

Report of Social Impact Assessment *Study of*

**Purayar Railway Over Bridge
Aluva Taluk, Chengamanadu Village
(174.80 Ares)**

Draft Report

Requiring Agency
**Roads and Bridges Development Corporation Ltd. Kerala
(RBDC, Kerala)**

By
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CHAPTER 1 EXECUTIVE SUMMARY

1.1. Introduction – Project and Public purpose

Smooth and safe road traffic is an indicator of a nations' sustainable development. Traffic congestion and blocks are considered as one of the major causes of slow economic growth of nations. This is also termed as a potential cause of road accidents. When a flow of traffic is facing hurdles or demand for space greater than the available road capacity leads to Traffic block or Congestion. There are a number of specific circumstances which cause or aggravate blocks. Stopping of vehicles for train traffic is one of the major causes of traffic block in India. Approximately 10-15 minutes are losing due to traffic blocks due to stoppage of vehicles in railway crossings. This is wasting time of motorists and passengers and delayed arrival. Inability to forecast travel time accurately, leading to drivers allocating more time. For compensating the time lose drivers compelled for fast driving which leads to accidents. In India it was calculated that an average 100 million-man days are losing every year due to traffic blocks in railway crossings. Wastage of fuel due to increased idling, acceleration and braking increasing air pollution and emissions. All these lead to heavy economic lose and public health issues. Constructing over bridges or by passes is the best solution for traffic blocks due to railway crossing. Construction of bypasses is time consuming and more land to be acquired and many a time the purpose is not meet successfully.

The Ernakulam-Palakkadu Railway line is Crossing In Aluva-DeasmRoad,inPurayar. Average Twenty-five to Thirty trains are passing daily through the railway line (Ernakulam- Thrissur) which crossing the road. The vehicle traffic in Aluva- Desam road is calculated as 7-8 no's /minutes/point (5am- 10pm). This is showing 32% increase every year.

The Government of Kerala (GOK), through Roads and Bridges Corporation Kerala is now planning to construct Purayar Over Bridge in Aluva- Desam Road in Aluva Taluk of Ernakulam District aims to reduce the traffic block in Purayar railway Cross. The proposed project is benefited to 1000 vehicles and 9,000 to 10,000 passengers daily.

1.2 Location

The project location is defined for the study is 200 meters both sides of Purayar Railway cross in Aluva- Deasm road of Chengamanadu village of Aluva Thaluk of Ernakulam district. The Purayar rail way cross is very near to Desam junction. Few Shops and establishments are situating both sides of the railway cross. Few residential houses are also located in the area. The total population of the location is calculated as 400-500 in 75-100 houses. The project area is 10 km from Desam Jn in Ernakulam-Thrissur NH and 15km from Aluva Town. The nearest railway station is Aluva(15km). The project area is situated 35 km away from district headquarters Ernakulam.

1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

Land acquisition Special Tahasildar office Aluva prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. Deputy Collector (LA), Ernakulam is the supervising authority of the whole acquisition process.

Details of project affected families

The social Impact Assessment Survey finds that one residential house affected and 42 Title Holders losing land by the project. Twenty-three title holders are losing their agriculture land. Land and structures of a religious denomination also affected. One

nonresidential house, few other structures like compound walls also affected by the project. The socio-economic details show that no vulnerable title holders are affected. Distribution of Educational qualification of Title Holders shows that all are literate and only Six are having less than 10th standard education. Religious distribution shows that 38% Hindus ,48% Muslims and 14% are Christians. No affected families belong to scheduled cast/tribe.

Details of the acquiring land

The total land acquiring for the project is 174.80 Are. 80% land is agriculture and the remaining are commercial, residential and religious. One residential property may partially affect by the project. The affected residential house is women headed and holding the ancestor property. She is not having any other property other than affected one. One nonresidential (Rented) house and Few residential structures, structures of a religious church and few commercial structures are the other structures affected by the project. The acquiring land situated parallel to Aluva –Desam road and 10 Km away from Aluva. One existing road and railway land are the major community properties coming under the acquiring land. Only 15% of the acquiring land is having road access.

Socio Economic and Cultural Profile

The Socio Economic and Cultural profile of the area shows that 100% of title holders are holding the affected land more than 30 years. The occupational distribution shows that 44% of title holders are doing agriculture, 32% are working in service sector,15% are doing business or commercial activities 6% are government employees and 3% are doing other activities. The economic status shows that 85% of title holders are having a monthly income of more than Rs. 10,000. No economically vulnerable families identified as project affected. The land holding pattern shows that 39% of title holders are having total holdings less than 50cents. 51% having 50 cents -1acre. 10% THs is having more than 1 acre of

land. No scheduled cast or tribe families holding land in the project affected area.

1.4. Alternatives

| Sl.No. | Alternatives | Remarks |
|--------|---|---|
| 1 | Constructing the railway over bridge and approach road in the existing road itself with necessary widening. | More Residential houses will be affected. But less area to be acquired. Traffic through the existing road will be totally interrupted during construction. |
| 2 | Constructing underpass instead of over bridge. | The project area is the delta of Periyar river and a low line area. Water logging may interrupt the traffic during Monsoon. Few residential buildings may affect. |

1.5.Social Impact

Displacement of one non- residential (rented house), one affected residential house, loss of few compound walls, loss of part of religious land, loss of land for 32 agricultural holdings are the major impact of the project. A commercial establishment is also losing part of its structure. The project may temporarily affect the transportation through a public road. Incomes from the affected agricultural holdings are not the primary source of income of any title holder. Compared to the area of vacant agricultural land the total agricultural area affected by the project is very minimum. Considering the cultivation activities in the affected land, necessary

time need to give farmers to harvest the crop. The existing road portion may unused after the completion of the project. Government should protect this portion of the land from encroachment.

1.6 Mitigation Measures

| Sl.No | Risk Assumed | Approach | Mitigation Strategy |
|-------|--------------------------|------------------------------|--|
| 1 | Loss of Residence | Rehabilitation/ Compensation | Ensure rehabilitation because the affected family is women headed. The Compensate the loss. title holder is an aged widow. |
| 2 | Loss of land | Compensation | Compensate the loss. |
| 3 | Loss of Part of land | Compensation | Compensate the loss. |
| 4 | Loss of structures | Compensation | Compensate the loss. |
| 5 | Loss of Building | Compensation | Compensate the loss. Relaxation in municipal Act |
| 6 | 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. |
| 7 | Loss of Part of structure | Compensation | Compensate the loss. |
| 8 | Loss of nonresidential (Rented) Building | Compensation | Compensate the loss. |
| 9 | Loss of Agricultural Land | Compensation | Compensate the loss. |
| 10 | Formation of bit lands | Control | Acquire the bit land. |
| 11 | Loss of Cash crops | Compensation | Compensate the loss. |
| 12 | Loss of wells | Control/Avoided | Protect as possible. |
| 13 | Loss of access to properties | Control | Prepare a resettlement plan in consultation with Project Affected Families. |

| | | | |
|----|-----------------------------|----------------------|--|
| 14 | 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. |
| 15 | Road is very near to houses | Safety/Resettlement | Take necessary action for the safety of houses. |
| 16 | Loss of irrigation canals | Resettle | Resettle |
| 17 | Loss of water supply pipes | Resettle | Resettle |
| 18 | Loss of trees | Compensate & Control | Compensate lose and plant equal number of trees in government lands. |
| 19 | Loss of Government | Resettle | Resettle |

| | | | |
|----|--------------------------------------|---------|---|
| | properties | | |
| 20 | Involved in land acquisition process | Control | Ensure community participation in the whole process. |
| 21 | Grievance | Control | Functional grievance redressal committee at village and district level. |

1.7 Assessment of Social Costs and Benefits

Since no economically vulnerable families affected the impact of the project seems to be minimum. A maximum total 174.80 Are of land is required for the proposed railway over bridge. For this requirement of land, one residential house and one nonresidential house may displace. The displaced residential house belongs to a woman headed family and the title holder is an aged widow. Therefore, the rehabilitation and resettlement of the family need special attention and extra care. This may minimize the impact. The social Impact Assessment Survey finds that 5 residential plots affected and one residential house affected by the project. 42 title holders are losing their land. Fifteen structures belong to seven titleholders are also affected by the project.

The people in the area is whole heartedly support the over bridge project in Purayar Rail way cross because every one of them loosing several hours of time due to the traffic block in railway level cross. The proposed project will bring a free flow of traffic in Aluva- Desam road and it benefits thousands of public and private vehicle travelers and motorists. In the other side the project may displace

one residence and losing land of 41 title holders in the area. The proposed project will divide many of the Title holders' property in two parts and they do not have clear information about the levels of the new road. But the appreciation in property value and increased traffic after the implementation of the project will mitigate the impact in long run. A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation. Government will prepare a plan for the existing road which will be non-traffic after the completion of the over bridge, otherwise encroachment and anti-social activities will be taken place in the area.

In case of few holdings, bit land may form due to acquisition. Acquisition of this bit land or giving relaxation in municipal and high way rules in constructing the structures may minimize the impact.

The requisition agency explained the technical difficulties regarding the implementation of the alternative Plans suggested by some title holders. Moreover, most of the title holders are not supporting the suggestions.

Eighty five percent of the acquiring land is agricultural land, but no one expressed dissent about the project. Collecting written consent from agricultural land holders before the acquisition process may help to comply with the provisions of the Land acquisition rules and avoid future grievance.

In short, the social impact due to the project of construction of railway over bridge at Purayar in Aluva- Desam road is minimum compared to the overall benefit of the project.

The proposed acquisition does serve public purpose. There was an overwhelming consensus among people, people' representatives, residents associations, trade associations too with regard to the benefits accruing due to the proposed project.

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

Therefore, the project has to be implemented.

Annexure

1. List of PAFs.
2. Photographs
3. Gazette Notification regarding SIA study.

പദ്ധതി ബാധിതരുടെ വിവരങ്ങൾ

| ക്രമ നം | സർവ്വേ നമ്പർ | വിവരണം | വി. (ആറിൽ.) | പേര് |
|---------|--|---------------------|--------------|---|
| 1 | 346/7, 346/8 - 2-2 346/8 - 2-3, 346/9 | പുരയിടം | | പ്രസാദ് ഗോപാലകൃഷ്ണപിള്ള, പടുതോളിൽ പി.എൻ. ഗോപാലകൃഷ്ണപിള്ള, മോഹനൻ, സുകുമാരൻ & ലീല, പ്രണവം ഹൗസ്, ജോസഫ് കൊറ്റത്ത് |
| 2 | 347/5-2, 347/5-3 347/5pt, 347/6-2 347/6-3, 347/6 347/10-2, 347-10 pt 347/11-2, 347/11-1 347/12, 347/13-2 347/13-3, 347/13-4 | പുരയിടം | 174.80 ആർ | അരുൺ കുമാർ, പടുതോളിൽ ഹൗസ് പ്രസാദ് ഗോപാലകൃഷ്ണപിള്ള, സുകുമാരൻ, ലീല, കേശവൻ നായർ, വേലായുധൻ. തൊടുകുഴി, കെ.സി. ജോസഫ്,ലോയി ഡെമിനിക, പരേക്കാട്ടിൽ |
| 3 | 364/1-2, 364/1, 364/2-2, 364/2 pt, 364/3, 364/5-2, 364/5, 364/6, 364/7 | പുരയിടം നിലം | | ജെയിംസ് ,തുരുത്തുമാലിൽ ,അബ്ദുൽ റഹിമാൻ, ബാബു സി. ജോർജ്ജ്, ഊരാൻപിള്ള, ഹൈദ്രാസ് ജൂബി, തുരുത്തിമാലിൽ, ദിവാകരൻ നായർ, കിഴക്കേപ്പുറത്ത്, താച്ചി, വേലായുധൻ കുട്ടപ്പൻ വട്ടതാട്ടിൽ, പള്ളികുന്നത്ത്.പി.എം. ഹരിഹരൻ (Late) |

| | | | | |
|---|---|---------|--|--|
| 4 | <p>366/4-1, 366/4-4, 366/4-1, 366/41-3</p> <p>366/4-2, 366/4-3</p> <p>366/4,</p> <p>366/5-1</p> <p>366/5- 4-1, 366/5-2</p> <p>366/5</p> | നിലം | | <p>പി. ഗീതാദേവി മധുകേൾ, റംല, ജമീല വെണ്ണിപറമ്പിൽ, ഗീതാദേവി, മുസ്തഫ, ജമീല, അലി ഇ.ഒ</p> |
| 5 | <p>367/1, 367/2-2</p> <p>367/2-3, 367/2-1</p> <p>367/3, 367/5</p> | നിലം | | <p>എസ്. ദിവാകരൻ നായർ, കിഴക്കേപ്പുറത്ത്, രാധാകൃഷ്ണൻ, വസന്ത, മനോഹരൻ, വെണ്ണിപറമ്പിൽ ശാസ്താവുകൾ കൃഷ്ണൻ, കൃഷ്ണവാര്യർ, അയിഷ കുഞ്ഞ്, പുളിക്കായത്ത്</p> |
| 6 | <p>377/4-2, 377/4-3, 377/4pt, 377/4pt</p> <p>377/4pt, 377/4-7</p> <p>377/46, 377/4pt</p> <p>377/5-2, 377/5-3-2</p> <p>377/5-3-1, 377/5pt,</p> | പുരയിടം | | <p>അഹമ്മദ് നടക്കപ്പറമ്പിൽ, അബ്ദുൾ റഹീം, സി.എം. സുനീർ, വി.എം. ഷഹീദ് , വി.എം. ഫസൻ അലി, വി.എം. മെഹബൂബ് അലി, ലിയാകത്തലി, വലിയവീട്ടിൽ, അബ്ദുൾ റഹീം, മുഹമ്മദ് ഷാജഹാൻ, മു കചാലിൽ, ദാവൂദ് മണക്കാട്, ബിനു കെ.സി. കുടിയിങ്കൽ, നവാസ് ഉത്തോലിൽ</p> |

| | | | | |
|---|--|---------|--------|---|
| | 378/12-5-1, 378-12-5-3, 378-12-5-4, 12-5, 378/12- 2-2,3, 378/12- 4, 12-6,12-7 | | | ദിലീഷ്, സാറ, റഹിം കോട്ടേജ്, സജനി, നാസറുദ്ദീൻ, അബ്ദുൾ റഷീദ് |
| 7 | 398/4, 401/11,12 | പുരയിടം | | ആയിഷാ ബീവി, ചന്ദ്രൻ, വേലായുധൻ വട്ടം താട്ടിൽ, ഉണ്ണികൃഷ്ണൻ, ജിമ്മി പോൾ |
| | ആകെ വിസ്തീർണ്ണം | | 174.80 | ആർ |

PHOTO GALLERY

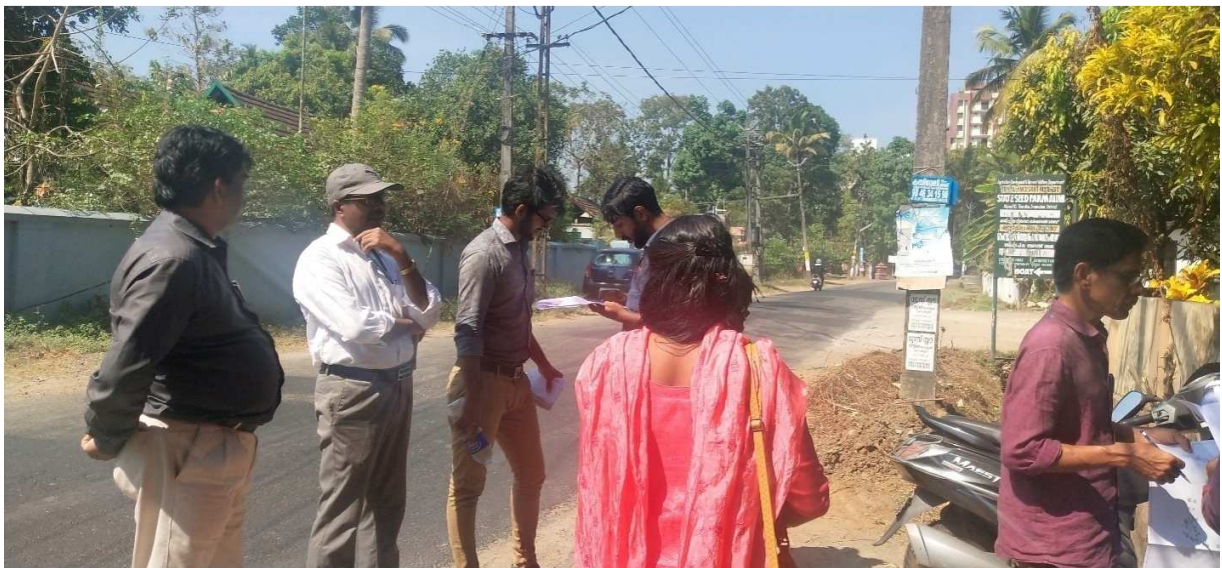
PURAYAR RAILWAY CROSSING



PROJECT AREA



FIELD IDENTIFICATION WITH REVENUE TEAM





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Government of Kerala
2020



Regn.No. KERBIL/2012/45073
dated 05-09-2012 with RNI
Reg No.KI/TV(N)/634/2018-20

കേരള ഗസറ്റ്

KERALA GAZETTE

അസാധാരണം

EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
PUBLISHED BY AUTHORITY

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| | Thiruvananthapuram. Tuesday | 1195 മേടം 29 29th Medam 1195 1942 വൈശാഖം 22 22nd Vaisakha 1942 | |

ഫോറം നമ്പർ 4

(റൂൾ 11 (3) കാണുക)

വിജ്ഞാപനം

സി3-9019/18/DCEKM

2020 മാർച്ച് 20

കേരള സർക്കാരിന്റെ 04.12.15 ലെ സ.ഉ.(അച്ചടി) 649/2015/റവ നമ്പർ വിജ്ഞാപനം പ്രകാരം 2013 ലെ ഭൂമി എറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും പുനഃസ്ഥാപനത്തിനുമുള്ള അവകാശ ആക്ട് (കേന്ദ്ര ആക്ട് 30/2013) പ്രകാരമുള്ള കളക്ടറുടെ ചുമതലകൾ നിർവ്വഹിക്കുവാൻ ആലുവ എൻ.എച്ച് നം. 2, ഖൊന്നംവില സ്പെഷ്യൽ തഹസീൽദാറെ നിയമിച്ചിരിക്കുന്നതിനാലും ;

ഇതോടൊപ്പമുള്ള പട്ടികയിൽ വിവരിച്ചിരിക്കുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിന്, അതായത് പുറയാർ ആർ.ഒ.ബി പദ്ധതിക്ക് വേണ്ടി ആവശ്യമുണ്ടെന്നോ ആവശ്യമുണ്ടായേക്കാമെന്നോ ജില്ലാ കളക്ടർക്ക് ബോധ്യമാകുന്നതിനാലും :

2013 ലെ ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനഃസ്ഥാപനത്തിനുമുള്ള അവകാശ ആക്ട് (കേന്ദ്ര ആക്ട് 30/2013) വകുപ്പ് 4 (1)ലെ വ്യവസ്ഥകൾക്കനുസൃതമായി നാഴെ പട്ടികയിൽ പറയുന്ന സ്ഥലത്ത് ഒരു സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ പഠനം നടത്തുന്നതിന് തീരുമാനിച്ചിരിക്കുന്നതിനാൽ :

ഇപ്പോൾ, തൻമൂലം ജില്ലാ തല സാമൂഹ്യപ്രത്യാഘാത വിലയിരുത്തൽ പഠന യൂണിറ്റായ കോട്ടയം, കേരള മോളക്രൂറി ഹെൽത്ത് സർവ്വീസിനെ നിയമം അനുശാസിക്കുന്ന രീതിയിലുള്ള സാമൂഹ്യപ്രത്യാഘാത വിലയിരുത്തൽ പഠനം നടത്തുന്നതിനും സാമൂഹ്യപ്രത്യാഘാത നിർവഹണ പദ്ധതി തയ്യാറാക്കുന്നതിനും ചുമതലപ്പെടുത്തിയിരിക്കുന്നു. ഈ പ്രക്രിയ രണ്ട് മാസത്തിനകം തീർക്കേണ്ടതാണ്.

പട്ടിക

ജില്ല - എറണാകുളം

താലൂക്ക് - ആലുവ

ബ്ലോക്ക് - 8

വില്ലേജ് - ചെങ്ങമനാട്

(ഏകദേശ വിസ്തീർണ്ണം ചേർത്തിരിക്കുന്നു)

| ക്രമ നം. | സർവ്വേ നം. | വിലാസം | വിസ്തീർണ്ണം | |
|----------|-------------|---------|-------------|-------|
| | | | ഹെക്ടർ | ച.മീ. |
| 1. | 345 പാർട്ട് | നീലം | 10 | 20 |
| 2. | 346 പാർട്ട് | പുരയിടം | 9 | 30 |
| 3. | 347 പാർട്ട് | നീലം | 21 | 50 |
| 4. | 364 പാർട്ട് | നീലം | 32 | 80 |
| 5. | 368 പാർട്ട് | നീലം | 11 | 80 |
| 6. | 367 പാർട്ട് | നീലം | 18 | 80 |
| 7. | 377 പാർട്ട് | പുരയിടം | 14 | 60 |
| 8. | 378 പാർട്ട് | പുരയിടം | 7 | 70 |
| 9. | 398 പാർട്ട് | പുരയിടം | ൮ | 80 |
| 10. | 401 പാർട്ട് | പുരയിടം | 0 | 90 |

electronically signed gazette.



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|-----|-----|---------|-------------|------------|-----------|
| 11. | 399 | പാർട്ടി | പുറമ്പോക്ക് | 39 | 00 |
| 12 | 376 | പാർട്ടി | പുറമ്പോക്ക് | 7 | 40 |
| | | | ആകെ | 174 | 80 |

(ഒപ്പ്)

ജില്ലാ കളക്ടർ, എറണാകുളം

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