

Social Impact Assessment *Study of*
Re-construction of Chittar Bridge in Vithura-
Ponmudi Road in Vithura Village of
Nedumangadu Taluk of
Thiruvananthapuram District
(0.1823 Hectares)

Final Report
02-09-2022

Requisition Authority
Public Work Department
(Bridges Division)

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Abbreviations

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



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CHAPTER 1 EXECUTIVE SUMMARY

1.1. Introduction – Project and Public purpose

Roads and Bridges are an important catalyst in the development of an area. The upscaling of transportation and communication facilities due to Roads and Bridges help the people to explore new opportunities. Many a times this infrastructure developments support disaster preparedness and building confidence in people. The proposed project ie, the construction of Chittar Bridge, Vithura Village, Vithura Panchayath is one of the major infrastructure development initiative addressing the issues of disaster management as well as safe travel through State High Way 45. The Project intended to construct a new bridge across Chittar River just South side of the existing Chittar Bridge. The Project also aimed to straighten the existing curve which is one of the accident prone spot in State High way 45. The discussion about the project started in early 2016 after the 2015's flood and thereafter the visit of Central team in flood affected areas. The Detailed Project proposal developed and submitted in 2017 by public works Department. The project got administrative sanction in 2021 and proceedings of land acquisition started.

As part of the land acquisition process the project was placed for Social Impact Assessment Study. This final report was prepared as part of the study.

1.2 Location

The project is located in Anayara area of Vithura Village of Vithura Panchayath of Nedumangadu Taluk. The project area is 0.1823 hectare which belongs to thirteen tittle holders. Location of the project is rural in nature and predominantly agricultural land. Out of the thirteen title holders seven area, residing in the area. Project



location is the gate way to Western Ghats and famous tourist center Ponmudi.

1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

The Special Tahsildar, Additional (LA) Unit office, Civil Station Thiruvananthapuram prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. Deputy Collector (LA), Thiruvananthapuram is the supervising authority of the whole acquisition process.

Implementing Agency-Kerala Public Works Department (Bridges Division)

Public Works Department in the State of Travancore (which later formed the major part of Kerala State following the reorganization of states in 1956) made its beginning in the year 1823 with the formation of the Maramath Department as a branch of the Huzur Cutcherry (Government Secretariat) with an executive branch known as the Panivakai Maramath. The Administration Report of the department for the year 1873-74 states that "the new roads of which very nearly 1000 miles have been either completely opened or are in various stages of progress have tapped an enormous tract of the country hitherto almost inaccessible, giving fresh impetus to agriculture".

The PWD Code was introduced in 1901. The department was periodically reorganized and in 1935-36, the administrative staff under the Chief Engineer consisted of 7 Executive Engineers in charge of divisions, 8 Assistant Engineers and 8 Sub-Engineers in charge of sub-divisions and Supervisors and Overseers in charge of sections. Over the years the department has grown substantially and now has 5 Chief Engineers, 20 Superintending Engineers, 76 Executive Engineers, 639 Assistant Engineers and other supporting



staff. The length of roads under the department at present is 33,593 km.

Bridges wing is formed exclusively for the construction and maintenance of various types of bridges under Kerala PWD on 27.03.2018 as a part of the initiative "Puthiyakalam Puthiyanirmanam". This wing is formed based on the Road and Bridge Maintenance Policy of the Government. This wing is headed by a Chief Engineer (Bridges) with supporting staff. This wing is having its headquarters at Thiruvananthapuram with two circle offices seven division offices fourteen subdivisions and forty section offices.

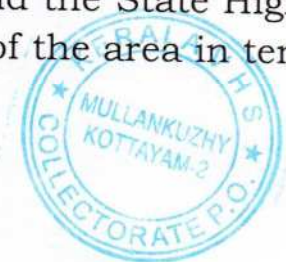
A total number of 2768 bridges are being maintained by PWD Bridges Wing, Kerala out of which 427 bridges are in State Highways and 1938 are in Major District Roads/ Other District Roads.

Details of project affected families

The social Impact Assessment Survey finds that 13 Title Holders including one land owned by VyapariVyavasayi Association. The project also impacted to 1 Non -Title Holder who is running tea shop in the project area. The Socio-Cultural and Economic details of the project affected tittle holders shows that all are belongs to middle class or upper middle class. The literacy level of Title Holders says that all are literate. 10 numbers are above 10th standard. Ten title holders are Hindus and two are Muslims. Sex ratio shows that six title holders are women and six are men.

Details of the acquiring land

Project area is located North and West side of existing Chittar Bridge, in Anayara area of VithuraVillage. The area is just one kilometer away from Vithura Jn. and Twenty two kilometer from Ponmudi. It is predominantly an agricultural area with Residential houses. The nearness to the Vithura Town and the State High way 45 passing through increases the importance of the area in terms of



commercial and Residential status. The area is in the bank of Chittar River which is the tributary of Vamanapuram River. During the monsoon season several times the area become flooded as traffic through the state high way would be interrupted. The project area belongs to thirteen title holders and Government land.

Socio Economic and Cultural Profile

The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class. The literacy level of Title Holders says that all are literate. 10 numbers are above 10th standard. Ten title holders are Hindus and two are Muslims. Sex ratio shows that six tittle holders are women and six are men.

1.4. Alternatives

The project aimed to address the traffic issue due to the low level and normal width of the existing bridge and no visible and more benefitted alternative to the project has not been suggested either by project affected people or people in the area.

1.5. Social Impact

Loss of land of Thirteen title holders and Frontage loss of a Commercial structure are the primary impact of the project. The loss of front land of two residence may also be considered as a direct impact. Two title holders area losing more than 50% of their land in the project area. One title holder demanded to acquire his remaining unused land which is an approximate area of 2 cents. But the story of the second title holder is different. He don't have any land other than the acquiring one. Which he purchased for construction of residence. If the project or local body give permission to construct the residence in the remaining land by accepting the building rules, it would be mitigate the impact.



Other little holders are willing to give their land for the project subjected to the condition that they need to get satisfactory compensation.

Two Panchayath road and private road is starting from the project area. The access to these roads would be resettled.

People in the area demanded to retain the present bridge with limited access to small vehicles.

1.6 Mitigation Measures

Sl. No	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Part of Residence	Rehabilitation/ Compensation	Ensure rehabilitation. Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
2	Loss of Part of land	Compensation	Compensate the loss.
3	Loss of Part of Building	Compensation	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.



4	Loss of Part of structure	Compensation	Compensate the loss.
5	Loss of Agricultural Land	Compensation	Compensate the loss.
6	Formation of bit lands	Control	Acquire the bit land.
7	Loss of Cash crops	Compensation	Compensate the loss.
8	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
9	Loss of Access to sub roads	Control	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report. Case by case plan will be informed well in advance before starting project construction.
10	Road is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
11	Loss of water supply pipes	Resettle	Resettle
12	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.



13	Involved in land acquisition process	Control	Ensure community participation in the whole process.
14	Grievance	Control	Functional grievance redressal committee at village and district level.

1.7. Detailed mitigation Plan

Potential Impact	Positive / Negative	Likelihood	Magnitude	Pre-Mitigation	Post - Mitigation	Mitigation Measures
Loss of part of Residence	Negative	Possible	Maximum	Medium	High	Compensate the loss.
Loss of Part of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.



Loss of Part of Building	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Loss of Agricultural Land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Formation of bit lands	Negative	Possible	Moderate	Minimum	Low	Acquire the bit land.



Loss of Cash crops	Negative	Possible	Medium	Minimum	Low	Compensate the loss.
Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.
Loss of Access to sub roads	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report.



Road is very near to houses	Negative	Possible	Medium	Minimum	Low	Take necessary action for the safety of houses.
Loss of water supply pipes	Negative	Possible	Low	Minimum	Low	Resettle
Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
Grievance	Positive	Possible	Minimum	Minimum	Low	Functional grievance redressal committee at village and district level.



1.8 Assessment of Social Costs and Benefits

Since there is no residence affected or displaced, the impact of the project is very minimum. By providing satisfactory compensation this could be further mitigated.

Two title holders are losing more than 50% of their land. Out of it one title holder demanded to acquire remaining portion of the land which become unused after the acquisition. But the second title holder is not having any other land property to construct a residence. So he requested the government to give special sanction to construct a house in the remaining portion of the land. Technical verification and advice to the request may mitigate the impact.

The public interest of the project is very visible seeing the people's support to the project. The project aimed to address the traffic issue due to the low level and normal width of the existing bridge and no visible and more benefitted alternative to the project has not been suggested either by project affected people or people in the area.

The above facts shows that the project is having high level of public interest and no other visible alternatives is available. The Social Impact of the project is very minimum in compared to the benefit of the project.



CHAPTER 2 DETAILED PROJECT DESCRIPTION

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

The proposed project ie, the construction of Chittar Bridge, Vithura Village, Vithura Panchayath is one of the major infrastructure development initiative addressing the issues of disaster management as well as safe travel through State High Way 45. The Project intended to construct a new bridge across Chittar River just South side of the existing Chittar Bridge. The Project also aimed to straighten the existing curve which is one of the accident prone spot in State High way 45. The discussion about the project started in early 2016 after the 2015's flood and thereafter the visit of Central team in flood affected areas. The Detailed Project proposal developed and submitted in 2017 by public works Department. The project got administrative sanction in 2021 and proceedings of land acquisition started.

2.1.1. Requisition Authority

2.1.1. (a). Kerala Public Works Department (Bridges Division)

Public Works Department in the State of Travancore (which later formed the major part of Kerala State following the reorganization of states in 1956) made its beginning in the year 1823 with the formation of the Maramath Department as a branch of the HuzurCutcherry (Government Secretariat) with an executive branch known as the Panivakai Maramath. The Administration Report of the department for the year 1873-74 states that "the new roads of which very nearly 1000 miles have been either completely opened or are in various stages of progress have tapped an enormous tract of the country hitherto almost inaccessible, giving fresh impetus to agriculture".



The PWD Code was introduced in 1901. The department was periodically reorganized and in 1935-36, the administrative staff under the Chief Engineer consisted of 7 Executive Engineers in charge of divisions, 8 Assistant Engineers and 8 Sub-Engineers in charge of sub-divisions and Supervisors and Overseers in charge of sections. Over the years the department has grown substantially and now has 5 Chief Engineers, 20 Superintending Engineers, 76 Executive Engineers, 639 Assistant Engineers and other supporting staff. The length of roads under the department at present is 33,593 km.

Bridges wing is formed exclusively for the construction and maintenance of various types of bridges under Kerala PWD on 27.03.2018 as a part of the initiative "Puthiyakalam Puthiyanirmanam". This wing is formed based on the Road and Bridge Maintenance Policy of the Government. This wing is headed by a Chief Engineer (Bridges) with supporting staff. This wing is having its headquarters at Thiruvananthapuram with two circle offices seven division offices fourteen subdivisions and forty section offices.

A total number of 2768 bridges are being maintained by PWD Bridges Wing, Kerala out of which 427 bridges are in State Highways and 1938 are in Major District Roads/ Other District Roads.

2.1.2. Land Acquisition Authority

The Special Tahsildar Additional (LA) Unit office, Civil Station Thiruvananthapuram prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. Deputy Collector (LA), Thiruvananthapuram is the supervising authority of the whole acquisition process.



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

Bridges are a critical component of a nation's infrastructure, making it possible to ship raw materials and finished goods to factories, warehouses, suppliers, distributors, stores, and end-consumers. Bridges also facilitate travel so consumers can purchase goods and services in their own communities and beyond. When a bridge closes, economic activity slows or grinds to a complete halt. Bridges increase cash flow when they join two places that complement each other economically. It can have a powerful impact when an area connected to another. Bridges connect people in different communities, allowing them to interact for work or play. This capacity is especially essential for areas where both people and communities can support one another. Project area is located North and West side of existing Chittar Bridge, in Anayara area of Vithura Village. The area is just one kilometer away from Vithura Jn. The Project intended to construct a new bridge across Chittar River just South side of the existing Chittar Bridge. The Project also aimed to straighten the existing curve which is one of the accident prone spot in State High way 45. The discussion about the project started in early 2016 after the 2015's flood and thereafter the visit of Central team in flood affected areas. The project is treated as framed for a public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate acquisition procedure. Considering the public importance and interest the project is an inevitable need.



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

Sl. No.	Risk Assumed	Approximate Quantity
1.	Loss of ofpart of land	13
2.	Loss of residential Houses	-
3	Loss of Structures	4
4	Loss of trees	11
5	Loss part of building	1

2.3.1. Project Location

The project is located in Anayara area of Vithura Village of VithuraPanchayath of NedumangaduTaluk. The project area is 0.1823 hectare which belongs to thirteen tittle holders. Location of the project is rural in nature and predominantly agricultural land. Out of the thirteen title holders seven are residing in the area. Project location is the gate way to Western Ghats and famous tourist center Ponmudi.

2.4. Phase of project construction

Process of Land Acquisition started, boundary stones were fixed.

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

Not Applicable

2.6. Need for ancillary infrastructural facilities.

Not Applicable



2.7. Work force requirements (temporary and permanent).

Not Applicable

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

Not Applicable

2.9. Applicable law and policies.

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



CHAPTER 3
STUDY APPROACH AND METHODOLOGY

3.1 Background

As per the Notification No. K13-317935/21 dated 01/06/2022 and Kerala Gazette Notification No.1859 dated 06/06/2022. Government of Kerala has selected Saju.V.Itty, Executive Director, Kerala Voluntary Health Service and his Team as the SIA Unit to study the Social Impact Assessment on the land acquisition for the Re-construction of Chittar Bridge in Vithura-Ponmudi Road in Vithura Village of Nedumangadu Taluk of Thiruvananthapuram District

3.2. Social Impact Assessment Team – Profile of Team Members

Sl. No	Name & Address	Designation in the SIA Team	Profile
1	Saju V. Itty	Team Leader	30 years experiences in social work, social survey including R&R experience in KSTP & Tsunami Rehabilitation. Conducted social research study on health child rights and rehabilitation & resettlement. Conducted SIA study for five sub projects of Kannur International Airport and Kanjirappally Bypass etc.
2	Rakesh R	R & R Specialist & Social	15 years experiences in social work including



	Nair	Investigator	social research, R & R activities and community mobilization.
3	Smitha R	R & R Specialist & Social Investigator	22 years experiences in social work including social research, R & R activities and community mobilization.
4	M.Ibrahimkuttu	Sociologist	Rtd. Joint Director, Social Welfare Board.35 years of experience in social work.
4	Sheeba Johnson	Data Analyzer & Data entry	30 years experiences in social work and data entry operation.
5	N.VijayakumaraPilla	L.A. Consultant	Rtd. Revenue Inspector
6	O.C.Chandi	L.A. Consultant	Rtd. Village Officer

3.3. Study Approach

The land which proposed to be acquired for the project is 0.1823 Hectare. Stake holder analysis was conducted and find out key stake holders and their interest and involvement in the proposed acquisition process. After the secondary data collection Social Impact Assessment Unit developed a questionnaire for social survey and collected opinion. Apart from this SIA team has conducted discussion and consultation with Local Body Representatives and local public and recorded their suggestions and opinion. The study also used transit walk and observation visit to crosscheck the suggestions and grievance which were recorded.



3.4. Methodology& Tools

The study team reviewed the relevant and available documents in Special Tahsildar Additional(LA)Unit, Thiruvananthapuram. SIA unit had also examined the records and documents and made a site visit along with the land revenue officials for area identification and information dissemination. SIA team had also conducted a one to one discussion and consultation with all Title Holder. Although SIA team had collected details by using pre prepared questionnaire. SIA team also had discussion and consultation with Local Body Representatives and local public. The study Team also used transit walk and observation tools to crosscheck the Suggestions and grievance which were recorded.

3.5. Sources of data collected

- a) Deputy Collector LA, Thiruvananthapuram
- b) Office of the Special Tahsildar Additional (LA),Civil Station, Thiruvananthapuram
- c) Taluk Office- Nedumangadu
- d) Village Office – Vithura
- e) Public Works Department (Bridges Division)
- f) Project Affected Families and Tittle Holders.
- g) Local Body Leaders

3.6. Process and Schedule of Activities

- 06-06-22 – Government of Kerala entrusted Kerala Voluntary Health Services to conduct the SIA study
- 14-06-2022 to 16-06-2022- Secondary Data Collection.
- 15-06-2022to 16-06-2022– Mapping of Stake Holders
- 17-06-2022to 19-06-2022- Social Survey for Social Impact Assessment Study.



- 17-06-2022 and 19-06-2022- Transit Walk, Observational Study and Case Studies
- 18-07-2022- Draft Report Submission.
- 03-08-2022 - Public Hearing
- 02-09-2022- Final Report

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

- 1) Time bound acquisition process will mitigate the impact.
- 2) The compensation of the land will be fixed in consultation with PAPs.
- 3) Alignment and levels details will be published and clarify the doubts of the PAPs before the acquisition process.
- 4) The present level of Access to be resettled during and after the implementation of the project.
- 5) Reasonable compensation will provide for land and property.
- 6) Regular information will provide on progress of acquisition.
- 7) Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.

3.8. Public Hearing - On 03-08-2022 at Mannam memorial NSS hall, Theviyodu, Vithura. Time - 11 am

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

SIA Unit took special care to inform the affected people in the area about Public Hearing by taking various steps like Notification for conducting public hearing as per Form 5 Rule 14 (1) of the



RTFCTLARR Act, 2013. The notification was published in two Malayalam News Papers Janayugam and Mangalam. A notice has been served directly for informing about the public hearing. In continuation of this all project affected title holders contacted through phone calls and SMS. The copy of notice was served to GramaPanchayat Office, Ward Members, Village Office, Deputy Collector (LA) and Special Tahsildar Additional, (LA) unit, Thiruvananthapuram. Adequate copies of the SIA draft report and summaries were made available on the day of the public hearing. The major highlights of the study were presented in local language by Chairman, SIA Unit.

Ms. Sreelatha L, Block Member, Anappara Block Division, Vellanad, Adv. V.S. Baburaj, President, Vithura Grama Panchayath, Ms. Sandhya B.S, Member, Vithura Grama Panchayath, Sri. Binu S., Revenue Inspector, Special Tahasildar, Addl.(LA), Thiruvananthapuram, Sri. Shamnadh.S. Clerk, Special Tahasildar, Addl.(LA), Thiruvananthapuram, Sri. Achu, K.H., Overseer, PWD, Bridge Section No. 2, Sri. Jayakumar, Ex Member, Vithura Grama Panchayath and Project affected persons were attended the meeting.

SL. No.	Points Raised	Remarks
1	<p>Adv. V.S. Baburaj, President, Vithura Grama Panchayath -The project is addressing the long due demand of people's representatives and public. Now the proceedings were speed up by the interference of MLA. Panchayath is demanding a time bound implementation.</p>	<p>Sri. Achu K H, Overseer, PWD Bridges division - To avoiding traffic block in the Mansoon season, the height of the west side of the proposed bridge may be increase up to 50 meters. The project</p>



2	<p>Ms. Sreelatha L, Block Member, Anappara Block Division, Vellanad -Keep up the existing bridges after the construction of the new would help the resettlement of access to by roads nearby. Panchayath is whole hearted support the project.</p>	<p>will be implemented by maintaining the existing traffic of the Panchayath Roads.</p>
3	<p>Ms. Sandhya B.S, Member, Vithura Grama Panchayath - Project is very much needed. One heavy rain causes flood in the region and the existing Chittar Bridge become immersed. So people are eagerly waiting for the commencement of the project. Along with the bridge the levels of the road also should raise.</p>	<p>Sri. Binu S., Revenue Inspector, Special Tahasildar, Addl. (LA), Thiruvananthapuram - After the Social Impact Assessment Study each project affected persons will be met directly, the land will be measured and the 11th notification will be issued. Based on which the compensation plan will be prepared</p>
4	<p>Sri. Jayakumar, Ex Member, Vithura Grama Panchayath-All project affected people are willing to co-operative with the projects, if government provides satisfactory compensation.</p>	
5	<p>Adv. Shamnad S - All project affected people are willing to co-operative with the projects, if government provides satisfactory compensation. After the acquisition a small parts of the land would be remained a unused. Government should acquire the bit land if</p>	



	satisfactory compensation provides, I will co-operative with the project.	
6	Smt. Sumi Gopakumar- The affect land of my family was brought for construction of a house. After the acquisition we are not have sufficient land to construct the house. If government give concession in setback rule we could able to construct the house. So please give us special permission to construct the house in the remaining portion or acquire our whole land and help us to purchase a new land for house construction.	
7	Sri. M S Rajendran, Unit President & Sri. A.R Sajeew, General Secretary, Vyapari Vyavasayi Ekopana Samithi - On behalf of Vyapari Vyvasayi Akopana Samithi, we attend the meeting VVAS is supporting the project. Need Satisfactory compensation. Take Decisions in General Body.	
8	Smt. Jagadamma - My son's land is losing. Demanding satisfactory compensation. Access to the house would be resettled. Solve the drinking water problem.	



CHAPTER 4 LAND ASSESSMENT

4.1 Description of the land

Project area is located North and West side of existing Chittar Bridge, in Anayara area of Vithura Village. The area is just one kilometer away from Vithura Jn. and Twenty two kilometer from Ponmudi. It is predominantly an agricultural area with Residential houses. The nearness to the Vithura Town and the State High way 45 passing through increases the importance of the area in terms of commercial and Residential status. The area is in the bank of Chittar River which is the tributary of Vamanapuram River. During the monsoon season several times the area become flooded as traffic through the state high way would be interrupted. The project area belongs to thirteen title holders and Government land.

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

The proposed project ie, the construction of Chittar Bridge, Vithura Village, Vithura Panchayath is one of the major infrastructure development initiative addressing the issues of disaster management as well as safe travel through State High Way 45. The land situated near by Chittar Bridge is commercial in nature. The project increases the socio-economic status of the entire area. After the implementation the project the land value and land transactions will be increased.

4.3. Total land requirement for the project.

The total land acquiring for the project is 0.1823 hectare. Thirteen holdings will expect to be affected.

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

Access of two Panchayath roads will affected by the project.



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

Not Applicable

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

The project area is 0.1823 hectare which belongs to thirteen title holders. Location of the project is rural in nature and predominantly agricultural land. Out of the thirteen title holders seven area, residing in the area. Project location is the gate way to Western Ghats and famous tourist center Ponmudi. The project is located in Anayara area of Vithura Village of Vithura Panchayath of Nedumangadu Taluk.

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

Sl. NO	Nature of land	Present Use of Land	Irrigated / Non irrigated	Cropping Pattern	No. of Holdings
1.	Dry	Residential	Irrigated	NA	12
2.	Dry	Commercial	Irrigated	NA	1
	Total				13

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

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



Size of Holdings	No. of Holdings
10 cents \leq	3
10- 20 cents	6
20 – 30	2
30 – 40	2
40 – 50	-
Above 50 cent	-
Total	13

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

Not Applicable.



Chapter 5

Estimation and Enumeration of affected family and assets

5.1 Families which are directly affected.

The social Impact Assessment Survey finds that 13 Title Holders including one land owned by Vyapari Vyavasayi Association. The project also impacted to 1 Non -Title Holder who is running tea shop in the project area. The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class. The literacy level of Title Holders says that all are literate. 10 numbers are above 10th standard. Ten title holders are Hindus and two are Muslims. Sex ratio shows that six tittle holders are women and six are men.

5.2 Families which are indirectly affected by the project.

The project is a permanent solution to traffic congestion during the flood, for all families those who use the Ponmudi road transport facility on the east side of the Chittar Bridge. However there should be suggestions in the Project plan to continue the flow of traffic in Panchayath roads on both sides of the existing bridge even after the implementation of the project.

5.3. Inventory of productive assets and no significant lands.

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



Chapter 6 SOCIO ECONOMIC AND CULTURAL PROFILE

6.1. Demographic Details

The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class. The literacy level of Title Holders says that all are literate. 10 numbers are above 10th standard. Ten title holders are Hindus and two are Muslims. Sex ratio shows that six tittle holders are women and six are men.

6.2. Gender wise distribution of Title Holders

Sex Ratio of THs	No of THs
Male	6
Female	6
NA	1
Total	13

6.3. Age wise distribution of Title Holders

Age of THs	No of THs
20-30	0
31-40	5
41 - 50	4
51 - 60	1
61 - 70	1



Above 70	1
NA	1
Total	13

6.4. Family size of Title Holders

Family Size of THs	No of Families
2-3	3
4-5	8
6-7	1
Above 7	0
NA	1
Total	13

6.5. Educational Qualification of Title Holders

Educational Qualification	No of THs
Below SSLC	1
SSLC	4
PDC	3
DEGREE	2
PG	1
Technical	0



Others	1
NA	1
Total	13

6.6. Religious Distribution of Title Holders

Religion of THs	No. of THs
Muslim	2
Hindu	10
Christian	0
NA	1
Total	13

6.7 Economic Distribution of Title Holders

Economic Status of THs	No. of THs
APL	10
BPL	2
NA	1
Total	13



6.8 Occupational Distribution Title Holders

Major Occupation of THs	No of THs
Agricultural	3
Business	1
Private Job	3
Others	5
Un employed	0
NA	1
Total	13

6.9 Income distribution of Title Holders

Monthly Income of THs	No of THs
Below 10000	2
10000-20000	7
20000-30000	3
30000-40000	0
40000-50000	0
Above 50000	0
NA	1
Total	13



6.10 Socio Economic Profile of Project Affected Family Members.

6.10.1 Age wise distribution of PAF Members

Age of PAF Members	No of PAF Members
≤10	7
11-20	6
21-30	8
31-40	8
41 – 50	10
51 – 60	6
61 – 70	4
Above 70	2
Total	51

6.10.2 Educational Qualification of PAF Members

Educational Qualification	No of PAF Members
Below 10 th	11
10 th	9
+2	6
Degree	12
PG	4



Professional	3
Other	6
Total	51

6.11 Details of of Non Title Holders

Sl. No	Type of NTH	Activity		
		Commerci al	Residenti al	Others
1	Tenant	1	0	0
	Total	1	0	0



CHAPTER 7 SOCIAL IMPACT MANAGEMENT PLAN

Loss of land of Thirteen title holders and Frontage loss of a Commercial structure are the primary impact of the project. The loss of frond land of two residence may also be considered as a direct impact. Two title holders area losing more than 50% of their land in the project area. One title holder demanded to acquire his remaining unused land which is an approximate area of 2 cents. But the story of the second title holder is different. He don't have any land other than the acquiring one. Which he purchased for construction of residence. If the project or local body give permission to construct the residence in the remaining land by accepting the building rules, it would be mitigate the impact.

Other little holders are willing to give their land for the project subjected to the condition that they need to get satisfactory compensation.

Two Panchayath road and private road is starting from the project area. The access to these roads would be resettled.

People in the area demanded to retain the present bridge with limited access to small vehicles.

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

Sl. No	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Part of Residence	Rehabilitation/ Compensation	Ensure rehabilitation. Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the



			valuation and missing of structure will redress in time bound manner.
2	Loss of Part of land	Compensation	Compensate the loss.
3	Loss of Part of Building	Compensation	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
4	Loss of Part of structure	Compensation	Compensate the loss.
5	Loss of Agricultural Land	Compensation	Compensate the loss.
6	Formation of bit lands	Control	Acquire the bit land.
7	Loss of Cash crops	Compensation	Compensate the loss.
8	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
9	Loss of Access to sub roads	Control	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access



			will include it in the final Detailed Project Report. Case by case plan will be informed well in advance before starting project construction.
10	Road is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
11	Loss of water supply pipes	Resettle	Resettle
12	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
13	Involved in land acquisition process	Control	Ensure community participation in the whole process.
14	Grievance	Control	Functional grievance redressal committee at village and district level.

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

Not Applicable

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

Not Applicable



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

Not Applicable.

7.5 Detailed Mitigation Plan

Potential Impact	Positive / Negative	Likelihood	Magnitude	Pre-Mitigation	Post - Mitigation	Mitigation Measures
Loss of part of Residence	Negative	Possible	Maximum	Medium	High	Compensate the loss.
Loss of Part of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.



Loss of Part of Building	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Loss of Agricultural Land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Formation of bit lands	Negative	Possible	Moderate	Minimum	Low	Acquire the bit land.



Loss of Cash crops	Negative	Possible	Medium	Minimum	Low	Compensate the loss.
Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.
Loss of Access to sub roads	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report.



Road is very near to houses	Negative	Possible	Medium	Minimum	Low	Take necessary action for the safety of houses.
Loss of water supply pipes	Negative	Possible	Low	Minimum	Low	Resettle
Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
Involved in landacquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
Grievance	Positive	Possible	Minimum	Minimum	Low	Functional grievance redressal committee at village and district level.



CHAPTER 8
SOCIAL IMPACT MANAGEMENT PLAN AND INSTITUTIONAL
FRAMEWORK

8.1- Institutional structure for key persons

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



CHAPTER 9

SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF MITIGATION

9.1 Costs of all resettlement and rehabilitation costs

Not Applicable

9.2 Annual budget and plan of action

Not Applicable

9.3 Funding sources with breakup

Not Applicable



CHAPTER 10

SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATING

10.1. Key Monitory and Evaluating Indicators

- Participation of TH in DLPC meeting
- Number of direct purchases happened.
- Methodology of fixing compensation
- Formation of Grievance Redressal Committee
- Time span of completion of Land Acquisition.

10.2. Reporting mechanisms and monitoring roles

Not Applicable

10.3. Plan of Independent Evaluation

Not Applicable



CHAPTER 11
ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION
ON ACQUISITION

Since there is no residence affected or displaced, the impact of the project is very minimum. By providing satisfactory compensation this could be further mitigated.

Two title holders are losing more than 50% of their land. Out of it one title holder demanded to acquire remaining portion of the land which become unused after the acquisition. But the second title holder is not having any other land property to construct a residence. So he requested the government to give special sanction to construct a house in the remaining portion of the land. Technical verification and advice to the request may mitigate the impact.

The public interest of the project is very visible seeing the people's support to the project. The project aimed to address the traffic issue due to the low level and normal width of the existing bridge and no visible and more benefitted alternative to the project has not been suggested either by project affected people or people in the area.

The above facts shows that the project is having high level of public interest and no other visible alternatives is available. The Social Impact of the project is very minimum in compared to the benefit of the project.

Therefore considering the greater public interest of the project and no chance of viable alternative the Government can move ahead with the project.



SAJU V ITTY
CHAIRMAN, SIA UNIT



Annexures

1. List of PAFs.
2. Photographs – Field Investigation
3. Newspaper Notification
4. Notice for Public hearing
5. Attendance Public Hearing
6. Gazette Notification regarding SIA study.

