with recovery in East Asian countries and an expansion in the volume of world trade have created an environment more favourable to robust growth in the short to medium term<sup>16</sup>. Generating private sector investment in the secondary sector, whether in agro-industry or in manufacturing directly, requires an enabling investor conducive environment to be in place particularly in terms of infrastructure provision in utilities and transport, and in terms of the free movement of, capital inflows and outflows<sup>17</sup>.

Whilst this may be a necessary condition for attracting private sector funding, difficulties may still arise in project implementation and operation, which lie outside the control of the State Government and the State Development Corporations. This will be the case where private sector investors experience financial problems and cash flow difficulties during or after project set up. It should be borne in mind that, notwithstanding potential changes in Uttar Pradesh's investor climate in respect of political and/or economic instability, the projected growth rates put forward in the Ninth Five Year Plan are susceptible to these external influences. They should be seen therefore as optimum growth targets assuming favourable and stable investment conditions, both within Uttar Pradesh itself and externally in the investing company environments.

For the short to medium term, Table 5.11 sets out the different assumptions that have been made for three alternative growth scenarios.

**Table 5.11 Uttar Pradesh: Economic growth scenarios 2001-2010**

Growth Scenario		Assumptions
High	Optimum growth	Stable political and economic macro environment; Successful implementation of World Bank fiscal and governance reform programme; Successful implementation of privatisation initiatives in infrastructure and other policy and institutional reforms in health and education
Medium	Positive growth	Fluctuations in the national economy; Upward growth outlook in the national economy; Positive measures being taken to promote inward investment in U.P.; Continued dependence on agriculture as important contributor to GDP and associated vulnerability to external forces
Low	Trend growth	Limited private sector investment; Greater macroeconomic instability compared with other major States in India.

Source: Consultants' analysis

<sup>16</sup> Times of India: 1 February 2000; 4 February 2000.

<sup>17</sup> The Government of India recently decided to further open the Indian economy to foreign investment by allowing the free flow of foreign direct investment (FDI) in all economic sectors excepting a small negative list comprising six categories. (Times of India, 2 February 2000).

The annual State Domestic Product growth estimates for Uttar Pradesh, by principal economic sector, and by economic region are given in Table 5.12.

**Table 5.12 Annual SDP economic growth estimated by major sector 2001-2010**

Economic Sector	Growth Scenario		
	Low	Medium	High
Primary	2.9%	4.0%	5.1%
Secondary	3.9%	7.8%	12.0%
Tertiary	5.2%	6.0%	6.8%
Growth expected per year in all sectors	4.0%	5.5%	7.0%

Source: Consultants' analysis

**Table 5.13 Annual growth estimated by economic sector and region 2001-2010**

Medium Growth Scenario

Economic Sector	Economic Region					Uttar Pradesh
	Hill	Western	Central	Bundel-Khand	Eastern	
Primary	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Secondary	1.0%	8.1%	8.0%	8.0%	8.1%	7.8%
Tertiary	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
All sectors	4.2%	5.6%	5.6%	5.6%	5.6%	5.5%

Note: The sectors have been weighted by contribution to SDP and the regions weighted by population.

Source: Consultants' estimates

Whilst primary and tertiary sector activities are largely evenly distributed throughout Uttar Pradesh, the great variation in growth rate estimated for the secondary sector reflects the expected impact of the industrial development corridor and growth area initiatives that have been identified in the State's industrial policy. Because of the inherent unpredictability in medium to longer term forecasting, forecasts of future growth in the economy are usually limited to the very short term, covering the next twelve to eighteen month period. Acknowledging these limitations in the forecasting process, estimates of longer-term future growth rates have been made with reference to historical trends in State Domestic Product (SDP). The data presented earlier in Table 5.5 shows that for the eighteen-year period between 1980 and 1998, the Uttar Pradesh economy grew on average at 4 percent per annum. This overall growth masked higher economic output in the 1980s, at 4.6 percent per annum, and a slowdown in growth in the 1990s, at 2.8 percent per annum. The last five-year period 1993-1998 however saw growth beginning to recover to the earlier higher levels, at 3.9 percent per annum. For the second half of the twenty-year feasibility study evaluation period, 2011-2020, a single, conservative estimate of economic growth, of four percent per annum, has been assumed.

#### 5.4 Census and socio-economic Survey Analysis

Successful implementation of Rehabilitation Action Plan (RAP) depends on appropriate and accurate census and socio-economic survey of Project Affected Persons (PAPs). Without these, there can be no measurement of precise impacts on the affected persons and therefore it becomes difficult to frame appropriate entitlement policies. Also, in the absence of surveys

it is difficult to measure the achievement or non-achievement of the basic objective of the RAP. Two kinds of surveys were taken up in course of the study:

- (1) Census verification survey;
- (2) Census socio-economic survey.

## 5.5 Objectives of the Census and Socio-economic Surveys

### 5.5.1 THE OBJECTIVES OF THE CENSUS VERIFICATION SURVEY WERE:

- To collect information regarding likely project impacts in order to facilitate designs of various components of RAP
- To set up a cut off date so as to monitor the influx of new people
- To desegregate the properties by type and identification of possible categories of entitlement.

### 5.5.2 THE OBJECTIVES OF THE SOCIO-ECONOMIC SURVEY WERE:

- To attach actual values to key indicators of the PAPs social and economic status and their vulnerability to socio-economic change due to the project.
- To assess use/dependence on common property resource
- To provide a benchmark for any further information needed to monitor and evaluate EPs in the future; and
- To provide further inputs in preparation of RAP

People who are not surveyed during the census will not be considered as PAP, as, the date on which the census survey was carried out will act as a cut off date. The cut off date will be used to establish whether a person located in the corridor qualifies as a PAP during the implementation of the various phases of the project. However, a person not enumerated during the census, but able to prove their stay in the project corridor, during the census survey will be considered for entitlement. Route wise dates of Census Survey is given below:

**Table 5.14: Route wise dates of Census Survey**

Route No.	Route Name	Start Month	End Month
3	Pilibhit - Khutar	April 2001	June 2001
4B	Lucknow - Bangarmau	July 2001	September 2001
6	Sitapur - Baharaich	June 2001	August 2001
7B	Azamgarh - Phephna	May 2001	July 2001
10A	Gorakhpur - Shahganj	July 2001	November 2001
11	Moradabad - Bazpur	August 2001	November 2001
16	Deoria - Ballia	April 2001	June 2001

### 5.5.3 CATEGORIES OF PROPERTIES AFFECTED WITHIN COI

The number of properties getting impacted within corridor of impact for phase II roads, bypasses and phase I intersections is 993. The various categories of impacted properties are as under:

**Table 5.14 Distribution of Private Properties by Category**

Routes		Residential	Commercial	Residential cum commercial	Agriculture	Others	Total
Pilbhit to Khutar 3	Total	4	78	3	10		94
	Legal		5		1		
Bangarmau to Lucknow 4B	Total	103	300	112	14	4	533
	Legal	22	65	23	4		
Sitapur to Baharaich 6	Total	79	928	94	62	16	1179
	Legal	12	139	14	12		
Azamgarh to Phephna 7B	Total	73	344	30	13	8	468
	Legal	11	52	4	3		
Gorakhpur to Shahganj 10A	Total	134	791	110	357	153	1544
	Legal	68	395	54	193	24	
Moradabad to Bazpur 11	Total	15	255	38	13	8	329
	Legal	3	71	13	2	1	
Deoria to Ballia 16	Total	74	525	19	30	22	670
	Legal	4	31	1	3		
<b>Intersection</b>							
Bhoganipur 14	Total	0	31	19		0	50
	Legal		5	4			
Ghatampur 14	Total	3	149	12		0	161
	Legal		21	2			
Chaudgramode 14	Total	2	72	15		0	87
	Legal		3				
Katra 7	Total	10	76	32		0	108
	Legal	1	8	3			
Katra 4	Total	0	46	1		0	47
	Legal		4				
<b>Bypasses</b>							
Ahiraula 10A	Total				312		312
	Legal				312		
Budhanpur 10A	Total			8	932		940
	Legal			8	932		
Bangarmau 4	Total				58		58
	Legal				58		
Gaurabadshahpur 18	Total				161		161
	Legal				161		

- Other Properties includes loss of trees, irrigation units, etc.

As the table above clearly shows that impact is primarily on commercial structures, though majority of them are temporary. This is primarily because commercial structures are always established along the highways for better business prospects.

**Table 5.15 Distribution of Community Properties by Category**

Community Properties	ROUTES							Total
	10A	11	7B	6	3	16	4B	
Hand pump	227	50	78	101	21	88	73	638
Temple/Shrine/Chabutra	19	6	13	11	6	12	15	82
Mazar	1	0	0	0	0	0	0	1
Police Station	2	3	0	2	5	2	0	14
Inter / Girl's College	1	0	0	0	0	2	0	3
Tube well	5	0	0	0	0	1	0	6
Well	7	0	7	1	0	12	21	48
Grave yard	1	3	1	0	0	1	0	6
Water Tap	5	2	0	1	0	1	1	10
School	5	0	0	1	0	2	1	9
Temple Plot	1	0	0	0	0	0	0	1
Pond	4	0	2	0	0	0	0	6
Water Tank	1	0	0	0	0	0	0	1
Mosque	1	1	0	0	0	1	1	4
Petrol Pump	0	1	0	2	1	0	0	4
Hospital	0	0	0	0	0	0	0	0
Statue	0	0	0	1	0	1	0	2
Bus Stop	0	0	0	0	8	0	0	8
<b>Total</b>	<b>280</b>	<b>66</b>	<b>101</b>	<b>120</b>	<b>41</b>	<b>123</b>	<b>112</b>	<b>843</b>

As the table above shows a total of 843 community properties are within the corridor of impact of which 638 are hand pumps and 94 are cultural properties. The number of community properties getting affected is highest in route no.10A.

**Analysis of Census and Baseline socio-economic Data**

A detailed socio-economic survey was conducted in conjunction with the census of the project-affected persons (PAPs) to profile the impacted project area and provide a baseline against which mitigation measures and support will be measured. For this purpose, comprehensive information related to people's assets, income, socio-cultural and demographic indicators, religious structures, and other sources of support such as common property resources were collected. The analysis has covered the needs and resources of different groups and individuals, including intra-household analysis and gender analysis. Table 5.16 below gives the distribution of affected persons and families within corridor of impact. The analysis is based on the cut off date for entitlement assigned in the project (the cut off date for the non title holder is the start date of census and for title holders it is the date of legal notification under section 4(1) of LA Act 1894). Despite the care taken to enumerate the number of PAPs as accurate as possible, there might have been a margin of error in the census.

**Table 5.16 : Distribution of Affected and Displaced Families**

ROUTE	COI		
	PAPs	PAFs	PDFs
Moradabad-Bazpur (11)	2128	588	50
Sitapur - Baharaich (6)	6324	1941	153
Lucknow- Bangarmau (4A)	2136	716	165
Pilibhit - Khutar (3)	363	106	21
Gorakhpur - Shahganj (10A)	7852	2133	651

ROUTE	COI		
	PAPs	PAFs	PDFs
Azamgarh - Phephna (7B)	1838	550	107
Deoria - Ballia (16)	2055	589	114
<b>TOTAL (A)</b>	<b>22696</b>	<b>6623</b>	<b>1261</b>
Gaurabadshahpur (18)	829	258	0
Bangarmau (4A)	283	87	0
Budhanpur (10A)	5270	1410	0
Ahiraula (10A)	1975	500	0
<b>TOTAL (B)</b>	<b>8357</b>	<b>2255</b>	<b>0</b>
Chaudagra modeSH (14)	107	32	8
Chaudagra mode NH(14)	171	46	11
Bhoganipur(14)	427	149	23
GhatampurNH(14)	71	23	6
Ghatampur Left SH	248	78	15
Ghatampur Right SH	266	98	17
Katra NH (4A)	82	26	7
Katra SH (4A)	94	26	8
Katra NH (7A)	272	80	14
Katra SH (7A)	135	34	9
<b>TOTAL (C)</b>	<b>1873</b>	<b>592</b>	<b>118</b>
<b>Grand Total</b>	<b>33010</b>	<b>9470</b>	<b>1379</b>

As shown in Table 5.16 above, a total of 9,470 families will be affected due to proposed road upgradation, which in turn will affect 33010 persons. Approximately 15% of the total affected families will be displaced either because of loss of residential property or commercial property. Although in no case entire agriculture land will be acquired, some of the agricultural plots will be adversely affected.

**Table 5.17: Distribution of PAFs and PDFs by Type of Loss**

Routes	Type of Impact	Type of Loss				Total
		Residential	Commercial	R+C	Agri. & Others	
Azamgarh to Phephana	Displaced	1	99	4	3	107
	Affected	85	397	35	33	550
Deoria to Ballia	Displaced	0	111	3	0	114
	Affected	64	452	16	57	589
Gorakhpur-Shahganj	Displaced	43	484	33	91	651
	Affected	186	1080	149	718	2133
Lucknow - Bangarmau	Displaced	0	154	11	0	165
	Affected	133	387	144	52	716
Moradabad-Bazpur	Displaced	0	38	12	0	50
	Affected	27	455	68	38	588
Pilibhit - Khutar	Displaced	3	18	0	0	21
	Affected	4	87	3	12	106
Sitapur-Baharaich	Displaced	0	153	0	0	153
	Affected	129	1518	155	139	1941
<b>Intersections</b>						
Chaudgramode	Displaced	0	18	1	0	19
	Affected	2	65	11	0	78
Bhoganipur	Displaced	0	18	5	0	23
	Affected	0	91	58	0	149
Ghatampur	Displaced	0	37	1	0	38
	Affected	3	181	15	0	199

Routes	Type of Impact	Type of Loss				
		Residential	Commercial	R+C	Agri. & Others	Total
Katra	Displaced	0	15	0	0	15
	Affected	0	51	1	0	52
Katra	Displaced	0	22	1	0	23
	Affected	10	73	31	0	144

As the table above shows, majority of those getting displaced will be losing commercial properties in both the sections viz., phase II routes and intersections of phase I. In bypasses, it is mainly agricultural land getting affected.

The key survey results in corridor of impact (which varies from 12 m in urban areas to 24 m in areas dotted with barren lands) are presented below. Results have been discussed in two broad heads viz., Socio-cultural characteristics and Economic characteristics or Resource Base: Instruments used for the survey are documented in Annex 5.1

### SOCIO-CULTURAL CHARACTERISTICS

This section of the report mainly deals with the demographic and social characteristics viz., sex ratio, family type, ethnic composition, religious groups, literacy and age group classification. These indicators later on will help in monitoring the effectiveness of Rehabilitation Action Plan.

Table 5.17 Demographic and Social Characteristics in Corridor of Impact

Characteristics	Routes (Phase II)						
	3	4B	6	7B	10A	11	16
<b>Demographic/Social</b>							
<b>Distribution of PAPs by type of sex</b>							
Male	193	1180	3414	984	4187	1148	1190
Female	170	985	2922	863	3687	980	877
<b>Total</b>	<b>363</b>	<b>2165</b>	<b>6336</b>	<b>1847</b>	<b>7874</b>	<b>2128</b>	<b>2067</b>
<b>Distribution of Families by Family Type</b>							
Nuclear	57	354	738	251	1103	190	442
Joint	38	207	434	224	455	134	236
Extended		1	19	2	8	5	4
<b>Total</b>	<b>95</b>	<b>562</b>	<b>1191</b>	<b>477</b>	<b>1566</b>	<b>329</b>	<b>682</b>
<b>Distribution of Families by Religious Groups</b>							
Hindu	77	462	892	320	1474	135	631
Muslim	18	99	339	157	92	194	51
Buddhism		1	1				
Sikh			5				
Christian							
Jainism			4				
Others							
<b>Total</b>	<b>95</b>	<b>562</b>	<b>1191</b>	<b>477</b>	<b>1566</b>	<b>329</b>	<b>682</b>
<b>Distribution of PAPs by social stratification</b>							
SC	9	19	74	79	93	7	17
ST	0		3	1	2		2
OBC	48	227	487	182	1155	108	440
General Caste	19	197	278	56	204	20	162
<b>Total</b>	<b>76</b>	<b>443</b>	<b>842</b>	<b>318</b>	<b>1454</b>	<b>135</b>	<b>621</b>

Distribution of PAPs by Marital Status							
Married	155	902	2729	880	3862	801	966
Unmarried	195	1202	3587	935	3989	1315	1085
Divorced	1	2	1		9	1	1
Separated	1	4	5		2		1
Widow	3	37	5	18	7	8	6
Deserted	8	18	9	14	5	3	8
<b>Total</b>	<b>363</b>	<b>2165</b>	<b>6336</b>	<b>1847</b>	<b>7874</b>	<b>2128</b>	<b>2067</b>

Distribution of PAPs by age group							
0 to 5 years	96	351	1180	330	1494	431	364
6 to 14 years	59	473	1295	389	1669	475	449
15-18	27	192	561	167	687	233	194
19-25	114	677	1966	516	2151	576	529
26-35	28	220	547	217	762	184	196
36-59	17	138	419	122	587	144	215
60 and above	22	114	368	106	524	85	120
<b>Total</b>	<b>363</b>	<b>2165</b>	<b>6336</b>	<b>1847</b>	<b>7874</b>	<b>2128</b>	<b>2067</b>

Distribution of PAPs by Literacy Level							
Illiterate	158	545	1753	546	2088	348	459
Informally literate	12	102	190	55	215	108	63
Schooling	42	267	1057	262	1301	476	277
Primary	30	292	793	234	1121	388	246
Middle	17	316	714	166	916	209	278
Secondary	2	166	355	140	412	90	188
Intermediate	5	73	280	89	327	78	143
Graduate		42	9	25			49
Post Graduate		7					
Professionals		4					
Others	1		5				
<b>Total</b>	<b>267</b>	<b>1814</b>	<b>5156</b>	<b>1517</b>	<b>6380</b>	<b>1697</b>	<b>1703</b>

Characteristics	Intersections (Phase I)				
	Bhoganipur (14)	Ghatampur (14)	Chaudgramode (14)	Katra (7A)	Katra (4A)
<b>Demographic/Social</b>					
Distribution of PAPs by type of sex					
Male	236	315	147	210	99
Female	191	270	131	197	77
<b>Total</b>	<b>427</b>	<b>585</b>	<b>278</b>	<b>407</b>	<b>176</b>
Distribution of Families by Family Type					
Nuclear	24	85	41	59	21
Joint	26	76	42	58	26
Extended		1	1	1	0
<b>Total</b>	<b>50</b>	<b>162</b>	<b>84</b>	<b>118</b>	<b>47</b>
Religion Type					
Hindu	38	108	52	78	32
Muslim	12	54	35	40	15
<b>Total</b>	<b>50</b>	<b>162</b>	<b>87</b>	<b>118</b>	<b>47</b>
Social Stratification					

SC	2	2	4	4	0
ST		0	0	0	0
OBC	22	62	26	48	20
General Caste	14	44	22	26	12
Total	38	108	52	78	32
<b>Distribution of PAPs by Marital Status</b>					
Married	170	254	104	165	66
Unmarried	243	313	164	226	105
Divorced		0	0	0	0
Separated		0	0	1	1
Widow	5	10	4	7	1
Deserted	9	8	6	8	3
Total	427	585	278	407	176
<b>Distribution of PAPs by age group</b>					
0 to 5 years	57	102	53	66	34
6 to 14 years	84	93	70	96	46
15-18	48	57	24	50	12
19-25	135	203	76	108	50
26-35	50	56	28	44	18
36-59	33	42	16	17	11
60 and above	20	32	11	26	5
Total	427	585	278	407	176
<b>Distribution of PAPs by Literacy Level</b>					
Illiterate	62	87	41	95	47
Informally literate	29	17	4	22	11
Schooling	47	59	28	56	26
Primary	72	77	57	54	13
Middle	85	101	42	59	27
Secondary	53	78	34	31	9
Intermediate	19	37	13	19	6
Graduate	3	27	6	5	2
Post Graduate					1
Professionals		0	0		0
Others		0	0	0	0
Total	370	483	225	341	142

Characteristics	Bypasses			
	Ahiraula (10A)	Budhanpur (10A)	Bangarmau (4A)	Gaurabadshahpur (18)
<b>Demographic/Social</b>				
<b>Distribution of PAPs by type of sex</b>				
Male	1041	2773	146	442
Female	934	2497	137	387
	1975	5270	283	829
<b>Distribution of Families by Family Type</b>				
Nuclear	237	472	13	61
Joint	61	101	32	48

Characteristics	Bypasses			
	Ahiraula (10A)	Budhanpur (10A)	Bangarmau (4A)	Gaurabadshahpur (18)
Extended	2	2	3	
	300	575	48	109
Hindu	298	563	28	47
Muslim	2	12	20	62
	300	575	48	109
SC	107	128	1	3
ST				
OBC	99	255	20	30
General Caste	92	180	7	14
	298	563	28	47
<b>Marital Status</b>				
Married	861	2537	104	373
Unmarried	1028	2573	162	430
Divorced	5			
Separated	6	4		2
Widow	45	98	11	17
Deserted	30	58	6	7
	1975	5270	283	829
<b>Age Group</b>				
0 to 5 years	352	777	35	138
6 to 14 years	442	1085	69	174
15-18	182	481	31	79
19-25	484	1471	77	239
26-35	234	647	30	76
36-59	140	440	20	69
60 and above	141	369	21	54
	1975	5270	283	829
<b>Literacy Level</b>				
Illiterate	464	1643	62	226
Just Literate	48	68	53	297
Primary	533	1278	49	159
Middle	515	991	55	60
Secondary	161	362	31	47
Intermediate	105	374	13	21
Graduate	115	325	10	16
Pgraduate	30	216	7	3
ITI	1	6	1	
Engineers	1	3	1	
Doctors	2	4	1	
Others				
	1975	5270	283	829

#### Sex Ratio

During the census survey, sex of every individual was recorded as it helps in identification of family and vulnerable category as per R&R policy. As the table above shows, over half of the PAPs are male. The sex ratio on an average was found to be 859 females against 1000 males. As compared to state figure of 898, sex ratio found in the project routes is quite low. (Refer table 5.18).

#### **Family Type**

The institution of joint family, which has been a characteristic feature of Hindu society from ancient times, is breaking down owing to various economic and social factors. Situation is somewhat similar in the project area where (Table 5.18) nuclear families were more dominating than any other family system.

#### **Religious Groups**

Data on religious groups were collected in order to identify religious minorities among the PAPs. As the table (5.18) above shows, only two faiths are professed in the study area viz., Hinduism and Islam. However, over four fifth of the PAPs following Hinduism makes it a dominating religion. Only two road sections where Islam dominated over Hinduism are route 11 (Moradabad - Bazpur) and Gaurabadshahpur bypass (route 18).

#### **Social Stratification**

Hindus in the project area as elsewhere, is based on the traditional four-fold caste system of Brahmin, Kshatriya, Vaishyas and Shudras. The first three categories belongs to higher caste where as the last category belongs to scheduled population. In order to identify vulnerable groups, it is important to record the social group affiliation of the PAP. The survey results (table 5.18) show that, the caste configuration across all the corridors shows that Other Backward Castes (OBC) is the dominating force followed by upper caste. As is true for the state, presence of tribes is almost negligible in the project area.

#### **Marital Status**

To identify affected families as per the R&R policy of UP State Roads Project, it is imperative to record marital status of PAPs, and more specifically of women PAPs.

According to survey results, number of unmarried PAPs is higher than married ones. Data for divorced, separated, widow and deserted was specifically analysed as they all form separate family as per R&R policy and are eligible for R&R assistance. Number of widows was found to be quite high in route 4B, Ahiraula and Budhanpur bypasses.

#### **Distribution of PAPs by Age Group Classification**

As per R&R policy, all males above the age of 18 years, irrespective of marital status will be considered as separate family and all women PAPs, above the age of 18 but unmarried will be considered as separate family. Age group classification also helps in assessing dependent and economically independent population.

In light of the above, PAPs were distributed in 7 age group categories as shown in Table 5.18. As the table shows, on an average over one third of the total PAPs in all the routes fall under the age category of below 14 years (Children). This shows large family size of the PAPs. Percentage of old and retired PAPs (60 or more than 60 years) is less than 8% across all the routes. This clearly indicates that average life span of the PAPs in the study area is quite low.

Since the definition of child labour restricts the age of child labour at 14 years, all those above the age of 14 and below the age of 60 has been considered under the category of "economically independent group" or "worker's group". As the table above shows, nearly three fifth of the total PAPs are under this category.

#### **Literacy Level**

Literacy level is a quantifiable indicator to assess the development status of any area/region. Higher the literacy rate, more developed the area would be. Secondly, in displacement induced development project, data on literacy level of PAPs helps in formulating alternative

income restoration schemes. Keeping this in mind, literacy level of PAPs was recorded during the Census Survey.

For recording literacy level, completed years of education have been taken. For e.g., respondent who failed to clear 10<sup>th</sup> standard has been considered as middle literate. Similarly respondent who failed to clear 12<sup>th</sup> standard has been considered as secondary literate. However, those who have attended school but failed to clear 5<sup>th</sup> standard, still have been considered as primary.

As the table 5.18 shows, little over one fifth of the total PAPs are illiterate which is much lower than state average of 43% and national average of 38%. Even among the literate PAPs, nearly one fifth have attained some level of literacy through non-formal education or just attended school without attaining education even upto primary level. Such PAPs can only put their signature or can read simple lines in local language. Even among the formally educated PAPs, one fifth has dropped out for some or the other reason after reaching 8<sup>th</sup> standard.

### RESOURCE BASE OF THE AFFECTED FAMILIES

This section of the report deals with the economic status of the Project Affected Persons (PAPs). The information presented below has been collected through both census as well as sample socio-economic survey. The economic indicators considered during the survey were usual activity, occupational pattern, average household income and expenditure, number of families below poverty line, asset holdings, etc.

Table 5.18 Resource Base of the PAFs

Resource Base	Routes (Phase II)						
	3	4B	6	7B	10A	11	16
<b>Enlistment</b>							
No. of HHs holding ration card	48	307	794	284	980	252	329
No. of HHs holding voter's list	56	332	862	312	1027	255	376
Households with legal document	5	89	163	61	565	107	45
<b>Facilities</b>							
No. of HHs with electrification	1	62	44	26	60	27	27
No. of shops with electrification	0	55	74	21	78	59	35
No. of HHs with tap connection	1		46		3	9	3
No. of shops with tap connection	0		14		2	4	
<b>Usual Activity</b>							
Worker	99	593	1846	479	2092	509	521
Non-worker		48	77	20	64	48	24
Household work	89	482	1336	429	1783	417	462
Student	44	491	1329	481	2143	572	590
Old / Retired	14	83	270	32	105	70	64
Non school going age	96	361	1182	336	1486	431	366
School going age child	21	89	294	66	190	77	35
Handicapped		18	2	4	1	4	5
Others							
<b>Total</b>	<b>363</b>	<b>2165</b>	<b>6336</b>	<b>1847</b>	<b>7874</b>	<b>2128</b>	<b>2067</b>
<b>Occupation</b>							
Agriculture	10	79	245	29	285	36	64
Agriculture Labour	8		120	2	10	3	2

Resource Base	Routes (Phase II)						
	3	4B	6	7B	10A	11	16
Allied Agriculture Activity		1	3	1	5	2	2
Non agriculture labour	10	25	223	52	394	96	44
Govt. Service	3	6	32	17	96	13	23
Private service	3	28	86	23	276	7	29
Trade & business	65	446	1120	345	1000	340	349
Professional		6	8	4	6	5	5
Others		2	9	6	20	7	3
<b>Total</b>	<b>99</b>	<b>593</b>	<b>1846</b>	<b>479</b>	<b>2092</b>	<b>509</b>	<b>521</b>
Average HH Income	23239.38	25304.68	36348.87	27894.99	32450.84	43915.95	18830.11
Average HH Expenditure	18106.38	20860.19	30239.82	18183.63	26229.2	37568.72	15636.64
No. of BPL families	40	120	136	102	245	27	377
<b>Type of Structure in ROW</b>							
Permanent	1	154	192	75	159	129	65
Semi-Permanent	5	130	241	44	643	153	90
Temporary	88	249	746	349	742	47	515
<b>Total</b>	<b>94</b>	<b>533</b>	<b>1179</b>	<b>468</b>	<b>1544</b>	<b>329</b>	<b>670</b>

Resource Base	Bhoganipur	Ghatampur	Chaudagra	Katra(7)	Katra (4)
<b>Enlistment</b>					
No. HHs holding Ration Card	26	97	49	69	27
No. HHs holding Voter's List	29	107	51	76	31
No. of HHs holding legal document		0	3	0	2
<b>Facilities</b>					
No. of electrified residences	0	6	3	20	1
No. of electrified shops	8	40	4	35	1
No. of HHs with tap connection		3	0	0	0
No. of shops with tap connection		4	0	0	0
<b>Usual Activity</b>					
Worker	116	160	62	104	48
Non-worker	15	20	4	7	3
Household work	95	142	57	88	34
Student	124	140	85	120	41
Old / Retired	15	18	11	8	4
Non school going age	57	97	45	58	34
School going age child	5	6	7	21	10
Handicapped		0	1	1	2
Others		0	0	0	0
<b>Total</b>	<b>427</b>	<b>583</b>	<b>272</b>	<b>407</b>	<b>176</b>
<b>Occupation</b>					
Agriculture	3	4	2	8	1
Agriculture Labour		0	0	0	0
Allied Agriculture Activity		0	0	0	0
Non agriculture labour		0	2	3	0
Govt. Service	2	2	0	0	0
Private service	1	7	1	1	0

Trade & business	109	146	57	88	47
Professional	1	1	0	4	0
Others		0	0	0	0
Total	116	160	62	104	48
Average HH Income	16260	22542.0233	16911.57	21617.43	22153.93
Average HH Expenditure	14638	17665.8467	15401.675	18392.06	17908.14
No. of BPL Families					
<b>Type of Structure in ROW</b>					
Permanent	4	25	5	21	5
Semi-Permanent	11	19	19	28	5
Temporary	35	118	63	69	37
Total	50	162	87	118	47

Usual Activity	Ahiraula (10A)	Budhanpur (10A)	Bangarmau (4A)	Gaurabadshahpur (18)
Worker	470	1306	69	203
Non worker	15	13	11	15
Hhwork	445	1284	5	192
Student	570	1625	91	227
Old/retd.	97	240	15	43
NSGAC	352	777	35	138
Handicapped	9	6	1	4
SGAC	16	18	5	6
Others	1	1		1
<b>Occupation</b>				
Agriculture	220	537	21	109
Agriculture Labour	1	1	4	1
Allied Agriculture Activity		6		2
Non agriculture labour	32	82	12	4
Govt. Service	48	228		6
Private service	114	312	3	40
Helping hand		2		
HH industry		1	4	8
T&B	55	112	25	33
Professional		2		
Squatter				
Others		23		
	470	1306	69	203
No. of HHs holding Ration Card	118	368	27	68
No. of HHs holding Voter's List	217	449	39	87
Average HH income	29876.35	31682	27541.25	24635.75
Average HH Expenditure	28569.26	29541.36	24145.83	23002.75
No. of BPL Families	109	111	27	65

#### Enlistment

It is important to record the data on enlistment, as it confirms the period of stay of a PAP. As the table above shows, percentage of PAPs holding ration card varies from 50 percent to

76 percent across all the routes. Similarly percentage of PAPs appearing on voter's list varies from 60 percent to 80 percent across all the routes.

#### **Development Factors**

Among the development factors, two indicators were considered, viz., electrification and tap connection. As the survey results shows, less than five percent of the households have electricity and tap water connection in their residential and commercial properties.

#### **Usual Activity**

It is important to record usual activity so as to assess whether PAP is gainfully employed or not. The activity the PAP is engaged in helps in formulating alternative income generation schemes. Accordingly activity where a person spends 8 or more than 8 hours in a day has been considered as usual activity for the respondent. Such activities may be directly economically gainful or may not be. Accordingly, PAPs have been classified into 8 categories as defined in Census of India.

As the Table 5.18 above shows, over one fourth of the total PAPs are engaged in some or the other kind of economically gainful activity and hence are in the category of workers. In rural areas, generally some kind of economically gainful activities are always available either in cultivation or non-agriculture labour activities run under various government poverty alleviation schemes. Still a small percentage of PAPs are reportedly non-workers or unemployed. Hence, such section of PAPs will require special attention during implementation phase of RAP. Over one fifth of the total PAPs reportedly are engaged in household chores and such PAPs are primarily women. Details about the household activities carried out by women PAPs are presented in chapter eleven on vulnerable groups.

#### **Occupational Pattern**

Occupational pattern of the PAPs are recorded to assess their skill so that they can be imparted training in the same trade for alternative income generating scheme. Secondly, occupational pattern helps in identifying dominating economic activity in the area.

As the survey results shows, trade and business (primarily petty shops) is the most common occupation found among the PAPs settled along the road. Nearly 60 percent of the PAPs are engaged in Trade and Business. This stands true for any state or national highway. However, on bypasses agriculture is the most followed occupation. These bypasses will be completely new alignment passing through villages situated away from the road, where like any other rural area agriculture remains the main occupation. Although small but still a significant percentage of PAPs are also government servants.

#### **Average Annual HH Income and Expenditure**

Annual income helps in identifying families below poverty line. During the survey income of a household through all possible sources was recorded. While calculating the average income, certain households having income in lakhs were omitted from the data base as such PAPs, though are having a small property on the project roads, they stay in the cities and runs other business. Accordingly, the average annual household income, as table 5.19 above indicates, varies from approximately Rs 16,700 to Rs 43,000. The various sources asked during the survey for calculating household income includes agriculture; allied agriculture activities; forestry; agriculture labour; non-agriculture labour; household industries; services; trade and business; profession; etc. Income from these sources was added up and weighted average was taken to arrive at average annual income figure.

The average annual expenditure is little less than the income and this is one reason why PAPs have some kind of saving. The various heads of expenditure asked during the survey included food; fuel; clothing; health; education; communication; social functions; etc. Like

income, in calculating average expenditure per family, expenses made against each head was added up and weighted average was taken up to arrive at average annual expenditure.

#### PAPs Below Poverty Line

Poverty line for the purpose of the project has been considered at annual income of Rs 24,000 per family. The survey result shows that percentage of BPL families varies from 5% to 45%. If all the project corridors are considered, little less than two fifth of the total families are below poverty line (refer table 5.19).

#### Construction Typology of the Structures

Nearly 70 percent of the structures getting affected are temporary in nature as per the construction typology.

#### Household Asset Structure of PAPs

Any development project brings about a change in the life style and the standard of living of the PAPs. Apart from immovable properties such as land and house, it also has an impact on movable properties. Any improvement in the economic conditions of the families is usually reflected in acquisition of these assets and similarly any adverse economic situation results in selling of these assets. The asset structure is an indicator of the economic strength of a particular family and its capacity to sustain the impact. The assets recorded during the sample socio-economic survey includes; livestock, household furniture, utensils, durables, etc.

**Table 5.19 Household Asset Structure (Average Unit holding per Family)**

Category wise HH assets	3	4B	6	7B	10A	11	16
Average Land holding (in acres)	1.24	1.1	3.78	0.69	1.63	2.88	1.62
Average financial asset (savings)	4682.23	3688.83	9714.37	5240.4	6098.43	6935.54	2692.76
Average HH debt	981.91	1283.3	1510.67	341.88	934.59	4683.89	254.48
Average no. of trees per HH	1.59	4.33	2.61	0.81	1.54	5.08	0.64
Fruit	0.15	3.85	1.29	0.55	1.07	1.55	0.29
Fodder	0	0	0.04	0.03	0.15	0	0.83
Fuel wood	0.48	0.01	0.39	0.48	0.44	0.41	0.1
Timber	1.44	0.47	1.32	0.26	0.48	3.52	0.36
<b>Durable Assets</b>							
TV/Tape/Radio	0.54	0.71	1.12	0.9	1.02	1.17	0.62
Bicycle/Motorcycle	0.56	6.53	2.66	0.93	2.43	1.06	1.39
Jewellery/watch	2.64	51.98	18.44	5.83	9.54	36.02	21.89
Furniture	1.71	17.88	7.86	10.15	18.99	5.81	14.89
Utensils	17.21	16.65	95.3	23.53	28.94	35.22	22.82
Bullock cart	0.06	0.05	4.73	0.01	3.93	0.01	0.34
Iron/ wooden plough	0.34	0.03	0.48	0.07	0.09	0.04	0.06
Hoe/Sickle	1.78	1.18	2.39	1.03	2.19	2.5	1.13
Tractor/Thresher	0.04	0.01	0.11	0.03	0.04	0.03	0
Cattle	0.32	0.42	3.16	0.53	0.79	0.28	0.32
Poultry birds	0.04	0.01	12.27	0.03	0.05	0.13	0.15
Goats/Sheep/Pig	0.23	0.11	0.38	0.05	0.14	0.12	0.07
<b>Irrigation unit</b>							
Well	0	0.02	18.85	0	0	0	0.02
Tube well	0.03	0.03	0.13	0.04	0.11	0.11	0.01
LI point	0	0	0	0	0	0	0.01

Category wise HH assets	Intersections				
	Bhoganipur (14)	Ghatampur (14)	Chaudgramode (14)	Katra (7A)	Katra (4A)
Average Land holding (in acres)	0.18	1.47	0.38	2.64	0.13
Average financial asset	1205	3690.42	3820.92	2415.62	2382.34
Average HH debt	0	1262.53	1310.81	250.00	710.785
Average no. of trees per hh	0	2.28	0.54	0.33	0
Fruit	0	1.47	0.25	0.33	0
Fodder		0.74	0	0.00	0
Fuel wood		0.74	0.05	0.00	0
Timber		0.81	0.29	0.00	0
<b>Durable Assets</b>					
TV/Tape/Radio	0.54	0.93	0.75	0.80	0.81
Motorcycle/Motorcycle	0.54	0.83	0.55	0.81	0.745
Jewellery/ watch	3.26	5.17	4.00	5.45	5.23
Furniture	4.12	6.35	8.64	7.75	7.675
Utensils	19.3	21.75	22.88	23.34	23.375
Bullock cart		0.04	0.00	0.36	0
Iron/ wooden plough		0.07	0.00	0.01	0
Hoe/Sickle	0.4	1.64	0.80	1.42	0.92
Tractor/Thresher		0.00	0.00	0.02	0
Cattle		0.10	0.04	0.62	0.06
Poultry birds		0.00	0.00	0.00	0
Goats/Sheep/Pig	0.08	0.11	0.06	0.07	0.33
<b>Irrigation unit</b>					
Well		0.00	0.00	0.00	0
Tube well		0.03	0.00	0.05	0
LI point		0.00	0.00	0.00	0

#### Land Details

The table above indicates that average land holding for a family varies from less than a acre to 3.78 acres. Most of the agriculture land in the project area is unirrigated.

The average size of homestead land varies from 168 sq. m to 239 sq. m.

#### Trees

The table above clearly indicates that on an average a family owns 0.64 to 5 trees in the project area. Average fruit bearing tree ownership varies from 0.15 to 4. Situation is more or less similar for other trees.

#### Irrigation Units

Irrigation scenario is slightly better in route 6 as compared to other routes as on an average a family in route 18 owns 1.85 Irrigation wells, where as in other routes ownership of any kind of irrigation unit is less than one.

#### Other Durable Assets

Utensils and furniture are the most common household items used by every family across all the project corridors. This is mainly because of two reasons viz., apart from being most important items, are also the cheapest of all other durable assets used by a family. Among the expensive assets, number of jewellery and watches were found more than motorcycles, televisions, tape recorder and radios.

### Agriculture Implements

Small agriculture tools like hoe or sickle is possessed by all the families holding land followed by plough (either wooden or iron). Ownership of tractor and thrasher is also less than one per family in the project corridors.

### Livestock Ownership

The average number of cattle heads owned by a family varies from 0 to 3.18 in the project corridors. Similarly average number of poultry birds owned by a family varies from 0 to 12. Ownership of goats/sheep/pigs is almost negligible in the project corridors.

## 5.5.4 NEED FOR DATA UPDATE AND MECHANISM TO CONDUCT UPDATE

Since the census and socio-economic survey was conducted during April 2001 to November 2001 and RAP implementation usually starts at least one year after the RAP preparation, which implies that actual physical relocation of PAPs will be delayed by a year. Therefore, it is suggested that partnering NGOs entrusted with the responsibility of RAP implementation along with PWD, should conduct a Core Rapid Appraisal.

R&R Coordinator from PWD will supervise the entire exercise and this document would serve as revised baseline information for the PAPs finally getting affected by the project. However, for non-title holders the day of census survey (conducted during the preparation stage of the project) will remain as cut-off date. The mechanism to conduct update is given below:

Table 5.20 Core Rapid Appraisal Mechanism

Sl. No.	Technique	Method	Group Size	Staff Required	Time
1	Key Informant interview	Interview selected local with special knowledge or experience	10-25 per group	Interviewer observer & moderator	Selection plus 3 hours interview per village
2	Focus group	Specific topic discussed in open-ended group sessions	8-12 per group	Interviewer observer & moderator	2 hours per group per village
3	Community Interview	Open public meeting with prepared questionnaire	Large number (more than 20)	At least 2 interviewer	1 day per village
4	Structured direct observation	Observation of people and things plus individual or group interviews if desired	Large or small numbers	Team of 4 or 5	Several days
5	Informal surveys	Non probability sampling with open ended questionnaires	Sample size of 40-50 respondents	Team of 4 or 5 surveyors	One day per village



**Chapter 6**

## 6 COMMUNITY PARTICIPATION

### 6.1 Introduction

Public participation was undertaken to make explicit the social factors that will affect the development impacts of planned highway improvements and mediate project results. Through public participation, stakeholders and key social issues were identified and strategy was formulated. It included socio-cultural analysis and design of social strategy, institutional analysis and specifically addressed the issue of how poor and vulnerable groups may benefit from the project.

Participation is a process, through which stakeholder influence and share control over development initiatives and the decisions and the resources, which affects them. The effectiveness of R&R programme is directly related to the degree of continuing involvement of those affected by the project. Comprehensive planning is required to assure that local government, NGOs, host population and project staff interacts regularly, frequently and purposefully throughout all stages of the project. Participation of persons directly affected by projects is a primary requirement in development of R&R, if its programmes are to be suited to the needs of the resettled population. Their involvement vastly increases the probability of their successful resettlement and rehabilitation.

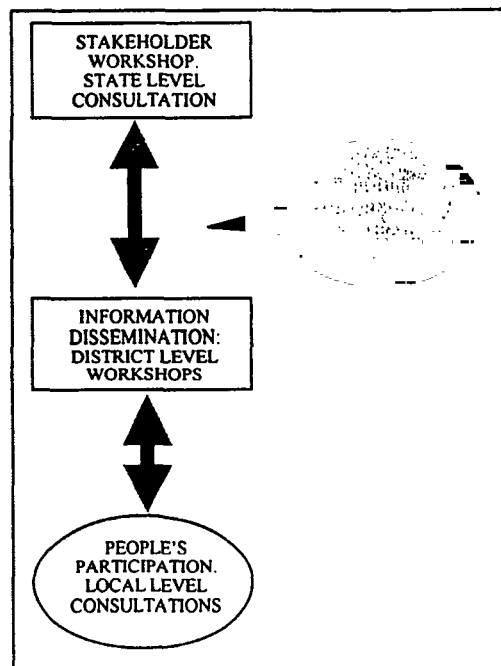
### 6.2 Consultation and Participation Mechanisms

Experience indicates that involuntary resettlement generally gives rise to severe problems for the affected population. These problems may be reduced if, as part of a resettlement program, people are properly informed and consulted about the project, their situation and preferences, and allowed to make meaningful choices. This serves to reduce the insecurity and opposition to the project which otherwise are likely to occur.

The project will therefore ensure that the affected population and other stakeholders are informed, consulted, and allowed to participate actively in the development process. This will be done throughout the project, both during preparation, implementation, and monitoring of project results and impacts.

During implementation and monitoring stage, information will be disseminated to project affected persons and other key stakeholders in appropriate ways. This information will be prepared in Hindi and local languages as required, describing the main project features including the entitlement framework. Consultation will be carried out in ways appropriate for cultural, gender-based, and other differences among the stakeholders. Where groups or individuals have different

Flow Chart 1 Levels of Consultation



views/opinions, particular emphasis will be laid on the views and needs of the vulnerable groups.

The Resettlement Action Plan provides detailed information regarding the consultation process. It describes information disclosure at preparation stage. The consultation process established during preparation stage of the project uses different types of consultation such as in-depth interviews with key informants, focus group discussions, seminars and meetings. The consultation program included, the following:

- Heads of households likely to be impacted;
- Household members;
- Clusters of PAPs;
- Villagers;
- Village panchayat
- Local voluntary organisations; and Community based organisation or Non Governmental Organisation;
- Government Agencies and Departments; and
- Major project stakeholders, such as women, tribal and ethnic communities, road-user groups, health professionals, and others.
- Distribution of project information sheet (enclosed as annex)

As part of the consultation process, women are given the opportunity to voice their views without the presence of men.

As part of the preparation for the project, state level workshop was conducted with participation from key stakeholders including local NGOs, academic institutions, government officials, and others. The purpose of the stakeholder workshop was to present and discuss the framework and approach to social impacts and resettlement, and to achieve agreement about implementation mechanisms and coordination among different groups and agencies.

The main objectives of the consultation program were to minimise negative impact in the project corridors and to make people aware of the road rehabilitation project. During the process efforts were made to ascertain the views and preferences of the people. The aims of community consultation were:

- To understand views of the people affected w.r.t to the impacts of the road
- To identify and assess all major economic and sociological characteristics of the village to enable effective planning and implementation and,
- To resolve the issues relating to affect on community property .

### **6.3 The process**

Consultation process was carried out at three different levels, viz.,

- State
- District, and
- Local or Village

#### **6.3.1 STATE LEVEL CONSULTATION**

An essential feature of the assessment process is consultation with local experts and stakeholders particularly those who will be most directly affected. Considering this a state

level workshop was held in Lucknow on 11<sup>th</sup> of February 2002. The participants included social and environmental scientists from research sector, non-government organisations, PWD representatives and PAPs from various project routes. The Workshop was divided into three sessions. Session I was generic introduction of the project, session II was presentation of social and environmental issues and session III was open discussion on social and environmental issues, where findings of the group discussions were summarised. The purpose of the workshop was to promote public awareness and understanding of proposed project actions and to notify stakeholders and others of opportunities to participate in consultations and the assessment process.

Planning for the workshop included contacts with numerous social and environmental NGOs and other project stakeholders to encourage participation. In order to make PAPs and NGOs to participate, open invitation was given through newspapers (one in Hindi local and one in English) for two consecutive days. Care was taken to ensure that newspaper selected have the widest circulation in Uttar Pradesh. Nearly 150 people attended the state level workshop. Newspaper clipping for invitation is annexed.

At the State Level, consultation process also included consultation with representatives of key project stakeholders and in-depth discussion with PWD / PWD representatives, agencies concerned with highway safety and health conditions and NGOs working on highway associated diseases.

#### **Issues Discussed in State Level Workshop**

The issues discussed in the workshop is summarised below:

- The main emphasis was that compensation should be on the basis of "land for land" and "house for house". Compensation for other immovable assets should be paid timely and on replacement value. The location and type of land is important and should not be allotted in fragments.
- Encroachment also figured as an important issue. Several PWD representatives questioned the sustainability of encroachment free roadway. They also feared that compensation/assistance paid to squatters and encroachers would set a precedent and that would lead to further encroachment on public ROW on other state and national highways.
- Representative of "Kannaudia Seva Sansthan", Mirzapur suggested that Self Help Groups (SHGs) be formed for every 5 to 6 kms to check encroachment on public ROW. Another NGO representative suggested involvement of gram panchayat in restricting encroachment.
- Physical relocation and resettlement was discussed in length. Participants were of the view that displacement should be avoided and in case it is unavoidable, social fabric of the persons relocated should be maintained by moving them along with their peer groups. Efforts should be made to prevent loss of access to livelihood and PAPs need to be fully involved in relocation planning and process right from the project inception stage. The time factor in any resettlement is crucial. Participants expressed their concern about the failure of various relocation projects and said that resettlement should precede demolition of structures.
- Every participant expressed concern about the safety of people staying along the highways and especially of children, women and cattle. Some NGO representatives suggested that IEC materials be put up on the roads in local language. Awareness about

traffic safety is must. Hence TOR for NGO should contain this aspect as well. Representative of "Kannaudia Seva Sansthan", Mirzapur suggested that project should provide retrieval vehicles, ambulances, etc. Rescue points should be made at a reasonable interval equipped with para-medical staff.

- Project Director informed the gathering that a pilot project on road safety will be shortly implemented in Lucknow where all police stations will be linked through local/wide area network and every police station and few selected NGOs will be provided with ambulances by transport commissioner. Some thing on the similar lines can be planned for the project also. He also informed the gathering that a study on road safety will be carried out by a Swedish firm specifically for the project.
- Representatives from NGO, currently involved in RAP implementation for Third National Highways Project of National Highways Authority of India said that number of PAPs always goes up once RAP implementation starts. He was of the view that period between preparation and implementation of RAP should be minimised. Secondly, NGO contracted for implementation of RAP should carry out a verification survey before compensation is paid to the affected persons.
- Care should be taken in shifting of sacred trees, shrines and other religious or community structures in consultation with the local people. One of the NGO representative said that relocation of temples should be in pre-construction stage.
- People should be involved even in maintenance of roads. Project Director informed that PWD is already thinking on those lines. He further informed the gathering that Self Help Groups (SHG) will be formed in the villages along the roads and through village panchayat roads will be maintained. Initially, a pilot project, demonstrating the road maintenance process will be carried out by a private contractor and after that SHGs will take over. Project Director further said that same SHGs would help in restricting encroachment and squatting.
- Only local NGOs be contracted for RAP implementation and should also be trained for R&R. Project Director informed NGO representatives that an advertisement was published in local newspaper in all the concerned districts for NGOs to participate in RAP implementation (advertisement annexed). He also informed that training for R&R will be carried out and already two consultancy firms have been approached for training PWD staff on R&R.
- PAPs should be informed about both negative and positive impacts of the project and their views should be considered. Participants were of the view that unless PAPs are taken into confidence, sense of ownership towards the road will not develop among them and no body will come forward to maintain the roads.
- Participants expressed concern about the loss of trees due to widening of road. Project Director informed the gathering that PWD is planning for planting three rows of tree and the last row would be owned by the villagers who in turn will guard the first two rows thus also ensuring the safety and enhancing the survival rate of the trees. Participation from forest department suggested that local flora should be planted and assured to extend technical help to PWD. Forest department officials expressed their concern over the encroachment of reserve strip for plantation and suggested that a clause should be made indicating that up to a certain distance no habitation will be allowed. They also feared that biotic pressure on forest land would increase due to construction camp. Project Director informed the gathering that no camp will be allowed within the radius of 7km from the forest land.

- Lengthy discussion took place on the role and utility of Community participation. Quite a few participants were of the view that involvement of community creates unnecessary problem in the project and hence project gets delayed. PWD officials primarily represented this group. However, another large group strongly supported participation of local community in the project. PCC consultants informed the gathering that public consultations are ongoing process and will continue even during the construction phase through NGOs. Project Director requested PWD officials to look into positive aspect of community participation and also gave example of Moradabad bypass where land acquisition could not take place because of lack of community mobilisation.
- PCC consultants while presenting the social and environment findings emphasised on coordination between PWD, revenue and other line departments to ensure proper implementation of RAP. Representatives of various line departments agreed upon the fact that coordination is essential for the provision and maintenance of infrastructure to be created along the road and to provide respective services in rural areas.

Summary of State Level Consultations has been given in table 6.3.

### 6.3.2 DISTRICT LEVEL CONSULTATIONS

District Level consultations were conducted to solicit public and PAP inputs. These consultations were intended to prepare for district committees that will be established to support RAP implementation. Participants in District level consultations included District Magistrate, representatives of district level officials of line departments, NGOs, and PAP representatives apart from Project Director and PCC consultants. Notice was published in at least two local newspapers on the day of consultation and one day before the consultation was held, for general public to participate.

The objectives of district level consultations were:

- To expand awareness of the project among the public, local government, peoples' representatives and non- government organisations in areas impacted by phase I roads.
- To identify social and environmental sensitivities and other concerns in affected districts that should be considered during project design and planning.
- To review potential impacts of the project to date; measure taken to avoid, identified in social and environmental assessments reduce or mitigate adverse impacts and minimise displacement; and provisions of project's RAP
- To explain principles and procedures proposed for land acquisition, resettlement and relocation; and the compensation and assistance that will be provided to project affected persons, households and groups who may lose land or assets or suffer other losses.
- To introduce house-to-house surveys, asset verification, Videography, and village level consultations along project roads.
- Assure that local-level inputs are considered in project preparation.

#### Issues Raised During Consultation

- Safety was the paramount concern among the local population staying along the highway. Participants were informed that safety railings would be provided along the route in urban areas.

- Compensation was also discussed in detail in every meeting. General consensus was on replacement value for any immovable property acquired. Participants also suggested that compensation be paid in one single instalment so that the amount can be used in a fruitful manner. Project Director, however, informed in every meeting that though compensation will be paid in adequate number of instalments and in cash, R&R assistance would be paid through cheque. The amount will be directly deposited in the bank account.
- Participants also agreed that in case of displacement, resettlement colonies along with all basic amenities should be constructed before physical possession of properties of PAPs. Line department representatives assured all kind of support in providing basic amenities in resettlement colonies.
- On being informed that squatters will receive assistance under the project, apprehensions were expressed by participants from PWD in other road projects. They feared that this step would lead to further encroachment and squatting along the project roads as well as roads not covered under the project.
- Role of NGOs and participation was raised in every district. Every NGO representative present in the meeting expressed willingness to participate in RAP implementation. NGOs were of the view that three years period for implementation of RAP is too short especially for implementation of Income Restoration Schemes.
- District Magistrates and Chief Development Officers assured that local support would be provided during the implementation of the RAP.
- District Magistrate of Badaun requested for a bypass, which was agreed upon by Project Director. Similarly, DM of Ballia requested to extend the project road till the beginning of flyover in the city. Project Director however, expressed his inability to do so.

Summary of District level Consultation has been given in table 6.2.

### 6.3.3 LOCAL LEVEL CONSULTATIONS

PCC carried out local level consultations for phase II roads. Efforts were made to cover all those villages having major problems viz., relocation of religious structures or big market or residential area getting affected, etc. Both small and big habitations were covered in order to get representation of all the segments of affected population. More than one-group discussions were held in every village. The size of group was restricted to 10 to 15 so that every body gets the chance to express their views on the project. Separate group meetings were held for women. The objectives of local level consultations were to inform the affected persons about the project, R&R policy, to incorporate their views in the RAP/design and mitigation measures as suggested by them.

#### Methodology

Consultation team included one Socio-Economic Analyst specialised in qualitative data collection, two women community organisers, one investigator and one moderator. Data was collected through rural appraisal techniques viz., social and resource mapping and group discussions. Group discussions were carried out based on guidelines duly approved by PWD and the World Bank.

### Key findings of the local level consultations

The key findings of the local level consultations are as follows:

- Though participants were aware of the fact that road will be widened, but the people did not know details of the project.
- Bypasses were suggested in six locations viz., Gaura Badshahpur; Bangarmau, Budhanpur, Ahiraula, Khairabad and Ballia. Considering their demand, bypasses have been provided in all the location except for Ballia as the project road ends well before the city starts. Existing bypass at Khairabad will be widened and strengthened, thus avoiding fresh land acquisition. During the discussion people also marked the tentative location of bypass on the social and resource map of the village.
- Local population, though reluctant agreed for relocation of temples and other religious properties. It was agreed upon that site and process of relocation would be finalised by the local population. They were however; assured that all efforts will be made to avoid relocation of religious properties.
- PAPs were of the view that community should be consulted before the drawings of the roads are finalised. They were informed that team would come back to the village to disseminate information regarding finalisation of road design.
- Central widening came up as a major suggestion from the local population. Majority agreed that given the road condition, widening and strengthening is necessary.
- Compensation was the major issue in every discussion. Their fear of low compensation was allayed on being informed that one to one negotiation is being proposed in the project. Cash compensation is more preferred by the PAPs.
- Safety was major concern among the local population. Regarding safety issues, rumble strips or speed breakers was demanded at every major habitation and especially before a school or hospital.
- As regard to employment in the project, permanent job in PWD or with the contractor was preferred over temporary job during the project implementation. Majority of PAPs along the road are engaged in trade & business, but local population engaged as non-agriculture or a griculture labour agreed to work as labour with the contractor.

While finalising the design, views of the PAPs and outcome of state and district level workshop were considered which helped in reducing the number of PAPs.

Table 6.1 presents the issues raised, suggestions of PAPs and corresponding mitigation efforts.

**Table 6.1 Local Level Consultation Output**

Name of the Village	Issues Raised	Suggestions of PAPs (Response)	Mitigation Measures / Design Approach
<b>Pilibhit - Khutar (3)</b>			
KHUTAR CHAURAHA BLOCK KHUTAR Distt, Shahjahanpur (28.6.2001) Venue- House of Sukjeet Kaul	• Encroachment	PAPs agreed that they are encroachers but they also said that clear space of 8 to 12 m is available.	Assistance to vulnerable encroachers and squatters as per R&R policy
	• Widening option	Should be widened according to the land availability on either side of the road	Concentric Widening
	• Employment	Would prefer permanent employment either with PWD or contractor. Temporary employment with contractor was also agreed upon.	As per the policy, contractor to give preference to local population
	• Drainage	Provide drains on the both side of the road and internal road of the village	Drainage provided in all urban areas
	• Shifting of religions structure	Relocation should be carried out in consultation with village community	Will be relocated in consultation with the village community
	• Compensation	Cash compensation at replacement value	As per the policy, compensation will be provided at replacement value
	• Safety	In market place provide three breakers within a distance of 1 km along with the median and street light	Various safety signage will be provided. Footpath and safety railing in every urban area.
	• Civic Amenities	Sanitation, Drinking Water, Internal road be provided	Will be provided in resettlement colonies
GADHWA KHERA Block: Khutar Distt, Shahjahanpur (29.6.2001) Venue- Near Primary School.	• Encroachment	PAPs agreed that they are encroachers. Clear space of 13 m is available.	Assistance to vulnerable encroachers and squatters as per R&R policy
	• Widening option	Concentric Widening	Concentric Widening
	• Employment	Training be provided for Self employment. Employment with contractor or PWD	As per the policy, contractor to give preference to local population. NGO will provide training for self employment for eligible PAPs.
	• Drainage	Provide drain along with road to reduce water logging	Drainage provided in all urban areas

Name of the Village	Issues Raised	Suggestions of PAPs (Response)	Mitigation Measures / Design Approach
<b>Pilibhit - Khutar (3)</b>			
	• Compensation	Cash compensation at replacement value	As per the policy, compensation will be provided at replacement value
	• Safety	Speed breakers be provided at the both end of the village	Various safety signage will be provided. Footpath and safety railing in every urban area
	• Civic Amenities	School, Hospital, Sanitation, Drinking Water, internal roads	Will be provided in resettlement colonies
KAICH Block- Bharauri Distt. Pilibhit (29/6/2001) Venue- Private Primary School	• Widening Option	Concentric Widening as per the clear space available	Concentric Widening
	• Employment	Permanent employment either with the government or private	As per the policy, contractor to give preference to local population. NGO will provide training for self employment for eligible PAPs
	• Drainage	Provide drains on both side of the road	Drains provided in all urban areas
	• Compensation	Cash compensation at replacement value	Compensation will be provided at replacement value as per the policy
	• Safety	Speed breakers should be provided at both the ends of the village	Safety signage will be provided. Footpath and safety railing in every urban area
	• Widening Option	Clear space of 14m is available so road should be widened accordingly on either side	Concentric Widening
NAUMA PAGADIA Block : Khutar Distt. Shahjahanpur (30.6.2001) Venue- Near Temple	• Employment		As per the policy, contractor to give preference to local population
	• Drainage	Provide drain	Drainage provided in all urban areas
	• Shifting of religions structure	Village community should be consulted. Relocation site and process will be finalised by the community.	Will be relocated in consultation with the village community
	• Compensation	Cash compensation at replacement value	As per the policy, compensation will be provided at replacement value

Name of the Village	Issues Raised	Suggestions of PAPs (Response)	Mitigation Measures / Design Approach
<b>Pilibhit - Khutar (3)</b>			
	<ul style="list-style-type: none"> <li>Safety</li> </ul>	Speed breaker at entry and exit of the village	Footpath and safety railing in every urban area. Various safety signage will be provided
Eithaura-Kala Block Bharauri Distt. Pilibhit (1-7-2001) Venue . Near Temple (Shiv temple)	<ul style="list-style-type: none"> <li>Removal of encroachment</li> </ul>	Villagers agreed that they are encroacher and agreed to move out	Assistance to vulnerable encroacher and squatters as per the policy
	<ul style="list-style-type: none"> <li>Widening Option</li> </ul>	Road should be widened on both side as per the clear space available	Concentric Widening
	<ul style="list-style-type: none"> <li>Drainage</li> </ul>	Drains should be provided	Drainage facility in every urban area
	<ul style="list-style-type: none"> <li>Shifting of religions structure</li> </ul>	Relocation should be in consultation with village community	Village community will be consulted during relocation of religious structure
	<ul style="list-style-type: none"> <li>Compensation</li> </ul>	Should be provided at replacement value	Compensation at replacement value as per the policy
	<ul style="list-style-type: none"> <li>Safety</li> </ul>	Speed breaker and median should be provided,	Footpath and safety railing in every urban area
Gajraula Kala Block - Baharauri Distt. Pilibhit (1-7-2001) Venue- House of Lalaram Sharma	<ul style="list-style-type: none"> <li>Encroachment</li> </ul>	Though encroachment is there, clear space is available for road widening,	
	<ul style="list-style-type: none"> <li>Widening Option</li> </ul>	Road should be widened on either side	Concentric Widening
	<ul style="list-style-type: none"> <li>Employment</li> </ul>	At least one member of the family should get permanent employment	As per the policy, contractor to give preference to local population during construction
	<ul style="list-style-type: none"> <li>Drainage</li> </ul>	Water logging is a major problem. Drainage should be provided	Drainage will be provided in all urban areas as part of the project design
	<ul style="list-style-type: none"> <li>Demolition of commercial structures</li> </ul>	New structures be provided before demolition of existing ones.	Commercial space will be provided as per the policy
	<ul style="list-style-type: none"> <li>Compensation</li> </ul>	Cash compensation should be paid before relocation	As per the policy, compensation will be paid at replacement value
	<ul style="list-style-type: none"> <li>Safety</li> </ul>	Breakers, Sinages	Safety railings and signage will be provided
Bhopat pur Block. Puranpur Distt. Pilibhit (2.7.2001) Venue- Near	<ul style="list-style-type: none"> <li>Heavy traffic movement</li> </ul>	Traffic is too much, hence road widening is necessary. Land is available	
	<ul style="list-style-type: none"> <li>Widening Option</li> </ul>	Since land is available, road should be widened on either side	Concentric widening

Name of the Village	Issues Raised	Suggestions of PAPs (Response)	Mitigation Measures / Design Approach
<b>Pilibhit - Khutar (3)</b>			
Primary school (Govt.)	• Employment	Training should be provided for self employment	Contractor to give preference to local population during construction. NGO will provide training to eligible PAPs for self employment
	• Drainage	There is no drainage in the village, hence we face lot of problem during rains	Drainage provided in all urban areas as part of the design
	• Compensation	Compensation should be paid in cash and at replacement value	As per the policy, compensation will be paid at replacement value.
	• Safety	median, signage for speed limit and speed breakers be provided	Safety railings, footpaths and signage will be provided
Udaye Karanpur Block. Puranpur Distt. Pilibhit (2.7.2001) Venue- House of Om Prakash (Govt.)	• Encroachment	PAPs agreed that they are encroacher	Vulnerable encroacher and squatters to be assisted as per the policy
	• Widening Option	Since land is available, road should be widened on either side	Concentric Widening
	• Employment	Permanent employment with PWD or contractor	Contractor to give preference to local population during construction stage
	• Drainage	Water logging during rainy season is a major problem	Drains to be provided in all urban areas
	• Shifting of commercial structure	Relocation of commercial structure will affect the economy of the area	No physical relocation before alternatives are in place as per the policy
	• Compensation	Should be paid at replacement value	As per the policy, compensation will be at replacement value.
	• Safety	Breakers, signages, Rumble strips be provided	Safety railings and signages will be provided in all urban areas
Khutar Chauraha Block. Puranpur Distt. Pilibhit (3.7.2001) Venue- House of Santosh (Govt.)	• Encroachment	PAPs agreed that they are encroacher	Vulnerable encroacher and squatters to be assisted as per the policy
	• Widening Option	Since land is available, road should be widened on either side	Concentric Widening
	• Employment	Permanent employment with PWD or contractor	Contractor to give preference to local population during construction stage
	• Drainage	Water logging during rainy season is a major problem	Drains to be provided in all urban areas

Name of the Village	Issues Raised	Suggestions of PAPs (Response)	Mitigation Measures / Design Approach
<b>Pilibhit - Khutar (3)</b>			
	• Shifting of commercial structure	Relocation of commercial structure will affect the economy of the area	No physical relocation before alternatives are in place as per the policy
	• Compensation	Should be paid at replacement value	As per the policy, compensation will be at replacement value.
	• Safety	Breakers, signages, Rumble strips be provided	Safety railings and signages will be provided in all urban areas
Puranpur Block. Puranpur Distt. Pilibhit (3.7.2001) Venue- Hotel Ram	• Encroachment	PAPs agreed that they are encroacher	Vulnerable encroacher and squatters to be assisted as per the policy
	• Widening Option	Since land is available, road should be widened on either side	Concentric Widening
	• Employment	Permanent employment with PWD or contractor	Contractor to give preference to local population during construction stage
	• Drainage	Water logging during rainy season is a major problem	Drains to be provided in all urban areas
	• Shifting of commercial structure	Relocation of commercial structure will affect the economy of the area	No physical relocation before alternatives are in place as per the policy
	• Compensation	Should be paid at replacement value	As per the policy, compensation will be at replacement value.
	• Safety	Breakers, signages, Rumble strips be provided	Safety railings and signages will be provided in all urban areas

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Lucknow - Bangarmau</b>			
Mohan Block - Hasanganj District - Unnao Date -16.10.2001 Venue -Shiv	• Widening option	Road should be widened on either side	Concentric widening
	• Employment	Government job/job in PWD	Permanent job not possible, but contractor to give preference to local population during construction phase
	• Drainage	Problem of water logging is there due to poor condition of drainage system, therefore drains must be provided through out the village and along the project road.	Drainage as part of the design provided in all urban areas

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Lucknow - Bangarmau</b>			
Temple	• Compensation	It should be given at replacement value	As per the policy, compensation will be provided at replacement value
	• Safety	Provide speed breakers & limit the speed in the village section.	Safety railings and footpaths will be provided in urban areas for safety of local population
Hasan Ganj Block - Hasanganj District - Unnao Date -15.10.2001 Venue -Shop of Pradhan	• Encroachment	Villagers agreed that they have encroached the public land.	Assistance to vulnerable encroacher and squatter as per the policy
	• Widening option	Demands bypass from the South of the Village as available clear space is just 8m.	Bypass not possible due to thick habitation on either side. Concentric widening has been planned
	• Employment	Willing to work during road construction & also demanded permanent job at least for one member of the family	Contractor as per the policy will give preference to PAPs during construction stage
	• Drainage	Provide drains both sides of the roads for durability of road	Drains will be provided
	• Shifting of religious structure	Mosque and temples can be shifted but community will decide everything	Community will be taken into confidence before any religious structure is relocated
	• Compensation	Should be paid at replacement Value	As per the policy compensation will be paid at replacement value.
	• Safety	Provide speed breakers, signages, awareness about traffic rules may reduce accidents..	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
• Land for land	- For bypass, they agreed for Land for land.	Policy advocates land for land, however no bypass provided in this route.	
Miyanganj Block - Miyanganj District - Unnao	• Encroachment	Village community wants compensation for encroacher as well	Assistance to vulnerable encroacher and squatter as per the policy
	• Widening option	Road should be widened on both the sides	Concentric widening has been planned
	• Employment	Government job should be provided all affected persons	Contractor as per the policy will give preference to PAPs during construction stage

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Lucknow - Bangarmau</b>			
Date -14.10.2001	<ul style="list-style-type: none"> <li>• Drainage</li> </ul>	Demanded drainage on both sides of roads.	Drains will be provided
Venue -House of Bhiya Lal Gupta	<ul style="list-style-type: none"> <li>• Shifting of religious structure</li> </ul>	Village committee should be consulted while shifting the Mosque	Community will be taken into confidence before any religious structure is relocated
	<ul style="list-style-type: none"> <li>• Compensation</li> </ul>	Should be given at Replacement value	As per the policy compensation will be paid at replacement value.
	<ul style="list-style-type: none"> <li>• Safety</li> </ul>	Provide speed breakers at both the ends of the village	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Mustafaba d Block - Bangarmau District - Unnao Date -13.10.2001	<ul style="list-style-type: none"> <li>• Encroachment</li> </ul>	Villagers agreed that they have encroached upon the public land, but wants compensation before shifting out since they are utilizing the space for decades. Demands bypass road	Assistance to vulnerable encroacher and squatter as per the policy
	<ul style="list-style-type: none"> <li>• Widening option</li> </ul>		Bypass is not possible. Concentric widening has been planned
	<ul style="list-style-type: none"> <li>• Employment</li> </ul>	Willing to work during construction	Contractor as per the policy will give preference to PAPs during construction stage
Venue -House of Gram Pradhan	<ul style="list-style-type: none"> <li>• Shifting of religious structure</li> </ul>	In this village 2 Temples and 1 Mazar is getting affected & villagers are willing to shift Temple but not the Mazar	Community will be taken into confidence before any religious structure is relocated. Mazar will not be affected after the designs were modified.
	<ul style="list-style-type: none"> <li>• Compensation</li> </ul>	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	<ul style="list-style-type: none"> <li>• Safety</li> </ul>	Signages & speed breakers are necessary to avoid road accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Lucknow - Bangarmau</b>			
NawalGanj Block - Hasanganj District - Unnao Date -12.10.2001 Venue -House of Nabi Khalifa	<ul style="list-style-type: none"> <li>• Encroachment</li> </ul>	Even encroacher and squatter those who are using the space for long should be compensated Should be widened on both side and according to the availability of land	Assistance to vulnerable encroacher and squatter as per the policy Concentric widening has been planned
	<ul style="list-style-type: none"> <li>• Widening option</li> </ul>		
	<ul style="list-style-type: none"> <li>• Employment</li> </ul>	Demands Government job for at least one member of the family	Contractor as per the policy will give preference to PAPs during construction stage
	<ul style="list-style-type: none"> <li>• Drainage</li> </ul>	Provide drains both sides of the roads.	Drains will be provided in all the urban areas.
	<ul style="list-style-type: none"> <li>• Shifting of religious structure</li> </ul>	4Temples and 2 Mosque are affected in this village. Effort should be made to save the structures or else relocation should be done by the village community and not by the project. However, funds required for relocation should be made available by the project.	Community will be taken into confidence before any religious structure is relocated.
	<ul style="list-style-type: none"> <li>• Compensation</li> </ul>	It should be provided according to the economic condition of the PAP's	As per the policy compensation will be paid at replacement value.
<ul style="list-style-type: none"> <li>• Safety</li> </ul>	Provide speed breakers at the distance of every 50 m.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.	
Maharaj Ganj Block - Hasanganj District - Unnao Date -12.10.2001 Venue -House of Mrs. Ram Dulari	<ul style="list-style-type: none"> <li>• Encroachment</li> </ul>	Encroachment was not a major issue in this village	Assistance to vulnerable encroacher and squatter as per the policy Concentric widening has been planned
	<ul style="list-style-type: none"> <li>• Widening option</li> </ul>	Widening should be done on both side of the road	
	<ul style="list-style-type: none"> <li>• Employment</li> </ul>	Demands any type of permanent source of income.	Contractor as per the policy will give preference to PAPs during construction stage
	<ul style="list-style-type: none"> <li>• Drainage</li> </ul>	Provide drains along with project roads (inside the village).	Drains will be provided in all the urban areas.
	<ul style="list-style-type: none"> <li>• Shifting of religious structure</li> </ul>	It should be done with the consultation of Village community	Community will be taken into confidence before any religious structure is relocated.

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Lucknow - Bangarmau</b>			
	• Historical Monuments	Renovation of Historical gate is necessary during road construction.	Project will renovate both the gates as per the original design of the gates.
	• Compensation	It should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Provide speed breakers & signages properly.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Atardhani (Atarganj) Block - Bangarmau District - Unnao Date -14.10.2001 Venue -Khan Clinic	• Widening option • Employment	Road should be widened on both side Demands Government job	Concentric widening  Government job is not possible but, Contractor as per the policy will give preference to PAPs during construction stage
	• Drainage	Construction of drains (along the road) is necessary because of the problem of water logging during the season of Monsoon.	Drains will be provided in all the urban areas.
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Speed breakers and limiting the speed of vehicles necessary to avoid road accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
Biswan Block - Biswan District - Sitapur Date - 23.7.2001 Venue - house of Kunwar	• Encroachment	PAPs agreed that they are encroachers, but want some help from the project for relocation	Assistance to vulnerable encroacher and squatter as per the policy
	• Widening option	Road should be widened on either side as land is available	Concentric widening has been planned
	• Employment	Permanent government jobs be provided to at least one person of the family	Contractor as per the policy will give preference to PAPs during construction stage

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
Sabheswari Pratap Singh	• Drainage	Provide drains, both side of the road	Drains will be provided in all the urban areas.
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Speed breaker or signage at the entrance and exit of the village will reduce risk of accident	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Vishnu Nagar Block - Khairabad District - Sitapur Date - 22.7.2001 Venue - Near house of Shankar Lal(Panchayat Member)	• Encroachment	Encroachment is rampant, but some assistance should be extended to encroacher and squatters as well as	Assistance to vulnerable encroacher and squatter as per the policy
	• Widening option	Since land is available, road should be widened on either side.	Concentric widening has been planned
	• Employment	Permanent job with PWD. Willing to work with contractor during construction	Contractor as per the policy will give preference to PAPs during construction stage
	• Drainage	Water logging is a major problem through out the village so provision of drains is must	Drains will be provided in all urban areas
	• Shifting of religious structure	Any decisions regarding religious structure should be in consultation with Village community.	Community will be taken into confidence before any religious structure is relocated.
	• Compensation	Should be given at the rate of Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Speed breakers can reduces the problem of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
	• Civic Amenities	Bus-stop should be provided by the project	No provision of bus stops in the project
Chehlari Chauraha Block - Rewsa District - Sitapur Date - 25.7.2001 Venue - HariPur	• Widening option	Road should be widened on either side	Concentric widening
	• Employment	Permanent government job for at least one person of the family	Contractor as per the policy will give preference to PAPs during construction stage

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
Colony Flood Affected Village	• Drainage	Provide drains along the road	Drains will be provided in all urban areas
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Speed breaker is must for reducing the risk of accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Dubeypur Block - Biswan District - Sitapur Date - 24.7.2001 Venue - House of Parwari Lal	• Widening option	Since land is available, road should be widened on either side	Concentric widening has been planned
	• Employment	Willing to work with contractor during construction stage	Contractor as per the policy will give preference to PAPs during construction stage
	• Drainage	Provide drains as entire road gets water logged during monsoon	Drains will be provided in all urban areas
	• Compensation	Cash compensation should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Signages and rumble strips can help in avoiding accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Gurera Chauraha Block - Biswan District - Sitapur Date - 26.7.2001 Venue - House of Mr. Tandon	• Widening option	Concentric widening	Concentric widening has been planned
	• Employment	Permanent job with government. Also willing to work with contractor during construction stage	Contractor as per the policy will give preference to PAPs during construction stage
	• Drainage	Should Provide drains along the road as this is a flood affected village	Drains will be provided in all urban areas
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
Flood affected	<ul style="list-style-type: none"> <li>Safety</li> </ul>	Speed breakers and Signages will help in avoiding accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Jahangira Bad Block - Biswan District - Sitapur Date - 25.7.2001 Venue - Clinic of Dr. Vijay Srivastava	<ul style="list-style-type: none"> <li>Encroachment</li> </ul>	Though encroachment has taken place, clear space is available for road widening. Even if some encroacher is relocated, proper compensation be paid to him.	Assistance to vulnerable encroacher and squatter as per the policy
	<ul style="list-style-type: none"> <li>Widening option</li> </ul>	Should be constructed according to availability of land but widening should be done on either side	Concentric widening has been planned
	<ul style="list-style-type: none"> <li>Employment</li> </ul>	Since government jobs are not available, training should be given to PAPs for self-employment.	Contractor as per the policy will give preference to PAPs during construction stage
	<ul style="list-style-type: none"> <li>Drainage</li> </ul>	Provide facility for proper drainage to avoid water logging as it is flood-affected area.	Drains will be provided in all urban areas
Flood affected	<ul style="list-style-type: none"> <li>Compensation</li> </ul>	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	<ul style="list-style-type: none"> <li>Safety</li> </ul>	Accidents are quite common, hence proper measures should be taken.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Katra Chauraha Block - Biswan District - Sitapur Date - 26.7.2001 Venue - House of Mr. Dilip Kumar Verma	<ul style="list-style-type: none"> <li>Encroachment</li> </ul>	Quite a good amount of public ROW is encroached upon.	Assistance to vulnerable encroacher and squatter as per the policy
	<ul style="list-style-type: none"> <li>Widening option</li> </ul>	Since government land (read PWD right of way) is available, road should be widened on both sides	Concentric widening has been planned
	<ul style="list-style-type: none"> <li>Employment</li> </ul>	Government job should be provided. Training should be provided for self employment	Contractor as per the policy will give preference to PAPs during construction stage NGO to provide training for self employment to eligible PAPs
	<ul style="list-style-type: none"> <li>Drainage</li> </ul>	Should Provide drains along the road	Drains will be provided in all urban areas

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Speed Breakers should be provided	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Manpur Block - Biswan District - Sitapur Date - 23.7.2001 Venue - Panchayat Bhawan	• Encroachment	Villagers agreed that public land has been encroached upon. But they argue that people are using that space for decades, hence should be compensated	Assistance to vulnerable encroacher and squatter as per the policy
	• Widening option	Road should be widened on both the sides	Concentric widening has been planned
	• Employment	Permanent job with the government	Permanent job is not possible under the project, but Contractor as per the policy will give preference to PAPs during construction stage
	• Drainage	Blocked drains create water logging therefore it is necessary to construct new drains	Drains will be provided in all urban areas
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Speed breaker, median and Streetlights should be provided to avoid accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Mubarakpur Block - Khairabad District - Sitapur Date - 22.7.2001 Venue - Near house of Madhav	• Widening option	Road should be widened on either side but within the clear available space	Road widening restricted to clear available space. Concentric widening has been planned.
	• Employment	Willing to work with contractor	Contractor as per the policy will give preference to PAPs during construction stage
	• Drainage	Provide drains along road.	Drains will be provided in all urban areas

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
house of Madhav Lal (Pradhan)	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Limit the speed of the vehicles in the village stretch.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Rewsa Block - Rewsa District - Sitapur Date - 25.7.2001 Venue - Near Temple	• Encroachment	Encroacher and squatters should also be compensated	Assistance to vulnerable encroacher and squatter as per the policy
	• Widening option	Road should be widened on either side	Concentric widening has been planned
	• Employment	Government IR schemes should be made accessible	R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	• Drainage	Provide drains along the both side of roads	Drains will be provided in all urban areas
Flood affected	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Speed Breaker and road dividers can reduce incidence of accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
Rirainiganj Block - Biswan District - Sitapur Date - 24.7.2001 Venue - Near Temple	<ul style="list-style-type: none"> <li>Widening option</li> <li>Employment</li> </ul>	Road should be widened on either side Permanent job at least to one person of the family	Concentric widening has been planned Permanent job is not possible, but contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	<ul style="list-style-type: none"> <li>Drainage</li> </ul>	Provide drains along the road	Drains will be provided in all urban areas
	<ul style="list-style-type: none"> <li>Shifting of religious structure</li> </ul>	Village community and temple committee should be involved in the process of temple relocation	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	<ul style="list-style-type: none"> <li>Compensation</li> </ul>	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	<ul style="list-style-type: none"> <li>Safety</li> </ul>	Speed Breaker Should be provided	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Saraiya Sani Block - Khairabad	<ul style="list-style-type: none"> <li>Encroachment</li> </ul>	Major portion of the ROW is encroached upon.	Assistance to vulnerable encroacher and squatter as per the policy
	<ul style="list-style-type: none"> <li>Widening option</li> </ul>	Road should be constructed according the availability of clear space. It should be widened on either side.	Concentric widening has been planned

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
District - Sitapur Date - 28.7.2001 Venue - Prakash Hotel	• Employment	Job with contractor during construction. Accessibility of IR schemes	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	• Drainage	Provide drains along with road.	Drains will be provided in all urban areas
	• Shifting of religious structure	Do not agree to shift the Temple	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project. Consultation is still going on with the village community.
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Signages and speed breakers near settlement and school.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Khairabad	• Encroachment	Yes Clear space - 9 to 12 km.	Assistance to vulnerable encroacher and squatter as per the policy
Block - Khairabad	• Widening option	Should be constructed according to the availability of land	Concentric widening has been planned

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
Khairabad District Sitapur Date 28-7-2001 Venue - Provision store of Monsoor Ali	<ul style="list-style-type: none"> <li>• Employment</li> </ul>	Willing to work with contractor. Wants government schemes to be implemented in the village for eligible persons.	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	<ul style="list-style-type: none"> <li>• Drainage</li> </ul>	Provide drains, both side of the road, make arrangement to draw off waste water	Drains will be provided in all urban areas
	<ul style="list-style-type: none"> <li>• Compensation</li> </ul>	Should be given at the rate of Replacement value	As per the policy compensation will be paid at replacement value
	<ul style="list-style-type: none"> <li>• Safety</li> </ul>	Breaker, signages, road dividers	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
	<ul style="list-style-type: none"> <li>• Bypass</li> </ul>	It is better to give bypass through canal	Bypass has been considered
Rampurwa Chauraha Block - Tejawpur District Baharaich Date - 29.7.2001 Venue -House of Kariram Awasthi	<ul style="list-style-type: none"> <li>• Widening option</li> <li>• Employment</li> </ul>	Road should be widened on either side Permanent job with government	Concentric widening has been planned Permanent job is not possible, but Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
	• Drainage	Provide drain along the road	Drains will be provided in all urban areas
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value
	• Safety	Traffic awareness, Speed breaker (on intersection), Road dividers & Streetlight can avoid accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Gurgujpur Block - Rewsa District - Sitapur Date - 25.7.2001 Venue -Near House of Biswaroop Singh	• Widening option	Project Road should be widened on either side	Concentric widening has been planned
	• Employment	Permanent job with government demanded	Permanent job is not possible, but Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	• Drainage	Provide proper drainage both sides of roads.	Drains will be provided in all urban areas
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value
	• Safety	Speed breakers and speed limitation can reduce the rate of accident.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Kaharanpurwa Block - Tejawapur	• Encroachment	Even encroacher and squatters should be assisted in relocation	Assistance to vulnerable encroacher and squatter as per the policy
	• Widening option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
District - Baharaich Date - 29.7.2001 Venue -House of Mr. Nagesh Prasad	• Employment	Training for self employment and Job with contractor	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	• Drainage	Provide proper drainage system on either side of the road	Drains will be provided in all urban areas
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value
	• Safety	Rumble strips and awareness about the Traffic rule can reduce accident risks	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Manpurwa Block - Tejwapur District - Baharaich Date - 29.7.2001 Venue -Near School	• Widening option	Road should be centrally widened	Concentric widening has been planned
	• Employment	Employment with contractor or PWD	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	• Drainage	Provide proper drainage system as this is a water logged area	Drains will be provided in all urban areas

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
Flood Affected	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value
	• Safety	Rumble strips will help reduce accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Ramharsh Purwa Block - Tejawapur District - Baharaich Date - 30.7.2001 Venue -House of Jamindaar Mr. Ram Naresh	• Widening option	Road should be widened on either side	Concentric widening has been planned
	• Employment	Employment with contractor during construction and training for educated youths for self employment	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	• Drainage	Provide proper drainage system on either side of the road.	Drains will be provided in all urban areas
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value
	• Safety	Rumble strips can help reduce accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Bhgowanpur Block - Mahsi District - Baharaich Date -	• Encroachment	Assistance for encroachers and squatters for relocation	Assistance to vulnerable encroacher and squatter as per the policy
	• Widening option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
30.7.2001 Venue -House of Krishna Gopal	• Employment	Employment with contractor	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	• Drainage	Provide drain on both side of the road	Drains will be provided in all urban areas
	• Shifting of religious structure	Village community should be consulted at every stage of shifting	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
Flood Affected	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Speed breaker (on intersection), Road dividers & Streetlight can help reduce accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Budhanpur Block - Tejawapur District - Baharaich Date - 29.7.2001	• Encroachment	Compensation for encroacher and squatters for relocation	Assistance to vulnerable encroacher and squatter as per the policy
	• Widening option	Road should be raised and widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Response	Mitigation Measures / Design Approach
<b>Sitapur - Baharaich</b>			
Venue - Primary School	• Employment	Job with the contractor Accessibility to government poverty alleviation schemes	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	• Drainage	It is flood-affected area hence the problem of water logging. Therefore, provide proper drainage system.	Drains will be provided in all urban areas
	• Compensation	Should be given at the Replacement value	As per the policy compensation will be paid at replacement value.
	• Safety	Signages and speed limit in habitations will reduce number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
GADHIYA Block-Rasara	Widening option	Widening should be done either side of the road	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
Distt. Mau (10.9.2001) Venue-Temple	Employment	Job during construction with the contractor. Self employment facility	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	We face problem of water logging during monsoon that's why we want drains along the road	Drains will be provided in all urban areas
	Shifting of religious building	One temple & burial ground is getting affected & it could be shifted with the consent of village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	It should be made at the Replacement value	As per the policy compensation will be paid at replacement value.
	Safety of children and other pedestrian	Speed breakers be provided on either side of the village to reduce number of accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
GULAURI Block-Ratanpura	Widening option	Widening should be done either side of the road	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
Distt. Mau (10.9.2001) Venue- Near temple	Employment	Job during construction with the contractor. Self employment facility. Accessibility to government's poverty alleviation schemes	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	We face problem of water logging during monsoon that's why we want drains along the road	Drains will be provided in all urban areas
	Shifting of religious building	A temple is affected in this village, constructed on 6.8.2000. Villagers agreed to shift the temple provided new temple at a place of their choice is built by the project.	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	It should be made at the Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Rumble strips and signages be provided on either side of the village to reduce number of accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
RASARA Block-Rasara Distt. Mau (12.9.2001) Venue- Near burial ground.	Encroachment	Some assistant should also be provided to encroacher and squatters	Assistance to vulnerable encroachers and squatters as per the policy
	Widening option	Road should be made according to the availability of land. It is better if the town is bypassed	Town cannot be bypassed because of thick habitation on either side. Road width restricted to available ROW. Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
	Employment	Employment to at least one person of the family in PWD / Contractor	Employment in PWD is not possible but, Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Though drains were constructed under JRY they are all blocked. So provide drain along the road	Drains will be provided in all urban areas
	Shifting of religious building	Temple can be shifted with the consent of village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Cash compensation at Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Speed breakers and signages will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
RATANPURA Block-Ratanpura Distt. Mau (9.9.2001) Venue-Shop of Mahesh (Near Railway station)	Encroachment	Some assistant should also be provided to encroacher and squatters	Assistance to vulnerable encroachers and squatters as per the policy
	Widening option	It is better if the town is bypassed	Town cannot be bypassed because of thick habitation on either side. Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
	Employment	Employment to at least one person of the family in PWD / Contractor	Employment in PWD is not possible but, Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Though drains were constructed under JRY they are all blocked. So provide drain along the road	Drains will be provided in all urban areas
	Compensation	Cash compensation at Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Speed breakers and signages will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
HALDHARPUR Block-Ratanpura Distt. Mau (9.9.2001) Venue-Shóp of Maihar cement	Encroachment	Some assistant should also be provided to encroacher and squatters	Assistance to vulnerable encroachers and squatters as per the policy
	Widening option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
	Employment	Employment to at least one person of the family in PWD / Contractor	Employment in PWD is not possible but, Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	We face problem of water logging during monsoon that's why we want drains along the road	Drains will be provided in all urban areas
	Compensation	Cash compensation should be made at the Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Speed breakers & awareness about the traffic rules may reduce the incidence of accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
SANAURA Block-Chilkahar Distt. Ballia (18.9.2001) Venue- Cloth Shop of Chhote	Encroachment	Some assistant should also be provided to encroacher and squatters	Assistance to vulnerable encroachers and squatters as per the policy
	Widening option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
Lal	Employment	Employment PWD / Contractor, Training for self employment	Employment in PWD is not possible but, Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Drains along the project road can solve the problem of water logging	Drains will be provided in all urban areas
	Compensation	Should be made at the Replacement value	As per the policy compensation will be paid at replacement value.
CHILKAHAR Block-Chilkahar Distt. Ballia (18.9.2001) Venue- Near Hanuman temple	Encroachment	Some assistant should also be provided to encroacher and squatters	Assistance to vulnerable encroachers and squatters as per the policy
	Widening option	Road should be widened on either side	Concentric widening has been planned
	Employment	Employment PWD / Contractor, Training for self employment	Employment in PWD is not possible but, Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Drains along the project road can solve the problem of water logging	Drains will be provided in all urban areas

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
	Shifting of religious building	All religious structures be shifted in consultation with village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Cash compensation at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Speed breakers and signages will reduce number of accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
RAMNAGAR Block-Chilkahar Distt. Ballia (17.9.2001) Venue- Near Harknarayan temple	Widening option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent employment PWD / Contractor, Training for self employment	Permanent employment in PWD is not possible but, Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Drains along the project road can solve the problem of water logging	Drains will be provided in all urban areas
	Shifting of religious building	In this village 4 temples are affected & any decision regarding religious buildings should be in consultation with village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Cash compensation at replacement value	As per the policy compensation will be paid at replacement value.

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
	Safety	Speed breakers at either end of the village	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<b>PIYARIYA</b> Block-Chilkahar Distt. Ballia (20.9.2001) Venue- Near Temple	Widening option	Concentric widening	Concentric widening has been planned
	Employment	Job with PWD	Permanent employment in PWD is not possible but, Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Shifting of religious building	Only boundary wall of temple will be affected & villagers agreed to shift the boundary wall on their own	
	Compensation	Should be made at the rate of Cash compensation at Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Speed breakers & posting of one traffic police can reduce the number of accident	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<b>JAMUDI</b> Block-	Widening option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
Chhadiyaon Distt. Azamgarh (3.9.2001) Venue- Platform of temple	Employment	Interested to work during the road construction stage with contractor	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Provide drains inside the village	Drains will be provided in all urban areas
	Shifting of religious building	It should be done in consultation with village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Compensation at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Signages and Speed-Breakers can reduce number of accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
CHHADIYAON Block- Chhadiyaon Distt. Azamgarh (3.9.2001) Venue- Near	Encroachment	Some assistant should also be provided to encroacher and squatters	Assistance to vulnerable encroachers and squatters as per the policy
	Widening option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
temple (Intersection) (Near Hotel Pyare)	Employment	Demands permanent job either with contractor or PWD	Employment in PWD is not possible but Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Provide drain along with the road & also inside the village	Drains will be provided in all urban areas
	Shifting of religious building	Willing to shift the temple on their own as it is situated on road nearby intersection & it creates problem for traffic	
	Compensation	Cash compensation at Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Signages, Speed-Breakers and safety railings near school place	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
AMHAR Block- Rasara	Widening option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
Distt. Ballia (15.9.2001) Venue- Near temple (Maa Durga Communication)	Employment	Demands permanent job either with contractor or PWD	Employment in PWD is not possible but Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Shifting of religious building	In consultation with village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Cash compensation at Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Rumble strips or Speed-Breakers at both the ends of the village	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
JAMAI PUR Block- Ratanpura	Widening option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
Distt. Mau (9.9.2001) Venue- Near Govt. School	Employment	Demands permanent job either with contractor or PWD. Arrangement of employment during lean season viz., June, August and February	Employment in PWD is not possible but Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self- employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Provide drain along with the road & also inside the village	Drainage provided in all urban areas as part of the design
	Compensation	Cash compensation at Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Signages, Speed-Breakers and safety railings near school place	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
PAHASA Block- Ratanpura Distt. Mau (7.9.2001) Venue- House of Pradhan	Widening option	Road should be widened on either side	Concentric widening has been planned
	Employment	Demand of permanent job & willing to work during road construction	Employment in PWD is not possible but Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self- employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
	Drainage	Provide drain along with the road & also inside the village	Drainage provided in all urban areas as part of the design
	Compensation	Cash compensation at Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Signages, Speed-Breakers and safety railings near school place	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
GALIBPUR Block- Mohammadpur Distt. Mau (6.9.2001) Venue- Near Mazar	Widening option	Road should be widened on either side	Concentric widening has been planned
	Employment	Demand of permanent job & willing to work during road construction	Employment in PWD is not possible but Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Provide drain along with the road & also inside the village	Drainage provided in all urban areas as part of the design
	Compensation	Cash compensation at Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Signages, Speed-Breakers and safety railings near school place	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
MOHAMMADA BAD Block- Mohammadabad Distt. Mau (6.9.2001) Venue- House of V.K.Alit	Widening option	It would be better to make a bypass (Along with Tons river), other wise road should be widened on either side	Concentric widening has been planned. Bypass is not feasible
	Employment	Willing to work during road construction	Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self- employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Water logging exist because level of the road is lower than the level of constructed houses. That's why drains are necessity.	Drainage provided in all urban areas as part of the design
	Compensation	Should be made at the Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Speed Breakers & signages on either end of the village	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
NAJOPATTI Block- Mohammadabad Distt. Mau (5.9.2001) Venue- Shop of Suhail	Encroachment	Assistance for encroachers as well	Assistance to vulnerable encroachers and squatters as per the policy
	Widening option	Should be expanded according to the availability of land and on either side	Concentric widening has been planned.

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
(Pradhan)	Employment	Demand assistance for their Handloom work & it's proper marketing and also interested to work during road construction.	Contractor will give preference to local population during construction. NGO will provide training on entrepreneurship for marketing of handloom goods. R&R Coordinator will work closely with concerned officials to ensure that goods produced are properly marketed
	Drainage	It is basically a flood affected area therefore villagers wants drains to avoid water logging	Drainage provided in all urban areas as part of the design
	Compensation	Should be made at the Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Speed breakers at both the ends and safety railing through out the habitation	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
TEDWA Block- Mohammadabad Distt. Mau (4.9.2001) Venue- Shop of Tapeswar	Widening option	Road should be widened on either side	Concentric widening has been planned.
	Employment	Permanent job with PWD	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Drains to avoid water logging	Drainage provided in all urban areas as part of the design

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
	Compensation	Cash compensation at Replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Speed breakers at both the end of the village	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
SAHGAD Block- Chhadiyaon Distt. Azamgarh (2.9.2001) Venue- Hotel Rannu	Widening option	Should be widened on either side	Concentric widening has been planned
	Employment	Interested in self employment schemes	NGO will provide training to eligible PAPs for self-employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Drainage	Provide drain along with the project road	Drainage provided in all urban areas as part of the design
	Shifting of religious building	It should be done in consultation with village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Safety	Signages and Speed Breakers at both the ends of the village	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
	Intersection-improvement	It should be developed properly to maintain traffic	Develop intersections as per MOST norms
REKHAHAN Block- Rasara	Widening option	Should be widened on either side	Concentric widening planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Azamgarh-Phephna</b>			
Distt. Ballia (16.9.2001) Venue- Near temple	Employment	Interested in self employment schemes	NGO will provide training to eligible PAPs for self- employment. R&R Coordinator will work closely with concerned revenue official to ensure that government poverty alleviation schemes are made accessible to eligible PAPs
	Compensation	Cash compensation at replacement value	Compensation at replacement value as per the policy
	Safety	Awareness about traffic rules & speed breakers can reduce number of road accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Moradabad - Bazpur</b>			
Munshiganj Block - Swar District - Rampur (11.07.2001) Venue : Near House of Om Prakash  Note : Flood affected	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Drains necessary to avoid water logging	Drainage provided in all urban areas as part of the design

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Moradabad - Bazpur</b>			
	Compensation	Cash compensation at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Median, Speed breakers, restricted speed limit, etc. are some of the measures to reduce accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Doraha Bazpur Block - Bazpur District - Udham Singh Nagar (11.07.2001) Venue : Near P.C.O. of Dr. Raj Kumar	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along the road	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	In consultation with the village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Moradabad - Bazpur</b>			
	Safety	Speed breakers and signages at both the ends of the village	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Maanpur Block - Swar - District - Rampur (11.07.2001) Venue - House of Mr. Arshad Khan	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Road divider, breakers and awareness about the traffic rules will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Dariyal Block - Swar District - Rampur (10.07.2001) Venue : Near house of Jaypal	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Moradabad - Bazpur</b>			
<b>Singh</b>  Note : Flood affected	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Road divider, breakers and awareness about the traffic rules will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<b>Doongarpur Block - Bhozpur District - Moradabad (10.07.2001)</b> Venue : Near Mazar	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Moradabad - Bazpur</b>			
	Shifting of religious structure	Village community should be consulted before relocation of any religious structure	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Road divider, breakers and awareness about the traffic rules will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Sirsawa Block - Bhojpur District - Moradabad (10.07.2001) Venue : Shop of Mohd. Yamin	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Moradabad - Bazpur</b>			
	Safety	Road divider, breakers and awareness about the traffic rules will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Seekampur Block - Swar District - Rampur (09.07.2001) Venue : House of Mr. Subhash Singh	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Road divider, breakers and awareness about the traffic rules will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Maanpur (Chauki) Block - Bhozpur District - Moradabad (09.07.2001)	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Moradabad - Bazpur</b>			
Venue : Near Temple	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	Village community is reluctant to shift temple and mosque	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project. Another round of consultation will be carried out with the village community. NGO will have to carry out several round of consultations during implementation.
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Road divider, breakers and awareness about the traffic rules will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Tanda Block - Swar District - Rampur (09.07.2001) Venue : Near Temple	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Moradabad - Bazpur</b>			
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	It should be in consultation with village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Road divider, breakers and awareness about the traffic rules will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
Vishnupura Block - Hanumanganj District - Ballia (25.09.2001) Venue : Shop of	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
<b>Deepak Kumar Shukla</b>  Note : Flood affected	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	It should be in consultation with village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Road divider, breakers and awareness about the traffic rules will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<b>Bharthuan Chauraha</b>	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
Block - Bhaloni District - Deoria Singh Nagar (15.09.2001) Venue : Temple	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	It should be in consultation with village community	Religious structures will be relocated only after taking local community in confidence. They will be involved in every stage of the project.
	Compensation	Should be given at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Road divider, breakers and awareness about the traffic rules will help in reducing accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Kukundu Chauraha	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria – Ballia</b>			
<b>Block – Bhaloni</b> <b>District – Deoria</b> <b>(14.09.2001)</b> <b>Venue – Yadav</b> <b>General Store</b>	Employment	Interested to work during road construction.	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Drains should be provided to avoid water logging	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	Villagers want to shift the road to the opposite side of Durga Mandir	Road alignment shifted to save the temple.
	Compensation	Cash compensation at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Signages and safety railings will help reduce accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<b>Sukhpura</b> <b>Block –</b> <b>Beruarbari</b> <b>District – Ballia</b> <b>(26.09.2001)</b> <b>Venue : Karisma</b>	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
Clinic  Note : Flood affected	Employment	Permanent government job at least for: one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	Two temples are affected and villagers are reluctant to shift the temples.	No religious structure will be shifted without the consent of village community. Consultation with the community is in progress. During implementation, NGO will have to carry out further rounds of consultation.
	Community Structure	Chandy Devi Smarak will be affected and they are willing to relocate the Smarak	Smarak will be shifted in consultation with the community.
	Compensation	Cash compensation at replacement value	As per the policy compensation will be paid at replacement value.
	Safety	Signages and safety railings will help reduce accidents	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Kharasara Block - Pandah District - Ballia (27.09.2001) Venue : Near Cloth Shop of	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
Niyaj Ahmad  (Note: Flood affected area)	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Khejuri Bajar Block - Pandah District - Ballia (27.09.2001) Venue : Near shop of Good Luck Tailor.  (Note: Flood affected area)	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	Only boundary wall of the temple will be affected and villagers are ready to shift the same.	Boundary wall of the temple will be shifted in consultation with the community
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Sikanderpur Block - Sikanderpur District - Ballia (28.09.2001) Venue : Near Madan Dental Clinic  (Note: Flood affected area)	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<b>Bansi Bazaar Block - Nawanagar District - Ballia (29.09.2001)</b> Venue : House of R.R. Basist  (Note : Flood affected area)	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<b>Maldah Block - Nawanagar District - Ballia (30.09.2001)</b> Venue : Near	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
<b>Viswakarma Mandir</b>  (Note : Flood affected area)	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	Platform of Viswakarma Mandir will be affected and they are willing to relocate it.	Platform will be relocated in consultation with the community
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<b>Ubhaon Block - Ciar District - Ballia (29.09.2001)</b> Venue : House of Pradhan  (Note: Flood affected area)	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Dharhara Block - Hanumanganj District - Ballia (24.09.2001) Venue : Karnai Temple	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	Karnai temple will be affected. Before any decision is taken, village community should be consulted.	Community will be consulted in every stage of relocation of temple.
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
<p>Hanumanganj Block - Hanumanganj District - Ballia (24.09.2001) Venue : Sinhora Kutir Udyog Daya Shankar X-Ray's</p> <p>(Note: Flood affected area)</p>	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	Relocation should be done in accordance with the wishes of village community	Village community will be consulted at every stage of relocation.
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<p>Nawalpur Chauraha Block - Salempur District - Deoria (23.09.2001) Venue : Kamal</p>	Encroachment	Assistance / Compensation for squatters and encroachers	Assistance to vulnerable encroachers and squatters as per the policy
	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
<b>Traders (Building Material)</b>  (Note : Flood affected area)	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	Kali temple is getting affected. Village community will decide the place and process of relocation	Village community will be consulted at every stage of relocation.
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<b>Ghanauti Lala Block - Bhagalpur District - Deoria (23.09.2001)</b> Venue : House of Panka  (Note : Flood affected area)	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Shifting of religious structure	Should be in consultation with village community	Village community will be consulted at every stage of relocation.
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Bhagalpur Block - Bhagalpur District - Deoria (22.09.2001) Venue : Near Bhagalpur bridge  (Note: Flood affected area)	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
Ghuri Baba Tola Block -	Widening Option	Road should be widened on either side	Concentric widening has been planned

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
<p>Nawanagar District - Ballia (28.09.2001) Venue : Shop of Gupta Ji Kapdewala</p> <p>(Note : Flood affected area)</p>	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.
<p>Panchkhera Bazar Block - Godwar District - Ballia (26.09.2001) Venue : Near Sri Ram PCO</p>	Widening Option	Road should be widened on either side	Concentric widening has been planned
	Employment	Permanent government job at least for one person of the family	Permanent job with PWD is not possible. Contractor will give preference to local population during construction. NGO will provide training to eligible PAPs for self-employment R&R Coordinator will work closely with concerned officials to ensure that poverty alleviation schemes are made accessible to PAPs
	Drainage	Provide drain along with internal road of the village as well	Drainage provided in all urban areas as part of the design

Name of the Village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design Approach
<b>Deoria - Ballia</b>			
	Compensation	Should be provided according to the economic condition of the PAPs.	As per the policy compensation will be paid at replacement value.
	Safety	Awareness about the traffic rules and breakers can reduce the number of accidents.	Safety railings will be provided in all urban areas. NGO will hold awareness generation camps for safety issues during RAP implementation.

Name of the village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design approach
<b>Route 10 A: Gorakhpur -Shahganj</b>			
Gorakhpur (Haraiya Chungi)	<ul style="list-style-type: none"> <li>• Encroachment</li> <li>• Widening option</li> <li>• Relocation of business establishments</li> <li>• Income restoration options</li> <li>• Water logging and cross drainage problem</li> <li>• Mode of compensation</li> <li>• Shifting of shrines</li> <li>• Employment during construction</li> </ul>	<ul style="list-style-type: none"> <li>• We are not encroachers. We came first, road was built later</li> <li>• Concentric widening be adopted for fair and equal treatment</li> <li>• Business establishments should be relocated after full and final payment of compensation</li> <li>• Govt. should provide employment generation facilities to PAPs in addition to compensation</li> <li>• Compensation should be paid at market rate and in cash.</li> <li>• Shrines should be shifted only after consultation and with proper rituals</li> </ul>	<ul style="list-style-type: none"> <li>• Encroachers and squatters will be dealt with as per R&amp;R policy</li> <li>• Concentric widening adopted</li> <li>• NGO will ensure full and final payment</li> <li>• NGO will conduct training programmes for generation of employment</li> <li>• Compensation will be paid as per provisions of R&amp;R policy</li> <li>• As far as possible shrines will not be affected.</li> </ul>
Khajani	<ul style="list-style-type: none"> <li>• Encroachment</li> <li>• Widening option</li> <li>• Income restoration options</li> <li>• Water logging and cross drainage</li> <li>• Bridge on Ghaghara river at Belghat</li> <li>• Air and noise pollution</li> <li>• Land acquisition and mode of compensation</li> <li>• Heavy traffic movement</li> </ul>	<ul style="list-style-type: none"> <li>• Road not encroached by us. Road came later we came first</li> <li>• Concentric widening should be adopted</li> <li>• Govt. should provide necessary loans and employment to all PAPs</li> <li>• Water logging is a major problem, road level should be increased and drains be provided</li> <li>• Bridge will provide a good link to Azamgarh and good avenues for business.</li> </ul>	<ul style="list-style-type: none"> <li>• Encroachers and squatters will be dealt as per R&amp;R policy</li> <li>• Concentric widening adopted</li> <li>• NGO will conduct training programmes for employment generation</li> <li>• Concentric road planned in the entire</li> <li>• Bridge at Ghaghara planned will give a major economic boost to area</li> <li>• Compensatory tree plantation and noise barriers</li> </ul>

Name of the village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design approach
		<ul style="list-style-type: none"> <li>• Air and noise pollution is not felt at present but once bridge on Ghaghara is built it will be felt</li> <li>• Land acquisition should be minimised to reduce unemployment</li> <li>• Heavy traffic movement will cause more accident therefore safety issues be considered in design</li> <li>• Compensation should be paid at market rate and land acquisition be minimised</li> </ul>	<ul style="list-style-type: none"> <li>• at educational institute/health facilities will alleviate pollution problem</li> <li>• Proper regulation of heavy traffic and safety measures will reduce accident problem.</li> <li>• Compensation will be paid as per provisions of R&amp;R policy</li> </ul>
Sikariganj	<ul style="list-style-type: none"> <li>• Encroachment</li> <li>• Widening option</li> <li>• Relocation of PAPs</li> <li>• Mode of compensation</li> <li>• Air and noise pollution</li> <li>• Shifting of shrines</li> <li>• Safety</li> <li>• Employment during construction</li> </ul>	<ul style="list-style-type: none"> <li>• Concentric widening should be adopted</li> <li>• The PAPs should be relocated in close vicinity of their existing house/business. New relocation site should be finalised in consultation with PAPs</li> <li>• Compensation should be paid at market rate</li> <li>• Adequate plantation be done to abate air and noise pollution</li> <li>• Shrines should not be shifted instead road widening should be restricted to available clear space</li> <li>• Locals should be given preference in employment</li> </ul>	<ul style="list-style-type: none"> <li>• Concentric widening adopted</li> <li>• New relocation site will be finalised in consultation with PAPs</li> <li>• Compensation will be paid as per provisions of R&amp;R policy</li> <li>• Compensatory plantation planned in the ratio of two trees to be planted for every tree to be cut.</li> <li>• As far as possible shrines will not be affected, if at all shrines required to be shifted these will be shifted in consultation of community</li> <li>• Able-bodied PAPs will be given preference in compensation.</li> </ul>
Belghat	<ul style="list-style-type: none"> <li>• Encroachment</li> <li>• Widening option</li> <li>• Safety</li> <li>• Air and noise pollution</li> <li>• Bridge over rive Ghaghara</li> <li>• Land acquisition and compensation</li> <li>• Employment during construction</li> <li>• Shifting of shrines</li> </ul>	<ul style="list-style-type: none"> <li>• At present there is temporary encroachment these can be relocated provided they are given adequate compensation</li> <li>• Concentric widening should be adopted</li> <li>• Necessary compensatory plantation be done to abate air and noise pollution levels</li> <li>• Bridge over Ghaghara river is a good step</li> <li>• Land to be acquired for approaches and new</li> </ul>	<ul style="list-style-type: none"> <li>• Encroachers and squatters will be dealt with as per R&amp;R policy provisions</li> <li>• Concentric widening adopted</li> <li>• Necessary compensatory tree plantation planned</li> <li>• Land acquisition will be minimised because while finalising alignment this has been kept in mind. Compensation will be paid as per provisions of R&amp;R policy</li> <li>• Able bodied PAPs will be</li> </ul>

Name of the village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design approach
		<p>alignment should be such that agricultural land is least affected. Compensation to farmers should be paid at market rate</p> <ul style="list-style-type: none"> <li>• Locals be given preference in employment</li> <li>• Not averse to shifting of shrines but these should be shifted with proper rituals and in consultation with village community</li> </ul>	<p>given preference in employment</p> <ul style="list-style-type: none"> <li>• Ghaghara bridge will give a boost to local economy.</li> <li>• Shrines if required to be shifted will be shifted with proper rituals</li> </ul>
Shankarpur	<ul style="list-style-type: none"> <li>• Encroachment</li> <li>• Widening option</li> <li>• Mode of compensation</li> <li>• Safety</li> <li>• Relocation of business establishments/houses</li> <li>• Land acquisition and mode of compensation</li> <li>• Air and noise pollution</li> <li>• Employment during construction</li> <li>• Bridge over river Ghaghara</li> </ul>	<ul style="list-style-type: none"> <li>• No encroachment as new alignment upto bridge site</li> <li>• Concentric widening preferred</li> <li>• Compensation should be paid at market rate</li> <li>• PAPs whose houses are to be demolished are very less. Most of PAPs are due to acquisition of agricultural land. The compensation for agricultural land should be at market rate and permanent employment avenues should be given</li> <li>• Air and noise pollution levels will increase as at present there is no pollution</li> <li>• Locals be given preferences for employment</li> <li>• Bridge over Ghaghara river is a welcome step and it was long over due</li> <li>• Accidents will increase after widening there should be safety measures in design.</li> </ul>	<ul style="list-style-type: none"> <li>• Encroachers/squatters will be dealt with as per provisions of Policy</li> <li>• Concentric widening adopted</li> <li>• Compensation will be paid as per provisions of R&amp;R policy</li> <li>• NGO will conduct employment generation training programmes. RAP document contains detailed of dovetailing of project wise income restoration schemes</li> <li>• Adequate compensatory plantation planned to alleviate air and noise pollution</li> <li>• Able bodied PAPs will be given preference for employment</li> <li>• Safety protective measures incorporation project design</li> </ul>
Kamaria ghat	<ul style="list-style-type: none"> <li>• Encroachment</li> <li>• Widening option</li> <li>• Safety</li> <li>• Bridge over river Ghaghara</li> <li>• Bridge approach new alignment</li> <li>• Air and noise pollution</li> </ul>	<ul style="list-style-type: none"> <li>• No encroachment at Kamaria ghat as new alignment planned</li> <li>• Concentric widening should be adopted around ODR</li> <li>• Accidents will increase once bridge on Ghaghara River is complete.</li> </ul>	<ul style="list-style-type: none"> <li>• New alignment be selected to minimise loss on agriculture land. Central widening be adopted for ODR</li> <li>• Design has provisions for safety railings, speed breakers, reduced speed signs etc.</li> </ul>

Name of the village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design approach
	<ul style="list-style-type: none"> <li>• Employment during construction</li> <li>• Land acquisition and compensation</li> <li>• Income restorations schemes</li> </ul>	<ul style="list-style-type: none"> <li>• Adequate safety provisions such as safety railings, speed breakers, reduce speed signs etc be provided</li> <li>• Proper embankment protection should be provided at bridge approaches as Ghaghara river changes its course every year towards Belghat</li> <li>• In order to reduce air pollution adequate tree plantation be done and ribbon development be checked</li> <li>• Locals should be given preference in employment</li> <li>• Government should pay compensation in such a way that it gives enough money to start new business</li> <li>• Govt. should provide training for self employment not only to PAPs but for entire village</li> </ul>	<ul style="list-style-type: none"> <li>• Embankment protection measures will include stone pitching in addition to tree plantation</li> <li>• Adequate compensatory plantation planned. Ribbon development will be checked with the help of appropriate authority.</li> <li>• R&amp;R policy is such that locals will get preference in employment</li> <li>• Compensation will be paid as per provisions of R&amp;R policy</li> <li>• NGO will conduct training programmes for self employment generation</li> </ul>
Budhanpur	<ul style="list-style-type: none"> <li>• Encroachment</li> <li>• Widening option</li> <li>• Need for bypass</li> <li>• Safety</li> <li>• Air and noise pollution</li> <li>• Land acquisition and compensation</li> <li>• Employment during construction</li> <li>• Public utilities/services</li> </ul>	<ul style="list-style-type: none"> <li>• Road has been encroached heavily on both side by permanent houses/shops, etc</li> <li>• Concentric widening should be adopted</li> <li>• Bypass is very much needed as widening inside town will lead to massive demolition of the structures.</li> <li>• Safety is of paramount importance. Necessary safety provisions such as signs and speed breakers, rumble strips be provided</li> <li>• Locals be given preference in employment</li> <li>• Villagers close to workers camp should be provided medical and other facilities of construction workers camp</li> <li>• Air and noise pollution are</li> </ul>	<ul style="list-style-type: none"> <li>• Encroachers and squatters to be dealt as per R&amp;R policy</li> <li>• Concentric widening adopted</li> <li>• Bypass planned</li> <li>• Safety measures such as railings, signage's and speed breakers planned</li> <li>• R&amp;R policy is such that locals will get preference in employment</li> <li>• Locals will be given to access to medical and other facilities</li> <li>• Adequate compensatory plantation planned</li> </ul>

Name of the village	Issues Raised	Suggestions of PAPs	Mitigation Measures / Design approach
		felt during evening and morning hours	
Ahiraula	<ul style="list-style-type: none"> <li>• Encroachment</li> <li>• Relocation of business establishment</li> <li>• Safety</li> <li>• Widening options</li> <li>• Land acquiring and mode of compensation</li> <li>• Income restoration options</li> <li>• Employment during construction</li> <li>• Need for bypass</li> </ul>	<ul style="list-style-type: none"> <li>• Sharp curve and encroachment</li> <li>• Business establishment should not be relocated instead road widening should be restricted to available clear space</li> <li>• Safety is of paramount importance. Safety provisions such as railings, speed breakers, safety signages should be planned</li> <li>• Concentric widening should be adopted</li> <li>• Land acquisition should be minimised as it will deprived many families from earning sources</li> <li>• Government should provide self employment generation avenues</li> <li>• Locals should be given preference in employment</li> <li>• Bypass is very much needed to relieve habitants from pollution</li> </ul>	<ul style="list-style-type: none"> <li>• Town is heavily encroached and there is sharp curve also.</li> <li>• Business establishment not likely to be affected due to planned bypass</li> <li>• Safety provisions made in design</li> <li>• Concentric widening adopted</li> <li>• Land acquisition planned for bypass only</li> <li>• NGO will provide self-employment generation training. Further project is dovetailed with poverty alleviation schemes. Details available in RAP document</li> <li>• As per R&amp;R policy locals will give preference in employment</li> <li>• By pass planned.</li> </ul>

**Table 6.2 District Level Consultations**

District	Issues Raised	Suggestions of PAPs/District Level Officials	Mitigation Measures
<p><b>Moradabad</b> January 7, 2002 Conference Hall of MDA (Route 11)</p>	<ul style="list-style-type: none"> <li>• Shrines getting affected</li> <li>• Compensation</li> <li>• Relocation sites</li> <li>• Drainage system</li> <li>• Road side Plantation</li> <li>• HIV / AIDS</li> </ul>	<ul style="list-style-type: none"> <li>• To be relocated with the consensus of the people</li> <li>• Compensation at replacement value</li> <li>• Should be relocated within the same locality</li> <li>• Concentric widening</li> <li>• Median</li> <li>• Drains investigation</li> <li>• Local species be planted</li> <li>• Free condom distribution and awareness generation</li> </ul>	<ul style="list-style-type: none"> <li>• Suggestions incorporated in RAP.</li> <li>• Compensation of replacement value as per R&amp;R policy</li> <li>• Relocation site to be finalized in consultation with PAPs. Gram Samaj Land has been identified during social survey</li> <li>• Concentric widening</li> <li>• Raised carriageway with drainage facility.</li> <li>• RAP to be placed in Public library for information dissemination.</li> <li>• Plantation will be carried out in consultation with local population.</li> <li>• Provision made in the RAP for free condom distribution and awareness generation</li> </ul>
<p><b>Unnao</b> February 1, 2002 Vikas Bhavan (Route 4B)</p>	<ul style="list-style-type: none"> <li>• Bypass at Bangarmau</li> <li>• Drainage Problem</li> <li>• Compensation</li> <li>• Shrines Getting affected</li> <li>• Accidents near Bangarmau and Bilgram</li> <li>• Four laning of Bangarmau</li> </ul>	<ul style="list-style-type: none"> <li>• Compensation at replacement value</li> <li>• Land for land</li> <li>• Drains in habitations</li> <li>• Speed breakers and rescue points on highways</li> <li>• Shrines to be shifted in consensus with people.</li> <li>• Mazar cannot be shifted.</li> <li>• Graveyard at Bangarmau cannot be shifted</li> </ul>	<ul style="list-style-type: none"> <li>• CDO and other officials along with the PAPs endorsed the Bangarmau bypass alignment.</li> <li>• Mazar and graveyard is not getting affected</li> <li>• Compensation at replacement value as per R&amp;R policy.</li> <li>• Temple not getting affected.</li> <li>• Rigid pavement with drains in habitations.</li> <li>• Enough ROW with PWD for four laning at Bangarmau. Only encroachers will be removed and will be</li> </ul>

District	Issues Raised	Suggestions of PAPs/District Level Officials	Mitigation Measures
			assisted as per their entitlement.
Mau January 16, 2002 Vikas Bhavan (Route 7B)	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Water Logging</li> <li>• Relocation sites</li> <li>• Shrines getting affected</li> <li>• Encroachment/squatting</li> <li>• Compensation</li> </ul>	<ul style="list-style-type: none"> <li>• Speed breakers</li> <li>• Drainage facilities</li> <li>• Relocation sites closed to the affected area</li> <li>• Shrines to be shifted in consultation with PAPs.</li> <li>• Encroachers/squatters to be provided legal space.</li> <li>• Compensation at replacement value.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety railings/signage</li> <li>• Rigid pavement and drainage facility</li> <li>• Finalisation of relocation sites in consultation with PAPs</li> <li>• Care has been taken not to affect shrines but in case they are affected, they will be relocated in construction with PAPs.</li> <li>• Compensation at replacement value as per R&amp;R policy.</li> </ul>
Shahjahanpur January 8, 2002 Vikas Bhavan (Route 3)	<ul style="list-style-type: none"> <li>• Efforts made to reduce no. of PAPs</li> <li>• Water logging</li> <li>• Strikes getting affected.</li> <li>• Compensation</li> <li>• Safety</li> <li>• Basic amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Drainage should be provided</li> <li>• Shrines to be protected by realignment of roads</li> <li>• Compensation at replacement values</li> <li>• Relocation after payment of compensation.</li> <li>• Awareness among villagers regarding safety measures.</li> <li>• Basic amenities to be provided along the highways.</li> </ul>	<ul style="list-style-type: none"> <li>• Rigid pavement with drainage facility.</li> <li>• Shrines will not be touched as far as possible but in case they are affected. Relocation will be done in consultation with people.</li> <li>• Compensation at replacement value as per R&amp;R policy.</li> <li>• NGO to hold awareness campaign regarding safety aspects</li> <li>• Labour camps/administrative offices to be established close to habitation so that the villagers can use facilities as well.</li> </ul>
Pilibhit January 10, 2002 Vikas Bhavan (Route 3)	<ul style="list-style-type: none"> <li>• Compensation</li> <li>• Widening option</li> <li>• Water logging</li> <li>• Safety</li> <li>• Shrines getting affected</li> </ul>	<ul style="list-style-type: none"> <li>• Compensation at replacement value</li> <li>• Concentric widening</li> <li>• Drainage facility</li> <li>• Speed breakers at entry and exit of</li> </ul>	<ul style="list-style-type: none"> <li>• Compensation at replacement value as per R&amp;R policy.</li> <li>• Concentric widening with raised c/w and</li> </ul>

District	Issues Raised	Suggestions of PAPs/District Level Officials	Mitigation Measures
	<ul style="list-style-type: none"> <li>• Employment</li> <li>• Plantation</li> </ul>	<p>villages</p> <ul style="list-style-type: none"> <li>• Shrines cannot be shifted</li> <li>• Employment in the project for those losing income opportunities.</li> <li>• Only local species be planted</li> </ul>	<p>drainage facility in all habitation.</p> <ul style="list-style-type: none"> <li>• Safety railings/signage/N GO to conduct awareness campaign for safety measures</li> <li>• Shrines if getting affected will be relocated in consultation with people.</li> <li>• Contractor to give preference to PAPs/Training for Self Employment/Dovetailing of poverty alleviation schemes of GOI.</li> <li>• Plantation will be done in consultation with local population</li> </ul>

District	Issues Raised	Suggestions of PAPs/District Level Officials	Mitigation Measures
<p>Rampur January 11, 2001 Conference Hall of Cooperative Bank (Route 11)</p>	<ul style="list-style-type: none"> <li>• People panicky about loss of structure/land</li> <li>• Water logging</li> <li>• Safety</li> <li>• Religious Places</li> <li>• Employment</li> <li>• Compensation</li> </ul>	<ul style="list-style-type: none"> <li>• Drainage facility all along the habitated area.</li> <li>• Speed breakers especially at rural areas.</li> <li>• PAPs should be involved in relocation of shrines.</li> <li>• Project should provide employment to those losing land or commercial establishments.</li> <li>• Compensation at replacement value.</li> </ul>	<ul style="list-style-type: none"> <li>• Road width restricted to available clear space.</li> <li>• Raised C/w with drains</li> <li>• Safety railings all along the footpaths over drain.</li> <li>• Relocation of shrines in consultation with PAPs.</li> <li>• Contractor to give preference to PAPs/training for self-employment/dove tailing of GOI's poverty alleviation schemes.</li> <li>• Compensation at replacement value as per R&amp;R policy.</li> </ul>
<p>Deoria January 17, 2002 Vikas Bhavan (Route 16)</p>	<ul style="list-style-type: none"> <li>• Demolishing of structures at Majhala gaon</li> <li>• Civic amenities to affected villages.</li> <li>• Employment</li> <li>• Compensation</li> <li>• Water logging</li> <li>• Safety</li> <li>• Awareness Generation</li> </ul>	<ul style="list-style-type: none"> <li>• Bypass suggested at Majhala gaon and Baharaich</li> <li>• Basic civic amenities to be provided to the affected villages as well as at relocation sites.</li> <li>• Employment to be provided by the project to the PAPs losing land/shops</li> <li>• Drainage facility in the habitations</li> <li>• Speed breakers.</li> <li>• Compensation at replacement value.</li> <li>• Print leaflets describing project in Hindi</li> <li>• Duct along the roads for cables</li> </ul>	<ul style="list-style-type: none"> <li>• Road width restricted to available clear space.</li> <li>• Safety railings/signage.</li> <li>• Contractor to give preference to PAPs/training for self employment</li> <li>• Compensation at replacement value as per R&amp;R policy</li> <li>• Labour camps/administrati on officer to be located close to habitations, so that the PAPs and other villages can use facilities.</li> <li>• A leaflet in English is already there. Will be prepared in Hindi on the same lines.</li> <li>• Suggestion will be incorporated during road construction</li> </ul>

District	Issues Raised	Suggestions of PAPs/District Level Officials	Mitigation Measures
<p>Ballia January 18, 2002 Vikas Bhavan (Route 16)</p>	<ul style="list-style-type: none"> <li>• Encroachment</li> <li>• Compensation</li> <li>• Land Acquisition process</li> <li>• Process of NGO selection for implementation</li> <li>• Relocation sites</li> <li>• Shrines getting affected</li> <li>• Awareness Generation</li> </ul>	<ul style="list-style-type: none"> <li>• Current encroachment and squatting to be removed and compensated. Further, PWD should not allow encroachment to crop up.</li> <li>• Compensation at replacement value.</li> <li>• How much time LA will take? What is the process of LA?</li> <li>• Preference be given to local NGO for RAP implementation</li> <li>• Relocation sites be close to affected area</li> <li>• Shrines to be relocated in consensus with PAPs.</li> <li>• Leaflets in Hindi with project description be distributed in villages</li> <li>• Deoria - Ballia road should end at current fly over rather than at Kadam Chauraha</li> </ul>	<ul style="list-style-type: none"> <li>• Encroachers/squatters if in vulnerable category will be eligible for R&amp;R assistance.</li> <li>• Compensation at replacement value as per R&amp;R policy.</li> <li>• LA procedure explained in RAP document.</li> <li>• Only local NGOs will be selected for implementation for each corridor.</li> <li>• Relocation sites to be finalized in consultation with PAPs.</li> <li>• Shrines if at all getting affected will be relocated in consultation with the people.</li> <li>• Project Information is being disseminated in villages by social team</li> <li>• Not feasible as flyover is well inside the city and will lead to large-scale displacement.</li> </ul>

District	Issues Raised	Suggestions of PAPs/District Level Officials	Mitigation Measures
<p>Jaunpur January 15, 2002 Vikas Bhavan (Route 10A)</p>	<ul style="list-style-type: none"> <li>• Bypass</li> <li>• LA process</li> <li>• Compensation</li> <li>• Water logging</li> <li>• Safety</li> <li>• NGO selection process</li> <li>• Shrines</li> <li>• Land for Land</li> </ul>	<ul style="list-style-type: none"> <li>• At Gaurabadshahpur road is too narrow and therefore widening not possible.</li> <li>• People are not aware of LA process</li> <li>• Roads and habitations are water logged even during dry seasons, hence drainage is must.</li> <li>• People losing land should be provided land for land and for structures compensation should be at replacement value.</li> <li>• Local NGOs should be selected for implementation.</li> <li>• Shrines cannot be shifted.</li> <li>• Speed breakers be provided.</li> </ul>	<ul style="list-style-type: none"> <li>• Bypass proposed from Chorsand to Jiulii bypassing Gaurabadshahpur village.</li> <li>• LA process has been detailed out in RAP</li> <li>• Bypass has been so designed that 70% of the route follows dyke of the existing canal. Thus reducing the extent of land to be acquired.</li> <li>• Compensation at replacement value and land for land is provided in the policy.</li> <li>• Tender notice given in the local newspaper clearly states that only local NGOs will be engaged for implementation.</li> <li>• Raised c/w with drainage facility.</li> <li>• Shrines in 'G' Badshahpur is not getting affected and other shins will be relocated in consultation with people</li> <li>• Safety railings/signage</li> </ul>
<p>Azamgarh January 15, 2002 Vikas Bhavan (Route 7B and 10A)</p>	<ul style="list-style-type: none"> <li>• Shines</li> <li>• R&amp;R policy</li> <li>• Demolishment of structures at Thekma</li> <li>• Widening options</li> <li>• Relocation of commercial establishments</li> <li>• Safety</li> <li>• Water logging</li> <li>• Bypass at Budhanpur and Ahiraula</li> </ul>	<ul style="list-style-type: none"> <li>• Shrines be relocated as per PAPs choice.</li> <li>• How R&amp;R policy can help regain economic status of DPs?</li> <li>• How structures can be saved in Thekma and Gambhirpur?</li> <li>• Road should be widened on both sides.</li> <li>• Water logging even during dry seasons, so drainage is must.</li> <li>• Speed breakers.</li> </ul>	<ul style="list-style-type: none"> <li>• Relocation sites of shrines to be finalised by PAPs.</li> <li>• R&amp;R policy based on WBOP/BP 4.12 and aimed at betterment of people in post project scenario. More over RAP document has one chapter on Income Restoration of PAPs.</li> <li>• Road width in Thekma and Gambhirpur</li> </ul>

District	Issues Raised	Suggestions of PAPs/District Level Officials	Mitigation Measures
		<ul style="list-style-type: none"> <li>• Relocation of shops along the road.</li> </ul>	<p>restricted to available clear space and no permanent structure is getting affected.</p> <ul style="list-style-type: none"> <li>• Concentric widening with raised c/w and drainage in all habitations.</li> <li>• Safety railings/signage</li> <li>• Effort has been made to ensure that no land gets severed due to bypass alignment</li> </ul>
Gorakhpur January 17, 2002 Vikas Bhavan (Route 10A)	<ul style="list-style-type: none"> <li>• Shines</li> <li>• R&amp;R policy</li> <li>• Demolishment of structures at Thekma</li> <li>• Widening options</li> <li>• Relocation of commercial establishments</li> <li>• Safety</li> <li>• Water logging</li> </ul>	<ul style="list-style-type: none"> <li>• Shrines be relocated as per PAPs choice.</li> <li>• How R&amp;R policy can help regain economic status of DPs?</li> <li>• How structures can be saved in Thekma and Gambhirpur?</li> <li>• Road should be widened on both sides.</li> <li>• Water logging even during dry seasons, so drainage is must.</li> <li>• Speed breakers.</li> <li>• Relocation of shops along the road.</li> </ul>	<ul style="list-style-type: none"> <li>• Relocation sites of shrines to be finalised by PAPs.</li> <li>• R&amp;R policy based on WBOP/BP 4.12 and aimed at betterment of people in post project scenario. More over RAP document has one chapter on Income Restoration of PAPs.</li> <li>• Road width in Thekma and Gambhirpur restricted to available clear space and no permanent structure is getting affected.</li> <li>• Concentric widening with raised c/w and drainage in all habitations.</li> <li>• Safety railings/signage</li> </ul>
Baharaich January 22, 2002 Vikas Bhavan (Route 6)	<ul style="list-style-type: none"> <li>• Shines</li> <li>• R&amp;R policy</li> <li>• Demolishment of structures at Thekma</li> <li>• Widening options</li> <li>• Relocation of commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Shrines be relocated as per PAPs choice.</li> <li>• How R&amp;R policy can help regain economic status of DPs?</li> <li>• How structures can be saved in Thekma</li> </ul>	<ul style="list-style-type: none"> <li>• Relocation sites of shrines to be finalised by PAPs.</li> <li>• R&amp;R policy based on WBOP/BP 4.12 and aimed at betterment of people in post project</li> </ul>

District	Issues Raised	Suggestions of PAPs/District Level Officials	Mitigation Measures
	<p>establishments</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Water logging</li> <li>• Bridge over Ghagra</li> </ul>	<p>and Gambhirpur?</p> <ul style="list-style-type: none"> <li>• Road should be widened on both sides.</li> <li>• Water logging even during dry seasons, so drainage is must.</li> <li>• Speed breakers.</li> <li>• Relocation of shops along the road.</li> <li>• Efforts be made to acquire minimum land for bridge approach</li> </ul>	<p>scenario. More over RAP document has one chapter on Income Restoration of PAPs.</p> <ul style="list-style-type: none"> <li>• Road width in Thekma and Gambhirpur restricted to available clear space and no permanent structure is getting affected.</li> <li>• Concentric widening with raised c/w and drainage in all habitations.</li> <li>• Safety railings/signage</li> <li>• Currently model study is going on. Care will be taken during survey to ensure that no land gets severed due to bridge approach.</li> </ul>
<p>Sitapur January 10, 2002 Vikas Bhavan (Route 6)</p>	<ul style="list-style-type: none"> <li>• Shines</li> <li>• R&amp;R policy</li> <li>• Demolishment of structures at Thekma</li> <li>• Widening options</li> <li>• Relocation of commercial establishments</li> <li>• Safety</li> <li>• Water logging</li> <li>• Bridge over Ghagra</li> </ul>	<ul style="list-style-type: none"> <li>• Shrines be relocated as per PAPs choice.</li> <li>• How R&amp;R policy can help regain economic status of DPs?</li> <li>• How structures can be saved in Thekma and Gambhirpur?</li> <li>• Road should be widened on both sides.</li> <li>• Water logging even during dry seasons, so drainage is must.</li> <li>• Speed breakers.</li> <li>• Relocation of shops along the road.</li> <li>• Efforts be made to acquire minimum land for bridge approach</li> </ul>	<ul style="list-style-type: none"> <li>• Relocation sites of shrines to be finalised by PAPs.</li> <li>• R&amp;R policy based on WBOP/BP 4.12 and aimed at betterment of people in post project scenario. More over RAP document has one chapter on Income Restoration of PAPs.</li> <li>• Road width in Thekma and Gambhirpur restricted to available clear space and no permanent structure is getting affected.</li> <li>• Concentric widening with raised c/w and drainage in all habitations.</li> <li>• Safety</li> </ul>

District	Issues Raised	Suggestions of PAPs/District Level Officials	Mitigation Measures
			railings/signage • Currently model study is going on. Care will be taken during survey to ensure that no land gets severed due to bridge approach.

Table 6.3 State Level Consultations (Held at Lucknow on February 11, 2002)

Issues Raised	Suggestions of PAPs	Mitigation Measures
"Land for land " and " House for House"	Participants suggest " Land for Land" and " House for House"	Both the issues covered in R&R policy.
Compensation	Compensation be paid at replacement value and should be deposited in bank. No cash transaction with PAP. Project Authorities should avoid delay in payment of compensation.	Compensation will be at replacement value as per R&R policy.
Displacement	Displacement should be avoided to the extent possible	Project is committed towards minimising displacement and if necessary social fabric will be maintained.
Safety	IEC materials be put up for safety	Safety concern considered for RAP.
Shrines	Care should be taken in shifting cultural properties Relocation of shrines / temples should be in pre-construction stage	Cultural properties will be relocated in consultation with people
People's participation	Community participation is essential for the sustainability of the project	Community will be involved at every stage, even for maintenance of roads and drains.
Encroachment	Encroachers will come back once road construction is over. Compensation to encroachers will set precedence. Gram Panchayat be involved in control of encroachment on public ROW	PWD to work closely with revenue department to restrict encroachment Encroacher and squatters will receive assistance and not compensation for land.
LA for Bypasses	LA process should be detailed out	LA process explained in RAP

Issues Raised	Suggestions of PAPs	Mitigation Measures
Roads passing thru villages bypassed	Who will be responsible for maintenance of roads passing through villages, which have been bypassed.?	Such roads will be properly maintained by forming SHGs of PAPs
Loss of trees	What about trees that will be cut?	PWD is planning to plant three rows of local species, where PAPs will own last row.
NGO Selection	Process of NGO selection be detailed out	Advertisement in local newspaper will be taken and local NGO will be preferred.
Water Logging	Water logging at most of the roads damages the road.	Raised c/w with drains.
Institutions Arrangements	Proper coordination of PWD and other line departments is must for effective implementation of RAP.	RAP details out Institutional arrangement.

#### 6.4 Continuation of Public Consultations

The effectiveness of the R&R program is directly related to the degree of continuing involvement of those affected by the project. Participation of PAPs has been emphasised in the development of RAP to assure that its components are suited to the needs of the impacted and resettled population. Their continued involvement and participation during RAP implementation will both increase the probability of their successful resettlement and rehabilitation and contribute to the overall project success.

During the preparation stage, consultations were held at local, district and state level as documented above. Several additional rounds of consultations with PAPs have been planned in the action plan through partnering NGO during RAP implementation. Consultations during RAP implementation will involve agreements on compensation and assistance options and entitlements with PAPs and completion of a PAP identity card indicating the accepted entitlement package (a model identity card is enclosed as annex). The other round of consultations will occur when compensation and assistance are provided and actual resettlement begins.

- **Plan for Continued Participation**

The following set of activities is required for effective implementation of RAP. This will also help in timely execution of RAP.

- **Information Disclosure**

For the benefit of the community in general and PAPs in particular. RAP and R&R policy will be translated in Hindi and kept at

- Public Libraries of the districts
- Office of Chief Development Officer, and
- Libraries of various colleges in the district.
- PWD offices in project districts

- Schools of the villages affected, and
- Any other public place along the highway

The report will also be available at World Bank Info shop Washington DC and New Delhi Office as per World Bank disclosure policy.

A copy of RAP and R&R policy will also be placed at the office of Project Director, UPSRP, Lucknow and respective PWD circles and divisions.

- **Public Information Dissemination**

PWD offices located along the four Project Corridors will provide actual information and policies and other rehabilitation actionplan to the people in continuous manner. For this, following are proposed :

- The NGOs involved in the implementation of dRAP will organise Public meetings, and will appraise the communities about the progress in the implementation of limited works.
- The NGO will organise public meetings to inform the community about the payment and assistance paid to the community. Regular update of the program of resettlement component of the project will be palced for public display at the PWD office.

- **Followup Consultation**

Followup consultation will be carried out after the finalisation of RAP and freezing of drawings. The consultations will be carried out at local levels along with the highway engineer and environmental expert. Location for consultations will be finalized in consultation with PWD. Tentatively consultations will take place in the month of March 2003.

- **Community Participation**

For effective implementation of RAP, it is essential to provide scope of involving communities and PAs in the process. The mechanism of involving communities is suggested below :

**Table 6.4 Core Rapid Appraisal : Mechanism for Continued Participation**

Project Stage	PAPs	NGOs	Hosts	Project & Local Officials
Planning	<ul style="list-style-type: none"> <li>• Participate in public meetings</li> <li>• Identify alternatives to avoid or minimise displacement</li> <li>• Assist in developing and chosing alterantive options for relocation and income generation</li> </ul>	<ul style="list-style-type: none"> <li>• Assist in impact assessment</li> <li>• Assist in census and SE survey</li> <li>• Participate in coordination committee</li> <li>• Participate in group meetings</li> <li>• Design and implement an information campaign</li> <li>• Support group formation,</li> </ul>	<ul style="list-style-type: none"> <li>• Provide information or various aspects of host communities</li> <li>• Assist in data collection and design</li> <li>• Provide inputs to site selection</li> <li>• Identify possible conflict areas with PAs</li> <li>• Identify social</li> </ul>	<ul style="list-style-type: none"> <li>• Provide information on PAP skills etc.</li> <li>• Suggest ways to minimise impacts</li> <li>• Indicate local staff and budget capacity for relocation.</li> <li>• Assist NGO in information dissemination</li> <li>• Participate in</li> </ul>

Project Stage	PAPs	NGOs	Hosts	Project & Local Officials
	<ul style="list-style-type: none"> <li>• Help to choose resettlement sites.</li> <li>• Participate in survey</li> <li>• Participate in meeting with host population</li> <li>• Provide inputs to entitlement provisions</li> <li>• Assist in preparation of action plan</li> <li>• Suggest mechanism for grievance redressal conflict resolution and participate in grievance redressal</li> <li>• Participate in coordination committees</li> </ul>	<ul style="list-style-type: none"> <li>problem identification and planning for PAPs and hosts,</li> <li>• Design and Participatory process</li> <li>• Suggest mechanism for grievance redressal of conflict resolution.</li> <li>• Assist in preparation of action Plan</li> </ul>	<ul style="list-style-type: none"> <li>and cultural facilities needed at resettlement sites</li> <li>• Assist in identification of IG schemes</li> <li>• Provide inputs for design of IG schemes</li> <li>• Help develop a process of consultation between hosts and PAPs.</li> <li>• Suggest mechanism for grievance redressal and conflict resolution.</li> </ul>	<ul style="list-style-type: none"> <li>consultations</li> <li>• Examine the feasibility of IG schemes and discuss with PAPs.</li> <li>• Help document and consultations.</li> </ul>

Project Stage	PAPs	NGOs	Hosts	Project & Local Officials
Implementation	<ul style="list-style-type: none"> <li>• Participate in implementation support activities</li> <li>• Participation in local decision making activities.</li> <li>• Decide on management of common properties</li> <li>• Participate in grievance redressal mechanism.</li> <li>• Monitor provision of entitlements</li> <li>• Labour and other inputs of site</li> <li>• Labour and other inputs at site</li> <li>• Credit and other group scheme management</li> <li>• O&amp;M of sites and project inputs</li> <li>• Members of implementation committee</li> </ul>	<ul style="list-style-type: none"> <li>• Provide ongoing information for PAPs and hosts</li> <li>• Provide support in group management</li> <li>• Monitor entitlement provision by implementation of IG schemes.</li> <li>• Assist implementing live depts.</li> <li>• Provide support to RAP implementation .</li> <li>• Training to eligible PAPs</li> <li>• Support to vulnerable groups</li> <li>• Evaluate community process and social preparation</li> <li>• Provide advice on grievance redressal.</li> </ul>	<ul style="list-style-type: none"> <li>• Assist APO in relocation</li> <li>• Manage common property at site</li> <li>• Participate in local committees.</li> <li>• Assist PAPs in integration with Hosts.</li> <li>• Assist PAPs in use of new production system.</li> <li>• Use established mechanisms for grievance redressal.</li> </ul>	<ul style="list-style-type: none"> <li>• Process IG proposals</li> <li>• Participate in grievance redressal</li> <li>• Provide assistance under local schemes.</li> <li>• Participate as member of Implementation committee.</li> </ul>
M&E	<ul style="list-style-type: none"> <li>• Participate in grievance tribunals</li> <li>• Report to project on IG schemes</li> <li>• Report on service quality of sites</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Provide information to project staff on vulnerable groups</li> <li>• Act as M&amp;E agency for project</li> <li>• Act as external monitors for project (where not previously involved)</li> </ul>	<ul style="list-style-type: none"> <li>• Provide inputs to M&amp;E of R&amp;R</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing interaction with PAPs to identify problems in IG programme.</li> <li>• Participants in correctional strategies.</li> <li>•</li> </ul>



**Chapter 7**

## **7 HIGHWAY RELATED DISEASES**

### **7.1 Introduction**

World Health Organisation (WHO) estimates that by the year 2000, 30 to 40 million people would have become HIV infected in the world, and around 90% of them are likely to be in the developing countries. Of the total HIV infected people around 12-18 million would have developed AIDS. According to the report of Monitoring the AIDS Pandemic (MAP) on 'The Status and Trends of the HIV/AIDS/STD Epidemics in Asia and the Pacific' dated October 21-23, 1997, India is reported to have had a sharp increase in the estimated HIV infections over the years. The National AIDS Control Organisation (NACO) figures, on the status of HIV infections and AIDS cases in India as on August 31, 1998, place the country's seropositive rate at 23.64 per thousand; the trend is apparently upward. However, distribution of the incidences of infection is uneven among different parts of the country.

Throughout the World, the growth of transport system has been, and continuous to be, a key element in economic development. In both developed and underdeveloped countries, increase in gross national product (GNP) is accompanied by greater investment in both vehicle and transport infrastructure. In the developing world, current trends in population, industrialisation, and urbanisation are putting heavy pressure on the transport networks in general [WHO, 1984]. This in fact has resulted in the unlimited growth of new transport companies and, subsequently, vehicles and crewmembers all over the country. WHO document indicate the existence of two to five million crewmembers of inter-city trucks in India. Besides being away from home for most part of the year (almost 11 months), these drivers (75 to 90%) have a high rate of sexual promiscuity with female commercial sex workers and other sex friends en-route their travel or at places where they stop for rest [WHO, 1994]. High mobility and frequent multi-partner sexual behaviour make these men a high-risk group for contracting STD/HIV infection. Besides their own personal risk, the highly mobile occupation leads to the transmission of infections from cities of high prevalence and also between cities and rural areas. Due to kind of nomadic lifestyle, they are often not able to have access to modern health care facility. They go to non-registered practitioners who often give false promises of treatment and care. Thus, there is a need to address the spread of highway diseases and take necessary action in controlling, the spread of such diseases involving the truckers and the CSWs in a strategic action oriented programme.

### **7.2 The Cause of the Spread of Highway Related Diseases**

Vehicles carrying people or goods over long distance are the frequent users of highways (both national and state). It has been found that the drivers and helpers of such long distance vehicles like truck often spend many days at a stretch, outside their homes and away from their family members

The factors of financial insecurity, tensions at work, being away from home for long duration give rise to irregular habits among the truck drivers and their assistants. Taking to alcohol and commercial sex is one the means of entertainment and releasing tension. For these solitary mobile men it is difficult to refrain from physical urges for over longer periods. These drivers and helpers or assistants take halts at different resting-places designated/naturally developed along the corridors. Thus the truckers and their assistants are found to have sex with many women on their way. Married mobile men often chose CSWs for satisfying their sexual urge of oral and anal sex that they do not practice at home with their wives. Thus sexual diseases are often found to spread rapidly along the road and

highway corridors. On the other hand, tuberculosis (TB) and other like diseases are also found to spread through physical contacts along with STD and AIDS. Seeing the gravity of the spread of all these diseases proper measures are required to be taken to create awareness about their severity and to control such spread of diseases.

### 7.3 Other Related Studies

A number of research studies have been undertaken globally to determine the prevalence and epidemiology of HIV infection and AIDS. Many studies, conducted in various countries in Africa, have quite unambiguously identified the important role played by truck drivers and itinerant roadside sex workers in the transmission of HIV infection to different parts of a country [Orubuloye, et. al, 1992]. Interventions to encourage the use of condoms among truck drivers and roadside sex workers have been successful in Tanzania, along the Trans-African Tanduma Highway (from 51% users to 91% users in less than one year) and in community based projects in Ciudad Juarez in Mexico and through media campaign in Philippines [WHO Press Release, Geneva, 1992].

Studies in India too have provided sufficient empirical data to confirm the direct linkage of sexual behaviour patterns among truck drivers in not only contacting HIV infections by themselves, but also transmitting it to other sex workers among various highways around the country [Singh Y.N, et. al, 1993]. Some reports also talk about homosexual relations practised by these drivers with their assistants [WHO, 1994]. The crewmembers, their spouses and the female commercial sex workers serving these men on the route and also in the cities constitute a sexually active population of about 5-12 million [WHO, 1994].

The Indian Institute of Health Management Research (ICHR), Jaipur in 1994 conducted a study with WHO and NACO to initiate a "Planning Project on Country wide AIDS/STD Prevention among Inter city Truck Drivers in India". The objective of the project was to prepare a medium term plan for AIDS/STD prevention among truckers through a comprehensive intervention project. It was felt during the course of the study that, an assessment of major truck driver's halt points along all national highways in India would be necessary. Therefore in 1995, ICHR conducted "All India Rapid Survey on Truck Driver's Halt Point". This study identified 561-truck driver's halt points on the national highway with an average concentration of minimum 500 trucks. In Uttar Pradesh, three districts viz., Kanpur, Agra and Varanasi have a highly dense traffic. The study also revealed that apart from other reasons in 105 halt points, truckers stop for contacting commercial sex workers.

Department for International Development (DFID) also carried out study entitled "Healthy Highway Project" earlier known as "Truckers Project" which aimed at slowing down the spread of HIV by reducing the rate of STD infection and associate risk behaviours among the inter-city truck drivers. The study found out that, by virtue of working in the unorganised sector truckers are deprived of permanent employment, and other related benefits. They also lack emotional support for being away from home for longer periods. As a result of life full of tensions, lack of emotional support and basic human facilities, the truckers take to alcohol and unsafe sex. Moreover, truckers are not aware of hazards of STD/HIV infections and therefore do not get proper medical facilities. They generally visit non-registered medical practitioners who mislead them with myths and misconceptions related to sexuality and in the process prolong the medication period.

The key lessons learnt from the project, which can help address the issues of highway diseases in a much systematic way are:

- (a) Importance of need assessment;

- (b) Inclusion of commercial sex workers, wherever possible;
- (c) Behaviour change communication related to a very personal matter and creating enabling environment for this;
- (d) Capacity building of staff engaged in the work;
- (e) Facilities for STD treatment to truckers close to halt points; and
- (f) Promotion of the use of condoms.

The project finally suggests the involvement of the private sector as an important component of the global strategy to fight the spread of HIV/AIDS epidemic. Apart from social implications, there are economic reasons as well for seeking the involvement of industry. The "Healthy Highways Project" has been attempting to develop working partnerships with the private sector. The efforts thus can be summed up as a search for feasible and replicable models.

One of the studies carried out by Society for Promotion of Youth and Masses (SPYM) on trucks plying on major highways revealed that 27% of the truck drivers were suffering from different types of STDs and 56% of the truckers had a history of STD. Nearly two fifths of them accepted that they had passed on STD to their wives.

Field trials conducted by AIDS Research Foundation of India (ARFI) who have been involved in HIV intervention programme among truckers in the south have shown that STD infections among drivers was very high. According to their volunteers at out-reach centres in Tamil Nadu having STD clinics, 9 out of 10 seeking treatment were invariably diagnosed for having STDs. Recent research in Tamil Nadu showed that 25% of the lorry drivers were HIV positive.

The Bhoruka Research Centre for Haematology and Blood Transmission, in its survey at Uluberia (West Bengal) check post showed that the prevalence rate of STDs among truckers was as high as 30%. The survey also revealed that 5.4% of the 1,357 truck drivers and their assistants were HIV positive.

According to official data of School of Tropical Medicine, which monitors HIV/AIDS in West Bengal, 29% of the 248 persons who tested positive by Western Blot method till June 1, 1994 were truckers.

## 7.4 Survey Among Truckers on Project Routes

### 7.4.1 SAMPLE LOCATIONS

In order to study the issues of HIV/AIDS during the preparation of RAP, a survey has been carried out among truckers (including drivers of oil tankers) who ply on the corridors selected for UP State Roads Project. This survey was carried out in 16 different locations across all the seven corridors of Phase II.

Table 7.1 Number of Survey Points for Truckers

Route Name and Number	Number of truckers participated in FGDs	Number of points where Group Discussions were held
Pilibhit - Khutar (3)	19	1
Lucknow - Bangarmau (4B)	27	2
Sitapur- Baharaich (6)	15	1
Azamgarh - Phephna (7B)	59	4

Route Name and Number	Number of truckers participated in FGDs	Number of points where Group Discussions were held
Gorakhpur-Shahganj (10A)	63	3
Moradabad - Bazpur (11)	31	2
Deoria - Ballia (16)	38	3
<b>Total</b>	<b>252</b>	<b>16</b>

Table 7.2 Location of Group Discussion

Route No.	Location	Rationale for Finalisation of Locations
3	Khutar	Market place and Intersection of NH and SH-26
4B	Lucknow Bangarmau	Buddheshwar Chowraha: Junction of SH40 and Hardoi bypass Major commercial place and Junction of roads coming from Lucknow, Unnao and Bareilly
6	Khairabad	Major commercial place and halting point for all commercial vehicle
7B	Azamgarh  Rasara Ratanpura Mau bypass	Pahalwan chowraha: Entry / exit of the city, commercial place and halting point for all commercial vehicle Commercial place and big Dhabas which acts as halting point for truckers Commercial Place and big Dhabas halting points for truckers Junction of SH34/ODR and NH; Dhabas and petrol pump which are halting point for truckers
10A	Gorakhpur Shahganj	Harraiya Chungi: Intersection of project road (MDR 49) and NH Near flyover: major commercial centre
11	Moradabad Rampur	Sirswan Doraha, Intersection and beginning of project road, high traffic volume Intersection of project road (MDR 49 & 29) and NH
16	Deoria Sikandarpur Ballia	Market area Major commercial area and hub of truckers Entry point to city

As the table 7.1 above shows most of the locations where consultation with truckers were held are the intersections of either state highways or MDR/ODR with national highways. A total of 16 such locations were finalised, where 252 truckers participated in FGDs. These locations are dotted with dhabas (road-side eateries) where, truckers halt for various reasons apart from food and hence it is easy to approach. Discussions took place in dhabas so as to facilitate the participation of dhaba owners and other workers.

## 7.42 THE OBJECTIVE OF SURVEY

The objectives of survey were:

- Health seeking behaviours of truck drivers including the barriers to accessing sexual health services.
- Information on sexual networking (both male to male sex and male female sex).
- Present availability of health services addressing STD diagnosis and treatment and their perceived accessibility and appropriateness.

Accordingly Group Discussion (GD) was carried out among truck drivers and their assistants, focussing on their sexual practices and related health seeking behaviour, their knowledge, attitude and perception about STD/HIV, and access to health care facilities (copy of GD guideline enclosed as Annex 7.1). In all 15 GDs were held in all the seven routes as per Table 7.1. The age group of truckers including cleaners varied from 15 to 53 years. Each group was restricted to 10 drivers apart from their cleaners. In a large gathering of truckers multiple group discussions were held.

#### 7.4.3 KEY FINDINGS

- The participants reported that during a single short trip, they cover a distance of 100 to 300 km, lasting for about a couple of days. Long trips generally are about a distance of 2000 to 4000 km. In long trips they are on the road for about a week or 10 days. On an average, truck crew remains away from home for about three weeks. At times if reliever is not available with the owner, they remain out of home for even month and a half. In such situations, they get a break of 15 days.
- The cabin crew usually includes a drivers, reliever and one assistant, often termed as 'cleaner'.
- Halting depends on the distance they have travelled. One halt varies between an hour to eight hours again depending on whether it is a day halt or a night halt. Day halts are normally for food, minor repair or at times they stop if they feel tired of driving. In fact night halts mean halting at wee hours as feel sleepy and most of the accidents occur at that time of the day. It is only in early night halts when they indulge in alcohol consumption and sexual activities. At times they carry CSW in trucks during daytime as well. Normally CSW charges any thing between Rs20 to Rs.200 depending on the demand and location. At times when highway passes through the city, CSWs are picked up from cinema halls, railway stations, wine shops or at loading and unloading points. Sex and alcohol is regarded as cheap mode of entertainment.
- Economically truckers are not very well off. Though drivers get an average salary of Rs 3000 to Rs 6000 per month, cleaner normally gets Rs.500 to 1500. Drivers are given a fixed amount depending on the route primarily to take care of minor repairs, taxes on route and even to pay bribes to the police officials. However, they carry passengers in their cabin and the amount charged is less than normal fare of buses. This money gets distributed among the crew. Apart from low salaries, they are not allowed to take leave and are often dismissed without prior notice. Because of low salary and constantly being away from homes, they had little say in the decision making process at household level. The daily expenses of cleaner are normally borne by the driver.
- Most of the crewmembers know about STD, though very few know about AIDS/HIV. Piles, cold and cough, dysentery is quite common among the truckers, mainly because of lack of rest, dhaba food and regular alcohol consumption. Some crewmembers during personal interview revealed that they suffer from STD, though they neither know the name of the disease, nor the source of it. Despite these problems, they still visit CSWs.
- Some truckers also reported to have experienced homosexuality during the GD. Their partners in most of the cases are cleaners, those who are young and have joined the crew recently. Even oral and anal sex is quite common with CSWs. At times they pick up eunuchs for oral and anal sex.

- Roadside eateries (Dhabas) are the nodal points for truckers and CSWs. The temporary structures or at the back of the tea stall or dhabas along the highways are often used for sexual activities, while at times truck cabin is also used for the purpose. Often tea stalls are run by CSWs. Otherwise, dhaba owners acts as middlemen and brings CSWs to the highways. Dhaba owners also ensure safety of CSWs.
- Though drivers were aware of the need to use condoms, during the sexual relationship with CSWs as revealed by the drivers, few of them used condom in actual practice. Condoms any way are not available on highways and no trucker carries them along.
- Truckers after getting infected, reportedly prefers home remedies first, which includes washing of genitals with antiseptic solution (dettol) or by their own urine. Further deterioration leads them to practitioners without any formal medical training. Proper medical treatment is sought only when case deteriorates further.

#### 7.4.4 FELT NEEDS

- Medical help was perceived as an absolute necessity in all the group meetings. They needed registered allopathic male doctor and if possible specialist at loading and unloading points and on highways. However, they insisted that the government should pay doctor's fee as they could ill afford it.
- Participants were not too enthusiastic about involving their employers in assistance delivery process due to fear of losing job if employer comes to know about the same.

#### 7.4.5 EMERGING ISSUES

- The truckers face professional and social degradation and are stigmatised for living a sexually promiscuous life style.
- They indulge in multiple heterosexual relationships, irrespective of age and marital status.
- They seem to prefer to have sexual relationship with highway CSWs being less expensive and easily accessible than those in urban areas thereby exposing the rural population to the risk of STD.
- Awareness of HIV/AIDS was negligible.
- High indulgence in casual sex calls for an intervention that addresses their sexual networking in the general population.
- Poor medical facilities on the highway and apathy shown by the health providers compel them to seek improper treatment for STD. Strengthening rural medical infrastructure and service outlets on the highways were the felt needs of the truckers.
- The truckers hardly use condoms during the contact with CSWs.
- Truckers have limited exposure to information on causes of spread and measures for prevention of STD and HIV/AIDS.

## **7.5 MEASURES FOR CONTROLLING THE SPREAD OF HIGHWAY DISEASES**

### **7.5.1 APPROACH FOR IMPLEMENTING THE MEASURES**

Before any measures are taken up, it is important to conduct a detailed mapping exercise, with the help of the NGO selected for implementation in all the project corridors. The mapping will help in making systematic observation, sampling in the later stages and to select key informants to facilitate targeted interventions. Following steps will be followed:

**Step 1:** For targeted interventions, NGO responsible for RAP implementation will have to coordinate with NGO working with State AIDS Control Organisation (SACO). NGOs working with SACO will be district wise segregated to identify the NGO working in the project districts.

**Step 2:** Once the identification is over, implementing NGO will tie - up with SACO NGO to implement measures for controlling spread of HIV/AIDS

**Step 3:** Implementing NGO in coordination with SACO NGO will be responsible for:

- Indicating the type of information to be disseminated
- Locations where interventions are to be carried out
- Frequency of undertaking the interventions
- Availability of doctors, peer educators, etc
- Provision of infrastructure facilities at selected locations.

### **7.5.2 MEASURES FOR CONTROLLING THE SPREAD**

Following measures can be adopted for the control of spread of HIV/AIDS along the highways:

(1) Health surveys along the highways may be carried out to assess the spread and nature of STD. It is important to prepare a health profile of the truckers/cleaners and all those living along the highways. Health profile will include the disease pattern; frequency; infected people; available health facilities; minimum distance to be covered for any health facility; etc. The analysis of data thus gathered will help in developing strategies in controlling the spread of the disease.

(2) Awareness against STD or HIV/AIDS

Awareness creation on the spread of STD or HIV/AIDS especially among the highway users is the most effective measure in controlling STDs. The awareness could be generated through Information-Education -Communication (IEC) materials. Before developing IEC materials, a strategy for awareness generation needs to be worked out including:

- Identification of peer educators
- Identification of target population other than truckers and crew members
- Identification of location for displaying IEC materials
- Coordinate with SACO NGOs
- Coordinate with health department
- Tie up with a willing private sector contributor

Once these issues are ironed out, emphasis will be on type of IEC materials viz.,

- Audio
- Audio-visual
- Print material; and
- Language

Once IEC materials are finalised implementers will have to finalise the approach viz.,

- Group approach (road side shows; village shows; etc)
- Door to door campaign, etc.

Awareness can also be generated through

- (i) In-built curricula of schools and colleges,
- (ii) By introducing behaviour change communication (BCC). BCC is based on the realisation that communication as a process passes through different stages. Hence the communication has to be designed and carried out to the level of changing behaviour of the audience stand.
- (iii) Peer education is important in IEC. Peers can help in creating awareness among target population. They could be of great help in BCC as well.
- (iv) Involvement of NGOs could be of immense help in implementing the IEC strategy. International and national organisations working towards the control of HIV/AIDS through IEC have engaged NGOs for addressing the issue.

### 7.5.3 RECOMMENDED ACTIONS

Specific actions to be carried out in UP-PCC for controlling the spread of HIV/AIDS/STD are the following:

#### INFORMATION CAMPAIGN/ADVERTISEMENT

➤ **Signage/Hoardings**

Suitable information materials should be designed to impart knowledge regarding STD/AIDS, the nature of their spread, control measures etc., among road users and truckers. Proper signages and hoarding are to be designed and displayed in suitable locations.

➤ **Vehicle stickers**

Stickers on information related to STD/AIDS has to be designed highlighting use of condoms, treatment facilities etc. In rest areas, in information booths the stickers should be kept and distributed to every truck parked there.

➤ **Condom Vending machines**

Location: All the rest areas should have the provision of condom vending machines. Some people feel shy of using this machines in open public. To make these more effective, machines could be placed as an alternative to information booths, inside public toilet enclosures.

#### CO-ORDINATION WITH OTHER AGENCIES

Co-ordination with agencies/organisations like State AIDS Control Society (SACS) working towards the cause of control and treatment of these diseases should be arranged. This would help the effort of the highways authorities to be more effective and efficient.

**CONSTRUCTION CAMP/REST AREAS/TRUCK LAY-BYES**

- **Provision of vending machines**  
Along with rest areas, construction camp as well as truck lay-byes should also be provided with the facilities of condom vending through machines. In this case too, machines should be placed in not-so-public places in these areas.
- **Advertisements**  
Hoardings, danglers and signposts should be placed in these areas for imparting knowledge regarding these diseases and their control measures.
- **Provision of medical check-up**  
All the rest areas and construction camps should have the provision of medical facilities, especially meant for curing STD/AIDS. Free regular health camps are to be hold in these areas for popularising the effort.

**7.5.4 PLAN FOR AWARENESS CAMPAIGN AND PREVENTION OF STD/AIDS**

The plan for awareness campaigns and preventive actions against STDs/AIDS and UPSRP is provided in Table 7.3

**Table 7.3 Plan for awareness Campaign and Prevention of STDs/AIDS in UPSRP**

Project Stage	Location	Action Theme	Action Components	Implementation Responsibility	Counterpart Responsibility	Overseeing Responsibility	Source of Funding
Construction Period	Construction Camp	Awareness Campaign	Signage/Hoarding	Contractor	-	PWD/NGOs	Contractor's Budget
		Prevention	Condom vending machine	Contractor	-	PWD/NGOs	Contractor's Budget or Line Agencies Co-ordinated by the Contractor
			Medical facilities				
			Routine medical check-up	Contractor	-	PWD/NGOs	Contractor's Budget
	Project Site	Awareness Campaign	Signage/Hoarding	Contractor	PWD	PWD/NGOs	Counterpart Line agencies'
	Immediate Surrounding of the Project	Awareness Campaign	Signage/Hoarding	NGOs	PWD	-	Budget co-ordination Budget/resources is built in the NGO/PWD
Advertisements			NGOs	PWD			

Operation Period	Rest Areas	Awareness Campaign	Signage/Hoarding	Concessionaire	Supervision Consultant	PWD	Will be built in the Concession Agreement
			Vehicle stickers, posters, audio-visual shows	NGO	Supervision Consultant		Counterpart Line agencies' Budget
		Prevention	Condom vending machines	Concessionaire	PWD	-	Will be built in the Concession Agreement
	Truck Lay Bys	Awareness Campaign	Signage/Hoarding	NGO	-	-	Counterpart Line agencies' Budget
			Signage/Hoarding	NGO	-	-	Counterpart Line agencies' Budget
	Immediate Surrounding of the project	Awareness Campaign	Condom vending machines	NGO	Supervision Consultants . Since SC will also be the Monitoring Agency, they shall be mobilized immediately after the NGO is mobilized.	PWD	Counterpart Line agencies' Budget. Co-ordination Budget/resources will be built in the PWD.
			Posters, wall paintings, skits, informal and formal discussions, etc				
<p>NOTE : (a) State AIDS Control Society (SACS) is already involved in a Number of HIV / AIDS awareness and prevention projects in the states of Uttar Pradesh. SACS is mandated to implement and co-ordinate HIV/AIDS awareness and prevention programmes and as such is already involved in similar programmes in the surroundings of the UP-SRP project corridor. Discussion with Mr. Bachittar Singh, Project Director, SACS was held and Mr. Singh promised to extend all possible help in implementation of Targeted Interventions (TI) on project routes.</p>							

### 7.5.5 RECOMMENDATIONS MADE BY OTHER STUDIES

APAC-VHC in their project has recommended Involvement of government doctors and other STD care providers in AIDS/HIV preventive measures. The other recommendations of the study include:

- Identification of peer groups and volunteers
- Make a team/association and training them for the AIDS prevention project
- Equipping these peer groups/volunteers with communication material
- Building up ownership of project through
  - Active involvement of associations of truckers and leaders
  - Formation of local committees and their involvement in the implementation of the AIDS prevention programme
- A periodic get-together of manufacturers, sellers and buyers of condom.

Indian Institute of Health Management, Jaipur in one of the study has recommended that a training curriculum along with a schedule to be developed for identified medi-care organisations on the highways for prevention of AIDS/HIV. The training modules should include proper testing, diagnosis and treatment methodologies for managing STD cases, designed for doctors and paramedics working at the clinics/dispensaries. Training for implementation of IEC materials should also be given. The study further recommends distribution of condoms at trucker's halt points.

*References:*

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**Chapter 8**

## **8 MINIMISING NEGATIVE SOCIAL IMPACT**

### **8.1 Introduction**

Social assessment of the project is an important component of project preparation. GOI and GOUNP regulations and World Bank policy require environmental and social impact assessment during the design stage to minimise, reduce or mitigate potential negative impacts of project action and enhance positive impacts, sustainability and development benefits.

Although many benefits are expected from the project, social assessments have identified potential adverse impacts on roadside communities immediately and directly affected by project construction and operation. These impacts include losses of land, other assets and livelihood.

Every effort has however been made to reduce potential direct negative impacts of the project, both in terms of environment and social issues. Where possible from a technical and economic perspective, designs have been so prepared to minimise the negative impacts.

### **8.2 Right of Way and Corridor of Impact**

Right of way is the public land owned by the State Government and administered by the PWD, for the existing road. Right of way held by the PWD is the lawfully acquired corridor of land. The established width is 30 m. However, Right of way width that varies from 10m (Route No.10A) to 60m (Route 3 and 11). Moreover, the existing ROW is not free of encumbrances, as will be seen from the strip maps. Using available records with the PWD and the revenue department, R&R team have verified the boundaries of legal right of way as well as boundaries of private properties within and in the vicinity of the corridor of impact. The limit of displacement will be limited not to the legal right of way but only to the corridor of impact. The corridor of impact is the corridor required for the actual construction of the road, including carriageway, shoulders, embankments and longitudinal drainage. Within this corridor there should be no structures or hindrances.

### **8.3 Design and R&R Co-ordination**

The prime objective of the RAP is to minimise or minimise negative impact on the people/community because of the project execution. Therefore, during preparation of the project, due consideration was given to minimise the negative impacts within the limitations of technical requirements and cost effectiveness. The seven proposed corridors pass through two broad land use stretches: built up areas and open rural areas. The built up areas generally have dense developments on either side of the existing road including high level of encroachment and residential/commercial squatting. Though some of the structures on the encroached land are permanent in nature, most of the squatting is in temporary structures. The rural open stretches are characterised by agriculture encroachment or fallow land. As a result two distinct design approaches were adopted: one for built up areas and other for open rural areas.

The existing carriageway width of state highways varies from 4.5 m to 7m. On route number 11 carriageway is totally missing. The proposed road design would require 12m wide strip of land, which includes 7m wide two-lane carriageway. The existing ROW except at certain location on route number 10A is wide enough to accommodate proposed developments; therefore there is no need to acquire land for improvement of existing roads. In order to

minimise displacement in route 10A, bypass has been proposed at two locations viz., Budhanpur and Ahiraula. The project though restricted to corridor of impact, would affect people because of squatting and encroachment within the ROW. Provision has been made in the RAP to address the issues related to non-title holders affected persons.

However, land needs to be acquired for four proposed bypasses viz., Bangarmau on route number 4, Budhanpur and Ahiraula on route 10A and a small section for Gaurabadshahpur on route number 18. All these bypasses are cutting through privately owned agriculture land and therefore land acquisition for bypasses is mandatory.

Table 8.1 best illustrates the extent to which the possible negative social impacts have been minimised on different corridors

**Over all Impact of the Project**

**Table 8.1A: Comparative Analysis of Affected Persons and Families**

	PAPs	PAFs	PDFs
Phase I	4327	1482	938
Phase II	33010	9470	1379
<b>Total</b>	<b>37337</b>	<b>10952</b>	<b>2317</b>

As the table above shows, overall (including phase I & II) 10,952 families will be affected of which 2,317 will be displaced. Total number of persons getting affected in the both the phases is 37337.

**Table 8.1 Minimizing Number of PAPs and Households**

ROUTE	30M			COI		
	PAPs	PAHs	PAFs	PAPs	PAHs	PAFs
Moradabad-Bazpur (11)	10042	1562	2612	2128	329	588
Sitapur - Baharaich (6)	16900	2999	4667	6336	1191	1941
Lucknow- Bangarmau (4A)	8319	1990	2669	2165	562	716
Pilibhit - Khutar (3)	2055	479	612	363	95	106
Gorakhpur - Shahganj (10A)	67365	12588	18127	7874	1566	2133
Azamgarh - Phephna (7B)	30338	6465	7540	1847	477	550
Deoria - Ballia (16)	17915	4729	5430	2067	682	589
<b>TOTAL (A)</b>	<b>152934</b>	<b>30812</b>	<b>41657</b>	<b>22780</b>	<b>4902</b>	<b>6623</b>
<b>Bypasses</b>						
Gaurabadshahpur (18)				829	109	258
Bangarmau (4A)				283	48	87
Budhanpur (10A)				5270	575	1410
Ahiraula (10A)				1975	300	500
<b>TOTAL(B)</b>				<b>8357</b>	<b>1032</b>	<b>2255</b>
<b>Intersections (Phase i):</b>						
Chaudagra modeSH (14)				107	34	32
Chaudagra mode NH(14)				171	50	46
Bhoganipur(14)				427	50	149
GhatampurNH(14)				71	22	23
Ghatampur Left SH				248	72	78
Ghatampur Right SH				266	68	98
Katra NH (4A)				82	30	26
Katra SH (4A)				94	17	26
Katra NH (7A)				272	72	80
Katra SH (7A)				135	46	34

ROUTE	30M			COI		
	PAPs	PAHs	PAFs	PAPs	PAHs	PAFs
TOTAL (C)				1873	461	592
Grand Total (A+B+C)	152934	30812	41657	33010	6310	9470

Source: Consultant's Survey

\* Project Affected Persons

\*\* Project Affected Families

#### 8.4 The Need for Resettlement in the Project

The strengthening and widening of state highways requires 12 m formation width including 7 m carriageway width, 2x1.5 m hard shoulders and 2x1m soft shoulder. The formation width remains the same through out the project corridors. However, in urban areas with the problem of water logging or flooding, instead of soft shoulders drainage will be provided. But in certain stretches formation width has gone up to 21 m but that will not have any impact as such areas are dotted with barren lands and moreover these are because of embankment slopes. In urban areas road is designed at minimum height and therefore no space is required for embankment slopes.

The existing ROW varies from 10m to 60m. In most cases ROW is more than 12m and therefore is adequate enough to accommodate the proposed widening. It is only in route 10A that ROW is 10m and carriageway width is as low as 3m (Budhanpur), hence bypass has been proposed there. However, the widening will affect large number of squatters and encroachers some of whom will also be displaced. The RAP for this project addresses the issues related to non-titleholders. The aim of the RAP is to minimise the hardship of the displaced and the otherwise impacted people. The RAP also aims to help the PAPs to better or at least maintain their pre-project economic status.

#### 8.5 The Definition and Delineation of COI

The Corridor of Impact (COI) is the width required for the actual construction of the road including the carriageway, shoulder, embankments, longitudinal drainage, way side amenities, etc. and necessary safety zones. Therefore, entire COI should be free from any encroachment and other encumbrances.

The COI has been found to be useful way of minimising the social impacts. The project will not displace or adversely affect any person outside the COI, even if within the ROW. The width of ROW for all the project corridors along with the COI has been given in table below. However, in various routes COI is more than the available ROW.

Table 8.2 ROW vis-à-vis COI

Route Numbers	Average COI	Average ROW
Pilibhit - Khutar (3)	12 - 29	52.5
Lucknow Bangarmau (4B)	12 - 24	21.5
Sitapur - Baharaich (6)	12-26	27.5
Azamgarh - Phephna (7B)	12-24	20.0
Gorakhpur - Shahganj (10)	12-25	20.0
Moradabad - Bazpur (11)	12-29	52.5
Deoria - Ballia (16)	12-27	25.0

\* The higher side of Corridor of Impact is due to bridges.

## **8.6 Measures taken to Minimise Negative Social Impacts**

Due importance was given to environmental and social issues while road designing. The coordination between social and design team helped in reducing the number of PAPs from 1,52,934 to just 32,927 and affected families from 41,657 to 9,385. In the design phase, mitigation measures incorporated include:

### **8.6.1 CONCENTRIC WIDENING AND RAISED CARRIAGEWAY**

Through out the road length in all the corridors, concentric widening has been adopted and similarly raised carriageways were incorporated in built up areas as they require lesser width and entails no land acquisition.

The width of the carriageway has been restricted 7m in order to minimise displacement. Raised carriageway was also incorporated in built up areas to minimise the impact. Raised carriageway require lesser width as the proposed carriageway can be segregated by vertical separation instead of wider horizontal separation.

### **8.6.2 BYPASSES**

In order to minimise displacement, bypasses have been suggested at dense urban areas viz. Gaura Badshahpur on route 18 and Bangarmau on route 4, for phase I roads and Budhanpur and Ahiraula on route 10A for phase II roads.

#### **Gaurabadshahpur Bypass**

Although the length of route 18 is just 34 km and traverses through many villages, all villages act as potential bottlenecks and just allow for the required widening. But the settlement of Gaura Badshahpur does not even allow for a minimum carriageway, hence a bypass at Gaura Badshahpur has been proposed. The settlement is almost 3.5 km long and road through the settlement would have resulted in displacement of over 1500 families. The total length of the bypass is 6.342 km.

#### **Bangarmau Bypass**

Bypass at Bangarmau was found necessary as existing alignment passes through large market areas and dense settlement apart from a sharp turn at the confluence of settlement and market. Even from technical point of view following the existing alignment was not possible, as the area is low lying and water logged. Hence bypass is necessary. The total length of the bypass is 1.851 Km. Maintaining the existing road would have required a raising of the existing road of at least 0.5 m in an area where the distance between houses on either side of the road is about 6 to 7 m.

Both the bypasses pass through agriculture lands, which are mostly privately owned, thus would require land acquisition. However, bypasses are the part of second phase. Apart from bypasses, no new realignment has been proposed which entails land acquisition, thus minimising negative social impact.

#### **Budhanpur Bypass**

The existing alignment passes through the settlements of Pasipur, Koyalasa, Budhanpur and Athrait and has very restricted width ranging from 3 to 5.5 m. The narrow roadway,

residential, commercial activity coupled with pedestrians and local vehicles, creates congestion all along the stretch.

#### **Ahiraula Bypass**

The existing alignment through the commercial hub of the town has restricted width of about 7 m. The narrow roadway and commercial activity coupled with pedestrians and local vehicles creates a significant bottleneck at this location. The junction of MDR 97 with ODR (link road to Kaptanganj) in the congested commercial area remains jammed for most of the day and is a major bottleneck with inadequate road width and geometric standards.

Although a number of other towns on this route also have similar problems, Ahiraula is distinguished by the fact that the constricted conditions extended over a length of 1km. In addition the existing bridge over Choti Sarju River has a narrow carriageway and needs replacement or upgrading.

### **ANALYSIS OF ALTERNATIVES**

#### **The Process**

Following steps were followed for finalisation of bypass routes:

##### **Step 1 Procurement of Revenue maps**

Revenue maps were collected from the office of Lekhpal (Revenue Clerk) for the villages getting affected due to the alignment proposed bypass. Revenue maps were collected for the following villages:

<b>Bypass Name</b>	<b>Name of the villages</b>
Gaurabadshahpur	Chorsand, Gaurabadshahpur, Jewli
Bangarmau	Bangarmau (Safipur)
Ahiraula	Bhogaicha, Sihor Kol, Pakdi, Hasapur, Matlupur, Pakhanpur
Budhanpur	Athara, Nibuadih, Sarmaralnavae, Ambari, Manudhinpur, Ghanghanta, Mubrakpur, Bhilampur, Badagaun, Bharupur, Biharpur, Pasipur

##### **Step 2 Tentative Centreline of the Proposed Bypass**

Approximate centreline of proposed bypasses was plotted on the scale matching the scale of revenue maps (1:4000). Certain identification marks were also plotted for e.g., On Bangarmau bypass the locations marked were bridge on Kalyani River, distance of Mazar from the centreline, etc and similarly on Gaurabadshahpur bypass canal was the major identification mark. On Budhanpur bypass road was marked properly where as on Ahiraula bypass Sarju River was marked.

##### **Step 3 Superimposition of centreline on Revenue maps**

The tentative centreline was then superimposed on the revenue maps and plots within 45 m corridor (22.5 m on either side of the centre line) were recorded.

##### **Step 4 Information from Lekhpal**

Once the plots were identified, Lekhpal was approached to gather information on the followings:

- (1) Name of the landholder

- (2) Address of the landholder
- (3) Size of the plot
- (4) Caste of the landholder

It was important to collect last two details because:

- (1) If the plot size comes under small or marginal category, even a strip can sever the land and rendering it economically unviable.
- (2) Person belonging to scheduled category comes under vulnerable category as per R&R policy.
- (3) Efforts were made to avoid the plots under last two categories wherever it was feasible from the engineering point of view.

### **Bypasses And Alternatives Considered**

- **Bangarmau**

#### **Problem identification**

The existing alignment passes through the commercial heart of the town, which severely restricts traffic movement through the town. In addition the portion of SH40 from the junction with SH38 towards the west (Bilhaur) is narrow which further constricts traffic flow. As shown in Figure 3.1, the alignment of SH40 from Lucknow to Bilhaur is discontinuous due to a doglegged intersection with SH38, with the two junctions separated by approximately 100 metres. The presence of these two junctions, in the centre of the commercial area further impedes traffic flow as well as imposing a safety hazard for pedestrians and traders making use of the commercial area.

The vertical alignment through the town is generally low-lying and suffers from inadequate drainage, creating intermittent saturation of the base layers of the pavement and associated rapid pavement deterioration. Complete failure of the pavement layers was observed at the northern junction of SH38 and SH40, and on substantial portions of both SH38 and SH40.

#### **Options for remedial action**

##### ***Retain existing alignment***

Retention of the existing alignment, with specific improvement measures is a feasible option. The road reserve of SH38 is in general very wide, however a portion of SH40, approximately 200m in length, from the junction with SH38 in a westerly direction has available clear width of only 7 to 8 metres. If the road were to be retained on the existing alignment the following actions would be required:

- Upgrading to four lanes of SH38 through Bangarmau
- Upgrading to four lanes of SH40 east of SH38 (towards Lucknow)
- Upgrading to two lanes, with shoulders, of SH40 west of SH38 (towards Bilhaur) with associated substantial land acquisition.
- Intersection improvements at the two junctions of SH40 with SH38.
- Vertical realignment of the section of road passing through the low-lying area
- Drainage improvement on both SH38 and SH40

Upgrading the existing alignments of SH38 and SH40 would result in the shortest route for through traffic. Through traffic would however still incur delays due to side friction resulting from the volume of local traffic, pedestrians and commercial activities alongside the road. Delays will continue to occur for East - West traffic on SH40, that must first

make a left turn onto SH38 followed by a right turn back onto SH40, in order to pass through the town.

#### *Northern bypass options*

Two options for such a northern bypass were investigated. Option 1 was based upon minimisation of land acquisition, while option 2 optimised the geometric characteristics of the road. In order to miss the more developed land between the railway line and SH38, and to avoid providing an impediment to pedestrian and vehicular traffic moving between the town and the railway station, both options were located to the east of the railway line. Provision has been made in both the alignments for a future road-over-rail bridge where the bypass crosses the railway line.

From the junction with the existing SH40 east of the railway level crossing, Option 1 runs parallel to the railway line. In order to avoid creating an unusable strip of land between the road and rail reserves, the 45 m road reserve was located abutting the 90m-railway reserve. The alignment was located to avoid three small temples in the vicinity of the level crossing. The alignment runs in a roughly northerly direction through largely barren land. Two small mango orchards are crossed before a minor road leading to Hardoi district is reached. A rice mill north of the Hardoi road would require expropriation. North of the rice mill the alignment passes through the grounds of a cement factory. While the factory building itself would not be affected, the access road leading to the factory would require realignment. The bypass then is planned to swing towards the west, to cross the railway line at a skew angle<sup>18</sup>. Barren and undeveloped land is then crossed before the bypass intersects with SH38 at approximately km 37.5 on SH 38.

Option 2 is identical to option from the junction with SH40 until just south of the Hardoi road. At this point the alignment veers to the east of the rice mill and cement factory before swinging back in a westerly direction to cross the railway line at 90° and link into SH38 at the same location as option 1. A third mango orchard is crossed for this option. The alignment of option 2 is somewhat longer than option 1, however from a safety perspective a perpendicular level crossing is vastly superior to the skew crossing in option 1. While the rice mill is avoided, option 2 passes through the property of a brick kiln. Informal information indicates that the kiln is nearing the end of its economical life at this location, however compensation or relocation would still be required.

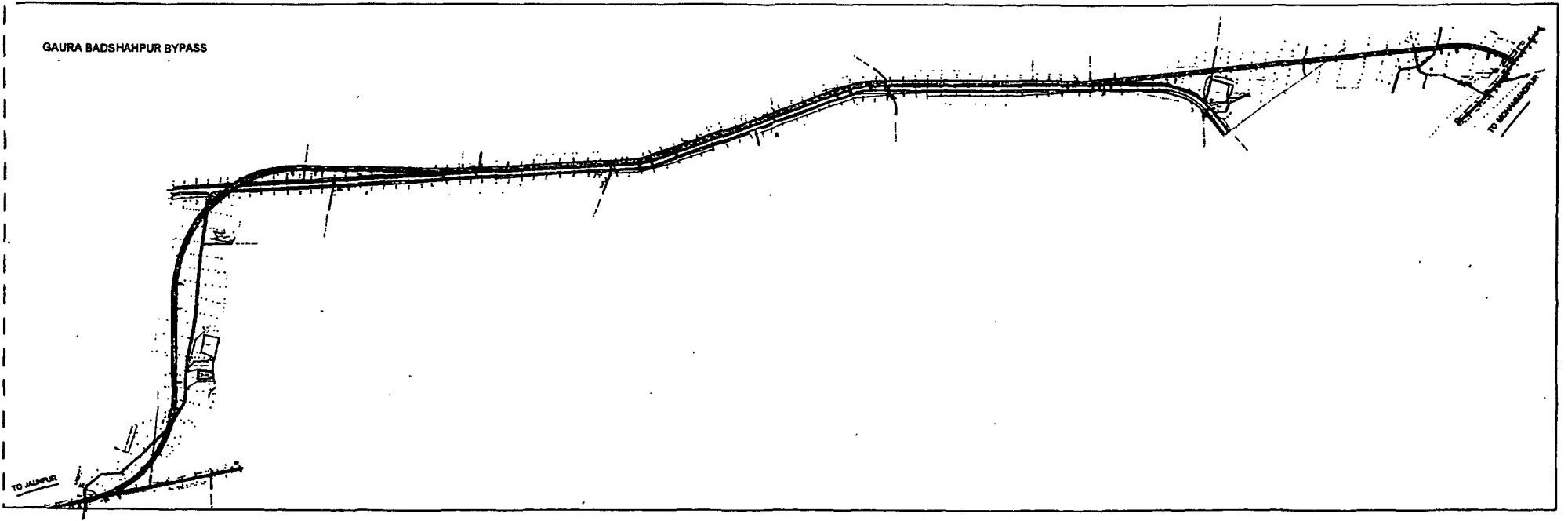
Despite the slightly longer length and associated land acquisition, option 2 has significantly improved geometric, and hence safety, characteristics. The additional road and land costs would be outweighed by the lower cost of a perpendicular ROB should this be constructed.

Options 1 and 2 are identical for the portion of the bypass linking SH38 to SH40 west of Bangarmau. The location for the intersection between the bypass and SH38 was selected to avoid a mango orchard on the western side of SH38 at approximately km 37. From SH38 the alignment traverses approximately 1 km of arable land consisting of an area of mixed plantation and a mango orchard. The alignment runs through approximately

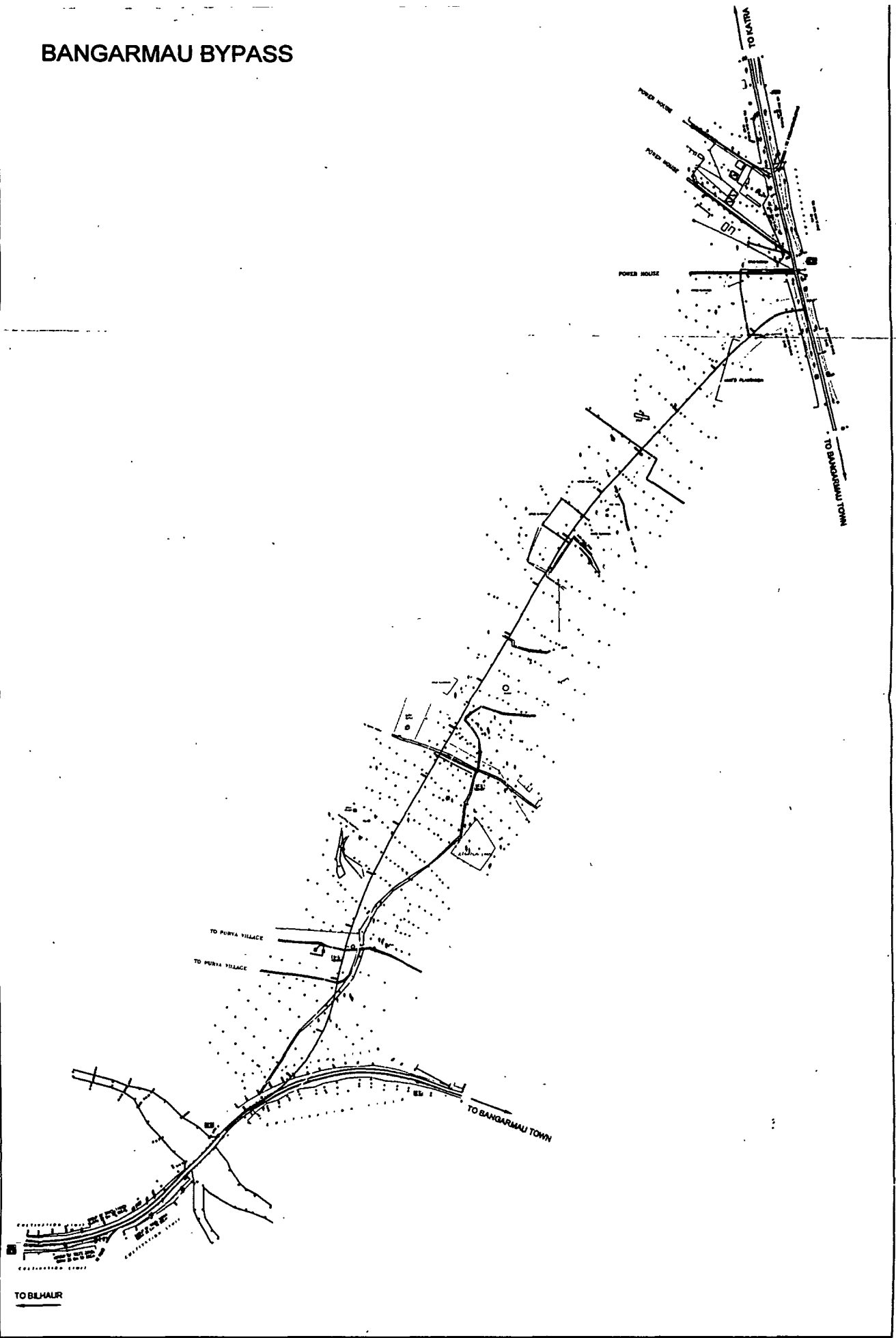
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<sup>18</sup> Skew angle on an approach to a level crossing is undesirable from a safety perspective as visibility of oncoming trains is restricted by the necessity for the car driver to look back over his left shoulder. Absence of a rear side window in trucks may completely obscure an oncoming train from the driver's view. From a cost perspective a skew Road over bridge (ROB) requires significantly a longer bridge, with associated higher cost than a perpendicular crossing.

GAURA BADSHAHPUR BYPASS



# BANGARMAU BYPASS



400m of eucalyptus plantation and 200m of agricultural land before terminating at SH 40. The termination point was selected to avoid a Buddhist temple located close to SH 40.

A qualitative summary of the performance of each option with regard to a set of evaluation criteria is given in the table below.

**Table 8.3 Evaluation of Bangarmau bypass versus upgrading existing alignment**

Criteria	Upgrade existing alignment	Bypass option 2
Minimise resettlement and relocation	Poor	Excellent
Minimise impact on cultural properties	Poor	Excellent
Reduce conflicts between through traffic and local activities	Poor	Excellent
Minimise loss of arable land	Excellent	Fair
Minimise trees to be cut	Excellent	Fair
Minimise vehicle operating costs and travel time	Fair	Good
Minimise construction cost	Fair	Fair
Improve route continuity	Poor	Fair

The bypass option traverses largely barren land, however a number of portions of arable land and orchard are affected. In contrast, upgrading of the existing alignment does not result in the loss of any arable land, and no trees will be cut.

The main aspects in favour of the bypass option 2, in comparison to widening the existing roads, are the much higher resettlement and relocation associated with widening the section of SH40 west of SH38, and the reduction in conflict achieved by allowing through traffic to avoid the commercial area of the town.

While it has not been quantified, separation of through and local traffic can be expected to reduce road traffic collisions as well as reducing congestion and delay.

On balance the Consultant, in consultation with the UPPWD, regarded the lower social impact and better traffic flow characteristics of the bypass option as sufficiently important to outweigh the poorer environmental performance.

- **Gaurabadshahapur**

**Problem identification**

The existing alignment through the town of Gaurabadshahapur has very restricted width of between 7 and 8 metres. The narrow roadway, in conjunction with pedestrians and local vehicles, creates a significant bottleneck at this location. Although a number of other towns on this route also have similar problems, Gaurabadshahapur is distinguished by the fact that the constricted conditions extend over a length of approximately two kilometres.

### Options for remedial action

#### *Retain existing alignment*

Widening of the road to the full surfaced width of 10 metres was not viewed as a feasible option due to the magnitude of social impact that such widening would have. It was that displacement of approximately 1500 families would result from such action.

#### *Northern bypass options*

The common feature of the northern alignment options is utilisation of approximately 1.5 km of an existing earth service road located on the dyke of an irrigation canal, and hence minimisation of expropriation of arable land. The bypass was planned to run on the northern side of the canal to avoid a skew bridge crossing of the canal. A further aspect in favour of locating the bypass north of the canal was that the canal forms a barrier between the bypass and northerly expansion of the town, and hence the chances of encroachment within the road reserve are reduced. Two options were investigated, that differed in the location of the link from MDR69 to the service road.

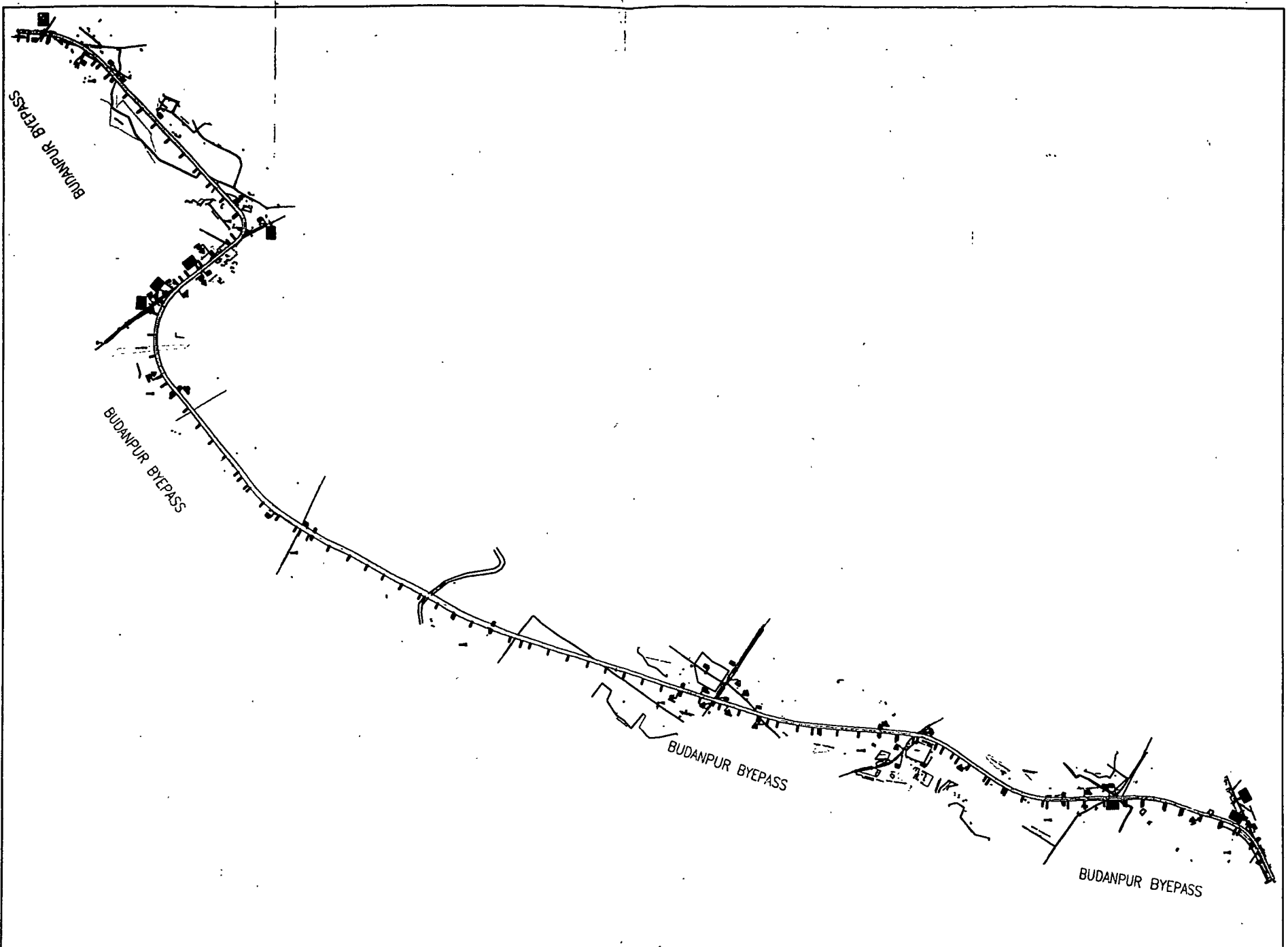
Option 1 minimised construction cost by utilising an existing minor road located on the western outskirts of the town, which runs in a north - south direction to the village of Kukoova, to link MDR69 to the service road. Due to the location on the outskirts of the town, this road has significant development adjacent to the road. In combination with a number of sharp curves the extent of development would have resulted in very high social costs to improve the poor geometry. As a result this option was discarded in favour of option 2.

The western starting point for the alignment of Option 2 is substantially further west than for option 1, resulting in the option 2 alignment being approximately 3 km longer than option 1. The link from MDR69 crosses about 2 km of agricultural land to link with the service road. The alignment of the portion of the bypass was chosen to avoid a mango plantation. The section utilising the service road requires widening of the embankment, however no land acquisition is required as ownership is with the Irrigation Department of the Government. After 1.5 km on the service road the bypass swings slightly north, through an area of paddy fields to link with the existing road east of the town.

#### *Southern bypass option*

The area in the vicinity of Gaurabadshahapur, to the south of MDR69, could also be utilised for locating a bypass. The town is spread more to the south of MDR69, than to the north. As a result the possible southern bypass alignment traverses an area with a higher degree of development than the northern option. A number of dwellings would require expropriation, in addition to a portion of agricultural land. MDR69 veers slightly north to the east of the town, resulting in the southern bypass being longer than the northern option.

A qualitative summary of the performance of alternatives for the Gaurabadshahapur bypass is given in the table below.



**Table 8.4 Evaluation of Gaurabadshahapur bypass options**

Criteria	Upgrade existing alignment	Northern bypass	Southern bypass
Minimise resettlement and relocation	Poor	Excellent	Fair
Minimise impact on cultural properties	Poor	Excellent	Fair
Reduce conflicts between through traffic and local activities	Poor	Excellent	Fair
Minimise loss of arable land	Excellent	Fair	Poor
Minimise trees to be cut	Excellent	Good	Good
Minimise vehicle operating costs and travel time	Fair	Good	Fair
Minimise construction cost	Good	Fair	Fair

**Budhanpur****Problem Identification**

The existing alignment passes through the settlements of Pasipur, Koyalasa, Budhanpur and Athrait and has very restricted width ranging from 3 to 5.5 m. The narrow roadway, residential, commercial activity coupled with pedestrians and local vehicles, creates congestion all along the stretch.

**Options for Remedial Action*****Retain existing alignment***

Widening of the road to the full surfaced width of 10m was not viewed as a feasible option due to the magnitude of social impact that such widening would have. It was estimated that displacement of approximately 2700 households would result from such action.

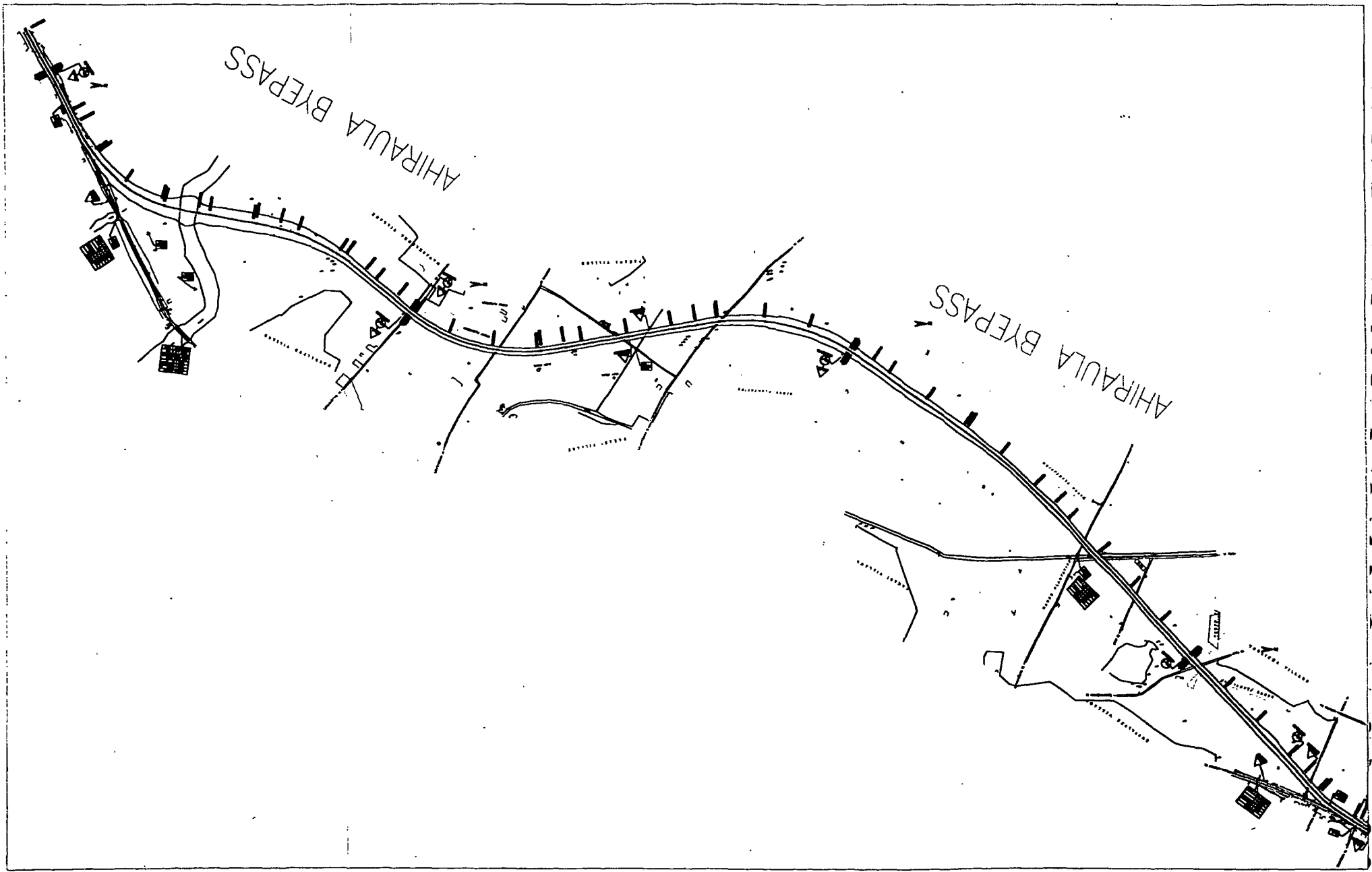
***Northwestern bypass option***

The bypass was planned to run on the northern side of the existing road as settlement on the northern side of the MDR97 and ODR is sparse and the proposed route traverses mainly through agricultural land. The length of the bypass was estimated to be 8.15 km.

***Southeastern bypass option***

A southeastern bypass was found to be significantly less desirable than the northwestern option as bypass needed to run a longer distance to avoid settlement along SH30 Azamgarh - Faizabad road. The length of the bypass was estimated to be over 15 km.

A qualitative summary of the performance of alternatives for the Budhanpur bypass is given in the table 8.4 below.



**Table 8.5 Evaluation of Budhanpur Bypass**

Criteria	Upgrade existing alignment	North-western option	South-eastern option
Minimise resettlement and relocation	Poor	Excellent	Fair
Minimise impact on cultural properties	Poor	Excellent	Fair
Reduce conflicts between through traffic and local activities	Poor	Excellent	Fair
Minimise loss of arable land	Excellent	Fair	Poor
Minimise trees to be cut	Excellent	Good	Good
Minimise vehicle operating costs and travel time	Fair	Good	Fair
Minimise construction cost	Good	Fair	Poor

### Ahiraula

#### Problem Identification

The existing alignment through the commercial hub of the town has restricted width of about 7 m. The narrow roadway and commercial activity coupled with pedestrians and local vehicles creates a significant bottleneck at this location. The junction of MDR 97 with ODR (link road to Kaptanganj) in the congested commercial area remains jammed for most of the day and is a major bottleneck with inadequate road width and geometric standards.

#### Options for Remedial Action

##### *Retain existing alignment*

Widening of the road to the full surfaced width of 10m was estimated to result in displacement of approximately 1600 households. Retention of existing alignment was therefore not viewed as a feasible option due to the high magnitude of social impact of such widening. Moreover, the existing bridge over Choti Sarju River has a narrow carriageway and would require either replacement or upgrading.

##### *Northwestern bypass option*

The bypass was planned to run on the northern side of the river to avoid a skew bridge crossing of the river. The length of the bypass was estimated to be approximately 3.4 km. Settlement on the northern side of MDR97 is sparse and the alignment passes through predominantly agricultural land.

##### *Southeastern bypass option*

A southeastern option for the bypass was also investigated, as the alignment would link with the ODR to Kaptanganj, thus potentially providing an additional benefit to traffic from MDR97 that travel in the direction of Kaptanganj on the ODR. Analysis of the OD survey data, however revealed that this ODR appears to act only as an access to Ahiraula. No vehicles at either OD station 1 or 2 were found to use the ODR. From traffic perspective there is accordingly no additional benefit of a southeastern bypass in comparison with the northwestern option.

The southeastern bypass needs to run a longer distance to avoid settlement along ODR Kaptanganj link road and to find a proper location for new bridge across Chot Sarju River. The length of the new bridge, down stream of the existing crossing on MDR97, would be longer the bridge required for northwestern alignment. The length of the bypass for this option was estimated to over 8km.

A qualitative summary of the performance of alternatives for the Budhanpur bypass is given in the table 8.6 below.

**Table 8.6 Evaluation of Budhanpur Bypass**

Criteria	Upgrade existing alignment	North-western option	South-eastern option
Minimise resettlement and relocation	Poor	Excellent	Fair
Minimise impact on cultural properties	Poor	Excellent	Fair
Reduce conflicts between through traffic and local activities	Poor	Excellent	Good
Minimise loss of arable land	Excellent	Poor	Poor
Minimise trees to be cut	Excellent	Good	Good
Minimise vehicle operating costs and travel time	Fair	Good	Fair
Minimise construction cost	Good	Fair	Poor

### 8.6.3 REDUCED DESIGN SPEED

Reducing design speed in built-up areas - The project roads have been designed for a speed of 80-100 km per hour. However, in all urban/settlement areas, instead of widening the existing road, the design speed has been reduced to 40-50 km per hour.

### 8.6.4 UPGRADING EXISTING BYPASS

The major bottleneck on route 6 (Sitapur - Baharaich) is the town of Khairabad and similarly city of Mau on route no 7B (Azamgarh - Phephna). The road stretch through both the town is characterised by dense settlements and busy market place with encroachers and squatters. There are existing bypasses, which will be upgraded to allow for the future traffic.

### 8.6.5 SAFETY ASPECTS IN DESIGNING OF HIGHWAYS

In assessment of the impacts of the project, safety of the road users and the roadside communities had been found to be a major concern. A number of measures have been proposed to reduce the risk of traffic accidents. In some places, these safety measures are co-terminus with the project's impact minimisation measures. Horizontal profile correction and intersection improvement has been suggested for all the project corridors. Other safety measures taken are:

- (a) Footpaths and safety railings have been suggested in urban areas;
- (b) Bus bays and lay-bys in urban areas;
- (c) Reduced design speeds;
- (d) Signage before approaching a settlement.

## Improvement of Junctions

### Design Criteria

All the Intersections were designed for 40kmph Design speed as they fall in urban stretches. The Intersections were designed based on the traffic volumes observed and to improve the geometric standards viz., approach widths, turning radii and to reduce conflicts of the various turning traffic channelisers/ medians, footpaths and pedestrian refuge islands were provided in accordance with IRC Special Publication 41. A minimum approach width of 5.5 m was adopted on the intersecting roads while that on the project road was 7.25 m. Minimum turning radius of 15 m was adopted to avoid land acquisition and thus to minimize the social impact.

Acute angle intersections were wherever possible were avoided by realigning the intersecting road to have a right-angled crossing. At places where realigning was not possible approaches are widened to have a minimum width of 5.5 m and turning radius of at least 15 m. Islands were provided to reduce conflicts of opposing traffic and to act as pedestrian refuge.

**Table 8.7 Number of Junctions to be improved**

Sl.No	Name of the Route	Route No.	No. of Junctions to be improved	Details
1	Pilibhit to Khutar	3	4	Junction at NH-74 at the start of the project road; two junctions at Puranpur (km 37.500 & 40.800); Khutar (km 75.200)
2	Bangarmau to Lucknow	4B	5	Budhheswar (km 16.200); Mohan (km 35.00); Unnao Road (km 36.00); Miyaganj (km 55.00); Bangarmau (km 86.400)
3	Sitapur to Baharaich	6	5	Junction at the start of the project road (km 415.200); start of Khairabad bypass (km 91.600); end of Khairabad bypass (km 87.700); Biswan (km 64.500); Tikora mode (km 5.00)
4	Azamgarh to Phephna	7B	8	Junction at the start of the project road (km 270.00); Mehmudabad (km 290.00); Mehmudabad (km 292.00); Mau bypass (km 308.400); end of Mau bypass at NH-29 (km 293.00); Ballia mode (km 287.00); Rasra (km 353.200); Phephna junction of NH-19 (km 68.400)
5	Gorakhpur to Shahganj	10A	5	Harraiya Chungi (km 260.050); Basti mode (km

				90.400); Belghat mode (km 92.500); Ambari (km 226.700); Shahganj (km 215.800)
6	Moradabad to Bazpur	11	2	Junction at the start of the project road (km 15.00); Rampur (km 37.800);
7	Doria to Ballia	16	4	Rudrapur (km 148.00); Kundauli (km 186.300); Belthara (km 196.950); Sikanderpur (km 219.800)
	<b>Total</b>		<b>23</b>	

Improvement of junctions includes widening of all arms, provision of footpath and channelisers for left turning project road, adequate turning radii on all arms, bus bays etc.

### 8.7 Summary of measures taken for Minimising Negative Impacts vis-à-vis Highway Design

The chainage wise suggested improvements as against probable negative impacts is given in Table 8.8

Table 8.8 Design Approach Followed To Reduce Social Impact

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
START	93.00	SITAPUR	7	4	CW	W3
93.400	92.50	SHANKARPUR	1	0	CW	W3
92.50	UPTO 90.00 (START OF BYPASS TO 5 KM UPTO SHXSING)	KHAIRABAD	158	105	CW	W3
87.00	86.55	MUBARAKPUR	11	7	CW	W3
86.55	86.00	VISHUN NAGAR	54	25	CW	W3
86	84	SARAI YOUSUF	1	0	CW	W3
84	82	SARAIYAN SANI	104	19	CW	W3
82	80	SADHUWA PUR	1	0	CW	W3
80	79	KATARA	84	52	CW	W3
79	77	GOVARDHANPUR	0 (1 PS)	0	CW	W3
77	75	MANPUR	123	52	CW	W3
75	73	BAKHARIA	5	0	CW	W3
73	72	PARSHEHRA	14	7	CW	W3
72	70	LALPUR	26	0	CW	W3
70	68.7	GURERA	96	2	CW	W3
68.7	68	KAMIAPUR	2	0	CW	W3
68	67	SARAVAN MAHI	7	6	CW	W3
67	66.1	JLALPUR	5	0	CW	W3/New Raised
66.1	63	BISWAN	1098	907	CW	W3/W4
63	61	PURAINI	146	34	CW	W3
61	59	BHOLAGANJ	54	12	CW	W3

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
59	56.5	DIVIAPUR	74	2	CW	W3
56.5	55.3	DHAMISARAI	10	1	CW	W3
55.3	54	PIPRA KHURD	12	1	CW	W3
54	51.8	JAHANGIRABAD	420	120	CW	W3/New Raised
51.8	49	GODHANI SARAIYA	17	6	CW	W3/New Raised
49	45.5	RASUL PUR	54	9	CW	W3
45.4	44	BARA	588	48	CW	W3
44	42.7	AMLORA	16	0	CW	W3/New Raised
42.7	41.8	AKSHOHA	38	9	CW	W3
41.8	39.2	REUSA	486	154	CW	W3
39.2	38	SHIVPURI	24	6	CW	W3
38	36	BHARTHA	40	37	CW	W3
36	34.6	GURGUCHPUR	41	2	CW	W3
34.6	34	CHHALARI GHAT	97	64	CW	W3
28.3	23.1	GANGAPUR	126	42	CW	W3
23.1	21.5	BHAGAWANPUR	215	98	CW	W3
21.5	21	GADAMAR	3	19	CW	W3
21	19.2	MITHOURA	20	9	CW	W3
19.2	18.5	BAIKUNTHA	3	2	CW	W3
18.5	17	RAM PURWA (BASHAN)	42	16	CW	W3
15	13	TEJWAPUR	88	27	CW	W3/New Raised
13	12	BARNAPUR	156	18	CW	W3
12	10.4	CETRA	35	17	CW	W3
10.4	10	SABALAPUR	4	0	CW	W3/New Raised
10	8	MUGALAHA	4	2	CW	W3
8	4.950	GAJPATIPUR	57	0	CW	W3
<b>Total</b>			<b>4667</b>	<b>1941</b>		

**Pilibhit to Khutar**

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
2.530	3.50	Pilibhit	34	1	CW	W2
3.504	4.00	Barha	2	0	CW	W2
4.008	8.00	Kaneh	5	0	CW	W2
8.00	12.80	Vithora Kalan	35	4	CW	W2
12.80	17.15	Beby Shingh Colony	6	4	CW	W2/New Raised
17.15	19.00	Gajraula	52	11	CW	W2
19.00	22.00	Gargha	4	1	CW	W2
22.00	24.20	Jara	38	8	CW	W2
24.20	27.56	Sakaria	31	1	CW	W2
27.56	29.00	Bhupata Pur	25	13	CW	W2/New Raised
29.00	33.00	Udaya Kiran Pur	12	10	CW	W2/New Raised
33.00	34.00	Nawadia Sultanpur	1	0	CW	W2
34.00	36.15	Harsinghpur	1	0	CW	W2

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
36.15	38.00	Khamariapatti	9	0	CW	W2
38.00	43.00	Puranpur	90	3	CW	W2
43.00	45.00	Piparia Dulhi	12	0	CW	W2
45.00	49.00	Mohanpur Japali	1	0	CW	W2
49.00	50.00	Sabalpur	2	1	CW	W2
50.00	52.00	Kagher Chora	31	16	CW	W2
52.00	59.00	Garwa Khera	41	19	CW	W2/New Raised
59.00	59.80	Shyampur	2	0	CW	W2
59.80	64.00	Kajari Niranyanpur	18	2	CW	W2
64.00	68.00	Lohangapur	3	2	CW	W2
68.00	69.00	Shivra	1	0	CW	W2
69.00	70.00	Ejata	1	0	CW	W2
70.00	70.10	Muradpur	4	0	CW	W2
70.10	75.607	Tikunia Khutap	151	10	CW	W2
		<b>Total</b>	<b>612</b>	<b>106</b>		

**Moradabad to Bazpur**

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
Start	391.54	Kashipur Tiraha	126	0	CW	W3
391.54	391.33	Barwala Majhra	11	0	CW	W3
391.59	390.58	Milakpur	18	0	CW	W3
391.33	391.59	Tajpur	3	0	CW	W3
390.58	389.00	Begampur	9	0	CW	W3
388.00	387.00	Hamirpur	3	0	CW	W3
387.00	386.00	Jatpur	7	5	CW	W3/New Raised
386.00	15.00	Sheeshma Doaraha	28	1	CW	W3
17.00	18.00	Rani Nagal	1	0	CW	W3
18.00	20.00	Belwara	6	5	CW	W3/New Raised
20.00	21.00	Balakudan	27	5	CW	W3/New Raised
25.00	29.00	Tanda	1759	523	CW	W3/New Raised
29.00	31.00	Mohanpura	42	0	CW	W3
31.80	32.57	Sheekampur	42	1	CW	W3
32.57	33.00	Malik Qozi	21	0	CW	W3
33.00	36.00	Sarakthal	19	5	CW	W3/New Raised
36.00	37.00	Chak Mubana	6	0	CW	W3
38.00	40.00	Dariyal	3542	3	CW	W3/New Raised
41.00	42.68	Munshi ganj	45	10	CW	W3
42.68	44.00	Sekhipura	1	1	CW	W3
44.00	44.50	Khauf-Sarif	1	1	CW	W3
44.50	45.00	Khodmilak	3	0	CW	W3
45.00	45.80	BijarKhata	3	0	CW	W3
45.80	46.90	Makbashi	17	3	CW	W3
46.90	50.00	Manpur	44	3	CW	W3
50.00	42.850	Bajpur	16	2	CW	W3
		<b>Total</b>	<b>2612</b>	<b>588</b>		

**Lucknow to Bangarmau**

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
89.00	86.40	BANGARMAU	149	11	CW	W4 with median
83.50	84.75	MAUKHEDA	16	0	CW	W2
82.50	83.50	FAKIREKHEDA	18	0	CW	W2
81.75	82.50	SURSAINI	11	5	CW	W2
80.00	81.75	GAURAIYA KHURD	27	1	CW	W2
77.00	80.00	MUSTAFABAD	82	12	CW	W2
74.00	77.00	ATARDHANI	215	36	CW	W2
71.00	74.00	TAKIA	57	14	CW	W2
69.00	71.00	CHAUDHRY KHEDA	35	10	CW	W2
67.00	69.00	NANGA KHEDA	21	16	CW	W2
62.00	67.00	KULHA KHEDA	7	7	CW	W2
58.00	62.00	ASIWAN	100	68	CW	W2/New Raised
54.70	58.00	MIYAN GANJ	362	159	CW	W2
52.00	54.70	BADE BABA KHEDA	40	15	CW	W2
50.00	52.00	AWA GUJHA	43	29	CW	W2
47.00	50.00	AKBARPUR	68	8	CW	W2
44.76	47.00	BADBADA KHEDA	29	13	CW	W2
42.00	44.76	SEMRA	22	4	CW	W2
36.50	42.00	HASAN GANJ	386	127	CW	W2
33.00	36.50	MOHAN	122	17	CW	W2
31.47	33.00	NAVAL GANJ	162	16	CW	W2
30.10	31.47	MAHARAJ GANJ	101	19	CW	W2
28.00	30.10	TEJ KISHUN KHEDA	31	6	CW	W2
26.00	28.00	GUDGUDI TALAB	57	35	CW	W2/New Raised
22.00	26.00	PANKHEDA	28	6	CW	W2
20.98	22.00	KHUSHAL GANJ	141	22	CW	W2
18.80	20.98	FATEH GANJ	223	9	CW	W2
18.00	18.80	KAKORI MODE	66	29	CW	W2
16.200	18.00	BUDHESWAR	50	22	CW	W2
		<b>Total</b>	<b>2669</b>	<b>716</b>		

**Gorakhpur to Shah ganj**

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
4.550	5.88	HARAIYA	230	15	CW	W2
	5.88	GAROULI	32	2	CW	W2
	7.00	SARYAN	549	46	CW	W2
	8.00	CHAPIYAN	15	1	CW	W2/New Raised
	11.57	KHANIMPUR	141	2	CW	W2
	10.37	NAGAWA	240	13	CW	W2
	11.32	JAIPUR	385	5	CW	W2
	13.00	CHATAEE	141	13	CW	W2/New Raised
	16.00	KALGHAR	74	7	CW	W2
	17.80	KHAJNI	1182	49	CW	W2

Chainage		Village	FAFs		Design Option	Cross Section
Start	End		30 M	COI	Widening	
18.54	19.28	DHARMANGALMAU	130		4CW	W2
19.28	20.02	Babhanpuira	225		23CW	W2
20.02	20.75	Karmakhor	75		0CW	W2
20.75	21.49	Pipra	117		9CW	W2
22.23	22.97	Harnahi	206		11CW	W2
22.97	24.87	Bahuri Par Khurd	294		42CW	W2
24.87	25.45	Panapar	57		4CW	W2
25.45	28.50	Bhainsha	467		138CW	W2
28.50	30.85	Mahadeva	66		29CW	W2
30.85	32.00	Usrain	101		10CW	W2
32.00	32.13	Balua	154		18CW	W2
32.13	34.00	Dhebra	90		2CW	W2/New Raised
34.00	35.00	Zabapatti	98		1CW	W2
35.00	0.37	Sekriganj	767		75CW	W2
0.37	2.00	Malaun	114		24CW	W2
2.00	2.56	Govindpur	15		9CW	W2
2.56	5.30	Siyar	149		47CW	W2
5.30	6.83	Pepari	68		15CW	W2
6.83	8.52	Sopai	43		19CW	W2
8.52	8.66	Maghayau	27		3CW	W2
8.66	10.84	Belghat	306		105CW	W2
10.84	12.12	Bahadurpur Khurd	82		30CW	W2
12.12	13.00	Bidhnapar	69		21CW	W2
13.00	14.00	Dhikumath	70		2CW	W2
14.00	15.42	Shankarpur	384		79CW	W2
0.350 (SH) TO XSING OF SH, MDR	0.60	BUDHANPUR	395		0CW	W2
0.6 TO SH END TO START OF MDR 97	2.00	KOYALSA	851		0CW	W2
	2.00	EKDANGI	118		1CW	W2
	4.34	DILBANIA	39		3CW	W2
	5.00	PIYARIYA	68		35CW	W2
	5.80	JALALPUR	208		26CW	W2
	7.50	CHOWRA KHeRA	12		8CW	W2
	7.88	DAWOODPUR	83		8CW	W2
	8.68	SHOHAPUR SARAIN	497		66CW	W2
	9.30	HAMIDPUR	111		10CW	W2/New Raised
	10.57	Mehiyapar	450		31CW	W2
	11.57	KHAJURI	16		0CW	W2
	12.15	Rezha	153		15CW	W2
	13.32	BHOGAICHA	197		4CW	W2

Chainage		Village	PAFs	COI	Design Option	Cross Section
Start	End		30 M		Widening	
13.47	14.11	KOTAWALIPUR	50		0CW	W2
14.60	15.75	Pakri	520		0CW	W2
15.75	16.40	AHIRLA	436		0CW	W2
16.40 (TONS RIVER)						
16.40	17.72	PAKHANPUR	120		15CW	W2
17.72	18.38	BIBIPUR	17		4CW	W2
18.67	19.22	PARA MISRAULI	25		3CW	W2
19.22	19.75	PHULWARIYA	289		2CW	W2
19.75	20.20	NARAYANPUR	30		0CW	W2
20.20	21.82	SAKATAPUR	246		60CW	W2
21.82	22.75	BARAMADPUR	82		38CW	W2
22.75	23.20	PAKARPUR	43		3CW	W2
23.20	23.86	KANARA (LEFT)	9		0CW	W2
23.20	24.30	GANWARA (RIGHT)	132		25CW	W2
24.28	25.00	KORRA GHATAMPUR	25		9CW	W2
25.00	27.23	MAHUL	793		61CW	W2
27.23	29.00	RASOOLPUR	54		1CW	W2
29.00	30.00	SARAIYAN KHURD	56		0CW	W2
0.00	1.31	KAMAHARIYA GHAT	242		107CW	W2/New Raised
1.31	2.22	MADAINIYA	382		116CW	W2
2.22	3.50	GADWAL	447		183CW	W2
3.50	4.24	BABHANPURA	95		72CW	W2
4.24	5.10	SHANKARPUR TAPPA HAVELI	91		68CW	W2
6.73	9.13	PADUMPUR	244		51CW	W2/New Raised
9.13	9.48	GOYERDHANPUR SHUKLA	23		7CW	W2
7.90	7.00	PARSANPUR	71		13CW	W2
7.05	6.67	MAKHNAHA	432		32CW	W2
6.65	6.30	SARAIYAN RATNAWAY	35		16CW	W2
6.35	4.20	ATAHRA	29		0CW	W2
4.20	3.00	Atraith	685		44CW	W2/New Raised
3.00	2.54	AMARI	57		0CW	W2
30.00	30.62	SARAEYA KHURD	26		0CW	W2
30.62	32.60	AMBARI	651		50CW	W2
/START OF 226 TO 225.900						
225.90	224.83	HAGIPUR	51		0CW	W2
224.83	224.00	BELACEYA	54		0CW	W2
224.00	222.60	MAQSUDIYA	166		32CW	W2
222.60	220.00	PALIYA MAFI	122		4CW	W2

Chainage		Village	PAFs		Design Option	Cross Section
Start	End		30 M	COI	Widening	
220.00	218.30	KHANJAHANPUR	192		2CW	W2/New Raised
218.30	217.00	BILAR MAU	137		8CW	W2
217.00	214.100	SHAHGANJ	607		27CW	W2
		<b>Total</b>	<b>18127</b>	<b>2133</b>		

**Deoria to Ballia**

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
145.00	148.00	Deoria	762	65	CW	W4 with median
148.00	149.10	Danopur	18	15	CW	W2
149.10	151.00	Sonda	27	0	CW	W2
151.00	154.00	Sonughat	20	0	CW	W2
154.00	155.80	Bharauli	55	16	CW	W2
154.00	154.00	Mundera Bugarg	2	1	CW	W2
155.80	158.00	Parsia Mishre	64	9	CW	W2
158.00	159.80	Saraya	49	3	CW	W2
159.80	163.00	Khukundoo	69	2	CW	W2
163.00	164.80	Musaila	53	4	CW	W2
164.80	165.00	Parsia Bhandar	6	0	CW	W2
166.00	167.20	Dhobi Barthua	31	0	CW	W2
167.20	168.00	Purania	26	0	CW	W2
168.00	169.00	Parsia Mohan	9	0	CW	W2
169.00	170.35	Manihari	63	0	CW	W2
170.35	171.20	Bigahi	16	0	CW	W2
171.20	172.00	Mahdaha	15	0	CW	W2
172.00	175.00	Salempur	380	39	CW	W2
175.00	175.60	Haraiyalala	9	0	CW	W2
175.60	176.02	Aurangabad	54	1	CW	W2
176.02	176.60	Belpar	10	1	CW	W2
176.60	179.00	Navalpur	174	20	CW	W2
179.00	179.34	Uraina	34	0	CW	W2
179.34	180.00	Tiwari Theugual	27	0	CW	W2
180.00	181.90	Dehari	28	0	CW	W2
181.90	182.80	Dhanautilala	71	8	CW	W2
182.80	186.00	Panderi Gajraj	18	4	CW	W2/New Raised
186.00	187.60	Kundaulichauraha	34	2	CW	W2
187.60	188.20	Laxman Chauraha	11	5	CW	W2
188.20	190.00	Murarbari	13	8	CW	W2
190.00	191.40	Esaru	13	4	CW	W2
191.40	194.00	Bhagalpur	62	18	CW	W2/New Raised
194.00	195.00	Turtipar	32	13	CW	W2
196.00	197.40	Ubhaon	75	15	CW	W2
198.00	202.00	Belthara	60	13	CW	W2/New Raised
202.00	206.40	Haldirampur	52	15	CW	W2/New Raised
206.80	208.60	Maldah	134	12	CW	W2
208.60	209.70	Katghar	13	2	CW	W2
209.70	211.00	Bansi Bazar	116	5	CW	W2

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
211.00	212.60	Nawanagar	72		8CW	W2
212.60	214.00	Navaratanpur	43		0CW	W2
214.00	215.00	Rudrawar	6		0CW	W2
215.00	217.00	Karmauta	20		3CW	W2
217.00	218.00	Mirzapur	38		0CW	W2
218.00	221.40	Sikandarpur	122		19CW	W2
221.40	222.60	Ghuri Baba ka Tola	48		15CW	W2
222.60	224.50	Baheri Masoompur	120		15CW	W2
224.50	225.50	Sasnaahalu	23		0CW	W2
225.50	227.55	Januwan	39		8CW	W2
227.55	230.25	Khejuri	336		54CW	W2
230.25	231.30	Sehar Palia	11		0CW	W2
231.30	234.00	Khadsara	215		38CW	W2
234.00	235.00	Patpar	10		1CW	W2
235.00	236.00	Pachkhora	148		14CW	W2
236.00	238.50	Asan	19		5CW	W2
238.50	240.00	Bharkhara	233		14CW	W2
240.00	243.00	Sukhpura	609		38CW	W2/New Raised
240.00	243.00	Telauli	27		3CW	W2
243.00	246.60	Karnai	131		6CW	W2
246.60	247.60	Dharahra	54		5CW	W2/New Raised
247.60	250.00	Hanumangarh	271		30CW	W2
250.00	250.90	Jeera Basti	81		6CW	W2
250.90	253.100	Patkhauli	49		7CW	W2
		<b>Total</b>	<b>5430</b>	<b>589</b>		

**Azamgarh to Phephna**

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Widening	Cross Section
269.70	273.00	AZAMGARH	397	76	76CW	W2/New Raised
273.00	273.40	SINGHARI	98	27	27CW	W2
273.40	274.07	SAMBHUPUR	101	5	5CW	W2
274.07	274.47	JAIRAMPUR	42	8	8CW	W2
274.47	275.45	VAITHOULI	61	23	23CW	W2
275.45	276.52	SHAGARH	303	23	23CW	W2
276.52	277.40	JAMUDI	93	1	1CW	W2
277.40	278.18	MOHBBATPUR	50	0	0CW	W2
278.18	279.40	KHUZIA	45	0	0CW	W2
279.40	280.22	BILHARA	72	2	2CW	W2
281.60	283.00	SATHIYAU	309	7	7CW	W2
283.60	284.17	KASHIPUR	24	6	6CW	W2
284.17	285.00	ABARI	84	13	13CW	W2
285.00	286.00	UMMANPUR	8	0	0CW	W2
286.00	288.30	TANDAWA	94	3	3CW	W2
288.30	289.75	BANIAPAR	197	1	1CW	W2
289.75	289.95	BHARHATHPUR	73	0	0CW	W2
289.95	290.15	NAJOPATTI	49	0	0CW	W2
290.15	294.16	MOHAMMAD	519	30	30CW	W2

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Wideni ng	Cross Section
		ABAD				
294.93	296.65	GALIBPUR	36		0CW	W2
296.65	298.20	SIGHADI	87		7CW	W2
		SHEK				
298.20	299.60	AHAMADPUR	34		7CW	W2
		DHARAMSING				
299.60	301.03	HPUR	70		0CW	W2
301.03	303.42	KHURHAT	601		7CW	W2
303.42	305.10	BHAWRE PUR	71		0CW	W2
305.10	307.22	BADAGAWN	80		3CW	W2
	0.650					
307.22	(BYPAS (SH 34) S)	BARLAEE	126		2CW	W2
	0.650					
	1.75	MATHLUPUR	58		6CW	W2
	1.75	BANORA	36		2CW	W2
	3.16	SHAROZ	56		18CW	W2
	6.9550					
	(NH 29 XSING)	ROURIDI	62		6CW	W2
	600 M UPTO CH.321 (SH 34) TO XSING)	MAU	19		9CW	W2
323.98	325.20	HASANPUR	59		4CW	W2
325.20	326.95	ALINAGAR	72		2CW	W2
326.95	329.50	PAHASA	346		21CW	W2
329.50	330.90	DILSHADPUR	32		0CW	W2
330.90	331.65	JAMALPUR	40		2CW	W2
331.65	332.20	MAGHOLI	67		1CW	W2
332.20	335.00	HALDARPUR	256		9CW	W2
335.00	338.00	MEHUDI	101		5CW	W2
338.00	342.00	RATANPURA	676		79CW	W2
342.00	344.15	GLOREE	104		18CW	W2
344.15	345.00	NADOLI	14		0CW	W2
345.00	347.35	PAK VAINAR	191		10CW	W2
347.35	348.00	CAILIPALI	23		0CW	W2
348.00	349.20	MAHATHVAR	23		0CW	W2
		NARAYANPUR				
349.20	350.45	A	40		4CW	W2
350.45	352.45	GADIA	158		7CW	W2
352.45	355.10	RASRA	406		19CW	W2
355.10	356.45	AHIRPURA	14		5CW	W2
356.45	357.45	AMARPATTI	65		10CW	W2
357.45	358.33	MADHOPUR	67		0CW	W2
358.33	359.66	RAKHAHAN	47		0CW	W2

Chainage		Village	PAFs		Design Option	
Start	End		30 M	COI	Wideni ng	Cross Section
359.66	360.45	RAMNAGAR	65		0CW	W2
360.45	360.72	GURGAJPUR	41		7CW	W2
360.72	361.40	SANWARA	127		6CW	W2
361.40	363.00	PANDITPURA	25		0CW	W2
363.00	365.00	PHARPUR	31		7CW	W2
365.00	367.30	CHILKAHAR	144		28CW	W2
367.30	368.00	SHOUHARUP UR	42		0CW	W2
368.00	369.20	PIYARIG	69		8CW	W2
369.20	372.00	SINHACHOUR	181		4CW	W2
373.00	373.94	SINGHPUP	27		2CW	W2
373.94	375.00	AKOONI	24		0CW	W2
375.00	375.600	PHEPHNA	8		0CW	W2
		<b>Total</b>	<b>7540</b>	<b>550</b>		

#### Analysis of Impact

The section below details out the impact category by percentage of loss. As the table shows, over one third of the families are losing less than 10% of their total property holding and nearly a quarter are losing between 25 and 50%. The percentage of loss has been arrived at by using the formula mentioned below:

$$= \frac{\text{(Area of the property in COI) / Total Area of the Property} \times 100}{}$$

Table 8.8: Number of Families by Percentage of Loss

Affect Category (%)	No. of Families								Total	% to total
	Route 3	Route 4B	Route 6	Route 7B	Route 10A	Route 11	Route 16			
0.0-10.0	40	271	730	211	807	219	225	2503	37.3	
10.1-25.0	23	155	424	118	464	129	128	1441	21.9	
25.1-50.0	25	170	459	129	502	140	137	1562	23.8	
>50.0	18	120	328	92	359	100	98	1115	17	
<b>Total</b>	<b>106</b>	<b>716</b>	<b>1941</b>	<b>550</b>	<b>2133</b>	<b>588</b>	<b>589</b>	<b>6623</b>	<b>100</b>	

### 8.8 Provision of Drainage and Culverts

The general features of the project road viz. general terrain condition, general problem encountered and possible solutions for overall road including general characteristics, rainfall, drainage problem encountered and their possible solution for each route has been discussed in Hydrology / Drainage Report (Phase I).

This section specifically deals with the drains and new culverts provided along the urban areas in order to provide better sanitation facilities to the people living there.

#### Field Investigation

During the census and socio-economic survey people were specifically asked about drainage problems during rainy as well as during dry seasons. Proper drainage is necessary in order to provide efficient vehicular movement and safeguard against frequent pavement deterioration. As reported by habitants in general, there are two reasons for water congestion on the road (i) surface water accumulation on the road surface and (ii) ingress of ground water into the sub-grade of road. The combinations of the above mentioned reason

results into severe water congestion problem. When the sub-grade lie in the capillary zone of ground water, its load carrying capacity as well as shear strength gets reduced due to the pore pressure built up in the soil mass. Whereas the accumulation of surface water above the pavement causes slipping and skidding of vehicle, loss of binding action of bitumen and subsequent progressive failure of pavement. Thus the poor drainage of road results into damaged road and reduced serviceability.

Since the current scope of work is only to upgrade the existing road, the primary concern is to take care of surface water accumulation by providing an early evacuation by means of road side drain with suitable out-fall. However, the local inquiry was also carried out to assess the ground water level in the vicinity of project road and remedial measures have been provided through deep drains and other suitable means (refer table 8.8 given below).

During the field investigation carried out jointly by social team, drainage engineer and bridge engineer to locate the area of water congestion, it was found that the problem is mainly concentrated in built-up areas and more specifically in commercial areas. Based upon the field investigation the sanitation problem of the project roads have been discussed under following heads:

#### ***Area Without Drains***

These are the built up areas comprising mainly commercial establishments. In such area the longitudinal gradient of the existing road are such that it does not facilitate the evacuation of storm water in longitudinal direction, whereas in transverse direction the natural outlets / agriculture land are blocked by the commercial/ residential settlements. The usual tendency of these growing dwellers is to keep the plinth of their houses or shops above the surrounding road top. In absence of any outlet, the storm water runoff gets accumulated over the road surface forming cavities and successive deterioration of the road surface. The situation becomes aggravated growing settlements. At a number of places it was observed that the road itself has become a drain.

#### ***Existing Non-Functional Drains***

At a number of locations side drains have been provided for the disposal of wastewater combined with storm water runoff coming from the adjacent settlements. However, most of the drains now are filled with debris and other waste material. Similarly, quite a few drains are now covered with earth and other local material in order to provide an access to their dwellings. Hence the existing drain overflows the adjoining area as soon as it attracts the inflow.

#### ***Area With Drains, Yet Problem of Water logging Exists***

In this type of area the existing drains are mainly provided for the urban population. These drains are the main drains leading to the disposal of storm water of nearby township into a natural drain. Normally, these are provided at the edge of ROW. The area between these drains and pavement edge is at higher level than the existing road level. So, the water coming over the road surface fails to get an entry into these drains creating waterlogged area.

#### ***Area with no Water Logging Problems***

In these areas, side drains have been provided at some distance from the existing pavement edge. The water accumulated over the road surface get an entry into this drain due to the available cross slope of the shoulder. The runoff coming into the drain are disposed into the natural streams in such a way that there is a little chance of back flow of the natural streams into these drain. These drains are found in good working condition and the area does not pose any drainage problem.

***Drain Out-falls***

During field investigation, the out-fall of proposed drain was also located by the drainage engineer in consultation with the local people. Generally, it is preferred to dispose the proposed drain into a natural stream or nalla flowing through the culvert or bridges. But in absence of the natural stream or nalla, the some of the proposed drains are recommended to out-fall into the surrounding agricultural field.

Based upon the findings of field investigations supplemented with road inventory and cross drainage structures inventory, it has been decided that covered lined drain will be provided in the built-up areas. These drains are proposed to be construct at the edge of shoulder. In order to prevent the ingress of water into the soft shoulder, the area between pavement edges and drain edge will be covered in the form of hard shoulder. The covered drain may be utilized for vehicle parking in built up area, resulting in unobstructed vehicular movement on the main carriageway. Above all, covered drains are more hygienic.

Table 8.9 below shows the location of drains provided on various project roads.

**Table 8.9 Locations of Drains on Project Roads**

ROUTE 3: PILIBHIT- PURANPUR- KHUTAR								
Sl. No.	Name of Village	Left side drain			Right side drain			Type of Drain
		St. point	End point	Outfall	St. point	End point	Outfall	
1	Gajraula Kalan	km. 18	19/1	19/1	18/2	19/1	18/2 & 19/1	Rectangular lined drain
2	Puranpur	40/2	41/1	40/2	40/2	41/1	40/2	Rectangular lined drain
3	Khutar	50m before 76/1	End of road		50m before 76/1	End of road		Concrete road

ROUTE 4B: LUCKNOW- ASIWAN- BANGARMAU								
Sl. No.	Name of Village	Left side drain			Right side drain			Type of Drain & Remarks
		St. point	End point	Outfall	St. point	End point	Outfall	
1	Lucknow	Alamnagar Chauraha	km. 17	Side ditch near km. 17	Alamnagar Chauraha	km. 17	Side ditch near km. 17	Rectangular lined drain
2	Fatehganj & Khushahalganj	100m ahead of 21/1	22/4	relocate d 21/2, 22/1, 22/3 & 22/4	100m ahead of 21/1	22/4	relocated 21/2, 22/1, 22/3 & 22/4	Rectangular lined drain
3	Maharajganj & Nawalganj	32/1	32+250	New culvert at 80m ahead of gate & ditch at 32+250	32/1	32+250	New culvert at 80m ahead of gate & ditch at 32+250	Rectangular lined drain
4	Mohana	T-junction after 36/1	36/2	36/2	T-junction after 36/1	36/2	36/2	Rectangular lined drain

5	Hasanganj	38/2	100m before 1st side road in left after km 39	38/2	38/2	100m before 1st side road in left after km 39	38/2	Trapezoidal unlined drain
6	Hasanganj	100m before 1st side road in left after km 39	40+900	ditch at 100m before 1st side road in left after km 39 & ditch at 40+900	100m before 1st side road in left after km 39	40+900	ditch at 100m before 1st side road in left after km 39 & ditch at 40+900	Rectangular lined drain but available ROW is very narrow, so concrete road may be another option.
7	Atardhani	74+950	75+500	New culvert at 74+950	74+850	75+500	New culvert at 74+950	Rectangular lined drain
8	Rumi Sadiqpur	78+700	79+000	Ditch at 78+700 & at 79+000	78+700	79+000	Ditch at 78+700 & at 79+000	Rectangular lined drain
9	Bangarmau	85+500	87+000		85+500	87+000		Proposal will be reviewed after going through the alignment of Bangarmau bypass

**ROUTE 6 : SITAPUR- BISWAN- RAMUWAPUR- TIKORAMODE**

Sl. No.	Name of Village	Left side drain			Right side drain			Type of Drain & Remarks
		St. point	End point	Outfall	St. point	End point	Outfall	
1	Khairabad	Side road after 91/2	89/1	90/1, 89/3, 89/2 & 89/1	91/2	89/1	90/1, 89/3, 89/2 & 89/1	Rectangular lined drain

2	Biswan	66/2	64/1	66/2, 66/1, 65/1 & 64/1	66/2	64/1	66/2, 66/1, 65/1 & 64/1	Rectangular lined drain
3	Jahangirabad	52+900	52+300	through 53/1 into pond at 500m toward right side or into river through 52/2	52+900	52+300	through 53/1 into pond at 500m toward right side or into river through 52/2	Rectangular lined drain
4	Chauka River bridge	Both side Approach road of 49/2			Both side Approach road of 49/2			Chute drain
5	Reusa	side culvert after 42/1	41/2	side culvert after 42/1 and 41/2	side culvert after 42/1	41/2	side culvert after 42/1 and 41/2	Rectangular lined drain
6	Bednapur	100m after 13/1 toward Ramuwapu r	600m after 13/1 toward Ramuwapu r	into ditch at 100m after 13/1 toward Ramuwapu r	100m after 13/1 toward Ramuwapu r	600m after 13/1 toward Ramuwapu r	into ditch at 100m after 13/1 toward Ramuwapu r	Rectangular lined drain

**ROUTE 7B: AZAMGARH- MAU- RASRA- PHEPHNA**

Sl. No.	Name of Village	Left side drain			Right side drain			Type of Drain & Remarks
		St. point	End point	Outfall	St. point	End point	Outfall	
1	Azamgarh	272/3	274/1	272/3	272/3	274/1	272/3	Rectangular lined drain
2	Azamgarh	274/1	276/1	276/1	274/1	276/1	276/1	Trapezoidal unlined drain
3	Shahgarh	276/1	277/1	276/1 & 277/1	276/1	277/1	276/1 & 277/1	Rectangular lined drain

4	Sathiawan Chauk	281+950	283/2	Ditch at 281+950 & 283/2	281+950	283/2	Ditch at 281+950 & 283/2	Rectangular lined drain
5	Sathiawan Chauk	283/2	283/3	283/2	283/2	283/3	283/2	Trapezoidal unlined drain
6	Muhamadabad Gohna	291/4	293/2	291/4, 292/2 & 293/2	291/4	293/2	291/4, 292/2 & 293/2	Rectangular lined drain
7	Muhamadabad Gohna	293/2	294/1	294/1				Trapezoidal unlined drain
8	Khalimabad	100m before 295/1	130m ahead of 295/2	relocated 295/2 (30m ahead of existing)	100m before 295/1	130m ahead of 295/2	relocated 295/2 (30m ahead of existing)	Rectangular lined drain
9	Khurhat	301/4	302+400	301/4, 302/2 & ditch at 302+400	301/4	302+400	301/4, 302/2 & ditch at 302+400	Rectangular lined drain
10	Tonse Bridge on ODR	Tonse Bridge	Junction with left side road (another ODR)	Toe of embankment	Tonse Bridge	Junction with left side road (another ODR)	Toe of embankment	Chute drain on slope of embankment
11	Ratanpura	339+200	340/1	ditch at 339+200 & 340/1	339+200	340/1	ditch at 339+200 & 340/1	Rectangular lined drain
12	Pakwa Inar	346/2	300m ahead of 346/2	346/2	346/2	300m ahead of 346/2	346/2	Rectangular lined drain
13	Rasra	353+000	354+800	354/1 & 354/2	353+000	354+800	354/1 & 354/2	Rectangular lined drain
14	Chilkahar	367/1	100m before 366/4	367/1				Rectangular lined drain

**ROUTE 10A : SHAHGANJ- KOYLASA- MAHARAJGANJ- SHANKARPUR- BELGHAT- GORAKHPUR**

Sl. No.	Name of Village	Left side drain			Right side drain			Type of Drain & Remarks
		St. point	End point	Outfall	St. point	End point	Outfall	
1	Shahganj	215+000	215/2	existing drain at 215/2	215+000	215/2	existing drain at 215/2	Rectangular lined drain
2	Junction of SH 34 & MDR 97	226+200	31/2	32/2 through new culvert at Y-junction near 32/2	226+200	31/2	32/2 through new culvert at Y-junction near 32/2	Rectangular lined drain
3	Mahul	27/6	26/3	relocated 27/4 ( 10m before existing location) & 26/3	27/6	26/3	relocated 27/4 ( 10m before existing location) & 26/3	Rectangular lined drain
4	Phulwaria	20/2	19+300	20/2	20/2	19+300	20/2	Rectangular lined drain
5	Ahiraula	17/1	relocated 16/1	17/1, 16/3 & relocated 16/1	17/1	relocated 16/1	17/1, 16/3 & relocated 16/1	Rectangular lined drain
6	Koyalasa	100m ahead of 3/1	1+000	2/1	100m ahead of 3/1	1+000	2/1	Rectangular lined drain
7	Niralanagar, Koyalasa	1/2	Junction with SH 30	1/1	1/2	Junction with SH 30	1/1	Rectangular lined drain
8	Nagwan & Jaitpur	11/1	13/1	11/1, 11/2 & pond before 12/1	11/1	13/1	11/1, 11/2 & pond before 12/1	Rectangular lined drain

9	Khajani	100m ahead of 18/1	side road in right before 19/1		100m ahead of 18/1	side road in right before 19/1		Concrete road
10	Bharohia	20+000	20+350	Pond near km 20	20/2	20+350	20/2	Rectangular lined drain
11	Harnahi	22+450	23/1	Pond at 22+450 & 23/1	22+450	23/1	23/1	Rectangular lined drain
12	Harnahi	50m before 1st side road in left which come before 24+000	25/1	25/1	50m before 1st side road in left which come before 24+000	25/1	25/1	Rectangular lined drain
13	Bhainsa Bazar	26/2	27/1	27/1	26/2	27/1	27/1	Rectangular lined drain
14	Mahadeva Bazar	29+300	29+950	ditch at 29+300 & 29+950				Rectangular lined drain
15	Sikariganj	35+200 in MDR 49	116+200 in SH-72	36/1 in MDR-49	35+200 in MDR 49	116+200 in SH-72	36/1 in MDR-49	Rectangular lined drain
16	Belghat	9+300	10/3	10/3	9+300	10/3	10/3	Rectangular lined drain

**ROUTE 11 : MORADABAD - SIRSWAN DORAHA - MANPUR - BAZPUR**

Sl. No.	Name of Village	Left side drain			Right side drain			Type of Drain & Remarks
		St. point	End point	Outfall	St. point	End point	Outfall	
1	Badli Tanda	27/1	28/1	27/2, 27/3, 28/1	27/1	28/1	27/2, 27/3, 28/1	Rectangular lined drain

2	Badli Tanda	28/1	29/2	28/1 and 29/2	28/1	29/2	28/1 and 29/2	Concrete road
3	Badli Tanda	29/2	29/1	29/1	29/2	29/1	29/1	Rectangular lined drain
4	Darhiyaal	40/1	39/1	39/1	40/1	39/1	39/1	Rectangular lined drain
5	Munsiganj	Near junction of village road in right after 42/1	junction with track to village in left after 42/2	42/2				Rectangular lined drain

**ROUTE 16 : BALLIA- SALEMPUR- BELTHARA- DEORIA**

Sl. No.	Name of Village	Left side drain			Right side drain			Type of Drain & Remarks
		St. point	End point	Outfall	St. point	End point	Outfall	
1	Ballia	252+000	252/2	252/2	200m ahead of 252/3	252/2	252/2	Rectangular lined drain
2	Sukhpura	242/2	200m ahead of 242/1	into pond after constructing 200m length of drain inside road after 242/2	242+000	200m ahead of 242/1	into pond after constructing 200m length of drain inside road after 242/2	Rectangular lined drain
3	Khejuri	229/4	300m ahead of 229/3	229/4	229/3	300m ahead of 229/3	229/3	Rectangular lined drain
4	Baheri	225/1	223+700	225/1	225/1	223+700	225/1	Rectangular lined drain

5	Sikandarpur	220+010	220/1	New culvert at 220+010 or 220/4 & 220/1	220+010	220/1	New culvert at 220+010 or 220/4 & 220/1	Rectangular lined drain
6	Maldah	208/1	206+900	208/1	208/1	206+900	208/1	Rectangular lined drain
7					206+000	197/4	each CD between this stretch	K&C type drain
8	Deoria	149/1	100m ahead of 149/1	149/1 or existing drain	149/1	147+000	existing drain at 147+000	Rectangular lined drain

Like drains, various new culverts and one new bridge have been provided along the project roads. New culverts have been provided in the areas where road was over topped due to afflux caused by road embankment and insufficient or inadequate waterway for existing culverts. In such cases additional culvert has been proposed. Another reason for providing additional culverts was to provide proper out-fall for the drains proposed. These additional culverts will solve the problem of water logging and hence improve sanitation in built-up areas

**Recommendation for replacement/relocation/additional requirement of Cross Drainage Structures**

**Route-3: PILIBHIT- PURANPUR- KHUTAR**

1. 14/2 (1x0.3m PC) to be replaced by 1x0.6m PC
2. 31/3 (1x0.9m PC) to be replaced by 2x0.6m PC
3. 35/1 (PC) to be replaced by 1x0.6m PC and relocated at following position:
4. 1x1.5m SC to be installed at lowest portion of road between 39/3 & 40/1
5. 1x1.5m SC to be installed at curve between 40/1 & 40/2
6. 1x1.5m SC to be installed into side road at following location:

**Route-4B: LUCKNOW - ASIWAN - BANGARMAU**

1. Relocate 21/2 at 35m ahead of its existing location and construct 1x0.6m PC.
2. Replace 23/1 by 1x0.6m PC
2. Replace 28/2 by 1x3.5m SC.
3. Replace 29/1 by 1x0.6m PC.
4. Replace 29/2 by 1x0.6m PC.
5. Construct side culvert 1x0.6m PC near 29/3 at following location:
6. Replace 29/4 by 1x0.6m PC.
7. Construct 1x0.9m SC at following location:
8. Reconstruct 33/1 by 1x0.6m PC.
9. Reconstruct 35/1 by 1x0.6m PC.
10. Replace 37/3 by 1x1.5m SC.
11. Reconstruct 51/2 by 1x0.3m Siphon.
12. Reconstruct 53/1 by 1x0.3m Siphon.
13. Construct 1x0.6m PC at lowest point between 54/1 and 54/2.
14. Construct 1x0.6m PC at Chainage 74+950.
15. Construct 1x0.3m Siphon between 83/1 and 83/2 at the place of 1x0.150m PVC pipe.
16. Replace 84/1 by 1x3.0m SC.

**Route-6 : SITAPUR - BISWAN - GHAGHRA - RAMUWAPUR - TIKORAMODE**

1. Replace 23/3 by 1x4.5m SC
2. Replace 23/4 by 1x10.0m bridge
3. Construct 1x3.5m SC at Chainage 23+200 at place of Dip.
4. Construct 1x3.5m SC at Chainage 23+800 at place of Dip.
5. Replace 25/1 ( Causeway) by 1x5.5m SC
6. Construct 1x4.0m SC at Chainage 26+975 at place of Dip.
7. Construct 1x4.0m SC at Chainage 27+200 at place of Dip.
8. Replace 35/1, 35/2, 35/3 and 35/4 by a combined 1x25.0m bridge.
9. Replace 35/5 by a 1x15.0 bridge.
10. Construct 2x1.0m PC at following location between 37/1 and 36/2
11. Construct 1x4.0m SC 10m ahead ( toward Bahraich side) of 51/4.
12. Replace 52/1 ( 5x1.0m PC) Vented Causeway by 1x25.0m bridge.
13. Replace 72/1 by 1x0.9m PC.
14. Replace 72/2 by 1x0.6m PC.
15. Reconstruct 77/1 by 1x0.3m PC.
16. Replace 87/1 by 1x0.6m PC.
17. Replace 88/1 by 1x0.6m PC.

**Route-7B : AZAMGARH - MAU - RASRA - PHEPINA**

1. Replace 275/1 by 1x0.6m PC.
2. Relocate 275/4 at 75m ahead of its existing location and construct 1x0.9m PC.
3. Reconstruct 279/2 by 1x0.3m Siphon.
4. Replace 279/4 by 1x0.6m PC.
5. Replace 289/3 by 1x1.0m SC.
6. Replace 291/1 by 1x1.0m SC.
7. Replace 291/3 by 1x3.0m SC.
8. Replace 293/2 by 1x1.5m SC.
9. Relocate 295/2 at 30m ahead of its existing location and construct 1x1.0m SC.
10. Relocate 296/2 at 25m prior to its existing location and construct 1x0.6m PC.
11. Replace 299/1 by 1x0.6m PC.
12. Construct 1x3.0m SC in approach of bridge 300/1 toward Mau Side.
13. Construct 1x3.0m SC in approach of bridge 300/1 toward Azamgarh Side.
14. Replace 301/3 by 1x0.6m PC.
15. Replace 302/2 by 1x0.6m SC.
16. Replace 1/2 by 1x0.6m PC.
17. Replace 1/3 by 1x0.6m PC.
18. Reconstruct 2/1 using 1x0.3m Siphon.
19. Replace 2/3 by 1x0.6m PC.
20. Replace 4/3 by 1x1.0m SC.
21. Replace 326/1 by 1x4.0m SC.
22. Replace bridge 341/1 by 1x10.0m bridge.
23. Construct side culvert 1x1.5m SC at following location:
24. Replace 351/3 by 1x0.9m PC.
25. Replace 352/1 by 1x0.6m PC.
26. Replace 355/1 by 1x1.2m SC.
27. Replace 356/1 by 1x0.6m PC.
28. Replace 360/1 by 1x1.5m SC.
29. Reconstruct 362/1 using 1x0.3m Siphon.
30. Reconstruct 362/2 using 1x0.3m Siphon.
31. Reconstruct 369/1 using 1x0.3m Siphon.
32. Reconstruct 374/1 using 1x0.3m Siphon.
33. Replace 374/2 by 1x0.6m PC.

**Route-16 : BALLIA - SALEMPUR - BELTHARA - DEORIA**

1. Replace 244/2 by 1x1.0m SC.
2. Reconstruct 242/2 using 1x0.6m PC..
3. Reconstruct 236/2 using 1x0.6m PC.
4. Construct 1x1.0m SC at Chainage 220+010.
5. Replace 212/1 by 1x0.6m PC.
6. Replace 208/1 by 1x0.6m SC.

**Route-10A : Gorakhpur - SHAHGANJ**

1. Construct 2x1.0m PC 10m ahead of 217/1.
2. Reconstruct 31/1 using 1x0.3m Siphon.
3. Replace 27/7 by 1x0.3m Siphon.
4. Relocate 27/4 at 10m prior to its existing location using 1x0.9m PC.
5. Relocate 16/1 at 15m ahead of its existing location using 1x0.9m PC.
6. Construct 1x1.0m SC at 100m from 3/2 toward 4/1.
7. Replace 3/2 by 1x0.3m Siphon.
8. Reconstruct using 3/1A by 1x0.3m Siphon.
9. Replace 2/1 by 1x1.0m SC.
10. Reconstruct 1/1 using 1x1.5m SC (Skew).

11. Construct 1x1.5m SC a few metre from 8/2 toward 10/1, where there is pond in both side of road.
12. Reconstruct 4/3 using 1x0.6m PC.
13. Reconstruct 4/1 using 1x0.6m PC.
14. Reconstruct 8/1A using 1x0.3m Siphon.
15. Replace 7/5 by 1x0.3m Siphon.
16. Replace 7/4 by 1x0.6m PC.
17. Construct 1x1.0m SC at Chainage 6+600.
18. Replace 6/2 by 1x1.0m SC.
19. Replace 12/1 by 1x1.0m SC.
20. Increase Waterway of bridge 18/1, if it is replaced. The exact waterway can be determined after getting river cross- sections.
21. Replace 27/3 by 1x1.0m SC.

**Route-11 : MORADABAD - SIRSWAN DORAHA - MANPUR - BAZPUR**

1. Replace 391/1 by 1x3.5m SC.
2. Replace 390/1 by 1x4.5m SC.
3. Replace 389/2 by 1x4.5m SC.
4. Replace 389/1 by 1x4.5m SC.
5. Replace 388/3 by 1x3.0m SC.
6. Replace 387/2 by 1x4.5m SC.
7. Raise the deck of 386/4
8. Raise the deck of 386/3
9. Raise the deck of 386/2
10. Raise the deck of 21/1
11. Raise the deck of 29/1
12. Raise the deck of 29/3
13. Raise the deck of bridge 34/1
14. Raise the deck of 34/2
15. Raise the deck of 42/1
16. Raise the deck of 42/2

**Table 8.10 Summary Of Culverts along the Project Roads**

Route No.	Road Section		Road No.	No. of Culverts			
	From	To		Pipe	Arch	RCC Slab	Total
3	Pilibhit	Puranpur	SH 26	8	1	59	68
	Puranpur	Khutar		3	0	61	64
4B	Bangarmau	Asiwan	SH 40	16	2	18	36
	Asiwan	Lucknow		45	17	20	82
6	Sitapur	Biswan	SH 30	13	21	8	42
	Biswan	Ghaghara River		14	6	27	47
	Ramuwapur	Tikoramode	SH 30B	4	14	8	26
	Tikoramode	267 km of SH26	SH 13	0	0	0	0
7B	Azamgarh	Mau	SH 34	53	34	6	93
	Mau (NH 29)	Rasra		16	26	3	45
	Rasra	Phephna		20	13	6	39
10A	Gorakhpur	Belghat	MDR 49	11	15	10	36
	Belghat	Ghaghara River		1	0	0	1

Route No.	Road Section		Road No.	No. of Culverts			
	From	To		Pipe	Arch	RCC Slab	Total
		Shankarpur		Maharajganj		19	0
	Maharajganj	Devpur		17	4	4	25
	Koyalasa	Ambari	MDR 97	30	24	18	72
	Ambari	Shahganj	SH 34	6	1	4	11
11	Moradabad	Sheesma Daraha	SH 41	6	0	6	12
	Sheesma Daraha	Manpur	MDR 65	19	11	18	48
	Manpur	Bachpur	MDR 49	1	0	3	4
16	Deoria	Salempur	SH 01	6	14	4	24
	Salempur	Bhagalpur		20	3	4	27
	Bhagalpur	Bridge Site	ODR	3	0	0	3
	Bridge Site	Belthara	ODR/SH 01	3	0	0	3
	Bethara	Sikandarpur	SH 01	36	23	24	83
	Sikandarpur	Ballia		25	11	20	56
<b>TOTAL</b>				<b>395</b>	<b>240</b>	<b>336</b>	<b>971</b>

### 8.9 Provision of Bus bays

No provisions for bus bays have been made in urban centres as in rural highways bus stops are potential accident-prone locations (Veeraragavan.A "Road Safety Audit Report for Karnataka State Highways Project", 2001). Findings of the report include:

1. Experience from the locations of the bus bays reveal that the location of the bus bays far from the intersections is rarely used. As passengers continue to wait for the buses at the intersections, the buses are also stopped at the intersections and the accidents are likely to increase.
2. Maxi cabs that carry passengers to the villages are generally stopped near the junctions.
3. The pedestrian accidents generally occur when pedestrians cross the road to board the buses or after alighting from the bus.



**Chapter 9**

## 9 LAND ACQUISITION AND IMPACT ON ASSETS

### 9.1 Land Acquisition Estimate

The upgradation and widening of 1000 km of state highways under UP-SRP is expected to have both positive and negative impacts on the environment and on the people of the project area. Despite all the efforts taken for modifying the design of the project roads, a section of the communities along the corridor are going to be negatively impacted, mainly due to clearing of encroachment and squatters from the public ROW and proposed bypasses on two routes. Negative impacts also include loss of economic opportunities/livelihood, sources of earning, etc. Moreover, a significant number of community/cultural properties are also going to be negatively impacted.

Broadly three kinds of land are required for the project. One, land within ROW, owned by Public Works Department (PWD owns 10 m to 60 m throughout the project roads), land required for road improvement outside the ROW and three, land required for bypasses.

A total of 201.93 hectare of land will be acquired, out of which 74.36 hectares of land will be required for bypasses, nearly 54 hectares for improvement of roads and another 58.5 hectares for approaches of new bridges. The proposed bypasses viz., Bangarmau Bypass in route 4, Budhanpur and Ahiraula on route 10A and Gaura Badshahpur Bypass in route 18. The details of land required for improvement of roads and bypasses is given in annex 9.1. The summary is given in Table 9.1 below:

Table 9.1 Extent of Land Acquisition Estimates for Bypasses

Route No	Length of the Bypass (metres)	Width of the bypass (metres)	Total Area Required (hectares)
4	1851	45	8.3
18*	6342	45	28.53
10A	11680	45	52.56
<b>Total</b>	<b>19873</b>	<b>135</b>	<b>89.39</b>

\*Rest of the land will be transferred from irrigation department.

As per Indian Road Congress norm, land acquisition for bypasses on state highways will be for 45 m. All the bypasses are cutting through privately owned agriculture land. Hence, nearly 89.39 ha. of agriculture land will be affected due to proposed bypasses. However, impact on agriculture land will come down by 15 ha. as Gaurabadshahpur bypass for a considerable length will be constructed on a dike of major irrigation canal. Hence, the length of land to be used by PWD will be transferred from irrigation department.

### 9.2 Land Identified for Resettlement of Displaced families

Table 9.2 Route wise distribution of affected and displaced families

ROUTE	COI		
	PAPs	PAFs	PDFs
Moradabad-Bazpur (11)	2128	588	50
Sitapur - Baharaich (6)	6336	1941	153
Lucknow- Bangarmau (4A)	2165	716	165
Pilibhit - Khutar (3)	363	106	21
Gorakhpur - Shahganj (10A)	7874	2133	651

ROUTE	COI		
	PAPs	PAFs	PDFs
Azamgarh - Phephna (7B)	1847	550	107
Deoria - Ballia (16)	2067	589	114
<b>TOTAL</b>	<b>22780</b>	<b>6623</b>	<b>1261</b>
Gaurabadshahpur (18)	829	258	0
Bangarmau (4A)	283	87	0
Budhanpur (10A)	5270	1410	0
Ahiraula (10A)	1975	500	0
<b>TOTAL</b>	<b>8357</b>	<b>2255</b>	<b>0</b>
Chaudagra modeSH (14)	107	32	8
Chaudagra mode NH(14)	171	46	11
Bhoganipur(14)	427	149	23
GhatampurNH(14)	71	23	6
Ghatampur Left SH	248	78	15
Ghatampur Right SH	266	98	17
Katra NH (4A)	82	26	7
Katra SH (4A)	94	26	8
Katra NH (7A)	272	80	14
Katra SH (7A)	135	34	9
<b>TOTAL</b>	<b>1873</b>	<b>592</b>	<b>118</b>

As shown in 9.2 above, a total of 9470 families will be affected due to proposed road upgradation, which in turn will affect 33010 persons. Approximately 20% (1,793) of the total affected families will be displaced either because of loss of residential property or commercial property. Although in no case entire agriculture land will be acquired, some of the agricultural plots will be adversely affected.

A total of 9470 families will be affected, as they have to evict from public ROW. These families will be affected mainly under the following heads:

- (a) Families losing residential properties
- (b) Families losing commercial properties
- (c) Families losing residential cum commercial properties
- (d) Families losing source of income/trees/irrigation units/etc.

Table 9.3 below gives the break up of displaced family by property category.

**Table 9.3 Distribution of displaced families by property category**

Routes	Type of Impact	Type of Loss				Total
		Residential	Commercial	R+C	Agri. & Others	
Azamgarh to Phephana	Displaced	1	99	4	3	107
	Affected	85	397	35	33	550
Deoria to Ballia	Displaced	0	111	3	0	114
	Affected	64	452	16	57	589
Gorakhpur-Shahganj	Displaced	43	484	33	91	651
	Affected	186	1080	149	718	2133
Lucknow - - Bangarmau	Displaced	0	154	11	0	165
	Affected	133	387	144	52	716
Moradabad-Bazpur	Displaced	0	38	12	0	50
	Affected	27	455	68	38	588
Pilibhit - Khutar	Displaced	3	18	0	0	21
	Affected	4	87	3	12	106
Sitapur-Baharaich	Displaced	0	153	0	0	153
	Affected	129	1518	155	139	1941
<b>Intersections</b>						
Chaudgramode	Displaced	0	18	1	0	19
	Affected	2	65	11	0	78
Bhoganipur	Displaced	0	18	5	0	23
	Affected	0	91	58	0	149
Ghatampur	Displaced	0	37	1	0	38
	Affected	3	181	15	0	199
Katra	Displaced	0	15	0	0	15
	Affected	0	51	1	0	52
Katra	Displaced	0	22	1	0	23
	Affected	10	73	31	0	144

As the table above shows, majority of those getting displaced will be losing commercial properties in both the sections viz., phase II routes and intersections of phase I. In bypasses, it is mainly agricultural land getting affected.

**Summary of Table 9.3**

	Number of families
Affected Families	9470
Displaced Families	1793

**Families losing Residence**

A total of 617 families will be affected by loss of residential properties of which 83 families will be displaced, which is about 8% of the total residential property affected families. Intra route comparison shows that in route 10A, impact is more on residential property than other routes.

**Families losing Commercial Properties**

A total of 4500 families will be affected by loss of commercial properties of which 1433 will be displaced, which is 31% of the total commercial property affected families. Impact on commercial properties was found to be high in route 4B.

**Families losing Residential cum Commercial Structures**

A total of 936 families will be affected by loss of residential cum commercial structures of which 283 will be displaced. This clearly indicates sever impact on this section of the affected families. Impact is particularly high on route 7B.

### Families losing Other Properties

A total of 1077 families are losing source of income and other immovable properties such as trees, irrigation units, etc., Apart from that, 2255 families will be losing their agriculture land due to bypasses.

### Impact on Community Resources

In some of the areas in the project the road traverses through densely populated settlements. Some of the infrastructures built to facilitate the basic needs of the communities in these areas are affected by the project. The common property resources are listed below in table 9.4.

Table 9.4 Amenities and Community Resources Affected by the Project

Community Properties	ROUTES							Total
	10A	11	7B	6	3	16	4B	
Hand pump	227	50	78	101	21	88	73	638
Temple/Shrine/Chabutra	19	6	13	11	6	12	15	82
Mazar	1	0	0	0	0	0	0	1
Police Station	2	3	0	2	5	2	0	14
Inter / Girl's College	1	0	0	0	0	2	0	3
Tube well	5	0	0	0	0	1	0	6
Well	7	0	7	1	0	12	21	48
Grave yard	1	3	1	0	0	1	0	6
Water Tap	5	2	0	1	0	1	1	10
School	5	0	0	1	0	2	1	9
Temple Plot	1	0	0	0	0	0	0	1
Pond	4	0	2	0	0	0	0	6
Water Tank	1	0	0	0	0	0	0	1
Mosque	1	1	0	0	0	1	1	4
Petrol Pump	0	1	0	2	1	0	0	4
Hospital	0	0	0	0	0	0	0	0
Statue	0	0	0	1	0	1	0	2
Bus Stop	0	0	0	0	8	0	0	8
<b>Total</b>	<b>280</b>	<b>66</b>	<b>101</b>	<b>120</b>	<b>41</b>	<b>123</b>	<b>112</b>	<b>843</b>

### 9.3 Squatters and encroachers impacted

The project will evict squatters and encroachers from the corridor of impact. Squatters and encroachers beyond the corridor of impact (though these are also illegal occupants of the public ROW) will be left undisturbed. Eviction is planned wherever absolutely necessary. The project proposes elaborate plans for rehabilitation for all affected families with special provision for the families belonging to vulnerable groups.

Table 9.5 below gives the distribution of the families affected by the project.

Table 9.5: Distribution of affected families by status

Routes		Resi	Comm	R+c	Agriculture & Others	Total
3	TH		5		1	6
	SQ	4	77	3	10	94
	ENC	0	4	0	1	5

Routes		Resi	Comm	R+c	Agriculture & Others	Total
	TEN	0	1	0	0	1
	<b>Sub total</b>	<b>4</b>	<b>87</b>	<b>3</b>	<b>12</b>	<b>106</b>
4B	TH	22	65	23	4	114
	SQ	58	168	63	10	299
	ENC	35	101	38	35	209
	TEN	18	53	20	3	94
	<b>Sub total</b>	<b>133</b>	<b>387</b>	<b>144</b>	<b>52</b>	<b>716</b>
6	TH	12	139	14	12	177
	SQ	100	1179	120	99	1498
	ENC	15	179	18	26	238
	TEN	2	22	2	2	28
	<b>Sub total</b>	<b>129</b>	<b>1518</b>	<b>155</b>	<b>139</b>	<b>1941</b>
7B	TH	11	52	4	3	70
	SQ	60	279	25	17	381
	ENC	10	48	4	12	74
	TEN	4	18	2	1	25
	<b>Sub total</b>	<b>85</b>	<b>397</b>	<b>35</b>	<b>33</b>	<b>550</b>
10A	TH	68	395	54	254	771
	SQ	90	518	72	334	1014
	ENC	19	113	16	95	243
	TEN	9	54	7	35	105
	<b>Sub total</b>	<b>186</b>	<b>1080</b>	<b>149</b>	<b>718</b>	<b>2133</b>
11	TH	9	148	22	12	191
	SQ	7	108	17	10	142
	ENC	9	157	23	13	202
	TEN	2	42	6	3	53
	<b>Sub total</b>	<b>27</b>	<b>455</b>	<b>68</b>	<b>38</b>	<b>588</b>
16	TH	4	31	1	3	39
	SQ	54	380	13	38	485
	ENC	4	27	1	15	47
	TEN	2	14	1	1	18
	<b>Sub total</b>	<b>64</b>	<b>452</b>	<b>16</b>	<b>57</b>	<b>589</b>
<b>Intersections (Phase I)</b>						
Bhogani pur pur (14)	TH		5	4	0	9
	SQ		21	14	0	35
	ENC		55	33	0	88
	TEN		10	7	0	17
	<b>Sub total</b>		<b>91</b>	<b>58</b>	<b>0</b>	<b>149</b>
Ghatam pur (14)	TH	0	21	2	0	23
	SQ	2	100	8	0	110
	ENC	1	48	4	0	53
	TEN	0	12	1	0	13
	<b>Sub total</b>	<b>3</b>	<b>181</b>	<b>15</b>	<b>0</b>	<b>199</b>
Chaudgr amode (14)	TH	0	3	0	0	3
	SQ	2	48	8	0	58
	ENC	0	11	2	0	13
	TEN	0	3	1	0	4

Routes		Resi	Comm	R+c	Agriculture & Others	Total
	<b>Sub total</b>	<b>2</b>	<b>65</b>	<b>11</b>	<b>0</b>	<b>78</b>
Katra (7)	TH	1	8	3	0	12
	SQ	5	36	15	0	56
	ENC	3	21	9	0	33
	TEN	1	8	4	0	13
	<b>Sub total</b>	<b>10</b>	<b>73</b>	<b>31</b>	<b>0</b>	<b>114</b>
Katra (4)	TH	0	4	0	0	4
	SQ	0	47	1	0	48
	ENC	0	0	0	0	0
	TEN	0	0	0	0	0
	<b>Sub total</b>	<b>0</b>	<b>51</b>	<b>1</b>	<b>0</b>	<b>52</b>
<b>Bypasses</b>						
4A	TH				87	87
	SQ					
	ENC					
	TEN					
	<b>Sub total</b>				<b>87</b>	<b>87</b>
10A	TH			12	1898	1910
	SQ					
	ENC					
	TEN					
	<b>Sub total</b>			<b>12</b>	<b>1898</b>	<b>1910</b>
18	TH				258	258
	SQ					
	ENC					
	TEN					
	<b>Sub total</b>				<b>258</b>	<b>258</b>

TH: Titleholders; SQ: Squatter; ENC: Encroacher; TEN: Tenant

Among the total non-titleholders, over 90% of them are squatters and encroachers and about 4% are tenants. Majority of the commercial squatters are roadside kiosk owners or petty vendors. Impact on commercial squatters is pretty high in all the routes as compared to encroachers or tenants.

**Table 9.6 Distribution of Vulnerable Affected Families**

Routes (Phase II)	Residential				Commercial				Residential cum Commercial				Agriculture				Others				Total	
	BPL	WHH	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST		
	3	12		2		20	1	7							1		8				51	
4B		20	10	3		49	15	14		43	11	2		20	2	7	8	3			207	
	6	13	3	33	1	103	34	31	2	12	3	4		12			8	5	6		270	
7B		26	4	12		63	11	62	1	10		5		9			3				206	
10A		46	4	25	1	134	19	60	1	35	3	6		41		33	30	16	2		456	
	11	8	1	1		8	10	3		11	1	2		3		1				1	50	
	16	180	2	7	1	150	13	4	1	31		3		16		10	16	1	3		438	
<b>Intersections</b>																					0	
Bhoganipur (14)						45	2			5		2									54	
Ghatampur (14)						30	5	2				1									38	
Chaudgramode (14)		2	0	1	0	8	2	2	0	2	2	1	0				0	0	0	0	20	
Katra (7)		4	2			14	3	4		2	4										33	
Katra (4a)						8	1														9	
<b>Bypass</b>																					0	
4A																	25	11	1		37	
10A						1											35	16	235		287	
18																	64	19	3		86	
<b>Total</b>		<b>311</b>	<b>26</b>	<b>84</b>	<b>3</b>	<b>633</b>	<b>116</b>	<b>189</b>	<b>5</b>	<b>151</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>101</b>	<b>2</b>	<b>52</b>	<b>0</b>	<b>197</b>	<b>71</b>	<b>251</b>	<b>0</b>	<b>2242</b>

As the Table 9.6 above indicates, out of a total of 9,470 families, 2242 vulnerable families will be affected. These families form 24% of the total affected families of the Phase II. Majority of the vulnerable families comes under the category of below poverty line families. They are almost over two third of the total vulnerable families. As the table shows, very few tribal families will be affected, but a substantial number of scheduled caste families will be affected (601). A total of 240 families headed by women will be affected. Majority of these vulnerable families are again from commercial property affected group, and this is because impact is more on commercial properties. Most of these commercially affected vulnerable families are engaged in petty roadside business opportunities.

**Table 9.7 Distribution of displaced families by status**

Routes	Displaced by Status				
	Titleholder	Squatter	Encroacher	Tenant	Total
3	1	9	8	3	21
4B	28	71	38	28	165
6	14	118	18	3	153
7B	14	50	28	15	107
10A	238	217	111	85	651
11	16	19	8	7	50
16	8	49	38	19	114
Sub total	319	533	249	160	1261
<b>Intersection</b>					
Bhoganipur (14)	1	10	7	4	23
Ghatampur (14)	4	18	10	6	38
Chaudgramode (14)	1	13	3	2	19
Katra (7A)	2	11	7	3	23
Katra (4A)	1	8	5	1	15
Sub total	9	60	32	16	118

As the Table 9.7 shows number of displaced families among non-titleholders are mainly squatters. Of the total displaced families over two fifths are squatters followed by titleholders, encroachers and tenants.

#### 9.4 Impact on Families losing Land

As the Table 9.8 below shows 3058 families will be losing land due to proposed bypasses at Bangarmau (route 4), Budhanpur (10A), Ahiraula (10A) and Gaurabadshahpur (18) and widening of roads. List of Khasra - Khatauni has been given in annex 9.1

**Table 9.8 Distribution of Estimated Number of Families losing land due to Bypasses**

Route Number	Number of PAFs
<b>Bypasses</b>	
4 (Bangarmau)	87
18 (Gaurabadshahpur)	258

10A (Ahiraula)	500
10A (Budhanpur)	1398
<b>Total</b>	<b>2255</b>
<b>Routes</b>	
3	12
4B	41
6	98
7B	20
10A	578
11	23
16	31
<b>Sub Total</b>	<b>803</b>
<b>Grand Total</b>	<b>3058</b>

#### Land Acquisition and Impact on Farmers

Acquisition of agriculture land for all the bypasses will have negative economic impact on the farmers. The census survey was carried out among the persons affected due to proposed bypasses (of both phase I as well as phase II) along with the surveys of Phase II. Informal discussions were also carried out with the affected persons to gain an insight into the impact LA will have on farming community. The same has been presented below:

#### Marginal and Small Agriculture plots

Table 9.9 Percentage of Marginal and Small Plots

Bypasses	% of		Average Holding Size
	Marginal Plots	Small Plots	
Bangarmau	75.4	16.6	0.77
Gaurabadshahpur	86.2	9.7	0.57
Budhanpur	69.53	14.87	0.83
Ahiraula	73.21	15.69	0.79
<b>Routes</b>			
Pilibhit to Khutar	63.15	12.54	1.24
Bangarmau to Lucknow	84.32	7.85	0.43
Sitapur to Baharaich	66.32	11.93	1.04
Azamgarh to Phephana	71.45	19.69	0.69
Gorakhpur to Shahganj	73.26	17.54	0.64
Moradabad to Bazpur	66.21	13.47	1.10
Deoria to Ballia	77.30	19.89	0.64

As the table above shows on an average over 75% of the total plots in all the bypasses are less than one hectare. This is corroborated by the fact that the average operational holding size is less than one

hectare. Since most of the holdings are either marginal or small, loss of land due to bypass will certainly bring in further economic hardship on the farming community.

#### Major Crops Grown in the Area and productivity

As the Table 9.10 below shows that most of the major Rabi and kharif crops are grown in all the bypasses. Vegetables are also grown but mainly for consumption at household level. As the table indicates, productivity is quite high in the area. Yield per hectare is slightly less than the state average. The majority of the agricultural plots on Bangarmau and Gaurabadshahpur bypass, close to the irrigation canal, are irrigated.

**Table 9.10 Major Crops and Productivity per Hectare**

Bypasses	Crops	Yield per ha. (in kg)	Average Yield of the State
Budhanpur/ Ahiraula	Arhar	9.43	9.69
	Bajra	11.12	12.57
	Barley	7.63	19.26
	Gram	7.31	7.03
	Ground nut	3.27	7.74
	Jowar	11.37	9.63
	Maize	17.63	13.76
	Masoor	6.57	6.60
	Mustard	9.23	10.44
	Peas	9.77	10.86
	Potato	153.47	197.42
	Rice	14.79	18.66
	Sugarcane	371.22	606.91
	Wheat	21.16	24.53
Bangarmau	Arhar	10.73	9.69
	Bajra	9.36	12.57
	Barley	16.18	19.26
	Gram	5.40	7.03
	Ground nut	3.29	7.74
	Jowar	8.80	9.63
	Maize	11.57	13.76
	Masoor	7.45	6.60
	Mustard	8.37	10.44
	Peas	7.64	10.86
	Potato	190.93	197.42
	Rice	14.66	18.66
	Sugarcane	525.67	606.91
	Wheat	22.39	24.53

Bypasses	Crops	Yield per ha, (in kg)	Average Yield of the State
Gaurabadsha hpur	Arhar	7.61	9.69
	Bajra	11.62	12.57
	Barley	15.61	19.26
	Gram	4.32	7.03
	Ground nut	7.74	7.74
	Jowar	10.40	9.63
	Maize	19.44	13.76
	Masoor	6.54	6.60
	Mustard	11.26	10.44
	Peas	10.35	10.86
	Potato	167.32	197.42
	Rice	12.96	18.66
	Sugarcane	486.88	606.91
	Wheat	21.96	24.53

### 9.5 Availability of Quarry Material

No land needs to be acquired for quarries as Uttar Pradesh Public Works Department already has approved quarries for sand and aggregates to meet the requirements for the construction works. In the proposed phase II upgradation and maintenance programme the contractor will procure material from these quarries. The location of these quarries has been summarised in the table below:

Table 9.11 UP PWD approved Quarry Site

Sl.No	Name of the Quarry	Material
1	Badshahi Bag Quarry	Aggregates
2	Haridwar Quarry	Stone Aggregates
3	Lalkuan Quarry	Stone Aggregates
4	Biharigarh Quarry	Stone Aggregates
5	Tanakpur Quarry	Stone Aggregates
6	Fatehpur Sikri Quarry	Sand Stone Aggregates
7	Jhansi Quarry	Granite Aggregates
8	Banda Quarry	Sand
9	Karbrai Quarry	Stone Aggregates
10	Shaukargarh Quarry	Sand Stone Aggregates
11	Hamirpur Quarry	Sand
12	Chunar Quarry	Stone Aggregates
13	Dalla Quarry	Lime Stone Aggregates
14	Chopan Quarry	Sand
15	Birohi Quarry	Stone Aggregates

### Availability of Borrow Material

Borrow materials mainly earth will be procured from identified borrow areas along each project route; hence no land needs to be acquired for the same. These borrow areas are located within 100m from ROW of project routes. These borrow areas have enough availability of materials. These have been finalised by the design team after visiting the various project routes.

At the moment there seems to be no social impact due to quarries or borrow areas, but in case there is some impact during construction phase, NGO implementing the RAP will carry out a full-fledged social impact study at the affected locations and suggest mitigation measures accordingly.

## 9.6 Land Identified for Resettlement of Displaced Families

A total of 1,793 families will be displaced because of road widening and upgradation, of which 1433 will be losing commercial structures, 80 will lose residential structures and another 283 would lose residential cum commercial structures. As a result approximately 18,150 sq. m of residential and 35,825 sq. m of commercial land will be affected. The calculation is based on provision made in R&R policy of UP-SRP, where project provides 50 sq. m of residential and 25 sq. m of commercial plots.

Type of Loss	No. of Families	Land Required for Replacemtn
Residential	80	4000 sq. ft.
Commercial	1433	35825 Sq. ft.
Residential cum Commercial	283	14150 sq.ft.
Agriculture (bypasses)	2243	89.39 ha.
Agriculture (road widening)	803	26.62 ha.

Land identification survey was carried out to identify the available panchayat land as far as possible close to the affected zone. Route and village wise availability of land is presented in table 9.12 below. The land identified for resettlement is in access to the required land to provided wider alternative options and opportunities for final selection of sites. The sites will be finalised by NGO in consultation with the affected persons.

Other facilities that will be provided in resettlement colonies include, drinking water facilities, internal roads, school, community hall, *panchayat* building, grazing land, village wood lot, medical facilities, sanitation facilities and recreation centre. Provision of school buildings will be as follows:

- 25 or more number of families in a colony ..... One room School
- 50 or more number of families in a colony ..... Two room School

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**Table 9.12 Availability of Land for Relocation of Displaced Families**

**Pilibhit-Khutar**

Village (V)/ Town (T)	Block (B)	Tehasil (T)	District (D)	Area (Approx.)	Government Land (G) / Panchayat Land (P)	Land Type	Distance from Main Locality (in mtrs.) from Project Road	Remarks
Naugma- Pakaudiya (V)	Laduri Kheda	Pilibhit	Pilibhit	2 Acre	P	V.P.	50 mt. in right side	Would require extensive land development
Gajraula Kalan (V)	Marauri	Pilibhit	Pilibhit	3 Acre	P	V.P.	100 mt. in left side adjacent to Veterinary Hospital	Would require extensive land development
Jara Kothi (V)	Puranpu r	Puranpur	Pilibhit	1/2 Acre	P	Pond	30 mt. in right side	Would require extensive filling.
Sakariya (V)	Puranpu r	Puranpur	Pilibhit	2 1/2 Acre	P	V.P.	200 mt. in left side adjacent to river	Would require land development
Narayanpur (V)	Puranpu r	Puranpur	Pilibhit	5 Acre	P	Pond	100 mt. on both side of Project Road	It is a low-lying area and gets submerged during rains. Would require filling.
Kader Chaura (V)	Puranpu r	Puranpur	Pilibhit	1 1/2 Acre	P	V.P.	20 mt. in left side	Would require land development
Gandwa Kheda (V)	Khutar	Puayan	Shahjaha npur	2 Beegha	P	V.P.	50 mt. on both side of Project Road	Plain land
Tikuniya Khutar (V)	Khutar	Puayan	Shahjaha npur	1 1/2 Acre	P	Khalian	150 mt. in left side	Vaccant land used for storate purpose by the villagers.

## Sitapur -Baharaich

Village (V)/ Town (T)	Block (B)	Tehseel (T)	District (D)	Area (Approx.)	Government Land (G) / Panchayat Land (P)	Land Type	Distance from Main Locality (in mtrs.) from Project Road	Remarks
Khairabad (V)	Khairabad	Sitapur	Sitapur	3 Acre	G	Adjacent to D.J. Inter Collège Khairabad (Vacant Plot)	50 mt. from Main intersection of Khairabad towards bypass road in left side	Would require land development
Vishunpur (V)	Khairabad	Sitapur	Sitapur	2 <sup>1</sup> / <sub>2</sub> Acre	P	Vacant Plot (V.P.)	50 mt. in left side	Would require land development
Saraiya Sani (V)	Khairabad	Sitapur	Sitapur	15 Acre	P	V.P.	30 mt. in right side	Would require land development
Katra (V)	Biswan	Biswan	Sitapur	3 Bigha	P	V.P.	30 mt. in left side	Would require land development
Manpur (V)	Biswan	Biswan	Sitapur	1 Acre	G (Zila Parishad)	V.P.	50 mt. in right side adjacent to Govt. Junior High School	Would require land development
Gurera Chouraha (V)	Biswan	Biswan	Sitapur	2 Bigha	P	Orchard	100 mt. in left side	Panchayat land currently under use.
Biswan (T)	Biswan	Biswan	Sitapur	7 Bigha	G (Nagar Palika)	V.P.	20 mt. in right side, adjacent to P.H.C. (Biswan)	Would require land development
Deviyapur (V)	Biswan	Biswan	Sitapur	3 Bigha	P	V.P.	20 mt. in right side	Would require land development
Jahangeerabad (V)	Biswan	Biswan	Sitapur	15 Bigha	P	V.P.	20 mt. in left side	Would require land development
Reusa (V)	Reusa	Biswan	Sitapur	3 Bigha	P	V.P.	30 mt. in right side	Would require land development

Bhartha (V)	Reusa	Biswan	Sitapur	3 Bigha	P	V.P. (Vacant Plot)	15 mt. in right side	Would require land development
Mandu Beehad (V)	Reusa	Biswan	Sitapur	3 <sup>1</sup> / <sub>2</sub> Bigha	P	V.P.	25 mt. in right side	Would require land development
Bhagwanpur (V)	Mahsi	Mahsi	Baharaich	2 Bigha	P	Vacant Plot	20 mt. in left side of Project Road	Is used for putting up camps during floods and other natural calamities.
Rampurwa Chowki (V)	Tejwapur	Mahsi	Baharaich	1 <sup>1</sup> / <sub>2</sub> Bigha	P	V.P.	25 mt. in right side	Would require land development
Badnapur (V)	Tejwapur	Mahsi	Baharaich	10 Acre	P	Charagah (V.P.)	15 mt. in right side	It is a village grazing land. Part of it can be used for relocation of PDFs.

**Azamgarh - Phephana**

Village (V)/ Town (T)	Block (B)	Tehseel (T)	District (D)	Area (Approx.)	Government Land (G)/ Panchayat Land (P)	Land Type	Distance from Main Locality (in mtrs.) from Project Road	
Jamudi Bajar (V)	Sathiaion	Azamgarh	Azamgarh	1 <sup>1</sup> / <sub>2</sub> Bigha	P	V.P.	20 mt. in right side	Would require land development
Sathiaion (V)	Sathiaion	Azamgarh	Azamgarh	1 Acre	P	V.P.	20 mt. in right side	Would require land development
Beriapar (V)	Mohamadabad	Mohamada bad	Mau	1 <sup>1</sup> / <sub>2</sub> Acre	P	V.P.	200 mt. in right side	Would require land development
Dharmipur (V)	Ranipur	Mohamada bad	Mau	1 Bigha	P	Khalian	15 mt. in right side	Currently under use by Panchayat
Pahsa (V)	Ratanpura	Mau sadar	Mau	7 Bigha	P	V.P.	200 mt. in left side	Would require land development

Ratanpura (V)	Ratanpura	Mau sadar	Mau	10 Bigha	P	V.P. (Vacant Plot)	20 mt. in right side	Would require land development
Gulauri (V)	Ratanpura	Mau sadar	Mau	1 Bigha	P	V.P.	30 mt. in left side	Would require land development
Rasara (T)	Rasara	Rasara	Ballia	10 Bigha	Govt.	Old Tehseel Area	50 mt. in right side	Plain land
Chilkahar (V)	Chilkahar	Rasara	Ballia	1 Acre	P	V.P.	15 mt. in left side	Would require land development

**Gorakhpur - Shahganj**

Village (V) / Town (T)	Block (B)	Tehseel (T)	District (D)	Area (Approx.)	Government Land (G) / Panchayat Land (P)	Land Type	Distance from Main Locality (in mtrs.) from Project Road	Remarks
Khanipur	Piprauli	Gorakhpur Sadar	Gorakhpur	1/2 Bigha	Govt.	V.P. (Adjacent to Veteriniary Hospital)	20 mt. in left side	Would require land development
Katghar (V)	Khajani	Khajani	Gorakhpur	3 Acre	P	V.P.	100 mt. in right side	Would require land development
Khajani (T)	Khajani	Khajani	Gorakhpur	1 Acre	Govt.	V.P. adjacent to Veteriniary Hospital	20 mt. in right side	Would require land development
Mau Dhermangal (V)	Khajani	Khajani	Gorakhpur	1/2 Bigha	P	V.P.	100 mt. in left side	Would require land development
Bhariya (V)	Khajani	Khajani	Gorakhpur	1 Acre	P	V.P.	100 mt. in left side	Would require land development
Debra Bajar (V)	Urwa	Khajani	Gorakhpur	2 1/2 Bigha	P	V.P.	50 mt. in left side	Would require land

								development
Sikariganj (V)	Urwa	Khajani	Gorakhpur	1 Acre	P	V.P.	40 mt. in right side	Would require land development
Siyar (V)	Belghat	Khajani	Gorakhpur	1 1/2 Acre	P	V.P.	60 mt. in right side	Would require land development
Pipri (V)	Belghat	Khajani	Gorakhpur	1 Acre	P	V.P.	20 mt. in left side	Would require land development
Gadwal (V)	Tenduai Kala	Alapur	Ambedkar Nagar	1 Bigha	P	V.P.	15 mt. in right side	Would require land development
Piyaria (V)	Koyalsa	Buddanpur	Azamgarh	2 Acre	P	V.P.	20 mt. in right side	Would require land development
Phulwaria (V)	Ahiraula	Phoolpur	Azamgarh	1 1/2 Bigha	P	V.P.	20 mt. in right side	Would require land development
Mahul (V)	Ahiraula	Phoolpur	Azamgarh	2 Bigha	P	V.P.	25 mt. in left side	Would require land development
Maksudia (V)	Pawae	Phoolpur	Azamgarh	3 1/2 Bigha	P	V.P.	50 mt. in right side	Would require land development
Pallia (V)	Pawae	Phoolpur	Azamgarh	1 1/2 Acre	P	V.P.	10 mt. in right side	Would require land development

**Moradabad-Bazpur**

Village (V)/ Town (T)	Block (B)	Tehseel (T)	District (D)	Area (Approx.)	Government Land (G)/ Panchayat Land (P)	Land Type	Distance from Main Locality (in mtrs.) from Project Road	Remarks
Munshi Ganj (V)	Swar	Swar	Rampur	21/2 Acre	P	V.P.	200 mt. in both side of Project Road	Would require land development

**Deoria-Ballia**

Village (V)/ Town (T)	Block (B)	Tehseel (T)	District (D)	Area (Approx.)	Government Land (G)/ Panchayat Land (P)	Land Type	Distance from Main Locality (in mtrs.) from Project Road	Remarks
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Deoria (T)	Deoria	Deoria Sadar	Deoria	21/2 Bigha	Govt.	Nagar Palika's V.P.	25 mt. in right side	Plain Land
Khukhunda Chauraha (V)	Barhaj	Salempur	Deoria	1 Acre	P	V.P.	70 mt. in right side	Would require land development
Bharthua Chauraha (V)	Salempur	Salempur	Deoria	11/2 Bigha	P	V.P.	150 mt. adjacent to P.C.F. Godown in right side	Would require land development
Turtipar (V)	Siyar (Belthara Road)	Siyar	Ballia	1 Bigha	P	Khalian	150 mt. in right side	Would require land development
Ubhaion (V)	Siyar (Belthara Road)	Siyar	Ballia	3 Acre	Govt. (Railway)	V.P.	In both side of Project Road in starting of locality	Would require land development
Sikandarpur (T)	Navnagar (Sikandarpur)	Sikandarpur	Ballia	40 Decimile	Govt.	Co-operative Land	20 mt. in left side	Plain land
Dharahra (V)	Hanuman ganj	Ballia Sadar	Ballia	1 Acre	P	V.P.	20 mt. in left side	Would require land development
Hanumanganj (V)	Hanuman ganj	Ballia Sadar	Ballia	10 Bigha	P	V.P.	150 mt. in right side	Would require land development
<b>Village (V)/ Town (T)</b>	<b>Block (B)</b>	<b>Tehseel (T)</b>	<b>District (D)</b>	<b>Area (Approx.)</b>	<b>Government Land (G)/ Panchayat Land (P)</b>	<b>Land Type</b>	<b>Distance from Main Locality (in mtrs.) from Project Road</b>	<b>Remarks</b>
<b>Lucknow - Bangarmau</b>								
Muttafabad	Bangarmau	Safipur	Unnao	6 Bigha	P	V.P.	50m left and right	Would require land development
Takiya Chauraha	Fatehpur	Safipur	Unnao	25 Bigha	P	V.P.	200 m inside the Gorla Village road	Would require land development
Asiwan Chauraha	Miyaganj	Hasanganj	Unnao	6 Bigha	P	V.P.	30m left of project road	Would require land development
Moliyan	Hasanganj	Hasanganj	Unnao	2 Bigha	P	V.P (used for fair)	50m left from project road	Plain Land

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Navalganj	Hasanganj	Hasanganj	Unnao	8 Bigha	P	V.P	400m left and right from the project road	Would require land development
Tej Kishun Khara	Kakori	Malihabad	Lucknow	5 Bigha	P	V.P	65 m left from the project road	Would require land development
Gudgudi talab	Kakori	Malihabad	Lucknow	12 Bigha	P	V.P	30m left from the project road	Would require land development

## 9.7 Options Preferred by PAPs

During the discussion majority of the PAPs opted for cash compensation (refer table 9.13). They were of the view that with the compensation amount if provided at replacement value, they will be able to construct new house along with their peer group. All those who opted for constructed houses wanted project authority to construct houses within the village. They however, were concerned about the quality of the construction.

Table 9.13 Options Preferred by PAPs

Income Restoration Options	3	4B	6	7B	10A	11	16
Land for Land	2	9	8	4	51		14
Allied Agri. Activities	3	2	3	1	2	2	0
Petty Shops	43	97	624	117	282	0	204
Cash grant	44	260	379	223	868	103	366
Employment	1		3		3	170	
Training for Self Employment	0		1		2		
HH industry	0		1		0		
Others	1	165	160	123	336	54	86
<b>Total</b>	<b>94</b>	<b>533</b>	<b>1179</b>	<b>468</b>	<b>1544</b>	<b>329</b>	<b>670</b>

Income Restoration Options	Bhoganipur (14)	Ghatampur (14)	Chaudgram ode (14)	Katra (7A)	Katra (4A)
Land for Land		0	0	0	0
Allied Agri. Activities		0	0	0	0
Petty Shops	16	43	18	34	19
Cash grant	18	80	42	61	21
Employment		0	0	0	0
Training for Self Employment		0	0	0	0
HH industry		0	0	0	0
Others	16	39	27	23	7
<b>Total</b>	<b>50</b>	<b>162</b>	<b>87</b>	<b>118</b>	<b>47</b>

Those losing agriculture land due to proposed bypasses, demanded land for land. Though provision has been made in the policy for land for land, land needs to be identified for distribution among the land losing PAPs.

Majority of the commercial property owners wanted their shops along the highway so that they can maintain the old customer base and moreover with increased traffic, there could be increase in business opportunities as well. Cash in form of compensation and assistance was also sought after by many commercial properties owners.

## 9.8 Host Community Survey

It is important to carry out the host community survey for all the identified probable resettlement sites. Therefore, it is suggested that before the RAP implementation and finalisation of resettlement

sites NGO responsible for RAP implementation in consultation with the PAFs, will carry out host community survey. Since NGO for phase II will on board by September 2003, host community survey can be initiated by October 2003, after verification exercise of PAPs. The objectives of the host survey are:

- to assess the likely impact on and needs of hosts,
- to help design appropriate income restoration programmes for PAPs,
- assist in identifying areas where they may be problems of integration between two communities,
- to assess carrying capacity of existing resources and the potential for intensification of the settlement.

The goal of the RAP is, as a minimum, to raise the standard of living of PAPs above the poverty level. The host community survey will give an insight to the project authorities of potential resentment of PAPs by members of the host community those who may be living below the poverty level. Mitigation measures then may be worked out into the project's plan.

It is very rare that an implementing agency will find green field sites to relocate PAPs. In locating them in an existing settlement there is a risk that an increase in the population will increase demands above the carrying capacity of the land and resources available to the hosts and the new comers This makes host community survey all the more important.

#### **Information checklist for Host Community Survey**

If at all DPs needs to be resettled in new community, there are number of Issues that needs to be addressed. The issues are:

- Census data of host population w.r.t. total population, sex, ethnic, linguistic, caste, occupational, educational, etc.
- Current land use patterns, tenure status, and production system.
- Inventory of existing social infrastructure (School, health centres, market, temples, community centres, etc.)
- Use of area by non-residents (grazing land, foraging, etc.) and usufruct rights attached.
- Carrying capacity of area and vulnerability to PAP influx.

Existing survey information should be reviewed and considered before new actions are taken. Host survey can be done using Rapid Appraisal Method. The host community will need to be included in any community consultation exercises to allow them to air any concerns they may have of the incoming population.

### **9.9 Land Required for Ancillary Activities**

Apart from widening of roads, land will be required for setting up of construction camps and contractor's office. Requirement of such lands does not fall under LA Act 1894, as contractor is responsible for arrangement of such lands through negotiation with willing lesser. However, contractor is supposed to return the land in original form to the lesser after the expiry of lease period. Detail provision of construction camp has been provided in chapter 16.



**Chapter 10**

## 10 IMPACT ON WOMEN GROUPS

The vulnerable section of the society for the purpose of the project includes, woman headed families, scheduled families (both caste and tribes), families below poverty line, destitute, old aged and orphans. Though no orphan was found, significant number of woman headed families was found during the census survey. The table below gives the distribution of affected vulnerable families. The ensuing sections in the chapter deals with the impact on women in detail.

**Table 10.1 Distribution of Vulnerable Affected Families**

Route (Phase II)	Total number of vulnerable families
Pilibhit- Khutar (3)	51
Lucknow - Bangarmau (4B)	207
Sitapur-Baharaich (6)	270
Azamgarh - Phephana (7B)	206
Gorakhpur - Shahganj (10A)	456
Moradabad - Bazpur (11)	50
Deoria - Ballia (16)	438
<b>Intersection (Ph.I)</b>	
Bhoganipur (14)	54
Ghatampur (14)	38
Chaudgramode (14)	20
Katra (7)	33
Katra (4a)	9
<b>Bypass</b>	
Bangarmau - 4A	37
Budhanpur/Ahiraula - 10A	287
Gaurabadshahpur - 18	86
<b>Grand Total</b>	<b>2242</b>

### 10.1 Impact on women

India ranks 103 out of 137 countries in the gender development index (GDI) that reveals the reality of insufficient level of development of women as compared to men in this country. The economic condition of women headed households varies considerably depending upon factors such as marital status, social context of female leadership and decision making, access to facilities and productive resources, income and composition of the household. These conditions form the basis for defining indicators to assess the vulnerability of such households.

There are two important aspects of UPSRP where gender issues are required to be addressed. It is expected that in development projects like UPSRP women are going to experience socio-economic impacts due to certain adverse impacts such as eviction from public ROW, loss of common property resources, etc.

This is to be noted here that post-project provisions as mentioned in the RAP has been done keeping in mind the well-being of mostly the affected women along with women of the host communities. Thus, these relate to resettlement and rehabilitation. Whereas, gender issues in the construction phase will mostly concern the women workers who will be engaged in the road construction activities. These women workers are expected to come from outside being engaged by the construction contractors and will be staying in the construction camps during the construction. There may be participation from local women also in the construction activities.

### 10.1.1 IMPACT ON WOMEN IN UPSRP

While women constitute almost half of the affected and displaced population in the project area they are neglected from the socio-economic development point of view. Socio economic parameters like literacy, work force participation rate, general health conditions etc. reveals that social status of women is very backward in the project area and thereby brought forward the scope of considering the households headed by women as vulnerable.

#### Women Headed Households

A total of 240 women headed households, 360 families and 15, 308 women members were found in the project area. The number of such families varies from 2 in route 3 to 68 in route 6. This constitutes approximately 4% of the total families affected. Table 10.2 below shows route wise distribution of women headed families.

Table 10.2 Number of Women Headed Households, Families and Members

Routes	Women Headed Household	Women Headed Family	Women Members
Pilibhit - Khutar (3)	1	2	170
Lucknow -Bangarmau (4B)	41	62	988
Sitapur - Baharaich (6)	45	68	2922
Azamgarh - Phephana (7)	15	23	863
Gorakhpur - Shahganj (10A)	42	63	3687
Moradabad - Bazpur (11)	12	18	980
Deoria- Ballia (16)	16	24	877
<b>Intersection</b>			
Bhoganipur (14)	2	3	191
Ghatampur (14)	6	9	270
Chaudgramode (14)	4	6	131
Katra (7A)	9	14	197
Katra (4A)	1	2	77
<b>Bypass</b>			
Bangarmau 4A	11	17	137
Budhanpur and Ahiraula 10A	16	24	3431
Gaurabadshahpur 18	19	29	387
	<b>240</b>	<b>360</b>	<b>15308</b>

#### Demographic Characteristics of Affected Women

Under demographic characteristics data collected includes age group classification, literacy, marital status, caste, and family type.

#### Distribution of Women by Age Group Classification

As the table below shows, distribution pattern remains the same across all the routes. The majority of women are in economically independent age group of 18 to 58 years and the second largest group is of girl child (age below less than 14 years). Percentage of old and retired women is comparatively lower across all the routes.

**Table 10.3 Demographic Characteristics of Women Members**

Characteristics	Routes (Phase II)						
	3	4B	6	7B	10A	11	16
<b>Family Type</b>							
Nuclear	26	154	314	92	497	76	142
Joint	18	96	204	108	220	67	110
Extended			9	2	5	2	1
<b>Subtotal</b>	<b>44</b>	<b>250</b>	<b>527</b>	<b>202</b>	<b>722</b>	<b>145</b>	<b>253</b>
<b>Religious group</b>							
Hindu	34	199	315	159	668	89	230
Muslim	10	50	208	43	54	56	23
Buddhism		1	1				
Sikh			2				
Christian							
Jainism			1				
Others							
<b>Subtotal</b>	<b>44</b>	<b>250</b>	<b>527</b>	<b>202</b>	<b>722</b>	<b>145</b>	<b>253</b>
<b>Social Stratification</b>							
SC	3	8	14	9	13	5	6
ST	0		3	1	2		2
OBC	22	110	245	107	568	72	148
General Caste	9	82	53	42	85	12	74
<b>Subtotal</b>	<b>34</b>	<b>200</b>	<b>315</b>	<b>159</b>	<b>668</b>	<b>89</b>	<b>230</b>
<b>Marital Status</b>							
Married	62	471	1366	389	1772	301	289
Unmarried	95	453	1536	442	1892	667	582
Divorced	1	2	1		9	1	1
Separated	1	4	5		2		1
Widow	3	37	5	18	7	8	6
Deserted	8	18	9	14	5	3	8
<b>Subtotal</b>	<b>170</b>	<b>985</b>	<b>2922</b>	<b>863</b>	<b>3687</b>	<b>980</b>	<b>887</b>
<b>Age Group</b>							
0 to 5 years	45	181	631	121	635	191	158
6 to 14 years	27	203	643	191	763	258	248
15-18	13	93	274	67	379	149	78
19-25	51	277	789	242	997	199	241
26-35	14	122	255	117	401	51	54
36-59	9	34	178	67	249	93	67
60 and above	11	78	152	58	263	39	41
<b>Subtotal</b>	<b>170</b>	<b>988</b>	<b>2922</b>	<b>863</b>	<b>3687</b>	<b>980</b>	<b>887</b>
<b>Literacy Level</b>							

Characteristics	Routes (Phase II)						
	3	4B	6	7B	10A	11	16
Illiterate	92	333	1132	308	1189	219	298
Informally literate	0	72	190	55	152	89	21
Schooling	12	118	569	157	537	203	104
Primary	11	117	153	96	614	113	111
Middle	7	111	127	78	328	73	92
Secondary	1	36	93	31	179	59	61
Intermediate	1	14	23	14	53	33	39
Graduate		4	1	3			3
Post Graduate		1					
Professionals		1					
Others	1		3				
	125	807	2291	742	3052	789	729

Characteristics	Intersections				
	Bhoganipur (14)	Ghatampur (14)	Chaudgramode (14)	Katra (7A)	Katra (4A)
<b>Family Type</b>					
Nuclear	12	36	20	27	10
Joint	13	36	21	27	13
Extended		1	1	1	0
Total	24	73	41	55	23
<b>Religion Type</b>					
Hindu	19	52	29	39	17
Muslim	5	21	12	16	6
Total	24	73	41	55	23
<b>Social Stratification</b>					
SC	1	1	1	2	0
ST		0	0	0	0
OBC	11	38	17	24	13
General Caste	7	13	11	13	4
Total	19	52	29	39	17
<b>Marital Status</b>					
Married	69	129	42	77	21
Unmarried	108	123	79	104	51
Divorced		0	0	0	0
Separated		0	0	1	1
Widow	5	10	4	7	1
Deserted	9	8	6	8	3
Total	191	270	131	197	77

Characteristics	Intersections				
	Bhoganipur (14)	Ghatampur (14)	Chaudgramode (14)	Katra (7A)	Katra (4A)
<b>Age Group</b>					
0 to 5 years	19	53	27	28	18
6 to 14 years	32	38	29	46	21
15-18	21	26	11	27	5
19-25	69	87	37	55	16
26-35	21	29	15	23	8
36-59	16	23	9	7	6
60 and above	13	14	3	11	3
<b>Total</b>	<b>191</b>	<b>270</b>	<b>131</b>	<b>197</b>	<b>77</b>
<b>Literacy Level</b>					
Illiterate	41	44	22	52	22
Informally literate	18	23	1	22	5
<b>Schooling</b>					
Primary	27	29	29	24	9
Middle	39	41	19	21	4
Secondary	18	31	15	16	3
Intermediate	8	16	5	9	3
Graduate	0	14	2	2	1
Post Graduate					1
Professionals		0	0		0
Others		0	0	0	0
<b>Total</b>	<b>172</b>	<b>217</b>	<b>104</b>	<b>169</b>	<b>59</b>

#### Literacy Level among Affected Women members

Typical of any rural stretch or small cities in India, illiteracy among women is quite common. As is evident from the table 10.3, percentage of illiterate women varies from roughly 20% in route 14 (phase I intersection) to 74% in route 3. The percentage will be much higher if clubbed together with category termed as just literate or informally literate. However, a small percentage of women were found to be holding university degree.

#### Distribution of women by Family Type

As found in Census data analysis, majority of the women is part of nuclear family. However, in phase I intersections distribution is more or less same between joint and nuclear.

#### Social Stratification of Affected Women

As is shown in table above, majority of the women members is either from Other Backward Castes or Higher Castes. This is primarily because either Obis or general caste population dominates project corridors. Number of women from tribal community is almost negligible. Even number of scheduled caste women is quite low.

### Marital Status of Affected Women

Data on marital status of women was collected as this form one of the criteria for identifying family for the purpose of R&R assistance under the project. As the table above shows, number of unmarried women is higher as compared to married, except in route 4B.

Significant number of widow, deserted and separated women were found in all the routes.

### Number of Children per Woman

In order to understand status of women in terms degree of vulnerability an attempt has been made to assess the number of children per woman on project routes. In this exercise, universe includes mothers with child less than or equal to 14 years of age. It is evident from the table below that on an average a woman bears more that two children in the study area.

Routes	Average Number of Children per woman
Pilibhit to Khutar (3)	2.32
Bangarmau to Lucknow(4 B)	1.93
Sitapur to Baharaich (6)	2.09
Azamgarh to Phephna(7B)	2.06
Gorakhpur to Shahganj(10A)	2.29
Moradabad to Bazpur(11)	2.54
Deoria to Ballia (16)	2.35
<b>Intersections</b>	
Bhoganipur (14)	1.69
Ghatampur (14)	1.64
Chaudgramode (14)	2.52
Katra (7A)	2.22
Katra (4A)	2.67
<b>Bypasses</b>	
Ahirraula (10A)	2.35
Budhanpur (10A)	1.87
Bangarmau (4A)	2.02
Gaurabadshahpur (18)	2.11

### Impact of Displacement on Woman

Development induced displacement has lot of consequential impact and bring changes in the lives of PAPs. These changes are economic, social and cultural in nature. If the changes are adverse, then certain vulnerable sections of the society like women, children, tribal, poor, etc. are worst hit. While social and cultural impacts are the results of the societies and communities within it due to relocation and resettlement arrangements, the economic affects are the outcome of the changes in the production system. Therefore it is imperative to study on those socio-cultural and economic aspects of such underprivileged sections of the society, among the affected community particularly in the light of their vulnerability to changed situation. It is the observation in projects faced with displacement in the country that such vulnerable sections are generally not aware of their rights and privileges or even of their entitlements. As observed in previous actions that, women forms substantial segment among the PAPs, it becomes necessary to segregate women and study the impact on their socio-economic status. Since the entire analysis of socio-economic database has been done on social stratification basis (scheduled population) and presented in previous sections, this section exclusively deals with woman.

In the process of R&R, women require special attention. Change caused by relocation does not have equal implications for members of both the sexes and may result in greater inconvenience to women. Due to disturbance in production system, reduction in assets like land and livestock, women may have to face the challenge of running a large household in limited income and resources. This in turn may force woman as well as children to participate in work for supplementing the household income. In contrast to this, due to changes that are likely to take places due to any development project, especially changes in environment and land labour ratio, those women who at present are engaged in activities like agriculture labour, or collection and sale of forest produce may find themselves unemployed and dependent. In this sections an attempt has been made to study women's role in the economy of the household, their daily routine and social positioning in terms of their say in decision making at the household level.

This exercise would be helpful in determining women's role in rehabilitation planning and women empowerment.

### Women's role in Household Economy

As can be seen from Table 10.4, women participation in economic activities is almost negligible. The percentage of workers among women varies from less than a percent to approximately 3%. The majority, of those who are gainfully employed are engaged in agriculture related activities (either as agriculture labour or in cultivation). As expected most of the females are restricted to the household chores. As the table shows, over 40% of the women are engaged in household work ranging from collecting potable water, cooking and child rearing to helping the male members either in running their petty shops or in agriculture field. Such low percentage of working women may be because majority of them belongs to either higher castes or OBC. Traditional values attached to the women's movement outside the four walls of the house, among the upper caste, is the main reason why less number of women is gainfully engaged.

Table 10.4 Usual Activity of Affected Women

Characteristic	Routes (Phase II)						
	3	4B	6	7B	10A	11	16
Usual Activity	170	988	2922	863	3687	980	877
Worker	3	22	41	27	33	19	2
Non-worker		7	7	1	4	1	3
Household work	78	421	1286	417	1721	415	411
Student	11	78	198	87	442	69	41
Old / Retired	6	74	114	18	88	26	14
Non school going age	45	181	631	121	635	191	158
School going age child	27	203	643	191	763	258	248
Handicapped		2	2	1	1	1	0
Others							
Total	170	988	2922	863	3687	980	877

Characteristics	Intersection (Phase I)				
	Bhoganipur (14)	Ghatampur (14)	Chaudgramode (14)	Katra (7A)	Katra (4A)
Usual Activity					
Worker	13	11	9	19	3
Non-worker	1	3	0	1	0
Household work	89	131	52	77	29
Student	27	26	13	23	5
Old / Retired	10	8	1	3	1
Non school going age	19	53	27	28	18
School going age child	32	38	29	46	21
Handicapped		0	0		
Others		0	0	0	0
<b>Total</b>	<b>191</b>	<b>270</b>	<b>131</b>	<b>197</b>	<b>77</b>

#### Time Disposition

This section highlights women's involvement in various activities throughout the day. Although particulars like child rearing are difficult to record as women are of the opinion that there is no fixed time for rearing children. In joint family, (majority of families here are joint families) children are taken care of by any elder member of the family and not necessarily the mother. In nuclear families, even neighbours at time take care of children for sometime. In this area among the respondents the maximum time was being spent by the females on household chores like cooking, washing, collection of drinking water, cleaning, cattle rearing etc. Those who are engaged in labour activities (including service in urban areas) on an average spend 6 to 8 hours every day. Women those who help family members in cultivation, on an average spent over 4 hours in a day. The recorded timings for relaxation and entertainment is pretty high because even sleeping time of 8 hour are also included in this.

Table 10.5 below presents average time spent by responding women in individual routes.

Table 10.5 Women - Time Disposition

Activities	Number of women respondents	Cumulative time spent (hours)	Average time spent per women (hours)
Cooking	6374	22436	3.52
Washing	6278	12807	2.04
Collection of drinking water	5426	10635	1.96
Cleaning of house	6366	17761	2.79
Cattle rearing	1169	1800	1.54
Child rearing	5897	25121	4.26
Wage earning	178	1276	7.17
HH industries	71	372	5.24
Support to cultivation	1587	7268	4.58

Activities	Number of women respondents	Cumulative time spent (hours)	Average time spent per women (hours)
Service	21	168	8
Relaxation and entertainment	6158	63243	10.27
Others	987	1944	1.97

N= 6389

### Decision making power among women PAPs

Table 10.6 Decision making power among women

Activities	Number of women respondents	Percent of Women saying Yes	Percent of Women saying No
Financial matter	5214	9.32	90.68
Child's education	2157	15.21	84.79
Healthcare of child	6321	13.28	86.72
Purchase of assets	4111	27.15	72.85
Day-to-day activities	5987	11.69	88.31
Social functions	5289	29.63	70.37
Others	3651	15.32	84.68

During the group discussion, various issues related to household matter were raised viz., their importance in financial matter, child's education, child's health care, purchase of assets, marriages and other functions, etc. As the Table 10.6 shows majority of women PAPs have said that they do not have any decision making power at household level. One fifth of the total sample respondents have say in important matters viz., child's education, child's health, etc. Little over one-tenth of the women respondents reportedly have say in financial matters of household. However, nearly one fourth reportedly have say in purchase of assets and social functions.

### 10.1.2 IMPACT OF DEVELOPMENTAL ACTIVITIES ON WOMEN

Women as a vulnerable group has been addressed in the RAP but to give R&R a proper shape this group should be considered with special emphasis as they constitute half the society's population and they are found to be the worst affected in most of the development projects in our country.

Women are involved in the project anyway. However, most of the times, they are on the negatively impacted side. Following is the account of the ways women are affected and/or involved in the project.

- Women constitute about half of the PAPs.
- The RAP reveals that 238 women headed households and 357 women headed families are affected by the project.
- Women face hardship and continue to suffer in silence during the transition period till the time the families are able to regain the previous living standard. The duration of this process is often lengthened, due to delays in payment of compensation, rehabilitation assistance and implementing the R&R, reconstructing the livelihood systems. Longer the transition period, more are the miseries.

As per the R&R Policy as well as looking into the need of the day; women are required to be involved in the process of sustainable development. They have to be integrated in the project as full-fledged

participants taking part in all the stages of the project starting from planning through implementation and even in the post-project stages. Only then the process of development is going to help this section of vulnerable people.

### 10.1.3 PARTICIPATION OF WOMEN IN THE PROJECT

The GDI value for India is very low and the socio-economic profile of the project area shows much lower socio-economic standing for women. It is imperative to bring the issue of women's development in the process of socio-economic uplift within the scope of the RAP for UPSRP. For this conscious effort should be made towards integrating the issue in the project.

### 10.1.4 WOMEN INVOLVEMENT IN DEVELOPMENT PROCESS THROUGH EMPLOYMENT

The development experience of at least two decades shows that it is equally necessary to consult women and offer them choices in enabling them to make informed choices and decide for their own development.

Participation of women has been envisaged specifically in the following areas:

- In the pre-planning and planning stages participation from women could be sought through allowing them taking part in the consultation process. For this, the local level agencies of implementation, i.e. the NGOs have an important role to play.
- Each field team of the NGO shall include at least one women investigator/facilitator
- Compensation for land and assets lost being same for all the affected or displaced families, special care should be taken by the NGOs for women group while implementing the process of acquisition and compensation as well.
- It is imperative that the PWD ensures that the women are consulted and invited to participate in group-based activities, to gain access and control over the resource as a part of the RAP Additionally.
  - The monitoring team(s) shall constitute .....33%
  - The evaluation team shall constitute.....33%
  - From the contractor's -Women inspector of works will be there.
- The NGOs should make sure that women are actually taking part in issuance of identify cards, opening accounts in the bank, receiving compensation amounts through cheques in their name or not, etc. This will further widen the perspective of participation by the women in the project implementation.
- Under the entitlement framework there is a number of provisions kept for compensation and assistances towards the losses incurred upon the impacted women headed households by the project. On the other, some provisions, mostly those of the assistances, have been created towards reducing the probable hardship to be experienced by them in the process side by side creating scope for their sustainable socio-economic development.
- The assistances to be provided to women as a vulnerable group is creating alternative livelihood for them to ensure their sustainable socio-economic upliftment.
- The implementing agencies should provide trainings for upgrading the skill in the alternative livelihoods and assist throughout till the beneficiaries start up with production and business.

- Women's participation should be initiated through Self-Help Group formation in each of the villages affected by the project. These groups can then be linked to special development schemes of the Government, like DWCRA.
- For monitoring and evaluation, there should be scope for women's participation. Monitoring of project inputs concerning benefit to women should involve their participation that will make the process more transparent to them.

Women should be encouraged to evaluate the project outputs from their point of view and their useful suggestions should be noted for taking necessary actions for further modifications in the project creating better and congenial situation for increasing participation from women. All these done in a participatory way may bring fruit to this vulnerable group in an expected way.

#### 10.1.5 INVOLVEMENT OF WOMEN IN CONSTRUCTION ACTIVITIES OF UPSRP

The construction works for widening and strengthening the project corridor will start after the R&R activities are over and the RoW is clear of any encroachment and land is temporarily acquired for borrow areas and construction camps. The construction contractors will set up their construction camps on identified locations where labour force required for the construction activities will be provide with temporary residential accommodation and other necessary infrastructure facilities.

The labour force required for the construction activities will be mostly of high-skill nature since a lot of machine work will be there in the construction of the highway. In addition, there will be requirement of unskilled labour where women will certainly contribute. Apart from this, women as family members of the skilled and semi-skilled labourers, will also stay in the construction camps and will be indirectly involved during the construction phase. The families of labourer will include their children also.

The construction contractors are expected to bring along skilled labour where as local labour available will be used for unskilled activities. The labour force, both migratory as well as local will have male as well as female members.

Foreseeing the involvement of women, both direct and indirect in the construction activities, certain measures are required to be taken towards welfare and well being of women and children in particular during the construction phase.

#### 10.1.6 SPECIFIC PROVISIONS IN THE CONSTRUCTION CAMP FOR WOMEN

The provisions mentioned under this section will specifically help all the women and children living in the construction camp.

##### **Temporary Housing**

During the construction the families of labourers/workers should be provided with residential accommodation suitable to nuclear families.

##### **Health Centre**

Health problems of the workers should be taken care of by providing basic health care facilities through health centres temporarily set up for the construction camp. The health centre should have at least a doctor, nurses, General Duty staff, medicines and minimum medical facilities to tackle first-aid requirements or minor accidental cases, linkage with nearest higher order hospital to refer patients of major illnesses or critical cases.

The health centre should have MCW (Mother and Child Welfare) units for treating mothers and children in the camp. Apart from this, the health centre should provide with regular vaccinations required for children.

#### **Day Crèche Facilities**

It is expected that among the women workers there will be mothers with infants and small children. Provision of a day crèche may solve the problems of such women who can leave behind their children in such a crèche and work for the day in the construction activities. If the construction work involves women in its day-night schedules, then the provision of such a crèche should be made available on a 24-hour basis.

The crèche should be provided with at least a trained ICDS (Integrated Child Development Scheme) worker with 'ayahs' to look after the children. The ICDS worker, preferably women, may take care of the children in a better way and can manage to provide nutritional food (as prescribed in ICDS and provided free of cost by the government) to them. In cases of emergency she, being trained, can tackle the health problems of the children and can organise treatment linking the nearest health centre.

#### **Proper Scheduling Of Construction Works**

Owing to the demand of a fast construction work it is expected that a 24 hours-long work-schedule would be in operation. Women, especially the mothers with infants should to be exempted from night shifts as far as possible. If unavoidable, crèche facilities in the construction camps must be extended to them in the night shifts too.

#### **Education Facilities**

The construction workers are mainly mobile groups of people. They are found to move from one place to another taking along their families with them. Thus, there is a need for educating their children at the place of their work. For this at least primary schools are required to be planned in the construction camps. Wherever feasible, day crèche facilities could be extended with primary educational facilities.

#### **Control On Child Labour**

Minors i.e., persons below the age of 14 years should be restricted from getting involved in the constructional activities. It will be the responsibility of Environment and Social Cell of PWD and NGO to ensure that no child labourer is engaged in the activities (This is one of the task in NGO's Terms of Reference). The cell would require cooperation of Construction Supervision Consultants for effective monitoring for control on child labour.

Exploitation of young unmarried women is very common in such camps. A strong vigilance mechanism will ensure ceasing of such exploitation.

Project Director on receipt of complaint from R&R Coordinator or NGO and valid proof may take necessary action as per the Child Labour (Prohibition & Regulation) Act, 1986. Apart from that Project Director may take following actions:

1. Penalty
2. Black listing of the firm

#### **Special Measures For Controlling STD, AIDS**

Solitary adult males usually dominate the labour force of construction camps. They play a significant role in spreading sexually transmitted diseases. In the construction camps as well as in the neighbouring areas they are found to indulge in physical relations with different women. This unhealthy sexual behaviour gives rise to STDs and ADIS.

While it is difficult to stop such activities, it is wiser to make provisions for means of controlling the spread of such diseases. Awareness camps for the target people, both in the construction camp and

neighbouring villages as well, and supply of condoms at concession rate to the male workers may help to large extent in this respect.

#### RECOMMENDED ACTIONS

- Provisions for participation of women has to be created following the recommendations below
- It is to be seen while engaging NGOs that, women members as a key persons are there.
- Each field team of the NGO should include at least one women investigator/facilitator
- The monitoring team(s) should constitute 33% women
- The evaluation team(s) should constitute 33% women
- Cases of compensation to women should be handled with care and concern considering their non-forward nature of interacting.
- All compensations and assistances would be paid in a joint account in the name of both the spouses; except in the case of women headed households and women wage earners.
- Preference shall be given to the local women in the constructional activities
- Provide all the facilities for the welfare of women and children in construction camps as listed in the chapter on Construction Camps.
- Special measures to be taken in restricting abuse of women and child labour in the construction camps/activities as explained in section 17.1.6.

#### 10.1.7 WOMEN PARTICIPATION WITH OTHER STAKEHOLDERS

It is imperative to bring the issue of women's development in the process of socio-economic uplift within the scope of the RAP for UPSRP. Encouraging women's participation in development projects is policy being followed by the GOI. The GOI has earmarked the year 2001 as the year of empowerment of women. Involving women meaningfully at all levels of the project therefore, you will show a greater commitment to the nation-wide goals.

Women are involved in the project anyway. However, most of the times, they are on the negatively impacted side. Following is the account of the ways women are affected and/or involved in the project.

- Women constitute almost half of the PAPs.
- Women headed families are addressed in the RAP as vulnerable group. While 84 women headed families will be affected by the project, due to impact on residential or commercial properties. There is possibility that the numbers might increase.
- It is expected that women labourers will be engaged as contract labourers during the construction period. Experiences (elsewhere in India) show that women constitute 25-40% of the semi-skilled and unskilled workforce in road construction contracts. However, women are seldom, if ever, involved in the road contraction industry at managerial levels.

As per the R&R policy of UPSRP, as well as the larger perspective, it is important to involve women in several stages and levels in the project. The scope for involvement ought to be concrete; otherwise betterment will not be achieved. Women will need to be integrated in the project as full-fledged participants, and not merely as beneficiaries, or bystanders.

### **Possible areas of Women Involvement**

The entitlement Framework of the UPSRP includes provisions for participation of, and consultation with women during implementation of the RAP. These provisions are already in place.

Without doubt, women need to be involved in the implementation of the RAP. The other areas of concern to the women and more readily addressed by them will be in managing health and hygiene issues at the construction camps (where there are possibilities of exploitation of women workforce, or children), and in managing the spread of highway related diseases.

However, involvement of women is seen to be more important and as part of the long-term strategy than symbolic in UPSRP. Therefore, certain management positions will need to be occupied by the women in this project. The following proposals are made to involve women at various levels of the project

#### **Women as Managers in the NGOs**

Two NGOs (One NGO each for two packages) will be procured to implement the RAP in UPSRP. It is proposed that to quality to be considered and/or selected for such contracts, the NGOs must fulfil the following conditions.

- That the NGOs must propose at least one woman as part of the key personnel. The proposed women key person shall be available to work at site for at least 50% of the duration of the contract.<sup>10</sup>
- That the women key persons, if selected for the contract, may be replaced during the period of contract, only with women key persons of equivalent qualifications and experience.
- That the NGOs will depute a 'technical/professional' team to work at the site, which will consist at least 33% of women members. Junior support personnel and administrative staff will not be considered as 'technical/professional'.

Given the experience during the preparation phase of the Third National Highway Project (TNHP) and UPSRP, and the initial implementation part of RAP in TNHP, these will not be difficult propositions.

#### **Women as Members of the Consultant' Teams**

It is proposed that the following studies will be undertaken, in UPSRP, by procuring consultants' services.

- Mid term and Annual Monitoring of the RAP implementation.
- End of the project, Evaluation of the RAP component of the project.
- A benefit Monitoring study as part of Project Completion Report.

As part of the project, there are possibilities of a few other consultancy assignments. It is proposed that in all these consultants' team, provisions similar to those in the areas of the NGOs should apply. Summarily,

- That the consultants must propose women professionals for at least 33% of the positions of key personnel. The proposed women key professionals shall together constitute at least 33% of the person-month input for all the key personnel proposed in the contract, both at home office and at project site.

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<sup>10</sup> As part of the proposal, the NGOs are expected to undertake that all key persons will be available to work at the site for the duration stated.

- That the women key professionals, if selected for the contract, may be replaced during the period of contract, only with women key professionals of equivalent qualifications and experience.
- That the team of sub-professional to work in the project, both at the home-office and at the project site, should consist of women for at least 33% of the positions, and of the total person-month input for the contract. Junior support personnel and administrative staff will not be considered as "technical/professional".
- Given the number of women professionals in the consulting services industry, this will not be difficult for the consultants to propose such a team.

**Chapter 11**

## 11 TRIBAL AND OTHER VULNERABLE PEOPLES DEVELOPMENT PLAN

As per the R&R policy apart from scheduled tribes, scheduled caste, women headed households and families below poverty line will also be considered as vulnerable. Accordingly a total of 2242 vulnerable families will be affected.

Table 11.1 Distribution of Affected Scheduled Families

Routes (Phase II)	Residential				Commercial				Residential cum Commercial				Agriculture				Others				Total
	BPL	WH H	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST	
3	12		2		20	1	7							1			8				51
4B	20	10	3		49	15	14		43	11	2		20	2	7		8	3			207
6	13	3	33	1	103	34	31	2	12	3	4		12				8	5	6		270
7B	26	4	12		63	11	62	1	10		5		9				3				206
10A	46	4	25	1	134	19	60	1	35	3	6		41	33			30	16	2		456
11	8	1	1		8	10	3		11	1	2		3	1					1		50
16	180	2	7	1	150	13	4	1	31		3		16	10			16	1	3		438
<b>Intersections</b>																					0
Bhoganipur (14)					45	2			5		2										54
Ghatampur (14)					30	5	2			1											38
Chaudgramo de (14)	2	0	1	0	8	2	2	0	2	2	1	0					0	0	0	0	20
Katra (7)	4	2			14	3	4		2	4											33
Katra (4a)					8	1															9
<b>Bypass</b>																					0
1A																	25	11	1		37
10A					1												35	16	235		287
8																	64	19	3		86
<b>Total</b>	<b>311</b>	<b>26</b>	<b>84</b>	<b>3</b>	<b>633</b>	<b>116</b>	<b>189</b>	<b>5</b>	<b>151</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>101</b>	<b>2</b>	<b>52</b>	<b>0</b>	<b>197</b>	<b>71</b>	<b>251</b>	<b>0</b>	<b>2242</b>

As the survey result shows (table 11.1) only 8 tribal families are getting affected in the proposed project. However, 601 scheduled castes and 1393 BPL families will be affected. Since the status of women headed households and other related information has been provided in the previous chapter, this chapter deals with other vulnerable groups. Since very few tribal families are getting affected and they have been individually addressed in the RAP, there is no need for a separate Indigenous Peoples Development Plan. The ensuing sections details out the present status of scheduled population.

### 11.1 Indigenous People

#### Effect Category

As the Table 11.1 shows, impact is primarily on commercial establishment. PAPs losing source of income are mainly temporary migratory labour those who work in affected loss of commercial structures.

### Literacy Level

For recording literacy level, completed years of education have been taken. For e.g., respondent who failed to clear 10<sup>th</sup> standard has been considered as middle literate. Similarly respondent who failed to clear 12<sup>th</sup> standard has been considered as secondary literate. However, those who have attended school but failed to clear 5<sup>th</sup> standard still have been considered as primary. As the table 11.2 below shows, maximum literacy level attained by any tribal member is up to primary level.

**Table 11.2 Distribution of Scheduled Tribes according to Literacy Level**

Route NO.	Illiterate	Informally literate	Primary	Middle	Secondary	Intermediate	Graduates and above
3	-	-	-	-	-	-	-
4B	-	-	-	-	-	-	-
6	3	2	9	-	-	-	-
7B	-	1	3	-	-	-	-
10A	1	5	3	-	-	-	-
11	-	-	-	-	-	-	-
16	3	7	1	-	-	-	-
<b>Total</b>	<b>7</b>	<b>15</b>	<b>16</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

### Usual Activity

Activity where a person spends 8 or more than 8 hours in a day has been considered as usual activity for the respondent. Accordingly, PAPs have been classified into 8 categories as defined in Census of India. As shown in table 11.3 out of 38 tribal members only 9 are workers i.e., engaged in some economically gainful activity. Number of tribal engaged in HH work is 9 and they are mainly women members. Roughly 16% of the total tribal members are student and same percentage is also of Old & retired and non-school going age child population. Only one tribal was found to be non-worker in route 10A.

**Table 11.3 Distribution of Scheduled Tribes according to Usual Activity**

Usual Activity	3	4B	6	7B	10A	11	16	Total
Worker			3	1	2		3	9
Non Worker							1	1
HH Work			3	1	3		2	9
Student			2	1	2		1	6
Old & Retired			2		2		2	6
Less than 6 years*			4				2	6
More than 6 years**				1				1
Handicapped								
<b>Total</b>			<b>14</b>	<b>4</b>	<b>9</b>		<b>11</b>	<b>38</b>

\*: Non school going age child

\*\* : School going age child but not a student

### Occupational Pattern

As the Table 11.4 below shows, majority of the tribes are engaged in trade and business. Other occupational activities include agricultural and non agricultural activities.

**Table 11.4 Distribution of Scheduled Tribes according to Occupation**

Occupati on Pattern	3	4B	6	7B	10A	11	16	Total
Agriculture								
Agriculture. Labour							1	1
Allied Agriculture Activities.								
Non Agriculture Labour			1					1
Govt. Service								
Pvt. Service								
Trade and Business			2	1	2		2	7
Others								
<b>Total</b>			<b>3</b>	<b>1</b>	<b>2</b>		<b>3</b>	<b>9</b>

## 11.2 Legal Framework

As per the consideration of World Bank Operations Directives 4.20, tribal population should be taken care of with special assistance in case of involuntary resettlement. Since it is only widely scattered 8 tribal families getting affected and not a group of people concentrated at one place, there is no need for a separate plan for indigenous people. Neither the affected tribal families have land based livelihood nor they are socially and culturally distinct from other non-tribal vulnerable families. Those affected are adequately addressed as vulnerable groups in the RAP and provisions have been made for them as per R&R policy of UP-SRP. The project has tried to minimise the adverse impact among both vulnerable and non-vulnerable families and tribal population is not subjected to any further disadvantage compared to other vulnerable group families (scheduled caste, women headed and BPL).

## 11.3 Land Tenure

Since all those who are affected are squatters, they do not have legal or traditional land tenure system. Though these families are tribes as per the list of GoUP, none of them actually follow tribal customs. All the 8 families are part of urban settings as are other PAFs.

## 11.4 Local Participation

All affected tribal families were involved in the project preparation stage and provision has been made in the RAP for their continued participation. Apart from door to door consultation, tribal families were also consulted during local level group discussions.

## 11.5 Institutional Capacity; Monitoring and Evaluation; Implementation Strategy and Cost Estimates

Since none of the tribal affected are socially or culturally distinct from other non-tribal vulnerable families and they are only 8 widely scattered families, they have been adequately addressed in Resettlement Action Plan. Therefore there is no need to have separate Institutional Capacity; M&E;

Implementation Strategy and Cost Estimates for tribal families. All these aspects have been dealt in detail in chapters 13, 15, 17 and 18 respectively of Resettlement Action Plan.

### 11.6 Evaluation of the Impacts on Indigenous People

Though there is no need for an IPDP (Indigenous Peoples Development Plan) study, but it is recommend that an additional survey will be taken up with regard to the tribal population affected by the project. The focus of the study will be on the following:

- (a) Generating data on the socio-economic characteristics of the project affected / displaced families including income pattern, occupation pattern, dependence on common property resources, quality of life, and other such economic aspects.
- (b) Assessing the impact of the project and the R&R support provided on the asset ownership of the project affected tribal families including collecting, collating and analysing the data on possession of movable and immovable assets, usufruct rights, gender analysis on asset ownership, inherited assets and the pattern of inheritance, etc.
- (c) Assessing the suitability of the project and the R&R supports provided to the cultural identity of the project affected tribal families with respect to the cultural receptivity about activities, employment, space forms including built-up spaces and community spaces, community services and common property resource requirement, etc.
- (d) Adaptability analysis including the status of cultural assimilation (if any, and if desirable), with respect to capital and recurrent investment, the need to maintenance of assets provided, tying up participatory maintenance for the assets provided by the project etc.
- (e) Collecting information on and analysis of any other issue, which will help the project to deliver acceptable forms of entitlement to the eligible PAFs/PAPs, and make the asset transfer from the project to the beneficiaries sustainable and viable in the long run.
- (f) Since project is only affecting 8 widely scattered families and not a tribal community, hence no induced impact due to the project is foreseen.

As the number of project-affected ST families is 8, the study is expected to be very detailed. At the end of the study, the consultants will recommend an action plan, specifying therein any additional actions (over and above those specified in the entitlement framework, for those implemented by the NGOs) to be taken with respect to each of the project affected/displaced families/persons. These recommendations will be implemented by the NGOs responsible for the individual RAPs. Provision for additional study has been made in the RAP budget.

### 11.7 Tribal Specific Schemes Of Government Of India

Government of India through its Ministry of Social Welfare has developed various programmes for economic rehabilitation of tribal population. The objectives of all the developmental programmes formulated is to improve the quality of life through accelerated economic growth, equitable distribution and provision of welfare services to the tribal population. These schemes can be dovetailed for betterment of affected tribal families. R&R Coordinator along with the divisional counterpart may work closely with the tribal welfare department for dovetailing suitable schemes. The summary of schemes is provided below:

**1. Training Cum Production Centre**

The objective of the schemes is to provide technical training to less educated tribal boys and girls. One year technical / industrial training is provided through such centres. Scholarships apart from raw material and instruments are provided through the Institutes concern. Tribal boys and girls educated up to standard 5<sup>th</sup> are eligible for such schemes.

**2. Industrial Training Institutes**

The objective is to provide technical training to tribal youth to make them self-dependent. Tribal youths are trained in one or two year technical courses and one-year non-technical courses. Selected trainees are given scholarship. The institute provides the required machines and instruments. The passed out trainees are counselled on self-employment. Tribal youths educated up to standard 8<sup>th</sup> or 10<sup>th</sup> are eligible for this scheme.

**3. Family based Economic Programme**

The objective is to make the poor people of tribal communities self-reliant and to improve their financial status. The scheme provides grant for digging of wells, repair and maintenance of irrigation sources, purchase of diesel or electric pumps. The scheme also support them to establish self-employment enterprises like petty shops, repair shops of two wheeler, bullock carts, etc. and purchase of cows, buffaloes or other milch animals. The person trying to avail the scheme should have the domicile of the state and should be member of recognised scheduled tribe community of the state.

**11.8 SCHEDULE CASTE**

As the table 11.1 shows, a total 601 scheduled caste families will be affected. The baseline information of those 601 families is presented below.

**Table 11.5 Distribution of Scheduled Castes According to Type of Effect**

Route (Phase II)	Residential	Commercial	Resi + Comm	Agriculture & Other	Total
Pilibhit - Khutar (3)	2	7		1	10
Lucknow-Bangarmau (4B)	3	14	2	7	26
Sitapur-Baharaich (6)	33	31	4	6	74
Azamgarh-Phephna (7B)	12	62	5		79
Gorakhpur-Shahganj(10A)	25	60	6	33 (2)	126
Moradabad - Bazpur (11)	1	3	2	1 (1)	8
Deoria - Ballia (16)	7	4	3	10 (3)	27
<b>Intersections</b>					
Bhoganipur (14)			2		2
Ghatampur (14)		2			2
Chaudgramode (14)	1	2	1	0	4
Katra (7)		4			4
Katra (4a)					0
<b>Bypass</b>					
4A				1	1
10A				235	235
18				3	3
<b>Total</b>	<b>84</b>	<b>189</b>	<b>25</b>	<b>303</b>	<b>601</b>

As the table 11.5 above shows, impact is primarily on agriculture land apart from commercial structure owners. However, most of the commercial structures are temporary wooden structures situated close to the carriageway. Impact on agriculture land is more because of bypasses rather than widening, though widening also has significant impact.

#### Literacy Level

As the table below shows, out of the total 3041 SC population, 904 are illiterate. Majority of the PAPs are literate upto primary level.

**Table 11.6 Distribution of Scheduled Caste PAPs according to Literacy Level**

Literacy Level	3	4B	6	7B	10A	11	16	Total
Illiterate	13	28	93	124	163	11	39	471
Informally Literate	3	7	39	19	43	4	11	126
Primary	13	27	89	174	178	9	31	521
Middle	9	21	73	63	75	5	18	264
Secondary	6	17	65	24	41		2	155
Intermediate	3	8	19	18	33	1	2	84
Graduate		1	1	3				5
Post Graduate								0
Professional								0
<b>Total</b>	<b>47</b>	<b>102</b>	<b>379</b>	<b>420</b>	<b>503</b>	<b>30</b>	<b>93</b>	<b>1626</b>

#### Intersections and Bypasses

Literacy Level	Intersections (Phase I)			Bypasses			Total
	14	4A	7A	10A	4A	18	
Illiterate	17		7	401	3	5	433
Informally Literate	4		1	57		1	63
Primary	11		11	589	4	8	623
Middle	4			113		2	119
Secondary				92		1	93
Intermediate	1			82			83
Graduate				1			1
Post Graduate							0
Professional							0
<b>Total</b>	<b>37</b>	<b>0</b>	<b>19</b>	<b>1335</b>	<b>7</b>	<b>17</b>	<b>1415</b>

#### Usual Activity

Survey result shows that approximately 36% of the total SC population come under the category of workers (engaged in some economically gainful activity). Though illiteracy is high among the scheduled population, quite a significant percentage of PAPs have reported to be student. This shows

that though they are enrolled as students, hardly anybody attends school and as a result drop out rate is also quite high. Quite a significant percentage of PAPs are also engaged in household works. Such PAPs primarily constitutes women members of the community as has been explained in the previous chapter.

**Table 11.7 Distribution of Scheduled Population according to Usual Activity**

Usual Activity	3	4B	6	7B	10A	11	16	Total
Worker	11	23	133	141	187	9	37	541
Non Worker	2	4	9	3	11		1	30
HH Work	15	31	133	145	174	11	31	540
Student	7	14	65	89	95	3	11	284
Old & Retired	3	6	11	24	23	1	2	70
Less than 6 years*	7	17	21	29	29	5	7	115
More than 6 years**	2	7	9	9	14	1	4	46
Handicapped								0
<b>Total</b>	<b>47</b>	<b>102</b>	<b>379</b>	<b>420</b>	<b>503</b>	<b>30</b>	<b>93</b>	<b>1626</b>

Literacy Level	Intersections (Phase I)			Bypasses			Total
	14	4A	7A	10A	4A	18	
Worker	11		5	571	1	4	592
Non Worker	1			3		1	5
HH Work	14		7	573	2	6	602
Student	6		3	137	2	3	151
Old & Retired	1		1	11	1	1	15
Less than 6 years*	3		3	33	1	2	42
More than 6 years**	1			7			8
Handicapped							0
<b>Total</b>	<b>37</b>	<b>0</b>	<b>19</b>	<b>1335</b>	<b>7</b>	<b>17</b>	<b>1415</b>

\*: Non school going age child

\*\* : School going age child but not a student

### Occupational Pattern

Table 11.4 below shows, majority of the PAPs are engaged in commercial activities and non-agriculture labour activities (government run wage employment schemes). However, in bypasses, agriculture remains the primary occupation.

**Table 11.8 Distribution of Scheduled Population according to occupation**

Occupation Pattern	Upgradation Routes							Total
	3	4B	6	7B	10A	11	16	
Agriculture	2	12	15	9	51			89
Agriculture Labour	1	5	9	4	23		4	46
Allied Agri.Labour								0
Non Agriculture labour	3	4	23	23	31	3	7	94
Govt. Service								0
Pvt. Service		2	17	14	6		6	45
Trade & Business	7	10	66	71	76	6	19	255
Others			11				1	12
<b>Total</b>	<b>11</b>	<b>23</b>	<b>131</b>	<b>121</b>	<b>157</b>	<b>9</b>	<b>37</b>	<b>541</b>

Occupation Pattern	Intersection			Bypasses			Total
	14	4A	7A	10A	4A	18	
Agriculture				479		3	482
Agriculture Labour				42	1	1	44
Allied Agri.Labour							0
Non Agriculture labour			1	38			39
Govt. Service							0
Pvt. Service	2						2
Trade & Business	9		4	12			25
Others							0
<b>Total</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>571</b>	<b>1</b>	<b>4</b>	<b>592</b>

### 11.9 Assistance to Tribes and Other Vulnerable Groups under R&R Policy

The R&R policy under paragraph 4 of summary entitlement provides for additional support to STs and other vulnerable groups in form of economic rehabilitation grant calculated at one-year income level as determined by the Planning Commission of Government of India for Below Poverty Line.

Under paragraph 1C, STs and other vulnerable PDPs are entitled for residential (maximum upto 50 sq.m) or commercial (maximum up to 25 sq.m) plots free of cost. STs and other vulnerable PDP are also eligible for training for upgrading the skills.

Vulnerable encroacher is eligible for compensation for structure at replacement cost.

#### *Measures Proposed in UPSRP*

The project will provide rehabilitation and assistance for lost or diminished livelihood for any ST and other vulnerable individual impacted by the project. Additional support mechanisms will be made

available to the ST and other vulnerable families/persons to re-establish or enhance their livelihood. If available, employment associated with the project should be provided.

#### ***Land for Land***

As a special measure in the project, the project displaced ST families' (as well as the other vulnerable group displaced families) will receive land as compensation/replacement for the land lost due to the project.

While providing replacement land, emphasis will be to provide land of equal or more productive value. The eligible ST and other vulnerable families will have options to choose the locations among the available alternatives also.

#### ***Rehabilitation and assistance for lost or diminished livelihood***

The objective of the R&R policy is to provide support to the ST and other vulnerable families so that they are able to restore their livelihood above the poverty level. Therefore, additional economic rehabilitation grant same as the of BPL amount + its 25% for 12 months, i.e. Rs. 24,000 per family will be provided.

#### ***Income Restoration Schemes***

The R&R Policy of PWD has adequate provisions for restoration of livelihood of the affected communities. The focus of restoration of livelihood will be to ensure that the PAPs are able to "regain their previous living standards". NGO will ensure that the ST and other vulnerable families are able to reconstruct their livelihood support system.

#### ***Additional support mechanisms for vulnerable groups in re-establishing or enhancing livelihood***

Through training programs and grants generated through banks. In addition, the eligible ST and other vulnerable families/persons will be provided with grant towards start of businesses, etc. Income generation and alternative livelihood schemes will be worked out by means of participatory micro planning. Support and extension facilities from existing government programmes will be tagged.

#### ***Employment opportunities connected with the project, to the extent possible***

The project will require some labour for construction, operation and maintenance. These jobs, at least in the semi-skilled and unskilled category will be offered to project affected/displaced ST and other vulnerable families/persons before other local people. A clause has been incorporated in the contract documents requiring contractors to give employment opportunities to local people, as much as possible.

#### ***Resettlement Site, Plot, Buildings***

The project-displaced ST and other vulnerable families will be eligible for agricultural/homestead plots, residential plot/building, commercial plots/building, mixed residential/commercial plots/building, etc. depending on the type of asset lost due to the project. These will be transferred to all vulnerable and ST families free of cost.

The resettlement site will include all basic infrastructure and physical/social amenities.

#### ***Options and Choices***

The project will provide options and choices among different entitlements to the affected ST and other vulnerable families/persons. Affected population will be counselled so that they are able to make informed choices among the options provided. This will be done particularly in the case of vulnerable group PAPs, including the STs who will be encouraged to choose those options of low risk.

By allowing people to choose among different options, the project will seek to make people active participants in the development process, and to achieve greater acceptance of the project.

## ADDITIONAL SPECIAL MEASURES

R&R for affected original ST villagers of a village should be addressed properly as per the World Bank OD 4.20. Special measures should be taken to resettle the ST families of those villages following the suggestions mentioned below.

- ST families to be resettled following their traditional settlement pattern, housing, concept of dwelling space utilization, livestock rearing, kitchen gardening and other necessary requirements. For this, consultations should be made elaborately on each and every aspect with the affected people
- ST people should be allowed to participate in the planning process, implementation, monitoring and evaluation of R&R.
- Nothing should be imposed upon them in the name of uplift. If any betterment (in the outsider's term) is to be suggested, then these communities should be made fully aware of the facilities, their uses and maintenance, through persuasive and participatory approaches so that they are convinced of accepting such facilities.
- Community properties like their shrines; sacred groves etc. should be avoided. Community gathering places should be provided according to their choice in the resettlement site.
- Caution should be there on the part of the implementers to avoid any imposition that may harm/disturb the ethnic identity of the people.
- Economic development should be thought of for them in the line of their skill, expertise and preferences.

### 11.10 Impact on Families Below Poverty Line

A total of 1,292 below poverty line families will be affected, which is roughly 14% of the total affected families. As the table 11.1 clearly indicates, majority of such families are losing commercial properties.

#### Mitigatory Measures

As per R&R policy of UP-SRP, are eligible for the followings

- Will receive compensation for the structure at replacement value for both residential and commercial structures, even if encroacher and or squatter
- Training for upgradation of skills
- Facilitation / access to training, which include equivalent income generating assistance
- Shifting assistance of Rs. 1000 and rental allowance of Rs.500 per month for six months for both residential and commercial property affected families
- Transitional allowance calculated at minimum wage for nine months for both residential and commercial property affected families
- Economic Rehabilitation Grant calculated at one year income level determined by the Planning Commission for the BPL

**Chapter 12**

## 12 INCOME RESTORATION

### 12.1 Background

Development project may have an adverse impact on the income of project-affected persons. They also have a negative impact on the socio-cultural systems of affected communities. The basic postulates of all developmental activities should be that no one is worse off than before the project. Restoration of pre-project levels of income is an important part of rehabilitating socio-economic and cultural systems in affected communities.

To achieve this goal, preparation of IR programmes under Rehabilitation Action Plan should proceed exactly as it would have for any other economic development programme. IR schemes should be designed in consultation with the affected persons and they should explicitly approve the programme.

**Table 12.1 Distribution of families Losing Commercial Properties and Agricultural Land**

Affect Type	Commercial	Resi.+ Comm	Agriculture	Total
Azamgarh to Phephna	397	35	20	452
Deoria to Ballia	452	16	31	499
Gorakhpur - Shahganj	1080	149	578	1807
Lucknow to Bangarmau	387	144	41	572
Moradabad to Bazpur	455	68	23	546
Pilibhit to Khutar	87	3	12	102
Sitapur- Baharaich	1518	155	98	1771
<b>INTERSECTIONS</b>				
Bhognipur-Chaudgramode	337	84	0	421
Katra(4A)	51	1		52
Katra (7A)	73	31		104
<b>Bypasses</b>				
Budhanpur & Ahiraula (10A)		12	1898	1910
Gaurabadshahpur (18)			258	258
Bangarmau (4A)			87	87
<b>Total</b>	<b>4837</b>	<b>698</b>	<b>3046</b>	<b>8581</b>

As is clear from table 12.1 above, due to proposed roads project, out of a total of 9470 families, livelihood of 8581 families will be affected due to loss of commercial and residential cum commercial structures and loss of agriculture land.

**Table 12.2 Distribution of livelihood affected families by status**

RouteNo.	Status	Comm	Resi+Comm	Agriculture	Others	Total
3	TH	5		1		
	SQ	77	3	10		
	ENC	4	0	1		
	TEN	1	0	0		
<b>Sub total</b>		<b>87</b>	<b>3</b>	<b>12</b>		<b>102</b>
4	TH	65	24	3	1	
	SQ	168	63		10	
	ENC	101	38	35		
	TEN	53	20	3		
<b>Sub total</b>		<b>387</b>	<b>144</b>	<b>41</b>	<b>11</b>	<b>583</b>
6	TH	139	14	12		
	SQ	1179	120	58	41	
	ENC	179	18	26		
	TEN	22	2	2		
<b>Sub total</b>		<b>1518</b>	<b>155</b>	<b>98</b>	<b>41</b>	<b>1812</b>
7	TH	52	5	3		
	SQ	279	25	10	7	
	ENC	48	4	7	5	
	TEN	18	2		1	
<b>Sub total</b>		<b>397</b>	<b>35</b>	<b>20</b>	<b>13</b>	<b>465</b>
10	TH	395	54	240	14	
	SQ	518	71	223	111	
	ENC	113	16	95		
	TEN	54	7		15	
<b>Sub total</b>		<b>1080</b>	<b>149</b>	<b>578</b>	<b>140</b>	<b>1947</b>
11	TH	148	22	9	3	
	SQ	108	16	1	9	
	ENC	157	23	13		
	TEN	42	6		3	
<b>Sub total</b>		<b>455</b>	<b>68</b>	<b>23</b>	<b>15</b>	<b>561</b>
16	TH	31	1	3		
	SQ	380	13	16	22	
	ENC	27	1	12	3	
	TEN	15	1		1	
<b>Sub total</b>		<b>452</b>	<b>16</b>	<b>31</b>	<b>26</b>	<b>525</b>
Bhoganipur (14)	TH	5	4		0	9
	SQ	21	14		0	35
	ENC	54	34		0	88
	TEN	10	7		0	17
<b>Sub total</b>		<b>91</b>	<b>58</b>		<b>0</b>	<b>149</b>
Ghatampur (14)	TH	21	2		0	23
	SQ	100	8		0	108
	ENC	48	4		0	52
	TEN	12	1		0	13
<b>Sub total</b>		<b>181</b>	<b>15</b>		<b>0</b>	<b>196</b>
Chaudgramode (14)	TH	3	0		0	3
	SQ	48	8		0	57

RouteNo.	Status	Comm	Resi+Comm	Agriculture	Others	Total
	ENC	12	2		0	14
	TEN	3	0		0	3
<b>Sub total</b>		<b>65</b>	<b>11</b>		<b>0</b>	<b>76</b>
<b>Katra (7A)</b>	TH	8	3		0	11
	SQ	36	15		0	51
	ENC	21	9		0	30
	TEN	8	4		0	12
<b>Sub total</b>		<b>73</b>	<b>31</b>		<b>0</b>	<b>104</b>
<b>Katra (4A)</b>	TH	4	0		0	4
	SQ	47	1		0	48
	ENC	0	0		0	0
	TEN	0	0		0	0
<b>Sub total</b>		<b>51</b>	<b>1</b>		<b>0</b>	<b>52</b>
<b>Bypasses</b>						<b>0</b>
<b>Bangarmau (4A)</b>	TH			87		87
	SQ					0
	ENC					0
	TEN					0
<b>Sub total</b>				<b>87</b>		<b>87</b>
<b>Budhanpur/ Ahiraula (10A)</b>	TH		12	1398 (500)		1910
	SQ					0
	ENC					0
	TEN					0
<b>Sub total</b>			<b>12</b>	<b>1898</b>		<b>1910</b>
<b>Gaurabadshahpur (18)</b>	TH			258		258
	SQ					0
	ENC					0
	TEN					0
<b>Sub total</b>				<b>258</b>		<b>258</b>

Figures in paranthesis are of Ahiraula bypass

Table 12.2 above gives distribution of families losing source of livelihood by their status. As is quite clear from the table, impact is more on squatters and encroachers rather than titleholders and tenants, except for the bypasses. Secondly as has been discussed in earlier chapters, it is primarily the commercial structures that are getting impacted.

Table 12.3 Distribution of Vulnerable Families by Loss of Livelihood

Routes (Phase II)	Commercial				Residential cum Commercial				Agriculture				Others				Total
	BPL	WHH	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST	
3	20	1	7								1		8				37
4B	49	15	14		43	11	2		20	2	7		8	3			174
6	103	34	31	2	12	3	4		12				8	5	6		220
7B	63	11	62	1	10		5		9				3				164
10A	134	19	60	1	35	3	6		41		33		30	16	2		380
11	8	10	3		11	1	2		3		1				1		40
16	150	13	4	1	31		3		16		10		16	1	3		248
<b>Intersections</b>																	<b>0</b>

Routes (Phase II)	Commercial				Residential cum Commercial				Agriculture				Others				Total
	BPL	WHH	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST	BPL	WHH	SC	ST	
Bhoganipur (14)	45	2			5		2										54
Ghatampur (14)	30	5	2			1											38
Chaudgramode (14)	8	2	2	0	2	2	1	0					0	0	0	0	17
Katra (7)	14	3	4		2	4											27
Katra (4a)	8	1															9
Bypass																	0
4A													25	11	1		37
10A	1												35	16	235		287
18													64	19	3		86
<b>Total</b>	<b>633</b>	<b>116</b>	<b>189</b>	<b>5</b>	<b>151</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>101</b>	<b>2</b>	<b>52</b>	<b>0</b>	<b>197</b>	<b>71</b>	<b>251</b>	<b>0</b>	<b>1818</b>

Table 12.3 above gives distribution of vulnerable families losing livelihood. Out of a total of 2242 vulnerable families, 1818 families will be losing livelihood due to the proposed road widening. As the table shows, impact is more on families below poverty line than on scheduled population or women headed households.

## 12.2 Income Restoration Measures under R&R Policy

The R&R policy has the following provisions for income restoration of those whose livelihood is getting affected:

- If a person is losing source of income (wage earning- indirectly affected due to the employer being displaced), the individual is entitled for grant equivalent to minimum wages calculated for 6 months.
- Those losing commercial establishment and other income generating assets (other than agriculture land) are entitled for transitional allowance calculated at minimum wages (Rs 2000/- per month) for nine months. Such PAPs are also entitled for rental allowance of Rs 500 per month for a maximum period of 6 months apart from a lump sum Rs 1000/- towards shifting allowance. Vulnerable PAPs will get commercial plots (maximum up to the limit of 25 sq. m) free of cost.
- Those losing income opportunity are eligible for grant calculated at minimum wages (Rs 2000/- per month) for a maximum period of six months. They are also entitled for training for skill upgradation.
- Squatters are eligible for transitional allowance at minimum wages for 9 months, shifting allowance of Rs 1000/-, rental allowance of Rs 500/- per month for six months and training for skill upgradation.
- Encroachers are eligible for transitional allowance calculated at minimum wages for 6 months and training for skill upgradation. However, vulnerable encroachers are eligible for compensation of structure at replacement cost.
- Vulnerable PDPs are eligible for economic rehabilitation grant calculated at minimum one year income level as determined by Planning Commission, Government of India.

- If 50 vendors are displaced from one location, there is a provision of a "vendor market" rent-free for first six months, and thereafter they would be collectively encouraged to purchase their market site.

### 12.3 Income Restoration Options Preferred by PAPs

During the survey PAPs were specifically asked about their preference for rehabilitation in case they are affected / displaced by the proposed project. As table 12.4 below shows, over two fifth of the total affected PAPs opted for cash grant. Nearly 29% of the PAPs, primarily those running shops, opted for petty shops as they are already in the same avocation. Less than five percent of PAPs opted for employment with contractors during construction phase. However, educated PAPs demanded permanent employment either with PWD or contractors. Training for skill upgradation or activities allied to agriculture had very few takers. Over two fifth of the total respondent could not decide about the options. Income Restoration plan for eligible families have been given at the end of the chapter.

Table 12.4 Income Restoration Options as Preferred by PAPs

Income Restoration Options	3	4B	6	7B	10A	11	16
Land for Land	2	9	8	4	51		14
Allied Agri. Activities	3	2	3	1	2	2	0
Petty Shops	43	97	624	117	282	0	204
Cash grant	44	260	379	223	868	103	366
Employment	1		3		3	170	
Training for Self Employment	0		1		2		
HH industry	0		1		0		
Don't Know	1	165	160	123	336	54	86
<b>Total</b>	<b>94</b>	<b>533</b>	<b>1179</b>	<b>468</b>	<b>1544</b>	<b>329</b>	<b>670</b>
<b>Intersections (Phase I)</b>	<b>Bhoganipur (14)</b>	<b>Ghatampur (14)</b>	<b>Chaudgramode (14)</b>			<b>Katra (7A)</b>	<b>Katra (4A)</b>
Land for Land		0		0		0	0
Allied Agri. Activities		0		0		0	0
Petty Shops	16	43		18		34	19
Cash grant	18	80		42		61	21
Employment		0		0		0	0
Training for Self Employment		0		0		0	0
HH industry		0		0		0	0
Don't Know	16	39		27		23	7
<b>Total</b>	<b>50</b>	<b>162</b>		<b>87</b>		<b>118</b>	<b>47</b>

## 12.4 Resettlement

### 12.4.1 AFFECTED FAMILIES

Resettlement and rehabilitation in UP SRP consists of the following broad entitlements of the "entitled<sup>20</sup> person/family group".

<sup>20</sup> A project affected person, or family will be considered "entitled" on completion of a joint verification led by the NGOs (procured by the PWD to assist in implementing the RAP). Each "entitled" person/family will be given an identity card, specify the identity of the person/family and the applicable entitlements (including the choice of entitlements, wherever applicable). Identity Cards will be issued only after the verification exercise carried out by NGO is completed during the implementation stage.

- Compensation for the loss of property at replacement value (in case of titleholders).
- Compensation relocation support of the displaced titleholder families;
- R&R assistance to the non-titleholder affected/displaced families.
- Livelihood and income restoration support and assistance to the families/persons belonging to the vulnerable group.

For details, refer the Entitlement Framework for the UPSRP, given in this report.

#### 12.4.2 DISPLACED FAMILIES

Each displaced families in UPSRP are entitled to the following benefits, over and above the replacement cost of property.

- Shifting allowance of Rs. 1000
- Transitional allowance (9 months for agricultural PDFs, if the residual land unviable and 3 months, if the residual land is viable<sup>21</sup>, 9 months for non-agricultural PDFs). To be calculated equal to the minimum wage<sup>22</sup> for 26 days in a month for the number of months applicable.
- Economic rehabilitation grant (including grant for training in alternative vocation) for all
- Grant for building structures (to be calculated as per the Indira Awas Yojana).
- Productive asset grants.
- Resettlement site (residential, commercial and homestead) provided that more than 25 PDFs are willing to move together to the site, complete with all required amenities and infrastructure. The resettlement site is to be chosen in consultation with the PDPs.

Moreover, further entitlements will accrue to the displaced families, depending on their classification, titleholder, non-titleholder, or vulnerable.

#### 12.4.3 NON TITLEHOLDER DISPLACED FAMILIES

A total of 5425 squatters and encroachers will be affected by the project.

The vulnerable encroachers will receive replacement cost of their (building) structures. This will have the right to salvage material from their structures, and will be notified in time of remove their assets. Agricultural encroachers would receive the value of lost crop (plus assistance towards seeds for next year's cropping) in case they are not informed adequately advance. However, during the census of PAPs, no agricultural encroacher was recorded. The vulnerable group encroachers will be entitled to the additional support mechanisms and assistance, as per the entitlement framework.

Squatters will be entitled to receive replacement cost of their (building) structures. They will have the right to salvage material from their structures, and will be notified in time of remove their assets. They would receive the value of lost crop (plus assistance towards seeds for next year's cropping) in case they are not informed adequately in advance. Squatters will also be entitled for facilitation/access to training, which includes income-generating assistance. The vulnerable group squatters will be entitled to the additional benefits applicable to that group, as per the Entitlement Framework.

The tenants will receive residual deposit with the owner, if any, and replacement value for any structure erected by the tenant, if any (both to be deduced from the payment to the owner).

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<sup>21</sup> A residual plot of land less than the 'marginal land holding' (0.5ha of irrigated land or 1 ha of non-irrigated land) is unviable, as per the Entitlement Framework of UPSRP.

<sup>22</sup> Minimum wage varies across the area. The applicable rate, as determined by the Labour Commissioner, in each district to be used in calculating the minimum wage.

#### **12.4.4 VULNERABLE DISPLACED FAMILIES**

One of the entitlements in UPSRP is the provision of residential/commercial/agricultural plots for the vulnerable group displaced families, free of cost (at the resettlement site). If the eligible PDFs do not want such sites, and prefer cash compensation, then adequate assistance towards developing the required amenities and infrastructure will be provided by the UPSRP, as assistance.

#### **12.4.5 HOST COMMUNITY**

Since there will not be any large-scale displacement in UPSRP, the size of resettlement sites, if any, will tend to be small. It is anticipated that there will not be much pressure on the host communities.

However, in terms of creation of additional infrastructure, the project will provide certain community facilities, and will compensate/enhance facilities/resources affected by the project.

#### **12.4.6 REPLACEMENT OF AMENITIES**

All amenities affected will be either conserved or replaced by the project. While replacing the amenities, particularly those used as a common resource with no restriction of access, development of the surrounding site will be given due consideration. (For example, while replacing hand pumps or tube wells, drainage and access path of the immediate surrounding will be improved, and sitting/washing facilities will be provided, irrespective of the fact that at present there is no proper access, or that the areas surrounding the extremely muddy, or there is no associated facility whatsoever).

Plans, designs, drawings have been prepared for replacement of all these amenities, along with technical specifications (including specifications for material and workmanship) and bill of quantities have been prepared. These will be part of the main civil works contract to be supervised by supervision consultants (selected through international competitive bidding).

#### **12.4.7 ROADSIDE FACILITIES**

The project has provided for a number of roadside amenities, and facilities for local people. Footpaths, lined and/or covered roadside drainage at the built-up areas, etc. constitute some of these facilities. All facilities have been provided (incorporated in the design, bill of quantities, and specifications of the main civil works contract) on "as required" basis, as no constraint were placed on the provision of these facilities on financial or other grounds. For further details, refer the Detailed Engineering Design Reports of the individual contract packages.

#### **12.4.8 SAFETY OF THE COMMUNITIES**

The project has been designed to minimise the safety risks possessed by the existing and proposed developments on the community. The fast moving traffic has been segregated from the local or community level traffic. Safety barriers, signage has been provided, along with many other elements.

#### **12.4.9 EVALUATION OF THE IMPACTS ON THE HOST COMMUNITY**

A study on the impact on the Quality of Life will be commissioned by UPSRP during the second year of the construction period. As part of this study, the host communities will be covered. The various aspects to be covered in the host community study will include (i) population, gender issues, ethnic composition, occupation pattern, educational status and social composition (caste, religion etc.), (ii) land use pattern, land tenure systems, production systems (iii) the regional and local level economic environment and the impact due to the project, and (iv) the social and cultural environment and the change-process taking place due to the project, impacting the host community.

#### 12.4.10 TITLE HOLDER DISPLACED FAMILIES

The non-vulnerable titleholder PDFs will be compensated at the replacement value of the properties if the legally paid compensation falls short of the replacement cost; the difference will be paid by the project as assistance. All agricultural PAPs are entitled for further benefits, such as;

- Additional assistance towards severance of agriculture land, calculated as 10% of the replacement value for the area acquired.
- Additional assistance towards acquiring the unviable residual land
- All fees, taxes and other charges levied on the PDFs for property transaction due to the project under relevant laws, will be paid by the project.

#### 12.5 Inter-Agency Linkages for Income Restoration

Majority of the eligible families for income restoration earn their livelihood through petty businesses or cultivation (primarily small and marginal), and therefore, it is imperative to ensure that the PAPs are able to reconstruct their livelihood. The NGOs engaged in the implementation of the RAP will ensure that the PAPs are facilitated to obtain plots near their existing habitation to minimise disruption to their social network and normal work pattern.

For Income restoration it is important that available skills with the PAPs is identified and further upgraded. During the survey, PAPs were specifically asked about the skill they possess other than the one related to their current occupation. However, none of the PAPs possessed any skill, which can be further upgraded through training. Hence, NGO contracted for implementation will have to conduct a survey among the PAPs with options of various skills related to the resource base of the area and available market (with proper forward and backward linkages) and accordingly select trades for training. Based on the training, NGO will identify income-generating activities for sustainable economic opportunities. This would include establishing forward and backward linkages for marketing and credit facility. NGOs in consultation with the PAPs, R&R Coordinator of PWD, district administration and other stakeholders in institutional financing and marketing federations will prepare micro-plans for IR activities.

In case of upgrading agriculture productivity, the training on technical know-how will be arranged as per the choices of the target group population. In case of creation of alternative livelihood schemes, felt needs of the target group population will be prioritised through people's participation. Further, these options will be tested for their viability against availability of skills, resource base of the area and available appropriate technology. Suitable alternative livelihood schemes will be chosen finally, where training on skill upgradation, capital assistance, and assistance in the form of backward-forward linkages can be provided for making these pursuits sustainable for the beneficiaries or the target groups.

A comprehensive support system to the PAPs will ensure income security. The project will work as a facilitator to the people in the enterprise (but will not act as providers for each and every livelihood opportunity).

The PAPs are required to participate in developing feasible long- term income generating schemes. The long- term options are expected to be developed during the implementation of the RAP and also supported by the government assistance.

Government of India along with the state governments runs various poverty alleviation programmes through DRDA. Participation of PAPs in those schemes will be helpful for short- term IR gains. PWD

and partnering NGO can tie up with DRDA and help/facilitate PAPs to participate in poverty alleviation programmes. A brief description of such programmes is given below:

#### **Government of India's Poverty Alleviation Schemes**

**(1) Swarnajayanti Gram Swarozgar Yojana**

The objective is to generate additional gainful employment for the unemployed population in rural areas, where preference to be given to scheduled population including tribal, women and freed bonded labourers. Other such wage employment scheme is Employment Assurance Scheme (EAS), which is implemented during agriculture lean seasons. Jawahar Gram Samridhi Yojana (JGSY) is another scheme, which aims at development of rural areas, which eventually would lead to higher productivity and thus would eliminate poverty.

**(2) Million Wells Scheme (MWS)**

Where open well is not possible, owing to geological factors, construction of other minor irrigation works like irrigation tanks, water harvesting structures and development of land of SCs, STs and free bonded labourers.

**(3) Indira Awas Yojana (IAY)**

Under this scheme dwelling units free of cost to poor families of SCs, STs, free bonded labourers and the non SC/ST below poverty line family. Under the R&R policy of UP State Roads Project, housing facilities to be provided to squatters and encroachers will be in line with the norms of IAY.

**(4) Integrated Rural Development Programme (IRDP)**

The objective of IRDP is enable identified rural poor families to cross the poverty line by providing them productive assets and inputs in the primary, secondary or tertiary sector through financial assistance by way of government subsidy and term credit from financial institution. Of the total families assisted, 50 percent beneficiary should be schedule tribes or castes.

**(5) Rajiv Gandhi National Drinking Water Mission and Rural Sanitation**

The programme objective is to ensure safe drinking water supply of 40 litres per capita per day for human beings and an additional 30 litres per capita per day for cattle in Desert Development Programme Areas. At least 10 percent of the Central Government funds are only for the benefit of schedule tribes.

Apart from these programmes there are other programmes such as DWCRA, NSAP, NOAPS. Supply of improved tool kits, FRRP, SEEUY, etc. which can always be utilised by the PAPs. However, for gaining access to these programmes, resettlement sites either should be declared as revenue villages or should be attached to some revenue village.

The ensuing sections deals with the probable short and long-term IR schemes.

## **12.6 Steps in Income Restoration**

### **12.6.1 INFORMATION ON ECONOMIC ACTIVITIES OF PAPS**

Basic information on IR activities of PAPs will be available from the census and socio-economic surveys. Information from base line surveys will be available on features of economic activities of PAPs under two categories, viz.,

- Land based economic activities
- Non-land economic activities
- Total income of PAPs from various sources

Based on this information IR activities can be planned. IR activities are of two types:

- (1) Short term; and
- (2) Long term. The ensuing section describes both IR schemes.

#### Short Term IR activities

Short term IR activities means restoring PAPs' income during periods immediately before and after relocation. Such activities will focus on the following:

- Ensuring that adequate compensation is paid before relocation
- Relocation and transit allowances
- Providing short term, welfare based grants and allowances such as:
  - One time relocation allowance
  - Free transport to resettlement areas or assistance for transport
  - Free or subsidised items
  - Transitional allowances or grants until adequate income is generated, special allowances for vulnerable groups
  - With consideration of PAPs skills and needs, promoting PAP access to project related employment opportunities such as:
    - Work under the Main Investment Project
    - Work on relocation teams (e.g., driver, food provision, etc.)
    - Work on resettlement sites, if any (e.g. construction on, transport, maintenance, etc.)

#### Long Term IR Activities

PAP should participate in developing a range of feasible long-term IR options. Long-term options are affected by the scale of resettlement which may affect the feasibility of various non land based and land based IR options. The long-term options are government financed, therefore no separate budget is required. However, in R&R budget provision has been made for the expenses to be incurred towards the coordination between project and concerned departments for dovetailing of poverty alleviation schemes. The project officials will coordinate with government (district administration), including tribal development and social welfare departments, to assure PAPs access to all schemes for improving IR services. Project financed programmes should include a specific time frame for handing over the project to local administration at the end of a stipulated period. Availability and access to existing programmes should be sought for all PAPs.

Long Term IR activities will be generated once the census surveys and consultation get over. IR activities will be generated in consultation with the community. Mechanism to dovetail existing government poverty alleviation programmes will be developed in consultation with the community and officials of district administration and District Rural Development Agency (DRDA).

### 12.6.2 CATEGORIES OF IMPACTS

Project induced displacement may lead to loss or diminished income for Project Affected Person (PAPs). The main categories of impacts are as follows:

- Loss of agriculture land in part or full
- Loss of commercial establishments (permanent)
- Loss of temporary commercial structure or mobile vendor (Squatters)
- Loss of livelihood (Commercial tenants or helping hands, agriculture labours)

Projects like road development involve acquiring linear strips of land; as such the impacts are not expected to be significant. However, mitigation measures need to be planned and implemented however insignificant the impacts may be.

The best way to tackle loss of farmland in part or full is to help the concerned PAP to buy equivalent farmland in a nearby area using the land compensation received. Land for land has been found to be the best sustainable option for Income Restoration. This option can only be exercised when a PAP has lost a significant amount of land; it would be impossible and inadvisable to replace small strips of land. The compensation received can be deposited in blocked bank accounts. The interest accruing will supplement their income from other sources. The money can only be released for buying replacement land. It is important to see that the compensation money is not frittered away for consumption expenditure or paying off loans especially for the vulnerable sections of PAPs - the more well off can be exempted from this provision and directly paid in cash. The land compensation will be paid at replacement value and will be sufficient for buying replacement land.

Loss of Permanent Commercial Structure is a more complicated problem since the complementary issue of retaining the present customer base is to be simultaneously tackled. There is also the problem of tenants and owners with a majority of structures being occupied by tenants. The required mitigation would involve re-constructing the commercial structures in an adjacent area so that the present customer base is retained. The ways and means of achieving this together with the ownership of the new structure also needs to be defined. While the project authority can acquire the required land and construct the structures for allotment, a more practical way would be to let the PAPs handle their own replacement structures with the guidance and support of the PWD. Regarding ownership, the status quo can be maintained i.e. ownership remains with the owner while the tenant occupies it. As in the previous case, the compensation money can be deposited in blocked bank accounts to be released only for constructing or buying the replacement structure. Since the construction involves different activities, the money can be released in four instalments, coinciding with pre-determined stages in the construction activity.

Loss of commercial space (for temporary structures and mobile vendors) should be given utmost importance since this involves vulnerable sections of the PAPs. They also need to be given alternative space in an adjacent area for carrying on their trade or vocation. The temporary structure can be shifted to the new location and the mobile vendor can get stationed there. Needless to mention, the PWD has to use its good offices with the local authorities (i.e. Municipality or Panchayat) for getting the alternative space.

While mitigation measures for specific impacts are discussed above, there is also the general impact of a disturbance upon displacement in the life and livelihood of PAPs. They need to be compensated through payment of a Maintenance Allowance. The income restoration cannot be fully achieved by using the compensation amount; there can be a provision of rehabilitation grant at least for the vulnerable sections of PAPs to enable them reach or improve upon their former standard of living. The Draft Policy document also highlights this issue by acknowledging that the PAPs should be assisted in improving or at minimum regaining their former status of living at no cost to themselves.

## **12.7 Alternative Individual Income Restoration Scheme**

### **12.7.1 BASIS FOR IDENTIFICATION OF ALTERNATIVE IR SCHEME**

Keeping in view the resource base of the EPs and also the socio-economic characteristics and preferences, PWD and the NGO contracted for the implementation will have to chalk out individual IR schemes. Other factors to be considered are:

- Education level of PAPs
- Skill possession

- Likely economic activities in the post displacement period
- Extent of land left
- Extent of land purchased
- Suitability of economic activity to supplement the income
- Market potential and marketing facilities

“The best option is to allow the EP to continue its former occupation”. However, during any development programme, occupations always change. An exhaustive list of possible IR options are given below:

**Table 12.5 Criteria for Alternative IR Schemes**

IR Option	Requirement
a) Land	PAPs are physically relocated and are primarily agriculturists It is adequately available There is transferable title Land is of good quality Land development needs can be covered by the project PAPs are not exposed to market economics
b) Cash	EP negatively impacted but not relocated Land is unavailable in adequate quantity and quality PAP prefer cash to land Cash can be held in joint account PAP's occupations are diverse PAP exposed to cash economy Interest ensuring deposits to be released when feasible IR activity is defined
c) Small business	PAP familiar with cash Demand for goods/services Sustained capital and working capital is available There is local or project finance and capacity to provide training Business builds on/uses existing skill of the PAP Local markets are not adversely affected by project activities
d) Continuing previous employment	Reasonable time and money required for access to employment from new sites Project assistance for previous and/or maintenance of other facilities
Preference for PAPs in Employment	Work is available in main investment project Clear eligibility criteria are established PAPs are linked to existing government job programmes (like Maharashtra legislation reserving 5% of government jobs for PAPs) There is a good coordination between project and government authorities

The PAPs will participate in developing a range of feasible long-term Income Restoration schemes. These will be developed during the implementation of the project and would be financed by project. PWD will work with NGO and liaison with the district administration to dovetail government's poverty alleviation schemes. The micro plans developed by the implementing authority will indicate the type of scheme each family has opted. The grants received for economic rehabilitation will be used for purchase of assets. The EPs will receive training for acquisition of new skills or upgradation of old skills for the activity selected by them.

## 12.7.2 NON LAND BASED IR SCHEMES

Since land is scarce and not all PAPs are agriculturists, non-land based IR schemes becomes all the more important. The non-land based IR schemes could be:

### Allied Agriculture Activities

Under allied agriculture activities, various IR options are available viz., dairy, poultry, goatery, sheep rearing, piggery, etc. PAPs who are agriculturist can take up any of these options. These will require training, which can be imparted by Khadi Village Industries Commission (KVIC) / District Dairy Development Authority (DDDA) and milk route for daily milk collection can be extended by local milk federation.

### Petty Traders

Under this scheme, the available options are grocery shop, vegetable & fruit shop, stationary, clothe, tea & snacks, ready-made garments, beetle shop etc. PAPs those who are already in the trade and business are suitable for these activities. Implementing NGO will have to decide on type of shops to be established as per demand.

### Skill related Schemes

The options available under this scheme are tailoring, carpentry, masonry, gold smith, black smith, motor winding, cycle/motor cycle/auto repair, driving (auto/Matador/etc.), Television/Tape records/Watch repairing, Pottery, Leather works, etc. PAPs those who are in such trades can undergo training for skill upgradation to supplement their annual income. District Industries Centre or Khadi Village Industries Board/Commission or Industrial Training Institutes imparts training in such trades. Training can also be imparted through professional and competent outside agency especially hired for the purpose.

### Others

Others primarily include loan for various agriculture implements to increase productivity viz., pump sets, dug well, bore well, bullock cart, etc. PAPs those who are into agriculture and do not have any irrigation facilities can avail such loans. Such loans are given by bank after District Rural Development Authority processes the applications.

The implementation of above-mentioned activities requires organisation of credit camps. Extending financial credit support is an important component of non-land based IR schemes. It requires organisation of credit camps for EPs. Local government officials, NGOs and PAP representatives apart from PWD officials, will attend these camps. The purpose of the camps would be to allow local financial institutions to inform participants of credit options and how to avoid procedural delays. All formalities related to processing of applications for credit assistance will be completed at these camps.

For these kinds of camps PWD along with NGO, will have to coordinate closely with the Lead Bank managers and other commercial banks operating in the district.

## 12.8 Training

One of the strategies for economic sustenance of the PAPs is to help them improve their production level or to impart new skills/up grade skills through training. As quite a significant number of PAPs are dependent on agriculture and others have low skill endowment, training becomes an important component of IR. For PAPs who intend to diversify their economic activity, suitable income restoration schemes will be identified on individual basis and training need would be assessed. Besides training in scheme specific skills, general entrepreneurship development will also form part of the training programme, mainly to improve the management capabilities of EP.

The Training will be organised in the plan period itself. The NGO contracted for the implementation of RAP will be assigned this task. Besides, the training are regularly conducted by District Rural Development Agency (DRDA) through its programme names Training of Rural Youths for Self Employment (TRYSEM), training programmes organised by other government agencies will also be availed. The past experiences have shown that roughly three-fourth of the PAPs require training. It will be the responsibility of the PWD to ensure that PAPs receives, training in desired trade. The NGO contracted will act as a facilitator and training will be imparted either by the government agencies such as DIC, KVIC, ITDA, etc. or a professional and competent outside agency. The local Industrial Training Institutes (ITIs) can be approached for training.

## 12.9 Institutions

The Institutions for IR schemes include PWD, local government staff, NGO and PAP groups. District Level Committee will facilitate with District Rural Development Agency and other line departments to give priority to PAPs under various poverty alleviation schemes.

The Social Development and Resettlement Committee (ESDRC) should have strong links with local government development agencies through coordination committee.

Coordination Committee: The coordination committee will be formed at project & district level, having representation of PAPs, local government staff, PWD & NGO. The Committee will oversee the design of appropriate IR Strategies. The formation of coordination committee should not be influenced by which agency is funding the project.

## 12.10 Monitoring of IR Schemes

The monitoring of IR schemes will be carried out along with the monitoring of other components of RAP by an outside agency contracted for the purpose. The contract will specifically provide for regular (every six months) monitoring of income restoration of PAPs. The monitoring will be carried out based on economic indicators.

Vulnerable PAPs who lose their livelihood due to the project will be assisted in alternative economic rehabilitation schemes and vocational training for skill upgradation as per the requirement of suggested economic scheme.

## 12.11 Plan for income restoration

Table 12.6 Income Restoration Plan

Route	commercial structures (no.)	Alternative commercial plots required (in sq.m)*	Displaced residential families (no.)	Residential plots required (in sq.m)	Number of families	loosing source of income	Target date for identification of land	Target date for completion of land procurement	identification of training skills	Target date for identification of master	Target date for formation of training groups	Target date for initiation of training	Target date for completion of training	Target date for initiation of IR activity	Target date for mid-term evaluation I	Target date for mid-term evaluation II	Target date for mid-term evaluation III	Target date for end term evaluation
3	18	450	3	150			Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
4B	154	3850	11	550			Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-

Route	commercial structures (no.)	Alternative commercial plots required (in sq.m)*	Displaced residential families (no.)	Residential plots required (in sq.m)	Number of families loosing source of income	Target date for identification of land	Target date for completion of land procurement	identification of training skills	Target date for identification of master	Target date for formation of training groups	Target date for initiation of training	Target date for completion of training	Target date for initiation of IR activity	Target date for mid-term evaluation I	Target date for mid-term evaluation II	Target date for mid-term evaluation III	Target date for end term evaluation
6	153	3825				Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
7B	99	2475	5	250	3	Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
10	484	12100	76	3800	91	Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
11	38	950	12	600		Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
16	111	2775	3	150		Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
<b>Intersections (Phase I)</b>																	
14	73	1825	7	350		Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
4A	15	375				Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
7A	22	550	1	50		Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
<b>Bypasses</b>																	
4A					87	Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
10	12	300			1898	Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
18					258	Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-
Total	1179	29475	118	5900	2337	Sep-03	Aug-04	Dec-03	Jan-04	Feb-04	Apr-04	Aug-04	Oct-04	Jun-04	Dec-04	Jun-05	Nov-

- Residential plots for displaced families also includes displaced residential cum commercial structures

Entire plan for income restoration has been prepared considering that NGO will be on board in July 2003. Land requirement has been estimated based on provisions made in R&R policy for commercial and residential plots. The land identified (refer table 9.14) is in access to what is required for resettlement.

### 12.12 Sample Survey of IR Schemes

A sample survey was conducted among the PAPs and information collected from secondary sources to assess the feasibility of centrally sponsored poverty alleviation schemes. The results have been presented below:

**Table 12.7 Sample Survey Results**

Routes (Phase II)	HH reporting availed benefit	No. of HH reported increase in income	% to total
Pilibhit -Khutar (3)	33	14	42.4
Lucknow-Bangarmau(4B)	41	29	70.7
Sitapur-Baharaich (6)	74	39	52.7
Azamgarh-Phephna (7B)	59	27	45.8
Gorakhpur-Shahganj(10A)	83	54	65.1
Moradabad-Bazpur(11)	25	17	68.0
Deoria-Ballia (16)	56	31	55.4
<b>Intersections (Phase I)</b>			
14	15	9	60.0
4A	4	3	75.0
7A	3	1	33.3
<b>Total</b>	<b>393</b>	<b>224</b>	<b>57.0</b>

As the table above shows, a total of 393 households were surveyed on project corridors and 57% of the total households reported increase in income after availing benefits under centrally sponsored rural employment generating schemes. The schemes included JRY, EAS, million well scheme, DWACRA, IRDP, IAY, JGSY, etc. However, majority of the beneficiaries were from JRY and EAS.

Given below is the detail of selected IR Schemes applicable to project corridors:

**ECONOMIC REHABILITATION (INCOME RESTORATION) SCHEMES**

**1. DAIRY**

Name of the animal	Milk Yield (lt/day)	Cost of one animal (Rs.)	Cost of concentrate feed for one month (Rs.)	Transportation	Total(Rs.)
Indigenous cow Gir/Kankraj	5.5	5,300	-	-	5,300
Cross bred cow Jersey	8.9	10,000	350	600	10,950
H.F.Cow- Buffaloes	9-10	12,000	450	600	13,050
Mehsani	6	10,000	350	600	10,950
Mehsani	7	11,500	400	600	12,500
Jaffrabadi	6	10,500	350	600	11,450
	8	13,000	400	600	14,000
	10	14,500	450	600	15,550
Surti	5.5	8,500	300	-	8,800

**2. POULTRY**

	100 Bird layer unit in deep litter system	100 bird layer unit in cage system	200 bird broiler unit(monthly rotation of 100 birds)
<b>Capital Cost</b>			
Shed space Brooder cum grower house	5,000 (100 sq.ft @ Rs.50 per sq.ft)	5,000(100 sq.ft @ Rs.50 per sq.ft)	-
- Layer House	10,000 (200 sq.ft	8,100(90 sq.ft @ Rs.90	

	100 Bird layer unit in deep litter system	100 bird layer unit in cage system	200 bird broiler unit(monthly rotation of 100 birds)
	@Rs.50 per sq.ft)	per sq.ft)	
- Broiler Shed			10,000 (200 sq.ft @Rs.50 per sq.ft)
<i>Equipment</i>			
- Grower	650	3,300	2,000
- Layer	950	650	-
<b>Total Capital Cost</b>	<b>16,600</b>	<b>17,050</b>	<b>12,000</b>
<b>Recurring Cost</b>			
Cost of day old chicks	1150	1150	2100
Feed	3375	3375	3300
Medicine, Electricity, water, vaccination	400	400	600
<b>Total Recurring cost</b>	<b>4925</b>	<b>4925</b>	<b>6000</b>
<b>Total Cost</b>	<b>21525</b>	<b>21975</b>	<b>18000</b>

### 3. OTHER ANIMALS

	Cost unit (10+1)	Sheep Unit (10+1)	Sheep Unit (10+1)	Piggery Scheme
<b>Capital Cost</b>				
Cost of Shed	500	600	1350	600
<i>Male animal</i>				
Type	Buck	Ram	Ram	Boar
Number	One	One	One	One
Cost	1000	700	700	700
<i>Female animal</i>				
Type	Pe	Ewe	Ewe	Sow
Number	10	20	30	3
Cost/ animal	650	425	425	350
<b>Total cost of animal</b>	<b>6500</b>	<b>8500</b>	<b>12750</b>	<b>1050</b>
<i>Cost of Equipment</i>				
<b>Sub Total</b>	<b>8000</b>	<b>10000</b>	<b>14800</b>	<b>2500</b>
<b>Recurring cost to be Capitalised</b>				
<i>Cost of concentrate</i>				
-Period	-	-	-	One year
-Quantity(Kg)	-	-	-	1520
-Cost/ Kg (Rs.)	-	-	-	2.00
<b>Total Cost</b>	-	-	-	<b>3040</b>
Cost of medicines / vaccination	-	-	-	300
<b>Sub Total</b>	-	-	-	<b>3340</b>
<b>Unit Cost</b>	<b>8000</b>	<b>10000</b>	<b>14800</b>	<b>5840</b>

#### 4. RABBIT REARING

##### Capital Cost

1.	Cost of 5 females@Rs.80 each	400.00
2.	Cost of 1 male@Rs.80 each	80.00
3.	Cost of hutch including feeder and waterier for 6 animals @Rs.160 per animal	960.00
4.	Colony hutches for small rabbits(5ftX2ft for 10 rabbits 4 hutches @Rs.260 each	1,040.00
5.	Nest boxes 2 No.s (18inchX12inchX10inch) @Rs.60 each	120.00
	<b>Total</b>	<b>2,600.00</b>

##### Recurring Expenses

1.	Kidding expenses	438.00
2.	Expenses on young rabbits	480.00
3.	Electricity, water, medicine@Rs.5 per adult and Rs.2 per young rabbits	190.00
	<b>Total</b>	<b>1,108.00</b>

**Grand Total (Rs.) 3,708.00**

#### 5. DRAUGH ANIMALS AND CARTS

Animal	Unit	Cost(Rs.)	Type of cart	Unit	Cost (Rs.)
Bullock			Bullock cart		
Kankrej	One pair	8400	Conventional (desi babool wood wooden wheel	One	6000
Gir	One pair	7000			
Non descript	One pair	5700	Improved (teak pneumatic wheel)	One	9500
			Improved (desi babulwood pneumatic tyre)		
Donkey	5 animal	3700	Conventional cart	1 No.	6000
Camel	1 animal	5200	Steel cart	1 No.	7500
Horse	1 animal	3000	Horse cart	1 No.	3800

#### 6. SERICULTURE

Nature of investment	One acre model	Half acre model
Raising mulberry under irrigation conditions	8,032	4,016
Rearing house	3,840 (32'X16')	24,000
Rearing Equipment	17,000	8,500
Cost of DLFS(multi voltine race)	800	400
Other expenses in rearing	930	465
<b>Total</b>	<b>65162</b>	<b>37381</b>

Cost of land preparation, layout, digging of pits and filling up would be considered separately up to Rs.1,000.00.

### 7. HORTICULTURE

Horticulture crop	Variety	Spacing (mxm)	No. of plants per ha.	Unit area (ha)	Year wise break-up of cost						Total unit cost(Rs.)
					I	II	III	IV	V	VI	
Mango	Alphanso, Kesari, Rajapuri, Dusheeri, Langra	10 x 10	100	1.0	10975	2935	3325	3700	4150	-	27075
Sepota	Kalipatti	8 x 8	150	1.0	16875	36500	4000	4250	44450		33225
Pomegranate	Dholka-2	5 x 5 x 5.5	325	1.0	13000	3215	4000	4550			24765
Coconut	Westcott tall	7 x 7	200	1.0	15725	4900	6000	6000	6250		38875
Guava	Allahabad, Sageda	6 x 6	275	1.0	11775	2710	3600	3850			21935
Lime	Kagzlime	6 x 6	275	1.0	11631	3035	3800	4250	6400	8200	37316
Custard Apple		6 x 6	275	1.0	7375	1650	1825	1825			12675
Ber	Dry land condition	6 x 6	275	1.0	7885	2325	2650				12860
Date palm	Red Yellow hallovy	7.5 x 7.5	180	1.0	12110	6270	6675	7050	9050	5340	44495



**Chapter 13**

## 13 INSTITUTIONAL ARRANGEMENTS

### 13.1 Background

Institutions for planning and implementation of resettlement programmes are numerous and vary substantially in terms of their respective roles and capacity to successfully carry out various components. Timely establishment and involvement of appropriate R and R institutions would significantly facilitate achievement of the objectives of the R&R Programme. This document reflects an institutional assessment and provides a strategy for developing required implementation capacity and minimising risks. Capacity building and training are co-ordinated with the project implementation schedule to ensure that skilled staff is available to implement the RAP without delay in civil works. The main R&R institutions would include:

- Official Agencies
  - PWD
  - World Bank
  - Local Administration
- Line Departments
- District Level Coordination Committee
- NGO/CBO
- Training Institutions
- Grievance Redress Cell
- Monitoring & Evaluation Agency

### 13.2 The Process

PWD will focus effort in three critical areas to commence RAP implementation:

- (a) To initiate the process, orientation and awareness seminars will be organised for the PWD and other RAP implementers
- (b) To establish a Environment, Social Development and Resettlement Cell
- (c) NGOs with experience in social development and a track record in resettlement and rehabilitation will be partners in RAP implementation.
- (d) To establish Coordination Committee with representatives from local self-government, PAPs and implementing NGO. The objective of this committee is to coordinate between various implementing agencies.

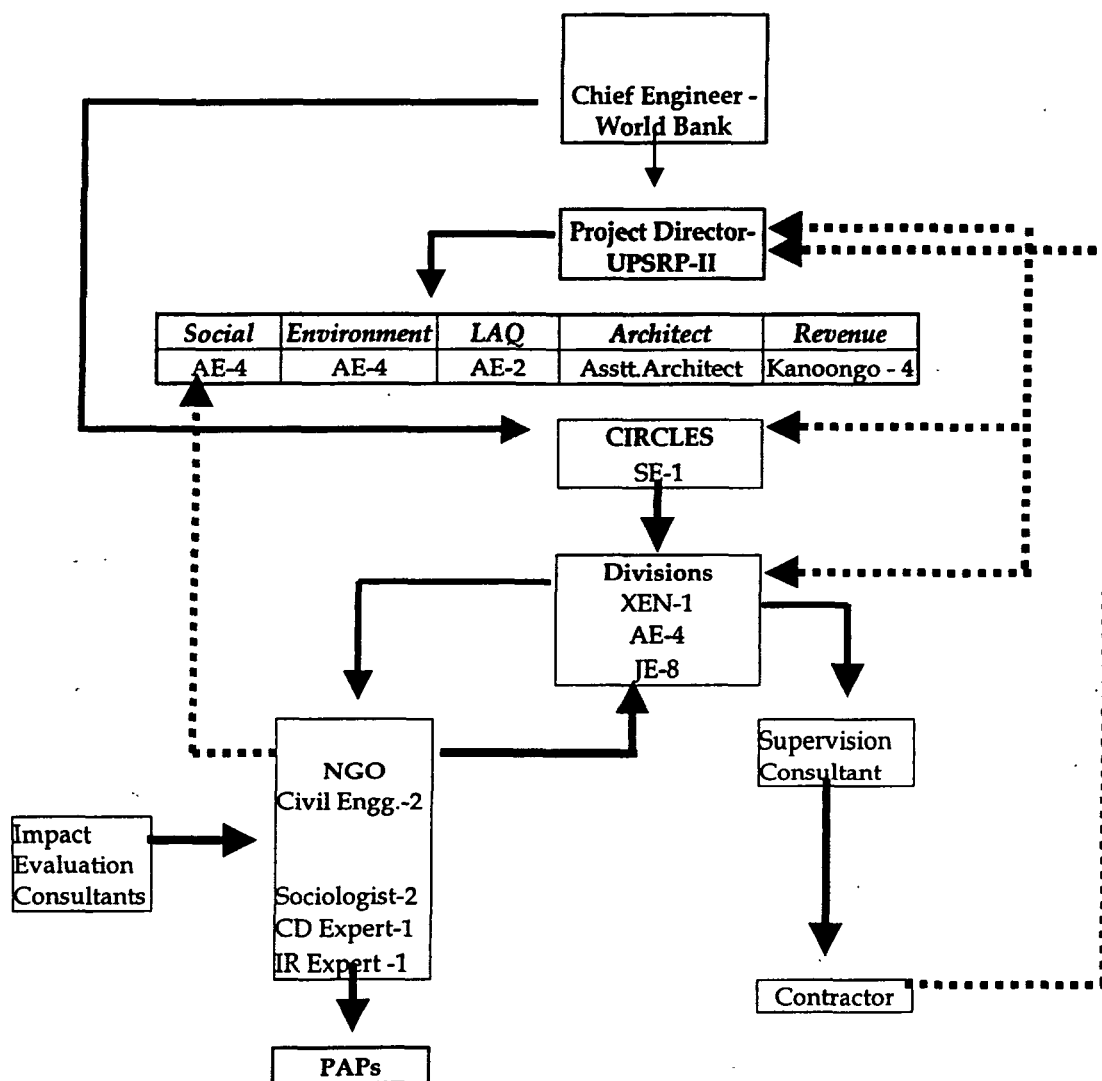
In addition PCC will provide technical assistance in resettlement and rehabilitation planning during the transition to project and RAP implementation. The institutional context of resettlement in the project is reviewed below and major features of RAP implementation are described in sections that follow.

Effective RAP implementation will require institutional relationships and responsibilities, rapid organisational development and collaborative efforts by PWD, State Government, partner NGO and affected population. The ESRDC should have representation of other line department's viz., revenue, forest, public health, rural engineering, etc. The responsibility of co-ordination lies with R&R Coordinator. The ESRDC will establish operational links within PWD and with other agencies of government involved in project-induced resettlement. It will bridge the distance between the project

and project affected persons and communities. It will provide the means and mechanisms for co-ordinating the delivery of the compensation and assistance entitled to those who will suffer loss. ESRDC will link the project with state government agencies, provide liaison with PWD field units and impacted communities, establish district level committees to co-ordinate social development and resettlement operations in the field and also to assist NGO partners. It will also engage required training services, oversee a grievance redress process and actively monitor RAP implementation.

On behalf of PWD, the ESDRC will assume the responsibility for representing the social impact and resettlement components of the project for environment clearance. The ESDRC will also be responsible for disseminating this information to the public and providing additional opportunities for public comment.

**ORGANISATIONAL STRUCTURE OF ESDRC**



**Note:**

1. The Assistant Engineer and Junior Engineer in the division incharge of the subsection of the corridor will also be the incharge of social (RAP) and Environment (EMP) issues.

2. The senior most assistant engineer in the division will be overall incharge of the internal monitoring of social and environmental issues in the division as a whole and will report to the Head office.

Among government agencies, the revenue department will have the most important role. While the responsibility for land acquisition and payment of compensation for land acquired (including properties there on) lies with the Revenue Department, the ESDRC has to assume responsibility for co-ordinating various matters with the Revenue Department so that both physical possession of land acquired and payment of compensation is not unduly delayed. The responsibility for income restoration and replacement of common property resources would fully be with the ESDRC along with the nodal NGO.

The ESDRC will consist of Project Director, R&R and Environmental Coordinators of PWD (of the rank of Assistant Engineer) other officers of PWD responsible for implementation of RAP at district level. The ESDRC will have a flat organisational structure with the subject matter specialist working nearly independently under the supervision of a location specific co-ordinator. Since the Revenue Department has district - wise jurisdiction, the co-ordinators can also be appointed for each district. The structure of the staffing will be at two levels;

- (1) ESDRC with three people, PD, UPSRP as head, R&R and Environmental Coordinators of PWD and their district level counterparts.
- (2) In each contract, the R&R and Environmental coordinators of PWD will be assisted by their counterparts from districts.

This district-wise separation can be maintained for all issues so that proper co-ordination can be done with the concerned authorities. Land acquisition details and rehabilitation action plans should also be segregated district-wise for all road stretches. The district ESDRC Co-ordinator can be given the necessary mandate for proper and adequate coordination with all authorities. It is necessary that the ESDRC be staffed in all concerned districts upon completion of the census and socio-economic survey so that the ESDRC can be involved in the consultation and counselling Phase Itself.

**Table 13.1 ESDRC Staff Responsibilities**

Position/Organization	Responsibilities
<i>PD, UPSRP as Head of ESDRC</i>	Co-ordination of all activities of ESDRC with PWD and other government agencies. Will be holding review meeting every month.
<i>Assistant Engineers of PWD (4- Environment, 4- Social, 2- LA) at Head Office</i>	Reports to Head, ESDRC; Will act as ears and eyes of Head, PWD. Will collate reports form field, monitor progress, prepare monthly reports, catalyst between field staff and head office
<i>Assistant Architect at Head Office</i>	Oversee landscaping along the road side, design of shrines and other community assets to be relocated, report to Head, ESRDC
<i>Kannoongos (4) at Head Office</i>	Facilitate land acquisition
<i>Field Staff of PWD at Circle/Division level</i>	Oversee Construction; attend to social and environmental issues including permission and Liaison with line departments, shifting of utilities in consultation with concerned departments, facilitating land acquisition
<i>Non Government Organisation</i>	Will be grass root level worker actually dealing with PAP; develop rapport with the PAPs; conduct a sample survey among them, help in skill upgradation, facilitate purchase of land for PAPs, help in negotiation, help PAPs in obtaining benefits under entitlement framework and

Position/Organization	Responsibilities
	appropriate government schemes, help in creating awareness among truckers on highways and design methods / measures prevention of same.
<i>Supervision Consultant</i>	Oversee and certify for quality and quantity of construction, liase with NGO for shifting community assets, report on compliance with environment measures set out for contractors, Monthly and quarterly monitoring of RAP implementation
<i>Impact Evaluation Consultants</i>	Annual, Mid Term and End Term evaluation of RAP Implementation
<i>District Level Committee</i>	Announcement of awards; assistance; negotiation with respect to award, land, etc.; Co-ordinate with local government offices; field office of PWD, line departments and other government agencies; provide venue for dissemination of project information, public consultation and public hearings of Government of India.
<i>Grievance Redressal Cell</i>	Provide support to EP on problems arising out of LA/property , prioritise cases for which support is to be given, keep the EPS appraised about the development, inform PWD of serious cases within an appropriate time frame.
<i>Contractor</i>	Will carry out execution as required by the EMP; will monitor the pollution sources on site; will construct mitigation and enhancement measures

### 13.3 Need for NGO/CBO

The relocation disturbs the present activities of PAPs and therefore there is a need to establish and stabilise their economic living. While all tasks relating to Land Acquisition is taken care by the Land Acquisition Officer and his staff, the implementation of RAP is the responsibility of the ESDRC under PWD. The NGO will help in implementing various components of the RAP, particularly the use of compensation and rehabilitation assistance for more productive purposes like purchase of land, self-employment, etc. Its involvement is all the more important since there are no social community organisations among the PAPs which otherwise could have taken lead in this regard.

Being new to the area of working with PAPs, the selected NGO will have to work directly under the ESDRC Co-ordinator who will be defacto in charge for implementation of RAP. Thus implementation becomes joint responsibility of PWD and NGO.

### 13.4 Role of NGO

Resettlement relates to human aspects and economic rehabilitation requires human resources development consisting of education, training, awareness generation, etc. In absence of any sociologist / anthropologist, NGO will be involved to assist PWD in implementation of RAP. The NGO will help educating PAPs on the proper utilisation of compensation and rehabilitation grant and help them in getting financial assistance, if required, under various subsidy related development programmes. It will also organise training programmes to impart required skill for such PAPs who would prefer to go for self-employment schemes. Specifically, the tasks of the NGO will be to:

- develop rapport with PAPs and between PAPs and PWD
- verification of PAPs

- post design consultations with the community
- assess the level of skills and efficiency in pursuing economic activities, identify needs for training and organise programmes either to improve the efficiency and/or to impart new skills.
- assist PAP in receiving rehabilitation entitlement due to them
- motivate and guide PAP for proper utilisation of benefits under R&R policy provisions;
- facilitate purchase of agriculture land in negotiating price and settling at a reasonable price or expedite the same through Land Purchase Committee.
- assist PAPs in obtaining benefits from the appropriate development programmes.
- help PAPs in increasing their farm income through provision of irrigation facility or improving farm practices, and
- ensure marketing of produce particularly those under self-employment activities.
- Complete the consultation at the community level and provide support by describing the entitlements to the EPs and assisting them in their choices
- Accompany and represent the EPs at the Grievance Committee meeting.
- Assist the EPs to take advantage of the existing government housing schemes and employment and training schemes that are selected for use during the project, and
- Carry out other responsibilities as required and identified.

In the context of implementing of RAP, it is important that NGO, which is genuine and committed to the task entrusted, is selected. An NGO with local presence is, however, more suitable hence would be preferred. The NGO may be contracted on specified terms and conditions with proper fixation of financial accountability. The payment to NGO will be linked to the performance of the task assigned and the time period. The payment will be arranged on quarterly basis to be released on certification of completing the previous task. The monitoring of R&R programme will also include the performance of NGO. The NGO services will be required for implementation period for which provisions have been provided in the plan.

Simultaneously steps can be taken for promoting location specific Community Based Organisations (CBOs) of PAPs to handle resettlement planning, implementation and monitoring. These groups can be promoted for each adversely affected settlement/villages or a group of contiguous villages. Until and unless sufficient institutional capacity is built amongst the PAPs, so that they can act and react as a group, participatory planning and implementation of good re-establishment solutions is nearly impossible.

Resettlement negotiation, if carried out individually with all displaced families, is both uneven and time consuming. It favours the good bargainers over the bad bargainers and as bargaining capacity is directly related to income levels – favours the more affluent over the poorer and more vulnerable sections of the displaced population. This can be minimised by organising homogenous groups of displaced persons to handle resettlement negotiations together with participatory planning and implementation of re-establishment solutions. An advertisement in local daily was published for short-listing of NGO (Annex 12.1) for implementation of RAP. A draft Terms of Reference for NGO is provided in Annex 12.2.

List of NGOs contacted during the survey is given in Annex 12.3.

### 13.5 District Level Committees

RAP will be implemented through District Level Committees that will be established in each district where the project is active. These committees will provide co-ordinating nodes for land acquisition and compensation, relocation and rehabilitation, distribution of project provided assistance and PAPs' access to most government programmes. ESDRC will service district committees with field staff allocated to multi-district construction contracts.

District wise RAP implementation parallels corresponding government administrative infrastructure and organisation and provides the best basis for co-ordination with both local government authorities and field offices of line departments and agencies. The committee would meet regularly to review the progress of land acquisition. The committee would also decide on the replacement value on the basis of methodology described in RAP.

The committee would include; District Magistrate, *Tahsildar* of concerned tahsil, *Pradhans* of *Panchayat Samitis*, Block Development Officers, *Sarpanchs* of affected villages, representative of revenue departments' land acquisition wing, line departments, PWD, people's representatives, NGO and representatives of affected population.

### 13.6 Training and Capacity Building

Establishing sufficient implementation capacity to launch and carry out those components of project resettlement that must be completed before civil works. To enhance capabilities, ESDRC staff can be sent on exposure visits to other projects with good resettlement programmes as well as sponsored for training courses in Resettlement and Rehabilitation (R&R). A two weeks course in R&R is conducted by the Administrative Staff College of India (ASCI) in Hyderabad. The training would also cover techniques in conducting participatory rural appraisal for micro planning, conducting census and socio-economic surveys, dissemination of information, community consultation and progress monitoring and evaluation.

#### Training Modules:

Following training modules will be followed during initial and repeat training sessions of UPPWD staff (both at head office and at field level) and NGO staff.

1. *Overview of social issues in UPSRP*: Social issues; methodology followed for SIA; entitlement framework and detailed R&R policy
2. *Land Acquisition*: Legal and operational issues; LA Act - 1894; The Uttar Pradesh Land Acquisition (Determination of Award by Agreement) Rules - 1997; LA issues in UPSRP
3. *Resettlement*: Issues pertaining to planning and preparation for relocation; implementation issues; factors necessary for identification and finalisation of resettlement areas.
4. *Rehabilitation*: Issues in economic rehabilitation; factors necessary for identification and finalisation of alternative economic rehabilitation schemes; training needs.
5. *Public Consultations*: Issues to be discussed during various stages of project viz., preparation, implementation and post implementation; public consultation in project delivery; techniques of public consultations.
6. *Social Impact Assessment*: Definition; steps; output; required surveys viz., screening, census, socio-economic, verification, etc.; issues to look at for preparation of entitlement framework; institutional capacity.

### 13.7 Areas of Capacity Building

PWD needs to build their capacity in the following areas:

#### Land Acquisition

Though no land acquisition was required for Phase I, major land acquisition will take place in Phase II in view of two bypasses of Phase I and two additional bypasses of Phase II. LA generally is a long drawn and demanding process. The existing strength of PWD for this purpose is too small. Currently, Project Director is responsible for every activity and arranging for completion of all formalities and procedural requirements for LA will also be Project Director's responsibility. R&R Coordinator of PWD will assist him.

The Project Director, apart from timely acquisition of land is also responsible for number of other important components of pre-construction work. Though revenue department of state government will do the acquisition, it will require constant follow up. Hence the responsibility will come on R&R Coordinator. Among other pressing assignments viz., identification and verification of PAFs, Issuing Identity cards, development of resettlement sites, etc, R&R Coordinator will also be responsible for regular follow up of land acquisition.

In light of the above, it would be important to address the following:

- The procedural requirements have to be fulfilled. An official thoroughly conversant with the procedural requirements should be in position to co-ordinate the LA process.
- For better co-ordination, the officer responsible has to spend sufficient time at the site. To enable better follow up the officer should be of sufficiently high rank.
- The procedural requirements have to be formalised and documented for the benefit of all projects concerned.
- Ensuring timely land acquisition is demanding requirement and requires full time involvement of an officer, at least during the first six months of the project.

#### **Women Participation**

It is imperative to bring the issue of women's development in the process of socio-economic uplift within the scope of RAP. Encouraging women's participation in development projects is a policy being followed by Government of India. The GOI has earmarked the year 2001 as the Year of Empowerment of Women. Involving women meaningfully at all levels of the project will show greater commitment to the nation wide goals. Women constitute over two fifth of the total affected population, though number of women headed families are very few in Phase I roads.

Possible areas of Women involvement include managing health and hygiene issues at the construction camps and in controlling the spread of highway diseases. Similarly, it may be specified in the Terms of Reference of NGO contracted for the implementation to have at least 33% of the total person months for women. A similar provision can be made in the TOR of external agency appointed for monitoring of RAP implementation.



**Chapter 14**

## 14 GRIEVANCE REDRESS MECHANISM

### 14.1 Need for Grievance Redress Mechanism

Though there is a provision for redress of grievances of PAPs in all aspects relating to Land Acquisition (LA) and payment of compensation in Rehabilitation Action Plan. Various provision under LA act enable aggrieved EPs at different stages of LA to represent their cases to Land Acquisition Officer or even refer to court for redress and seek higher compensation. The most common reason for delay in implementation of projects is grievance of people losing land. UPSRP - I has already faced this problem. Considering this, GRC will be formed much in advance. It is further suggested that LAO & RRO should hold a meeting at a fixed date every month to hear the grievances of EPs. Moreover, *Lok Adalats* can be held for quick disposals of cases.

However, R&R policy of Government of Uttar Pradesh has a provision of Grievance Redress Committee to be headed by District Magistrate of respective districts.

Members of the committee: Apart from District Magistrate as head of the committee at district level, the committee will comprise of representatives of two local NGOs, representative of people (*viz.*, Member of Parliament, Member of Legislative Assembly, etc), representatives of blocks, districts, line departments & affected persons. At central level, Project Director of Project Implementation Unit will head the committee.

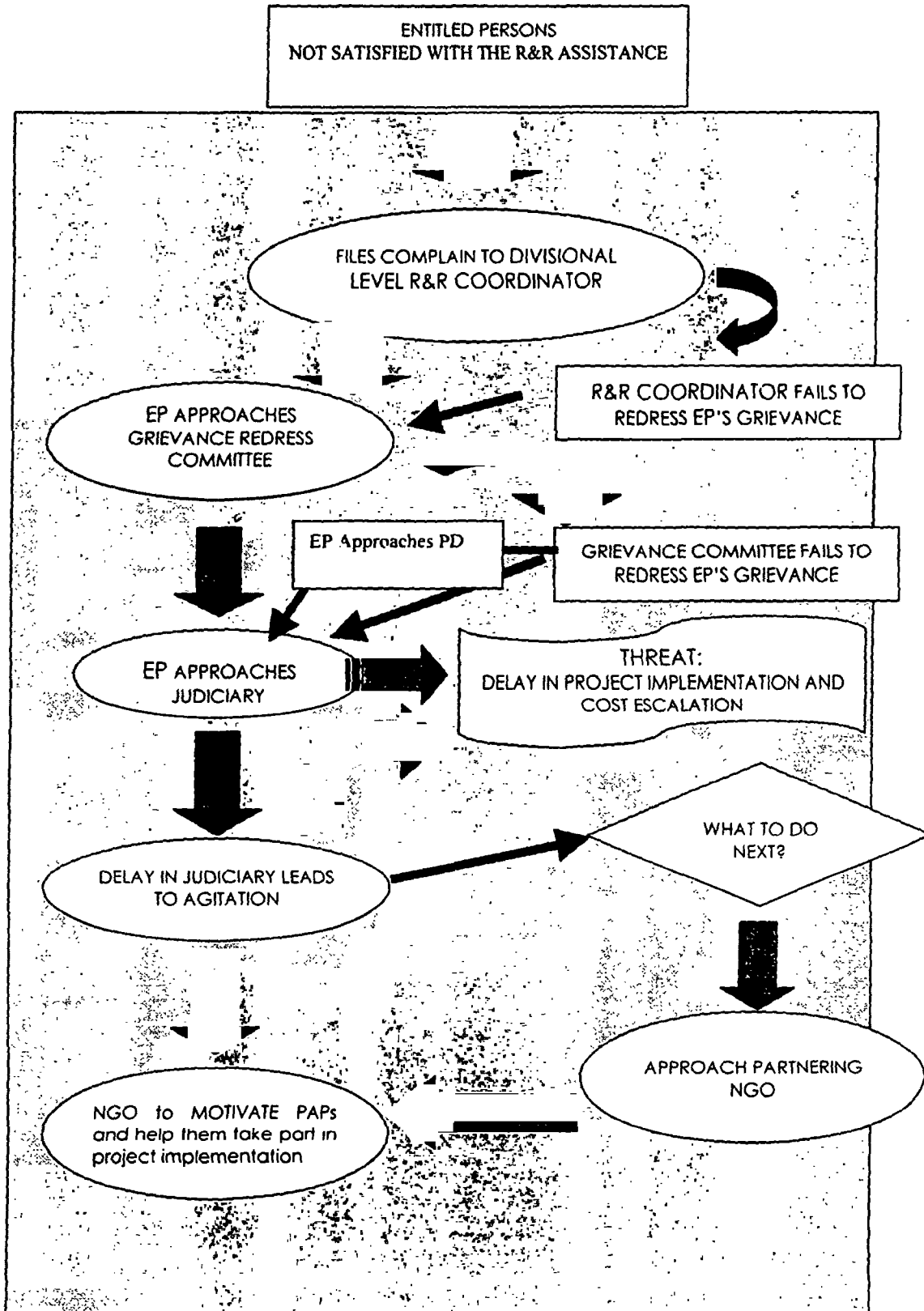
Meetings and decision-making process of the committee: It is suggested that Grievance cell shall meet regularly (at least once a month) on a pre-fixed date (preferably on first 7<sup>th</sup> day of the month). The committee will fix responsibilities to implement the decisions of the committee. This will not only help proper assessment of the situation but also in suggesting corrective measures at the field level itself. The committee shall deliver its decision within a month of the case registration. The Divisional Commissioner of the area shall hear appeal against the decision of the grievance redress committee.

### 14.2 Functions of the Committee

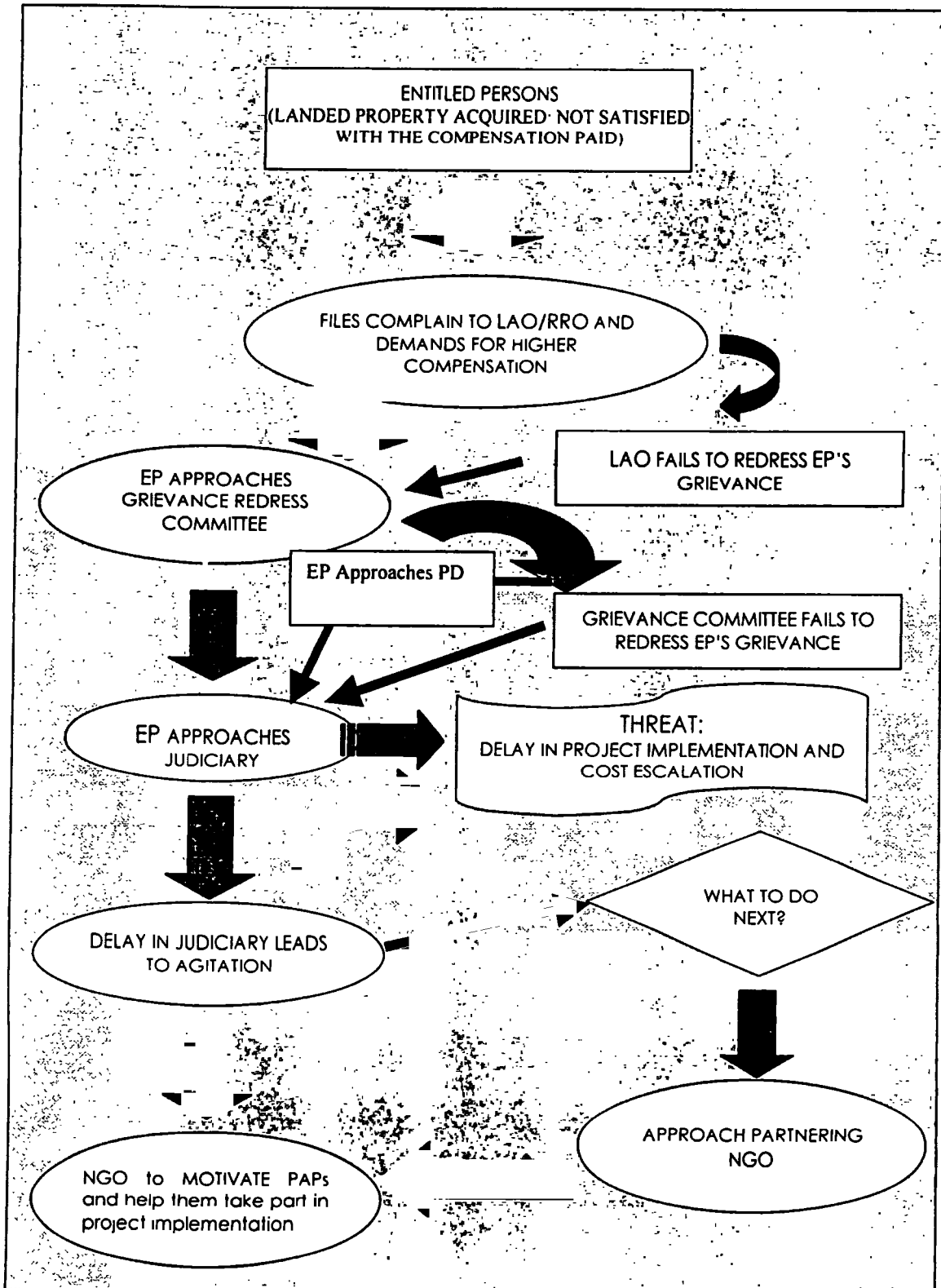
The functions of the grievance committee shall be

- To provide support for the EPs on problems arising out LA/property acquisition
- To record the grievances of the EPs, categories and prioritise and solve them within a month.
- To inform PWD of serious cases within an appropriate time frame
- To report to the aggrieved parties about the developments regarding their grievance & decision of PWD.
- To prioritise cases based on following criteria:
  - (i) cases pertaining to the land and structures of displaced persons
  - (ii) cases pertaining to the land and structures of adversely affected PAPs
  - (iii) cases pertaining to the land and structures of partially affected PAPs

Flow Chart I Grievance Redress Mechanism (For R&R): Flow Chart



Flow Chart 2 Grievance Redress Mechanism (For Land Acquisition): Flow Chart



**Chapter 15**

## **15 MONITORING AND EVALUATION**

### **15.1 Introduction**

Monitoring and Evaluation (M&E) are critical activities in involuntary resettlement. Monitoring involves periodic checking to ascertain whether activities are going according to the plan. It provides the feed back necessary for project management to keep the programmes on schedule. By contrast, evaluation is essentially a summing up, the end of the project assessment of whether those activities actually achieved their intended aims. As per World Banks' Operational Directive 4.30 "Monitoring provides both working system for project managers and a channel for the resettles to make known their needs and their reactions to resettlement execution". Monitoring exercise will be undertaken both internally and externally. While R&R Coordinator of PWD on monthly basis will carry out the project's internal monitoring, an external agency will be appointed for third party monitoring. External agency will conduct monthly and quarterly monitoring and mid term, annual and end term evaluation of the project.

Indicators, which will be monitored during the project, consist of two broad categories:

- Process and output indicators or internal monitoring
- Outcome/impact indicators or external monitoring

### **15.2 Process and Output Indicators**

Monitoring of involuntary resettlement operations require in essence, an application of general project monitoring procedures and methods to the process accruing in resettlement but with particular attention to the specific high risks intrinsic in such operations. This means monitoring of R&R requires certain specialised skills. Therefore a specialised group reporting to the PWD must carry out M&E.

The conventional monitoring through government machinery often misses focus on certain vital aspects, which may otherwise be very important. Therefore R&R Coordinator at Lucknow in close coordination with his counterparts at division level will carry out regular monitoring and will produce monthly reports.

The internal monitoring is a conventional monitoring of government related to physical factors such as, number of families affected, resettled, assistance extended infrastructure facilities provided, etc. and other financial aspects, such as compensation paid, grant extended, etc. The internal M&E must be simultaneous with the implementation of the Rehabilitation Action Plan (RAP).

#### **15.2.1 THE OBJECTIVES OF THE INTERNAL MONITORING**

The objectives of the internal monitoring are:

- Daily Operations Planning (DOP)
- Management and Implementation (M&I)
- Operational Trouble shooting and Feedback (OTSF)

The periodicity of internal monitoring could be daily or weekly depending on the issues and level.

### **15.2.2 INFORMATION REQUIRED FOR INTERNAL MONITORING**

For internal monitoring following information will be required:

- Individual files on each project affected person
- Village Proforma
- Action Plan and Progress reports

### **15.2.3 MONITORING AND REPORTING SYSTEMS**

Crisis and day to day management and monitoring management will require its own improved action plans, regular coordination and onsite training sessions and an Management Information System as internal system. It also requires trouble-shooters and informal networks of feed back from the communities, NGOs, M&E agencies and other government bodies.

Physical monitoring of movement and progress reporting of input stocks, finance and service resource in the system to ensure management and financing functions in a timely and effective manager.

Monitoring and verification of the qualifiable progress of the resettlement programme to indicate the timeliness of the financial disbursements already agreed to and deviations from the critical path for over all project completion and the required integrated arrangements to resettle PAPs.

### **15.2.4 EXTERNAL MONITORING**

Supervision Consultant will be responsible for meaningful and realistic monitoring of R&R programmes on monthly and quarterly basis. The role of Supervision Consultants will not be fault finding but to act as a catalyst in smoothening the process of R&R and thus provide a helping hand in the proper implementation of rehabilitation programmes. It should also endeavour to bring the problem and difficulties faced by the PAPs to the notice of PWD so as to help in formulating corrective measures. However for annual, mid term and end term impact evaluation, an external agency will be appointed by PWD. Financial provisions have been made to appoint an external agency for M&E. As a feedback to the PWD and other concerned, the external agency should submit monthly and quarterly report on progress made relating to different aspect of R&R. A draft TOR for Impact Evaluation consultants is presented as Annex 14.1.

### **15.2.5 THE OBJECTIVES OF THE EXTERNAL MONITORING**

The objectives of the external monitoring are:

- To track resettled and host population over time in order to document the restoration of incomes and standard of living.
- Determine remedial action if required.
- If income and standard of living of the PAPs has at least been restored and has not declined.
- In case of host population, whether income and standard of living of host population have not declined due to influence of resettlers
- Whether resettlers and host population have re-integrated with each other.

### 15.2.6 THE INFORMATIONS REQUIRED FOR EXTERNAL MONITORING

The information required for external monitoring is:

- Baseline survey data (conducted by PCC)
- Sample survey (to be conducted by M&E agency)
- Case studies/Thematic studies \* Issue based research (to be conducted by M&E agency)
- Participatory research (to be carried out by M&E agency)
- Target group monitoring (to be carried out by M&E agency)

### 15.2.7 MONITORING AND REPORTING SYSTEMS

Observing and appraising various specific parameters and processes as objectively as possible will be carried out. Periodic evaluation of these would indicate where and when policy changes could occur or where deficiencies in implementation method or style are apparent. The boundaries of this assessment will need the agencies (M&E) to examine the multiplier effects and linkages outside of the project definition of affected people and areas. The formats for external monitoring have been provided in annex 14.2.

The impact evaluation will be carried out after the implementation of RAP is over. This is never an easy matter to determine. Financial considerations often require an impact evaluation shortly before or after the project concludes. However, project continues to evolve overtime. Therefore it is suggested, that if required, second impact evaluation be carried out after three to five years of project conclusion as retrofit survey.

Impact evaluation will look at all the affected populations; self-relocatee; assisted resettled population; host population. Further this larger population will be further broken down into vulnerable segments of each population. Impact evaluation will be carried out on randomly selected segment of population.

The external agency will submit quarterly report to the PWD.

### 15.3 Organisation Issues: Overall R&R Monitoring and Evaluation System

<p><b>Internal M&amp;E</b> Focus: Operational Management Agency: Project Management</p>	<p><b>Monitoring</b> Focus: Smooth and timely implementation of RAP Agency: Supervision Consultants</p> <p><b>Impact Evaluation</b> Focus: Project goals and objectives Agency: External Impact Evaluation consultants</p>	
<p><b>MIS</b> Physical Financial Programme Planning Progress Reporting</p>	<p>Grievance and Redress System</p> <p>Focus: Project Affected Families / Individuals Agency: NGO / Supervision Consultants / GRC</p>	
<p><b>Feedback</b> Policy and objective Operational Trouble Shooting Implementation on Design and</p>	<ul style="list-style-type: none"> <li>• Planning Assumptions</li> <li>• R&amp;R package</li> <li>• Compensation and</li> </ul>	<p><b>Scope</b></p> <ul style="list-style-type: none"> <li>• Evaluation</li> <li>• Verification and Evaluation</li> </ul>

<b>Style</b>	<b>Entitlement</b> • Participation, Information and Awareness • Evaluation Process • Adapt ion and Integration Process • Impact Assessment	 • Monitoring  • Monitoring • Monitoring • Evaluation
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#### 15.4 Indicators for Monitoring

The monitoring indicators can be divided into four primary categories, which would provide insight to three types of benchmarks viz., process, output and impact. The indicators are:

<p><b>Physical</b></p> <ul style="list-style-type: none"> <li>• extent of land acquired</li> <li>• number of structures demolished</li> <li>• number of land users and private structure owners paid compensation</li> <li>• number of families affected</li> <li>• number of government agricultural land identified for allotment</li> <li>• number of EPs allotted agriculture land</li> <li>• extent of agriculture land allotted</li> <li>• number of families approaching Land Purchase Committee for purchase of agriculture land</li> <li>• Number of families purchasing land and extent of land purchased.</li> <li>• extent of government land identified for house sites</li> <li>• number of EPs receiving assistance/ compensation</li> <li>• number of EPs provided transport facilities/ shifting allowance</li> <li>• number of EPs allotted house under EWS/LIG housing scheme</li> <li>• number of EPs granted free plot/ house construction allowance</li> </ul>	<p><b>Economic</b></p> <ul style="list-style-type: none"> <li>• Entitlement of EPs-land/cash</li> <li>• number of business re-established</li> <li>• utilization of compensation</li> <li>• extent of agricultural land/ house sites/ business sites purchased</li> <li>• successful implementation of Income Restoration Schemes</li> </ul> <hr/> <p><b>Grievance</b></p> <ul style="list-style-type: none"> <li>• cases of LA referred to court, pending and settled</li> <li>• number of grievance cell meetings</li> <li>• number of village level meetings</li> <li>• number of field visits by RRO</li> <li>• number of cases disposed by RRO to the satisfaction of EPs.</li> </ul> <hr/> <p><b>Establishment</b></p> <ul style="list-style-type: none"> <li>• Staffing position</li> <li>• Availability and use of office equipment</li> <li>• Use of vehicle</li> </ul>
<p><b>Financial</b></p> <ul style="list-style-type: none"> <li>• amount of compensation paid for land/ structure</li> <li>• cash grant for shifting oustees</li> <li>• amount paid to NGOs</li> <li>• consultancy fee paid to M&amp;E agency</li> <li>• Establishment cost -</li> <li>• Staff salaries</li> <li>• Vehicle maintenance</li> <li>• Operational expense of office</li> </ul>	<p><b>Social</b></p> <ul style="list-style-type: none"> <li>• Area and type of house and facility</li> <li>• Morbidity and mortality rates</li> <li>• Communal harmony</li> <li>• Dates of consulting Project and District level committee</li> <li>• number of time Project and District level committees met</li> <li>• number of appeals placed before PWD/ grievance redressal cell</li> <li>• women time disposition</li> </ul>

## 15.5 Monitoring Project Input and Output

Project monitoring will be the responsibility of the R&R Coordinator who will prepare monthly progress reports. The reports will compare the progress of the project to targets set up at the commencement of the project. The list of impact performance indicators will be used to monitor project objectives. The socio-economic survey conducted will provide the benchmarks for comparison

Progress	Assessment Methodology	Expected Output
<b>Financial</b>		
Amount disbursed for acquisition of land, structure, wells, trees, etc.	Structured Schedule, informal and formal discussion	Adequate compensation
Amount disbursed for productive assets grant (agriculture and business)	Structured Schedule, informal and formal discussion	Proper Assistance
Amount disbursed for house construction grant, transitional allowance, economic rehabilitation grant, shifting assistance, rent, assistance to tenants,	Structured Schedule, informal and formal discussion	Proper Assistance
Amount disbursed for restoration of CPR, community infrastructure, conservation of religious structures,	Structured Schedule, informal and formal discussion	Community Welfare
Amount disbursed for extension of development programmes, training and capacity building,	Structured Schedule, informal and formal discussion	Income Restoration
Fees paid to NGO for implementation of RAP and consultants for M&E activities	Structured Schedule, informal and formal discussion	Implementation and monitoring
Amount disbursed for training of implementation staff of PWD	Formal Discussion with concerned officials	Better implementation and coordination
<b>Physical</b>		
Total Land Acquired	Structured Schedule	Extent of land acquired
Number of PAFs whose land, residence and business establishment affected and totally demolished	Structured Schedule	Adequate Compensation
Number of PAFs allotted residential structures/plots	Structured Schedule	Assistance and Resettlement
Number of PAFs allotted agriculture land, Commercial structure/plots	Structured Schedule	Economic Rehabilitation
Extent of agriculture land, and commercial plots/structures distributed	Structured Schedule	Economic Rehabilitation

<b>Progress</b>	<b>Assessment Methodology</b>	<b>Expected Output</b>
Extent of residential plots/structures distributed	Structured Schedule	Assistance and Resettlement
Total area of community and government land transferred for resettlement sites and infrastructure	Structured Schedule	Assistance and Resettlement
Number of PAFs received productive asset grant (agriculture and business)	Structured Schedule	Economic Rehabilitation
Number of PAFs received house construction grant, transitional, shifting and rental allowances	Structured Schedule	Resettlement and Assistance
Number of PAFs received economic rehabilitation grant	Structured Schedule	Economic Rehabilitation
Implementation of IR Schemes	Formal Discussion/ Structured Schedule	Economic Rehabilitation
<b>Social</b>		
Area and type of house and facility	Core Rapid Appraisal	Resettlement
Morbidity and mortality rates	Structured Schedule	Social well being
Communal harmony	Core Rapid Appraisal	Social well being
Women time disposition and decision making power	Participatory Appraisal	Women Empowerment
Literacy Level, drinking water, schools, health facilities, and other community infrastructures	Structured Schedule	Social well being
<b>Economy</b>		
Annual Household Income and Expenditure	Structured Schedule	Economic Status
Number of PAFs below poverty line	Structured Schedule	Poverty Status
Utilisation of Compensation	Structured Schedule	Proper utilisation of compensation amount
Number of PAFs and Women gainfully employed in project	Structure Schedule	Improvement of Economic Status and Women empowerment
Number of PAFs brought above poverty line	Structured Schedule	Improved economic status, Poverty Alleviation
Number of shop sites purchased	Structured Schedule	Proper utilisation of compensation amount and economic rehabilitation
Extent of agriculture land purchased	Structured Schedule	Proper utilisation of compensation amount and economic rehabilitation
<b>Community Participation</b>		
Number of meetings for	Informal Discussion and	Increased local participation

<b>Progress</b>	<b>Assessment Methodology</b>	<b>Expected Output</b>
dissemination of information on resettlement	structured schedule	
Number of meetings with each PAF to finalise R&R options	Informal Discussion and structured schedule	Involvement in project cycle
Number of PAFs approaching Grievance Redress Cell	Structured Schedule	Increased Awareness
Selection of Resettlement Sites	Informal Discussion and Structured Schedule	Involvement in project cycle
Number of PAFs self relocated	Informal Discussion and Structured Schedule	Informed choice of selection
<b>Grievance</b>		
Number of PAPs moved to court	Structured Schedule	Adequate Compensation
Cases referred to court pending settlement and those settled	Structured Schedule and IDI with concerned officials	Adequate Compensation
Number of grievance cell meetings	Structured Schedule	Participation
Number of village level meetings	Structured Schedule	Participation
Number of field visits by SDO and number of cases disposed by SDO to the satisfaction of EPs.	Structured Schedule	Involvement of concerned officials

**Chapter 16**

## **16 IMPLEMENTATION SCHEDULE**

### **16.1 Background**

Planning, surveying, assessing, policy development, institutional identification, participation, income restoration and implementation are typical activities of RAP. While these activities have discrete components that can be put on a time line, there is a close inter relationship of each activity to the whole. The breakdown of each activity according to a specific time frame has been given for Phase I and II to assist Public Works Department in implementation of RAP at various stages.

It is further cautioned that specific situation may require an increase in time, allotted to a task. Such situations includes, but not limited to local opposition; seasonal factors, social and economic concerns, training of support staff and financial constraints. Complementation Schedule will require detailed coordination between the project authorities and various line departments.

Implementation plan has been spread over a period of five years for both phases. Implementation of both the phases will take three years each, but first year of phase II will overlap third year of phase I implementation. A simplified summary of the operational aspects of the implementation plan will be prepared when the project starts. It will be given to PWD, who along with a route wise selected NGOs will have to put the plan into action.

### **16.2 Implementation Procedure**

The implementation of the RAP will consist of four major stages:

- Identification of cut-off date and notification for land acquisition as per Land Acquisition Act, 1894
- Verification of properties of EPs and estimation of their type and level of losses.
- Preparation of EPs for relocation/rehabilitation (for both the phases)
- Relocation and rehabilitation of the EPs (for both the phases)

### **16.3 Timing of resettlement**

The resettlement process must be completed by the start of civil works on the particular route. Requisite procedure will be developed by the PWD to carry out resettlement of PAPs located within the COI, before the civil work starts on any section of the project road. These people will be given at least two months notice to vacate their property before civil works begins. Stretches, which are free of encroachment and other encumbrances, will be handed over first to contractor. The timetable of stretches to be handed over to the contractor is given below.

### **16.4 Timing of legal possessions of land and eviction notice**

Though land acquisition was not required in Phase I, in Phase II, land acquisition will be required. A summary table has been given below indicating timings of steps of LA process under the act.

**Table 16.1 Timing of the steps of the land acquisition process under the LAA**

Step	Steps of Land Acquisition Process	Length of Time
1	Preparation of Plans and Scheduled by PWD and Submission to LAO	
2	Publication of Preliminary Notification Under Section 4 in Gazette and Newspapers	2 to 4 months including Hearing of Objections.
3	Preliminary survey to determine exacts portion of land required and filling of objections u/s 3 (a).	15 to 30 days after the preliminary notification under Section (3)
4	Hearing of Objections	15 days after notification
5	Declaration of Precise Boundaries in Newspapers under Section 5: Duration of time between notification of Sections 3 and 5	2 to 6 months, including Hearing of Objections, beyond which the procedure lapses
6	Order from State Government to Possess Land under Section 6 Step 1 to Step 5	6 to 12 months
7	Individual Notices sent to Affected People under Section 7, land is marked and plans prepared.	
8	Valuation and Compensation set under Section 8 and 9. Landowners submit claims for compensation	2 to 4 months
9	Payment of Compensation and Possession of the Land Under Section 1.1	2 to 12 months
10	Total Maximum Amount of Time Allowed	2 years

## 16.5 Miscellaneous Activities

Miscellaneous activities includes steps to be taken for diversion of traffic during construction and leasing of borrow areas by contractors. These steps includes:

### *Diversion route:*

- Preparing plans with details of land required for diversion
- Compensation decided in mutual agreement and paid before physical possession
- Returning of land after restoration in original condition.

### *Borrow Areas*

- Submit details to PWD about the persons and area to be leased in by the contractor.
- The contract document signed between the PWD and the contractor will include the terms of payment and return the land to the owner.
- Complete payments will be made to the contractor after the PWD is satisfied that the terms and conditions of the contract document have been met.

## 16.6 Implementation Responsibility

It is the responsibility of the PWD to ensure that the RAP is successfully implemented in a timely manner. The implementation plan of RAP for a specific route will be prepared by the PWD. PWD will be assisted by the partnering NGO selected for implementation. The implementation schedule proposed will be updated as the implementation progresses.

**Table 16.2 Roles and Responsibilities**

Implementation Staff	Roles and Responsibilities
<i>Project Director</i>	<ul style="list-style-type: none"> <li>• Overall responsibilities for R&amp;R activities in the field including land acquisition in Phase II</li> <li>• Make budgetary provisions for R&amp;R activities</li> <li>• Liaison with district administration for land acquisition and implementation of RAP</li> <li>• Participate in state and district level committee meetings</li> <li>• Preparing TOR and Contracting NGO for implementation and external agency for monitoring and evaluation</li> <li>• Organise training for PWD members and NGO for capacity building to implement the RAP</li> <li>• Prepare TOR for any studies required and qualitative dimensions to the implementation of RAP</li> <li>• Facilitate appointment of consultants to carry out the studies and co-ordinate them.</li> <li>• Monitor financial progress on RAP implementation</li> </ul>
<i>R&amp;R Coordinator</i>	<ul style="list-style-type: none"> <li>• Co-ordinate with district administration and NGO responsible for RAP implementation</li> <li>• Translation of R&amp;R policy in Hindi</li> <li>• Prepare pamphlets on policy for information dissemination</li> <li>• Print policy and identity cards for PAPs</li> <li>• Ensure that contractors has paid the mutually agreed amount to the landowner for borrow pits.</li> <li>• To ensure that land is returned to the owner within the stipulated period as in agreement and land returned is not unproductive.</li> <li>• Ensure the development of resettlement sites and agriculture land as and when required</li> <li>• Ensure that land acquisition plans as per the alignment is submitted to district administration for acquisition (for Phase II)</li> <li>• Participate in allotment of residential and commercial plots</li> <li>• Liaison with district administration for dovetailing of government schemes for Income Restoration Schemes</li> <li>• Co-ordinate with NGO appointed for implementation of RAP</li> <li>• Ensure inclusion of PAPs who might not have been covered during the census survey</li> <li>• Facilitate opening of joint account in local banks to transfer the rehabilitation assistance for the PAPs and also organise distribution of cheque payment of compensation and rehabilitation assistance, through transparent manner in</li> </ul>

Implementation Staff	Roles and Responsibilities
	<p><i>Gram Sabha</i> for distribution of cheques</p> <ul style="list-style-type: none"> <li>• Monitor physical progress of RAP implementation including physical shifting of PAPs</li> <li>• Participate in every district level meetings</li> <li>• Prepare monthly progress report</li> <li>• Organise by-monthly meetings with NGO to review the progress of R&amp;R</li> </ul>
<p><i>Non Governmental Organisation</i></p>	<ul style="list-style-type: none"> <li>• Co-ordinate with R&amp;R Coordinator to implement RAP activities</li> <li>• Verification of PAFs listed out in RAP</li> <li>• Issue identity cards to the PAFs</li> <li>• Develop rapport with PAPs</li> <li>• Facilitate R&amp;R Coordinator in organising public information campaign at the commencement of R&amp;R activities</li> <li>• Distribute the pamphlets of R&amp;R policy and also explain to them the meaning and measures of mitigation to eliminate the feeling of insecurity among the PAPs</li> <li>• Assist the PAPs in receiving the payment of compensation, opening of bank accounts and facilitate the vulnerable PAPs in ensuring that they get their dues on time and are not left out to deteriorate to the stages of impoverishment.</li> <li>• Facilitate opening of joint bank accounts</li> <li>• Generate awareness about the alternate livelihood options and their viability, the resource base and other opportunities to enable the PAPs to make informed choices and participate in their own development.</li> <li>• Conduct awareness campaigns regarding HIV/AIDS among truckers and CSWs along with regular campaigns</li> <li>• Prepare micro-plans for economic rehabilitation of PAFs</li> <li>• Enable PAPs to identify the alternate sites for relocation</li> <li>• Participate in consultation process for allotment of residential and commercial plots</li> <li>• Ensure preparation of resettlement sites as per the guidelines laid in the policy complete with basic facilities</li> <li>• Participate in the meetings organised by PWD</li> <li>• Submit monthly progress reports</li> <li>• Identify training needs of PAPs for income generating activities and ensure they are adequately supported during the post-training period on enterprise development and management, the backward and forward linkages, credit financing and marketing of the produce.</li> <li>• Participate in the disbursement of cheques at public meetings and <i>Gram Sabhas</i></li> <li>• Ensure the women headed households and other groups of vulnerable PAPs are given their dues both for payment of compensation and rehabilitation assistance.</li> </ul>

**Table 16.3 Summary of Role and Responsibilities of Other Project Partners in various stages of Project**

Project Stage	PAPs and Representative	NGOs	Local officials (in PAP and host areas)	Hosts
Identification	<ul style="list-style-type: none"> <li>• Receive information on project impacts</li> <li>• Representative on coordination committee</li> <li>• Participate in census surveys</li> <li>• Participation in structured consultations to develop IG programs</li> <li>• Keep records of consultations</li> <li>• Choose resettlement locations or housing schemes</li> <li>• Inputs to design of resettlement locations</li> <li>• Representation on grievance tribunal</li> </ul>	<ul style="list-style-type: none"> <li>• Design and carry out information campaign</li> <li>• Assist in census and Socio-economic survey</li> <li>• Participate on Coordination Committee</li> <li>• Participate in consultations</li> <li>• Representation on grievance tribunal</li> <li>• Train VRWs where required</li> <li>• Facilitate PAP inter group meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Assist in census and socio-economic surveys</li> <li>• Assist NGO in information dissemination</li> <li>• Participate in and arrange consultations</li> <li>• Arrange PAP transport to sites</li> <li>• Help to document consultations</li> <li>• Support VRWs work</li> <li>• Examine feasibility of IG programmes and discuss with PAPs</li> </ul>	<ul style="list-style-type: none"> <li>• Provide information and inputs to design of IG programs</li> <li>• Identify existing credit and IG schemes</li> <li>• Discuss areas of possible conflict with PAPs</li> </ul>
Implementation	<ul style="list-style-type: none"> <li>• Monitor provision of entitlements</li> <li>• Labour and other input at site</li> <li>• Credit and other group scheme management</li> <li>• O&amp;M of sites and project input</li> <li>• Management of common property resources</li> <li>• Manage common property resources and community development funds</li> <li>• Member of implementation committee</li> </ul>	<ul style="list-style-type: none"> <li>• Provide on-going information for PAPs and hosts</li> <li>• Provide support in group management</li> <li>• Monitor entitlement provision and implementation of IG programmes</li> <li>• Members of implementation committee</li> </ul>	<ul style="list-style-type: none"> <li>• Process IG proposals</li> <li>• Participate in grievance redress</li> <li>• Provide assistance under local schemes</li> <li>• Membership of implementation committee</li> <li>• Process documents for welfare and socio-economic services (ration card, BPL card)</li> </ul>	<ul style="list-style-type: none"> <li>• Assist PAPs in use of new production systems</li> <li>• Form joint management groups for common resources</li> </ul>
Monitoring	<ul style="list-style-type: none"> <li>• Participate in</li> </ul>	<ul style="list-style-type: none"> <li>• Provide</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>• Provide inputs to</li> </ul>

Project Stage	PAPs and Representative	NGOs	Local officials (in PAP and host areas)	Hosts
and Evaluation	grievance tribunals • Report to project on IG schemes • Report on service quality at sites	information to project staff on vulnerable groups • Act as external monitors for project (where not previously involved)	interaction with PAPs to identify problems in IG programs • Participants in correctional strategies	M&E of R&R

### 16.7 Community Participation in the Implementation of RAP

The institutional arrangement as explained in R&R policy already provides the continued involvement of the communities, especially the project-affected and the project-displaced persons in implementation of the RAP. The PWD will ensure:

- The stakeholders are consulted at every state of project
- The women perception is built into the RAP implementation plan
- The host community is consulted so that community assets are optimised and enhanced
- The PAPs participate in ensuring creation of community assets, and the upkeep and maintenance of assets created by the project
- An institutional mechanism is evolved involving the people, the *gram panchayats* and the formal and informal peoples' committees to ensure sustainability of the process of development, beyond the RAP implementation period.

### 16.8 Tasks for NGO in Implementation and Tentative Methodology

The table below details out the task to be carried out by NGO at different stages of the report.



Table 16.4 Tasks of NGO

Task Name	Methodology
• Developing Rapport with the PAPs	• Fortnightly and Monthly meetings with PAPs & its Documentation
• Developing Rapport with the Project Authorities particularly the Social Officer	• Fortnightly meetings with R&R Coordinator of PWD & its Documentation
• The need for Land Acquisition	• Participatory
• The need for eviction of Squatters & Encroachers	• Participatory
• The likely consequences of the project on the communities economic livelihood	• Participatory and by setting up of Public Information Centre
• Identifying PAPs & verifying on the basis of census survey carried out & facilitating the distribution of Identity Cards	• Validity Survey and Participatory
• Distribution of R&R policy and entitlement packages	• Participatory

Task Name	Methodology
<ul style="list-style-type: none"> <li>Assist PAPs in getting the compensation for their land and properties acquired for the project</li> </ul>	<ul style="list-style-type: none"> <li>Participatory</li> </ul>
<ul style="list-style-type: none"> <li>In consultation with PWD &amp; Revenue Dept. help PAPs identify suitable land for relocation and for agricultural purposes &amp; assist in negotiating its transfer to the PAPs &amp; in case suitable Government land is unavailable then assist PAP to locate a land owner willing to dispose and assist in the negotiation of the purchase price</li> </ul>	<ul style="list-style-type: none"> <li>Participatory</li> </ul>
<ul style="list-style-type: none"> <li>Determination of the entitlements of each PAP by reviewing the R&amp;R Policy and the RAP and comparing it with the offer made by the SOCIAL OFFICER and upon identifying discrepancy assisting the PAP in coming to some agreement with SOCIAL OFFICER &amp; if need be pursuing the matter through grievance redress cell</li> </ul>	<ul style="list-style-type: none"> <li>Discussion with PD and Officials with Participatory tools</li> </ul>
<ul style="list-style-type: none"> <li>In close consultation with PAPs for ensuring acceptability help project authorities in making arrangements for smooth relocation of the PAPs and their business</li> </ul>	<ul style="list-style-type: none"> <li>Regular Meeting with PAPs</li> </ul>
<ul style="list-style-type: none"> <li>Advising PAPs on best use of grants under the R&amp;R package ensuring sustainability of income</li> </ul>	<ul style="list-style-type: none"> <li>Regular Meeting with PAPs</li> </ul>
<ul style="list-style-type: none"> <li>Investigation of the availability of various Govt. development programmes and examining their relative merits for recommending the same to the PAPs and accordingly orchestrate training programmes for sustainable livelihood of PAPs and assisting in required skill development by networking with Revenue department, other Government departments and NGOs of the area</li> </ul>	<ul style="list-style-type: none"> <li>Literature survey of Secondary sources of information, Meetings with other functionaries</li> </ul>
<ul style="list-style-type: none"> <li>Helping PAPs in redress of their grievances by awareness generation amongst PAPs on grievance redress mechanism as per RAP &amp; assisting PAPs with grievances for its mitigation</li> </ul>	<ul style="list-style-type: none"> <li>Regular Meeting with PAPs</li> </ul>
<ul style="list-style-type: none"> <li>Developing Micro level plans for R&amp;R in consultation with the PAPs and the SOCIAL OFFICER ensuring PAPs agreement on List of options open &amp; choices made by PAPs upon being assisted to do so</li> <li>Relocation site</li> <li>List of benefits due to the PAP</li> <li>Arrangement for Shifting</li> <li>Proposed utilisation of grant moneys due to PAPs</li> <li>Involvement of PAPs in existing Govt. development programmes</li> <li>Updating the data bank on PAPs due to any changes in project &amp; development of impact indicators</li> <li>Specific assignments from the SOCIAL OFFICER for the welfare of the affected community</li> <li>Assisting in identifying tree species selected by the community and facilitates its plantation.</li> </ul>	<ul style="list-style-type: none"> <li>Regular Meeting with PAPs</li> <li>Capacity Building</li> <li>Identify specific IG Schemes</li> </ul>

The detailed implementation steps are given in bar chart.

Implementation Schedule- Phase II																																					
Activities	Year I												Year II												Year III												
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
<b>General Activities</b>																																					
Appointment of Staff in PIU	Appointment already made in phase I																																				
Appointment of NGOs																																					
Set-up state and district level committees																																					
Training of Staff and NGOs for R&R																																					
Updating of Census Data																																					
Identification and Verification of EPs																																					
Display of verified list of PAPs																																					
Preparation of Micro Plans																																					
Printing and Distribution of ID Cards																																					
Opening of Joint Accounts																																					
Dissemination of information and awareness campaign about the project and the policy.																																					
<b>Land Acquisition</b>																																					
Acquisition Plan																																					
Appointment of Competent Authority for LA																																					
Issue of notice u/s 4(1) of LAA																																					
Procedures of the Act to acquire Land																																					
a) Announcement of award as per the Act																																					
b) Disbursement of Compensation																																					
<b>Relocation</b>																																					
Identification of alternate plots																																					
Development of relocation sites																																					
Disbursement of shifting and rental allowance																																					
Setting up of temporary shelters																																					
Disbursement of transitional allowance																																					
Allotment of plots to EPs																																					
Construction of houses and shops																																					
Building/relocating community infrastructures																																					
Calculation and Disbursement of Replacement Cost																																					
<b>Rehabilitation</b>																																					
Disseminate information on IR Schemes																																					
Income Restoration Plans																																					
Disbursement of cheques for assistance																																					
Training for upgradation of skills																																					
<b>Grievance Redress</b>																																					
Setup committee for redress																																					
Grievance redress																																					
Information Dissemination regarding Highway Related Diseases																																					
<b>Impact Evaluation</b>																																					
Appointment of external agency																																					
Annual Impact Evaluation																																					
Mid term evaluation																																					
End term evaluation																																					

Note:  
 Full Time Activity   
 Continuous but not full time 

## **17 CONSTRUCTION CAMP**

### **17.1 Background**

For large-scale construction like that of highways, construction camps should be planned to house the construction labourers. In most cases, the labour force will be supplied from outside by the contractors and will stay in the camps throughout the period of construction. To meet the basic necessities of these mobile people, certain provisions should be made in the construction camps. The provisions enlisted here would be of use to all the residents of the construction camp with a special emphasis on women and children.

The impact of a substantial migrant population in any area entails its own special concerns. However, few, if any, components of project planning address this critical issue, which has a real potential to create strife in the host community as well as in the labour force itself. An attempt has been made here to bring this issue into focus for implementation agencies as well as planners of future projects. Since the process of construction and hence the presence of problems associated is transient, the implications of such situations have largely been ignored. Even the RAPs tend to focus on the affected along the project corridor communities while the labourers are generally ignored. A part of the labour force engaged in construction of the highway will be local, but it is almost certain that the contractor will move in with here/is own gang and this will form the core of the labour force in use. The issues discussed in the subsequent sections begin with the assumption, that a substantial non-native labour force will come to work in the stretch where construction is in progress and move along as the road works progress.

The construction camp will be located 500 m down wind of the habitations. The site of the construction camp will be finalised in consultation with the local population and will need approval of the PWD.

### **17.2 Provisions Incorporated in UP State Roads Project**

As any other road construction project, UP SRP also has the following provisions inbuilt within the project, as part of the general conditions of contract, to ensure management of the project according to road construction standards and norms.

#### **17.2.1 NORMALLY APPLICABLE LAWS**

Social and environmental issues during the road construction stage generally involve equity, safety and public health issues. The road construction agencies require to comply with laws of the land, which include inter alia, the following:

- Workmen's Compensation Act, 1923 (provides for compensation in case of injury by accident arising out of and during the course of employment).
- Payment of Gratuity Act, 1972 (Gratuity is payable to an employee under the Act on satisfaction of certain conditions on separation if an employee has completed 5 years).
- Employees PF and Miscellaneous Provision Act, 1952 (provides for monthly contributions by the employer and workers with a provision as return of pension or a lump sum (principal and interest on it) at the end of here/his service).
- Maternity Benefit Act, 1951 (provides for leave and some other benefits to women employees in case of medical recommendation of bed-rest or miscarriage etc).

- Contract Labour (Regulation and Abolition) Act, 1948 (provides for certain welfare measures to be provided by the contractor to the contract labour).
- Minimum Wages Act, 1948 (the employer is supposed to pay not less than the Minimum Wages fixed by appropriate Government as per provisions of the Act)
- Payment of Wages Act, 1936 (lays down as to by what date the wages are to be paid, when it will be paid and what deductions and be made from the wages of the workers).
- Equal Remuneration Act, 1979 (provides for payment of equal wages for work of equivalent work to male and female workers and not allowing discrimination against female employees).
- Payment of Bonus Act, 1965 (provides for payments of annual bonus subject to a minimum of 8.33% of wages and maximum of 20% of wages).
- Industrial Disputes Act, 1947 (lays down the machinery and procedure for resolution of disputes between employee and employer including in what situations a strike or lock-out becomes illegal and what the requirements for laying off or retrenching the employees or closing down the establishment).
- Industrial employment (Standing Order) Act, 1946 (provides for rules governing the conditions of employment).
- Trade Union Act, 1926 (lays down the procedure for registration of trade union of workers and employers. The trade unions registered under the Act have been given certain immunities for civil and criminal liabilities).
- Child Labour (Prohibition and Regulation) Act, 1986 (This Act prohibits employment of children below 14 years of age in certain occupations and processes and provides for regulation of employment of children in all other occupations and processes. Employment of child labour is prohibited in Building and construction industry).
- Inter-state Migrant Workmen's (Regulation of Employment and Conditions of Service) Act, 1979 (the inter-state migrant workers, in an establishment to which the Act becomes applicable, are required to be provided with certain facilities such as housing, medical aid, travelling expenses from home to the establishment and back, etc.)
- The Building and other construction workers (Regulation of employment and conditions of service) Act, 1996 and Cess Act of 1996 (All the establishments which carry on building or other construction work and employ 10 or more workers are covered under this Act. The employer of the establishment is required to provide safety measures at the building or construction work and other welfare measures, such as canteens, first-aid facilities, ambulance, housing accommodation for workers near the workplace etc.)
- The Factories Act, 1948 (lays down the procedure for approval of plans, before setting up a factory, health and safety provisions, welfare provisions, working hours and rendering information regarding accidents or dangerous occurrences to designated authorities).
- Environmental Protection Act (Protection Act), 1986
- Water (Prevention and Control of Pollution) Act, 1974 and Rules, 1975
- Air (Prevention and Control of Pollution) Act, 1981 and Rules, 1989
- Public Liability Insurance Act, 1991 and Rules, 1991
- Chemical Accidents (Emergency Planning, Preparedness and Response) Rules, 1996

### **17.22 CONTRACT OBLIGATION IN UP STATE ROADS PROJECT**

In addition to and in supplementation of all the provisions in the EMAP and RAP, the following equity and welfare measures will apply to the construction activities in UP SRP.

- First-Aid
- Accommodation
- Potable Water
- Washing and bathing places
- Latrines and Urinals
- Shelters for rest
- Crèches
- Canteen
- Public Safety and health/hygiene provisions.

### **17.23 ADDITIONAL SPECIFICATIONS IN UP STATE ROADS PROJECT**

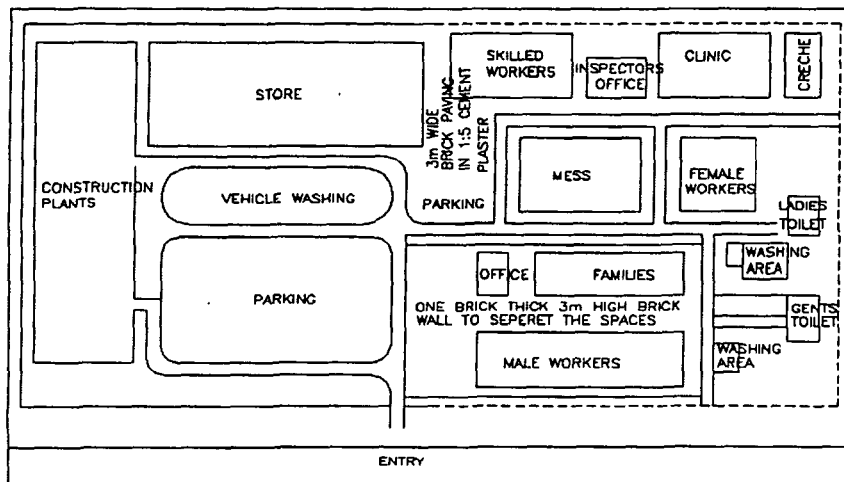
In addition to and in supplementation of the EMAP and RAP provisions, specific conditions will apply. Significant conditions in this regard are listed below:

- **Noise Pollution:** All works shall be carried out without unreasonable noise and disturbance
- **Pollution:** The contractor shall take all reasonable precautions to prevent silting, erosion of beds and banks, pollution of surface as well as underground water, etc. in connection with water bodies.
- **Conservation of Vegetation:** The contractor shall preserve existing vegetation that are to remain within or adjacent to the works and shall take all necessary precautions to prevent damage thereto. After completion of works the contractors shall restore all the areas disturbed by them for the works.
- **Drainage:** The contractor shall ensure good drainage at all construction areas.
- **Pollution from Hot Mix Plants (HMP) and Batching Plants:** Wherever possible, the HMP shall be located at least at a distance of 500m from the nearest habitation. All operations are to be carried out as per existing rules and regulations protecting the environment.
- **Substances Hazardous to Health:** The use of any herbicide or other toxic chemical shall be strictly in accordance with the manufacturer's instructions.
- **Spillage:** Vehicles delivering materials to the site shall be covered to avoid spillage of materials on public roads.
- **Discharge of wastes:** The discharge standards promulgated under the Environment Protection Act, 1986, shall be adhered to strictly.
- **Sanitation and contamination:** All temporary accommodation must be constructed and maintained in such a way that uncontaminated water is available for drinking cooking and washing.
- **Conservation of flora and fauna:** All works are to be carried out in such a fashion that the damage or disruption is reduced to minimum wherever possible.
- **Public Safety:** Special consideration shall be given in preparation of the Traffic Control Plan to the Safety of Pedestrians and workers at night.

- Side roads and property accesses: At all times, the contractor shall provide with safe and convenient passage for vehicles, pedestrians and livestock to and from side roads and property accesses connection to the roadway.
- Plant and equipment: Plant and equipment, within 6m of the normal path of vehicles, shall be lit up sufficiently at each end of the obstruction on the side farthest away from the traffic lane.
- Borrow materials: Borrow materials should be procured following all existing regulations of the MOEF, GOI
- Soil erosion and sedimentation control: All temporary sedimentation and pollution control works shall be deemed as incidental of the earthwork and other items of work ad as such no separate payment shall be made for the same.
- Cost of environmental conservation and compliance: The cost of compliance shall be deemed to be included in the rates for items included in the BOQ in reference of clause 114.2(XV) of MOST specification.
- Environmental training: If required, the contractor shall within two weeks notice, make available site staff of forenoon level and above for training in the environmental aspects of road construction. The cost of providing personnel for environmental training is deemed to be included in the rates generally.

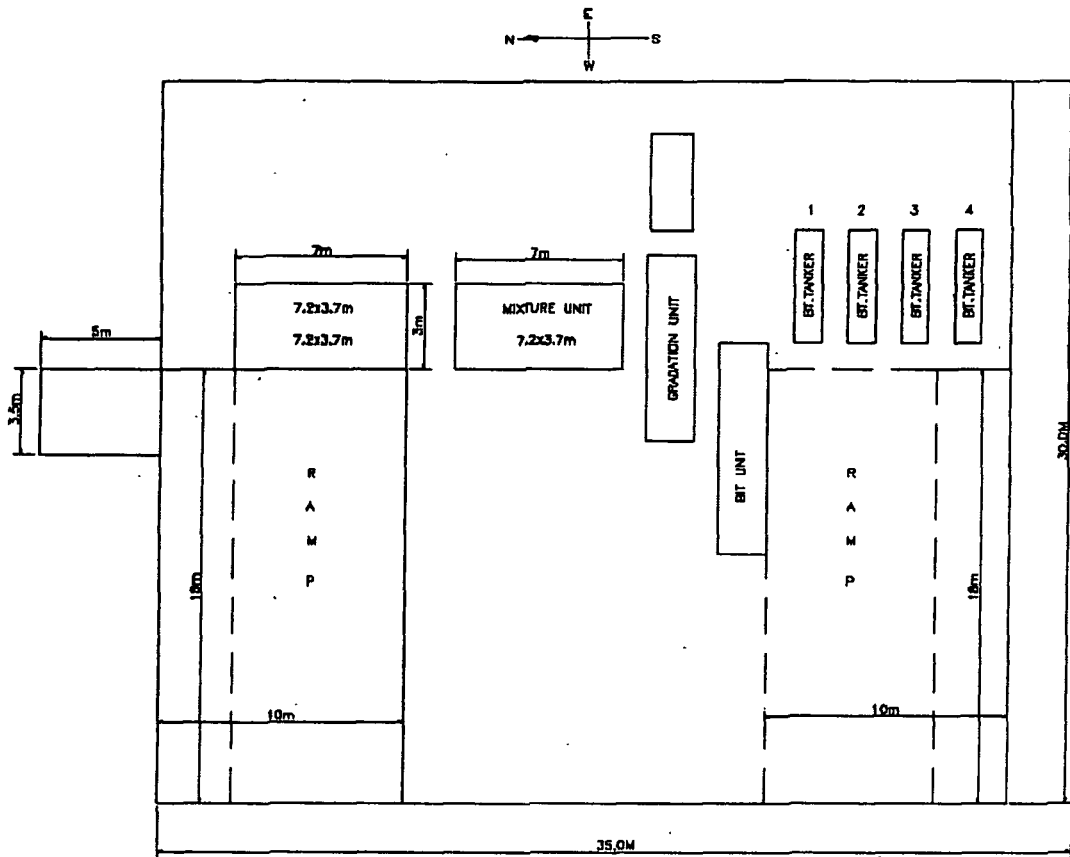
### 17.3 Recommended Lay out of a Construction Camp and Hot Mix Plant.

The figure below represents a conceptual layout plan for a typical construction campsite and hot mix plant.

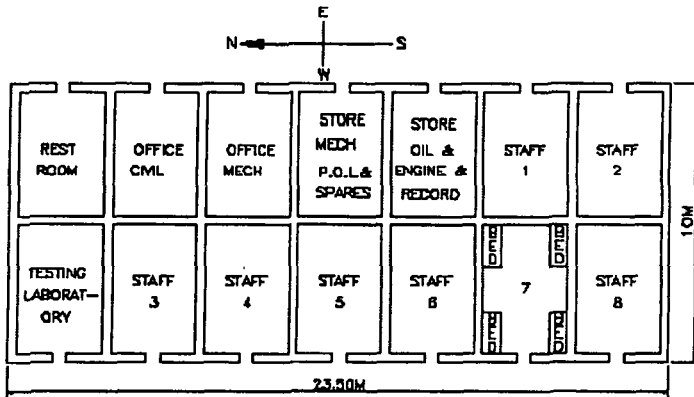


TYPICAL LAYOUT OF A CONSTRUCTION SITE

LAYOUT PLAN



ACCOMODATION FOR OFFICE AND STAFF



ROOM SIZE :- 3.04x4.57m  
SL.1 TO 8 FOR STAFF (H.M.P.,TIPPER)

#### **17.4 Involvement of migrant labourers in construction activities of UPSRP**

The construction works for widening and strengthening the project corridor will start after the R&R activities are over and the RoW is clear of any encroachment and land is temporarily acquired for borrow areas and construction camps. The construction contractors will set up their construction camps on identified locations where labour force for the construction activities will be provided with temporary residential accommodation and other necessary infrastructure facilities

The labour force required for the construction activities will be mostly of high-skill nature since a lot of machine work is envisaged for this fast-track construction of the highway. In addition, women will certainly contribute to the requirement of unskilled labour. Apart from this, women as family members of the skilled and semi-skilled labourers will also stay in the construction camps and will be indirectly involved during the construction phase.

The construction contractors are expected to bring along their labour force. Thus, in most cases the labourers, both male and female, will be migratory labourers. But, the involvement of local labour force, especially for unskilled activities, cannot be fully ruled out. Moreover, the RAP suggests the provision of creation of employment for local affected people. Hence, there will be involvement of local workers also in the labour force.

Foreseeing the involvement of both male and female migrant workers in the construction activities, certain measures are required to be taken to ensure welfare and well being of these mobile people in general and women and children in particular during the construction phase.

#### **17.5 Additional provisions provided**

The provisions mentioned under this section will help all the residents of the construction camp in general and women and children in particular.

##### **17.5.1 TEMPORARY HOUSING ACCOMMODATION**

During the construction the families of labourers/workers should be provided with residential accommodation suitable to nuclear families. Unitary male and female workers could be housed in large single-sex dormitories. Provision of erection and maintenance of necessary (temporary) living accommodation and ancillary facilities for labourers of standard and scale approved by the Supervision Consultants' Resident Engineer shall be the responsibility of the Contractor.

##### **17.5.2 DRINKING WATER FACILITIES**

Safe drinking water should be provided to the dwellers of the construction camps. At every workplace and at suitable and easily accessible places a sufficient supply of cold potable water (as per IS) will be provided and maintained. If the drinking water is obtained from an intermittent public water supply then, storage tanks will be provided. All water supply storage shall be at a distance of not less than 15 m from any latrine, drain or other source of pollution. Where water has to be drawn from an existing well, which is within such proximity of any latrine, drain or any other source of pollution, the well shall be properly chlorinated before water is drawn from it for drinking purposes. All such wells shall be entirely closed in and be provided with a trap door, which shall be dust proof and waterproof. The trap door shall be kept locked and opened only for cleaning or inspection, which shall be done at least once a month.

### **17.5.3 WASHING AND BATHING PLACES**

Adequate washing and bathing places shall be provide and kept in clean and drained condition.

### **17.5.4 PUBLIC HEALTH AND SANITATION, LATRINES AND URINALS**

Construction camps should have the provision of sanitary latrines and urinals. Sewerage drains should be provided for the flow of used water outside the camp. Drains and ditches filled with water should be treated with bleaching powder on a regular basis. All these will ensure better public health in the camps. Moreover, these will reduce the chances of gastro-intestinal or insect-borne diseases.

Within the precincts of the campsite, latrines and urinals shall be provided in an accessible place, as per the Factories Act. In workplaces water-flushes latrines shall be provided, connected with a water-borne sewage system. All latrines provided with dry-earth system shall be cleaned at least four times a day and least two times during working hours and kept in strictly sanitary condition. Such toilets shall be tarred inside and outside at least once a year. If women are employed, separate latrines and urinals, screened from those for men and marked in the vernacular, shall be provided. There shall be adequate supply of water close to latrines and urinals.

### **17.5.5 SHELTERS FOR REST**

At every workplace, there shall be provided free of cost, four suitable shelters, two for meals and two others for rest, separately for use of men and women labourers. The height of shelter shall not be less than 3m from floor level to lowest part of the roof. Sheds shall be kept clean and the space provided shall be on the basis of at least 0.5m<sup>2</sup> per head.

### **17.5.6 CANTEEN**

A cooked food canteen on a moderate scale shall be provided for the benefit of workers wherever it is considered necessary. The contractor shall conform generally to sanitary requirements of local medical, health and municipal authorities and at all times adopt such precautions as may be necessary to prevent soil pollution of the site.

### **17.5.7 FIRST-AID**

At every workplace, a readily available first-aid unit including an adequate supply of sterilized dressing materials and appliances will be provided as per the Factory Rules of Uttar Pradesh and Bihar States. Workplaces remote and far away from regular hospitals will have indoor health units with one bed for every 250 workers. Suitable transport will be provided to facilitate taking injured and ill persons to the nearest applicable hospital. At every workplace, an ambulance room containing the prescribed equipment and nursing staff.

### **17.5.8 HEALTH CENTER**

Health problems of the workers should be taken care of by providing basic health care facilities through health centers temporarily set up for the construction camp. The health center should have at least a doctor, nurses, General Duty staff, medicines and minimum medical facilities to tackle first-aid requirements or minor accidental cases, linkage with nearest higher order hospital to refer patients of major illnesses or critical cases.

The health center should have MCW (Mother and Child Welfare) units for treating mothers and children in the camp. Apart from this, the health center should provide with regular vaccinations required for children.

#### **17.5.9 DAY CRÈCHE FACILITIES**

It is expected that among the women workers there will be mothers with infants and small children. Provision of a day crèche may solve the problems of such women who can leave behind their children in such a crèche and work for the day in the construction activities. If the construction work involves women in its day-night schedules, then the provision of such a crèche should be made available on a 24-hour basis.

The crèche should be provided with at least a trained ICDS (Integrated Child Development Scheme) worker with 'ayahs' (midwife) to look after the children. The ICDS worker, preferably women, may take care of the children in a better way and can manage to provide nutritional food (as prescribed in ICDS and provided free of cost by the government) to them. In cases of emergency she, being trained, can tackle the health problems of the children and can organise treatment linking the nearest health center.

At a place where 20 or more women are ordinarily employed, there shall be provided at least a hut for use of children under the age of 6 years belonging to such women. Huts shall not be constructed to a standard lower than that of thatched roof, mud walls and floor with wooden planks spread over mud floor and covered with matting. Huts shall be provided with suitable and sufficient openings for light and ventilation. There shall be adequate provision of sweepers to keep the places clean. There shall be two maidservants (or Ayahs) to the satisfaction of local medical, health, municipal or cantonment authorities. Use of huts shall be restricted to children, their mothers and attendants. Where the number of women workers is more than 25 but less than 50, the contractor shall provide with at least one hut and one maidservant to look after the children of women workers. Size of crèches shall vary according to the number of women workers employed. Crèche shall be properly maintained and necessary requirements like toys, etc. provided.

#### **17.5.10 EDUCATION FACILITIES**

The construction workers are mainly mobile groups of people. They are found to move from one place to another taking along their families with them. Thus, there is a need for educating their children at the place of their work. For this at least primary schools are required to be planned in the construction camps. Wherever feasible, day crèche facilities could be extended with primary educational facilities.

#### **17.5.11 POSTAL AND SAVINGS BANK FACILITIES**

The migratory nature of construction workers gives rise to the need of postal and savings bank facilities. A sub-post office may be of use in the construction camp for both communication and savings bank purposes of the workers in the construction camp.

#### **17.5.12 PROPER SCHEDULING OF CONSTRUCTION WORKS**

Owing to the demand of a fast construction work it is expected that a 24 hours-long work-schedule would be in operation. Women, especially the mothers with infants should to be exempted from night

shifts as far as possible. If unavoidable, crèche facilities in the construction camps must be extended to them in the night shifts too.

#### **17.5.13 VIGILANCE AND CONTROL OVER CRIMES AND MAINTENANCE OF CIVIL ATMOSPHERE**

The construction camps house labourers from different places and socio-cultural backgrounds. Chances of conflicts among them cannot be ruled out. Moreover petty crimes, thefts etc. are common features of such camps. To tackle these situations there should be a police out-post near the camp. Illegal activities like gambling, prostitution etc. could be controlled thus. Exploitation of young unmarried women is very common in such camps. A strong vigilance mechanism will ensure ceasing of such exploitation. Moreover, conflicts between construction workers and local communities, if any, may be managed with the help of police interference.

#### **17.5.14 CONTROL ON CHILD LABOUR**

Minors i.e., persons below the age of 14 years should be restricted from getting involved in the constructional activities. Measures should be taken to ensure that no child labourer is engaged in the activities.

#### **17.5.15 SPECIAL MEASURES FOR CONTROLLING STD, AIDS ETC.**

Solitary adult males usually dominate the labour force of construction camps. They play a significant role in spreading sexually transmitted diseases (STDs). In the construction camps as well as in the neighbouring areas they are found to indulge in unsafe sex with different women including commercial sex workers of the vicinity. Moreover, solitary males in the camps are often found to indulge in homosexual acts preferring to follow oral and anal sex. Such unhealthy sexual behaviour facilitates the spread of STDs and most alarmingly, AIDS. While it is difficult to stop such activities, it is wiser to make provisions for means of controlling the spread of such diseases. Awareness camps for the target groups, both in the construction camp as well as neighbouring villages, and supply of condoms at concession rate at strategically located vending machines for the male workers may help to large extent in this direction.

#### **17.5.16 PUBLIC SAFETY AND HEALTH/HYGIENE PROVISIONS**

The following public safety and health provisions will apply in the construction activities in UP SRP, in addition to the clauses of the Conditions of contract.

#### **17.5.17 WORKER'S SAFETY**

The contractor is required to comply with all the precautions as required for the safety of the workmen as per the International Labour Organization (ILO) Convention No. 62S as far as those are applicable to this contract.

#### **17.5.18 SAFETY FROM ELECTRICAL EQUIPMENT**

Adequate precautions will be taken to prevent danger from electrical equipment.

#### **17.5.19 SAFETY AT HAZARDOUS ACTIVITIES**

All workers employed in mixing asphaltic material, cement, lime mortars, concrete, etc. will be provided with protective footwear and protective goggles. Workers in welding activities shall be provided with protective eye shields. Stonebreakers will be provided with protective goggles and clothing and will be seated at sufficiently safe intervals.

#### **17.5.20 LEAD POLLUTION**

No worker below 15 will be engaged in painting activities with products containing lead in any form. Protective masks shall be provided to the workers using lead based painting products.

#### **17.5.21 FORCE DE MAJURE**

All reasonable precautions will be taken to prevent workers and public from danger arising out of fire, flood, drowning etc.

#### **17.5.22 EXPLOSIVES**

If required to use explosives, the contractors shall follow the required regulations in this regard.

#### **17.5.23 DISPOSAL OF EXCRETA**

The contractor shall take all the necessary measures to maintain cleanliness of the latrines by making arrangements for the collection and disposal of excreta.

#### **17.5.24 ANTI-MALARIAL PRECAUTIONS**

The contractor shall, at his expenses, conform to all anti-malarial instructions given to him by the Engineer, including filling up any borrow pits which may have been dug by him.

#### **17.5.25 CLEANING OF SITE**

On completion of works, the whole of such temporary structures shall be cleared away, all rubbish burnt, excreta or other disposal pits or trenches filled in and effectively sealed off and the whole of the site left clean and tidy, at the Contractor's expense, to the entire satisfaction of the Engineer.



**Chapter 18**

## **18 CULTURAL PROPERTIES & ENHANCEMENTS**

Physical development activities have manifold effects. Apart from facilitation it has adverse effects on natural, social and built environment. Hence it requires special attention and efforts to understand the impacts and influences on archaeological and cultural properties. Through the process of understanding and making adequate provisions for enhancement of important sites, it is intended to turn problems and negative effects into opportunities to benefit, protect, and enhance areas of cultural significance.

It becomes important to enhance and conserve these cultural properties for they are the only feature that any traveller can identify on an impersonal stretch. These religious edifices instantly conjure and impression of the place especially the social scenario, just as a specific architectural style can be attributed to a certain time, climate and place. In the absence of proper addressal of such properties the highway may become totally oppressive and the ethnicity and social character of the region may be lost. Many such cultural and historical properties located along the highway lie unnoticed.

The enhancement of cultural properties as part of the UPSRP thus strives to maintain the historic character and improve the experience of highway travelling by strengthening the physical link between the corridor and the cultural properties falling along the road corridor and highlighting the cultural and historical context of the highway. Formulation of a common platform for highway strengthening and cultural property improvement ensures that the work actually gets carried out and the character of the road is retained uniform.

### **18.1 Likely impacts on the cultural properties**

Two archaeological gates (on route 4B) will be adversely impacted due to the project. However, project after consulting the local population will reconstruct the gates. The design and shape of the gates will not be changed. Apart from that, a number of smaller properties-shrines, temples, etc., which lies too close to the carriageway, will be impacted. The main cause of concern is the safety of the road users and the safety of the locals who frequent these places.

### **18.2 Relocation of cultural assets**

#### **18.2.1 PRE CONSTRUCTION STAGE**

Cultural properties will be subjected to varying degree of impact depending upon their placement in the RoW. Cultural properties lying within the daylight line are more susceptible to impacts due to pre construction and construction activities. Clearing of the site during movement of road construction machinery is likely to require a belt of about 4-5m from the edge of the carriageway. Which is likely to adversely impact cultural properties especially lying in this high impact zone. Pre-construction could also involve cutting down of trees if they are located in the Col some of which may be sacred.

Structures, which are close to the proposed carriageway, are likely to need relocation. The following table 17.1 lists the package wise impact on shrines and sacred structures in the RoW.

**Table 18.1 List of Cultural Properties**

<b>Pilibhit-Khutar</b>			
<b>CHAINAGE</b>	<b>PROPERTY</b>	<b>ID CODE</b>	<b>DISTANCE FROM CL</b>
10+421	SHRINE		3.500
11+188	SHRINE (SHIV)	VL	5.268
27+202	TEMPLE (SHIV)	JR	4.410
43+640	TEMPLE	PDR	5.440
516	SHRINE	MNL	6.500
67+170	TEMPLE	LPR	5.107
<b>Lucknow-Bangarmau</b>			
25.85	Religious Tree	Left side	5.630
23.524	SHRINE	PL	5.400
23.533	SHRINE	PL	5.400
22.192	SHRINE	KGR	5.600
21.133	TEMPLE	KGR	5.980
31.857	SHRINE	MJL	6.800
32.030	SHRINE	NGL	6.900
32.100	MOSQUE	NGL	6.300
36.8	Religious Tree	Left	5.980
39.688	TEMPLE	HGL	6.000
39.8	Temple	Right side	5.990
48.670	TEMPLE	APR	4.500
48.770	TEMPLE	APR	6.800
49.2	Temple	Right side	5.680
50.3	Religious Tree		5.400
50.460	SHRINE	APR	5.400
54.467	SHRINE	BBR	5.400
55.855	SHRINE	MGR	7.000
56.086	SHRINE	MGL	7.500
56.302	MOSQUE	MGL	5.700
56.595	ARCHEOLOGICAL GATES	MGL & MGR	2.400
71.308	TEMPLE CHABUTRA	TLSH	8.000
78.858	TEMPLE	MBRSH	8.500
<b>SITAPUR-BAHARAICH</b>			
22.920	TEMPLE	BPRSH	8.000
24.059	TEMPLE	GAL	9.250
51.920	TEMPLE	JBL	10.500
62.400	TEMPLE	PGR	6.500
64.433	STATUE	BR	5.300
64.593	MURLIBABA SHIVALAYA	BR	8.500
64.844	SHRINE	BR	6.650
79.263	SHIV MANDIR	KTR	13.250
79.268	TEMPLE	KTR	10.000
86.470	TEMPLE (SHIV)	VNR	4.800
87.110	TEMPLE	MPL	6.130
<i>Tikoramode to Y-junction</i>			
4-5	TEMPLE	TML	9.3
<b>Azamgarh-Phephna</b>			
299.200	TEMPLE	SML	6.800

<b>AM KM 308 - NH</b>			
1.700	TEMPLE	BOR	15.000
325.955	Dargah	ANR	5.250
326.755	SHRINE	ANL	7.000
327.880	SHRINE	PR	5.500
341.535	TEMPLE	RTR	5.000
342.370	SHRINE	GLR	7.500
342.510	SHRINE	GLL	7.250
343.800	SHRINE	GLL	5.750
344.254	SHRINE	NBL	0.500
348.515	SHRINE	MVR	6.250
269.875	SHRINE	AL	10.800
273.115	SHRINE	SL	6.500
<b>GORAKHPUR-SHAHGANJ</b>			
4675	TEMPLE	HLSH-1	7
5021	MAZAR	HLSH	5.15
11866.45	TEMPLE	JRSH	4.66
15440.7	TEMPLE	CHRSH	5.7
16847.0	TEMPLE	KTRSH	8.143
17534.0	TEMPLE	KJRSH	3.7
17845.0	TEMPLE	KJLSH	7.5
19228	HANUMAN MANDIR	DRSH	5.2
20100.0	SHIV MANDIR	BLSH	5.2
224.800	Mosque	XMLSH	
23952.0	TEMPLE	BPLSH	5.15
2485.0	TEMPLE	PPR SH	6.35
24961.6	TEMPLE	PPRSH	6.15
26223.0	TEMPLE PLOT	BAR-SH	6.2
ODR 4025.0			
<b>RIVER KAMAHARIAGHAT ODR</b>			
1721.9	TEMPLE	MDRSH	5.65
<b>PADAMPUR KAMHARIA GAHT</b>			
4673.60	TEMPLE	STR	5.74
4705.4	TEMPLE	STLSH	5.55
6902.7	GRAVE YARD	MKLSH	8.53
9341.0	TEMPLE	SPLSH	4.9
MDR 10662.0	TEMPLE	HPRSH	5.05
17113.75	TEMPLE	PAKLSH	5.44
21833.0	TEMPLE	BRL	4.2
24263.9	TEMPLE	GNRSH	5.87
<b>STATE HIGHWAY START AT MDR INTERSECTION</b>			
SH 223866.0	MOSQUE	XML SH-1	5.6
<b>MORADABAD-BAJPUR</b>			
18.980	SH & GRAVE YARD	BWL	4.750
19.715	SH & GRAVE YARD	BWR	6.500
21.435	MOSQUE	MPL	5.000
21.5	Shrine with a Tree	HNL	
24.88	Hanuman Mandir	BPLSH	4.00
27.370	TEMPLE	TAL	8.600



**Public Works Department  
Government of Uttar Pradesh**

Uttar Pradesh State Roads Project  
Project Co-ordinating Consultants (PCC)  
Services. (World Bank Loan No. 4114 - IN)














In association with

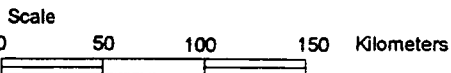
Halcrow and Partners  
Operations Research Group  
Development Consultants Ltd.  
MDP Consultants (Pvt.) Ltd.

Figure No. 17.1

**Location of Ecosensitive Receptors**

**LEGEND**

-  Monuments
-  District Headquarters
-  Settlement
-  Project roads phase - 1
-  Project roads phase - 2
-  Major maintenance projects phase - 1
-  Major maintenance projects phase - 2
-  Major District Road
-  State highway
-  National highway
-  Rivers



28.090	SHRINE	TAR	5.500
32.000	SHRINE	SPL	6.500
37.815	GRAVE YARD	FR	10.000
37.825	SHRINE	FR	9.750
47.740	GURUDWARA	MNR	8.600
<b>DEORIA-BALIA</b>			
146+198	SHRINE	DER	6.900
147+033	SHRINE	DEL	8.000
149+010	SHRINE	DEL	9.300
165+250	SHRINE	TL	8.150
173+942	SHRINE	SPL	9.125
174+198	TEMPLE	SPR	7.000
176+980	TEMPLE	NR	7.050
186+90	SHRINE	KUL	6.200
190+380	TEMPLE+WELL	EL	9.500
665	GRAVE YARD	BAR	5.000
75	TEMPLE	TPL	7.800
242	MOSQUE	UBL	7.300
904	TEMPLE	MLR	6.770
208+00	TEMPLE	MLR	4.900
212+190	SHRINE	NNL	7.600
213+30	SHRINE + HP	NRR	6.800
214+320	TEMPLE	RR	6.000
686	STATUE	SKL	3.94
313	SHRINE WITH TREE	SKL	7.250
553	HANUMAN MANDIR	GBR	7.030
225+610	SHRINE + HP	JL	7.070
229+135	SHRINE	KHR	4.750
490	SHRINE	KHR	5.900
640	TEMPLE	KHR	4.950
236+820	SHRINE	ASL	5.280
238+24	TEMPLE + HP	ASR	4.028
441	SHRINE	SUR	6.400
721	SHRINE	SUR	5.560
251	SHRINE	KRL	5.700
245+68	SHRINE	KRR	5.820
246+212	TEMPLE	KRR	4.270
217	TEMPLE (HANUMAN)	HGR	5.910
713	SHRINE	BLL	6.600
353	SHRINE	BLR	6.650

Source: Consultants Survey

## 18.2.2 CONSTRUCTION STAGE

Construction Stage involves not only the actual road construction process but also allied activities such as movement of heavy road machinery, haulage vehicles etc. as well. These heavy vehicles need a belt of about 5m on the roadside for movement.

### **18.2.3 OPERATION STAGE**

Traffic volumes and vehicle speeds are bound to increase after the proposed widening. As the widening could mean curtailing of the access way of religious properties, shrines and other religious structures in the RoW/Col are likely to be exposed to collision risk especially during night. This may become a major issue during construction phase even if the property has been saved from demolition during the design phase.

### **18.3 Contamination of site precincts**

One of the adverse impacts during construction is the likelihood of the precinct of the cultural property being contaminated by activities associated with road construction, by spillage of oil, tar, etc. All cultural properties located in the RoW are likely to be subjected to these impacts in varying degrees.

#### **18.3.1 CONSTRUCTION STAGE**

The issue of contamination of site is significant during the construction stage of the project. Construction stage involves a lot of movement of vehicles, tankers etc. Vehicle servicing stations would have to be set up on the site itself for regular maintenance and cleaning of the vehicles. Servicing/maintenance of these vehicles is likely to create oil spills etc.

#### **18.3.2 OPERATION STAGE**

There is likelihood of contamination of the site during the operation stage only in case of accidental oil spills or road accidents involving tankers etc. However it is envisaged that improved road geometric, especially improved pavement conditions would mitigate this issue to a larger extent.

### **18.4 Loss/disruption of access**

#### **18.4.1 PRE CONSTRUCTION**

One of the impacts of road construction, which is also a subset of the above impacts, is interrupted access to the cultural property. There are chances that users of the cultural property may face difficulty in accessing the property during the period of pre-construction. Increased frequency of movement of haul vehicles may obstruct access to the cultural properties located in the RoW. This impact is however short term.

#### **18.4.2 CONSTRUCTION STAGE**

Loss/Disruption of access is likely to be severe during the construction period, due to movement of construction machinery, or excavation from borrow areas, setting up of service stations etc.

#### **18.4.3 OPERATION STAGE**

Loss of Access is envisaged in cases of land acquisition or severance of land. In case of the proposed road widening the road widening may take up part or whole of the approach to the property thus making it vulnerable in terms of its safety or accessing it.

## 18.5 Loss of ambience

### 18.5.1 PRE CONSTRUCTION STAGE

Pre-construction activities as site clearance, is likely to disturb the environment of the property. Though loss of ambience in this stage is a short-term impact, it can directly affect the functioning of the cultural property especially if the site acts as a meeting place for local people.

### 18.5.2 CONSTRUCTION STAGE

Road construction and Allied activities involve constant generation of dust, noise and establishment of heavy vehicles on the site. Such activity is likely to lead to loss of ambience of the environment of the cultural property.

### 18.5.3 OPERATION STAGE

The road rehabilitation project may affect the frequency of use of the cultural property and its surroundings. Increased traffic may lead to commercial use of the roadside area of which the cultural property might be a part. Increase in these activities might destroy the ambience of such a property in addition to compounding parking and encroachment problems, which could lead to a loss of ambience.

## 18.6 Objectives and approach for enhancement

The objectives have been particularly framed to blend the aspect of legendary history of the road and maximisation of safety measures. This is in line with the policy guidelines of the World Bank under OP 11.03 relevant portions of which are reproduced in Box 17.1 below.

Based on these guidelines, following objectives have been formulated to operationalise the policy guidance.

- (a) *To engulf cultural conservation, protection and enhancement into the corridor development activity*  
Instead of a piecemeal approach, the project should be able to incorporate enhancement of important cultural properties into the cost of the civil works. Though the proportion of the local costs incurred by the project will only be a fraction of 1%. It will go a long way in showing to the local people that the proponents do care for their sentiments.
- (b) *To optimize and appropriate use of the property*  
The property should be optimally enhanced as per its usage and significance; care should be taken not to modify its inherent character.

**BOX 17.1.**  
**WORLD BANK OPERATIONAL POLICY NOTE NO. 11.03**  
**MANAGEMENT OF CULTURAL PROPERTY IN BANK FINANCED PROJECTS**

The United Nations term "cultural property" includes sites having archaeological (prehistoric) paleontological, historical religious, and unique natural values. Cultural property therefore encompasses both remains left by previous human inhabitants (for example, shrines and battle grounds) and unique natural environmental features such as canyon and waterfalls. The rapid loss of cultural property in many countries is irreversible and often unnecessary.

**Policy Guidance**

The World Bank's general policy regarding cultural properties is to assist in their preservation, and to seek to avoid their elimination. Specifically

- a) The Bank normally declines to finance the projects that will significantly damage non-replicable cultural property and will assist only those projects that are sited or designed so as to prevent such damage.
- b) The Bank will assist in the protection and enhancement of cultural properties encountered in Bank Finance projects, rather than leaving that protection to chance. In some cases, the project is best relocated in order the sites and structures can be preserved, studied and restored intact in-situ in other cases, structures can be relocated, preserved, studied and restored on alternate sites. Often, scientific study, selective salvage and museum preservation before destruction is all that necessary. Most such projects should include the training and strengthening the institutions entrusted with safeguarding a nations cultural patrimony. Such activities should be directly included in the scope of the project, rather than being postponed for some possible future action, and the costs are to be internalised in computing overall project costs.
- c) Deviations from this policy may be justified only where expected project benefits are great, and the loss of on damage to cultural property is judged by competent authorities to be unavoidable, minor, or otherwise acceptable specific details of the justification should be discussed in project documents.
- d) The policy pertains to any project in which the Bank is involved, irrespective of whether the Bank is itself financing the part of the project that may affect cultural property.

#### Procedural Guidance

The management of cultural property of a country is the responsibility of the government. Before proceeding with the project, which prima facie entails the risk of damaging cultural property (e.g. any project that includes large scale excavations, movement of earth, surfacial environmental changes or demolition), Bank staff must (1) determine what is known about the cultural property aspects of the project site. The government's attention should be drawn specifically to that aspect and appropriate agencies, NGOs or university departments, should be consulted; (2) if there is a question of cultural property in the area, a brief reconnaissance survey should be undertaken in the field by a specialist.

- (c) *To restrict the enhancement extent to the RoW or the edge of the RoW*  
So that there is maximum availability of a clear RoW, wherever possible it may be restricted to/near the edge of the RoW.
- (d) *To provide for maximization of safety*  
Many of the properties may lie very close to the carriageway, for these adequate safety measures like barriers/guardrails may be erected.
- (e) *To retain the ethnicity and sanctity of the property*  
It should be attempted to retain the original character of the property, and whatever enhancement takes place, it should be in cognizance with the surroundings of the area and society.
- (f) *To improve visual and aesthetic quality of the UPSRP*  
To provide an experience of distinct travelling to the road users. The visual and aesthetic quality improvement and enhancement has been given special emphasis. The main features of this enhancement and improvement are landscaping, plantation, enhancing access, provision of seating arrangement etc.
- (g) *To minimize the cost of enhancement*

By use of local materials and also promotion of use of such materials which require minimum maintenance.

- (h) *To promote the use of local materials, skill and labour*  
Locally available materials like stone and bricks have been preferred for paving. This optimises the use of local materials and also helps in recognizing more and more local resources. At the same time it generates opportunities for indigenous skill development and thereby an increase in the employment opportunities. This further leads to more and diverse occupational patterns. The intention is to enrich the roadside places along with optimum use of local resources, skill and labour resulting in increase in employment opportunities.
- (i) *To generate goodwill amongst the local community towards the project, by enhancement of these common property resources.*  
Basic approach towards enhancement is maximization of protection and safety, protection of the property and safety of the road users. Caring for local properties is one way of earning the trust of the locals by addressing issues that are really close to their daily lives. Protection and enhancement of properties along the roadside is one possible way of showing to the people most likely to be directly affected by the project that the implementation will be responsive to their point of view also.

### **18.7 Protected monuments, properties of archaeological value and cultural properties along the project corridor**

Archaeological properties are those cultural properties that are protected under the Ancient Sites and Remains Act, 1958 by the state government and the ASI. They merit significance because of the large volume of traffic that they generate. Though these influences are restricted to a particular time they can contribute inadvertently to the formation of bottlenecks, which seriously hamper the functioning of the highway.

The project corridors are dotted with places of archaeological interest. Figure 18.1 shows the archaeological sites and monuments in the influence zone of the Project.

The project highway traverses through a number of settlements and is often dotted with religious and cultural properties most of which though not of archaeological significance are nevertheless, significant to the community. Cultural properties along the project highway were identified and documented based on site surveys and during strip mapping.

### **18.8 Criteria for selection of enhancement**

The project has screened all Cultural Properties along the corridor to enable the identification of selected cultural properties for enhancement, based on the significance to the community, use etc. The significance of the cultural property has been decided on basis of primary surveys. The aspect of assigning a particular significance to any cultural property is quite a subjective task in itself and difficult to quantify. Yet the project makes an attempt to bring these values to common platform in order to select properties to be enhanced. The significance of a certain property comes into question when deciding the mitigation, avoidance or enhancement level to be applied to it. This does not mean that one cultural property is superior to another for e.g. a small shrine may not be significant enough to warrant realignment of the corridor and from its significance value a particular mitigation measure could be most appropriate for it. The cultural properties were evaluated on basis of several factors. In addition some thumb rules have been adopted for sake of simplicity. Private shrines or properties taken care of by trusts etc. shall not be enhanced as the project focuses on the overall benefit of the

society. Significance of all the cultural properties has been determined on basis of the following criteria.

#### Size

Size of the cultural property is not an indicator of its significance but it becomes important in terms of "relocation". For instance, it is quite easy to relocate a shrine, but the issue is complex in case of bigger properties such as temples, wherein the cost of reconstruction and cost of acquisition of land, needs to be considered. Cultural properties have been categorized as small, medium and large depending upon the size. The largest place of worship recorded was a mosque on route 14 was of the size of 14m x 11m and the smallest was a temple of the size of 1m x 1.85m.

#### Building Material

Material used to build cultural properties is an indication of its significance. The properties have been classified in terms of Pucca, semi-pucca and Kaccha.

#### Value

Three types of values have been assigned to the cultural property-emotional, cultural and use value

- "Emotional Value" pertains to the willingness of the community to allow the level of upgradation or modification
- "Cultural Value" refers to the importance of the property by the virtue of its location and proximity to other community resources such as a well, a big shade tree, the village bus stop or common gathering space. Thus relocating the cultural property may destroy its ambience.
- "Use Value" can be judged from the use of the property by the community.

Social importance attached to the cultural property has been categorised as significant average and Poor.

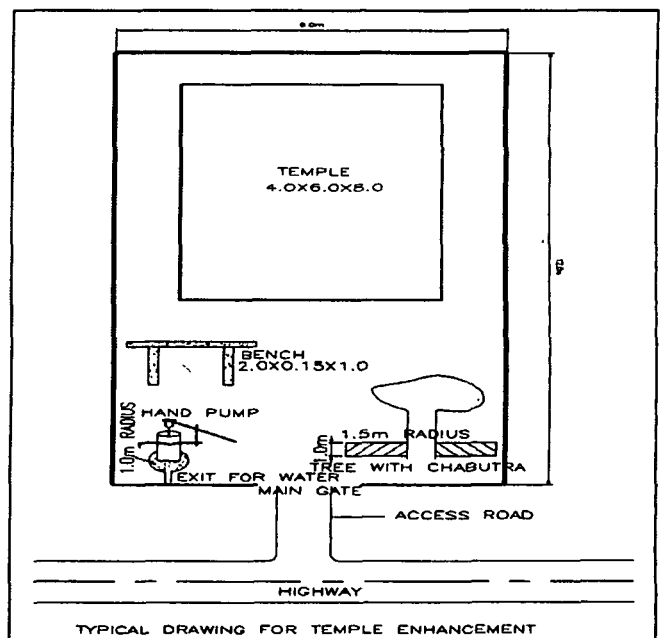
#### Ownership

It is fair to assume that benefits to large segments of society are more important than those to a single, individual or smaller segment. Community cultural resources have therefore been given preference over private ones only in terms of enhancement. Equal weightage has been given to both in mitigation and avoidance of impacts. The significance to the community has been determined on the basis of ownership (public, private or trust) and use.

### GENERIC ENHANCEMENT MEASURES FOR CULTURAL PROPERTIES

#### Improving, defining, redefining access and the precincts

The UPSRP strives to improve the experience of highway travelling by strengthening the physical link between the corridor and the cultural properties falling along it. Shrines located along the highway are often isolated from the surrounding environs. Depending upon site-specific situations the project strives to improve the access to these properties by providing walkway to the property from the highway. Locally available materials like stone and bricks have been preferred for paving. CC flooring also has been adopted for ground treatment. Effort has been made to create interesting ground surfaces by using different paving



patterns and materials. The intention is to enrich view of these roadside places.

In addition to providing access to the roadside cultural properties the UPSRP has also assumed the task of addressing the environment of the affected cultural property. As can be seen in all enhancement sketches strong focus is on defining the precinct or area of immediate influence of the property. At places plantation has been used in addition to hard landscaping measures to define precinct boundaries. Hard landscaping measures have been used in continuation with the access pathway to form the precinct of the structure. Brickwork in the form of low brick walls or brick linings has been used for the same purpose. As far as possible, changes have been restricted to the RoW. (refer figure on the left)

#### **Creating seating spaces**

Creating formal and/or informal seating spaces and rest areas where feasible and as per the scale of the property in question have been worked out. The project has explored avenues for formation of rest areas along the highway. In the case of availability of space, cultural properties if coupled with rest areas will prove to be beneficial not only to the highway travellers but also the users of the properties. This is all the more relevant as pilgrims use most of the major temples along the highway as halt points. Areas have been developed especially around/adjacent to cultural properties where there is easy availability of space and drinking water. The utility of these rest-spaces increases when created in conjunction with cultural properties.

#### **Plantation**

As mentioned in the preceding paragraphs and in the chapter on mitigation, trees not only enrich the visual quality of a space but also act as functional buffer screens to provide shade, define areas and counter pollution. Plantation of trees has been a prime enhancement as well as mitigation measure in the project. Tree basses have been proposed around existing as well as proposed shade trees to form informal seating spaces, which are preferred to the formal seating spaces. The sketch shows a schematic detail of a tree-base or chabutra; as it is locally called. This type of informal seating has been created in the proposed rest areas.

#### **Others**

In addition to the above mentioned enhancement measures, minor considerations like provision of signage or putting up of hazard markers etc. have been considered. Signage has been proposed for archaeological properties along the road to bring the heritage of the settlements/areas along the roadside to the notice of the traveller.

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**Chapter 19**

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## 19 COSTS AND BUDGET

### 19.1 Introduction

The budget is indicative with outlays for the different expenditure categories. The costs used for the budget are based on information collected during census and socio-economic surveys, revenue department and PWD. A replacement value survey was conducted for Phase II roads along with the survey. The resettlement budget, particularly, the compensation and assistance payment components for non-land assets have been computed based on market survey. Land value was collected from revenue officials of various categories to arrive at an estimate for phase II roads. It is suggested that during land acquisition during phase II implementation, an independent committee on Replacement value Assessments should assess the cost and accordingly the budget will be modified.

The total budget for Phase -II has been estimated at Rs.794.27 million. The basis for budget estimation and detailed budget has been provided in ensuing sections.

#### 19.1.1 THE LAND VALUE

As per the market survey and discussion with the revenue officials the value of different categories of land is as under:

Table 19.1 Land Value in Project Area

Land Categories	Value in Rs / per sq. ft
Pucca Residential	270.00
Pucca Commercial	250.00

District	Land category	Value in Rs Per acre
Jaunpur	Irrigated	260,000.00
	Market area	310,000.00
	Temporary fallow	189,000.00
Gaurabadshahpur	Irrigated	390,000.00
	Residential	475,000.00
	Temporary fallow	284,000.00
Unnao (Tehasil Safipur)	Irrigated (per Bigha)	22,000.00
	Unirrigated (per Bigha)	7,000.00
Azamgarh (Pargana Atraulia and Kaudia) Upazilla: Budhanpur	Land close to NH/SH	300,000.00
	Land close to MDRs/ODRs	275,000.00
	Land close to Link roads	250,000.00
	Other roads	225,000.00

1. Source: Lekhpal (Revenue Clerk), Tehsil Office of affected districts
2. Gaurabadshahpur has been separately indicated as land price for Gaurabadshahpur differs from the land value of rest of the Tehasil.

The compensation paid by the revenue department is always lower than the replacement value because of low registration value in order to avoid stamp duty. This eventually leads to court cases and delays the main investment project. However, the solatium of 30 percent and annual interest of 12 percent are added to that figure. The difference between the compensation and the replacement value

is assistance. The government will pay the compensation where as assistance will come from the World Bank.

### 19.1.2 THE VALUE OF BUILDINGS

The cost of construction varies as per the type of construction. The values of constructed buildings as per the schedule of rates of PWD are presented below:

Table 19.2 Value of buildings

Land Categories	Value in Rs per sq.ft
RCC roof, concrete floor and brick masonry	270.00
Brick wall with tin/asbestos roof	195.00
Mud mortar house with thatched roof	78.00
Wooden structures	105.00

Over and above the Schedule of Rates (SOR) value, 10 percent will be added to bring the cost to replacement value. Like land compensation, even in building compensation, it is assumed that government will pay 75% of the total amount and rest 25% will be paid from the World Bank loan.

### 19.1.3 SHRINES

The shrines located along the road within the COI will be relocated in consultation with the community and at a place chosen by the community. The cost of shifting a shrine was estimated at Rs 26000. For a permanent place of worship, the estimated cost for reconstruction along with enhancement measures is approximately Rs.6, 82,000. For relocation of mosque along with enhancement measure, estimated cost comes to Rs. 474,764. The break is as follows:

Table 19.3 Reconstruction of temple complex

Sl.no.	Civil Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
1	9" thick brickwork	184.528	Cu.M	2100.00	387,508.80
2.	RCC Roof				50,000
3	15mm th. Cement plaster	379.781	Sq.M	135.00	51,270.44
4	CC Flooring	38.063	Sq.M	425.00	16,176.56
5	Brick Chabutra	1.414	Cu.M	2100.00	2,970.00
6	Cement Plaster on Chabutra	6.914	Sq.M	135.00	933.43
7	Purchase of Handpump	1.00	Mo.	35,000.00	35,000.00
8	Plinth Protection around Handpump	0.786	Cu.M	2950.00	2,317.86
9	Cement Plaster on Plinth Protection	6.286	Sq.M	135.00	848.57
10	Boundary Wall	72.0	Cu.M		89,000.00
11	Fencing				25000.00
12	TW Door with Frame	1.000	No.	12000.00	12,000.00
13	TW Window with frame	2.00	No.	4000.00	8000.00
	<b>Total</b>				<b>6,81,025.66</b>

Reconstruction of Mosque

Sl.no.	Civil Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
1	9" thick brickwork	101.87	Cu.M	2100	213,927.00
2	RCC Roof				65,000
3	15mm th. Cement plaster	254.675	Sq.M	135	34,381.13
4	CC Flooring	24.68	Sq.M	425	10,489.00
5	Purchase of Handpump Plinth Protection around	1	Mo.	35,000.00	35,000.00
6	Handpump Cement Plaster on Plinth	0.786	Cu.M	2950	2,318.70
7	Protection	6.286	Sq.M	135	848.61
8	Boundary Wall	84	Cu.M	1200	100,800.00
9	TW Door with Frame	1	No.	12000	12,000.00
	<b>Total</b>				<b>474,764.44</b>

## 19.2 Other Utilities

### 19.2.1 WELLS

The cost of various types of wells found along the roads was collected from the office of Assistant Engineer, PHED. The cost of different types of wells is as under:

Table 19.4 Cost of Wells and Handpumps

Type of Wells	Cost (in Rs) per unit
Handpump (25-30 meters deep)	35,000.00
Wells	100,000.00
Tube wells (25-30 meters deep)	55,000.00
Standpost	20,000.00

Enhancement of Ponds: The estimated cost comes to Rs.82,440. The breakup is given below:

Sl.no.	Civil Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
1	9" thick brickwork	24	Cu.M	2100	50,400.00
3	15mm th. Cement plaster	24	Sq.M	135	3,240.00
8	Boundary Wall	24	Cu.M	1200	28,800.00
	<b>Total</b>				<b>82,440.00</b>

### 19.2.2 TREES

Afforestation as such will be taken up under Environmental Management Action Plan (EMAP). However, some individual trees are also getting affected on private property. The owners themselves estimated the cost of the trees. The cost of trees varies between Rs 1000 to Rs 7000, depending upon the species, type of tree, maturity and productivity. Therefore an average figure of Rs 3500 per tree has been estimated.

**Table 19.5 Cost of trees as per age classification**

Tree Species	Age in years		
	5-10	10-30	>30
Babool	-	Rs 1,500 per tree	-
Bamboo	Rs 50 per bamboo	-	-
Fruit Bearing	Rs 1,000 per tree	Rs 2,000 per tree	Rs 5,000 per tree
Imarti	Rs 1,500 per tree	Rs 3,000 per tree	Rs 7,000 per tree
Others	-	Rs 4,000 per tree	-

### 19.3 Assistance for Squatters and Encroachers

All squatters will be provided Rs 24,000 under Indira Awas Yojana. Rs 20,000 will be towards the residential structure and Rs 4,000 towards the construction of toilet.

### 19.4 Shifting Allowance

It is estimated that moving costs will be Rs 1000 for each EP household or commercial establishment. Shifting allowance is one time grant.

### 19.5 Income Generation and Vocational Training

The amount used to estimate the budget for training will be calculated based on following norms:

**Table 19.6 Estimate of budget for training**

Fees of NGO per EP	Rs 800.00
Food and Stay of each EP for seven days	Rs 750.00
Cost of raw materials used in training	Rs 600.00
Total	Rs 2,150.00

Training provided to each eligible EP will be as per their choice for skill upgradation. Vulnerable group PAPs will be given preference for this support. Training will be provided under District Rural Development Agency (DRDA) scheme of TRYSEM.

### 19.6 Transitional Allowance

The transitional allowance for PAPs losing agriculture land has been calculated at minimum wages for 9 months if the residual land is not viable or for 6 months if residual land is viable. For loss of non-agriculture land and assets, transitional allowance has been calculated at minimum wages in form of grant to cover maximum nine months. The minimum wages has been calculated at Rs 2000/- per month.

### 19.7 Rental Allowance

Rental allowance has been calculated at Rs 500/- per month for a maximum period of 6 months for PAPs losing non-agriculture land or assets.

### 19.8 Resettlement Sites

The R&R policy includes the provision of resettlement sites complete with all basic amenities. As the potential size of the resettlement sites will be small, a lot of site development cost may be minimised by careful location of the resettlement sites. Accordingly resettlement sites have been budgeted.

### 19.9 Site Development Cost

Site development costs has been considered for group of shops to be allotted in case more than 15 commercial PDPs opts for it. Cost for such a complex would be Rs 13 per sq. ft including land development, footpaths, access roads, etc. For residential areas, site development would be necessary, if 25 or more PDPs opt for it. In that case cost of developing the site would be Rs 7 per sq.ft.

### 19.10 Economic Rehabilitation Grant

Economic rehabilitation grant has been calculated at minimum wages as determined by Planning Commission, Government of India for Below Poverty Line. An estimated amount has been taken to calculate the budgetary requirement for M&E agency, NGO, Staff training, Office set-up etc.

Details of R&R budget for Phase II is given below.

**BUDGET FOR PHASE II RAP**

Sl.No	ITEMS	Unit	Cost/ unit	Total Unit	Financed by	UP PWD
			(In Rs.)		World Bank	
A	<b>Land Acquisition</b>					
	Acquisition of Agriculture Land	ha	495000	100.98		94.05
	Acquisition of residential land	ha	495000	4.82		2.39
	Acquisition of commercial land	ha	180000	7.12		1.28
	Total Compensation					97.71
	Solatium @ 30%	Rs				29.31
	Interest @ 12%	Rs				11.73
	Sub total(b)					138.75
B	<b>Productive Asset Grants</b>					
	Agriculture	ha	305000	189.99	57.95	
	Residences	ha	305000	4.82	1.47	
	Commercial	ha	220000	7.12	15.66	
	Subtotal				75.08	
C	<b>Assistance for title holders</b>					
	<b>Agriculture land owner</b>					
	Subsistence Allowance	Family	24000	2243		53.83
	Transitional Allowance	Family	18000	2243	40.37	
	Subtotal				40.37	53.83

**BUDGET FOR PHASE II RAP**

SI.No	ITEMS	Unit	Cost/ unit	Total Unit	Financed by	
			(In Rs.)		World Bank	UP PWD
	<b>Residential title holder</b>					
	Subsistence Allowance	Family	24000	127		3.05
	Transitional Allowance	Family	18000	127	2.29	
	Rental Allowance	Family	3000	127		0.38
	Shifting allowance	Family	1000	127		0.13
	Salvation of demolished material	Family	800	127		0.10
	<b>Subtotal</b>				<b>2.29</b>	<b>3.66</b>
	<b>Commercial title holder</b>					
	Subsistence Allowance	Family	24000	1026		24.62
	Transitional Allowance	Family	18000	1026	18.47	
	Rental Allowance	Family	3000	1026		3.08
	Shifting allowance	Family	1000	1026		1.03
	Salvation of demolished material	Family	800	1026		0.82
	<b>Sub total</b>				<b>18.47</b>	<b>29.55</b>
<b>D</b>	<b>Assistance to Squatters and Encroachers</b>					
	Rental Assistance	Family	3000	372	1.12	
	Subsistence allowance (vulnerable PAPs)	Family	24000	2087		50.09
	Transitional allowance (vulnerable PAPs)	Family	18000	2087	37.57	
	Shifting allowance	Family	1000	1125		1.13
	Salvation of demolished material	Family	800	1125		0.90
	Assistance for residences under Economically Weaker Section	Family	24000	311	7.464	
	<b>Subtotal</b>				<b>46.15</b>	<b>52.11</b>
<b>E</b>	<b>Assistance to Tenants</b>					
	Assistance to tenants (Resi)	Family	2820	38	0.11	
	Assistance to tenants (Comm)	Family	3468	287	1.00	
	<b>Subtotal</b>				<b>1.10</b>	
<b>F</b>	<b>Vulnerable Groups</b>					
	Economic Rehabilitation Grant	Family	24000	2087	50.09	
	<b>Subtotal</b>				<b>50.09</b>	
<b>G</b>	<b>Other Assets</b>					
	Compensation for trees	per tree	3500	92		0.32
	Compensation for hand pumps	per HP	35000	638		22.33
	Compensation for wells	per well	100000	48		4.8
	Relocation of temples	structure	682000	83	56.61	
	Relocation of Mazar and Mosque	structure	474764	5	2.37	
	Compensation for tubewells		55000	6	0.33	
	Enhancement of tank/ponds		82400	7	0.58	
	Repair of boundary wall of school/college	Structure	28800	12	0.35	
	Compensation for standpost		20000	10	0.20	
	Extension of government programs	EP	450	1793		0.81
	<b>Subtotal</b>				<b>60.43</b>	<b>28.26</b>
<b>H</b>	<b>Resettlement Sites</b>					
	Development of sites for environment and social sites	Family	1793	100000	107.58	71.72
	<b>Subtotal</b>				<b>107.58</b>	<b>71.72</b>

**BUDGET FOR PHASE II RAP**

Sl.No	ITEMS	Unit	Cost/ unit	Total Unit	Financed by	UP PWD
			(In Rs.)		World Bank	
I	<b>Training</b>					
	Assistance towards training for vulnerable group PAPs	Family	2100	1252	2.63	
	Training of PWD and NGO staff	Lump sum			0.5	
	<b>Subtotal</b>				<b>3.13</b>	
	Preventive measures for HIV/AIDS	Estimated			0.2	
J	<b>Support for RAP Implementation</b>					
	Fee of Impact Evaluation Consultants	Family			3.0	
	M&E cost for PWD	Lump sum				0.15
	NGO Cost	Estimated			6	
	Printing of Icard, policy and photographs	Lump sum			0.1	
	Restoration of buildings of archaeological value	Lump sum			0.15	
	<b>Subtotal</b>				<b>10.75</b>	<b>0.15</b>
K	Additional Studies	Estimated			2	
L	Establishment cost of Circle level PWD Office	Estimated			0.1	
M	<b>Grand Total</b>				<b>416.24</b>	<b>378.03</b>

Total World Bank + PWD: Rs. 794.27

Note: Provision has been made in the budget towards additional studies. In course of the RAP implementation, it is likely that unexpected issues, obstacles and snags will be encountered. The project authority therefore, should have the capacity to rapidly deploy problem solving and action oriented corrective action. The problem solving and action oriented corrective actions will come from the results of thematic studies. A tentative list of thematic studies is given below:

- a) Resource ownership and tenure rights
- b) Natural resource use and management
- c) Housing and settlement pattern
- d) Causes and extent of indebtedness and resource loss
- e) Gender, ethnic or other variation in adaptation to relocation
- f) Participation of local community
- g) Emergence of new value systems and positive and negative attitudes towards project from social, cultural, economic, technological and organizational perspective.
- h) Dominance roles and activities of beneficiaries; political organization and labour relations