

**SOCIAL IMPACT ASSESSMENT FINAL REPORT  
OF  
ADDITIONAL LAND ACQUISITION WORK FOR  
THEKKI BAZAR FLYOVER  
IN KANNUR- I & KANNUR- II VILLAGES OF KANNUR  
TALUK, KANNUR DISTRICT**



Submitted to:  
**The District Collector, Kannur**

By  
**Don Bosco Arts and Science College  
Angadikadavu, Kannur**  
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**13 JUNE 2022**

## DECLARATION

The Kannur District Administration through its proceedings with regard to File No. DCKNR/11476/2021-C8 and 4.1 notifications G.O. (RD) No.1410/2022 Thiruvananthapuram, Dated, 29/04/2022 entrusted to Don Bosco Arts & Science College, Iritty (Kannur), the Social Impact Assessment (SIA) of the Additional Land Acquisition for the Thekki Bazar Flyover project in Kannur-1 and Kannur-1 villages of Kannur Taluks, Kannur District. As per the land details given by The Deputy Collector (LA) Collectorate Kannur, Special Thahasildar (KIIFB) Thana, and the guidance and alignment sketch from the RBDCK Office Kannur, Kannur Municipal Corporation Mayor Shri. T.O Mohanan, affected ward Councillor Shri. Suresh Babu. SIA unit collected data from the project affected Individuals/ families, other affected institutions and the stakeholders of the proposed project, as soon as the college received the Intimation (06/05/2022). After the draft was published on 13 May 2022 and the report was discussed in the public hearing in the Mahathma Mandiram on 30<sup>th</sup> May at 11.00 am and unfortunately some group of people came and disrupted the hearing and even they snatched away the signed list of participants. Hence, as per the Acta second hearing was called on following all the procedures. It was held on 9<sup>th</sup> June at 11.00 am in Mahathma Mandiram with police protection and the following report has been drawn up. The supportive documents have to be verified by the concerned authorities.

Director

Social Impact Assessment Unit

Don Bosco Arts and Science College, Iritty, Kannur

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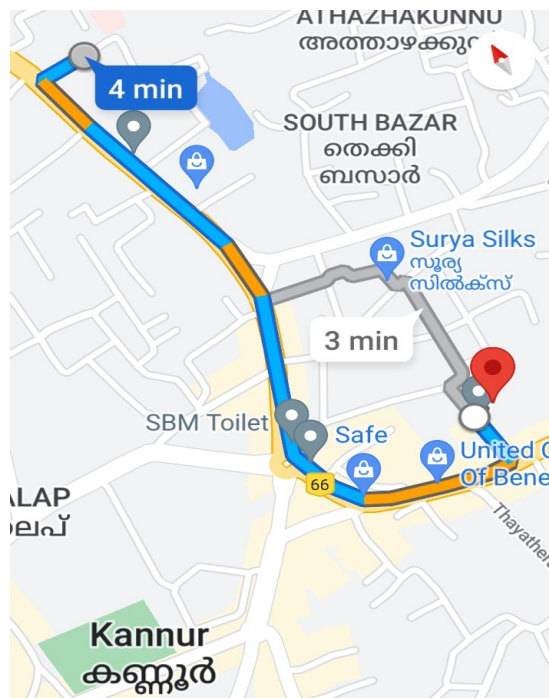
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## CHAPTER – 1 EXECUTIVE SUMMARY

### 1.1 Project and Public Goals

The land acquisition work is as per the RFCTLARR Act 2013 for the Thekki Bazar (South Bazar) Flyover Project in (Kannur 1 & 2 villages) of Kannur Taluk, Kannur District. The major purpose of the acquisition is to remove the traffic block and congestion in the centre part of Kannur town- which is also (NH-66 Panvel - Kanyakumari) 1608 km. long busy National Highway parallel to the Western Ghats connecting 5 states. Just as the quote “All road reaches Rome” all road to Kannur reach this road. The road is just in front of the Collectorate and Civil Station with almost all the District Offices and Taluk office and the entry to the railway station main city, bus etc. Hence the number of vehicle moving through this road often causes a lot of traffic congestion and blockade. The proposed project site is in the crest of Kannur Corporation Town. The cry for a solution to this problem started decades ago. The proposed flyover project has a length of 1.8 km. (from the land mark- Malabar Hotel till Govt. Training Institute on Thalassery road) with a width of 10 meter for a two lane transport and a crash barrier with 0.45 meter width on both the sides. The project also proposes on ground, service roads on both the sides with s 7.5 metre and also the drainage with 1 metre width.

### 1.2 Location



The proposed location Map of Thekki Bazar Flyover project  
(The alignment sketch is given in the annex).

### 1.3 Size and Attributes of Land Acquisition

The Social Impact Assessment is for the acquisition of 0.01hector land from Kannur 1 village and 0.0509 hector land from Kannur 2 village (total land required for the flyover in Thekki Bazar is 0.8633 hectares) from 13 survey numbers. The land required for the proposed project is adjacent to both the sides of the existing road. The attributes in the land include commercial/livelihood shops, multi storied buildings public utility roads, and electric transformers etc. are affected. Both the sides of the existing road is used for the purpose, the land required for the project is comparatively less but old multi-storied buildings are affected and the takeover steps are not simple.

### 1.4 Searches for Alternative Route

The study team searched for other alternative route for the project. The Thekki bazaar flyover project is exclusively meant for reducing the traffic block in the NH 66 especially at Kakkad road junction, sub-jail road, Mahatma Gandhi Circle, Railway station road junction, chamber of commerce junction till training Centre etc. Hence it cannot be substituted with any other route. It is a fact that the upcoming city road expansion, the NH-66 expansion and also the bye-pass that would reduce the traffic flow to a great extent in the future. Up on enquiry with the affected and other stake holders, a few of the affected/ representatives with the opinion that, this alignment alone will not solve the traffic problems. They were suggesting about bye-pass road and speed up the City road improvement and NH expansion. The proposed alignment seems to be the most suitable for the transportation for locals and the people in the District to come to Kannur City, Railway stations, Market hospitals, Civil station and district offices, Kannur Corporation Offices, Kannur Cantonment, tourist spot like St. Angelo's Fort, Payyambalam beach etc.

	<b>Frequency</b>	<b>Percentage</b>
Yes	0	00
No	6	75
Not responded	2	25
Total	8	100

Table No. 1.1 shows the details of alternatives to the alignment. 6 out of 8 are in favour of the alignment and only many of them suggested there can be another alternative like bye-pass/ one way system to avoid the overcrowding and insisted that this flyover alone will not solve the total traffic problems in Kannur City.

### 1.5 Social Impact

The total area of land required for the Thekki Bazar Flyover project is 0.8355 hectares. This Social Impact Assessment is for the acquisition of 0.0509 hectares from 13 survey numbers of Kannur I & Kannur II villages of Kannur Taluk in Kannur District. The most crucial negative impact of the project is the loss of commercial/livelihood structures/ its frontages belong to 6 households and their dependents, the assets of public utility institutions, properties belonging to religious place. The acquisition of this land is estimated to directly affect a population of 32 (Male 15, Female 17) people from 6 families and 8 others (properties belonging to Masjid, residence and commercial structure etc. It also affects 112 business owners and dependents including their staff and dependents / who lose their livelihood/ income/ salary due to the acquisition. 2 of them it is their ancestral property and they are forced to break that emotional attachment too. A comfortable compensation, rehabilitation and resettlement may be enough to cure/settle completely the wound by the acquisition.

Affected Inventory details				
Sl.	Land Owners	Survey Numbers	Owned land Area in Cents	Assets Affected
1	Amarnath A K & others	527	Not responded	2 storied shop building with 7 rooms and a hall, wall and gate, well, add board, coconut tree-2, Muringnga-1 (drumstick)
2	K M Preetha, Pranaam, near Thalap temple, Pallikkunnu PO.	670	5 cent	2 storied tiled building, one room is affected. Rented shop owner: Azeem K T- 5 dependents, 2 staff members with 5 and 4 dependents.
3	Hassankunj	NR	9 cent	Frontage road side of the building, sylcon shoes and bags shop.
4	Sheriff, next to Sylcon: Living in Kannothumbal, Opp. Har Cars, Mob: 9447072921	NR	NR	Frontage of the building (Caltex tower-Hair & Craft, Travel & tours one room is vacant.)
	Sheriff- next to Old BEVECO building (Cotacted many times over phone and met him in his office and did not provide information for the study.)	NR	NR	2 storied building portions is affected. 1. Mask- shop own by Abdulla and his 7 family members. Staff: 1. Munavar- 4 family members, staff: 2 Fayis- 5 family members. 2. Reliance Jio shop since 2014. 1. JyothiPrakaash-Manager (5 members in the family) 2. Akshay-staff (5 members in the family), 3. Athul- staff (4 members in the family), 4. Riswan- staff (5 members in the family) 3. GeeBee Education. 1. Justin Mathew (owner, 7 members in the family), 2. Dilna-staff- (3 members in the family), 3. Usha -staff- (4 members in the family), 4. Anupama-staff- (3 members in the family), 5. Sneha- staff (2 members in



				the family), 6. Namritha –staff (4 members in the family). 4. Rasheed Dental Clinic: Dr. S V Muhammad Haris. (40 years in the building), 1. Rossamma- staff (4 members), 2.Tejas- statt (3 members), 3. Rasheeda staff (5 members), 4. Saumya-Staff (5 members), 5. Shahalath-staff (6).
5	Muneer: (mob: 9821098749) Old BEVCO outlet building. (Living in Andheri- Mumbai office in Byculla. Had discussion over phone and did not respond for SIA )	NR	NR	2 storied building- upstairs 3 rooms and ground floor 3 rooms. One Electrical shop is open. Luker New Power House: Shemeer- owner (5 dependents) 4 labourers with 20 dependents in their families.
6	Sheeja, W/o Dhanachandran, Thaliprath House, Pallavi, Pallikkunnu,	4/1, 2/2B	1 Cent	Sheet roof, Milma Booth and teashop. Owner: 1. Dhanan- (5 members), Staff: 2. Sathyan – ( 4 members), 3. Jayan- (4 members), 4. Shreedave – (4 members), 5. Rameshan- (3 members).
7	President, Muhammad Palli (Masjid)	343, 342	NR	1. Muhammad palli wall, gate, sheet roof, ladies prayer hall. 2. Shaab- building and house materials shop frontage. 3. Emmanuel Silks frontage.
8	Principal (mob.9447141604) Training School and District D E Office	816, 818	Not Available	3 Wall and gate/Entrance, trees etc.
9	Road, Opp. Malabar Hotel	524		Public Utility road
10	Road, Near . Salkara Hotel left from AKG Hopital side	764		Public Utility road
11	Kakkad Road- from AKG Hospital side			Public Utility road
12	NH -66 land			Public Utility road
13	Youth centre Road, next to Milma booth.			Public Utility road
14	Road by the side of Training Institute/school/DDE			Public Utility road

## 1.6 Mitigation Measures

It appears from the analysis and overview of the Act that the provisions of compensation for land acquisition under RFCTLARR Act, 2013 will be enough to manage the social issues. Speeding up the acquisition process and disbursement of compensation is recommended.

Sl. No.	Type of Impact	Status: Direct/indirect	Proposed Mitigation Measure
2	Loss/damage of Built-up Property	8 Built up properties partially affected - Direct Impact	Rehabilitation as per RFCILARR Act, 2013
3	Wall and gate	3 – direct impact	Rehabilitation as per RFCILARR Act, 2013
4	Well	1 - direct impact	Rehabilitation as per

			RFCTLARR Act, 2013
5	Frontage /road	2- direct impact	Compensation as per RFCTLARR Act, 2013
6	Loss of Livelihood	4 families are affected directly as they lose their livelihood/family income/rent. Livelihood of 112 people including depended are indirectly affected. Business of all affected has indirect impact - they lose frontage / parking area etc. Individuals who are doing business for many years will be evicted and lose their livelihood.	Compensation as per the RFCTLARR Act, 2013
7	Loss of public utilities	Govt. Teacher Training Institute/ AEO Office, DDE Office, Public Roads.	Rehabilitation works as per the RFCTLARR Act, 2013
6	Religious place/ property	Muhammad Masjid oop, training Institute.	Compensation as per RFCTLARR Act, 2013

Note: The above data/information are arrived as per the information provided by the respondents / and the observation by the data collection team during the survey. Supporting documents need to be verified and the losses to be calculated as per the government norms.

### 1.7 Social Impact Mitigation Plan (Mitigation Measures)

Based on the desk review, field investigations and consultations undertaken during the Social Impact Assessment of land acquisition for the Thekki Bazar Flyover Project, the following Social Impact Mitigation Plan (SIMP) has been derived. The major mitigation measures drawn are:

#### **Economic Measure**

Loss of property, assets, and livelihood due to acquisition of land for the Thekki Bazar Flyover project should be compensated as mandated by the RFCTLARR Act-2013, under sections 26 to 31 and in the First Schedule of the Act for the affected 6 householders / property owners. The compensation for the acquiring property, loss of income from the property as the owner or as an employ and the rehabilitation support for the demolished portions will enable the affected to pursue their economic life/livelihood, should be provided as early as possible. This would compensate temporarily for the loss of the livelihood likely to be affected due to the acquisition of the land/property.

#### **Environmental Measures**

The proponent shall design the work eco-friendly and drainages at the site/alignment minimizing the impact on the flora and fauna of the areas.

<b>Table No. 1.3 Positive Impacts</b>			
Impact	Direct/Indirect	Temporary / Permanent	Major/Minor
Less traffic block means fuel saving time saving and getting done the purpose as early as possible for which the travel is done.	Direct	Permanent	Major
Enhanced infrastructure for transportation	Direct & indirect	Permanent	Major
Comfortable travelling invites more travellers and Tourist to St. Angelo's Fort, Payyambalam beach, Arrakkal museum and Kannur market and Town.	Direct & indirect	Permanent	Major
Tourist promotion and economic growth	Direct & indirect	Permanent	Major
Less accident and smooth emergency vehicle movement like ambulance, Fire & rescue	Direct & indirect	Permanent	Major

The discussions and interactions with various stakeholders including the affected families highlighted the need to speed up the acquisition and the compensation and thus to end the immense sufferings of the affected. The SIA team is unanimous in viewing that this land be acquired by providing due compensation as per the RFCTLARR Act, 2013 provisions. The team emphasizes that the project is important for the smooth transportation of local and outstation vehicles/passengers; the proponent is suggested to balance environmental and social considerations and benefits through implementation of the proposed mitigation measures. The Service Roads work should be designed and built in such a way that there will be sufficient drainages to avoid flood/water logging and footpaths with concrete slabs covering. It is recommended that preventive measures be given first consideration in order to reduce the cost of undertaking the mitigation measures and at the same time, minimizing the negative impact of the project.

### **Social & Religious Measures.**

The Flyover making would require some portion of the Muhammad Masjid, opposite to the Training School. The SIA team got the opinion from the affected that they are supporting the development activities in the area and are willing to give up the required land.

### **1.8 Rehabilitation & Resettlement Measures**

It appears from the analysis and overview of the Act that the provisions of compensation for land acquisition under RFCTLARR Act, 2013 will be enough to manage the social issues. Speedy disbursement of compensation is recommended. Compensation as per RFCTLARR Act, 2013 will be enough to mitigate the impacts like loss of land/structures, loss of productive assets, loss of business, loss of public utilities and religious places. A total of 6 built up properties are either fully or partially affected, including public utility/civic/ institutions, properties belonging to

religious groups and households who lose their portion of residences, shops / livelihood, commercial rooms of building, etc. that need rehabilitation measures.

### **1.9 Major Suggestions by the Affected**

Following are the major suggestions and recommendations proposed by the affected to mitigate the impacts on them:

Key informant:1. Kannur Corporation Mayor Adv. T O Mohanan briefed about the traffic problems in Kannur. He suggested that the traffic problem in Kannur starts near Krishna Menon College, Sreepuram, AKG Hospital area, Kakkad Road Junction, Asoka Hospital Road, Sub-jail Road, Caltex Junction, railway station road, Thana junction, Mele Chovva Junction etc. are very common and serious and hence the Thekki Bazar alignment is not correct. He also suggested that the existing traffic problem can be reduced by completing the city road improvement project.

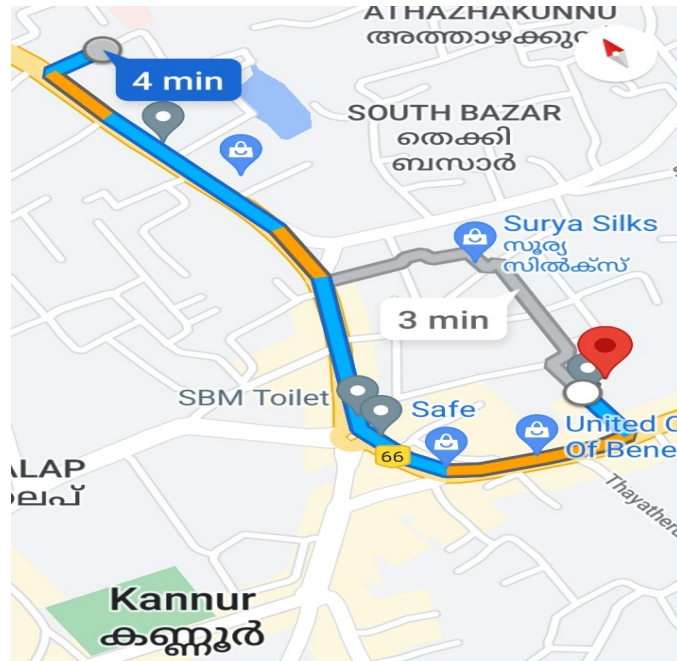
- Some lose their sole property and livelihood is affected, so better compensation
- If possible, avoid demolition of small portions of buildings, especially Multi storied buildings.
- Support for setting up the livelihood after completing the reconstruction of the remaining building.
- Value calculation in par with market value
- Grant some relaxation in the Municipal Act/Rule of minimum distance from the road for the new buildings in the remaining available land.
- Acquire the land or property only if the proposed widening work will commence and complete in a given time span.
- When the public/govt. institution properties acquired, wall and gates are demolished make on the spot temporary arrangements for the safety of the properties and execute the tender in such a way that the contractor will carry out such works too.
- Constructions works may be done in a prepared manner and time-bound so that the livelihood/ commercial activity will not be halted for a long period causing blockade in the economic activities.
- Intimate the affected about how much land required for the project and will there be left over land that can be used. There should be proper communication from the authorities on acquisition and marking/ stone laying. There are too many markings and it is confusing that which is actually meant for this particular project requirement/acquisition.

## CHAPTER 2 DETAILED PROJECT DESCRIPTION

### 2.1 Background and Rationale of the Project

There is a decade old demand for a permanent solution for the Traffic problems in Kannur Town. National Highway 66 (Old NH 17) from Panvel to Kanyakumari is about 1608 kilometres connecting 5 states and a lot of heavy as well as large vehicles running through this town. Kannur Railway Station, bus stands, Market, District Hospital, Cantonment, fishing harbour, all the District Offices including Collectorate and Municipal Corporation Office, Kannur Taluk Office Tourist spots like St. Angelo's fort, Payyambalam beach etc. and many other small and important are reached after reaching Caltex Junction. Hence, as the number of vehicles on the road increases, and hectic traffic jam is naturally occurring. So a smooth running of vehicles through this section is only possible by a flyover and the underneath service roads. Hence the govt. of Kerala entrusted RBDCK to build a Flyover using the minimum resources and solving the maximum problems in Kannur road traffic using the KIIFB Fund.

### 2.2 Project Location



Google map of the Alignment (detailed sketch plan is given in the annex)

**The alignment sketch is given in the annex.**

The proposed flyover project has a length of 1.8 km. (from the land mark- Malabar Hotel till Govt. Training Institute on Thalassery road) with a width of 10 meter for a two lane transport and a crash barrier with 0.45 meter width on both the sides. The project also proposes on ground, service roads on both the sides with s 7.5 metre and also the drainage with 1 metre width. Kerala Roads and

Bridges Development Corporation is entrusted flyover making responsibility from the fund through KIIFB.

The Social Impact Assessment is for the acquisition of 0.01hector land from Kannur 1 village and 0.0409 hector (total 0.0509) land from Kannur 2 village (total land required for the flyover in Thekki Bazar is 0.8633 hectares). The Flyover is proposed on the NH66 which is running through the centre of Kannur City. It starts in front of Malabar Hotel near AKG Memorial Hospital and ends in front of Govt. Teacher Training Institute.

### **2.3 Examination of Alternatives**

The study team searched for other plans/ alignment and designs for the Thekki Bazar Flyover and services Road. As it is a Flyover along and above the NH66 for the smooth transport Northern side to the Southern end and enable smooth movement of vehicles in junctions and sub roads an alternative cannot be suggested. Up on enquiry with the entire affected and other stake holders, suggested other alternatives to avoid traffic jam and not a new alignment / or a flyover. The team also inquired views of the other affected and the key informants regarding the possible alternatives. The proposed alignment seems to be the most suitable for the transportation for locals as well as the travellers from far and wide because the land to be acquired is for the expansion of the existing road not for a new road.

### **2.4 The Project Construction Progress**

The Project comprises of the construction of a flyover on pillars in the middle with 10 metre in two lines and crash barriers on both sides with a width of 0.45 metre, and Service roads in the ground (7.5 meter width) on both sides of the existing road. Initial challenge is to demolish some portions of the existing buildings and other properties for the same. The land acquisition is the responsibility of the special Thahasildar KIIFB, and the construction activities are under the Roads and Bridges Development Corporation of Kerala. The works will take place after the acquisition is completed. After the acquisition the required portions of the buildings on both sides are to be demolished/ cut in to the required space, and then carry the road widening works. Care must be given in all these phases and transportation alternatives must be sought in and managed promptly to avoid difficulties of the travellers.

### **2.5 Details of Environment Impact Assessment**

Detailed environment impact assessment is not necessary for the Thekki Bazar Flyover project, as it's not going to affect wide range of natural resources like vast area of land, water sources, forest or even huge area of earth levelling. In fact smooth transportation will help reduce fuel emission and save better our environment.

## 2.6 Workforce Requirement

The work force needs to be equipped with modern machineries and planned man power in various ranges in terms of skilled, semi-skilled and unskilled labours. The locals and the family members whose livelihood are affected may be given opportunity in the construction work as a temporary relief.

## 2.7 Need for Ancillary Infrastructural Facilities

There is a requirement of alternate traffic route at the time of demolition as some of the multi storied structures on both the sides are to be demolished for the required width. The construction should be carried out by making traffic diversion/control for smooth passage of vehicles and people, till the work is completed for their safety. Required traffic control and diversion including one way system will be unavoidable.

## 2.8 Applicable Rules and Statutes

Application of National Statutes and Regulations on socio-economic impact suggests that the Proponent has a legal duty and social responsibility to ensure that the proposed development be implemented without compromising the status of the environment, livelihood of people, natural resources, public health and safety etc. This position enhances the importance of this social impact assessment for the proposed site to provide a benchmark for its sustainable operation. The major legislation that governs the land acquisition for the present project is hereby discussed briefly:

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act (Kerala) Rules 2015.
- Government of Kerala – Revenue Department - State Policy for Compensation and Transparency in Land Acquisition.
- Right to Information Act, 2005.
- The Rights of Persons with Disabilities Act, 2016.

### **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013**

The chapter IV, Section 11 of the Central Act states that ‘whenever it appears to the appropriate government that land in any area is required or likely to be required for any public purpose, a notification to that effect along with details of land to be acquired shall be published in the official Gazette, two daily newspapers, uploaded on the website of appropriate government and in the affected areas to all the persons affected.’ (RFCTLARR Act, sec.11). Prior to the acquisition,

Section 4 of the Act mandates 'conduct of a Social Impact Assessment' study of the affected area to study the impact the project is likely to have on various components such as livelihood of affected families, public and community properties, assets and infrastructure particularly roads, public transport etc. Similarly, where land is acquired, fair compensation shall be paid promptly to all persons affected in accordance with sections 28, 29 and 30 of the Act, along the following parameters:

- Area of land acquired,
- Market value of the property decided by the Collector,
- Value of things attached to land or building
- Damages sustained from the severance of the land,
- Damages to other property in the process of acquiring the said land,
- Consequences of changing residence or place of business by the land owners,
- Damages from diminution of profits of the land acquired.
- Award of Compensation.
- Interest paid at the rate of minimum 12% per annum on such market value for the period commencing on and from the date of the publication of the notification of the social impact assessment study.

*The Proponent has undertaken Social Impact Assessment and developed mitigation measures for those who will be affected by the proposed project. The Proponent shall adhere to the requirements of the Act in the implementation of land acquisition.*



## CHAPTER 3

### TEAM COMPOSITION, STUDY APPROACH AND METHODOLOGY

#### 3.1 Background.

Kannur District Administration through its promulgation with File No. DCKNR/11476/2021/ C-8 and with the Govt. of Kerala Gazette Notification (4/1) GO. (RT) No. 1410 dated 29.04.2022, entrusted to Don Bosco Arts & Science College, Iritty (Kannur) the Social Impact Assessment (SIA) of the Land Acquisition for the Thekki Bazar Flyover in Kannur I & Kannur II villages of Kannur Taluk, Kannur District. The objective of a Social Impact Assessment (SIA) is to enumerate the affected land and structures, affected families and persons to identify social impacts, and to prepare Social Impact Management Plan (SIMP). Data from primary and secondary sources have been collected to elicit the information for the current process. As part of SIA, a detailed socio-economic survey has been conducted by experienced members of the SIA unit in the affected area, meeting every affected land owners to assess the adverse impacts, measures/ suggestions to mitigate the impact and their opinion about the project.

#### 3.2 SIA Team

The SIA unit that undertook SIA study comprised of members headed by the Vice-Principal & Head of the Department of Social Work, Don Bosco Arts & Science College, Angadikadavu, affiliated to Kannur University, Kannur. The head of the team is having MBA and MSW and has wide experience in academic and development sectors. The Coordinator of the SIA unit is also with MSW and M. Phil. in Social Work with 27 years experience in research, project planning and implementation in development sector, over decades.

Sl. No.	Name	Qualification & Designation	Experience
1	Fr. Sojan Pananchikal	Director, MBA & MSW	HOD & Vice principal, with 10 years experience in administrative, academic and developmental sector
2	Sebastian KV	MSW, M. PHIL Coordinator, SIA Unit	27 years experience in Development Sector
3	Nimal Thomas	Research Associates	MSW, with 5 years of experience

#### 3.3 SIA and SIMP Preparation Process

With the help of the Deputy Collector LA, Special Tahsildar KIIFB Kannur and staff members, Kannur Corporation Mayor, Ward Councillor Suresh Babu, and following the alignment

sketch, the study team identified the affected area and met the affected. Before starting the detailed SIA study, field visits and pilot study of the socio-economic survey were conducted. For the data collection, the affected people were administered the interview schedule and their feedbacks collected carefully. From secondary sources, an understanding of the physical, social, economic and cultural set up of the project area was obtained. Many pre-coded questions were included in the questionnaire. The survey forms duly filled in were consolidated and entered into a database, the information updated and the report prepared.

While preparing draft SIA SIMP the study team followed some essential components and steps which are (1) identification of socio-economic impacts of the projects, (2) legal frameworks for land acquisition and compensation (RFCTLARR ACT, 2013). The various steps involved in the study have been described in detail.

### **3.4 Methodology and Data Collection**

The methodology adopted for the assessment was a mix of quantitative and qualitative processes. “By using both qualitative and quantitative methodology, more comprehensive data will be obtained, and a more holistic product would result, without excluding important areas of assessment” (DEAT, 2006).

Quantitative information on the Project Affected Persons and Families were gathered through the household survey. The household interviews of the affected land holders for the SIA study area covered 6 property holdings and their dependents who own property, 1 property belong to Muhammad Masjid, Property belong to Govt. Teacher Training Institute, other public utility properties like roads and Land belong to NH66 at the project location were contacted. Household survey was undertaken by qualified and experienced data enumerators by administering predefined interview schedules targeting the Project Affected Population (PAP). It was a very difficult task to trace the land owners who own the land/property in the alignment and settled / residing far and wide.

Qualitative information was gathered along with the field study / household survey through consultation with stakeholders. The consultations were conducted with the help of interview guides and guideline points. The SIA team developed several formats of interview methods to target various groups of stakeholders which included Project Affected People, elected representatives and representatives of various government departments. The key informant stakeholders, viz., elected representatives like Municipal Chairperson and the ward members, political leaders, revenue officials etc were contacted and relevant information collected.

During the study a number of informal consultations and discussions were conducted apart from the formal interviews and other information gathering process. Thus the respondents who

have land in the project location were covered in the assessment study. The stakeholders were identified and consulted with the objective of understanding the existing socio-economic conditions of the affected area and the immediate surroundings of the proposed project.

The data obtained from the survey was analysed to provide a summary of relevant baseline information on affected populations - all types of project impacts which include direct and indirect impact of physical and or economic nature on the people and the general environment. The responses received from the community, the local administration and representatives of government departments through the public consultation and socio-economic survey are represented in the subsequent chapters of this report.

### SOME STILLS FROM THE AREA AND SIA PROCESS



Discussion with Corporation Mayor



Meeting with the Dy. Collector (LA)



Meeting with the Special Tahasildar, KIIFB



Affected Milma Booth



Affected Muhammad Masjid



Affected property



Affected Property



Affected property



Affected property (old BEVCO building)

### 3.5 Site Visits and Information Gathering

From 06/05/2022 onwards the SIA team contacted the Acquisition authorities and visited the site to verify the alignment drawings and to identify the affected area. After identifying the affected areas, the SIA unit consulted with different stakeholders at the project area. The survey team collected the data in the month of May 2022.

### 3.6 SUMMARY OF PUBLIC HEARING

In connection with the land acquisition for the Thekki Bazar flyover, the areas belong to Kannur-1 village and Kannur -2 village in Kannur Taluk, Kannur District. The public hearing as part of the SIA for the landowners and the proponents including the acquisition officials was held at Mahathma Mandiram (Hall), Kannur on 30<sup>th</sup> May 2022 at 11.00 am. Unfortunately other than the affected and a group of 30-40 people came and interrupted the program. Even they have snatched away the participants' and officials attendance sheet and the public hearing could not conduct successfully.



Hence the process of public hearing had to be repeated and the second time it was conducted on 9<sup>th</sup> June 2022 at Mahathma Mandiram Hall at 11.00 am.

### **Gist of the Meeting**

The public hearing was chaired and Fr. Sojan Pananchikkal, Director of SIA unit, Don Bosco Arts and Science College in the presents of Shri. Suresh Babu Elayavoor, Corporation Ward Councillor Shri. K Rajan Special Thahasildar ( L A, KIIFB-I)Thana , Shri. K.K Anil Kumar, Deputy Collector, RBDCK, Shri. Padmanabhan P. Asst.(L A) RBDCK, Shri. Aneesh C , Project Engineer RBDCK And other SIA Unit Staff members.

The affected parties who participated in the Public Hearing presented their problems and made corrections in the draft report accordingly regarding the assets and inventories. Only 4 out of the 8 affected participants and 10 officials attended the Public hearing. The meeting was started at 11.15 am with a brief welcome and introduction of the purpose of the Public hearing by the SIA Unit Coordinator.

In the presidential Address, though painful, the sacrifices of properties of the affected would culminate the common goodness and the traffic problem in Kannur town will be eliminated. He promised to hear everybody and stated that maximum compensation will be given By the RFCTLARR Act-2013, will follow all the procedures and will consider every opinion.



SIA director Fr. Sojan chaired hearing



Shri. Suresh Babu, Ward Councillor



SIA Unit Coordinator explaining the findings



Training Institute Principal Muhammad Rasheed



Second Public hearing conducted with police protection

The Corporation Ward Councillor addressed the gathering by saying that government should give higher compensation than which is permissible under the RFCTLARR Act-2013 to the affected. Because the directly affected and indirectly affected people who are having livelihood in the affected area or people, who are employed there, would be affect very badly. The completion of the flyover would take longer time till then the affected would be in income loss.

#### **The Officials present included:**

1. Shri. K. Rajan Special Thahasildar (L A , KIIFB-I)
2. Shri. K. K. Anil Kumar, Deputy Collector, RBDCK
3. Shri, Suresh Babu, Ward Councillor
4. Padmanabhan P., Asst. LA, RBDCK
5. Aneesh C. Project Engineer, RBDCK
6. Fr. Sojan Pananchikkal, Director, SIA Unit
7. Greeshma Joseph, Reserach Asst. SIA Unit.
8. Tessia Sebastian, Research Asst. SIA Unit
9. Shijo Joseph, Research Asst. SIA unit

10. Sebastian K V, Coordinator, SIA Unit.

*List of affected participants: Out of 8 acquisitions affected, 4 were present.*

1. Sheeja T, Pallavi, Thalapp

2. Muhammad Rasheed, Principal, Training Institute, Govt. of Kerala

3. Preetha K M. Pranam, Thalapp.

4. Lavanya Alby, Laavyz beauty.

Others who are affected communicated that since they have come for the first meeting and the problems occurred, they are not interested to attend it again.

### **Major concerns and Suggestions Expressed by the affected.**

A number of affected stood up and expressed their anguishes, doubts and opinion is given below:

SN	Name	Concerns and Opinion
1	Sheeja	Will they lose the entire property? There 2/3 alignment sign marks in the property. The flyover would it last for long time. The compensation will not be sufficient to meet the expenses for rehabilitation.
2	Preetha	Is this flyover really needed? Traffic problems are in other areas too. Will acquisition take over the entire land/property? Can they use the remaining? It's a 2 storied building. It is the hereditary property and my father has earned it with lot of struggle who is no more and it is his commemoration
3	Principal, Educational Govt. Training Institute.	There are more than 50 trainees and more than 200 students studying. Will the acquisition affect the building? They already have class room shortage. There are 2/3 alignment marks and exactly don't know the real one.
4	Lavanya, beauty	How do you calculate the loss of livelihood of the business and other services and how it will be compensated? How is it calculated? Take the required land and expand the road, do we really need the flyover?

### **Reply and Clarifications**

1. The valuation team will assess and finalise the compensation
2. Govt. is very speedily going ahead with the implementation. There will not be any delay.

### **Common Proposals**

- ❖ Fair compensation / market rate considering the livelihood loss.
- ❖ Rehabilitation of the building losers with basic amenities.
- ❖ Proper Rehabilitation/ packages for the affected.
- ❖ Special compensation for those who lose source of income / livelihood.
- ❖ The affected should be permitted to continue their business/ livelihood in the remaining portions after taking the required area.

The discussion was over at 12.15 pm by the concluding and thanks giving by the Chairperson. He thanked every affected for their positive approach to the project and insisted on timely completion and other procedures.





## CHAPTER - 4

### VALUATION OF LAND

#### 4.1 Background

The Social Impact Assessment unit conducted the socio-economic survey of the families and individuals/institutions/ establishments affected by the project in the alignment during the month of May 2022. It was learnt through this survey to what extent the proposed project would impact on the properties, income, livelihood etc. of each family. A pre-coded questionnaire was used for the purpose. The major goal of the survey was to assess the socio-economic structure, type of property, right to the assets, the likely impacts and their depth, details of properties etc. of the affected families. The findings of the survey and the gravity of the problems are discussed in this chapter.

#### 4.2 Area Affected by the Project

The total land for which the Social Impact Assessment is done comes to 0.0509 hectares from 13 survey numbers in Kannur-I and Kannur villages of Kannur Taluk, Kannur District. The land required for the proposed project is adjacent to both the sides of the existing road. Total length of the project area is 1.8 km. It starts in the near AKG hospital in front of the Malabar Hotel and ends in front of the Govt. Teachers training Institute.

#### 4.3 Land Requirements for the Project

<b>Table No.4.1 Land Required for the Project</b>		
Survey Numbers	Villages	Affected Area
28, 342, 343, 818	Kannur-I (0.01 hector)	About 0.0509 Hector
524, 527, 617, 619, 670, 764, 787, 816.	Kannur –II (0.0409 hector)	

Table No.4.1 shows that the proposed project of Thekki Bazar Flyover requires about 0.0509 hectares of additional land from 13 survey numbers in Kannur –I (4) and Kannur – II (9) villages. Some of the affected area is (6) under private possession including a religious place and 9 landholdings are under public/ civic utility road and institution.

### 4.4 Site Sketch Plan



Sketch plan of the Thekki bazar flyover

#### 4.5 Use of Public Land

The public land in the affected area includes: Govt. Teacher Training Institute, DDE Office, AEO office, road opposite of Malabar hotel, Road to KIMST Hospital, Road to Kakkad road from AKG hospital, NH66 land near Indian Coffee House, Youth Centre road next to Milma booth, Road by the side of Training Institute.

#### 4.6 Land Already Purchased

No land has been purchased till now.

#### 4.7 Previous Transactions/liabilities on land

<b>Table No. 4.2 Transaction/ liabilities on Land</b>	
Transaction	Frequency
Nil	4
Not responded	3
Bank loan	2
Not applicable	5

Table No. 4.2 shows the information given by the respondents about the previous transactions/liabilities on land. 5 Out of 13 land holdings have not done any transactions in the last 3 years. 2 of them said they have bank loans against their property. 5 are non-applicable and 3 of the affected did not respond.

## CHAPTER - 5

### ESTIMATION AND ENUMERATION

This chapter presents the livelihood affected families and the scale of impact on the affected families. It also mentions about the loss of inventory among the affected. Besides, this chapter provides an estimation of the units affected at the marked alignment in Thekki Bazar- Kannur-I & II villages of Kannur Taluk in Kannur District.

#### 5.1 Number of Properties Affected

Affected Inventory details				
Sl.	Land Owners	Survey Numbers	Owned land Area in Cents	Assets Affected
1	Amarnath A K & others	527	Not responded	2 storied shop building with 7 rooms and a hall, wall and gate, well, add board, coconut tree-2, Muringnga-1 (drumstick)
2	K M Preetha, Pranaam, near Thalap temple, Pallikkunnu PO.	670	5 cent	2 storied tiled building, one room is affected.
3	Hassankunj	NR	9 cent	Frontage road side of the building, sylcon shoes and bags shop.
4	Sheriff, next to Sylcon: Living in Kannothumbal, Opp. Har Cars, Mob: 9447072921	NR	NR	Frontage of the building (Caltex tower-Hair & Craft, Travel & tours one room is vacant.)
	Sheriff- next to Old BEVECO building (Contacted many times over phone and met him in his office and did not provide information for the study.)	NR	NR	2 storied building portions is affected. 3. Mask- shop run by Abdulla and his 7 family members. Staff: 1. Munavar- 4 family members, staff: 2 Fayis- 5 family members. 4. Reliance Jio shop since 2014. 1. Jyothi-prakaash-Manager (5 members in the family) 2. Akshay-staff (5 members in the family), 3. Athul- staff (4 members in the family), 4. Riswan- staff (5 members in the family) 3. GeeBee Education. 1. Justin Mathew (owner, 7 members in the family), 2. Dilna-staff- (3 members in the family), 3. Usha -staff- (4 members in the family), 4. Anupama-staff- (3 members in the family), 5. Sneha- staff (2 members in the family), 6. Namritha -staff (4 members in the family). 4. Rasheed Dental Clinic: Dr. S V Muhammad Haris. (40 years in the building), 1. Rossamma- staff (4 members), 2. Tejas- staff (3 members), 3. Rasheeda staff (5 members), 4. Saumya- Staff (5 members), 5. Shahalath-staff (6).
5	Muneer: (mob: 9821098749) Old BEVCO outlet building.	NR	NR	2 storied building- upstairs 3 rooms and ground floor 3 rooms. One Electrical shop

	(Living in Andheri- Mumbai office in Byculla. Had discussion over phone and did not respond for SIA )			is open. Luker New Power House: Shemeer- owner (5 dependents) 4 labourers with 20 dependents in their families.
6	Sheeja, W/o Dhanachandran, Thaliprath House, Pallavi, Pallikkunnu,	4/1, 2/2B	1 Cent	Sheet roof, Milma Booth and teashop. Owner: 1. Dhanan- (5 members), Staaff: 2. Sathyan – ( 4 members), 3. Jayan- (4 members), 4. Shreedave – (4 members), 5. Rameshan- (3 members).
7	President, Muhammad Palli (Masjid)	343, 342	NR	4. Muhammad Masjid wall, gate, sheet roof, ladies prayer hall. 5. Shaab- building and house materials shop frontage. 6. Emmanuel Silks frontage.
8	Principal (mob.9447141604) Training School and District D E Office	816, 818	Not Available	3 Wall and gate/Entrance, trees etc.
9	Road, Opp. Malabar Hotel	524		Public Utility road
10	Road, Near. Salkara Hotel left from AKG Hospital side	764		Public Utility road
11	Kakkad Road- from AKG Hospital side			Public Utility road
12	NH -66 land			Public Utility road
13	Youth centre Road, next to Milma booth.			Public Utility road
14	Road by the side of Training Institute/school/DDE			Public Utility road

The SIA is covering the property area extending up to about 0.0509 hectares in the proposed Thekki Bazar Flyover. This land which is spread over 13 survey numbers are owned by 6 families, their dependents and 7 others.

## 5.2 Extent Affected

Extent	Frequency	Percent
Totally affected	0	00
Partially affected	14	100
Total	14	100

Table No.5.2 shows the extent of land or property affected by the acquisition. None of the property is fully affected. 14 land holders/properties are partially affected. If the remaining portion after acquisition is not usable for any purpose it should be considered as fully affected. But in case of structure, it should be considered differently. If the basic facilities/existence are affected and no space for new one then it should be considered as fully affected.

### 5.3 Ownership of the Land

The SIA study area accounting to about 0.0509 hectares are both publically and privately owned (6).

There are 8 public institution and roads coming under the acquisition area.

Ownership Type	Frequency
Hereditary	2
Purchased	3
Govt. Institution	1
Religious	1
Roads	7
Total	14

Table No. 5.3 shows the type of ownership of the affected by the acquisition. Out the 14 land holdings, 2 land ownerships are hereditary, 3 land ownerships by purchase and 7 landholders possessed are of public utility roads. 1 Govt institution land and 1 is owned by a religious institution.

### 5.4 *Patta* for the Land/land documents

	Number
Have documents	4
Not responded	3
Not applicable	7
Total	14

Table No. 5.4 shows the responses of property holders reveal that among the 14 directly affected 4, has *patta*/deed for their entire property 3 have not responded and 7 are not applicable.

### 5.5 Current Use of the Affected Property

<i>Items</i>	<i>Frequency</i>
Buildings	4
Compound wall and gate	3
Frontage/ road side	2
Road	6

Table No. 5.5 shows the use of the land affected by the acquisition.4 landholders have buildings affected and 3 landholdings are having compound wall and Gates. 3 landholdings have property frontage/ road side. 6 properties are roads.

## 5.6 Possession of Other Lands

<b>Table No. 5.6 Possession of Other Lands</b>	
Any other land	Frequency
Not responded	3
Yes	3
Not applicable	8
Total	14

Table No. 5.6 shows the details of possession of land anywhere else. 35 out of 78 stated that they have land other than the land in the project site. 17 of them stated that they do not have any land other than this. Details of 1 landholder are not available. 6 are Not Applicable.

## CHAPTER – 6

### SOCIO – ECONOMIC DESIGN

#### 6.1 Preface

This chapter contains the social, economic and cultural status and the peculiarities of the families in the project affected areas. Details of the population, socialisation of the people and such related information are added to this chapter.

#### 6.2 Number of Family members / Total population affected

<b>Table No. 6.1 number of people affected</b>					
<b>Sl.</b>	<b>Land Owners</b>	Mobile Numbers	<b>No. of Family Members</b>		
			<b>MALE</b>	<b>FEMALE</b>	<b>TOTAL</b>
1	Amarnath A K & others	9995021966	4	3	7
2	K M Preetha, Pranaam, near Thalap temple, Pallikkunnu PO.	8606218088	2	5	7
3	Hassankunj (Sylcon shop)	9961473548	6	7	13
4	Sheriff, next to Sylcon: Living in Kannothumbal, Opp. Har Cars, Mob: 9447072921	9447072921	0	0	0
5	Muneer: (mob: 9821098749)	9821098749	0	0	0
6	Sheeja, W/o Dhanachandran, Thaliprath House, Pallavi, Pallikkunnu,	9567212109	3	2	5
7	President, Muhammad Palli (masjid)	9447081601	0	0	0
8	Principal (mob.9447141604) Training School and District D E Office	9447141604	0	0	0
9	Road, Opp. Malabar Hotel		0	0	0
10	Road, Near . Salkara Hotel left from AKG Hopital side/kimst hospital		0	0	0
11	Kakkad Road- from AKG Hospital side		0	0	0
12	NH -66 land		0	0	0
13	Road near training Institute		0	0	0
14	Youth centre Road near Milma booth		0	0	0
	<b>Total</b>		<b>15</b>	<b>17</b>	<b>32</b>

Table No. 6.1 shows the details of families. A total 32 members - 15 male and 17 female - from 6 families are directly affected by the acquisition. 8 units are public utility institution and place of worship, are considered as *Not Applicable* and detail of two of the affected families did not provide.

#### 6.3 Monthly Income

<b>Table No. 6.2 Monthly Income of the Land Owners</b>	
Income range	Frequency
21000 – 30000	1
31000 – 40000	1
Above – 41000	1
NA/NR	3
Not applicable	8
<b>Total</b>	<b>14</b>



Table No. 6.2 shows the monthly income details of the land owners. 1 respondent said his income is between 21000 and 30000. There is 1 landholder who stated that his family income is between 31000 and 40000. 1 respondent stated that his family income is above 41000/- per month. There are 8 landholdings which are not available and 3 did not respond.

#### 6.4 Acquisition affects Income

<b>Table No. 6.3 Affect Income</b>	
	Frequency
Yes	3
Not responded	3
Not applicable	8
Total	14

Table No.6.3 shows the Impact of acquisition on family income of the affected. Out of land holders 3 said their family income will be affected by the acquisition and 3 of the respondents did not responded. 8 were not applicable.

#### 6.5 Source of Income

<b>Table No. 6.4 Source of Income</b>	
	Frequency
Building Rent	2
Business	1
Not Responded	3
Not applicable	8
Total	14

Table No.6.4 shows the details of major income source of the landholders. Out of 14 landholdings, 1 of them is Milma booth and tea chop (business). 2 of them stated that their major income source as building rent, 8 landholders are not applicable 3 did not respond.

#### 6.6 Type of Ration Card

<b>Table No. 6.5 Type of Ration Card</b>	
Type	Frequency
APL	3
Not responded	3
Not Applicable	8
Total	14

Table No.6.5 shows the type of ration cards possessed by the landholders. Out of 14 landholders 3 of them are APL. 3 of them did not respond and 8 are not applicable.

#### 6.7 Affected Vulnerable Groups

<b>Table No. 6.6 Vulnerable Group</b>	
<i>Social Category</i>	<i>Frequency</i>
OBC	5
Not responded	1
Not applicable	8
Total	14

Table No. 6.7 presents the vulnerable social group affected by the project. There are 5 families from Other Backward Community affected by the acquisition. 8 affected are in the not applicable category. 1 respondent did not respond.

#### 6.8 Difficult Situations in the Affected Families

<b>Table No.6.7 Difficult Situation</b>	
Conditions	Frequency
Sick	1
NR	3
Not applicable	10
Total	14

Table No. 6.7 shows the conditions in the families affected by the acquisition. Among the affected families, only one family stated to be suffering with sickness. 3 did not respond and 10 are not applicable.

## **CHAPTER – 7**

### **PLANNING OF COUNTER – IMPACT IMPLEMENTATION**

#### **7.1 Approaches to Impact Mitigation**

The social counter-impact project has been planned to reduce / mitigate the social impact caused in connection with land acquisition. Land / property owners mainly demand for satisfactory compensation. Therefore, what has been proposed as a counter-impact mitigation step is to negotiate the amount for the loss of land and properties with the affected parties concerned and pay them well in advance prior to the takeover.

#### **7.2 Methods for Negation, Mitigation and Compensation of the Impact**

During the SIA study the team got the feedback from the affected community that they are willing to give their land / property if a fair compensation as per the RFCTLARR Act, 2013 is given. Make the compensation payment at the appointed time as per the strict execution of RFCTLARR Act, 2013 which insists on Fair compensation, Transparency, Rehabilitation, Resettlement and other packages.

#### **7.3 Measures Included in Rehabilitation and Resettlement**

Compensation as outlined in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 shall be provided to the affected. The proponent also shall clearly and transparently uphold the provisions of the Act and disseminate the compensation for rehabilitation and resettlement packages as per the Act and as per the directions from the government that comes time to time. It includes the land value compensation, properly and fairly assessed structured property values, transportation charges and rent packages etc for the resettlement, rehabilitation charges and support services respecting the grievances of the affected etc.

#### **7.4 Measures Requiring Body Has Stated to Introduce to the Project Proposal**

The Requiring Body need to make a separate budget to provide compensation in par with the present money value, inflation and market realities particularly in Kerala. The affected are giving up their valuables and some of them moving away for the benefit of the larger public and their sentiments / emotional attachment to the property should be considered with at most reality.

#### **7.5 Alterations to Project Design to Reduce the Social Impact**

There was no suggestion or request for alternate alignment in this particular flyover in the proposed site. Instead some of them suggested that there are other places like Krishna Menon area, sreepuram AKG hospital, Thana and Melechovva with hectic traffic problem and hence the

alignment should be extended. They also suggested that the Kannur City road expansion project can remove the traffic problem and speeding up the bye-pass making will also help solving the traffic issues in Kannur. Some of them also expressed concern about their future and compensation.

## 7.6 Impact Mitigation and Management Plan

Based on the desk review, field investigations and consultations undertaken during the social impact assessment study for the Thekki Bazar Flyover Project, the following Social Impact Mitigation Plan (SIMP) has been developed to mitigate the negative social impact that may arise. The responsibility for the incorporation of mitigation measure for the project implementation lies with the district administration and the proponents. This mitigation plan is addressed to reduce negative social impact of the acquisition of about the additional 0.0509 hectares of land from Kannur –I & II villages. The mitigation measures suggested:

<b>Table No. 7.1 Impact Mitigation and Management plan</b>			
<b>Impact</b>	<b>Mitigation Means</b>	<b>Factors to be monitored</b>	<b>Concerned Agency</b>
Concern about Inadequacy of Compensation	To formulate criteria for full compensation; Criteria to be published before hand; To set up a Grievance Redressal system	Transparency in compensation Number of complaints about compensation Number of demands to enhance the compensation	Dept of Revenue
Concern about Alignment preparation/ measurement	Take the measurement from the middle of the road to both the sides equally where ever possible.	People's concern and tension reduced and everyone is satisfied. Less objection/litigation	RBDCK & proponent
Demolition of small portions multi storied buildings	As far as possible avoid demolition of strong multi storied buildings compromising a little from the footpath	Greater reduction of compensation from the govt. and properties and intact.	RBDCK & proponent
Apprehension about rehabilitation and resettlement packages	Disseminate the Packages and provisions fixed by the government	Compensation value reaches Transparently. Package provisions are correct and for the right purpose	Dept of Revenue
Fund insufficient to buy alternative land/make another building	Modify criteria to increase the compensation to buy land in the same locality. Enable exemptions in stamp duty and such things/ special packages	Number of persons unable to find land. Caution about misuse of gained compensation	Dept of Revenue
Complaint about the delay in the payment of the compensation	Finalise the amount before handing over the land to the Project	Number of affected waiting for the amount even after the taking over is completed	Dept of Revenue
Fear the tenants may cancel the tenancy and claim deposits	Provide loan facility to settle the deposits if needed	Policy-making and execution	Concerned Agency

Fear of major reduction of business due to the loss of frontage view and parking	To find out areas with such facilities for parking or create parking space elsewhere.	Support services	Concerned Agency
Fear of delay during the construction work and traffic issues.	Prepare plan for quick work completion as far as possible one way system	Systematic schedule and plan of action, traffic reroute/diversion	RBDCK & proponent Corporation/ Traffic police
Loss of religious places (Masjid & property portions)	Govt. officials along with elected representatives conduct meetings with religious leaders and concerned groups to come to a consensus.	Amicable solutions in the meeting with a win – win strategy.	Collector/ MLA/MP/ LSG members. RBDCK & proponent

### **Economic Measures**

- a. The most significant social impact through the implementation of the project at the present location is the loss of property for 6 households and 8 others / landholdings and their dependents. Loss of property and the assets due to the Thekki Bazar Flyover project should be compensated as mandated by the RFCTLARR Act, 2013 under sections 26-31 and which are listed in the First Schedule of the Act.
- b. It is suggested that during the construction phase, labour from the affected group/ nearby villages be used depending on its availability/requirement and the need of the affected and their skill.

### **Environmental Measures**

- a. At the designing phase of the project, care should be given to design eco-friendly drainages at both sides minimizing the impact on the flora and fauna of the area.
- b. The construction plan also should include proper drainage, avoiding water logging during the monsoon.

### **Rehabilitation and Resettlement Measures**

The fully affected households/ shop building owners must be properly and transparently resettled and fair compensation should be given to them for the purchase of required alternate land. Along with the compensation the resettlement package provisions should be made available. The rehabilitation of land or property must be taken care with utmost care and the sentiments of the affected should be respected.

Rehabilitation of the wall and gate belongs to the Public utility institutions must be planned and included in the road works contract itself so that any delay/ procedural delay can be avoided and simultaneous work can be completed.

### **Other measures**

A public redressal mechanism should be designed at the project site/in the concerned office/ Corporation office to address the concerns of the indirectly affected population during the construction and operational stages of the project.

### **7.7 Measures to Avoid, Mitigate and Compensate**

- The Proponent should ensure that preventive measures are taken to address the sanitation and health issues of the workers particularly those who have migrated from other states to the construction sites. Proper residential and sanitation facilities are to be ensured for the migrant workers and they have to be linked to the government health facilities in the vicinity.
- The livelihoods of 6 households are affected 32 members directly affected and 112 indirectly affected as depended. Proper compensation must be provided for the same and link them with schemes or programs that will help them engage in new or the same livelihood even after the acquisition.
- The risks to the safety of employees and the public at different stages of the construction are to be addressed by the concerned agencies.
- A redressal system may be set up with representatives from Revenue Department, Corporation and the proponent (KIIFB & RBDCK) for the speedy settlement of the unanticipated issues that may crop up during various stages of the project as well as at the time of evacuation / demolition.

Comparing / weighing the positive against the negative impacts, it can be easily concluded that the former outweighs the latter reaffirming the project as the most inevitable and apt one for the Thekki Bazar Flyover works. The loss of ancestral assets for 2 households will have its negative impact physically and psychologically. There is demolition of 4 households/properties, resulting the displacement of many livelihood and negative impact on business due to the loss of parking area, livelihood, and physical structures. Nevertheless, the project is justified as the negative is minimal. It is also observed by the SIA team that many of the negative impacts highlighted above can be minimized or mitigated further with appropriate and effective mitigation measures / strategies mentioned above.

### 7.8 Willingness to give up land

	Frequency
Yes	2
No	2
Not Responded	3
Not applicable	7
Total	14

Table No. 7.2. Willingness to give up their land/property. 2 Out of 14 their willingness to give up the land. 2 said not willing to give up their property and 3 did not respond. 7 are not applicable.

### 7.9 Welcome the project

	Frequency
Yes	2
No	2
NR	3
Not applicable	7
Total	14

Table No. 7.3. Welcome to the project. 2 Out of said they welcome the project .2 were not. 3 did not respond. 7 are not applicable.

## CHAPTER – 8

### SOCIAL IMPACT ACTION PLAN DIRECTORATE

#### 8.1 Introduction

Following the desk studies, field investigations and public consultations undertaken in this study, a Social Impact Mitigation Plan (SIMP) has subsequently been developed. The SIMP provides a general outlay of the social aspects, potential impacts and mitigation measures. The responsibility for the incorporation of mitigation measures for the project implementation lies with the Institutional Framework and key persons designated by the Government for the said purpose in accordance with the sub-section (1) of section 44 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013).

#### 8.2 Institutional Structures & Key Persons

The Government of Kerala has set up a well-established institutional frame work for the implementation of social impact mitigation/management plan (SIMP) and to perform the functions under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013.

GO (Ms)No.56/2019/RD dated 14/2/2019, Thiruvanthapuram, Revenue (B) Department  
At state level the land Revenue Commissioner is entrusted to perform the functions designated to them in relation to RFCTLARR Act-2013.

As per the GO read above a High level Committee headed by the Chief Secretary with the following members was constructed for issuing sanction for acquisition of land and guidelines had been issued for placing proposals before the High level Committee. The guidelines specify that all proposals for Land Acquisition shall be examined in detail by the concerned Administrative Department and forward the same to Revenue Department for approval by placing before the High Level Committee and thereby issuing sanction for acquisition.

1. Chief Secretary - Chairman
2. Secretary Revenue Department Member
3. Secretary of the Administrative Department - Member
- 4.. Any Officer nominated by The Chairman may be called as a Special Invitee.

As per the same policy at the **district level a Fair Compensation, Rehabilitation and Resettlement Committee with its members as** District Collector, Administrator for resettlement and rehabilitation, Land Acquisition officer, Finance Officer, Representatives of the requiring body to take financial decisions on its behalf and Representatives of Local Self-Government Institution has been set up to undertake various functions under the Act.



The **Administrator** in the committee appointed in line with sub-section (l) of section 43 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act' 2013 (Central Act 30 of 2013), is responsible for the rehabilitation and resettlement formulation' execution and monitoring of the rehabilitation and resettlement scheme in respect of land acquisition. Government of Kerala as per G.O. (P) No. 590/2015/RD dated 11 November 2015 has appointed the Deputy Collector (Land Acquisition) in each District as the Administrator for rehabilitation and resettlement for performing the functions under the said Act and rules made there under in respect of the persons who are involuntarily displaced due to acquisition of land' Besides, as per G. O. (P) 589/2015/RD dated 11 November 2015, has appointed the Land Revenue commissioner as the Commissioner for Rehabilitation and Resettlement in accordance with sub-section (1) of section 44 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013), for supervising the formulation of Rehabilitation and Resettlement scheme or plans, proper implementation of the same and to carry out post-implementation of social audit.

At the district level as per G O. (P) No.649/2015/RD dated 4 December 2015, the Government of Kerala in exercise of the powers conferred by clause (g) of Section 3 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013), r/w sub-rule (l) of rule 3 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Kerala) Rules, 2015 has appointed Special Tahasildar LA (KIIFB) & Deputy Collector LA Kannur to perform any one or more functions of a Collector under the said Act within the area specified in column (3) thereof and authorize them, their servants and workmen to exercise the powers conferred by section 12 in respect of any land within their respective jurisdiction for the acquisition of which a notification under sub-section (l) section 11 of the above Act.

**CHAPTER - 9**

**SOCIAL IMPACT MANAGEMENT BUDGET  
AND FINANCING OF MITIGATION PLAN**

**9.1 Costs of all Resettlement and Rehabilitation Required**

The cost is to be calculated for resettlement and rehabilitation as per the RFCTLARR Act, 2013 by the land Revenue Commissioner at the State and the District levels.

**9.2 Annual Budget and Plan of Action**

To be worked out by the land acquisition section of the Revenue Department.

**9.3 Funding Sources with Break Up**

Not available.

## CHAPTER 10

### SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATION

#### 10.1 Introduction

Monitoring is a long-term process which should begin from the start of the Thekki Bazaar Flyover and continue throughout the life of the project. Its purpose is to establish benchmarks so that the nature and magnitude of anticipated social impacts can be continually assessed. Monitoring involves the continuous or periodic review to determine the effectiveness of recommended mitigation measures. The types of parameters that can be monitored may include mitigation measures or design features, or actual impacts. However, other parameters, particularly those related to socio-economic and ecological issues can only be effectively assessed over a more prolonged period of say 3 to 5 years.

The government of Kerala in accordance with the State Policy for Compensation and Transparency in Land Acquisition frame in connection with the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013), has established district and state level mechanisms for reporting and monitoring the land acquisition process and the implementation of various social mitigation measures. It includes the following:

#### 10.2 State Level Body

At the state level as per G. O. (P) M. 589/2015/RD dated 11 November 2015, *the Land Revenue commissioner appointed as the Commissioner for Rehabilitation and Resettlement* in accordance with sub-section (1) of section 44 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Central Act 30 of 2013), is responsible for supervising the formulation of Rehabilitation and Resettlement scheme or plans, proper implementation of the same and to carry out post-implementation of social audit.

#### 10.3 District Level Body

At the district level, the **Administrator** appointed in line with sub-section (l) of section 43 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act' 2013 (Central Act 30 of 2013), is responsible for the rehabilitation and resettlement formulation' execution and monitoring of the rehabilitation and resettlement scheme in respect of land acquisition. Government of Kerala as per G.O. (P) M. No. 590/2015/RD dated 11 November 2015 has appointed the Deputy Collector (Land Acquisition) of Kannur District as the

Administrator for rehabilitation and resettlement for performing the functions under the said Act and Rules made there under in respect of the persons who are involuntarily displaced due to acquisition of land'

Besides, the *Fair Compensation, Rehabilitation and Resettlement Committee at the district level* and *Land Revenue Commissioner* is authorized to ensure finalization, implementation and monitoring of the compensation, rehabilitation & resettlement package and mitigation measures.

The District level committee is expected to finalize the fair and reasonable price of land and compensation along with the Rehabilitation and Resettlement package to be given to the affected person/family. The committee shall ensure that eligible affected family is given Rehabilitation & Resettlement as envisaged in the second and third schedule of the Act.

The state level empowered committee is expected to approve or return the estimate prepared and submitted by the District level Fair Compensation, Resettlement and Rehabilitation Committee with suggestions/observations.

## **CHAPTER 11**

### **ANALYSIS OF COSTS AND BENEFITS RECOMMENDATION ON ACQUISITION**

#### **11.1 Final Conclusion and Assessing the Aims**

The proposed Thekki Bazar Flyover project will put an end to the ever increasing and continuous traffic problems in the heart of Kannur City. The Flyover is a prerequisite for the upcoming NH66 development scheme. Considering the enormous inconvenience to the passengers, people with hospital needs and other civil services in civil station as well as other district offices, Collectorate and Taluk office, Railway station, ambulances, fire service, and other long distance travellers and tourists on the road, the project is inevitable. Because of this narrow road, people, need to wait for a long time to reach their destinations burning a lot of expensive fuel.

#### **11.2 Character of Social Impacts**

The affected people of the area face many difficulties due to the implementation of the project. On both the sides of the road there are buildings – residence, shops or both, religious worship place hospital compounds, government institutions like Teachers training Institute, AEO Office, DDE Office, and Public Roads. Mostly some portions of all these 14 land holdings belonging to 6 landholders and 8 others will be affected. According to the affected, 4 land holdings / properties are affected almost half of it and 10 landholdings/properties partially affected. 6 individual / families and their depended (32) lose their livelihood or will face reduction in their income due to the acquisition. Another 112 people including the depended of the people who are running shops or other establishments or their employees and their dependents are indirectly affected in their income and livelihood. The families expressed the concern that, for the acquisition they need to get fair compensation, considering the loss of livelihood and income.

Since the project is treated as ‘framed for a public purpose’ under RFCTLARR Act- 2013, the people of the area should feel secure and through this Act, they need to get fair compensation. If all the authorities and people of the project area work together, the implementation of the project will be successful. Considering the public advantage, interest and treating it as inevitable, the project needs to be implemented.

### 11.3 Major Suggestions by the Affected

Following are the major suggestions and recommendations proposed by the affected to mitigate the impacts on them:

Key informant:1. Kannur Corporation Mayor Adv. T O Mohanan briefed about the traffic problems in Kannur. He suggested that the traffic problem in Kannur starts near Krishnemenon College, Sreepuram, AKG Hospital area, Kakkad Road Junction, Asoka Hospital Road, Sub-jail Road, Caltex Junction, railway station road, Thana junction, Mele Chovva Junction etc. are very common and serious and hence the Thekki Bazar alignment is not correct. He also suggested that the existing traffic problem can be reduced by completing the city road improvement project.

- Some lose their sole property and livelihood is affected, so better compensation
- If possible, avoid demolition of small portions of buildings, especially Multi storied buildings.
- Support for setting up the livelihood after completing the reconstruction of the remaining building.
- Value calculation in par with market value
- Grant some relaxation in the Municipal Act/Rule of minimum distance from the road for the new buildings in the remaining available land.
- Acquire the land or property only if the proposed widening work will commence and complete in a given time span.
- When the public/govt. institution properties acquired, wall and gates are demolished make on the spot temporary arrangements for the safety of the properties and execute the tender in such a way that the contractor will carry out such works too.
- Constructions works may be done in a prepared manner and time-bound so that the livelihood/ commercial activity will not be halted for a long period causing blockade in the economic activities.
- Intimate the affected about how much land required for the project and will there be left over land that can be used. There should be proper communication from the authorities on acquisition and marking/ stone lying. There are too many markings and it is confusing that which is actually meant for this particular project requirement/acquisition.

## **SUMMARY & CONCLUSION**

The Thekki Bazar Flyover project will be a milestone in the path towards a permanent solution to the traffic problems in Kannur City. The project will enable an overall infrastructural development and economic development in the area. The SIA for the Additional Land required for the proposed project involves acquisition of about 0.5090 hectares of land in 14 survey numbers from 8 landholdings/properties including the land of a religious place and Govt. Training Institute/AEO Office/ DDE office plus 6 public roads. The Project is aimed at public utility and there is no other better alternate /suitable alignment for this flyover on the NH66. Some of the affected have expressed their willingness to give land for the acquisition expecting a fair compensation (market value). This study report helps the affected people to receive fare compensation as per the RFCTLARR Act 2013.

The Thekki Bazar Flyover project is planned to eliminate ongoing traffic problems to the people who travel from south of NH66 to the North, the people who come for different office proposes and civil services in the district headquarters or Taluk headquarters, railway station, district hospital market, cantonment and tourism places like St. Angelo's Fort, Payyambalam beach hence it is the nearest International Airport city, economic growth and overall development of and surroundings. For all these travelling the fuel and time is saved if there is smooth transport facility.

To execute this project, many people need to sacrifice and give away some portions of their properties. As part of land acquisition for this project, people of that area lose land, frontage of house/ building/livelihood units, public utility infrastructure and institutions etc. According to the Right to Fair Compensation, Transparency in Land Acquisition, Rehabilitation, Resettlement Act 2013, the people of this area need to get fair compensation. For this, the team has studied the social impact on the area and proposed methods to reduce the negative impact.

When we explore the positive impacts with long term goal of the project, it is necessary to acquire land for the Thekki Bazar Flyover project and implement the project. Out of 8 affected private individuals/families, 3 are willing to give their land for the project and 6 plots are public roads and institution. Provisions of compensation for the land acquisition under the RFCTLARR Act- 2013 are enough to mitigate the impact of the loss of land/property and livelihood.

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**കാർതികാൻ**

**സ്ഥലമേറ്റുടുപ്പ്:  
പൊതുചർച്ച 30ന്**

**കണ്ണൂർ:** കണ്ണൂർ താലൂക്കിൽ കണ്ണൂർ-ഒന്ന്, കണ്ണൂർ-രണ്ട് വില്ലേജുകളിലായി തെക്കീബസാർ മേൽപ്പാലം പദ്ധതിക്കായി അധികഭൂമി ഏറ്റെടുക്കുന്നതു സംബന്ധിച്ച് ഈമാസം 30ന് രാവിലെ 11ന് കണ്ണൂർ മഹാത്മാ മന്ദിരത്തിൽ പൊതുചർച്ച നടക്കും. അങ്ങാടിക്കടവ് ഡോൺബോസ്കോ ആർട്സ് ആൻഡ് സയൻസ് കോളജ് നടത്തിയ സാമൂഹ്യ ആഘാത പഠനത്തിന്റെ കരട് റിപ്പോർട്ടിന്മേലുള്ള ചർച്ചയാണിത്. കരട് രേഖ കണ്ണൂർ കോർപ്പറേഷൻ ഓഫീസിലും കണ്ണൂർ-ഒന്ന്, കണ്ണൂർ-രണ്ട് വില്ലേജ് ഓഫീസുകളിലും ആർബിഡിസിക് ഓഫീസിലും കിഫ്ബി സ്പെഷൽ തഹസീൽദാർ ഓഫീസിലും കണ്ണൂർ കളക്ടറേറ്റിലും [www.donbosco.ac.in](http://www.donbosco.ac.in) എന്ന വെബ്സൈറ്റിലും ലഭ്യമാണ്.

# സ്ഥലമേറ്റടൂപ്പ്: പൊതുചർച്ച

കണ്ണൂർ: തെക്കീബന്ധൻ ഫ്ലൈ ഓവർ പദ്ധതി നടപ്പിലാക്കാൻ അധികഭൂമി ഏറ്റെടുക്കൽ സംബന്ധിച്ച് കണ്ണൂർ ഡോൺബോസ്കോ ആർട്സ് ആൻഡ് സയൻസ് കോളജ് നടത്തിയ സാമൂഹ്യാഘാത പഠനത്തിന്റെ കരട് റിപ്പോർട്ടിന്മേലുള്ള ചർച്ച ഒൻപതിന് നടക്കും.

മേയ് 30ന് കണ്ണൂർ മഹാത്മ മന്ദിരത്തിൽ നടത്തിയ ചർച്ച തടസ്സ

പ്പെട്ടതിനാലാണു മാറ്റിവെച്ചത്. താവിലെ 11നാണ് ചർച്ച നടക്കുക. കണ്ണൂർ ജില്ലയിൽ കണ്ണൂർ താലൂക്കിൽ കണ്ണൂർ-1 (സർവ്വേ നമ്പർ 28, 342, 343, 818) കണ്ണൂർ-2 (സർവ്വേ നമ്പർ 524, 527, 617, 619, 670, 764, 787, 816) വില്ലേജുകളിലായുള്ള സാമൂഹ്യാഘാത പഠനത്തിന്റെ കരട് റിപ്പോർട്ടിന്മേലുള്ള ചർച്ചയാണ് അന്ന് നടക്കുക.

പൊതുചർച്ച (Public Hearing)

സാമൂഹ്യ ആഘാത പഠനം: തെക്കിമ്പസാർ റൈറ്റിംഗ് പ്രോജക്ട്

കണ്ണൂർ-1, കണ്ണൂർ-2 വില്ലേജുകളിൽ, കണ്ണൂർ ജില്ല

09 ജൂൺ 2022, Time: 11.00 am. മഹാത്മ മന്ദിരം-കണ്ണൂർ

Officials Attended				
	Name	Office	Designation	Signature
1	K. K. Anilkumar	Dist. Coll. (RBDCK)		
2	RAJAN. K	Spl. Secy (LA) KRES		
3	Padmanabhan. P.	Assistant (LA) RBDCK		
4	Myson Varghese	Project Engineer		
5	ANEECH. E	Project Engineer (RBDCK)	Project Engineer	
6	F. Syam P. Joseph	SIA Director Don Bosco	SIA Director	
7	Greeshma Joseph	Don Bosco College	SIA staff	
8	Cecilia Sebastian	Don Bosco College	SIA staff	
9	Shijo Joseph.	Don Bosco college	SIA staff	
10	Sebastian K V	Coordinator SIA unit		
11				
12				
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