



# Involuntary Resettlement Due Diligence Report

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March 2019

## SRI: Integrated Road Investment Program

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Currency unit- Sri Lanka Rupee (Rs) US

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(As of March, 2019)

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## List of Abbreviations

ADB	Asian Development Bank
AP	Affected Person
OPRC	Output and Performance Based Contract
NCP	North Central Province
NWSDB	National Water Supply and Drainage Board
CPF	Community Participation Framework
DDR	Due Diligence Report
DSD	Divisional Secretariat Division
FGD	Focus Group Discussion
GoSL	Government of Sri Lanka
GN	Grama Niladhari
GND	Grama Niladhari Division
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
iRoad	Integrated Road Investment Program
IR	Involuntary Resettlement
LAA	Land Acquisition Act
MOU	Memorandum of Understanding
MFF	Multi-tranche Financing Facility
NGO	Non-Government Organization
PIU	Project Implementing Unit
PS	Pradeshiya Sabha
RDA	Road Development Authority
SPS, 2009	ADB's Safeguards Policy Statement, 2009

# **Involuntary Resettlement Due Diligence and Socioeconomic Assessment, Road Maintenance contract package for North Central Province in Anuradhapura District**

## **1 Introduction**

1. The population of Sri Lanka is about 20 Million and it spreads over 9 provinces covering land area of 65,610 km<sup>2</sup>. Improvements to the road infrastructure and transport facilities have been identified as one of the priority development needs in the Government Development strategy (2015 to 2020). According to the information from Road Development Authority (RDA) Sri Lanka has the highest road density among countries in South Asian Region. Improvements to National highways (Class A and B roads) and rehabilitation of provincial roads (Class C and D roads) have been given significant place in the development agenda of the previous and present Governments and as a result significant percentage of the road network has been improved. Improvements to the existing road network including all categories of roads are a felt need of the country to facilitate the distribution of economic and social wellbeing of the people in 9 provinces. The policy makers and planners of the road sector have better understood the significance of connectivity impacts of the road network and therefore, projects and programs are being implemented to improve the roads in all the categories from national to rural. The expressways constructed and proposed to construct will also add significant contribution in promoting connectivity impacts of the road network improvement.
2. Government of Sri Lanka (GoSL) has requested financial assistance from the Asian Development Bank (ADB) for the investment Program which is officially called as Integrated Road Investment Program (iRoad). This investment Program is in line with the government's sector objective, which is to "establish a modern transport system that will enable the acceleration of economic growth".
3. The project is to be executed as a Multi-tranche Financial Facility (MFF). Ministry of Highways and Road Development will be the executing agency for the project while the RDA will implement the project. The Program has two components as Conventional Road Contracts (CRC) and Road Maintenance Contracts (RMC):
  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.

4. The program is operational in 5 provinces of the country including North Central Province (NCP). The project mainly focuses on rehabilitation of existing carriageway to suit all weather conditions. The improvements will be done within the available Right of Way (ROW) of the candidate roads. Therefore, Involuntary Resettlement impacts (IR) are not expected in many of these roads being implemented or proposed to implement under the Integrated Road Investment Program.
5. Three Class B roads, namely Kakirawe to Thalawe (B213), Kakirawe to Ganewalpola (B212) and Ganewalpola to Dhachchi Halmillawe (B133) has been selected for improvement under RMC package in Anuradhapura District in NCP. This report is on involuntary resettlement, due diligence and socioeconomic assessment for the above 3 road sections. This report has two (2) sections. Section one deals with involuntary resettlement and due diligence while section two discusses the socioeconomic aspects of the communities related to the candidate roads. Gender-related aspects and community view on the project based on consultations were also carried out during the study.

### **Project Description**

6. Three national roads selected under the integrated road investment program, for the improvement and maintenance of RMC package spread in six Divisional Secretariat Divisions in NCP are shown in Figure 1-1, Figure 1 2 and Figure 1 3.



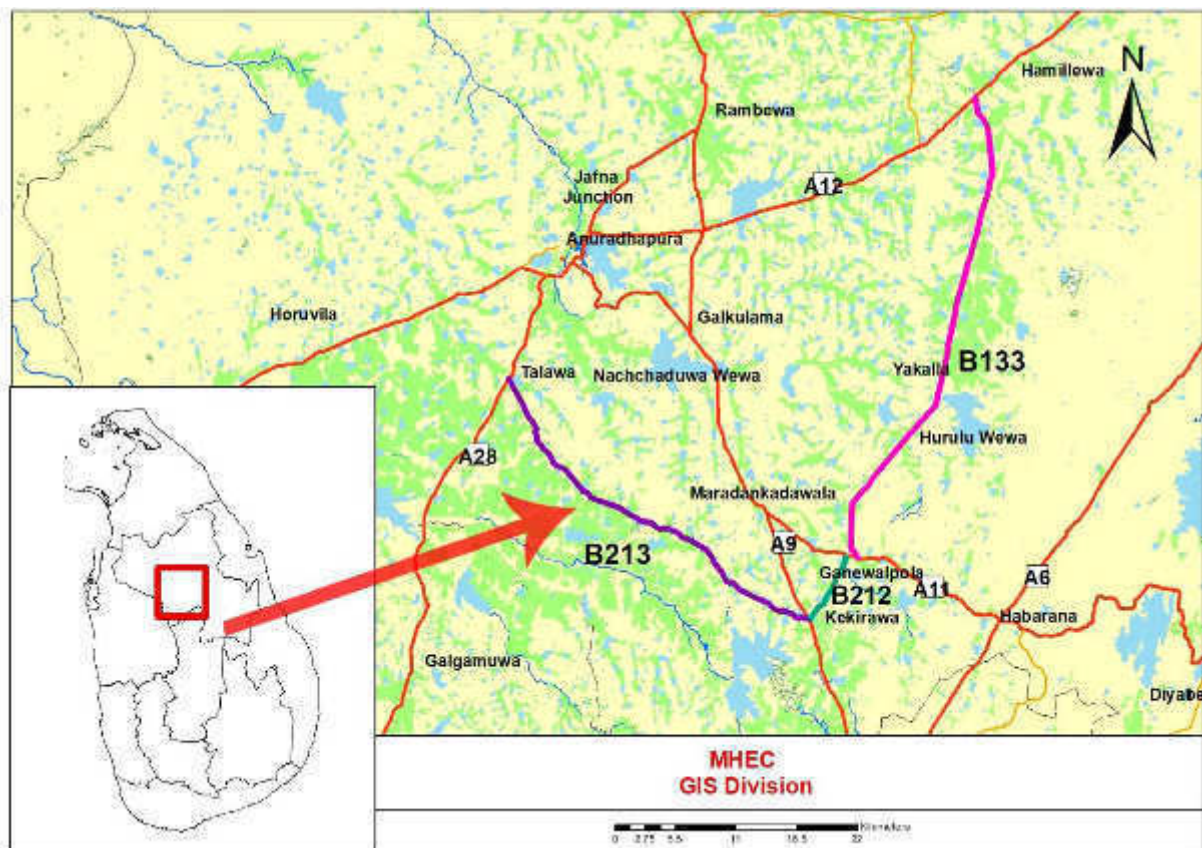


Figure 1-1: Location Maps of the 3 Roads

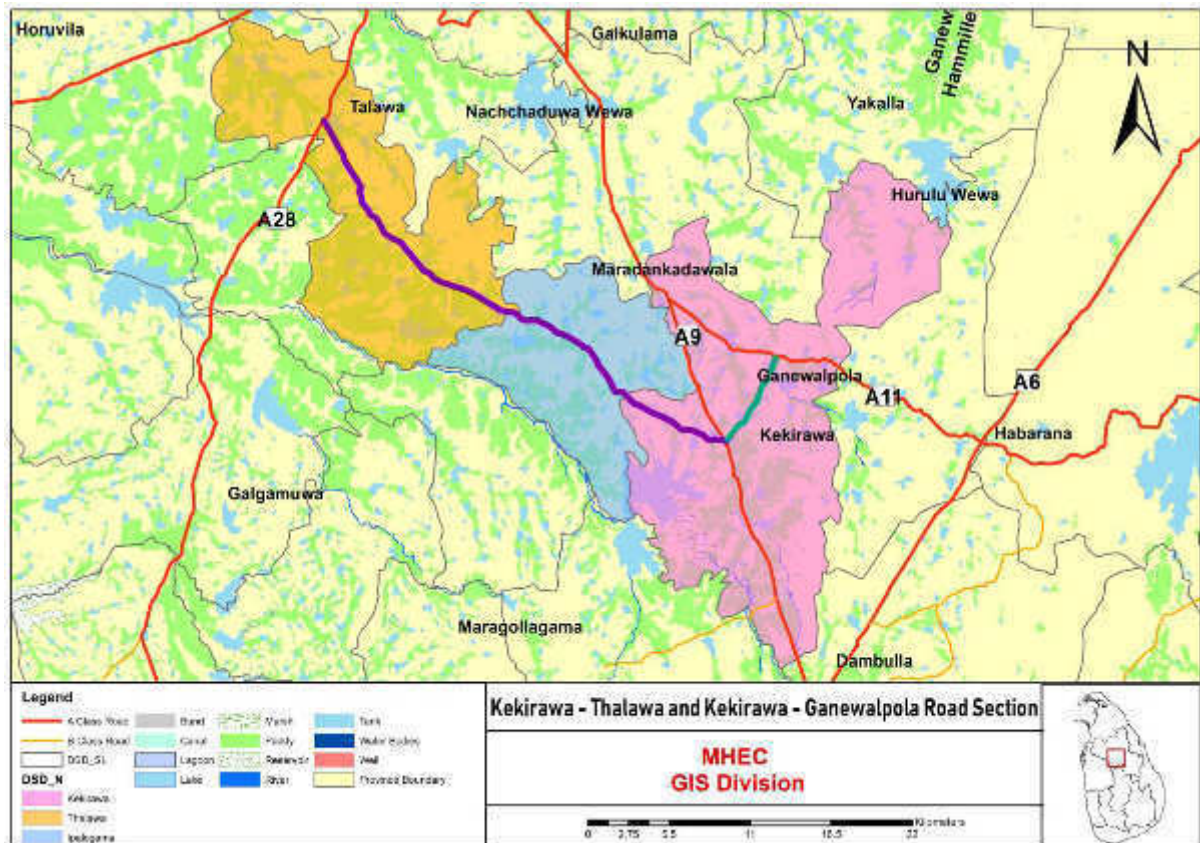


Figure 1-2 : Road Map of Kakirawe - Thalawa and Kakirawe -Ganewalpola Sections

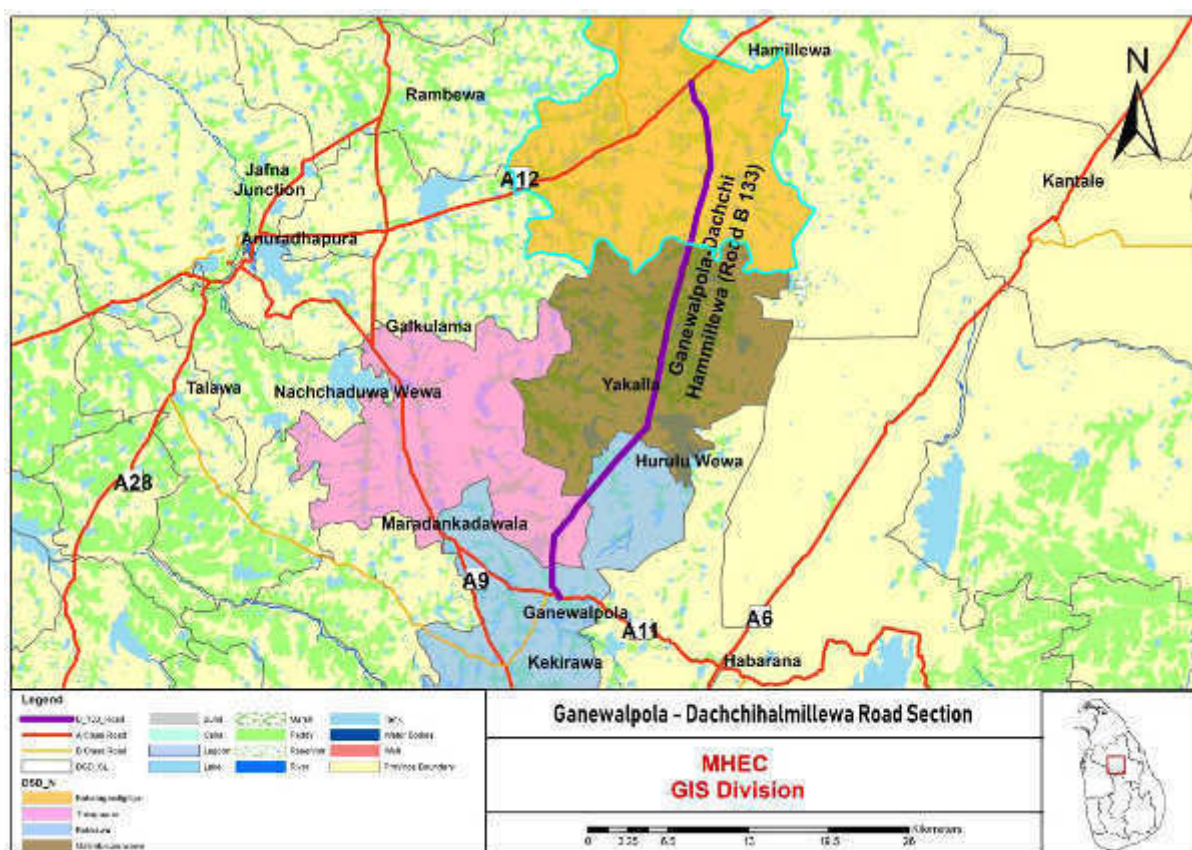


Figure 1-3: Road Map of Ganewalpola –Dachchihalmillewa Section

7. The 3 roads proposed for improvement are connected to main national roads running across Anuradhapura district towards other districts of the country. The first road, Kakirawa- Thalawe (B213) is connected to Anuradhapura – Padeniya Road (A028) at Thalawa and connected to Kandy – Jaffna Road (A009) at Kakirawa. The second road section, Kakirawe –Ganewalpola Road (B212) starts at Kakirawa and terminates at Ganewalpola. The 3<sup>rd</sup> road section proposed for improvement is from Ganewalpola to Dathchihalmillawe (B133) which terminates connecting to Puttalam – Trincomalee Road (A012) at Dachchihalmillawa. The details of the 3 roads with their connectivity to other national roads and their land use patterns are shown in Figure 1-4, Figure 1-5 and Figure 1-6. The details of the DSDs and GNDs that are located in the project influential area are shown in table 1.2.

Table 1-1: Project Location

Province	District	DS Division	GN Division	
North Central	Anuradhapura	Kekirawa	01. Maminiya Rambewa	09. Ihalagama
			02. Moragoda	10. Mudaperumagama
			03. Nawakkulama	11. Ganewalpola
			04. Malawa	12. Ebulgaswewa
			05. Neekiniyawa	13. Mankadawela
			06. Mailagaswewa	14. Maldenipura
			07. Karukkankulama	15. Kuda Kekirawa



Province	District	DS Division	GN Division	
			08. Shasthrawelliya	16. Kekirawa Town
		Thirappane	1. Uttupitiya	3. Muriyakadawala
			2. Sadapagama	4. Alagollewa
		Galenbindunuwewa	1. Yakalla	6. Ilukbadayagama
			2. Ihala Galkulama	7. Galenbidunawewa
			3. Hurulu Jayapura	8. 21 Colony East
			4. Sunanda Mawatha	9. Ella Wewa
			5. Gomarankalla	
		Kahatagasdigiliya	1. Punchi Halmillewa	3. Sampathgama
			2. Konwewa	4. Dachchihalmillewa
		Ipalogama	1. Hiripitiyagama	5. Kadiyangalla
			2. Kunchikulama	6. Gonapathirawa
			3. Ganthiriyagama	7. Sangattewa
			4. Ipalogama	8. Mahailuppallama
		Thalawa	1. Ihalagama	8. Eliyadivulwewa
			2. Keledivulwewa	9. Palugaswewa
			3. Galmaduwa	10. Kiralogama
			4. Medagama	11. Meegasegama
			5. Kiriamunakole	12. Kurunduwewa
			6. Eppawala	13. Ihala Thalawa
			7. Ihala Siyambalewa	

**Table 1-2: Anuradhapura District Road List and Details of Proposed Activity**

Road Code	Road Name	Length (km)	Present condition	Type of Activity
B213	Kakirawe- Thalawa Road	37.41	First 10 km is Improved	Rehabilitation and improvement work and routine maintenance there after
B133	Ganewalpola – Dachchahalmillewa Road	45.86	Not improved	Full rehabilitation and improvement work and routine maintenance there after
B212	Kakirawe- Ganewalpola Road	6.95	Not improved	Full rehabilitation and improvement work and routine maintenance there after

8. The total length of 3 roads proposed for improvement is approximately 90 km. All improvement and rehabilitation works are to be conducted within in the existing ROW. Therefore, it is expected that any, land acquisition leading to IR shall not occur due to the proposed project interventions.

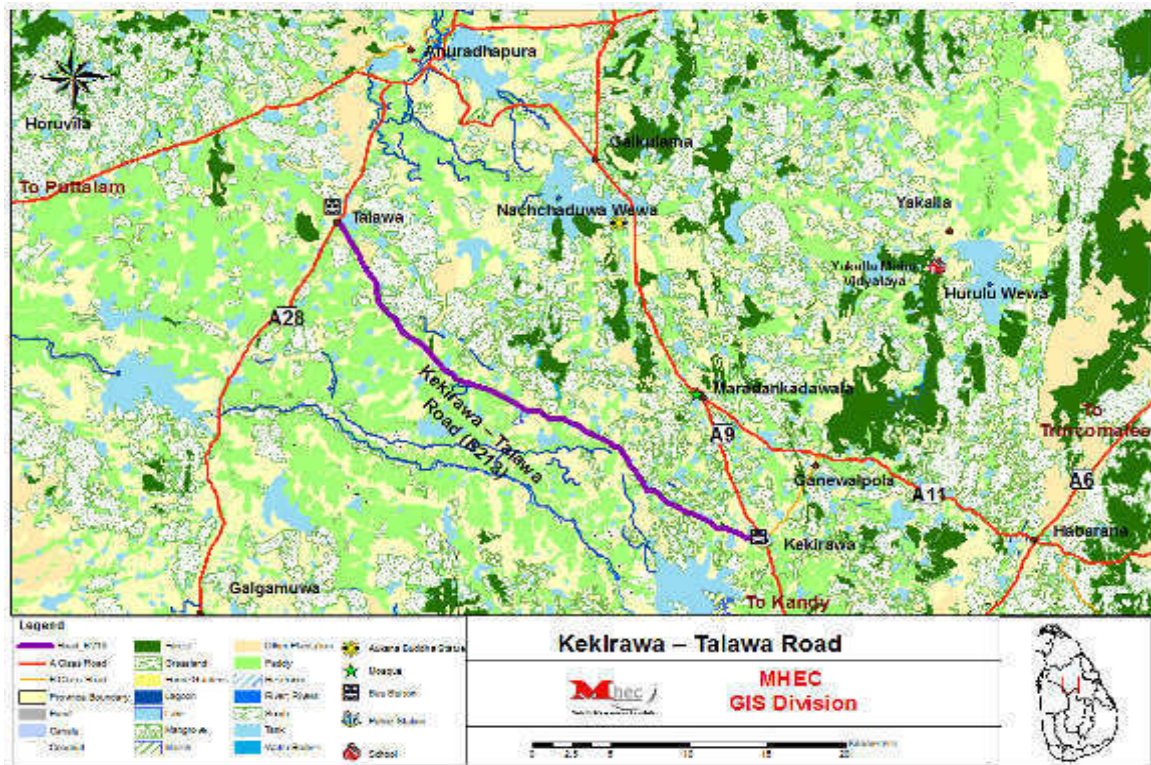


Figure 1-4: Kakirawe- Thalawa road (B213)

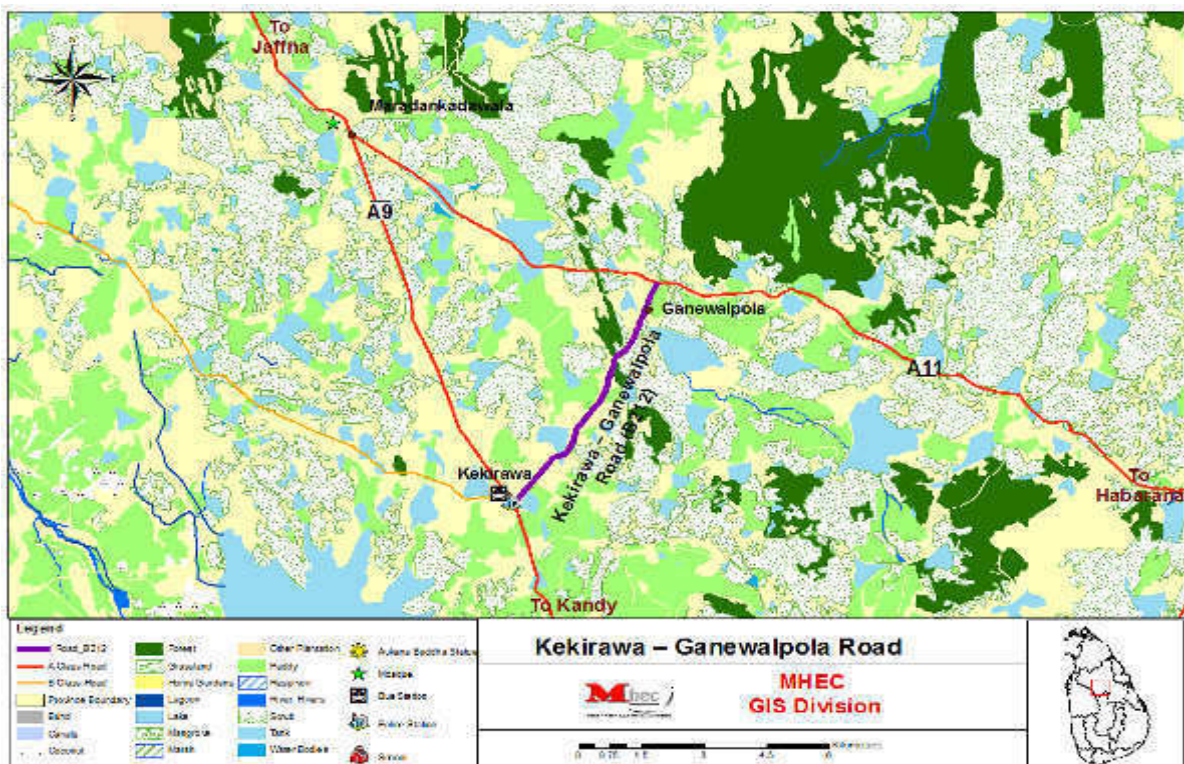


Figure 1-5: Kakirawe- Ganewalpola Road (B212)



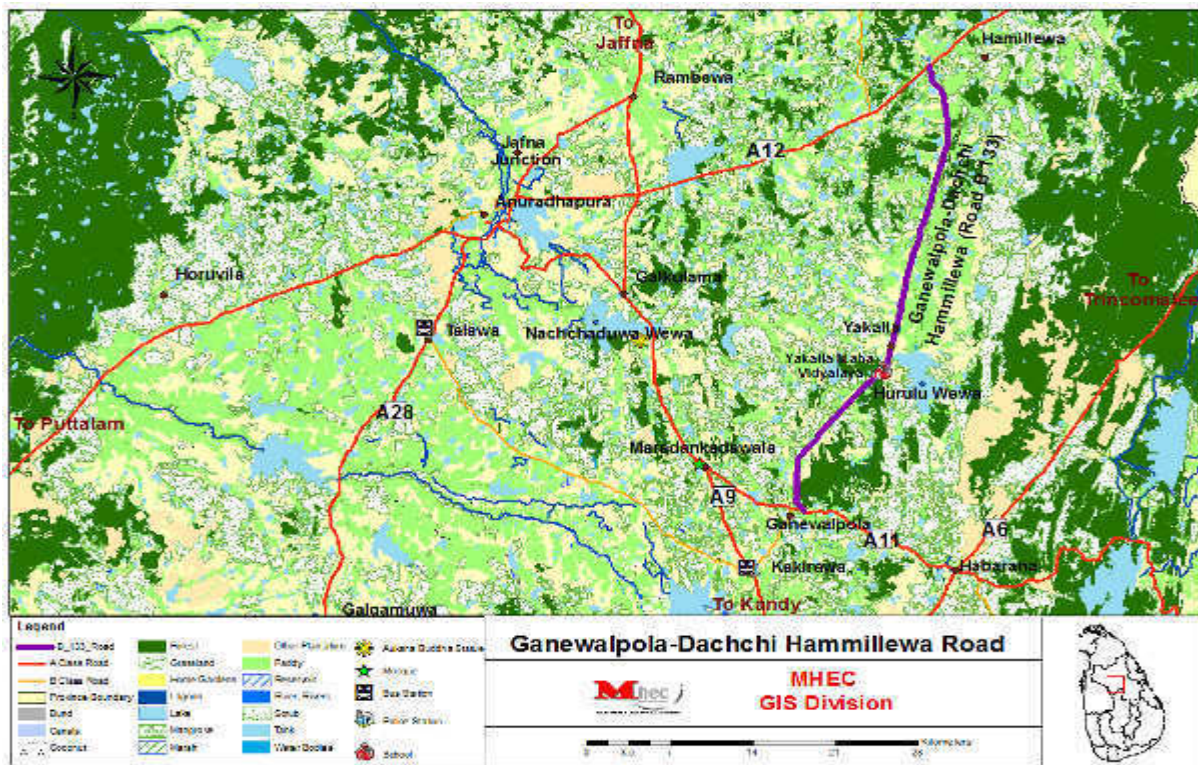


Figure 1-6: Ganewalpola – Dachchahammillewa Road (B133)

9. The existing environment at the start and end points of each road section are presented in below figure, table 1.3 represents the details of existing ROW and carriage width of each road section.

Road	Start	End
Kakirawe- Thalawa(B213)		
Kakirawe Ganewalpola(B212)		

Road	Start	End
<p>Ganewalpola- Dachchahalmillewa(B133)</p>		

**Table 1-3: Characteristics of the Road**

No	Road Section Name	Route No.	Average Width of the existing carriageway (m)	Section Length (km)
1	Kakirawe - Thalawa	B213	4.0 – 5.5	37.41
2	Kakirawe - Ganewalpola	B212	3.9 – 4.5	6.95
3	Ganewalpola - Dachchahalmillewa	B133	4.0 - 5.5	45.86
<b>Sub Total</b>				<b>90.22</b>

10. Average ROW within the town limits is around 15m and beyond the town area, it is greater than 16m. The proposed typical cross section is having 7 m carriage width, 1.5 m hard shoulders in both side of the road and to provide drainages where it is necessary. The typical cross sections are given in the following figure.



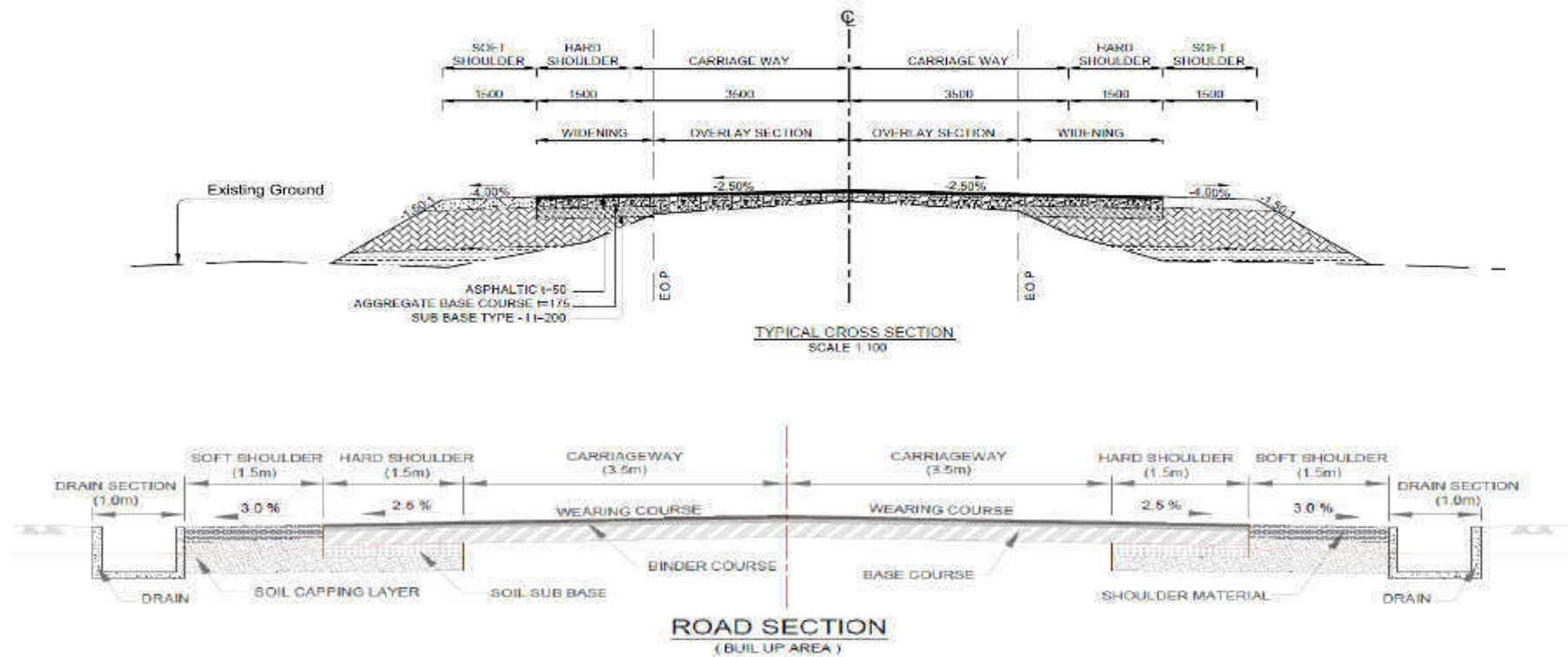


Figure 1-7: Proposed Cross Section for the Development (Source: RDA)

## Section 1

### 2 Involuntary Resettlement Due Diligence

11. Table 1-3 presents the details of 3 roads that have been included under RMC package in Anuradhapura district in North Central province. A total length of about 90 km has been selected under these 3 roads for improvements. The 3 roads will be rehabilitated but the construction activities will be confined to existing ROWs of the roads. An Involuntary Resettlement (IR) due diligence was carried out on these roads during the months of January and February 2018 to verify and confirm that no IR impacts shall arise due to proposed works under this Program interventions.

#### Methodology used to carry out the due diligence

12. The consultants carried out following chronological activities to identify likelihood project affected structures used by community members for their livelihood activities (Table 2-1). The qualitative data was also collected from each owner of the structures to document their views on the possible impacts. During the field inspection, any road section that was observed to be narrow (such as sections between two parapet walls, two live fences or double cut) were measured to confirm the available width. As explained in the Resettlement Framework (RF) the available corridor for improvement is considered to be the space between fences to fence or roadside drain to drain. Hence, any structure between the fence/ drain and the existing road edge was recorded.
13. 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.

**Table 2-1: Chronological methods followed to identify roadside structures**

Step	Activity	Time period	Outputs and Type of data collected
1	Visiting of Road relevant DS and GN offices to make them aware of the intended activity	18 - 19/1/2018	Awareness of the DSs and GNs about the walkthrough survey for identification of vulnerable properties (structures)
2	Walk along the roads to identify any vulnerable structures to be damaged or create negative impacts during construction	12 - 13/2/2018	Basic information of the structures identified (name of the owner, type of structure, income, a photo and his willingness to shift the structure to set back if required)
3	Preparation of the profile of vulnerable structures	20 - 21/2/2018	List of all the vulnerable structures in each road (summary in Chapter 2 of the report and further details are in Annex - 1)

## Summary of field observations and verification

14. ROW available in each road is sufficient for the proposed improvement works, and there shall be no requirement of acquiring land strips from adjacent lands. Nevertheless, the consultants during the site visits observed eight (08) structures (04 in B133, 01 in B212 and 03 in B213) where some parts of these structures facing to the existing road edges. The current use of these structures and their location with respect to road side of the three roads are summarized in Table 2-2, Table 2-3 and Table 2-4. Details of each structure (including their current occupant's details) are presented in Annex 1.

**Table 2-2: Structures facing to the road edges/ B133 Ganewalpola Dachchi Halmillawa (Starting from Ganewalpola)**

Type of structure	No of structures in LHS	No of structures in RHS	Total affected structures
Food stalls	1	0	1
Fruit stalls	0	0	0
Vegetable stalls	0	0	0
Lottery selling stalls	1	0	1
Temporary aquariums	0	0	0
Boutiques	1	1	2
Total	3	1	4

**Table 2-3: Structure facing to the road edges/ B212 Kakirawe Ganewalpola (Starting from Kakirawe)**

Type of structures	No of structures in LHS	No of structures in RHS	Total affected structures
Boutiques	0	0	0
Food stalls	1	0	1
Fruits stalls	0	0	0
Total	1	0	1

**Table 2-4: Structure facing to the road edges/ B213 Kakirawe Thalawa (Starting from Kakirawe)**

Type of structures	No of structures in LHS	No of structures in RHS	Total affected structures
Hardware's	0	1	1
Vegetable stalls	0	1	1
Fruit stalls	0	1	1
Total	0	3	3

15. As observed during the field visit, the occupants of these eight structures have constructed temporary structures (roof and shelves) projecting towards the existing road edge (within the existing ROW). Therefore there is a possibility that such projected structures would need to be adjusted to carry out the proposed development works.

16. As mentioned in the methodology section of this chapter the consultants met all of the owners of these structures and made them aware of the intended work. All the occupants of these eight

structures are happy with the proposed improvement works and agreed to give their fullest corporation by shifting these projected structures to assist the development works. They also stated that such shifting shall have no impact on their businesses (on the income). A detail account of each occupant's respond to the proposed intervention is also included in Annex 1.

### **2.1.1 Other impacts observed and mitigation measures**

17. Except scatted located townships such as Kakirawe, Mahailupallama, Ipalogama, Andagala, Eppawela and Thalawe in B213 road, Kakirawe and Ganewalpola in B212 road and Galenbidunuwewa in B133 road the rest of the sections in 3 roads run across less populated areas. Therefore, the social impacts during construction in all 3 roads will not be significant. However, some temporary impacts can be expected during the construction phase of the Program. These temporary impacts are described below:
18. **Disruption of traffic / Temporary loss of access:** Movement of Traffic will be interrupted with the construction work. As mentioned above only a few scatted townships are located and traffic will be a significant issue in such townships. Traffic controllers and flagmen shall be deployed at townships to minimize the traffic congestions. The access to houses, institutes and business ventures will be disturbed; therefore, temporary access shall be provided using planks, steel plates or boards during construction.
19. **Shifting of utility supply lines:** There can be disturbances to the drinking water pipelines, electricity distribution lines and telecommunication/telephone lines during the construction phase of the Program. These impacts can be mitigated through proper coordination with utility supply institutes such as National Water Supplies and Drainage Board, Ceylon Electricity Board and Sri Lanka Telecom.
20. **Dust, noise and vibration:** impacts will be felt by the people living near road sections during construction works. High vibration levels may damage structures close to the road edges. These structures are mainly found in the road sections run across townships (most of the townships are small). The Civil contracts should include appropriate measures to avoid/ manage the issues of dust, noise. It is also required to carry out a property condition survey within settlement areas close to the candidate roads (mainly within townships) prior to the commencement of the construction activities. Civil contracts should also include a 3rd party insurance to compensate any damage of property caused by vibration during the constriction.
21. **Disturbances to the sensitive common properties and places:** The sensitive institutions such as schools, hospitals, Religious centers and other community gathering places will have some temporary disturbances during the construction period. Care should be given to avoid any accidental damages to such common properties such as Shrines and water wells located close to candidate roads. Assisting the communities to rehabilitate any common property such as

Shrines, water wells could positively help the Program. The details of the common properties (social institutions) observed are shown in Annex 5.

**Table 2-5: Summary of the Common Properties**

<b>Road Name</b>	<b>Num. of Religious Places</b>	<b>Num. Education Institutions</b>	<b>Number of Community Service Institutions</b>
Kakirawe- Thalawa(B213)	<b>10</b>	<b>8</b>	<b>8</b>
Kakirawe Ganewalpola(B212)	<b>1</b>	<b>2</b>	<b>2</b>
Ganewalpola- Dachchahalmillewa(B133)	<b>3</b>	<b>11</b>	<b>6</b>

22. Field observations verified that the boundaries of these common property places and all permanent structures are located well outside the existing ROW. Hence these properties shall not be affected due to this road rehabilitation and improvement works. Please refer the IR checklist which has been attached to this report as Annex 06.

## Section 2

### 3 Socioeconomic Assessment and Gender Participation Report Methodology used to carry out socio-economic and the due diligence

23. Field verification was carried out covering 3 candidate roads in Anuradhapura district in North Central province to satisfy the requirement of socio-economic and due diligence. The site visits were carried out during months of January & February 2018. The Google online maps, topographic and land use maps were also used for the field investigations. Based on the guidelines given in the resettlement framework (RF), a 20% household sample was drawn out considering the total number of households within 54 Grama Niladari divisions located along the road corridors.
24. A household questionnaire survey was conducted with 20% of the sample households of 3,897 selected from the GNDs relevant to the road corridors. Ten Focus Group discussions and 75 One on one interviews were conducted to ascertain the public view on the Program. The consultants carried out following chronological activities to identify likelihood project affected structures used by community members for their livelihood activities (Table 3-1). The qualitative data was also collected from each owner of the structures to document their views on the possible impacts.

**Table 3-1: Chronological methods followed to identify roadside structures**

Step	Activity	Time Period	Outputs
1	Visiting of Road relevant DS and GN offices to make them aware of the intended activity	18.01.2018 to 19.01.2018	Awareness of the DSs and GNs about the walkthrough survey for identification of vulnerable properties (structures)
2	Walk along the roads to identify the vulnerable structures to be damaged or create negative impacts during construction	05.02.2018 to 10.02.2018	Basic information of the structures identified (name of the owner, type of structure, income, a photo and his willingness to shift the structure to another location if required etc
3	Preparation of the profile of vulnerable structures	01.03.2018 to 05.03.2018	List of all the vulnerable structures in each road (summary in Chapter 2 of the report and further details are in Annex - 1

25. Two of the three candidate roads (B213, B212) under RMC package are located connected to each other in Kakirawe township in Anuradhapura district. The third road (B133) studied originates from Ganewalpola and ends at Dachchihalmillawe. These 3 roads run through 6 Divisional Secretariat Divisions (DSDs) for which the sample socioeconomic survey was carried out. The names of DSDs through which the 3 RMC roads are located and the number of households surveyed in each DSD is summarized in Table 3-2. Further details on the sample households selected for the survey are shown in Annex 2.

**Table 3-2: The number of households surveyed in each project relevant DSD.**

District	DSD	GND	Estimated No. of Households	Required Sample Size (20%)	Enumerated No. of Households
Anuradhapura	Kekirawa	Kekirawa Town	273	54	63
		Malawa	363	72	100
		Neekiniyawa	314	62	43
		Mailagaswewa	195	39	29
		Shasthrawelliya	135	27	29
		Ihalagama	186	37	39
		Mudaperumagama	210	42	43
		Ganewalpola	363	72	51
		Maminiya Rambewa	312	62	62
		Moragoda	274	54	55
		Nawakkulama	270	54	54
		Ebulgaswewa	184	36	38
		Ganewalpola	363	72	41
		Kuda Kekirawa	412	82	87
		Maldenipura	316	63	63
		Mankadawawla	182	36	36
	Ipalogama	Hiripitiyagama	498	99	105
		Kunchikulama	1416	283	254
		Ganthiriyagama	432	86	86
		Ipalogama	321	64	64
		Kadiyangalla	407	81	83
		Gonapathirawa	575	115	116
		Sangaththewa	457	91	91
		Mahalluppallama	361	72	72
	Thalawa	Keledivulwewa	433	86	89
		Galmaduwa	263	52	53
		Medagama	397	79	80
		Kiriamunakole	442	88	87
		Eppawala	530	106	106
		Ihala Siyabalawewa	543	108	110
		Eliyadivulwewa	483	96	95
		Palugaswewa	586	117	107
		Kiralogama	406	81	92
		Meegasagama	519	103	103
		Kurunduwewa	518	103	106
		Thalawa	595	119	119
	Thirappane	Uttupitiya	208	41	34
		Sadapagama	158	31	40
		Muriyakadawala	139	27	28
		Alagollewa	194	38	40
	Galenbindunuwewa	Yakalla	559	111	126
		Ihala Galkulama	379	75	77

District	DSD	GND	Estimated No. of Households	Required Sample Size (20%)	Enumerated No. of Households
		Hururulu Jayapura	245	49	49
		Sunanda Mawatha	307	61	57
		Gomarankalla	227	45	49
		Illukbadayagama	474	94	94
		Galenbindunawewa	456	91	91
		21 Janapadaya	186	37	41
		Ellawewa	463	92	93
	Kahatagasdigiliya	Punchi Halmillewa	175	35	25
		Konwewa	321	64	77
		Sampathgama	340	68	68
		Dhachchi-Halmillewa	285	57	57
Total			19650	3926	3897

## A Description of Key Physical and Socioeconomic Features of road relevant areas

### 3.1.1 Anuradhapura District

26. Anuradhapura is one of the 2 districts located in North Central Province (NCP) of the country. The other district of NCP is Polonnaruwe. The population in NCP is 1,266,663 and it is 6.2% of the total population of the country (population in Sri Lanka is about 20 million). Since Anuradhapura district is the road relevant catchment the information relevant to socio-economic aspects in Anuradhapura district is described in this section.
27. According to the data in the Department of Censuses and statistics in 2017 (Mid-Year Estimate Census and stat.), the population in Anuradhapura district is 918,000 comprising 448,000 (49%) male and 470,000 (51%) female. Majority of the population in Anuradhapura district is Sinhalese (90%). Tamil population is 0.49%. The second highest population next to Sinhalese is Muslims occupying 8.17% of the total population of the district.
28. Agriculture is the dominant livelihood activity of the people in Anuradhapura. The approximate total area under agriculture in the district is 312,112 ha (Department of Census and Statistics). The area under paddy cultivation in Anuradhapura District is about 141,769 ha (Census and Statistic 2014/2015). The area occupied by paddy cultivation is 45% of the total agriculture area. Coconut is also a significant crop cultivated in the district. The extent under coconut cultivation is 14,134 ha (5% of total agricultural land). The labour-force in Anuradhapura are involved in various sectors for their livelihoods. Nearly 49% of the employed population is involved in agriculture, forestry and inland fishery activities. The second largest sector is business and motor mechanism related activities. The data on number of persons involved in different economic activities is shown in Table 3-3.



**Table 3-3: Economic activities in Anuradhapura District**

Main Economic Activities	Number	Rate
Agriculture, forestry and fishing	169,751	48.7
Mining & quarrying	1,096	0.3
Manufacturing	35,887	10.3
Construction, Electricity, gas, steam and air condition repairs	20,902	6
Wholesale and retail trade, repair of motor vehicles and motorcycles	44,917	12.9
Transportation and storage	11,611	3.3
Accommodation and food services activities	1,372	0.4
Information and communication	605	0.2
Financial and insurance activities	5,587	1.6
Professional, scientific and technical activities	729	0.2
Administrative and support service activities	1,452	0.4
Public administration and defense compulsory social security	32,026	9.2
Education	12,185	3.5
Human health and social work activities	4,734	1.4
Other service activities	2,512	0.7
Activities of households as employers	2,260	0.6
Other	636	0.2
<b>Total</b>	<b>348,262</b>	<b>100</b>

Source: Economic Census 2013/14 Final Report for Construction, Trade and Services (Formal Sector)  
Department of Census and Statistics Ministry of National Policies and Economic Affairs.

### 3.1.2 Statistics of Road relevant Divisional secretariats (DSDs)

29. The 3 roads selected for the improvements run across 6 DSDs in Anuradhapura district. The total population in these 6 DSDs is 312,916 and it is 35% of the population in Anuradhapura district. The highest population is reported from Thalawe DSD. The data related to population in road relevant DSDs is shown in Table 3-4.

**Table 3-4: Population in road relevant DSDs**

DS Division	No of Families	Population
Kakirawe	19,911	66,867
Thirappane	10,207	31,458
Galenbindunuwewa	16,442	55,011
Kahatagasdigiliya	14,435	48,257
Ipalogama	13,594	42,323
Thalawa	20,521	69,000
<b>Total</b>	<b>95,110</b>	<b>312,916</b>

Source: Department of Census and statistics 2012

30. The female population is little higher than male population in the country in general. This situation is different in 6 DSDs relevant to the roads. Except Galenbidunuwewa DSD the male population is little higher than female population as shown in Table 3-5.

**Table 3-5: Gender Segregated Population in DSDs**

DS Division	Female population		Male population		Total Population
	No	%	No	%	
Kakirawe	32,752	49%	34115	51%	66,867
Thirappane	15,100	48%	16358	52%	31,458
Galenbindunuwewa	28,031	51%	26980	49%	55,011
Kahatagasdigiliya	23,358	48%	24899	52%	48,257
Ipalogama	20,093	47%	22230	53%	42,323
Thalawa	33,710	49%	35290	51%	69,000
<b>Total</b>	<b>153,044</b>	<b>48.9%</b>	<b>159,872</b>	<b>51%</b>	<b>312,916</b>

Source: Department of Census and Statistics-2012

31. About 25% of the total population in road relevant DSDs is less than 5 years and more than 55 years in their ages. Nearly 22% of the population can be categorized as persons within schooling age (6 to 18). About 51.3% of the population falls under labor force (19 to 55). Even though the Department of Census and statistics categorizes the labor force including the population within age groups of 15 to 55 it is difficult to calculate the percentage of the persons within 15 to 18 of ages due to the limitations of tabulated data available in the resource profiles of project relevant DSDs (table 3.6). The average labor force in the country is about 53.8% (Census and Statistic 2014/2015). The population in road relevant DSDs with age differences are shown in Table 3-6.

**Table 3-6: Population with Age Differences in Road Relevant DSDs**

DS Division	Age Range										Total Population
	0-5		6-18		19-35		36-55		55<		
	No	%	No	%	No	%	No	%	No	%	
Kakirawe	5,114	8%	15,567	23%	15,487	23%	14,985	22%	15,714	24%	66,867
Thirappane	2,123	7%	7,201	23%	7,252	23%	9,628	31%	5,254	17%	31,458
Galenbindunuwewa	4,563	8%	13,503	25%	12,247	22%	15,985	29%	8,713	16%	55,011
Kahatagasdigiliya	2,756	6%	10,851	22%	10,751	22%	14,310	30%	9,589	20%	48,257
Ipalogama	3,687	9%	8,728	21%	11,198	26%	11,981	28%	6,729	16%	42,323
Thalawa	5,274	8%	15,109	22%	16,987	25%	20,086	29%	11,544	17%	69,000
Total	23,517	7.5%	70,959	22.6%	73,922	23.6%	86,975	27.7%	57,543	18.3%	312,916

Source: Department of Census and Statistics-2012

32. About 87% of the population in road relevant DSD area is Sinhalese. This is little lower than the percentage of Sinhalese population in Anuradhapura district as whole (it is 90%). Muslim population in DSDs is about 11% and it is 8% in Anuradhapura district. A small percentage of Tamil population is also reported from DSDs (1%). The data on ethnic diversity of the population in road relevant DSDs are shown in Table 3-7.

**Table 3-7: Population in Road Relevant DSDs with Ethnic Differences**

DS Division	Ethnicity								Total Population
	Sinhala		Tamil		Muslim		Other		
	No	%	No	%	No	%	No	%	
Kakirawe	51,214	77%	1,591	2%	14,047	21%	15	0%	66,867
Thirappane	29,396	93%	44	0%	2018	6%		0%	31,458
Galenbindunuwewa	53,120	97%	1,808	3%	69	0%	14	0%	55,011
Kahatagasdigiliya	37,598	78%	267	1%	10,392	22%		0%	48,257
Ipalogama	35,153	83%	80	0%	6,850	16%	240	1%	42,323
Thalawa	68,015	99%	207	0%	747	1%	31	0%	69,000
Total	274,496	87.2%	3,997	1.2%	34,123	10.9%	300	0.1%	312,916

Source: Department of Census and Statistics-2012

33. The data on education levels among the population in 6 DSDs indicate the moderate situation. The percentage of people with no formal education is 4.2% and it is little lower than the national average (4.7% at national level). The percentage of the population with university Degrees is 1.6% and it is less than national situation (3%). The percentage of persons with post-graduate degrees is 0.5% and it is 0.3% at national level. The education level related data on 6 DSDs is shown in Table 3-8.

34. Agriculture is the main livelihood activity of the population in road relevant DSDs and also in Anuradhapura district as whole. The data on persons involved in non-agriculture employment shows that nearly 50% of the people within employable ages in DSDs are involved in different scale of business activities. The percentage of people involved in public sector employment is 16% and this is similar to the national situation (15%). The private sector employment in DSDs show low level figures (9%) this is nearly 40% in the country as whole. The data on non-agriculture employments of the people in 6 DSDs is shown in Table 3-8.

**Table 3-8: Education level of the road relevant DSD**

DS Division	Education Level															
	Pre- School		Non-Educated		Grades 5-8		Grade 9-10		O/L		A/L		Graduated		Post Graduated	
	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%
Kakirawe	5,192	8%	2,254	3%	12,139	18%	21,404	32%	14,907	22%	8,143	12%	1,300	2%	1,528	2%
Thirappane	2,123	7%	1,025	3%	6,731	21%	8,244	26%	7,998	25%	4,932	16%	391	1%	14	0%
Galenbindunuwewa	5,676	10%	1,547	3%	10,495	19%	15,135	28%	13,195	24%	7,985	15%	925	2%	53	0%
Kahatagasdigiliya	2,522	5%	1,647	3%	9,206	19%	15,320	32%	12,551	26%	6,413	13%	574	1%	24	0%
Ipalogama	2,774	7%	3,063	7%	9,137	22%	12,620	30%	9,112	22%	4,809	11%	747	2%	61	0%
Thalawa	5,651	8%	3,809	6%	9,423	14%	28,350	41%	14,382	21%	6,068	9%	1,222	2%	95	0%
<b>Total</b>	<b>23,938</b>	<b>7.6%</b>	<b>13,345</b>	<b>4.2%</b>	<b>57,131</b>	<b>18.2%</b>	<b>101,073</b>	<b>32.3%</b>	<b>72,145</b>	<b>23%</b>	<b>38,350</b>	<b>12.2%</b>	<b>5,159</b>	<b>1.6</b>	<b>1,775</b>	<b>0.5</b>

Source: Resource profiles of Roads relevant DS Offices (2017)

**Table 3-9: Employment in Non Agriculture sector of the 6 DSDs**

DS Division	Employment Composition														Total No of Employees
	Government		Private		Labor		Business		Self-Employment		Abroad		Other		
	No	%	No	%	No	%	No	%	No	%	No	%	No	%	
Kakirawe	5,667	19%	4,764	16%	4,902	16%	9,013	30%	1,740	6%	2,087	7%	2,366	8%	30,539
Thirappane	2,200	14%	962	6%	1,153	8%	7,763	51%	918	6%		0%	2,261	15%	15,257
Galenbindunuwewa	4,533	12%	1,277	3%	4,891	13%	20,822	53%	1,206	3%		0%	6,339	16%	39,068
Kahatagasdigiliya	5,307	24%	2,952	13%	2,445	11%	7,624	34%	1,595	7%	790	4%	1,550	7%	22,263
Ipalogama	2,564	18%	1,957	14%	2,685	19%	4,010	28%	930	7%	1,203	9%	759	5%	14,108
Thalawa	4,945	16%	2,184	7%	4,251	14%	12,764	43%	657	2%	943	3%	4,249	14%	29,993
Total	25,216	16.6%	14,096	9.3%	20,327	13.4%	61,996	50%	7,046	4.6%	5,023	3.3%	17,524	11.5%	151,228

Source: Resource profiles of Roads relevant DS Offices (2017)

### 3.1.3 Road relevant Grama Niladhari Divisions (GNDs)

35. The 3 candidate roads run through 54 GNDs in 6 DSDs. The population in these GNDs can be categorized as project corridor communities. The total number of families in 54 GNDs is 19783 comprising 80320 populations. The total population in 54 GNDs is about 26% of the population in 6 roads relevant DSDs. Further details of the GNDs through which, 3 roads are running through are given in Annex 2.

36. About 53 % of the population in GNDs can be categorized as the labor force. This is about 48% in the DSDs level population. The population with age differences in road relevant GNDs are shown in Table 3-10.

**Table 3-10: Population with age differences in road relevant GNDs**

Age	No	%
0-5	5,713	7
6-18	18,622	23
19-35	18,929	24
36-55	23,184	29
55<	13,125	17
<b>Total</b>	<b>79,573</b>	<b>100</b>

Source: Department of Census and Statistics-2012

37. Similar to the situation with DSDs the male population in GNDs is 51% and therefore, the male population is little higher than female population in 54 GNDs relevant to 3 roads.

38. The highest percentage of the population in GNDs is Sinhalese, 87% and this is similar to the Sinhalese population in road relevant DSDs (87.2%). The percentages of other ethnic-related population from GNDs are more or less similar to the DSDs. The details of road relevant GNDs populations with ethnic distribution are shown in Table 3-11.

**Table 3-11: Ethnic diversity of the population in road relevant GNDs**

Ethnicity	No	%
Sinhala	69,692	87
Muslim	1,075	1
Tamil	9,507	12
Other	46	-
<b>Total</b>	<b>80,320</b>	<b>100</b>

Source: Department of Census and Statistics-2012

39. The percentage of people with no formal education in GNDs is 5.7% and it is little higher than national figure (National figure is 4.7%). The percentage of persons with university degrees is 2% in GNDs and national level is 3%. The details of the education levels in 54 GNDs relevant to 3 roads are shown in Table 3-12

**Table 3-12: Education levels in road relevant GNDs**

Education Level	No	%
Pre- school	6,098	8
Non-Educated	4,607	6
Grade 1-5	12,740	16
Grade 6-10	26,847	33
O/L	18,620	23
A/L	9,559	12
Graduated	1,665	2
Post graduated	184	-
<b>Total</b>	<b>80,320</b>	<b>100</b>

Source: Department of Census and Statistics-2012

40. As in the case of DSDs, the major livelihood activity in road relevant 54 GNDs is also agriculture. Apart from agriculture-based livelihood activities the persons work-force ages are involved in various non-agriculture sector employment activities. The percentages of persons involved in various business activities are the prominent employment activity reported (34%). This is similar to the situation in road relevant DSDs (50%). The details on non-agriculture employments in 54 GNDs are shown in Table 3-13 and further details are given in Annex 2.

**Table 3-13: Non-agriculture sector employment in GNDs**

Employment	No	%
Government	6,541	18
Private	3,504	10
Labor	6,715	19
Business	12,392	34
Self-Employment	1,382	1
Abroad	907	3
Other	4,844	13
<b>Total</b>	<b>36,285</b>	<b>100</b>

Source -Resource Profiles of Road relevant DS offices- 2017

### 3.1.4 The road types available in Anuradhapura District

41. The proposed three B types roads are connected to the road network in Anuradhapura district. The road network is a critical input for the economic development and distribution of economic benefits to the people in the area. Table 3-14 includes the details of different classes of roads as the network available in Anuradhapura district.

**Table 3-14: Types of roads available with length in North Central Province (Road Length Summary)**

Date: 29/7/2013

District	Road Length (km)							Total(km)
	A	B	C	D	SL	IL	DL	
Anuradhapura	332	421	575	479	901	131	13	2,852
Polonnaruwa	127	256	652	210	738	98	25	2,106

**Sources: Provincial Road Development Authority (PRDA) & RDA**

**Abbreviations:** - A      Class A Roads  
                               B      Class B Roads  
                               C      Class C Roads  
                               D      Class D Roads  
                               SL     Single Lane  
                               IL      Intermediate Lane DL  
                               DL      Double Lane

**Analysis of the Sample Socioeconomic Survey**

42. Key findings of the sample household survey are presented below. The results are discussed under subtopics on key demographic features, housing condition, sanitary and energy, vulnerable groups and gender and perception of community on the project. However, it should be noted that some questions had multiple responses. The tables with such information are separately highlighted.

**3.1.5 Key demographic information of the sample survey****Distribution of households by family size and age**

43. **Family size:** The distribution of family size in each DSD of Anuradhapura relevant to the candidate roads is presented in Table 3-15. About 70% of the families in Thirappane, Galenbidunuwewa and Kahatagasdigiliya DSDs have more than 5 members in their families. Majority of families in Kakirawe, Ipologama and Thalawe recorded 3 to 4 members.

**Table 3-15: Family Size of the Households Surveyed**

District	DSD	Family size (No. of members)		
		01 - 02	03 - 04	More than 5
Anuradhapura	Kakirawe	20.5%	56.9%	22.5%
	Ipalogama	29.3%	58.0%	12.6%
	Thalawa	23.5%	56.3%	20.2%
	Thirappane	6.6%	15.8%	77.6%
	Galenbindunuwewa	6.0%	14.4%	79.5%
	Kahatagasdigiliya	5.3%	12.7%	82.1%

**Source-Sample Socio-Economic Survey conducted in 2018**

44. **Age distribution:** Nearly 65% of the population in sample population 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 about 35%.

45. This could be taken as a positive factor in the project as there may 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. Table 3-16 includes the age distribution of the sample household population. The population above 60 years of age is 9%.

**Table 3-16: Age Distribution of the Population in Surveyed Households**

District	DSD	Age group (Years)					
		0-14		15-59		Above 60	
		Male	Female	Male	Female	Male	Female
Anuradhapura	Kakirawe	9.69%	9.58%	33.13%	33.80%	6.86%	6.93%
	Ipalogama	9.24%	9.10%	33.65%	36.28%	5.90%	5.83%
	Thalawa	9.34%	9.44%	35.05%	34.22%	6.35%	5.60%
	Thirappane	9.58%	12.57%	29.14%	36.33%	6.59%	5.79%
	Galenbindunuwewa	12.13%	10.62%	31.80%	32.58%	6.67%	6.20%
	Kahatagasdigiliya	13.68%	10.74%	33.94%	31.99%	6.23%	3.42%

**Source-Sample survey conducted in 2018**

### **Educational Attainment**

46. 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 3-17 below presents the level of educational attainment of sample population. Data collected show slight lower level of educational levels among female population. The following information indicates the educational situation of sample population and the difference between male and female. The information on percentage ranges shows the situation of households interviewed from 6 DSDs.

**Table 3-17:Percentage Ranges Show The Situation Of Households Interviewed**

Indicator	Male-percentage range reported	Female-percentage range reported
No formal education	0.36 to 0.86%	0.7 to 3.7%
University Graduates	1.8 to 5.5%	0.25 to 2.2%
Post- graduate qualified	0.03 to 1.9	0.0 to 0.1 %

**Source-Sample survey conducted in 2018**

**Table 3-18 : Education Level of Sample Household Population**

DSD	Level of educational attainment																				
	No schooling		Minor		Grade 1-5		Grade 5-10		Up to G.C.E O/L	Pass G.C.E O/L		Up to G.C.E A/L		Pass G.C.E A/L		Graduate		Post Graduate		Other	
	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)	M (%)	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)
Kakirawe	3.35	2.78	0.36	0.82	3.17	3.53	7.70	7.70	8.67	8.78	8.08	7.18	6.80	6.51	5.64	5.53	2.03	1.90	0.10	0.08	9.29
Ipalogama	2.64	2.34	0.77	1.32	2.85	2.59	7.95	6.98	8.38	9.19	8.12	8.97	10.17	4.47	4.81	1.87	2.51	0.00	0.04	7.15	6.89
Thalawa	2.10	2.43	0.82	1.10	2.38	2.35	5.66	4.76	9.26	8.86	8.38	9.68	9.17	5.97	4.81	1.30	1.81	0.03	0.00	9.51	9.60
Thirappane	1.23	2.21	0.25	0.74	2.46	2.21	9.34	10.32	7.86	9.34	6.88	3.19	9.09	11.79	2.46	4.91	0.25	1.47	0.00	0.00	14.00
Galenbindunuwewa	3.08	2.58	0.40	0.71	2.42	2.63	5.91	6.41	7.93	8.33	9.44	8.43	5.71	5.25	6.01	5.51	2.22	1.97	0.05	0.10	14.90
Kahatagasdigiliya	2.59	2.73	0.86	0.86	2.73	2.16	5.47	5.04	11.80	8.92	5.90	6.62	8.78	6.91	4.46	4.03	1.29	1.29	0.14	0.00	17.41

**Source-Sample Survey conducted in 2018**

### **Occupation of Household Heads**

47. Most of the household heads are involved in agriculture and in public or private sector employment activities. The percentage of heads of households involved in business is also significant. The percentage (ranges) of the households involved in different employments in 6 DSDs are shown below for a summarized description of the employment profiles of the household heads in sample households interviewed.

**Table 3-19: Occupation Details of Household Heads**

<b>Employment</b>	<b>Percentage ranges of Male HHs</b>	<b>Percentage ranges of female HHs</b>
Farmers	28-44	1-5
Public sector/private sector	18-33	1-2
Skilled labor	2-5	0-0.5
Business	11-15	0.09-2
Self-employment	3-20	0.5-1.4
Wage labor	0.9-4	0.09-0.5
Fishermen	0.7-5.5	0.09
Foreign Employment	0.5-0.0.8	0.09-0.2
Dependents	1-3	0.09-1.5

**Source-Sample survey conducted in 2018**

The percentages of Household heads involved in different employments are shown in 3.17.

**Table 3-20: Occupations of Household Heads**

District	DS	Type of employment																	
		Farmer		Public/ Private sector		Skilled labor		Business		Self - Employment		Wage Labor		Fisherman		Foreign employment		Dependent	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
Anuradhapura	Kakirawe	56%	7%	14%	1%	7%	0%	0%	0%	9%	0%	1%	1%	2%	0%	0%	0%	2%	0%
	Ipalogama	30%	3%	34%	3%	5%	0%	11%	2%	4%	1%	1%	0%	0%	0%	0%	0%	2%	4%
	Thalawa	35%	3%	33%	2%	4%	0%	11%	1%	4%	0%	1%	0%	0%	0%	1%	0%	2%	3%
	Thirappane	44%	2%	19%	1%	2%	0%	0%	0%	17%	2%	5%	1%	6%	0%	1%	0%	1%	0%
	Galenbindunuwewa	34%	3%	32%	1%	2%	0%	1%	0%	20%	1%	3%	0%	2%	0%	0%	0%	1%	0%
	Kahatagasdigiliya	44%	2%	25%	1%	5%	1%	0%	0%	15%	1%	2%	0%	1%	0%	0%	0%	3%	0%

**Source - Sample Survey Conducted In 2018**

### **Average Household Income and Expenditure**

48. Nearly 29% of the households interviewed draw monthly income Rs 30000 to Rs.50000. The percentage of households drawing more than Rs 100000 monthly income is 1.2% of the total households interviewed. About 7% of the households are reported as households drawing monthly income below Rs 5000. Table 3.18 includes the data on monthly income and expenditure of the households interviewed. About 52% of the households spend about Rs 15000 to 30000 per month for their household needs.

**Table 3-21 : Monthly income and expenditure of the sample households**

Income Category	Average monthly Income (SLR)	Average monthly Expenditure (SLR)
5000<	6.59%	3.99%
5001-15000	11.42%	21.76%
15001-30000	41.34%	51.85%
30001-50000	29.31%	14.91%
50001-75000	7.71%	2.47%
75001-100000	2.43%	1.04%
100000>	1.20%	3.99%

**Source-Sample survey conducted in 2018**

### **Movable Household Assets**

49. Radio, TV and mobile phones are the commonly available movable household assets in considerable percentage of households. About 15% to 17% of the households of the total interviewed have TV and Radios and mobile phones. The data on types of household assets and the percentage of households is shown in Table 3-22.

**Table 3-22: Movable Assets in households**

Type of Asset	Kakirawe	Ipalogama	Thalawa	Thirappane	Galenbindunuwewa	Kahatagasdigiliya
Television	86.88	96.56	94.33	89.44	88.04	90.31
Radio/CD	72.20	89.44	89.01	78.87	82.87	81.06
Sewing Machine	21.56	28.93	32.26	38.73	30.72	24.67
Electric Fan	30.94	47.53	51.35	61.97	66.62	45.37
Fridge	30.11	35.36	45.25	34.51	47.86	31.72
Gas Stove	13.53	19.06	15.00	40.85	25.70	23.35
Kerosene Stove	2.25	4.13	2.44	7.75	3.84	7.93
Air Conditioner	0.76	1.15	0.87	0.00	0.30	0.00
Motor Cycle	34.74	47.07	61.90	54.93	64.55	55.51
Bicycle	23.79	33.87	24.06	28.87	27.33	26.87
Three Wheeler	10.59	12.06	17.00	9.86	17.28	10.57
Motor Car/ Cab	7.80	5.63	6.63	2.82	6.35	3.08
Motor Bus/ Van	3.01	2.41	1.92	2.11	2.51	1.32
Water Pump	4.28	6.77	8.89	12.68	19.05	15.86
Washing Machine	4.58	3.67	2.62	11.97	3.25	3.52

Type of Asset	Kakirawe	Ipalogama	Thalawa	Thirappane	Galenbindunuwewa	Kahatagasdigiliya
Computer	11.17	5.51	5.23	16.90	4.58	9.25
Mobile Phone	80.49	81.40	86.75	82.39	82.42	78.85
Tractor	2.85	3.10	3.14	2.11	4.14	4.41
Dimo- Butta	0.15	1.38	1.48	0.70	1.92	2.20
Lorry	1.35	1.84	3.57	2.82	3.84	1.32
Land Master	1.43	2.87	3.66	1.41	4.28	5.73
Cultivation Related Machines	0.00	0.34	0.09	0.70	0.74	0.44
Other	0.00	0.00	0.00	0.70	0.00	0.00

Source - Sample Survey Conducted in 2018

### 3.1.6 Housing Condition, Sanitary Facilities, Energy and Water Sources of Sample Households

#### Housing Condition

50. More than 90% of the residential housing structures of the sample households interviewed are permanent structures. The percentage of households having temporary structures is negligible (ranges from 0.44 to 4.5%). The farming community in B 133 road and B 213 roads catchment area are actively involved in paddy and other field crop cultivation under irrigation systems (Mahaweli system H and Huruluwewa scheme) and therefore, they have been able to construct permanent houses. Even the farmers in Ganewalpola and Kakirawe road area are involved in high-value vegetable cultivation. The data on types of housing structures is shown in Table 3-23.

**Table 3-23: Types of housing structures**

District	DSD	Type of housing structure		
		Permanent	Semi - Permanent	Temporary
Anuradhapura	Kakirawe	93.41%	2.03%	4.56%
	Ipalogama	95.62%	3.23%	1.15%
	Thalawa	96.15%	3.50%	0.35%
	Thirappane	99.29%	0.00%	0.71%
	Galenbindunuwewa	94.53%	4.73%	0.74%
	Kahatagasdigiliya	97.80%	1.76%	0.44%

Source-Sample Survey Conducted in 2018

#### Sanitary Facilities

51. Except negligible percentage of sample houses in Kakirawe and Galenbidunuwewa DSDs all others have access to sanitary latrine facilities. More than 80% of the households in all the project relevant DS divisions have water-sealed latrines in their households (water sealed latrines include flush type latrines as well). According to the interviews with community members during the socio-economic survey, it was found that establishment of water sealed latrine is considered as an essential need of the households. Therefore, in near future, most of the households in the area will have water sealed latrines. The data on sanitary latrine facilities available in sample households is shown in Table 3-24.

**Table 3-24: Sanitary latrine facilities**

District	DSD	Type of Sanitary system available			
		Flush	Water sealed	Pit latrine	None
Anuradhapura	Kakirawe	23.21%	62.35%	14.30%	0.13%
	Ipalogama	17.39%	75.15%	7.47%	0.00%
	Thalawa	15.72%	82.70%	1.58%	0.00%
	Thirappane	5.04%	94.96%	0.00%	0.00%
	Galenbindunuwewa	14.99%	84.11%	0.60%	0.30%
	Kahatagasdigiliya	3.52%	96.48%	0.00%	0.00%

Source-Sample survey conducted in 2018

### **Availability of Electricity**

52. The percentage of households with no electricity facilities is negligible in the entire sample households (less 1%). More than 99% of the households in Kakirawe, Thirappane, Galenbidunuwewa and Kahatagasdigiliya DSDs have obtained electricity from the national grid. The information on sources of electricity of the sample households is shown in Table 3-25.

**Table 3-25: Sources of electricity in Sample households**

District	DSD	Source of electricity		
		National Grid	Solar Power and Other Sources	No Electricity
Anuradhapura	Kakirawe	99.62%	0.13%	0.25%
	Ipalogama	99.54%	0.46%	0%
	Thalawa	99.39%	0.17%	0.44%
	Thirappane	99.29%	0.00%	0.71%
	Galenbindunuwewa	99.56%	0.00%	0.44%
	Kahatagasdigiliya	99.56%	0.44%	0.00%

Source-Sample survey conducted in 2018

### **Source of Drinking Water**

53. More than 80% of sample households in Kakirawe, Ipalogama and Thalawa DSD areas have access to pipe born water provided by the National Water Supplies and Drainage Board (NWSDB). Tube wells and Shallow wells are the main sources for drinking water in households located in Thirappane, Galenbidunuwewa and Kahatagasdegiliya. Community water supply schemes are also becoming popular in some areas of these DSDs. The data on sources of drinking water is shown in Table 3-26.

**Table 3-26: sources of drinking water facilities.**

District	DSD	Source of Water			
		NWS & DB	Well/ Tube Well	Community Well	Community Water Supply
Anuradhapura	Kakirawe	72.65%	23.66%	1.15%	2.54%
	Ipalogama	99.54%	0.46%	0.00%	0.00%
	Thalawa	99.39%	0.18%	0.44%	0.00%
	Thirappane	6.34%	79.58%	4.23%	9.86%

District	DSD	Source of Water			
		NWS & DB	Well/ Tube Well	Community Well	Community Water Supply
	Galenbindunuwewa	17.14%	65.13%	2.38%	15.35%
	Kahatagasdigiya	1.76%	90.31%	4.41%	3.52%

Source - Sample Survey Conducted in 2018

### 3.1.7 Analysis of vulnerable households and gender-related details

54. Three indicators are used to categorize socially and economically vulnerable households in 6 DSDs. The majority of the households are categorized as vulnerable due to their household heads having more than 60 years of age. The percentage of households with old age heads range from 47% to 63% among 6 DSDs. The families drawing less than Rs. 5000 monthly income are categorized as vulnerable families. Except Galenbidunuwewa and Kahatagsdegiliya in other 4 DSDs the percentage of families having less than Rs.5000 monthly income indicates low figures. A considerable percentage of households headed by female is also significant among sample surveyed. The details of the vulnerable families reported in the sample are included in Table 3-27.

Table 3-27: vulnerable families in sample households.

Type of Vulnerability DSD	Kakirawe	Ipalogama	Thalawa	Thirappane	Galenbindunuwewa	Kahatagasdigiya
Family with elderly household heads (age > 60 years)	59.15%	58.16%	63.83%	59.32%	47.69%	54.81%
Family with monthly income < SLR 5,000	7.89%	6.23%	7.90%	5.08%	32.56%	21.15%
Female headed families	30.14%	35.61%	28.27%	23.73%	16.92%	18.27%
Families with disabled members	2.82%	0.00%	0.00%	11.86%	2.82%	5.77%

Source - Sample Survey Conducted in 2018

### The contribution of female members in family matters and community organizations

55. The women in households interviewed play a significant role in some of the significant matters in the family. A significant percentage of women always participate in household decision making progress. About 62% of the householders mentioned that their female members contribute as bread earners of their families. About 65% of the householders indicated that their female members participate in community based organization activities representing their households. Some female members also involve in organizing community programs in their localities. The details of the participation of women in activities within and outside of households on behalf of their families are mentioned in 3.25.



**Table 3-28: Female involvement in family matters and community activities.**

Type of involvement	Always	Sometimes	Rarely	If Request	Do not Participate
Decision making in family matters	2,783 (71%)	833 (21%)	90 (2%)	25 (1%)	166 (4%)
Bread earner	2,366 (61%)	983 (25%)	176 (5%)	99 (3%)	273(7%)
Participation in CBO activities	2,439 (62%)	766 (19%)	230 (5%)	199 (5%)	263(7%)
Organize community programs	508 (13%)	435 (11%)	129 (3%)	2,432 (62%)	393 (10%)

*Note- Some of the sample householders did not respond to some questions of the questionnaire*

**Source-Sample survey conducted in 2018**

### **Type of involvement of female family members in the project**

56. The opportunity for the female members getting involved in the project was also analyzed as a gender perspective for the project. The number and percentage of households indicated their willingness and unwillingness to get involved in the proposed project activities were analyzed. Only small percentages of households are willing to involve their female members in the project activities. This is mainly because most of the females in agricultural households of the project area are heavily involved in helping their male members in farming activities. The information on willingness to get female involved in project activities is included in Table 3-29.

**Table 3-29: Households Willing and Unwilling to Involve Female Members in Project Activities**

DSD	Agree to Involve	Do not Agree to Involve
Kakirawe	93 (13%)	643 (87%)
Ipalogama	110 (12%)	761 (88%)
Thalawa	90 (8%)	1,031 (92%)
Thirappane	14 (10%)	128 (90%)
Galenbindunuwewa	59 (9%)	618 (91%)
Kahatagasdigiliya	16 (7%)	211 (93%)

**Source-Sample survey conducted in 2018**

57. As mentioned above only a small percentage of sample households expressed their willingness to get female members to participate in project activities. The percentage of householders expressed their views on the type of activities that female members can participate during the project implementation. The information on this aspect is shown in Table 3-30.

**Table 3-30: Type of activities that female members can participate**

DSD	Kakirawe	Ipalogama	Thalawa	Thirappane	Galenbindunuwewa	Kahatagasdigiliya
Type of involvement						
Provide wage labor during construction/1	14	10	11	5	10	2
Provide wage labor for maintenance of road/2	4	21	1	2	3	0

DSD	Kakirawe	Ipalogama	Thalawa	Thirappane	Galenbindunuwewa	Kahatagasdigiliya
Provide meals to work force as a small business/3	77	80	82	14	49	14

**Source-Sample Survey Conducted in 2018**

*Note-There were people who gave multiple answers*

### 3.1.8 Community perception about the project

#### Community Awareness about the Project

58. A small percentage of householders responded to this question, awareness of the proposed project. It was observed that most of the community leaders and grass root level officers especially in GNDs and DSDs are aware of the iRoad project but they are not fully aware of the proposals to improve B133, B212 and B213 under iRoad project. This may be the reasons for the majority of the householders to be neutral to this question. The responses given by the householders interviewed are mentioned in Table 3-31.

**Table 3-31: Community Awareness of the Proposed Project**

DSD	Know about the Project	Do not know about the Project
Kakirawe	18%	82 %
Ipalogama	21%	79%
Thalawa	19%	81%
Thirappane	7%	93%
Galenbindunuwewa	30%	70%
Kahatagasdigiliya	6%	94%

**Source - Sample Survey Conducted in 2018**

#### Condition of Existing Road to be Rehabilitated by the Project

59. An only negligible percentage of householders mentioned about easy travelling only during dry seasons.

60. The roads are in physically bad condition compare to other neighboring roads recently improved.

61. More than 50% of the households in all the DS divisions mentioned the roads are bad or very bad in their physical condition. An only negligible percentage of households is satisfied with the existing condition of the roads. The views expressed by the sample householders interviewed on the physical condition of the roads are mentioned in Table 3-32.

**Table 3-32: Views of the householders on physical condition of the candidate roads.**

DSD	Condition of the Existing Road Surface				
	Good	Fair	Bad	Very Bad	Easy To Travel Only Dry Season
Kakirawe	8%	34%	25 %	30%	3%
Ipalogama	5%	18%	32%	40%	4 %
Thalawa	0.18%	9%	34%	57%	1%
Thirappane	3%	32. %	41%	24%	1%
Galenbindunuwewa	0.45%	20. %	38%	41%	0%
Kahatagasdigiliya	3%	23 %	23%	48%	2%

Source-Sample survey conducted in 2018

### **Impact of Existing Road Condition on Day Today Activities of Women, Children and Elderly Persons**

62. According to the focus group discussions held in 3 road areas day today activities of women, children and elderly persons are significantly affected due to the existing dilapidated conditions of the road. Nevertheless, only about 30% of the respondents mentioned about negative impacts on women, children and elderly persons due to the poor road condition according the results of the questionnaire survey. The details of the responses of the householders interviewed are shown in Table 3-33.

**Table 3-33: The Views of Interviewed Householders on Impact of Women, Children and Elderly Persons**

DSD	Affect the Activities	Do not affect the Activities
Kakirawe	30.31%	69.69%
Ipalogama	29.65%	70.35%
Thalawa	21.24%	78.76%
Thirappane	5%	95%
Galenbindunuwewa	7.4%	92.6%
Kahatagasdigiliya	12.3%	87.7%

Source-Sample survey conducted in 2018

### **Reasons for such impacts**

63. Damaged road condition is the main reason for creating difficulties for women, children and elderly persons. The responses of the householders on reasons for difficulties on these community groups are mentioned in Table 3-34.

**Table 3-34: Reasons for difficulties for women, children and elderly persons.**

District	Kakirawe	Ipalogama	Thalawa	Thirappane	Galenbindu-nuwewa	Kahatagas-digiliya
Damaged Road Condition	22.79%	24.75%	26.22%	32.97%	27.23%	23.90%
Shrub jungle grown on both sides of the road	19.73%	18.69%	16.44%	8.79%	11.52%	17.54%
Road side drains not maintained	15.61%	16.07%	14.02%	9.89%	13.61%	21.27%
Wing wall of culvert and bridges are damaged	9.77%	14.45%	12.74%	18.68%	12.04%	16.45%
Pot holes on the shoulders	9.90%	11.39%	13.11%	14.29%	13.30%	9.87%
Road get inundated	7.44%	3.11%	5.67%	7.69%	9.21%	5.48%

District	Kakirawe	Ipalogama	Thalawa	Thirappane	Galenbindu-nuwewa	Kahatagasdigiliya
No sign boards	5.58%	5.37%	6.66%	1.10%	4.82%	1.75%
Sharp Bends	5.65%	5.03%	4.52%	4.40%	4.61%	1.32%
Narrow Road Condition	3.52%	1.13%	0.62%	2.20%	3.66%	2.41%

Source - Sample Survey Conducted in 2018

### The willingness of community to participate in the project

64. Negligible percentage (16%) of householders expressed their interest to participate in activities of the project during its implementation phase. The distribution of the views expressed by householders in 6 DSDs is shown in Table 3-35.

**Table 3-35: Willingness of Community to Participate in the Project**

DSD	Willing to Participate	Not interested to Participate
Kakirawe	153 (19%)	640 (81%)
Ipalogama	139 (16%)	732 (84%)
Thalawa	184 (16%)	961 (84%)
Thirappane	23 (16%)	118 (84%)
Galenbindunuwewa	90 (13%)	587 (87%)
Kahatagasdigiliya	37 (16%)	190 (84%)
<b>Total</b>	<b>626 (16%)</b>	<b>3228 (84%)</b>

Source - Sample Survey Conducted in 2018

### Type of Contribution for the Project

65. Majority of the community members expressed their willingness to participate in whatever programs organized by project developer on community awareness activities. The other areas communities expressed their interest to participate include informal monitoring of the quality of construction activities and also some possible activities during the maintenance phase of the road. The views expressed by the householders on type of contribution are mentioned in Table 3-36

**Table 3-36: Type of contribution**

DSD	Type of contribution			
	Community Awareness Creation	Involve in Progress Monitoring	Involve in Maintenance	Other
Kakirawe	70%	8%	15%	7%
Ipalogama	76%	13%	8%	4%
Thalawa	76%	8 %	13%	3%
Thirappane	70%	3%	27%	0 %
Galenbindunuwewa	68%	19%	13%	0%
Kahatagasdigiliya	69%	10 %	20%	0%

Source-Sample survey conducted in 2018

## **Community Perceived Benefits of the Project**

66. All the candidates' roads run across the agricultural area in 6 DSDs. Therefore about 15 % of respondents mentioned about benefits to the agriculture activities due to the proposed improvement to the road. Some other community members mentioned about opportunities available for them to get involved in labor-related employments in the construction sites. The possible benefits perceived by the community members from the proposed road improvement project are mentioned in Table 3-37.

**Table 3-37: Community perceived benefits of the project**

<b>DSD</b>	<b>Kakirawe</b>	<b>Ipalogama</b>	<b>Thalawa</b>	<b>Thirappane</b>	<b>Galenbin-dunuwewa</b>	<b>Kahatagas-digiliya</b>
Develop agriculture sector	15%	12%	15%	15%	17%	17%
Develop education facilities	12%	15%	18%	9%	11%	10%
Develop health and sanitary facilities	9%	13%	14 %	2%	5%	6%
Increase job opportunities for villagers	13%	14%	13%	10%	10%	12%
Road safety for Women, Elders and Children	10%	7%	9%	9%	9%	10%
Develop Public/privet transport for villagers	7%	5%	5%	12%	7%	6%
Easy travel even at night time or time with poor visibility	7 %	6%	7%	9%	7%	7%
Develop industrial sector in rural areas	5. %	8%	7%	3%	6%	6%
Reduced the travel cost and time	9.%	12%	8%	13%	12%	11%
Increase cultural values	1. %	3%	1	1%	3%	4%
Improve standards of living	9%	4%	3%	17 %	13%	13%
Develop communication with villagers and government institutes	1%	0.48%	0.86%	0.00%	0.70%	0.24%
Other	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%

**Source-Sample survey conducted in 2018**

## **Public Consultation**

### **Summary of Focus Group Discussions**

67. The consultants held one on one interviews with a large number of road users in the local area. They expressed their views to justify the project for improving the roads. The views they expressed are included in Annex 3.

68. In addition to one on one interviews held with road users Focus group discussions (FGDs) with key stakeholders were held during end of February and beginning of March 2018 covering 3

roads under Integrated Road Investment Program project. The details of each FGD are shown in Annex 4.

69. The information related to venue, participants, and details in each FGD related to 3 roads is included in Table 3-38.

**Table 3-38: Venue, dates and participants of the FGDs**

Road	Relevant DS Division	Date	Venue	Participants		Total
				Male	Female	
B 133- Ganewalpola-Dachchihalmillawa	Kahatagasdigiliya	26/2/2018	Mosque-Ithalwetunuwewa	20	5	25
	Kahagasdigiliya	26/2/2018	GN Office-Koonwewa	13	3	16
	Galenbidunuwewa	27/2/2018	Administrative Service centre-	17	5	22
	Galenbidunuwewa	27/2/2018	Ellawewa Community hall	16	5	21
B 212- Kakirawe-Ganewalpola	Kakirawe	2/3/2018	GN Office-Embulgaswewa	12	6	18
	Kakirawe	8/3/2018	Farmer Organization office-Ganewalpola	9	2	11
B 233- Kakirawe-Thalawa	Thalawa	5/3/2018	Community hall-Kiralagama	8	3	11
	Thalawa	5/3/2018	Keththarama temple-Eppawala	10	2	12
	Ipalogama	6/3/2018	Community hall-Punchikulama	11	1	12
	Ipalogama	6/3/2018	Bimalpa meeting hall-Gonapathirawa	8	2	10

70. The issues emerged from FGDs held in each road studied are mentioned below as summaries. Most of the issues emerged from the FGDs held in each road were relevant to the entire road as whole and therefore, summary relevant to the entire road is presented in this section. Specific issues emerged at each FGD held in 3 roads are shown in Annex 4.

### **Kakirawe-Thalawe Road (B233)**

71. **Present physical condition:** About 10Km from Kakirawe Junction to Hiripitiyagama is improved with carpet. The section from Hiripityagama to Thalawe is dilapidated. The culverts are incapable of draining storm water during rainy seasons. There is no properly established drainage canal system. Some sections of the road run through paddy land area in Mahaweli system H get submerged during rainy seasons.
72. **The implications on transport facilities:** operators of hiring vehicles such as three-wheelers and other good transporters are reluctant to drive due to dilapidated sections of the road. It takes more time to reach the desired destinations. The employees and also school population have difficulties to reach their institutions at required time.

- 73. Implications on economic activities:** This road is used to reach the economic center in Dambulla by farmers and transporters of vegetables from areas such as Kalpitiya Nochchiyagama, Thambuththegama and some other areas from system H. Agriculture goods especially vegetables are damaged during transportation. The buyers visiting farm gates to purchase paddy from system H also are reluctant to drive in this road. The profit of three wheel operators and other hiring vehicle operators has gone down due to their low frequency of driving in this road.
- 74. The public transport system in this road:** This road is heavily used by SLTB and private buses. According to the informants interviewed daily travel frequency of private and SLTB buses is as follows.
- Anuradhapura- Kikirawe – 20 SLTB Buses and 35 Private buses
  - Anuradhapura – Kandy – 20 SLTB buses and 45 private buses
  - Anuradhapura – Colombo – 20 SLTB buses and 30 private buses
- 75. Present maintenance condition of the road:** The Road Development Authority is involved in maintenance but the participant of 4 FGDs expressed their dissatisfaction of the maintenance program.
- 76. Justification for improvement to the road:** this is the road that connects A9 highway and Anuradhapura- Padeniya Highway. The road runs across one of the major agriculture systems, Mahaweli system H of the county. This road is used by agriculture product transporters from areas such as Kalpitiya, Nochchiyagama, Thalawa to reach Dambulla economic center. The road has not been fully rehabilitated for the last 40 years. Pilgrims visiting places such as Awkana, Wijithapura, Anuradhapura, and Kala wewa use this road frequently. Significant institutions such as Mahailuppallama agriculture research center and Agriculture faculty Affiliated to Peradeniya University are also located in the vicinity of the roads. There are about 50 sub roads connected to this road.
- 77. Suggestions for the improvement project:** The elevation of sections of the road fallen within paddy land area should be raised. The features such as stormwater drainage system and culverts need to be improved. Construction site should be managed to minimize the possible difficulties to the road users during the construction period.
- 78. Possible impact during construction and post-construction phases:** There will be opportunities for local communities to work as laborers in the construction site. Some local persons may have opportunities to hire their tractors and other machinery to the contractors.
- 79. Traffic-related difficulties and other construction induced impacts such as dust mud can be expected during the construction period.**
- 80. The improvements to this road would bring a contribution to the local economy especially for the agriculture community.**
- 81. Potential for increase accidents in the post project improvement period can be expected.**

### **Mitigatory measures possible during construction and post construction phases.**

82. The contractors should be encouraged to follow effective measures to minimize dust especially in the road sections running across townships. The contractor can improve one side of the road at a time keeping the other side for road users.
83. Steel plates may be provided to the owners of shops, houses and other institutions to use to create temporary access during the construction period.
84. The contractors may be encouraged to complete the construction activities within a short period of time in the road especially the sections run through townships.
85. Monitoring may be effectively carried out by the traffic police immediately after improvements to the road to minimize potential accidents.
86. The local communities should be encouraged to participate in the project during design preparation period to provide their local knowledge and experience to the design engineers. The contractors should also be encouraged to hire local community members to work as laborers.
87. **Community suggestion for Grievance redressed mechanism:** A committee should be established under the leadership of respective Divisional secretary to provide opportunities for the community members and other stakeholders to take up their grievances if any. Other members of this committee include Grama Niladharies of the area and representatives from road user community.

### **Kakirawe - Ganewalpola road (B212)**

88. **Physical condition:** uneven surface of the road is observed. There is no established stormwater drainage canal system. Several sharp bends are observed.
89. **Present transport difficulties:** time taken to reach desired destinations through this road is a serious difficulty. This is due to seriously dilapidated road with several dangerous bends. Operators of hiring vehicles, three-wheelers and vans tend to charge high rates mainly due to this dilapidated surface of the road. Hiring vehicle operators mentioned about high consumption of fuel and wastage of tires.
90. **Public transport system in the road:** this short road section is used to reach different destinations covering larger catchment area. The details of the existing public transport system are mentioned below.
  - Kahatagasdigiliya – Buses coming from Colombo, Kandy, Kakirawe – travel frequency 10 buses per day
  - Galenbidunuwewa- Buses coming from Colombo, Kandy, Kakirawe – travel frequency 30 buses per day
  - From Dutuwewa to Colombo, Kandy, Kakirawe – travel frequency 8 buses per day



91. **Maintenance of the road:** the road users are not happy about present maintenance activities. Patchwork is carried out in scattered locations to fill some potholes.
92. **Justification to the improvement:** this is the road connect to A11 road which runs from Maradankadawala to Batticaloa. This road is also connected to A9 at Kakirawe. Even though it is an important road section in terms of connectivity it has not been rehabilitated in the last 30 to 40 years. This is the road that connects buses coming from Kahatagasdigiliya, Galenbidunuwewa and Dutuwewa running towards Colombo. The townships such as Galenbidunuwewa, Kahatagasdigiliya, and Kakirawe are connected through this road.

### **Suggestions for improvement**

- Explore possibilities to straighten the sharp bends.
  - Establish permanent access facilities from road to houses, institutions and business ventures.
  - Establish a separate narrow passage for the pedestrians of the Ganewalpola town.
  - Provide employment opportunities for the local community members in the construction site.
  - Explore possibilities to hire reputed company as a contractor.
93. Note: All other information discusses in two FGDs conducted on this road are similar to the issues discussed on Ganewalpola to Dachchi Hammillawa road (B133). Such information is mentioned under the summary of 4 FGDs conducted in Ganewalpola to Dachchi Hammillawa road (B133).

### **Ganewalpola – Dachchihalmillawa road (B133)**

94. **Physical condition:** A narrow road section is a problem for traffic in certain townships. Road surface is uneven. There is no properly established drainage system and existing culverts and small bridges are dilapidated and under capacity.
95. **Transport related issues:** In certain sections narrow road has become a constraint for overtaking. It takes longer time to reach desired destinations. Public transporters are reluctant to increase their frequency of running.
96. **Impact:** the road is used for transporting agriculture products to Dambulla market. Damages to the agri-products especially vegetables is an issue for the transporters. Private transporters tend to charge more than expected fees due to dilapidated condition of the road.
97. **Public transport system:** The following public transport systems are available in this road
- Kahatagasdigiliya to Colombo-Kandy, Galenbidunuwewa to Colombo – Kandy.
  - Galenbidunuwewa to Kakirawe – Almost every one hour.
  - Galenbidunuwewa – Kahatagasdigiliya

**98. Maintenance system:** The participants of the FGDs express their serious dissatisfaction on the available maintenance system. Even the pothole filling is not done methodically. Some sections of the road are partially improved occasionally but, not at satisfactory level.

**99. Justification for the proposed road improvement**

- This is an important road section which is connected to Anuradhapura Trincomalee road and Maradankadawala Batticaloa road.
- The townships such as Horowpothana, Kahatagasdigiliya, Galenbidunuwewa and Ganewalpola are connected by this road.
- This is a shortcut to reach Anuradhapura Padeniya road for the Commuters coming from Trincomalee area.
- The farmers in Huruluwewa Agricultural scheme use this road to reach Dambulla Economic center.
- There has been no proper rehabilitation done on this road covering the entire length for the last 40 years.
- The roads such as Galenbidunuwewa – Seppukulama, Yakalla – Galkulama, Galenbidunuwewa – padikaramaduwa are connected to this road.

**100. Suggestions for the proposed project:**

- Explore possibilities to hire reputed firm as a contractor.
- Encourage the contractors to higher local community members to work in the construction site.
- Improve the road with proper drainage system.
- Rehabilitate existing culverts and introduce new culvert to the required locations.
- Introduce necessary safety signals to the required locations of the road after rehabilitation.
- Establish a mechanism to address the complaints and other grievances of the local communities and other stakeholders during the construction period of the road.
- Provide permanent access facilities to the houses, business ventures and other institutions adjacent to the road.

**101. Possible impacts during construction:**

- Opportunities for local community members to work in construction sites.
- There can be indirect opportunities for the local community members to provide accommodation and foods for construction workers.
- Some community members may have opportunities to provide vehicles to the contractors(tractors/tippers/lorries)

**102. Possible measures to mitigate negative impact during construction**

- Frequent use of water to control dust
- Introduce bypass and other alternative roads to transporters to avoid construction sites.

- Carry out construction work on one side of the road allowing other side of the road for the road users.
- Coordinate with line agencies such as Electricity Board, National Water Supply and Drainage board and Sri Lanka Telecom to avoid possible impacts to the communities.

**103. Possible impacts during post construction period:**

- Availability of road without dust and mud during dry and rainy seasons.
- Possible enhancement of time efficiency of transportation.
- Potential increase of property value.

**104. Possibilities for communities to participate in the project:** The local communities may have opportunities to express their views to the road designers during planning period. Some community members may have opportunities to work as labors in the construction site. There can be other opportunities for local people to higher their tractors and their other machinery to contractors.

**105. Community suggestions for Grievance redress mechanism:** A committee headed by Divisional Secretary of the road area can be established with the membership of relevant Grama Niladharies and representatives of the communities. The public in the road area should be made aware of this institutional mechanism and possibilities available for them to reach this committee to complain any problem or grievances.

## **4 Grievance Redress Mechanism (GRM)**

106. Grievances are common in involuntary land acquisition and resettlement. If these are not addressed timely and fairly, they will give rise to social resistance, political tension and unnecessary delays in project implementation, and could stall the project. Chapter VI of the Resettlement Framework gives reference to the proposed Grievance Redress Mechanism (GRM). The road level arrangements need to be made to receive and facilitate early resolution of legitimate concerns and complaints of project affected persons, communities and other interested stakeholders.

107. In Sri Lanka, project affected persons have recourse to the judicial system, public administrative system, political system, civil society organizations to resolve disputes. The government has also established Mediation Boards (MB) and Special Mediation Boards (SMB) at the DS level to amicably settle disputes. However, resolution of conflicts through these systems takes long time, incurs expenses, is not open access to some people, and, often causes delays in project implementation and increased expenditure to government due to compensation to contractors.

108. The GRM, as noted earlier, is a process for joint identification and resolution of grievances and concerns as well as a conduit for information exchange that would bring benefits to all stakeholders. By setting up GRM the project expects to:

- Provide a forum for redressing grievances and disputes as much as possible at the lowest level
- Create effective communication between the project and APs
- Build up productive relationships among all stakeholders
- Provide access to APs to negotiate and influence the decisions and policies of the project where they could adversely affect them
- Mitigate or prevent adverse impacts of the project on communities and suggest appropriate corrective or preventive action
- To harmonize project activities with those of APs

109. The Grievances management process will include three tier systems starting from the road level.

### **First Tier**

110. This is the Grass root level institutional arrangement where complaints will be received and handled jointly by the contractor, PIC or PIU representative on site.

## **Second tier**

111. This is at project relevant GND level. The Grievances that cannot be resolved at the first level are taken up for resolution at this level with the involvement of the respective GNs.

## **Third Tier**

112. This is the highest level of Grievance Redress institutional set for the project. It is at project relevant DSD level. The DS of the respective DSD will provide facilitative and other required legal support to address the Grievances of the stakeholders related to the project implementation.
113. There will be Grievance Redress committees at GND and DSD levels. The compositions of the GRCs at these 2 levels are shown below:

### **The composition of GN level GRC**

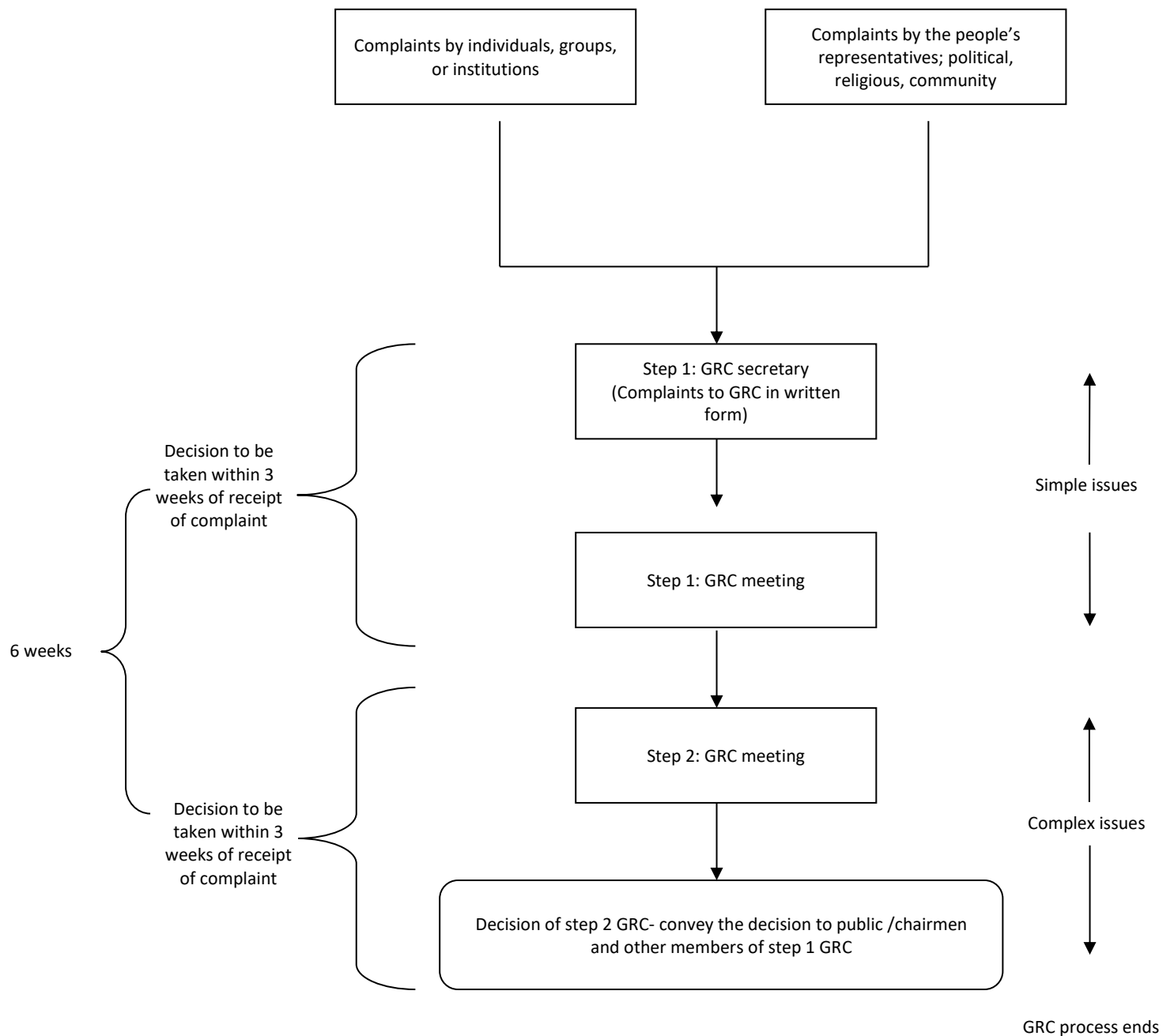
1	Grama Niladhari of the area	Chairman
2	Representative of PIU	Secretary
3	Representative of supervision consultant	Member
4	Representative of contractor	Member
5	A community member/ religious leader	Member
6	Woman representative from the local community	Member

### **The composition of DS level GRC**

1	Divisional secretary of the area	Chairman
2	Representative of PIU	Secretary
3	Grama niladhari	Member
4	Representative of supervision consultant	Member
5	Representative of contractor	Member
6	Representative of social organization (NGO/CBO)	Member
7	A community member/ religious leader	Member
8	Woman representative from the local community	Member

114. To make the GRM process gender responsive the GRC will include one female member to represent the local community women. Further when grievances or complaints are submitted to GRC, both women and men complaints will be treated equally and necessary measures will be taken to address the grievances in the best way possible.
115. Recommended steps with timeline on the operation of the GRM are provided in figure 4.1. The complaints contact person will be designated within the PIU to help address all concerns and grievances of the local communities and affected parties. Contact details of this person will be provided in the project information display board that will be placed at the project site.

The flow chart of the GRM is presented in the succeeding figure.





## **5 Conclusions and Recommendations**

116. The proposed improvements to B 133, 212 and 213 roads under the Integrated Road Investment Program will have positive effects in the rural development as expected by GoSL. The improvements to these 3 roads will assist in enhancing the connectivity of rural areas with economic centers in Dambulla and Thambuttegama in Anuradhapura District.
117. During the consultations with public it was revealed that the communities require a better road surface (pavement) but do not see a great necessity of any improvements to road horizontal geometry, which leads to land acquisition and involuntary resettlement.
118. Therefore, it is best to design cross sections suiting the existing road corridor. And this concept is already embedded in the project scope. Hence there will be no cases of involuntary resettlement involved in the project. However, option of land donation is kept open for the community to assist the project. There are 8 temporary structures observed within the ROW and there is enough backspace available them to shift them easily, hence no impact is expected.
119. It is also important to minimize impacts to the public during construction stage. It is also important to establish the Grievance Redress Committees before commencement of civil works. As revealed in the socioeconomic analysis the public welcome this project as a positive factor in economic development.



## Annexes

### Annex -1- Vulnerable properties of each road


#### Structures observed on B133 road

Structure ID	Type of structure	Location information			Details of current occupant	File photo	Remarks
		Side of road	Northing (m)	Easting (m)			
B133-27	Mobile lottery stall	LHS	916481.17	468913.99	<p>Owner W. G. Gunarathne</p> <p>Address Aluthgama Para, Akkara 20</p>		Mr. Gunarathne welcomed the road development project and stated that his business will also improve with more road users being able to use the improved road. He does not think that his business shall be affected during the road improvement works. He is more than happy to shift his stall to allow the road works (without any compensation).
B133-28	A grocery shop	LHS	916497.20	468916.31	<p>Owner Jagath Kumara</p> <p>Address 673/B, Hurulunika Wewa</p>		The roof of this grocery shop is projected towards the road. The Owner Mr. Kauara is happy to shift back this structure in order to facilitate the road improvement works.






Structure ID	Type of structure	Location information			Details of current occupant	File photo	Remarks
		Side of road	Northing (m)	Easting (m)			
B133-35	A small food outlet	LHS	916697.94	468948.06	<p>Owner T.M. Tharanga Nadeeshani</p> <p>Address 185, Kahatagas Digiliya, Galenbindunu Wewa</p>		<p>The roof of this small food outlet is projecting towards the ROW. Owner of this structure Ms. Nadeeshani, is happy to hear the proposed road improvement works. She stated that such development shall benefit her business as more people shall than come to the outlet.</p> <p>She is happy to adjust the roof if required to assist the proposed road works.</p>
B133-39	A grocery shop	RHS	932498.44	472013.99	<p>Owner Nazeer</p> <p>Address Ethawetunu Wewa, Mahapothana</p>		<p>Mr. Nazeer is happy about the proposed development project and stated that it would be a timely investment by the government.</p> <p>He is willing to adjust the front portion of his shop to assist the road improvement works.</p>

Structures observed on B212 road

Structure ID	Type of structure	Location information			Details of current occupant	File photo	Remarks
		Side of road	Northing (m)	Easting (m)			
B212-07	A grocery shop	LHS	894418.8	459116.17	Owner Lucky  Adreess Ganewalpola, Kekirawa		<p>This is a grocery shop where Mr. Lucky has put up a temporary stall to keep vegetables. This stall and the front portion of the roof is projecting towards the existing road.</p> <p>Mr. Lucky stated that he shall adjust the roof and shift the vegetable stall voluntarily to assist the road improvement works, which shall bring immense benefits to public along the road and road users.</p>

### Structures observed on B213 road

Structure ID	Type of structure	Location information			Details of current occupant	File photo	Remarks
		Side of road	Northing (m)	Easting (m)			
B213-21	A grocery shop	RHS	895701.81	445235.01	<p>Owner Asanka Dewapriya</p> <p>Address Pothana, Ipalogama</p>		<p>The roof of this grocery shop is projecting towards the road.</p> <p>Owner of the shop Mr. Asanka expressed that he is willing to adjust the roof of the structure to assist in the development project.</p> <p>He requested to commence the road improvement works as early as possible.</p>
B213-36	A fruit stall	RHS	900332.44	435203.45	<p>Owner Nilanka Madushani</p> <p>Address 32, Thalawa Para , Eppawala</p>		<p>Ms. Nilanka the owner of this shop had extended his shop towards the road by keeping temporary stalls with fruits in front of his shop (the permanent structure).</p> <p>Ms. Nilanka voluntarily agreed to take back these temporary stall to allow road rehabilitation and improvement works.</p>

Structure ID	Type of structure	Location information			Details of current occupant	File photo	Remarks
		Side of road	Northing (m)	Easting (m)			
B213-37	A vegetable and fruit stall	RHS	900371.48	435195.57	<p>Owner Pathirana</p> <p>Address Pathirana Stores, Eppawala</p>		<p>Here again the owner of the shop Mr. Pathirana has put up few shelves in front of his shop (front of the permanent structure).</p> <p>He is happy to take back these shelves in to his shop to assist the road works. He stated that these shelves are in fact taken inside on a daily basis when he closes down the shop.</p> <p>He does not expect any income loss due to this activity (taking back the shelves).</p>

## Annex 2- Details of the samples selected for the survey

**Table 5.1: Estimated No. of households and enumerated households in each district / DSD / GND**

District	DSD	GND	Estimated No. of Households	Required Sample Size (20%)	Enumerated No. of Households
Anuradhapura	Kekirawa	Kekirawa Town	273	54	63
		Malawa	363	72	100
		Neekiniyawa	314	62	43
		Mailagaswewa	195	39	29
		Shasthrawelliya	135	27	29
		Ihalagama	186	37	39
		Mudaperumagama	210	42	43
		Ganewalpola	363	72	51
		Maminiya Rambewa	312	62	62
		Moragoda	274	54	55
		Nawakkulama	270	54	54
		Ebulgaswewa	184	36	38
		Ganewalpola	363	72	41
		Kuda Kekirawa	412	82	87
		Maldenipura	316	63	63
		Mankadawawla	182	36	36
	Ipalogama	Hiripitiyagama	498	99	105
		Kunchikulama	1416	283	254
		Ganthiriyagama	432	86	86
		Ipalogama	321	64	64
		Kadiyangalla	407	81	83
		Gonapathirawa	575	115	116
		Sangaththewa	457	91	91
		Mahalluppallama	361	72	72
	Thalawa	Keledivulwewa	433	86	89
		Galmaduwa	263	52	53
		Medagama	397	79	80
		Kiriamunakole	442	88	87
		Eppawala	530	106	106
		Ihala Siyabalawewa	543	108	110
		Eliyadivulwewa	483	96	95
		Palugaswewa	586	117	107
		Kiralogama	406	81	92
		Meegasegama	519	103	103
		Kurunduwewa	518	103	106

District	DSD	GND	Estimated No. of Households	Required Sample Size (20%)	Enumerated No. of Households
		Thalawa	595	119	119
	Thirappane	Uttupitiya	208	41	34
		Sadapagama	158	31	40
		Muriyakadawala	139	27	28
		Alagollewa	194	38	40
		Galenbindunuwewa	Yakalla	559	111
	Ihala Galkulama		379	75	77
	Hururulu Jayapura		245	49	49
	Sunanda Mawatha		307	61	57
	Gomarankalla		227	45	49
	Illukbadayagama		474	94	94
	Galenbindunawewa		456	91	91
	21 Janapadaya		186	37	41
	Ellawewa		463	92	93
	Kahatagasdigiliya	Punchi Halmillewa	175	35	25
		Konwewa	321	64	77
		Sampathgama	340	68	68
		Dhachchi-Halmillewa	285	57	57
Total			19,650	3,926	3,897

### Annex 3 - Details of one on one Interview

Ganewalpole - Dachdahalmlawa Road (B133)							
#	USD or GMD	USD or GMD	Name of Respondent	Sex	Age	Address	Views
1	Kahatagagedigilaya	Dachdahalmlawa	R. Kishor Singh	M	42	Dachdahalmlawa, Kahatagagedigilaya	Drainage system exists the road need to be improved in the inner area. Level of the road within the total stretch. Flooding during the rainy periods near Itahatetaru Wewa, Kottu Wewa. Suburb also not sufficient in Paddy area. Creation of business group facilities for villages. Suburb opening is too small. The section is flooded during rain season.
2	Dachdahalmlawa	Yakkala	M.A. Janath Gunawardhana	M	60	Galluruma Road, Yakkala, Mahipolawewa	Widening road is required. Drainage system need to improve. Development of agricultural sector. Convenient during the night time. Enrichment of the quality.
3	Kahatagagedigilaya	Sampathgama	J. Subodh	M	42	Sampathgama Mahapolthana	Need a drainage system. Need to implement a gateways. Need to construct bridges. Road side clearing is required. Enrichment of roads and public interest for villages. Convenient during the night time. Selling of rice, lime and travel expenses.
4	Kahatagagedigilaya	Ganewala	Prasen Kishor Singh	M	34	Ganewala, Mahipolawewa	Need Drainage system. Road need to be widen. Need to plant a trees. Carpet the Road. Development of agricultural sector. Development of education facilities. Enrichment of cultural values.
5	Kahatagagedigilaya	Dachdahalmlawa	A.M. Nilwan Senesew	M	29	Dachdahalmlawa	Suburb site is not sufficient. Drainage system need to improve. The section is flooded during rainy season. Development of agricultural sector. Development of education facilities. Enrichment of income, skills and children. Convenient during the night time.
6	Kahatagagedigilaya	Dachdahalmlawa	N. W. Sumana	M	44	Dachdahalmlawa, Kahatagagedigilaya	Material drain Wewa exist in the road and Road is narrow. High speed of traffic. Area is affected by flood. Cross drainage need to be improved. Enrichment of the quality.

#	DSD or GRD	DSD or GRD	Name of Respondent	Sex	Age	Address	Views
7	Kahatagadigilaya	Dachshihimilawa	A. Premadasa	M	64	Dachshihimilawa, Kahatagadigilaya	Concerned during the night time Road needs to be wider Drainage need to be improved and need to be replaced Need to enhance the safety Development of agricultural sector Creation of business opportunities for villages Lack of time and related expenses Drainage system need to improve Need to widen the road
8	Kahatagadigilaya	Dachshihimilawa	M. J. M. Ibrahim	M	59	Dachshihimilawa, Kahatagadigilaya	Development of agricultural sector Enhancement of female, children and children Concerned during the night time Enhancement of the quality
9	Kahatagadigilaya	Dachshihimilawa	S. B. Anura Kumara	M	54	Dachshihimilawa, Kahatagadigilaya	Subvert require to improve Need to widen the road Should be need to reconstruct the bridge Development of agricultural sector Enhancement of female, children and children Concerned during the night time Development of industrial sector The section is flooded during rain season Subvert require to improve Need to widen the road
10	Kahatagadigilaya	Dachshihimilawa	Abdulla Shayekhulla	M	31	Dachshihimilawa, Kahatagadigilaya	Development of agricultural sector Creation of business opportunities for villages Enhancement of female, children and children Enhancement of the quality
11	Kahatagadigilaya	Dachshihimilawa	Lahiru	M	39	Dachshihimilawa, Kahatagadigilaya	Need to widen the road Drainage system need to improve Drainage system should be new Development of agricultural sector Creation of business opportunities for villages Enhancement of female, children and children
12	Kahatagadigilaya	Dachshihimilawa	S. D. Jayawarden	M	46	Dachshihimilawa, Kahatagadigilaya	Drainage system need to improve Need to widen the road Subvert require to improve Development of agricultural sector Enhancement of female, children and children Enhancement of the quality
13	Kahatagadigilaya	Dachshihimilawa	Lahiru	M	39	Dachshihimilawa, Kahatagadigilaya	Need to widen the road Drainage system require to improve Road edge should be smoother Development of agricultural sector



#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
							<p>Convenient during the night time</p> <p>Saving of travel time and travel expenses</p> <p>Enhancement of the quality</p>
14	Golebeldunawewa	Yakola	T.M.A Jayathissa	M	52	Galkulena Road, Yakola, Negombo	<p>Culverts should be located at roadside</p> <p>The structures need to be built properly</p> <p>Ample space should be reconstructed</p> <p>Enhancement of farms, sides and children</p> <p>Enhancement of private and public transport for villages</p> <p>Enhancement of the quality</p> <p>Development of communication systems between villages and government institutions</p>
15	Golebeldunawewa	Yakola	T.M.A Jayathissa	M	54	Galkulena Road, Yakola, Negombo	<p>Culvert needs to improve</p> <p>Drainage system needs to improve</p> <p>The section is flooded during rain season</p> <p>Development of agricultural sector</p> <p>Development of educational facilities</p> <p>Enhancement of farms, sides and children</p> <p>Convenient during the night time</p> <p>Enhancement of the quality</p>
16	Golebeldunawewa	Yakola	Jayasinghe	M	54	Galkulena Road, Yakola, Negombo	<p>Drainage system needs to improve</p> <p>Need to widen the road</p> <p>Culvert needs to improve</p> <p>Development of agricultural sector</p> <p>Development of educational facilities</p> <p>Enhancement of private and public transport for villages</p> <p>Convenient during the night time</p> <p>Enhancement of the quality</p>
17	Golebeldunawewa	Muwakkulama	S. Mahalingam	M	35	Kawekkulama, Kacuwatta, Negombo	<p>Need to widen the road</p> <p>Culvert needs to improve</p> <p>Road level should be raised</p> <p>Development of agricultural sector</p> <p>Enhancement of farms, sides and children</p> <p>Convenient during the night time</p> <p>Enhancement of the quality</p>
18	Thiruppani	Maragoda	T.B.Narasimha	M	55	Maragoda, Negombo	<p>Culvert needs to improve</p> <p>Drainage system needs to improve</p> <p>Road level should be reconstructed</p> <p>Development of agricultural sector</p> <p>Enhancement of farms, sides and children</p> <p>Convenient during the night time</p> <p>Enhancement of the quality</p>
19	Thiruppani	Maragoda	Amitha Raner	F	43	Maragoda, Negombo	<p>Drainage system needs to improve</p> <p>Culvert needs to improve</p> <p>Need to widen the road</p>

#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
19	Thiruppani	Maragoda	Gunapala	M	45	Maragoda, Negombo	<p>Development of agricultural sector</p> <p>Development of health and sanitary facilities</p> <p>Enhancement of the quality</p>
20	Thiruppani	Mahalingam Rambaw	K. L. Raj	M	70	Mahalingam, Rambaw	<p>Flooded section near the lake</p> <p>Two lane pavements need to be redesigned</p> <p>Drainage system need to be allocated</p> <p>Development of educational facilities</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of private and public transport for villages</p> <p>Enhancement of the quality</p>
21	Keshawa	Sarawalpola	M. Anura	M	57	Sarawalpola Road, Keshawa	<p>It is noted that Keshawa section is flooded upto 3.5 Ft.</p> <p>Change lanes</p> <p>Sign boards need to be erected</p> <p>Development of agricultural sector</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of farms, sides and children</p> <p>Development of industrial sector</p> <p>Saving of travel time and travel expenses</p>
22	Keshawagaddipitiya	Sampaththana	A. Kesava	M	44	Sampaththana, Mahaculathana	<p>Need to widen the road</p> <p>Sign boards need to be erected</p> <p>Pot holes should be filled</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of private and public transport for villages</p> <p>Enhancement of the quality</p>
23	Keshawagaddipitiya	Sarawala	K. Sampath	M	58	Sarawala, Mahaculathana	<p>Need Drainage system</p> <p>Need to place culverts</p> <p>Both sides of the road need to be rebuilt</p> <p>Development of agricultural sector</p> <p>Development of educational facilities</p> <p>Enhancement of farms, sides and children</p> <p>Enhancement of cultural values</p>
24	Keshawagaddipitiya	Sarawala	H.C. Prathana	M	71	Sarawala, Mahaculathana	<p>Need drainage system</p> <p>Need to place culverts</p> <p>Road need to be wider</p> <p>Development of agricultural sector</p> <p>Development of educational facilities</p> <p>Convenient during the night time</p> <p>Enhancement of the quality</p>
25	Keshawagaddipitiya	Sarawala	S.W. Chandrakumarani	F	54	Sarawala, Mahaculathana	<p>Need Drainage system</p> <p>Need to place culverts</p> <p>Need to reconstruct edges of the old road</p> <p>Development of agricultural sector</p> <p>Creation of business opportunities for villages</p>



#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
26	Kahzagadigilley	Kornewa	Thilak Amba meda	M	36	Kornewa, Mahapothana	<p>Enrichment of female, elders and children</p> <p>Enrichment of the quality</p> <p>Need drainage system</p> <p>Road need to be wider</p> <p>Need to place culverts</p> <p>Development of agriculture sector</p> <p>Development of educational facilities</p> <p>Convenient during the night time</p> <p>Enrichment of cultural assets</p>
27	Kahzagadigilley	Kornewa	P.P.G.P.Hagga	M	39	Kornewa, Mahapothana	<p>Need drainage system</p> <p>Road need to be wider</p> <p>Need to place culverts</p> <p>Development of agriculture sector</p> <p>Development of educational facilities</p> <p>Enrichment of female, elders and children</p> <p>Enrichment of the quality</p>
28	Kahzagadigilley	Punchi Kalmilewa	S.Premarathne	M	55	Kalmilewa, Mahapothana	<p>Road need to be widened due to split lane</p> <p>Road need to be wider</p> <p>Road signs need to be introduced</p> <p>Integrate process into the region need to be improved</p> <p>Enrichment of female, elders and children</p> <p>Enrichment of private and public transport for villages</p> <p>Feeling of travel time and travel expenses</p>
29	Galenbidunuwewa	21 Colony east	L.M.Samarasingha	M	67	21Lampadaya, Galenbidunuwewa	<p>Culvert sizes are not enough</p> <p>Road need to be tiled</p> <p>Need to carpet the road and make them strong to accommodate heavy vehicles</p> <p>Creation of business opportunities for villages</p> <p>Enrichment of private and public transport for villages</p> <p>Enrichment of the quality</p>
30	Galenbidunuwewa	H.M.Mulayagama	L.M.S.Danayapa	M	39	H.M.Mulayagama, Galenbidunuwewa	<p>Feeling has remained nearly same 2017-2020</p> <p>Need to be tiled</p> <p>Road is narrow</p> <p>Need to provide some emergency situations</p> <p>Development of agriculture sector</p> <p>Creation of business opportunities for villages</p> <p>Enrichment of private and public transport for villages</p>
31	Galenbidunuwewa	Ganemathalle	P.N.Santha	M	36	Ganemathalle, Galenbidunuwewa	<p>Need drainage system</p> <p>Need to introduce separate lanes</p> <p>Need to introduce road signs</p> <p>Creation of business opportunities for villages</p> <p>Enrichment of female, elders and children</p> <p>Feeling of travel time and travel expenses</p> <p>Need drainage system</p>

#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
32	Galenbidunuwewa	Samarath Mawatha	S.D.K.Piyathilaka	M	45	Samarath Mawatha, Megodawewa	<p>Road need to be wider</p> <p>Need to place culverts</p> <p>Creation of business opportunities for villages</p> <p>Enrichment of private and public transport for villages</p> <p>Development of industrial sector</p>
33	Kahzagadigilley	Dachchimallewa	L.M.Zubeer	M	41	Dachchimallewa, Kahzagadigilley	<p>Need drainage system</p> <p>Road need to be wider</p> <p>Development of agriculture sector</p> <p>Enrichment of private and public transport for villages</p> <p>Enrichment of the quality</p>
34	Galenbidunuwewa	Newkollama	Suresh Athapaththana	M	44	Newkollama, Kacuwatta, Megodawewa	<p>Need drainage system</p> <p>Road need to be wider</p> <p>Development of agriculture sector</p> <p>Enrichment of female, elders and children</p> <p>Convenient during the night time</p>
35	Galenbidunuwewa	Newkollama	Ganesh Athapaththana	M	36	Newkollama, Kacuwatta, Megodawewa	<p>Need drainage system</p> <p>Need drain flowing</p> <p>Creation of business opportunities for villages</p> <p>Enrichment of female, elders and children</p> <p>Enrichment of private and public transport for villages</p> <p>Enrichment of the quality</p>
36	Galenbidunuwewa	Newkollama	Sampath Niss Kumara	M	32	Newkollama, Kacuwatta, Megodawewa	<p>Need drainage system</p> <p>Need to implement road sign boards</p> <p>Creation of business opportunities for villages</p> <p>Enrichment of private and public transport for villages</p> <p>Feeling of travel time and travel expenses</p>
37	Thirappana	Monggoda	Aruna Sanjewa	M	32	Monggoda, Megodawewa	<p>Need drainage system</p> <p>Need to place culverts</p> <p>Development of agriculture sector</p> <p>Development of industrial sector</p> <p>Enrichment of female, elders and children</p> <p>Convenient during the night time</p>
38	Thirappana	Monggoda	P.Sirisiripana	M	46	Monggoda, Megodawewa	<p>Need drainage system</p> <p>Road need to be wider</p> <p>Development of agriculture sector</p> <p>Development of health and welfare facilities</p> <p>Development of industrial sector</p> <p>Enrichment of the quality</p>
39	Thirappana	Alagabawa	S.G.D.Hemansiri	M	48	Alagabawa, Mahapothana	<p>Need drainage system</p> <p>Need to implement road sign boards</p> <p>Enrichment of female, elders and children</p> <p>Enrichment of private and public transport for villages</p> <p>Feeling of travel time and travel expenses</p>

#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
40	Thiruppara	Sakthasapara	Senthil Meenaseen	M	35	Bemudugam, Murugudawa	Improvement of the quality Road need to be wider Need a drainage system Development of agricultural sector Development of health and sanitary facilities Enhancement of female, elders and children Enhancement of the quality
41	Thiruppara	Sakthasapara	H.M.Thirum	M	35	Bemudugam, Murugudawa	Road need to be wider Need a drainage system Development of educational facilities Enhancement of female, elders and children Enhancement of the quality
42	Thiruppara	Sakthasapara	Sabeer	M	48	Bemudugam, Murugudawa	Need a drainage system Facilities should be fixed Enhancement of private and public transport facilities Consistent during the night time Saving of time, items and travel expenses
43	Kanbagasidigley	Conweva	Muthuvar Mathan	M	26	Conweva, Mahipottan	Need a drainage system Need to place a water Development of agricultural sector Development of educational facilities Consistent during the night time Enhancement of the quality
44	Kanbagasidigley	Conweva	R.S.M.Mathan	M	46	Conweva, Mahipottan	Need a drainage system Road need to be wider Development of agricultural sector Development of educational facilities Development of health and sanitary facilities Development of industrial sector Enhancement of the quality
45	Kanbagasidigley	Conweva	Anand Baran	M	46	Conweva, Mahipottan	Need a drainage system Road need to be wider Development of agricultural sector Development of educational facilities Consistent during the night time Enhancement of cultural sector
46	Kanbagasidigley	Conweva	M.Nabeen	M	40	Conweva, Mahipottan	Need a drainage system Road need to be wider Development of agricultural sector Creation of business opportunities for villages Development of industrial sector
							Need a drainage system Road need to be wider

#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
47	Kanbagasidigley	Conweva	A.M.D.Sande	M	40	Conweva, Mahipottan	Development of agricultural sector Development of educational facilities Development of industrial sector Enhancement of the quality
48	Kanbagasidigley	Conweva	C.A.S.K Chandrasekara	M	41	Conweva, Mahipottan	Need a drainage system Need to place a water Floods during the rainy periods Development of agricultural sector Enhancement of female, elders and children Consistent during the night time Enhancement of the quality
49	Solenbinduwewa	21 Colony east	P.B.Rith	M	44	21Lanpadaya, Solenbinduwewa	Need a drainage system Need to extend to water Development of health and sanitary facilities Creation of business opportunities for villages Enhancement of private and public transport facilities Enhancement of the quality
50	Solenbinduwewa	21 Colony east	K.A.K.Upasanthra	M	40	21Lanpadaya, Solenbinduwewa	Planning has started near to Kurumbawa Road near to the Kurumbawa school need to be widened Development of health and sanitary facilities Enhancement of female, elders and children Enhancement of the quality

Kakirawa - Gnewalpele Road (R212)

#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
1	Secorawa	Gnewalpele	S.H.Makoe	M	52	Gnewalpele Road, Secorawa	<p>Not holes should be filled</p> <p>Flooding occur near Mapanagum, Pitham Kwasa Junction</p> <p>Sharp turns are more and hence alignment change is needed</p> <p>Development of educational facilities</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of female, elders and children</p> <p>Enhancement of private and public transport for villages</p>
2	Secorawa	Ebugawewa	T.S.Rupabekari	M	38	Ebugawewa, Kerkwar	<p>Speed limit to be reduced</p> <p>Additions were noted recently</p> <p>Ambulance Park should be added</p> <p>Construction during the night time</p> <p>Development of industrial sector</p> <p>Saving of time, time and travel expenses</p> <p>Enhancement of cultural values</p>
3	Secorawa	Kuda Kerkwar	K.D.Piyasara	M	53	Kuda Kerkwar, Kerkwar	<p>Speed limits need to be implemented</p> <p>Road must be widened and be constructed properly</p> <p>Road edge and surface should be constructed</p> <p>Development of educational facilities</p> <p>Enhancement of female, elders and children</p> <p>Enhancement of private and public transport for villages</p> <p>Saving of time, time and travel expenses</p>
4	Secorawa	Mandepura	R.W.Piyasara	M	48	Mandepura, Kerkwar	<p>Flooding during the same periods</p> <p>Need to place culverts</p> <p>Drainage system need to improve</p> <p>Development of health and sanitary facilities</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of female, elders and children</p>
5	Secorawa	Mandepura	L.R. Senevasekera	M	57	Mandepura, Kerkwar	<p>Need to place culverts</p> <p>Water drainage system should be maintained</p> <p>Development of agricultural sector</p> <p>Development of health and sanitary facilities</p> <p>Enhancement of female, elders and children</p> <p>Enhancement of private and public transport for villages</p>
6	Secorawa	Ebugawewa	R.B.Rupabekari	M	58	Ebugawewa, Kerkwar	<p>Need to widen the road</p> <p>Drainage system need to improve</p> <p>Development of agricultural sector</p> <p>Creation of business opportunities for villages</p> <p>Construction during the night time</p> <p>Enhancement of the quality</p>
							<p>Road should be constructed properly</p> <p>Bridges should be constructed as appropriate</p>
#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
7	Secorawa	Ebugawewa	D.M. Jayathara	M	54	Ebugawewa, Kerkwar	<p>Water drainage system should be implemented</p> <p>Road should be widened to two lane</p> <p>Development of agricultural sector</p> <p>Creation of business opportunities for villages</p> <p>Development of industrial sector</p> <p>Enhancement of the quality</p>
8	Secorawa	Ebugawewa	L.A. Chandrakala	M	51	Ebugawewa, Kerkwar	<p>Need to widen the road</p> <p>Drainage system need to improve</p> <p>Development of agricultural sector</p> <p>Development of health and sanitary facilities</p> <p>Construction during the night time</p> <p>Enhancement of the quality</p>
9	Secorawa	Kuda Kerkwar	Anura S.Withana	F	53	Kuda Kerkwar, Kerkwar	<p>Need to place culverts</p> <p>Roads should be established as appropriate</p> <p>Development of agricultural sector</p> <p>Creation of business opportunities for villages</p>
10	Secorawa	Gnewalpele	B.Hanuman	M	50	Gnewalpele Road, Secorawa	<p>Maintenance of the drainage and culvert system</p> <p>Speed limit to be reduced</p> <p>Development of agricultural sector</p> <p>Enhancement of female, elders and children</p> <p>Construction during the night time</p>
11	Secorawa	Gnewalpele	B.Hanuman	M	58	Gnewalpele Road, Secorawa	<p>Maintenance of the drainage and culvert system</p> <p>Maintenance of the road should be regularly carried out</p> <p>Enhancement of private and public transport for villages</p> <p>Saving of time, time and travel expenses</p> <p>Enhancement of the quality</p>
12	Secorawa	Gnewalpele	R.S.Rathna	M	52	Gnewalpele Road, Kerkwar	<p>Improve limitations on heavy vehicles</p> <p>Road should be upgraded to two lane</p> <p>Development of agricultural sector</p> <p>Creation of business opportunities for villages</p> <p>Development of industrial sector</p>
13	Secorawa	Gnewalpele	M.Madhen	M	47	Gnewalpele Road, Kerkwar	<p>Clear road side, agricultural</p> <p>Actions should be taken to protect the edge of the road</p> <p>Development of agricultural sector</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of female, elders and children</p>
14	Secorawa	Gnewalpele	R.M.Rathna	M	50	Gnewalpele Road, Kerkwar	<p>Maintenance of the drainage and culvert system</p> <p>Improve limitations on heavy vehicles</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of female, elders and children</p> <p>Enhancement of private and public transport for villages</p> <p>Saving of time, time and travel expenses</p>
							Need to widen the road

#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
15	Sec 100A	Kakirawa Town	Chandrasekha Dahan	M	40	Kakirwa Road, Kakirawa	<p>Drainage system need to improve</p> <p>Development of agricultural sector</p> <p>Development of educational facilities</p> <p>Development of health and sanitary facilities</p>
16	Sec 100A	Ganewelwala	A.U. Ameer	M	55	Ganewelwala Road, Kakirawa	<p>Streets should be resurfaced</p> <p>Planting (Mango trees, mango and a weed)</p> <p>Enhancement of private and public transport for villages</p> <p>Convenient during the night time</p> <p>Development of industrial sector</p> <p>Saving of time, time and travel expenses</p>
17	Sec 100A	Kudi Kakirawa	ABR Saikrishna Reddy	M	35	Kudi Kakirawa, Kakirawa	<p>Need to widen the road</p> <p>Drainage system need to improve</p> <p>Development of educational facilities</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of female, elderly and children</p> <p>Saving of time, time and travel expenses</p>
18	Sec 100A	Kudi Kakirawa	Dr. H. H. Lakshmi Devi	M	48	Kudi Kakirawa, Kakirawa	<p>Need to widen the road</p> <p>Drainage system need to improve</p> <p>Development of agricultural sector</p> <p>Development of health and sanitary facilities</p> <p>Enhancement of private and public transport for villages</p> <p>Enhancement of the quality</p>
19	Sec 100A	Kudi Kakirawa	Sandhya Dhanasekhar	M	35	Kudi Kakirawa, Kakirawa	<p>Bus stops should be established as a stop site</p> <p>Need to provide a drainage system</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of private and public transport for villages</p> <p>Saving of time, time and travel expenses</p>
20	Sec 100A	Kudi Kakirawa	Dr. M. M. Kumaraswamy	M	57	Kudi Kakirawa, Kakirawa	<p>Need to provide a drainage system</p> <p>Road should be repaired after completion of water supply work</p> <p>Development of agricultural sector</p> <p>Enhancement of private and public transport for villages</p> <p>Convenient during the night time</p> <p>Development of industrial sector</p>
21	Sec 100A	Kudi Kakirawa	M. S. S. S. S. S.	M	55	Kudi Kakirawa, Kakirawa	<p>Need to provide a drainage system</p> <p>Road maintenance should be carried out regularly</p> <p>Enhancement of female, elderly and children</p> <p>Convenient during the night time</p> <p>Saving of time, time and travel expenses</p> <p>Enhancement of the quality</p>
22	Sec 100A	Kudi Kakirawa	Dr. P. R. R. R. R.	M	50	Kudi Kakirawa, Kakirawa	<p>Need to provide a drainage system</p> <p>Road maintenance should be carried out regularly</p> <p>Enhancement of female, elderly and children</p> <p>Convenient during the night time</p> <p>Saving of time, time and travel expenses</p> <p>Enhancement of the quality</p>
23	Sec 100A	Kudi Kakirawa	S. S. S. S. S.	M	45	Kudi Kakirawa, Kakirawa	<p>Saving of time, time and travel expenses</p> <p>Need to provide a drainage system</p> <p>Road widening is required</p> <p>Development of agricultural sector</p> <p>Development of educational facilities</p> <p>Development of health and sanitary facilities</p> <p>Saving of time, time and travel expenses</p>
24	Sec 100A	Kudi Kakirawa	P. M. M. M. M.	M	53	Kudi Kakirawa, Kakirawa	<p>Need to provide a drainage system</p> <p>Road widening is required</p> <p>Development of agricultural sector</p> <p>Development of health and sanitary facilities</p>
25	Sec 100A	Kudi Kakirawa	S. S. S. S. S.	M	57	Kudi Kakirawa, Kakirawa	<p>Need to provide a drainage system</p> <p>Road should be repaired regularly</p> <p>Creation of business opportunities for villages</p> <p>Enhancement of female, elderly and children</p>

# Kekirawa - Thalawa Road (8213)

#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
1	Kalugama	Kundukulama	W.M.S.Wasula Bandara	M	52	Araya Jayasinghe, Kundukulama, Kalugama	Drainage system should be properly maintained. Culverts should be widening. Road edges should be installed and constructed properly. Need to construct road edges. Creation of business opportunities for villages. Enhancement of female, elders and children. Convenient during the night time.
2	Kekirawa	Malawa	Upendra	M	36	Malawa, Kekirawa	Need to repair drainage system. Need to paved to kerbs and maintained them regularly. Road need to be constructed at high quality. Need to Place CCTV Cameras. Road should be properly maintained. Saving of travel time and travel expenses. Enhancement of life quality.
3	Thalawa	Mangasigama	Mr. Kumarasinghe	M	39	Moogassigama, Sotawatta, Kralagama	Road should be continuously ventilated. Need to place culverts and bridges as needed. Need to place road side drainage system. Creation of business opportunities for villages. Enhancement of female, elders and children. Saving of travel time and travel expenses.
4	Thalawa	Eppawala	S. M. Dinosh Seneviratne	M	33	Thalawa Road, Eppawala	Entire road length should be renovated. Road is flooded during the rainy season. Need to place road side drainage system. Development of health and sanitary facilities. Creation of business opportunities for villages.
5	Kekirawa	Malawa	P. S. Ranjith Bandula	M	27	Malawa, Kekirawa	Drainage system should be widening. Need to place road side drainage system. Road edges should be filled properly. Culverts should be developed. Saving of travel time and travel expenses. Creation of business opportunities for villages. Enhancement of female, elders and children.
6	Kekirawa	Malawa	Ganini Wimalatunga Silva	M	60	Malawa, Kekirawa	Drainage system should be renovated and developed. Need to place culverts. Road should be further widen. Extension to private roads should be implemented properly. Creation of business opportunities for villages. Enhancement of female, elders and children. Convenient during the night time. Drains should be properly maintained and edges of drain is not sufficient. Interlocks should be paved in front of the School.
7	Kekirawa	Malawa	M. K. Ravi Indira	F	58	Malawa, Kekirawa	Drainages and culverts along the road should be cleaned. Development of educational facilities. Creation of business opportunities for villages. Enhancement of female, elders and children. Development of industrial sector.
8	Kekirawa	Malawa	A. M. K. Abinetha	M	63	Malawa, Kekirawa	Drainage systems should be properly maintained. Need to paved to kerbs. Road should be widened if possible. Creation of business opportunities for villages. Development of industrial sector. Saving of travel time and travel expenses.
9	Kekirawa	Sheshingiyawa	B. M. K. Kirthirajaya	M	33	Sheshingiyawa, Kekirawa	Road should be widened. Large trees are observed along the road (both sides). Culverts are not placed properly. Development of agricultural sector. Development of educational facilities. Development of health and sanitary facilities. Development of industrial sector.
10	Kekirawa	Sheshingiyawa	A. Shanthirani	F	31	Sheshingiyawa, Kekirawa	Culverts should be widened. Additional pedestrian crossings should be placed. Bending areas of the road should be wider. Creation of business opportunities for villages. Enhancement of women and public transport for villages. Convenient during the night time. Enhancement of life quality.
11	Thalawa	Kralagama	S. M. Dhanasekera	M	42	Kandun, galawewa, Kralagama	Need a proper drainage system. Road should be wider. Development of health and sanitary facilities. Creation of business opportunities for villages. Saving of travel time and travel expenses. Enhancement of life quality.
12	Thalawa	Kralagama	M. Karunadasa	M	68	Kandun, galawewa, Kralagama	Road should be wider. Bridges should be constructed. Development of health and sanitary facilities. Creation of business opportunities for villages. Need to place culverts and bridges as needed. Road should be wider.
13	Thalawa	Kralagama	M. A. Dissanayake	M	37	Kandun, galawewa, Kralagama	Development of agricultural sector. Development of educational facilities. Enhancement during the night time. Saving of travel time and travel expenses. Enhancement of life quality. Road should be upgraded to two lane.

#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
14	Thalawa	Kraligama	Somadasa Udayasaka	F	47	Kandunagawewa, Kraligama	Development of health and sanitary facilities Creation of business opportunities for villages Development of industrial sector Saving of travel time and travel expenses
15	Thalawa	Kraligama	Lekshmi Desanayake	M	42	Kandunagawewa, Kraligama	Road should be completely renovated Drainage system should be cleaned Development of health and sanitary facilities Creation of business opportunities for villages Enhancement of the quality
16	Thalawa	Meegastegama	M. G. Wijetunga	M	43	Meegastegama, Sarawatta, Kraligama	Two lane road should be developed Development of health and sanitary facilities Creation of business opportunities for villages Enhancement of female, elders and children Convenient during the night time Saving of travel time and travel expenses
17	Thalawa	Meegastegama	K.N. Udaya Kumarasinghe	M	44	Meegastegama, Sarawatta, Kraligama	Road should be completely renovated Road side drainage should be developed Creation of business opportunities for villages Enhancement of female, elders and children Saving of travel time and travel expenses
18	Thalawa	Meegastegama	Udaya	M	41	Meegastegama, Sarawatta, Kraligama	Drainage system should be implemented Road should be completely constructed Development of educational facilities Development of health and sanitary facilities Development of industrial sector
19	Thalawa	Meegastegama	G. H. G. S. Ratnayaka	M	45	Meegastegama, Sarawatta, Kraligama	Culverts need to be placed Road should be widened Development of educational facilities Development of health and sanitary facilities Development of industrial sector
20	palagama	Kundukulama	J. P. A. H. Kumar Jayasinghe	M	44	Jaya gaga road, Kundukulama, palagama	Road should be constructed completely Need to place culverts Development of educational facilities Creation of business opportunities for villages Convenient during the night time Saving of travel time and travel expenses Enhancement of the quality
21	palagama	Kundukulama	J. A. Udaya	M	68	Jaya gaga road, Kundukulama, palagama	Road should be widened Drainage should be constructed both sides of the road Creation of business opportunities for villages Enhancement of female and public transport for villages Convenient during the night time Development of industrial sector
22	palagama	Kundukulama	K. E. Nish Ranjitha	M	44	Jaya gaga road, Kundukulama, palagama	Enhancement of the quality A drainage system is required Need to place culverts Development of health and sanitary facilities Creation of business opportunities for villages Enhancement of female, elders and children Convenient during the night time Saving of travel time and travel expenses
23	palagama	Kundukulama	H. D. M. Praveena Sarva	M	43	Jaya gaga road, Kundukulama, palagama	Bus halts should be properly placed Accidents that cause of traffic should be minimal Development of agricultural sector Development of health and sanitary facilities Enhancement of female, elders and children Saving of travel time and travel expenses Enhancement of cultural values
24	palagama	Kundukulama	R. M. G. Rajkumar	M	39	Jaya gaga road, Kundukulama, palagama	A drainage system should be implemented Culverts should be widened Development of agricultural sector Creation of business opportunities for villages Convenient during the night time Development of industrial sector Saving of travel time and travel expenses
25	palagama	Kundukulama	M. W. Wimalaratne	M	68	Jaya gaga road, Kundukulama, palagama	Road should be upgraded to two lane Street road is flanked recently, and side huts should be placed Creation of business opportunities for villages Enhancement of female, elders and children Convenient during the night time Saving of travel time and travel expenses Enhancement of the quality
26	palagama	Kundukulama	D. P. N. Wickramasinghe	M	45	Jaya gaga road, Kundukulama, palagama	Road side developments should be constructed systematically and systematically Creation of business opportunities for villages Enhancement of female, elders and children Development of industrial sector Saving of travel time and travel expenses Enhancement of the quality
27	palagama	palagama	M. A. Nishantha Bandula	M	30	Makoda Road, palagama	A drainage system should be implemented Need to place culverts Development of educational facilities Development of health and sanitary facilities Development of industrial sector
							Road should be widened Need to place culverts Development of agricultural sector



#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
28	palagana	Kachinwala	R. W. M. Jisi	M	57	Kachinwala, palagana, Gonaqumbe District	Development of educational facilities Development of health and sanitary facilities Development of industrial sector Saving of travel time and travel expenses
29	palagana	Kachinwala	Chidambaram Swarnaanthi	F	51	Kachinwala, palagana, Gonaqumbe District	Road should be wider Need to place outdoors Development of agricultural sector Development of educational facilities Development of health and sanitary facilities Convenient during the night time Saving of travel time and travel expenses
30	palagana	Sengathilawa	Suresh Babu	M	39	Sheshinawa, Kachinwala	Creation of business opportunities for villages Enhancement of female, elders and children Enhancement of private and public transport for villages Saving of travel time and travel expenses
31	palagana	Mahil Busstop	Shanthi Devi	M	46	Thalawa Road, Mahil Busstop	Road should be completely renovated Enhancement of female, elders and children Convenient during the night time Saving of travel time and travel expenses
32	Thalawa	Medagama	S. W. Jayasinghe	M	68	Medagama, Mahil Busstop	Development of educational facilities Development of health and sanitary facilities Development of industrial sector Saving of travel time and travel expenses
33	Thalawa	Medagama	R. W. Rajendra	M	45	Medagama, Mahil Busstop	Need to place outdoors A drainage system should be implemented Development of educational facilities Development of health and sanitary facilities Creation of business opportunities for villages
34	Thalawa	Medagama	W. M. Ranasingha	M	68	Medagama, Mahil Busstop	Road should be wider Development of agricultural sector Development of educational facilities Development of health and sanitary facilities
35	Thalawa	Eppawala	R. M. K. M. Harath	M	41	Thalawa Road, Eppawala	Road should be completely renovated Road side drainage should be developed Development of health and sanitary facilities Creation of business opportunities for villages
36	Thalawa	Eppawala	C. H. M. U. Chandrasena	M	51	Thalawa Road, Eppawala	Road signs should be installed and erected properly Bus halts should be properly placed Development of educational facilities Creation of business opportunities for villages Convenient during the night time Saving of travel time and travel expenses
37	Thalawa	Eppawala	W. A. D. D. Weerasinghe	M	59	Thalawa Road, Eppawala	Enhancement of life quality Road side drainage should be developed Road should be upgraded to two lane Development of agricultural sector Creation of business opportunities for villages Convenient during the night time Development of industrial sector Saving of travel time and travel expenses Enhancement of life quality
38	Thalawa	Eppawala	W. Saman Kumara	M	48	Thalawa Road, Eppawala	Road side drainage should be developed Private access roads should be properly developed Creation of business opportunities for villages Enhancement of female, elders and children Convenient during the night time Development of industrial sector Enhancement of cultural values Enhancement of life quality
39	Thalawa	Eppawala	T. M. Udaya Saman Kumara	M	47	Thalawa Road, Eppawala	Road side drainage should be developed Road should be wider Development of agricultural sector Creation of business opportunities for villages Convenient during the night time Saving of travel time and travel expenses Enhancement of life quality
40	Kachinwala	Kachinwala Town	S. P. Dimethra	M	32	Yala Road, Kachinwala	Road development should be extended after JCHM stretch Drainage system should be maintained Development of agricultural sector Creation of business opportunities for villages Convenient during the night time Saving of travel time and travel expenses Enhancement of life quality
41	Kachinwala	Mahawa	T. M. J. L. Jayasinghe	M	46	Mahawa, Kachinwala	Road side drainage should be developed Remove the boundary wall Development of agricultural sector Development of educational facilities Enhancement of female, elders and children Saving of travel time and travel expenses Enhancement of life quality
42	Kachinwala	Mahawa	M. M. Jayaranga	M	52	Mahawa, Kachinwala	Drainage system should be maintained Schools need to close properly Creation of business opportunities for villages Enhancement of private and public transport for villages Saving of travel time and travel expenses

#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
							Enhancement of the quality
43	Kakrawa	Neechityawa	U. W. K. Jayakodiri	F	57	Neechityawa, Kakrawa	Development of agricultural sector Development of educational facilities Development of health and sanitary facilities Enhancement of female, elders and children Development of industrial sector
44	Kakrawa	Neechityawa	B. G. Saman	M	27	Neechityawa, Kakrawa	Drainage system should be properly installed Development of agricultural sector Development of educational facilities Enhancement of female, elders and children Savings of travel time and travel expenses
45	Kakrawa	Neechityawa	G. M. S. S. K. Chinnayath	M	30	Neechityawa, Kakrawa	Drainage system should be properly maintained Culverts need to be properly maintained Access roads should be properly developed Development of industrial sector Savings of travel time and travel expenses Enhancement of private and public transport for villages Creation of business opportunities for villages Bus halts should be properly placed Spots for roadside pedestrian way convenient available
46	Kakrawa	Malapazawa	Sushirshi Kimara	M	46	Sandagapaya, Maharamwara, Thawapa, Kakrawa	Development of agricultural sector Development of industrial sector Savings of travel time and travel expenses Development of educational facilities Development of health and sanitary facilities
47	Kakrawa	Shasthrawadiya	S. M. Sankawa	M	37	Shasthrawadiya, Kakrawa	Road side pedestrian walkways should be raised Drainage system should be renovated Creation of business opportunities for villages Development of communication systems between villages and government facilities
48	Kakrawa	Shasthrawadiya	K. D. R. Wimalathunga	M	38	Shasthrawadiya, Kakrawa	Binding areas of the road should be wider Pedestrian crossing should be wider Heating causes should be mitigated Development of communication systems between villages and government facilities Creation of business opportunities for villages Development of educational facilities Development of agricultural sector
49	Kakrawa	Paragama	N. P. Senpath	M	30	Indawa Road, Paragama, Kakrawa	A drainage system needs to be developed Culverts and drains should be modified Development of educational facilities Development of health and sanitary facilities
50	Kakrawa	Paragama	Wimalaratne Samayaka	M	24	Indawa Road, Paragama, Kakrawa	Road side drainage and culverts should be developed Pedestrian crossings and road signs should be provided Development of agricultural sector
#	DSD or GND	DSD or GND	Name of Respondent	Sex	Age	Address	Views
							Development of industrial sector Enhancement of the quality



## **Annex 4 – Detail notes on the Focus Group Discussions (FGD).**

### **Road: Ganewalpola –Dachchihalmillawa (B133)**

#### **FGD 1**

Date: 26/02/2018

Venue: Eethalwetunu wewa mosque

DS division: Kahatagasdigiliya

No of participants: 20 males and 5 females

#### **Condition of the road**

- Road edge is eroded due to non availability of proper road side drainage canal(from Koon Wewa junction to Diyamailagaswewa)
- Road is narrow and difficult to overtake 2 vehicles. (Especially in Koon wewa junction and its business center). This situation is observed up to Diyamailagaswewa.
- Uneven road surface(this situation is commonly observed in the entire road)

#### **Difficulties on transportation**

- Difficulties due to narrow road
- Time consuming for driving due to dilapidated road surface
- Complaints by drivers on frequent repairs to the vehicles.

#### **Implications on road user economy**

- Damages to the vegetables and fruits transported from Koon wewa, Mahapothana, Diyamailagaswewa, Padarallawa.
- Increased transport cost due to dilapidated road.
- Increased cost to the vehicle repairs.
- High fuel consumption due to additional time taken to reach desired destinations.

#### **Public transport system existing in the road**

- Two long distance buses running from Kahatagasdigiliya to Colombo and Also Kahatagasdigiliya to Kandy.
- One short distance bus from Kahatagasdigiliya to Kekirawa.
- Two private buses from Kahatagasdigiliya to Galenbidunuwewa.

#### **Maintenance program of the road**

- There has been no rehabilitation project implemented for the last 40-50 years.

- Only routine maintenance to fill potholes in scattered locations.
- Surface improvements in scattered locations once in 2 – 3 years.
- All the participant expressed their serious dissatisfaction on the existing maintenance activity

#### **Justifications of the proposed road improvement project**

- This is an important road which connects several townships in Anuradhapura district. (Galenbidunuwewa, Kahatagasdegiliya, Horowpothana, Ganewalpola, Habarana And Kekirawa)
- This is the shortest way taken to reach Colombo and Kandy by the people in Galenbidunuwewa, Kahatagasdegiliya and Horowpothana.
- Road has not been rehabilitated for long period of time (about 40 – 50 years)
- This is the road used by farmers to transport their vegetable and fruits to Dambulla Economic center

#### **Suggestions to the road improvement project**

- All the existing culverts should be develops as box culverts.
- Raised the road elevation at least by 2 feet from 30th mile post to Thalaththawa Junction.
- Expand the width of the road at least by 5 feet.
- Provide permanent access facilities to the houses and other establishments.
- Introduce effective signal system to the required locations
- Avoid heavy rainy seasons during construction

#### **The benefits during construction**

- Possibilities for local community members to have employment in construction sites (Labor, Masonry, and Carpentry).
- Opportunities for some community members to provide food and lodging to the construction workers.
- Possibilities for some local persons to hire their land vehicles to contractors (tractors)

#### **Negative impact during construction**

- Difficulties to access the houses and other establishments.
- Negative implications due to dust and mud.

#### **Measures to mitigate construction induced impacts**

- Provide temporary alternative measures for the householders, business persons and others to access their establishments.
- Encourage contractors to work on one side of the road at a time and allow other side for the road users
- Use water frequently to control dust.

#### **Possibilities for local community members to participate in the project activities**

- Participate as employees
- Act as informal monitors on the adequacy and quality of the construction activity

#### **Benefits during post construction**

- Enhancement on the public transport system.
- Contribution to the local economy
- Possible increase of the property values
- Efficient transportation of agricultural products

#### **Negative Impact during post construction**

- Tendency for increased accidents

#### **Measures to mitigate negative impacts during post construction**

- Introduce proper signal system at required locations

#### **Grievance redress mechanism**

- Establish a committee under the leadership of the divisional secretary and membership of relevant Grama Niladharies and community leaders.
- Make the public properly aware of the functions of this grievance redress committee.



#### **Participant list with signatures**

<p> <u>කෙරෙහි පොළ - දිවයින පුවත් පතේ මාසික ප්‍රකාශනය</u>  <u>කටයුතු සහිත පවත්වාගෙන යාම සහතිකය - ①</u>            * දිනය : 2018-02-26            * රැස්වීමේ ස්ථානය : ර. කටුම්භකොටුව මධ්‍යම පරිසර            * පිළිගැනීමේ සහතිකය : 205 පවත්වාගෙන යාම / දිවයින පුවත් පත         </p>				
අ.න.ස. අංකය	නම	මිනිසාගේ හා මුදලාපයේ අංකය	නමයුරු	අත්සන
01.	P.A.L.P. දැව	අංක 206, කොළඹ 07/837066	අනුමැතිය	
02.	R.M.C. පිළිගැනීම	අංක 206, කොළඹ 07/837066	අනුමැතිය	
03.	A.සුභසාගර	අංක 205 පවත්වාගෙන යාම, 07/1016204	අනුමැතිය	
04.	N.F. පාසල	අංක 206, කොළඹ 07/837066	අනුමැතිය	
05.	දිවයින පුවත් පත	අංක 206, කොළඹ 07/837066	අනුමැතිය	
06.	M.S. පිළිගැනීම	අංක 206, කොළඹ 07/837066	අනුමැතිය	
07.	සී. පී. පාසල	අංක 206, කොළඹ 07/837066	අනුමැතිය	
08.	පී. පී. පාසල	අංක 206, කොළඹ 07/837066	අනුමැතිය	
09.	S. SALATHUDEE	අංක 206, කොළඹ 07/837066	අනුමැතිය	
10.	M.S. SIFAN	අංක 206, කොළඹ 07/837066	අනුමැතිය	
11.	A.H.P. Nasir	අංක 206, කොළඹ 07/837066	අනුමැතිය	
12.	M. MANJOT.	අංක 206, කොළඹ 07/837066	අනුමැතිය	
13.	M.M. HAJAN.	අංක 206, කොළඹ 07/837066	අනුමැතිය	
14.	P. පිළිගැනීම	අංක 206, කොළඹ 07/837066	අනුමැතිය	
15.	S. පිළිගැනීම	අංක 206, කොළඹ 07/837066	අනුමැතිය	
16.	S. පිළිගැනීම	අංක 206, කොළඹ 07/837066	අනුමැතිය	
17.	V.M. පිළිගැනීම	අංක 206, කොළඹ 07/837066	අනුමැතිය	
18.	S. M. Barneet	අංක 206, කොළඹ 07/837066	අනුමැතිය	
19.	B.M. PEGSI	අංක 206, කොළඹ 07/837066	අනුමැතිය	
20.	M.S. පිළිගැනීම	අංක 206, කොළඹ 07/837066	අනුමැතිය	
21.	පී. පී. පාසල	අංක 206, කොළඹ 07/837066	අනුමැතිය	
22.	පී. පී. පාසල	අංක 206, කොළඹ 07/837066	අනුමැතිය	
23.	පී. පී. පාසල	අංක 206, කොළඹ 07/837066	අනුමැතිය	



## **FGD 2**

Date: 26/02/2018

Venue: Koon wewa GN office

Relevant DS: Kahatagasdigiliya

No of participants: 13 male and 3 females

### **Condition of the road**

- The road surface is with full of potholes and also uneven from Koon Wewa Junction to Allawewa Junction( Up to Boundary of Galenbidunuwewa DS division)
- In general the road from Ganewalpola to Dachchihalmillawa junction does not have properly established storm water drainage system. Therefore road edge is seriously eroded.
- The road width is narrow from Koon wewa junction to Allawewa junction.
- Road get sub merged in sections at Punchihalmillawa, Kirimatiyawa, Dewala junction and area near Hattuwewa rural hospital.

### **Difficulties on transportation**

- Maintenance cost of the vehicles running on this road is comparatively high.
- It is difficult to drive at the locations that get submerged during rainy seasons.
- The accidents are comparatively frequent in the locations where road width is narrow.

### **Implications on road user economy**

- Fuel consumption is high due to expanded time consumption to reach desired destinations.
- Need frequent repairs to the domestic vehicle such as motor cycles, three wheels and small Lorries (Batta).
- Damage to vegetables transported to Dambulla economic center. (about 75% of households in the road catchment is agriculture)

### **Public transport system existing in the road**

- Galenbidunuwewa – Kahatagasdigiliya: occasional transportation of 1 CTB bus and 2 private buses.
- Limited transportation to Colombo and Kandy.
- Due to dilapidation of this road long distance buses use A9 road from Mihinthale avoiding this road section.

### **Maintainence program of the road**

- Complete rehabilitation project has not been implemented for the last 40 – 50 years.

- Scattered potholes are filled from time to time.

#### **Justifications of the proposed road improvement project**

- The rehabilitation is a felt need of this road due to long term negligence.
- Most of the main roads connected to this road have been recently improved.
- This is a road providing access to farming community in Hurulu Wewa Agriculture scheme.
- The paddy production in Hurulu Wewa area is transported to Polonnaruwa large scale rice mills through this road.
- At least 500 Lorries carrying vegetables are running on this road to Dambulla economic center through this road.
- The people living in about 300-350 villages use this road to reach Colombo, Kandy Kurunagala Area.

#### **Suggestions to the road improvement project**

- Various politicians have promised to rehabilitate this road but it has not happen therefore this time this road should be completely rehabilitated.
- If project is commenced work should be completed within the planned period of time
- Opportunities for local youth should be granted to work as Laborers in construction site.
- The road elevation should be raised at least by 2 feet in the section within agricultural land.
- A box culvert may be constructed in the section of the road run over NA Ela water canal.
- Establish effective signal system to address potential issues of accidents.

#### **The benefits during construction**

- Experience masons, carpenters and drivers will have opportunities to work in the construction site.
- Some community members may have opportunities to provide Earth and Sand to the contractors.

#### **Negative impact during construction**

- Traffic congestions in certain sections of the road.
- The construction induced impacts such as dust and mud.

#### **Measures to mitigate construction induced impacts**

- Construction should be carried out in one side at a time allowing other side for the road users.
- Use water frequently to control dust.
- Introduce alternative roads to avoid some construction sites.

### **Possibilities for local community members to participate in the project activities**

- Possibilities to work as laborers in the construction site.

### **Benefits during post construction**

The views expressed in this FGD are similar to the views expressed in FGD 1

### **Negative impact during post construction**

The views expressed in this FGD are similar to the views expressed in FGD 1

### **Measures to mitigate negative impacts post construction**

The views expressed in this FGD are similar to the views expressed in FGD 1

### **Grievance redress mechanism**

The views expressed in this FGD are similar to the views expressed in FGD 1



### **Participant list with signatures**

നാളെ രാവിലെ - ട്രാൻസ്പാർൻസിന്റെ ഭാഗിയായ ഭൂമിയിൽ നിന്നും  
അടുത്തുള്ള അല്ലെങ്കിൽ പരസ്യം അറിയാൻ അനുവദിക്കുക - (2)

- \* തീയതി: 2018 - 02 - 26
- \* അഭ്യർത്ഥകർ: അറിയാൻ ട്രാൻസ്പാർൻസിന്റെ
- \* കോഡ് G N അനുവദിക്കുക: 219 - ട്രാൻസ്പാർൻസിന്റെ  
 216 അനുവദിക്കുക

ക്രമ നമ്പർ	നാമം	ഭൂമിയുടെ പേര് ഭൂമിയിലെ ഭാഗങ്ങൾ	താലൂക്ക്	ഭൂമി
01	3.3.3. കോഡ്	219 - ട്രാൻസ്പാർൻസിന്റെ	ട്രാൻസ്പാർൻസിന്റെ	214
02	DMSCB ഉടമസ്ഥൻ	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ 0779710553	അല്ലെങ്കിൽ അല്ലെങ്കിൽ	215
03	S-P നാലാം	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ 0772134844	ട്രാൻസ്പാർൻസിന്റെ ട്രാൻസ്പാർൻസിന്റെ	216
04	ന. ക. 6 മുതൽ	216 ട്രാൻസ്പാർൻസിന്റെ അല്ലെങ്കിൽ 0724590056	ട്രാൻസ്പാർൻസിന്റെ	217
05	ഡ. ട്രാൻസ്പാർൻസിന്റെ	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ 076 710 6000	ട്രാൻസ്പാർൻസിന്റെ	218
06	ഡ. ന. ട്രാൻസ്പാർൻസിന്റെ	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ 0775644792	ട്രാൻസ്പാർൻസിന്റെ	219
07	S. ട്രാൻസ്പാർൻസിന്റെ	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ 0771836129	ട്രാൻസ്പാർൻസിന്റെ	220
08	അല്ലെങ്കിൽ നാലാം	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ	ട്രാൻസ്പാർൻസിന്റെ	221
09	A. C. 2500	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ	ട്രാൻസ്പാർൻസിന്റെ	222
10	കി. കി. 2500	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ	ട്രാൻസ്പാർൻസിന്റെ	223
11	കി. കി. 2500	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ	ട്രാൻസ്പാർൻസിന്റെ	224
12	കി. കി. 2500	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ	ട്രാൻസ്പാർൻസിന്റെ	225
13	കി. കി. 2500	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ	ട്രാൻസ്പാർൻസിന്റെ	226
14	കി. കി. 2500	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ	ട്രാൻസ്പാർൻസിന്റെ	227
15	A. M. 2500	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ	ട്രാൻസ്പാർൻസിന്റെ	228
16	S. P. 2500	അല്ലെങ്കിൽ, അല്ലെങ്കിൽ അല്ലെങ്കിൽ	ട്രാൻസ്പാർൻസിന്റെ	229



### FGD 3

Date: 27/02/2018

Venue: Yakalla Administrative Service Center

Relevant DS: Galenbidunuwewa

No of participants: 17 male and 5 female

#### Condition of the road

- This road has not been fully rehabilitated for the last 40 years, uneven surface is the most difficult constrain in the road.
- Some sections of the road get submerged during rainy seasons (section from 15<sup>th</sup> mile post to 16<sup>th</sup> mile post, about 200m section near sub post office of left bank in Hurulu Wewa, section from field canal 4 up to a shop called vegetable boutique, a section near Rajarathne Garage)
- There is no properly established storm water drainage canal, this is specifically relevant to the section from Galenbidunuwewa town to Yakalla town, and the culverts in this section are also inadequate to discharge storm water.

#### Difficulties on transportation

- The section from Galenbidunuwewa town to Galkulama junction is narrow and therefore vulnerable to accidents.
- The drivers find difficulties to drive vehicles due to uneven road surface.
- It takes long time to accompany patients to hospitals such as Galenbidunuwewa and Yakalla

#### Implications on road user economy

- Farmers have difficulties to transport their vegetables and fruits in uneven surfaced road (The farmers in Huruluwewa use the road, Maiyilagawewa, Siymbalawa, Methgama, Mahasengama, Samoathgama and Kaverkkulama).
- The buyers of vegetables are reluctant to visit the area in their Lorries due to the dilapidated road.
- The transporters charge high cost from farmers due to this dilapidated nature of the road.
- Additional cost to the transporters due to expanded time consumption, frequent repairs and high fuel consumption.
- The three wheel operators tend to charge increased cost.

#### Public transport system existing in the road

- CTB buses runs up to Colombo about 5 times per day and private buses runs 2 times per day. Similarly CTB buses runs 3 times per day and private buses run 1 time per day to Kandy.
- A bus runs from Galenbidunuwewa to Kekirawa almost in every hour.

### **Maintenance program of the road**

- There is no complete rehabilitation project implemented for about 30 – 40 years
- Some scattered sections are partially improved about once in two years.
- All the participants express their dissatisfaction on current practice of maintenance.

### **Justifications of the proposed road improvement project**

- This is the main road used by large farming population in Huruluwewa and also about 10000 families living in road catchment area( Karuwalagaswewa, Yakalla, Aliyawatunuwewa, Maylagaswewa, Sampathgama, Methgama And Mahasengama)
- This is the road which connects townships such as Kahatagasdigiya, Ganewalpola and Kekirawa.
- This is also frequently used by traders transporting fish from Trincomalee.

#### **Suggestions to the road improvement project**

- The existing culverts and small bridges should be properly improved with adequate capacity.
- The junctions this road connect to other byroads should be expanded and improved ( Galkulama, Huruluwewa, Nikawewa, Padikaramaduwa, Dutuwewa, Galenbidunuwewa town junction)
- The sections road run across paddy land area should be raised.(from 14<sup>th</sup> mile post to 16<sup>th</sup> mile post in Yakalla, from 15<sup>th</sup> mile post to Rajarata Vegetable shop)
- It is necessary to establish proper storm water drainage canal system.
- Explore all the possibilities to encourage contractors to higher local persons as labors, masons and carpenters.
- A reputed construction firm should be hired.

### **The benefits during construction**

- Employment opportunities for local community members.
- Possibilities for indirect income sources by providing food and lodging to construction workers.

### **Negative impact during construction**

- Access difficulties to the houses and other establishments
- Construction induced impacts such a dust and mud

### **Measures to mitigate construction induced impacts**

- Provide alternative access to houses and business ventures and also to the institutions
- Encourage contractors to maintain harmony with local communities.

### **Possibilities for local community members to participate in the project activities**

- Explore possibilities to convince the contractors to higher local persons for suitable positions in the construction site.

#### **Benefits during post construction**

The views expressed in this FGD are similar to the views expressed in FGD 1.

#### **Negative impact during post construction**

The views expressed in this FGD are similar to the views expressed in FGD 1.

#### **Measures to mitigate negative impacts during post construction**

The views expressed in this FGD are similar to the views expressed in FGD 1.

#### **Grievance redress mechanism**

The views expressed in this FGD are similar to the views expressed in FGD 1.



#### **Participant list with signatures**

പാക്കിസ്താൻ - ഇസ്ലാമിക ലീഗ് കമ്മിറ്റി മുൻപ്രസിഡൻ്റ്  
 കെ.എ.എ. എന്ന പേരിൽ അറിയപ്പെട്ടിരുന്ന മുൻപ്രസിഡൻ്റ് - (3)

\* മുൻപ്രസിഡൻ്റ് തീയതി :- 2018/2/27

\* മുൻപ്രസിഡൻ്റ് പേര്: ഹാജർ ഹാജർ

\* 930 68 നമ്പർ: 186 നമ്പർ 187, 342 നമ്പർ

ക്രമ നമ്പർ	പേര്	തീയതി നമ്പർ	ജനന	സ്ഥാനം
01	N.A.C. മുൻപ്രസിഡൻ്റ്	ജ.പി.എ. 01/02/70 0716554216	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
02	J.C.S. മുൻപ്രസിഡൻ്റ്	ജ.പി.എ. 01/02/70 0718364640	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
03	U.C.S. മുൻപ്രസിഡൻ്റ്	186 - നമ്പർ 0776877789	പുല തിരുനെൽ	മുൻപ്രസിഡൻ്റ്
04	W.M.S. മുൻപ്രസിഡൻ്റ്	186 - നമ്പർ 0759-484014	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
05	W.M.S. മുൻപ്രസിഡൻ്റ്	07251 30127	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
06	R.M.P. മുൻപ്രസിഡൻ്റ്	0785292152	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
07	R.M.A. മുൻപ്രസിഡൻ്റ്	025 5725736	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
08	W.M.S. മുൻപ്രസിഡൻ്റ്	071 4585662	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
09	H.M. മുൻപ്രസിഡൻ്റ്	071-7359193	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
10	P.K. മുൻപ്രസിഡൻ്റ്	071-6552783	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
11	W.M.S. മുൻപ്രസിഡൻ്റ്	071-1215590	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
12	ജാമുനാ നഗർ	0717465857	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
13	ജാമുനാ നഗർ	0719810070	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
14	J.C. മുൻപ്രസിഡൻ്റ്	0717982861	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
15	J.W.A. മുൻപ്രസിഡൻ്റ്	0775106607	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
16	ജാമുനാ നഗർ	0717375116	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
17	ജാമുനാ നഗർ	025-2258118	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
18	ജാമുനാ നഗർ	025 5735856	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
19	ജാമുനാ നഗർ	0723228732	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
20	ജാമുനാ നഗർ	0725213183	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
21	ജാമുനാ നഗർ	078 2038185	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്
22	ജാമുനാ നഗർ	ജാമുനാ നഗർ	ജാമുനാ നഗർ	മുൻപ്രസിഡൻ്റ്



## FGD 4

Date: 27/02/2018

Venue: Ellawewa community hall

Relevant DS: Galenbidunuwewa

No of participants: 16 male and 5 female

### Condition of the road

- The road surface is uneven from Ella Wewa junction to Galenbidunuwewa town.
- The road gets submerged in certain sections during rainy season.( from Ella wewa junction to Galenbidunuwewa town is a paddy land, the section in front of Kurundankulama School also gets submerged)
- The capacities of existing culverts are not adequate to discharge storm water and therefore road gets eroded.( culvert No29/8 Ella wewa junction , 29/6)
- In general storm water drainage canals have not been established in the entire road from Ganewalpola to Dachchihalmillawa.

### Difficulties on transportation

- The public transporters are reluctant to run on this road due to serious dilapidation. They also attempt at all possibilities to avoid this road and use A9 road to reach Colombo and Kandy.
- The public transport drivers complained about frequent break down of their vehicles.
- It takes long time to reach the desired destinations.

### Implications on road user economy

- Large number of farmers from Dutuwewa, Galenbidunuwewa, 21 colony, Ella wewa, Hurulu wewa, Punchi Halmillawa use to transport their B onion and other vegetables to Dambulla economic center. Following problems are encountered by the farmers in transporting vegetables to Dambulla market.
  - Damages to fruits and vegetables.
  - Loosing of negotiation power for reasonable prices.
  - Difficult to reach Dambulla Economic center at required time.
  - Compel to pay additional transport cost.
  - Transporters negotiate for additional cost due to frequent breakdown of their vehicles.
- Difficult to take children to schools on time and also difficult to reach work places at required time.
- Even for routine visits three wheel drivers charge additional cost. For example from Ella Wewa junction to Galenbidunuwewa distance is only 2.5 km but they charge Rs.300.00 ( the normal charge is not more than Rs.100)

### **Public transport system existing in the road**

- The public transport is available for several distances such as Dutuwewa/Kekirawa, Dutuwewa/Kandy, Dutuwewa/Colombo, and Dutuwewa/Anuradhapura.
- In addition to buses running from Dutuwewa to other destinations buses are also available from Kahatagasdigiliya to Colombo, Kahatagasdigiliya to Kandy, Kahatagasdigiliya to Kekirawa.

### **Maintenance program of the road**

- There has not been complete rehabilitation process for the last 30 - 40 years.
- Some scattered sections are improved with tar surface once a year.
- The participants of FGD expressed their serious dissatisfaction on the existing maintenance system.

### **Justifications of the proposed road improvement project**

- This is an important road that connects to two main highways and also run through four divisional secretariat areas.
- Road is providing transport facilities to large agricultural community in Huruluwewa Agriculture scheme.
- This is also a shortcut for commuters from Trincomalee to reach Kekirawa, Ganewalpola, Thambuhthegama and Galenbidunuwewa townships. (cement and fish are frequently transported from Trincomalee through this road)
- The farmers from about 100 villages use this road to reach Dambulla agriculture market.

### **Suggestions to the road improvement project**

- Explore possibilities to hire reputed construction company.
- Establish mechanism for community leaders to express their concerns about the quality of the constructions and other anomalies to respective authorities.
- Establish permanent access to houses, business ventures and other institutions.
- Construct storm water drainage canals in the entire road section.

### **The benefits during construction**

Same views expressed by participant in other 4 FGDs conducted on this road were also expressed by the participant of this FGD.

### **Negative impact during construction**

- Dust and mud related issues especially in the road sections located in front of sensitive institutions such as Yakalla hospital, Galenbidunuwewa hospital, Hattuwewa hospital.
- There can be traffic related issues in places like Ella wewa, Koon wewa and Galenbidunuwewa townships.

### **Measures to mitigate construction induced impacts**

- The construction work in front of sensitive institutions may be carried out weekends and nights.
- Introduce alternative roads to the routine commuters during construction period.

### **Possibilities for local community members to participate in the project activities**

Same views expressed by participants in other 4 FGDs conducted on this road were also expressed by the participant of this FGD.

### **Benefits during post construction**

Same views expressed by participant in other 4 FGDs conducted on this road were also expressed by the participant of this FGD.

### **Negative impact during post construction**

Same views expressed by participant in other 4 FGDs conducted on this road were also expressed by the participant of this FGD.

### **Measures to mitigate negative impacts post construction**

Same views expressed by participant in other 4 FGDs conducted on this road were also expressed by the participant of this FGD.

### **Grievance redress mechanism**

Same views expressed by participant in other 4 FGDs conducted on this road were also expressed by the participant of this FGD.



**Participant list with signatures**

එකම මාසය - දින 28ක් පමණක් තිබෙන ඉන්ද්‍රයෝග්‍ය වර්ෂයක්  
 සහිත ගණකා කණ්ඩායමේ සභාපති. (4)

දිනය:- 2018/2/27.  
 ඉගැන්වූ යම් කාලය: ඉල්ලන ප්‍රකාශය  
 ඉදිරි 6M කාලය: 178 ඉල්ලා

අ.න. අංක	නම	ලේඛන අංකය	නිකුත්	අත්සන
01	N.A.C. පුටු කුසල	ඉ. ලේ. අං. 0/01 071 6534216	සමස්ත සහිත කාලය	ඉගැන්වූ
02	C.M.P.W.T.B. ප්‍රධාන	ඉ. ලේ. අං. 0/02 0713456179	සමස්ත සහිත	ඉගැන්වූ
03	A.M. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
04	P.M. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
05	T. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
06	G. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
07	A.M. සමස්ත සහිත	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
08	ඉගැන්වූ	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
09	ඉගැන්වූ	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
10	ඉගැන්වූ	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
11	ඉගැන්වූ	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
12	H.M.K.C. සමස්ත	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
13	ඉගැන්වූ	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
14	P.M. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
15	P.M. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
16	P.M. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
17	S.C. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
18	E.M. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
19	A.M. පුටු කුසල	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
20	ඉගැන්වූ	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ
21	ඉගැන්වූ	ඉල්ලන ප්‍රකාශය 072-1611325	සමස්ත සහිත	ඉගැන්වූ



## **Kekirawa – Ganewalpola road (B212)**

### **FGD 5**

Date: 02/03/2018

Venue: 632, Ambulgaswewa Grama Niladhari Office

Relevant DS: Kekirawa

No of participants: 12 male and 6 females

#### **Condition of the road**

- The road is narrow in the entire stretch
- The road edges are heavily eroded due to non-availability of drainage canal system
- Some bends are dangerous in terms of accidents ( the Bend in front of Maga Naguma Office, The bend in front of ICC stores)
- The road get submerged in Ambulgaswewa catchment area, The section runs through Ambulgaswewa paddy land area
- The road surface is uneven

#### **Difficulties on transportation**

- This road is connected to A 9 road, Maradankadawela- Baticaloa road and therefore, the buses coming from Colombo and Kandy run across this road. The participants of the FGD mentioned that buses are subject to frequent breakdown, face with accidents. The running time of the buses are also more than normal time required to complete the distance to the desired destinations
- Frequent accidents are observed in front of dangerous bends , especially in front of 2 Bends ( mentioned above)

#### **Implications on road user economy**

- Additional time and cost to be incurred to reach desired destinations.
- Frequent breakdown of domestic use vehicles such as three wheelers, bikes and small lorries(batta)

#### **Public transport system existing in the road**

- Habarana – Kekirawa bus service
  - Anuradhapura – Kaduruwela and Ampara
  - Kahatagasdigiliya – Colombo, Kandy, Kekirawa
  - Galenbidunuwewa- Kekirawa, Colombo and Kandy
- About 100 times/day bus service can be observed per day

### **Maintenance program of the road**

- There has not been complete rehabilitation project for the last 25 – 30 years.
- Some scattered systems are improved with tar surface once a year.
- The participants of FGD expressed their serious dissatisfaction on the existing maintenance system.

### **Justifications of the proposed road improvement project**

- This road connects to A9 at Kekirawa and A11 Maradankadawala – Batticaloa Road at Ganewalpola.
- This road is connected to few main townships such as Kekirawa, Galenbidudnuwewa, and Kahatagasdigiliya.
- There has not been proper rehabilitation project implemented for the last 25 – 30 years.
- The tourist centers such as Awkana, Vijithapura, Kalawewa, Habarana, and Sigiriya are connected to this road.

### **Suggestions to the road improvement project**

- Explore possibilities to hire reputed construction company.
- The two dangerous bends, Bend in front of Maga Naguma office and in front of ICC stores should be straightened.
- Contractors may be encouraged to provide employment opportunities for local community members.

### **The benefits during construction**

- Employment opportunities.

### **Negative impact during construction**

- Dust, mud and traffic congestions related problems in Ganewalpola town center.

### **Measures to mitigate construction induced impacts**

- Frequent use of water to control dust.
- Proper coordination with relevant line agencies such as national water supply and drainage board, Srilanka Telecom and Electricity board.

### **Possibilities for local community members to participate in the project activities**

- Explore possibilities to convince the contractors to higher local persons for suitable positions in the construction sites.

### **Benefits during post construction**

- Enhancement on the public transport system.
- Contribution to the local economy
- Possible increase of the property values
- Efficient transportation of agricultural products

#### **Negative impact during post construction**

- Tendency for increased accident

#### **Measures to mitigate negative impacts post construction**

- Introduce proper signal system at required locations

#### **Grievance redress mechanism**

- Establish a committee under the leadership of the divisional secretary and membership of relevant Grama Niladharies and community leaders.
- Make the public properly aware of the functions of this grievance redress committee.



**Participant list with signatures**

කැමරා - ගබේරේ පොල මාසිගේ ඉතිහාසික කරන ගවයෙකු ගැන  
පෙන්වන හඬයට පාහැරිලා. - (5)

දිනය: 2016/3/22

ප්‍රාග්ධන: 632 ඉදිරිපත්වන ආ. හි. පරිසරය

පිටිම G.N. පෙරේරා 632 ඉදිරිපත්වන

අංක ප්‍රකාශ	නම	ලිපිකරණ හා ලිපිකරණ අංකය	නම	පිටිම
01	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
02	1-8. පිටිම	011 7269557262	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
03	R.M. ප්‍රදීප්ත වර්ණාසක	011 4652004	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
04	4-8. පිටිම	011 6948109	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
05	1-8. පිටිම	011 79544261	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
06	1-8. පිටිම	025-22 64741	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
7	ප්‍රදීප්ත වර්ණාසක	025-22 64825	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
8	ප්‍රදීප්ත වර්ණාසක	025-57-32 491	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
9	ප්‍රදීප්ත වර්ණාසක	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
10	17. පිටිම	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
11	ප්‍රදීප්ත වර්ණාසක	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
12	ප්‍රදීප්ත වර්ණාසක	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
13	M. පිටිම	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
14	D.S. පිටිම	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
15	1-8. පිටිම	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
16	පිටිම	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
17	ප්‍රදීප්ත වර්ණාසක	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක
18	ප්‍රදීප්ත වර්ණාසක	072-7300969	ප්‍රදීප්ත වර්ණාසක	ප්‍රදීප්ත වර්ණාසක

## **FGD 6**

Date: 08/03/2018

Venue: Residence of Ganewalpola Farmer Organization Secretary (Mr. Sahabdeen)

Relevant DS: Kekirawa

No of participants: 9 males and 2 females

### **Condition of the road**

- The road is narrow (From Palugaswewa -Habarana Railway road up to Ganewalpola)
- The road edges are heavily eroded due to non-availability of drainage canal system.
- Some bends are dangerous in terms of accidents ( the Bend in front of Maga Naguma Office, The bend in front of ICC stores)
- The road surface is uneven

### **Difficulties on transportation**

- Additional time taken to reach desired destinations. Therefore some drivers especially Private vehicles, Three wheels, Vans, Cars take alternative roads avoiding this section.
- The drivers complained about frequent breakdown of vehicles and needing repairs.

### **Implications on road user economy**

- Additional time and money are required due to compensate long time taken to reach desired destinations.
- Additional cost for frequent maintenance of vehicles.

### **Public transport system existing in the road**

- About 30 long distance buses daily run on this road. ( Kahatagasdigiliya to Kandy and Colombo, Galenbidunuwewa to Kandy and Colombo, Dutuwewa to Kandy and Colombo, Anuradhapura to Kaduruwela and Ampara)
- Normally a bus can be observed every half an hour on this road.

### **Maintenance program of the road**

- There has not been complete rehabilitation project for the last 25 – 30 years.
- Some scattered systems are improved with tar surface once a year.
- The participants of FGD expressed their serious dissatisfaction on the existing maintenance system.

### **Justifications of the proposed road improvement project**



Same views expressed by participant in FGD 5 conducted on this road were also expressed by the participant of this FGD.

#### **Suggestions to the road improvement project**

- Explore possibilities to hire reputed construction company.
- The two dangerous bends, Bend in front of Maga Naguma office and in front of ICC stores should be straightened.
- Contractors may be encouraged to provide employment opportunities for local community members.
- Encourage contractors to consider some suggestions of the local community members.
- Establish permanent access to houses, business ventures and other institutions.

#### **The benefits during construction**

Same views expressed by participant in FGD 5 conducted on this road were also expressed by the participant of this FGD.

#### **Negative impact during construction**

Same views expressed by participant in FGD 5 conducted on this road were also expressed by the participant of this FGD.

#### **Measures to mitigate construction induced impacts**

Same views expressed by participant in FGD 5 conducted on this road were also expressed by the participant of this FGD.

#### **Possibilities for local community members to participate in the project activities**

Same views expressed by participant in FGD 5 conducted on this road were also expressed by the participant of this FGD.

#### **Benefits during post construction**

Same views expressed by participant in FGD 5 conducted on this road were also expressed by the participant of this FGD.

### **Negative impact during post construction**

Same views expressed by participant in FGD 5 conducted on this road were also expressed by the participant of this FGD.

### **Measures to mitigate negative impacts post construction**

Same views expressed by participant in FGD 5 conducted on this road were also expressed by the participant of this FGD.

### **Grievance redress mechanism**

Same views expressed by participant in FGD 5 conducted on this road were also expressed by the participant of this FGD.



**Participant list with signatures**

අනුමැත - පොදු සේවයේ සේවයේ ප්‍රවේශයෙන් පසුව වූ

අනුමැත පත්‍රයක් නිකුත් කිරීම. - ⑥

දිනය:- 8.03.2018

ස්ථානය:- කොළඹ, ශ්‍රී ලංකාව

736 හරි (සංස්කරණය: 60)

අ.න. අංක	නම	ප්‍රවේශයේ වූ ප්‍රවේශය	නාමය	අත්සන
01	I.D. ප්‍රසන්න බණ්ඩාර	බණ්ඩාර, ආර්.ඩී. 072.4761438	බණ්ඩාර	
02	I.L. වාසදේව	වාසදේව, ආර්.ඩී. 0777 157280	වාසදේව	
03	T.M. ANVER	GANGUL POLA KEMERAWA 0777458838	KISMAKUN	
4)	A.R. Samudhan	GANGUL POLA KEMERAWA 0771666582	කේ.එම්.	
5	A.H. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ 076783711	කේ.එම්. සමසිරිසිංහ	
6	M.M. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ 0776537775	කේ.එම්. සමසිරිසිංහ	
7	M.M. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ 0776994150	කේ.එම්. සමසිරිසිංහ	
8	M.S. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ 0772282908	කේ.එම්. සමසිරිසිංහ	
9	A.H. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ	
10	S.M. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ	
11	A.H. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ	කේ.එම්. සමසිරිසිංහ	



## **Kekirawa – Thalawa road (B233)**

### **FGD 7**

Date: 05/03/2018

Venue: Community hall at Kiralogama

Relevant DS: Thalawa

No of participants: 8 males and 3 females

#### **Condition of the road**

- There is no proper rehabilitation for the last 40 years.
- About 10 km section from Kekirawa to Hiripitayawa has been developed as 2 lanes road with carpet but from Hiripityagama to Thalawa is seriously dilapidated with potholes and uneven surface.
- Most of the culverts are inadequate to discharge storm water drainage.
- Major part of the road run across paddy fields in Mahaweli System H therefore road elevation should be raised in these sections to address the problem of submerge.
- There is no properly established drainage canal system and therefore erosions of the road edges are observed.

#### **Difficulties on transportation**

- The public bus drivers reluctant to run on this dilapidated road after 6 pm.
- People are compelled to come their homes during nights in three wheelers spending additional cost.
- There are many occasions private and public buses are not available on schedules
- The school buses find difficulties to reach school on required time and school van drivers complained about frequent damages to the shock absorbers of the vehicles.

#### **Implications on road user economy**

- The vegetables from Mahaweli system H, Kalpitiya, Nochchiyagama are transported through this road to Dambulla.
- Due to dilapidation of the road surface with high density of potholes the vegetables get damaged in transportation.
- There is tendency among vegetable transporters to increase their transport fees.
- The farmers find difficulties to reach at required time to Dambulla market due to additional time taken.
- The three wheel operators charge increased cost with compare to the cost they charge for travelling better surfaced road.

### **Public transport system existing in the road**

- This road is heavily used by public and private buses. The daily frequency of SLTB and Private buses run on this road is as follows
  - Anuradhapura to Kekirawa – 20 turns of SLTB buses and 35 turns of private buses
  - Anuradhapura to Kandy - 25 turns of SLTB buses and 45 turns of private buses
  - Anuradhapura to Colombo - 20 turns of SLTB buses and 30 turns of private buses

In addition to above mentioned long distance buses public and private buses frequently run from Anuradhapura to Galnawa, Kekirawa, and Kalawewa through this road.

### **Maintenance program of the road**

- RDA is carrying out routine maintenance activities on this road. Potholes and some other damaged sections are temporary attended but all the participants of this FGD expressed their dissatisfaction on the maintenance program.

### **Justifications of the proposed road improvement project**

- There has not been proper rehabilitation project covering the entire length of road in the past 30 – 40 years.
- This is one of the significant B roads in Anuradhapura district.
- The road is also significant in terms of providing access to several schools such as Eppawala Siddhartha central school, Galkiriyagama Mahinda School, Mahailuppallama School and Kekirawa Central. (About 20 schools)
- This road is also connected to about 10 townships including Thalawa, Eppawala, Mahailuppallama, and Kekirawa.
- This is also a significant road in term of magnitude of the population in the road catchment. For example about 15000 families in Mahaweli system "H" use this road.

### **Suggestions to the road improvement project**

- Certain sections of the road that are subject to submerging during rainy seasons should be raised their elevations (Kiralagama near temple and cemetery, lhalawewa near petrol station and Palugaswewa)
- Establish pedestrian pavements separately to avoid difficulties to the visitors of the town centers.
- Establish proper storm water drainage system.
- Contractor should be encouraged for proper sealing of the road edge.
- Establish permanent access to the houses, business ventures and other institutions.

#### **The benefits during construction**

- Possibilities for local community members to have employment in construction sites (Labor, Masonry, and Carpentry).
- Opportunities for some community members to provide food and lodging to the construction workers.
- Possibilities for some local persons to hire their land vehicles to contractors(tractors)

#### **Negative impact during construction**

- Access difficulties to the houses and other establishments
- Construction induced impacts such a dust and mud
- Disturbances to the business activities of town centers.

#### **Measures to mitigate construction induced impacts**

- Provide alternative access to houses and business ventures and also to the institutions
- Encourage contractors to maintain harmony with local communities.

#### **Possibilities for local community members to participate in the project activities**

- Participate as employees
- Act as informal monitors to monitor the adequacy and quality of the construction activities

#### **Benefits during post construction**

- It contributes directly and indirectly to the local economy.
- Tendency for increasing the property value.
- Enhancement of public transport system.
- Significance reduction of fuel and maintenance cost.
- Opportunity to transport fruit and vegetable with minimum damages.

#### **Negative impact during post construction**

- Tendency for increased accidents

### **Measures to mitigate negative impacts during post construction**

- Introduce proper signal system at required locations

### **Grievance redress mechanism**

- Establish a committee under the leadership of the divisional secretary and membership of relevant Grama Niladharies and community leaders.
- Make the public properly aware of the functions of this grievance redressed committee.



### **Participant list with signatures**

ഇ.കെ.എം. - നാമം രാജീവ് ഉപയോക്താക്കൾക്ക് അനുയോജനമായ ഒരു പട്ടിക

തീയതി: 2018/03/05  
 പട്ടിക: 398 കെ.എം.എം.  
 കെ.എം.എം. 398 കെ.എം.എം.

FAD-7

ക്രമ നമ്പർ	നാമം	ഉപയോക്താക്കൾക്ക് ഉപയോഗിക്കാൻ	തീയതി	ഉപയോക്താക്കൾക്ക്
01	മ.എ.എ.എ. - മ.എ.എ.എ.	0716218699	0716218699	2
02	മ.എ.എ.എ. - മ.എ.എ.എ.	0714394041	0714394041	2
03	മ.എ.എ.എ. - മ.എ.എ.എ.	0716023629	0716023629	2
04	മ.എ.എ.എ. - മ.എ.എ.എ.	0715822314	0715822314	2
05	മ.എ.എ.എ. - മ.എ.എ.എ.	0717916140	0717916140	2
06	മ.എ.എ.എ. - മ.എ.എ.എ.	071-4681844	071-4681844	2
07	മ.എ.എ.എ. - മ.എ.എ.എ.	0713682173	0713682173	2
08	മ.എ.എ.എ. - മ.എ.എ.എ.	0718661866	0718661866	2
09	മ.എ.എ.എ. - മ.എ.എ.എ.	0775426946	0775426946	2
10	മ.എ.എ.എ. - മ.എ.എ.എ.	0775426946	0775426946	2
11	മ.എ.എ.എ. - മ.എ.എ.എ.	0771432661	0771432661	2

## **FGD 8**

Date: 5/03/2018

Venue: Eppawela Kettarama Viharaya

Relevant DS: Thalawe

No of participants: 10 Males and 2 Females

### **Condition of the road**

- Road is seriously dilapidated from Hiripitiyagama to Eppawala section.(high density of pot holes and some sections are submerged)
- There is no properly established drainage canal system and therefore erosions o the road edges are observed.

### **Difficulties on transportation**

- The domestic vehicles such as three wheels, motorcycles, cars and vans find extreme difficulties to run within seriously dilapidated section from Hiripitiyagama to Eppawala. It takes nearly two times more than required time to travel this short distance.
- The vehicles frequently have breakdowns due to dilapidated nature of the road. Even some three wheel operators are reluctant to provide hiring service in this section.

### **Implications on road user economy**

Same views expressed by participant in FGD 7 conducted on this road were also expressed by the participant of this FGD.

### **Public transport system existing in the road**

Same views expressed by participant in FGD 7 conducted on this road were also expressed by the participant of this FGD.

### **Maintainence program of the road**

Same views expressed by participant in FGD 7 conducted on this road were also expressed by the participant of this FGD.

### **Justifications of the proposed road improvement project**



- About 500 Lorries run on this road carrying vegetables from farmers in Puttlam, Kalpitya, Nohchiyagma, and Thambuththegama to the Dambulla market.
- This is the shortest road to reach Kurunegala Kandy from Anuradhapura.
- At least one bus can be seen in this road in every hour running to Anuradhapura, Kandy, Kurunagala, Colombo, Kekirawa, Dambulla etc...
- About 50 byroads are connected to this road. Some of these byroads include Adagala road, Mahailuppalama road, Katiyawa road, Janajayapura road, Hiripitiyagama road, Ihalagma road and Thambuththegama road.
- Several number of significant town ships are connected through this road. Some of these townships include Thalawa, Eppawala, Ipalogama, Senapura, Mahailuppallma

#### **Suggestions to the road improvement project**

- A bridge may be constructed at the location old Yoda Ela run across the road. (at 16<sup>th</sup> mile post)
- The existing culvert in Eppawala town should be Expanded and improved to discharge Drainage spill water of Eppawala Tank.
- A similar problem is observed in Pothanagama tank. Spill water from this tank also should be discharged to avoid frequent submerge of the road. About 250m long section of the road should be raised to control the problem of submerge. The culverts also should be expanded.
- The road at Kumbukanda temple gets submerged during rainy days therefore section of the road in this area should also be raised.
- The construction activities in front of sensitive institutions such as religious centers and schools should be completed within short period of time.

#### **The benefits during construction**

- Possibilities for local community members to have employment in construction site (Labor, Masonry, and Carpentry).
- Opportunities for some community members to provide food and lodging to the construction workers.
- Possibilities for some local persons to hire their land vehicles to contractors(tractors)

#### **Negative impact during construction**

- Access difficulties to the houses and other establishments
- Construction induced impacts such a dust and mud
- Disturbances to the business activities of town centers.

#### **Measures to mitigate construction induced impacts**

- Provide alternative access to houses and business ventures and also to the institutions
- Encourage contractors to maintain harmony with local communities.

### **Possibilities for local community members to participate in the project activities**

- Participate as employees.
- Act as informal monitors to monitor the adequacy and quality of the construction activities.

### **Benefits during post construction**

- It contributes directly and indirectly to the local economy.
- Tendency for increasing the property value.
- Enhancement of public transport system.
- Significance reduction of fuel and maintenance cost.
- Opportunity to transport fruit and vegetables with minimum damages.

### **Negative impact during post construction**

- Tendency for increased accidents

### **Measures to mitigate negative impacts during post construction**

- Introduce proper signal system at required locations

### **Grievance redress mechanism**

- Establish a committee under the leadership of the divisional secretary and membership of relevant Grama Niladharis and community leaders.
- Make the public properly aware of the functions of this grievance redressed committee.



**Participant list with signatures**



කුලකර්ම - කලා කාර්යයේ ප්‍රවේශයන්හි නිවැරදි කළ  
 තත්ත්වයන් පිළිබඳව විමර්ශනය  
 දිනය: 2018/03/05  
 ස්ථානය: ස්වකීය පරීක්ෂණ මධ්‍යස්ථානය  
 පිටපත්: 373 ස්වකීය

FAD 8

අ.නං.	නම	පිත්තය හා පිටපත්	තත්ත්වය	අත්සන
1	A.M.N.S. කුමාර	ප්‍ර.වි.ක. මධ්‍ය 0716218599	සේවයේ ප්‍රාග් භූමිකාව	L...
2	H.M.S. සුදානම්	ප්‍ර.වි.ක. මධ්‍ය 0713088058	ප්‍රවේශය	H...
3	H.S.B. කුමාරතුංග	කේ.189, නිවෙස් මාර්ග 071-8318533	සේවයේ	A...
7	H.B.R. ප්‍රේමසේන	වි.සි.ව. මධ්‍ය මාර්ග 0777714088	සේවයේ	J...
5	H.M.S.B. කුමාරතුංග	ප්‍ර.වි.ක. මධ්‍ය 0714255551	සේවයේ	Only
6	සුදානම් කුමාරතුංග	කේ.189, නිවෙස් මාර්ග 02522493	සේවයේ	A...
7	කුමාරතුංග	කේ.189, නිවෙස් මාර්ග 0717467087	සේවයේ	A...
8	M.M. කුමාරතුංග	කේ.189, නිවෙස් මාර්ග 071939551	සේවයේ	Rathu
9	K.L. කුමාරතුංග	කේ.189, නිවෙස් මාර්ග 071939551	සේවයේ	A...
10	W.C. කුමාරතුංග	කේ.189, නිවෙස් මාර්ග 071939551	සේවයේ	DM3
11	C.L. කුමාරතුංග	කේ.189, නිවෙස් මාර්ග 071939551	සේවයේ	A...
12	C.T. කුමාරතුංග	කේ.189, නිවෙස් මාර්ග 071939551	සේවයේ	A...

## **FGD 9**

Date: 06/03/2018

Venue: Punchikulama Community hall

Relevant DS: Ipalogama

No of participants: 11 males and 1 females

### **Condition of the road**

The information mentioned in FGD 8 under this issue is similar to the information gathered in this FGD

### **Difficulties on transportation**

The information mentioned FGD 8 under this issue is similar to the information gathered in this FGD

### **Implications on road user economy**

- According to the participants of this FGD the business in the townships connected to dilapidated road have gone down due to lack of customers visiting their business ventures. Some of their customers have decided to visit other towns that are located in good roads.
- Business vehicles carrying goods to sell to the shops in Ipalogama area are reluctant to run on this road. Only few vehicles visit but they increased their prices of the goods.
- Lorries for purchasing paddy from the farmers are also not frequently visiting, even they visit they negotiate for lower prices due to the transport difficulties they are faced with.

### **Public transport system existing in the road**

Information is similar to the information expressed in FGD 8

### **Maintenance program of the road**

Same views expressed by participant in FGD 7 conducted on this road were also expressed by the participants of this FGD.

### **Justifications of the proposed road improvement project**

- About 500 Lorries run on this road carrying vegetables from farmers in Puttlam, Kalpitya, Nohchiyagma, and Thambuhthegama to the Dambulla market.
- The road user population in this road may be higher than the users of A9 road.

- This road is used to transport patients from rural hospitals in Kalawewa, Kekirawa, Senapura, Punchikulama and Eppawala to Anuradhapura teaching hospital.
- This road is heavily used by the pilgrims visiting Kalawewa, Awkana, Wijithapura and Anuradhapura.

#### **Suggestions to the road improvement project**

- The culverts located within the already improved section of the road also should be reconsidered for improvement with adequate capacity.
- Tendency for accidents is high due to potholes and uneven surface of the road.
- The elevation of the road near Punchikulama tank should be raised in about 500m section of the road.
- Some of the culverts are inadequate to discharge storm water and therefore these culverts should be properly studied and improved.

#### **The benefits during construction**

Benefits possible for the local community during construction period are mentioned in FGD 7.

#### **Negative impact during construction**

Impacts for the local community during construction period are mentioned in FGD 7.

#### **Measures to mitigate construction induced impacts**

- Provide alternative access to houses , business ventures and also to the institutions
- Encourage contractors to maintain harmony with local communities.
- Encourage the contractors to use water frequently to control the dust

#### **Possibilities for local community members to participate in the project activities**

- Participate as employees
- Act as informal monitors to monitor the adequacy and quality of the construction activity

#### **Benefits during post construction**

- It contributes directly and indirectly to the local economy.
- Tendency for increasing the property value.
- Enhancement of public transport system.
- Significant reduction of fuel and maintenance cost.
- Opportunity to transport fruits and vegetables with minimum damages.

#### **Negative impact during post construction**

- Tendency for increased accidents

#### **Measures to mitigate negative impacts post construction**

- Introduce proper signal system at required locations

#### **Grievance redress mechanism**

- Establish a committee under the leadership of the divisional secretary and membership of relevant Grama Niladharies and community leaders.
- Make the public properly aware of the functions of this grievance redressed committee.



#### **Participants list with signatures**



ඇමුණුම - 009 කළුබිම් ප්‍රතික්ෂේප කිරීමේ නීති 1977 වර්ෂයේ  
 අනුකූලව සකස් කළ බවට නිවැරදි.

**F609**

දිනය: 2018/3/6

විෂයය: ප්‍රදේශයේ, කොළඹ 5 නගර සභාවේ ප්‍රදේශයේ පිහිටි ප්‍රදේශයේ  
 ඉදිකිරීම්: 514 ප්‍රදේශය

පිටුව	නම	පිහිටි ප්‍රදේශයේ පිහිටීම	නම	ප්‍රතිචාර
01	N. U. කුමාරතුංග	කොළඹ 5, ප්‍රදේශයේ 0712806110	ප්‍රදේශයේ පිහිටීම	
02	W. G. ප්‍රසාද් කුමාරතුංග	ප්‍රදේශයේ, කොළඹ 5, ප්‍රදේශයේ 0719604636	ප්‍රදේශයේ පිහිටීම	
03	S. M. කුමාරතුංග	කොළඹ 5, ප්‍රදේශයේ 0712678514	ප්‍රදේශයේ පිහිටීම	
04	H. A. S. කුමාරතුංග	කොළඹ 5, ප්‍රදේශයේ 0711496681	ප්‍රදේශයේ පිහිටීම	
05	W. M. කුමාරතුංග	කොළඹ 5, ප්‍රදේශයේ 0712376189	ප්‍රදේශයේ පිහිටීම	
06	M. A. කුමාරතුංග	කොළඹ 5, ප්‍රදේශයේ 0711195115	ප්‍රදේශයේ පිහිටීම	
07	කුමාරතුංග, කුමාරතුංග	කොළඹ 5, ප්‍රදේශයේ 025-2263160	ප්‍රදේශයේ පිහිටීම	
08	R. M. කුමාරතුංග	කොළඹ 5, ප්‍රදේශයේ 025-2263610	ප්‍රදේශයේ පිහිටීම	
09	W. M. S. කුමාරතුංග	කොළඹ 5, ප්‍රදේශයේ 0713455977	ප්‍රදේශයේ පිහිටීම	
10	S. M. කුමාරතුංග	කොළඹ 5, ප්‍රදේශයේ	ප්‍රදේශයේ පිහිටීම	
11	P. කුමාරතුංග	" "	ප්‍රදේශයේ පිහිටීම	
12	L. P. කුමාරතුංග	" "	ප්‍රදේශයේ පිහිටීම	

## **FGD 10**

Date: 06/03/2018

Venue: Gonapathirawa Omalpa reception hall

Relevant DS: Ipalogama

No of participants: 8 males and 2 females

### **Conditions of the road**

- There is no proper rehabilitation for the last 40 years.
- Most of the culverts are inadequate to discharge storm water drainage.
- Major part of the road run across paddy fields in Mahaweli System H therefore road should be raised in these sections to address the problem of submerge.
- There is no properly established drainage canal system and therefore erosions of the road edges are observed.

### **Difficulties on transportation**

- The domestic vehicles such as three wheels, motorcycles, cars and vans find extreme difficulties to run within seriously dilapidated section from Hiripitiyagama to Eppawala. It takes nearly two times more than required time to travel this short distance.
- The vehicles frequently have breakdowns due to dilapidated nature of the road. Even some three wheel operators are reluctant to provide hiring service in this section.
- Difficult to complete journeys within expected time.
- Difficulties to accompany serious patients to the hospitals

### **Implications on road user economy**

- According to the participants of this FGD the business in the townships connected to dilapidated road have gone down due to lack of customers visiting their business ventures. Some of their customers have decided to visit other towns that are located in good roads.
- Business vehicles carrying goods to sell to the shops in Ipalogama area are reluctant to run on this road. Only few vehicles come but they increased their prices of the goods.
- Lorries purchasing paddy from the farmers are also not frequently visiting, even they visit they negotiate for lower prices due to the transport difficulties they are faced with.

### **Public transport system existing in the road**

The information on public transportation system in this road is mentioned in FGD 7

### **Maintenance program of the road**

Same views expressed by participants in FGD 7 conducted on this road were also expressed by the participants of this FGD.

### **Justifications of the proposed road improvement project**

Same views expressed by participants in FGD 7 conducted on this road were also expressed by the participants of this FGD.

### **Suggestions to the road improvement project**

- Entire road section needs drainage canal system to be established
- The culvert located at 17<sup>th</sup> km post is not adequate and therefore it should be constructed as box culvert.
- The road section near 18<sup>th</sup> km post gets submerged during rainy seasons and therefore its elevation must be raised.
- Retaining walls may be constructed in some sensitive locations run across paddy lands

### **The benefits during construction**

The benefits during construction period are similar as mentioned in FGD 7.

### **Negative impact during construction**

The information on possible negative impacts are similar to the views expressed by the participants at FGD 7.

### **Measures to mitigate construction induced impacts**

The information on mitigatory measures suggested in this FDG is similar to the views expressed by participants at FGD7.

### **Possibilities for local community members to participate in the project activities**

- Participate as employees
- Act as informal monitors on the adequacy and quality of the construction activity

### **Benefits during post construction**

The benefits during construction are similar to the views expressed by the participant at FDG 7

### **Negative impact during post construction**

The information on negative impacts during post construction mentioned in FDG 7 is similar to the views of the participants in this FGD.

### **Measures to mitigate negative impacts post construction**



The information on mitigatory measures to mitigate negative impacts during post construction mentioned in FDG 7 is similar to the views of the participants in this FGD.

#### **Grievance redress mechanism**

- Establish a committee under the leadership of the divisional secretary and membership of relevant Grama Niladharies and community leaders.
- Make the public properly aware of the functions of this grievance redressed committee.



**Participant list with signatures**

കേരള - തിരുവനന്തപുരം ജില്ലാ പഞ്ചായത്ത്  
 പട്ടണമുക്ക് താലൂക്കിലെ പഞ്ചായത്ത്

തീയതി: 2018/03/06





പ്രമേയം: പഞ്ചായത്ത് മെമ്പർ ലിസ്റ്റ് നൽകൽ





പ്രമേയം നമ്പർ: 498 200 000000

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ക്രമ നമ്പർ	പേര്	താലൂക്കിലെ പഞ്ചായത്ത്	താലൂക്കിലെ പഞ്ചായത്ത്	മുദ്ര
1	S.A. മുഹമ്മദ്	05. പഞ്ചായത്ത്, തിരുവനന്തപുരം	പഞ്ചായത്ത്	B
2	H.M.S. മുഹമ്മദ്	07. 476 3565	07. 476 3565	07. 476 3565
3	M.K. മുഹമ്മദ്	07. 374 2384	07. 374 2384	07. 374 2384
4	A.S.K. മുഹമ്മദ്	07. 374 2384	07. 374 2384	07. 374 2384
5	മുഹമ്മദ് മുഹമ്മദ്	07. 374 2384	07. 374 2384	07. 374 2384
6	R.L. മുഹമ്മദ്	07. 374 2384	07. 374 2384	07. 374 2384
7	R. മുഹമ്മദ്	07. 374 2384	07. 374 2384	07. 374 2384
8	K.R. മുഹമ്മദ്	07. 374 2384	07. 374 2384	07. 374 2384
9	P.M. മുഹമ്മദ്	07. 374 2384	07. 374 2384	07. 374 2384
10	S.P. മുഹമ്മദ്	07. 374 2384	07. 374 2384	07. 374 2384

## Annex6 - Involuntary Resettlement & Indigenous People and Voluntary Donation Checklist (Due Diligence Activity)





Kekirawa Social Survey 2018- Social institutions along the road						
Ganewalpola - Dachchahalmillewa Road (B133)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
1	283	Mosque		3690	1	
2	270	Muriyakadawala Mithree College	LHS	5350	2	
3	262	Church		6490	5	
4	261	School	LHS	6540	6	

Kekirawa Social Survey 2018- Social institutions along the road						
Ganewalpola - Dachchahalmillewa Road (B133)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
5	257	Community Hall		7020	7	
6	253	Statue	LHS	7430	8	
7	238	Maternity and child clinics	RHS	11040	10	
8	237	Moragoda Shadhar College	LHS	11140	11	

### Kekirawa Social Survey 2018- Social institutions along the road

Ganewalpola - Dachchahalmillewa Road (B133)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
9	235	Meragoda Police Station	LHS	11280	12	
10	215	Govijana Service Center		15940	15	
11	212	Isipathana Meheri Aramaya		16250	16	
12	211	Small Statue		16530	17	

### Kekirawa Social Survey 2018- Social institutions along the road

Ganewalpola - Dachchahalmillewa Road (B133)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
13	210	Yakalla Maha Vidyalaya		16780	18	
14	202	Yakalla Hospital	RHS	17600	19	
15	199	Sri Whardhanaramaya Temple	LHS	18530	20	
16	171	Divisional Irrigation Engineering Office	RHS	25280	22	





### Kekirawa Social Survey 2018- Social institutions along the road

Ganewalpola - Dachchahalmillewa Road (B133)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
17	170	Galenbidunuwewa Hospital	RHS	25500	23	
18	471	Thakshila Maha Vidyalaya		27420	26	
19	417	Small Statue		35990	30	
20	414	AccesSmall Shop Road for arcological place		36530	32	



### Kekirawa Social Survey 2018- Social institutions along the road

Ganewalpola - Dachchahalmillewa Road (B133)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
21	404	Primary Medical Care Unit		38190	33	
22	392	Aggricuture Center		39740	34	
23	381	Itharwetunawewa Muslim School		42170	35	
24	377	Sri Dhamma Rakkhitharamaya Temple		43340	37	

Kekirawa Social Survey 2018- Social institutions along the road						
Ganewalpola - Dachchahalmillewa Road (B133)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
25	371	Diyamallagaswewa School		44250	38	
26	365	Temple		45480	39	

Kekirawa Social Survey 2018- Social institutions along the road						
Kelirawa-Ganewalpola (212)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
2	308	Fuelling station	R	370	1	
3	320	Railway crossing		3010	2	
4	321	School	L	3080	3	



Kekirawa Social Survey 2018- Social institutions along the road						
Kekirawa-Ganewalpola (212)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
5	335	Kovil		5110	4	
6	345	School	R	6220	5	

Kekirawa Social Survey 2018- Social institutions along the road						
Kekirawa-Tholsawa (213)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
1	434	Kekirawa School		1250	5	
2	513	Railway Crossing		5700	9	
3	521	Mularumagama School		7180	10	
4	523	Filling Station	RHS	7680	11	

Kekirawa Social Survey 2018- Social institutions along the road						
Kekirawa-Thalawa(113)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
5	533	Sri Dinendraramaya		8930	14	
6	537	Hiripitiyagama School	LHS	9420	15	
7	538	Ipabugama Divisional Education Office	RHS	9610	16	
8	548	DS Office		11160	17	

Kekirawa Social Survey 2018- Social institutions along the road						
Kekirawa-Thalawa(113)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
9	586	Mahallukpallama Maha Vidyalaya		17070	26	
10	587	Irrigation Office, Statue	LHS	17330	27	
11	603	Kale DiulWewa Maha Vidyalaya		19410	30	
12	605	Cemetery		19730	31	

Kekirawa Social Survey 2018- Social institutions along the road						
Kekirawa-Thalawa(113)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
13	677	Public Ground		26870	45	
14	684	Galkanda Purana Viharaya		28470	49	
15	709	Division education Office	LHS	31530	54	
16	710	Subodhi Maha vidyalaya		31640	55	

Kekirawa Social Survey 2018- Social institutions along the road						
Kekirawa-Thalawa(113)						
#	WayPoint No	Description	LHS/RHS	(Chainage-m)	Photo Number	
17	711	Temple	RHS	31980	56	
18	725	Galnewa Anandhodaya vidyalaya		34260	60	
19	737	Mobile Shop/Kovil		35820	64	
20	749	Railway Small Shopping		37600	67	

## INVOLUNTARY RESETTLEMENT IMPACT CATAGORIZATION LIST

**Project:** Improvement of B 213, B 212 AND B B133 Roads in North Central Province under Integrated Road Investment Program

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
<b>Involuntary Acquisition of Land</b>				
1. Will there be land acquisition?		x		
2. Is the site for land acquisition known?				Not Relevant
3. Is the ownership status and current usage of land to be acquired known?				Not Relevant
4. Will easement be utilized within an existing Right of Way (ROW)?	x			
5. Will there be loss of shelter and residential land due to land acquisition?		x		
6. Will there be loss of agricultural and other productive assets due to land acquisition?		x		
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		x		
8. Will there be loss of businesses or enterprises due to land acquisition?		x		
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		x		
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		x		
11. If land use is changed, will it have an adverse impact on social and economic activities?		x		Proposed improvements will be implemented within ROW

12. Will access to land and resources owned communally or by the state be restricted?		x		
<b>Information on Displaced Persons: There will be no land acquisition and evacuation of persons due to the proposed road improvement projects. Therefore, following questions are irrelevant.</b>				
Any estimate of the likely number of persons that will be displaced by the Project? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, approximately how many? _____ <i>No Physical displacement is involved in the project</i>				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Not Applicable				
Are any displaced persons from indigenous or ethnic minority groups? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Not Applicable				

Note: The project team may attach additional information on the project, as necessary.