

# Resettlement Due Diligence Report

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April 2018

## SRI: Integrated Road Investment Program - Tranche 1

Road Maintenance Contract Package, Galle District, Southern Province

Prepared by the Road Development Authority, Ministry of Higher Education and Highways for the Asian Development Bank.

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**Integrated Road Investment Program (*iRoad*)**  
**Involuntary Resettlement Due Diligence & Socioeconomic Assessment Report**  
**For**  
**Road Maintenance Contract Package**  
**Galle District, Southern Province**



**Final Report**  
**April 2018**  
**Prepared by**  
**Road Development Authority**  
**Ministry of Higher Education and Highways**  
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## List of Abbreviations

ADB	Asian Development Bank
AP	Affected Person
CRC	Conventional Road Contract
DRR	Due Diligence Report
DS	Divisional Secretariat
FGD	Focus Group Discussion
GoSL	Government of Sri Lanka
GN	Grama Niladari
GND	Grama Niladari Division
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
iRoad	Integrated Road Operation and Development Investment Program
IR	Involuntary Resettlement
MOHEH	Ministry of Higher Education and Highways
MFF	Multi-tranche Financing Facility
PIU	Project Implementing Unit
PS	Pradeshiya Sabha
RDA	Road Development Authority
RF	Resettlement Framework
RMC	Road Maintenance Contract
SPS, 2009	ADB's Safeguards Policy Statement, 2009



## **Integrated Road Investment Program (*iRoad*)**

### **Involuntary Resettlement Due Diligence and Socioeconomic Assessment Report for Road Maintenance Contract Package – Galle District**

#### **Chapter 1 - Introduction**

1. Integrated Road Investment Program (iRoad) funded by the Asian Development Bank (ADB) through a Multi tranche Financial Facility (MFF) aims at improving the connectivity between rural communities and socioeconomic centers in Sri Lanka. The program oriented around a number of Grama Niladhari Divisions (GNDs) within five provinces and one district<sup>1</sup> in the country selected based on the population, development potential and distance to trunk road network. Enhancement of the connectivity is to be achieved through (i) improving rural access roads linking the rural hubs to trunk road network to all weather standards, and (ii) operating a sustainable trunk road network, encompassing national roads, of at least fair condition. The program is expected to allow people from rural villages to directly access other areas of the country to engage in a number of social and economic activities, thereby serve as a tool for alleviation of poverty. The improved roads will be maintained through appropriate periodic maintenance to increase their lifetime. The second output which the program intends to achieve is to enhance the capacity of road agencies.

2. The program is executed under the Ministry of Higher Education and Highways (MoHEH), while Road Development Authority (RDA) is the project implementing agency. Civil works in iRoad program involves two types of contract Modalities;

1. **Conventional Road Contracts (CRC):** The conventional measure and value contracts, requiring detailed contract supervision, will be used for the rehabilitation of provincial, local authority, and isolated national road sections. Initial construction is to be completed in the first 1-2 years, followed by a 3 year maintenance period.
2. **Road Management Contracts (RMC):** These contracts are based on simple bidding documents developed by the World Bank for Output and Performance-based road contracts. Within each package a significant portion will require rehabilitation in the first 1-2 years, with the remainder possibly requiring periodic surfacing throughout the contract period (7 years in total). Routine maintenance of the entire length throughout the contract period is part of the work.

3. An Involuntary Resettlement (IR) due diligence and socioeconomic survey was completed for roads selected in Southern province (in Galle, Matara and Hambantota districts) under RMC, during Survey and Preliminary Engineering Survey (SAPE) works conducted in May 2014. However the implementation of RMC (previously termed as Output and Performance Based Contract (OPRC) package) in Southern province was delayed, and in January 2018 RDA

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<sup>1</sup> Southern, Central, Sabaragamuwa, North Central, North Western Provinces and Kalutara District in Western Province



considered taking the roads previously selected in Galle District for the RMC package. This road list is now termed as “RMC Galle package road list”.

4. During the IR due diligence survey in May 2014 it was observed that the existing ROW was sufficient for the proposed road improvements. Only few temporary structures were observed (only within Labuduwa – Wanduramba section) close to the existing road shoulder edge during that survey. These structures were also not to be affected if any road works were to be carried out within the existing ROW. Some of the road sections selected in year 2014 had been rehabilitated and improved during the period from May 2014 to January 2018. Such improvements had been done within the available Right of Way (ROW) avoiding any land acquisition and involuntary resettlement. However as per the guidelines given in the Resettlement Framework (RF) for iRoad program it is required to conduct a field investigation to verify the validity of above process.

5. This report is prepared to fulfill the above requirement. The report mainly focus on presenting the updated information with respect to previous IR due diligence survey with new consultation details with public. As in the previous report this report also includes two sections as; section (i) on IR due diligence and, (ii) on socioeconomic profile. Section two of this report has been developed based on more recent information from Department of Census and Statistics on basic demographic features of Galle district. No separate socioeconomic survey was conducted as part of this updating process. Therefore section two includes information collected from previous survey but focusing only on Galle district.

## 1.1. Description of the project

6. RMC package of iRoad program includes two segments as; (i) Rehabilitation and Improvement, and (ii) Routine and Periodic maintenance. Under the rehabilitation and improvement segment it is expected that the selected roads will be resurfaced with proper and adequate road side drainage facilities and other road furniture. The road pavement and other road furniture of these improved roads as well as the other roads selected under RMC packages will be subjected to routine and periodic maintenance under the second segment. Table 1.1 summarizes the road sections selected under “RMC Galle package road list”, their present status and proposed works under RMC package.

Table 1.1 Galle package road list and details of proposed activity under RMC package

Route No.	Road Name	Length (km)	Present condition	Type of activity
B248	Karapitiya - Labuduwa	1.0	Improved	Routine maintenance
	Labuduwa - Wanduramba			
	(a) Labuduwa - Thalagaha	2.0	Improved	Limited rehabilitation and improvement works (only a few sections) and routine maintenance
	(b) Thalagaha - Wanduramba	9.7	Not improved	Full rehabilitation and improvement works and



Route No.	Road Name	Length (km)	Present condition	Type of activity
				routine maintenance there after
B454	Wanduramba – Yatalamatta – Nagoda	10.7	Improved	Limited rehabilitation and improvement works (only a few sections) and routine maintenance
B303	Nagoda – Gonadeniya	3.62	Improvements in progress	Complete the rehabilitation and improvement works and routine maintenance there after
B139	Gonadeniya – Udugama (Bar Junction)	4.4	Improvements in progress	Complete the rehabilitation and improvement works and routine maintenance there after
B129	Udugama (Bar Junction) – Udugama (Bus stand)	2.9	Improved	Routine maintenance
B429	Udugama (Bus stand) – Hiniduma (Start point of newly improved section)	11.0	Not improved	Full rehabilitation and improvement works and routine maintenance there after
B159	Hiniduma (Start point of newly improved section) - Thawalama	6.6	Improved	Routine maintenance

Note: B248 road is from Labuduwa junction. However, Karapitiya junction to Labuduwa road has also been included under maintenance.

7. The route established through these road sections passes through the Divisional Secretary Divisions of Galle four gravets, Bope-Poddala, Akmeemana, Baddegama, Nagoda and Thawalama. A map of the route established through these road sections is presented in figure 1.1.

8. Total length of the route selected through the above road sections is of 51.92 km. Of this length only 20.7 km in two road sections shall be fully rehabilitated and improved. Cross sections proposed for rehabilitation and improvement works of these two road sections, i.e. Thalagaha – Wanduramba of B248 road and Udugama (Bus stand) – Hiniduma (Start point of newly improved section) of B429 road are presented in annex 1 of this report.



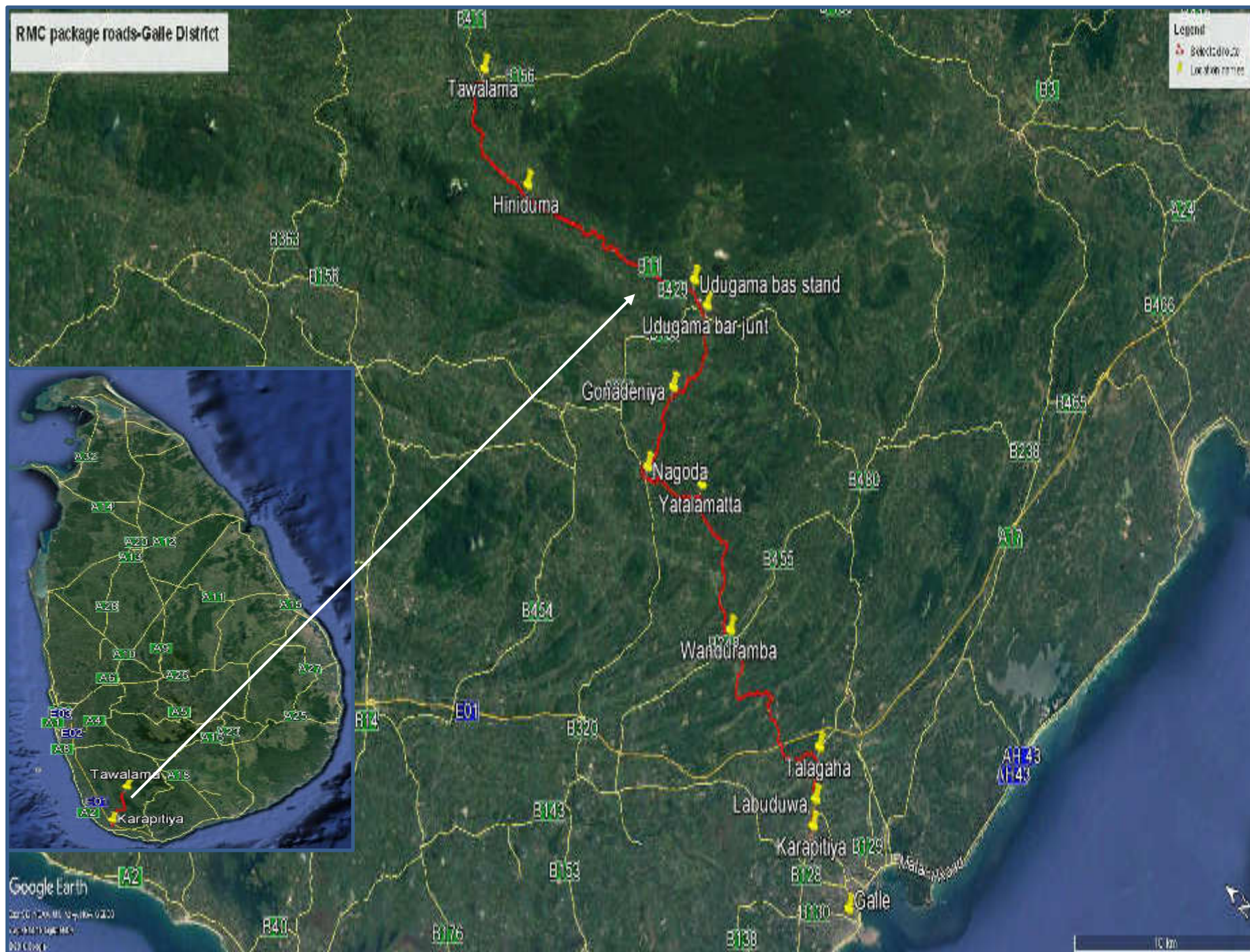


Figure 1.1. Map of the route established through the selected roads in RMC package of Galle district



## **Chapter 2 - Involuntary resettlement due diligence**

9. As stated in chapter one a set of roads having a cumulative length of about 52 km have been selected in Galle district to be improved and maintained under RMC package. These roads have been selected making a continuous stretch connecting two strategic points or locations. This connectivity is shown in figure 1.1. An IR due diligence was carried out on these roads during the SAPE works in May 2014. As some of the road sections were rehabilitated and improved during the period between May 2014 and January 2018, it is important to verify and confirm that no IR impacts occurred during the above works period or shall not arise due to proposed works under the present program.

### **2.1.Methodology used to carry out the present due diligence**

10. Field verification for this due diligence study was conducted on all road sections within Galle District RMC package during the months of January and February 2018. Field verification was aided by online maps available in Google earth, topographic maps of Survey Department and typical cross sections proposed for the two road sections of B248 and B429. This study mainly focused on reconfirming the ROW information collected during the previous study, to provide updated information on the structures which were observed during the previous study and to list out any new structure (if any) that would get affected during the proposed improvements (with the type of impact) along B248 and B429 roads.

11. The existing ROW was considered as the distance between wall to wall, fence to fence or drain to drain. Hence any structure between the fence/ drain and the existing road edge if observed was recorded during the present study. Few rounds of individual consultations were also conducted as part of this present study. Specific attention was paid to the structures which were observed during the previous study.

### **2.2.Summary of field observations and verification**

#### **2.2.1. Karapitiya – Labuduwa section**

12. This road section starts at Karapitiya hospital junction where the medical faculty of Ruhuna University is also located. The road passes through the township and gradually enters an area with paddy fields. This road section has been rehabilitated and improved in year 2016 with proper two lane marking and other road furniture. Figure 2.1 presents two photographs taken during year 2014 and after improvements (under the present study).

13. No permanent or temporary structure was observed within the ROW during this study. As there will only be routine and periodic maintenance, no IR impacts anticipated within this section. Further during the present study it was confirmed through the venders along this road section that no issue of IR occurred during the road rehabilitation and improvement works.





(a)



(b)

Figure 2.1 (a) Near Karapitiya hospital (in 2014), (b) Road section after improvements (in 2018)

### 2.2.2. Labuduwa – Thalagaha section of B248 road

14. Again this section has been rehabilitated and improved in year 2016. During the previous study few temporary structures were observed close to the existing ROW. Present situation of those structures and the view of their occupants are discussed below.



### ***The fish stall on the Right Hand Side near Labuduwa junction***

15. The structure still remains at the same location and has not shifted. Therefore the road works have not impacted this temporary fish stall.



(c)



(d)

Figure 2.1 (c) Fish stall Before improvement works (in 2014); After improvement works (in 2018)

### ***The vegetable and fruit stall of Mr. Nikson Ajith Kumara***

16. The vegetable and fruit stall of Mr. Ajith Kumara could not be observed at the location where it was during year 2014. When inquired from the nearby shop operators it was stated that Mr. Ajith Kumara had permanently shifted this stall and the new location was not known. It should be noted that even during the previous study Mr. Ajith Kumara expressed his willingness to remove this structure on his own for the betterment of the public.



Figure 2.2 The vegetable and fruit stall of Mr. Ajith Kumara in year 2014





Figure 2.3 An image taken from Google street view (in 2016) showing the location of the stall of Mr. Ajith Kumara

***The two temporary huts owned by Mrs. T.G. Punyawathi***

17. Mrs. Punyawathi is still operating her two shops opposite the bus stand. She had temporarily shifted the two structures to the nearby vacant land during the road construction period and shifted back to the original location after completion of road works. She stated that there was no significant impact to her business during the road works period. The arrow in figure 2.3 points to the two structures temporarily shifted to the vacant land.





Figure 2.4 The two huts of Mrs. Punyawathi shifted back after road improvements

***The grocery on wheels owned by Mrs. B.G. Inosha Heemali***

18. At time of the field survey in year 2014 Mrs. Heemali explained that this structure was only temporarily shifted to this location due to opening of the new administration complex at Labuduwa, and she intended to shift it back after the opening ceremony of the administrative complex. During the present study it was observed that this structure had been shifted back to its previous location near the administrative complex.



(a) After temporarily shifting the structure in 2014





(B) After shifting back to the original location

Figure 2.5 The structure of Mrs. Mrs. Heemali

### ***The vegetable stall of Mrs. Anusha Dilhani***

19. As shown in figure 2.6 (a) the front end of the temporary structure in which Mrs Dihani was selling vegetables was projecting towards the pavement (before road improvement works). During consultations in year 2014 she welcomed the project and voluntarily agreed to shift back the front end of this structure. During the present study it was observed that she had shifted the front end of the structure and is still operating the vegetable stall.



(a) Before road improvements





(b) After road improvements

Figure 2.6 The vegetable stall of Mrs. Dilhani

20. Beyond this point up to Thalagaha junction no permanent or temporary structure was observed within the existing ROW. The road had two proper lane marking and other road furniture. Carriageway of the rehabilitated and improved road up to Thalagaha junction was 6.0 m.



Figure 2.7 A rehabilitated and improved road section between Labuduwa and Thalagaha junction

### 2.2.3. Thalagaha junction – Wanduramba section of B248 road

21. This section of B248 is to be fully rehabilitated, improved and maintained through the RMC package. This section initially passes through a buildup area and after crossing the southern expressway enters an area with mixed development. Throughout this section the existing carriageway is 6.0 m with certain sections marked with centerline for two lanes. On average the ROW is around 9.0 and 9.5 m with much wider sections at some locations (the previous IR due



diligence also refers to an average ROW of 9.0 within this section). Between Thalagaha junction and Wanduramba the road passes close to four schools; Akmeemana Vidyalaya, Keebiya Gamini Maha Vidyalaya, Welideniya Thakshila Vidyalaya and Wanduramba Central College. In the mixed development area the road passes through paddy fields and tea estates. Throughout this section no permanent or temporary structures were observed to be located within or encroaching the existing ROW.



(a)



(b)

Figure 2.8 (a) The road passing through settlements with lane marking; (b) The road passing through a less populated area

22. Based on the available ROW and the proposed typical cross section (section type 1 – General) there will be no IR issues within this section.

#### 2.2.4. Wanduramba – Yatalamatta – Nagoda section on B454 road

23. This road section passes through mixed development areas mainly with paddy cultivations and tea estates. Two tea processing factories are located within this road section along with three schools; Samarasekara Maha Vidyalaya, Royal College Nagoda and Nagoda Primary school. This road section had been rehabilitated and improved by RR construction Ltd. during 2015 and 2016. Two lane marking and other road furniture are observed within this section. The rehabilitated carriageway is 6.0 m wide with two lanes. This section of the road continues with an average ROW of 7.5 m to 9.0 m.

24. During the present study it was confirmed from public (i.e. residents and venders who reside close to the road) that no IR issue occurred during rehabilitation and improvement works of this road section.





Figure 2.9 Rehabilitated and improved road section from Wanduramba to Nagoda

#### 2.2.5. Nagoda – Gonadeniya section of B303 road

25. This road section is under rehabilitation and improvement. Certain sections of the road has been improved. The improved carriageway is 6.0 m wide and the available ROW is between 8.0 m to 9.0 m. Kurupanawa Junior School and Gonadeniya Junior School are located within this road section. No permanent or temporary structure was observed to be encroaching in to the existing ROW thus no IR issue will occur in completing the remaining civil works and during routine and periodic maintenance of this road section.



(a) (b)  
Figure 2.10 (a) A section of road where asphalting of pavement is completed; (b) A section of the road still under construction

#### 2.2.6. Gonadeniya – Udugama (Bar junction) section of B139 road

26. This section of B139 road is also under rehabilitation and improvement works. However, the progress of work is observed to be very slow. Once rehabilitation and improvement works of



this section is completed the pavement width will be 6.0 m compatible with Nagoda – Gonadeniya section. Existing ROW of this section varies between 7.5 m and 9.0 m which is sufficient for the proposed works. No permanent or temporary structure was observed to be encroaching on to this existing ROW. Hence no IR issue shall be anticipated during completion of the road works and future maintenance works.



(a)



(b)

Figure 2.11 (a) A section of the Gonadeniya – Udugama road to be improved; (b) the road section of Gonadeniya – Udugama road approaching Udugama (Bar junction)

#### 2.2.7. Udugama (Bar junction) – Udugama (Bus stand) of B129 road

27. This road section passes through Udugama town area. The road section along with the entire B129 road has been rehabilitated and improved in year 2015 under Priority Road Project (PRP) phase 3. The PRP had been conducted on road having sufficient ROW for the proposed improvements. Therefore no IR issue had occurred during rehabilitation and improvement works within Udugama bar junction to bus stand section of B129 road. Improvement works within this section include two lane pavement, parking area, foot walks and drains.



Figure 2.12 The developed road section within Udugama town area



28. During this study no structure was observed to be encroaching in to the improved road. Thus no IR impact is anticipated even during the maintenance period under this RMC package.

#### **2.2.8. Udugama (Bus stand) – Hiniduma (Start point of newly improved section) of B429 road**

29. Udugama (Bus stand) to Hiniduma (Start point of newly improved section) of B429 road is to be fully rehabilitated, improved and maintained under this RMC package. Existing road section has a carriageway of 6.0 m with a wider ROW (more than 9.0 m) which could accommodate the proposed typical cross section given in annex 1. To the most of its length the road runs parallel to Gin Ganga (a river on to the Left Hand Side of the road). The access road to Kannaliya forest reserve branches from this road section. One school i.e. Maha Bodhi Vidyalaya is located on this stretch.

30. No permanent or temporary structure was observed to be encroaching in to the existing ROW. Hence the proposed rehabilitation and improvement works as well as road maintenance works under this RMC package could be carried out without and IR impacts.



Figure 2.13 A bridge approach section on Udugama – Hiniduma road



Figure 2.14 Access road to Kannaliya forest reserve





Figure 2.15 (a) An image of the end point of this road section in year 2015 (Source: Google street view)



Figure 2.15 (b) Present day view of the end point of this road section (with lane making on improved section of Hiniduma – Thawalama road)



### 2.2.9. Hiniduma – Thawalama section of B429 road

31. This road section has also been fully rehabilitated and improved again under PRP phase 3. This road section also runs parallel to Gin Ganga (river) and the road is prone to floods especially near Thawalama Divisional Secretary Division. This stretch of the route passes mainly through mixed residential areas mainly with tea cultivation. Road rehabilitation and improvement works had been carried out within the available ROW, hence no IR impact had occurred. During this study it was observed that no any permanent or temporary structure had encroached the existing ROW. As the road maintenance work shall also be carried out within the same ROW, no issue of IR will occur during the maintenance period. Mallika Navodya School and Thawalama primary school are located within this stretch.



Figure 2.16 An image during construction works of Hiniduma – Thawalama section of B429 road during year 2015 (Source: Google street view)





Figure 2.17 An image of the improved road

32. Based on the present assessment table 2.1 summarizes the IR due diligence on the road sections to be rehabilitated, improved and maintained under RMC package for Galle District.

Table 2.1 A summary of IR due diligence of RMC Galle package road list

Route No.	Road Name	Present condition	Type of activity	IR due diligence categorization
	Karapitiya - Labuduwa	Improved	Routine maintenance	No IR impact
B248	Labuduwa - Wanduramba			
	(a) Labuduwa - Thalagaha	Improved	Limited rehabilitation and improvement works (only a few sections) and routine maintenance	No IR impact
	(b) Thalagaha - Wanduramba	Not improved	Full rehabilitation and improvement works and routine maintenance there after	No IR impact
B454	Wanduramba - Yatalamatta - Nagoda	Improved	Limited rehabilitation and improvement works (only a few sections) and routine maintenance	No IR impact
B303	Nagoda - Gonadeniya	Improvements in progress	Complete the rehabilitation and improvement works and routine maintenance there after	No IR impact
B139	Gonadeniya - Udegama (Bar Junction)	Improvements in progress	Complete the rehabilitation and improvement works and routine maintenance there after	No IR impact
B129	Udegama (Bar Junction) - Udegama (Bus stand)	Improved	Routine maintenance	No IR impact



Route No.	Road Name	Present condition	Type of activity	IR due diligence categorization
B429	Udugama (Bas stand) – Hiniduma (Start point of newly improved section)	Not improved	Full rehabilitation and improvement works and routine maintenance there after	No IR impact
B159	Hiniduma (Start point of newly improved section) - Thawalama	Improved	Routine maintenance	No IR impact

### 2.3. Other social impacts that may arise during rehabilitation, improvement and maintenance works

33. As indicated in table 1.1 only two road sections within the set of roads under RMC package for Galle District will include full rehabilitation and improvement works. Two road sections have limited rehabilitations and improvement works, while two other road sections will be completing the ongoing rehabilitation and improvement works. During these works the residents and public who use these roads will face the following temporary impacts;

1. Temporary loss of access/disruption of traffic.
2. Shifting of utility supply lines causing disruption to the supply (only if required to shift).
3. Dust, noise and vibration impacts will be felt by the people living near road sections during construction works. The issue of dust, noise and vibration will be significant near schools.
4. High vibration levels occurring during compaction works may damage structures close to the road edge.
5. Care should be taken to avoid any accidental damages to common properties such as Shires and utility lines close to candidate roads.

34. Following measures are suggested to avoid, minimize or mitigate such impacts.

1. Provide temporary access until permanent accesses are done.
2. Use of information notice boards and flagmen to control traffic during construction period.
3. Spraying of water on to road surface to reduce dust. And to avoid school hours when carrying construction works near such areas.
4. Civil contracts should also include a 3rd party insurance to compensate any damage of property caused by vibration during the construction. It is also required to carry out a property condition survey within settlement areas close to the candidate roads.
5. Assisting the communities to rehabilitate any common property such as shires, water wells could positively help the project.



## Chapter 3 - Socioeconomic assessment and gender participation

35. As stated in chapter one, no separate socioeconomic survey was not conducted during this updating of IR due diligence report. However information on key demographic and socioeconomic features were updated based on available information from sources such as Department of Census and Statistics.

36. Based on the guidelines given by ADB the sample size of the previous survey has been selected by drawing a 20% sample of households in each Grama Niladhari Division affected by the project and taking the summation. If any two road sections were within one GND, still the sample size was 20%, also an upper limit for each GND had been fixed at 80 households. Table 3.1 below presents the Divisional Secretary Divisions through which the each road section of Galle RMC package roads are located and the sample size of the households surveyed in each DSD. Annexure 2 of this report presents the breakdown of the sample with respect to each GND through which the road sections are located.

Table 3.1 Names of the DSDs through which the RMC roads are located and number of households interviewed

Route No.	Road section	Divisional Secretary Division	Sample size
	Karapitiya - Labuduwa	Galle four gravets Bope Poddala	135
B248	Labuduwa - Wanduramba		
	(a) Labuduwa - Thalagaha	Bope Poddala Akmeemana	46
	(b) Thalagaha - Wanduramba	Akmeemana Baddegama	655
B454	Wanduramba – Yatalamatta – Nagoda	Baddegama Nagoda	394
B303	Nagoda – Gonadeniya	Nagoda	90
B139	Gonadeniya – Udugama (Bar Junction)	Nagoda	106
B129	Udugama (Bar Junction) – Udugama (Bus stand)	Nagoda	80
B429	Udugama (Bus stand) – Hiniduma (Start point of newly improved section)	Nagoda Thawalama	274
B159	Hiniduma (Start point of newly improved section) - Thawalama	Thawalama	172

Source: Sample HH survey of Southern province, March – April, 2014

### 3.1.A Description of key physical and socioeconomic features of Southern province and Galle district

37. Southern province comprising of three districts (Galle, Matara and Hambantota) has an area encompassing 5,444 km<sup>2</sup>, which consist of 5,383 km<sup>2</sup> (97.10%) high land and 161 km<sup>2</sup> (2.902%) of low land. The total extent of cultivated land of the province is 76,991 hectares whilst



non-cultivated land is 68,401 hectares. The province also has a beautiful coastal belt which has a high tourist attraction. Galle district covers around 29% of the total land area of Southern province.

38. Table 3.2 below presents a comparison of land area, population, population density, poverty head count index, poor population and percentage contribution to total poverty values of the country, Colombo district, Galle district and Southern province.

Table 3.2 A summary of land area, population, population density and poverty head count index

Province	District	Population (Census 2012)	Land area (km <sup>2</sup> )	Population Density (person/km <sup>2</sup> )	Poverty head count index (%) <sup>*</sup>	Total poor population <sup>*</sup>	Cont. to total poverty (%) <sup>*</sup>
Sri Lanka		20,359,439	65,610	325	4.1	843,913	100
Southern province		2,477,285	5,444	455	3.0	74,769	8.9
	Colombo	2,324,349	699	3,325	0.9	19,796	2.3
	Galle	1,063,334	1,617	655	2.9	30,775	3.6

Source: Department of Census and Statistics, <sup>\*</sup> figures are from 2016 household income and expenditure survey

39. According to above information the poverty headcount index of Galle district is more or less equal to that of Southern province which is about three times higher compared to Colombo district figure. Population distribution by ethnicity, sex and age and labour force in Galle district compared with Southern province figures is presented in tables 3.3, 3.4 and 3.5.

Table 3.3 Population by ethnicity in Sri Lanka, Southern province and Galle district

Ethnic Group	Sri Lanka	%	Southern province	%	Galle District	%
Sinhala	15,250,081	74.90	2,353,603	95.00	1,003,722	94.39
Sri Lankan Tamil	2,269,266	11.15	24,930	1.01	13,953	1.31
Indian Tamil	839,504	4.12	18,393	0.74	6,146	0.58
Sri Lanka Moor	1,892,638	9.30	70,673	2.85	38,790	3.65
Burger	38,293	0.19	533	0.02	256	0.02
Malay	44,130	0.22	8,328	0.34	106	0.01
Sri Lankan Chetti	5,595	0.03	35	0.00	12	0.00
Baratha	1,717	0.01	15	0.00	8	0.00
Other	18,215	0.09	868	0.04	341	0.03
<b>Total Number Of Persons</b>	<b>20,359,439</b>	<b>100</b>	<b>2,477,378</b>	<b>100.00</b>	<b>1,063,334</b>	<b>100</b>

Source: Department of Census and Statistics, 2012



Table 3.4 Population by sex and age in Sri Lanka, Southern province and Galle district

	Sri Lanka		Southern province		Galle district	
	Value	%	Value	%	Value	%
Total No. of persons	20,359,439	100.00	2,477,285	100.00	1,063,334	100.00
Male	9,856,634	48.41	1,194,541	48.22	509,902	47.95
Female	10,502,805	51.59	1,282,744	51.78	553,432	52.05
Age < 15 years	5,131,666	25.21	621,922	25.10	264,056	24.83
Age 15 – 59 years	11,347,991	55.74	1,508,359	60.89	643,282	60.50
Age > 60 years	3,879,782	19.06	347,004	14.01	155,996	14.67

Source: Department of Census and Statistics, 2012

Table 3.5 Unemployment rate and Percentage distribution of employment status-2016

	Unemployment rate	Employment status			
		Paid employee	Employer	Own account worker	Contributing family worker
Sri Lanka	4.4	57.8	2.7	31.6	7.8
Southern province	5.6	56.5	2.5	33.4	7.6
Galle district	5.1	61.3	2.6	29.6	6.5

Source: Sri Lanka Labour Force Survey, Annual report 2016, Department of Census and Statistics

40. Table 3.6 presents the road types available in each district of southern province.

Table 3.6 Types of roads available with length in southern province as at year 2011

District/Province	Class A (km)	Class B (km)	Class C (km)	Class D (km)	Class E (km)	Class E1 (km)	Total (km)
Galle	97	393	389	272	–	42	1,192
Matara	135	252	300	248	–	–	934
Hambantota	115	374	337	283	–	–	1,109
<b>Southern</b>	<b>347</b>	<b>1,019</b>	<b>1,026</b>	<b>803</b>	<b>–</b>	<b>42</b>	<b>3,236</b>

Sources: Provincial Road Development Authority

### 3.2. An analysis of the sample socioeconomic survey with respect to Galle district RMC package

41. Key findings of the sample household survey which was conducted in Southern province (during March – April 2014) is discussed with respect to Galle district. The results are discussed under sub topics on key demographic features, housing condition, sanitary and energy, vulnerable groups and gender and perception of community towards the project. As there was no data collection during this study, it should be noted that this section only reproduce the key tables which were presented in the IR due diligence and socioeconomic profile report of 2014 with specific reference to Galle district and where possible with additional explanations or information.



### 3.2.1. Key demographic information of the sample survey

#### ***Distribution of households by family size and age***

42. The distribution of family size and age distribution of family members in the sample of Galle district is presented in below tables.

Table 3.7 Distribution of family size of the sample households (percentage)

Family size (No. of members)		
1-2	3-4	More than 5
17.41	56.44	26.15

Source: Sample HH survey of Southern province, March – April, 2014

Table 3.8 Age distribution of sample household members (percentage)

	Age group (Years)					
	0-14		15-59		Above 60	
	Male	Female	Male	Female	Male	Female
Sample	9.78	9.82	31.67	32.97	7.35	8.41
Galle district	12.61	12.22	29.02	31.48	6.32	8.35

Source: Sample HH survey of Southern province, March – April, 2014

43. On average a family in the project area has 3 to 4 members, this condition is more or less equal with the average family size of the country which is 3.8. Out of these family members the highest percentage falls within the age limit of 15 to 59 years, which is the economically active population of a country. The dependent population (population between 0-14 years and above 60 years) within the project area is less. This situation is similar to that of Galle district data.

44. The situation of having more economically active population could be taken as a positive factor in the project as there will be people willing to work in civil works. The wage they earn will also be a saving as the dependency on such economically active person is low.

#### ***Educational attainment***

45. The level of education in a region is important for the development of that area. Sri Lanka has recorded a higher literacy rate compared to many countries in the region. Table 3.9 below presents the level of educational attainment of the sample in Galle district.

Table 3.9 Educational attainment of the household sample in Galle district (percentage)

	Level of educational attainment						
	No schooling	Grade 1-5	Grade 5-10	G.C.E. O/L	G.C.E. A/L	Technical	University
Sample	2.69	13.48	20.31	30.65	28.70	0.73	3.44
Galle district	3.26	22.83	42.04	16.53	13.04	2.30	

Source: Sample HH survey of Southern province, March – April, 2014, Census data 2012 (Dept. of Census and Statistics)



46. Above table shows that compared to Galle district situation where most people have fallen within the education bracket of grade 5-10, major percentage of population in the sample attained up to G.C.E. Ordinary Level. This is a positive factor for the project if labour is to be secured from the project area itself. The work force will be easy to handle and give guidance in the work.

### **Occupation of household head**

47. Below table summarize the occupation of household heads in the sample. As these roads are connected with town centers most of the household heads are employed in public or private sector.

Table 3.10 Occupation of household head (percentage)

Type of employment							
Farmer	Public/ Private sector	Skilled labour	Business	Self- employment	Wage labour	Fisher man	Foreign employment
13.01	43.67	5.80	9.76	10.84	14.40	0.24	2.28

Source: Sample HH survey of Southern province, March – April, 2014

48. According to the annual labour force report 2016 of Department of Census and Statistics the share of agriculture, industry and service sector to the total employment in Southern province was 36.0%, 24.3% and 39.6% respectively; with respect to Galle district the figures were 34.6%, 24.0% and 41.4%. Within the surveyed sample the highest percentage is with service sector (public and private) which amounts to 43.67%.

### **Average household income, expenditure and movable assets**

49. Below tables present the distribution of monthly average income, expenditure and movable assets in the sample of RMC package in Galle district.

Table 3.11 Average monthly income and expenditure of sample households (percentage)

Item	Value			
	Less than 5,000	5,001 – 14,999	15,000 – 49,999	More than 50,000
Average monthly income (SLR)	2.34	18.09	72.19	7.38
Average monthly expenditure (SLR)	1.82	21.55	70.38	6.25

Source: Sample HH survey of Southern province, March – April, 2014

50. It could be observed the major percentage of households in Galle district obtain a monthly average income between SLR 15,000 and 49,999 and their monthly expenditure is also within the same bracket.



51. Table 3.12 presents a summary of household assets in Galle district sample. It should be noted that as a household may have many movable assets, the question used in the survey allowed multiple answers.

Table 3.12 A summary of household assets (Values are in percentage with multiple answers)

District	Galle
Type of asset	
Television	91.79
Radio/ CD player	77.77
Sowing machine	54.26
Electric fan	52.00
Fridge	53.20
Gas stove	31.95
Kerosene stove	4.22
Air conditioner	6.03
Motor cycle	35.57
Bicycle	12.96
Three wheeler	13.56
Motor car/ cab	4.30
Motor bus/ van	9.57
Water pump	16.65
Washing machine	3.92
Other	5.20

Source: Sample HH survey of Southern province, March – April, 2014

52. As per the above table many of the households have television sets and radio/ CD players. Most common type of household vehicle in the sample was motorcycle which accounted to 35.57% compared to motor cars and vans which accounted to 4.3% and 9.57%.

### 3.2.2. Housing condition, sanitary facilities, energy and water sources of sample households

53. Below tables describe the type of housing structures, sanitary facilities, energy and water sources available with in sample households.

Table 3.13 Details of type of housing structure (percentage)

	Type of housing structure			
	Permanent	Semi-permanent	Temporary	Rent/ lease
Sample	86.28	8.21	5.19	3.32
Galle district	87.80	11.80	0.4	5.00

Source: Sample HH survey of Southern province, March – April, 2014, Census data 2012 (Dept. of Census and Statistics)

54. As per above information more than 80% of households surveyed had permanent type of housing structures which is similar to that of Galle district.



Table 3.14 Details of sanitary facilities (percentage)

District	Type of sanitary system available			
	Flush	Water sealed	Pit latrine	None
Sample	17.78	81.3	0.90	0.83
Galle district	1.58	96.49	1.52	0.41

Source: Sample HH survey of Southern province, March – April, 2014, Census data 2012 (Dept. of Census and Statistics)

55. As in the case of Galle district the sample of households are mainly using water sealed system as sanitary facilities.

Table 3.15 Availability of electricity (percentage)

District	Source of electricity		
	National grid	Solar power	No Electricity
Sample	90.63	0.96	8.41
Galle district	94.00	0.09	NA

Source: Sample HH survey of Southern province, March – April, 2014

56. As in the case of the country, the households in the sample is more dependent on the national electricity supply grid for electricity.

Table 3.16 Source of water (percentage)

District	Source of water		
	NSW & DB	Well/ tube well	Community pipe
Galle	16.73	60.76	22.51

Source: Sample HH survey of Southern province, March – April, 2014

57. As per above table most of the sample population depend on wells or tube wells to fulfill their water needs while the sample population in Galle district. Only about 17% of the sample households benefited from the water supply of National Water Supply and Drainage Board.

### 3.2.3. Analysis of vulnerable households and gender related details

58. The current socioeconomic study also focused on vulnerable families in the project area. Details of the findings are summarized below.

Table 3.17 Details of vulnerable households (percentage of total households surveyed)

District	Sample of Galle RMC package
Type of vulnerability	
Family with elderly household head (age > 70 years)	2.26
Family with monthly income > SLR 5,000	2.34
Female headed families	15.52
Families with disabled members	1.88

Source: Sample HH survey of Southern province, March – April, 2014



59. As per above table it could be observed that a fair amount of sampled households in Galle district are women headed families. Therefore, it is important to have special measure to avoid any hindrance to these families especially during the civil works period of the project.

60. The household survey also focused on the aspect of female family members getting involved in day to day decision making, bread earning and other social activities in their respective households and the community. Below table summarize the findings of this analysis.

Table 3.18 Contribution of female members in family matters and community organizations

Type of involvement	Always	Sometime	Rarely	If Request	Do not Participate
Decision making in family matters	78.98	15.98	1.28	2.18	1.58
Bread earner	57.05	30.60	5.28	3.83	3.24
Participation in CBO activities	47.85	27.51	15.45	5.72	3.47
Organize community programs	59.76	18.01	6.03	10.02	6.18

Source: Sample HH survey of Southern province, March – April, 2014

61. From above table it could be clearly see that female members play a key role in decision makings in family matters.

62. The opportunity for the female members getting involved in the project was also analyzed as a gender perspective for the project. Below table summarizes the analysis of this aspect.

Table 3.19 Willingness of household head to involve female family members in the project

Agree to involve	Do not agree to involve
43.56	56.44

Source: Sample HH survey of Southern province, March – April, 2014

63. As per the analysis of table 3.19 it appears that household heads of the sample population are reluctant to let their female family members getting involved in the project. One major reason for such decision would be that these female members are working in their own tea estates (small tea holdings of their own).

Table 3.20 Type of involvement of female family members in the project (a multiple response)

District	Response of sample as %
Type of involvement	
Provide wage labour during construction	24.64
Provide wage labour for maintenance of road	17.86
Provide meals to work force as a small business	5.52

Source: Sample HH survey of Southern province, March – April, 2014



64. Overall the sample households in Galle district showed less interest in allowing their female family members getting involved in the project. Their preference was to allow them to provide labour during the construction period.

#### 3.2.4. Community perception about the project

65. At the time of the initial socioeconomic survey the question of public awareness level of the proposed project had been questioned from the sample. The results obtained are presented in table 3.21.

Table 3.21 Community awareness about the project (percentage)

Know about the project	Do not know about the project
37.68	62.32

Source: Sample HH survey of Southern province, March – April, 2014

66. According to above information it had been observed that most of the households in the sample were not aware of the proposed project at that time. Although it was recommended to have more number of public awareness programs, due to the temporary suspension of initiation of the RMC package no additional awareness programs had been carried out in Galle district or in Southern province. However during this study when public were asked about the project there was a good response (i.e. many new about the project). Key reason for this change is that the rural road component of iRoad program has already being implemented and information about the project (both rural and national road components) have been disseminated to public through meetings held to establish grievance redress committees and other periodic awareness meetings and information notice boards.

67. The survey in year 2014 had focused on the community perception on the existing road condition and how it affects their day to day life. The findings are summarized in tables 3.22, 3.23 and 3.24.

Table 3.22 Condition of existing road to be rehabilitated by the project (percentage)

Condition of the existing road surface			
Good	Fair	Bad	Very bad
18.91	65.79	10.85	7.61

Source: Sample HH survey of Southern province, March – April, 2014

Table 3.23 Impact of existing road condition on day to day activities of women, children and elderly persons (percentage)

Affect the activities	Do not affect the activities
67.90	32.10

Source: Sample HH survey of Southern province, March – April, 2014



Table 3.24 Reasons for such impact (percentage, multiple answers)

Reason	Response of sample
Damaged road condition	36.53
Shrub jungle grown on both sides of the road	37.53
Road side drains not maintained	44.24
Wing walls of culverts and bridges are damaged	30.44
Pot holes on the shoulders	25.85
Road get inundated	26.75

Source: Sample HH survey of Southern province, March – April, 2014

68. As per the above table it is clear that damaged road surfaces, shrub jungle grown on both side of road, poor road side drains and pot holes on the shoulders are main issues for impacting day to day activities of women, children and elderly in the project area.

69. At the time of the socioeconomic survey for RMC roads in Galle district none of the nine road sections selected had been rehabilitated and improved. However during the period from May 2014 to January 2018 some of these roads commenced rehabilitation and improvement works. As shown in table 1.1, five roads sections have been rehabilitated and improved, two are in the process of being rehabilitated and two will be rehabilitated and improved through this project. Hence people's attitudes toward the road conditions have changed. People are now happy with the road conditions and they request RDA to complete the remaining sections so that the full and efficient connectivity shall be restored. Following are a few key points stated by public during recent consultations.

- Business has improved due to more customers with the improved road
- The drains need to be improved
- It feels really good to now move on this road
- We would be very happy if the remaining sections of this road is also rehabilitated and improved

70. Below tables summarize the willingness of community to participate in the project and how they are willing to participate.

Table 3.25 Willingness of community to participate in the project

Willing to participate	Do not want to participate
68.88	31.12

Source: Sample HH survey of Southern province, March – April, 2014

71. As per above information majority of the sample households are willing to participate in the project.



Table 3.26 Type of contribution for the project (percentage, multiple responses)

Type of contribution			
By donating land	Community awareness creation	Involve in progress monitoring	Involve in maintenance
15.00	48.08	17.35	19.57

Source: Sample HH survey of Southern province, March – April, 2014

72. It is clear that all communities are willing to help the project in making awareness, project monitoring and maintenance work. Fifteen percent of sample households in Galle have indicated the willingness for land donation.

73. Finally the conception of the community on perceived benefits of the project was analyzed.

Table 3.27 Perceived benefits of the project (percentage, multiple responses)

Perceived benefits	Response of sample
Develop agriculture sector	81.54
Develop education facilities	79.58
Develop health and sanitary facilities	81.09
Increase job opportunities for villagers	76.71
Road safety for Women, Elders and children	70.99
Develop Public/privet transport for villagers	73.47
Easy travel even at night time or time with poor visibility	61.42
Develop industrial sector in rural areas	68.58
Reduced the travel cost and time	72.19
Increase cultural values	64.05
Improve standards of living	68.27
Develop communication with villagers and government institutes	61.42

Source: Sample HH survey of Southern province, March – April, 2014

74. It is clear from above table that all communities in the project area welcome the project.

### 3.3.Public consultation

75. During the previous study consultations with public and government officials had been carried out covering all three districts in the southern province. These consultations had been conducted as one on one interviews and Focus Group Discussions (FGDs) in order to obtain the perception of community about the project (including both RMC and rural roads), any environmental and social problems prevailing in the project area. Eight FGDs representing the three districts had been completed as part of consultation process in May, 2014. However RDA has now decided only to execute the RMC package of Galle district for Southern province. Therefore the present study also conducted few one on one interviews. A summary on location and number of attendees in each FGD held with respect to Galle district during the previous study





is presented in table 3.28. The outcome of the one on one interviews including the present day interviews are presented along with the previous information in annex 3 of this report.

Table 3.28 Summary of FGDs held for iRoad program with respect to Galle district RMC package



Date	Location	Number of participants
2 May 2014	Wanduramba PS auditorium	28
2 May 2014	Neluwa DS auditorium	15
5 May 2014	Gonapeenuwala DS auditorium	45
5 May 2014	Imaduwa DS auditorium	20

76. Key comments and suggestions made during above meetings are listed below. It should be noted that some participants made comments on the rural road segment of iRoad project (even during one on one interviews). These comments are also included in this summary.

Table 3.29 Summary of key points discussed in FGDs

Location of FGD	Comments made by participants	File photo
Wanduramba PS auditorium	<ul style="list-style-type: none"> <li>Filling of nearby paddy fields and lands with material removed from road constriction works should be avoided as it creates flood problems.</li> <li>Road side drains and all other existing drainage structures need to be properly investigated and reconstructed where necessary.</li> <li>It is important to improve/ widen road sections with sharp bends and locations with poor visibility. This will improve road safety.</li> <li>A proper drainage study should be carried out to identify locations where drainage improvements are needed. Suggest that the engineers obtain assistance from Grama Niladri Officers.</li> <li>Propose a pedestrian flyover at Karapitiya hospital area and Waduraba School.</li> <li>Increase the number of pedestrian crossings and locate them at strategic points.</li> <li>Pave about 15- 20 m inwards of all by roads that are connected to the candidate road. This will reduce the amount of debris and soil flowing on to the candidate road. Improves road safety as motor cyclists slip on this debris.</li> </ul>	
Neluwa DS auditorium	<ul style="list-style-type: none"> <li>Blockage of drainage causes flooding over some road sections.</li> <li>Few landslide areas are located within the DS division. Need to consider stability of cut slopes.</li> <li>Poor road conditions affect the agricultural and other economic activities in the area.</li> <li>Construction works need to be properly monitored.</li> </ul>	



Location of FGD	Comments made by participants	File photo
Gonapeenuwala DS auditorium	<ul style="list-style-type: none"> <li>• The roads must be widened to have safe passage.</li> <li>• Blockage of drainage causes flooding over some road sections.</li> <li>• Pave about 15- 20 m inwards of all by roads that are connected to the candidate road. This will reduce the amount of debris and soil flowing on to the candidate road. Improves road safety as motor cyclists slip on this debris.</li> </ul>	
Imaduwa DS auditorium	<ul style="list-style-type: none"> <li>• Slope failures could be initiated if cut slope angles are too high.</li> <li>• Proper drainage study should be carried out to identify all locations where drainage needs to be improved.</li> <li>• It is important to improve/ widen road sections with sharp bends and locations with poor visibility. This will improve road safety.</li> <li>• Improvement of roads in the area will help in the economic development.</li> <li>• This project will ensure the safety of women, children and elderly who uses these roads.</li> </ul>	



## Chapter 4 Conclusion and recommendations

77. The rural road component of the Integrated Road Investment Program is now operational in five provinces and one district in Sri Lanka. The positive effect of improved connectivity between rural villages and socioeconomic centers is already observed in the rural road component. The second component under iRoad program is to rehabilitate, improve and maintain a selected set of national roads under RMC packages. Nine road sections in Galle district which makes up an efficient road link between Thawalama and Galle have been selected under Galle District RMC package.

78. An IR due diligence was conducted on these roads during the SAPE works in May 2014. However due to an internal decision of RDA the implementation of RMC package under iRoad program was delayed, and during the period from 2015 to 2018 some of these roads that were to be rehabilitated under iRoad program had been rehabilitated and improved. Thus a new assessment was conducted to carry out an IR due diligence on these roads and this report presents the findings of this assessment.

79. During this assessment it was verified that no IR impacts had occurred during construction works of the roads which had been rehabilitated and improved during the period from 2015 to 2018. Further no permanent or temporary structure was observed encroaching in to the existing ROW of these roads. It was also verified that the existing ROW of the two roads that are to be fully rehabilitated under the present package has sufficient ROW for the proposed improvement works. Finally as the road maintenance work does not include any activity beyond the existing ROW, no IR issue will occur during routine and periodic maintenance period of this RMC package.

80. However it is important to minimize impacts to the public during construction stage (of the two road sections).

81. Even though there will be no major construction activities involved, it is still important to establish the Grievance Redress Committees before commencement of civil works.

82. As revealed in the socioeconomic analysis the public welcome this project as a positive factor in economic development.

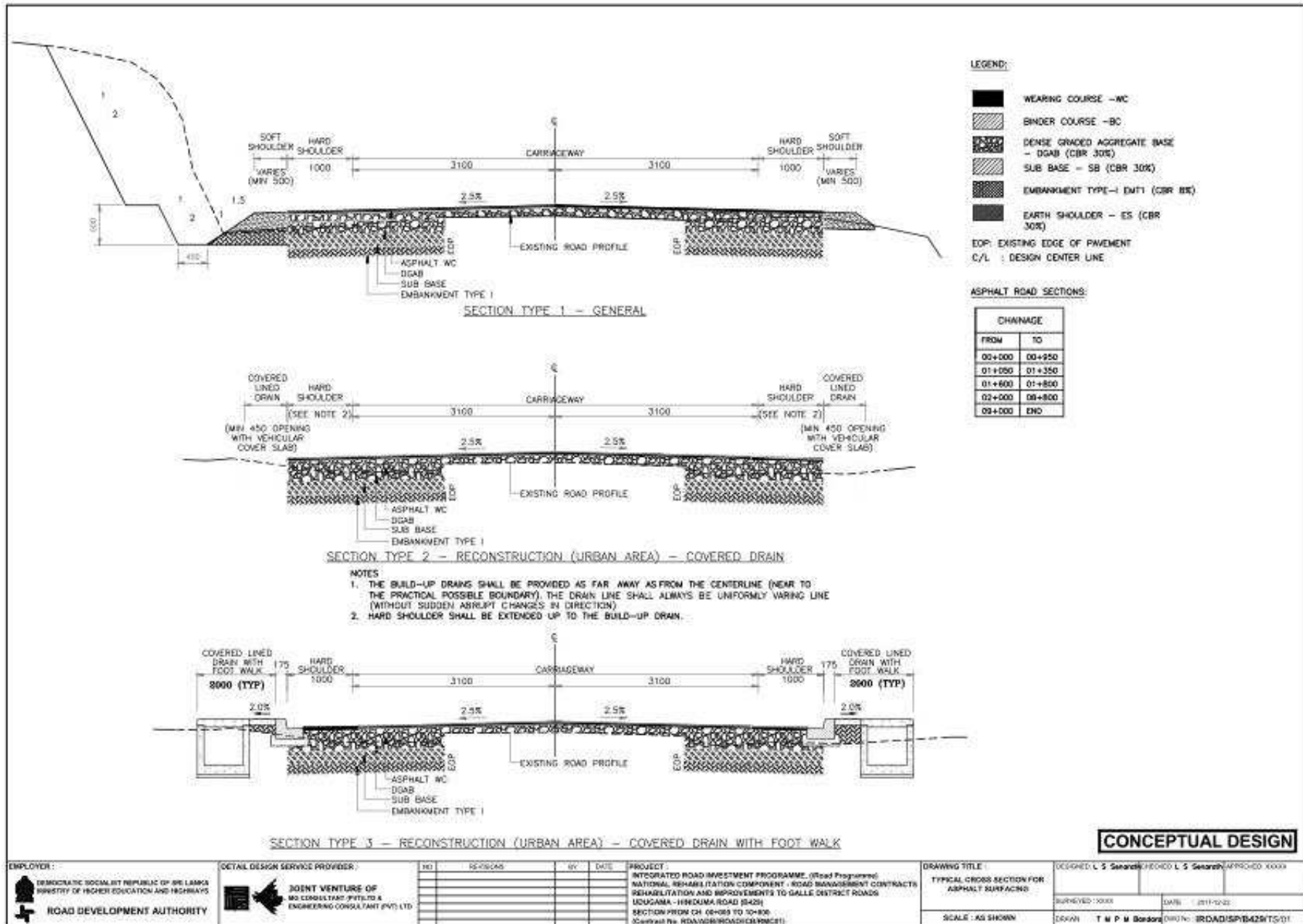


Annex 1 –  
Typical cross sections for B248  
and B429 roads

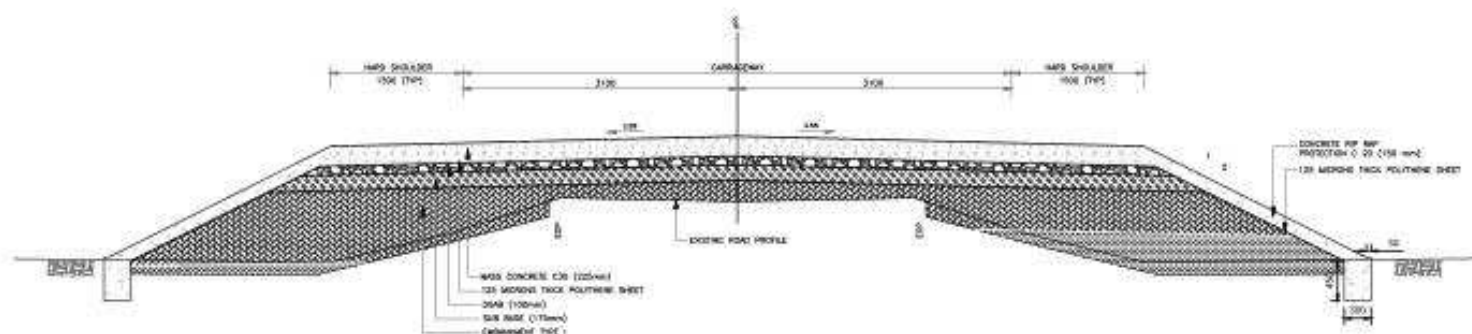


EMPLOYER:	DETAIL DESIGN SERVICE PROVIDER :	NO.	REVISION	BY	DATE	PROJECT	DRAWING TITLE :	DESIGNED : S S Seneviratne	CHECKED : S S Seneviratne	APPROVED : 2009/09
DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA MINISTRY OF HIGHER EDUCATION AND HIGHWAYS	JOINT VENTURE OF 30 CONSULTANT (PVT) LTD & ENGINEERING CONSULTANT (PVT) LTD					INTEGRATED ROAD INVESTMENT PROGRAMME (Road Programme) NATIONAL REHABILITATION COMPONENT - ROAD MANAGEMENT CONTRACTS REHABILITATION AND IMPROVEMENTS TO GALLE DISTRICT ROADS LAKSHENGA - WANDURUWA ROAD (E&R) SECTION FROM CH 41+850 TO 42+075 (GALLE) RA, ROAD&S/SP/16246/TS/01	TYPICAL CROSS SECTIONS			
ROAD DEVELOPMENT AUTHORITY						SCALE : AS SHOWN				











SECTION TYPE 4 - PROTECTION WITH CONCRETE RIP RAP

CHAINAGE	
FROM	TO
00+550	01+050
01+350	01+600
01+800	02+000
02+800	03+000

NOTES :-

1. ALL DIMENSION ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
2. CONTRACTION JOINT FOR RIP RAP TO BE PROVIDED IN EVERY 3 m INTERVAL USING 10 mm REFORM.
3. UP STREAM PROTECTION MAY BE NEEDED WITH CONSIDERING FLOW VELOCITY AT FLOODING AND DRAIN DOWN CONDITION.

CONCEPTUAL DESIGN

EMPLOYER:		DETAIL DESIGN SERVICE PROVIDER :		NO		REVISIONS		BY		DATE		PROJECT:		DRAWING TITLE :		DESIGNED: L. S. Senarath		CHECKED: L. S. Senarath		APPROVED: XXXXX	
 DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA MINISTRY OF HIGHER EDUCATION AND HIGHWAYS ROAD DEVELOPMENT AUTHORITY		 JOINT VENTURE OF ROAD CONSTRUCTION PROJECTS TO A ENGINEERING CONSULTANT (PVT) LTD										NATIONAL ROAD INVESTMENT PROGRAMME - Road Programme NATIONAL REHABILITATION COMPONENT - ROAD MANAGEMENT CONTRACTS REHABILITATION AND IMPROVEMENTS TO RURAL DISTRICT ROADS UDUSSAMA - HENDUMA ROAD (B422) SECTION FROM CH. 00+00 TO 18+00 (CHAINAGE No. ROAD/ROAD/SECTION)		TYPICAL CROSS SECTION FOR PROTECTION WITH CONCRETE RIP RAP SCALE: AS SHOWN							
																SURVEYED: XXXX		DATE: 2007-12-12			
																DRAWN: T. M. P. M. Bandara		DATE: 2007-12-12		ROAD/SP/B422/TS/02	



## Annex 2 – Sample size considered in each GND



## Annexure 2

Names of the DSDs through which the RMC roads are located and number of households interviewed in each GND

Route No.	Road section	DS Division	GN Division	Sample size
	Karapitiya - Labuduwa	Galle four gravets	Welipatta	80
		Bope Poddala	Ambagaha watta	55
Labuduwa - Wanduramba				
B248	(a) Labuduwa - Thalagaha	Bope Poddala	Ambagaha watta	
		Akmeemana	Akmeemana	46
	(b) Thalagaha - Wanduramba	Akmeemana	Ambagahavila	54
			Niyagama	68
			Thalagahayaya	80
		Baddegama	Meda Keembiya east	78
			Meda Keembiya	80
			Pitiharawa	62
			Deiyandara	61
			Panvila	46
			Wanduramba south	62
			Wanduramba	64
Wanduramba - Yatalamatta - Nagoda				
B454	Wanduramba - Yatalamatta - Nagoda	Baddegama	Wanduramba	
			Gulugahakanda	62
		Nagoda	Urala central	46
			Yatalamatta west	80
			Yatalamatta east	76
			Keppetiyagoda	80
			Nagoda	50
Nagoda - Gonadeniya				
B303	Nagoda - Gonadeniya	Nagoda	Nagoda	
			Kurupanuwa	40
			Gonadeniya	50
Gonadeniya - Udagama (Bar Junction)				
B139	Gonadeniya - Udagama (Bar Junction)	Nagoda	Gonadeniya	
			Ukovita north	48
			Udagama	58
Udagama (Bar Junction) - Udagama (Bus stand)				
B129	Udagama (Bar Junction) - Udagama (Bus stand)	Nagoda	Udagama	
			Homadola	80
Udagama (Bus stand) - Hiniduma (Start point of newly improved section)				
B429	Udagama (Bus stand) - Hiniduma (Start point of newly improved section)	Nagoda	Homadola	
			Udagama north	56
		Thawalama	Gallandala	30
			Koralegama	38
			Panangala east	36
			Panangala north	24
			Malhathawa	42
			Hiniduma south	48



## Annexure 2

Route No.	Road section	DS Division	GN Division	Sample size
B159	Hiniduma (Start point of newly improved section) - Thawalama	Thawalama	Hiniduma south	
			Hiniduma north	80
			Batahena	20
			Thawalama north	72
Total sample size				1952

Source: Sample HH survey of Southern province, March – April, 2014



Annex 3 –  
Summary of one on one  
interview – Galle district  
including new interviews



**Summary of public consultation (One on One interview) for Southern Province Galle district  
(RMC roads)**

District - Galle						
	DSD or GND	Name of Respondent	Age	Sex	Address	Views
1	Thawalama	M.G. Premawathie	50	Female	Batahena, Thawalama	<ul style="list-style-type: none"> <li>• Easy access to Hiniduma hospital</li> <li>• Easy access to fair</li> <li>• Easy access to Thawalama Vidyaraja school and other schools</li> <li>• Easy access to DS office and other public institutions</li> <li>• Convenient to transport tea tender leaves</li> </ul>
2	Thawalama	R.A. Mangalika Jayasekara	37	Female	Kudugalpala, Batahena, Thawalama	<ul style="list-style-type: none"> <li>• Easy transportation for school children, and tea tender leaves</li> <li>• Convenient and quick access to the fair, public institution, Hiniduma hospital etc.</li> <li>• Main deficiency of the village is the road under development</li> </ul>
3	Thawalama	Damith Asanka	24	Male	Kudugalpala, Batahena, Thawalama	<ul style="list-style-type: none"> <li>• Convenient for tea tender leaves transportation</li> <li>• More convenient to reach hospital, public institutions, and the fair where situated at Neluwa an Udugama</li> <li>• Convenient for school vehicles</li> <li>• Could start new business</li> <li>• Increase land values</li> </ul>
4	Thawalama	B.L. Ariyasena	52	Male	Mandala pura iv Piyawara, Thawalama	<ul style="list-style-type: none"> <li>• Convenient for tea transportation vehicles</li> <li>• Convenient to take sick persons to hospitals</li> <li>• Convenient to reach school vehicles to the village</li> <li>• Convenient to reach fair and public institutions</li> </ul>
5	Thawalama	E.G. Padmalatha	52	Female	Mandala pura iv Piyawara, Thawalama	<ul style="list-style-type: none"> <li>• Convenient for tea tender leaves transportation</li> <li>• Easy for school children as well as school service vehicles</li> <li>• More convenient take patients to Hiniduma hospital</li> <li>• Fulfill qualification to request a public transportation from CTB</li> </ul>
6	Thawalama	Danawathie Hewage	58	Female	Habarakada, Elaiura, Thawalama	<ul style="list-style-type: none"> <li>• Easy transportation for school children</li> <li>• Convenient to reach hospitals</li> <li>• Easy for tea tender leaves transportation</li> <li>• Convenient to reach public institutions</li> <li>• Could control migration from village to the town</li> <li>• Increase land prices</li> </ul>
7	Thawalama	M.Sumana	32	Female	Mandala pura iv Piyawara, Thawalama	<ul style="list-style-type: none"> <li>• Easy transportation for school children</li> <li>• Convenient to transport tea tender leaves</li> <li>• Easy to reach Neluwa fair</li> <li>• Easy to take patients to hospitals</li> </ul>
8	Thawalama	H.A. Ishara	28	Female	Ibbawila, Elaihala, Habarakada	<ul style="list-style-type: none"> <li>• Easily to reach Neluwa town</li> <li>• More convenient to reach hospital</li> <li>• Easy transportation for school children and school service vehicles</li> <li>• Easy to transport tea tender leaves</li> <li>• Could easily to reach Neluwa and Batahena weekly fairs</li> </ul>



**Summary of public consultation (One on One interview) for Southern Province Galle district  
(RMC roads)**

District - Galle						
	DSD or GND	Name of Respondent	Age	Sex	Address	Views
9	Thawalama	P.G.Premadasa	57	Male	Mandalapura iv Piyawara, Elaihala	<ul style="list-style-type: none"> <li>• Convenient for tea tender leaves transportation</li> <li>• Easy for school service vehicles and school children</li> <li>• Convenient to hospitals</li> <li>• Convenient to reach public institutions</li> </ul>
10	Thawalama	K.G.Yasawathie	52	Female	Mandalapura, iii Piyawara, Ibbawila	<ul style="list-style-type: none"> <li>• Convenient for school children transportation</li> <li>• Easy to take patients to hospitals</li> <li>• Convenient for tea tender leaves transportation</li> <li>• Easily to reach weekly fairs at Batahena and Neluwa</li> </ul>
11	Thawalama	H.H. Hemawathie	64	Female	Ibbawila, Mandala pura, iii Piyawara	<ul style="list-style-type: none"> <li>• Could request to relevant authorities to have a public transportation on the road</li> <li>• Ability to take school children and patients to schools and hospitals safely</li> <li>• Convenient to transport tea tender leaves</li> </ul>
12	Thawalama	Bandula Padmawathie	42	Female	Mandalapura, iv Piyawara, Ibbawila	<ul style="list-style-type: none"> <li>• Could use this road as a short cut to Thawalama</li> <li>• Convenient for tea tender leaves transportation</li> <li>• School children and school vehicles could reach up to their houses</li> <li>• More convenient to reach weekly fairs at Neluwa and Batahena</li> </ul>
13	Thawalama	S.A. Yasawathie	50	Female	Mandalapura, ii Piyawara, Kalugala	<ul style="list-style-type: none"> <li>• Convenient transportation for school children and school service vehicles</li> <li>• Convenient to transport tea tender leaves</li> <li>• Easy to take sick people to hospitals</li> <li>• More convenient for vehicles transportation</li> <li>• More convenient to reach weekly fairs</li> </ul>
14	Thawalama	Wasantha Wijayakumara	35	Male	Galgodahena, Kalugala, Habarakada, Thawalama	<ul style="list-style-type: none"> <li>• More benefit for tea plantation sector</li> <li>• More convenient for school children</li> <li>• Convenient to take sick people to hospitals</li> <li>• Easy for daily routings</li> </ul>
15	Thawalama	K. Udani Pushakumari	30	Female	Tennewila, Kumburegoda, Thawalama	<ul style="list-style-type: none"> <li>• Convenient for tea tender leaves transportation vehicles</li> <li>• Easy for school children</li> <li>• Convenient to take school children to schools</li> <li>• Easy to reach weekly fairs at Neluwa and Batahena</li> <li>• At present only push bicycles are running on the road</li> <li>• Expect other vehicles more for the road</li> </ul>
16	Thawalama	Y.K. Ariyadasa	70	Male	Habarakada Wathu Yaya, Midiminna, Habarakada	<ul style="list-style-type: none"> <li>• Convenient for tea tender leaves transportation</li> <li>• Convenient for school children</li> <li>• Easy to take sick people to hospitals</li> <li>• Convenient reach weekly fairs</li> <li>• More convenient for bus transportation</li> </ul>



**Summary of public consultation (One on One interview) for Southern Province Galle district  
(RMC roads)**

District - Galle						
	DSD or GND	Name of Respondent	Age	Sex	Address	Views
17	Thawalama	P.H. Rani	67	Female	Kudugalpala, near Hallakanda community Hall,	<ul style="list-style-type: none"> <li>• More convenient to go to Batahena fair</li> <li>• Convenient to transport tea tender leaves</li> <li>• Convenient to take sick people to hospitals</li> <li>• Convenient for school children as well as school service vehicles</li> </ul>
18	Thawalama	M.P.G. Nilanthie	36	Female	Habarakada watta, Midiminna, Thawalama	<ul style="list-style-type: none"> <li>• Convenient for bus service</li> <li>• More convenient for school children and school service vehicles</li> <li>• Convenient for tea tender leaves transportation vehicles</li> <li>• Convenient to reach weekly fair at Batahena</li> <li>• Easy to reach Hiniduma hospital</li> </ul>
19	Thawalama	M.D. Wasanthie Kumari	25	Female	Bulathhena, Thawalama	<ul style="list-style-type: none"> <li>• Easy to fly busses on the road</li> <li>• Could provide more transport facilities for school children</li> <li>• Easy to go to hospitals</li> <li>• Convenient to go to close by towns</li> <li>• Easy to go to hospitals</li> <li>• Convenient for tea tender leaves transportation</li> <li>• Easy to reach Batahena weekly fair</li> </ul>
20	Thawalama	W.G Adwin	62	Male	Halwitigala, i Piyawata	<ul style="list-style-type: none"> <li>• Convenient for tea tender leaves transportation</li> <li>• Convenient for more vehicles</li> <li>• Easy to provide transportation for school children</li> <li>• More convenient to reach Hiniduma hospital</li> <li>• Easy access to Batahena and Neluwa fair</li> </ul>
21	Thawalama	K.P.H. Devika	37	Female	Kirikandeniya, Thawalama	<ul style="list-style-type: none"> <li>• Convenient for tea tender leaves transportation</li> <li>• Patients could reach hospitals easily</li> <li>• More convenient for school children</li> <li>• More convenient for bus service</li> <li>• Easy to reach fairs</li> </ul>
22	Bope - Poddala	C. Kumarasinghe	55	Female	"Indunil", Kithulampitiya	<ul style="list-style-type: none"> <li>• Road widening could reduce accidents</li> </ul>
23	Bope - Poddala	Roshan Gunathilake	40	Male	Arachchiwatta, Kithulampitiya	<ul style="list-style-type: none"> <li>• Road widening is prerequisite</li> <li>• Can reach quickly to the destination</li> <li>• Convenient for school children</li> </ul>
24	Bope - Poddala	N.J. Somalatha	48	female	Arachchiwatta, Navinna road, Kithulampitiya	<ul style="list-style-type: none"> <li>• Convenient transportation</li> <li>• Quick transportation</li> <li>• Minimize traffic jam at school hours. Therefore, school children could reach schools in time</li> </ul>
25	Bope - Poddala	Padmini Silva	48	Female	Beraliya dola, Hapugala	<ul style="list-style-type: none"> <li>• Development of the main road is excellent. However by road development also prerequisite</li> <li>• Due to such development helps to reach town center quick</li> </ul>



**Summary of public consultation (One on One interview) for Southern Province Galle district  
(RMC roads)**

District - Galle						
	DSD or GND	Name of Respondent	Age	Sex	Address	Views
26	Bope - Poddala	N.H. Kamala	52	Female	Mount Pleasant watta, Hapugala, Wakwella	<ul style="list-style-type: none"> <li>• Could increase public bus service and it will helps to convenient transportation</li> </ul>
27	Bope - Poddala	K.J. Saman Kumara	30	Male	Watuwantudawa, Wakwella	<ul style="list-style-type: none"> <li>• From Hapugala junction up to Eriyagaha junction road</li> </ul>
28	Baddegama	M.A. Jayanthie Kariyawasam	51	Female	Bataketiyagodawatta, Majuwana, Keradewala	<ul style="list-style-type: none"> <li>• Agro production could transport to the market in time</li> </ul>
29	Baddegama	H.L. Dalsy	53	Female	Weweldeniya, Waulugala, Baddegama	<ul style="list-style-type: none"> <li>• Could facilitate better transportation</li> <li>• Could utilize this as an alternative road when flood occurs</li> </ul>
30	Baddegama	L. Kusumawathie	58	Female	Kurundu koratuwa, Waulugala, Baddegama	<ul style="list-style-type: none"> <li>• Road safety for school children</li> <li>• Could reach good schools at Galle</li> <li>• Could reach better economic facilities at Galle</li> </ul>
31	Baddegama	H.L.G. Ariyawathie	52	Female	Hirimulla watta, Ginimellagahawatta	<ul style="list-style-type: none"> <li>• This is the short cut to Gall town</li> <li>• More convenient for every body</li> </ul>
32	Baddegama	M. Champika	40	Female	"Rathna vasa, Thelikada, Ginimellagaha	<ul style="list-style-type: none"> <li>• Could obtain better transportation especially to reach hospitals for emergency cases</li> <li>• Convenient to reach Galle Town center</li> </ul>
33	Baddegama	Sumana Gamage	65	Female	Hathtegewatta, Thelikada, Ginimellagaha	<ul style="list-style-type: none"> <li>• Convenient for entire activities in the area</li> </ul>
34	Baddegama	Kanthi Peris	52	Female	Berilla watta, Namal pedesa, Halpatota, Baddegama	<ul style="list-style-type: none"> <li>• Conversion of dilapidated condition in to better condition gives convenient transportation for every one</li> <li>• Development as main road will be an added advantage for the area</li> </ul>
35	Baddegama	Malka Wijerathna	40	Female	Berilla watta, Namal pedesa, Halpatota, Baddegama	<ul style="list-style-type: none"> <li>• Agro production could transport up to the destinations easily</li> <li>• Easy access for the main road</li> </ul>
36	Baddegama	A.R. Kusumawathie	60	Female	Ariddadoowa, Halpatota, Beddegama	<ul style="list-style-type: none"> <li>• Agro production could transport easily to Dodamgoda fair</li> <li>• Easy access to the main road</li> </ul>
37	Baddegama	Asilin Pathirana	68	Female	64, Ginimellagaha East, Ginimellagaha	<ul style="list-style-type: none"> <li>• It is appreciated if this dilapidated road develop</li> </ul>



**Summary of public consultation (One on One interview) for Southern Province Galle district (RMC roads)**

District - Galle						
	DSD or GND	Name of Respondent	Age	Sex	Address	Views
38	Baddegama	Megilin Hettiwatta	64	Female	"Sriya", Ginimellagaha, East	<ul style="list-style-type: none"> <li>This is the main access to Pinthaliya road</li> <li>Quick access to main road gives more economic and social benefits to the people in the area</li> </ul>
39	Baddegama	U.L. Sunil	49	Male	Bibila watta, Ginimellagaha	<ul style="list-style-type: none"> <li>Easy to sell agro production</li> <li>Easy to transport tea tender leaves</li> </ul>
40	Nagoda	K.K.G. Anusha Tharanganee	21	Female	Fanillu Garden, Nagoda	<ul style="list-style-type: none"> <li>Easy to transport tea tender lives</li> <li>Increase transport facilities including public transportation</li> <li>Industrial development</li> <li>Road protection for ladies, children and old aged population</li> </ul>
41	Nagoda	K.H.M. Ariyawathie	70	Female	Thalhena Kanda, Kurupanawa, Nagoda	<ul style="list-style-type: none"> <li>Tea is the main livelihood in the area and tea tender leaves could transport easily.</li> <li>Support to transport school children and working population in the area</li> <li>Convenient for vehicles running on the road</li> <li>Road blockage could be minimized during the flood</li> <li>Health facilities could obtain easily</li> </ul>
42	Nagoda	W. Sirisena	59	Male	Fieldview, Keppetiyagoda, Nagoda	<ul style="list-style-type: none"> <li>Could use this road as main road when flood occurs</li> <li>Could facilitate transport facilities for business activities</li> <li>This is a main road to the population at Meliban Handiya, Horagahakanda, Wila Mawatha</li> <li>Could provide better transport facilities to school children</li> <li>Increase land values</li> </ul>
43	Nagoda	Priyanka Jayawardena	40	Male	Udugama South, Udugama	<ul style="list-style-type: none"> <li>Could facilitate road facilities for Tamil estate workers</li> <li>Could facilitate access to individual lands</li> <li>Easy for tea tender leaves transportation</li> <li>Systematic transport facilities help to increase peoples' living condition</li> <li>Increase facilities to reach hospitals</li> </ul>
44	Nagoda	H.M. Deepika	42	Female	Piyathilaka Mawatha, Udugama	<ul style="list-style-type: none"> <li>Convenient for tea tender leaves transportation</li> <li>Could minimize travel time</li> <li>Could curtail fuel cost</li> <li>Safe transportation</li> <li>Convenient for school children</li> </ul>
45	Nagoda	K.L.G. Damm	25	Female	Piyathilaka Mawatha, Udugama South, Udugama	<ul style="list-style-type: none"> <li>Estate workers could reach their livelihoods easily</li> <li>More development at Business places</li> <li>Could obtain business and other vehicles without any difficulties</li> <li>Could facilitate facilities for tea cultivated land and tea tender leaves transportation</li> <li>Better transportation for school children</li> </ul>
46	Nagoda	Srinath Manjula Samarasinghe	35	Male	Homadolawatta, No.05,	<ul style="list-style-type: none"> <li>Safer transportation for old aged, children and especially for pregnant woman</li> </ul>



**Summary of public consultation (One on One interview) for Southern Province Galle district  
(RMC roads)**

District - Galle						
	DSD or GND	Name of Respondent	Age	Sex	Address	Views
					Kothalawala	<ul style="list-style-type: none"> <li>• Convenient to reach tea cultivated land and success for tea tender leaves transportation</li> <li>• Could maintain fuel cost at lower level</li> <li>• Could reach hospitals within lesser time for emergency cases</li> </ul>
47	Nagoda	Geetha Dias	50	Female	Homadola, Udugama	<ul style="list-style-type: none"> <li>• Safe travelling within shorter time</li> <li>• Convenient to reach the town center and the hospital</li> <li>• Easy for school children</li> <li>• Convenient for vehicles</li> <li>• Convenient for tea cultivation</li> </ul>
48	Nagoda	S.H. Suneetha Sooriyawansa	44	Female	"Subasewana", Homadola, Kothalawala	<ul style="list-style-type: none"> <li>• Increase land prices</li> <li>• Development of business places by the side of the road</li> <li>• Convenient to reach hospitals</li> <li>• Easy to transport tea tender leaves up to the factory</li> <li>• Convenient for school children and workers</li> <li>• New livelihood could be started</li> </ul>
49	Akmeemana	O.M.R. Damayanthi	30	Female	No. 47, Pansala Kanda, Kapuhempala, Akmeemana	<ul style="list-style-type: none"> <li>• Easy to take pre-school children to pre-schools</li> <li>• Easy to go to work places</li> </ul>
50	Akmeemana	P.V. Mahesh	-	Male	No. 52, Lansiyahena, Haliwala	<ul style="list-style-type: none"> <li>• Convenient to take children to schools</li> <li>• Motor cycle repair shop could be improve</li> <li>• Increase land values</li> </ul>
51	Akmeemana	Mohamad Anver	34	Male	533 A, Heli road, Haliwala, Galle	<ul style="list-style-type: none"> <li>• Easy transportation</li> <li>• Especially easy for school children transportation</li> </ul>
52	Akmeemana	K.G. Sanath	42	Male	Poorwarama road, Batadoowa, Galle	<ul style="list-style-type: none"> <li>• The existing garage could improve more</li> <li>• Easy to connect with Udugama-Galle main road</li> <li>• Dust reduction</li> </ul>
53	Akmeemana	W. S.H. Karunawathie	77	Female	Pothukumburago dawatta, Poorwarama road, Maduwa, Galle	<ul style="list-style-type: none"> <li>• Existing muddy road is not convenient for vehicle transportation</li> <li>• Not easy for school children at present</li> </ul>
54	Akmeemana	U.L. Sunethra Rathnayake	-	Female	No.18, Thelkalagoda, Punchahangoda road, Galle	<ul style="list-style-type: none"> <li>• Could reach Subaddarama road and Udugamaroad easily</li> <li>• Time and cost reduction</li> </ul>
55	Akmeemana	K.G. Pradeepa Nilmini	39	Female	No. 23, Sudarmarama	<ul style="list-style-type: none"> <li>• Existing dry fish selling business could improve</li> <li>• Convenient for entire life especially for school children transportation and other transportation</li> </ul>



**Summary of public consultation (One on One interview) for Southern Province Galle district (RMC roads)**

District - Galle						
	DSD or GND	Name of Respondent	Age	Sex	Address	Views
					road, Magalla, Galle	
56	Akmeemana	Nilanthi Wasana Jayasooriya	39	Female	Punchchi Kanaththa watta, Batadoowa West, Galle	<ul style="list-style-type: none"> <li>• Easy access to Galle Udugama road</li> <li>• Easily could transport necessary goods for existing retail shop</li> <li>• Convenient to transport school children</li> <li>•</li> </ul>
57	Akmeemana	Chinthaka Wickramasinghe	41	Male	No.75, Sudarmarama road, Batadoowa	<ul style="list-style-type: none"> <li>• Convenient for school children and the residence in the area</li> <li>• Increase land values</li> <li>• Could improve existing livelihood</li> </ul>
58	Akmeemana	U.D. Siriawathie	75	Female	Batahena, Hiyare East	<ul style="list-style-type: none"> <li>• Tea as a main livelihood could improve</li> <li>• Could start public transportation</li> <li>• Easy for school children going to Hiyare East school</li> </ul>
59	Akmeemana	A.G. Wimalasena	68	Male	Galagawadeniya, Hiyare East, Hiyare	<ul style="list-style-type: none"> <li>• Agro production such as tea, cinnamon, yam, beetle etc. could transport up to the market easily</li> <li>• Daily routings could be easier if public transportation started after the development</li> </ul>
60	Akmeemana	P.H. Ishani Lakshika	20	Female	School lane, Hiyare East, Hiyare	<ul style="list-style-type: none"> <li>• Quick access to the main road</li> <li>• Existing road is not convenient for transportation</li> <li>• Could keep better relationship with kith and kings after the road development</li> <li>• Tea and cinnamon productions could transport easily</li> <li>• Could connected with all the other developed main roads in the area</li> </ul>
61	Udugama-Nagoda	K.M Karunadasa	64	Male	Ukdevita, Udugama	<ul style="list-style-type: none"> <li>• Conveient transportation</li> <li>• Increase business development</li> <li>• Opportunity to get jobs for the young generation.</li> </ul>
62	Udugama-Nagoda	H.G.S Amarathunga	22	Male	"Kusum Sevana" Ukdevita, Udugama	<ul style="list-style-type: none"> <li>• Can save the time.</li> <li>• Conveient transportation for agricultural activities, school children and to the business activities</li> </ul>
63	Udugama-Nagoda	U.G Alis Nona	78	Female	Ukdevita, Udugama	<ul style="list-style-type: none"> <li>• Conveient transportation</li> <li>• Quick access to the medical facilities</li> <li>• Development of the Business sector</li> </ul>
64	Udugama-Nagoda	Village Susila	54	Female	Gonadenia, Udugama	<ul style="list-style-type: none"> <li>• Convenient for school children</li> <li>• Easy to transport tea, paddy and cinnamon</li> </ul>
65	Udugama-Nagoda	Nanda Umagiliya	62	Female	Gonadenia, Udugama	<ul style="list-style-type: none"> <li>• Development of the Business sector</li> <li>• Agro production such could easily transport to the market</li> <li>• Development of social relations due to village development</li> </ul>



**Summary of public consultation (One on One interview) for Southern Province Galle district (RMC roads)**

District - Galle						
	DSD or GND	Name of Respondent	Age	Sex	Address	Views
66	Akmeemana	Chandana Sampath		Male	52/c Haleganbedda, Ganegoda, Akmeemana	<ul style="list-style-type: none"> <li>•The road improvement has helped us to conduct our business</li> <li>•It is important to improve and maintain the road drainage system</li> <li>•It would have been really good if the road was widened a bit</li> </ul>
<b>Recent consultations</b>						
67	Akmeemana	Achala Liyanage		Female	Achini stores Ganegoda, Akmeemana	<ul style="list-style-type: none"> <li>•Our business has improved due to more customers with the improved road</li> <li>•However the drains need to be improved</li> </ul>
68	Akmeemana	A.A. Ariyawathi		Female	Isuru stores Akmeemana	<ul style="list-style-type: none"> <li>•Not much to say about the road</li> <li>•Any way we make more business in April each year</li> <li>•The road drainage should be improved as the present condition causes storm water to enter in to our lands</li> </ul>
69	Akmeemana	T. Weekulasinghe		Male	Manager, Nisansala Timber Mill	<ul style="list-style-type: none"> <li>•The road side drainage system needs to be improved</li> </ul>
70	Akmeemana	U.G. Malani		Female	Nanayakkara Hardware, Karagalketiya	<ul style="list-style-type: none"> <li>•Now we have more customers</li> <li>•It would be good if the road can be widened</li> <li>•Also need to improve the drainage system</li> </ul>
71	Nagoda	N.G. Upananda		Male	Aluthnuwara, Udamatta	<ul style="list-style-type: none"> <li>•Before the road was improved we all faced real hardships when travelling on this road</li> <li>•Lot of vehicles got damaged when plying on this road</li> <li>•Now it is really easy to go on this road and we save a lot of time and money</li> </ul>
72	Nagoda	Shriyalatha Indrani Kariyawasam		Female	Pansalduwa watta, Kurupanawa	<ul style="list-style-type: none"> <li>•We would be very happy if the remaining sections of this road is also rehabilitated and improved</li> <li>•It feels really good to now move on this road</li> </ul>