

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)**

**Draft Report
18-07-2022**

Requisition Authority
**Public Work Department
(Bridges Division)**

By
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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 up scaling 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 draft 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, 22 Superintending Engineers, 81 Executive Engineers, 284 Assistant Executive Engineers, 638 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 “Puthiya kalam Puthiya nirmanam”. 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 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 seven title holders are women and five are men.

Details of the acquiring 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.

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 seven title holders are women and five 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

Lose of land of Thirteen title holders and Frontage loss of a Commercial structure are the primary impact of the project. The lose 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.

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	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the

acquisition process						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 residents. 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.

SAJU V ITTY,
CHAIRMAN,
SIA UNIT

Annexures

List of PAFs.

Photographs – Field Investigation

Gazette Notification regarding SIA study.