

Government of Punjab
Department of Public Works
(B & R III Branch)

Notification

Notification No.PWDCEH-18028/7/2021-CEPWDHQ/2204, Date, Chandigarh: 22-05-2023

Whereas it appears to the Government of Punjab that the land is required in the Jurisdiction of Punjab Government, at public expense, for public purpose, namely, for construction of Ring Road Phase-1 from NH-7 to ITI Chowk, Mansa Road, District Bathinda in consultation with Municipal Corporation Bathinda. It is hereby notified that land in the area specified below is likely to be required for the above purpose.

This notification is made under the provisions of Section 11(1) of the *Right to Fair Compensation and Transparency in land acquisition, Rehabilitation and Resettlement Act, 2013*, to all whom it may concern. The Social Impact Assessment Study for the land of Ring Road Phase-1 from NH-7 to ITI Chowk, Mansa Road, District Bathinda has already been carried out by the State Social Impact Assessment Authority Punjabi University Patiala under Section 4 of the Right to Fair Compensation and Transparency in land acquisition, Rehabilitation and Resettlement Act, 2013, for the same project as above and the same was reviewed by the Expert group, the recommendations of which have been accepted by the Government of Punjab. The Social Impact Assessment Report is available in Punjabi & English in the office of the Sub Divisional Magistrate cum Land Acquisition Collector, Bathinda District Bathinda and is also available on website of Punjab Govt.

In exercise of the powers conferred by aforesaid Section, the Government of Punjab is pleased to authorize the officer for the time being engaged in the undertaking with their servants and workmen to enter upon and survey any land in the said area and do all other acts required or permitted by that section.

Under Section 11(4) of the Act, no person shall make any transaction or cause any transaction of land i.e. sale/purchase, etc., or create any encumbrances on such land from the date of publication of this notification without prior approval of the Collector.

Objections to the acquisition if any, may be filed by the persons interested within 60 (sixty days) from the date of publication of this notification as provided under Section 15 of the Act before Sub Divisional Magistrate cum Land Acquisition Collector Bathinda, District Bathinda regarding the issues to :

- (a) The area and suitability of land proposed to be acquired.
- (b) Justification offered for Public purpose.
- (c) The findings of the Social Impact Assessment report.

Plans of the land can be inspected in the office of the Sub Divisional Magistrate cum Land Acquisition Collector Bathinda District Bathinda on any working day during the working hours.

For the purpose of Rehabilitation and Resettlement, Sub Divisional Magistrate cum Land acquisition Collector Bathinda, District Bathinda is appointed as Administrator. The details of the Khasra numbers of the Ring Road Phase-1 Bathinda to be acquired are as below:

Name of the Project Developer : PWD (B&R) Provincial Division
Bathinda.

Purpose of Proposed acquisition of land : Ring Road Phase-1 from NH-7
to ITI Chowk, Mansa Road,
Bathinda.

Total Area of land to be acquired : 10 Bigha 16.5 Biswa

Village List with Area Details Ring Road Phase-1 Bathinda							
Sr. No.	District	Tehsil	Village & H.B.	No. Khasra	Type of Land	Area	Remarks
						Bigha- Biswa	
1	Bathinda	Bathinda	Bathinda	2538 min	Chahi	3-0	
				2537	Chahi	0-15	
				2539 min	Chahi	4-3.5	
				2553	GM	2-18	
			Total			10-16.5	

SUMMARY

Sr. No.	Village	Additional Area	Remarks
		Bigha-Biswa	
1	Ring Road Phase-1 Bathinda	10 Bigha 16.5 Biswa	
	Total	10 Bigha 16.5 Biswa	

(Area of Total Land to be Acquired in one village Bathinda 10 Bigha 16.5 Biswa)

Nilkanth S. Avhad, I.A.S.

Dated, Chandigarh
22-05-2023

Secretary to Government of Punjab,
Department of Public Works (B&R).

Endst No.PWDCEH-18028/7/2021-CEPWDHQ/2205

Date, Chandigarh:22-05-2023

A copy is forwarded to the Controller, Printing and Stationary Department, Punjab, Chandigarh with the request that the notification may be published

in the Punjab Govt. Extra Ordinary Gazette. It is requested that 10 copies of the notification may be sent to the Secretary to Govt. Punjab, Department of Public Works (B&R), Mini Secretariat, Sector-9, Chandigarh and 40 copies of this notification may be sent to the Land Acquisition collector-cum-Sub Divisional Magistrate Bathinda.


Special Secretary Public Works

Endst No.PWDCEH-18028/7/2021-CEPWDHQ/2206

Date, Chandigarh: 22-05-2023


A copy along with a spare copy is forwarded to the Director, Public Relation Punjab, Chandigarh for publication of the above notification in two newspaper as per provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.


Special Secretary, Public Works

Endst No.PWDCEH-18028/7/2021-CEPWDHQ/2207

Date, Chandigarh: 22-05-2023


A copy is forwarded to the Land Acquisition Collector cum Sub Divisional Magistrate, Bathinda for information and necessary in the matter, with the request to Collect the 40 copies of the notification from Controller, Printing and Stationary Department, Punjab, Chandigarh.


Special Secretary, Public Works

Endst No.PWDCEH-18028/7/2021-CEPWDHQ/2208

Date, Chandigarh: 22-05-2023

A Copy is forwarded to Chief Engineer (West), Punjab Public Works (B&R), Patiala for information and necessary action.


Special Secretary, Public Works

PUNJABI UNIVERSITY PATIALA

(Established under the Punjab Act No.35 of 1961)

STATE SOCIAL IMPACT ASSESSMENT AUTHORITY

SOCIAL IMPACT ASSESSMENT



SOCIAL IMPACT ASSESSMENT REPORT

**RING ROAD, PHASE-I, N.H.-7 TO I.T.I. CHOWK,
MANSA ROAD BATHINDA**

**PUNJABI UNIVERSITY PATIALA
PRINCIPAL SECRETARY
PUBLIC WORKS DEPARTMENT
GOVERNMENT OF PUNJAB**

FEBRUARY 2023

PUNJABI UNIVERSITY, PATIALA

(Established under the Punjab Act No. 35 of 1961)

STATE SOCIAL IMPACT ASSESSMENT AUTHORITY

**SOCIAL IMPACT ASSESSMENT STUDY OF
RING ROAD, PHASE-I, N.H.-7 TO I.T.I. CHOWK,
MANSA ROAD, BATHINDA**

SOCIAL IMPACT ASSESSMENT REPORT

**SUBMITTED TO:
PRINCIPAL SECRETARY
PUBLIC WORKS DEPARTMENT
GOVERNMENT OF PUNJAB**

FEBRUARY 2023

MESSAGE FROM THE VICE CHANCELLOR PUNJABI UNIVERSITY PATIALA

Development and sustainability are intertwined. Developmental interventions contribute significantly to the socio-economic development of any society, but may also cause displacement of resources, both ecological and human. Social Impact Assessment, hence, becomes an imperative tool at the hands of policy makers for steering development towards the path of sustainability.

Punjabi University Patiala has been spearheading academic and research activities in many such domains so as to make development sustainable. The State Social Impact Assessment Authority (SSIAA) has undertaken many such studies assessing the impacts of developmental interventions with the ultimate goal to make recommendations for enhancing the positive outcomes of such interventions besides minimizing and mitigating the negative ones.

I congratulate the State Social Impact Assessment Authority (SSIAA) and the team for this project on accomplishing this Social Impact Assessment study and wish all those involved in making this Impact Assessment report and Social Impact Management Plan (SIMP) a bright tomorrow.

Prof. Arvind
Vice Chancellor, Punjabi University, Patiala

MESSAGE FROM THE DEPUTY COMMISSIONER BATHINDA

Citizen centric services and public welfare are the bulwarks of a vibrant democracy. Punjab is a leading state in promoting citizen-centric services under the aegis of which the Bathinda District Administration had initiated the construction of the ring-road connecting National Highway 7 to I.T.I. Chowk, Mansa road and address the long pending issue of traffic congestion in the city. The construction of this Ring Road will improve connectivity in the region and give fillip to trade and development.

I extend my warm gratitude to the Government of Punjab and its various functionaries including Secretary PWD (B&R), Secretary (Finance) for their timely support and guidance.

I thank Prof. Arvind, the Vice Chancellor of Punjabi University, Patiala and State Social Impact Assessment Authority (SSIAA) for taking up the study and working ardently for bringing this vital task to fruition.

I congratulate the Executive Engineer PWD (B&R), the Sub-Division Officer PWD (B&R) and their team besides all the officials of Bathinda administration in actively participating in completion of this project.

SHOWKAT AHMAD PARRAY (IAS)
DEPUTY COMMISSIONER, BATHINDA

ACKNOWLEDGEMENTS

At the outset, deep gratitude to Prof. Arvind Vice Chancellor Punjabi University Patiala for his faith in the State Social Impact Assessment Authority. The whole team conveys its hearty thanks to our Honourable Vice Chancellor for his unflinching support and help at every step of this study to bring it to fruition. He has always been an inspiration. The team is also grateful to Prof. A.K. Tiwari, Dean academic Affairs and Prof. Navjot Kaur Registrar of Punjabi University Patiala for their support and motivation.

Heartfelt gratitude to Sh. Showkat Ahmad Parray, IAS, Deputy Commissioner Bathinda who has been a pillar of support in meeting all the exigencies of the project.

Warm gratitude to Executive Engineer PWD (B&R), the Sub-Division Officer PWD (B&R) and their team besides all the officials of Bathinda administration for providing vital inputs related to the study.

A bunch of thanks to the respondents without whose support and cooperation project would not have seen light of the day. They have given their valuable time and inputs which were required for this project.

Gratitude to each and every person who has been associated with this study, the SIA team, the administration of Punjabi University Patiala including Dean Academic Affairs, Registrar, Transport department, technical team, gender expert and research assistants, who sustained immense help at every step of the study. The team has worked dedicatedly and put continuous efforts to make this project a success.

DR. GAUTAM SOOD
COORDINATOR SSIAA

DR. GURCHARAN SINGH
PROJECT COORDINATOR

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ABBREVIATIONS

AAQ	:	Ambient Air Quality
B&R	:	Bridges and Roads
BSR	:	Basic Scheduled Rate
CALA	:	Competent Authority for Land Acquisition
CPCB	:	Central Pollution Control Board
DC	:	Deputy Commissioner
DP	:	Displaced Persons/Displaced Population
DR	:	Displaced Resources
EIA	:	Environment Impact Assessment
ESA	:	Environment and Social Assessment
FI	:	Financial Institutions
GoP	:	Government of Punjab
IAIA	:	International Association of Impact Assessment
MLA	:	Member of Legislative Assembly
MoEFCC	:	Ministry of Environment, Forests and Climate Change
MP	:	Member Parliament
NAAQS	:	National Ambient Air Quality Standards
NABET	:	National Accreditation Board for Education & Training
NEAA	:	National Environment Appellate Authority
NEAA	:	National Environment Appellate Authority
NGO	:	Non-Governmental Organisation

ABBREVIATIONS

PAA	:	Project Affected Area
PAF	:	Project Affected Families
PAP	:	Project Affected Population
PRI	:	Panchayati Raj Institutions
PUP	:	Punjabi University Patiala
PWD	:	Public Works Department
R&R	:	Rehabilitation and Resettlement
RFCTLARR ACT	:	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act
RUB	:	Railway Under Bridge
SC	:	Scheduled Castes
SDM	:	Sub Divisional Magistrate
SEIA	:	Social and Environmental Impact Assessment
SIA	:	Social Impact Assessment
SIMP	:	Social Impact Management Plan
SLA	:	State Legislative Assembly
SPSS	:	Statistical Package For Social Sciences
SSIAA	:	State Social Impact Assessment Authority
SSIAU	:	State Social Impact Assessment Unit
TDS	:	Total Dissolved Solids
WHO	:	World Health Organisation

GLOSSARY OF TERMS

ACRE	It is a basic standard unit of land measurement in use in the state of Punjab, equivalent to 43,560 sq.ft., approximating 4840 sq.yd. It is also known as <i>kila</i> in local dialect.
BACKWARD CLASSES	As per the National Commission for Backward Classes Act 1993, notified by the Ministry of Law, Justice and Company Affairs on April 2, 1993, Backward Classes means such backward classes of citizens other than the Scheduled Castes and the Scheduled Tribes as may be specified by the Central Government in the lists prepared by the Government of India from time to time for purposes of making provision for the reservation of appointments or posts in favour of backward classes of citizens which, in the opinion of that Government, are not adequately represented in the services under the Government of India and any local or other authority within the territory of India or under the control of the Government of India. The criterion of socially and educationally backwardness and exclusion is used to denote a class as backward class.
BARANI	In local dialect rain irrigated land is known as Barani land. Barani refers to land under rainfed irrigation.
BARREL	A unit of measurement. 1 Barrel = 31.5 Gallons = 159.24 litres.
BIGHA	It is a unit of land measurement which is equivalent to 20 Biswas. It is equivalent to 1000 sq.yd. in Bathinda. However it may vary from place to place.
BISWA	It is a traditional unit of land measurement commonly used in Northern and Western parts of India. 1 Biswa is equivalent to 50 sq.yd. in Bathinda. However it may vary from place to place.

CHAHI	Chahi refers to tube-well irrigated land.
GAIR MUMKIN	In local parlance the land which is non-agricultural and uncultivated refers to Gair Mumkin.
GIRDWARI	It is a document that contains the name of owner, cultivator, land/khasra number, area, kind of land, cultivated and non-cultivated area, source of irrigation, name of crop and its conditions, revenue and rate of revenue, minimum twice in a year. The records are entered by the patwari.
HECTARE	It is a unit of land measurement which is equivalent to 10000 square metres.
ILLITERATE	Any person, who is unable to read and write or can only read but not write in any language, has been defined as illiterate as per the Census of India. Children aged 6 years or less, even if enrolled in schools and could read and write are classified as illiterate by the Census of India.
INTKAL	In land records, Intkal stands for mutation, i.e., a change in ownership of land due to its transfer in the records of rights register. This change in title could be because of transfer by a registered deed, inheritance, survivorship, bequest or lease, in the records of rights
JAMABANDI	Record of Rights of a village that contains name of owners, area of land, shares of owners and other Rights. It also indicates cultivation, rent and revenue and other cesses payable on land.
KANAL	It is a unit of land measurement which is equivalent to 5445 square feet or 1/8 th acre or 20 Marlas.
KHASRA	Khasra refers to land identity number. It is a legal document that provides information about the land title, its total area.
KHATAUNI	Khatauni is a legal document that provides information about the land for identification purpose. A Khatauni is an abstract based on the

Khasras of a village that lists out all the holdings of an individual or family in that village. In other words, all Khasras that belong to a given individual will be listed in the Khatauni of that individual.

KHEWAT A title used in land revenue records. Khewat refers to Account number given to the owner(s) of land in the revenue records, which form a set of co-sharers who own the land in the same or different proportions.

LITERATE A person aged 7 years and above who can both read and write with understanding in any language is defined as literate as per the Census of India. Any formal education or passing minimum educational standards are not required for being treated as literate. Visually impaired who could read Braille, are also treated as literates.

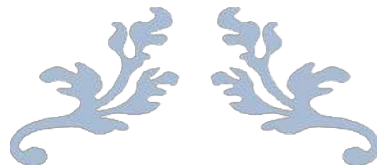
NEHRI In local dialect irrigated land is called as Nehri/Chahi land. Nehri refers to land under assured perennial canal irrigation.

PANCHAYAT A statutory institution of local governance at the grassroots village level.

SARPANCH An elected head of the village Panchayati Raj Institution (PRI) of local governance called Panchayat.

SCHEDULED CASTE The official designation ascribed upon those social groups that were historically discriminated, disadvantaged and excluded from the mainstream society, owing to which have been included in the scheduled list of the government for extending ameliorative measures.

SEX RATIO Sex ratio refers to the number of females per 1000 males in a given population. It is expressed as number of females per 1000 males.



SOCIAL IMPACT ASSESSMENT REPORT

FORM II



Distribution of vital parameters as enshrined in Form II of the RFCTLARR Act

S. No.	INDICATOR	FINDINGS
1.	Demographic details of the population in the project area	Discussed in detail in Chapter Six of the SIA Report
	a. Age, sex, caste, religion	”
	b. Literacy, health and nutritional status	”
2.	Poverty levels	”
3.	Vulnerable groups	None found
	a) Women	”
	b) Children	”
	c) The elderly	”
	d) Women-headed households	”
	e) Differently abled	”
4.	Kinship patterns and women’s role in the family	Discussed in detail in Chapter Six of the SIA Report
5.	Social and cultural organisation	”
6.	Administrative organisation	”
7.	Political organisation	”
8.	Civil society organisations and social movements	None found
9.	Land use and livelihood	Discussed in detail in Chapter Six of the SIA Report
	a) Agricultural and non-agricultural use	”
	b) Quality of land-soil, water, trees, etc.	”
	c) Livestock	”
	d) Formal and informal work and employment	”
	e) Household division of labour and women’s work	”
	f) Migration	”
	g) Household income levels	”
	h) Livelihood preferences	”
	i) Food security	”
	j) Agricultural and non-agricultural use	”

Contd...

Distribution of vital parameters as enshrined in Form II of the RFCTLARR Act

S. No.	INDICATOR	FINDINGS
10.	Local economic activities	”
	a) Formal and informal, local industries	”
	b) Access to credit	”
	c) Wage rates	Not applicable
	d) Specific livelihood activities women are involved in	None found
11.	Factors that contribute to local livelihoods	”
12.	Factors that contribute to local livelihoods	Discussed in detail in Chapter Six of the SIA Report
	a) Access to natural resources	”
	b) Common property resources	”
	c) Private assets	None found
	d) Roads, transportation	”
	e) Irrigation facilities	”
	f) Access to markets	”
	g) Tourist sites	”
	h) Livelihood promotion programmes	”
13.	Quality of the living environment	”
	a) Perceptions, aesthetic qualities, attachments and aspirations	”
	b) Settlement patterns	”
	c) Houses	”
	d) Community and civic spaces	”
	e) Sites of religious and cultural meaning	”
	f) Physical infrastructure (including water supply, sewage systems, etc.) Public service infrastructure (schools, health facilities, anganwadi centers public distribution system)	”
	g) Safety, crime, violence	”
	h) Social gathering points for women	”

**Distribution of vital parameters as enshrined in Form II of the RFCTLARR
Act**

KEY IMPACT AREAS

B. Key impact areas	Discussed in Chapter Seven of the SIA Report
1. Impacts on land, livelihoods and income	
a) Level and type of employment	
b) Intra-household employment patterns	None found
c) Income levels	Discussed in Chapter Seven of the SIA Report
d) Food security	None found
e) Standard of living	Discussed in Chapter Seven of the SIA Report
f) Access and control over productive resources	”
g) Economic dependency or vulnerability	”
h) Disruption of local economy	None found
i) Impoverishment risks	”
j) Women’s access to livelihood alternatives	”
2. Impacts on physical resources	Discussed in Chapter Seven of the SIA Report
a) Impacts on natural resources, soil, air, water, forests	”
b) Pressures on land and common property natural resources for livelihoods	”

Distribution of vital parameters as enshrined in Form II of the RFCTLARR Act

KEY IMPACT AREAS

3.Impacts on private assets, public services and utilities	Discussed in Chapter Seven of the SIA Report
a) Capacity of existing health and education facilities	”
b) Capacity of housing facilities	”
c) Pressure on supply of local services	None found
d) Adequacy of electrical and water supply, roads, sanitation and waste management system	Discussed in Chapter Seven of the SIA Report
e) Impact on private assets such as bore wells, temporary sheds, etc.	”
4.Health impacts	”
a) Health impacts due to in-migration	None found
Health impacts due to project activities with a special emphasis on: (i) Impact on women’s health	”
(ii) Impact on the elderly	”
5.Impacts on culture and social cohesion	Discussed in Chapter Seven of the SIA Report
a) Transformation of local political structures	”
b) Demographic changes	”
c) Shifts in the economy-ecology balance	”
d) Impacts on the norms, beliefs, values and cultural life	”
e) Crime and illicit activities	None found
f) Stress of dislocation	”
g) Impact of separation of family cohesion	”
h) Violence against women	”

Distribution of vital parameters as enshrined in Form II of the RFCTLARR Act

KEY IMPACT AREAS

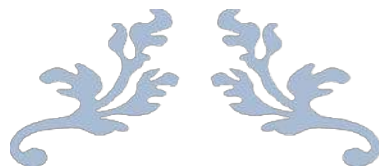
6.Impacts at different stages of the project cycle	Discussed in Chapter Seven of the SIA Report
The type, timing, duration, and intensity of social impacts will depend on and relate closely to the stages of the project cycle. Below is an indicative list of impacts	”
a) Pre-construction phase <ul style="list-style-type: none"> i. Interruption in the delivery of services ii. Drop in productive investment iii. Land speculation iv. Stress of uncertainty 	”
b) Construction phase <ul style="list-style-type: none"> i. Displacement and relocation ii. Influx of migrant construction workforce iii. Health impacts on those who continue to live close to the construction site 	”
c) Operation phase <ul style="list-style-type: none"> i. Reduction in employment opportunities compared to the construction phase ii. Economic benefits of the project iii. Benefits on new infrastructure iv. New patterns of social organisation 	”
d) De-commissioning phase <ul style="list-style-type: none"> a. Loss of economic opportunities b. Environmental degradation and its impact on livelihoods 	Not Applicable

Distribution of vital parameters as enshrined in Form II of the RFCTLARR Act

KEY IMPACT AREAS

6.Impacts at different stages of the project cycle	Discussed in Chapter Seven of the SIA Report
<p>e) Direct and indirect impacts</p> <ul style="list-style-type: none"> i. “Direct impacts” will include all impacts that are likely to be experienced by the affected families (i.e., Direct land and livelihood losers) ii. “Indirect impacts” will include all impacts that may be experienced by those not directly affected by the acquisition of land but those living in the project area 	”
<p>f) Differential impacts</p> <ul style="list-style-type: none"> i. Impact on women, children, the elderly and the different abled ii. Impacts identified through tools such as Gender Impact Assessment Checklists, and Vulnerability and Resilience Mapping 	”
<p>g) Cumulative impacts</p> <ul style="list-style-type: none"> i. Measurable and potential impacts of other projects in the area along with the identified impacts for the project in question. ii. Impact on those not directly in the project area but based locally or even regionally. 	”

SOURCE: THE RIGHT TO FAIR COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION, REHABILITATION AND RESETTLEMENT ACT, 2013



INTRODUCTION



SOCIAL IMPACT ASSESSMENT STUDY OF RING ROAD, PHASE-I, N.H.-7 TO I.T.I. CHOWK, MANSA ROAD, BATHINDA

INTRODUCTION

Social impacts refer to direct and indirect consequences and changes that are induced by external developmental interventions that could have bearings upon the lives of groups and communities. Social impacts include intended as well as unintended consequences, both positive and negative, of any planned developmental intervention(s) as well as policies and programs that may alter or affect the social living of a group, community or society at large. Social impacts can be said to be the potential as well as real measurable outcomes of processes of social change and transformations that have significant bearings upon the social as well as cultural lives of populations. They refer to quantifiable variables as well as qualitative indicators that bring about transformation in the socio-cultural lives of the people. These changes may be situation specific and hence may be dependent on the socio-economic and politico-cultural context of a given society, and on the inherent characteristics of the proposed intervention(s) as well as of any mitigation measures put in place.

Social impacts include social as well as cultural consequences of external intervention(s) that may directly or indirectly seek to alter the ways in which individuals and institutions relate to each other as components of the society. These interventions may bring about transformations in the life chances of a group or a community including its aspirations and achievements, its normative and moral codes, its values and belief systems, its educational attainments, its

occupational and employment patterns and sources of livelihoods, incomes and living standards of its members, the patterns of resource allocation as well as distribution, political participation and empowerment, patterns of community living as well as cultural sharing, and overall wellbeing of its members including their attitudes and perceptions.

RELEVANCE OF SIA

Social Impact Assessment (SIA) is a tool to carry out a comprehensive analysis of the intended as well as unintended consequences of proposed developmental interventions, both beneficial and adverse, so that the beneficial impacts could be enhanced and the adverse ones mitigated. Social Impact Assessment (SIA) is thus an integral part of planned developmental interventions.

The present social impact assessment study is divided into nine chapters, namely chapter one titled Executive Summary, Chapter two titled Detailed Project Description, Chapter three titled Team Composition, Study Approach And Methodology, Chapter four titled Land Assessment, Chapter five titled Estimation And Enumeration, Chapter six titled Socio - Economic Status of the Affected Households, Chapter seven titled Social Impacts, Chapter eight titled Analysis of Costs and Benefits and Recommendation on Acquisition and Chapter nine titled Social Impact Management Plan.

The distribution of vital parameters studied conform to the provisions enshrined in Form II of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. The report outlay as per the right to fair compensation and transparency in land acquisition, rehabilitation and resettlement act 2013 is discussed below in Table 1.

TABLE 1
SOCIAL IMPACT ASSESSMENT REPORT OUTLAY AS PER THE RIGHT TO FAIR
COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION, REHABILITATION AND
RESETTLEMENT ACT 2013

CHAPTER	CONTENTS
Executive Summary	<ul style="list-style-type: none"> a) Project and public purpose b) Location c) Size and attributes of land acquisition d) Alternatives considered e) Social Impacts f) Mitigation measures g) Assessment of social costs and benefits
Detailed Project Description	<ul style="list-style-type: none"> a) Background of the project, including developers background and governance or management structure b) Rationale for project including how the project fits the public purpose criteria listed in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. c) Details of project size, location, capacity, outputs, production targets, cost, risks d) Examination of alternatives e) Phases of project construction f) Core design features and size and type of facilities g) Need for ancillary infrastructural facilities h) Work force requirements (temporary and permanent) i) Details of Social Impact Assessment or Environmental Impact Assessment if already conducted and any technical feasibility reports j) Applicable legislations and policies

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**SOCIAL IMPACT ASSESSMENT REPORT OUTLAY AS PER THE RIGHT TO FAIR
COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION, REHABILITATION AND
RESETTLEMENT ACT 2013**

CHAPTER	CONTENTS
Team composition, approach, methodology and Schedule of the Social Impact Assessment	<ul style="list-style-type: none">a) List of all team members with qualifications. Gender experts to be included in team.b) Description and rationale for the methodology and tools used to collect information for the Social Impact Assessment.c) Sampling methodology used.d) Overview of information or data sources used. Detailed reference must be included separately in the forms.e) Schedule of consultations with key stakeholders and brief description of public hearings conducted. Details of the public hearings and the specific feedback incorporated into the Report must be included in the forms.
Land Assessment	<ul style="list-style-type: none">a) Information from land inventories and primary sources Describe with the help of the mapsb) Entire area of impact under the influence of the project (not limited to land area for acquisition)c) Total land requirement for the projectd) Present use of any public, unutilised land in the vicinity of the project areae) Land (if any) already purchased, alienated, leased or acquired, and the intended use for each plot of land required for the projectf) Quantity and location of land proposed to be acquired for the projectg) Nature, present use and classification of land and if agricultural land, irrigation coverage and cropping patterns

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**SOCIAL IMPACT ASSESSMENT REPORT OUTLAY AS PER THE RIGHT TO FAIR
COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION, REHABILITATION AND
RESETTLEMENT ACT 2013**

CHAPTER	CONTENTS
Land Assessment	<ul style="list-style-type: none"> h) Size of holdings, ownership patterns, land distribution, and number of residential houses i) Land prices and recent changes in ownership, transfer and use of land over last three years
Estimation and enumeration (where required) of affected families and assets	<p>Estimation of the following types of families that are</p> <ul style="list-style-type: none"> (a) Directly affected (own land that is proposed to be acquired): <ul style="list-style-type: none"> i. Are tenants or occupy the land proposed to be acquired ii. The Scheduled Tribes and other traditional forest dwellers who have lost any of their forest rights iii. Depend on common property resources which will be affected due to acquisition of land for their livelihood iv. Have been assigned land by the appropriate Government under any of its schemes and such land is under acquisition; v. Have been residing on any land in the urban areas for preceding three years or more prior to the acquisition of the land vi. Have depended on the land being acquired as a primary source of livelihood for three years prior to the acquisition (b) Indirectly impacted by the project (not affected directly by the acquisition of own lands) (c) Inventory of productive assets and significant lands
Socio-economic and cultural profile (affected area and resettlement site)	<ul style="list-style-type: none"> a) Demographic details of the population in the project area b) Income and poverty levels c) Vulnerable groups d) Land use and livelihood e) Demographic details of the population in the project area f) Income and poverty levels

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**SOCIAL IMPACT ASSESSMENT REPORT OUTLAY AS PER THE RIGHT TO FAIR
COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION, REHABILITATION AND
RESETTLEMENT ACT 2013**

CHAPTER	CONTENTS
Socio-economic and cultural profile (affected area and resettlement site)	<ul style="list-style-type: none"> g) Vulnerable groups h) Land use and livelihood i) Local economic activities j) Factors that contribute to local livelihoods k) Kinship patterns and social and cultural organisation l) Administrative organisation m) Political organisation n) Community-based and civil society organisations o) Regional dynamics and historical change processes p) Quality of the living environment
Social impacts	<ul style="list-style-type: none"> a) Framework and approach to identifying impacts b) Description of impacts at various stages of the project cycle such as impacts on health and livelihoods and culture. For each type of impact, separate indication of whether it is a direct or indirect impact, differential impacts on different categories of affected families and where applicable cumulative impacts c) Indicative list of impacts areas include: impacts on land, livelihoods and income, physical resources, private assets, public services and utilities, health, culture and social cohesion and gender-based impacts
Analysis of costs and benefits and recommendation on acquisition	<ul style="list-style-type: none"> a) Final conclusions on: assessment of public purpose, less-displacing alternatives, minimum requirements of land, the nature and intensity of social impacts, the viability of the mitigation measures and the extent to which mitigation measures described in the Social Impact Management Plan will address the full range of social impacts and adverse social costs.

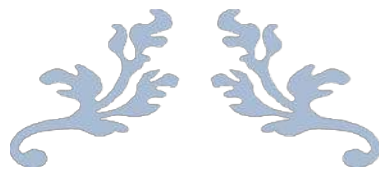
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**SOCIAL IMPACT ASSESSMENT REPORT OUTLAY AS PER THE RIGHT TO FAIR
COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION, REHABILITATION AND
RESETTLEMENT ACT 2013**

CHAPTER	CONTENTS
Analysis of costs and benefits and recommendation on acquisition	b) The above analysis will use the equity principle described in rule 9 (10) as a criterion of analysis for presenting a final recommendation on whether the acquisition should go through or not.
References and Forms	For reference and further information

SOURCE: RFCTLARR ACT, 2013



CHAPTER ONE

EXECUTIVE SUMMARY



CHAPTER ONE

EXECUTIVE SUMMARY

1.1 PROJECT AND PUBLIC GOALS

Roads are an integral part of development infrastructure. A well-developed road network acts as a host of socio-economic development to any community. It plays a vital role in a country's economic development. Developing a well-connected road network can easily be categorized as the single most important determinant of an area's well-being. Moreover, a good road connectivity also plays a great role in eliminating poverty and creating economic opportunities. Roads stimulate economic and social development by linking producers to markets, workers to jobs and students to school. Road infrastructure is the most important of all public assets as it provides safe, reliable, affordable and modern communication systems that act as a catalyst for productive growth of any country.

A boom in the automotive industry has resulted in the ingress of thousands of transportation vehicles, both commercial and private, that ply on the roads, consequently putting enormous pressure on roads. To deal with increasing number of vehicles, the national and state governments are constructing roads, bypasses, flyovers and bridges etc. Keeping this scenario in mind, the Government of Punjab has been upgrading the existing roads and has initiated several new road projects in the state. One such proposal is to construct a Ring Road in Bathinda, Punjab.

Punjab lies in the north-western part of the subcontinent on the 29° 30'- 32° 32' North latitudes and 73° 55'- 76° 50' East longitudes. Bathinda is located in the Malwa region of Punjab.

It is the second largest district in the state and is spread across an area of 3,385 square kilometres. Being an industrial city, the residents of the district are confronted with the problems of traffic congestions and road accidents. To deal with this issue, the Punjab Government has proposed the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda. The road running parallel to the Bathinda Cantonment boundary will connect N.H.-7 (Bathinda- Patiala Road) to I.T.I. Chowk of Mansa/Dabwali road through an industrial area. The length of this 200 feet wide 4-lane Ring Road from Bathinda- Barnala Road to I.T.I. chowk is 4720 meters. The acquisition of land will enable better infrastructural development in the area, which is a prerequisite for economic development. The acquisition of approximately 2.24 acres of land will be supplementing the construction of ring road on 45 acres of land. The project will include 24 feet wide green field along with this road to equilibrate the air pollution of the vehicles. An alternate route of length 650 meters to Mansa Road has been included to decongest the traffic at I.T.I. Chowk.

1.2 JUSTIFICATION OF PUBLIC PURPOSE

The ring-road, running parallel to the Bathinda Cantonment boundary, will connect National Highway-7 (Bathinda-Patiala Road) to I.T.I. Chowk of Mansa/Dabwali Road through the industrial area. The vehicles entering Bathinda city for going to Dabwali and Mansa would now pass from the Ring Road, bypassing the city. Moreover, the heavy vehicle traffic generated due to operations of Shri Guru Gobind Singh Refinery, Shri Guru Hargobind Thermal Plant Lehra Mohabbat, Indian Oil Corporation Ltd. Depot etc. will no longer require to enter the city which will resolve the issue of traffic congestion in Bathinda city permanently. The incomplete construction of the ring-road has been primarily responsible creating traffic snarls and road

bottlenecks. The slow pace movement of vehicles will be taken care of. There will be a significant reduction in vehicular emissions and a significant decline in pollutants that will lead to a better ambient air quality. The proposed land does not have any human settlement or animal habitation. There is no vegetation or cultivation of relevance to public utility or ecological resourcefulness. This ring road will be a vital part of the city in view of the upcoming bus-stand at Patel Nagar, Bathinda. A major portion of the ring road has already been completed and for the purpose of its completion, a chunk of land measuring approximately 2.24 acres has to be acquired.

The unconstructed portion of the ring-road runs parallel to the boundary of Bathinda Army cantonment and runs parallel to the buffer zone. The narrow neck of unconstructed portion of the ring-road poses a plausible threat to the safety of the defence establishment besides raising issues of clandestine surveillance to the vital defence establishment. The slow-moving vehicles traversing the unconstructed (broken) portion of the ring road can potentially trigger security issues that can be perceived as a significant threat to national security as well as the safety and security of the defence establishment. The construction and completion of the ring road project shall neutralise and thwart any such threat perceptions or attempts and hence the acquisition of land for the completion of the ring-road is also much required from security point of view.

1.3 LOCATION

The present social impact assessment study was conducted to assess the social impacts of land to be acquired for the proposed ring road phase-I from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda in the Punjab state. Punjab lies in the north-western part of the subcontinent on the 29° 30'- 32° 32' North latitudes and 73° 55'- 76° 50' East longitudes. Bathinda is situated in southern Punjab in the Faridkot division with its district headquarters at Bathinda city. It is

situated between 29°33′ - 30°36′ north latitudes and 74°38′ - 75°46′ east longitudes. As per Census 2011, Bathinda district, with district headquarters located at Bathinda covers a total area of 3353 square kilometres. The district comprises of 3 tehsils that includes 12 towns and 281 villages. The geographical location of the district Bathinda on the map of Punjab is shown in Figure 1.

Figure 1
Location of selected district on the map of Punjab



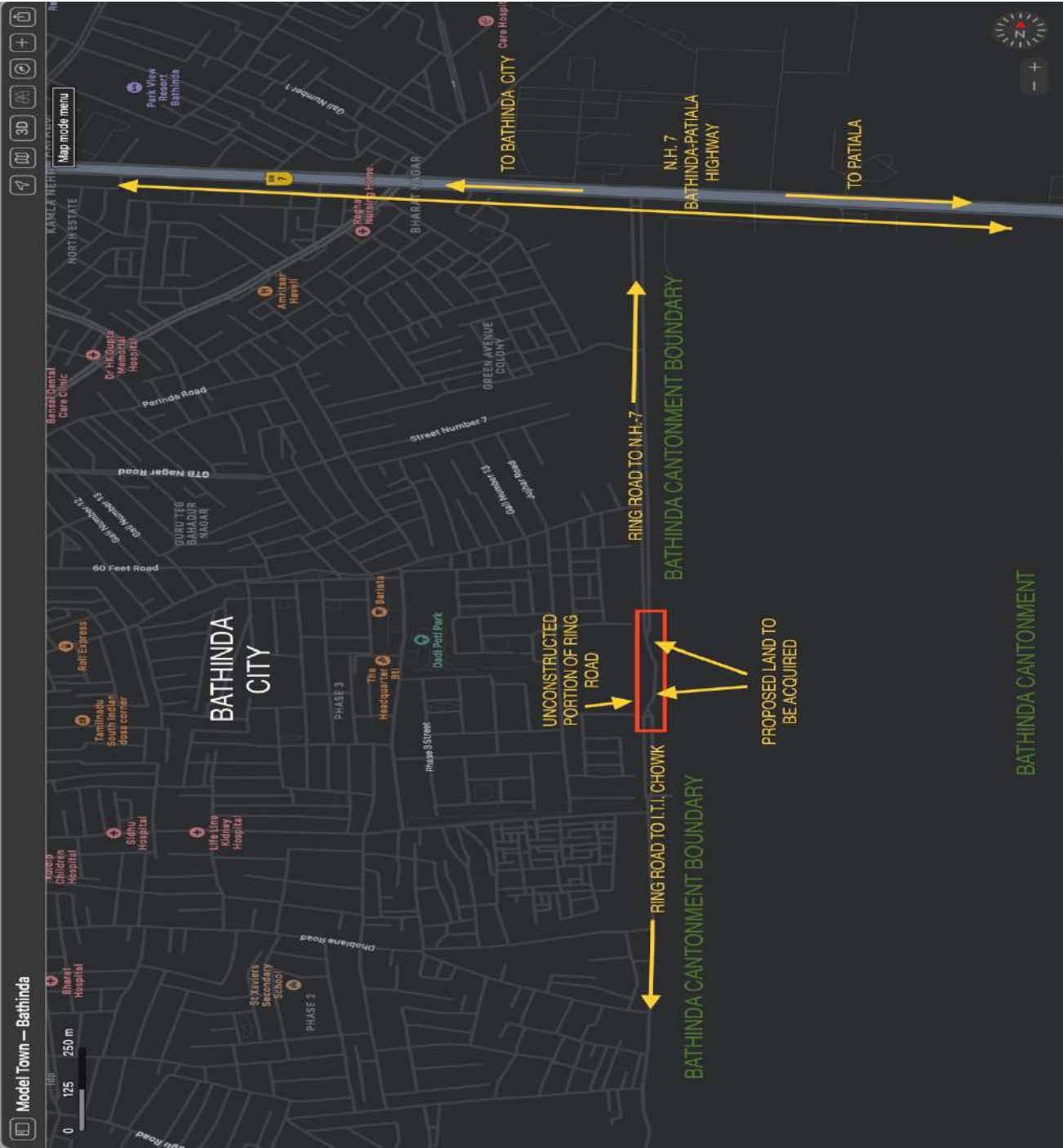
SOURCE: D-Maps

1.4 SIZE AND ATTRIBUTES OF LAND ACQUISITION

For the proposed project, i.e., the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda, the land to be acquired comprises of approximately 2.24 acres owned by 06 owners belonging to six households, and is located on the constructed part of the ring road connecting National Highway-7 to I.T.I. Chowk, Mansa Road, Bathinda. The land to be acquired is bordered by army cantonment to its east and a 66KV power sub-station and

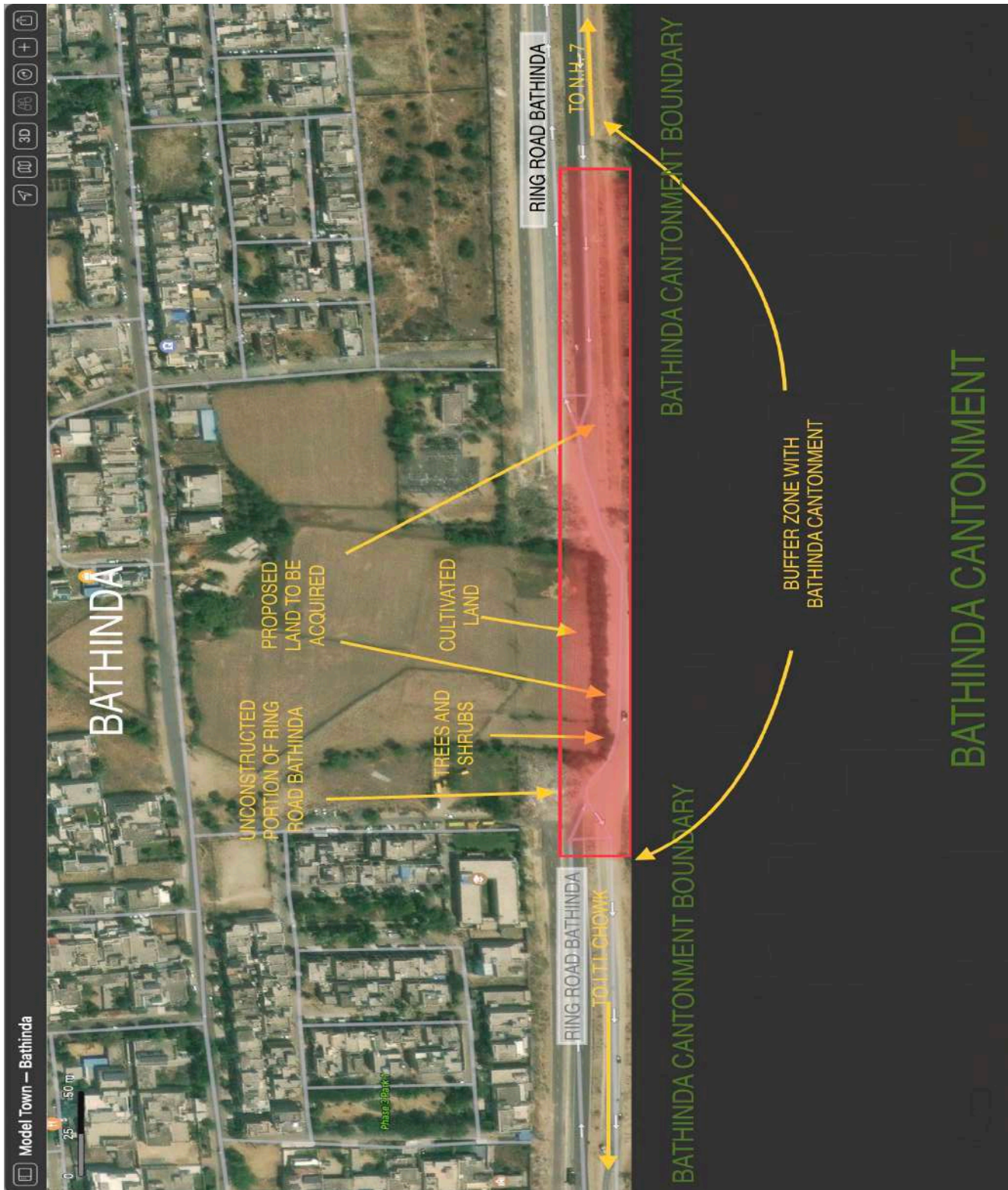
residential houses to its west. A small chunk of the affected land is cultivated with local variety of cotton besides possessing some flora like Vachellia Nilotica (Kikar) trees.

PLATE 1: TOPOGRAPHIC LAYOUT OF THE PROJECT SITE



Source: Apple Maps

PLATE 2: TOPOGRAPHIC PROJECTION OF THE PROJECT SITE



Source: Apple Maps

The detail of the land which is supposed to be acquired for the above-mentioned project is given below in Table 1.1.

Table: 1.1
LAND TO BE ACQUIRED FOR RING ROAD, PHASE - I, N.H.-7 TO I.T.I. CHOWK,
MANSA ROAD BATHINDA

DISTRICT	S. NO.	KHAUTANI NO.	OWNER'S NAME	KHASRA NO.	AREA TO BE ACQUIRED	TYPE OF LAND	CROPS CULTIVATED AS PER GIRDWARI
Bathinda	1.	5375/1. 23346/1	Arvind Kumar s/o Krishan Lal	2538 2539 2537	1-10 2-1 ³ / ₄ 0-7 ¹ / ₂ 3-19 ¹/₂	CHAH	CROP WHEAT
	2.	5375/1. 23346/1	Davinder Kumar S/o Om Parkash	2538 2539 2537	0-15 1- ⁷ / ₈ 0-3 ³ / ₄ 1-19⁵/₈	CHAH	CROP WHEAT
	3.	5375/1. 23346/1	Bhupinder Kumar S/o Om Parkash	2538 2539 2537	0-15 1- ⁷ / ₈ 0-3 ³ / ₄ 1-19⁵/₈	CHAH	CROP WHEAT
	4.	5377/23348	Mohna Lal s/o Krishan Ram	2553	0-19 ¹ / ₃	GAIR MUMKIN	GAIR MUMKIN
	5.	5377/23348	Anil Sharma s/o Mohna Lal	2553	0-19 ¹ / ₃	GAIR MUMKIN	GAIR MUMKIN
	6.	5377/23348	Gautam Sharma s/o Mohna Lal	2553	0-19 ¹ / ₃	GAIR MUMKIN	GAIR MUMKIN
Total Land					B – B 10-16 ¹/₂		

Source: O/o Executive Engineer PWD (B&R) Bathinda

1.5 ANALYSIS OF ALTERNATIVES

The Social Impact Assessment study team looked into the plans and designs for the proposed Ring Road that is to be constructed from Phase-I, N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda. This four-lane road with a green cover will have a length of nearly 5 km with a railway under bridge. It will be 200-ft wide road with 24 ft for the green cover and road will be built on a 45-acre area starting from the National Highway-7 (Bathinda-Patiala Road) through Industrial Area up to I.T.I. Chowk (Bathinda-Mansa Road). According to the plan of the road already laid down, only a turtleneck of approximately 2.24 acres was left unconstructed. Out of the approximately 2.24 acres land proposed to be acquired, a larger part of the land is *Chahi* land (Tubewell irrigated agricultural land), whereas less than 1/3rd of it is *Gair-Mumkin* land (uncultivable). The proposed land to be acquired is residence free and hence very little social impact implies and the project alternative search is not required. The team also inquired about the views of the affected and key informants regarding the possible alternatives. There was a general agreement with the chosen area and people agreed with the cause of local development, employment opportunities and economic growths.

1.6 SOCIAL IMPACTS

Social impacts refer to direct and indirect consequences and changes that are induced by external developmental interventions that could have bearings upon the lives of groups and communities. The calculations of social impacts are drawn by analysing the majority of responses given by respondents during study. The broad spectrum of social impacts of the project was confined to parameters that included impacts on land resources, impacts on

livelihoods, political impacts, impacts on education, impacts on culture, health impacts, impacts on agriculture, impacts on infrastructure, impacts on community and kinship ties and impacts on overall safety. The same is discussed below in the Table 1.2.

TABLE: 1.2
ANTICIPATED SOCIAL IMPACTS

S.NO.	IMPACTS	POSITIVE	NEGATIVE	NO IMPACT
1.	Impacts on land resources	✓		
2.	Impacts on livelihoods	✓		
3.	Political impacts			✓
4.	Impacts on education	✓		
5.	Impacts on culture			✓
6.	Health impacts	✓		
7.	Impacts on agriculture			✓
8.	Impacts on infrastructure	✓		
9.	Impacts on community and kinship ties	✓		
10.	Impacts on overall safety	✓		

SOURCE: FIELDWORK, 2022

The study revealed that there will be positive impacts on land resources, livelihoods, education, health, infrastructure and on overall safety of the area. There will be no impacts on

impacts on the political structure, culture as well as agriculture and cropping patterns of the project affected area as well as the project affected population.

1.7 ENVIRONMENTAL IMPACTS

The broad spectrum of environmental impacts of the project was confined to the parameters that included impacts on land resources, impacts on ambient air quality, impacts on water resources and impacts on flora and fauna. The same is discussed below in the Table 1.3.

TABLE: 1.3
ANTICIPATED ENVIRONMENT IMPACTS

S.NO.	IMPACTS	POSITIVE	NEGATIVE	NO IMPACT
1.	Impacts on land resources	✓		
2.	Impacts on flora		✓ ॐ	
3.	Impacts on fauna			✓
4.	Impact on ambient air quality	✓	✓	
5.	Impacts on water resources			✓

SOURCE: FIELDWORK, 2022

The social impact study of the project affected area revealed that there would be potential positive impacts on land resources in the area, while both positive as well as negative impacts would surface on the ambient air quality during different phases of the project, i.e., during the commissioning and the construction phases, respectively. There would be some negative impacts on the flora of the area as well, while there would occur no significant impacts on fauna

and on water resources in the project affected area.

1.8 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 address the social issues. Speeding up the acquisition process and disbursement of compensation is to be considered. The major social impacts due to the land acquisition project are discussed below along with the suggested mitigation measures in Table 1.4.

TABLE: 1.4

BREAKDOWN OF SOCIAL IMPACT AND MITIGATION STEPS

S.NO.	TYPE OF IMPACT	STATUS: DIRECT/ INDIRECT	PROPOSED MITIGATION MEASURE
1.	Loss of Land	Ancestral land- Direct Impact	Compensation as per RFCTLARR Act, 2013
2.	Loss of productive assets	Flora - Direct Impact	Compensation as per RFCTLARR Act, 2013
3.	Loss of agricultural land	Crops- Direct Impact	Compensation as per RFCTLARR Act, 2013

SOURCE: FIELDWORK, 2022

Following are the major suggestions and recommendations proposed to mitigate the impacts on the project affected population:

1. Compensation to be provided to the project affected population as per the provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013.

2. To formulate and publish beforehand criteria for full compensation; the specialty of the location, the loss due to the project and the income /livelihood affected of the stakeholders should be considered while calculating the compensation of the owner.
3. A redressal system may be set up with representatives from the Revenue Department and the Public Works Department 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.
4. To Identify and list out the vulnerable sections and arrange support systems.
5. As far as possible protect the flora in the area otherwise measures to be taken to replant equal number of uprooted trees. For environmental sustainability, plantation of trees and saplings suitable to the local geo-climatic conditions of the affected area must be resorted to as far as possible.
6. Compensation for the income/ labour loss, enlisting the evictees for availing social welfare benefits provided by the government.
7. The project affected population may be provided with opportunities for skill enhancement for their consequent absorption in occupational spheres.
8. Alternative road space must be made functional during the construction phase of the project so as to maintain the continuity of the traffic flow.
9. Scientific and timely disposal of construction waste must be ensured during the construction phase and a roadmap for the same must be prepared beforehand.
10. Adequate number of street lights should be installed on the road.
11. Attempts must be made to relocate stray bovines or animals present in the project affected area.

12. Adequate buffer area between cantonment boundary and the highway and adherence to defence laws must be ensured.
13. Peg marking the land to be acquired should be done in the presence of the affected stakeholders.

1.9 ASSESSMENT OF SOCIAL COST AND BENEFITS

At the very outset, the project is envisaged to be eco-friendly and least interfering with the local ecology. It is piped to cast least impacts on the natural resources of the area. At the inception stage the land acquisition is poised to have least impacts on the natural resources in the project affected area as a planned development of local resources envisaged. The construction phase of the land acquisition would see extensive landscaping and levelling of land being carried out to construct the ring road on the site.

At the operational stage the major positive outcomes of the land acquisition would be diversified use of land resources, landscaping and beautification of the road premises, construction boom in the area, along with the development of transport and communication networks and impetus to trade and commerce in the region.

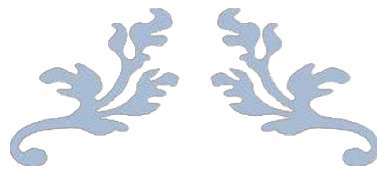
The negative impacts of the land acquisition would include the loss of flora and cultivation on a small portion of land. In the construction stage, the area would face traffic inflow owing to transportation of construction material. The operational stage could witness an increase in heavy cargo vehicles affecting the air quality, although the construction of the road shall ease out traffic congestion as well as the dust and air pollution accruing on the land due to traffic bottlenecks.

1.10 CONCLUSION

A well-developed road network acts as a host of socio-economic development to any community. Keeping this in mind, the Government of Punjab has been upgrading the existing roads and has initiated several new road projects in the state. The Punjab Government has proposed the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda. For the proposed project, the land to be acquired comprises of approximately 2.24 acres owned by 6 owners belonging to six households.

The present chapter delved on the executive summary for the Social Impact Assessment study which discusses the public goals of the project, justification of public purpose, the location where the land acquisition takes places, the size and attributes of land acquisition and analysis of alternatives for the present project. This chapter also gives vital details about the social impacts and environmental impacts of the land acquisition.

The study revealed that there will be positive impacts on land resources, livelihoods, education, health, infrastructure and on overall safety of the area. There will be no impacts on impacts on political structure, culture and agriculture of the project affected population. The social impact study of the project affected area revealed that there would be potential positive impacts on land resources in the area, while both positive as well as negative impacts would surface on the ambient air quality during different phases of the project, i.e., during the commissioning and the construction phases, respectively. There would be some negative impacts on the flora of the area as well, while there would occur no significant impacts on fauna and on water resources in the project affected area.



CHAPTER TWO

DETAILED DESCRIPTION OF THE PROJECT



CHAPTER TWO

DETAILED DESCRIPTION OF THE PROJECT

2.1 INTRODUCTION

Road network is essential for the development of any country. Roads serve as the arteries of industrial and economic growth of a nation and are vital to the flow of goods and people. A boom in the automotive industry has resulted in the ingress of thousands of transportation vehicles, both commercial and private, that ply on the roads, consequently putting enormous pressure on roads. To deal with increasing number of vehicles, the national and state governments are constructing roads, bypasses, flyovers and bridges etc. The roads in Punjab, too, witness high pressure of vehicular traffic on the roads and hence it necessitates the construction of new roads and upgradation of the existing ones so as to accommodate the increased number of vehicles and decongesting the traffic. Keeping this scenario in mind, the Government of Punjab has been upgrading the existing roads and has initiated several new road projects in the state. One such proposal is to construct a Ring Road in Bathinda.

Bathinda is located in the Malwa region of Punjab. It is the second largest district in the state and is spread across an area of 3,385 square kilometres. Being an industrial city, the residents of the district are confronted with the problems of traffic congestions and road accidents. To deal with this issue, the Punjab Government has proposed the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda. The Ring Road will start from the National Highway-7 (Bathinda-Patiala Road) through Industrial Area up to I.T.I. Chowk (Bathinda-Mansa Road). The project aims at decongesting heavy traffic on the road-

stretch and also reducing the commuting time between Mansa Road and Barnala Road.

For constructing the ring-road land needs to be acquired on the Mansa Road stretch at Bathinda and land acquisition for the same has been notified by the Government of Punjab under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, hereafter referred to as the RFCTLARR Act, 2013. Under this act, Social Impact Assessment study is required to be conducted before the acquisition of land is finalized and carried out.

For the said purpose, the office of the Executive Engineer Provincial Division, PWD (B&R) Bathinda vide Letter No. Spl-1 dated 13.10.2021 requested the State Social Impact Assessment Authority, Punjabi University Patiala to conduct a Social Impact Assessment study of the **‘Proposed Ring Road Phase-I from N.H.-7 to I.T.I. Chowk, Mansa Road Bathinda’**.

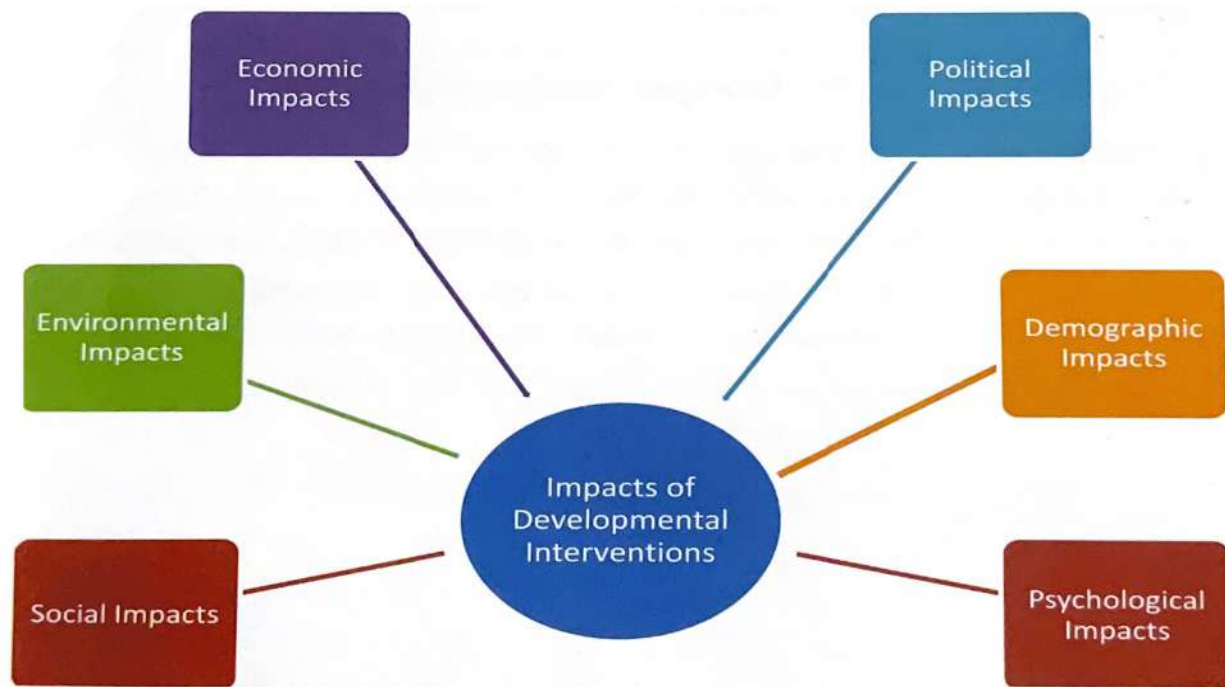
The Public Works Department (Bridges and Roads), District Bathinda, Government of Punjab has to issue a Preliminary Notification as contained in Part B of FORM I of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Social Impact Assessment and Consent) Rules, 2014 for the commencement of the Social Impact Assessment study. The Preliminary Notification for the commencement of the Social Impact Assessment Study shall be published by the appropriate authority as soon as possible.

2.2 NEED FOR SOCIAL IMPACT ASSESSMENT (SIA)

Social Impacts include all social and cultural consequences to the human population of any public or private actions that may potentially alter the way in which people live, work and play, relate to one another, organize to meet their needs, and generally cope as the members of the society. The impacts of developmental interventions occur in divergent forms, which may be

both beneficial as well as adverse for the project affected area as well as the affected stakeholders. Social Impact Assessment (SIA) is a tool to carry out a comprehensive analysis of the intended as well as unintended consequences of proposed developmental interventions, both beneficial and adverse, so that the beneficial impacts could be enhanced and the adverse ones mitigated. Social Impact Assessment (SIA) is thus an integral part of planned developmental interventions.

PLATE 3
MULTIPLE IMPACTS OF DEVELOPMENTAL INTERVENTIONS



The notification for land acquisition was issued under the Right to Fair Compensation and Transparency in the Land Acquisition, Rehabilitation and Resettlement Act, 2013. As per this act it is mandatory to conduct social impact assessment of the affected population within six months of the notification for land acquisition. The purpose of conducting social impact assessment is:

- i) To assess how the life of the people in the project area will be affected by the project in short term as well as long term.
- ii) To identify the affected individuals.
- iii) To know the socio-economic background of the project affected population.
- iv) To identify possible threats as well as opportunities for the various group of people.
- v) To propose appropriate steps to mitigate the adverse impact of the project, if any, on the life of project affected population.
- vi) To make life of the people more comfortable in the project affected area by upgrading the services/facilities in the area.
- vii) To chalk out plans to enhance the income of the project affected population.

The discipline of Social Impact Assessment arose in the 1970s alongside Environmental Impact Assessment (EIA) and originally attempted to emulate EIA as much as possible. Often Social Impact Assessment was done as a part of Environmental Impact Assessment. Over time, however, the practice of SIA has diverged from EIA because of the growing realisation that social issues fundamentally differ from biophysical issues; that the primary task of SIA should be to improve the management of social issues rather than to only influence the 'go/no go' decisions; and that the effectiveness of SIA in terms of achieving better outcomes for affected communities will be maximised by being relevant to the proponents (commercial and public sector developers) who initiate and implement projects.

The International Association of Impact Assessment (IAIA) defines Social Impact Assessment as "the processes of analysing, monitoring and managing the intended and

unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions”. Although SIA can and has been applied in many different settings, this guidance document addresses the application of SIA at the project level, e.g. the planned construction of new infrastructure such as airports, bridges, bypasses, dams, highways, mines, pipelines, ports, transmission corridors, windfarms, as well as commercial agriculture and agroforestry developments and the creation of nature conservation areas. The planning and construction of these projects can cause many social impacts. From early stages, there typically is speculation about the project that can affect property prices, and can lead either to an exodus of people, or conversely to the influx of people (known as the ‘honeypot effect’).

Social Impact Assessment (SIA) is now conceived as being the process of identifying and managing the social issues of project development and includes the effective engagement of affected communities in participatory processes of identification, assessment and management of social impacts. Although SIA is still used as an impact prediction mechanism and decision-making tool in regulatory processes to consider the social impacts in advance of a permitting or licensing decision, equally important is the role of SIA in contributing to the ongoing management of social issues throughout the whole project development cycle, from conception to post-closure.

Social Impact Assessment looks into social as well as environmental impacts and their interactions. The Social Impact Assessment calls for close collaboration with community members, as well as stakeholders and experts.

2.3 ABOUT THE RIGHT TO FAIR COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION, REHABILITATION AND RESETTLEMENT ACT

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act is an act to ensure, in consultation with institutions of local self-government and Gram Sabhas established under the Constitution, a humane, participative, informed and transparent process for land acquisition for industrialization, development of essential infrastructural facilities and urbanization with the least disturbance to the owners of the land and other affected families and provide just and fair compensation to the affected families whose land has been acquired or proposed to be acquired or are affected by such acquisition and make adequate provisions for such affected persons for rehabilitation and resettlement and for ensuring that the cumulative outcome of compulsory acquisition should be that affected persons become partners in development leading to an improvement in the post-acquisition social and economic status and for matters connected therewith or incidental thereto.

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 (RFCTLARR) came into effect from 01.01.2014 vide Notification No. 3729(E), dated 19th December, 2013, published in the Gazette of India, Extraordinary, Part II, sec. 3(ii), dated 19th December 2013.

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 is divided into 13 chapters containing 114 sections. The chapter-wise description of titles has been appended in Table 2.1

TABLE NO. 2.1
CHAPTER-WISE TITLES AND SECTIONS OF THE RFCTLARR ACT 2013

CHAPTER	TITLE	SECTIONS
CHAPTER I	Preliminary	Sections 1-3
CHAPTER II	Determination of Social Impact and Public Purpose	Sections 4-9
CHAPTER III	Special Provision to safeguard Food Security	Section 10
CHAPTER IV	Notification and Acquisition	Sections 11-30
CHAPTER V	Rehabilitation and Resettlement Award	Sections 31-42
CHAPTER VI	Procedure and Manner of Rehabilitation and Resettlement	Sections 43-47
CHAPTER VII	National Monitoring Committee for Rehabilitation and Resettlement	Sections 48-50
CHAPTER VIII	Establishment of Land Acquisition, Rehabilitation and Resettlement Authority	Sections 51-74
CHAPTER IX	Apportionment of Compensation	Sections 75-76
CHAPTER X	Payment	Sections 77- 80
CHAPTER XI	Temporary Occupation of Land	Sections 81-83
CHAPTER XII	Offences and Penalties	Sections 84- 90
CHAPTER XIII	Miscellaneous	Sections 91-114

SOURCE: RFCTLARR ACT, 2013

Social Impact Assessment (SIA) studies are conducted as per the provisions of Chapter II Section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 and Chapter II of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Social Impact Assessment and Consent) Rules 2014.

2.4 THE PROCESS OF CONDUCTING SOCIAL IMPACT ASSESSMENT

Social Impact Assessment includes the process of analysing, monitoring and managing intended and unintended social consequences, both positive and negative of planned interventions and any social change processes invoked by those interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment.

Social impact assessment brings about a more socio-culturally and economically sustainable and equitable environment. The major concern of social impact assessment is a proactive stance to development and better outcomes of developmental processes and not just the amelioration of negative and unintended outcomes. It contributes directly to the process of adaptive management of policies, programs and projects.

One of the primary functions of Social Impact Assessment is to anticipate the effects of defined types of changes on the human community and to provide these to the decision makers who are able to use them to evaluate the goodness of alternative interventions.

In light of the aforementioned guidelines, the SIA team shall collect and analyse a range of qualitative and quantitative data, undertake detailed site visits, use participatory methods such as focused group discussions, participatory rural appraisal techniques and informant interviews in preparing the Social Impact Assessment Report.

A detailed assessment based on thorough analysis of all relevant land records and data, field verification, review and comparison with similar projects shall be conducted by the SIA team.

The Social Impact Assessment shall determine the following, namely:

- a. The area of impact under the proposed project, including both the land to be acquired and the area to be affected by environmental, social and other impacts of the project;
- b. The quantity and location of land proposed to be acquired for the project;
- c. The requirement of land proposed for acquisition as to be bare minimum required;
- d. Any possible alternative sites for the project and their feasibility;
- e. Whether, the land proposed for acquisition in Project Area is demonstrably the last resort;
- f. If the land is already purchased, alienated, leased or acquired, and the intended use for each plot of land required for the project;
- g. The possibility of use of any public, unutilized land for the project and whether any of such land is under occupation;
- h. The nature of the land, its present use and classification and if it is agricultural land, the irrigation coverage for said land and the cropping pattern;
- i. The special provisions with respect to food security have been adhered to in the proposed land acquisition;
- j. The size of land holdings, ownership patterns and land distribution, the number of residential houses and public and private infrastructure and assets;
- k. Land prices recent changes in ownership, transfer and use of lands over the last 3 years.

Based on the land assessment, land records and field verification, the Social Impact Assessment study shall provide an accurate estimate of the number of affected families and the number of displaced families among them and ensure that, as far as possible, the study shall enumerate all affected families. Provided that where enumeration is not possible a representative sample will be done by the Social Impact Assessment team.

A socio-economic and cultural profile of the affected area will be prepared, based on the available data and statistics, field visits and consultations as per FORM – II of the Act. The identified resettlement sites, if any, shall be visited and a brief demographic profile of the land and the socio-economic profile of its current resident population shall be prepared if required.

Based on the data collection as per the processes listed above, and in consultation with the affected communities and key stakeholders, the potential impacts of the land acquisition shall be identified and the study shall assess the nature, extent and intensity of the positive and negative social impacts associated with the proposed project and land acquisition as per FORM-II of the Act.

The Social Impact Assessment study also includes the preparation of the Social Impact Management Plan (SIMP) which shall put forward ameliorative measures to be adopted so as to minimize or mitigate the negative social impacts identified in the course of the assessment. The SIA team will also assess the viability of impact mitigation and management strategies with clear indication of costs, timelines and capacities.

Social Impact Assessment is best understood as an umbrella or overarching framework that embodies the evaluation of all impacts on humans and on all ways in which people and communities interact with their socio-cultural, economic and biophysical surroundings. The SIA study will provide a conclusive assessment of balance and distribution of adverse social impacts and social costs and benefits of the proposed project and land acquisition, including mitigation measures, and provide an assessment as to whether the benefits from proposed project exceed the social costs. The adverse impacts that are likely to be experienced by affected families or even proposed mitigation measures, the affected families remained at risk of being economically or socially worse, as a result of the said land acquisition and resettlement.

2.5 ABOUT THE STATE SOCIAL IMPACT ASSESSMENT AUTHORITY

As per the provisions of the 'The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013' (Act No. 30 of 2013) a Social Impact Assessment study is required to be carried out and Social Impact Management Plan (SIMP) is to be prepared before making preliminary notification under Section 11 of the said act for the acquisition of land for public purpose. For this purpose, the state governments are required to establish and identify Social Impact Assessment Units/Authorities in their respective states.

Keeping in view the provisions of the said Act, the Financial Commissioner, Government of Punjab vide Letter No. 24/84/2013-LR-1/2344 dated 25.02.2014 notified the Department of Sociology and Social Anthropology, Punjabi University, Patiala as the State Social Impact Assessment Unit, responsible for conducting Social Impact Assessment studies and preparing the Social Impact Management Plans as per the provisions of the said act and its relevant rules.

PLATE 4 PUNJABI UNIVERSITY PATIALA



Source: www.punjabiuniversity.ac.in

On February 25, 2014, the Punjab government notified the Department of Sociology and Social Anthropology, Punjabi University Patiala as 'State Social Impact Assessment Unit' as per the provisions of Right to Fair Compensation and Transparency in Land Acquisition and Rehabilitation and Resettlement Act 2013 (RFCTLARR).

The University, on its part, taking into account the specific needs of Social Impact Assessment established a special unit for Social Impact Assessment on April 21, 2014.

The State Social Impact Assessment Unit was further notified as **State Social Impact Assessment Authority** vide Letter No. 24/84/2013-Bm-1/5174 dated 10.03.2016 issued by the Government of Punjab. On September 2, 2015 the Punjab government notified the SSIAA as State Social Impact Assessment Authority (SSIAA). The State Social Impact Assessment Authority has been vested with the responsibility of conducting Social Impact Assessment (SIA) studies and preparing the Social Impact Management Plans (SIMP) as per the provisions of the said act and its relevant rules. Since its inception, the State Social Impact Assessment Authority has conducted a number of Social Impact Assessment projects. The State Social Impact Assessment Authority has completed 18 projects till date including a baseline voter awareness survey commissioned by the Election Commission of India. In addition to this, the authority is in the process of negotiations with different acquiring bodies and several SIA projects are expected to be allotted to the University in the due course.

The office of the State Social Impact Assessment Authority Punjabi University, Patiala can be reached at contact number 0175-3046550 and via e-mail at ssiaunitpunjab@gmail.com. The coordinator of State Social Impact Assessment Authority can be reached at +919814953333.

2.6 BACKGROUND AND RATIONALE OF THE PROJECT

The project for construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda was primarily initiated because it focuses on connectivity, decongestion of traffic and at sustainable living in era of rapid development. The road running parallel to the Bathinda Cantonment boundary will connect N.H.-7 (Bathinda- Patiala Road) to I.T.I. Chowk of Mansa/Dabwali road through industrial area. The length of this 200 feet wide 4-lane Ring Road from Bathinda- Barnala Road to I.T.I. chowk is 4720 meters. The project will include 24 feet wide green field along with this road to equilibrate the air pollution of the vehicles. An alternate route of length 650 meters. to Mansa Road has been included to decongest the traffic at I.T.I. Chowk. Provision of the side drain (1.5 x 1 meters.) has been made to remove surface water from the road and the provision of Boundary wall, Grill etc. has been included in the project. This project will include Railway Under Bridge (RUB) at Bathinda-Patiala railway line at KM 168/12-13 on RJP-BTI section, the approaches of RUB to be constructed by PWD Dept, the work of approaches are in progress and railway portion to be constructed by the Railway department which is also in progress. The cross section of the RUB includes 2 x 9.5 meters wide boxes with clear height of 5.5 meters. The design & dimensions of RUB are kept considering the movement long and heavy army vehicles. The retaining walls of RUB are 450-600 mm thick concrete walls. The complete ring road is to be constructed on 45 acres of land. A major portion of the ring road has been completed, and for the purpose of the its completion, a chunk of land measuring approximately 2.24 acres has to be acquired for the purpose.

2.7 LOCATION

DISTRICT BATHINDA is situated in the southern Punjab in the Faridkot division between 29°33′- 30°36′ north latitudes and 74°38′- 75°46′ east longitudes. The demographic details of district Bathinda as per Census 2011 have been appended in Table 2.2.

Table 2.2

Demographic details of district Bathinda as per Census 2011

DISTRICT BATHINDA					
AREA	3353 sq.km				
TEHSILS	3				
TOWNS	12				
VILLAGES	281				
DISTRICT HEADQUARTERS	BATHINDA				
POPULATION DENSITY	414 persons per sq.km				
SEX RATIO	868				
CHILD SEX RATIO	854				
HOUSEHOLDS	272530				
LITERACY RATE	TOTAL	MALE	FEMALE	RURAL	URBAN
	844868	488261	356607	493192	351676
POPULATION	TOTAL	MALE	FEMALE	RURAL	URBAN
	1388525	743197	645328	889308	499217
SC POPULATION	TOTAL	MALE	FEMALE	RURAL	URBAN
	450473	236936	213537	321533	128940

Source: Census of India 2011

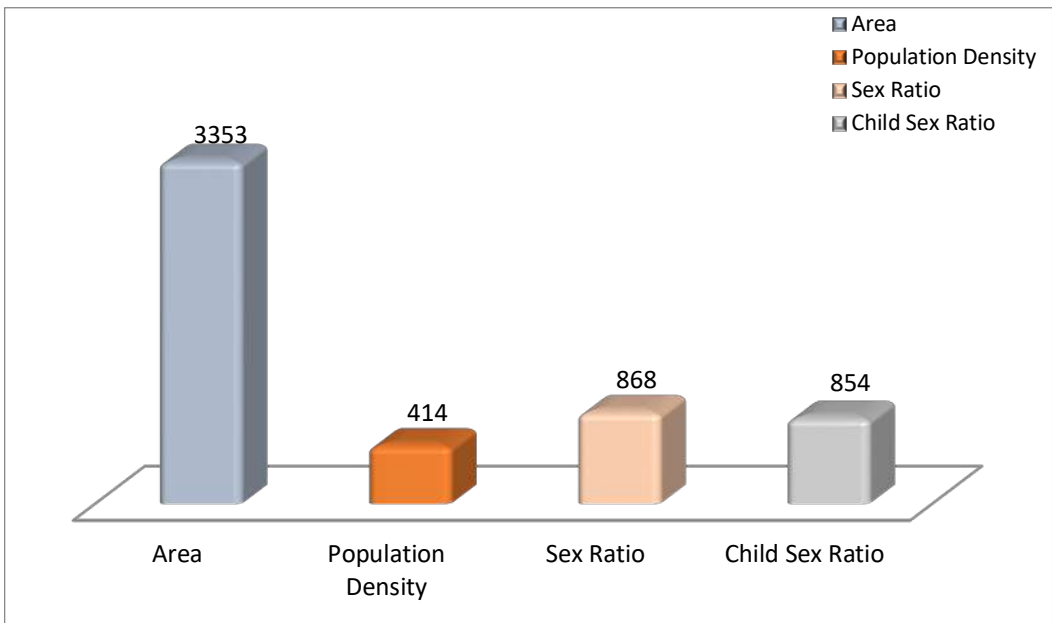
As per Census 2011, Bathinda district, with district headquarters located at

Bathinda covers a total area of 3353 square kilometres. The district comprises of 3 tehsils that includes 12 towns and 281 villages. There were a total of 272530 households in the district and population density of the district was reported to be 414 persons per square kilometre.

As per the data appended in Table 2.2, the overall sex ratio of the district was reported to be 868 females per thousand males. The overall child sex ratio (0-6years age group) in the district was reported to be 854 females per 1000 males. An attempt was made to project the area, population density, sex ratio and child sex ratio in Figure. 2.1.

Figure 2.1

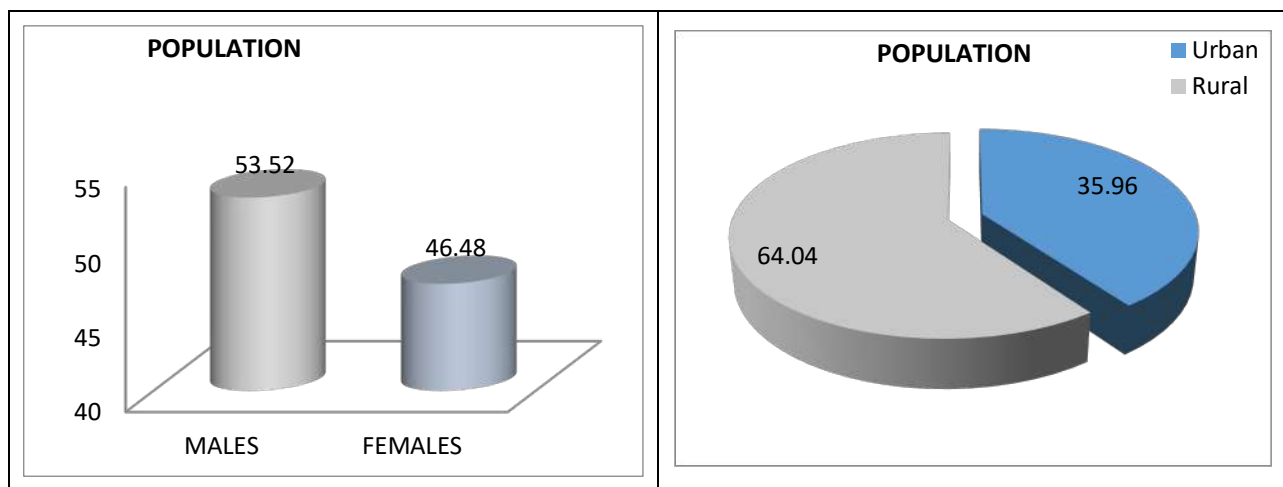
Diagram showing the area, density of population, sex ratio and child sex ratio of district Bathinda as per Census 2011



As per the Census 2011, the total population of the district was reported to be 1388525 persons out of that males comprised 53.52 percent and females comprised 46.48 percent of the total population. The rural-urban distribution of population was 64.04 percent and 35.96 percent respectively. An attempt was made to project the population distribution of Bathinda district in Figure 2.2.

Figure 2.2

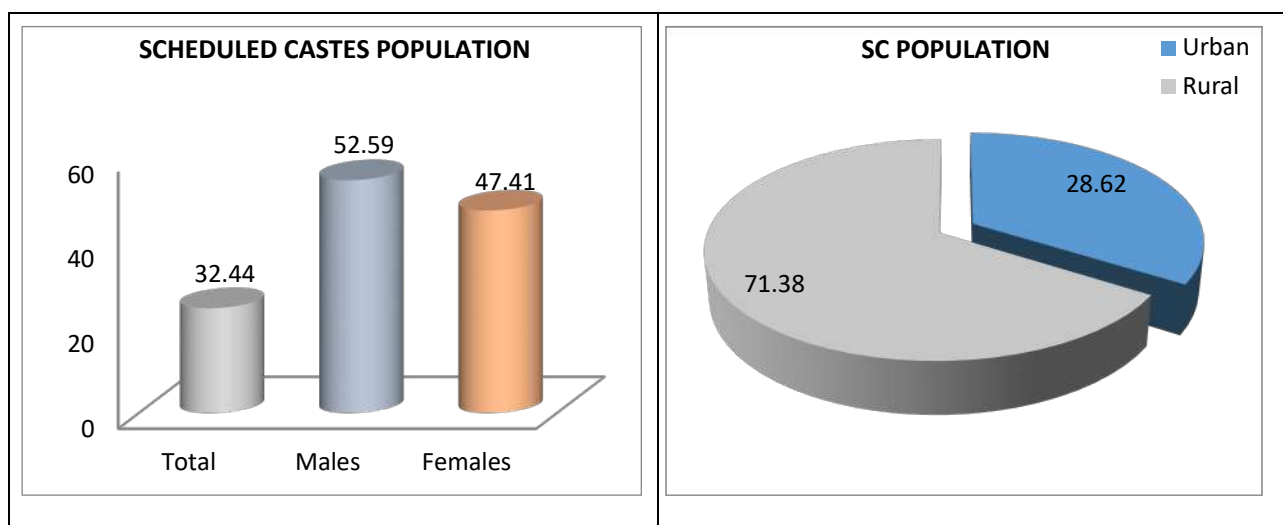
Diagrams showing population distribution in district Bathinda as per Census 2011



As per Census 2011, the Scheduled Castes constituted 32.44 percent of the population of Bathinda district. Males comprised 52.59 percent of the total SC population whereas the females comprised 47.41 percent. The rural-urban distribution of the SC population was 71.38 percent and 28.62 percent. An attempt was made to project the Scheduled Castes population in Figure 2.3.

Figure 2.3

Diagrams showing the population of Scheduled Castes in district Bathinda as per Census 2011

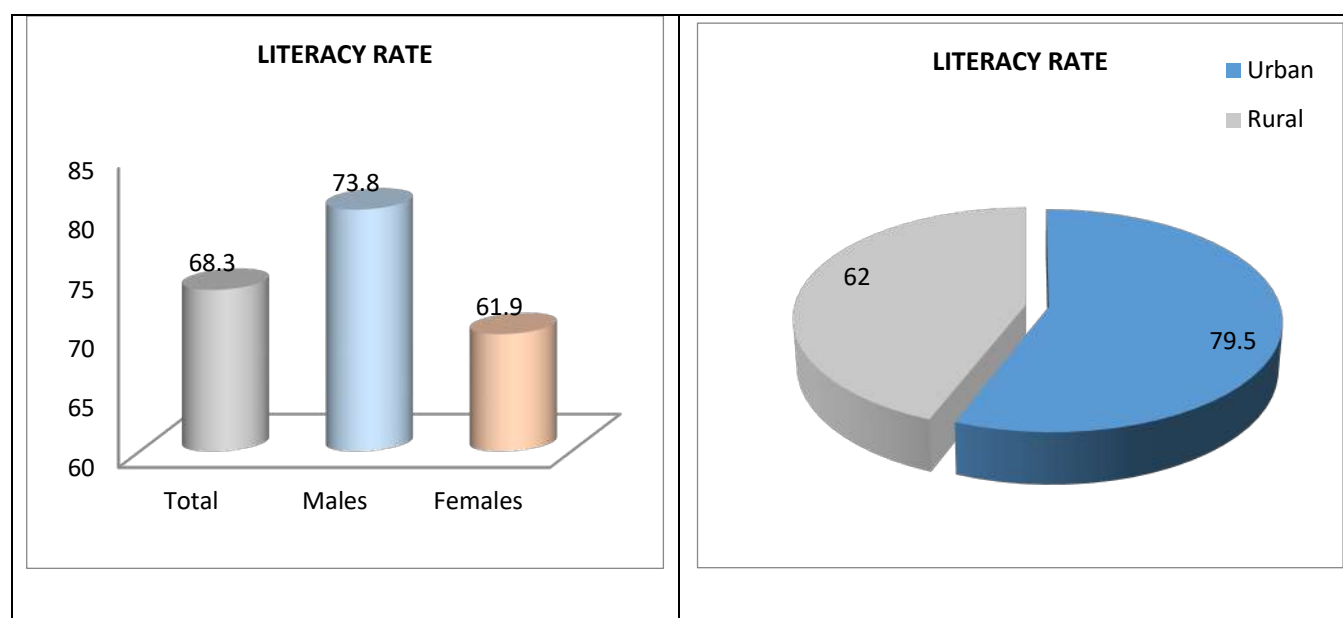


As per the Census 2011, the overall literacy rate of Bathinda district stood at 68.3 percent of which the male literacy stood at 73.8 percent whereas female literacy was recorded 61.9 percent signifying a gender gap of 11.9 percent. The urban literacy rate of the district was reported to be 79.5 percent and the rural literacy rate was reported as 62 percent.

An attempt was made to project the literacy rate composition of Bathinda district in Figure 2.4.

Figure 2.4

Diagrams showing the Literacy Rate of district Bathinda as per Census 2011



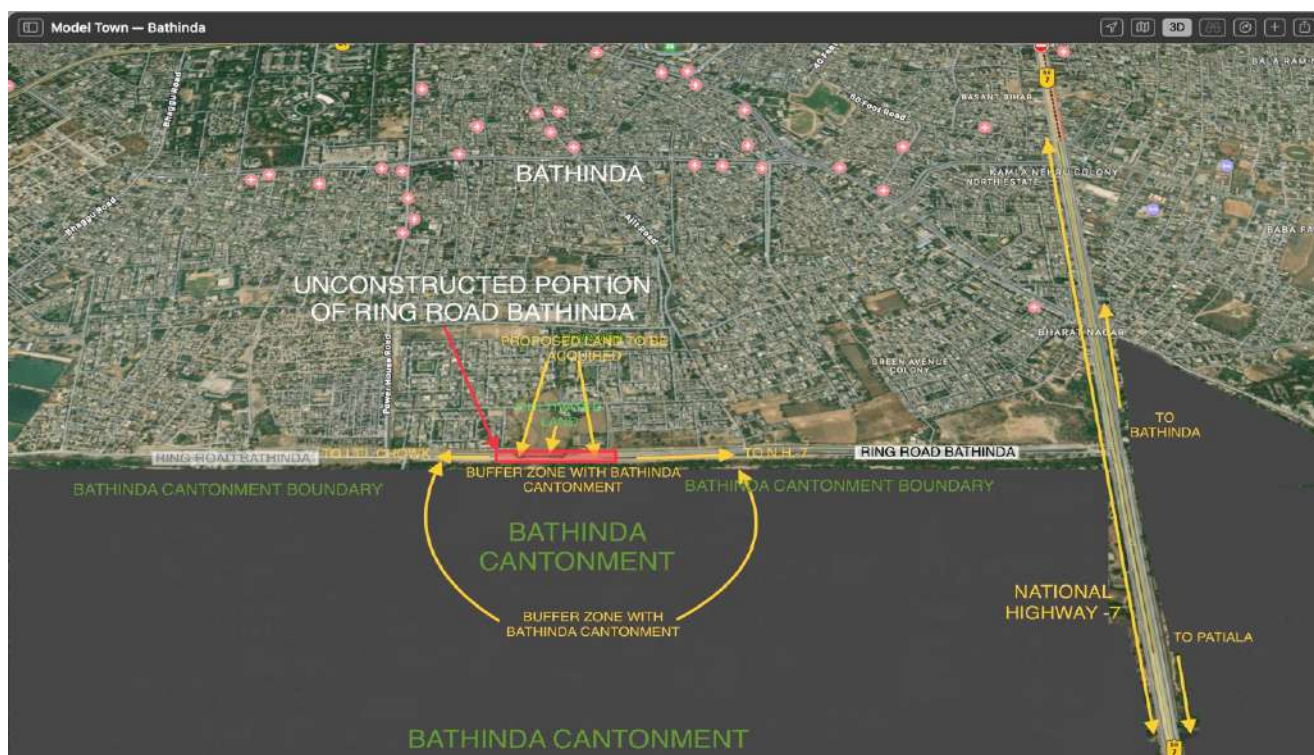
The present study was conducted to assess the social impacts of land acquisition for Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda in the Punjab state. Punjab lies in the north-western part of the subcontinent on the 29° 30'- 32° 32' North latitudes and 73° 55'- 76° 50' East longitudes. The term Punjab is comprised of two Persian words "Punj" and "aab" implying five waters, and hence the name Punjab is an acronym for the land of five rivers (the Beas, Chenab, Jhelum, Ravi and Sutlej). The state has rich cultural heritage. The present Punjab covers an area of 50,362 square kilometres. As per Census of India 2011, the

total population of the state was 2,77,43,338 persons of which male population comprised of 1,46,39,465 persons and female population comprised of 1,31,03,873 persons. Further, as per Census 2011, the rural population of the state stood at 1,73,44,192 persons and urban population stood at 1,03,99,146. Population density of Punjab was 551 persons per square kilometres. The overall sex ratio of the state was 895 females per thousand males. The state shares its boundaries with Haryana to its South, Rajasthan to its south west, Pakistan to its west, Jammu and Kashmir to its North and Himachal Pradesh to its east. Punjab is an agrarian state and around two-fifth of the state's population is engaged in agricultural sector. It contributes a significant portion to state's gross product. Bathinda is situated in southern Punjab in the Faridkot division with its district headquarters at Bathinda city. It is situated between 29°33' - 30°36' north latitudes and 74°38' - 75°46' east longitudes. As per Census 2011, Bathinda district, with district headquarters located at Bathinda covers a total area of 3353 square kilometres. The district comprises of 3 tehsils that includes 12 towns and 281 villages. There are a total of 2,72,530 households in the district and population density of the district was reported to be 414 persons per square kilometre. The city is the administrative headquarters of Bathinda district. It is located in north western India in the Malwa Region, 227 km (141 mi) west of the capital city of Chandigarh and is the fifth largest city of Punjab. It is situated in the southern region of Punjab in the Faridkot division having district headquarters at Bathinda city. It is situated between 29°33' - 30°36' north latitudes and 74°38' - 75°46' east longitudes. Today, Bathinda is one of the leading cities in the state of Punjab. It houses two thermal power plants, which are known as the Guru Hargobind Thermal Plant and Guru Nanak Dev Thermal Plant. It is also one of the largest cotton and food-grain markets of India. Bathinda also have one of the largest military cantonments in Asia. The Government is also engaged in setting up the SEZ or Special

Economic Zone in the city, which will contain lot of industries for the benefit of the city. In addition to that, the private players are also very active, when it comes to starting new industrial ventures.

For the proposed project, i.e., the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda, the land to be acquired comprises of approximately 2.24 acres owned by 06 owners belonging to six households, and is located on the constructed part of the ring road connecting National Highway-7 to I.T.I. Chowk, Mansa Road, Bathinda. The land to be acquired is bordered by army cantonment to its east and a 66KV power sub-station and residential houses to its west. A portion of the affected land is cultivated with local variety of cotton. The land embankments possess some flora like *Vachellia Nilotica* (Kikar) trees.

PLATE 5
MAP PROJECTION LAYOUT OF PROJECT AFFECTED AREA

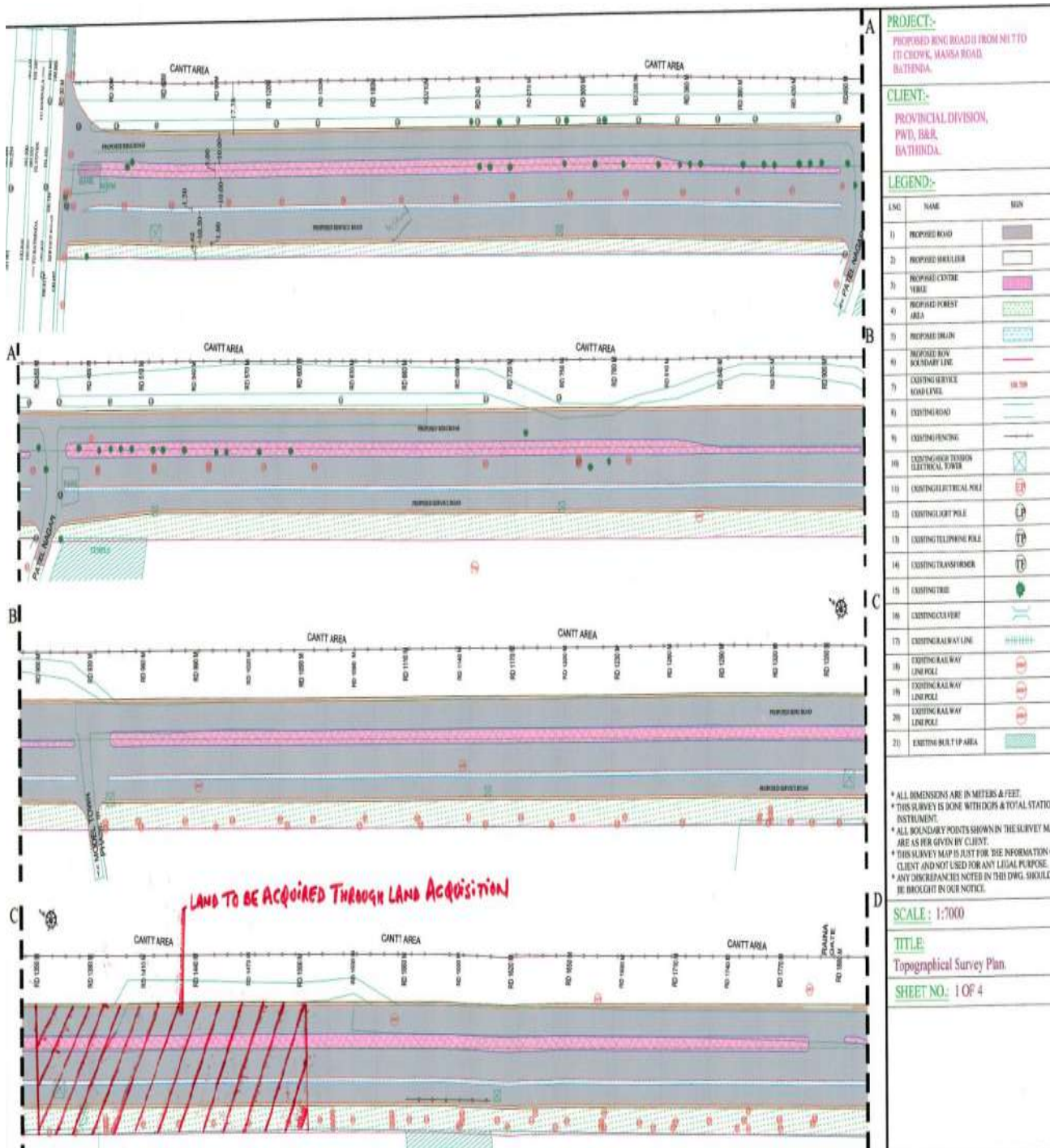


Source: Apple Maps

Plate 6 lays out the topographical survey plan of the land to be acquired and Plate 7 shows the plan alignment of Ring Road Phase-I connecting Barnala road to Mansa road at

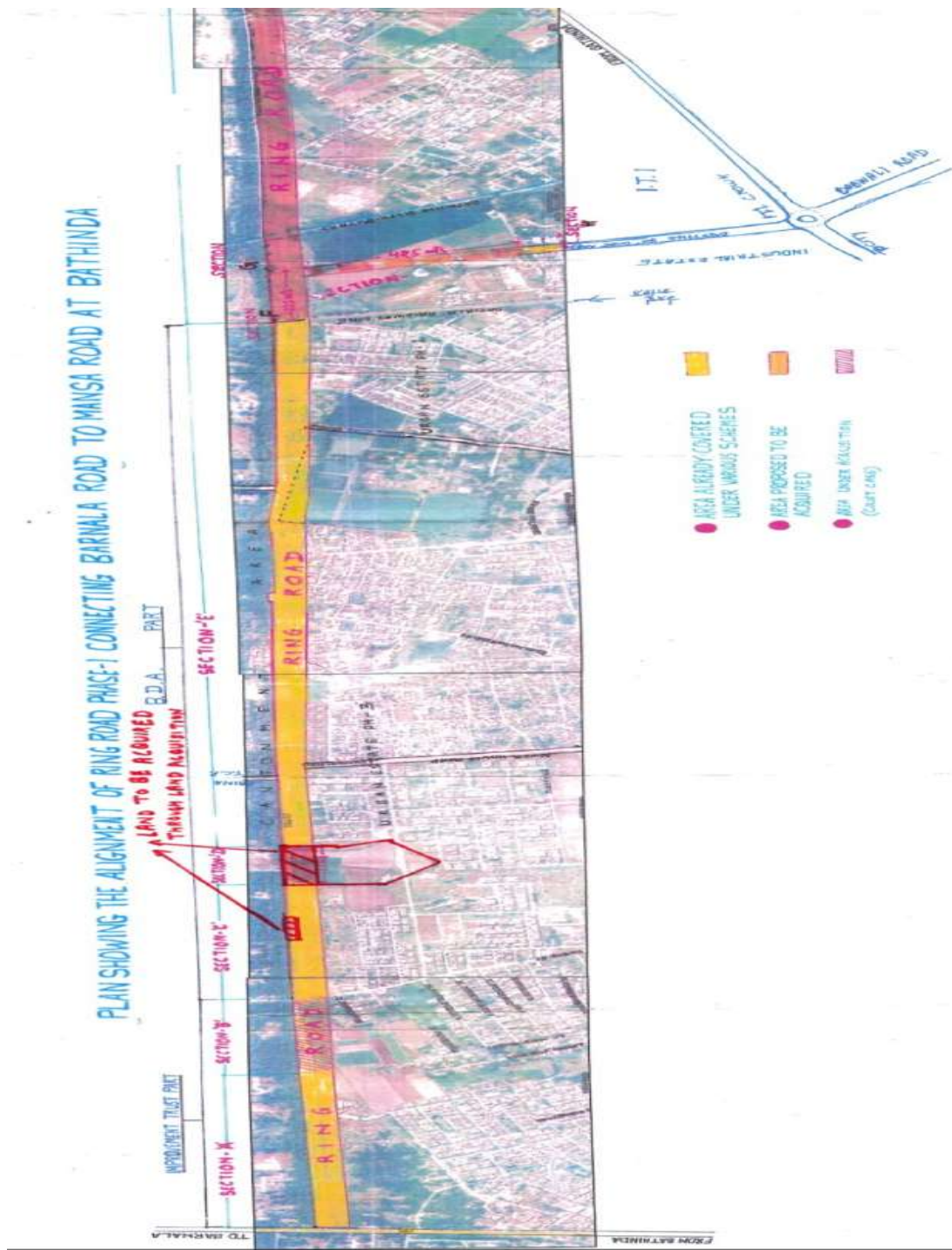
Bathinda, respectively, as per the information and layouts provided by the office of the Executive Engineer PWD (B&R) Bathinda.

PLATE 6 TOPOGRAPHICAL SURVEY PLAN



Source: O/o Executive Engineer PWD (B&R) Bathinda

PLATE 7
PLAN SHOWING ALIGNMENT OF RING ROAD PHASE-I CONNECTING BARNALA ROAD TO MANSA ROAD AT BATHINDA



Source: O/o Executive Engineer PWD (B&R) Bathinda

The Ring Road, Phase-I project from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda is proposed to be constructed around the National Highway 7, connecting the bye-pass ring road from the national highway to I.T.I. Chowk in Bathinda. The Government of Punjab issued a notification for acquisition of land in Bathinda which is required for the above-mentioned project. The detail of the land which is supposed to be acquired for the above-mentioned project is given below in Table 2.3.

Table: 2.3

DETAILS OF LAND TO BE ACQUIRED FOR THE PRESENT PROJECT

DISTRICT	S. NO.	KHAUTANI NO.	OWNER'S NAME	KHASRA NO.	AREA TO BE ACQUIRED	TYPE OF LAND	CROPS CULTIVATED AS PER GIRDWARI
Bathinda	1.	5375/1 23346/1	Arvind Kumar s/o Krishan Lal	2538 2539 2537	1-10 2-1 $\frac{3}{4}$ 0-7 $\frac{1}{2}$ 3-19 $\frac{1}{2}$	CHAH	CROP WHEAT
	2.	5375/1 23346/1	Davinder Kumar S/o Om Parkash	2538 2539 2537	0-15 1- $\frac{7}{8}$ 0-3 $\frac{3}{4}$ 1-19 $\frac{5}{8}$	CHAH	CROP WHEAT
	3.	5375/1 23346/1	Bhupinder Kumar S/o Om Parkash	2538 2539 2537	0-15 1- $\frac{7}{8}$ 0-3 $\frac{3}{4}$ 1-19 $\frac{5}{8}$	CHAH	CROP WHEAT
	4.	5377/23348	Mohna Lal s/o Krishan Ram	2553	0-19 $\frac{1}{3}$	GAIR MUMKIN	GAIR MUMKIN
	5.	5377/23348	Anil Sharma s/o Mohna Lal	2553	0-19 $\frac{1}{3}$	GAIR MUMKIN	GAIR MUMKIN
	6.	5377/23348	Gautam Sharma s/o Mohna Lal	2553	0-19 $\frac{1}{3}$	GAIR MUMKIN	GAIR MUMKIN
Total Land					B – B 10-16 $\frac{1}{2}$		

Source: O/o Executive Engineer PWD (B&R) Bathinda

PLATE 8 (i)
SITE PHOTOGRAPHS



Source: Fieldwork,2022

PLATE 8 (ii)
SITE PHOTOGRAPHS



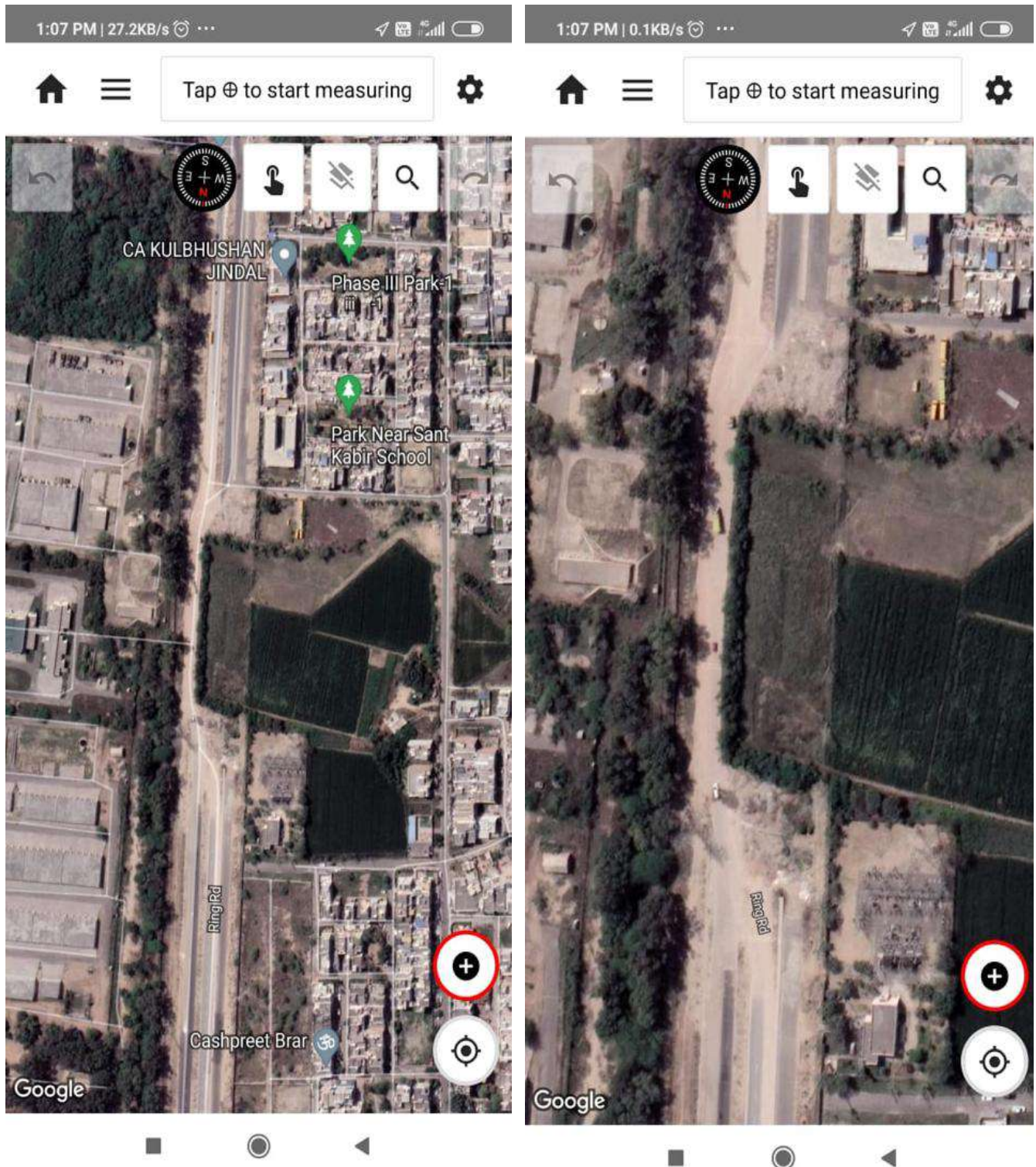
Source: Fieldwork,2022

PLATE 8 (iii)
SITE PHOTOGRAPHS CULTIVATED LAND



Source: Fieldwork,2022

PLATE 9
MAP PROJECTION OF THE SITE



Source: Revenue Officials, District Administration Bathinda

PLATE 10 (i)
MAP MARKINGS OF THE LAND TO BE ACQUIRED



Source: Revenue Officials, District Administration Bathinda

PLATE 10 (ii)
MAP MARKINGS OF THE LAND TO BE ACQUIRED



Source: Revenue Officials, District Administration Bathinda

2.8 JUSTIFICATION OF PUBLIC PURPOSE

The road running parallel to the Bathinda Cantonment boundary will connect National Highway-7 (Bathinda- Patiala Road) to I.T.I. Chowk of Mansa/Dabwali Road through the industrial area. The vehicles entering Bathinda city for going to Dabwali and Mansa would now pass from the Ring Road, bypassing the city. Moreover, the heavy vehicle traffic generated due to operations of Shri Guru Gobind Singh Refinery, Shri Guru Hargobind Thermal Plant Lehra Mohabbat, Indian Oil Corporation Ltd. Depot etc. will no longer require to enter the city which will resolve the issue of traffic congestion in Bathinda city permanently. This ring road will be a vital part of the city in view of the upcoming bus-stand at Patel Nagar, Bathinda.

The length of the four lane Ring Road from Bathinda- Barnala Road to I.T.I. chowk will be 4720 meters and the width of the road will be 200 feet. As per the approved specifications, there is provision of two 10-meter-wide main Carriageway Roads, a 5-meter Central Verge and 7-meter-wide Service Road.

The project will include 24 feet wide green field along with this road to compensate for the air pollution caused by the vehicular traffic. An alternate route of length 650 meters to Mansa Road has been included to decongest the traffic at I.T.I. Chowk. Provision of a side drain (1.5 x 1 meter) has been made to remove surface water from the road and the provision of boundary markings, grills etc. has been included in the project.

Moreover, this project will include a Railway-Under-Bridge (RUB) at Bathinda-Patiala railway line at KM 168/12-13 on RJP-BTI section; the approaches of RUB are to be constructed by the Public Works Department. The work of approaches is in progress and so is the railway portion to be constructed by the Railway Department. The cross section of the RUB includes 2x9.5-meter-wide boxes with clear height of 5.5 meters. The design and dimensions of RUB are

kept considering the movement of long and heavy army vehicles. The retaining walls of RUB are reinforced with 450-600 mm thick concrete walls. The complete ring road is to be constructed on 45 acres of land. A major portion of the ring road has been completed, and for the purpose of its completion, a chunk of land measuring approximately 2.24 acres has to be acquired for the purpose.

The proposed land acquisition for construction of road at Mansa Road Bathinda from NH-7, Ring Road Phase-I to I.T.I. Chowk is required for the following reasons:

- The existing road passes through built-up and congested section of the city.
- Heavy loaded vehicles move along the existing road which causes traffic congestions.
- The condition of existing road is not suitable for movement of heavy vehicles because of the incomplete construction activity of the road.
- Construction of the ring road from National Highway-7 (Bathinda- Patiala Road) to I.T.I. Chowk of Mansa/Dabwali Road will reduce the traffic problems to a large extent. This will help local public as well as the commuters who travels on this existing road.

2.9 KEY BENEFITS OF THE PROJECT

The project will entail a multitude of benefits for public of city as well as those who travels here from out of city. The project also will also entail multitude benefits of the local people who are the surrounding this area. The project will have the following benefits for the public:

- The construction of the Ring Road will solve the problems of heavy traffic jams in the affected area.
- There will be reduction in road accidents on the existing road due to the construction of the Ring Road.

- The project will provide employment opportunities during the construction, operation and maintenance period.
- Reduction in pollution level will lead to enhancement of quality of environment in the affected area.

2.10 OBJECTIVES OF THE STUDY

Social Impact Assessment has been carried out in accordance with the provisions of Section 4 of the RFCTLARR Act, 2013. The SIA study assessed the socio-economic impacts of the proposed acquisition based on the information collected from secondary and primary sources. The SIA shall assess following aspects while conducting the study:

The Social Impact Assessment exercise shall assess, in detail, the socio-cultural, politico-economic and environmental impacts based on the information collected from primary and secondary data. The social impact assessment shall assess the following aspects while conducting the study.

1. Assess whether the proposed acquisition serves public purpose.
2. Estimate the number of affected families and the number of families among them likely to be displaced by proposed land acquisition.
3. Understand extent of land- public and private houses, settlement and other common properties likely to be affected by the proposed land acquisition.
4. Understand if the extent of proposed land to be acquired as bare minimum needed for the proposed project.
5. Analyse the possibility of alternatives, if any.
6. Study of social impacts, their nature and costs of addressing them besides the impact of these costs on the overall cost of the project vis-à-vis the benefits of the project.

7. Recommending a broad based Social Impact Management Plan so that positive impacts can be enhanced and negative minimized.

2.11 APPLICABLE LEGISLATIONS AND POLICIES

Application of national statutes and regulations on socio-economic impact suggests that the project proponents bear 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. This position enhances the importance of this social impact assessment for the proposed site to provide a benchmark for its sustainable operation. A few legislation that governs the land acquisition for the present project is mentioned herein:

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
- Environment Protection Act, 1986,
- Air (Prevention and Control of Pollution) Act, 1981
- Water Prevention and Control of Pollution Act 1974
- Noise Pollution (Regulation and Control Act) 1990
- Public Liability and Insurance Act 1991
- Right to Information Act, 2005.
- National Environment Appellate Authority Act (NEAA), 1997
- Minor Mineral and Concession Rules 2016
- Central Motor Vehicle Act, 1988 and Central Motor Vehicle Rules 1989

The major legislations that governs the land acquisition for the present project is hereby discussed briefly and presented in tabular form in Table 2.4:

TABLE: 2.4**REGULATIONS AND LEGISLATIONS RELEVANT TO THE PROJECT**

S. NO.	ACTS/RULES	PURPOSE	REASON OF APPLICABILITY	AUTHORITY
1.	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013	Fair and transparent acquisition of land under well-defined laws.	This act is applicable as there will be acquisition of land.	Land Acquisition Collector
2.	Environment Protection Act, 1986	To protect and improve overall environment.	As all environmental notifications, rules and schedules are issued under this act.	Ministry of Environment, Forest and Climate Change (MoEFCC), State Government, Central pollution Control Board, State pollution Control Board
3.	Air (Prevention and Control of Pollution) Act, 1981	To control air pollution	This act will be applicable during different phases of construction	State Pollution Control Board
4.	Water Prevention and Control of Pollution Act 1974	To control water pollution by controlling discharge of pollutants as per the prescribed standards	This act will be applicable during pre and post construction phase	State Pollution Control Board

Contd...

REGULATIONS AND LEGISLATIONS RELEVANT TO THE PROJECT

S. NO.	ACTS/RULES	PURPOSE	REASON OF APPLICABILITY	AUTHORITY
5.	Noise Pollution (Regulation and Control Act) 1990	The standards applicable as vehicular noise for day and night have been promulgated by the Ministry of Environment, Forest and Climate Change (MoEFCC) for various land uses.	Noise on project routes required to assess for future years and necessary protection measure need to be considered in design.	State Pollution Control Board
6.	Public Liability and Insurance Act 1991	Protection from hazardous materials and accidents.	Contractor needs to stock hazardous material like diesel, Bitumen, Emulsions, etc.	State Pollution Control Board
7.	Right to Information Act, 2005	To provide the information required by any person regarding the project.	People may have queries	Public Works Department, Government of Punjab
8.	National Environment Appellate Authority Act (NEAA) 1997	To address grievance regarding the process of environmental clearance	Grievances, if any, will be dealt with, under the provisions of the act	NEAA
9.	Central Motor Vehicle Act, 1988 and Central Vehicle Motor Rules, 1989	To check vehicular air and noise pollution	This rule will be applicable to road users and construction machinery	Motor Vehicle Department

2.12 CHAPTER SCHEME OF THE STUDY

The present study aims at assessing the socio-cultural, politico-economic and environmental impacts of land acquisition for Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda. The Social Impact Assessment report is categorised into nine chapters which are mentioned in Table 2.5.

TABLE: 2.5

CHAPTER SCHEME OF THE PRESENT SOCIAL IMPACT ASSESSMENT STUDY

S. NO.	CHAPTER	TITLE
1.	Chapter 1	: Executive Summary
2.	Chapter 2	: Detailed Project and Description
3.	Chapter 3	: Team composition, study approach and methodology
4.	Chapter 4	: Land Assessment
5.	Chapter 5	: Estimation and Enumeration
6.	Chapter 6	: Socio-economic status of the affected households
7.	Chapter 7	: Social Impacts
8.	Chapter 8	: Analysis of costs and benefits and recommendation on Acquisition
9.	Chapter 9	: Social Impact Management Plan

2.13 CONCLUSION

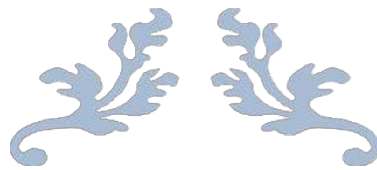
The residents of the Bathinda district are confronted with the problems of traffic congestions and road accidents. To deal with this issue, the Punjab Government has proposed

the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda. The Ring Road will start from the National Highway-7 (Bathinda-Patiala Road) through Industrial Area up to I.T.I. Chowk (Bathinda-Mansa Road).

For completing the ring-road, land needs to be acquired on the Ring-Road stretch at Bathinda and land acquisition for the same has been notified by the Government of Punjab under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, hereafter referred to as the RFCTLARR Act, 2013. Under this act, Social Impact Assessment study is required to be conducted before the acquisition of land is finalized and carried out. Social impact Assessment includes the process of analysing, monitoring and managing intended and unintended social consequences, both positive and negative of planned interventions and any social change processes invoked by those interventions.

A detailed assessment based on thorough analysis of all relevant land records and data, field verification, review and comparison with similar projects is conducted by the SIA team. The present study aims at assessing the socio-cultural, politico-economic and environmental impacts of land acquisition for Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda. The Social Impact Assessment report is categorised into nine chapters which are mentioned in tabular form in the chapter.

The present chapter delved on the vital details of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 as well as the principles and provisions of Social Impact Assessment. The chapter also sheds light on the need for Social Impact Assessment study, the process of conducting SIA as well as the background, location, rationale and justification of the project for public purpose, its key benefits, objectives of the study, applicable legislations and policies and detailed chapter scheme of the study.



CHAPTER THREE

TEAM COMPOSITION, STUDY APPROACH AND METHODOLOGY



CHAPTER THREE

TEAM COMPOSITION, STUDY APPROACH AND METHODOLOGY

3.1 BACKGROUND

Bathinda is located in the Malwa region of Punjab. Being an industrial city, the residents of the district are confronted with the problems of traffic congestions and road accidents. To deal with this issue, the Punjab Government has proposed the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda. The Ring Road will start from the National Highway-7 (Bathinda-Patiala Road) through Industrial Area up to I.T.I. Chowk (Bathinda-Mansa Road). The project aims at decongesting heavy traffic on the road-stretch and also reducing the commuting time between Mansa Road and Barnala Road. For constructing the ring-road, land needs to be acquired on the Mansa Road stretch at Bathinda and land acquisition for the same has been notified by the Government of Punjab under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, hereafter referred to as the RFCTLARR Act, 2013. Under this act, Social Impact Assessment study is required to be conducted before the acquisition of land is finalized and carried out. For the said purpose, the office of the Executive Engineer Provincial Division, PWD (B&R) Bathinda vide Letter No. Spl-1 dated 13.10.2021 requested the State Social Impact Assessment Authority, Punjabi University Patiala to conduct a Social Impact Assessment study of the '**Proposed Ring Road Phase-I from N.H.-7 to I.T.I. Chowk, Mansa Road Bathinda**'. 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 was conducted by experienced members of the SIA unit in the affected area meeting every affected land owner of the land to be acquired for the project to assess the adverse impacts of the projects.

3.2 SOCIAL IMPACT ASSESSMENT TEAM FOR THE STUDY

The team for conducting the Social Impact Assessment the proposed Ring Road from Phase-I, N.H.-7 to I.T.I. Chowk, Mansa Road Bathinda comprised of the following experts as mentioned in Table 3.1.

TABLE 3.1

SOCIAL IMPACT ASSESSMENT TEAM FOR THE PRESENT STUDY

SOCIAL IMPACT ASSESSMENT TEAM			
S. NO.	DESIGNATION		NAME
1.	Project Coordinator	:	Prof. Gurcharan Singh
2.	Project Co-coordinator	:	Dr. Gautam Sood
3.	Research Supervisor cum Gender Expert	:	Ms. Perna Singh
4.	Research Investigator	:	Mr. Raja Singh
5.	Research Investigator	:	Ms. Jasmeen Kaur

The SIA team that undertook the Social Impact Assessment study of the ‘Proposed Ring Road Phase-I from N.H.-7 to I.T.I. Chowk, Mansa Road Bathinda’ project comprised of 5 members, led by the project coordinator Prof. Gurcharan Singh and project co-coordinator Dr. Gautam Sood.

3.3 SOCIAL IMPACT ASSESSMENT (SIA) AND SOCIAL IMPACT MANAGEMENT PLAN (SIMP) PREPARATION PROCESS

With the help of the Deputy Commissioner Bathinda and Executive Engineer Public Works Department (B&R) the administrative staff and officials from revenue and allied departments and following the alignment sketch, the study team identified the affected area. Before starting the detailed Social Impact Assessment study, field visits and pilot study of the socio-economic survey were conducted. For data collection, the affected people were administered the interview schedule and their feedbacks were collected with due care. The information was verified and corroborated with official documents. An understanding of the physical, social, economic and cultural set up of the project area was obtained from secondary sources. Many pre-coded questions were included in the interview schedule. Before filling the interview schedule, the study team ensured the whereabouts of the respondents by examining their address proofs and property documents.

The survey forms duly filled in were consolidated, the information was updated and the report was prepared. While preparing draft of Social Impact Management Plan (SIMP), the study team followed some essential components and steps which are:

- (1) identification of socio-economic impacts of the projects and
- (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

Social Impact Assessment is a process of research, planning and managing social change arising from policies, plans, developments and projects. The task of the SIA exercise is to identify the stakeholders, groups and communities that are impacted or likely to be impacted by the project; to collect baseline data covering key demographic details of the affected area as well as social issues relating to the impacted communities; to identify potential direct social impacts and prediction of significance of any impacts and the extent of each impact; besides providing an overview of various legislations and policies that could complement mitigation measures for managing social impacts arising from the project, to enlist proposed mitigation measures and to describe the monitoring framework that informs stakeholders on the progress of implementing mitigation measures and overall project implementations. The present study was designed as per the guidelines and methodological canons as enshrined in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.

The methodology adopted for the assessment was a mix of quantitative and qualitative processes. Quantitative information on the Project Affected Area and families was gathered through the secondary sources via government reports, data provided by administrators as well as from stakeholders. The stakeholders who own property at the project location were contacted. Stakeholders elicited information pertaining to the project site survey was undertaken by team by administering predefined interview schedules targeting the Project Affected Population (PAP).

Qualitative information was gathered along with the field study/ 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 people coming under project affected population which included Project affected people and representatives of various government departments. The key authorities viz., Deputy Commissioner, Executive engineer (Public Works Department), SDO and revenue officials etc. were contacted and relevant information was collected.

During the study a number of informal consultations and discussions were conducted apart from the formal interviews and other information gathering process. Transact Walk was done to understand the extent of public and private and other common property. Thus 6 respondents and others which include the officials of district administration were covered in the present social impact 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, besides the impacts of land acquisition on the stakeholders.

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 parts of this report.

The indicative methodology to study the above-mentioned aspects of Social Impact Assessment is briefly presented in Table 3.2.

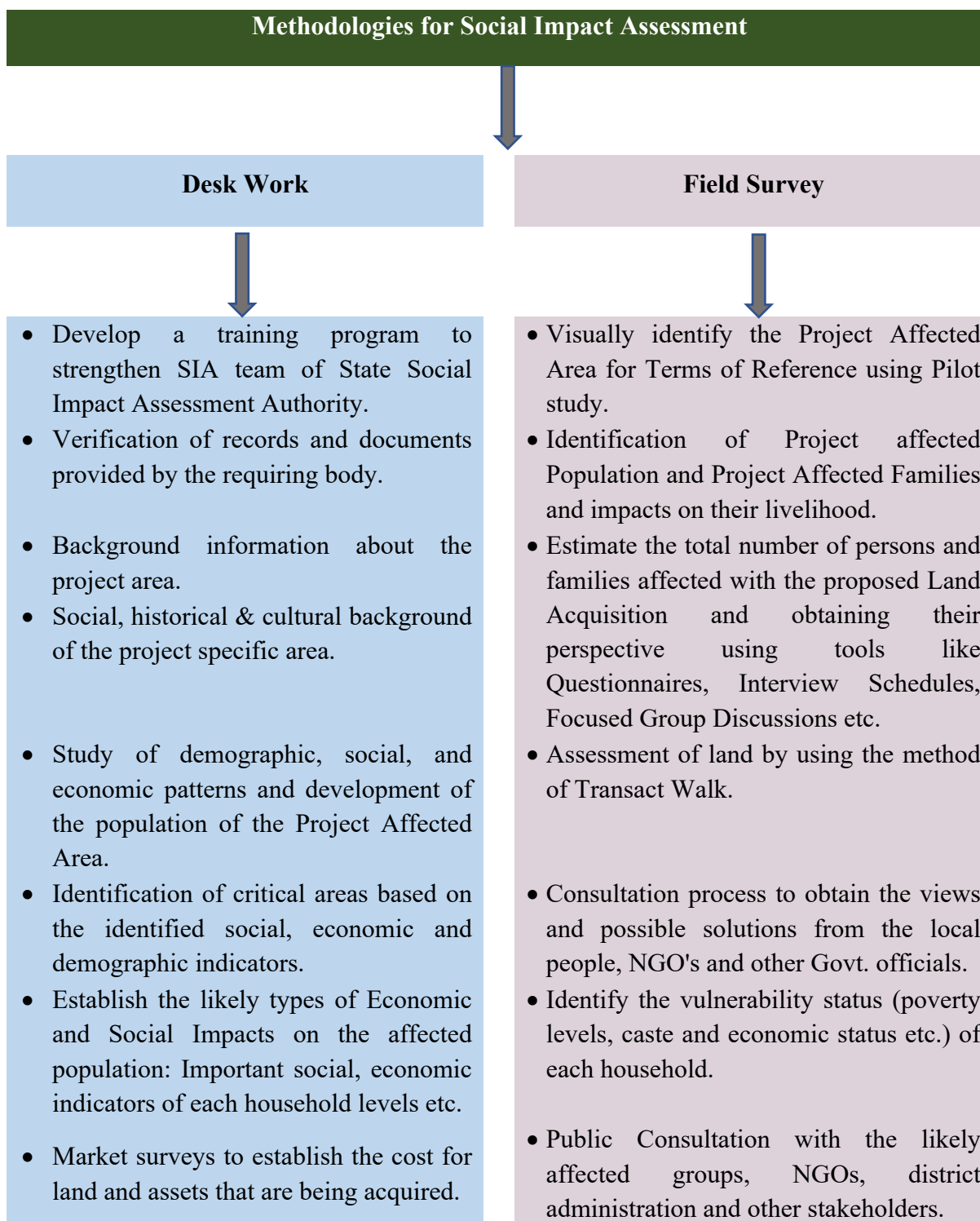
TABLE 3.2
INDICATIVE METHODOLOGY OF CONDUCTING SIA

S. NO.	ASPECTS OF SOCIAL IMPACT ASSESSMENT	DESCRIPTION OF METHODOLOGY	SOURCE
1.	To assess whether the proposed acquisition serves public purpose	Verification of supportive documents establishing the public purpose of the project	Concerned department
2.	Estimate number of affected families and number of families among them likely to be displaced.	Census and baseline survey of PAFs	Field study
3.	Understand extent of public and private land, houses, settlement and other common properties likely to be affected by the proposed acquisition.	'Transact Walk' through Alignment, based on ownership details of the land and type of land to be acquired, enumeration of affected properties, trees etc.	Field study
4.	Understand that the extent of land to be acquired is bare minimum needed for the project	In-depth study of proposed utilization of land to be acquired.	Desk study and field verification
5.	Whether Acquisition at another place is found not feasible.	Alternative analysis of alignment and location of project	Desk study and field verification.
6.	Study of the Social impacts, nature and cost of addressing them and impact of these cost on the overall cost of the project vis-à-vis the benefit of the project.	Field Surveys, questionnaire, Field Observation	Official Govt. records, collective and individual views, etc.

The methodology and approach adopted for the preparation of Social Impact Assessment (SIA) report and Social Impact Management Plan (SIMP) has been summarized in Table 3.3.

TABLE-3.3

METHODOLOGY AND APPROACH OF SIA AND SIMP



3.5 DATA SOURCES

The following section highlights the data sources and activities carried out for the preparation of the Social Impact Assessment report.

Data from Secondary Sources

The following data sources were consulted to obtain information so as to ascertain various dimensions relating to the project including the background of the project, land ownership status and statistical information required for preparing the baseline conditions and planning the course of the study.

- The Right to Fair Compensation and Transparency in Land Acquisition Act 2013
- Primary Census Abstract Punjab, District Census Handbook 2011
- Statistical Abstract of Punjab 2021
- Information collected from the Revenue Records and Revenue Maps supplied by Revenue officials and District administration including that of the Executive Engineer PWD (B&R), /Sub-Divisional Magistrate/Tehsildar
- Acts and Policies of Government of India and Government of Punjab related to R&R and Land acquisition.

Data and information from Primary Sources

- Structured Survey - Baseline and Census survey in a prescribed format
- Public Consultations
- Focused Group Discussions
- Interviews with important stakeholders
- Public Hearings

3.6 SITE VISITS AND INFORMATION GATHERING

The Social Impact Assessment team visited the project site on October 14, 2022 and held meetings with the concerned officials from the district administration as well as the acquiring body besides obtaining relevant records and documents and conducting an on-site transact walk so as to have a first-hand account of the project. The first public hearing was conducted on November 10, 2022 wherein the stakeholders and their representatives, including representatives from the acquiring body, the landowners and officials from concerned government officials were consulted over the land acquisition. The second public hearing was conducted on 24.01.2023 wherein the feedbacks pertaining to the Draft Social Impact Assessment Report and the Social Impact Management Plan were obtained from the landowners as well as the government officials. The opinions of the passers-by were also obtained about the problems faced by them while traversing the road and the utility that would be served by the completion and. Construction of the ring road, so as to be included in the final report.

3.7 DETAILS OF PUBLIC HEARING

Section 5 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act of 2013 envisages that whenever an SIA study is required to be conducted, the Government shall ensure that a Public Hearing is held at the affected area to ascertain the views of the affected families to be recorded and included in the Social Impact Assessment Report.

As per the provisions contained in Chapter II Sec. 3 (1) of the Right to Fair Compensation

and transparency in Land Acquisition, Rehabilitation and Resettlement (Social Impact Assessment and Consent) Rules 2014 the appropriate Government authority shall, for the purpose of the Act, issue a notification for carrying out Social Impact Assessment in accordance with Part-B of FORM I of these rules regarding the commencement of Social Impact Assessment and the same shall be made available in the local language to the Panchayat, Municipality or Municipal Corporation, as the case may be, and in the offices of the District Collector, the Sub-Divisional Magistrate and the Tehsil and shall be published in the form of posters and pamphlets circulated in the affected area, and by affixing the posters at conspicuous places in the affected areas and shall be uploaded on the website of the appropriate Government authority. As per the provisions contained therein, such notification shall be issued within thirty days after the deposit of the processing fee for carrying Social Impact Assessment by the Requiring Body, which shall be determined under sub-rule (1) of rule 5.

In pursuance to the confirmation of the prescribed fee for conducting Social Impact Assessment study of the proposed Ring Road, Phase-I, N.H.-7 to I.T.I. Chowk, Mansa Road Bathinda, vide Letter No. 6252, dated 27.09.2022, the request for issuing a notification for the commencement of, and carrying out, Social Impact Assessment was sent by the State Social Impact Assessment Authority Punjabi University Patiala to the Executive Engineer, Provincial Division, PWD (B&R), Bathinda vide office letter No. SSIAA/814 dated 27.09.2022.

The SIA team visited the project site on October 14, 2022 and held meetings with the concerned officials from the district administration as well as the acquiring body besides obtaining relevant records and documents and conducting an on-site transact walk. The first public hearing was conducted on November 10, 2022 wherein all the stakeholders, including representatives from the acquiring body, the landowners and officials from concerned

government officials were consulted over the land acquisition.

PLATE 11

**LIST OF VARIOUS STAKEHOLDERS PRESENT AT THE SIA STUDY OF
LAND ACQUISITION FOR THE PROPOSED RING ROAD, PHASE-1 FROM
N.H.-7 TO I.T.I. CHOWK, BATHINDA**

Details of various stakeholders present during Social Impact Assessment study
of "Land Acquisition for proposed Ring Road-Phase 1 from NH-7 to I.T.I.
Chowk, Bathinda" on 10/11/2022

Sr. NO	Name	Mobile Details	Signature
1.	Bhupinder Sharma s/o OM Prakash Sharma	98886 71810	Bhupinder
2.	Mohan Lal Sharma s/o Krishna Ram	98155 00964	Mohan Lal
3.	Gautam Sharma s/o Mohan Lal Sharma	98887 10100	Gautam Sharma
4.	Anil Sharma s/o Mohan Lal Sharma	94171 00969	Anil Sharma
5.	Devinder Sharma s/o OM Prakash Sharma	94172 58075	Devinder Sharma

Source: Fieldwork, 2022

PLATE 12 (I): INTERVIEWS WITH RESPONDENTS AT PUBLIC HEARING 1



PLATE 12 (II): INTERVIEWS WITH RESPONDENTS AT PUBLIC HEARING 1



Source: Fieldwork 2022

The second public hearing was conducted on 24.01.2023 wherein the feedbacks pertaining to the Draft Social Impact Assessment Report and the Social Impact Management Plan were obtained from the landowners as well as the government officials.

PLATE 13: LIST OF VARIOUS STAKEHOLDERS PRESENT ON THE PUBLIC HEARING ON 24.01.2023

LIST OF STAKEHOLDERS AND OFFICIALS PRESENT ON
PUBLIC HEARING ON 24/01/2023 AT 11:30 AM.
FOR SOCIAL IMPACT ASSESSMENT OF PROPOSED LAND ACQUISITION
OF PROPOSED RINGROAD PH-I FROM N.H.-7 TO I.T.C. CHOWK
MANSA ROAD, BATHINDA.

Dr. ANIL SHARMA	<i>[Signature]</i> 24/01/2023
BHINDER SINGH	<i>[Signature]</i> 24/01/23
Dr. ARVIND KUMAR SHARMA	<i>[Signature]</i> 24/01/23
DEVINDER KUMAR SHARMA	<i>[Signature]</i> 24/1/23
MEENAKSHI SHARMA	<i>[Signature]</i> 24/1/23
Jinderjit Singh XEN AND BORN	<i>[Signature]</i> 24/1/23
Ananya Singh	<i>[Signature]</i> 24/1/23
Sandeep Singh	<i>[Signature]</i> 24/1/23
<i>[Signature]</i>	<i>[Signature]</i> 24/1/2023
<i>[Signature]</i>	<i>[Signature]</i> 24/1/23
Anandeep Singh SDO OFF	<i>[Signature]</i> 24/1/23
Gautam Sharma	<i>[Signature]</i> 24/1/23
Mohan Lal Sharma	<i>[Signature]</i> 24/1/23

Source: Fieldwork 2023

PLATE 14 (i): PUBLIC HEARING 2 UNDERWAY AT THE PROJECT SITE



PLATE 14 (ii): PUBLIC HEARING 2 UNDERWAY AT THE PROJECT SITE



Source: Fieldwork 2023

PLATE 15 (i): RESPONDENTS DR. ARVIND SHARMA, SH. BHUPINDER SHARMA AND SH. DAVINDER SHARMA AT THE SITE



PLATE 15 (ii): RESPONDENTS DR. ARVIND SHARMA, SH. BHUPINDER SHARMA AND SH. DAVINDER SHARMA AT THE SITE



Source: Fieldwork 2023

PLATE 16: RESPONDENTS SH. MOHNA LAL, SH. ANIL SHARMA AND SH. GAUTAM SHARMA AT THE SITE



PLATE 17: INTERACTIONS WITH THE BY-PASSERS AT THE SITE



Source: Fieldwork 2023

PLATE 18 (i): GROUP PHOTO AT PUBLIC HEARING 2



PLATE 18 (ii): GROUP PHOTO AT PUBLIC HEARING 2



Source: Fieldwork 2023

3.8 GIST OF PUBLIC HEARINGS

The SIA team visited the project site on October 14, 2022 and held meetings with the concerned officials from the district administration as well as the acquiring body besides obtaining relevant records and documents and conducting an on-site transact walk. The first public hearing was conducted on 10.11.2022 wherein all the stakeholders, including representatives from the acquiring body, the landowners and officials from concerned government officials were consulted over the land acquisition.

After identifying the affected area, the Social Impact Assessment Authority consulted with different stakeholders at the project area. The survey team collected the data visiting the project site. The first public hearing was conducted on 10.11.2022, i.e., three weeks after the submission of the Terms of Reference to the District administration, Bathinda.

The land to be acquired was owned by six people. All the owners were informed about the public hearing by means of personal notices sent out by the office of the Executive Engineer, Bathinda. On the day of the first public hearing five out of six respondents came to join the public hearing to give their views about the project. The sixth respondent, being a Gynaecologist by profession, cited his inability to join the hearing since he was conducting an emergency surgery on a sensitive patient at that time, but authorised his cousin (another stakeholder) to respond to the questions on his behalf and sent a text message to the Executive Engineer PWD (B&R) Bathinda citing the same. The Social Impact Assessment team gathered information from them about the various impacts of Land Acquisition including socio-cultural impacts, economic impacts, environmental impacts, etc.

The second public hearing was conducted on 24.01.2023 at the project site wherein the

feedbacks pertaining to the Draft Social Impact Assessment Report and the Social Impact Management Plan were obtained from the landowners, including the landowners and concerned government officials from three offices i.e. PWD (B&R) Bathinda, representatives from the office of the Sub-Divisional Magistrate (SDM) cum Competent Authority for Land Acquisition (CALA), Bathinda and official from the Revenue department of Bathinda district administration.

On the day of second public hearing all five respondents who had joined the previous public hearing turned up along with the sixth landowner Dr. Arvind Sharma who was accompanied with his wife Dr. Meenakshi Sharma. All of them joined the public hearing to give their views about the project. The public hearing opened up with the assembly of all the concerned stakeholders and the representatives of the district administration at the project site. The consent of all the present was obtained to video-graph the proceedings of the discussions to be conducted. Open-ended discussions were made with all the stakeholders and the officials of district administration. The landowners were given a free hand to report their concerns about the land acquisition without any fear or favour. The landowners raised some issues of concern with the SIA team as well as the representatives of the district administration. The major outcomes of the public hearing were:

- Issues raised by Sh. Davinder Kumar, Sh. Bhupinder Kumar and Dr. Arvind Kumar the owners of land the owner of land Khatauni No. 5375/1, 23346/1 and Khasra No. 2538, 2539, 2537 and Dr. Meenakshi Sharma the wife of Dr. Arvind Kumar related to the wrongful entry of land type in the revenue records as Nehri, whereas the previous records mentioned the land type to be Gair Mumkin. All three landowners and the wife of Dr. Arvind Sharma were of the view that the land records as per the revenue department must be corrected for obtaining their consent for land acquisition. The copy of the objections filed have been appended in the following plates.

24/01/2023

To
State Social Impact Assessment Authority
Punjab University, Patna

Sir,
Nature of Land (G.M or Neki) - Wrong alteration in Revenue Record, submitted during meeting with you.

We humbly submit as follows:

- i) Nature of Land acquired by Govt, Nature of Land, which is now under Govt [copies of all previous JANABANDI's of Previous years attached]
- ii) The Govt has been made aware of the Malafide intention of the person who has altered the revenue record after hearing the official Order (after hearing the parties) and the same has been corrected Public Notification dated 09/01/23.
- iii) Objection application to Competent Authority (Dated 09/01/23) was filed with regards from Mr Arvind Kumar Shaharma.

Arvind Kumar Shaharma
Signature
872797075
872256983

77

[illegible]

**PLATE 19 (iii): COPY OF OBJECTIONS FILED BY DR. ARVIND KUMAR, SH. DAVINDER KUMAR
AND SH. BHUPINDER KUMAR**

[illegible]

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1. The following are the main features of the Constitution of India:	2. The Constitution of India is a single document.	3. The Constitution of India is a written constitution.	4. The Constitution of India is a rigid constitution.	5. The Constitution of India is a federal constitution.	6. The Constitution of India is a democratic constitution.	7. The Constitution of India is a secular constitution.	8. The Constitution of India is a unitary constitution.	9. The Constitution of India is a parliamentary constitution.	10. The Constitution of India is a constitutional monarchy.	11. The Constitution of India is a republic.	12. The Constitution of India is a sovereign state.	13. The Constitution of India is a free state.	14. The Constitution of India is a state of law.	15. The Constitution of India is a state of rights.	16. The Constitution of India is a state of duties.	17. The Constitution of India is a state of justice.	18. The Constitution of India is a state of peace.	19. The Constitution of India is a state of order.	20. The Constitution of India is a state of progress.
1. The following are the main features of the Constitution of India:	2. The Constitution of India is a single document.	3. The Constitution of India is a written constitution.	4. The Constitution of India is a rigid constitution.	5. The Constitution of India is a federal constitution.	6. The Constitution of India is a democratic constitution.	7. The Constitution of India is a secular constitution.	8. The Constitution of India is a unitary constitution.	9. The Constitution of India is a parliamentary constitution.	10. The Constitution of India is a constitutional monarchy.	11. The Constitution of India is a republic.	12. The Constitution of India is a sovereign state.	13. The Constitution of India is a free state.	14. The Constitution of India is a state of law.	15. The Constitution of India is a state of rights.	16. The Constitution of India is a state of duties.	17. The Constitution of India is a state of justice.	18. The Constitution of India is a state of peace.	19. The Constitution of India is a state of order.	20. The Constitution of India is a state of progress.

PLATE 19 (iv): COPY OF OBJECTIONS FILED BY DR. ARVIND KUMAR, SH. DAVINDER KUMAR AND SH. BHUPINDER KUMAR

[illegible][illegible]

PLATE 19 (v): COPY OF OBJECTIONS FILED BY DR. ARVIND KUMAR, SH. DAVINDER KUMAR AND SH. BHUPINDER KUMAR

[illegible][illegible]

- **Objections by Sh. Mohan Lal, Sh. Anil Sharma and Sh. Gautam Sharma:** The concerns and objections raised by the landowners Sh. Mohan Lal, Sh. Anil Sharma and Sh. Gautam Sharma, the owners of land Khatauni No. 5377/23348 and Khasra No. 2553, which were also submitted by them to the Sub-Divisional Magistrate (SDM) Bathinda cum Competent Authority for Land Acquisition (CALA) Bathinda as well as the Executive Engineer PWD (B&R) Bathinda in writing pertained primarily to the unilateral issuance of public notice under Section 6 for the draft report of Social Impact Assessment study, the stakeholders not having afforded any hearing prior to the issuance of the notice; non-compliance with section 4 of the RFCTLARR Act, non-provision of alleged assessment study being provided to them, the construction of the ring road much prior to the public notice, illegal encroachment upon this property by the State/ PWD (B & R) Department without their consent, non-compliance to the provisions of Chapter 2 at the commencement of the project, the property being commercial and located within the limits of Municipal Corporation and abutting various commercial entities and residential accommodation, seeking commercial collector rates as prevailing in Model Town and Urban Estate areas, claiming loss of usage/ utility of land besides causing them loss of business and commercial activities that they could carry out in the future and causing them multiple losses; besides claiming compensation along with other statutory benefits including multiplier, solatium and price escalation, if any. The copy of the objections filed by Sh. Mohan Lal, Sh. Anil Sharma and Sh. Gautam Sharma have been appended in the following plates.

PLATE 20 (i): COPY OF OBJECTIONS FILED BY SH. MOHNA LAL, SH. ANIL SHARMA AND SH. GAUTAM SHARMA

TO ^{ASSESSMENT} STATE SOCIAL IMPACT AUTHORITY
PUNJABI UNIVERSITY
PATIALA - 7

COPY OF objections submitted on Public hearing
dated 24/01/2023 at Project side.
To *Sharma* 24/01/2023

1. The Sub Divisional Magistrate-cum-Competent Authority of Land Acquisition, Bathinda
2. The Executive Engineer, Provincial Division, PWD (B&R), Bathinda

Sub: Objection-cum-reply to the public notice under section 6 for publication of Draft Social Impact Assessment Study- Construction of Ring Road Phase-I from NH-7 to ITI Chowk, Mansa Road, Bathinda, sent vide letter No.8310 dated 19.12.2022

Sir,

The objection-cum-reply is submitted as under:-

1. That the impugned notice is unilateral and the objectors-applicants have not been afforded any hearing prior to the issuance of the said notice. Pertinently, prior to issuance of notice the compliance of provisions of Sec.4 of The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Settlement Act, 2013 is mandatory. But a perusal of the impugned notice nowhere reveals any such compliance.
2. That as per provisions of Section 4(iv) of the said Act, the Social Impact Assessment

PLATE 20 (ii): COPY OF OBJECTIONS FILED BY SH. MOHNA LAL, SH. ANIL SHARMA AND SH. GAUTAM SHARMA

2

Study ought to be made whereby multiple aspect of the proposed land to be acquired are to be taken into consideration. However, in the present case the said mandatory compliance is lacking nor has the objectors-applicants been ever joined much less given any opportunity of hearing at the alleged Assessment Study highlighted in the impugned notice. Even no copy of alleged Assessment Study has been furnished to the objectors.

3. That it is pertinent to mention here that the impugned notice has been purportedly issued on 19.12.2022 for the proposed acquisition of the property for the purpose of construction of Ring Road Phase-I, NH-7 to ITI Chowk, Mansa Road, Bathinda, however it is pertinent to put forth that the project of the alleged Ring Road has commenced much prior to the issuance of the impugned notice and more than three years have elapsed since the said project has been started and even more than half of the Ring Road stands constructed. Even the property of the objectors-applicants has been illegally encroached upon by the State/PWD

3

(B&R) Department without any consent of the objectors-applicants which is misuse and abuse of process by the State and is nothing but illegality. Henceforth in light of the aforesaid submissions the impugned notice purportedly under Section 6 of the governing Act is sham, fictitious, misleading, devoid of any sanctity and is liable to be ignored. The compliance of the mandatory provisions much so under Chapter-II as a preliminary step have been thoroughly by-passed at the time of commencement of the project of the alleged Ring Road and now at this belated stage after expiry of three years, in the garb of the present impugned notice, the department has no legal entity to ratify the illegalities so committed nor can the impugned notice be treated so, which is in defiance of the legal rights of the objectors-applicants who are the lawful owners of the property measuring 2 Bighas 18 Biswas comprised in Khasra No.2553 (2-18). Hence the impugned notice under Section 6 of the Act ought to be withdrawn being not entertainable at this stage.

PLATE 20 (iii): COPY OF OBJECTIONS FILED BY SH. MOHNA LAL, SH. ANIL SHARMA AND SH. GAUTAM SHARMA

- 4
4. That besides prejudice to the aforesaid submissions, in case of any further continuance of process of acquisition by this Authority, the objectors-applicants reserve all rights to contest the further proceedings in continuity to the impugned notice and they also reserve right to put forth their objections regarding the proposed acquisition and the illegal act of the State quo parting with of the property of the objectors-applicants.
5. That although the alleged notice under section 6 of the governing Act is moonshine, eye wash, without any legal recognition at this stage, yet if at all this Hon'ble Authority continues with the proceedings, the objectors-applicants also reserve their right to seek appropriate remedy before the competent Court of law in this context. In supplement to the aforesaid objection and as alternative measure, the objectors-applicants also reserve right to give their submissions under the Rehabilitation Package for the allocation of property of the proportionate value to the

- 5
- objectors-applicants as well as to seek adequate compensation at the appropriate stage if so need be.
6. That the objectors-applicants are also submitting site plan showing the brief description and location of the property in order to elucidate the prime location and value of the property with respect which the impugned notice has been issued.
7. That the objectors-applicants reserving right to give a detailed submission on the subject at the appropriate stage, hereby put forth some glaring highlights in order to appraise the potential value of the property, as under:-
- i) That property of the objectors is commercial and is primarily located within limits of Municipal Corporation and is almost abutting NH-7 and is adjoining to the Bathinda Cantonment. Furthermore, the property abuts the approved Colony of PUDA Phase-III, which comprises of various commercial entities and residential accommodation. Even as per the Collector Rate so affixed quo Model Town

PLATE 20 (iv): COPY OF OBJECTIONS FILED BY SH. MOHNA LAL, SH. ANIL SHARMA AND SH. GAUTAM SHARMA

Phase-III, the value of SCOs has been assessed as Rs.1,00,000/- per Sq. yard. Furthermore, the latest auction of SCO of Urban Estate Phase-III, the highest bid has touched upto Rs.2,50,000/- to Rs.2,75,000/- per Sq. yard that clearly highlights that the property of the objectors-applicants is valuable and with an element of commercial prospect.

ii) That there are other areas of Jhujhar Singh Nagar, Bharat Nagar etc have been established in the vicinity of the property in question.

iii) That the property of the objectors is of great commercial potential. So much so, that the Power House Road which connects closely to the site of the objectors is a thoroughly commercial area and even the market value of the property of Power House Road touches to Rs.2,00,000/- per Sq. yard. Moreover, the said Road goes parallel to Urban Estate Phase-I, which is again an established and approved Colony of PUDA with commercial establishments and SCOs.

iv) That owing to the proposed acquisition of land, the usage of land of the objectors-

applicants shall be adversely affected and all the development activities with respect to the property of objectors-applicants and future prospects of business and commercial activities that are likely to be carried out by them shall be hampered, which shall be a persistent feature for all times to come, putting the objectors-applicants to multiple losses. The objectors-applicants shall also claim compensation along with other statutory benefits including multiplier, solatium, further escalation, etc besides claiming other appropriate amounts at the appropriate stage, if so need be.

It is therefore, prayed that the objections may kindly be accepted and the impugned notice be withdrawn, in the interest of justice.

Thanking you,

Encl: As above.
Dated: _____

Submitted by:-

Mohna Lal Sharma
Anil Sharma
Gautam Sharma

1. Mohan Lal Sharma son of Shri Krishan Ram
 2. Anil Sharma son of Shri Mohan Lal Sharma
 3. Gautam Sharma son of Shri Mohan Lal Sharma
- All r/o Bathinda
Objectors

SITE & LOCATION MAP OF ACQUIRED LAND OF SHANIL SHARMA, JH.GAUTAM SHARMA S/O SH.MOHAN LAL SHARMA & BHAKSHIAN LAL SHARMA S/O BH.KISHNA RAM BEARING KHASRA NO.253 & ITS SURROUNDING AREA, SITUATED AT RING ROAD-1 (BARNALA BYPASS TO HANSI ROAD) [RING ROAD NO.-1, TENSEL & DISTT.BATHINDA.

NOTE:-

1-Acquired Land of Sh. Anil Sharma & Jh.Gautam Sharma To/D Sh.Mohani Lal Sharma & Bhakshian Lal Sharma S/O Bh.Kishna Ram has been shown in Red Color.

2-Roads have been shown in Yellow color & Streets have been shown in Gray color.

3-THERE ARE SO MANY COMMERCIAL BUILDINGS SUCH AS S.C.I.'S, HOSPITAL,BANK,SCHOOL,COMMUNITY CENTRE & PARK AND OTHER SHOPS ARE BUILT AT NEAR THE SITE.

4-I HAVE PREPARED THIS MAP AT THE INSTANCE OF SH.ANIL SHARMA AFTER SPOT INSPECTION ON DATED 01-01-2013 AND TAKING DISTANCE VIA ROAD.

DISTANCE TOWARDS OTHER COMMERCIAL ACTIVITIES :-
SITE IS OPPOSITE P.S.P.C.I. IN E.E. ROAD.
SITE IS APPROX. 200 MTR AWAY FROM TEMPLE AT MAIN ROAD PHASE-3.
SITE IS APPROX. 600 MTR. AWAY FROM KUND NURSERY.
SITE IS APPROX. 400 MTR. AWAY FROM KUND NURSERY.
SITE IS APPROX. 450 MTR. AWAY FROM SHOPS AT POWER HOUSE ROAD .
SITE IS APPROX. 700 MTR. AWAY FROM MARKET STATION CIVIL LINES.
SITE IS APPROX. 700 MTR. AWAY FROM S.C.I'S OF MODEL TOWN PHASE-3.
SITE IS APPROX. 800 MTR. AWAY FROM VAISHNO DEVI TEMPLE AT ADDITION ROAD TO PATEL NAGAR.
SITE IS APPROX. 800 MTR. AWAY FROM COMMUNITY CENTER.
SITE IS APPROX. 900 MTR. AWAY FROM DATA POST PARK.
SITE IS APPROX. 1020 MTR. AWAY FROM H.B.BANK AT MAIN ROAD PHASE-3.
SITE IS APPROX. 1200 MTR. AWAY FROM KAIZER CHARITABLE LAB.
SITE IS APPROX. 1400 MTR. AWAY FROM DR.DATVAL HOSPITAL AT POWER HOUSE ROAD.
SITE IS APPROX. 1450 MTR. AWAY FROM KAVIER SCHOOL AT POWER HOUSE ROAD.
SITE IS APPROX. 1450 MTR. AWAY FROM KAVIER CHURCH .
SITE IS APPROX. 1480 MTR. AWAY FROM DR.SIDHU DIALYSIS HOSPITAL .
SITE IS APPROX. 1470 MTR. AWAY FROM ROMANA HOSPITAL .
SITE IS APPROX. 1500 MTR. AWAY FROM BOMBAY GASTRO HOSPITAL AT POWER HOUSE ROAD.
SITE IS APPROX. 1650 MTR. AWAY FROM JENDAL ENT. HOSPITAL .
SITE IS APPROX. 1710 MTR. AWAY FROM 100'-0" WIDE ROAD .

SIGN OF OWNERS :-

PREPARED BY :-

SAHIL ASSOCIATES
ARCHITECTURE ENGINEERING CONSULTANTS
HEAD OFFICE : COMPLEX - C/112 ANAND VIHAR
NEW DELHI - 110029
PHONE : 011-26100000 FAX : 011-26100001
WWW.SAHILASSOCIATES.COM

- The officials of the district administration were present on public hearing and heard the views of landowners. The officials were appraised of the objections raised by the landowners. The verification of old records, the copies of which were presented by the landowners, was also sought from the officials of Revenue Department who considered the claims made by landowners stood correct in the light of documents submitted by them. An official clarification/rectification was also sought from government officials so as to update SSIA Authority with correct records and a valid justification.

During the both public hearing which were duly video-graphed with consent of the landowners, it was admitted by one and all landowners that they agreed to the larger benefits of the present project and agreed to the acquisition of this land by the government for serving larger public good. All the landowners consented to the lawful provisions of the land for acquisition for the ring road project subject to amenable resolution for their concerns and objections by Government authorities. In fact, all of them displayed much satisfaction on the whole process of construction of ring road and providing their land for the same.

The opinions of the passers-by were also obtained about the problems faced by them while traversing the road and the utility that would be served by the construction and completion of the ring road, so as to be included in the final report.

Views were also obtained from the district administration on the volume of traffic flowing through the ring road highway as well as statistics related to road safety. A transact walk was also conducted and landowners were photographed on respective sites.

The data appended in Table 3.4 highlights the primary concerns reported by the stakeholders during the public hearing.

TABLE 3.4

PRIMARY CONCERNS REPORTED DURING PUBLIC HEARINGS

S. NO.	PRIMARY CONCERNS	RESPONSE FROM THE STAKEHOLDERS	
		PUBLIC HEARING 1	PUBLIC HEARING 2
1.	Issues reported	No concerns of any significance were raised or reported by the affected stakeholders.	<p>Three landowners reportedly raised objections relating to erroneous mention of their land as agricultural land in the revenue records.</p> <p>Three landowners reportedly raised objections about the Unilateral public notice under Section 6 for the Draft Report of SIA study, non-compliance with section 4 of the RFCTLARR Act, non-provision of assessment study report, construction of the ring road much prior to the public notice, illegal encroachment upon property by the State, non-compliance to the provisions of Chapter 2 at the commencement of the project, the property being commercial, seeking commercial rates for land to be acquired, claiming loss of future business and commercial activities; Compensation along with other statutory benefits including multiplier, solatium and price escalation.</p>

Contd...

Contd...

S. NO.	PRIMARY CONCERNS	RESPONSE FROM THE STAKEHOLDERS	
		PUBLIC HEARING 1	PUBLIC HEARING 2
2.	Land Ownership	Land owners were willing to transfer the ownership of their land for larger public good	Land owners were willing to transfer the ownership of their land for larger public good.
3.	Perceived Impacts	The stakeholders cited the land acquisition exercise as positive .	The stakeholders indicated that the acquisition of the land and the consequent construction of the ring road shall stand to benefit the locals as well as shall have positive bearings on the area.
4.	Compensation	The land owners were willing to offer their land for acquisition at the prevailing applicable Collector rates.	The land owners were willing to offer their land for acquisition at the subject to their claims of compensation at the prevailing Collector rates in addition to the applicable multiplier, solatium and any other provisions applicable.
5.	Environmental Impacts	The stakeholders did not cite any perceived negative impact of the acquisition process on the environment in the area.	The respondents collectively opined that the construction and completion of the ring road consequent to this land acquisition shall decongest the traffic and shall be beneficial for the environment.

SOURCE: FIELDWORK 2022-23

3.9 RESPONSE BY DISTRICT ADMINISTRATION

In reference to Letter No. SSIAA/851 dated 30.01.2023 pertaining to the objections raised by the landowners under section 6 for the SIA study, the response of the district administration was received vide letter no. 9700 dated 02.02.2023, in which it was stated that due procedure as per the Land Acquisition Rehabilitation and Resettlement Act, 2013 has been adopted. The response of district administration was divided in two parts; Annexure-A and Annexure-B.

In response to the Objection No. 1, the objection was forwarded by the Land Acquisition Collector-cum-Sub Divisional Magistrate, Bathinda to the Tehsildar Bathinda as it was related to the revenue department. The same is attached in Annexure- A. The response to the objection no. 2 attached as Annexure-B, has been submitted to the Land Acquisition Collector -cum-Sub Divisional Magistrate, Bathinda vide office letter no. 9453 dated 23-01-2023. It is informed by the administration that the land owners are still in possession of their land and the ring road is constructed after leaving 57ft wide strip from the Cantonment fencing considering the safety aspects and as the land belonging to land owners falls within the strip area, hence, the claims of the objectors are denied being incorrect.

In response to the objections raised by Dr. Arvind Kumar, Sh. Bhupinder Kumar and Sh. Davinder Kumar, the objection was forwarded by the Land Acquisition Collector-cum-Sub Divisional Magistrate, Bathinda to the Tehsildar Bathinda as the concerns were to be addressed by the revenue department. The government authority has notified that due procedure as per the Land Acquisition Rehabilitation and Resettlement Act 2013 has been adopted. The issues related to land type were raised by Dr. Arvind Kumar, Sh. Bhupinder Kumar and Sh. Davinder Kumar in the second public hearing.

As per the information provided by the revenue officials of district Bathinda, the land

records are revised every six months by the Patwari by updating the *Girdwari* records as per the recent land assessment. The revisions of land records relating to land mutations are made every five years by the Deputy Commissioner by updating the *Jamabandi* records as per the land assessment.

The Patwari, Patti Mehna, Bathinda reported that the concerned land was cultivated with some crops which were irrigated with tube-well water and hence it was recommended that the land type should be correctly recorded as *Chahi* and not *Nehri* in revenue records and the same should reflect to have come into effect in the next jamabandi. Concerning this, the site was inspected by the Tehsildar, Bathinda, which was then cultivated with *narma crop* and again on 24-01-2023, during the course of public hearing conducted by the SIA team and in the presence of concerned officials, the land was found to be sown with wheat crop. The office of Patwari, Patti Mehna, Bathinda has also endorsed satellite imagery from Google earth validating the cultivation of crops on the said land and as further recommended to correct and update the type of the said land from *Nehri/Gair-mumkin* to *Chahi* in the forthcoming jamabandi citing the present instance.

Table 3.5
TIME BASED CLASSIFICATION OF LAND TYPE

YEAR	KHASRA NO.	TYPE OF LAND
1967-68	2537	BARANI
1972-73	2538	
1977-1978	2539	
1977-78	INTKAL NO. 12162	GAIR-MUMKIN
1982-83, 1987-88, 1992-93 1997-98, 2002-03, 2007-08 2012-13		GAIR-MUMKIN
2017-18	INTKAL NO. 46507	NEHRI
OCTOBER 2022	AS PER GIRDWARI record	CHAH I

Source: O/o Tehsildar, Bathinda (2023)

In response to the objections raised by Sh. Mohan Lal, Sh. Anil Sharma and Sh. Gautam Sharma, the government authority has notified that due procedure as per the Land Acquisition Rehabilitation and Resettlement Act 2013 has been adopted. Notification of commencement of SIA as per section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, was issued by the Secretary to Govt. of Punjab, Department of Public Works, B&R, vide Endst. No. PWDCEH-18028/7/2021-CEPWD/HQ/1193 dated 13.10.2022 (Annexure-I). A field visit was scheduled on 10-11-2022 by the SIA team of Punjabi University, Patiala, regarding which the objectors were duly informed in advance vide this office letter no. 7144, 7146, 7151 dated 09-11-2022 (Annexure-II). Second Public Hearing was scheduled for 24-01-2023, regarding which the objectors had been duly informed in advance on 20-01-2023 under the letter no. 9432,9433, 9434, 9435, 9436 and 9437 and they also participated in the aforesaid public hearings at the project site. The land owners are still in possession of their land and the acquisition of land is still in process as per the RFCTLARR Act, 2013. The acquisition rates are to be fixed by the administration in the subsequent stages of the land acquisition as per the guidelines enshrined in the land Act as well as other relevant statutes and laws.

PLATE 21 (i): RESPONSE OF THE DISTRICT ADMINISTRATION

From The Executive Engineer
Provincial Division PWD B&R,
Bathinda.

To The Co-ordinator,
State Social Impact Assessment Authority,
Punjabi University, Patiala.


Subject: No. 9700 Dated. 2-2-2023
Construction of Ring Road Phase-I from NH-7 to ITI Chowk, Mansa Road,
Bathinda.
-Regarding objections raised against Notice under section 6 for the SIA
study.

Ref: Your letter no. SSIAA/851 dated 30.01.2023.

Vide letter under reference, 2 no. of objections raised by the land owners during the public hearing dated 24.01.2023 of SIA study were forwarded to this office. The response to the objections is stated below:

1. In response to objection no. 1, the objection being related to the revenue department, was forwarded by the Land Acquisition Collector -cum-Sub Divisional Magistrate, Bathinda to the Tehsildar Bathinda. The detailed report sent in response is attached as **Annexure-A**.
2. The reply to objection no. 2 has been submitted to the Land Acquisition Collector -cum-Sub Divisional Magistrate, Bathinda vide this office letter no. 9453 dated 23-01-2023. The same is attached as **Annexure-B**. It is also submitted that the land owners are in possession of their land, even presently. Moreover, the ring road is constructed after leaving 57ft wide strip from the Cantonment fencing considering the safety aspects and as the land belonging to land owners falls within this strip area, hence, the claims of the objectors are denied being incorrect.

Encls: As above.


Executive Engineer
Provincial Division
PWD B&R, Bathinda.

2023/2/3 12:30

Scanned with CamScanner

PLATE 21 (ii): RESPONSE OF THE DISTRICT ADMINISTRATION

ਵੱਲੋਂ

ਤਹਿਸੀਲਦਾਰ,
ਬਠਿੰਡਾ।

ਸੇਵਾ ਵਿਖੇ,

ਡੇ ਪ੍ਰਾਪਤੀ ਕੁਲੈਕਟਰ-ਕਮ-
ਉਪ ਮੰਡਲ ਮੈਜਿਸਟਰੇਟ,
ਬਠਿੰਡਾ।

ਪੱਤਰ ਨੰਬਰ...415.../ਦ.ਕ.
ਮਿਤੀ...2/2/2023

ਵਿਸ਼ਾ:-

ਵੱਲੋਂ ਸ੍ਰੀ ਅਰਵਿੰਦਰ ਕੁਮਾਰ ਪੁੱਤਰ ਕ੍ਰਿਸ਼ਨ ਲਾਲ, ਭੂਪਿੰਦਰ ਸਰਮਾ, ਦਵਿੰਦਰ ਸਰਮਾ ਪੁੱਤਰਾਨ ਉਮ
ਪ੍ਰਕਾਸ਼ ਸਰਮਾ ਵਾਸੀਆਨ ਬਠਿੰਡਾ ਵੱਲੋਂ ਪ੍ਰੋਪੋਜ਼ਡ ਰਿੰਗ ਰੋਡ ਫੇਜ਼-1 ਐਨ.ਐਚ.-7, ਤੇ ਆਈ.ਟੀ.ਆਈ.
ਚੈਕ ਮਾਨਸਾ ਰੋਡ, ਬਠਿੰਡਾ (ਸੈਕਸ਼ਨ 6 ਅਧੀਨ ਡਰਾਫਟ ਸੋਸਲ ਇੰਮਪੈਕਟ ਅਸੈਸਮੈਂਟ (ਐਸ.ਆਈ.ਏ.)
ਸਟੇਂਡੀ ਸਬੰਧੀ ਪ੍ਰਾਪਤ ਇਤਰਾਜ਼ ਸਬੰਧੀ।

ਹਵਾਲਾ:-

ਆਪ ਜੀ ਦੇ ਦਫਤਰ ਦਾ ਪੱਤਰ ਨੰਬਰ 19/ਐਲ.ਏ.ਸੀ. ਮਿਤੀ 02-02-2023 ਦੇ ਸਬੰਧ ਵਿੱਚ।

ਉਪਰੋਕਤ ਵਿਸ਼ੇ ਅਤੇ ਹਵਾਲਾ ਅਧੀਨ ਪੱਤਰ ਦੇ ਸਬੰਧ ਵਿੱਚ ਬੇਨਤੀ ਹੈ ਕਿ ਵਿਸ਼ੇ ਸਬੰਧੀ ਰਿਪੋਰਟ
ਫੀਲਡ ਸਟਾਫ ਪਾਸੇ ਪ੍ਰਾਪਤ ਕੀਤੀ ਗਈ ਰਿਪੋਰਟ ਵੇਰਵੇ ਸਾਹਿਤ ਇਸ ਪੱਤਰ ਨਾਲ ਸ਼ਾਮਲ ਕਰਕੇ ਅਗਲੀ ਲੋੜੀਂਦੀ
ਕਾਰਵਾਈ ਲਈ ਭੇਜੀ ਜਾਂਦੀ ਹੈ ਜੀ।

ਨੱਥੀ:- ਉਕਤ ਅਨੁਸਾਰ।


ਤਹਿਸੀਲਦਾਰ,
ਬਠਿੰਡਾ।
ਬਠਿੰਡਾ
2-2-23

PLATE 21 (iii): RESPONSE OF THE DISTRICT ADMINISTRATION



Government of Punjab

ਦਫਤਰ ਭੇ ਪ੍ਰਾਪਤੀ ਕੁਲੈਕਟਰ -ਕਮ- ਉਪ ਮੰਡਲ ਮੈਜਿਸਟਰੇਟ ਬਠਿੰਡਾ

ਵੱਲ,

ਤਹਿਸੀਲਦਾਰ,
ਬਠਿੰਡਾ।

ਪੱਤਰ ਨੰਬਰ...../ਐਲ.ਏ.ਸੀ ਮਿਤੀ...../2023

ਵਿਸ਼ਾ : ਵੱਲੋਂ ਸ੍ਰੀ ਅਰਵਿੰਦ ਕੁਮਾਰ ਪੁਤਰ ਕ੍ਰਿਸ਼ਨ ਲਾਲ, ਭੁਪਿੰਦਰ ਸਰਮਾਂ, ਦਵਿੰਦਰ ਸਰਮਾਂ ਪੁਤਰਾਨ ਉਮ ਪ੍ਰਕਾਸ਼ ਸਰਮਾਂ ਵਾਸੀਆਨ ਬਠਿੰਡਾ ਵੱਲੋਂ ਪ੍ਰੋਜੈਕਟ ਰਿੰਗ ਰੋਡ ਫੇਜ਼-1 ਐਨ.ਐਚ-7 ਤੋਂ ਆਈ.ਟੀ.ਆਈ ਚੌਕ ਮਾਨਸ਼ਾ ਰੋਡ ਬਠਿੰਡਾ (ਸੈਕਸ਼ਨ 6 ਅਧੀਨ ਡਰਾਫਟ ਸੋਸਲ ਇੰਮਪੈਕਟ ਅਸੈਸਮੈਂਟ (SIA) ਸਟੱਡੀ ਸਬੰਧੀ ਪ੍ਰਾਪਤ ਇਤਰਾਜ਼ ਸਬੰਧੀ।

ਹਵਾਲਾ: ਇਸ ਦਫਤਰ ਦੇ ਪੱਤਰ ਨੰਬਰ: 08/ਐਲ.ਏ.ਸੀ ਮਿਤੀ 19-01-2023 ਦੇ ਸਬੰਧ ਵਿੱਚ।

ਉਪਰੋਕਤ ਵਿਸ਼ੇ ਅਤੇ ਹਵਾਲਾ ਅਧੀਨ ਪੱਤਰ ਦੇ ਸਬੰਧ ਵਿੱਚ ਸਟੇਟ ਸੋਸ਼ਲ ਇੰਮਪੈਕਟ ਅਸੈਸਮੈਂਟ ਅਥਰਾਟੀ ਪੰਜਾਬ ਯੂਨੀਵਰਸਿਟੀ ਪਟਿਆਲਾ ਵੱਲੋਂ ਮਿਤੀ 24-01-2023 ਨੂੰ ਬਠਿੰਡਾ ਵਿਖੇ ਉਕਤ ਸਬੰਧੀ ਇਤਰਾਜ਼ਾਂ ਦੀ ਸੁਣਵਾਈ ਕੀਤੀ ਗਈ ਸੀ। ਜਿਸ ਵਿੱਚ ਸ੍ਰੀ ਅਰਵਿੰਦ ਕੁਮਾਰ ਪੁਤਰ ਕ੍ਰਿਸ਼ਨ ਲਾਲ, ਭੁਪਿੰਦਰ ਸਰਮਾਂ, ਦਵਿੰਦਰ ਸਰਮਾਂ ਪੁਤਰਾਨ ਉਮ ਪ੍ਰਕਾਸ਼ ਸਰਮਾਂ ਵਾਸੀਆਨ ਬਠਿੰਡਾ ਵੱਲੋਂ ਇਤਰਾਜ਼ ਕੀਤੀ ਗਿਆ ਸੀ ਕਿ ਉਨ੍ਹਾਂ ਦਾ ਰਕਬਾ (SIA) ਸਟੱਡੀ ਵਿੱਚ ਨਹਿਰੀ ਦਖਾਇਆ ਗਿਆ ਹੈ, ਜਦੋਂ ਕਿ ਇਹ ਰਕਬਾ ਗੰਗ ਮੁਮਕਿਨ ਹੈ। ਇਸ ਇਤਰਾਜ਼ ਦਾ ਨਿਪਟਾਰਾ ਕਰਨ ਸਬੰਧੀ (SIA) ਸਟੱਡੀ ਟੀਮ ਵੱਲੋਂ ਹਦਾਇਤ ਕੀਤੀ ਗਈ ਹੈ ਕਿ ਇਤਰਾਜ਼ ਸਬੰਧੀ ਸਵੈ ਸਪੱਸ਼ਟ ਰਿਪੋਰਟ ਭੇਜੀ ਜਾਵੇ। ਇਸ ਲਈ ਆਪ ਨੂੰ ਲਿਖਿਆ ਜਾਂਦਾ ਹੈ ਕਿ ਉਕਤ ਇਤਰਾਜ਼ ਦਾ ਨਿਪਟਾਰਾ ਕਰਨ ਸਬੰਧੀ ਉਪ ਮੰਡਲ ਇੰਜੀਨੀਅਰ ਪ੍ਰਾਂਤਕ ਮੰਡਲ ਤੋਂ ਮੇਰਾ, ਬਠਿੰਡਾ ਨਾਲ ਤਾਲਮੇਲ ਕਰਕੇ ਰਿਪੋਰਟ ਤਹਿਤ ਇਸ ਦਫਤਰ ਵਿਖੇ ਭੇਜੀ ਜਾਵੇ ਤਾਂ ਜੋ ਰਿਪੋਰਟ ਸਰਕਾਰ ਨੂੰ ਭੇਜੀ ਜਾ ਸਕੇ।

ਪਿੱਠ ਅੰਕਣ ਨੰਬਰ: 20 /ਐਲ.ਏ.ਸੀ

ਭੇ ਪ੍ਰਾਪਤੀ ਕੁਲੈਕਟਰ-ਕਮ-
ਉਪ ਮੰਡਲ ਮੈਜਿਸਟਰੇਟ,
ਬਠਿੰਡਾ।
ਮਿਤੀ: 02/02/2023

ਉਕਤ ਦਾ ਉਤਾਰਾ ਉਪ ਮੰਡਲ ਇੰਜੀਨੀਅਰ ਪ੍ਰਾਂਤਕ ਮੰਡਲ ਤੋਂ ਮੇਰਾ, ਬਠਿੰਡਾ ਪਾਸ ਸੂਚਨਾ ਅਤੇ ਲੋੜੀਂਦੀ ਕਾਰਵਾਈ ਹਿੱਤ ਭੇਜਿਆ ਜਾਂਦਾ ਹੈ।

ਭੇ ਪ੍ਰਾਪਤੀ ਕੁਲੈਕਟਰ-ਕਮ-
ਉਪ ਮੰਡਲ ਮੈਜਿਸਟਰੇਟ,
ਬਠਿੰਡਾ।

PLATE 21 (iv): RESPONSE OF THE DISTRICT ADMINISTRATION

ਬੀਮਾਨਜੀ,

[illegible]

७
 वायनामिय धाए
 उखा धाए मैदि
 चरिता।
 मिनिता नाना

PLATE 21 (v): RESPONSE OF THE DISTRICT ADMINISTRATION

ਨਕਸ਼ਾ ਦੇ ਸਮੇਤ

ਸਮਾਪਤ: ਦਸੰਬਰ 2022-2023

ਜੇਬਸਤ ਨੰ: 70 ਪੱਤੀ/ਮੋਹਿਣਾ ਬਟਿਕਾ

उत्तरीय द. शिर, धर्तिका ।

13-10-2022 गुरुवार दि. शुक्रवार 27 माघ साकरी 1944

[illegible]

१००) एक ही गेट परचिक विद्यालय छात्रों
 १०१) एक ही गेट परचिक विद्यालय छात्रों
 १०२) एक ही गेट परचिक विद्यालय छात्रों
 १०३) एक ही गेट परचिक विद्यालय छात्रों
 १०४) एक ही गेट परचिक विद्यालय छात्रों
 १०५) एक ही गेट परचिक विद्यालय छात्रों
 १०६) एक ही गेट परचिक विद्यालय छात्रों
 १०७) एक ही गेट परचिक विद्यालय छात्रों
 १०८) एक ही गेट परचिक विद्यालय छात्रों
 १०९) एक ही गेट परचिक विद्यालय छात्रों
 ११०) एक ही गेट परचिक विद्यालय छात्रों

C/S
dne
2/2/23
भा.नि.

ਨਕਲ ਫੋਟੋ ਮੋਟੋ

ਰਸਨਾਮਾ ਦਾਖਲਾਤੀ ਸਾਲ-2022-2023

ਯੋਗ ਸਮਤ ਨੰ: 70 ਪੱਤੀ ਮੋਹਿਣ ਬਠਿੰਡਾ,

ਤਹਿਸੀਲ ਦਾ ਸਿਲਾ, ਬਠਿੰਡਾ

24-01-2023 ਮੁਤਾਬਿਕ ਦਿਨ ਮੰਗਲਵਾਰ ਸਾਕਾਸੰਮਤ 1944

11991	ਸਾਕਾ/ਦਿਨ ਮਿਤੀ/ 24-01-2023 ਨੂੰ ਬਾਹੁਕਮ ਤਹਿਤ ਵਜ਼ੀਰਾਤ ਬਠਿੰਡਾ ਜ਼ਿਲ੍ਹੇ ਦੇ ਹੁਕਮ ਅਨੁਸਾਰ
	ਇਹ ਫੋਟੋ ਦੇਸ਼-ਸਮਤ ਮੋਟੋ-70 ਤੋਂ ਸਾਈ. ਈ. ਸਾਈ. ਸੰਕੇਤ ਮਾਲੀ ਫੋਟੋ, ਬਠਿੰਡਾ (ਮੋਟੋ)
	6 ਸਾਈ. ਤਹਿਤ ਸੰਕੇਤ ਇਸ ਪੇਂਡੇਟ ਮੋਟੋ (ਡੀ.ਸੀ.) ਦਾ ਵੈੱਪ ਹੀ ਮਾਰਦਿਤ ਕਰਨ
	ਯੋਗ ਸਿੰਘ ਸਾਹ, ਬੁਧਿੰਦ ਸਰਮਾ, ਦਵਿੰਦ ਸਰਮਾ ਮੁਤਾਬਿਕ ਉਸ ਸੰਕੇਤ ਕਰਨ
	ਦੁਸ਼ੀਆ ਦਾਖਲਾਤੀ ਦੇ ਨਿਯਮ ਅਨੁਸਾਰ 2537, 2538, 2539 ਵਿਖੇ ਵੈੱਪ ਦਾ ਸੰਕੇਤ
	ਕੀਤਾ ਜਿਸਨੂੰ ਮੋਟੋ ਪਰ ਗਏ ਸਮੇਂ ਦਾਖਲਾ ਮਾਏ. 1

CS
ਤਹਿਸੀਲਦਾਰ
ਬਠਿੰਡਾ
21/2/23

ਨੋਟ: 1) ਨਕਲ ਮੁਤਾਬਿਕ ਫੋਟੋ ਮੋਟੋ ਦਾਖਲਾਤੀ 1) ਲਾਜ਼ਮੀ ਸੰਕੇਤ ਦਾਖਲਾਤੀ
2) ਗਲਤ ਸੰਕੇਤ ਪਾਏ
3) ਨਕਲ ਪੱਤੀ ਮੋਟੋ
ਬਠਿੰਡਾ।
21/2/2023

PLATE 21 (vii): RESPONSE OF THE DISTRICT ADMINISTRATION

ਪੰਜਾਬ ਸਰਕਾਰ

ਪੰਜਾਬ ਸਰਕਾਰ - NH-7 ITI ਦੇ ਮਾਮਲੇ ਦੇ ਚਾਰਟਰਡ ਰਿਪੋਰਟ ਦੇ ਚਿੱਠੀ ਅਤੇ ਜੇਕਰ ਕਿਸੇ ਨਿਰਦੇਸ਼/ਪ੍ਰਦੇਸ਼ ਮਾਮਲੇ ਦੀ ਜਾਗਾ ਦੀ ਪਿਛੇ/ਪਿਛੇ

ਕ੍ਰਮ ਨੰ.	ਮਾਮਲੇ ਨੰ.	ਮਾਮਲੇ ਦਾ ਵੇਰਵਾ	ਪ੍ਰਮਾਣਿਤ	ਰਕਮ	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ
1.	5375 23346	ਮਾਮਲੇ ਦਾ ਪ੍ਰਤੀ ਵਿਸ਼ੇਸ਼ ਮਾਮਲੇ	2538 2539 2537	1-10 2-13 0-7 1/2 3-19 1/4	ਨਾਹੀ	ਨਾਹੀ	ਨਾਹੀ
2.	5375 23346	ਮਾਮਲੇ ਦਾ ਪ੍ਰਤੀ ਵਿਸ਼ੇਸ਼ ਮਾਮਲੇ	2538 2539 2537	0-15 1-08 0-3 3/4 1-19 5/8	ਨਾਹੀ	ਨਾਹੀ	ਨਾਹੀ
3.	5375 23346	ਮਾਮਲੇ ਦਾ ਪ੍ਰਤੀ ਵਿਸ਼ੇਸ਼ ਮਾਮਲੇ	2538 2539 2537	0-15 1-08 0-3 3/4 1-19 5/8	ਨਾਹੀ	ਨਾਹੀ	ਨਾਹੀ
4.	5377 23348	ਮਾਮਲੇ ਦਾ ਪ੍ਰਤੀ ਵਿਸ਼ੇਸ਼ ਮਾਮਲੇ	2553	0-19 1/2	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ
5.	5377 23348	ਮਾਮਲੇ ਦਾ ਪ੍ਰਤੀ ਵਿਸ਼ੇਸ਼ ਮਾਮਲੇ	2553	0-19 1/2	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ
6.	5377 23348	ਮਾਮਲੇ ਦਾ ਪ੍ਰਤੀ ਵਿਸ਼ੇਸ਼ ਮਾਮਲੇ	2553	0-19 1/2	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ	ਨਿਰਦੇਸ਼ ਮਾਮਲੇ

ਪੰਜਾਬ ਸਰਕਾਰ
ਪੰਜਾਬ ਸਰਕਾਰ
ਪੰਜਾਬ ਸਰਕਾਰ
ਪੰਜਾਬ ਸਰਕਾਰ

[illegible][illegible]

PLATE 21 (x): RESPONSE OF THE DISTRICT ADMINISTRATION



પ્રાંતિકીય રાજ્ય
સરકાર
ગાંધી
૦૬/૦૩/૨૦૧૩ ૮/૩
૨૧/૩/૧૩

PLATE 21 (xi): RESPONSE OF THE DISTRICT ADMINISTRATION



પ્રાંતિકીય રાજ્ય
સરકાર
ગાંધી
૦૬/૦૩/૨૦૧૩ ૮/૩
૨૧/૩/૧૩

ब्राह्मण समाज
महापौर मैथिल
दाहिवा
ले १/१/२००९

2017

Land Under Acquisition Ring Road Phase I

Legend

- Divine Enclave
- Feature 1
- Feature 2
- St. Kabir Convent School (City Branch)

प्राध्यापिका
जयप्रकाश
चौधरी
 07/02/2023

2018
Land Under Acquisition Ring Road Phase-I

Legend

- Divine Enclave
- Feature 1
- Feature 2
- St. Kabir Convent School (City Branch)?

100m

प्रा. प्रो. विद्यामणि
उत्तराखण्ड विश्वविद्यालय
दार्जिलिंग
दिनांक ०१/०३/२०२४

2019
Land Under Acquisition Ring Road Phase-I

Legend

- #26, Divine Enclave
- Feature 1
- Feature 2
- St. Kabir Convent School (City Branch)?

Google Earth
Imagery & 3D

900 m

प्रवेशीय पत्र
असाधारण
वर्ग
२२/२/२०२३

ॐ नमो भगवते वासुदेवाय
 श्री २/३/२०२२
 ॐ नमो भगवते वासुदेवाय

2021
Land Under Acquisition Ring Road Phase I

Legend

- #26 Divine Enclave
- Feature 1
- Feature 2
- St. Kabr Convent School (City Branch)

Google Earth
Image © 2022, Data © 2022

100 m

प्रकृत निर्माण कार्य
 समाप्त प्रमाणित
 वरिष्ठ
 01/04/2023
 015
 01
 01/04/2023
 01/04/2023
 01/04/2023

PLATE 21 (xviii): RESPONSE OF THE DISTRICT ADMINISTRATION



2022
 21/1/2022
 21/1/2022

PLATE 21 (xix): RESPONSE OF THE DISTRICT ADMINISTRATION



2023
 21/1/2023
 21/1/2023

PLATE 21 (xx): RESPONSE OF THE DISTRICT ADMINISTRATION

Annexure - 'B'

From

The Executive Engineer
Provincial Division PWD B&R,
Bathinda.

To

The Land Acquisition Collector
-cum-Sub Divisional Magistrate,
Bathinda.

No. 9453

Dated. 23 -01-2023

Subject:

Construction of Ring Road Phase-I from NH-7 to ITI Chowk, Mansa Road, Bathinda.
-Regarding objections raised against Notice under section 6 for the SIA study.

Ref:

Your office letter no. 07/L.A.C. dated 19-01-2023

Sir,

The parawise reply of objections raised by objectors are as follows:

1)

In reply to Para no. 1 and 2, it is submitted that your goodself has been appointed as Competent Authority For Land Acquisition (CALA) for acquisition of the said land. Due procedure, as per the Land Acquisition Rehabilitation and Resettlement Act 2013 has been adopted. Notification of commencement of SIA as per section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, was issued by the Secretary to Govt. of Punjab, Department of Public Works, B&R, vide endst. No. PWDCEH-18028/7/2021-CEPWD/HQ/1193 dated 13.10.2022 (Annexure-I).

In order to carry out Social Impact Assessment Study, Punjabi University, Patiala Punjab was appointed as co-ordinator for the said purpose. A field visit was scheduled on 10-11-2022 by the research team of Punjabi University, Patiala, regarding which the objectors were duly informed in advance vide this office letter no. 7144, 7146, 7151 dated 09-11-2022 (Annexure-II). The objectors participated in the aforesaid public hearing at the site also. Another Public Hearing has also been scheduled for 24-01-2023, regarding which the objectors have been duly informed in advance. Hence, an appropriate opportunity is given to the objectors. Therefore, the objections raised in para no. 1 and 2 are false and misleading.

2023/2/3 12:


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Scanned with CamScanner

PLATE 21 (xxi): RESPONSE OF THE DISTRICT ADMINISTRATION

- 2) In reply to para no. 3, it is submitted that due procedure has been adopted for acquisition of the said land and the land owners are in the possession of the said land, even presently. Hence, the objections are denied being incorrect.
- 3) In reply to Para no. 4 and 5, it is submitted that lawful acquisition of said land is in process as per the prevalent acts.
- 4) Para no. 6 is a matter of record.
- 5) In reply to the Para no. 7, it is submitted that the rates of the said land will be fixed by your goodself in the subsequent stages of the land acquisition as per the land acquisition Act, 2013. However, it is highlighted that the Objector's claim that the said land is at the prime location is denied being incorrect. The said land touches the fencing of the Army Cantonment area, which is a restricted zone and limits the available options for development of the said land.

Encls: As above.


Executive Engineer
Provincial Division
PWD B&R, Bathinda.

2023/2/3 12:38

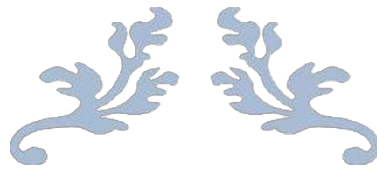
2023/2/2 16:2

3.10 CONCLUSION

The present chapter delved on the team composition for the present project, the study approach used for it and the methodology used for the Social Impact Assessment study. It also discusses the process for the preparation of Social Impact Management Plan for the present study.

The SIA team that undertook the Social Impact Assessment study of the 'Proposed Ring Road Phase-I from N.H.-7 to I.T.I. Chowk, Mansa Road Bathinda' project comprised of 5 members, led by the project coordinator Prof. Gurcharan Singh and project co-coordinator Dr. Gautam Sood. The present study was designed as per the guidelines and methodological canons as enshrined in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.

The methodology adopted for the assessment was a mix of quantitative and qualitative processes. Quantitative information on the Project Affected Area and families was gathered through the secondary sources via government reports, data provided by administrators as well as from stakeholders via administering interview schedules. The Social Impact Assessment team gathered information from them about the various impacts of Land Acquisition including socio-cultural impacts, economic impacts and environmental impacts.



CHAPTER FOUR

LAND ASSESSMENT



CHAPTER FOUR

LAND ASSESSMENT

4.1 BACKGROUND

Land valuation is the technique of estimating and determining the fair price or value of a land parcel. Land can be classified into agricultural & non-agricultural in both urban and rural areas. Generally, land in an urban area whether agricultural or non-agricultural is valued higher than rural land. Agricultural land which is more fertile is generally valued higher than barren land. Non-agricultural land can be classified into residential, industrial or commercial and the value of such lands primarily depend on the development potential by constructing appropriate structure over them. The factors on which valuation of land depends are area, location, the usage of land, its size, shape, etc. The value of land also depends on its accessibility. The infrastructure & development in the vicinity of land have direct bearing on prices. A well-developed area which has schools, hospitals, wide roads, metro, 24X7 water and power supply will naturally fetch higher prices. Plots of land which are subject to easement rights of air, light or passage will be less attractive to the prospective purchasers and depending on the inconvenience caused, there will be reduction in values of such lands.

The various land valuation methods include comparative method, development method, allocation method, extraction method, etc. Comparative Method is the most popular method. In this method, value of land is estimated by analysing recent sale prices of comparable land in the vicinity, adjusting the prices to account for any difference in size, shape, location and other features. Development method is used to estimate value of such land which can be developed

to unlock its true value. Development method takes into account the full development potential of the land to arrive at fair market value. Important factors to be considered under this land valuation method are location, usage, FSI and nature of soil. Allocation Method assumes that in certain localities, a constant relationship exists between the land value and the total property value. Extraction Method of land valuation, the unit prices for comparable land are extracted from a developed property in the vicinity by deducting the estimated value of the built-up area from the sale price. Then the value can be adjusted for any difference in size, shape, location and any other features.

The Social Impact Assessment team should conduct a site visit and carefully study all available documents to collect all information needed for land valuation and assessment. Depending on the information available, the team should carefully select any of the above land valuation methods to value the land to be acquired. The team can also use multiple methods to cross check and compare valuations.

The Social Impact Assessment team conducted the socio-economic survey of the families and individuals affected by the acquisition at the project site during the month of August 2022-January 2023. It was learnt through this survey to what extent the proposed project would impact the properties, income, livelihood, etc. of each family. A pre-tested interview schedule 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 its 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 LAND AFFECTED BY THE PROJECT

For the proposed project, i.e., the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda, the land to be acquired comprises of approximately 2.24 acres owned by 06 owners belonging to six households . The land details as per the revenue records as well as the type of land use and crops cultivated on the land proposed to be acquired have been appended in Table 4.1.

TABLE 4.1

DETAILS OF LAND TO BE ACQUIRED FOR RING ROAD, PHASE-I BATHINDA

DISTRICT	S. NO.	KHAUTANI NO.	OWNER'S NAME	KHASRA NO.	AREA TO BE ACQUIRED	TYPE OF LAND	CROPS CULTIVATED AS PER GIRDWARI
Bathinda	1.	5375/1 23346/1	Arvind Kumar s/o Krishan Lal	2538 2539 2537	1-10 2-1 $\frac{3}{4}$ 0-7 $\frac{1}{2}$ 3-19$\frac{1}{2}$	CHAH	CROP WHEAT
	2.	5375/1. 23346/1	Davinder Kumar S/o Om Parkash	2538 2539 2537	0-15 1-7 $\frac{7}{8}$ 0-3 $\frac{3}{4}$ 1-19$\frac{5}{8}$	CHAH	CROP WHEAT
	3.	5375/1. 23346/1	Bhupinder Kumar S/o Om Parkash	2538 2539 2537	0-15 1-7 $\frac{7}{8}$ 0-3 $\frac{3}{4}$ 1-19$\frac{5}{8}$	CHAH	CROP WHEAT
	4.	5377/23348	Mohna Lal s/o Kishan Ram	2553	0-19 $\frac{1}{3}$	GAIR MUMKIN	GAIR MUMKIN
	5.	5377/23348	Anil Sharma s/o Mohna Lal	2553	0-19 $\frac{1}{3}$	GAIR MUMKIN	GAIR MUMKIN
	6.	5377/23348	Gautam Sharma s/o Mohna Lal	2553	0-19 $\frac{1}{3}$	GAIR MUMKIN	GAIR MUMKIN
Total Land					B – B 10-16 $\frac{1}{2}$		

Source: O/o Executive Engineer PWD (B&R) Bathinda

The land details as per the revenue records as provided by the office of the Tehsildar Bathinda have been appended in Table 4.1. According to the information provided by the revenue records, the land to be acquired for ring road, phase-1 Bathinda is owned by six people in total. The land in the project affected area was classified into two types: Chahi and Gair Mumkin. The total area to be acquired is 10 Bigha and 16 ½ Biswa.

The land details as per the revenue records as provided by the office of the Tehsildar Bathinda have been presented in Plate 22.

PLATE 22

LAND HOLDING ENTITLEMENT DETAILS AS PER OFFICIAL RECORDS

ਪੰਜਾਬ ਸਰਕਾਰ

ਪਿੰਡ - 1301 ਚੌਥਾ ਫੇਜ਼ - NH-7 I.T.I. ਦੇ ਸਾਹਮਣੇ ਥੋੜ੍ਹਾ ਚਾਹਿਦਾ, ਰਿਹਾਇਸ਼ ਦੇ ਖੇਤਰ ਅਤੇ ਦਿੱਲੀ ਰਾਸ਼ਟਰੀ ਮਾਰਗ ਦੀ ਸਹਾਇਕ ਰੋਡ ਦਾ ਖੇਤਰ

ਕ੍ਰਮ ਨੰ.	ਖੇਤਰ (ਬਿਸਵਾ)	ਮਾਲਕ ਦਾ ਨਾਮ	ਪਲਾਟ ਨੰਬਰ	ਅਕਾਰ	ਮਿਲਕਤ ਦਾ ਪ੍ਰਕਾਰ	ਮਿਲਕਤ ਦਾ ਪ੍ਰਕਾਰ	ਹਿੱਸੇ ਦਾ ਅਕਾਰ
1.	$\frac{5375}{1}$ $\frac{23346}{1}$	ਮਾਧੋਦੇਵ ਰਾਮਾ ਪੁੱਤਰ ਰਵਿਸ਼ਨ ਸਾਹੂ	2538 2539 2537	1-10 2-18 0-7 1/2	ਚਾਹੀ	ਗੈਰ ਮੁਮਕਿਨ	
2.	ਭੋਲਾ	ਦੇਵਿਦਾਸ ਰਾਮਾ ਪੁੱਤਰ ਦੇਵ ਪ੍ਰਸਾਦ	2538 2539 2537	0-15 1-07 0-3 3/4	ਚਾਹੀ	ਗੈਰ ਮੁਮਕਿਨ	
3.	ਭੋਲਾ	ਦੇਵਿਦਾਸ ਰਾਮਾ ਪੁੱਤਰ ਦੇਵ ਪ੍ਰਸਾਦ	2538 2539 2537	0-15 1-07 0-3 3/4	ਚਾਹੀ	ਗੈਰ ਮੁਮਕਿਨ	
4.	$\frac{5377}{1}$ $\frac{23348}{1}$	ਮੋਹਨਦਾਸ ਪੁੱਤਰ ਮੋਹਨ ਰਾਮ	2553	0-19 1/2	ਗੈਰ ਮੁਮਕਿਨ	ਗੈਰ ਮੁਮਕਿਨ	
5.	ਭੋਲਾ	ਮਾਧੋਦੇਵ ਰਾਮਾ ਪੁੱਤਰ ਮੋਹਨ ਸਾਹੂ	2553	0-19 1/2	ਗੈਰ ਮੁਮਕਿਨ	ਗੈਰ ਮੁਮਕਿਨ	
6.	ਭੋਲਾ	ਮੋਹਨਦਾਸ ਪੁੱਤਰ ਮੋਹਨ ਸਾਹੂ	2553	0-19 1/2	ਗੈਰ ਮੁਮਕਿਨ	ਗੈਰ ਮੁਮਕਿਨ	
				ਕੁਲ ਕੁਲ ਖੇਤਰ	10-16 1/2	015	21/2/23

ਪਿੰਡ - ਮਾਧੋਦੇਵ ਰਾਮਾ ਪੁੱਤਰ
ਮਿਲਕਤ ਦਾ ਪ੍ਰਕਾਰ - ਚਾਹਿਦਾ
ਮਿਲਕਤ ਦਾ ਪ੍ਰਕਾਰ - ਗੈਰ ਮੁਮਕਿਨ
ਮਿਲਕਤ ਦਾ ਪ੍ਰਕਾਰ - ਗੈਰ ਮੁਮਕਿਨ

Source: O/o Executive Engineer PWD (B&R) Bathinda

For identification purposes, plot numbers are assigned to each piece of land in urban India. Similarly, a number is also assigned to agricultural land in rural areas. This land identity number is *Khasra* number. A legal document, the *Khatauni* provides information about a land, its *Khasra* number, the number of people owning it, its total area, etc. *Khatauni* also has the details of all the *Khasras* owned by a land owner. While a particular piece of land is known through its *Khasra* number, the details of all the *Khasras* of a particular person or family is known as *Khatauni*. That way, a *Khasra* number is just a unit while a *Khatauni* is a record of several units.

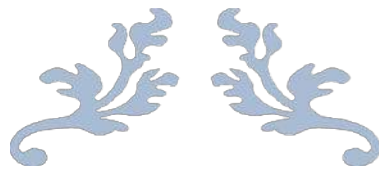
The land in the project affected area was classified into two types: *Chahi* and *Gair Mumkin*. The total area to be acquired is 10 *Bighas* and 16 $\frac{1}{2}$ *Biswas*. As per the official revenue records provided by the office of the Tehsildar, Bathinda on 25.11.2022, Sh. Arvind Kumar s/o Sh. Krishan Lal, Sh. Davinder Kumar S/o Sh. Om Parkash and Sh. Bhupinder Kumar S/o Sh. Om Parkash under the *Khautani* number 5375/1. 23346/1 and *Khasra* number 2537, 2538 and 2539, respectively, own *Chahi* type of land in the project affected area, although respondents Sh. Davinder Kumar and Sh. Bhupinder Kumar claimed that the land type they own is *Gair Mumkin*. As per the official revenue records Sh. Arvind Kumar owns 3 *Bigha* and 19 $\frac{1}{2}$ *Biswa* of land in the project affected area; both Sh. Davinder Kumar and Sh. Bhupinder Kumar own 1 *Bigha* and 19 $\frac{5}{8}$ *Biswa* land each in the project affected area. All three of them grow cotton and wheat crops on their land.

As per the official revenue records, Sh. Mohna Lal s/o Sh. Krishan Ram and his two sons Sh. Anil Sharma and Sh. Gautam Sharma under the *Khautani* number 5377/23348 and *Khasra* number 2553 own *Gair Mumkin* type of land in the project affected area. All three of them own 19 $\frac{1}{3}$ *Biswa* land each in the project affected area.

4.3 CONCLUSION

The present chapter delved on the socio-economic survey of the families and individuals affected by the acquisition with the help of interview schedule to see to what extent the proposed project would impact the properties, income, livelihood, etc. of each family. A pre-tested interview schedule was used for the purpose. The land to be acquired comprised of approximately 2.24 acres owned by 6 owners belonging to six households. The land in the project affected area was classified into two types: Chahi and Gair Mumkin. The total area to be acquired is 10 Bigha and 16 ½ Biswa. In this chapter the official documents as well as distribution of land is given in tabular form.

The Social Impact Assessment team conducted the socio-economic survey of the families and individuals affected by the acquisition with the help of interview schedule to see to what extent the proposed project would impact the properties, income, livelihood, etc. of each family. A pre-tested interview schedule was used for the purpose. The land to be acquired comprised of approximately 2.24 acres owned by 6 owners belonging to six households. The land in the project affected area was classified into two types: Chahi and Gair Mumkin. The total area to be acquired is 10 Bigha and 16 ½ Biswa. In this chapter the official documents as well as distribution of land is given in tabular form.



CHAPTER FIVE

ESTIMATION AND ENUMERATION



CHAPTER FIVE

ESTIMATION AND ENUMERATION

This section presents the impacts of land acquisition on the livelihoods of the affected families and the scale of these impacts owing to the loss of property. Besides, this chapter provides an estimation of the units affected at the marked alignment in the area.

5.1 NUMBER OF PROPERTIES AFFECTED

The area falling on the ring road Bathinda that extends from N.H.-7 (Bathinda- Patiala Road) to I.T.I. Chowk of Mansa/Dabwali road through industrial area comes under the purview of Social Impact Assessment study and is affected by the project. The landholdings are owned by 6 landholders and their dependents. The total area to be acquired is 10 *Bighas* and 16 ½ *Biswas*. As per the official revenue records provided by the office of the Tehsildar, Bathinda on 25.11.2022, Sh. Arvind Kumar s/o Sh. Krishan Lal, Sh. Davinder Kumar S/o Sh. Om Parkash and Sh. Bhupinder Kumar S/o Sh. Om Parkash under the *Khautani* number 5375/1. 23346/1 and *Khasra* number 2537, 2538 and 2539, respectively, own *Chahi* type of land in the project affected area, although respondents Sh. Davinder Kumar and Sh. Bhupinder Kumar claimed that the land type they own is Gair Mumkin. As per the official revenue records Sh. Arvind Kumar owns 3 *Bigha* and 19½ *Biswa* of land in the project affected area; both Sh. Davinder Kumar and Sh. Bhupinder Kumar own 1 *Bigha* and 19^{5/8} *Biswa* land each in the project affected area. All three of them grow cotton and wheat crops on their land.

As per the official revenue records, Sh. Mohna Lal s/o Sh. Krishan Ram and his two sons

Sh. Anil Sharma and Sh. Gautam Sharma under the *Khautani* number 5377/23348 and *Khasra* number 2553 own *Gair Mumkin* type of land in the project affected area. All three of them own 19 ^{1/3} *Biswa* land each in the project affected area.

5.2 OWNERSHIP OF THE LAND

The concept of ownership consists of a number of claims such as liberty, power and immunity in regard to the thing owned. Ownership is thus a sum-total of possession, disposition and destruction which includes the right to enjoy property by the owner. Ownership is a relation of a person to an object which is exclusive or absolute and ultimate. The person who stands in this relation is called the 'owner' and he has a right of complete control and enjoyment of the object. Thus, a right of ownership is a right of dominium over the property concerned, so as to include the available rights attached to 'ownership' - the right to possess the property in a de jure capacity, the right to use the property, as also the right to alienate or even to destroy the property though all those rights may not be present at the same time. To own a piece of land means to have a particular kind of right in the land. The ownership of the land to be acquired has been classified on the basis of type of land ownership i.e., purchased or hereditary. The details of the project affected area as per the type of ownership of land has been appended in Table 5.1.

TABLE NO. 5.1
TYPE OF LAND OWNERSHIP

LAND OWNERSHIP	FREQUENCY	PERCENTAGE
Purchased	01	16.6
Hereditary	05	83.4
Total	06	100

SOURCE: FIELDWORK 2022

As per the data appended in table 5.1, a majority of the respondents mentioned their land to be hereditary and 16.6 percent mentioned it to be purchased.

5.3 CURRENT USE OF THE AFFECTED PROPERTY

The type of land use has direct bearings upon the development of an area as well as the populations dependent on land. Land use denotes the modes and patterns of production carried out on the land, the type and quantum of economic output the land can potentially generate and the livelihood demands it can potentially cater to. For the present study, the type of land use has been classified on the basis of type of land use, i.e., agricultural and non-agricultural. The details of the project affected area as per the type of ownership of land has been appended in Table 5.2.

TABLE: 5.2
TYPE OF LAND-USE

TYPE OF LAND USE	FREQUENCY	PERCENTAGE
Agricultural	03	50
Non-agricultural	03	50
TOTAL	06	100

SOURCE: FIELDWORK 2022

As per the data appended in Table 5.2, 03 respondents mentioned that the type of land use of the land under their ownership was agricultural which was used mainly for subsistence and 03 respondents mentioned that the type of land use of the land under their ownership was non-agricultural in nature and does not support any form of cultivation.

5.4 AREA OF LAND AFFECTED

The present study is aimed to assess the social impacts of land acquisition for the proposed ring road extending from N.H.-7 (Bathinda- Patiala Road) to I.T.I. Chowk of Mansa/Dabwali road through industrial area.

For the proposed project, i.e., the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda, the land to be acquired comprises of approximately 2.24 acres owned by six owners belonging to six households and is located on the constructed part of the ring road connecting National Highway-7 to I.T.I. Chowk, Mansa Road, Bathinda. The larger part of the ring road has already been constructed and a small piece of land measuring approximately 2.24 acres is to be acquired for the completion of the project.

The total area to be acquired is 10 *Bighas* and 16 ½ *Biswas*. The landholdings are owned by 6 landholders and their dependents. Hence this land comes under the purview of Social Impact Assessment study. The 200 feet wide 4-lane ring road running parallel to the Bathinda Cantonment boundary will connect N.H.-7 (Bathinda- Patiala Road) to I.T.I. Chowk of Mansa/Dabwali road through the industrial area.

The land to be acquired is bordered by army cantonment to its east and a 66KV power sub-station and residential houses to its west. Thus, the total area affected by the project is approximately 2.24 acres extending from N.H.-7 (Bathinda- Patiala Road) to I.T.I. Chowk of Mansa/Dabwali road through industrial area.

PLATE 23 (i): PLATE DEPICTING THE AREA OF THE LAND AFFECTED

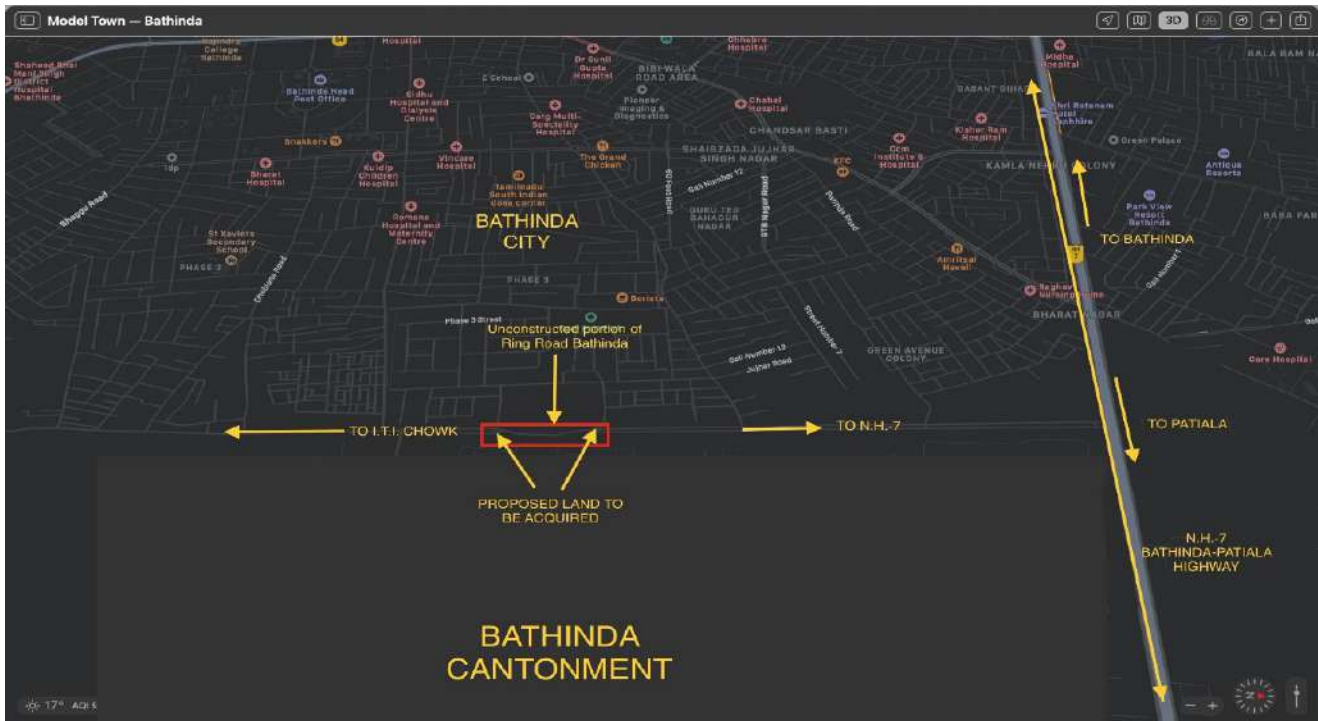
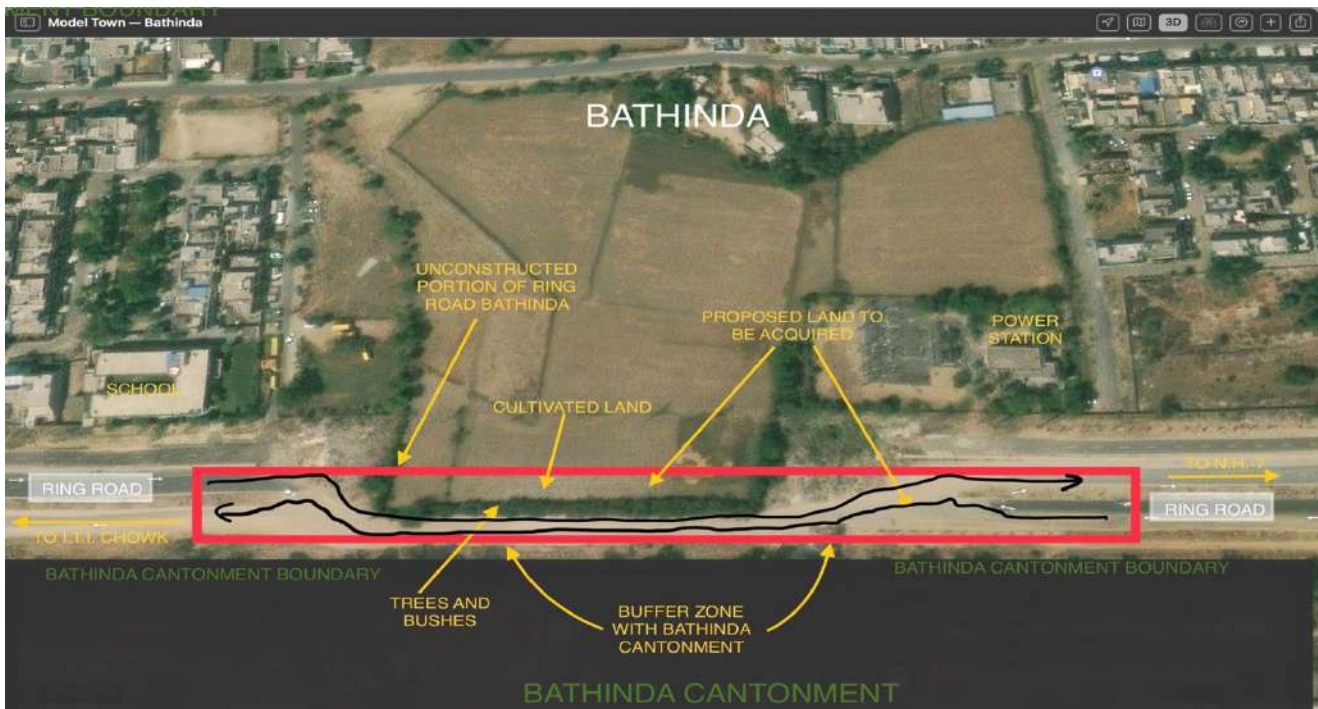


PLATE 23 (ii): PLATE DEPICTING THE AREA OF THE LAND AFFECTED



Source: Apple Maps

5.5 DIRECT IMPACTS OF THE PROJECT

The acquisition shall take away approximately 2.24 acre land from 6 landholders and make direct as well as indirect impacts. The possible direct impact on the affected would be:

- This ring road will be a vital part of the city in view of the upcoming bus-stand at Patel Nagar, Bathinda. The construction of ring road would effectively lead to establishing better linkage by providing an all-weather connectivity to the rural and semi-urban vicinities.
- The slow pace movement of vehicles will be taken care of. There will be a significant reduction in vehicular emissions and a significant decline in pollutants that will lead to a better ambient air quality.
- The proposed land does not have any human settlement or animal habitation. There is no vegetation or cultivation of relevance to public utility or ecological resourcefulness.
- The land acquisition would positively impact the livelihood of the project affected population. The compensation given to them will help economically.
- There could be a possibility of opening new educational institutes in the area which will result in increased literacy rate of the area.
- The construction stage would see the advent of new customs and lifestyles thereby leading to the emergence of novel cultural practices in terms of food, dress, customs and social conventions in the area.
- The garbage dumping will decrease which in turn will reduce the probability of spreading any diseases.
- There could be some impacts on the flora of the area as there could be a decline in number of plants and trees which would result in loss of habitat as well as food for the stray cattle,

but loss can be compensated by compensatory afforestation and building green cover in the area.

- The construction and completion of the ring-road shall address security concerns relating to plausible threat to the safety of the Bathinda Army cantonment besides addressing threats of clandestine surveillance, thereby addressing security concerns. The construction and completion of the ring road project shall neutralise and thwart any such threat perceptions or attempts and hence the acquisition of land for the completion of the ring-road is also much required from security point of view.
- The construction and completion of the ring-road shall lead to the optimal utilisation of land resources which otherwise cannot be put to any other use since they fall on, or run parallel to, the buffer zone with the Army cantonment.

5.6 INDIRECT IMPACTS OF THE PROJECT

The acquisition shall take away approximately 2.24 acre land from 6 landholders and make direct as well as indirect impacts. The possible indirect impacts on the affected would be:

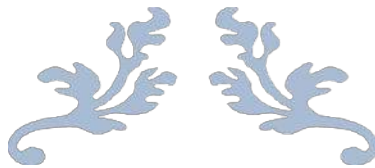
- Five out of the six landholders own the land by way of hereditary ownership and one landowner owns the land by the way of purchase. The loss of land may have emotional bearings on them.
- The construction of the ring road may also lead to air and noise pollution in the neighbouring areas.
- The construction of the ring road may also lead to positive impacts on the livelihoods of the project affected area such as the inflow of investments in the area, increase in occupational mobility beside economic boom in the area.

- The construction of the ring road would potentially witness the emergence of or access to markets to cater to the construction needs of the road as well as occupational diversity in the area.
- The construction of the ring road will put land to diverse use. Waste management sewerage and effluent treatment AAQ will improve due to easing of traffic on the road.
- The construction of the ring road will result in betterment of infrastructure as the completion of Ring Road will result in enhanced communication and connectivity both intercity and intracity.
- The construction of the ring road will result in levelling of the land thus resulting in weeding out of wild grass and unwanted plantation.

5.7 CONCLUSION

The present chapter delved on the estimation and enumeration of the properties affected by the present project besides detailing out the details of ownership of the land, the current use of the land, the area of land to be affected by the acquisition, the direct as well as the indirect impacts of the project on the project affected area as well as the project affected population.

The total area affected by the project is approximately 2.24 acres, extending from N.H.-7 (Bathinda- Patiala Road) to I.T.I. Chowk of Mansa/Dabwali road passing through the industrial area of Bathinda. This approximately 2.24 acre land comes under the purview of the present Social Impact Assessment study. As per the findings of the study, the landholdings are owned by 6 landholders. The type of land use for the present study has been classified into agricultural and non-agricultural land. The acquisition shall take away approximately 2.24 acre land from 6 landholders and make direct as well as indirect impacts on their lives.



CHAPTER SIX

SOCIO-ECONOMIC STATUS OF THE AFFECTED HOUSEHOLDS



CHAPTER SIX

SOCIO - ECONOMIC STATUS OF THE AFFECTED HOUSEHOLDS

The present social impact assessment study was conducted to assess the impacts of proposed land acquisition for constructing a ring road Phase-I from N.H.-7 to I.T.I. Chowk, Mansa road Bathinda. The key impacts areas were studied under the broad headers; land resources, economic activities, kinship and cultural ties, political administration, quality of living and public utility. The distribution of vital parameters studied conform to the provisions enacted in the RFCTLARR Act enshrined in Form II are discussed below in Table 6.1.

TABLE 6.1
THE DISTRIBUTION OF VITAL PARAMETERS AS PER THE RFCTLARR ACT AS
ENSHRINED IN FORM II

1. Demographic details of the population in the project area

- a. Age, sex, caste, religion
- b. Literacy, health and nutritional status

2. Poverty levels

3. Vulnerable groups

- a) Women,
- b) children,
- c) the elderly,
- d) women-headed households,
- e) the differently abled

4. Kinship patterns and women's role in the family

The distribution of vital parameters as per the RFCT LARR Act as enshrined in Form II

5. Social and cultural organisation

6. Administrative organisation

7. Political organisation

8. Civil society organisations and social movements

9. Land use and livelihood

- a. Agricultural and non-agricultural use
- b) Quality of land-soil, water, trees, etc.
- c) Livestock
- d) Formal and informal work and employment
- e) Household division of labour and women's work
- f) Migration
- g) Household income levels
- h) Livelihood preferences
- i) Food security

10. Local economic activities

- a) Formal and informal, local industries
- b) Access to credit
- c) Wage rates
- d) Specific livelihood activities women are involved in

11. Factors that contribute to local livelihoods

- a) Access to natural resources
- b) Common property resources
- c) Private assets

The distribution of vital parameters as per the RFCT LARR Act as enshrined in Form II

- d) Roads, transportation
- e) Irrigation facilities
- f) Access to markets
- g) Tourist sites
- h) Livelihood promotion programmes
- i) Co-operatives and other livelihood-related associations

12. Quality of the living environment

- a) Perceptions, aesthetic qualities, attachments and aspirations
- b) Settlement patterns
- c) Houses
- d) Community and civic spaces
- e) Sites of religious and cultural meaning
- f) Physical infrastructure (including water supply, sewage systems, etc.)Public service infrastructure (schools, health facilities, anganwadi centers public distribution system)
- g) Safety, crime, violence
- h) Social gathering points for women

B. Key impact areas

1. Impacts on land, livelihoods and income

- a) Level and type of employment
- b) Intra-household employment patterns
- c) Income levels
- d) Food security
- e) Standard of living
- f) Access and control over productive resources
- g) Economic dependency or vulnerability

The distribution of vital parameters as per the RFCT LARR Act as enshrined in Form II

- h) Disruption of local economy
- i) Impoverishment risks
- j) Women's access to livelihood alternatives

2. Impacts on physical resources

- a) Impacts on natural resources, soil, air, water, forests
- b) Pressures on land and common property natural resources for livelihoods

3. Impacts on private assets, public services and utilities

- a) Capacity of existing health and education facilities
- b) Capacity of housing facilities
- c) Pressure on supply of local services
- d) Adequacy of electrical and water supply, roads, sanitation and waste management system
- e) Impact on private assets such as bore wells, temporary sheds, etc.

4. Health impacts

Health impacts due to in-migration

Health impacts due to project activities with a special emphasis on:

- (i) Impact on women's health
- (ii) Impact on the elderly

5. Impacts on culture and social cohesion

- a) Transformation of local political structures
- b) Demographic changes
- c) Shifts in the economy-ecology balance
- d) Impacts on the norms, beliefs, values and cultural life
- e) Crime and illicit activities
- f) Stress of dislocation
- g) Impact of separation of family cohesion
- h) Violence against women

6. Impacts at different stages of the project cycle

The type, timing, duration, and intensity of social impacts will depend on and relate closely to

The distribution of vital parameters as per the RFCT LARR Act as enshrined in Form II

the stages of the project cycle. Below is an indicative list of impacts

a) Pre-construction phase

- i. Interruption in the delivery of services
- ii. Drop in productive investment
- iii. Land speculation
- iv. Stress of uncertainty

b) Construction phase

- i. Displacement and relocation
- ii. Influx of migrant construction workforce
- iii. Health impacts on those who continue to live close to the construction site

c) Operation phase

- i. Reduction in employment opportunities compared to the construction phase
- ii. Economic benefits of the project
- iii. Benefits on new infrastructure
- iv. New patterns of social organisation

d) De-commissioning phase

- i. Loss of economic opportunities
- ii. Environmental degradation and its impact on livelihoods

e) Direct and indirect impacts

- i. “Direct impacts” will include all impacts that are likely to be experienced by the affected families (i.e., Direct land and livelihood losers)
- ii. “Indirect impacts” will include all impacts that may be experienced by those not directly affected by the acquisition of land but those living in the project area

f) Differential impacts

- i. Impact on women, children, the elderly and the different abled

The distribution of vital parameters as per the RFCT LARR Act as enshrined in Form II

- i. Impacts identified through tools such as Gender Impact Assessment Checklists, and Vulnerability and Resilience Mapping

g) Cumulative impacts

- i. Measurable and potential impacts of other projects in the area along with the identified impacts for the project in question.
- ii. Impact on those not directly in the project area but based locally or even regionally.

SOURCE: RFCTLARR ACT, 2013

6.1 SOCIO-ECONOMIC PROFILE OF THE AFFECTED RESPONDENTS

This chapter contains the social, economic and cultural status and the peculiarities of the families in the project affected area. The main indicators in preparing the social profile of respondents included gender, age, religious affiliation, educational attainments, annual income, marital status, occupation, social category, family size and family type. There were six respondents in the project affected area; they were interviewed to prepare the socio-economic profile of the respondents besides obtaining detailed insights into the issues concerning them.

6.1.1 GENDER

Gender is an attribute that provides a universally applicable dichotomy dividing the population of a given area primarily into two types: males and females. Gender is a social construct that plays an important role in shaping their social lives. The distribution of respondents for the present study based on gender has been appended in Table 6.2.

TABLE: 6.2
DISTRIBUTION OF RESPONDENTS ON THE BASIS OF GENDER

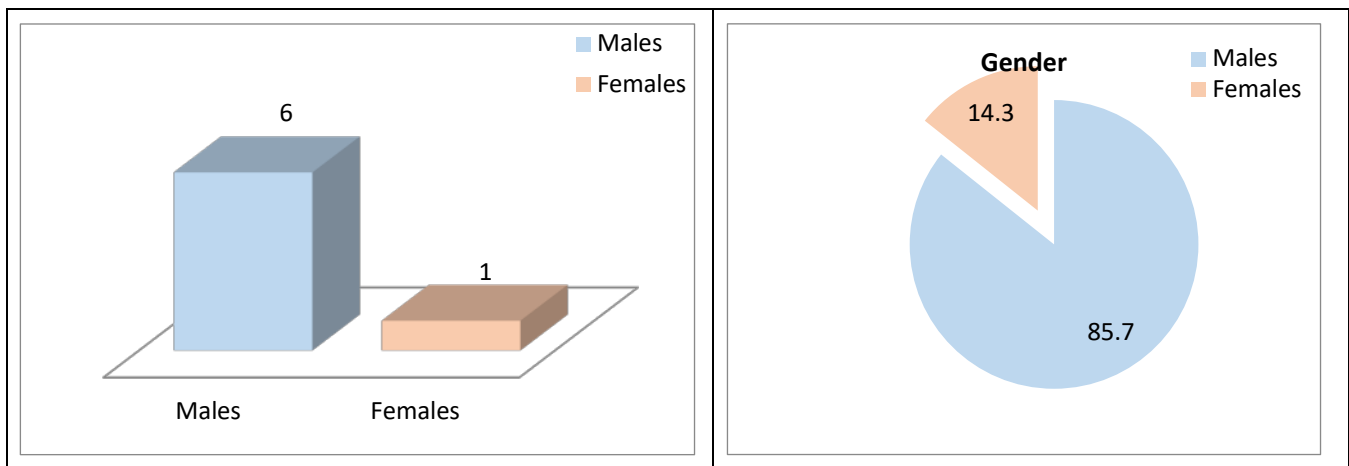
GENDER	NO. OF RESPONDENTS	PERCENTAGE
MALES	06	85.7
FEMALES	01	14.3
TOTAL	07	100

SOURCE: FIELDWORK 2022-23

As per the data appended in Table 6.2, 85.7 percent of the respondents were males, whereas 14.3 percent of the respondents were females. An attempt was made to project the distribution of respondents on the basis of gender in Figure 6.1.

FIGURE 6.1

DIAGRAMS SHOWING DISTRIBUTION OF RESPONDENTS ON THE BASIS OF GENDER



6.1.2 AGE

Age is an important attribute that determines the social role of people. Age effects the decision building capacity of an individual. The distribution of respondents according to their age is done in the following age groups. The respondents for the present study were categorized into four main age groups. The distribution of respondents on the basis of age groups has been

appended in Table 6.3.

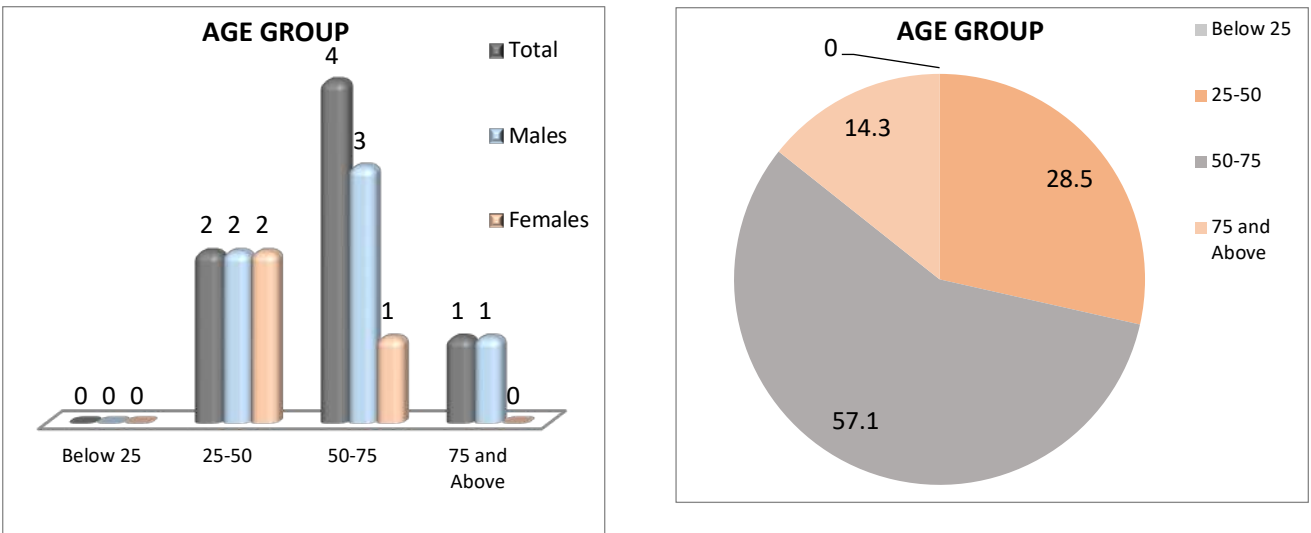
TABLE 6.3
DISTRIBUTION OF RESPONDENTS ON THE BASIS OF AGE GROUP

AGE GROUP	MALES	FEMALES	TOTAL	PERCENTAGE
BELOW 25	00	00	00	00
25-50	02	00	02	28.5
50-75	04	00	04	57.1
75 AND ABOVE	01	00	01	14.3
TOTAL	07	00	07	100

SOURCE: FIELDWORK 2022-23

As per the data appended in Table 6.3, there were no respondents reported below the age of 25 years, 33.3 percent of respondents belonged to the 25-50 years of age group, 50 percent belonged to the 50-75 years of age group and 16.7 percent of respondents were above 75 years of age. An attempt was made to project the distribution of respondents on the basis of age in Figure 6.2.

FIGURE 6.2
DIAGRAMS SHOWING DISTRIBUTION OF RESPONDENTS AS PER THEIR AGE GROUP



6.1.3 TYPE OF FAMILY

Family is an important institution in the Indian society. It plays a decisive role in socio-cultural life of an individual. The respondents in the present study were categorized into two main categories namely joint families and nuclear families. The distribution of respondents on the basis of family type has been appended in Table 6.4.

TABLE 6.4
DISTRIBUTION OF RESPONDENTS ON THE BASIS OF FAMILY TYPE

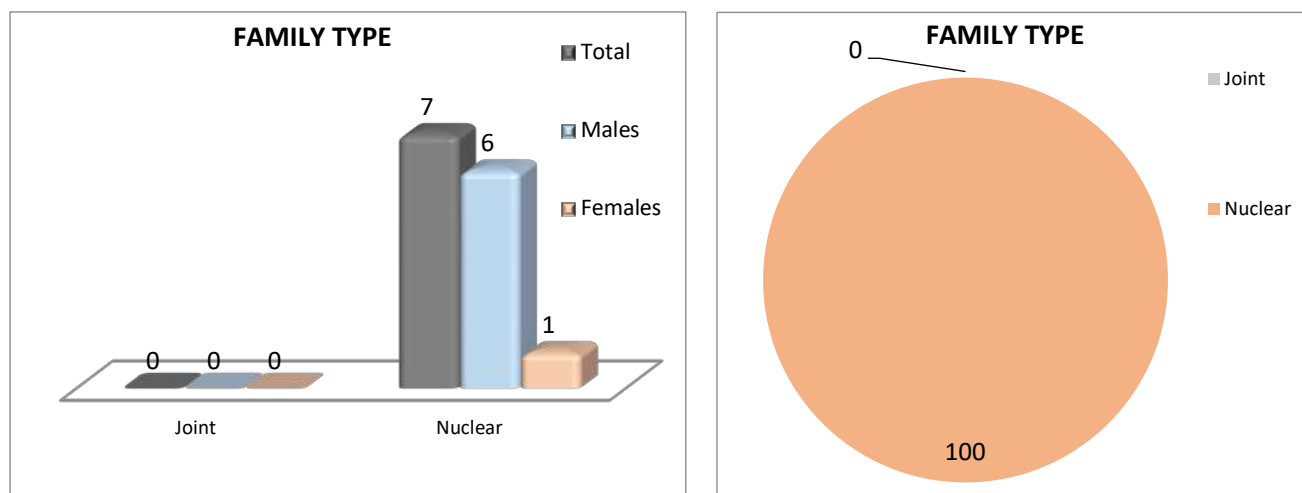
FAMILY TYPE	MALES	FEMALES	TOTAL	PERCENTAGE
JOINT	00	00	00	00
NUCLEAR	06	01	07	100
TOTAL	06	01	07	100

SOURCE: FIELDWORK 2022-23

As per data appended in Table 6.4, 100 percent of respondents belonged to nuclear families. An attempt was made to project the distribution of respondents on the basis of family type in Figure 6.3.

FIGURE 6.3

DIAGRAMS SHOWING DISTRIBUTION OF RESPONDENTS AS PER THEIR FAMILY TYPE



6.1.4 RELIGIOUS AFFILIATION

Religion plays a very vital role in shaping an individual. The respondents in the present study were categorized into three main categories on the basis of their religious affiliation. The distribution of respondents on the basis of religious affiliation has been appended in Table 6.5.

TABLE: 6.5

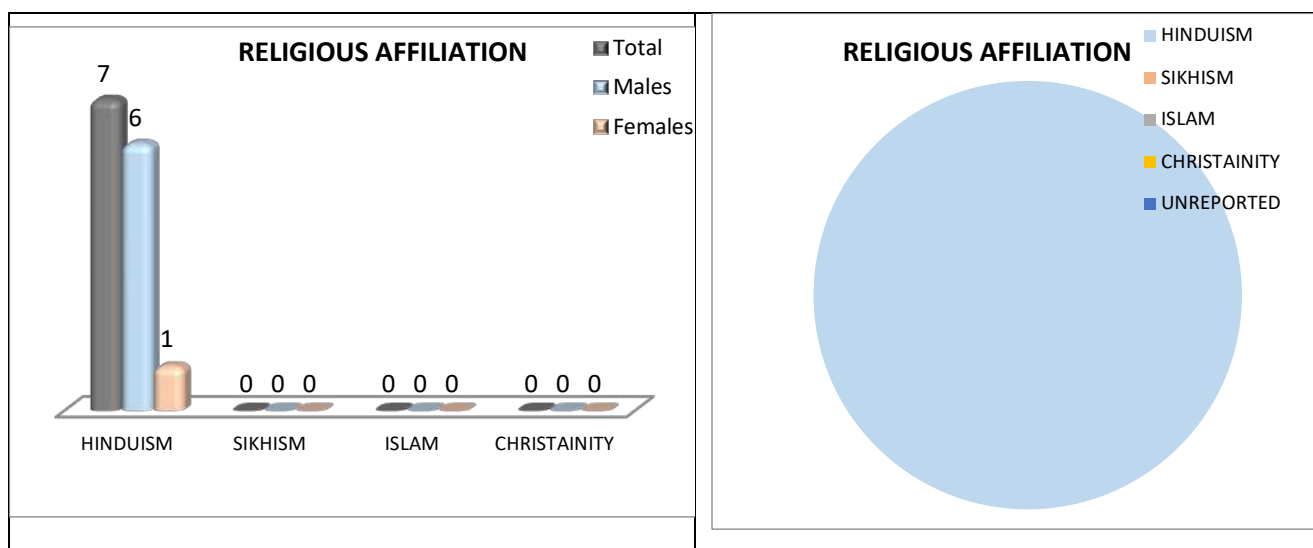
DISTRIBUTION OF RESPONDENTS AS PER THEIR RELIGIOUS AFFILIATION				
RELIGIOUS AFFILIATION	MALES	FEMALES	TOTAL	PERCENTAGE
HINDUISM	06	01	07	100
SIKHISM	00	00	00	00
ISLAM AND CHRISTIANITY	00	00	00	00
TOTAL	06	01	07	100

SOURCE: FIELDWORK 2022-23

As per the data appended in Table 6.5, all the respondents had their religious affiliation to Hinduism. An attempt was made to project the distribution of respondents on the basis of religious affiliation in Figure 6.4.

FIGURE 6.4

DIAGRAMS SHOWING DISTRIBUTION OF RESPONDENTS AS PER THEIR RELIGION



6.1.5 SOCIAL CATEGORY

Social category forms an important attribute in ascribing social privileges as well as dis-privileges besides being a vital factor in determining the social status of an individual. Thinking about others in terms of their group memberships is known as social categorization; the natural cognitive process by which we place individuals into social groups.

The respondents from the present study were categorized into three main social categories namely the General Category, Scheduled Castes and the Other Backward Classes. As per the Census of India 2011, there is no Scheduled Tribe reported in the state of Punjab. Hence, the Scheduled Tribe category was not incorporated while categorising the respondents. The distribution of the respondents on the basis of their social category has been appended in Table 6.6.

TABLE: 6.6

DISTRIBUTION OF RESPONDENTS ON THE BASIS OF SOCIAL CATEGORY

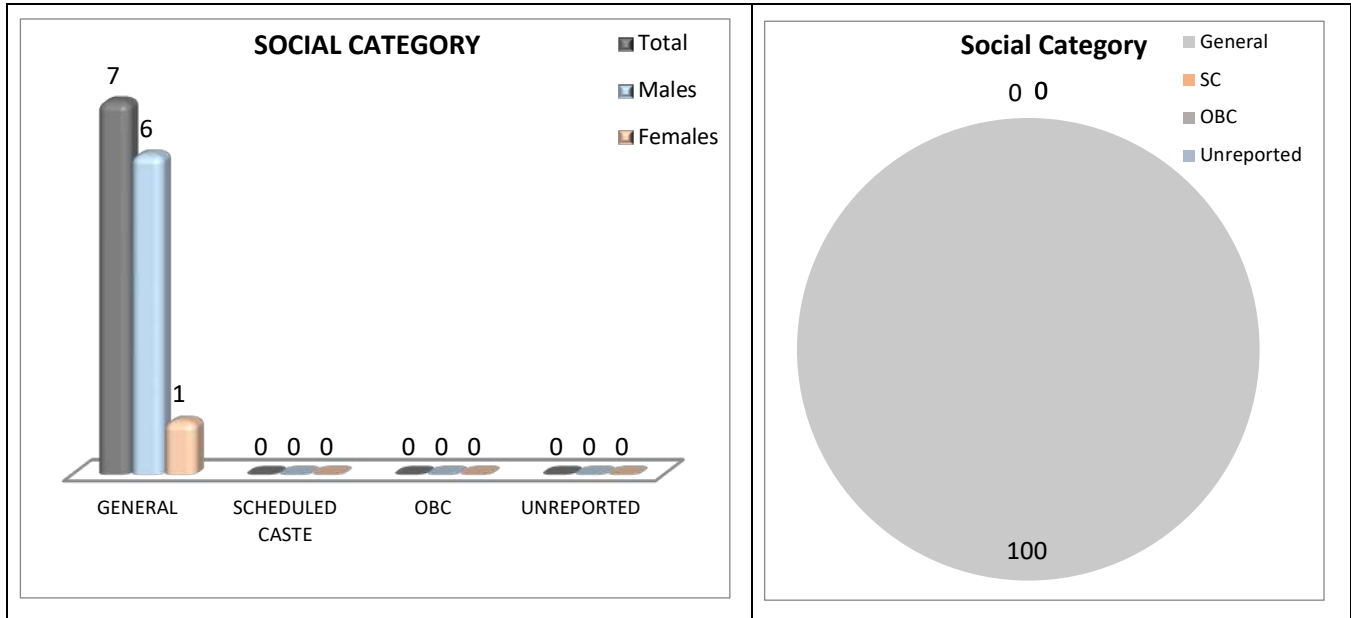
SOCIAL CATEGORY	MALES	FEMALES	TOTAL	PERCENTAGE
GENERAL	06	01	07	100
SCHEDULED CASTES	00	00	00	00
OTHER BACKWARD CLASSES	00	00	00	00
TOTAL	06	01	07	100

SOURCE: FIELDWORK 2022-23

As per the data appended in Table 6.6, all the respondents belonged to the General Category and no respondent belonged to the Scheduled Castes or the Other Backward Classes. An attempt was made to project the distribution of respondents on the basis of their social category in Figure 6.5.

FIGURE 6.5

DIAGRAMS SHOWING DISTRIBUTION OF RESPONDENTS AS PER SOCIAL CATEGORY



6.1.6 EDUCATION

Education determines the personality of an individual as well as progress of the cultures. Education is considered to be an important indicator in the empowerment of an individual. The distribution of respondents on the basis of their education has been appended in Table 6.7.

TABLE: 6.7

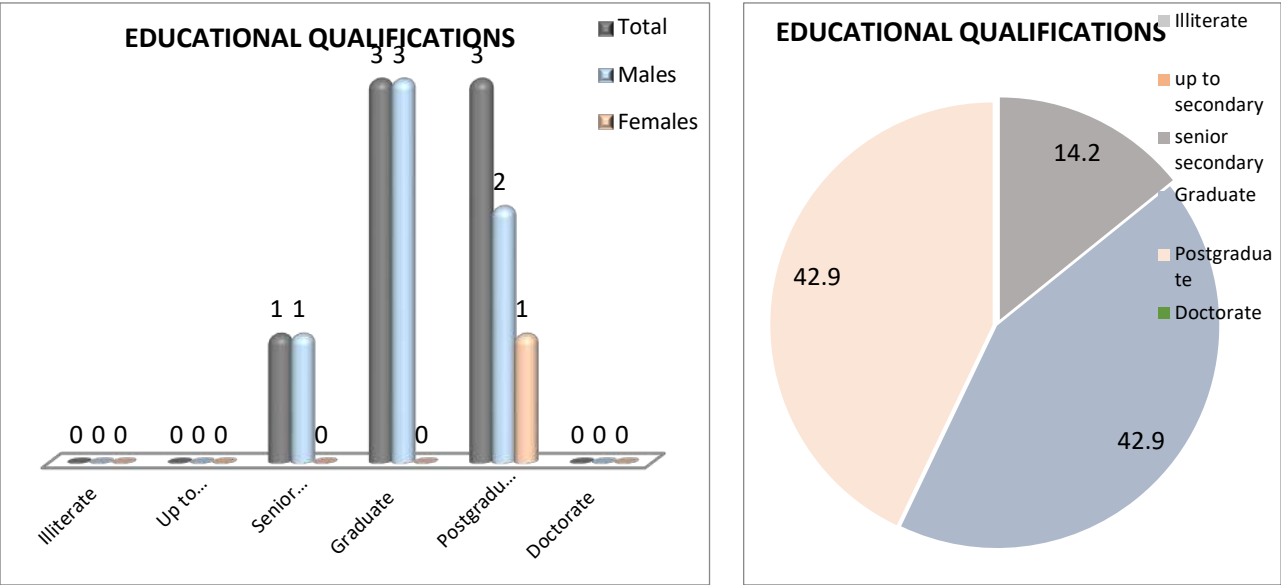
DISTRIBUTION OF RESPONDENTS ON THE BASIS OF EDUCATION

EDUCATIONAL ATTAINMENTS	MALES	FEMALES	TOTAL	PERCENTAGE
Illiterate	00	00	00	00
Up to Senior secondary	01	00	01	14.2
Graduate	03	00	03	42.9
Postgraduate and above	02	01	03	42.9
TOTAL	06	01	07	100

SOURCE: FIELDWORK 2022-23

As per the data appended in Table 6.7, no respondent was reported to be illiterate, only 01 respondent reported to have studied till the senior secondary, 42.9 percent of the respondents were graduates and 42.9 percent of the respondents were postgraduates and above. An attempt was made to project the distribution of respondents on the basis of their educational qualifications in Figure 6.6.

FIGURE 6.6
DIAGRAMS SHOWING DISTRIBUTION OF RESPONDENTS AS PER THEIR EDUCATION



6.1.7OCCUPATION

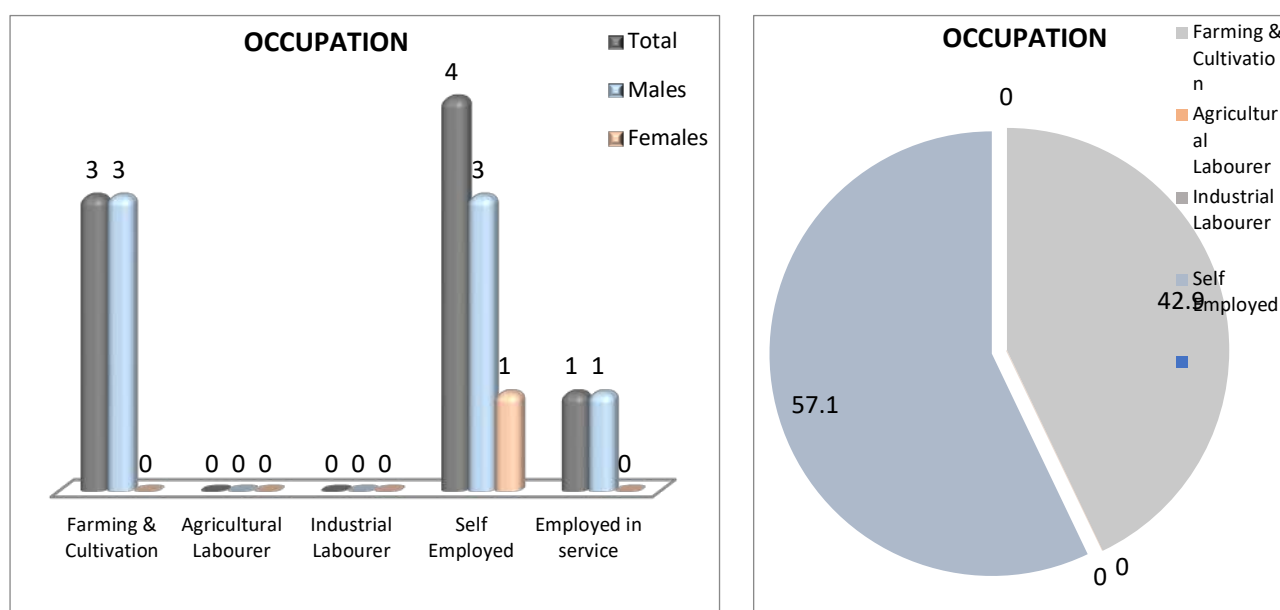
Occupation refers to the employment of a person in a gainful avenue in consonance with one’s skills and abilities. Occupation is a vital indicator of one’s social standing and the ability to attain life chances. Occupation is considered to be an important indicator in the empowerment of an individual. The distribution of respondents on the basis of their occupation has been appended in Table 6.8.

TABLE:6.8**DISTRIBUTION OF RESPONDENTS ON THE BASIS OF OCCUPATION**

OCCUPATION	MALES	FEMALES	TOTAL	PERCENTAGE
Farming & cultivation	03	00	03	42.9
Agricultural Labourer	00	00	00	00
Industrial labourer	00	00	00	00
Self Employed	03	01	04	57.1
TOTAL	06	01	07	100

SOURCE: FIELDWORK 2022-23

As per the data appended in Table 6.8, 42.9 percent of the respondents were farmers and cultivators and 57.1 percent respondents were self-employed. No respondent was reported to be engaged in agricultural or industrial labour. An attempt was made to project the distribution of respondents on the basis of their occupation in Figure 6.7.

FIGURE 6.7**DIAGRAMS SHOWING DISTRIBUTION OF RESPONDENTS AS PER THEIR OCCUPATION**

6.1.8 MONTHLY INCOME OF THE LANDHOLDERS

Income is an important indicator of the quality of life of a household and its social well-being. Income refers to the money that a person or entity receives in exchange for their labour or products. Income may have different definitions depending on the context for example, taxation, financial accounting or economic analysis. For most people, income means their total earnings in the form of wages and salaries, the return on their investments, pension distributions and other receipts. In the present study the respondents were classified into four categories on the basis of their average monthly incomes. The distribution of the respondents as per their income has been reflected in Table 6.9.

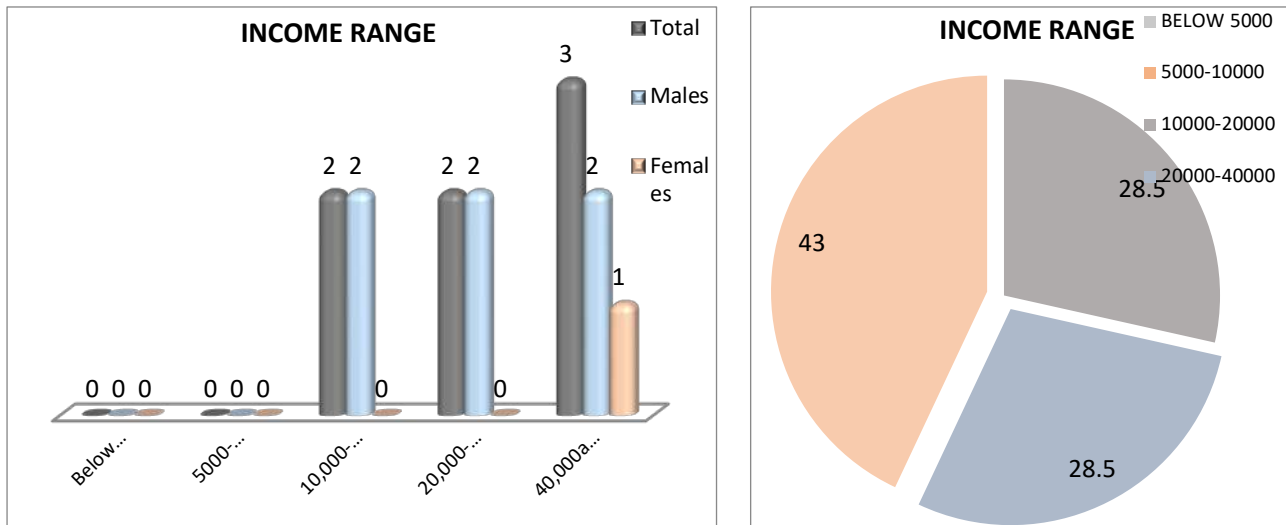
TABLE: 6.9

DISTRIBUTION OF RESPONDENTS ON THE BASIS OF MONTHLY INCOME (IN RUPEES)

INCOME RANGE	MALES	FEMALES	TOTAL	PERCENTAGE
Below 10000	00	00	00	00
10,000-20,000	02	00	02	28.5
20,000- 40,000	02	00	02	28.5
40,000 and Above	02	01	03	43
TOTAL	06	01	07	100

SOURCE: FIELDWORK 2022-23

As per the data in Table 6.9, no respondent reported income below Rs. 10000, whereas 28.5 percent of the respondents reported their monthly incomes between Rs. 10,000-20,000. 28.5 percent of the respondents reported their monthly income between Rs. 20,000-40,000 and 43 percent reported their monthly income to be Rs. 40,000 and above. The distribution of respondents on the basis of their income is appended in Figure 6.8.

FIGURE 6.8**DIAGRAMS SHOWING DISTRIBUTION OF RESPONDENTS AS PER THEIR INCOME****6.1.9 POVERTY LEVELS**

Poverty refers to a state characterised by the lack of minimum level of income to sustain oneself and meet the basic essentials of life. The distribution of respondents on the basis of their poverty levels has been appended in Table 6.10.

TABLE: 6.10**DISTRIBUTION OF RESPONDENTS ON THE BASIS OF THEIR POVERTY LEVELS**

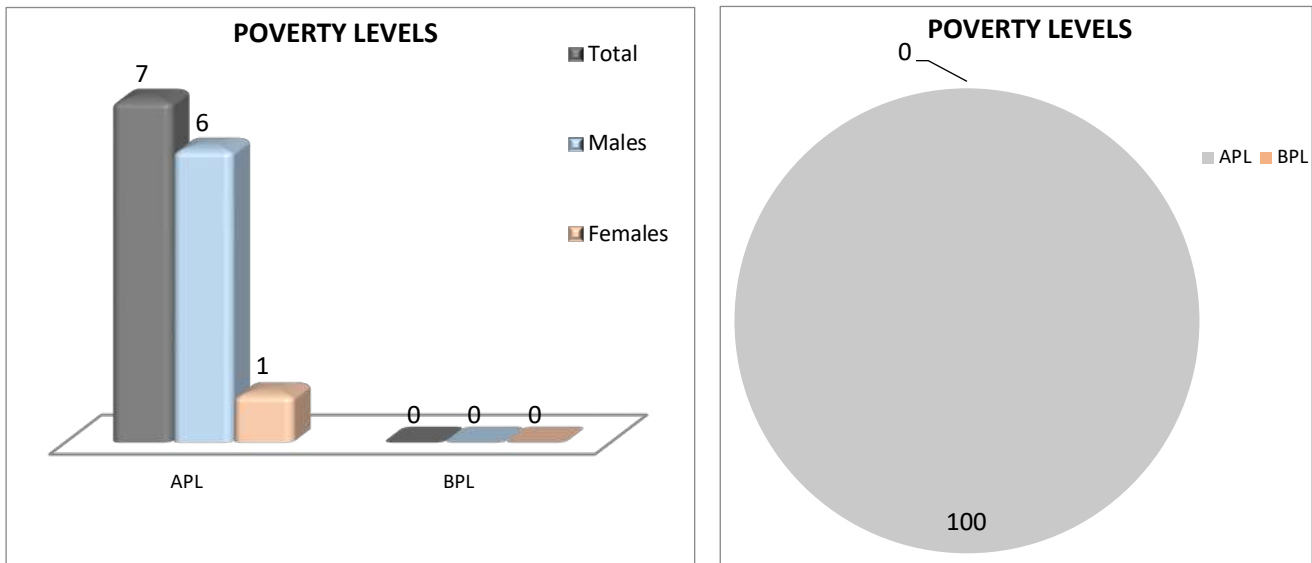
POVERTY LEVEL	MALES	FEMALES	TOTAL	PERCENTAGE
Above Poverty Line	06	01	07	100
Below Poverty Line	00	00	00	00
TOTAL	06	01	07	100

SOURCE: FIELDWORK 2022-23

As per the data appended in Table 6.10, all the respondents were living above the poverty line. An attempt was made to project the distribution of respondents as per their poverty level in Figure 6.9.

FIGURE 6.9

DIAGRAMS SHOWING DISTRIBUTION OF RESPONDENTS AS PER POVERTY LEVELS



6.1.10 FAMILY DETAILS

Family is a group of persons united by the ties of marriage, blood, or adoption, constituting a single household and interacting with each other in their respective social positions, usually those of spouses, parents, children, and siblings.

The present study revealed that for the proposed project of land acquisition, the land to be acquired comprises of approximately 2.24 acres owned by 06 owners belonging to six households. A total of 7 respondents were interviewed by the Social Impact Assessment team, 6 landowners and the wife of one respondent.

As reported by respondent one (Mohan Lal Sharma), his family comprised of three members, including himself and two elderly females. The reported family occupation was agriculture. The kinship pattern of the family was patriarchal. The women of the family were mainly involved in domestic activities.

As reported by respondent two (Anil Sharma), his family comprised of four members, two males and two females. The occupation of the family was agriculture. The kinship pattern of the family was patriarchal. The women of the family were mainly involved in domestic activities.

As reported by respondent three (Gautam Sharma), his family comprised of seven members, out of which two were elderly females. The occupation of the family was agriculture. The kinship pattern of the family was patriarchal. The women of the family were mainly involved in domestic activities.

As reported by respondent four (Bhupinder Sharma), his family comprised of six members, out of which three were males and three were females. The occupation of the family was business. The kinship pattern of the family was patriarchal. The women of the family were mainly involved in domestic activities.

As reported by respondent five (Davinder Sharma), his family comprised of four members, out of which two were females and two were males. The occupation of the family was business. The kinship pattern of the family was patriarchal. The women of the family were mainly involved in domestic activities.

The sixth respondent (Arvind Sharma) was a doctor by profession and due to his unavailability at the time of public hearing he authorised his brother Bhupinder Sharma to provide all necessary details. As per the details provided by Bhupinder Sharma, Dr. Arvind Sharma's family comprised of four members, out of which two were males and two were females. The kinship pattern of the family was patriarchal. The women of the family were mainly involved in occupational and domestic activities. On the day of second public hearing Dr. Arvind Sharma was present on the site along with his wife, Meenakshi Sharma, who was also a doctor by profession. Both of them confirmed that the information given by Mr. Bhupinder Sharma on their

behalf was correct. Dr. Meenakshi Sharma was the only female respondents to be interviewed from the family of landowners.

The present chapter also deals with detailing out the major findings of the study. The present Social Impact Assessment study aimed to assess the impacts of land acquisition on the project affected area and project affected population. The broad contours of the study on the basis of significant impacts reported by the respondents were categorized into two sections.

Section one of the study discussed the socio-economic profile of the respondents, i.e. landowners whose land is to be acquired for the project. The data was collected using pre-tested interview schedules made by the Social Impact Assessment team. During the study a number of informal consultations and discussions were conducted apart from the formal interviews and other information gathering process. This socio-economic profile of respondents includes their gender, age, type of family, their religious affiliation, their social category, their educational qualification, their occupations, the poverty levels and the monthly income of land holders.

Section two of the chapter details out the findings obtained from administrative officials of Bathinda district. The chapter dealt with the significant findings that were gathered through interviews and focused group discussions from the officials of district administration as well as the stakeholders during the fieldwork. The views of landowners, officials and the passers-by were also recorded by the SIA team. The vital information about the project affected area was gathered from the administrative officials related to its infrastructure, the public service infrastructure of the place, its economic structure mainly including the market infrastructure, industrial activities and the financial institutions in and around the area. Information was also obtained about the educational infrastructure, health infrastructure, the political set-up of the area and the socio-cultural ties of the project affected population.

6.2 SIGNIFICANT FINDINGS FROM OFFICIALS AND RESPONDENTS

Section two of the chapter details out the findings obtained from administrative officials of Bathinda district. The chapter dealt with the significant findings that were gathered through interviews and focused group discussions from the officials of administrative office and landowners during the fieldwork.

VIEWS OF THE LANDOWNERS

After identifying the affected area, the Social Impact Assessment Authority consulted with different landowners at the project area. The survey team collected the data visiting the landholders. The first public hearing was conducted on November 10, 2022 i.e., three weeks after the submission of the Terms of Reference to the District administration, Bathinda. The second public hearing was conducted on January 24, 2023 wherein the feedbacks pertaining to the Draft Social Impact Assessment Report and the Social Impact Management Plan were obtained from the landowners, including the landowners and concerned government officials from three offices i.e. PWD (B&R), Bathinda, SDM office, Bathinda and the Revenue office, Bathinda. As a result of the public hearings issues were raised related to the wrongful entry of land type in the revenue records. They were of the view that the land records as per the revenue department must be corrected for obtaining their consent for land acquisition.

Other than this, all the landowners consented to the lawful provisions of the land for acquisition for the ring road project subject to amenable resolution for their concerns and objections by Government authorities. In fact, all of them displayed much satisfaction on the whole process of construction of ring road and providing their land for the same.

VIEWS OF THE OFFICIALS

The officials of the district administration were present on public hearing and heard the views of landowners. The officials were appraised of the objections raised by the landowners. The verification of old records, the copies of which were presented by the landowners, was also sought from the officials of Revenue Department who considered the claims made by landowners stood correct in the light of documents submitted by them. An official clarification/rectification was also sought from government officials so as to update SSIA Authority with correct records and a valid justification.

VIEWS OF THE PASSERS-BY

Besides the landowners, the opinion of the passers-by was also obtained. A total of 5 passers-by were interviewed and their viewpoints were recorded related to the construction of a ring road Phase-I from N.H.-7 to I.T.I. Chowk, Mansa Road Bathinda. Most of the of passers-by were of the opinion that they had to face lot of difficulty while crossing this road. The situation got worst in monsoons, water stagnant and cause lot of inconvenience especially to the two wheelers. All the passers-by as well as the landowners were of the view that the road should be constructed for the good and convenience of the public. Both were of the view that the area is considered safe for women as well as children.

6.2.1 INFRASTRUCTURE

Infrastructure refers to the elementary facilities and structures required for the effective functioning of any project or enterprise. One of the most fundamental factors affecting the development of communities and societies, infrastructure includes transport networks, communication web and supply channels besides a host of other basic facilities that are

fundamental to the functioning of developmental pursuits. The state of infrastructure plays a determinant role in enhancing or impeding the socio-economic growth and competitiveness of a society. The infrastructural facilities in the project affected area were classified into four domains; places of worship, community spaces, civic arrangement and public service infrastructure.

6.2.1.1 Places of worship

A place of worship is a specially designed structure or space where individuals or a group of people such as a congregation come to perform acts of devotion, veneration or religious study. A building constructed or used for this purpose is sometimes called a house of worship. Temples, churches, mosques, and synagogues are examples of structures created for worship. The information obtained related to place of worship in the project affected area from the respondents, during fieldwork has been appended in Table 6.11.

TABLE: 6.11
PLACES OF WORSHIP IN PROJECT AFFECTED AREA

S. NO.	PLACES OF WORSHIP	NUMBER
1.	Gurudwara	00
2.	Mosque	00
3.	Temple	00
4.	Church	00
5.	Dera	00
6.	Samadh	00
7.	Dargah	00

SOURCE: FIELDWORK 2022

The data appended in the Table 6.11 was an attempt to project the places of worship in the project affected area. As per the data received from officials of Bathinda administration, there were no places of worship in the project affected area. Similar views were presented by all the respondents, that there was no gurudwara, mosque, temple, church, dera, dargah or samadh on the land to be acquired.

6.2.1.2 Community spaces

A community space is somewhere for local people to gather and connect, to do things together and pursue shared interests or activities; both serious and fun. This can mean a community space could be a wide range of places; indoors or outdoors, new or old and in-between or even just an idea for something they would like to develop. Community spaces include parks, youth clubs, sports stadiums, etc. The information obtained related to community places in the project affected area from the respondents, during fieldwork has been appended in Table 6.12.

TABLE: 6.12
COMMUNITY SPACES IN PROJECT AFFECTED AREA

S. NO.	COMMUNITY SPACES	NUMBER	S. NO.	COMMUNITY SPACES	NUMBER
1.	Sath	00	6.	Youth club	00
2.	Marriage palace	00	7.	Stadium	00
3.	Park	00	8.	Community centre	00
4.	Crematorium	00	9.	Janjghar	00
5.	Hall	00	10.	Dharmshala	00

SOURCE: FIELDWORK 2022

The data appended in the Table 6.12 was an attempt to project the community spaces in the project affected area. As per the data received from officials of Bathinda administration, there were no community spaces in the project affected area. Similar views were presented by all the respondents, that there was no marriage palace, sath, park, hall, youth club, stadium, community centre, janjghar, crematorium or dharamshala on the land to be acquired. One of the respondents was of the opinion...*“acquire kiti jaan wali bhumi te koi vi public communities jive keh park youth club aadi nhi aa es karke bhumi de garhn han naal koi vi farak nhi pavega”* (There are no public communities i.e. park, youth club etc. around the land to be acquired. Due to this acquisition of land will not have any effect).

6.2.1.3 Civic Arrangements

Civic arrangements are the services intended to address specific needs pertaining to the aggregate members of a community. Public services are available to people within government's jurisdiction as provided directly through public sector or via public financing to private businesses or voluntary organizations (or even as provided by family households, though terminology may differ depending on context). Civic Facilities imply the provision of those services that are considered as essential for the sustenance of community life and are to be developed with improvements designed for municipal uses and services, including, public open areas, streets, sidewalks, sewers, water lines, hydrants, street lighting, signal boxes, other utilities and similar uses. Examples of such services include the police post, post office, sewa kendras, rest houses, banks, sanjh kendras, circuit house, fire brigade and paramedics. The information obtained related to civic arrangements in the project affected area from the respondents', during fieldwork has been appended in Table 6.13.

TABLE: 6.13

CIVIC ARRANGEMENTS IN PROJECT AFFECTED AREA

S. NO.	CIVIC ARRANGEMENTS	NUMBER
1.	Police post	00
2.	Post office	00
3.	Sewa Kendra	00
4.	Rest House	00
5.	Bank	00
6.	Sanjh Kendra	00
7.	Circuit house	00
7.	Fire Brigade	00
8.	Paramedic Services	00

SOURCE: FIELDWORK 2022

The data appended in the Table 6.13 was an attempt to project the civic arrangements in the project affected area. As per the data received from officials of Bathinda administration as well as the from the respondents, there were no significant civic facilities on affected land to be acquired. There was no police post, post office, sewa kendra, rest house, bank, sanjh kendra, circuit house, fire brigade or paramedic services on the land to be acquired.

6.2.1.4 Public Service Infrastructure

Public service infrastructure means publicly controlled infrastructure of the following kind, namely, Schools, Health Facility, Anganwadi Centre and Public Distribution System. The information obtained related to public service infrastructure in the project affected area from the respondents during fieldwork has been appended in Table 6.14.

TABLE:6.14

PUBLIC SERVICE INFRASTRUCTURE IN PROJECT AFFECTED AREA

S. NO.	PUBLIC SERVICE INFRASTRUCTURE	NUMBER
1.	School/College	00
2.	Health facility	00
3.	Anganwadi Centre	00
4.	Public Distribution System	00

SOURCE: FIELDWORK 2022

The data appended in Table 6.14 was an attempt to project the public service infrastructural facilities in the project affected area. As per the data received from officials of Bathinda administration as well as from the respondents, there was no public service infrastructure on the land to be acquired.

6.2.2 ECONOMY

The economy is the system of production, distribution, and consumption of goods and services. Resources are things known as goods and services. An economy includes all of the systems, activities, and organizations that determine who gets goods and services, how many goods and services there are, and how they can be exchanged or owned. Stores, factories, companies, governments, customers, money, trade, taxes, and many other things all work together to make up an economy.

6.2.2.1 Market Infrastructure in and around the area

Market Infrastructure is a system administered by a public organization or other public instrumentality, or a private and regulated association or entity that provides services to the

financial industry for trading, clearing and settlement, matching of financial transactions, and depository functions. The information obtained related to market infrastructure in the project affected area from the respondents during fieldwork has been appended in Table 6.15.

TABLE: 6.15
MARKET INFRASTRUCTURE IN PROJECT AFFECTED AREA

S.NO.	MARKET INFRASTRUCTURE	NUMBER
1.	Markets	00
2.	Supermarkets/Malls	00
3.	Daily Market	00
4.	Shops	00
5.	Service Infrastructure	00

SOURCE: FIELDWORK 2022

The data appended in the Table 6.15 was an attempt to project the market infrastructure in and around the project affected area. As per the data received from officials of Bathinda administration as well as the from the respondents, there was no market infrastructure on the land to be acquired. Similar views were presented by all the respondents, that there was no weekly market, wholesale market, supermarket, daily market or shop on the land to be acquired. One of the respondents was of the opinion, *“acquire kiti jaan wali bhumi de aas pas koi vi dukan, ja fir koi vi bazaar nhi hai, es layi zameen de acquire ho jaan de naal koi vi nuksaan nhi hovega”* (There is no market infrastructure around the land that is to be acquired. The acquisition of land will not lead to any loss on market infrastructure).

6.2.2.2 Industrial activities in and around the area

Industrial activity means any operation or process for manufacturing, making, formulating, synthesizing, altering, repairing, crushing, grinding, cleaning ornamenting, finishing, packing or otherwise treating any article or substance with a view to its use, sale, transport, delivery or disposal, or for mining, for oil and gas exploration and development, or for pumping water or sewage, or for generating, transforming or transmitting power or for any other industrial or commercial purposes. The information obtained related to industrial activities in the project affected area from the respondents during fieldwork has been appended in Table 6.16.

TABLE: 6.16
INDUSTRIAL ACTIVITIES IN PROJECT AFFECTED AREA

S.NO.	INDUSTRIAL ACTIVITIES	NUMBER
1.	Household Industry	00
2.	Micro, Small and Medium Enterprises	00
3.	Medium and Large Enterprises	00

SOURCE: FIELDWORK 2022

The data appended in the Table 6.16 was an attempt to see the market infrastructure in and around the project affected area. As per the data received from officials of Bathinda administration as well as the respondents, there was no industrial activity, micro/ small/medium enterprise or large enterprise on the land to be acquired.

6.2.2.3 Financial institutions in the area

A financial institution (FI) is a company engaged in the business of dealing with financial and monetary transactions such as deposits, loans, investments, and currency exchange. The information obtained related to financial institutions in the project affected area from the

respondents during fieldwork has been appended in Table 6.17.

TABLE: 6.17
FINANCIAL INSTITUTIONS IN PROJECT AFFECTED AREA

S.NO.	FINANCIAL INSTITUTIONS	RESPONSES
1.	Public Sector Bank	00
2.	Institutional Credit Agency	00
3.	Private Finance Company	00
4.	Private Bank	00
5.	Arthiya	00
6.	Money transfer/ Foreign Exchange	00

SOURCE: FIELDWORK 2022

The data appended in the Table 6.17 was an attempt to project the different types of financial institutions in the project affected area. As per the data received from officials of Bathinda administration, there were no financial institutions in the project affected area. Similar views were presented by all the respondents, that there was no public sector bank, institutional credit agency, private finance company, private bank, arthiya or foreign exchange on the land to be acquired.

6.2.3 EDUCATION

Education is a fundamental requirement for an individual to progress in life and provides universally required standards to sustain livelihoods. Developmental interventions have consequential bearings upon the education the affected area. The information obtained related to the educational infrastructure in the project affected

area from the respondents during fieldwork has been appended in Table 6.18.

TABLE: 6.18
EDUCATIONAL INFRASTRUCTURE IN THE PROJECT AFFECTED AREA

S.NO.	INFRASTRUCTURE	Government Run	Private
1.	Schools	00	00
2.	Colleges	00	00
3.	Technical Institutes	00	00
4.	Training centres	00	00
5.	Anganwadis	00	00

SOURCE: FIELDWORK 2022

The data appended in the Table 6.18 was an attempt to project the different types of educational institutions in the project affected area. As per the data received from officials of Bathinda administration, there were no educational institutions in the project affected area. Similar views were presented by all the respondents, that there were no schools, colleges, technical institutes, training centres and angawadis on the land to be acquired.

6.2.4 HEALTH

Health is a fundamental essential of existence. Health refers to the state of overall well-being or functional efficiency of an organism. The World Health Organization (WHO) defines health as a state of complete physical, mental, and social well-being of an organism and not merely the absence of disease or infirmity (WHO 2006). The information obtained related to health infrastructure in the project affected area from the respondents during fieldwork has been appended in Table 6.19.

TABLE: 6.19**MEDICAL FACILITIES AVAILABLE IN THE PROJECT AFFECTED AREA**

S. NO.	MEDICAL FACILITIES	NUMBER
1.	Primary Health Clinics	00
2.	Sub-hospitals	00
3.	Chemists	00
4.	Private Healthcare	00
5.	Sub-centres	00
6.	Community Health Centre	00
7.	Hospitals	00
8.	Veterinary hospitals	00

SOURCE: FIELDWORK 2022

The data appended in the Table 6.19 was an attempt to project the different types of medical facilities in the project affected area. As per the data received from officials of Bathinda administration as well as the landowners, there were no medical facilities like hospitals, sub-hospitals, chemists, private healthcare, community health centres on the land to be acquired. One of the stakeholders was of the opinion...*“grahan kiti jaan wali zameen de aas pas koi medical sahulatan jive ki dawaiyan di dukan, hospital aadi nhi han. Zameen acquire ho jaan de naal jan sehat suvidhavan upar koi vi farak nhi pavega.”* (There are no medical facilities like chemist shops, hospital etc. around the land to be acquired. This acquisition of land, hence, will have no impact on the provision of public health services).

6.2.5 ENVIRONMENT

Environment refers to the sum total of biotic and abiotic components that occur in nature and are fundamental to the existence of all life forms. Environmental resources serve as the main sources of energy and are classified into unconventional or renewable and conventional or non-renewable resources.

6.2.5.1 Land Resources

Land is defined as the complex mix of organic and inorganic compounds that forms the surface of the earth and performs various vital functions such as acting as the habitat of various life forms and vegetation, serving as a reservoir of water storage, regulating earth's atmosphere, and a stockpile of mineral wealth. Land is one of the major forces of production and a determinant factor in the process of development. The two main types of land use are agricultural and non-agricultural. The information obtained related to type of land use in project affected area is appended in Table 6.20.

TABLE: 6.20

TYPE OF LAND-USE IN PROJECT AFFECTED AREA

S. NO.	TYPE OF LAND USE	AREA IN SQ YARD
1.	Agriculture	7925
2.	Non-agriculture	2900
	TOTAL	10825

SOURCE: O/O EXECUTIVE ENGINEER PWD (B&R) BATHINDA

The data appended in the Table 6.20 was an attempt to project the type of land use in the project affected area. As per the data received from officials of Bathinda administration as well

as the stakeholders, 73.2 percent of the land to be acquired is agricultural land as per the revenue records and two thirds of it is cultivated. 26.8 percent of the proposed land to be acquired is non-agricultural land. This land remains uncultivated since it falls in the immediate vicinity of the periphery (buffer zone) of the army cantonment. Similar views were presented by all the respondents, on the type of land use on the area to be acquired.

6.2.5.2 Pattern of Agriculture

Cropping pattern is a dynamic concept because it changes over space and time. It can be defined as the proportion of area under various crops at a point of time. In other words, it is a yearly sequence and spatial arrangement of sowing and fallow on a given area. The cropping pattern determined by rainfall, climate, temperature, soil type and technology in an area. The information obtained related to patterns of agriculture in the project affected area is appended in Table 6.21.

TABLE:6.21
PATTERN OF AGRICULTURE IN PROJECT AFFECTED AREA

S.NO.	PATTERN OF AGRICULTURE	RESPONSES
1.	Annual	NO
2.	Bi-annual	YES
3.	Tri-annual	NO
4.	Quarterly	NO

SOURCE: FIELDWORK 2022-23

The data appended in the Table 6.21 was an attempt to project the patterns of agriculture in the project affected area. As per the data received from officials of Bathinda administration, pattern of land use was bi-annual in the project affected area. Similar views were presented by

all the respondents, that pattern of agriculture was practiced twice a year on the little chunk of the total land to be acquired.

6.2.5.3 Types of crops sown in the project affected area

Crops are plants, or products made from plants, that are grown and harvested for subsistence or for profit. Crops are typically divided into six categories: food crops, feed crops, fibre crops, oil crops, ornamental crops, and industrial crops. The major crops grown in Punjab are wheat, rice, maize, cotton, sugarcane and horticultural products. The data appended in Table 6.22 discusses the type of crop sown in project affected area.

TABLE:6.22
TYPE OF CROP SOWN IN PROJECT AFFECTED AREA

S.NO.	TYPE OF CROP SOWN	YES/NO
1.	Wheat	YES
2.	Paddy	NO
3.	Maize	NO
4.	Vegetables	NO
5.	Sugarcane	NO
6.	Cotton	YES
7.	Pulses	NO
8.	Fruits	NO

SOURCE: FIELDWORK 2022-23

The data appended in the Table 6.22 projects the shows the types of crop sown in the project affected area. As per the data received from officials of Bathinda administration, wheat and cotton were grown on a portion of land. No other crops like paddy, maize, vegetables,

sugarcane, pulses and fruits were not sown in the project affected area. The respondents too unanimously reported that only wheat and cotton were cultivated in the area.

6.2.5.4 Land type

The land around the project was classified into three types: Chahi or Chahi Land, Barani Land, and Gair Mumkin Land. Chahi refers to land under assured perennial canal irrigation, and Chahi refers to tube-well irrigated land; Barani refers to rainfed land whereas Gair Mumkin refers to non-agricultural uncultivated land. The distribution of the proposed land to be acquired based on land type as per the revenue records provided by the office of the Executive Engineer PWD (B&R) Bathinda has been appended in Table 6.23.

TABLE: 6.23

LAND TYPE ON PROJECT AFFECTED AREA

S.NO.	LAND TYPE	RESPONSES
1.	Chahi	Yes
3.	Barani	No
4.	Gair Mumkin	Yes

SOURCE: O/O EXECUTIVE ENGINEER PWD (B&R) BATHINDA

The data appended in the Table 6.23 was an attempt to project land type in the project affected area. As per the data received from officials of Bathinda administration, land type on the project affected area was Chahi and Gair Mumkin. Whereas all the respondents of the project affected area mentioned the land to be Gair Mumkin.

6.2.5.5 Ambient air quality

The air is largely composed of nitrogen and oxygen along with other gaseous components and water vapour that are essential for the existence of all life forms on the planet. The exact composition of air can vary from place to place depending variables like height from sea level, climatic conditions, besides the levels of pollution. Ambient air refers to the natural state of air in the outdoor environment. The ambient air quality of any place is monitored as per the National Air Ambient Quality Standards (NAAQS) that are notified in India by the Central Pollution Control Board (CPCB) vide its Notification No. S.O. 384 (E) dated April 11, 1994 and S.O.253935 (E) dated October 14, 1998 published in the Gazette of India, Extraordinary¹.

As per the data obtained from the office of executive engineer PWD, Bathinda Air Quality Index values below 100 in normal days.

6.2.5.6 Water resources

Water resources refers to all waters of the state occurring on the surface, in natural or artificial channels, lakes, reservoirs, or impoundments, and in subsurface aquifers, which are available, or which may be made available to agricultural, industrial, commercial, recreational, public, and domestic users. Of these, the resources most available for use are the waters of the oceans, rivers, and lakes; other available water resources include groundwater and deep subsurface waters and glaciers and permanent snowfields. The information obtained from respondents related to water bodies adjoining area has been appended in Table 6.24.

¹ Social and environmental impact assessment a study of Guru Gobind Singh refinery Bathinda [Internet] [Available at: <http://hdl.handle.net/10603/255318>] [Retrieved on November 07, 2022 at 6:30pm].

TABLE: 6.24

WATER BODIES ADJOINING PROJECT AFFECTED AREA

S.NO.	WATER BODIES ADJOINING AREA	RESPONSES
1.	River bank	00
2.	Water channel	00
3.	Canal	00

SOURCE: FIELDWORK 2022

The data appended in the Table 6.24 was an attempt to present water bodies adjoining in the project affected area. As per the data received from officials of Bathinda administration, there were no water bodies adjoining the project affected area. Similar views were presented by all the respondents, that there was no river bank, water channel or canal on the land to be acquired.

6.2.5.7 Flora and fauna

Flora refers to the conglomeration of various plant species possessing diverse botanical and geophysical features. It is the sum total of plant life of a specific geographic region or place and includes forests, trees, grasslands, deserts, shrubs, flowers, and all other forms and species of plant life. Vegetation serves vital functions in the biosphere including the regulation of water-carbon-nitrogen cycles, affecting soil volume and soil texture, serving as a habitat and energy source for various life forms and primary source of oxygen and viable source of carbon absorption. The information obtained from respondents related to type of flora and fauna in project affected area has been appended in Table 6.25.

TABLE: 6.25
TYPE OF FLORA IN PROJECT AFFECTED AREA

S.NO.	TYPE OF FLORA IN AREA	YES/NO
1.	Trees	YES
2.	Shrubs	YES
3.	Herbs	NO
4.	Grasses	NO
5.	Plantation	YES

SOURCE: FIELDWORK 2022

The data appended in the Table 6.25 was an attempt to project the flora in the project affected area. As per the data received from officials of Bathinda administration, there were trees, shrubs and plantations on the project affected area. Similar views were presented by all the respondents, that there were trees, few shrubs and cotton plantation on the land to be acquired.

Fauna refers to the native animal life, in all its forms, of a geographic region or place. The interdependence of these two life forms creates the ecosystem. The oxygen-carbon dioxide cycle is one of the most important functions of the flora-fauna interdependence besides creating energy cycles, creating ecological balance and maintaining all life forms. The information obtained from the respondents related to the type of livestock in the project affected area has been appended in Table 6.26.

TABLE: 6.26
TYPE OF LIVESTOCK IN PROJECT AFFECTED AREA

S.NO.	TYPE OF LIVESTOCK	YES/NO
1.	Large Ruminants	NO
2.	Small Ruminants	NO
3.	Camels	NO
4.	Pig	NO
5.	Equines	NO
6.	Poultry	NO

SOURCE: FIELDWORK 2022

The data appended in the Table 6.26 was an attempt to project the different types of fauna in the project affected area. As per the data received from officials of Bathinda administration, there were no livestock in the project affected area. Similar views were presented by all the respondents, that there were no large ruminants, small ruminants, camels, pigs, equines or poultry on the land to be acquired.

6.2.6 POLITICAL SETUP

Development is largely policy driven that is shaped by the elected governments representing collective will. These developmental interventions in-turn shape the political dynamics operational at the grassroots level by mobilizing the masses and the affected stakeholders. The present-day political leadership in the project affected area is mentioned below in Table 6.27.

TABLE: 6.27
POLITICAL LEADERSHIP IN PROJECT AFFECTED AREA

S. No.	POLITICAL LEADERSHIP	HEADED BY
1.	Area MP	Smt. Harsimrat Kaur Badal
2.	Area MLA	Sh. Jagroop Gill
3.	Mayor	Smt. Raman Goel

SOURCE: O/O EXECUTIVE ENGINEER PWD (B&R) BATHINDA

The data appended in the Table 6.27 was an attempt to project the political organization in the project affected area. As per the data received from officials of Bathinda administration, Smt. Harsimrat Kaur Badal represents the area as a Member of Parliament (MP) in the Lok Sabha, whereas Sh. Jagroop Singh Gill represents the area in the State Legislative Assembly (SLA); Smt. Raman Goel is the mayor of Bathinda Municipal Corporation.

6.2.7 SOCIO-CULTURAL TIES

Social development is about improving the well-being of every individual in society so they can reach their full potential. The success of society is linked to the well-being of every citizen. Social development means investing in people. It requires the removal of barriers so that all citizens can journey toward their dreams with confidence and dignity. It is about refusing to accept that people who live in poverty will always be poor. It is about helping people so they can move forward on their path to self-sufficiency. Cultural development as the process of enabling cultural activities, including the arts, towards the realization of a desired future, particularly of a culturally rich and vibrant community. Culture is the total of the way of life of a given social group at a given point of time. Development and culture are intertwined, and both share significant complementary relationship to one another; culture aids development and development shapes

culture. As per the respondents, the land acquisition would not adversely affect the social ties of the local community. On the contrary the family and kinship organizations would stand to benefit from the acquisition as relations would fortify in the wake of better connectivity.

6.2.8 PUBLIC UTILITIES

Public utilities are those undertakings which provide necessary services to the society. The undertakings dealing with the supply of electricity, gas, power, water and transport etc. are all covered under public utility services. All these things are needed in the day-to-day life of the people. As per the respondents, with the construction of the ring road the road connectivity would be enhanced resulting in decreased fuel combustion. One of the respondents opined, *“eh sadak de banan naal lokkan nu awajayi ch saukh ho jaegi”*(with the construction of this road transportation will be much easier). It will also enhance economic exchange, people to people conduct, transportation, will reduce burden to local congestion, decrease in fuel combustion due to road construction and carbon footprint on environment will also decrease. Another respondent was of the opinion *‘asi sarkari tarike naal he kam karana si jo eh prime location hai, ohda jo collector rate hai ohde mutabik he sanu paise milne chahide ne act de mutabik’ Traffic shehar da ghataga, public vaste easy ho jaega. Road banan nal schools pahunchan ch aasani ho javegi, admissions vadh jangiya, kafi farak payega. Pollution ghat jayega road de bnan nal..* (this location is a prime location and we are demanding compensation as per the collector rate. With the construction of this ring road traffic will be controlled, new schools will emerge and pollution can be checked).

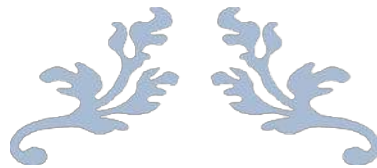
6.3 CONCLUSION

The present study assessed the impacts of land acquisition for constructing the proposed Phase-I of the ring-road from N.H.-7 to I.T.I. Chowk, Mansa road Bathinda. The present chapter presents the socio-economic profile of the affected respondents. It details out the socio-economic and cultural status and the peculiarities of the families in the project affected area. The main indicators in preparing the social profile of respondents include gender, age, religious affiliation, educational attainments, annual income, marital status, occupation, social category, family size and family type. The respondents for the present study were primarily the landowners and their family member(s), who were the major stakeholders concerned to the land under the proposed acquisition, besides the representatives from the district administration. The respondents for the present study comprised of six males and one female. A majority of the respondents belonged to the age category of 50-75. In terms of family type, all respondents came from nuclear families. All the respondents belonged to general category and had their religious affiliation to Hinduism. In terms of educational qualifications, an equal percentage of respondents, i.e., 42.9 percent were graduates and post graduates each. In terms of occupation, 57.1 percent of the respondents were self-employed and 46.9 percent of respondents were cultivators. All the respondents were living above the poverty line.

The significant findings obtained from the officials and respondents were categorized under eight broad headings namely infrastructure, economy, education, health, environment, political setup, socio-cultural ties and public utility. The infrastructural facilities in the project affected area were classified into four domains; places of worship, community spaces, civic arrangement and public service infrastructure. There were no places of worship, community

spaces, civic arrangements and public service infrastructure on the project affected area. The economic infrastructure in the project affected area was classified into three domains; market infrastructure, industrial activities and financial institutions. There was no market infrastructure, industrial activities and financial institutions on the project affected area. The environment structure in the project affected area was classified into seven domains; land resources, patterns of agriculture, types of crops sown, land type, ambient air quality, water resources and flora and fauna. As per the data received from officials of Bathinda administration as well as the landowners, 73.2 percent of the land to be acquired is agricultural land as per the revenue records and two thirds of it is cultivated. The pattern of land use was bi-annual in the project affected area. The main crops sown on the land were wheat and cotton, that are grown on a portion of land. The land type on the project affected area was *Chahi* and *Gair Mumkin*. As per the data obtained from the office of Executive Engineer PWD, Bathinda Air Quality Index values below 100 in normal days. There were no water bodies adjoining the project affected area. There were trees, shrubs and plantations on the project affected area but there were no livestock in the project affected area.

The distribution of vital parameters studied conform to the provisions enshrined in Form II of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.



CHAPTER SEVEN

SOCIAL IMPACTS



CHAPTER SEVEN

SOCIAL IMPACTS

Social and Environmental Impact Assessment (SEIA) is an exercise in assessing the immediate as well as long term consequences of developmental interventions on the human as well as physical resources of the project affected area and involves the evaluation of both intended and unintended, positive as well as negative impacts and consequences of developmental interventions upon the project affected area as well as the affected stakeholders. The present study was an attempt to assess the social as well as the environmental impacts of land acquisition during various phases of the project on the project affected area (PAA) and the project affected population (PAP).

7.1 SOCIAL IMPACTS

Social impacts refer to direct and indirect consequences and changes that are induced by external developmental interventions that could have bearings upon the lives of groups and communities. Social impacts include intended as well as unintended consequences, both positive and negative, of any planned developmental intervention(s) as well as policies and programs that may alter or affect the social living of a group, community or society at large. Social impacts include social as well as cultural consequences of external intervention(s) that may directly or indirectly seek to alter the ways in which individuals and institutions relate to each other as components of the society. The intended and unintended consequences of the project on the affected area were assessed in terms of positive and negative impacts during the three

successive stages of the project:

- The inceptive stage,
- The construction stage and
- The operational stage.

In this specific project, the study shall assess the impacts of land acquisition during the inceptive, construction and operational phase of the project on the project affected area (PAA) and the project affected population (PAP). The study shall assess the impacts at the land acquisition stage, the construction stage and the operational stage of the project.

The social impacts can broadly be classified as primary and secondary impacts, temporal and spatial impacts, uniform and differential impacts, institutional and individual impacts and incremental impacts.

7.1.1 Primary and Secondary impacts

Primary impacts are also known as direct impacts and include those intended consequences and transitions that are directly experienced by the stakeholders. These are apparent impacts which may manifest over a project affected area or project affected population and may include population displacement, relocation, rehabilitation, and resettlement, alterations to bio-physical environment, socio-political milieu and community ties.

Secondary impacts are also termed as indirect impacts and include those latent or unintended consequences that are borne by the stakeholders or vulnerable elements of the project affected area or the project affected population.

7.1.2 Temporal and Spatial impacts

Temporal impacts are those impacts and consequences that are associated with the lifespan of a project and which may occur at different phases of the project. A detailed impact assessment involves an evaluation of every phase of a project, outlining the intended as well as the prospective consequences of every phase of the project.

The spatial dimensions of the impacts may include geographic and demographic expanse of the consequences of a project and may contain impacts on the surrounding environment, demographic composition, topographic features as well as ecological resources that are the vital constituents of a given area.

7.1.3 Uniform and Differential impacts

Uniform impacts are those consequences that emerge unvaryingly upon every segment of a given social type, project affected area, community or collective resources that are affected by any developmental intervention, policy or project. Such segments may include environmental resources, institutions such as political, economic and educational institutions, community resources, infrastructure and social capital.

Differential impacts are those consequences that may emerge among distinctive groups or communities having any specific set of attributes or characteristics. These groups or communities may consist of such vulnerable sections among the project affected population upon which the projects or policies may have far reaching consequences.

7.1.4 Institutional and Individual impacts

Institutional impacts include impacts that significantly alter the entire spectrum of social institutions of a given social type; developmental interventions that have consequential bearings

upon the political, economic, cultural, educational, religious and ideological institutions of a society or a community.

Social impacts could at the same time have pronounced bearings upon the lives upon the individuals of a particular social type that that has been affected or about to be affected by a developmental intervention, policy or project. Such impacts that could potentially alter the lifestyles of individual units of social life are termed as individual impacts.

7.1.5 Incremental impacts

Incremental impacts are those impacts or changes that emerge as a consequence of the occurrence of a given impact or a set of related impacts. They result from the cumulative actions and may occur either as a consequence of past interventions or may arise out from contemporary interventions.

7.2 SOCIAL IMPACTS OF THE LAND ACQUISITION

The present chapter deals with the direct as well as indirect impacts of land acquisition on the project affected area (PAA) and the project affected population (PAP). The area under study was located on the southern fringes of the state of Punjab and the eastern fringes of the state of Haryana. Social impacts include intended as well as unintended consequences, both positive and negative, of any planned developmental intervention(s) as well as policies and programs that may alter or affect the social living of a group, community or society at large.

7.2.1 IMPACTS ON LAND RESOURCES

Land is one of the major forces of production and a determinant factor in the process of development. On the basis of the observations and inputs collected from the field survey the potential impacts the land acquisition on the land resources of the project affected area have been appended in Table 7.1.

TABLE: 7.1

NATURE AND TYPE OF IMPACTS OF LAND ACQUISITION ON THE LAND RESOURCES OF THE AREA

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> • Planning for effective land utilization. • Minimum cultivable land to be acquired. 	POSITIVE IMPACTS <ul style="list-style-type: none"> • Land put to public use. 	POSITIVE IMPACTS <ul style="list-style-type: none"> • Infrastructure upgradation • Increased connectivity • Barren tracts of land put to industrious use
NEGATIVE IMPACTS <ul style="list-style-type: none"> • Reducing access to land and natural resources. • Loss of a little chunk of cultivable land. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> • Clearing of trees and vegetation 	NEGATIVE IMPACTS <ul style="list-style-type: none"> • No visible impacts

The land in the project affected area was classified into two types: *Chahi* and *Gair Mumkin* land. *Chahi* refers to land under assured perennial canal irrigation whereas *Gair Mumkin* refers to non-agricultural uncultivated land. The acquisition and the consequent construction of the land

tract which is a part of the ring road will lead to optimal utilization of the barren land which could neither be cultivated nor be used for any construction earlier. Hence, the process of acquiring land would affect the landowners in multifarious ways.

As per the information obtained from the Public Works Department, Bathinda the land to be acquired comprised of a sizeable chunk of cultivable land and small tracts of *Gair Mumkin* land. Hence, out of the total land of approximately 2.24 acres to be acquired, the relatively proportion of cultivable land was more.

The positive impacts of the project at the inception stage includes planning for effective land utilization and minimum cultivable land will be acquired. The positive impacts of the project during the construction stage include the public usage of land. The positive impacts of the project at the operational stage would include infrastructure upgradation, increased connectivity and the usage of barren tracts for industrial work.

The negative impact of the project at the inception stage include reduction in access to land and natural resources and loss of a little chunk of cultivable land. The negative impact of the project during the construction stage would include clearing of trees and vegetation in the project affected area. No visible negative impacts were seen during the operational stage.

Cultivable land would be diverted to infrastructural use leading to the uprooting of vegetation and crops in the lands having minor negative impact the eco-habitat of some species of flora. This also shall lead to a reduction in the access of three landowners to the agricultural land as well as its resources.

But, the acquisition and the consequent construction of the land tract which is a part of the ring road will lead to optimal utilization of the barren land which could neither be cultivated nor be used for any construction earlier. Hence the process of acquiring land would affect the

stakeholders in multifarious ways.

7.2.2 DEMOGRAPHIC IMPACTS

Developmental interventions may alter the demographic structure of the project affected area. The setting up of developmental projects leads to the transformation of population structure of the affected area either in terms of influx of migrant population seeking greener pastures, or the relocation of the local population due to their displacement from the affected area. Under the ongoing Social Impact assessment project of land acquisition for constructing the ring road, Bathinda, there were no settlements of human or animals were to be reported to be living. Hence acquisition of land would not lead to displacement of population. On the other hand, it would effectively lead to establishing better linkage by providing an all-weather connectivity to the rural and semi-urban vicinities. Thus, there will be no impacts on the area, households, sex ratio and child sex ratio of the affected population in the project affected area. There will be no impacts of land acquisition on the demography of the area in the inception stage of project.

7.2.3 IMPACTS ON LIVELIHOODS

Developmental interventions have significant ramifications upon the economic structure of the affected area and the incumbent livelihoods of the local population. Associated impacts may significantly affect the household incomes and may have significant bearings upon the sustenance of livelihoods. On the basis of the observations and inputs collected from the field survey the potential impacts the land acquisition has on the economic structure and livelihoods of the project affected area have been appended in Table 7.2.

TABLE: 7.2

NATURE AND TYPE OF IMPACTS ON THE LIVELIHOODS OF THE PROJECT AFFECTED AREA

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> Increased job opportunities. Increased work flow. Capital inflow. Economic boom in the area. 	POSITIVE IMPACTS <ul style="list-style-type: none"> Huge industrial investment in the area Advent of Industry and Trade Avenues for occupational mobility 	POSITIVE IMPACTS <ul style="list-style-type: none"> Huge investments occupational mobility Economic boom Expansion of transport and business
NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts.

The land acquisition positively impacts the livelihood of the project affected population. The compensation given to them will help economically. There can be many positive impacts in the constructional and operational stage of the project as road connectivity will open up many options of livelihood for people. Some of the positive impacts in the constructional and operational stage of the project include the inflow of investments in the area, increase in occupational mobility beside economic boom in the area. The positive impact of the project at the inceptive stage includes increased job opportunities, increased work as well as capital flow resulting in the economic boom in the area. The positive impact of the project during the construction stage includes huge industrial investment in the area, advent of industry and trade and creation of avenues for occupational mobility. The positive impact of the project at the operational stage would include inflow of huge investments and occupational mobility resulting in the economic boom and expansion of transport and business.

No visible negative impacts of the land acquisition owing to zero human settlement in the project affected area at all phases of the project.

7.2.4 IMPACTS ON POLITICAL MILIEU

Development is largely policy driven that is shaped by the elected governments representing collective will. These developmental interventions in-turn shape the political dynamics operational at the grassroots level by mobilizing the masses and the affected stakeholders. Developmental interventions can have both favourable as well as unfavourable consequences for the affected area as well as its inhabitants. Participatory systems of governance take into account the feedbacks given by the system and translate them into affirmative action for the collective welfare thereby empowering the local community. The land acquisition for the project had negligible impacts upon the political dynamics of the project affected area. On the basis of the observations and inputs collected from the field survey the potential impacts of the land acquisition on the political structure of the project affected area have been appended in Table 7.3.

TABLE: 7.3

NATURE AND TYPE OF IMPACTS ON THE POLITICAL STRUCTURE OF THE PROJECT AFFECTED AREA

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	POSITIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	POSITIVE IMPACTS <ul style="list-style-type: none"> No visible impacts.
NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts.

There were no visible positive as well as negative impacts of the land acquisition in the

inceptive stage, construction phase and operational phase.

7.2.5 IMPACTS ON EDUCATION

Developmental interventions have consequential bearings upon the education of the affected area. Developmental interventions may affect the literacy levels of the affected population and could bring fundamental changes in the male and female literacy rates. Literacy refers to the ability of a person to read and write with an understanding in any language. A person who can merely read but not write is not considered as literate. On the basis of the observations and inputs collected from the field survey the potential impacts of the land acquisition on education of the project affected area have been appended in Table 7.4.

TABLE: 7.4

NATURE AND TYPE OF IMPACTS ON THE EDUCATIONAL STRUCTURE OF THE PROJECT AFFECTED AREA

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> Public assistance 	POSITIVE IMPACTS <ul style="list-style-type: none"> Unhindered access to public in the vicinity 	POSITIVE IMPACTS <ul style="list-style-type: none"> Facilitation for commuting to educational institutions
NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts

The positive impact of the project at the inceptive stage would include a planned layout for public convenience as the construction of ring road in the area would lead to public assistance. The positive impact of the project during the construction stage include the unhindered access to educational institutes to public in the vicinity. There could be a possibility of opening new

educational institutes in the area which could potentially result in increased literacy rates in the area. The positive impact of the project at the operational stage include facilitation for commuting to educational institutions that could potentially impact the learning outcomes for students as well as educational upliftment of the area. There were no visible negative impacts land acquisition on the project affected area at all phases of the project

7.2.6 IMPACTS ON CULTURAL MILIEU

Development and culture are intertwined and both share significant complementary relationship to one another; culture aids development and development shapes culture. Developmental interventions ought to have direct, temporal as well as incremental impacts upon the culture of a society which in turn shapes the course of development. The significant bearings of land acquisition upon the cultural milieu of the project affected area have been appended in Table 7.5.

TABLE: 7.5

NATURE AND TYPE OF IMPACTS ON THE CULTURAL MILIEU OF THE PROJECT AFFECTED AREA

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> Economic prosperity Change in lifestyles 	POSITIVE IMPACTS <ul style="list-style-type: none"> Cultural fusion- Food, Dress, Language 	POSITIVE IMPACTS <ul style="list-style-type: none"> Community linkages Cross-cultural connectivity Demographic diversity - Cultural Diversity - Food, Dress, Language
NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts.

At the inception stage the acquisition of land provided windfall gains to the local population thereby bringing economic prosperity to the region. The compensation to be awarded to the owners of land would help them to adopt better lifestyles and to buy other land. The construction stage would see the advent of new customs and lifestyles thereby leading to the emergence of novel cultural practices in terms of food, dress, customs and social conventions in the area. The demographic heterogeneity in the area will lead to cultural diversity; new patterns of food habits, dress patterns, language, lifestyle, and religious orientations intertwined with the existing ones thereby producing a blend of a cultural ethos. The positive impact of the project at the operational stage would include cultural diversity; new patterns of food habits, dress patterns, language, lifestyle, and religious orientations intertwined with the existing ones thereby producing a blend of a cultural ethos. There were no visible negative impacts land acquisition on the project affected area at all phases of the project.

7.2.7 IMPACT ON INFRASTRUCTURE

Infrastructure refers to the elementary facilities and structures required for the effective functioning of any project or enterprise. One of the most fundamental factors affecting the development of communities and societies, infrastructure includes transport networks, communication web and supply channels besides a host of other basic facilities that are fundamental to the functioning of developmental pursuits. The state of infrastructure plays a determinant role in enhancing or impeding the socio-economic growth and competitiveness of a society. On the basis of the observations and inputs collected from the field survey the potential impacts of the land acquisition on the infrastructure of the project affected area have been appended in Table 7.6.

TABLE: 7.6**NATURE AND TYPE OF IMPACTS ON INFRASTRUCTURE OF THE PROJECT AFFECTED AREA**

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> • Demarcation of land use – plans for optimum utilization of resources • Change in lifestyles 	POSITIVE IMPACTS <ul style="list-style-type: none"> • Transport- road, railways • Communication and connectivity 	POSITIVE IMPACTS <ul style="list-style-type: none"> • Investment in industry • Cross-cultural connectivity • Enhanced Connectivity
NEGATIVE IMPACTS <ul style="list-style-type: none"> • Plans for alteration of resource base – soil, water 	NEGATIVE IMPACTS <ul style="list-style-type: none"> • No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> • No visible impacts.

At the inceptive stages tracts of land were demarcated and acquired besides plans were laid for the effective utilization of land for building the ring road. The positive outcomes during the construction phase of the project would mostly relate to the development and economic boom in the area. In the operational stage, with the enhanced connectivity there would be an increase in investment in local industries of Bathinda. The only negative impact of the land acquisition at the inceptive stage included the diversion of resources of the area.

7.2.8 IMPACTS ON HEALTH

Developmental interventions bear consequential and direct impacts upon the health of the project affected population. The significant impacts of the land acquisition upon the human health of the area under study have been appended in Table 7.7.

TABLE 7.7

**NATURE AND TYPE OF IMPACTS ON HUMAN HEALTH OF THE PROJECT AFFECTED
AREA**

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> • Optimum utilization of resources • Decrease in garbage dumping will reduce the probability of spreading any diseases • Decrease in dust and smoke • Public convenience 	POSITIVE IMPACTS <ul style="list-style-type: none"> • Garbage waste management 	POSITIVE IMPACTS <ul style="list-style-type: none"> • Better and faster connectivity for medical services • Garbage waste management
NEGATIVE IMPACTS <ul style="list-style-type: none"> • No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> • No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> • No visible impacts.

The positive impact of the project at the inceptive stage would include the decreased garbage dumping which in turn will reduce the probability of spreading any diseases. There will be a decrease in dust and smoke in the area. It will become easy for people to pass from a well-constructed road as compared to from a broken turtleneck of land. The positive impact of the project during the construction stage would include adoption of measures for better waste management. The positive impact of the project at the operational stage includes effective waste management system which would lead to a better hygiene and cleanliness in the area besides better and faster connectivity for medical services. No visible negative impacts of the land acquisition in the inceptive stage, construction stage and operational stage.

7.2.9 IMPACTS ON COMMUNITY AND KINSHIP TIES

Community ties refer to the network of social bonds that bind the members of the community into an integrated social unit. Community ties form the basis of social cohesion in a given social order. This social institution ties individuals and groups together and establishes a relationship among them. Individual families and kinship groups can belong to different clans, tribes, villages, communities and societies. Community depends on family or kinship ties in a society. Developmental interventions can potentially have significant bearings upon the social and kinship ties of the community in the project affected area. Enhancing and evolving effective community facilities is fast emerging as an integral aspect of developmental interventions. While positive impacts of a developmental intervention on the community ties could enhance durable community relationships and lead to an effective realization of developmental objectives, negative impacts could potentially impede the overall development of the affected area. On the basis of the observations and inputs collected from the field survey the potential impacts the land acquisition on the infrastructure of the project affected area have been appended in Table 7.8.

TABLE: 7.8
NATURE AND TYPE OF COMMUNITY IMPACTS ON THE PROJECT AFFECTED AREA

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> Prosperity 	POSITIVE IMPACTS <ul style="list-style-type: none"> Change in lifestyles Occupational diversity 	POSITIVE IMPACTS <ul style="list-style-type: none"> Investment in industry Market, trade and commerce Economic prosperity
NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts.

The positive impacts of the project at the inception stages would include easing out of the traffic causing ease and convenience to the inhabitants of the area besides bringing economic prosperity to the landowners due to compensation award for the acquisition of their lands. The construction phase would potentially witness the emergence of, or access to, markets to cater to the construction needs of the road as well as occupational diversity in the area. All these gains would compound in the operational phase and the area will begin to boom with industrial investments and expansion of trade and commerce resulting in economic prosperity. There are no potentially negative community impacts of the land acquisition in all the stages.

Social impacts refer to direct and indirect consequences and changes that are induced by external developmental interventions that could have bearings upon the lives of groups and communities. The calculations of social impacts are drawn by analysing the majority of responses given by respondents during study. The broad spectrum of social impacts of the project was confined to parameters that included impacts on land resources, impacts on livelihoods, political impacts, impacts on education, impacts on culture, health impacts, impacts on agriculture, impacts on infrastructure, impacts on community and kinship ties and impacts on overall safety. The same is discussed below in the Table 7.9

TABLE: 7.9
ANTICIPATED SOCIAL IMPACTS

S.NO.	IMPACTS	POSITIVE	NEGATIVE	NO IMPACT
1.	Impacts on land resources	✓		
2.	Impacts on livelihoods	✓		
3.	Political impacts			✓
4.	Impacts on education	✓		
5.	Impacts on culture			✓
6.	Health impacts	✓		
7.	Impacts on agriculture			✓
8.	Impacts on infrastructure	✓		
9.	Impacts on community and kinship ties	✓		
10.	Impacts on overall safety	✓		

SOURCE: FIELDWORK, 2022-23

The study revealed that there will be positive impacts on land resources, livelihoods, education, health, infrastructure and on overall safety of the area. There will be no impacts on impacts on the political structure, culture as well as agriculture and cropping patterns of the project affected area as well as the project affected population.

7.3 ENVIRONMENTAL IMPACTS

Environment refers to the sum total of biotic and abiotic components that occur in nature and are fundamental to the existence of all life forms. Environmental resources serve as the main sources of energy and are classified into unconventional or renewable and conventional or non-renewable resources. Environmental impacts refer to direct and indirect consequences and changes that are induced by external developmental interventions that could have bearings upon the ecological resources of an area.

Environmental impacts generally include the intended impacts as well as the unintended yet inevitable or concomitant consequences of any planned developmental intervention(s) that may transform or affect the ecological resources of the area surrounding such intervention(s). The environmental impacts can broadly be classified as direct and indirect impacts, temporal and spatial impacts, uniform and differential impacts, cumulative impacts and induced impacts.

7.3.1 Direct and Indirect Impacts

Direct impacts occur through direct interaction of the operational activities of a project activity with the ecological and geophysical components of the affected area. They are also known as primary impacts. Indirect impacts occur not as the direct consequences of a project but often occur as a result of concomitance or incidental occurrence of various variables. They are also known as secondary impacts. Although these impacts may not surface up as direct consequences but could be conspicuous by the effects they may have in the long run.

7.3.2 Uniform and Differential Impacts

The consequences of developmental interventions that affect every component of the ecology or natural resources of a project affected area unvaryingly are termed as uniform

impacts. Such components may include environmental resources, ambient air quality, water quality, etc. The consequences of developmental interventions that may emerge among distinctive components of the ecology or natural resources of a project affected area are known as differential impacts. Some components of the ecology of a given area may be fragile or vulnerable to certain threats posed by developmental interventions and hence may be exposed to far more dangers than other components of the environment. The dimensions of vulnerability may include the levels of exposure, levels of resources available as well as the carrying capacity of the resources of a given area.

7.3.3 Temporal and Spatial Impacts

Impacts and consequences that may occur at different phases or the lifespan of a project are termed as temporal impacts. A developmental project evolves through major stages, namely the inception stage, the implementation stage, the operational stage and the decommissioning stage.

Spatial impacts of a project include the range of implications of a developmental project upon the geophysical and demographic expanse of a given area and may include impacts on the surrounding environment, topographic features as well as ecological resources.

7.3.4 Cumulative Impacts

Cumulative impacts consist of impacts that emerge as a result of combination of a plurality of effects that may emerge from the project, where one effect adds up to the other, thereby producing an enhanced effect.

7.3.5 Induced Impacts

Induced impacts are the effects that emerge as a result of deliberate and induced actions introduced during the commissioning or the post commissioning phase of a project. These

deliberate induced actions are introduced to alter the course of evolution or development of a project so as to obtain desired changes or to avoid undesirable ones.

7.4 ENVIRONMENTAL IMPACTS OF THE PROJECT

An attempt was made to identify the environmental impacts of land acquisition during various phases of the project on the project affected area (PAA) and the project affected population (PAP). For the purpose of the study, the views of the respondents were obtained apart from the secondary data made available by governmental agencies. Consequently, the five key impact areas were identified upon which the environmental impacts of the ring road were ascertained. These impacts have been outlined in three phases of the evolution and development of the project, namely the inception stage, the construction stage and the operational stage.

7.4.1 IMPACTS ON LAND RESOURCES

Land is defined as the complex mix of organic and inorganic compounds that forms the surface of the earth and performs various vital functions such as acting as the habitat of various life forms and vegetation, serving as a reservoir of water storage, regulating earth's atmosphere, and a stockpile of mineral wealth. Land is one of the major forces of production and a determinant factor in the process of development. The Government of Punjab acquired 45-acre land for constructing a ring road from N.H.-7 to I.T.I. Chowk, Mansa Road Bathinda. The nature and type of environmental impacts of land acquisition on the land resources of the project affected area have been appended in Table 7.10.

TABLE: 7.10

**NATURE AND TYPE OF IMPACTS ON THE QUALITY OF LAND RESOURCES OF THE
PROJECT AFFECTED AREA**

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> • Planning for effective land utilization • Land cleaned for multiple uses 	POSITIVE IMPACTS <ul style="list-style-type: none"> • Construction on arid, uncultivable land • Infrastructure and connectivity • Management and disposal of construction debris 	POSITIVE IMPACTS <ul style="list-style-type: none"> • Land put to diverse use • Waste management • Sewerage and effluent treatment
NEGATIVE IMPACTS <ul style="list-style-type: none"> • Loss of resource wealth; trees and vegetation • Land under vegetation reduced • Loss of grazing land for the cattle 	NEGATIVE IMPACTS <ul style="list-style-type: none"> • No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> • No visible impacts.

The positive impacts of the project at the inception stage include planning for effective land utilization and clearing up of land for multiple uses, better infrastructure, connectivity, management and disposal of construction debris. The positive impacts of the project during the construction phase would include construction on arid, uncultivable land, Infrastructure and connectivity, management and disposal of construction debris. The positive impacts of the project at the operational stage would include land put to diverse use, waste management as well as sewerage and effluent treatment.

The negative impacts of the project at the inception stage include loss of resources, loss of grazing land for cattle and reduction of land under vegetation due to the land acquisition. No negative impacts were seen during construction and operational stage.

7.4.2 IMPACTS ON AMBIENT AIR QUALITY

Ambient air refers to the natural state of air in the outdoor environment. The nature and type of environmental impacts of land acquisition on the ambient air quality of the project affected area have been appended in Table 7.11.

TABLE: 7.11
NATURE AND TYPE OF IMPACTS ON AMBIENT AIR QUALITY OF THE PROJECT
AFFECTED AREA

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> No visible impacts 	POSITIVE IMPACTS <ul style="list-style-type: none"> Disposal of construction debris 	POSITIVE IMPACTS <ul style="list-style-type: none"> Ambient Air Quality set to improve due to easing of traffic on the road Green belt and effluent treatment shall lead to better air quality
NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts 	NEGATIVE IMPACTS <ul style="list-style-type: none"> Construction dust and debris would affect air quality 	NEGATIVE IMPACTS <ul style="list-style-type: none"> Increase in heavy cargo vehicles – decline in air quality

At the inception stages there will be no visible positive impacts due to the land acquisition, but during the construction stage effective mechanisms can be put in place to manage and dispose of construction waste in order to prevent pollution of the local environment. Air pollution

will mainly occur at the operating stage of the land acquisition and is determined by the duration of operation as well as the type and age of the production facility. In the operational stage there will be loss of green cover which will affect the air quality of the area and increase in the velocity of dust storms is possible. The negative impact of the project at the operational stage includes decline in air quality due to increase in heavy cargo vehicles.

The positive impacts during operational phase included an improvement in the Ambient Air Quality due to easing of traffic on the road and green belt and affluent treatment shall also improve air quality index in the area.

7.4.3 IMPACTS ON WATER RESOURCES

The water quality of any place is monitored by NABET accredited water testing labs that analyse water quality on designated parameters including the concentration of TDS and pH levels, suspended molecules as well as concentration of chemicals and organic compounds in the water. The nature and type of environmental impacts of land acquisition on the water resources of the project affected area have been appended in Table 7.12.

TABLE: 7.12

NATURE AND TYPE OF IMPACTS ON WATER RESOURCES OF THE PROJECT AFFECTED AREA

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> No visible impacts 	POSITIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	POSITIVE IMPACTS <ul style="list-style-type: none"> No visible impacts.
NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts.

At all the stages of the land acquisition project, there will be no visible positive as well as

negative impacts of the land acquisition on the local water resources.

7.4.4 IMPACTS ON FLORA AND FAUNA

The environmental impacts of land acquisition on the flora and fauna of the project affected area have been appended in Table 7.13.

TABLE: 7.13

**NATURE AND TYPE OF IMPACTS ON THE FLORA AND FAUNA OF THE PROJECT
AFFECTED AREA**

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> Land acquisition poised to have least impacts on flora and fauna 	POSITIVE IMPACTS <ul style="list-style-type: none"> Levelling of land - Weeding out of wild grass and unwanted plantation 	POSITIVE IMPACTS <ul style="list-style-type: none"> Land acquisition poised to have least impacts on flora and fauna
NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> Decline in the number of trees and plants Loss of habitat for migratory birds, stray cattle Fall in fodder for cattle 	NEGATIVE IMPACTS <ul style="list-style-type: none"> Decline in the number of trees and plants Loss of habitat for migratory birds, stray cattle Fall in fodder for cattle

At the inceptive stage the land acquisition is poised to have least impacts on the flora and fauna in the project periphery. In the construction stage the land would be levelled with the construction of road thus resulting in weeding out of wild grass and unwanted plantation. The positive impact of the project at the operational stage includes least impacts on flora and fauna.

No visible negative impacts of the land acquisition in the inceptive stage. There would be some negative impacts at the construction stage as there would be a decline in number of plants and trees which would result in loss of habitat as well as food for the stray cattle. Similar negative

impacts can be seen at the operational stage of the project.

7.4.5 IMPACTS ON LOCAL RESOURCES

Local resources refer to the collective materials and assets of any geographic area and are fundamental to the sustenance of life forms. The environmental impacts of land acquisition on the local resources of the project affected area have been appended in Table 7.14.

TABLE: 7.14

**NATURE AND TYPE OF IMPACTS ON THE LOCAL RESOURCES OF THE PROJECT
AFFECTED AREA**

INCEPTIVE STAGE	CONSTRUCTION PHASE	OPERATIONAL PHASE
POSITIVE IMPACTS <ul style="list-style-type: none"> Least Impact on Natural resources Planned development of local resources 	POSITIVE IMPACTS <ul style="list-style-type: none"> Levelling of land Weeding out of wild grass and unwanted plantation Infrastructure building Land utilization Road infrastructure 	POSITIVE IMPACTS <ul style="list-style-type: none"> Landscaping Infrastructure building Construction boom Transport, Connectivity, Communication Increase in Trade
NEGATIVE IMPACTS <ul style="list-style-type: none"> No visible impacts. 	NEGATIVE IMPACTS <ul style="list-style-type: none"> Loss of vegetation and some crops Decline in the number of trees and plants Increased heavy traffic 	NEGATIVE IMPACTS <ul style="list-style-type: none"> Increase in heavy cargo vehicles – decline in air quality

At the very outset, the project is envisaged to be eco-friendly and least interfering with the local ecology. It is piped to cast least impacts on the natural resources of the area. At the inceptive stage the land acquisition is poised to have least impacts on the natural resources in

the project affected area as a planned development of local resources envisaged. The construction phase of the land acquisition would see extensive landscaping and land levelling being carried out to construct the ring road on the project site. At the operational stage the major positive outcomes of the land acquisition will be diversified use of land resources, landscaping and beautification of the road premises, construction boom in the area, along with the development of transport and communication networks and impetus to trade and commerce in the region. No visible negative impacts of the land acquisition in the inception stage. The only negative impact of the land acquisition will be loss of vegetation and some crops in the area besides the heavy traffic inflow including trucks and tankers during the construction stage. In the operational stage the air pollution levels in the area could potentially rise due to increase in heavy traffic on the road.

The broad spectrum of environmental impacts of the project was confined to the parameters that included impacts on land resources, impacts on ambient air quality, impacts on water resources and impacts on flora and fauna. The same is discussed below in the Table 7.15.

TABLE: 7.15
ANTICIPATED ENVIRONMENTAL IMPACTS

S.NO.	IMPACTS	POSITIVE	NEGATIVE	NO IMPACT
1.	Impacts on land resources	✓		
2.	Impacts on flora		✓	
3.	Impacts on fauna			✓
4.	Impact on ambient air quality	✓	✓	
5.	Impacts on water resources			✓

SOURCE: FIELDWORK, 2022-23

The social impact study of the project affected area revealed that there would be potential positive impacts on land resources in the area, while both positive as well as negative impacts would surface on the ambient air quality during different phases of the project, i.e., during the commissioning and the construction phases, respectively. There would be some negative impacts on the flora of the area as well, while there would occur no significant impacts on fauna and on water resources in the project affected area.

7. 5 CONCLUSION

The area under study was located on the southern fringes of the state of Punjab. The present study was an attempt to assess the social as well as the environmental impacts of land acquisition during various phases of the project on the project affected area and the project affected population. Social impacts include intended as well as unintended consequences, both positive and negative, of any planned developmental intervention(s) as well as policies and programs that may alter or affect the social living of a group, community or society at large. The social impacts studied under the present study were classified into nine domains including impacts on land resources, demographic impacts, impacts on livelihood, impacts on political milieu, impacts on education, impacts on cultural milieu, impacts on infrastructure, impacts on health and impacts on community and kinship ties. The environmental impacts studied under the present study were classified into five domains including impacts on land resources, impacts on ambient air quality, impacts on water resources, impacts on flora and fauna and impact on local resources.

In terms of impacts on land resources, the positive impacts at the inception, construction and operational stage have exceeded the negative ones. The construction of the ring road would, lead to increased connectivity, upgrading infrastructure and putting the land to diverse

uses, hence, recommending the construction of the ring road for public good.

In terms of impacts on livelihood, the positive impacts at the inception, construction and operational stage have exceeded the negative ones. The construction of the ring road would increase job opportunities and bring economic boom in the area and will open avenues for occupational mobility and expand transport and other businesses, hence recommending the construction of the ring road for public good.

In terms of impacts on political milieu, there were no visible positive as well as negative impacts of the land acquisition in the inception stage, construction phase and operational phase.

In terms of impacts on education, the positive impacts at the inception, construction and operational stage have exceeded the negative ones. The construction of the ring road would facilitate an unhindered access to public vicinity and public assistance to educational institutions, hence, recommending the construction of the ring road for public good.

In terms of impacts on infrastructure, the positive impacts at the inception, construction and operational stage have exceeded the negative ones. The completion of ring road would improve road infrastructure and enhance communication and cross cultural connectivity. Hence recommending construction of the ring road for public good.

In terms of impacts on culture, only the positive impacts at the inception, construction and operational stage were observed. The construction of ring road would bring economic prosperity to the region, cross cultural connectivity, an emergence of cultural practices and will lead to cultural diversity. Hence recommending construction of the ring road for public good.

In terms of impacts on health, the positive impacts at the inception, construction and operational stage have exceeded the negative ones. The completion of road would lead to better and faster connectivity for medical services, a sharp decline in spreading of disease in the area,

hence recommending the construction of the ring road for the public good.

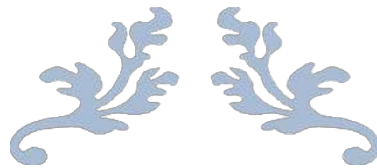
In terms of impacts on cultural milieu, the positive impacts at the inception, construction and operational stage have exceeded the negative ones. The completion of ring road would enhance community linkage and promote cross cultural connectivity. Hence, highlighting the need of construction of the ring road for the public good.

There could be some impacts on the flora of the area in terms of decline in number of plants and trees which would result in loss of habitat as well as food for the stray cattle, but loss can be compensated by compensatory afforestation and building green cover in the area.

In terms of impacts on Ambient Air Quality the positive impacts in construction and operational stage have exceeded the negative ones. The construction of ring road would lead to effective mechanisms to manage and dispose of construction waste, prevention of pollution, an improvement in the Ambient Air Quality, hence, highlighting the need of construction of the ring road for the public good.

In terms of impacts on water bodies there were no visible positive as well and negative impacts of the land acquisition at the inception, constructional and operational stages.

Comparing/weighing the positive against the negative impacts, it can be easily concluded that the former outweighs the latter reaffirming the identified site as the most suitable and apt one for the construction of ring road.



CHAPTER EIGHT

ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION ON ACQUISITION



CHAPTER EIGHT

ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION ON ACQUISITION

8.1 INTRODUCTION

Cost benefit analysis is the process of comparing the costs and benefits of a project. It's a popular model in the strategic planning toolset, since it provides a straightforward way to evaluate any type of decision. The primary importance of cost benefit analysis is that it is easy to use. No complicated statistics are involved, so anyone can estimate and add up the numbers for a certain path. Another pro is that the tool is flexible, thus, it can be used to evaluate a single decision or to compare multiple decisions. The cost benefit analysis will use the equity principle described in rule 9(10) as a criterion of analysis for presenting a final recommendation on whether the acquisition should go through or not. Comparing/weighing the positive against the negative impacts, it can be easily concluded that the former outweighs the latter reaffirming the identified site as the most suitable and apt one for the construction of ring road.

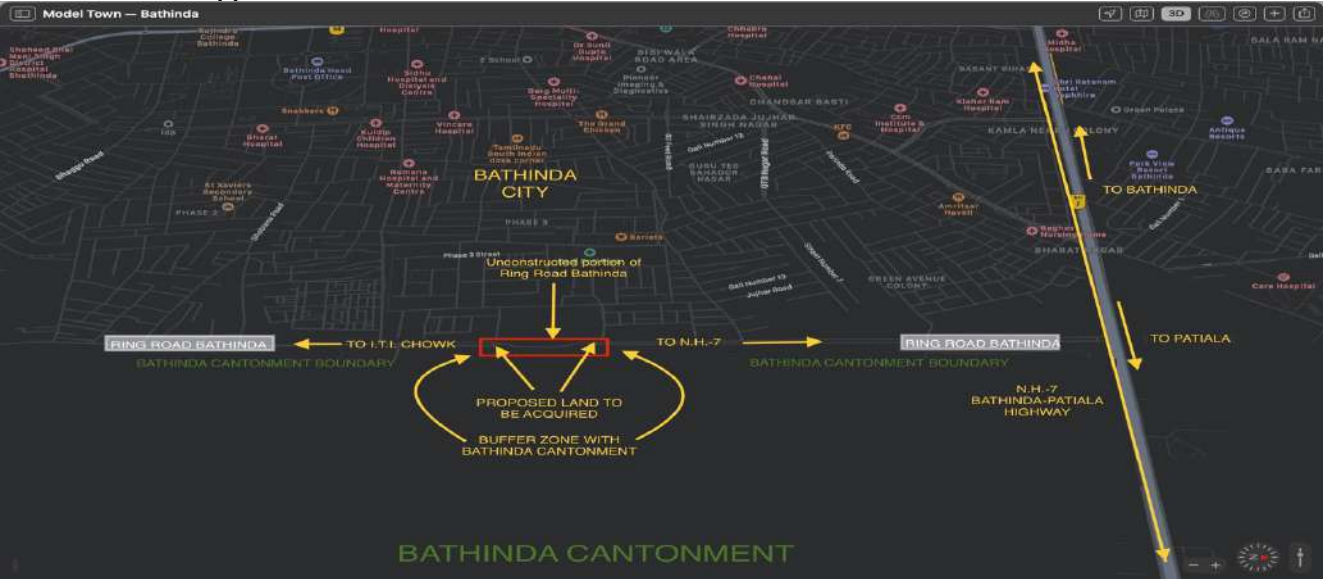
Comparing/weighing the positive against the negative impacts, it can be easily concluded that the former outweighs the latter reaffirming the identified site as the most suitable and apt one for the construction of ring road. The loss of ancestral assets of the affected households will have its negative impact physically and psychologically. Nevertheless, the project is justified as

the negative is minimal. It is also observed by the SIA team that many of the negative impacts indicated above can be minimized or mitigated further with appropriate and effective mitigation measures/ strategies.

8.2 COST BENEFIT ANALYSIS OF THE PROJECT

The present study was conducted to assess the feasibility and potential impacts of land acquisition for the construction of proposed Ring-Road, Phase-I connecting N.H.-7 to I.T.I. Chowk, Mansa Road Bathinda.. The Ring Road starts from the National Highway-7 (Bathinda-Patiala Road) and passes through Industrial Area up to I.T.I. Chowk (Bathinda-Mansa Road). The proposed land acquisition is to acquire a chunk of approximately 2.24 acres of land for the completion of the project. The proposed land to be acquired is located on the ring-road itself and runs adjoining to the boundary of Bathinda Army Cantonment.

PLATE 24 (i) : MAP PROJECTION OF THE PROPOSED LAND TO BE ACQUIRED



Source: Apple Maps

PLATE 24 (ii) : MAP PROJECTION OF THE PROPOSED LAND TO BE ACQUIRED

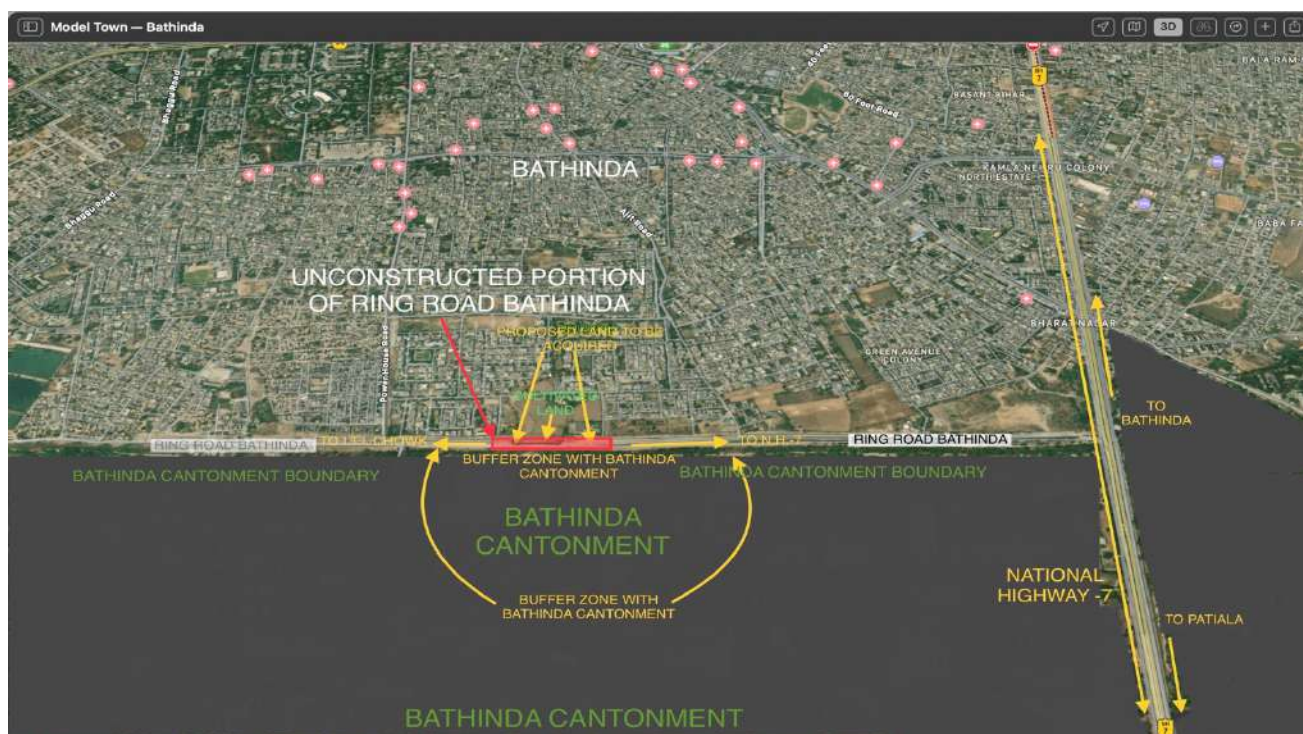
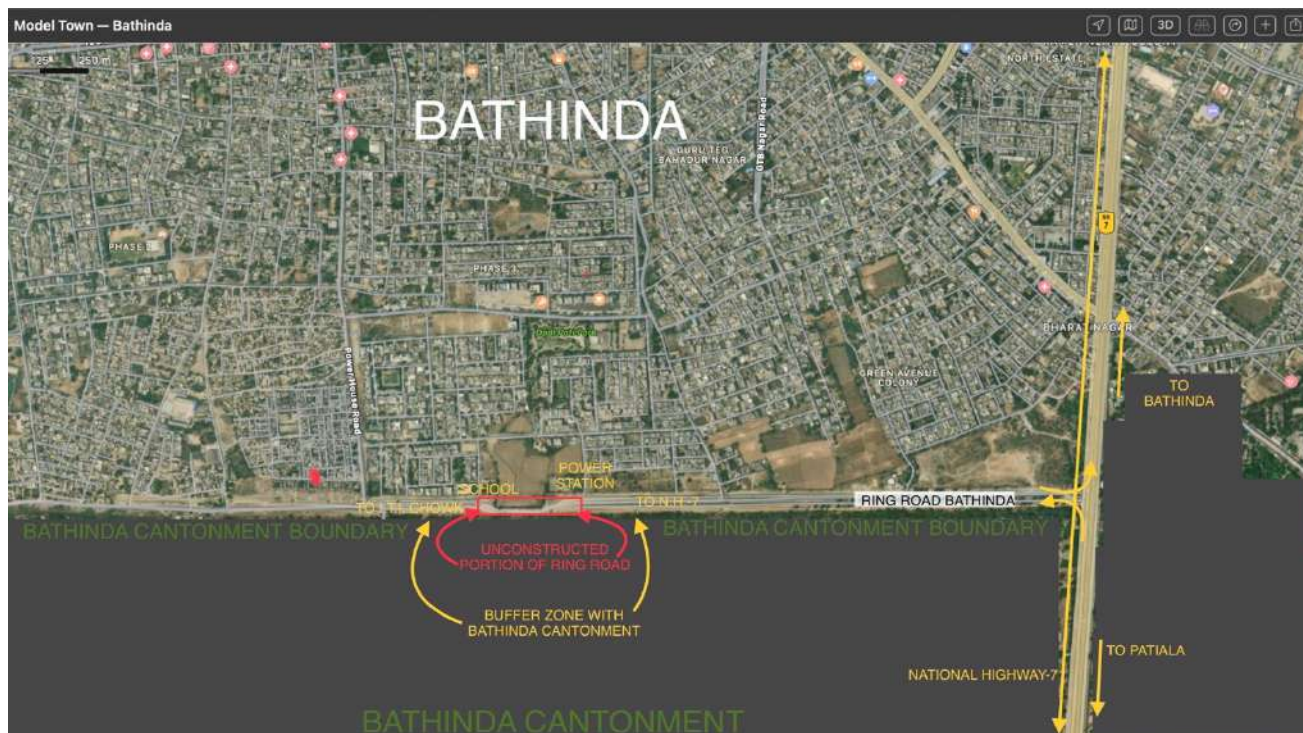
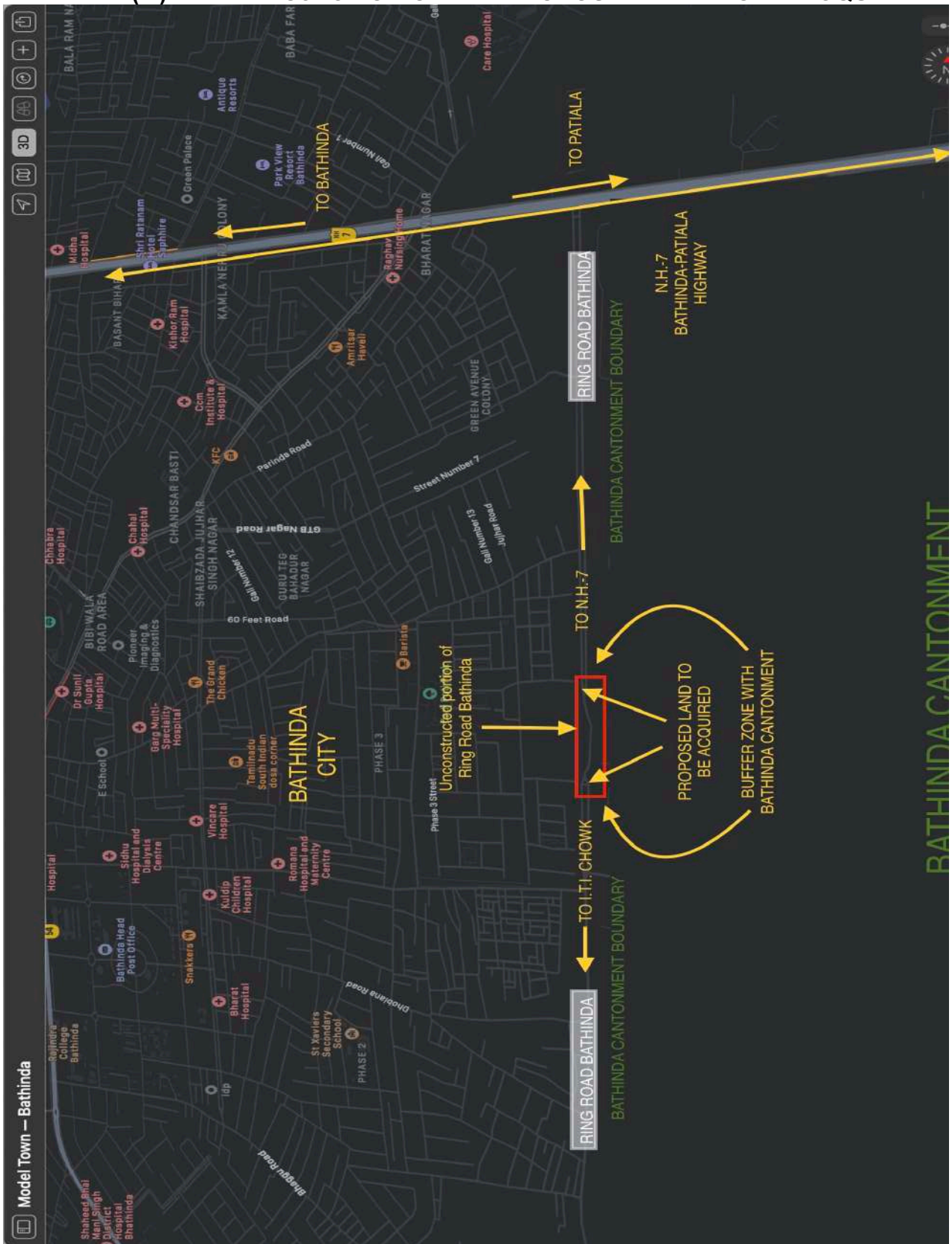


PLATE 24 (iii) : MAP PROJECTION OF THE PROPOSED LAND TO BE ACQUIRED



Source: Apple Maps

PLATE 24 (iv) : MAP PROJECTION OF THE PROPOSED LAND TO BE ACQUIRED



Source: Apple Maps

PLATE 24 (v): MAP PROJECTION OF THE PROPOSED LAND TO BE ACQUIRED



Source: Apple Maps

PLATE 24 (vi): MAP PROJECTION OF THE PROPOSED LAND TO BE ACQUIRED

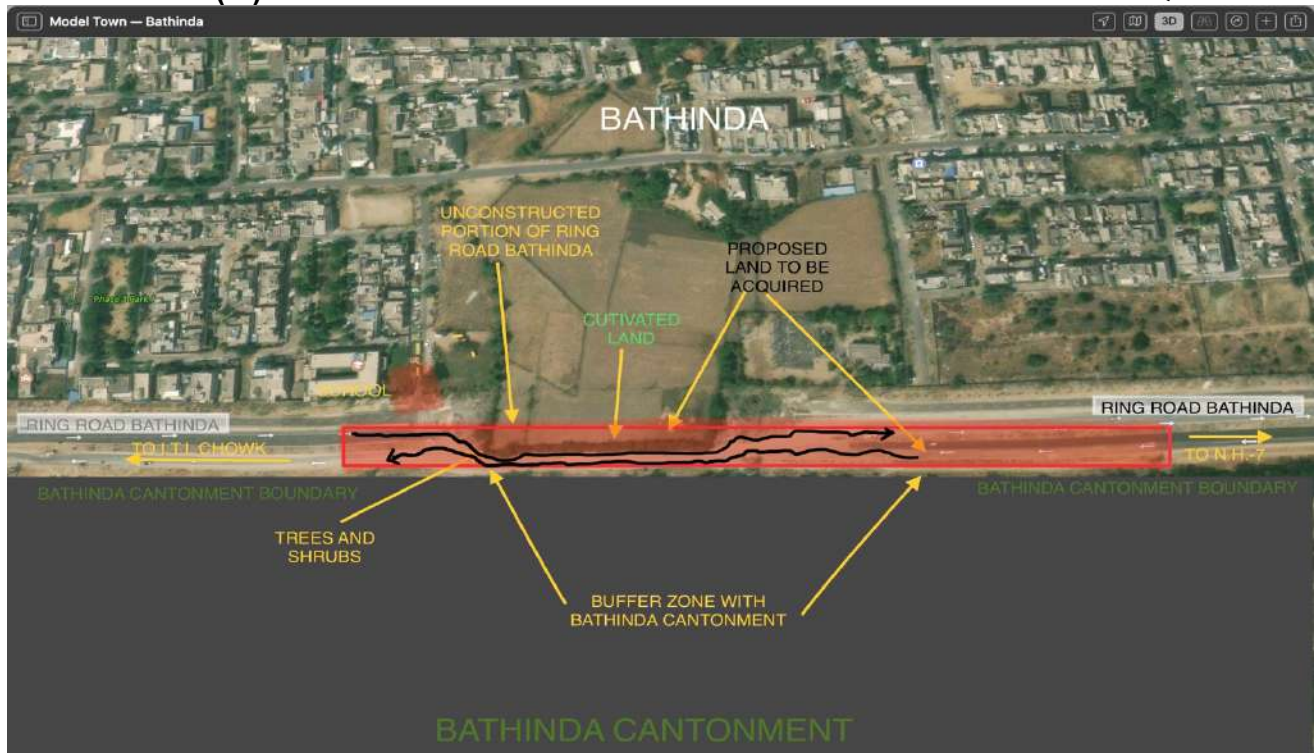
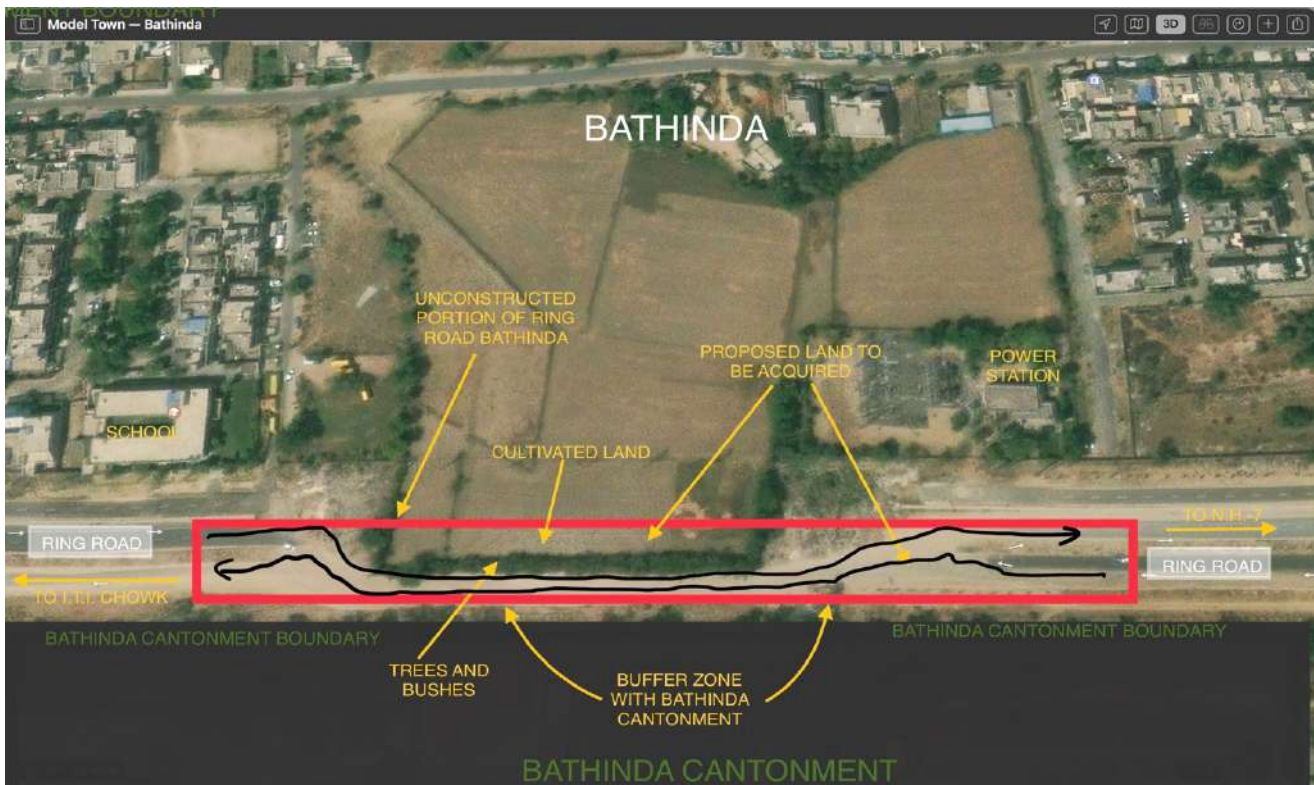


PLATE 24 (vii): MAP PROJECTION OF THE PROPOSED LAND TO BE ACQUIRED



Source: Apple Maps

At the very outset, the project is envisaged to be eco-friendly and least interfering with the local ecology. It is piped to cast least impacts on the natural resources of the area. At the inception stage the land acquisition is poised to have least impacts on the natural resources in the project affected area as a planned development of local resources envisaged. The construction phase of the land acquisition would see extensive landscaping and land levelling being carried out to construct the ring road on the project site.

At the operational stage the major positive outcomes of the land acquisition would be diversified use of land resources, landscaping and beautification of the road premises, construction boom in the area, along with the development of transport and communication networks and impetus to trade and commerce in the region.

The negative impact of the land acquisition would be loss of flora and cultivation on a small chunk of land. In the construction stage, the area would face traffic inflow owing to transportation of construction material. The operational stage would witness an increase in heavy cargo vehicles affecting the air quality, although the construction of the road shall ease out traffic congestion as well as the dust and air pollution accruing on the chunk of land due to traffic bottlenecks. The data appended in the Table 8.1 discusses the analysis of costs and benefits that the project shall bear.

TABLE 8.1
ANALYSIS OF COST AND BENEFITS OF LAND ACQUISITION

S. NO.	INDICATOR	COSTS THAT THE PROJECT SHALL BEAR	BENEFITS THAT THE PROJECT SHALL ACCRUE
1.	Environmental	Habitat loss Pollution Dust and construction debris Air quality	Land put to diverse use Waste management Sewerage and effluent treatment AAQ set to improve due to easing of traffic on the road
2.	Flora and fauna	loss of habitat for migratory birds and stray cattle Fall in fodder for cattle	Levelling of land Weeding out of wild grass and Unwanted plantation Least impact on flora and fauna
3.	Infrastructure	Plans for alteration of resource base - soil and land resources	Completion of Ring Road Road infrastructure for transportation Enhanced Communication and connectivity Improved Cross cultural connectivity Investment in industry
4.	Land resources	Loss of small portion of cultivable land Clearing of trees and vegetation	Planning for effective utilization of Land Resources Land put to public use Infrastructure upgradation Increased connectivity Barren tracts of land put to industrious use
5.	Health	-	Better and faster connectivity for medical services Garbage waste management Reduction in spreading of diseases Decrease in smoke Optimum utilization of resources

Contd....

ANALYSIS OF COST AND BENEFITS ON LAND ACQUISITION

S. NO.	INDICATOR	COSTS THAT THE PROJECT SHALL BEAR	BENEFITS THAT THE PROJECT SHALL ACCRUE
6.	Cultural Milieu	-	Enhanced Community linkages Cross cultural connectivity Cultural fusion - food, dress and language
7.	Education	-	Public assistance Unhindered access to public vicinity Facilitation for commuting to educational institutions
8.	Livelihood	-	Increased job opportunities, Capital inflow Economic boom in the area Impact of Land Rates in the surroundings Potential for investment in the area Avenues for occupational mobility Expansion of transport and business

SOURCE: FIELDWORK 2022-23

The cost benefit analysis appended in Table 8.1 sheds some light on the potential costs involved and the benefits arising from the project, that have been discussed herein. The cost that the project shall bear on the environment would be habitat loss, pollution, accumulation of dust and construction debris and a potential decline in ambient air quality. The benefits of the project in terms of environment would include the diverse use of land, proper waste management, effluent treatment of sewerage and a prospective decline in air pollution levels and a consequent improvement in ambient air quality due to easing out of traffic on the road.

The cost that the project shall bear on the flora and fauna would be loss of habitat for migratory birds and stray cattle and fall in fodder for cattle. The benefits of the project on the flora and fauna would be weeding out of wild grass and unwanted plantation due to levelling of land.

The cost that the project shall bear on the infrastructure would be alteration of resource

base of the area including impact on soil quality and land resources. The benefits that the project shall bear on the infrastructure would include be the completion of Ring Road and its consequent benefits, laying down of road infrastructure for transportation, enhanced communication and connectivity in the area , improved cross cultural connectivity and potentially increased investments in the industry.

The cost that the project shall bear on the land resources would be loss of small portion of cultivable land and clearing of trees and vegetation. The benefits of the project on the land resources would be effective utilization of land resources, infrastructure upgradation, increased connectivity and barren tracts of land put to industrious use.

The project shall not bear any evident cost on health of the project affected population. The benefits of the project on the health of the project affected population would be better and faster connectivity for medical services, better garbage waste management, reduction in spreading of diseases, decrease in smoke and optimum utilization of resources.

The project shall not bear any evident cost on cultural milieu of the project affected population. The benefits of the project on the cultural milieu of the project affected population would be enhanced community linkages, cross cultural connectivity and cultural fusion in terms of food, dress and language.

The project shall not bear any evident cost on education of the project affected population. The benefits of the project on the education of the project affected population would be public assistance, unhindered access to public vicinity and facilitation for commuting to educational institutions.

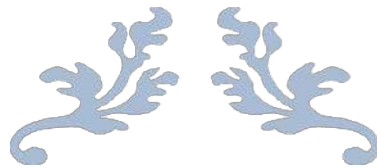
The project shall not bear any evident cost on livelihood of the project affected population. The benefits of the project on the livelihood of the project affected population would be increased

job opportunities, capital inflow, economic boom in the area, impact of land rates in the surroundings, potential for investment in the area, avenues for occupational mobility and expansion of transport and business.

It can thus be concluded from the cost benefit analysis arrived upon through the Social Impact Assessment Study that the benefits accruing from the acquisition of the land for the construction and consequent completion of the ring road project outnumber the costs involved. Considering the potential benefits accruing from the acquisition of the land for the construction and consequent completion of the ring road project and the costs that could be mitigated through the effective adoption of the social impact management plan as well as the public utility rendered by the project, the present Social Impact Assessment Study recommends the acquisition of the land for the construction of Phase-I Ring Road from N.H.-7 to I.T.I. Chowk Mansa Road, Bathinda.

8.3 CONCLUSION

It can thus be concluded from the cost benefit analysis arrived upon through the Social Impact Assessment Study that the benefits accruing from the acquisition of the land for the construction and consequent completion of the ring road project outnumber the costs involved. Considering the potential benefits accruing from the acquisition of the land for the construction and consequent completion of the ring road project and the costs that could be mitigated through the effective adoption of the social impact management plan as well as the public utility rendered by the project, the present Social Impact Assessment Study recommends the acquisition of the land for the construction of Phase-I Ring Road from N.H.-7 to I.T.I. Chowk Mansa Road, Bathinda.



CHAPTER NINE

SOCIAL IMPACT MANAGEMENT PLAN



CHAPTER 9

SOCIAL IMPACT MANAGEMENT PLAN

The impact assessment exercise remains inconclusive and incomplete without forwarding mitigation measures in the shape of Social Impact Management Plan (SIMP). For the present study the SIMP has been prepared in accordance with the provisions of LARR Act and have been discussed herein. The parameters for SIMP have been broadly classified into the following six points as mentioned in Table 9.1.

TABLE 9.1
SOCIAL IMPACT MANAGEMENT PLAN

FORM III
(See sub-rule (4) of rule 3)
SOCIAL IMPACT MANAGEMENT PLAN

1. Approach to mitigation
2. Measures to avoid, mitigate and compensate impact
3. Measures that are included in the terms of Rehabilitation & Resettlement and compensation as outlined in the Act
4. Measures that the Requiring Body has stated it will introduce in the Project Proposal
5. Additional measures that the Requiring Body has stated it will undertake in response to the findings of the Social Impact Assessment process and public hearings
6. The Social Impact Management Plan must include a description of institutional structures and key person responsible for each mitigation measure and timelines and costs for each activity

SOURCE: RFCTLARR ACT, 2013

9.1 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 calculate the amount for the loss of land with the affected parties concerned and pay them well in advance prior to the takeover. Following the desk studies, field investigations and public consultations undertaken in this study, a Social Impact Mitigation Plan (SIMP) has subsequently been developed. The Social Impact Mitigation Plan 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 Officials 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.

9.2 METHODS FOR NEGATION, MITIGATION AND COMPENSATION OF THE IMPACT

As per the RFCTLARR Act, 2013 the compensation for the land acquisition in rural areas is four times of the value and in urban areas it is two times of the value. The entire affected area is coming under urban area and during the Social Impact Assessment study, the team got feedback from majority of the affected community that they are willing to give their land if a fair compensation 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 if required.

9.3 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 as and when required. It includes the land value compensation, properly and fairly assessed structured property values and support services respecting the grievances of the affected, etc.

9.4 MEASURES REQUIRING BODY HAS STATED TO INTRODUCE TO THE PROJECT PROPOSAL

The Requiring Body needs to make a separate budget to provide compensation in par with the present money value, inflation and market realities particularly in Punjab. The affected are giving up their valuables for the benefit of the larger public and their sentiments/ emotional attachment to the property, income loss etc. should be considered with utmost reality.

Based on the field investigations and consultations undertaken during the social impact assessment study for the land acquisition for proposed Ring Road that is to be constructed from Phase-I, N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda, the following Social Impact Mitigation Plan (SIMP) has been developed. The Social Impact Assessment study suggests the following mitigation plan to deal with 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.

TABLE 9.2
IMPACT MITIGATION AND MANAGEMENT PLAN

S.NO.	IMPACT	MITIGATION	FACTORS TO BE MONITORED	CONCERNED AGENCY
1.	Concerns about Compensation	To formulate and publish beforehand criteria for full compensation; To set up Grievance Redressal system	Transparency in compensation, Number of complaints about compensation, Number of demands to enhance the compensation	Deptt. of Revenue
2.	Loss of land	Provide compensation per the 1 st schedule RFCTLARR Act, 2013 and policies of the Punjab State Government	Sensitize the affected families about the reasonable price and other legal benefits of the land is providing	Deptt. of Revenue
3.	Concern about wrongful entry of Land type	To obtain updated and correct land records and verify the entries as per government records	The rules concerning the land record updating must have been adhered to.	Deptt. of Revenue
4.	Non-compliance with procedures laid down in the Act	Competent Authority to comply with the provisions of the Act To set up Grievance Redressal system	Nature of complaints, Documented records, Administration's response	Competent Authority Land Acquisition

Contd....

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IMPACT MITIGATION AND MANAGEMENT PLAN

S.NO.	IMPACT	MITIGATION	FACTORS TO BE MONITORED	CONCERNED AGENCY
5.	Concerns about delay in the payment of compensation	Finalize the amount before handing over the land for the Project	Number of affected stakeholders waiting for compensation post-acquisition	Deptt. of Revenue
6.	Impact on Agriculture/trees	Provide compensation and R&R package as per the provisions of RFCTLARR Act,2013. As far as possible protect the flora in the area otherwise measures to be taken to replant equal number of destroyed trees.	Environment protection of the area	Deptt. of Revenue, Punjab Pollution Control Board, Deptt. of Horticulture
7.	Loss of income from agriculture/ labour/livelihood	Compensation for income/ labour loss	Enlistment of productive age group/ skilled/ unskilled for adequate manpower utilisation	PWD
8.	Debris and construction waste	Scientific and timely disposal of construction waste	Ensure wastage is properly disposed before commissioning of the project without causing environmental issues in the area	PWD

SOURCE: FIELDWORK 2022

For the six major impact areas namely, concern about compensation, loss of land, impact on agriculture/trees, concerns about delay in the payment of compensation, loss of income from agriculture and debris and construction waste, the mitigation measures proposed include formulating and publishing beforehand criteria for the full compensation, to set up grievance redressal system, to provide compensation as per the 1st schedule RFCTLARR Act, 2013 and policies of the Punjab state government, to provide compensation and R&R package as per the 1st and 2nd schedule of RFCTLARR Act, 2013, to protect flora in the area as far as possible and measures to be taken to replant equal number of destroyed trees, to finalise the amount before handing over the land for the project and to look after the scientific and timely disposal of construction waste, respectively. The factors that need to be monitored include transparency and compensation, number of demands to enhance compensation, sensitize the affected families about the reasonable price and other legal benefits of the land is providing, environment protection of the area, timely release of compensation of the affected stakeholders, to ensure that the wastage is properly disposed before commissioning of the project without causing much harm to the environment. The concerned agencies monitoring the interventions have also been mentioned in the table above.

9.5 ECONOMIC MEASURES

1. The most significant social impact through the implementation of the project at the present location is the loss of properties from landholders and their dependents. Loss of property and the assets due to the acquisition of land for constructing the ring road should be compensated as mandated by the RFCTLARR Act, 2013 under sections 26-31 and the First Schedule of the Act.

2. It is suggested that whenever there arises any employment avenue, the needy evictees should be considered depending their availability and skills.
3. Public Works Department may provide schemes/ opportunities for the evictees and the locals in the developed zones for setting up enterprises.

9.6 ENVIRONMENTAL MEASURES

1. At the designing phase of the project, emphasis should be given to design eco-friendly structure at the site minimizing the impact on the flora and fauna of the area.
2. While developing/ converting the land for basic infrastructure/industrial terrain, proper planning and analysis on landscape for drainages and water clearance.
3. Avoid environmentally hazardous industry/ activity in the area and always maintain eco-friendly economic activities.
4. Planning should be done to avoid any kind of pollution/ contamination of the natural resources in the area by any of the industrial activity at any given time.
5. Scientific disposal of the construction waste should be ensured before the implementation of the project.

9.7 REHABILITATION AND RESETTLEMENT MEASURES

For the proposed project, i.e., the construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda, the land to be acquired comprises of approximately 2.24 acres owned by 06 owners belonging to six households, and is located on the constructed part of the ring road connecting National Highway-7 to I.T.I. Chowk, Mansa Road, Bathinda. The land to be acquired is bordered by army cantonment to its east and a 66KV power sub-station and

residential houses to its west. A small chunk of the affected land is cultivated with local variety of cotton besides possessing some flora like *Vachellia Nilotica* (Kikar) trees. There was absence of permanent or temporary settlements and no settler community was dependent on the land besides the complete absence of habitation. Also no one among the land owners reside in the land to be acquired, thus, there is no need for relocation of the population or its rehabilitation. Hence, only the rehabilitation of a few resources including flora and fauna have been recommended by the present study.

9.8 OTHER MEASURES

The present study strongly suggests the setting up of public grievances redressal mechanism so as to address the concerns of the directly /indirectly affected population in the area during the construction and operational stages of the project.

9.9 SUGGESTIONS FOR MITIGATION

Based on the findings of the Social Impact Assessment study the project may cause impacts like loss of livelihood, loss of the properties attached to the land, challenges/ difficulties caused to the vulnerable sections (aged/sick ones/ differently abled/kids etc.), impact on agriculture/trees, etc. following measures can be taken to avoid, mitigate and compensate for the impact caused by the project to land owners:

1. Compensation shall be provided to the affected families as per the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013.
2. To formulate and publish beforehand criteria for full compensation; the specialty of the

location, the period of business loss due to the project and the income received by the affected property shall be considered while calculating the compensation of the resort owner.

3. To provide suitable/ adequate compensation per the 1st schedule of the RFCTLARR Act, 2013 and policies of the Punjab State Government to avail land or purchase land in the nearby areas.
4. A redressal system may be set up with representatives from, Revenue Department and PWD Department 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.
5. To identify and list out the vulnerable sections and arrange support systems.
6. As far as possible protect the flora in the area otherwise measures to be taken to replant equal number of destroyed trees. For the protection of the environment perpetuate the trees in the affected area as far as possible and measures should be taken for re-plantation in lieu of the destroyed trees.
7. Compensation for the income/ labour loss, enlist the evictees and consider them of employment in the upcoming development projects.
8. Based on their qualification and skill, they should be given to the project affected family members for the temporary and permanent employment opportunities or any other plan, which may be occurred in the proposed projects.
9. To find alternative road marking to maintain continuity of traffic flow.
10. Scientific and timely disposal of construction waste should be ensured before the implementation of the project.
11. Adequate number of street lights should be installed on the road to avoid any adversity.

12. Attempts should be made for the resettlement of any stray animals present in the project affected area.
13. Adequate buffer area between cantonment boundary and the highway.
14. Measurement of the land to be acquired should be clarified by doing peg marking in the presence of the affected.

9.10 CONCLUSION

The present social impact assessment study was conducted to assess the social impacts of land to be acquired for the proposed ring road Phase-I from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda in Punjab. The project for construction of Phase-I of Ring Road from N.H.-7 to I.T.I. Chowk, Mansa Road, Bathinda was primarily initiated because it focuses on connectivity, decongestion of traffic and at sustainable living in era of rapid development. The Social Impact Assessment exercise assessed, in detail, the socio-cultural, politico-economic and environmental impacts based on the information collected from primary and secondary data. The objectives of social impact assessment study included an assessment of whether the proposed acquisition would serve public purpose, besides estimating the number of affected families and the number of families among them likely to be displaced by proposed land acquisition, to understand extent of land - i.e. public and private houses, settlement and other common properties likely to be affected by the proposed land acquisition, to understand if the extent of proposed land to be acquired as bare minimum needed for the proposed project, to analyse the possibility of alternatives, if any and to study of social impacts, nature and cost of addressing them and impact of these cost on the overall cost of the project vis-à-vis the benefit of the project.

The study focussed upon the social, economic and cultural status and the peculiarities

of the families in the project affected area. The main indicators in preparing the social profile of respondents included gender, age, religious affiliation, educational attainments, annual income, marital status, occupation, social category, family size and family type. The respondents for the present study were primarily the landowners and their family member(s), who were the major stakeholders concerned to the land under the proposed acquisition, besides the representatives from the district administration. The respondents for the present study comprised of seven persons who were interviewed to prepare their socio-economic profile besides obtaining detailed insights into the issues concerning them. The key impacts areas were studied under the broad headers; on land resources, on livelihood, on economic activities, on education, on kinship and cultural ties, on political administration, on infrastructure, on health, on water resources and on ambient air quality. The distribution of vital parameters studied conform to the provisions enacted in the RFCTLARR Act enshrined in Form II.

The positive impacts of the project on environment included utilization of land to diverse use, waste management, sewerage and affluent treatment, an improvement in air ambient quality. Whereas a few negative impacts that were observed included habitat loss, an increase in air pollution due to dust and construction in the area. The positive impacts surpassed the negative ones.

The positive impacts of the project on infrastructure included an increase in road-railway connectivity, enhancement in cross cultural connectivity, an investment in industry and an improved communication. Whereas a few negative impacts that were observed included displacement of resources in the area. The positive impacts surpassed the negative ones.

The positive impacts of the project on flora and fauna included levelling of the land, weeding out of the wild grass and unwanted plantation, least impact on flora and fauna. Whereas a few negative impacts that were observed included loss of habitat for migratory birds and stray cattle. The positive impacts surpassed the negative ones.

The positive impacts of the project on land resources included utilization of the land by putting it to public use, upgradation of infrastructure, improvement in connectivity, utilization of barren tracts of land into industrious use. Whereas a few the negative impacts that were observed included loss of a little chunk of cultivable land, loss of flora habitat in the area. The positive impacts surpassed the negative impacts.

The positive impacts of the project on health included better and faster connectivity for medical services, garbage waste management, reduction in spreading of diseases and optimum utilization of the resources. No negative impacts were observed.

The positive impacts of the project on cultural milieu included community linkage, an enhancement in cross cultural connectivity, cultural fusion including food, dress and language. No negative impacts were observed.

The positive impacts of the project on education included an assistance to the public, unhindered access to public vicinity, facilitation for commuting to educational institutions. No negative impacts were observed.

The positive impacts of the project on livelihood included growing of job opportunities, capital inflow, economic boom in the area, huge industrial investment, avenues for occupational mobility and expansion of transport and business. No negative impacts were observed.

Comparing/weighing the positive against the negative impacts, it can be easily concluded that

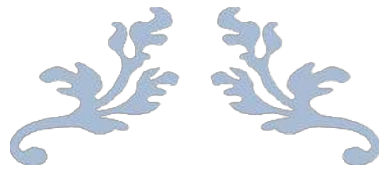
the former outweighs the latter reaffirming the identified site as the most suitable and apt one for the construction of ring road.

The first objective of the study, 'to assess whether the proposed acquisition serves public purpose' was accomplished in chapter one and eight of the present study. The second objective of the study, 'to estimate number of affected families and number of families among them are likely to be displaced by proposed acquisition' was accomplished in chapter four, five and six of the present study. The third objective of the study, 'to understand extent of land-public and private houses, settlement and other common properties likely to be affected by the proposed land acquisition' was accomplished in chapter four of the present study. The fourth objective of the study, 'to understand if extend of proposed land to be acquired land as bare minimum needed for the proposed project' was accomplished in chapter four of the present study. The fifth objective of the study, 'to analyse the possibility of alternatives, if any' was accomplished in chapter one of the present study. The sixth objective of the study, 'to study social impacts, nature and cost of addressing them and impact of these cost on overall cost of the project vis-à-vis the benefits of the project' was accomplished in chapter seven and eight of the present study. The last objective of the study, 'to recommend a broad based SIMP so that positive impacts can be enhanced and negative minimised' was accomplished in chapter nine of the present study.

Nevertheless, the project is justified as the negative impacts are minimal. It is also observed by the Social Impact Assessment team that many of the negative impacts indicated above can be minimized or mitigated further with appropriate and effective mitigation measures/ strategies mentioned above.

Since the land to be acquired falls in the immediate vicinity of Army Cantonment, hence the development of opportunities are minimal.

Considering the potential benefits accruing from the acquisition of the land for the construction and consequent completion of the ring road project and the costs that could be mitigated through the effective adoption of the social impact management plan as well as the public utility rendered by the project, the present Social Impact Assessment Study recommends the acquisition of the land for the construction of Phase-I Ring Road from N.H.-7 to I.T.I. Chowk Mansa Road, Bathinda.



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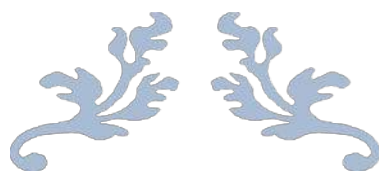
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APPENDIX I

PLATES



PLATE 1: SIA TEAM HANDING OVER ToR TO DEPUTY COMMISSIONER BATHINDA



PLATE 2: DISCUSSIONS WITH OFFICIALS OF PWD (B&R) BATHINDA



PLATE 3: TRANSACT WALK OF THE PROJECT AFFECTED AREA



PLATE 4: TRANSACT WALK OF THE PROJECT AFFECTED AREA



PLATE 5: TRANSACT WALK OF THE PROJECT AFFECTED AREA



PLATE 6: TRANSACT WALK OF THE PROJECT AFFECTED AREA



PLATE 7: DISCUSSIONS DURING PUBLIC HEARING 1



PLATE 8: DISCUSSIONS DURING PUBLIC HEARING 1



PLATE 9: DISCUSSIONS DURING PUBLIC HEARING 2



PLATE 10: DISCUSSIONS DURING PUBLIC HEARING 2



PLATE 11: SITE PICTURES



PLATE 12: SITE PICTURES



PLATE 13: SITE PICTURES



PLATE 14: SITE PICTURES

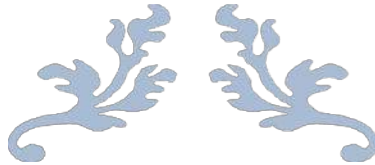


PLATE 15: PUBLIC HEARING 1



PLATE 16: PUBLIC HEARING 1





APPENDIX II

INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS OF THE PROJECT AFFECTED AREA



ਪੰਜਾਬੀ ਯੂਨੀਵਰਸਿਟੀ, ਪਟਿਆਲਾ

(1961 ਦੇ ਪੰਜਾਬ ਐਕਟ ਨੰ. 35 ਤਹਿਤ ਸਥਾਪਿਤ)

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

BASELINE CONDITIONS OF THE PROJECT AFFECTED AREA

BASIC INFORMATION				
1.	Area (in sq. km.)			
2.	Year of establishment			
3.	Adjoining villages and townships			
4.	Area wise distribution			
		Inhabited area	Uninhabited area	Deserted area
DEMOGRAPHIC INDICATORS				
5.	Total Households in the project affected area			
6.	Density of Population			
7.	Sex Ratio			
8.	Child Sex Ratio			

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

9.	Population	Total	Male		Female
10.	Scheduled Caste Population	Total	Male		Female
11.	Literacy rate	Total	Male		Female
12.	Work participation rate	Total	Male		Female
13.	Religious Communities in the project affected area	Sikhs		Hindus	
		Muslims		Christians	
		Jains		Buddhists	
		Others			
14.	Social Categories in the project affected area	General		Scheduled Tribes	
		Scheduled Caste		OBC	
		Others			

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

POVERTY LEVELS					
15.	Poverty levels	Below poverty line		Above poverty line	
		Antyodaya(AAY)			
VULNERABLE GROUPS					
16.	Vulnerable groups	Women		Children	
		Elderly		Differently-abled	
KINSHIP PATTERNS AND WOMEN'S ROLE IN THE FAMILY					
17.	Household type	Patriarchal		Matriarchal	
		Others			
18.	Are the women in the family engaged in economic activities?				
SOCIAL AND CULTURAL ORGANISATION					
19.	Historical significance of				

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

	the area:				
20.	Places of significance in the area:				
21.	Tourist sites in or around the area:				
22.	Places of worship in the area:	Gurudwaras		Temples	
		Mosques		Churches	
		Dera		Samadh	
		Dargah		Others	
23.	Community Spaces in the area:	Sath		Youth clubs	
		Marriage palaces		Stadium	
		Parks		Community centres	
		Crematoriums		Janighars	
		Hall		Dharamshala	
24.	Fairs & festivals				

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

	organised:				
25.	Catchment area of the devotees visiting the fairs & festivals:				
ADMINISTRATIVE AND POLITICAL ORGANISATION					
26.	Administrative organisation				
27.	Political Organization	Area MP		Sarpanch	
		Area MLA			
CIVIL SOCIETY ORGANISATION					
28.	Civic arrangements in the project affected area	Police Post		Bank	
		Post Office		Sanjh Kendras	
		Sewa Kendras		Dak Bungalow	
		Rest Houses		Circuit House	
		Others			
29.	Public service infrastructure	Schools		Anganwadi centres	
		Health facilities		PDS	
		Others			

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

LAND USE AND LIVELIHOOD					
30.	Type of Land-use	Agriculture		Non-agriculture	
31.	Pattern of agriculture	Annual		Bi-annual	
		Tri-annual		Quarterly	
32.	Types of crops sown in the project affected area	Wheat		Sugarcane	
		Paddy		Cotton	
		Maize		Pulses	
		Vegetables		Fruits	
		Others			
33.	Net sown area in the project affected area:				
34.	Net irrigated area in the project affected area:				
35.	Major farming inputs	Chemicals		Equipment	
		Seeds		Feed	
		Others			

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

36.	Major non-farming inputs	Capital		Bardana/gunnysacks	
		Barn/storage		Marketplace	
		Others			
37.	Nature of labour deployed in agriculture	Self	Hired	Seasonal	
				Perennial	
38.	Type of flora found in the area	Trees		Shrubs	
		Herbs		Grasses	
		Plantations		Others	
39.	Volume of forest land in and around the area:				
40.	Variety of fauna in the area				
41.	Water bodies adjoining area	River banks		Canals	
		Water channels			
42.	Average depth of groundwater in the area (bgl unit):				
43.	Is there a shallow Aquifer				

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

	in the area?				
44.	Is there a deep Aquifer in the area?				
45.	Average availability of water (volume in cubic metres)	Groundwater (in cubic metres)		Total (in cubic metres)	
		Surface water (in cubic metres)			
46.	Source of water supply in the area	Pond		Tube-well	
		Canal		Rainwater storage	
		River		Waterworks Supply	
		Others			
47.	Water-quality monitoring mechanisms in the area/nearby surroundings:				
48.	Air Quality:				

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

49.	Ambient air quality in the area				
50.	Air-quality monitoring mechanism in the area/nearby:				
51.	Soil type in the area:				
52.	Soil quality in the area:				
53.	Land type	Nehri		Barani	
		Chahi		Gair-Mumkin	
54.	Types of livestock found in the area	Large Ruminants (Cattle, Buffaloes)		Small Ruminants (Sheep, Goats)	
		Pigs		Equines (Horses, asses, mules)	
		Camels		Poultry (Chickens, ducks, geese, pigeons and others)	
		Others			
55.	Mode of	Formal		Informal	

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

	employment				
56.	Income groups in the area	High Income Groups		Middle Income Groups	
		Low Income Groups		Below Poverty Line	
57.	Major occupations professed in the area	Farming & cultivation		Self-employed	
		Agricultural labourers		Employed in Services	
		Industrial labourers		Others	
58.	Migration	Out-migration		In-migration	
59.	Type of migrant settlements:	Rural-rural		Rural-urban	
		Urban-urban		Urban-rural	
60.	Civic amenities provided to the settler population(s):				
61.	Livelihood preferences				
62.	Food security	Availability		Access	
		Utilization		Stability	
LOCAL ECONOMIC ACTIVITIES					
63.	Access to credit	Institutional		Non-institutional	

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

64.	What is the current wage rate of the area?				
65.	What are the specific livelihood activities women are involved in?				
FACTORS THAT CONTRIBUTE TO LOCAL LIVELIHOOD					
66.	Market Infrastructure in and around the area	Weekly Market		Daily Market	
		Wholesale Market		Shops	
		Supermarkets/Malls		Infrastructure in Services	
67.	Industrial activities in and around the area	Household Industry			
		Micro, Small and Medium Enterprises			
		Medium and Large Enterprises			
68.	Financial institutions in the area	Public Sector Banks		Private Banks	
		Institutional Credit Agencies		Arthiyas	
		Private Finance Companies		Money transfer/ Foreign Exchange	
		Any other			
69.	Household				

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

	division of labour and women's work				
70.	Medical facilities available in the area	Angadwadi		Sub-centres	
		Primary Health Clinics		Community Health Centre	
		Sub-hospitals		Hospitals	
		Chemists		Veterinary hospitals	
		Private Healthcare		Others	
71.	Educational infrastructure in the area		Government Run	Private	
		Schools			
		Colleges			
		Technical Institutes			
		Training centres			
		Angadwadis			
		Others			
72.	Modes/ Medium of transportation	Public Transport (Railway, Bus)		Private Transport (Bus, Car, Motorcycles, Bicycles, Auto-rickshaw, Tractor-trolley)	

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

	in the area				
73.	Road Connectivity	National highways		Bridges	
		State highways		Road embankments	
		Carpeted/ Non-Carpeted Roads			
74.	Rail connectivity	Nearest Railway Junction (and distance)			
		Nearest Railway Station (and distance)			
75.	Source of electricity supply in the area:				
76.	Livelihood promotion programmes				
77.	Co-operatives and other livelihood-related associations				
QUALITY OF LIVING ENVIRONMENT					
78.	Perceptions,				

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

	aesthetic qualities, attachments and aspirations					
79.	Settlement patterns	Isolated		Nucleated		
		Dispersed		Linear		
80.	Types of houses in the area	Cemented houses		Double storey houses		
		Semi-constructed houses		Single storey		
		Unconstructed houses/Shanties				
81.	Type of drainage, sewage & toilet facility in houses	Bathrooms		Toilet within premises		
		Covered drainage		Toilet outside premises		
		Open drainage		Sewage treatment plants		
82.	Types of drainage, sewage & toilet facility in places of public importance		EDUCATIONAL INSTITUTIONS	COMMUNITY & RELIGIOUS PLACES	CIVIC PLACES	MEDICAL INSTITUTIONS
		Bathrooms				
		Covered drainage				
		Open drainage				
		Toilet within				

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		premises				
		Toilet outside premises				
		Sewage treatment plant				
83.	Average water consumption in the area (in cubic metres):					
84.	Amount of water extracted (Annually/Half yearly/ Trimester/ Monthly) (in cubic metres):					
85.	Medium of domestic water supply in the area	Tap-water		Submersible motor		
		RO Supply by the Government		Hand pumps		
86.	Source of water supply to industrial units located in the area	Tubewell& Canals		Water Pumping Units		
		Treated Water		Others		

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87.	Source of water supply at public places	Public places		Source of water supply	
		Educational Institutes			
		Community and Religious Places			
		Civic Places			
		Medical Institutions			
88.	Main sectors of water consumption in area	Irrigation		Domestic	
		Industry		Others	
89.	Safety, crime, violence				
90.	Social gathering points for women				

PERSONAL DETAILS OF THE INFORMATION PROVIDER

1. Name :
2. Age :
3. Sex :
4. Educational Qualifications :
5. Occupation/Designation :

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INTERVIEW SCHEDULE FOR DETERMINING THE BASELINE CONDITIONS

6. Annual Income :

7. Religion :

8. Social category :

9. Type of Family

Nuclear		Joint	
---------	--	-------	--

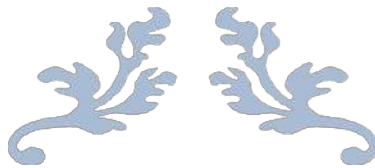
10. Type of house

Constructed		Semi-Constructed	
-------------	--	------------------	--

11. Area of Residence

Rural		Urban	
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12. Contact Details:



APPENDIX III

INTERVIEW SCHEDULE FOR THE RESPONDENTS TO ASSESS THE SOCIAL IMPACTS OF THE PROJECT



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**INTERVIEW SCHEDULE FOR RESPONDENTS TO ASSESS THE SOCIAL IMPACTS OF
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A. RESPONDENT'S PROFILE :GENERAL INFORMATION				
1.	Name			
2.	Age			
3.	Sex			
4.	Marital Status			
5.	Educational Qualifications			
6.	Occupation			
7.	Annual Income			
8.	Religion			
9.	Category			
10.	Family Size			
11.	Family Type (Nuclear/ Joint)			
12.	Type of House			
13.	Household type in your family	Patriarchal		Matriarchal
		Others		

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14.	Vulnerable members in your family	No. of females		No. of Children	
		No. of Aged		No. of differently abled	
15.	Poverty levels	Below poverty line		Above poverty line	
16.	Are you a beneficiary of any Government scheme				
17.	Are the women in the family engaged in economic activities?				
18.	Places of worship on the land:	Gurudwaras		Temples	
		Mosques		Churches	
		Dera		Samadh	
		Dargah		Others	
19.	Community Spaces on the land:	Sath		Youth clubs	
		Marriage palaces		Stadium	
		Parks		Community centres	
		Crematoriums		Janjghars	
		Hall		Dharamshala	

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20.	Civic arrangements present on the land (if any)	Police Post		Bank	
		Post Office		Sanjh Kendras	
		Sewa Kendras		Dak Bungalow	
		Rest Houses		Circuit House	
		Others			
21.	Public service infrastructure on the land (if any)	Schools		Anganwadi centres	
		Health facilities		PDS	
		Others			
22.	Law and Order situation on the land	Well-maintained		Poorly-maintained	
23.	Access to Health Services:				
24.	Access to Education:				

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25.	Family occupation:			
26.	Division of Family Labour	Agriculture labour		Cattle rearing
		Household work		Employment (job)
27.	Type of Land-use	Agriculture		Non-agriculture
28.	Agricultural patterns	Annual		Bi-annual
		Tri-annual		Quarterly
29.	Crops sown	Wheat		Sugarcane
		Paddy		Cotton
		Maize		Pulses
		Vegetables		Fruits
		Others		
30.	Major farming inputs	Chemicals		Equipment
		Seeds		Feed
		Others		
31.		Capital		Bardana/gunnysacks

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	Major non-farming inputs	Barn/storage			Marketplace	
		Others				
32.	Nature of labour deployed by you in agriculture	Self	Hired		Seasonal	
					Perennial	
33.	Type of flora found on the land	Trees			Shrubs	
		Herbs			Grasses	
		Plantations			Others	
34.	Water bodies adjoining land	River banks			Canals	
		Water channels				
35.	Source of water supply on the land	Pond			Tube-well	
		Canal			Rainwater storage	
		River			Waterworks Supply	
		Others				
36.	Land type	Nehri			Barani	
		Chahi			Gair-Mumkin	
37.	Types of livestock	Large Ruminants (Cattle, Buffaloes)			Small Ruminants (Sheep, Goats)	

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	found on the land	Pigs		Equines (Horses, asses, mules)	
		Camels		Poultry (Chickens, ducks, geese, pigeons and others)	
		Others			
38.	Mode of employment you are involved	Formal		Informal	
39.	Income groups you belong to	High Income Groups		Middle Income Groups	
		Low Income Groups		Below Poverty Line	
40.	Type of occupation you are involved in	Farming & cultivation		Self-employed	
		Agricultural labourers		Employed in Services	
		Industrial labourers		Others	
41.	Are you a migrant?	Yes		No	
42.	Type of migration	Out-migration		In-migration	
43.	Type of migrant settlements:	Rural-rural		Rural-urban	
		Urban-urban		Urban-rural	
44.	Food security	Availability		Access	
		Utilization		Stability	

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45.	Do you have access to credit?	Institutional		Non-institutional	
46.	Wage rate earned (if any)?				
47.	What are the specific livelihood activities women are involved in?				
48.	Do the women of the family engage in outdoor activities?	Educational		Economic	
		Domestic		Religious	
		Recreational		Community participation	
		Any other			
49.	Do the children of the family involve in outdoor activities?	Educational		Economic	
		Domestic		Religious	
		Recreational		Community participation	
		Any other			
B. IMPACT OF LAND ACQUISITION					
50.	Was your opinion obtained and considered before the starting of the project of land acquisition?				

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51.	Are you aware of the land acquisition policy of the government and the provision of compensation?				
52.	Were you awarded any compensation for your acquired land? Please specify the amount of compensation paid per acre (in Rs.)				
53.	Do the acquired land possess any infrastructure?	Trees		Crops	
		Water channel		Tube-wells	
		Sheds			
54.	How has the Land acquisition affected the demographic composition of the area?	In-migration		Out-migration	
		No Impact			
55.	Has the project affected the social ties of the local community?				
56.	What impacts did the project have on the local political structures?				

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57.	Has the project in any way impacted the political empowerment of the vulnerable groups of the population?				
58.	Has the project brought any transformation in the social life of the differently able and the elderly?				
59.	How has the project impacted the local economic structures?	Progressive		Retarding	
60.	Has the process of land acquisition in the area impacted the following:	Access and control over productive resources of Land		Income levels	
		Livelihood (Level and type of employment)		Intra-household employment patterns	
		Food security		Standard of living	
		Women's access to livelihood alternatives		Impoverishment risks	
		Economic dependency or vulnerability		Others	

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61.	Do you think that the process of land acquisition in the area will have adverse impacts on natural resources?	Yes		No	
		Maybe			
62.	Which natural resource do you think will be adversely affected by the project?	Soil		Water	
		Air		Forest	
		Others			
63.	Post the process of land acquisition, will there be a pressure on other land and common property natural resources for livelihoods?	Yes		No	
		May be			
64.	Has the project led to any disruption of the local community structure?				
65.	Has the project affected the access and control of the local community over resources?				

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66.	Potential Impact of land acquisition on public services, public utilities and private assets	Education facilities		Health facilities	
		Housing facilities		Supply of local services	
		Electrical supply		Waste management system	
		Water supply		Sanitation	
67.	Any evident health impacts due to in-migration in the area?	Yes		No	
		Maybe			
68.	Any health impacts due to project activities with a special emphasis on:	Impact on women 's health		Impact on the elderly	
69.	Have you experienced any transformation of local political structures due to the project?				
70.	Have you witnessed any demographic changes on the land due to the project?				
71.	Has there been a shift in the economy-ecology balance due to the project?				

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72.	Have you witnessed any impacts on the norms, beliefs, values and cultural life of the people in the project affected area?
73.	Has there been any criminal activities and illicit activities reported in the project affected area? If YES, specify.
74.	Has there been any cases of violence against women reported in the area?
75.	Your views on the proposed land acquisition for the ring road project

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Details of the Family						
S. No.	Name	Sex	Age	Education	Marital status	Relationship with the head

* * * *



SOCIAL IMPACT ASSESSMENT



STATE SOCIAL IMPACT ASSESSMENT AUTHORITY



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