



Involuntary Resettlement Due Diligence Report

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Loan Numbers: Tranche 2 – 3221 /3222
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March 2020

SRI: Integrated Road Investment Program Improvement, Rehabilitation and Maintenance of A003 Road from Kochchikade (CH 38 + 000 km) to Puttalam (CH 126 +800 km)

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

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Asian Development Bank



**Ministry of Roads and Highways
Road Development Authority**



SRI: Integrated Road Investment Program Road Maintenance Contract

**Improvement, Rehabilitation and Maintenance of
The section of A003 Road from Kochchikade Bridge to
Chilaw**

Involuntary Resettlement Due Diligence & Socioeconomic Assessment Report

Final Report

March 2020

**Prepared by
EML Consultants (Pvt) Ltd**

**Submitted to
Road Development Authority
Ministry of Roads and Highways**

**Submitted to
Asian Development Bank**

CURRENCY EQUIVALENTS

Currency unit- Sri Lanka Rupee (Rs) US

\$1.00 = Rs.186

(As of March, 2020)

Abbreviations

ADB	Asian Development Bank
AP	Affected Person
RMC	Road Maintenance Contracts
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

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I Introduction

A. Background

1. The population of Sri Lanka is about 20 Million and it spreads over nine provinces, covering a land area of 65,610 km². 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 in RDA, Sri Lanka has the highest road density among countries in the South Asian Region. Improvements to National highways (A and B roads) and rehabilitation of provincial roads (C and D roads) have been given significant place in the development agenda of the previous and present Governments, and as a result, a significant percentage of road networks have been improved. Improvements to the existing road network, including all categories of roads, is a felt need of the country to facilitate the distribution of economic and social wellbeing of the people in the 9 provinces. The policy makers and planners of the road sector have rightly understood the significance of connectivity impacts of the road network, and therefore, projects and programs are being implemented to improve the roads in all categories, from national to rural. The express ways constructed and proposed to construct will also add significant contribution in promoting the connectivity impacts of the road network improvement.

2. The Government of Sri Lanka (GoSL) has requested financial assistance from the Asian Development Bank (ADB) for the investment program, which is officially called as the 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 acceleration of economic growth".

3. The project is to be executed as a Multi-Tranche Financial Facility (MFF). Ministry of Roads and Highways will be the executing agency while the Road Development Authority (RDA) will be the implementing agency of the project.

4. The project is to be executed in several provinces of the country, including the North-Western Province (NWP).

5. The project mainly focuses on the rehabilitation of existing carriageway to improve the road surface physically capable to all weather conditions to provide enhanced access. The improvements will be done within the available Right of Way (RoW) of the candidate road and road expansion is not considered in this program. Therefore, acquisition of private land and an evacuation of people (Involuntary Resettlement impacts –IR) are not expected.

6. This report is on involuntary resettlement due diligence and socioeconomic assessment for the road in Chilaw district of North Western Province. The purpose of this report is to identify involuntary resettlement issues due to implementation of the intended rehabilitation activities of the candidate road from Kochchikade Bridge to Chilaw. The report intends to present the outcome of the IR due diligence study and provide mitigation measures in case of any IR issues are observed. Finally the report also aims at establishment of base line socio-economic condition of communities in the road catchment

including gender related aspects and views of the community members and other stakeholders on the proposed improvement work to the candidate road section. The report contains two (2) sections. Section one deals with involuntary resettlement and due diligence while section two discusses the socio-economic aspects of the communities related to the candidate road. Gender related aspects and views of the community on the project based on consultations were also carried out during the study.

B. Description of the project on improvement, Rehabilitation and Maintenance of the section of A003 Road from Kochchikade Bridge to Chilaw

7. The national road, selected under the integrated road investment program for the improvement and maintenance RMC package, spreads out in five Divisional Secretariat Divisions (DSDs) of Puttalam District in NWP are shown below. (Figure I-1).

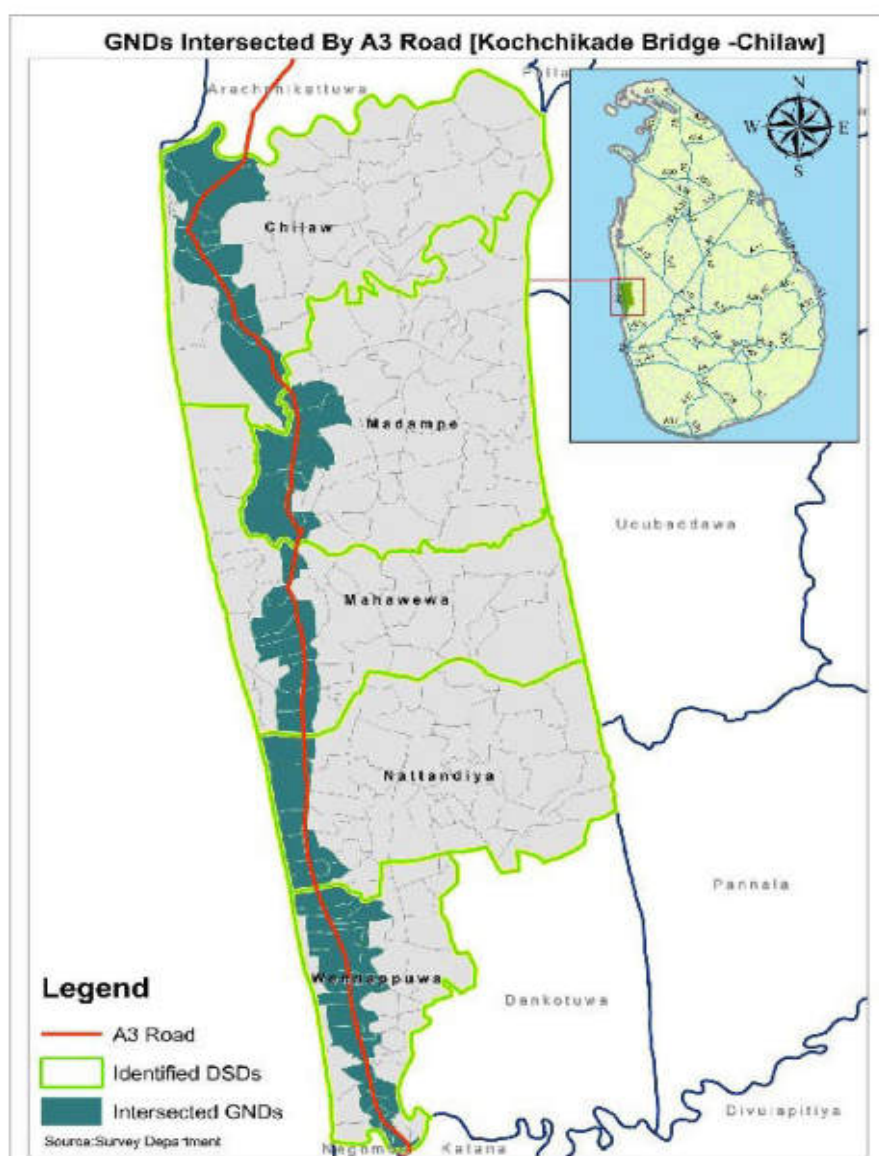


Figure I-1: The DSDs relevant to proposed candidate road

8. The road proposed for improvement is connected to 9 main national roads (A and B) and about 95 C and D roads running across the Puttalam district, which are linking a number of other districts of the country. The details of the candidate road with their connectivity to other national and provincial roads are given in **Annex I.1** to this report.

9. The candidate road runs across 5 DSDs and 72 GNDs as shown in **Figure I-1**. These areas can be defined as the project influential area. However, it should be mentioned that this road section intersect these 72 GNDs in 5 DSDs and overall, it directly serves all 244 GNDs located within 5 DSDs. The details of the DSDs and GNDs through which this road section runs in the project influential area are shown in **Table I-1**.

Table I-1: Project related administrative divisions

Name of District/s relevant to the project	Names of DSDs	No of GND divisions (located in project influence area)
Puttalam District	Wennappuwa	26
	Nattandiya	11
	Mahawewa	13
	Madampe	8
	Chilaw	14
Total	5	72

Source: Resource profiles of DSDs

10. Land area in the road influential area mainly includes homesteads, infrastructures, including townships, coconut plantations, paddy land and marshy lands. The main land use features, observed in the road influential area, are shown in **Figure I-2**.

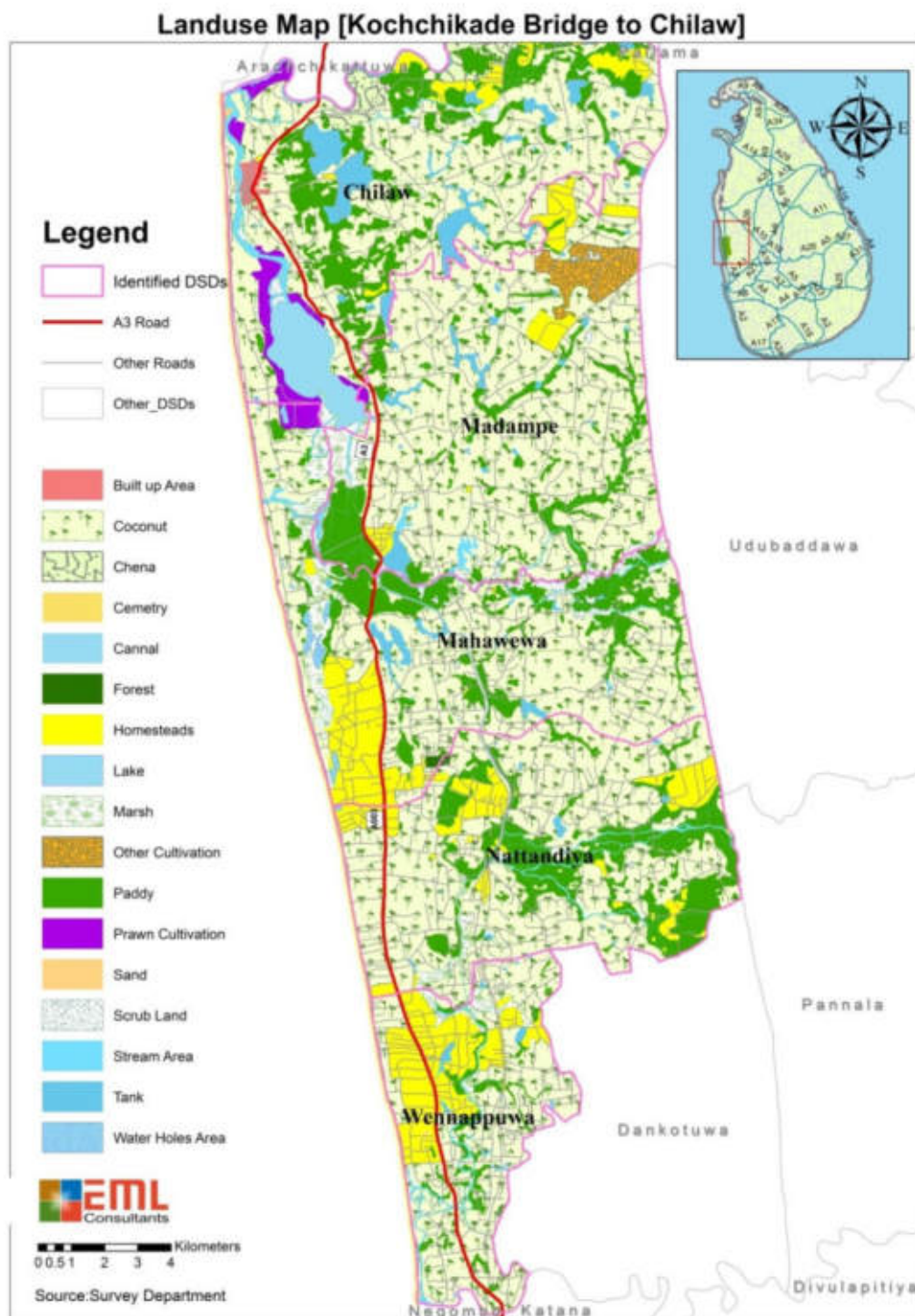


Figure I-2. Main land use features in the road influential area

11. The iRoad envisage carrying out limited improvements such as improving road surface, sealing of road edges with properly established road shoulders and improving road drainage in critical sections. The project does not intend to expand the existing width of the road. The IR impacts will be zero or minimal in this context (existing width of the ROW is range from 14500 – 20200 mm). The scope of work proposed under the RMC includes the following: clearing and grubbing; roadway excavation; channel excavation; excavation and backfill of structures; embankment construction; sub bases, capping layers, and bases;

shoulder construction, asphalt overlay; roadside and lead-away drains; cleaning, desalting, and repairing of culverts.

The improvement works for selected roads under iRoad Program will be as follows:

- The widening of roads will be carried out only if there is sufficient ROW.
- As the existing surface is asphalt; it will be overlaid with the AC.
- The base correction will be carried out if base failures are found along the road.
- The buildup drain and earth drain will be provided, where necessary.
- The earthwork will be carried out in required areas.
- Reconstruction and improvements and construction of new bridges
- Walkway will be provided for the major towns
- Finally, road marking, road signs will be carried out.

(Source: PIU, iRoad Program, RDA)

The **Figure 1-3** shows the starting and end points of the section proposed for improvement.



Road	Starting point at Kochchikade	Ending point at Chilaw
Kochchikade - Chilaw		

Figure I-3: Photos on starting and ending points of the section proposed for improvement.

The **Annex I-2** indicates the cross section of the road proposed for improvement and the existing cross section and the proposed improvements.

SECTION 1

II Involuntary Resettlement and Due Diligence

12. In the Introductory section to this report, the details of the road that has been earmarked for improvement under Road Maintenance Contracts (RMC) in Puttalam district in the North Western province have been discussed. As highlighted therein, a section of A 003 road with 38km length has been selected for improvements with some modernization, but the construction activities will be confined to the existing ROWs of the road (from drainage canal to drainage canal) . Nevertheless, the IR due diligence study team has found that there are some structures, temporary in nature, are erected on some locations adjacent to the road edges, and are used by local persons for their livelihood related activities.. As stated in the introduction an involuntary resettlement (IR) due diligence needs to be completed within this road section to identify any IR impacts that would occur due to proposed road improvement works.

A. Methodology used to carry out the due diligence

13. 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 cross section of the road (including carriage way, shoulders and drainage canals) . As explained in the IR framework the available corridor for improvement is considered to be the space between fence to fence or road side drain to drain. Hence, any structure between the fence/ drain and the existing road edge was recorded. The road width existing between boundary stones established by RDA was considered as ROW to be improved under the project.

14. The consultants carried out following chronological activities as part of field verification for this due diligence on IR (**Table II-1**). The qualitative data was also collected from sample owners of the structures (38 persons representing 38km length of the road) to document their views. (One on one interviews). These 38 persons interviewed under one on one qualitative information collection method are the persons operating business/livelihood related activities in the area near to the road boundary. They carry out their business activities in different types of structures, mostly temporary established. Any of these structures will not be affected due to the implementation of intended improvement activities of the road. Since they have been in the area near to the road boundary for long period of time they were considered for one on one interviews to obtain information on their views on the possible temporary difficulties such as dust, noise etc of the road improvement work on the local communities.

Table II-1: Chronological methods followed to identify roadside structures

Step	Activity	Time period	Out puts and Type of data collected
1	Visiting of Road relevant DS and GN officers to make them aware of the intended activity	16 th October 2019 – 23 rd October 2019	Awareness of the DSs and GNs about the walkthrough survey by the survey team to identify vulnerable properties (structures)
2	Walk along the road and administer a specific questionnaire with identified vulnerable structures to be damaged or create negative impacts during construction	October 2019 – November 2019	Basic information of the structures identified (name of the owner, type of structure, income, a photo and his/her voluntary willingness to shift the structure to another location, if required, etc.)
3	Preparation of the profile of vulnerable structures	December 2019	All the vulnerable structures are discussed on the report

B. Summary of field observations and verification

B1. Project affected structures

15. The consultants observed large number of structures located in the immediate vicinity of the road edges but, only 9 of them will have negative impacts due to intended road improvement work. Out of these project affected 9 structures (3 are located on the right side and 6 are on the left side of the road. 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 owners are willing to cooperate and ready to shift their structures, if required during the construction phase. Most of these are temporary structures some are fixed to the ground and some are moveable Carts. All of them can be shifted or easily movable. All the structures are located within ROW.

16. Nine structures which are close to the existing road edges found in following Chainage /locations and are discussed below in detail.

Details of Structure – 1

17. This structure has been constructed by W. L. J. Fernando, age 52, (male) in 2003 at this location less than 1m from the road edge on left side of the road when traveling from Kochchikade end. His family is living in at the Address: 110 North Waikkala, Waikkala. The location of the likelihood project affected structure is at GPS Cording: 07 16.346'N 079 51.835' E and Chainage: 38 – 39 km. This person holds an identity Card/NIC number 628654956v and he can be contacted through phone number 763964137. The affected

structure is Moveable used for selling lottery and king coconut. He earns about Rs 25000 monthly income from this informal business activity performed in Road reservation. This structure can be shifted to forward or backward of the road and he expressed his voluntary willingness to shift this but he needs information on the date of commencing rehabilitation work in front of his structure at least 7 days ahead. **Figure II.1.**



Figure II-1: View of lotteries stall from two angles

Details of Structure – 2

18. This structure has been constructed by Sumedha Pushpakanthi, age 48, (female) in 2019 at this location less than 1m from the road edge on left side of the road when traveling from Kochchikade end. Her family is living in at the Address: Pragathi mawatha, Waikkala. The location of the likelihood project affected structure is at GPS Cording: [07 16.809'N 079 51.347'E and Chainage: 39- 40 km. This person holds an identity card NIC Number: 715513048V and she can be contacted through phone number 0767316737. The affected structure is an extended section of her semi-permanent building and this portion is used for selling few readymade Garments. She earns about Rs 5000 monthly income from this informal business activity performed in road reservation. This structure can be removed easily. It does not have strong structural connection with her permanent building. It appears that the main structure has been there for some time and the occupant had made some temporary shade projecting towards the road edge. She expressed her voluntary willingness to remove this temporary established roof but she needs information on the date of commencing rehabilitation work in front of his structure at least 7 days ahead. **Figure II.2.**



Figure II-2: Views of food stall from left and right sides

Details of Structure – 3

This structure has been constructed by Roy Prasanna, age 47, (male) in 2019 at this location less than 1m from the road edge on left side of the road when traveling from Kochchikade end. His family is living in at the Address: 779 Shantha Gerrad road, Wennappuwa. The location of the likelihood project affected structure is at GPS Cording: [07 19.833' N 079 50.705' E] and Chainage: 45-46 km. He can be contacted through phone number 770878675. The affected structure is moveable Cart used for selling Lottery tickets. He earns about Rs 25000 monthly income from this informal business activity performed in Road reservation. This structure can be moved easily forward or back word of the road reservation. He expressed his voluntary willingness to move this structure but he needs information on the date of commencing rehabilitation work in front of his structure at least 2-3 days ahead. **Figure II.3.**



Figure II-3: Views of lotteries stall from two angles

Details Structure – 4

18. This structure has been constructed by Jasintha Fernando, age 58, (female) in 2018 at this location less than 1m from the road edge on right side of the road when traveling from Kochchikade end. Her family is living in at the Address: Gangoda road, Bandirippuwa, Lunuwila. The location of the likelihood project affected structure is at GPS Cording: 07 20.298'N 079 50.591'E and Chainage: 45-46 km. This person holds an identity card NIC Number: 616023349v and she can be contacted through phone number 769611865. The affected structure is moveable and it is used for selling Lottery tickets. She earns about Rs 30000 monthly income from this informal business activity performed in Road reservation. This structure can be moved easily towards backward or forward along the road reservation. She expressed her voluntary willingness to move this structure but he needs information on the date of commencing rehabilitation work in front of his structure at least 3-4 days ahead. **Figure II.4.**



Figure II-4: View of lotteries stall from right side

Details of Structure – 5

19. This structure has been constructed by: M R Samarawickrama, age 66, (female) in 2017 at this location less than 1m from the road edge on left side of the road when traveling from Kochchikade end. Her family is living in at the Address 83/3 Sirigampala, Santhanapura Lunuwila, The location of the likelihood project affected structure is at GPS Cording: 07 20.951' N 079 50.317'E and Chainage: 47-48 km. This person holds an identity card NIC Number: 537804025v and she can be contacted through phone number 778673647. The affected structure is moveable and it is used for selling lottery tickets. She earns about Rs 12000 monthly income from this informal business activity performed in Road reservation. This structure can be moved easily towards backward or forward along the road reservation. She expressed her voluntary willingness to move this structure but she needs information on the date of commencing rehabilitation work in front of her structure at least 3-4 days ahead. **Figure II.5.**



Figure II-5: Left view of lotteries stall

Details of Structure – 6

20. This structure has been constructed by: P J Rosa, age 62, (female) in 2018 at this location less than 1m from the road edge on left side of the road when traveling from Kochchikade end. Her family is living in at the Address: 42/b/1 Kolin Jadiya Wennappuwa. The location of the likelihood project affected structure is at GPS Cording: 07 21.249'N 079 50.187'E and Chainage: 47-48 km. This person holds an identity card NIC Number: 586392417v and she can be contacted through phone number 0773021825. The affected structure is moveable and it is used for selling tea and snacks. She earns about Rs 10000 monthly income from this informal business activity performed in Road reservation. This structure can be moved easily towards backward or forward along the road reservation. She expressed her voluntary willingness to move this structure but she needs information on the date of commencing rehabilitation work in front of her structure at least 3-4 days ahead.

Figure II.6.



Figure II-6: View of food stall

Details of Structure – 7

21. This structure has been constructed by W A D R Dilshara, age 24, (male) in 2015 at this location less than 1m from the road edge on left side of the road when traveling from Kochchikade end. His family is living in at the Address: 21.Hewawitharana waththa, Marawila. The location of the likelihood project affected structure is at GPS Cording: 07 24.025'N 079 49.884'E and Chainage: 53 – 54 km. This person holds an identity Card/NIC number 966941723v and he can be contacted through phone number

0777170581. The affected structure is an extended portion of a semi-permanent structure which is used for selling vegetables and king coconut. He earns about Rs 60000 monthly income from this informal business activity performed in Road reservation. This structure can be removed and take the selling items inside his semi-permanent building as temporary measure. He expressed his voluntary willingness to remove the structure but he needs information on the date of commencing rehabilitation work in front of his structure at least 14 days ahead. **Figure II.7.**



Figure II-7: Views of grocery shop from two angles

Details of Structure – 8

22. This structure has been constructed by D. N. Silva, age 56, (female) in 2019 at this location less than 1m from the road edge on right side of the road when traveling from Kochchikade end. Her family is living in at the address, Mudukatuwa- Esat Marawila. The location of the likelihood project affected structure is at GPS Cording: 07 24.400' N 079 49.875'E and Chainage: 53-54 km. This person holds an identity card NIC Number: 637261207v and she can be contacted through phone number 0779714074. The affected structure is moveable and it is used for making hoppers and other short eat items. She earns about Rs 25000 monthly income from this informal business activity performed in Road reservation. This structure can be moved easily towards backward or forward along the road reservation. She expressed her voluntary willingness to move this structure but She needs information on the date of commencing rehabilitation work in front of her structure at least 7 days ahead. **Figure II.8.**



Figure II-8: Views of Foods stall from two angles

Details of Structure – 9

23. This structure has been constructed by M S C Peries, age 36, (male) in 2016 at this location less than 1m from the road edge on right side of the road when traveling from Kochchikade end. His family is living in at the Address: Pambala, Kakkapalliya. The location of the livelihood project affected structure is at GPS Cording: [07 31.310' N 079 49.671 E and Chainage: 66 – 67 km. This person holds an identity Card/NIC number 830614311 and he can be contacted through phone number 0763408348. The affected structure is an extended portion of a semi-permanent structure which is used for selling vegetables and fruits. He earns about Rs 25000 monthly income from this informal business activity performed in Road reservation. This structure can be removed and take the selling items inside his semi-permanent building as temporary measure. He expressed his voluntary willingness to remove the structure but he needs information on the date of commencing rehabilitation work in front of his structure at least 14 days ahead. **Figure II.9.**



Figure II-9: View of vegetables stall

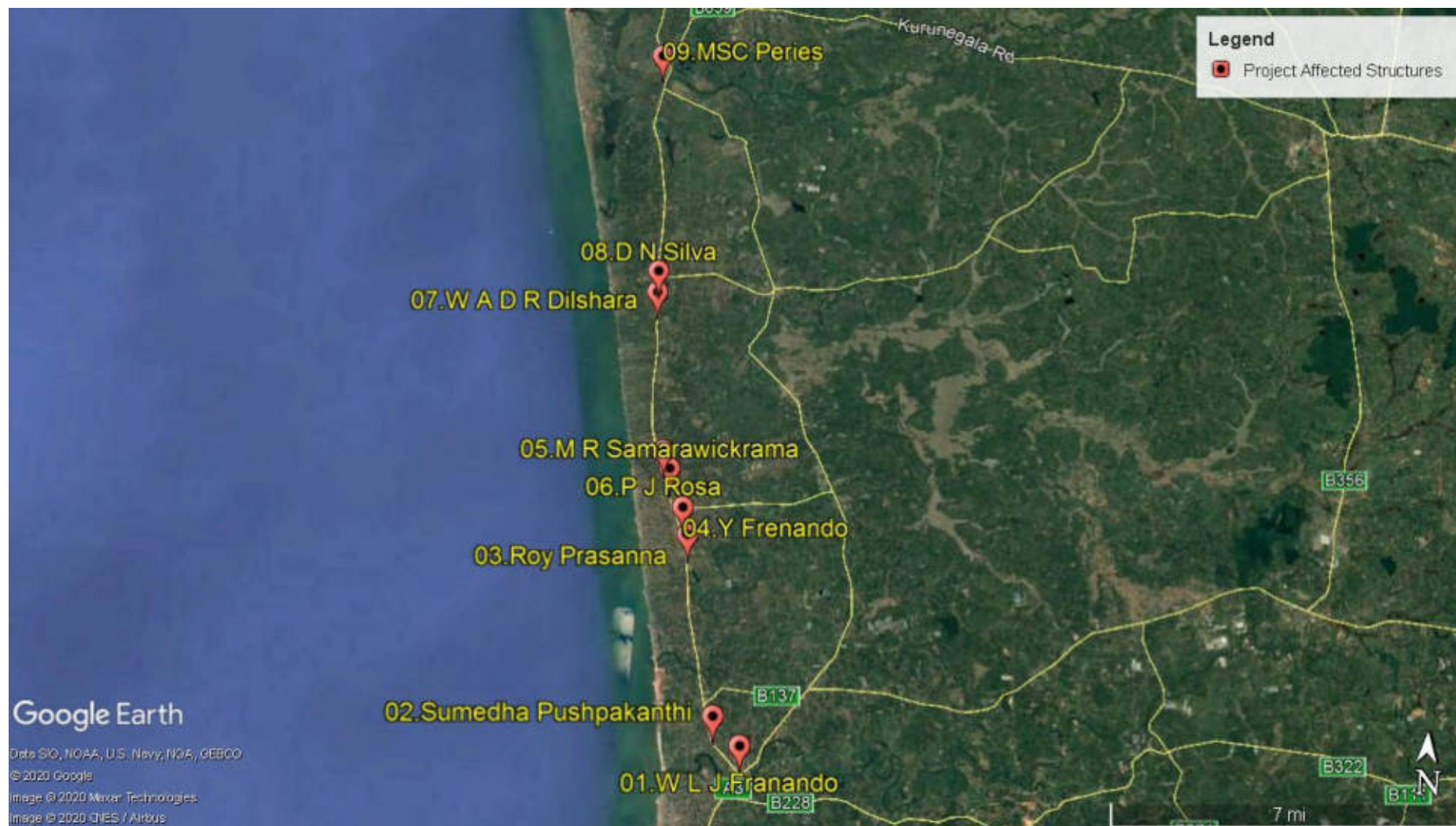


Figure II-10: Locations of 9 Structures with construction induced impacts along the road with Chainage

B2. Summary of IR Due diligence for road section from Kochchikade Bridge to Chilaw

24. The proposed project will not create Involuntary Resettlement Impacts (IR impacts) such as acquisition of land, evacuation of householders or displacement of people from their livelihoods. Nevertheless, the study team found 9 livelihood, business related structures are located close to the road edges and they may become constraints for attending required project implementation activities in front of such structures. All these structures can be shifted to other locations forward or backward of the same side of the road. During the time taken for this required shifting these informal business persons will be compelled to forgo their business activities and hence income possible during this period can be considered as the impact on livelihood. These impacts and mitigatory measures possible are discussed in detailed in the above section. The summary of this situation is presented below for further understanding.

Table II-2: Summary of ID Due diligence

Chainage	Number of Business structures	GPS	IR due diligence Categorization
38-39	1	[07 16.346'N 079 51.835' E]	Moveable structure with lotteries and grocery items.
39-40	1	[07 16.809'N 079 51.347'E]	Extended portion of roof of a house using for business is affected
45-46	2	[07 19.833' N 079 50.705' E]	Moveable structure with lotteries
		[07 20.298'N 079 50.591'E]	Moveable structure with lotteries
47-48	2	[07 21.249'N 079 50.187'E]	Moveable structure and tables kept in front the structures to display selling items
		[07 20.951' N 079 50.317'E]	Moveable structure with lotteries
53-54	2	[07 24.025'N 079 49.884'E]	Extended roof of the temporary structure is affected
		[07 24.400' N 079 49.875'E]	Moveable structure
66-67	1	[07 31.310' N 079 49.671 E]	Stall (vegetable, fruits etc)

B3. Mitigatory measures

25. The nine project affected persons mentioned in table II: 2 agreed to shift their small business structures to provide flexibility to carry out intended road improvement work. Construction schedule in front of their structures will be informed to these 9 persons prior to commencement of construction work. The owners of all 9 affected structures are prepared to implement mitigatory measures and they prefer to clear the area where they have presently occupied for their businesses to carrying out road improvement related activities. However, every business person affected by the project need short period for shifting of their structures and it will cause some temporary livelihood impact. They all categorically mentioned that the proposed improvements to the road will generate benefits to them and also they are in full agreements to forgo their temporary loss of income during shifting their business structures to other locations in the same road on temporary basis. These impacts will not be significant IR impact.

B4. Other observations of the survey team

26. IR impacts such as evacuation of occupants of structures or permanent displacement of people from their livelihoods were not observed. Nevertheless, The survey team observed several mobile vendors involved in informal business activities without structures erected in the road reservation. Some other persons carrying out business in mobile structures are also observed within the ROW but far from the road edges. Their activities will not disturb the contractors to carry out intended road improvement activities under the iRoad program in A003. Some of them are not involved in their business on regular basis.

27. The IR due diligence study found the possible negative impacts on 9 the business structures located within the areas that will be required for intended implementation activities of the project. The RDA/contractor will conduct public awareness campaign to inform all these persons involved in some business activities within the road reservation. They all should be provided with information on the construction schedule on timely basis. In addition to 9 directly affected business ventures there are some other structures found located just outside of the road area required for construction activities but these business structures also will have some indirect disturbances during construction period. Some of the following photos taken during survey period depict the correct situation of these vendors who will have some disturbances due to proposed iRoad project in A003.

 <p>R M Rathnasiri sells peanuts on a table in Nainamadama area, and he is a mobile vender.</p>	 <p>Mr. Karunadasa displays his selling items on the road side. These can be taken in to his semi-permanent structure located behind.</p>
 <p>Mr. Chaminda Nandalochana, kept his mobile cart with fruits in Marawila area. He is a mobile vender</p>	 <p>Mr. Anil has hung his garment items to sell on a fence and also some other items are kept some on table, his business is seasonal</p>
 <p>Mr. Lesly, Waikkala, hang bunch king coconuts on a tree</p>	 <p>Mr. P. S. L. Kumara keep his maize on the road edge in Mahawewa area</p>
	

Ms. R P S Jayakodi sells lunch packets on a table in Dankotuwa area	N C Denyal is a show maker in Chilaw and he kept his table near the road edge
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28. Above mentioned types of structures (other than 9 directly affected properties) observed in the vicinity of the road reservation are located more than 2 m away from the road edges and therefore any of these structures will not have negative economic/livelihood impacts.

C. Other impacts observed and mitigation measures

29. Some negative impacts will be possible within the road sections running across the townships, such as Wenappuwa, Mahawewa, Madampe and Chilaw, even the rest of the sections in the road run across built up areas located adjacent to the boundary of ROW. Therefore, the some impacts during construction are expected but these impacts will be confined to construction phase of the project. These temporary impacts are described below::

30. **Disruption of traffic:** Even though it is not a direct IR due diligence related issue traffic will be a problem on the road sections run within the townships. The issues related to traffic can be better managed through proper management of construction sites.

31. **Temporary loss of accessed:** The access to houses, institutes and businesses will be disturbed. This impact would be significant in town areas. In other areas, temporary disturbances to access can be mitigated through creating alternative access routes. Steel plates can be provided for the businesses and householders to establish temporary pathways to their premises during the construction phase (**please see IR check list in Annex II.1**).

32. **Shifting of utility supply lines:** There can be disturbances to the drinking water pipe lines, electricity distribution lines and telecommunication/telephone lines during construction phase. These impacts can be mitigated through proper collaboration with utility supply services, such as the National Water Supplies and Drainage Board, Ceylon Electricity Board and Sri Lanka Telecom.

33. **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. Damages to the business stores if occurred, will lead to economic losses during the period of repairing the damaged structures. These structures are mainly found in the road sections run across town ships. The Civil contracts should include appropriate measures to avoid/ manage the issues of dust, noise. Civil contracts should also include a 3rd party insurance to refurbishment of any damage of property caused by vibration during the constriction. It is also required to carry out a property condition survey within settlement areas close to the candidate roads (mainly within town ships) prior to commencement of the

construction activities. Informing the public on time about the possible temporary disruption and restoration of supply within the shortest possible time will also be implemented as appropriate other measures to minimize the inconvenience caused to public.

Table II-3: A summary of IR due diligence

chainage of the road section	Present condition of the road	Type of activity/ies to be carried out	IR due diligence categorization (whether there is IR impact or not)
38-39	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement works and routine maintenance	1 structure to be shifted during construction phase- no IR impact
39-40	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement works and routine maintenance	1 structure and impact is same as above
45-46	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement works and routine maintenance	2 structures and impact is same as above
47-48	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement works and routine maintenance	2 structures and impact is same as above
53-54	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement works and routine maintenance	2 structures and impact is same as above
66-67	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement works and routine maintenance	1 structures and impact is same as above

SECTION 2

III Socio-economic Assessment and Gender Participation Report

A. Methodology used for socio-economic sample survey

34. Field verification was carried out covering 38 km section of the candidate road, A003 Kochchikade-Chilaw in Puttalam District in the North Western Province to satisfy the requirement of socio-economic and due diligence. The site visits were carried during the period of October – November 2019. The Google online maps, topographic and land use maps were also used for the field investigations. A household questionnaire survey was conducted with 20% of households from total households located through the GNDs which candidate road section runs across. The sample selected for the household survey is 5009 selected from the GNDs relevant to the road corridors. These 5009 households were selected using random basis covering the 244 GNDs in the road corridor. Five Focus Group discussions (FGDs) and 38 One on one interviews were conducted to ascertain the public view on the project.

35. The section of candidate road (38 km from Kochchikade junction to Chilaw) runs through 5 Divisional Secretariat Divisions (DSDs). However, as this road is A class road, where development could be observed along the road corridor, sample socioeconomic survey was carried out covering GNDs in road corridor. The names of DSDs through which the candidate road runs across and the number of households surveys as sample are summarized in **Table III-1**.

Table III-1: The number of households surveyed in each project relevant DSD.

Name of DSD	No of Households surveyed	%
Chilaw	1418	28
Madampe	442	9
Mahawewa	648	13
Naththandiya	874	17
Wennappuwe	1627	32
Total	5,009	100

Source: Questionnaire survey

B. A Description of Key Physical and Socio-economic Features of road relevant areas

B1. Puttalam District

36. Puttalam is one of the 2 districts located in North Western Province (NWP) of the country. The other district of NWP is Kurunagala. The population in NWP is 2,380,861 and it is 11 % of the total population of the country (population in Sri Lanka is about 20,359,439). Since Puttalam District is the road relevant catchment, the information relevant to socio-economic aspects in Puttalam District is described in this section.

37. According to the data in the Department of Censuses and statistics in 2012, the population in Puttalam District was 762,400 comprising 368,970 (49%) male and 393,430 (51%) female. Majority of the population in Puttalam District is Sinhalese (74%). Tamil population is 6.5%. The second highest population, next to Sinhalese, is the Muslims, occupying 19% of the total population of the district.

38. Agriculture and fishery are the dominant livelihood activities of the people in Puttalam District. The approximate total area under agriculture in the district is 23,147 ha (Census and Statistics 2015). The area under paddy cultivation in Puttalam District is about 8,212 ha (Census and Statistic 2014/2015). The area occupied by paddy cultivation is 35% of the total agriculture area. The coconut and other minor crops are also significant features in agriculture in the district. The extent under coconut and other minor crop cultivation is 12,092 ha (52% of total agricultural land).

39. The people in employable age (economically active labor force) in Puttalam are involved in various sectors for their livelihoods. According to the data in Census and Statistics Department 2017, nearly 26.5 % of the employed population is involved in agriculture, forestry related activities (may be tree plantation and timber industry even though it is not specifically mentioned in the data of Census and statistics 2017) and fishery activities. The largest sector is industry related activities (33.2%). The data on employment in Puttalam district indicate little higher percentage of population involved in industry than agriculture, forestry and fishery. It may be due to significantly higher number of persons work in Aruwakkalu quarry and Puttalam cement factory, Salt production industry, Norochchole power plant etc. The remaining populations are involved in various service related livelihood activities. About 65% of male and 34.9% female population are reported as active population involved in economic activities in the district.

B2. Road relevant Divisional Secretariats (DSDs)

40. The candidate road section selected for the improvements runs across 5 DSDs in Puttalam District. The total population in these 5 DSDs is 344,212 and it is 45% of the population in Puttalam District. The highest population is reported from Wennappuwa DSD. The data related to population in road relevant DSDs is shown in **Table III-2**.

Table III-2. Population of DSDs in project impact area

DS Division	No of Families	Population
Chilaw	19,494	72,260
Wennappuwa	21,324	84,613
Naththandiya	20,059	74,743
Mahawewa	15,203	59,290
Madampe	14,841	53,306
Total	90,921	344,212

Source: Resource profiles of relevant DSDs - 2018

41. The female population is little higher than the male population in the country, and some other DSDs and in Puttalam District as a whole in general. This situation is equally relevant to the 5 DSDs of the road. The population data with gender segregation is shown in **Table III-3**.

Table III-3. Population with gender differences

DS Division	Female population		Male population		Total Population
	No	%	No	%	
Chilaw	37,769	52	34,491	48	72,260
Wennappuwa	44,882	53	39,731	47	84,613
Naththandiya	38,983	52	35,760	48	74,743
Mahawewa	30,957	52	28,333	48	59,290
Madampe	27,762	52	25,544	48	53,306

Source: Resource profiles of relevant DSDs - 2018

42. 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 III-4). 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 III-4**.

Table III-4.Population in DSD area with age differences

DS Division	Age Range										Total Populati on
	0-5		6-18		19-35		36-55		55<		
	No	%	No	%	No	%	No	%	No	%	
Chilaw	7226	10	18,788	26	18,065	25	15175	21	13006	18	72,260
Wennappuwa	8461	10	19,461	23	21,927	26	18615	22	16149	19	84,613
Naththandiya	5954	8	18,295	24	30,185	40	10181	14	10128	14	74,743
Mahawewa	5401	8	11,809	18	23,175	39	11326	19	7579	16	59,290
Madampe	3838	7	10,768	20	21,344	40	10211	20	7145	13	53,306
Total	30,880		79,121		114,696		65508		54007		344,212

Source: Resource profiles of relevant DSDs – 2018

43. About 91% of the population in road relevant DSD area is Sinhalese. This is significantly more than the percentage of Sinhalese population in Puttalam District as whole (it is 74%). Muslim population in DSDs is about 5% and it is 19% in Puttalam District. A small percentage of Tamil population is also reported from DSDs (3%). The data on ethnic diversity of the population in road relevant DSDs are shown in **Table III-5**.

Table III-5.Population in DSDs with ethnic differences

DS Division	Ethnicity								Total Population
	Sinhala		Tamil		Muslim		Other		
	No	%	No	%	No	%	No	%	
Chilaw	59,556	82.3	6109	8.5	6437	9	158	0.2	72,260
Wennappuwa	82,983	98.1	1446	1.7	67	0.1	117	0.1	84,613
Naththandiya	64,102	86	1905	3	8666	11	70	0.0	74,743
Mahawewa	57,964	98	1271	2	40	0.0	15	0.0	59,290
Madampe	48,970	92	1245	2	3071	6	20	0.0	53,306
	313,575	91	11,976	3	18,281	5	380	-	344,212

Source: Resource profiles of relevant DSDs – 2018

44. The data on education levels among population in 5 DSDs indicates moderate situation. The percentage of people with no formal education is 2% and it is lower than the national average (4.7% at national level). The percentage of population with university Degrees is 2 % and it is less than national situation (3%). The percentage of persons with post graduate degrees is negligible (0.1%) and it is 0.3% at national level. The education level related data on 6 DSDs is shown in **Table III-6**.

Table III-6.Education level of the people in DSDs

	Pre-School		Non-Educated		Grades 05-8		Grade 9-10		O/L		A/L		Graduated		Post Graduate		
	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%	
Chilaw	4964	7	2628	3.6	12079	17	28741	40	15910	22	6756	9.3	1092	1	90	0.1	72260
Wennappuwa	5410	6.3	1705	2	13215	15	41604	49	14568	17.2	6120	7.2	1819	2.1	172	0.2	84613
Naththandiya	5901	7.8	1828	2	18806	25.1	19201	26	18100	24	9201	12	1572	2	134	0.1	74743
Mahawewa	2864	5	997	2	10149	17	21843	37	15079	25	7385	12	937	1.5	36	0.06	59290
Madampe	3760	7	1023	2	7910	15	22243	42	10385	19	6892	13	981	1.8	112	0.2	53306
Total	22899	7	8181	2	62159	18	133632	38	74042	21	36354	10	6401	2	544	-	344212

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

45. Industry and Agriculture are the main livelihood activities of the population in road relevant DSDs and also in Puttalam District as whole. The data on persons involved in non-agriculture employments shows that nearly 50% of the people within employable ages in DSDs are involved in different scale of private sector activities, including business, labor work and self-employments. The percentage of people involved in public sector employments is 3% to 10% and this is similar to the national situation (15%). The private sector employments in DSDs range from 15% to 26%. This is nearly 40% in the country as a whole. The data on non-agriculture employments of the people in 5 DSDs is shown in **Table III-7**

Table III 7.Employement of DSDs

	Government		Private		Labor		Business		Self-Employment		Abroad		Other		Total
	No	%	No	%	No	%	No	%	No	%	No	%	No	%	
Chilaw	2366	5	6845	16	6055	14	8050	19	13044	30	3908	9	2844	7	43112
Wennappuwa	1680	3	11242	22	6600	13	7140	14	7181	14	12919	26	4006	8	50768
Naththandiya	3404	10	9034	26	4688	14	2100	6	6919	20	6405	18	2149	6	34699
Mahawewa	767	3	3834	15	3067	12	4089	16	7157	28	3834	15	2812	11	25560
Madampe	2079	8	5200	19	6975	26	3150	12	5002	18	2652	10	1858	7	26916

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

B3. The road types available in Puttalam District

46. The proposed candidate road is connected to road network in Puttalam District. The road network is a critical input for the economic development and distribution of economic benefits to the people in the area. The **Table III-8** includes the details of roads as network available in Puttalam District.

Table III-7.types of roads available in Puttalam District

District	Rd ID	Name of Road	Length (km)
Puttalam	8	Road to Sirrumbiadiya 4th mile Post to Anuradhapura road 6th mile post via Manaweriya and Sellakandal Area.	7.30
	9	Madyama Attavilluwa to Kiwla Road	3.67
	11	Wanathawilluwa 12 mile post to Morapathawa school road	7.05
	12	Eluwankulama to Gangewadiya	7.17
	13	Paalasola Junction To Mukkuthoduwawa Via Paalasola Pradana Mawatha 100Acs State	6.15
	14	Thihali Eaththala Internal Road	6.5
	15	Kandakuda Palliwasathure iROAD	8.5
	27	Nalladarankattuwa to Wendakaduwa via Aththanganaya	8.0
	1	Mahaus wewa -Waththegedara - Thalgaswewa	12.20
	2	Mellankulama Junction -Near Hospital to Kottukachchiya village	6.00
	4	Mahakubukkadawala Kottukachchiya Road	10.0
	5	Welewawa garment junction - Tharanagaha wawa- Rajawegama road	12.25
	6	Internal Road at Nawagaththegama - Galgamuwa main Road.	3.00
	7	Saliya wewa junction to Neela bemma road	13.00
	43	Thabbowa karuwalagas wewa outer circle	12.0
	44	Mailankulama Tabbowa temple junction	13.00
	45	Mahakubukkadawala Hospital road	1.76
	3	Adammana Junction- Medawakkulama Road	9.50
	26	Arachchikattuwa to Pallama via Adippala	8.0
	27	Nalladarankattuwa to Wendakaduwa via Aththanganaya	8.0
	28	E/Mungandaluwa Raraviru Lanka thilaka Mawatha toKaravita Temple	2.00
	29	Thiththakade to Manuwangama via Thissogama coparative shop	5.38
	30	Karavitagara Juntion to Kongasyaya Road via Dabakale Road	3.10
	31	Madampe Ihalagama Road	1.75

District	Rd ID	Name of Road	Length (km)
	32	Suduwalla Juntion to Mukunuwatawana Road	2.40
	24	Gurugodalla to Kuliyapitiya Nattandiya Main Road	1.50
Total length – Rural roads Puttalam District			17,268

C. Analysis of the Sample Socio-economic Survey

47. Key findings of the sample household survey are presented below. The results are discussed under sub topics 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.

C1. Key demographic information of the sample survey

Distribution of households by family size and age

48. **Family size:** The distribution of family size in each DSD of Puttalam relevant to the candidate roads is presented in table III-9. About 7% of the families in DSDs have more than 5 members in their families. The highest family size reported from DSD area range 3 to 4 members and it is 54%. The data on family size in road relevant DSD is presented in **Table III-9**.

Table III-8.Family size of the households surveyed

DSD	1-2 members		3-4 members		More than 05 members		Total
	No	%	No	%	No	%	
Wennappuwa	773	47.5	763	46.9	91	5.6	1627
Nattandiya	254	29.1	529	60.5	91	10.4	874
Mahawewa	356	54.9	270	41.7	22	3.4	648
Madampe	171	38.7	254	57.5	17	3.8	442
Chilaw	384	27.1	905	63.8	129	9.1	1418
Total	1938	39	2721	54	350	7	5009

Source-Sample survey conducted in 2019

49. **Age distribution:** Nearly 68% of 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 32% (17% of population with age 0-14 and 15% with more than 60).

50. 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. The **Table III-10** includes the age distribution of the sample household population.

Table III-9.Age distribution of the population in surveyed households

DSD	Total	Age Group					
		0-14		14-59		Above 60	
		No	%	No	%	No	%
Wennappuwa	4586	598	13	3097	67.5	891	19.4
Nattandiya	2812	595	21.2	1859	66.1	358	12.7
Mahawewa	1755	272	15.5	1169	66.6	314	17.9
Madampe	1283	192	15	918	71.6	173	13.5
Chilaw	4570	817	17.9	3178	69.5	575	12.6
total	15,006	2,474	17	10,221	68	2,311	15

Source-Sample survey conducted in 2019

Educational attainment

51. 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 III-11** below presents the level of educational attainment of sample population. Data collected show slightly higher level of performance of male in GCE (A/L) and above. Higher percentage of women shows slightly higher level of performance in G.C.E 9O/L) and below. The following information indicates the educational situation of sample population and the difference between male and female. The information on percentage ranges show the situation of households interviewed from 5 DSDs.

Table III-10.Percentage ranges show the situation of households interviewed

Level of Education attainment	Total	Male		Female	
		No	%	No	%
Age< 5yrs	417	204	48.9	213	51.1
No Schooling	407	162	39.8	245	60.2
Grade 1-5	1315	626	47.6	689	52.4
Grade 5-10	3301	1628	49.3	1673	50.7
Up to G.C.E. O/L	3360	1675	49.9	1685	50.1
G.C.E. O/L Pass	1902	1038	54.6	864	45.4
Up to G.C.E. A/L	1960	1040	53.1	920	46.9
G.C.E. A/L Pass	1289	712	55.2	577	44.8
Undergraduate/Graduate	403	222	55.1	181	44.9
Post graduate	18	11	61.1	7	38.9
Other	90	48	53.3	42	46.7
Level of education unknown	544	261	48	283	52
Total	15006	7,627	50.8	7,379	49.2

Source-Sample survey conducted in 2019

Note- A considerable no of surveyed sample consist over aged family members and the most of the aged population were not schooled or the respondents of the survey were not aware about their grandparents education level, Therefore, this category has been mentioned as level of education unknown and in the table III-11. Another category mentioned as other includes persons obtained training on skill works such as carpentry, masonry, electrical work and motor mechanism etc.

Occupations of household heads

52. Most of the household heads are involved in private sector and self-employment activities. The percentage of heads of households involved in business is also significant (14.8%). The percentage (ranges) of the households involved in different employments in 5 DSDs are shown below for summarized description of the employment profiles of the household heads in sample households interviewed.

Table III-11. Major Types of Occupations of household heads

Employment	Percentage of HHs
Farmers	0.8
Public sector	10.3
Private sector	18.2
Skilled labor	13
Business	14.8
Self-employment	19.6
Wage labor	10.4
Fishermen	3.5
Foreign Employment	6.2
Dependents	0.8

Source-Sample survey conducted in 2019

53. The further details on percentages of Household heads involved in different employments are shown in **Table III-13**. The percentage of persons involved in agriculture and fisheries is comparatively low (0.8% in agriculture and 3.5% in fisheries). This is somewhat difference from the general situation in project relevant DSDs as whole. This is because the sample households for the survey was obtained from the GNDs through which candidate road section runs across and therefore, their involvement in agriculture and fisheries is comparatively lower than the people residing in interior areas of the DSDs. .

Table III-12: Total Numbers and Percentages of Occupations of Household Heads – DSD Basis

Head HH Income Source																							
DSD	Farming		Public sector		Private sector		Skill labor		Unskilled labor		Commercial activity		Self-employment		Wage labor		Animal husbandry/fishing		Foreign employment		Dependents		Total
	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%	
Wenappuwa	5	0.4	87	6.9	273	21.8	125	10	41	3.3	293	23.4	190	15.2	76	6.1	32	2.6	114	9.1	174	1.4	1253
Nattandiya	0	0.0	42	7.2	47	8.1	118	20.3	7	1.2	108	18.6	57	9.8	105	18.1	60	10.3	35	6.0	1	0.2	580
Mahaweewa	8	1.6	74	14.7	145	28.8	58	11.5	23	4.6	31	6.2	95	18.8	33	6.5	2	0.4	34	6.7	1	0.2	504
Madampe	8	2.9	46	16.8	43	15.8	56	20.5	9	3.3	27	9.9	52	19.0	16	5.9	5	1.8	8	2.9	3	1.1	273
Chilaw	6	0.7	115	12.5	133	14.5	101	11.0	8	0.9	65	7.1	297	32.3	136	14.8	26	2.8	28	3.0	5	0.5	920
Total	27	0.8	364	10.3	641	18.2	458	13.0	88	2.5	524	14.8	691	19.6	366	10.4	125	3.5	219	6.2	278	0.8	3530

Source-Sample survey conducted in 2019

Average household income and expenditure

54. Nearly 39% of the households interviewed draw monthly income Rs. 15,000 to Rs.49,999. The percentage of households drawing more than Rs 100,000 monthly income is 12.8 % of the total households interviewed. About 8.1% of the households are reported as households drawing a monthly income of blow Rs 5,000. Some of the households of the sample (about 147) that are earning less than Rs 5000 monthly income report their monthly expenditure as Rs 5000 or little more. It can be realistically assume that figures they mention as income may be under reported while the figures on expenditure are over reported. These households may have irregular income generation activities. The **Table III-14** includes the data on monthly income and expenditure of the households interviewed. About 70% of the households spend about Rs 15,000 to 50,000 per month for their household needs.

Table III-13: Monthly income and expenditure of the sample households

Income category	Average (SLR) Monthly Income		Average Monthly Expenditure	
	No	%	No	%
Less than 5,000	390	8.1	243	4.9
5,001 - 14,999	23	0.5	432	8.6
15,000 - 49,999	1906	39.3	3499	69.9
50,000 - 74,999	1271	26.2	588	11.7
75,000 - 100,000	636	13.1	151	3.0
More than 100,000	618	12.8	92	1.8
Total	4844	100.0	5005	100.0

Source-Sample survey conducted in 2019

Note: - In general in the community surveys the respondents are much sense to answer the income related questions but the population is answering the questions that related to the expenditure. However a small number of the community members are reluctant to say anything about the income and expenditure. A few elders of family units are completely depending on their children and those completely depend on their children are not responding to all the questions related to income and expenditures. Therefore, the total sample of families and families responded to the income and expenditure related questions in the survey are not tallied, 165 Households did not divulge their income and 4 Households did not respond to their expenditure.

Movable household assets

55. Radio, TV and mobile phones are the commonly available movable household assets in considerable percentage of households. About 97% of the households of the total interviewed have TV and 57% have Radios. The data on types of household assets and the percentage of households is shown in **Table III-15**.

Table III-14: Movable Assets in households

	DSD										Total	
Type of asset	Wennappuwa		Nattandiya		Mahawewa		Madampe		Chilaw			
	No	%	No	%	No	%	No	%	No	%		
Television	1584	97.4	864	98.9	620	95.7	417	94.3	1408	99.3	4893	97.7
Radio/ CD player	883	54.3	464	53.1	419	64.7	241	54.5	844	59.5	2851	56.9
Sewing machine	223	13.7	71	8.1	75	11.6	37	8.4	83	5.9	489	9.8
Electric fan	1204	74	706	80.8	502	77.5	317	71.7	1219	86	3948	78.8
Fridge	1102	67.7	551	63	423	65.3	235	53.2	981	69.2	3292	65.7
Gas stove	715	43.9	471	53.9	312	48.1	175	39.6	891	62.8	2564	51.2
Kerosene stove	25	1.5	1	0.1	1	0.2	6	1.4	10	0.7	43	0.9
Air conditioner	54	3.3	0	0	9	1.4	4	0.9	11	0.8	78	1.6
Motor cycle	992	61	512	58.6	475	73.3	231	52.3	475	33.5	2685	53.6
Bicycle	198	12.2	138	15.8	71	11	71	16.1	233	16.4	711	14.2
Three wheeler	121	7.4	90	10.3	40	6.2	72	16.3	233	16.4	556	11.1
Motor car/ cab	242	14.9	73	8.4	83	12.8	52	11.8	81	5.7	531	10.6
Motor bus/ van	17	1	1	0.1	3	0.5	5	1.1	20	1.4	46	0.9
Water pump	440	27	90	10.3	459	70.8	79	17.9	16	1.1	1084	21.6
Washing machine	330	20.3	57	6.5	208	32.1	60	13.6	57	4	712	14.2
Surveyed households	1627		874		648		442		1418		5009	

Source-Sample survey conducted in 2019

C2. Housing condition, sanitary facilities, energy and water sources of sample households

Housing condition

56. More than 88% of the residential housing structures of the sample households interviewed are permanent structures. The percentage of households having temporary structures is negligible (4%). The households interviewed in the immediate vicinity of the road in general are business community, households having members involved in employment in abroad, especially in Italy and therefore, they have established fairly good permanent houses. Even the households' located interior areas have regular income from coconut cultivation. The data on types of housing structures is shown in **Table III-16**.

Table III-15: Types of housing structures

House Condition							
DSD	Permanent		Semi- Permanent		Temporary		Total
	#	%	#	%	#	%	
Wennappuwa	1483	91.1	64	3.9	80	4.9	1627
Nattandiya	731	83.6	93	10.6	50	5.7	874
Mahawewa	595	91.8	45	6.9	8	1.2	648
Madampe	420	95.2	7	1.6	14	3.2	441
Chilaw	1203	84.8	157	11.1	58	4.1	1418
Total	4432	88.5	366	7.5	210	4	5008

Source-Sample survey conducted in 2019

Note: - Survey sample size is 5009 and one respondent of the sample did not respond to the question or one respondent of the sample survey sharing the house with another family.

Sanitary facilities

57. Except negligible percentage of sample houses (0.5%) all others have access to sanitary latrine facilities. About 90 % 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 below **Table III-17**.

Table III-16: Sanitary latrine facilities

Sanitary Condition									
DSD	Flash		Water Sealed		Pit Latrine		None		Total
	#	%	#	%	#	%	#	%	
Wennappuwa	824	50.6	737	45.3	65	4	1	0.1	1627
Nattandiya	278	31.8	586	67	5	0.6	5	0.6	874
Mahawewa	203	31.3	439	67.7	6	0.9	0	0	648
Madampe	208	47.2	179	40.6	53	12	1	0.2	441
Chilaw	516	36.4	772	54.4	120	8.5	10	0.7	1418
Total	2029	40.5	2713	54	249	5	17	0.5	5008

Source-Sample survey conducted in 2019

Note: - Survey sample size is 5009 and one respondent of the sample did not respond to the question or one respondent of the sample survey sharing the latrine with another family.

Availability of electricity

58. The percentage of households with no electricity facilities is negligible in the entire sample households (1%). In Nattandiya and Madampe all the households have obtained electricity from the national grid. The information on sources of electricity of the sample households is shown in **Table III-18**.

Table III-17: Sources of electricity in Sample households

Source Electricity							
DSD	National grid		Solar power and other sources		No Electricity		Total
	No	%	No	%	No	%	
Wennappuwa	1624	99.8	1	0.1	2	0.1	1627
Nattandiya	874	100	0	0	0	0	874
Mahawewa	646	99.7	0	0	2	0.3	648
Madampe	441	100	0	0	0	0	441
Chilaw	1413	99.6	0	0	5	0.4	1418
Total	4998	98.5	1	0.5	9	1	5008

Source-Sample survey conducted in 2019

Note: - Survey sample size is 5009 and one respondent of the sample did not respond to the question or one respondent of the sample survey sharing the electricity with another family.

Source of drinking water

59. About 54% of sample households in road relevant DSD areas have access to pipe born water provided by the National Water Supplies and Drainage Board (NWS&DB). Tube wells and Shallow wells are the main sources for drinking water in households (43%) located in interior areas of Surveyed GNDs. About 3% of the households have obtained water from community water supply schemes in some areas of these DSDs. The data on sources of drinking water is shown in **Table III-19**. However, according to the community members interviewed quality of water in shallow wells and community water supply schemes is good for drinking and they had no complaints about the quality of water.

Table III-18: sources of drinking water facilities.

Water source							
DSD	NWS&DB		Well/Tube well		Community Well		Total
	No	%	No	%	No	%	
Wennappuwa	621	38.16	1000	61.46	6	0.36	1627
Nattandiya	370	42.33	475	54.34	29	3.31	874
Mahawewa	110	16.97	527	81.32	11	1.69	648
Madampe	312	70.74	80	18.14	49	11.11	441
Chilaw	1306	92.10	86	6.06	26	1.83	1418
total	2719	54	2168	43	121	3	5008

Source-Sample survey conducted in 2019

Note: - Survey sample size is 5009 and one respondent of the sample did not respond to the question or one respondent of the sample survey sharing the water source with another family.

Analysis of vulnerable households and gender related details

60. Three indicators are used to categorize socially and economically vulnerable households in 5 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 4% to 17 % among 5 DSDs. There can be tendency of the households depending on heads of households over 60 years of age to become socially or economically vulnerable when the old age breadwinners of the households are expired. The families drawing less than Rs. 5000 monthly incomes are categorized as vulnerable families. The percentage of families having less than Rs.5000 monthly income indicated very low figures (0.4% to 3.4%). Percentage of households headed by female is also insignificant among sample surveyed (ranges from 0.8% to 6%). The percentage of households categorized as vulnerable using different indicators is about 50% of the sample HHs surveyed. Some of them are not be economically vulnerable. Some of these families have good income sources and they can feed their dependents. This will be equally relevant to some of the female headed households with comparatively good income sources. They are socially vulnerable but, not economically critical. It is same with HHs with differently able members; some of such HHs also are not economically vulnerable even though they have some issues due to differently able members. In average about 7% of total sample HHs are reported as vulnerable due to low income. However, according to the indicators used in the survey to

categorize vulnerable households it can conclude that about 70% of the total sample households (5009) are socially and economically vulnerable (3588 of 5009). The 70% of households are comprised with different categories such as 46% of total sample households with elderly heads of households, 8% of total sample with households earning less than Rs5000 monthly income, 17% of total sample households with female headed HHS, 1% of total sample households with differently able members. The details of the vulnerable families reported in the sample are included in **Table III-20**.

Table III-19: vulnerable families in sample households.

Type of vulnerability	DSD-number and % of total HHS from each category										Total
	Wennappuwa		Nattandiya		Mahawewa		Madampe		Chilaw		
	No	%	No	%	No	%	No	%	No	%	
Family with elderly household head (age > 60 years)	891	17.8	358	7.1	314	6.3	173	3.5	575	11.5	2311
Family with monthly income < SLR 5,000	168	3.4	121	2.4	19	0.4	24	0.5	58	1.2	390
Female headed families	290	5.8	127	2.5	169	3.4	42	0.8	213	4.3	841
Families with differently able members	9	0.2	2	0	1	0	3	0.1	31	0.6	46
Total	1358	38	608	17	503	14	242	7	877	24	3588

Source-Sample survey conducted in 2019

Contribution of female members in family matters and community organizations

61. The women in households interviewed play significant role in some of the significant matters in the family. Significant percentage of women always participate in household decision-making process (More than 90%). Even about 92% of the householders, mentioned that their female members contribute as bread earners of their families. About 90% of the householders indicated that their female members participate in community base organization activities representing their households. Some female members also involve in organizing community programs in their localities (88%). The details of the participation of women in activities within and outside of households on behalf of their families are mentioned in **Table III-21**.

Table III-20.Female involvement in family matters and community activities

Type of Involvement	Always	Sometime	rarely	If requested	Do not Participate	Total
Decision making in Family matters	2212	1767	339	311	371	5000
Bread earner	951	1730	366	447	1141	4635
Participate in CBO activities	462	1825	571	845	849	4552
Organize community programs	616	1698	386	767	952	4419

Source-Sample survey conducted in 2019

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

62. 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 percentage of households is willing to involve their female members in the project activities (9%). This is mainly because most of the females in households of the project area are heavily involved in domestic activities of the households. The information on willingness to get female involved in project activities is included in **Table III-22**.

Table III-21.Households willing and unwilling to involve female members in project activities

DSD	Engage Female		Total
	Agreed to be involved	Not agreed to be involved	
Wennappuwa	118	1509	1627
Nattandiya	22	852	874
Mahawewa	19	629	648
Madampe	65	376	441
Chilaw	70	1348	1418
Total	294	4714	5008

Source-Sample survey conducted in 2019

Note: - Survey sample size is 5009 and one respondent of the sample did not respond to the question.

Type of involvement of female family members in the project

63. As mentioned above only small percentage of sample households expressed their willingness to get female members 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 III-23**.

Table III-22.Type of activities that female members can participate

Type of involvement	DSD- Number of households responded					
	Wennappuwa	Nattandiya	Mahawewa	Madampe	Chilaw	Total
Provide wage labor for during construction/1	29	19	4	25	55	132
Provide wage labor for maintenance of road/2	12	0	1	4	11	28
Provide meals to work force as a small business	88	7	15	51	42	203
Total	129	26	20	80	108	363

Source-Sample survey conducted in 2019

Note-There were people who gave multiple answers

C3. Community perception about the project

Community awareness about the project

64. Small percentage of householders was 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 section of A003 road from Kochchikade Bridge to Chilaw under i Road project. This may be the reasons for majority of the householders to be neutral to this question. The responses given by the householders interviewed are mentioned in **Table III-24**.

Table III-23. Community awareness of the propose project

DSD	Know Project				Total
	Know about the project		Do not know about the project		
	No	%	No	%	
Wennappuwa	117	7.2	1510	92.8	1627
Nattandiya	33	3.8	841	96.2	874
Mahawewa	44	6.8	604	93.2	648
Madampe	15	3.4	427	96.6	442
Chilaw	83	5.9	1335	94.1	1418
Total	292	5.8	4717	94.2	5009

Source-Sample survey conducted in 2019

Condition of the existing road to be rehabilitated by the project

65. Only negligible percentage of householders mentioned about easy travelling on the road (1.7%). The road is in physically bad condition compare to other neighboring roads recently improved (46% mentioned as Bad and 8% mentioned as very bad).

66. Only negligible percentage of households is satisfied with the existing condition of the roads (11%). The views expressed by the sample householders interviewed on the physical condition of the road are mentioned in **Table III-25**.

Table III-24.Views of the householders on physical condition of the candidate roads

DSD	Condition of the existing road surface												Total
	Good		Fair		Bad		Very bad		Easily travel only dry season		very difficult in rainy season		
	No	%	No	%	No	%	No	%	No	%	No	%	
Wennappuwa	43	2.6	480	29.5	888	54.6	213	13.1	0	0	3	0.2	1627
Nattandiya	152	17.4	262	30.0	420	48.1	37	4.2	1	0.1	2	0.2	874
Mahawewa	7	1.1	211	32.6	375	57.9	53	8.2	0	0	2	0.3	648
Madampe	18	4.1	150	34.0	162	36.7	32	7.3	25	5.7	54	12.2	441
Chilaw	330	23.3	536	37.9	463	32.7	59	4.2	3	0.2	25	1.8	1416
Total	550	11.0	1639	32.7	2308	46.1	394	7.9	29	0.6	86	1.7	5006

Source-Sample survey conducted in 2019

Note: - Survey sample size is 5009 and a few respondents of the sample did not respond to the question in Madampe and Chilaw.

Impact of existing road condition on day-to-day activities of women, children and elderly persons

67. According to the focus group discussions held in road areas, day today activities of women, children and elderly persons are significantly affected due to the existing dilapidated conditions of the road. About 40% 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 III-26.

Table III-25.The views of interviewed householders on impact of women, children and elderly persons

DSD	Safe Road - Women, Children end elders				Total
	Affect the activities		Do not affect the activities		
	Number	%	Number	%	
Wennappuwa	561	34.5	1066	65.5	1627
Nattandiya	427	48.9	447	51.1	874
Mahawewa	146	22.5	502	77.5	648
Madampe	181	41.0	260	59.0	441
Chilaw	733	51.7	685	48.3	1418
Total	2048	40.9	2960	59.1	5008

Source-Sample survey conducted in 2019

Note: - Survey sample size is 5009 and one respondent of the sample did not respond to the question (in Madampe).

Reasons for such impacts

68. 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 III-27**.

Table III-26. Reasons for difficulties for women, children and elderly persons

Reason	DSD										Total
	Wennappuwa		Nattandiya		Mahawewa		Madampe		Chilaw		
	No	%	No	%	No	%	No	%	No	%	
Damaged road condition	823	35.3	410	17.6	386	16.6	204	8.8	507	21.8	2330
Shrub jungle grown on both sides of the road	228	28.1	178	21.9	96	11.8	67	8.3	243	29.9	812
Road side drains not maintained	551	38	205	14.1	194	13.4	173	11.9	326	22.5	1449
Wing walls of culverts and bridges are damaged	319	37.6	128	15.1	148	17.4	67	7.9	187	22	849
Pot holes on the shoulders	351	40.9	90	10.5	173	20.2	86	10	158	18.4	858
Road gets inundated	275	45.7	173	28.7	50	8.3	11	1.8	93	15.4	602

Source-Sample survey conducted in 2019

Note: - Some HHs have given multiple answers

Willingness of community to participate in the project

69. Negligible percentage (9%) 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 5 DSDs is shown in **Table III-28**.

Table III-27. Willingness of Community to Participate in the Project

DSD	Community participation in the project		Total
	Willing to participate	Do not want to participate	
Wennappuwa	183	1444	1627
Nattandiya	22	852	874
Mahawewa	35	613	648
Madampe	84	357	441
Chilaw	150	1266	1416
Total	474	4532	5006

Source-Sample survey conducted in 2019

Note: - Survey sample size is 5009 and a few respondent of the sample did not respond to the question (in Madampe and Chilaw).

Type of contribution for the project

70. Majority of the community members expressed their willingness to participate in whatever programs organized by project developer on community awareness activities (33%). The other areas communities expressed their interest to participate include informal monitoring of the quality of construction activities (9%) and also some possible activities during maintenance phase of the road (9%). The views expressed by the householders on type of contribution are mentioned in **Table III-29**.

Table III-28. Type of contribution

DSD	Type of Contribution								Total
	Community awareness creation		Involve in progress monitoring		Involved in maintenance		other (labor works etc)		
	No	%	No	%	No	%	No	%	
Wennappuwa	347	29.7	161	13.8	161	13.8	498	42.7	1167
Nattandiya	2	6.3	4	12.5	4	12.5	22	68.8	32
Mahawewa	157	47.0	6	1.8	6	1.8	165	49.4	334
Madampe	77	33.9	28	12.3	28	12.3	94	41.4	227
Chilaw	203	33.6	55	9.1	55	9.1	291	48.2	604
Total	786	33.2	254	10.7	254	10.7	1070	45.3	2364

Source-Sample survey conducted in 2019

Community perceived benefits of the project

71. The entire candidate road runs across business area in 5 DSDs. Therefore, about 26 % of respondents mentioned about benefits to the industrial/business 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 and also increased easy access to places where job opportunities are available. The possible benefits perceived by the community members from the proposed road improvement project are given in **Table III-30**.

Table III-29. Community perceived benefits of the project

Perceived benefits	DSD										Total
	Wennappuwa		Nattandiya		Mahawewa		Madampe		Chilaw		
	No	%	No	%	No	%	No	%	No	%	
Develop Agricultural sector	309	24.1	269	21	227	17.7	53	4.1	423	33	1281
Develop education facilities	678	42.5	234	14.7	258	16.2	97	6.1	327	20.5	1594
Develop health and sanitary facilities	545	35.5	206	13.4	290	18.9	152	9.9	344	22.4	1537
Increase job opportunities for villages	648	35.5	285	15.6	284	15.6	148	8.1	460	25.2	1825
Road safety for women, elders and children	678	31.1	384	17.6	308	14.1	172	7.9	638	29.3	2180
Develop public /private transport for villagers	681	38.2	298	16.7	274	15.4	149	8.4	380	21.3	1782
Easy travel even at night time or time with poor visibility	752	37.4	238	11.8	359	17.8	153	7.6	511	25.4	2013
Develop industrial sector in the rural area	441	32.9	163	12.1	291	21.7	91	6.8	356	26.5	1342
Reduce the travel cost and time	841	39.5	307	14.4	406	19.1	168	7.9	406	19.1	2128
Increase cultural values	359	30.5	123	10.5	265	22.5	81	6.9	349	29.7	1177

Improve standards of living	444	29	265	17.3	254	16.6	126	8.2	440	28	1529
Develop communication with villagers and government institutes	277	44	119	18.9	125	19.8	30	4.8	79	12.5	630
Others (easy to travel)	6	100	0	0	0	0	0	0	0	0	6

Source-Sample survey conducted in 2019

Note: - The table above includes multiple responses of the HHs

D. Public Consultation

72. The consultants used several methods to make the stakeholders, especially the public, to be aware of the proposed iRoad improvement project. Focus Group discussions were conducted with the exclusive purpose of stakeholder consultation and other methods, such as questionnaire surveys and one on one interviews, were employed for dual purposes, public consultation and collecting socio-economic data.

One on one Interview

73. The consultants held one on one interviews with large number of road users in the local area (38 persons). These 38 persons are mostly vendors residing close to the road. The FGDs held with officers mainly GNs in 5 DSDs provide supplementary information representing the views of the grass root level agency personnel in the project corridor. Further several questions were posed on 5009 sample HHs surveyed from the road corridor covering larger area of the road catchment. They also expressed their views on the proposed road improvement project and their views on the impacts and willingness to participate in road improvement activities. Therefore, the consultants were able to develop representative picture of the stakeholder views multi level method applied. Most of these informants responded in one on one interviews are the persons encroached road reservation for establishment of structures to carry out small business activities for their livelihood needs. The views expressed by this group with large number of persons are summarized below. The details notes on one on one interviews held are shown in Annex III.1 :

- We have been using these structures for a long period of time for our small business activities,
- Some of us solely depend on the income from these informal business carried near roads edges,
- We are not against the proposed improvements to the road. It will generate benefits to all of us,
- Our request is to work out alternative arrangement for us to continue our income generation activities during the construction period of the project,
- Some of us will have flexibility to shift our structures to alternative locations within the road reservation but many others will not have such flexibility to shift their present locations,
- We all would like to discuss with RDA individually, case by case, and make arrangement to address our problems,
- However, these discussions should be held prior to the commencement of the construction activities.

74. In addition to one on one interviews held with road users. Focus group discussions (FGDs) with key stakeholders were held during 16th October – 23rd October. The details of each FGD are shown in **Table III-31**.

Table III-30.Venue, dates and participants of the FGDs

DS Division	Date	Participants		Total
		Male	Female	
Wennappuwa	16/10/2019	14	7	21
Nathanndiya	16/10/2019	24	7	31
Maha Wewa	16/10/2019	20	9	29
Madampe	23/10/2019	25	14	39
Chilaw	23/10/2019	7	1	8
All Divisions		90	38	128

75. The issues emerged from FGDs held in each road studied are mentioned below as summaries. The issues specific to the road section fallen within each DSD area are presented in **Annex III.2**. Most of the issues emerged from the FGDs held in each road were relevant to the entire road as whole, and therefore, a summary relevant to the entire road is presented in this section.

Summary of the issue discussed

What are the current problems of the road?

- There is no proper drainage system to drain out storm water. Drainage systems are not properly constructed. Water drains very slowly. The drains are directed to natural water ponds and such natural water bodies are getting polluted. The participants proposed to divert storm water to sea.
- It is really difficult to use the road in rainy season, flooding in Nainamadama area.
- Culverts are completely blocked.
- Encroachment of the road reservation is a serious problem.
- The carpet is cracked and the surface is uneven, therefore, high possibility for accidents.
- Even though the day to day maintenance is done by the Pradeshiya Sabha to clean some sections of the road side drainage canals, there is no regular maintenance by the RDA.

Issues for road users both vehicle operators and pedestrians

- About 25 – 30 trucks with full of waste for Aruwakkalu landfill are travelling daily and it makes bad odor in the surrounding areas. Also this causes damages to the road. Though they are travelling in the night-time, the road is not wide enough to overtake those trucks, if necessary.
- Some people park vehicles near the road crossings, therefore, both pedestrians and other vehicles find difficulty to cross the road safely.
- Some building owners have extended their structures towards road reservation.
- Some bus halts have been established too close to the carriageway of the road and when buses stop at a halt huge traffic gets filed up behind the buses.

What do you think about the current RDA maintenance practices?

- There is absolutely no maintenance. There is high vehicle density developed in front of two schools in Wennappuwa town. Pedestrian overpasses have not been established in this type of critical locations.
- In the border of Nainamadama West and East section, storm water stagnated at over 5-6 feet height, but no solution has been introduced.
- There is no proper coordination among CEB, NWSDB, and Sri Lanka Telecom when installing/repairing their facilities/infrastructure, and therefore, frequent damages to the road surface are observed, and these damages are not timely attended.
- Signs of road crossings are not visible and it is same with crossing lanes. The lifetime of a sign is about 3 months. Pedestrian lines are not visible at all.

What are the suggestions possible to improve the designs?

- Construction of pedestrian overpass – in front of critical institutions, such as religious, government offices, and schools
- If detailed road maps/ plans are provided we can suggest improvements based on our local knowledge.
- Waikkala junction is one of the dangerous bends of the road, and suitable modernization must be introduced to minimize the risk of possible accidents.
- Security fences in the middle of the road, especially in town areas, may be erected to avoid pedestrians crossing the road dangerously.
- Increase the number of lanes at least within town limits to reduce the traffic congestion.
- Pedestrians' walking tracks are necessary because of the traffic (not a jogging track) This design features should be introduced at least within town limits.

Suggestions to manage Issues that can arise during the construction period

- Awareness of the business community about the intended project and its possible implications during the construction period.
- Work out a program to identify possible alternate routes to avoid traffic in town limits.
- Boundary of Reservation area belongs to the Road is not clear. A map, therefore, made available in the Divisional secretariat.
- Construction activities should be completed within the period stipulated in the contact agreements.
- A comprehensive implementation program should be worked out with the active involvement of GNs to make the public living close to the road be aware about the project and its construction induced impacts, and also the support expected from the public.
- Stakeholders, DS and GNs need to know the plan of the new road in detail, including culverts, bridges, drainages, causeways, to explain to the general public.

Community suggestions for Grievance Redressed Mechanism

76. 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. The other members of this committee should include Grama Niladharies of the area and representatives of road user community. The public in the area should be made aware of this institutional mechanism and the possible avenues available for them to reach this committee to complain/discuss any issues, problems or grievances that may crop up.

IV Grievance Redress Mechanism (GRM)

77. 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 Frame work of iRoad project 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.

78. 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, finding solutions to conflicts through these systems takes a long time, incurs expenses, and also do not have open access to some, and these often causes delays in project implementation and increased the expenditure to government due to compensation to contractors.

79. 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 the 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 actions,
- Harmonize project activities with those of APs.

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

First Tier – 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 – 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 – This is the highest level of Grievance Redress institutional set up 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.

81. 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 Niladari 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

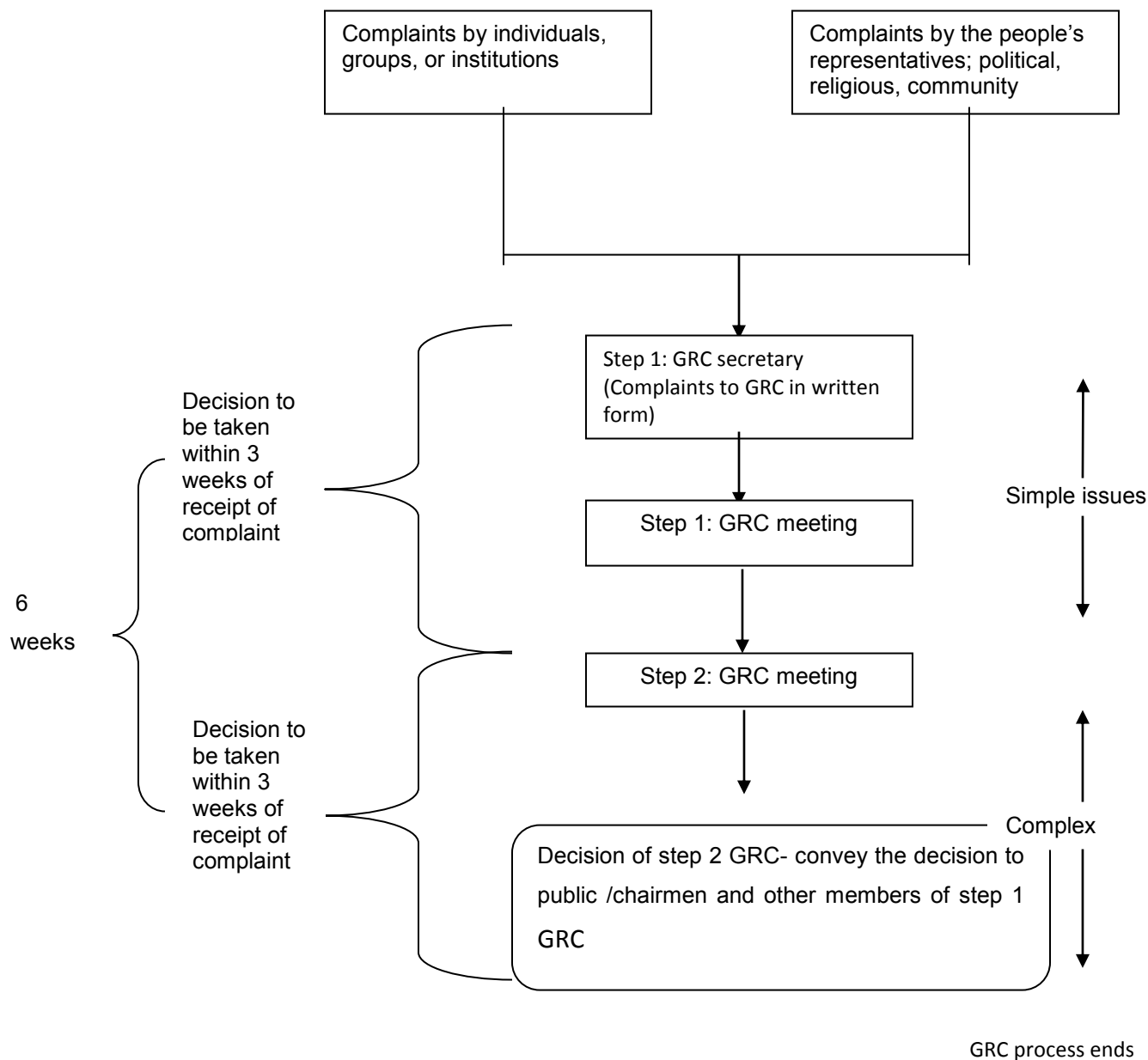
The composition of DS level GRC

1. Divisional Secretary of the area	Chairman
2. Representative of PIU	Secretary
3. Grama Niladhari of the area	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

82. To make the GRM process gender responsive, the GRC will include at least one female member to represent women in the local community. 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.

83. Recommended steps with timeline on the operation of the GRM are provided in **Figure IV-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.

Figure IV-1. The flow chart of the GRM is presented in the succeeding.



V Conclusions and Recommendations

84. The proposed improvements to section of A003 road from Kochchikade Bridge to Chilaw under Integrated Road Investment Program will have positive effects in the rural development as expected by the Government of Sri Lanka. The improvements to this road will assist in enhancing the connectivity of rural areas with economic centers located in the vicinity of A003 Road in Puttalam District and beyond.

85. The consultants observed significantly large number of structures used for informal business activities in the vicinity of road edges. Most of the stores are located more than 2m away from the road edges. Only 9 of these structures observed as potential structures with temporary shifting impacts. These structures can be shifted backward or forward along the road reservation with no difficulties and therefore, intended improvement activities can be carried out. The entire project affected 9 persons are willing to shift their structures but they should be informed in advance.

86. During the consultations with public it was revealed that the communities require a safe better road surface, width and better establishment of pavements and, especially a proper road drainage canal system.

87. Therefore, it is recommended to design cross sections suiting the existing road corridors. And this concept is already embedded in the project scope. Hence, there will be no cases of involuntary resettlement involved in the project.

88. Measures should be taken to minimize impacts to the public during the construction stage. It is recommended that Grievance Redress Committees be established before the commencement of civil works. As revealed in the socio-economic analysis, the public welcome this project as a positive factor in economic development.

Annexes

Annex I.1- List of roads (A, B, C, or D) connected to proposed project road

Name of the road	Type of the road (A,B, C or D)	Name of the junction or point of Our study road connecting to other roads	Destination of the roads running towards
Thoppuwa – Madampe Road	B419	Thoppuwa Junction	Through Dankotuwa to Thummodara
St Xavier Mawatha			Old road Thoppuwa
Old Road		Waikkala Junction	
Thambarawila Road		Waikkala Junction	Thambarawila
Sindhatriya Road			
Petrol shed road			
Kammala Road		Bolawaththa Junction	St Sebastian Beach Road
Angampitiya-Bolawaththa-Dankotuwa Road	B137	Bolawaththa Junction	Bolawaththa
Mathews' Road			Nainamadama
Thaldeka Road			Zeni road Wennappuwa
Zeni Road			
Rukaththana gaha Road			
Bus depot Rd			
St Gerard Rd			
Koshgashandiya Rd			
Stadium Road			Sir Albert F. Peiris stadium and grounds
Kadawatha Road			Beach Road
Helen Mawatha Road			Beach Road
Collage Road			Beach Road
Police station Road			Lunuwila
Madama Road			Wennappuwa cemetery
Thomas Fernando road			Beach road
Rexes Dayas			Beach Road
Sadasarana Road			Aluth Road
Jayasiri Mawatha			Aluth Road
Mepals			Kadawatha Road
Kuda mala road			Kadawatha Road
Wennappuwa – Kirimetiyan Road	B473		Lunuwila
Sudu walla road			
Peragus Jct Rd			
Vanderland Mawatha			
Asoka Perera Rd			West Kolinjadiya
Rosa Kusum Mawatha			
Kalugal Mola road			West Kolinjadiya
E Suse Road			Sea Road
Galmal Pandura road			
St Lasarus Road			
Ranaviru Mahesh Road			
Kumara Widiya			Beach Road
Hiyu Fernando Road			Beach Road
St. Anthony Road			Beach Road
Jubili Mawatha			Ihala Katuneriya
Notary Road			
Bulugaha wewa Road			Ihala Katuneriya

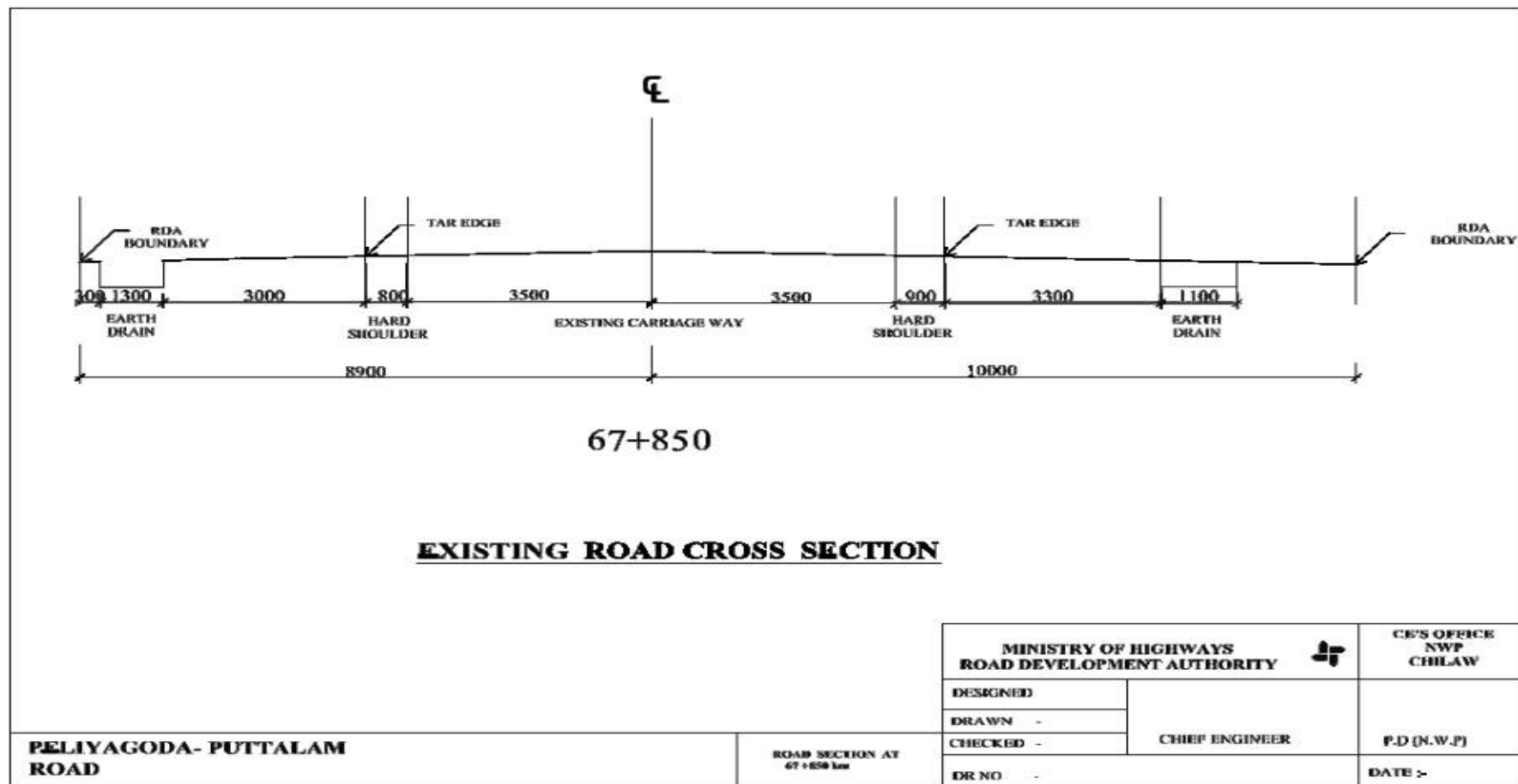
Name of the road	Type of the road (A,B, C or D)	Name of the junction or point of Our study road connecting to other roads	Destination of the roads running towards
Janza Road			Beach Road
St Odilia Mawatha			Beach Road
Oruwella Road			Beach Road
Sadasarana Road			Bulugahawewa Road, Ihala Katuneriya
Band Kada Handiya Road			Beach Road
St Jude Road			St Jude Road, Ihala Katuneriya
Sirimadura Road			Beach Road
Podujana Road			
Laus Mendis Mawatha			Beach Road
Protas Thissera Road			
Lionel Road			Beach Road
Ladani Road			Beach Road
Farther Edward Karunanayaka Road			Beach Road
Sanasa Road			Beach Road
St Pedro Road			Beach Road
Amarasekara Rd			Beach Road
Roman Park Road			Beach Road
Sinhagiri Road			
Harold Herath Road			Beach Road
Siridhamma Road			
Soisaarama Road			Beach Road
St. Stephan's Church Rd			St. Stephen's Church Marawila
Fathima Road			Beach Road
New Ekasath Road			
Godawala-Mawila Road		Godawala Junction	
Bishop Franck Marckus F'do Mawatha			Beach Road
Panditha Sekara Road			
Asiri Road			
Garage Road			Beach Road
St Anthony Rd			
Marawila – Udubaddawa Road			Nattandiya
St Paul Road			
Fernando Road			
Mahawatta Rd			
Horagolla Road			
Pichchawala Road			Beach Road
Bedum Road			
Pichchawala Road			Beach Road
Ihala Haththiniya Road			
Cemetery Road			
Church Road			
Walahapitiya Road			Walahapitiya
Bogaha Road			

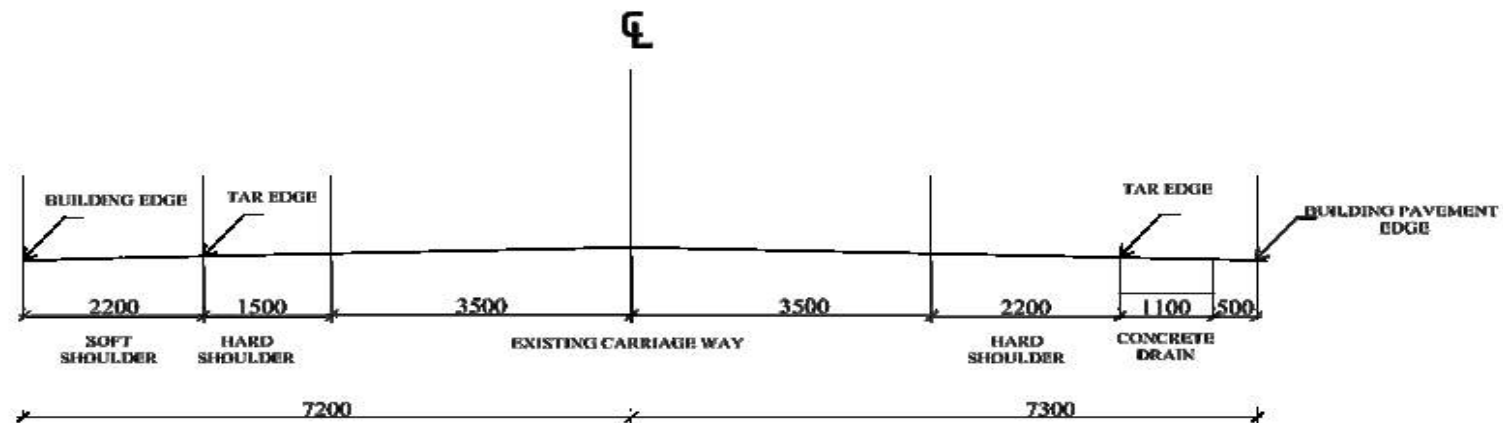
Name of the road	Type of the road (A,B, C or D)	Name of the junction or point of Our study road connecting to other roads	Destination of the roads running towards
Temple Road			
Thiththagolla Road			Aanankalliya
Bakmeewalagara Road			
Thoduwawa Road			
Thoppuwa – Madampe Road	B419		Bolawatta junction, Thoppuwa via Nattandiya
Chettiyar St	B255		Kurunegala-Narammala-Madampe Road
Kurunegala-Narammala-Madampe Road	B247	Madampe Old town Junction	Kurunegala
St Mary's Church Rd			
Bo Tree Rd	B59	Galahitiyawa Junction	Connect to Madampe town and Kurunegala-Narammala-Madampe Road
Bedum Road			
Kakkapalliya-Medagama Road	B178		Connect to B432 Uralliyagara-Panirendawa-Villattewa Road
Bedum Road			Connect to B432 Uralliyagara-Panirendawa-Villattewa Road
Weavers Rd			
Vijaya Road			
Corea St		Chilaw Junction	
Bazar St		Chilaw Junction	
Chilaw –Wariyapola Road	B79	Chilaw Junction	Wariyapola via Bingiriya

Main junctions and Roads connect to the A003 road are highlighted

Annex I-2 –
a. Cross sections of existing road


Annex 1-1 Cross sections of existing road

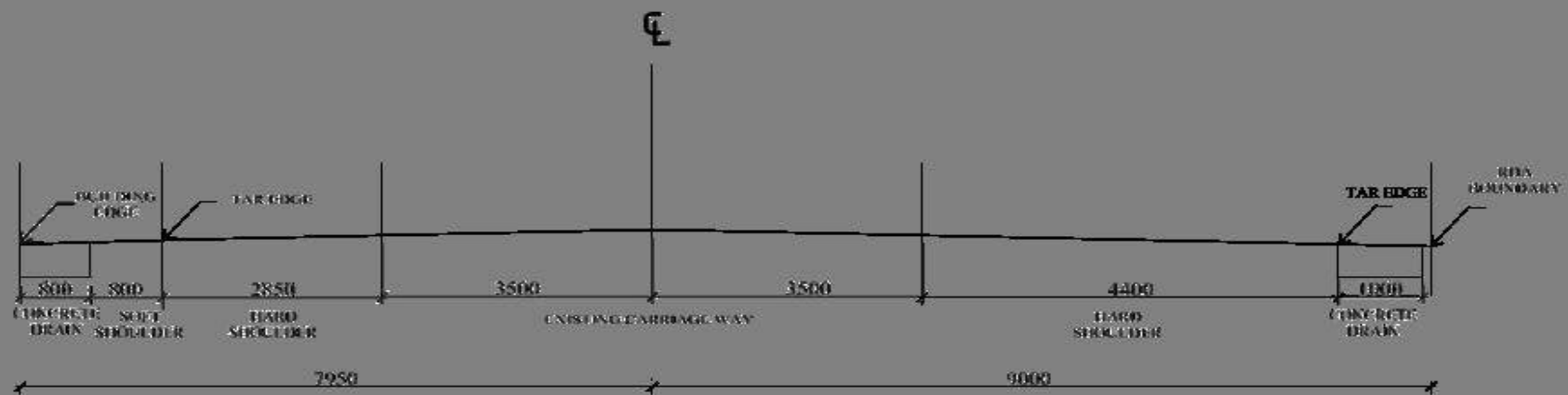




62+200
MADAMPE TOWN

EXISTING ROAD CROSS SECTION

		MINISTRY OF HIGHWAYS ROAD DEVELOPMENT AUTHORITY			CE'S OFFICE NWP CHILAW
		DESIGNED -	CHIEF ENGINEER		P.D (N,W,P)
		DRAWN -			
		CHECKED			
PELIYAGODA- PUTTALAM ROAD		ROAD SECTION AT 62+200 km	DR NO -		DATE :-



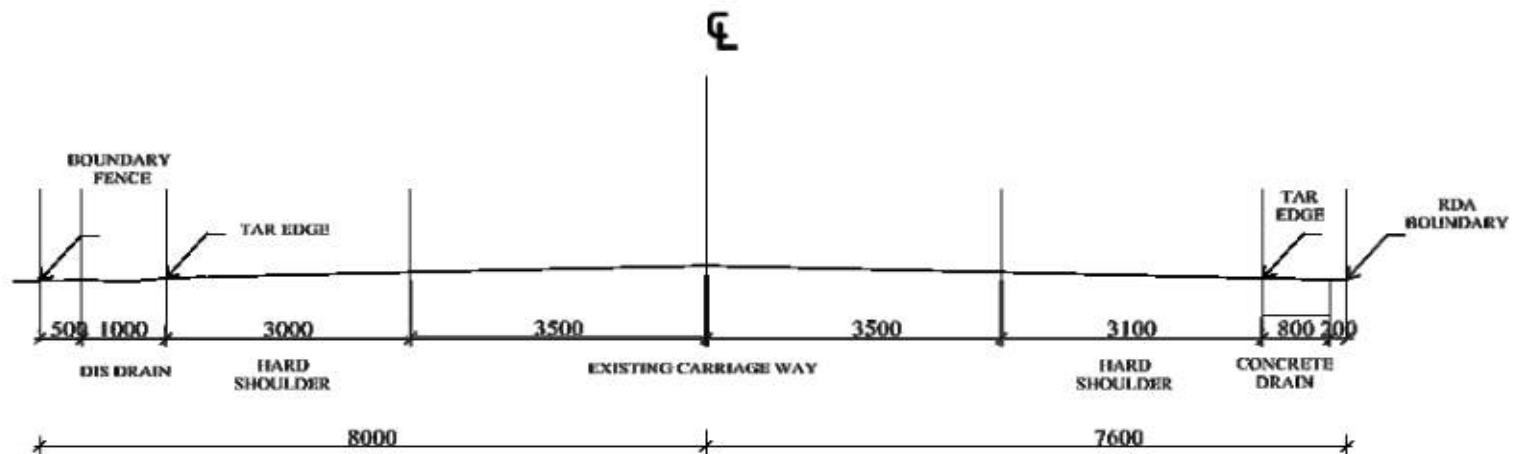
59+690
(MAHAWEWA TOWN)

EXISTING ROAD CROSS SECTION

MINISTRY OF HIGHWAYS ROAD DEVELOPMENT AUTHORITY		CE'S OFFICE NWP CHILAW
DESIGNED -	CHIEF ENGINEER	JSD/ND/PI
DRAWN -		
CHECKED -		
DATE		DATE


PELIYAGODA- PUTTALAM
ROAD

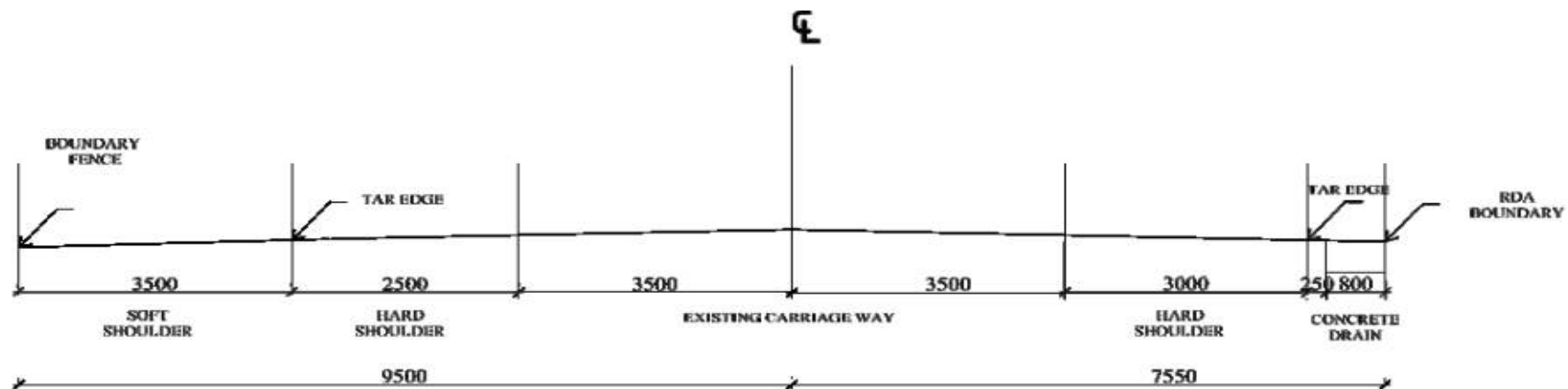
ROAD SECTION AT
59+690 L/R



54+310
(MARAWILA TOWN)


EXISTING ROAD CROSS SECTION

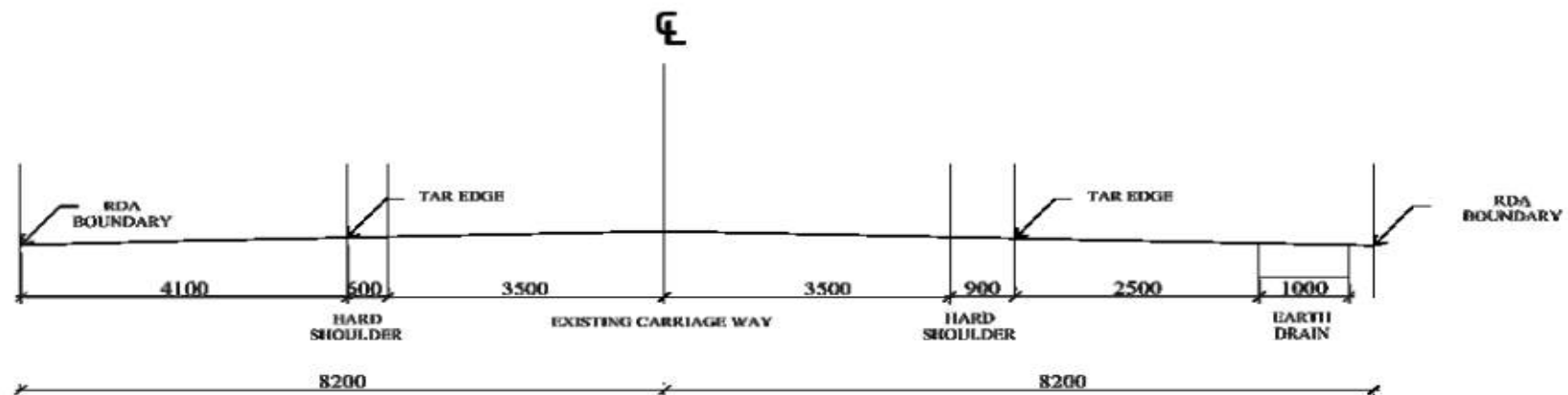
		MINISTRY OF HIGHWAYS ROAD DEVELOPMENT AUTHORITY			CE'S OFFICE NWP CHILAW
		DESIGNED	CHIEF ENGINEER	P.D (N.W.P)	
		DRAWN -			
		CHECKED -			
PELIYAGODA- PUTTALAM ROAD	ROAD SECTION AT 54+310 km	DR NO			DATE :-



46+600
(WENNAPPUWATOWN)


EXISTING ROAD CROSS SECTION

PELIYAGODA- PUTTALAM ROAD		MINISTRY OF HIGHWAYS ROAD DEVELOPMENT AUTHORITY			CE'S OFFICE NWP CHILAW
		DESIGNED	CHIEF ENGINEER	P.D (N.W.P)	
		DRAWN -			
		CHECKED -			
		ROAD SECTION AT 46+600 km		OR NO -	

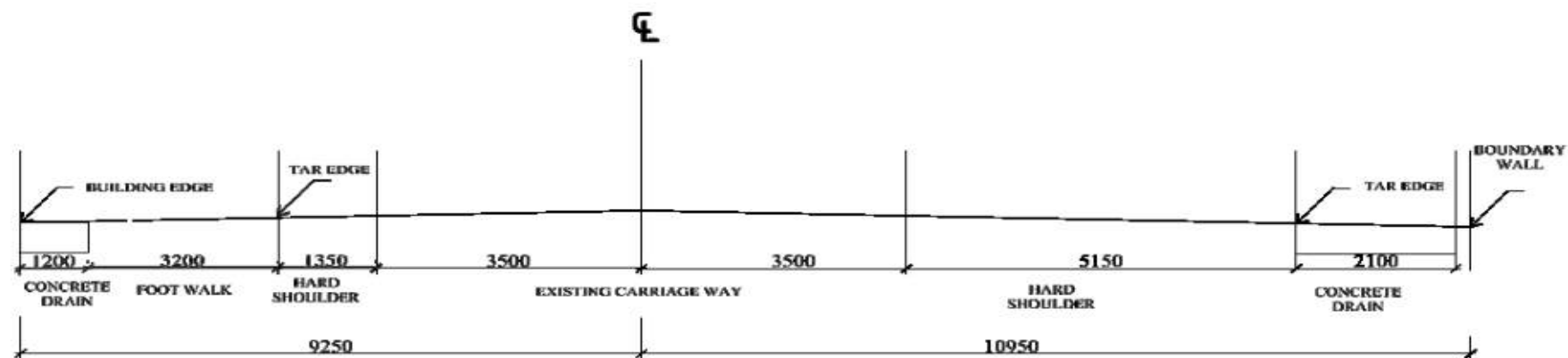


38 | 150

EXISTING ROAD CROSS SECTION

PELIYAGODA- PUTTALAM ROAD		MINISTRY OF HIGHWAYS ROAD DEVELOPMENT AUTHORITY			CE'S OFFICE NWP CHILAW
		DESIGNED	CHIEF ENGINEER		P.D (N.W.P)
		DRAWN -			
		CHECKED -			
		DR NO			DATE :-

ROAD SECTION AT
38 + 150 km




73+950
(CHILAW TOWN)

EXISTING ROAD CROSS SECTION

**PELIYAGODA-PUTTALAM
ROAD**

ROAD SECTION AT
73+950 km

MINISTRY OF HIGHWAYS ROAD DEVELOPMENT AUTHORITY			CE'S OFFICE NWP CHILAW
DESIGNED	CHIEF ENGINEER		P.D (N.W.P)
DRAWN -			
CHECKED -			
OR NO -			DATE :-

b. Existing cross section and the proposed improvements

					Current cross section					Recommendation for shoulders and sidewalks
Station		Length (km)	% of Length	Type	Current dimensions (m)					
From	To				Description	Lane	Median	Widening	Shoulder	
K38+000	K39+500	7.00	5.51%	Transition Zone	2 Lanes, two way	3.20	N-A	0.50	No	Hard shoulder, 1.80 m width, Soft shoulder width 1.20 m.
K39+500	K45+000					3.20	N-A	0.50	No	
K45+000	K49+000	4.00	3.15%	Urban Section	2 Lanes, two way	3.20	N-A	No	No	It is recommended to build widening (0.50 m.) and sidewalks
K49+000	K54+000	5.00	3.94%	Transition Zone	2 Lanes, two way	3.20	N-A	0.50	No	Hard shoulder, 1.80 m width, Soft shoulder width 1.20 m.
K54+000	K55+000	1.00	0.79%	Urban Section	2 Lanes, two way	3.20	N-A	No	No	It is recommended to build widening (0.50 m.) and sidewalks

					Current cross section					Recommendation for shoulders and sidewalks
Station		Length (km)	% of Length	Type	Current dimensions (m)					
From	To				Description	Lane	Median	Widening	Shoulder	
K55+000	K59+000	4.00	3.15%	Transition Zone	2 Lanes, two way	3.20	N-A	0.50	No	Hard shoulder, 1.80 m width, Soft shoulder width 1.20 m.
K59+000	K60+000	1.00	0.79%	Urban Section	2 Lanes, two way	3.20	N-A	No	No	Recommended to widen 0.50 m and add sidewalks
K60+000	K61+500	1.50	1.18%	Rural zone	2 Lanes, two way	3.20	N-A	0.50	No	Hard shoulder, 1.80 m width, Soft shoulder width 1.20 m.
K61+500	K62+500	1.00	0.79%	Urban Section	2 Lanes, two way	3.20	N-A	No	No	Recommended to widen 0.50 m and add sidewalks
K62+500	K73+500	11.00	8.66%	Transition Zone	2 Lanes, two way	3.20	N-A	0.50	No	Hard shoulder, 1.80 m width, Soft shoulder width 1.20 m.
K73+500	K75+500	2.00	1.57%	Urban Section	2 Lanes, two way	3.20	N-A	No	No	Treatment to consolidated urban zones

					Current cross section					Recommendation for shoulders and sidewalks
Station		Length (km)	% of Length	Type	Current dimensions (m)					
From	To				Description	Lane	Median	Widening	Shoulder	
K75+500	K78+000	2.50	1.97%	Transition Zone	2 Lanes, two way	3.20	N-A	0.50	No	Hard shoulder, 1.80 m width, Soft shoulder width 1.20 m.

**Annex II.1: Involuntary Resettlement & Indigenous People and Voluntary
Donation Checklist (Due Diligence Activity)**

INVOLUNTARY RESETTLEMENT IMPACT CATAGORIZATION LIST

Project: Improvement of A 3 Road, Kochchikade Bridge to Chilaw section in North Western Province under Integrated Road Investment Program

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
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		
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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		
Information on Displaced Persons: There will be no land acquisition and evacuation of persons due to the proposed road improvement project. Therefore, following questions are irrelevant.				
<p>Any estimate of the likely number of persons that will be displaced by the Project? [] No [] Yes</p> <p>If yes, approximately how many? _____</p>				
<p>Are any of them poor, female-heads of households, or vulnerable to poverty risks? [x] No [] Yes</p> <p>Not Applicable</p>				
<p>Are any displaced persons from indigenous or ethnic minority groups? [x] No [] Yes</p> <p>Not Applicable</p>				

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

**Annex III.1: One on one interview on A003 road section from Kochchikade Bridge
to Chilaw**

Rec ord #	DSD	Name of the AP	Gender	Age	Address	Views of the person
1	Wennapp uwa	W.L.J Fernando	Female	52	110 North Waikkala, Waikkala	I have been using this movable structure to sell king coconuts and lotteries since year 2003. This road is partially dilapidated even though it is heavily used for vehicular transportation. My structure is closed to the edge of the road but I will volunteer to shift it forward or backward of the road reservation before construction is commenced. My only request is to inform me at least one week ahead of commencement of the construction activities of the road in front of my movable structure.
2	Wennapp uwa	M.L.A.K Maheshwaree	Female	59	296/N, Thopputota, Waikkala	The road section in front of my movable structure gets flooded frequently. During floods I move my structure to a safer place of the road on same side (left side). However I have been operation of this business since 2018. I am able to earn about Rs.30000 per month. My structure is more than 3.5m away from the edge of the road and therefore expected road rehabilitation can be carried out without any impact on my structure. Even my structure is far away from road wedge if RDA needs to shift my structure it can be easily done if I am inform at least 3 days prior to commencement construction work in front of my structure.
3	Wennapp uwa	Sumedha Pushpakanthi	Female	48	Pragathi Mawatha, Waikkala	I recently (2019) started selling garments and some other toys keeping 2/3 tables in front of my house. I can earn small income (Rs.5000 [per month]) to support my family as a house wife. These tables can be shifted in to my residence in the location itself if I am inform at least before the commencement of the construction work. I can ensure my commitment to support the project by shifting my temporary kept few tables out of the section of the road required for road rehabilitation activities.
4	Wennapp uwa	K.Chandrani	Female	47	Chilaw Rd, Waikkala	I constructed this semi-permanent structure about 3.5 m away from the edge of the road in 2012 with the expectation to support my family. At present the lion share of family income is generated from this business (fruits and Vegetable). Since it is about 3.5m away from the road edge, there may be no need to shift it anywhere from the existing location. The road section in front of my business structure is dilapidated mainly damaged edge of the road. The surface of the road is also damaged and some pot holes can be observed. Not only have myself other my fellow women business group are in the strong opinion that road needed proper

Rec ord #	DSD	Name of the AP	Gender	Age	Address	Views of the person
						rehabilitation to improve its physical condition. In some rainy season road edge flooded creating negative impacts at least for few days on our business activities.
5	Wennapp uwa	K.S.S.D.Silva	Female	50	Heshan Paints & Hardware Chilaw Rd, Nainamadama	I started this business (paints and hardware) in Nainamadama of Wennappuwa DSD in 1997. This is a permanent structure even small part of its falling within recently demarcated road reservation by RDA with boundary stones. However extended small part of my business structure is places at least 4 m away from the road edge. Therefore the proposed project is carried out with its rehabilitation activities without disturbing my business activities. I perceive this project as beneficial development to the business people in this area. Their customers can reach the business places without having difficulties due to dilapidated roads. I strongly recommend for the project to establish proper shoulders on both side of the road to have sealed edge for the road that is an essential rehabilitation need we expect.
6	Wennapp uwa	S. Roopasinghe	Female	37	355, Sindathre, Waikkala	I established this temporary business structure in 2014 to sell some vegetable, King coconut and some fruits. These days its operation has been due to some personal problems. This structure is far away (4m) from the edge of the road and therefore proposed road rehabilitation can be carried out without disturbances to my business structure. The road edge is seriously dilapidated in front of my business location and it needs immediate attention of the road developers to solve the difficulties experienced by road users.
7	Wennapp uwa	Malar	Female	41	No 35, Randiyagama kolin jadiya, Wennappuwa	I have been involved in this business since 2015. This structure is kept in front of permanent business structure located behind. The owner has no objection for my petty business (selling lottery) in front of his business center. Even though it is small it has become the main source of my family income my movable structure is located at least 3.5m away from the road edge. If RDA needs shifting of this movable structure I am much willing to do it because I am also a beneficiary of the improved A3 road?
8	Wennapp uwa	Wasantha	Male	18	284/C/1 Nainamadama, Nainamadama	I used to sell maize seasonally in this place of the road. I have established a shade with large umbrella to cover from sunshine and rain. The location I used for this activity is at least 2m away from the road edge. If RDA need I can shift this small business activity to another place in the same road

Rec ord #	DSD	Name of the AP	Gender	Age	Address	Views of the person
						section without having negative impact on my income. My understanding is that there will be no need to shift my business activities if RDA does not expect to widen the present width of the road. The road surface and its shoulders, Also drainage can be rehabilitated without generating impact on my petty business of selling boiled and Raw maize which is seasonal.
9	Naththand iya	C.Lakmini	Female	42	Werala para, Muhudukatuwa, Marawila	I established temporary structure to sell ornamental fish to the road users. I do not carry out this business continuously in this location but I have been in this location since 2013. This is a petty business which generate about Rs30000 average income for my family. This has become most significant source of my family income. I understand the need for shifting of this moveable structure to allow for improvement of the road shoulders. I fully agree to shift the structures backward or Forward within the existing road reservation. It is quite possible only need I expect is prior information by the RDA for me to shift my business structure to a suitable location within the same section of the road. The proposed project is a felt need of the area even though I will be compelled to shift my temporary erected structures to sell ornamental fish kept in polythene bag with water.
10	Naththand iya	M.A.J Fernando	Male	75	Dilshani 1, Uthuru haras weediya, Dematapitiya rd, Katuneriya	I established this extended portion of my permanent business structure 3.5 m from the road edge. Extended portion is temporary constructed with wood and galvanize sheets it is located far from the road edge and therefore there may be no need to shift it. Even if RDA requests to shift it I am willing to shift my selling Items in to my permanent structure and temporary remove the extended portion. We are willingly prepared for these actions mainly because we think A3 road in front of our business centers needs immediate rehabilitation.
11	Naththand iya	S.D.T.Madhush ani	Female	28	Madhushani Business center, Dematapitiya junction, Katuneriya	I established this structure in 2000 at least 3 M away from the road edge. The proposed rehabilitation work is much essential development in our area. This is because the road is heavily used by many people travelling to Various destinations such as North Central, province, Northern province. The road is also connected to large number of secondary roads running to interior areas. Rehabilitation of this road therefore will bring significant impacts. As you, study team explains the rehabilitation will be confined to improvement to the road surface with establishment of road shoulders and limited improvements to the drainage canal. In this context, structures similar to mine located 2.5 M away from the road edge will not have problems to continue our business activities even during construction

Rec ord #	DSD	Name of the AP	Gender	Age	Address	Views of the person
						period.
12	Naththand iya	W.P.Antony	Male	72	No 22, Adappara Waththa, Janapadaya, Lansi gama, Katuneriya	This lottery selling moveable structure was established in 2018 with the expectation to support the household economy. Now the income from this petty business has become the main income source (Rs 20000/Month). The structure is located quite far from the road edge. The intended construction activities will not create problems to my business activities (selling lottery tickets) mainly due to its distance from the edge of the road (more than 3m). This road needs immediate improvement to its highly uneven surface and seriously dilapidated road edges. We are much happy to see this happen in near future.
13	Naththand iya	I.P. chandanlal	Male	38	Marawila	I established this Business structure (semi-permanent) in 1990, I sell food items and earn minimum of Rs 20000 a month. This road is seriously dilapidated in front of small food stall. Seriously eroded edge is the main problem. The customers to my place coming in motor bikes face difficulties to take their vehicles near my business location through damaged road edge. We learnt that proposed project will confine to improve the road surface, road edges with proper shoulders and limited interventions for improving the drainage canal. These are felt needs of this road. Most of the structures along the road are located at least more than 1 M from the road edges and also majority of them are moveable structures. My business structure is also located 3.5M far from the road edge.
14	Naththand iya	U.W. Premawathi	Female	71	Chilaw Rd, Mahawewa	I use to sell fruit juice keeping moveable cart near the edge of the road. This can be shifted at any time but I suggest that RDA should inform me at least 1 day prior to commencement of the rehabilitation work near MY MOVERABLE Cart. It is matter of moving it little back from the present location and it can be easily done. I and most of the local road users and the mobile traders welcome the proposed project to rehabilitation of A 3 road to address its physical probes for effective transportation. The Road surface is uneven and edges of the road are seriously dilapidated.
15	Naththand iya	Somasiri	Male	62	Lunu Oyapahala, Colombo Rd, Mahawewa	I established my permanent shop outside of the ROW marked by RDA but in 1984 with the expectation to further expansion of the business I extended the shop with temporary roof constructed. The edge of this roof of the extended portion of the structure is also at least 3.5m away from the edge of the road. There will no negative impacts expected even to extended

Rec ord #	DSD	Name of the AP	Gender	Age	Address	Views of the person
						portion of business scares. Some other fellow business persons in my raw have done the same thing to expand the business but all the extended potation of the roofs are located at least 3 m away from the road edge. We all experience difficulties due to three main problem of the road and therefore, we will extend our fullest cooperation to the project contractors to carry out rehabilitation work with no disturbances from the business operated within road reservation. We all kindly make request to inform all of us at least 1 week ahead of the construction work to be commenced.
16	Naththand iya	D.Priyangika	Female	19	No 1 , Keena Kale Waththa, Mudukatuwa, Marawila	I sell king coconut and other fruits keeping my movable structure within the road reservation. Some days I change the location but always the structure is kept at least 3m away from the road edge expecting the road users/my customers to reach my structure to drink king coconut and other fruit drinks. If the RDA needs further shifting of my moveable scare it can be easily done. There is enough flexibility to do so in the area. We all want to get the depilated road edges sealed and properly improved with sufficient road shoulders.
17	Naththand iya	C.D. Herath	Female	42	Eliwila,Gonawila	I established this temporary stall in 2017 with expectations to provide supplementary income to my family but later the income from this fish, vegetable and fruit source become the main source. When RDA survey team treat me first and talk about improvement to A3 road in front of my store I refused even them to take photo of my structure this was mainly thinking that road will be expanded creating full damage to my structure. After their explanation only scope of I Road project I realized the limited improvements they are thinking of, if the road is improved with sealing of edge establishing proper road shoulders and making the road surface smooth I understand there will be no negative impact on my petty business. We, as mobile vendors can move our stalls further if RDA needs some limited expansion of the road width. The proposed rehabilitation of A3 road is a felt need of the area.
18	Mahawew a	I.P. Chandalalal	Male	52	Koswadiya, Mahawewa	This structure is movable. Established in 1990, the income from this business, Selling food is Sole income of my family. We as petty business community established our temporary /movable structures welcome the proposed rehabilitation project because edge of the road is seriously dilapidated creating difficulties for our customers to reach our business centers. Since my structure is located 3m away from the road edge there will be no negative impact expected. It is a structure with movable facility and it can be further shifted depending on the need of the contractors of

Rec ord #	DSD	Name of the AP	Gender	Age	Address	Views of the person
						RDA.
19	Mahawewa	Thilakawathi	Female	60	Koswadiya, Mahawewa	I do not have structure as such roof to do my business; I keep my King coconut in a movable cart in this location since 2016. My business also not regular and it depends on the availability of King coconut for selling. I like much about the proposed project to improve the condition of the road in front of king coconut selling location. However I keep my cart about 3.5 m away from the road edge. Therefore there will be no need for me to shift the car even though it can be shifted at any time 10-15 minutes.
20	Mahawewa	Noelge Shirly Jayasiri	Male	61	Chilaw Rd, Haththiniya	This temporary structure was constructed recently in 2019. This is at least 3m away from the road edge. I understand from the survey team that road width will not be expanded and therefore I will not have negative impact. If RDA needs I can shift this structure little further within a day. Only request I have is to inform me at least one day ahead of construction for me to attend shifting is required. However the project proposed is much required to area and also all other users travelling on this road.
21	Madampe	T. Niluka sriyanthi	Female	38	105, Naththandiya	I established this temporary stall to sell fish, vegetable and fruit in 2016 to support my family income. These items are kept in front of a permanent business structured constructed with the support from Chilaw Pradeshiya Saba. The structure constructed with Pradeshiya Saba is away 5m from the road edge. The tables with dry fish vegetables and fruits are kept in front of this permanent structure. Even the tables with dry fish and other items are 3.5m away from the road edge. If RDA needs these tables can be kept somewhere else temporary until required road rehabilitation work completed in front of my business activities. However we need this road to be rehabilitated immediately if possible.
22	Madampe	L.F.Mushfica	Female	35	70 Old town, Madampe	This is a semi-permanent structure constructed little behind the road drainage. RDA has enough flexibility of carrying out expected rehabilitation activities such as improving road surface, sealing of edge, establishment of road shoulders and even improving the drainage if need. Therefore there will be no impact on my semi-permanent structure. Only indirect impact is some insignificant disturbances to access the structure if the drainage canal is opened for improvement. Even then we are much happy about the project and therefore we are prepared to extend fullest cooperation for the proposed project.
23	Madampe	K.A. Karunaratna	Male	52	Main road, Madampe	I have a residence cum business structure constructed in 2017 at least 3m away from road edge. Even behind the drainage canal of the road. The drainage canal in front of my permanent structure is covered with concrete

Rec ord #	DSD	Name of the AP	Gender	Age	Address	Views of the person
						slabs and therefore I thought of using that space on the concrete slabs to erect a large umbrella and keep some snacks to earn supplementary income in addition to the retail business operated in front room of my house. I strongly feel that there is no need for me to remove even the large umbrella erected because RDA can implement expected road improvement activities of I road program. If the RDA needs cleaning of drainage canals removing concrete slabs I also can shift my snacks in to the retail shop operated in my house.
24	Madampe	M.I.Shiyam	Male	47	Mohammad trailers, Madampe	I and several other Muslim business men established our shops at least 3-4 m away from the road edge. My present structure is available even behind the drainage canal of the road. We as business community operating by the side of the road will benefit very much if the road is improved. The RDA can carry out what ever required construction activities without removing any of our permanent structures or even part of the structures.
25	Madampe	W.Rosalin	Female	73	Wendesu Waththa, 2 nd Lane, Galahitiyawa	With the permission of the owner of semi-permanent structure I used the front area of that structure to keep some ready made garment item to sell to the local people and other road users. The area I use for selling these garment items is about 3m away from the road edge. If the contractors need the area I use for this petty business is required for project work, I am prepared to take my garment items outside area within the same location. This can be done much easily within 1-2 hours but I prefer if the RDA can inform the date of the commencement of construction work in front of my business area at least one day ahead of the commencement construction.
26	Madampe	M.Hemalatha	Female	37	Kiripattiyawaththa, Galahitiyawa, Madampe	This movable lottery selling structure constructed in 2017, I'm able to earn about Rs.12000 per month. This structure is presently kept on the road drainage but I'm much willing to shift it somewhere allowing contractors to carry out their expected work. We need our road to be improved more than insignificant possible disturbances to our business activities which are generating small amounts of income. Only need I have is to get information about the commencement of road rehabilitation in front of my structure at least 1 week ahead of time.
27	Madampe	Ruwan Asanka	Male	34	No 128, Iratta Kulama, Madampe	My permanent business structure was constructed 1998 at least 4-5 m away but later I attached and extension to this building even the extended portion is about 3m away from the road edge. According to the details about the proposed road rehabilitation program explained by the survey team. There will not be intention to expand the existing width of the road.

Record #	DSD	Name of the AP	Gender	Age	Address	Views of the person
						Therefore there will be no negative impact on business activities in the entire structure.
28	Madampe	Susantha Kithsiri Silva	Male	54	Old Town, Madampe	The type and the nature of structure and the business activities of me are more or less similar to the business activities carried out by Mr. Ruwan Asanka (mentioned above) therefore there will be no negative impact on my business activity. We all welcome this road rehabilitation project because it will be beneficial; for all of us.
29	Madampe	R.P.Nalani	Female	59	Mahabaddegama, Madampe	I have been in operation of my business in this location for the last 5 years. It is located about 3 M from the road edge. According to the information provided by the survey team my structure will not have negative impacts and the intended road improvements can be carried out without any problems. On the other hand we have been instructed by Chilaw DS office that our structures are unauthorized and therefore, there may be need to remove them. We are prepared to shift if any public agency reaches. We also need to get this road improved due to present status of dilapidation.
30	Madampe	Nihash	Male	67	157 Main road, Madampe	This temporary structure was constructed in 2015 about 3.5m away from the edge of the road. WE have encroached the road reservation to erect these structures but they are temporary. I am 67 years of age and I cannot get in to other hard work to earn income for living. My structure will not become a hurdle for carrying out intended rehabilitation work. Even if it became a constraint I am willing to remove it and allow the construction work to be completed.
31	Chilaw	Nirasha Harshani	Female	37	215 Puttalam Rd, Chilaw	This semi-permanent structure was constructed in 2007 about 3.5m away from the road edge. The road is seriously dilapidated and even our customers find serious difficulties to reach our business place due to dilapidated road edge. The road surface is also highly uneven and need immediate attention to make it smooth for transportation. Since my structure is located far from the road edge the contractors can attend the rehabilitation work with no difficulties.
32	Chilaw	A.Suwendra	Male	49	46,Dinal Bakers, Chilaw	This business structure for selling Bakery items was constructed in 2000. This is an extension to the permanent structure located about 3m away from the road edge. The main building originally constructed is located further away from the road edge. The extended portion of the building is little towards the road but even that is about 3 m away. Therefore this structure will not become a constraint for the proposed project. We as beneficiaries of the road welcome the proposed devotement under the I-

Rec ord #	DSD	Name of the AP	Gender	Age	Address	Views of the person
						road program.
33	Chilaw	Waishalan	Male	38	79 Juliyan Waththa, Chilaw	I have been selling lotteries in a moveable cart kept in front of a permanent building belong to somebody else. My lottery cart is located about 2.5 m away from the road edge. I have flexibility to shift it to any other suitable location with no cost to me. This can be done within an hour. I am prepared willingly to move it if RDA needs to do so. The RDA should inform me at least 1 to 2 days ahead of commencing construction work in front of my structure. We all need this road to be improved.
34	Chilaw	Asanka Herath	Male	34	Colombo Rd, Maikkulama	I have been in operation of selling lottery in a movable structure since 2018. This can be easily shifted if need arises but since it is located about 3m away from road edge there will be no need to do so. If RDA wants I should be informed 2 days ahead of commencement of construction work in front of my structure. I welcome this proposed project mainly because I seriously need road edge in front of my structure to be prepared with proper shoulder.
35	Chilaw	W. Ravichandran	Male	34	Pahala Olidaluwa, Kakkapalliya	I am involved in Petty business of Rug and beetle selling. Rugs hung on a rope tide to two trees. At any time I can shift to another place where I can continue this simple petty business activity. Most important thing to for us to get this important road improved. However I know my activity will disturbed the contractors to attend the road repairing work at the edge of the road. I am willing to shift to another place during construction.
36	Chilaw	Palitha Ekanayaka	Male	56	No 7, Kakkapalliya	My business is selling some food items such as hoppers and other short eats in a temporary movable structure kept in road side location 3m away from edge of the road. If RDA needs I'm prepared to move it to alternative location where RDA will have flexibility to carry out proposed construction activities. However according to the information given by the survey team there will be no need to do shifting of my structure because construction activities will not involve expansion of the width of the road.
37	Chilaw	G.Reshan	Male	50	Pambala, Chilaw road	Some of my business items such a snack packets have been displayed in front of my business structure. Even the place used for this activity is about 3m away from the edge of the road. Therefore there will be no need to shift these snack packets. If the road is improved I will be one of the significant beneficiaries because the road edge in front of my shop is also seriously dilapidated.
38	Chilaw	Miyuri	Female	62	Bandarawaththa, Kakkapalliya	The temporary stall was constructed by me in road reservation in 2013 about 3.5m away from the road edge. There is enough land belt available between road edge and my stall for RDA to have flexibility to carry out

Rec ord #	DSD	Name of the AP	Gender	Age	Address	Views of the person
						rehabilitation work. I welcome the proposed project rehabilitation project. Because road edge is seriously dilapidated and also the surface of the road is highly uneven if RDA requests I can shift this temporary structure to a suitable structure find myself during construction. However I expect RDA to inform the construction schedule at least one week ahead of commencement of construction work.

Annex III.2: Details of the FGDs conducted

FGD held in Wennappuwa Divisional Secretariat Division

1. What are the current problems of road

- a. There is no proper drainage system to drain out storm water
- b. There is an unauthorized building area in Lunuwila junction; a private businessman has built a car park which blocks the drains and road sides. Because of that the area gets inundated even for a small rain. However this problem was complained to RDA before 9 months ago no action was taken up to date.
- c. The carpet is cracked and uneven therefore high possibility for accidents
- d. Drainage system is not constructed in a proper manner
- e. Even though the day to day maintenance are done by the pradeshiya sabha on blocked drains , there is no maintenance by the RDA
- f. There are number of unauthorized buildings
- g. Mr. M.M. Ajith Fernando, GN, West Wennappuwa and West Kolonjaliya GN divisions stressed out that, West Kolonjaliya and Randiyagama colony is currently flooded. Even though the water is taken out from a water pump it is in very slow progress. And water draining very slowly. In West Wennappuwa GN division, RDA constructed the drain system via police road and brings the storm water to Wennappuwa Lake. A big environment impact is happening due to that. Wennappuwa Lake was built-up by King VI Parakramabahu and even in drought Seasons Lake is functioning and serve to the rural people. The drains are directed to the lake due to the political influences. Also GNs proposed an alternative to the problem; construct drainage next to the convent and send the storm water to the sea. If an action is not taken the GNs are ready to take legal actions.

2. Issues for road users both vehicles and pedestrians

- a. About 25 – 30 trucks full of waste for Aruwakkalu landfill are travelling daily and it makes bad odor in the surrounding areas. Also due to that road damages are occurring. Though they are travelling in night road is not wide enough to overtake those trucks if necessary.
- b. Some people park vehicles near the road crossings therefore both pedestrians and other vehicles can't see the crossing properly.
- c. Front parts of some buildings are constructed within the RDA reservation
- d. Bus halts are too close to the road and if a bus stopped at a halt there is a huge traffic behind the bus

3. What do you think about the current RDA maintenance practices

- a. There is absolutely no maintenance. There is high vehicle density and two schools in Wennappuwa town. It is better to have a pedestrian overpass. In the border of Nainamadama West and East there is carpentry workshop and there is high traffic also when flooding over 5-6 ft inundation.
- b. After the construction / carpet the road Water board and or electricity board excavate the road for installation of transmission lines and laying the pipelines that damage the road. There is no proper coordination or mechanism to avoid that.

- c. Road crossings are not visible the crossing lanes are faded away, the lifetime of a crossing lines are about 3 months. Pedestrian lines are not visible at all.
- 4. What are the improvements that can suggest for current plan
 - a. Pedestrian overpass – in front of church/ convent
 - b. If you provide a detail road map/ plan we can suggest the improvements in GN level
 - c. Establish side mirrors on Waikkala junction (by the side of this critical junction)
 - d. Build security fences on roads especially in town areas to avoid pedestrian crossings from everywhere.
 - e. Increase the number of lanes in city boarder
 - f. Walk track is necessary because of the traffic (not a jogging track)
- 5. Issues that can arise during construction period
 - a. Aware business owners
 - b. Propose alternate routes
 - c. Reservation area is not clear therefore make available a map in Divisional secretariat
 - d. Make short the construction period as much as possible
 - e. Consult residents before the construction
 - f. It is highly recommended to show the new road plan, including culverts, bridges, drainages, causeways to the general public

පැළියතොඩ පුත්තලම් මාර්ගයේ කොටච්ඡානේ පාලමේ සිට හලාවත දක්වා කි.මී. 38 සිට 76 දක්වා කොටසෙහි ප්‍රතිසංස්කරණ සහ වැඩි දියුණු කිරීම් සඳහා සමාජ හා පාරිසරික ආරක්ෂණ වාර්ථාව සැකසීම

ප්‍රාදේශීය ලේඛන කොට්ඨාශය : **ඩොර්නල්ලුරි**

දිනය: 2019 ඔක්තෝබර් 16 - පැමිණීමේ ලේඛනය

	නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාශය	දුරකථන අංකය	අත්සන
1.	K.M. මේණුක ප්‍රනාන්දු	භිෂෙක ග්‍රාම නිලධාරී	වු.ඩේ. ආරියසේන - සෙනරත්පුර	0714234489	
2.	M.M. අක්ක	බ/සෝවාන බ/පොල්මුහුණ	බ/සෝවාන බ/පොල්මුහුණ (එ/බ)	077/5803870	
3.	මී.ජී. එස්. වෛරසේන	ග්‍රාම නිලධාරී	480 A සැලක	067835918.	
4.	N. දික්තිරත්න ප්‍රනාන්දු	ග්‍රාම නිලධාරී	491 n E / සෙනරත්පුර	0767197219	
5.	එ. ඩී. ඒ. විජේසේන	ග්‍රාම නිලධාරී	490 බ/පුරාවිද්‍යා	077 2023940	
6.	P.V. ධර්මසේන	ග්‍රාම නිලධාරී	490/A - ප/සැලක	077 4709931	
7.	කේ.එම්. ඩී.එම්. ආරියසේන	ග්‍රාම නිලධාරී	491A, බදු සේනාපති	077-8917000	

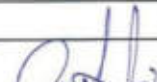




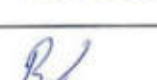

නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාශය	දුරකථන අංකය	අත්සන
8 D.S. මැතිගේ.	ග්‍රාම නලයායි	බ/ලේකම	0776186493	
9 W.M.R. P.V. Jayasinghe	ග්‍රාම නලයායි	486 අ/මහනගර	0718036351	
10 W.M.S. කරුණා	ග්‍රාම නලයායි	485 අ/මහනගර	0718414107	
11 කේ.එස්.එස්.එස්.එස්.	ග්‍රාම නලයායි	493, න/මහනගර	076-4484071.	
12 S.M.D.R.D. Karunathunga	ග්‍රාම නලයායි	484 අ/මහනගර	0777-986092	
13 D.L.R. Karunathunga	ග්‍රාම නලයායි	482 උ මහනගර	0776934147	
14 W.C.T.T. Karunathunga	ග්‍රාම නලයායි	489/අ අ/මහනගර	0776271541	

FGD held in DSD Office Nattandiya

1. What are the current problems in road
 - a. It is really difficult to use the road in rainy season, flooding in Nainamadama area
 - b. Culverts are completely blocked
 - c. Drains are not properly constructed
 - d. Lunuwila junction, Katuneriya school, main street, Sebastian school, Jubily lane in Katuneriya, Marawila are inundated
 - e. No maintenance at all
 - f. Roads are blocking due to structures and buildings constructed in road sides
 - g. After the construction / carpet the roads Water board and or electricity board excavate the road for installation of transmission lines and laying the pipelines that damage the road. There is no proper coordination or mechanism to avoid that.
2. Issues due to physical condition of the road
 - a. Pilgrims of Kochchikade church heavily use the road therefore Install color lights in traffic areas
 - b. Drainages are not properly constructed
 - c. Culverts and drainages are not visible when inundated, a school child fell in to the drain on an inundated day
 - d. Lansigama in front of prawn Ceylon, pulun gas junction, Bulugaha wewa road, near Katuneriya church, Kumara weediya are inundated
 - e. Road damages can be seen every where
 - f. When the school times, school children all over the road, make pedestrian walk
 - g. Because of the Marawila night fair, Kurusa palliya is crowded. The road is blocked due to clock tower
 - h. Bus halts are very close to each other in either sides of the road
3. What do you think about road maintenance
 - a. Road edges are damaged
 - b. No maintenance are done
 - c. Accidents happening due to road damages
 - d. Road damages are in the joint place, main road and by road (example by road to divisional secretariat office), it is unclear who is responsible for the maintenance and damage repair for that section, either RDA or divisional secretariat
 - e. Goadawela junction, Marawila hospital, St. Xavier's College, Marawila and petrol shed areas are inundating,
 - f. Road side gravels are not properly compacted therefore they are washing away in a small rain too
E.g.: there is a big gap (between Road and shoulder) in Dematapitiya junction, Katuneriya therefore it is difficult to drive.
Suggested to lay carpet or tar in shoulder areas too as in Marawila town
 - e. Better if there are drainages in road sides
4. What are your suggestions to improve the proposed road plan?
 - a. proposed widen the road

- b. increase the number of lanes to 4, in Negambo Chilaw road
 - c. it takes 1 – 1 1/2hr to pass the Kochchikade town due to the traffic
 - d. proposed a flyover bridge in Kochchikade town
 - e. although Kochchikade bridge was constructed that does not make much impact on the traffic condition
 - f. Katuneriya maha vidyalaya, Wennappuwa high traffic in school time therefore, proposed a pedestrian overpass
 - g. Heavy traffic in after school time near the convent - there are over 3000 school children
 - h. Thummodara road was carpeted however bridge is narrow, therefore there is traffic
 - i. After the construction / carport the roads Water board and or electricity board doing, do the wiring and or lay pipelines that will damage the road. There is no proper coordination or mechanism to avoid that.
5. Issues that can arise during construction period
- a. Issues may arise due to illegal constructions in ROW
 - b. Aware general public on alternate routes
 - c. Objections may rise from private land owners
 - d. Proposed to do the construction in night time to avoid the traffic
 - e. There may be dust , vibration impact to residencies
 - f. Gravel can mine, buy from Koswatta/ Kirimetiya and Dankotuwa areas
 - g. Workers/ labors/ drivers are available in the area
 - h. Cable tunneling has to consider during the construction stages
 - i. In some times, telephone, light poles on road
 - j. There are clay pits in grama Niladari divisions, there borrowed materials can be fill in to that clay pits for that please contact grama Niladari
6. Impacts after the road construction
- a. Positive –facilitate for fast drive , time saving, good for vehicles
 - b. Negative – accidents due to speed, after the construction, some institutes, like water board, telecom damage the road for their services and not repair properly.
7. How do you proposed to solve any issues rise during the construction
- a. Inform the RDA through divisional secretariat in written
 - b. There are some people who do not like to inform in written, in some cases like, siltation or debris in culverts and contractor does not clean. How could they inform to RDA? Proposed: open a telephone line/ number
 - c. No awareness among people on to whom complain if there any matter during the road construction or maintenance

දිනය: 2019 ඔක්තෝබර් 16 - පැමිණීමේ ලේඛනය

නම	සහකාර	ප්‍රාමි නිලධාරී කොට්ඨාසය	දුරකථන අංකය	අත්සන
W.M.M. ඩබ්ලිව් ප්‍රනාන්දු	නිරිතදිග ප්‍රා.ම.	අ.වි.වි. කාර්යාලය, හාල්කොට්ටේ	0717-202886	
P.S.K. සිංහලාභය	පළමු කළමනාකරු	වෙළඳ පොළ	027-5744122	
W.N. මාලක පීරිස	ප්‍රා. නිලධාරී	496 වැනි කුරුමිගම	0777-201787	
J.I.P. කමල්සිංහ	ප්‍රා. නිලධාරී	505 සන්නායක පාර	077-1811911	
H.M. ලක්මාන	ප්‍රා. නිලධාරී	501/A හුණරාමිගම	071-6445951	
W.A.H.A. ප්‍රනාන්දු	ප්‍රා. නිලධාරී	507 විලාසපුර	071 6498973	
M.A.A.R.M. A.H.E. රාමජයාපාය	ප්‍රා. නිලධාරී	495/C පාලම 502/A පැරණි පාර	0777977013	

නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාශය	දුරකථන අංකය	අත්සන
එ.ඒ. කේ. සුනං	ග්‍රාම සුදාන	ද/කොස්ගොඩ	0775171026	
ක.ප.ලේඛ දිසානායක	ග්‍රාම නිලධාරී	විග්නේශ්වර	071566484	
කුමාර දිසානායක	ග්‍රාම සුදාන	බණ්ඩාරගොඩ ව/කර්මාන්ත	0761950533	
H.D.R.T. දිසානායක	ග්‍රාම සුදාන	වි/කර්මාන්ත	0764001699	
ස.ක.විජේසේන	ග්‍රාම නිලධාරී	කොස්ගොඩ	0719140091	1,3ti
ක.ස.වි.ස.ලක්මණ	ග්‍රාම නිලධාරී	වි/කර්මාන්ත	0772389977	
P.A. රත්නා කුමාර	ග්‍රාම නිලධාරී	වි/කර්මාන්ත	0705275858	

චේ. ඩී. ප්‍රසාද්
ප්‍රධාන

ග්‍රාම නිලධාරී

සහකාර





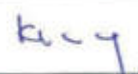


071-8451380

පැළියගොඩ පුත්තලම් මාර්ගයේ කොට්ඨාසයේ පාලනේ සිටි හලාවත දක්වා කි.මී. 38 සිට 76 දක්වා කොටසෙහි ප්‍රතිසංස්කරණ සහ වැඩි දියුණු කිරීම් සඳහා සමාජ හා පාරිසරික ආරක්‍ෂා වාර්තාව සැකසීම

ප්‍රාදේශීය ලේඛන කොට්ඨාසය : කාන්තාර්ථය

දිනය: 2019 ඔක්තෝබර් 16 - පැමිණීමේ ලේඛනය

නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාසය	දුරකථන අංකය	අත්සන
D. M. M. M. M.	ප්‍රධාන නිලධාරී	S. S. S. S. S.	077-2356700	
W. P. S. S. S.	ප්‍රධාන නිලධාරී	499-A. S. S. S. S.	077. 5534233	
S. S. S. S. S.	ප්‍රධාන නිලධාරී	S. S. S. S. S.	077 4697871	
S. A. S. S. S.	ප්‍රධාන නිලධාරී	510/4 S. S. S. S.	071 3792408	
T. M. S. S. S.	ප්‍රධාන නිලධාරී	500/A S. S. S. S.	071 9141959	
S. S. S. S. S.	ප්‍රධාන නිලධාරී	506/B S. S. S. S.	071 5186921	
W. M. S. S. S.	ප්‍රධාන නිලධාරී	494/1 S. S. S. S.	0776267991	

නම	කනකුර	ග්‍රාම නිලධාරී කොට්ඨාසය	දුරකථන අංකය	අත්සන
ඩී. ඊ. රාමනුජම්	ග්‍රාම නිලධාරී	506/A, ජ/නුගේගොඩ	076-6481390	
P. M. A. D. සේනේ	ග්‍රාම නිලධාරී	495/10, න. බඩගොඩ	0773-420189	
K. R. C. සාරත්	ග්‍රාම නිලධාරී	510 2/මුනිගොඩ	0779009882	
ම. උ. ඩ. ඩී. සේන	ග්‍රාම නිලධාරී	496/B 2 සහ 3 494/A මොරටුව	0771384422	
K. L. A. L. සරත්	ග්‍රාම නිලධාරී	497 - 5/සාමාන්‍ය ප්‍රදේශ	071-7078190	
Y. P. A. H. රාමනුජම්	ග්‍රාම නිලධාරී	502 - මු/සාමාන්‍ය ප්‍රදේශ 503A - මොරටුව	0715646081	
R. P. S. M. රාමනුජම්	ග්‍රාම නිලධාරී	500 - තරාණි	077-8866733	

R. D. T. සුරේෂ් ග්‍රාම නිලධාරී 503 මොරටුව ප්‍රදේශ 077-0517382
 J. A. සෙනරත් සුරේෂ් ග්‍රාම නිලධාරී 497/A - න. බඩගොඩ 077-051838




FGD held in Mahawewa Divisional Secretariat office

1. Why do you think this road need to improve?
 - a. Road surface is not even
 - b. Not wide enough
 - c. Lots of accidents are happening
 - d. Pavements are damaged
 - e. High traffic
 - f. They asked how much road will be widened.
 - g. No proper drainage system
 - h. They are ready to write to the newspapers about the road, road is in critical condition. Need to repair/ construct soon
 - i. From Mahawewa transformer to bridge, St. Xavier's College, Mahawewa town and Lunu wila inundation even to small rains
 - j. It is better to have two lane road on each side at least in town areas
2. What do you proposed to include to the plan
 - a. Requested 4 lanes in between RDA, reservation
 - b. They questioned on whether there will be land acquisition
 - c. Color light in major junctions
 - d. The (GNs) are ok for the land acquisition if road will be widen
 - e. Plant trees on road sides
 - f. If road level increased up there will not be flooding on road sides, so proper culverts and drainages are needed
 - g. Build fences in insecure areas like, Mahawewa
 - h. Bus halts on either sides near Mahawewa temple are close to each other therefore if buses stopped in both sides at a same time there will be high traffic
3. Issues that can be raised during the construction period
 - a. Road will be blocked
 - b. Use alternative roads e.g.: Beach road (Werela para), Old road
 - c. There will be dust problems due to heavy vehicle movements, water spray to control dust
 - d. ROW is bordering to private lands so it is difficult for pedestrians to use the road.
 - e. Shift light, telephone poles
 - f. Better to make one way road in certain sections
 - g. Lay the electricity wires under the road, man holes preparation properly
 - h. There is a shop in Marawila town which has a low case and still it cannot acquire
 - i. Medagoda Yatakalana road, culverts are places but not finished, gravel and top soil wash away. Therefore there is no access road to the village. One person died recently due to a road accident in the area. Culverts are not filled (not finished) so a temporary by road was prepared.
 - j. By the time of road construction there was a committee "Mesiwili Kamituwa" however it was not functioned latter. They agreed to place drainages in flooding areas but did not do. Trees were felled. Road constructions officials or divisional secretariats were not involved with the "Masivili kamituwa". Therefore proposed to establish committee for the new project in

collaboration with divisional secretariat (experience by GNs from road rehabilitation projects in their divisions- not from the candidate road. They expect that such bad incidents will not happen in the proposed road improvement project)






- k. It is doubtful whether this road will be constructed or not (uncertainty)
- l. What will happen to mobile businessmen who do businesses in ROW
- m. No trust on i-road projects they will take a long time for construction

පැළියගොඩ පුත්තලම් මාර්ගයේ කොට්ඨාසයේ පාලනේ සිටි හලාවත දක්වා කි.මී. 38 සිට 76 දක්වා කොටසෙහි ප්‍රතිසංස්කරණ සහ වැඩි දියුණු කිරීම සඳහා සමාජ හා පාරිසරික ආරක්‍ෂන වාර්තාව සැකසීම

ප්‍රාදේශීය ලේඛන කොට්ඨාසය : මහලද

දිනය: 2019 ඔක්තෝබර් 16 - පැමිණීමේ ලේඛනය

නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාසය	දුරකථන අංකය	අත්සන
M.M.V.R. S.T. ප්‍රනාන්දු	ප්‍රධාන ලේකම්	සරණගොඩ, නිකු	077-5000998	
W.P.H.C. ප්‍රනාන්දු	ලාම නිලධාරී	531-2/මහලද	077-6506026	
V.P.A.B. මොරල	ග්‍රාම නිලධාරී	513 ^B මල්ල දූපත 525/A මායි මල්ල	0777848009	
M.A.L.C. මොරල	ග්‍රාම නිලධාරී	529/1 මල්ල දූපත	0777208602	
M.A.L. දේවප්‍රිය	ග්‍රාම නිලධාරී	519 මල්ල දූපත	071 8052010	
W.A.A.D. H. දිසානායක	"	528 V. මල්ල	0771694977	
S.A.A.S. R. දිසානායක	ප්‍රධාන ලේකම්	511- මල්ල	0712099278	








නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාසය	දුරකථන අංකය	අත්සන
සුභාන්. ප්‍රසාද් හිමාසා	ග්‍රාම නිලධාරී	512 නැංවිලි, mmbw	0777939401	
S.P. හර්ෂ් දිසි	ග්‍රාම සේවක	530/වෙහෙරානායක	071-8051935	
N.D.D.S. හාමි	ග්‍රාම නිලධාරී	527 ඉ/වෙහෙරානායක	071 3791980	දීපිකා දිසානායක
M.A.K. හේමති	ග්‍රාම නිලධාරී	525 නැංවිලි, mmbw	0776846480	Kodanayake
S.M. රාජපක්ෂ	ග්‍රාම නිලධාරී	513/L වෙහෙරානායක	077-6137827	
M.A.T. ඩයෝනා	ග්‍රාම නිලධාරී	522/c පුරාණාලය	077-6499558	
N.M.R. ප්‍රනාන්දු	ග්‍රාම නිලධාරී	521/A හත්තොර	077 6499443	

පැළියගොඩ පුත්තලම් මාර්ගයේ කොට්ඨිකඩේ පාලමේ සිට හලාවත දක්වා කි.මී. 38 සිට 76 දක්වා කොටසෙහි ප්‍රතිසංස්කරණ සහ වැඩි දියුණු කිරීම සඳහා සමාජ හා පාරිසරික ආරක්‍ෂා වාර්ථාව සැකසීම

ප්‍රාදේශීය ලේඛම් කොට්ඨාශය : මහලුව

දිනය: 2019 ඔක්තෝබර් 16 - පැමිණීමේ ලේඛනය

නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාශය	දුරකථන අංකය	අත්සන
කේ. ඩී. ආර්ථික	ප්‍රාග් ආයතන	513/A 22 ආදි	077-7648963	P
W.C.N. ආර්ථික	ප්‍රාග් නිලධාරී	524 ග්/මහලුව	077 5257426	Ch.
එම්. ඩී. ආර්ථික	ප්‍රාග් නිලධාරී	515 ආ/නිලධාරී	077 5223147	Sp
R.S. ආර්ථික	ප්‍රාග් නිලධාරී	52/8, මාර්ගයේ විල්ල	0778964745	RR
H.S.R. ආර්ථික	ප්‍රාග් නිලධාරී	526 ග්/මහලුව	0776224869	Post.
R.R.M.N. ආර්ථික	ප්‍රාග් නිලධාරී	520/A මාර්ගයේ	077-5461495	RR
R.A.T. ආර්ථික	ප්‍රාග් නිලධාරී	512/8-මාර්ගයේ ප්‍රාග්	077-0281154	barange

නම H.D.R. හෙට්ටිආරච්චි	තනතුර ග්‍රාම නිලධාරී	ග්‍රාම නිලධාරී කොට්ඨාශය 529 මාලුගොඩ	දුරකථන අංකය 076-2309880	අත්සන 
M.N.P. හෙට්ටි	ග්‍රාම නිලධාරී	528A, වීර්ග	072-5251742	
K.G.D.C.D. සුමන	ග්‍රාම මුදල්	522 වීර්ග හිමිකරු	077-9728476	
ස.ස.ව. සෙනරත්	ග්‍රාම නිලධාරී	518/8 - කොට්ඨාශය	077-4280497	
M.M. ආරච්ඡා මාන	ග්‍රාම නිලධාරී	522/8 හමුදාගොඩ	077-4602142	
A.P. සේනාරත්න	ග්‍රාම නිලධාරී	580 කොට්ඨාශය	077-594656	
S.K. හර්ෂා කුමාරි	ග්‍රාම නිලධාරී	518 වීර්ග හිමිකරු	0703464484	I.K.
L.R. සිංහරාජ	හර්ෂා කුමාරි 1 හු. නි. 1	510 වීර්ග හිමිකරු මහලු	0716622220	

FGD held in Madampe DS office








1. Why do you think it is necessary to maintain this road
 - a. It is important to get the information from the people live adjacent to the road to get the clear understanding.
 - b. It will reduce the traffic and leads to save time in travelling.
2. What are the prevailing problems with this road
 - a. In the road in “Mahaoya” road edges are not properly constructed, it is difficult for the cyclists to ride in the road.
 - b. There are failures in Bridge in “Lunuoya” which should be constructed.
 - c. Drainage system should be properly designed and constructed.
 - d. Shoulders of the roads are not up to standards
 - e. Road should be widened in the necessary areas rather than spending money for unnecessary sections. Especially in the town areas where shops are located.
 - f. There are unsafe areas where risks of accidents are high.
 - g. White lines demarcation should be drawn besides the road
 - h. Pedestrian crossings are marked near bus halts which are high risks of accidents.
 - i. By roads should be identified and communicate to the public before the construction starts.
 - j. Bus halts are constructed almost in the road area; those should be designed with in correct boundary.
 - k. It is recommended removing encroached shop owners besides road.
 - l. Pambala to Suludeewara institute road get flood in rainy days.
 - m. Form the “Lunuoya Bridge “to”Thaniwella dewalaya”road get flood.
 - n. Number of vehicle are getting increased hence it is required to widen the road.
 - o. There should be proper transportation for the public.
3. What are the circumstances caused by the earlier mentioned problem in road?
 - a. Bus halts near pedestrian crossing leading to traffic congestion
 - b. Road drainage system are not cleaned and mosquitoes grow there.
 - c. When the road get flooded it is difficult for the transportation.
 - d. Road accidents.
 - e. Problems in transportation when the roads get flooded “Lunuoya bridge “ to “Thaniwella dewalaya”
 - f. Difficulties in transportation of Agri products ex- vegetables
 - g. Traffic congestion in Old town area.
 - h. In old town – Madampe to Mahawewa, there are unauthorized structures – shops.
 - i. Muslim community doesn’t pay any attention for laws (view of the GNs).
4. Is there any maintenance for Road done by RDA
 - a. No, road maintenance is not done by RDA.
 - b. 10km road section which was repaired by RDA in Madampe was not done properly according to correct standards.
 - c. Drains besides road were not cleaned well – ex Pattiyagama, Minipitiya
 - d. Potholes on road are repaired by filling with premix which last for a short time.








- i. Old trees which are not safe to remain should be removed before any damage occur; also tree pruning should be done properly.
5. What are the suggestion to improve this project plan
 - a. While awarding the contract of the road construction, it should be handed over to reputed company which works with quality and finishes the work .ex- Suduwella ,Mukunuatuwana road was not finished on time (example)
 - b. Drainage system should be properly designed.
 - c. Infrastructure like water, electricity ,telecommunication should be planned for its expansion of redesigns before the road construction starts ,proper communication with these organizations to aware on their future plans is a priority before commencing any work.
 - d. Public information should be taken to produce project concepts.
6. What would be the future difficulties
 - a. Transportation problems
 - b. Land acquire problems
 - c. Losing people's day to day income sources.
 - d. People live besides roads will get negative effects.
 - e. Paying proper compensations will eliminate issues with public.
 - f. RDA should be responsible in taking actions against unauthorized structures
 - g. Difficulties in removing large trees which are devoted by some of the general public .(Na tree)
 - h. Environmental problems like noise, dust can be managed.
 - i. By roads should be repaired well before.
 - j. Though the suggestions were provided, there will be less attention to execution of the suggestions at the construction period.
7. What would be the benefits of the maintenance of this road?
 - a. Reduce fuel cost
 - b. Manage the time well
8. How to avoid issues in construction period.
 - a. Provide options for the unauthorized owners.
 - b. By roads should be introduced /informed before hand to use as alternative access
 - c. Public should be informed beforehand
 - d. People's attitudes should be improved towards keeping the road cleaned.
9. What is the proposed method of grievance handling

Concerns of public should be communicated via "Grama Niladari "to DS office, where a committee appointed will be looked on to it.

ପ୍ରାଦେଶିକ ଫ୍ରେସ୍‌ମି କୋଠାବିଧାନ : ଡି.ସୁବିଷି . ପ୍ରଦେଶର ଶିକ୍ଷା

දිනය: 2019 ඔක්තෝබර් 18 - පැමිණීමේ ලේඛනය 23/10/2

නම	තනතුර	ග්‍රාම නිලධාරී නොවේද	දුරකථන අංකය	අත්සන	
පී.පී.බී. ප්‍රසාද්	සහකාර ප්‍රධාන ලේකම්		077-0440165		F
ඩී.ආ.ආ.පී. බුද්ධිමත්	ප්‍රාම නිලධාරී	545/6-රාමනුජම්	077-5783050		Fe
H.A.D අමරේ	ප්‍රාම නිලධාරී	542 - රත්නපුර	070 8562880		F
D.C.J. දිසානායක	ප්‍රාම නිලධාරී	533 - පුරාතන	0777114239		M
ඩී.එස්. විජේසේන	ප්‍රාම නිලධාරී	534 - 1 හමුදා	0779867025		M
A.H.D නිකාන්ත ප්‍රසාද්	ප්‍රාම නිලධාරී	557/0 පුරාතන 557/1 රත්නපුර	0779449795		F
R.M. ආරච්ඡා, ප්‍රදේශීය	ප්‍රාම නිලධාරී	542A රත්නපුර 544A කුරුමි	0715270946		F








නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාසය	දුරකථන අංකය	අත්සන	
ජී. ඩී. පී. කේතන	ග්‍රාම නිලධාරී	554 A ගර්භස්ථාන 534/B ඉස්පාහිල්ල ප්‍රදේශ	0776142256		F
ආ. ආ. ආ. ප්‍රදේශ	ග්‍රාම නිලධාරී	536 - ඉස්පාහිල්ල 534 - ඉස්පාහිල්ල ප්‍රදේශ	071-4164297		F
H.A. 63 ක් අනුකූල	ග්‍රාම නිලධාරී	534/1 ක් අනුකූල	0717409886		M
ප්‍රධාන නිලධාරී			077 6535152		N.
R.M.D.A.I. රාජකාර	ග්‍රාම නිලධාරී	557 C කුඩාප්පාල ප්‍රදේශ	0713791580		F
H.P.S. කේතන.	ග්‍රාම නිලධාරී	544 - කේතන ප්‍රදේශ	071-7500636		F
S.D.R. කුඩාප්පාල	ග්‍රාම නිලධාරී	535/A - කේතන ප්‍රදේශ	0778330655		F

පැළියගොඩ පුත්තලම් මාර්ගයේ කොට්ඨිකඩේ පාලමේ සිට හලාවත දක්වා කි.මී. 38 සිට 76 දක්වා කොටසෙහි ප්‍රතිසංස්කරණ සහ වැඩි දියුණු කිරීම් සඳහා සමාජ හා පාරිසරික ආරක්ෂක වාර්තාව සැකසීම

ප්‍රාදේශීය ලේඛන කොට්ඨාශය : මැදවිල්ල ප්‍රාදේශීය සභාව

දිනය: 2019 ඔක්තෝබර් 15 - පැමිණීමේ ලේඛනය

නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාශය	දුරකථන අංකය	අත්සන	
ය.ප. රණවිතා ප්‍රියදර්ශන	ග්‍රාම නිලධාරී	554 / තරුණතුමා	076 - 8078230	Rasaf.	F
ජ.බ. චන්ද්‍රිකා දසනේති තරුණාරණ	ග්‍රාම නිලධාරී	546 / A පදනම	076 2870 849	Ayath.	F
M.K. එස්.එම්.	ග්‍රාම නිලධාරී	556 ඩී පොත්තලම	0771643623	එස්.එම්.	F
R.H.K. රාජරත්න	ග්‍රාම නිලධාරී	557 ඔබ්බර්ලි	0713802594	R.H.K.	F
M.P.P.H. ඩිනේෂ්වර	ග්‍රාම නිලධාරී	533 A පොත්තලම	0776400211	ඩිනේෂ්වර	A
K.S.S. ප්‍රියාදර්ශන	ග්‍රාම නිලධාරී	557 ඩී. පොත්තලම	0775777366	ප්‍රියාදර්ශන	A
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W. M. A රාමුසිංහ	ග්‍රාම නිලධාරී	556A මල්වත්ත 555 හොරොන්තොට්ටි	076-4738757		F
R. L. M. ප්‍රනාන්දු	ප්‍රාග්ධන	560 - වතුපල	0761108952		M
E. L. N. බණ්ඩාර	ප්‍රාග්ධන	540/A පිහුල	0716235913		M
R. A. කපුඳරාජය	ග්‍රාම නිලධාරී	551-A මීරි ප්‍රහර	0966102285		N
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ප්‍රාදේශීය ලේඛම් කොට්ඨාසය : මැදමිරි ප්‍රාදේශීය සභාව

දිනය: 2019 ඔක්තෝබර් 25 - පැමිණිලි ලේඛනය

නම	තනතුර	ග්‍රාම නිලධාරී කොට්ඨාසය	දුරකථන අංකය	අත්සන	
එම්. ඩී. ඩී. ඩී. එම්. ඩී. ඩී.	ග්‍රාම නිලධාරී	543 - කුඹරිල්ල	0771087070		F
S.P.N.C. ආනන්ද	ග්‍රාම නිලධාරී	547 - මහාමා දිගු	071 3791372		M
R.P.D.D. ආනන්ද	ග්‍රාම නිලධාරී	552 - කුඹරිල්ල	077 - 0765192		F
R.P.J.N. ආනන්ද	ග්‍රාම නිලධාරී	547 - මහාමා දිගු	077 5834273		M
M.H.H. ආනන්ද	ග්‍රාම නිලධාරී	545 - මහාමා දිගු	077-5031712		F
R.A.S. ආනන්ද	ග්‍රාම නිලධාරී	545/1 - මහාමා දිගු	077-9631689		M
S.D.J. ආනන්ද	ග්‍රාම නිලධාරී	544/8 - මහාමා දිගු	0773-888463		M

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H.S. වික්‍රම	ආරක්ෂක	510/A.වික්‍රම	076 6776702	ගරුක
ජ.ප. ආරක්ෂක	ග්‍රාම ප්‍රධාන	537A - කොළඹ	0772281502	ආරක්ෂක
J.A.S.N. සිංහ	ග්‍රාම නිලධාරී	534/C - කොළඹ	0713791331	සිංහ
W. සමරසිංහ	ග්‍රාම නිලධාරී	534/D ආරක්ෂක 541/A සුද්ධාන	078 9898164	Samdeka

FGD held in Chilaw DS Office

1. Why it is important to maintain the road

- a. General public is not having positive attitude on In-road development project coordinated by RDA since the three I roads projects which were started few years back have not finished yet though the demarcation of the roads and purchase were done longtime back.
- b. Before 15 years, lands were acquired by RDA for Peliyagoda- Puttalama road widening, so again same should be done for new plan as well .It will generate problems for people who became victims of previous occasion.
- c. Compensation is not yet received for development of Round- about
- d. It is required to widen the road in to four lanes.
- e. Proper drainage system should be constructed.
- f. Land acquiring has to be done.
- g. Lands had been acquired for previous projects and new structures were built by people, to repeat the same would cause major problems to people.
- h. Compensation should be given for the market price.
- i. Improper drainage cleaning leading to flash floods.
- j. Water/CEB/Telecom damage the newly constructed roads for their design changes, thus clear communication should be taken place with those authorities.
- k. Water pipes should be placed in a convenient position to save unnecessary damages to roads.
- l. Damaged roads are repaired only with “Tar “.
- m. Program for Road maintenance should be given by RDA

2. Suggestions Given for the project development

- a. Is there any plan to develop the Kochchikade road, it should be widened.
- b. Unauthorized shops are operating on Fridays where there is no supervision ,actions should be taken to manage it
- c. Flyover bridges should be designed and constructed in Railway crossings, Hospitals, Schools for pedestrian crossings.
- d. To eliminate flood ,Bridges, culverts should be expanded
- e. Low laying grounds should be raised and construct the roads to solve the flood problems. Ex- Mahaoya – Madampe aprox-2km area getting flooded 2ft.

3. Problems in Construction phase

- a. Environmental pollution
- b. Low and regulations problems
- c. Traffic congestions
- d. Compensations should be given earlier to construction starts.
- e. Political influences.








What would be the mode of communication of grievances of people?


- a. RDA offices should be located within 10-15km.
- b. People can bring their issues to DS office via Grama Niladari of the village

පැළයතොඩ පුත්තලම් මාර්ගයේ කොට්ඨාසවල පාලකවරුන්ගේ සහ සහකාරවරුන්ගේ දක්වා තිබෙන 38 සිට 76 දක්වා කොටසෙහි ප්‍රතිසංස්කරණ සහ වැඩි දියුණු කිරීම සඳහා සමාජ හා පාරිසරික ආරක්ෂණ වාර්තාව සැකසීම

ප්‍රාදේශීය ලේඛන කොට්ඨාසය : Chillaw

දිනය: 2019 ඔක්තෝබර් 16 - පැමිණිලි ලේඛනය

නම	තනතුර	මුළු නිලධාරී කොට්ඨාසය	දුරකථන අංකය	අත්සන
01. B.M.පාලන ප්‍රධාන	ප්‍රධාන නිලධාරී 579 - 3000 කි.මී.	579 - 3000 කි.මී.	077-5572023	
02. W.C. රාමනාදන ප්‍රධාන	ප්‍රධාන නිලධාරී 579 - B - 2136 කි.මී.	579 - B - 2136 කි.මී.	076 - 6225554	
03. A. ප්‍රසාද් කුමාර	ප්‍රධාන නිලධාරී 561 - කාන්තාර්ථය	561 - කාන්තාර්ථය	0777428559	
04. W. හේමන්ත ප්‍රධාන	ප්‍රධාන නිලධාරී	578A කි.මී. / 5557	0775000006	
05. W. හේමන්ත ප්‍රධාන	ප්‍රධාන නිලධාරී	561/3 කි.මී. / 5557	0770153927	
06. R.D.M. දිසානායක	ප්‍රධාන නිලධාරී 566	566	0775069052	
07. ඩබ්ල් ආරක්ෂක	ප්‍රධාන නිලධාරී	-	0775208616	

නම	තනතුර	මාම නිලධාරී නොවීමය	දුරකථන අංකය	අත්සන
ඩබ්.ජී.පී. ප්‍රනාන්දු	ශ්‍රී/ව. 579A කොට්ඨාස	579A කොට්ඨාස	071-6575154	



Wennappuwa



Nattandiya



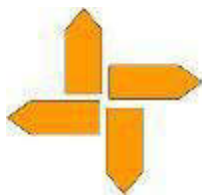
Mahawewa



Madampe



Chilaw



Ministry of Highways



**SRI: Integrated Road Investment Program
Road Management Contract**

**Improvement, Rehabilitation and Maintenance of
The section of A003 Road from Chilaw to Puttalam**

**Involuntary Resettlement Due Diligence &
Socioeconomic Assessment Report**

Final Report
September 2020

Prepared by

Master Hellie's Engineering Consultants Ltd

**Submitted to
Road Development Authority
Ministry of Highways
Submitted to**

Asian Development Bank

CURRENCY EQUIVALENTS

Currency unit- Sri Lanka Rupee (Rs) US

\$1.00 = Rs.184

(As of September, 2020)

Abbreviations

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

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1. INTRODUCTION

Background

1. The population of Sri Lanka is about 20 million and it spreads over nine provinces, covering a land area of 65,610 km². Improvements to the road infrastructure and transport facilities have been identified as one of the priority developments needs in the government development strategy (2015 to 2020). According to the information in RDA, Sri Lanka has the highest road density among countries in the South Asian Region. Improvements to National highways (A and B roads) and rehabilitation of provincial roads (C and D roads) have been given significant place in the development agenda of the previous and present governments, and as a result, a significant percentage of road network has been improved. Improvements to the existing road network, including all categories of roads, is a felt need of the country to facilitate the distribution of economic and social wellbeing of the people in the 9 provinces. The policy makers and planners of the road sector have rightly understood the significance of connectivity impacts of the road network, and therefore, projects and programs are being implemented to improve the roads in all categories, from national to rural. The express ways constructed and proposed to construct will also add significant contribution in promoting the connectivity impacts of the road network improvement.
2. The Government of Sri Lanka (GoSL) has requested financial assistance from the Asian Development Bank (ADB) for the investment program, which is officially called as the 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 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 while the Road Development Authority (RDA) will be the implementing agency of the project.
4. The project is being implemented in several provinces of the country, including the North-Western Province (NWP).
5. The project mainly focuses on the rehabilitation of existing carriageway to improve the road surface physically capable to all weather conditions to provide enhanced access. The improvements will be done within the available Right of Way (RoW) of the candidate road and road expansion is not considered in this program. Therefore, acquisition of private land and an evacuation of people (Involuntary Resettlement impacts –IR) are not expected.
6. This report is on involuntary resettlement, due diligence and socioeconomic assessment for the A 3 road section from Chilaw to Puttalam in Puttalam district of North Western Province. The purpose of this report is to identify involuntary resettlement issues due to implementation of the intended rehabilitation activities of the candidate road from Chilaw to Puttalam. Finally, the

report also aims at establishment of base line socio-economic condition of communities in the road catchment including gender related aspects and views of the community members and other stakeholders on the proposed improvement work to the candidate road section

The report contains two (2) sections. Section one deals with involuntary resettlement and due diligence while section two discusses the socio-economic aspects of the communities related to the candidate road. Gender related aspects and views of the community on the project based on consultations were also carried out during the study

Improvement, Rehabilitation and Management of the section of A003 Road from Chilaw to Puttalam

7. The national road, selected under the integrated road investment program for the improvement and management of RMC package, spreads out in four Divisional Secretariat Divisions (DSDs) of Puttalam District in NWP are shown below (Figure I-1).

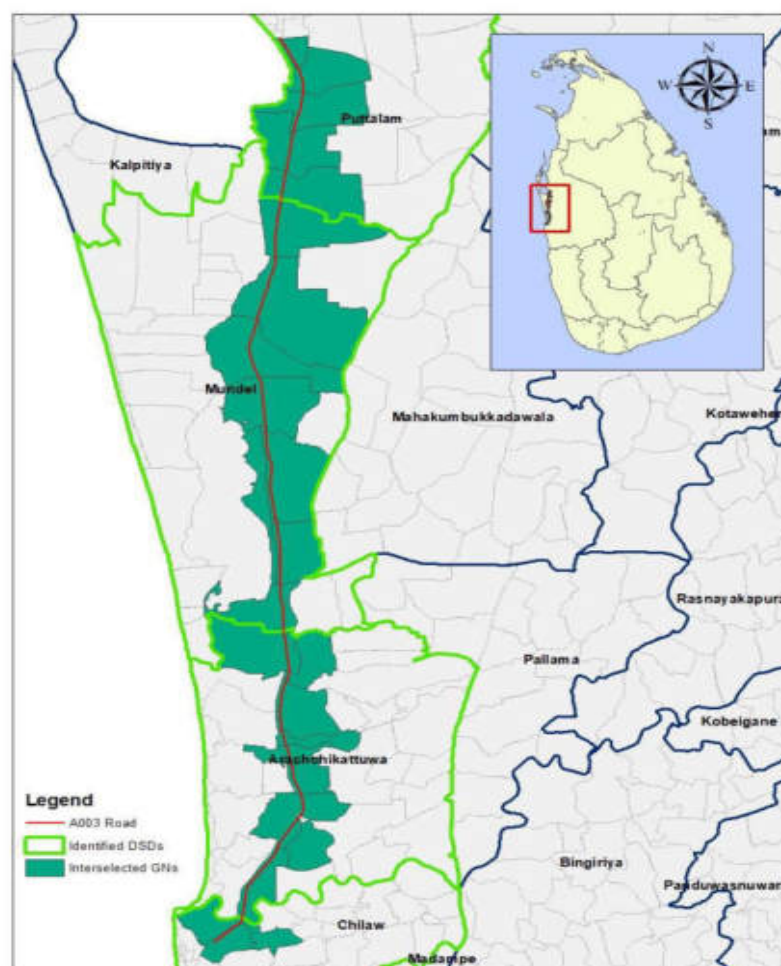


Figure 1-1: The DSDs relevant to proposed candidate road

8. The road proposed for improvement is connected to 5 main national roads (A and B) and about 13 C and D roads running across the Puttalam District, which are linking a number of other

districts of the country. The details of the candidate road with their connectivity to other national and provincial roads are given in Annex 1 to this report.

9. The candidate road runs across (Four number of DSDs) DSDs and (34 number of GNDs) GNDs as shown in **Figure 1-1**. These areas can be defined as the project influential area. The details of the DSDs and GNDs in the project influential area are shown in **Table 1-1**.

Table 1-1: Project related administrative divisions

Name of District/s relevant to the project	Names of DSDs	No of GND divisions
Puttalam District	Arachchilattuwa	13
	Chilaw	08
	Mundel	08
	Puttalam	05
Total	4	34

Source: Resource profiles of DSDs

10. Land area in the road influential area mainly includes homesteads, infrastructures, including townships, coconut plantations, paddy land and marshy lands. The main land use features, observed in the road influential area, are shown in Figure I-2.
11. The scope of the improvement under the programme will be limited to the existing ROW of the road section and will improve the road surface, road furniture and the drainage facilities.

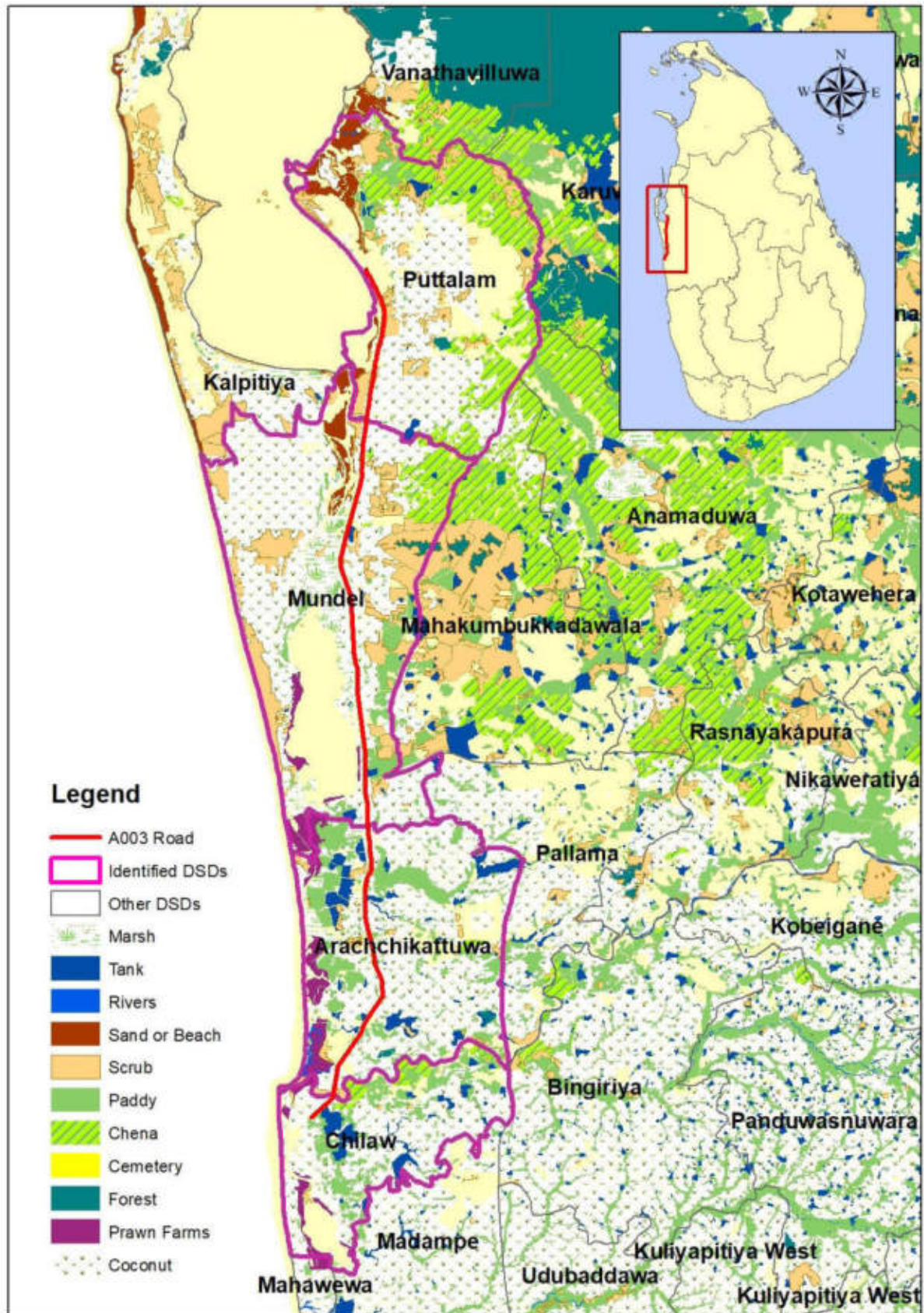


Figure 1-2. Main land use features in the road influential area

12. The iRoad envisage carrying out limited improvements such as improving road surface, sealing of road edges with properly established road shoulders and improving road drainage in critical sections. The project does not intend to expand the existing width of the road. The IR impacts will be zero or minimal in this context (existing width of the ROW is range from 14500 – 20200 mm). The **Figure 1-3** shows the starting and end points of the section proposed for improvement.

Road	Starting point at Chilaw	Ending point at Puttalam
Peliyagoda – Puttalam		

Figure 1-3: Photos on starting and ending points of the section proposed for improvement.

13. The **Annex I -1 &2** indicates the cross sections of the road proposed for improvement.

Section 1

2. INVOLUNTARY RESETTLEMENT AND DUE DILIGENCE

14. In the introductory section to this report, the details of the road that has been earmarked for improvement under RMC package in Puttalam district in the North Western province, have been discussed. As highlighted therein, a section of A 003 road from 76 (km) to 126.8 (km) length has been selected for improvements, but the construction activities will be confined to the existing ROWs of the road. As stated in the introduction an involuntary resettlement (IR) due diligence needs to be completed within this road section to identify any IR impacts that would occur due to proposed road improvement works.

Methodology used to carry out the due diligence

15. The consultants carried out following chronological activities as part of field verification for this due diligence on IR (**Table 2-1**). The qualitative data was also collected from sample 60 persons representing 50.8 km length of the road) to document their views (One on one interviews). These 60 persons interviewed under one on one qualitative information collection method are the persons operating business/livelihood related activities in the area close to the road. The area in between the established RDA monuments were considered as the ROW of the road and they carry out their business activities in different types of structures, mostly temporary established. Any of these structures will not be affected due to the implementation of intended improvement activities of the road. Since they have been near to the road boundary for long period of time, they were considered for one on one interviews to obtain information on their views on the possible temporary difficulties such as dust, noise etc. of the road improvement work on the local communities.

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

Step	Activity	Time period	Out puts and Type of data collected
1	Visiting of Road relevant DS and GN officers to make them aware of the intended activity	January 2020 – July 2020	Awareness of the DSs and GNs about the walkthrough survey of the study team to identify vulnerable properties (structures)
2	Walk along the road and administer a specific questionnaire with identified vulnerable structures to be damaged or create negative impacts during construction	January 2020 – February 2020	Basic information of the structures identified (name of the owner, type of structure, income , a photo and his/her voluntary willingness to shift the structure to another location, if required, etc.)
3	Preparation of the profile of vulnerable structures	February 2020	All the vulnerable structures are discussed on the report

Summary of field observations and verification

Project affected structures

16. The consultants identified 6 structures (3 on the right side and 3 on the left side of the candidate road) located facing the road edges that may have construction induced impacts. 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 owners are willing to cooperate and ready to shift their structures, if required during the construction phase. Most of these are temporary structures some are fixed to the ground and some are moveable Carts. All of them can be shifted or easily movable. All the structures are located within ROW.
17. Six Structures which are close to the existing road edges found in following chainages/locations and are discussed below in detail.

Details of Structure -1

18. The structure has been constructed by Mohamad, age 58, (male) in 2010 at this location more than 1m from the road edge on left side of the road when traveling from Chilaw end. He is used to keep some of his plastic items for selling in front of his main structure during day time. During night he moves all these items to his main structure. He is willing to keep the plastic items inside his main structure. His family is living in at the Address: 244, Jayabima Chilaw. The location of the likelihood project affected temporary structure is at GPS Cording: 7°35'37.52"N, 79°48'13.32"E and Chainage: 76 + 430. This person can be contacted through phone number 775266596.



Figure 2-1: View of the structure

19. The affected structure is temporary and used for selling various plastic items. He earns about Rs. 28,000 monthly incomes from this informal business activity performed in Road reservation.
20. This structure can be shifted backward of the road and he expressed his voluntary willingness to shift this structure but he needs information on the date of commencing rehabilitation work in front of his structure at least 7 days ahead.

Details of Structure -2

21. This structure has been constructed by W.Theres Plga Thisera, age 45, (female) in 2011 at this location less than 1m from the road edge on right side of the road when traveling from Chilaw end. Her family is living in at the Address: Siththamadama, Bangadeniya. The location of the likelihood project affected temporary structure is at GPS Cording: 7°36'22.88"N, 79°48'45.88"E and Chainage: 78+240 km. This person holds an identity card NIC Number: 196467800745 and he can be contacted through phone number 719205150.
22. The affected structure is a temporary moveable structure used for selling lottery tickets and some snacks. She earns about Rs 24000 monthly income from this informal business activity performed in Road reservation.
23. This structure can be shifted easily towards left or right side along the road reservation. She expressed his voluntary willingness to move this temporary established structure but she needs information on the date of commencing rehabilitation work in front of her structure at least 4-5 days ahead.



Figure 2-2: Views of the structure

Details of Structure -3

24. This structure has been constructed by H.P.Karunawathi, age 62, female in 1988 at this location less than 1m from the road edge on right side of the road when traveling from Chilaw end. Her family is living in at the Address: Siththamadama, Deduruoya. The location of the likelihood project affected temporary structure is at GPS Cording: 7°36'27.71"N, 79°48'46.36"E and Chainage: 78+400 km. She can be contacted through phone number 779970645.
25. The affected structure is a temporary hut used for selling vegetables. She earns about Rs 21,000 monthly income from this informal business activity performed in road reservation. The temporary roof of the main structure has been extended projecting towards the existing road edge.

This projected roof part could be easily removed without any issue to the business. But she needs information on the date of commencing rehabilitation work in front of his structure at least 2-3 weeks ahead.



Figure 2-3: View of the structure

Details of Structure -4

26. This structure has been constructed by W. Sumith Sanjeewa, age 40, (Male) in 2018 at this location less than 1m from the road edge on left side of the road when traveling from Chilaw end. His family is living in at the Address: Siththamadama, Bangadeniya. The location of the likelihood project affected temporary structure is at GPS Cording: 7°36'33.52"N, 79°48'46.87"E and Chainage 78+570 km. This person holds an identity card NIC Number: 90660216V and he can be contacted through phone number 729740482.
27. The structure is a temporary building used as a tea boutique. He earns about Rs 18000 monthly income from this informal business activity performed in Road reservation.
24. The temporary extend front section of the structure can be easily altered during construction period without creating negative impact on the business activities. He expressed his voluntary willingness to move this structure but he needs information on the date of commencing rehabilitation work in front of his structure at least 3-4 weeks ahead.



Figure 2-4: View of the structure

Details of Structure -5

28. This structure has been constructed by: H.H.K. Malani Gamlath, age 49, (female) in 2015 at this location less than 1m from the road edge on left side of the road when traveling from Chilaw end. Her family is living in at the Address, Melwatta, Bangadeniya. The location of the likelihood project affected temporary structure is at GPS Cording: 7°38'06.27"N, 79°49'37.45"E and Chainage: 81+880 km. This person holds an identity card NIC Number: 715070359v and she can be contacted through phone number 762340832.
29. The main structure is located more than 1m from the road edge but small extended portion is close to the road edge. The affected portion of the structure can be easily shifted to RHS of the structure. This portion is used for selling lottery tickets and some snack packets. She earns about Rs 30,000 monthly income from this informal business activity performed in Road reservation.
30. She expressed her voluntary willingness to remove this small portion of the temporary structure but she needs information on the date of commencing rehabilitation work in front of her structure at least 3-4 days ahead.



Figure 2-5: View of the structure

Details of Structure -6

31. This structure has been constructed by H.A.Gunawathi, age 56, Female in 2015 at this location less than 1m from the road edge on left side of the road when traveling from Chilaw end. Her family is living in at the Address: New Bodiya, Nalladarankattuwa. The location of the likelihood project affected temporary structure is at GPS Cording: 7°41'25.81"N, 79°49'48.32"E and Chainage: 88+530 km. This person can be contacted through phone number 779309606.
32. This has temporary roof to hang fruits and vegetables. That part only needs to be removed for a while during construction. She earns about Rs 18,000 monthly income from this informal business activity performed in Road reservation.

33. This temporary roof can be removed and take the selling items inside her semi-permanent building as temporary measure. She expressed her voluntary willingness to remove the structure but she needs information on the date of commencing rehabilitation work in front of her structure at least 2-3 weeks ahead.



Figure 2-6: Views of the structure

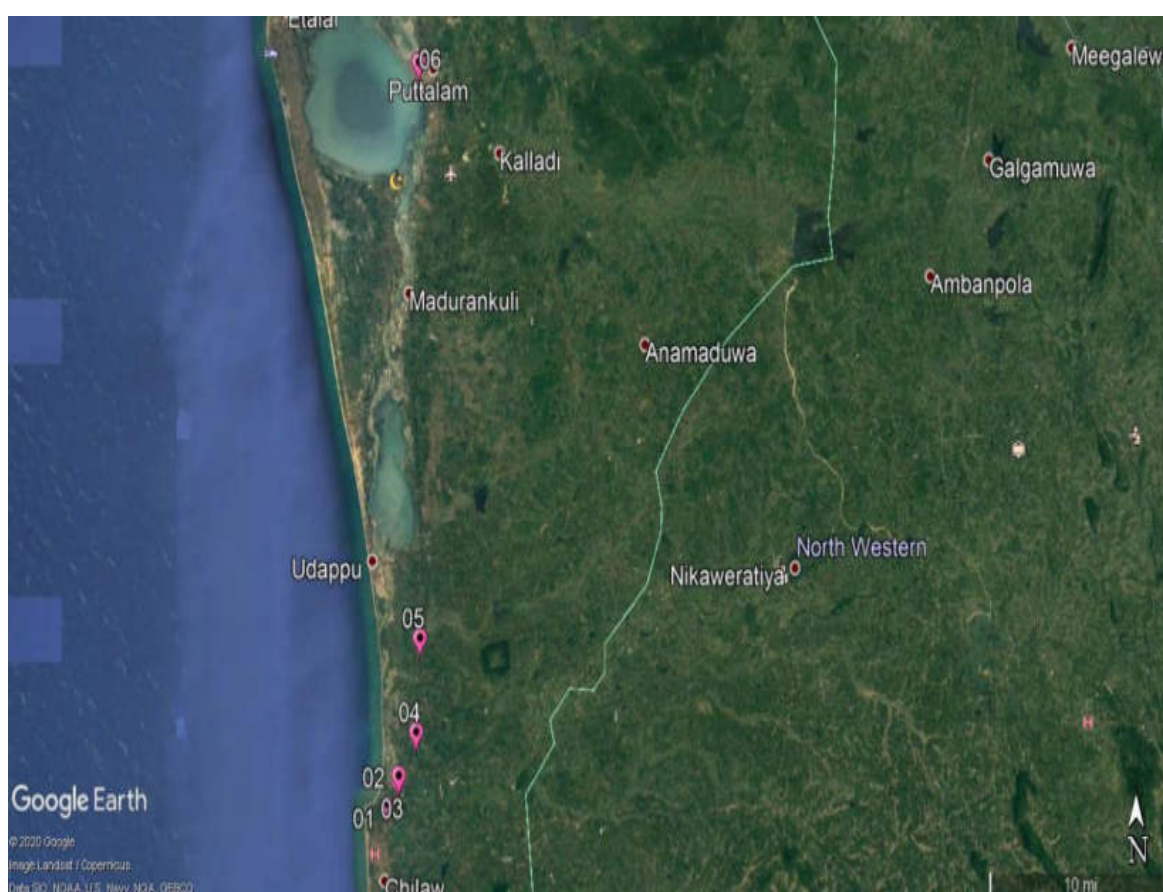


Figure 2-7: Locations of temporary project affected business structures along the road

Summary of IR Due diligence for road section from Chilaw to Puttalam

34. The proposed project will not require acquisition of land, evacuation of householders or displacement of people from their livelihoods. Nevertheless, the study team found 6 livelihoods, business related structures are located close to the road edges and they may become constraints for attending required project implementation activities in front of such structures. These impacts and mitigatory measures possible are discussed in detailed in the above section. The summary of this situation is presented below for further understanding.

Table 2: Details of Temporary Affected Structures

#	Chainage	Number Of Business Structures	GPS	Details of the structure
1	76+430	1	7°35'37.52"N , 79°48'13.32"E	Plastic items kept in front of the main structure can be shifted in to the main structure during construction period.
2	78+240	1	7°36'22.88"N , 79°48'45.88"E	Moveable structure selling lottery and some snack packets to be moved leftward or rightward on the road reservation during construction activities are performed in front of the structure.
3	78+400	1	7°36'27.71"N , 79°48'46.36"E	Need to remove extended temporary roof of the temporary structure. Few items kept (vegetables etc) can be shifted to inside of the main structure without any difficulties. Owner herself suggested this mitigatory measure willingly.
4	78+570	1	7°36'33.52"N , 79°48'46.87"	Need to remove extended temporary roof of the temporary structure. Few items kept (snacks etc) can be shifted to inside of the main structure without any difficulties. Owner herself suggested this mitigatory measure willingly.
5	81+880	1	7°38'06.27"N , 79°49'37.45"E	Moveable structure selling lottery and some snack packets to be moved to RHS on the road reservation during construction activities performed in front of their structure
6	88+530	1	7°41'25.81"N , 79°49'48.32"E	Need to remove extended temporary roof of the temporary structure. Few items kept (fruits, vegetable) can be shifted to inside of the main structure without any difficulties. Owner herself suggested this mitigatory measure willingly.

Suggestions for Mitigating negative impacts

35. Every business person temporary affected by the project, needs some period for shifting of their structures and it will cause some livelihood impact. RDA will take the proper mitigatory measures to minimize the impact of their livelihood during the shift of the temporary structure. Such as, RDA can request the construction contractor to help the affected persons to shift their temporary structures within very short time so that the impact to their income generation during this shifting and altering period of temporary structures will be minimum.
36. The RDA can use the construction contractors to workout time schedule of rehabilitation work in front of each temporary affected structure and to inform each temporary affected person. The consultants of this study also have informed the temporary affected persons that construction time schedules will be informed to them by RDA through the staff of construction contractors and RDA staff in the area during the construction period. Every temporary affected person requested to inform them with adequate time ahead of commencing work in front of their properties. The owners of all 6 temporary affected structures are prepared to clear the area they have presently occupied for carrying out road improvement related activities.

Other observations of the survey team

38. The survey team observed several mobile vendors involved in informal business activities without structures erected in the road reservation. Some other persons carrying out business in mobile structures are also observed within the ROW but far from the road edges Therefore, they may have temporary difficulties. These disturbances will be temporary confined to the short period of construction in front of their structures. Some of the following photos taken during survey period depict the correct situation of these mobile vendors who will not have impacts due to proposed project in A3.



Photo 1- Sivantha Kanchana selling snack packets in Elipandeniya area, He has kept his moveable structure far from the road edge. This person may have a temporary impact during construction of the drainage, as his structures is kept on the existing drain



Photo 2- Ponna Vidanalage Alis, 29/1, Vijaya Mawatha, Chilaw, Moveable Structure located far from the road edge



Photo 3- L.A.Sumanasantha, 24, Vendesiwatta, Mangandaluwa, Ilippadeniya, Temporary structure selling readymade Garment items



Photo 4- J.H.Janaka Pushpakumara, Periswatta, Kumarawatta, Moveable Structure kept far from the road edge to sell lottery tickets



Photo 5- P.M.Chandima Anuranga Maddumage, Siththamadama Bangadeniya, and Temporary structure located far from the road edge.

39. The structures they used for livelihood activities are located more than 2 m away from the road edges and therefore any of the persons will not have negative economic/livelihood impacts. However, the RDA should have methodical and intensive public awareness campaign to inform all these persons involved in some mobile business activities within the road reservation. They all should be provided with information on the construction schedule on timely basis.

Other Impacts Observed and Mitigation Measures

40. Some negative impacts will be possible within the road sections running across the townships, such as Bangadeniya, Arachchikattuwa, Madurankuliya. Even the rest of the sections in the road run across built up areas located adjacent to the boundary of ROW. Therefore, some impacts during construction are expected but these impacts will be confined to construction phase of the project. These temporary impacts are described below:

1. **Temporary loss of access/disruption of traffic:** Traffic will be a problem on the road sections run within the townships. The issues related to traffic can be better managed through proper management of construction sites. The access to houses, institutes and businesses will be disturbed. This impact would be significant in town areas. In other areas, temporary disturbances to access can be mitigated through creating alternative access routes. Steel plates can be provided for the businesses and householders to establish temporary path-ways to their premises during the construction phase (please see IR check list in Annex 3).

2. **Shifting of utility supply lines:** There can be disturbances to the drinking water pipe lines, electricity distribution lines and telecommunication/telephone lines during construction phase. These impacts can be mitigated through proper collaboration with utility supply services, such as the National Water Supplies and Drainage Board, Ceylon Electricity Board and Sri Lanka Telecom.
 3. **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. If the business structures get damaged due to vibration there will be income loss due to time taken to repair the damaged structures. These structures are mainly found in the road sections run across town ships. The Civil contracts should include appropriate measures to avoid/ manage the issues of dust, noise. Civil contracts should also include a 3rd party insurance to refurbishment of any damage of property caused by vibration during the construction. It is also required to carry out a property condition survey within settlement areas close to the candidate roads (mainly within town ships) prior to commencement of the construction activities.
41. The proposed project will not require acquisition of land, evacuation of householders or displacement of people from their livelihoods. The study team found 6 livelihoods, business related temporary structures are located close to the road edge that needs to be shifted or altered temporary during construction period. No IR Impacts are expected from the proposed improvement of the candidate road.

Table 3: Details of IR Impacts with Proposed Development

#	Chainage	Present condition of the road	Type of activities to be carried out	IR due diligence categorization (whether there is IR impact or not)
1	76 +430	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement work and routine maintenance	No IR impact- Plastic items kept in front of the main structure can be shifted in to the main structure during construction period.
2	78+ 240	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement work and routine maintenance	No IR impact- Moveable structure selling lottery and some snack
3	78 +400	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement work and routine maintenance	No IR Impact- Need to remove extended temporary roof of the structure
4	78+570	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement work and routine maintenance	No IR impact- Need to remove extended portion of the roof of the temporary structure
5	81+880	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement work and routine maintenance	No IR impact- Moveable structure selling lottery and some snack
6	88+530	Not improved, eroded road edges and uneven surface	Limited rehabilitation and improvement work and routine maintenance	No IR impact- Need to remove temporary extended portion of a temporary structure

Section 2

3. SOCIO-ECONOMIC ASSESSMENT AND GENDER PARTICIPATION REPORT

Methodology used to carry out socio-economic and the due diligence

42. Field verification was carried out covering from 76Km to 126.8Km section of the candidate road, A003 Chilaw-Puttalam in Puttalam District in the North Western Province to satisfy the requirement of socio-economic and due diligence. The site visits were carried out during the February 2020. The Google online maps, topographic and land use maps were also used for the field investigations. A household questionnaire survey was conducted with 20% of the sample households of 4211 selected from the GNDs relevant to the road corridors and the sample selection of each GN Division is given in Table 3-1 below. Four Focus Group discussions and 60 One on one interviews were conducted to ascertain the public view on the project.
43. The section of candidate road (76Km to 126.8Km km from Chilaw to Puttalam) runs through 4 Divisional Secretariat Divisions (DSDs) for which the sample socioeconomic survey was carried out. However, as this road is A class road, where development could be observed along the road corridor, an additional sample socioeconomic survey was carried out covering road corridor. About 20% of the households located in the GNDs through which the candidate road section runs were randomly selected for the Household survey. The names of DSDs through which the candidate road is located and the number of households surveyed are summarized in Table 3-1. Further details on the sample households selected for the survey are shown in **Annex 2**.

Table 3-1: The number of households surveyed in each project relevant GND.

DSD	GND Name	Total Household	Sample	%
Arachchikattuwa DSD	Anavilundawa (590)	248	52	21.0%
	Arachchikattuwa East (585C)	260	52	20.0%
	Arachchikattuwa West (585)	408	82	20.1%
	Bangadeniya (573)	326	66	20.2%
	Battaluoya (591)	367	73	19.9%
	Diganwewa (574B)	328	66	20.1%
	Ilakkattuwa (592C)	550	110	20.0%
	Kottapitiya (584)	354	71	20.1%
	Nalladarankattuwa (592)	199	40	20.1%
	Rajakadaluwa (585A)	608	122	20.1%
	Sengaloya (592E)	334	67	20.1%
	Suruvila (589A)	246	50	20.3%
	Weerakumandaluwa (574)	707	142	20.1%

DSD	GND Name	Total Household	Sample	%
Chilaw DSD	Aluthwatta (576)	441	89	20.2%
	Aluthwatta (576A)	343	69	20.1%
	Deduruoya (579B)	707	142	20.1%
	Ichchampitiya (580)	906	182	20.1%
	Pitipana North (578B)	323	65	20.1%
	Pitipana South (578)	398	80	20.1%
	Thimbilla (579A)	638	128	20.1%
	Wattakkaliya (579)	859	171	19.9%
Mundel DSD	Karathanvilluwa (610C)	414	89	21.5%
	Kudirippuwa (610D)	321	65	20.2%
	Madurankuliya (609)	641	129	20.1%
	Mangalaeliya (610A)	358	72	20.1%
	Mundalama (610)	258	52	20.2%
	Pubudugama (609A)	388	78	20.1%
	Pulichchakulama (593)	1080	217	20.1%
	Weerapura (608B)	1021	205	20.1%
Puttalam DSD	Palaviya (607)	861	174	20.2%
	Pottuvilluwa (607D)	1274	255	20.0%
	Puttalam South (618)	808	164	20.3%
	Rathmalyaya (618B)	1566	314	20.1%
	Thiladiya (618 A)	2389	478	20.0%
		20929	4211	20.1%

Source: Questionnaire survey

Description of Key Physical and Socio-economic Features of road relevant areas

3.2.1 Puttalam District

44. Puttalam is one of the 2 districts located in North Western Province (NWP) of the country. The other district of NWP is Kurunagala. According to the data in Census and Statistics Department the population in NWP is 2,380,861 and it is 11 % of the total population of the country (population in Sri Lanka is about 20,359,439). Since Puttalam District is the road relevant catchment, the information relevant to socio-economic aspects in Puttalam District is described in this section.
45. According to the data in the Department of Censuses and statistics in 2012, the population in Puttalam District was 762,400 comprising 368,970 (49%) male and 393,430 (51%) female. Majority of the population in Puttalam District is Sinhalese (74%). Tamil population is 6.5%. The second highest population, next to Sinhalese, is the Muslims, occupying 19% of the total population of the district.

46. Agriculture and fishery are the dominant livelihood activities of the people in Puttalam District. The approximate total area under agriculture in the district is 23,147 ha (Census and Statistics-2014/2015). The area under paddy cultivation in Puttalam District is about 8,212 ha (Census and Statistic 2014/2015). The area occupied by paddy cultivation is 35% of the total agriculture area. The coconut and other minor crops are also significant features in agriculture in the district. The extent under coconut and other minor crop cultivation is 12,092 ha (52% of total agricultural land).
47. According to the data in Census and Statistics Department 2017, nearly 26.5 % of the employed population is involved in agriculture and fishery activities. The largest sector is industry related activities (33.2%). The remaining populations are involved in various service-related livelihood activities. About 65% of male and 34.9% female population are reported as active population involved in economic activities in the district.

3.2.2 Road relevant Divisional Secretariats (DSDs)

48. The candidate road section selected for the improvements runs across 4 DSDs in Puttalam District. The total population in these 4 DSDs is 247,595 and it is 32 % of the population in Puttalam District. The highest population is reported from Puttalam DSD. The data related to population in road relevant DSDs is shown in **Table 3-2**.

Table 3-2. Population of DSDs in project impact area

DS Division	No of Families	Population
Arachchikattuwa	4,935	40,999
Chilaw	4,615	62,515
Mundel	4,481	61,638
Puttalam	6,898	82,443
Total	20,929	247,595

Source: Resource profiles of relevant DSDs - 2018

49. The female population is little higher than the male population in the country, and some other DSDs and in Puttalam District as a whole in general. This situation is equally relevant to the 4 DSDs of the road. The population data with gender segregation is shown in **Table 3-3**.

Table 3-3. Population with gender differences

DS Division	Female population		Male population		Total Population
	No	%	No	%	
Arachchikattuwa	21,276	51.89	19,723	48.10	40,999
Chilaw	32,597	52.14	29,918	47.86	62,515
Mundel	32,113	52.10	29,525	47.90	61,638

DS Division	Female population		Male population		Total Population
	No	%	No	%	
Puttalam	42,658	51.74	39,785	48.26	82,443
Total	128,644	51.96%	118,951	48.04%	247,595

Source: Resource profiles of relevant DSDs - 2018

50. About 9.95 % of the total population in road relevant DSDs is less than 5 years and 13.74% more than 55 years in their ages. Nearly 28.67 % of the population can be categorized as persons within schooling age (6 to 18). About 47.74 % 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 .The average labor force in the country is about 54.1 % (Census and Statistic 2014/2015). The population in road relevant DSDs with age differences are shown in **Table 3-4**.

Table 3-4.Population in DSD area with age differences

DS Division	Age Range										Popul ation
	0-5		6-18		19-35		36-55		55<		
	No	%	No	%	No	%	No	%	No	%	
Arachchikattuwa	3,564	8.69	10658	26.00	9762	23.81	10319	25.17	6,696	16.33	40,999
Chilaw	5,321	8.51	15815	25.30	15045	24.07	16083	25.73	10,251	16.40	62,515
Mundel	6,563	10.65	18478	29.98	15131	24.55	13906	22.56	7,560	12.27	61,638
Puttalam	9,186	11.14	26037	31.58	19421	23.56	18283	22.18	9,516	11.54	82,443
Total	24,634	9.95	70,988	28.67	59,359	23.97	58,591	23.66	34,023	13.74	247,595

Source: Resource profiles of relevant DSDs – 2018

51. About 65 % of the population in road relevant DSD area is Sinhalese. This is significantly less than the percentage of Sinhalese population in Puttalam District as whole (it is 72%). Muslim population in DSDs is about 21 % and it is 25% in Puttalam District. A small percentage of Tamil population is also reported from DSDs (10%). The data on ethnic diversity of the population in road relevant DSDs are shown in **Table 3-5**.

Table 3-5.Population in DSDs with ethnic differences

DS Division	Ethnicity								Total Population
	Sinhala		Tamil		Muslim		Other		
	No	%	No	%	No	%	No	%	
Arachchikattuwa	20,470	50%	6,380	16%	9,046	22%	5,103	12%	40,999
Chilaw	39,391	63%	6,631	11%	12,831	21%	3,662	6%	62,515
Mundel	38,510	62%	6662	11%	12,690	21%	3,776	6%	61,638

DS Division	Ethnicity								Total Population
	Sinhala		Tamil		Muslim		Other		
	No	%	No	%	No	%	No	%	
Puttalam	58,254	77%	6,190	8%	16,973	21%	1,026	1%	82,443
Total	161,536	65%	25,863	10%	51,540	21%	13,567	4%	247,595

Source: Resource profiles of relevant DSDs – 2018

52. The data on education levels among population in 4 DSDs indicates moderate situation. The percentage of people with no formal education is 3.51% and it is lower than the national average (4.7% at national level). The percentage of population with university Degrees is 1.22 % and it is less than national situation (3%). The percentage of persons with post graduate degrees is negligible and it is 0.3% at national level. The education level related data on 4 DSDs is shown in **Table 3-6**.

Table 3-6. Education level of the population in DSDs

DS Division	Pre- School		Non-Educated		Secondary		G.C.E (O/L)		G.C.E (A/L)		Graduated and above		Total Population
	No	%	No	%	No	%	No	%	No	%	No	%	
Arachchikattuwa	10,150	24.76	1,017	2.48	22,130	17.68	4,687	11.43	2,630	6.41	385	0.94	40,999
Chilaw	15,656	25.04	1,865	2.98	31,354	25.04	7,520	12.03	5,204	8.32	916	1.47	62,515
Mundel	19,825	32.16	2641	4.28	30,597	24.43	5,486	8.90	2,661	4.32	428	0.69	61,638
Puttalam	20,925	25.38	3,174	3.85	41,128	32.84	9,970	12.09	5,946	7.21	1,300	1.58	82,443
Total	66,556	26.88	8,697	3.51	125,209	50.57	27,663	11.17	16,441	6.64	3,029	1.22	247,595

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

53. Industry and Agriculture are the main livelihood activities of the population in road relevant DSDs and also in Puttalam District as whole. The data on persons involved in non-agriculture employments shows that nearly 74 % of the people within employable ages in DSDs are involved in different scale of private sector activities, including business, labor work and self-employments. The percentage of people involved in public sector employments is 10% and this is similar to the national situation (15%). The private sector employments in DSDs range from 29.8% to 51 %. This is nearly 40% in the country as a whole. The data on non-agriculture employments of the people in 4 DSDs is shown in Table 3-7.

Table 3-7. Employment type of population in DSDs

	Agriculture	Industries	Services	Total
Arachchikattuwa	10,865	13,612	16,523	40,999
Chilaw	16,566	20,755	25,194	62,515

	Agriculture		Industries		Services		Total
Mundel	16,334		20,464		24,840		61,638
Puttalam	21,847		27,371		33,224		82,443
Total	65,612	27%	82,202	33%	99,781	40%	247,595

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

3.2.3 The road types available in Puttalam District

54. The proposed candidate road is connected to road network in Puttalam District. The road network is a critical input for the economic development and distribution of economic benefits to the people in the area. The **Table 3-8** includes the details of different names of roads as network available in Puttalam District.

Table 3-8.Names of roads available in Puttalam District

District	Rd ID	Name of Road	Length (km)
Puttalam	8	Road to Sirrumbiadiya 4th mile Post to Anuradhapura road 6th mile post via Manaweriya and Sellakandal Area.	7.30
	9	Madyama Attavilluwa to Kiwla Road	3.67
	11	Wanathawilluwa 12 mile post to Morapathawa school road	7.05
	12	Eluwankulama to Gangewadiya	7.17
	13	Paalasola Junction To Mukkuthoduwawa Via Paalasola Pradana Mawatha 100Acs State	6.15
	14	Thihali Eaththala Internal Road	6.5
	15	Kandakuda Palliwasathurei Road	8.5
	27	Nalladarankattuwa to Wendakaduwa via Aththanganaya	8.0
	1	Mahaus wewa -Waththegedara - Thalgaswewa	12.20
	2	Mellankulama Junction -Near Hospital to Kottukachchiya village	6.00
	4	Mahakubukkadawala Kottukachchiya Road	10.0
	5	Welewawa garment junction - Tharanagaha wawa-Rajawegama road	12.25
	6	Internal Road at Nawagaththegama - Galgamuwa main Road.	3.00
	7	Saliya wewa junction to Neela bemma road	13.00
	43	Thabbowa karuwalagas wewa outer circle	12.0
	44	Mailankulama Tabbowa temple junction	13.00
	45	Mahakubukkadawala Hospital road	1.76
	3	Adammana Junction- Medawakkulama Road	9.50
	26	Arachchikattuwa to Pallama via Adippala	8.0
	27	Nalladarankattuwa to Wendakaduwa via Aththanganaya	8.0
	28	E/Mungandaluwa Raraviru Lanka thilaka Mawatha toKaravita Temple	2.00
	29	Thiththakade to Manuwangama via Thissogama coparative shop	5.38
	30	Karavitagara Juntion to Kongasyaya Road via Dabakale Road	3.10
	31	Madampe Ihalagama Road	1.75
	32	Suduwalla Juntion to Mukunuwatawana Road	2.40
	24	Gurugodalla to Kuliyapitiya Nattandiya Main Road	1.50
Total length – Rural roads Puttalam District			179.18

3.3 Analysis of the Sample Socio-economic Survey

55. Key findings of the sample household survey are presented below. The results are discussed under sub topics 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.

3.3.1 Key demographic information of the sample survey

3.3.1.1 Distribution of households by family size and age

56. **Family size:** The distribution of family size in each DSD of Puttalam relevant to the candidate roads is presented in table 3-10. About 19 % of the families in DSDs have more than 5 members in their families. The highest family size reported from DSD area range 3 to 4 members and it is 48%. The data on family size in each road relevant DSD is presented in **Table 3-9**.

Table 3-9.Family size of the households surveyed

DSD	1-2 members		3-4 members		More than 05 members		Total
	No	%	No	%	No	%	
Arachchikattuwa	299	30%	529	53%	165	17%	993
Chilaw	181	20%	493	53%	252	27%	926
Mundel	203	22%	454	50%	250	28%	907
Puttalam	539	39%	617	45%	229	17%	1,385
Total	1,222		2,093		896		4,211

Source-Sample survey conducted in 2019/2020

57. **Age distribution:** Nearly 70% of 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 30% (18% of population with age 0-14 and 12% with more than 60).

58. 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. The **Table 3-10** includes the age distribution of the sample household population.

Table 3-10.Age distribution of the population in surveyed households

DSD	Total	Age Group					
		0-14		14-59		Above 60	
		No	%	No	%	No	%
Arachchikattuwa	3,232	640	20%	2,210	68%	382	12%
Chilaw	3,396	516	15%	2,427	71%	453	13%
Mundel	3,370	800	24%	2,233	66%	337	10%
Puttalam	3,870	633	16%	2,777	72%	460	12%
Total	13,868	2,589		9,647		1,632	

Source-Sample survey conducted in 2019/2020

3.3.1.2 Educational attainment

59. 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 3-11** below presents the level of educational attainment of sample population. Data collected show slightly higher level of performance of male in GCE (A/L) and above. Higher percentage of women shows slightly higher level of performance in G.C.E O/L) and below. The following information indicates the educational situation of sample population and the difference between male and female. The information on percentage ranges show the situation of households interviewed from 4 DSDs.

Table 3-11.Percentage ranges show the situation of households interviewed

Level of Education attainment	Total	%	Male		Female	
			No	%	No	%
01. Less than 5 years of age	747	5%	377	51%	370	49%
02. Never went to school	266	2%	122	47%	144	53%
03. Up to Grade 1 - 5	1719	12%	797	47%	922	53%
04. Up to Grade 5 - 10	3705	27%	1,812	49%	1,893	51%
05. Up to GCE O/L	3955	29%	2,134	54%	1,821	46%
06. Pass GCE O/L	1242	9%	630	51%	612	49%
07. Up to GCE A/L	1373	10%	744	54%	629	46%
08. Pass GCE A/L	633	5%	323	51%	310	49%
09. Graduate	219	2%	118	54%	101	46%
10. Postgraduate	9	0.10%	5	56%	4	44%
Total	13,868	100%	7,062	51%	6,806	49%

Source-Sample survey conducted in 2019/2020

3.3.1.3 Occupations of household heads

60. Most of the household heads are involved in private sector and self-employment activities. The percentage of heads of households involved in Wage labor is also significant (10%) The households involved in different employments in 4 DSDs are shown below for summarized description of the employment profiles of the household heads in sample households interviewed.

Table 3-12. Major types of occupations of household heads

Employment	Occupation of HHs	Percentage of HHs
01. Farmer	282	7%
02. Public Sector	322	8%
03. Private Sector	1,617	38%
04. Trained Workers	349	8%
05. Unskilled Workers	82	2%
06. Business	208	5%
07. Self-Employment	332	8%
08. Wage Labor	411	10%
09. Animal Husbandry	138	3%
10. Foreign Employment	108	3%
11. Dependent	362	9%

Source-Sample survey conducted in 2019/2020

61. The further details on percentages of Household heads involved in different employments in 4 DSDs are shown in **Table 3-13**.

Table 3-13-Total numbers and percentages of occupations of household heads – DSD basis

	Arachchikattuwa		Chilaw		Mundel		Puttalam	
01. Farmer	135	14%	15	2%	30	3%	101	7%
02. Public Sector	111	11%	84	9%	67	7%	60	4%
03. Private Sector	433	44%	188	20%	268	30%	726	52%
04. Trained Workers	92	9%	68	7%	133	15%	56	4%
05. Unskilled Workers	6	1%	5	1%	48	5%	22	2%
06. Business	1	0.1%	83	9%	56	6%	67	5%
07. Self-Employment	79	8%	70	8%	91	10%	94	7%
08. Wage Labor	24	2%	86	9%	85	9%	217	16%
09. Animal Husbandry	12	1%	100	11%	18	2%	7	1%
10. Foreign Employment	30	3%	57	6%	18	2%	5	0.3%
11. Dependent	70	7%	170	18%	93	10%	30	2%
Total	993	100%	926	100%	907	100%	1,385	100%

Source-Sample survey conducted in 2019/2020

3.3.1.4 Average household income and expenditure

62. Nearly 56% of the households interviewed draw monthly income Rs. 15,000 to Rs. 50,000. The percentage of households drawing more than Rs 100,000 monthly income is 10 % of the total

households interviewed. About 2% of the households are reported as households drawing a monthly income of below Rs 5,000. Significantly high percentage (71%) of the respondent households have stated that their monthly expenditure is in the range of 15,000-49,999. The **Table 3-14** includes the data on monthly income and expenditure of the households interviewed.

Table 3-14: Monthly income of the sample households

Category (SLR)	Monthly Income		Monthly Expenditure	
	#	%	#	%
Less than 5,000	72	2%	65	2%
5,001 - 14,999	441	10%	398	9%
15,000 - 49,999	2,353	56%	2987	71%
50,000 - 74,999	621	15%	421	10%
75,000 - 100,000	319	8%	219	5%
More than 100,000	405	10%	121	3%
Total	4,211		4,211	

Source-Sample survey conducted in 2019/2020

3.3.1.5 Movable household assets

63. Radio, TV, Electric Fan and Motor Cycle are the commonly available movable household assets in considerable percentage of households. About 86% of the households of the total interviewed have TV and 70% have Radios. The data on types of household assets and the percentage of households is shown in **Table 3-15**.

Table 3-15: Movable Assets in households

Type of asset	DSD								Total	
	Arachchikattuwa		Chilaw		Mundel		Puttalam			
	No	%	No	%	No	%	No	%	No	%
Television	971	97.8%	882	95.2%	816	90.0%	966	69.7%	3,635	86%
Radio/ CD Player	886	89.2%	683	73.8%	657	72.4%	726	52.4%	2,952	70%
Sewing Machine	418	42.1%	94	10.2%	181	20.0%	352	25.4%	1,045	25%
Electric Fan	731	73.6%	605	65.3%	464	51.2%	786	56.8%	2,586	61%
Fridge	639	64.4%	730	78.8%	451	49.7%	509	36.8%	2,329	55%
Gas stove	505	50.9%	832	89.8%	516	56.9%	547	39.5%	2,400	57%
Kerosene Stove	59	5.9%	81	8.7%	34	3.7%	64	4.6%	238	6%
Air Conditioner	25	2.5%	24	2.6%	26	2.9%	19	1.4%	94	2%
Motor Cycle	634	63.8%	537	58.0%	456	50.3%	895	64.6%	2,522	60%
Bicycle	258	26.0%	157	17.0%	163	18.0%	281	20.3%	859	20%
Three-wheeler	157	15.8%	144	15.6%	125	13.8%	120	8.7%	546	13%
Motor Car/ Cab	73	7.4%	194	21.0%	77	8.5%	52	3.8%	396	9%
Motor Bus/ Van	31	3.1%	31	3.3%	24	2.6%	19	1.4%	105	2%

Type of asset	DSD								Total	
	Arachchikattuwa		Chilaw		Mundel		Puttalam			
	No	%	No	%	No	%	No	%	No	%
Water Pump	179	18.0%	147	15.9%	73	8.0%	49	3.5%	448	11%
Washing Machine	153	15.4%	324	35.0%	71	7.8%	86	6.2%	634	15%
Lorry	4	0.4%	10	1.1%	38	4.2%	49	3.5%	101	2%

Source-Sample survey conducted in 2019/2020

3.3.2 Housing condition, sanitary facilities, energy and water sources of sample households

3.3.2.1 Housing condition

64. More than 73% of the residential housing structures of the sample households interviewed are permanent structures. The percentage of households having temporary structures is relatively small (14%). The data on types of housing structures is shown in **Table 3-16**.

Table 3-16: Types of housing structures

DSD	House Condition						Total
	Permanent		Semi- Permanent		Temporary		
	#	%	#	%	#	%	
Arachchikattuwa	778	78%	120	12%	95	10%	993
Chilaw	871	94%	21	2%	34	4%	926
Mundel	611	67%	169	19%	127	14%	907
Puttalam	850	61%	168	12%	367	26%	1,385
Total	3,110		478		623		4,211

Source-Sample survey conducted in 2019/2020

3.3.2.2 Sanitary facilities

65. Except negligible percentage of sample houses (1%) all others have access to sanitary latrine facilities. About 44 % 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 3-17**.

Table 3-17: Sanitary latrine facilities

DSD	Sanitary Condition								Total
	Flash		Water Sealed		Pit Latrine		None		
	#	%	#	%	#	%	#	%	
Arachchikattuwa	249	25%	550	55%	178	18%	16	2%	993
Chilaw	314	34%	583	63%	29	3%	-	0%	926
Mundel	260	29%	272	30%	367	40%	8	1%	907
Puttalam	240	17%	430	31%	689	50%	26	2%	1,385
Total	1,063	25%	1,835	44%	1,263	30%	50	1%	4,211

Source-Sample survey conducted in 2019/2020

3.3.2.3 Availability of electricity

66. The percentage of households with no electricity facilities is negligible in the entire sample households (1.8 %). In Archchikatuwe almost all the households have obtained electricity from the national grid. The information on sources of electricity of the sample households is shown in **Table 3-18**.

Table 3-18: Sources of electricity in Sample households

DSD	Source Electricity						Total
	National grid		Solar power and other sources		No Electricity		
	No	%	No	%	No	%	
Arachchikattuwa	992	99.9%	-	0.0%	1	0.1%	993
Chilaw	924	99.8%	-	0.0%	2	0.2%	926
Mundel	879	96.9%	-	0.0%	28	3.1%	907
Puttalam	1,336	96.5%	-	0.0%	49	3.5%	1,385
Total	4,131		-		80		4,211

Source-Sample survey conducted in 2019/2020

3.3.2.4 Source of drinking water

67. About 61% of sample households in road relevant DSD areas have access to pipe born water provided by the National Water Supplies and Drainage Board (NWS&DB). Tube wells and Shallow wells are the main sources for drinking water in households (31%) located in interior areas of Surveyed GNDs. The data on sources of drinking water is shown in Table 3-19. However, according to the community members interviewed quality of water in shallow wells and community water supply schemes is good for drinking and they had no complaints about the quality of water.

Table 3-19: sources of drinking water facilities.

DSD	Water source						Total
	NWS&DB		Well/Tube well		Community Well		
	No	%	No	%	No	%	
Arachchikattuwa	570	57%	399	40%	24	2%	993
Chilaw	756	82%	136	15%	34	4%	926

DSD	Water source						Total
	NWS&DB		Well/Tube well		Community Well		
	No	%	No	%	No	%	
Mundel	453	50%	212	23%	242	27%	907
Puttalam	778	56%	105	8%	502	36%	1,385
Total	2,557		852		802		4,211

Source-Sample survey conducted in 2019/2020

3.3.3. Analysis of vulnerable households and gender related details

68. Three indicators are used to categorize socially and economically vulnerable households in 4 DSDs. The significant percentage 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 16% to 24 % among 4 DSDs. The families drawing less than Rs. 5000 monthly incomes are categorized as vulnerable families. The percentage of families having less than Rs.5000 monthly income indicated very low figures (0.4% to 2%). Percentage of households headed by female is significant among sample surveyed (ranges from 15% 29%). The details of the vulnerable families reported in the sample are included in **Table 3-20**.

Table 3-20: vulnerable families in sample households.

Type of vulnerability	DSD								Total
	Arachchikattuwa		Chilaw		Mundel		Puttalam		
	No	%	No	%	No	%	No	%	
Family with elderly household head (age > 60 years)	236	24%	227	25%	147	16%	277	20%	887
Family with monthly income < SLR 5,000	4	0.4%	19	2%	18	2%	30	2%	71
Female headed families	237	24%	144	16%	264	29%	241	17%	886
Families with disabled members	92	9%	34	4%	34	4%	37	3%	197

Source-Sample survey conducted in 2019/2020

3.3.3.1 Contribution of female members in family matters and community organizations

69. The women in households interviewed play significant role in some of the significant matters in the family. Significant percentage of women always participates in household decision-making process (More than 90%). Even about 75% of the householders, mentioned that their female members contribute as bread earners of their families. About 90% of the householders indicated that their female members participate in community base organization activities representing their households. Some female members also involve in organizing community programs in their localities (90%). The details of the participation of women in activities within and outside of households on behalf of their families are mentioned in **Table 3-21**.

Table 3-21. Female involvement in family matters and community activities

Type of Involvement	Always	Sometime	Rarely	If requested	Do not Participate
Decision making in Family matters	2,230	1,621	154	35	171
Bread earner	1,331	1,487	172	171	1,048
Participate in CBO activities	888	1,924	568	432	399
Organize community programs	1,077	1,656	247	886	346

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

Source-Sample survey conducted in 2019/2020

70. 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 percentage of households is willing to involve their female members in the project activities (21%). This is mainly because most of the females in households of the project area are heavily involved in domestic activities of the households. The information on willingness to get female involved in project activities is included in **Table 3-22**.

Table 3-22. Households willing and unwilling to involve female members in project activities

DSD	Engage Female				Total
	Agreed to involved	%	Do not agreed to involved	%	
Arachchikattuwa	191	19%	802	81%	993
Chilaw	170	18%	756	82%	926
Mundel	240	26%	667	74%	907
Puttalam	284	21%	1,101	79%	1,385
Total	885	21%	3326	79%	4,211

Source-Sample survey conducted in 2019/2020

3.3.3.2 Type of involvement of female family members in the project

71. As mentioned above only small percentage of sample households expressed their willingness to get female members 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 3-23**.

Table 3-23. Type of activities that female members can participate

Type of involvement	DSD- Number of households responded				
	Arachchikattuwa	Chilaw	Mundel	Puttalam	Total
Provide wage labors for during construction/1	37	28	67	191	323
Provide wage labor for maintenance of road/2	130	50	64	26	270
Provide meals to work force as a small business	65	167	200	90	522
Total	232	245	331	307	1,115

Source-Sample survey conducted in 2019/2020

Note-There were people who gave multiple answers

3.3.4 Community perception about the project

3.3.4.1 Community awareness about the project

72. Small percentage of householders was 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 section of A003 road from Chilaw to Puttalam under iRoad project. This may be the reasons for majority of the householders to be neutral to this question. The responses given by the householders interviewed are mentioned in **Table 3-24**.

Table 3-24. Community awareness of the propose project

DSD	Know about the project		Do not know about the project		Total
	#	%	#	%	
Arachchikattuwa	15	1%	978	99%	993
Chilaw	249	27%	677	73%	926
Mundel	38	4%	869	96%	907
Puttalam	37	3%	1,348	97%	1,385
Total	339		3,872		4,211

Source-Sample survey conducted in 2019/2020

3.3.4.2 Condition of the existing road to be rehabilitated by the project

73. The road is somewhat physically bad compare to other neighboring roads recently improved (13% mentioned as Bad and 11% mentioned as very bad). The A3 road from Chilaw to Puttalam is satisfactory mainly due to its improved surface. Therefore, 53% householders interviewed mentioned that road is fair in its physical condition. Further another 19 of HHs are of the view that road is in good condition. The views expressed by the sample householders interviewed on the physical condition of the road are mentioned in **Table 3-25**.

Table 3-25. Views of the householders on physical condition of the candidate roads

DSD	Condition of the existing road surface										Total
	Good		Fair		Bad		Very bad		Very difficult in rainy season		
	No	%	No	%	No	%	No	%	No	%	
Arachchikattuwa	10	1%	867	87%	27	3%	82	8%	7	1%	993
Chilaw	628	68%	100	11%	185	20%	8	1%	5	1%	926
Mundel	167	18%	327	36%	304	34%	56	6%	53	6%	907
Puttalam	7	1%	970	70%	52	4%	341	25%	15	1%	1,385
Total	812		2,264		568		487		80		4,211

Source-Sample survey conducted in 2019/2020

3.3.4.3 Impact of existing road condition on day-to-day activities of women, children and elderly persons

74. 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 3-26.

Table 3-26. The views of interviewed householders on impact of women, children and elderly persons

DSD	Safe Road Women, Children end elders				Total
	Affect the activities		Do not affect the activities		
	#	%	#	%	
Arachchikattuwa	153	15%	840	85%	993
Chilaw	727	78%	199	22%	926
Mundel	371	41%	536	59%	907
Puttalam	49	4%	1,336	96%	1,385
Total	1,300		2,911		4,211

Source-Sample survey conducted in 2019/2020

3.3.4.4 Reasons for such impacts

75. 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 3-27.

Table 3-27. Reasons for difficulties for women, children and elderly persons

Reason	DSD								Total
	Arachchikattuwa		Chilaw		Mundel		Puttalam		
	No	%	No	%	No	%	No	%	
Damaged road condition	732	87%	159	80%	173	32%	1,029	77%	2,093
Shrub jungle grown on both sides of the road	142	17%	44	22%	71	13%	689	52%	946
Road side drains not maintained	375	45%	113	57%	189	35%	842	63%	1,519
Wing walls of culverts and bridges are damaged	534	63%	96	48%	270	50%	786	59%	1,686
Road get inundated	156	19%	37	19%	111	21%	588	44%	892

Source-Sample survey conducted in 2019/2020

Some HHs have given multiple answers

3.3.4.5 Willingness of community to participate in the project

76. Comparatively small percentage (23%) 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 4 DSDs is shown in Table 3-28.

Table 3-28. Willingness of Community to Participate in the Project

DSD	Community participation in projects				Total
	Willing to participate	%	Do not want to participate	%	
Arachchikattuwa	190	19%	803	81%	993
Chilaw	196	21%	730	79%	926

DSD	Community participation in projects				Total
	Willing to participate	%	Do not want to participate	%	
Mundel	292	32%	615	68%	907
Puttalam	288	21%	1,097	79%	1,385
Total	966		3,245		4,211

Source-Sample survey conducted in 2019/2020

3.3.4.6 Type of contribution for the project

77. Majority of the community members expressed their willingness to participate in whatever programs organized by project developer on community awareness activities (44%). The other areas communities expressed their interest to participate include informal monitoring of the quality of construction activities (12%) and also some possible activities during maintenance phase of the road (9%). The views expressed by the householders on type of contribution are mentioned in Table 3-29.

Table 3-29.Type of contribution

DSD	Type of Contribution								Total
	Community awareness creation		Involve in progress monitoring		Involved in maintenance		Other (Labor works, Driving etc.)		
	No	%	No	%	No	%	No	%	
Arachchikattuwa	58	30%	126	66%	34	18%	12	6%	230
Chilaw	105	54%	155	79%	133	68%	167	85%	560
Mundel	228	78%	81	28%	97	33%	93	32%	499
Puttalam	210	73%	157	55%	116	40%	120	42%	603
Total	601		519		380		392		1,892

Source-Sample survey conducted in 2019/2020

3.3.4.7 Community perceived benefits of the project

78. Reduction of travel cost and time was mentioned by about 60% of the HHs interviewed as benefit of the proposal to improve the proposed road section. Easy to travel even at night time was also mentioned by nearly 53% of the HHs interviewed. Some other community members mentioned about Development of public /private transport system in the area. The possible benefits perceived by the community members from the proposed road improvement project are given in Table 3-30.

Table 3-30.Community perceived benefits of the project

Perceived benefits	DSD								Total
	Arachchikattu wa		Chilaw		Mundel		Puttalam		
	No	%	No	%	No	%	No	%	
Develop Agricultural sector	464	47	136	15	262	29	644	46	1,506
Develop education facilities	622	63	291	31	234	26	790	57	1,937
Develop health and sanitary facilities	686	69	230	25	240	26	883	64	2,039

Perceived benefits	DSD								Total
	Arachchikattuwa		Chilaw		Mundel		Puttalam		
	No	%	No	%	No	%	No	%	
Increase job opportunities for villages	359	36	238	26	369	41	614	44	1,580
Road safety for women, elders and children	307	31	324	35	433	48	696	50	1,760
Develop public /private transport	242	24	822	89	417	46	771	56	2,252
Easy travel even at night time	319	32	795	86	381	42	764	55	2,259
Develop industrial sector in the rural area	428	43	314	34	284	31	872	63	1,898
Reduce the travel cost and time	559	56	814	88	282	31	925	67	2,580
Increase cultural values	366	37	236	26	125	14	674	49	1,401
Develop communication with villagers and government institutes	132	13	118	13	123	14	438	32	811
Total	4,484	22	4,318	22	3,150	16	8,071	40	20,023

Source-Sample survey conducted in 2019/2020

3.4 Public Consultation

79. The consultants used several methods to make the stakeholders, especially the public, to be aware of the proposed iRoad improvement project. The household questionnaire survey conducted with 4211 HHs was used to provide some basic information about the proposed I Road project and proposal to improve the road section from Chilaw to Puttalam. One on one interviews with about 60 persons residing in the vicinity of the road were conducted to document their views about the proposed road improvement and also these interviews were used as mean to pass basic information about proposed improvements to the road. Four Focus Group discussions were also held in offices of the road relevant 4 DSDs to generate supplementary qualitative information extracted from the views expressed by the participants of the FGDs. The lists of participants for the FGDs are shown in Annex 4. The issues discussed at the FGDs are mentioned below.

Arachchikattuwa DSD held on 22/07/2020

- The GNs proposes to upgrade the access roads connected the main road level at least up to some distance from the main road (if possible under iRoad program).
- Need for additional culvert/s near Hela Bojun Hala was highlighted by the participants to address the storm water stagnation issues.
- The roadside debris and the soil particles flow towards the road during rainy period. This is mainly due to non-availability of proper drainage system in areas around Bangadeniyya, Police Check Point, Rajaluoya Post Office and Dewalaya.
- Storm water drainage capacities of existing culverts around Anawilundawa are not adequate.
- Culverts near Baththaluoya Railway Station are blocked and but they are not maintained.
- Reasonable drainage system is required around Lunuoya Bridge.
- Baththaluoya Bridge(Near 92km mile post) is damaged and must be renovated.
- Road gets inundated at Rajaluoya area

- Pedestrian crossings and the white strips marked to indicate road edges are not properly visible in the road in general
- The Reflective Knobs at the road center line are not functioning and therefore, they are to be replaced .
- At present no dedicated bus halts and parking bays are available and the participants proposed to mark the bus halts with bus bays separately to the road.
- Height of the railway level crossing is higher than the level of road surface and this has created difficulties for the riders of motor bikes.
- Road edges are not maintained/sealed Properly.
- iRoad projects partially implemented in areas such as Sengalla, Nelumkuliya, Wendakanda area were kept on hold since 2017 and road in that area was damaged and excavated and kept for long time. Two fatal accidents in that road took place as participants remembered. Incidents such as falling of motor cyclists into excavated culverts are frequently heard.
- Space of the existing shoulder can be used for traffic management during construction of this candidate road section (from Chilaw to Puttalam).



Puttalam DSD – 22/07/2020

- Openings of culverts are blocked due to some unauthorized buildings (Commercial) near Al Kasim City.
- It was proposed to have some new culverts near Thalladiya bridge as the storm water get in to the road during rainy days.
- The Railway gate on the road is closed 28 times per day and nearly 20 times of 28 are for the cement trains of Cement factory (Puttalam) . It has created traffic and therefore participants proposed to have a flyover to address this existing problem.
- Cement factory road can be used as a bypass road during construction of the candidate road
- RDA Road reservation is not cleared and many unauthorized permanent shops are built on the road reservation.
- The Strip of land between the road reservation and the railway reservation is not utilized and that can be used for bus bays and parking space in that that area.

- Road pavement at helabojunhala and Buddhist Center is damaged.
- Speed limits should be strictly maintained due to significantly high number of lorries and busses run on this road .
- Short distance busses are not operating with regular frequency and the passengers need to travel short distances are not entertained by long distance rung buses.



Mundal DSD – 22/07/2020

- This is an important road which connects several townships and therefore, it needs renovation.
- Main issue of the road section is non-availability of proper drainage system. This the Towns along the road, Police station at Mundal, Church, Hospital, and the place called Jinnawatta frequently experience the problem of storm water stagnation.
- Earth drains are available but they are not maintained properly and heavily grown vegetation on drains are observed.
- Potholes can be seen on the road and even after informing the relevant authorities through DS, no action was taken at least to fill these potholes.
- Large number of long-distance travelling vehicles use this road and due to the straight geometry of the roads section accidents occur due to tiredness and careless of the drivers. In this context the participants proposed to create a place to rest for long distance travelling drivers.
- Road shoulders are washed away and it has created difficulty for the pedestrians
- Speed barriers or humps are needed at Madurankuliya Temple Junction and School to slow down the speed of the vehicles.
- Lack of space for parking vehicles at the town area was reported another significant issue.
- Buses stop at the middle of the roads and the requirement of bus shelters with a bay was highlighted.



Chilaw DSD – 22/07/2020

- Access difficulties to the houses and other establishments can occur during construction/rehabilitation of the road.
- Improvement to this road is a felt need and must be given top priority to rehabilitate it under the proposed iRoad program.
- Heavy traffic congestions can be observed at the section from Chilaw town to railway crossing.
- The road width for the section up to 2 Km from Chilaw is not adequate and road widening is a need to reduce the traffic.
- At Railway crossing area the road should be raised to match the railway level.
- Earth drains are available but not functioning properly.
- public transport facility is good in this road but bus halt locations need to be marked properly.
- There are many unemployed people in the area due to the closure of garment factories due to Covid and if this project starts it will provide some opportunities for the local people to work in the construction sites during construction period of the project.

One on one Interview

80. The consultants held one on one interviews with large number of road users in the local area (60 persons). Most of these informants responded in one on one interviews are the persons encroached road reservation for establishment of structures to carry out small business activities for their livelihood needs. The views expressed by this group with large number of persons are summarized below. The detail notes on one on one interviews held are shown in Annex 3.

- We have been using these structures for a long period of time for our small business activities,

- Some of us solely depend on the income from these informal businesses carried near roads edges,
- We are not against the proposed improvements to the road. It will generate benefits to all of us,
- Our request is to provide construction related time schedule to carry out work in front of our structures for us to move our activities to other possible locations,
- All of us will have flexibility to shift our structures to alternative locations within the road reservation.
- We all would like to request RDA to inform us about the commencement of rehabilitation work in front of our business establishments,
- However, the RDA should hold discussions with us prior to commencement of the construction activities.
- Compared to A3 road up to Chilaw the rest of the road from Chilaw towards Puttalam is running through less developed vicinity of the road.
- Except small town ships in scatted locations the reservation of the road in other areas is not intensively encroached by people. In this context, construction contractors will have enough flexibility during construction period of the project.
- The community members who have established temporary business structures also will have adequate space to move their structures backward or forward of the road during construction phase.

3.4.2 Community suggestions for Grievance Redressed Mechanism expressed at the one on one interviews

81. 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. The other members of this committee should include Grama Niladharies of the area and representatives of road user community. The public in the area should be made aware of this institutional mechanism and the possible avenues available for them to reach this committee to complain/discuss any issues, problems or grievances that may crop up.

GRIEVANCE REDRESS MECHANISM (GRM)

82. 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 Frame work of iRoad project 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.
83. 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, finding solutions to conflicts through these systems takes a long time, incurs expenses, and also do not have open access to some, and these often causes delays in project implementation and increased the expenditure to government due to compensation to contractors.
84. 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 the 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 actions,
 - Harmonize project activities with those of APs.
85. The Grievances management process will include three tier systems starting from the road level.
- First Tier** – 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** – 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 – This is the highest level of Grievance Redress institutional set up 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. 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

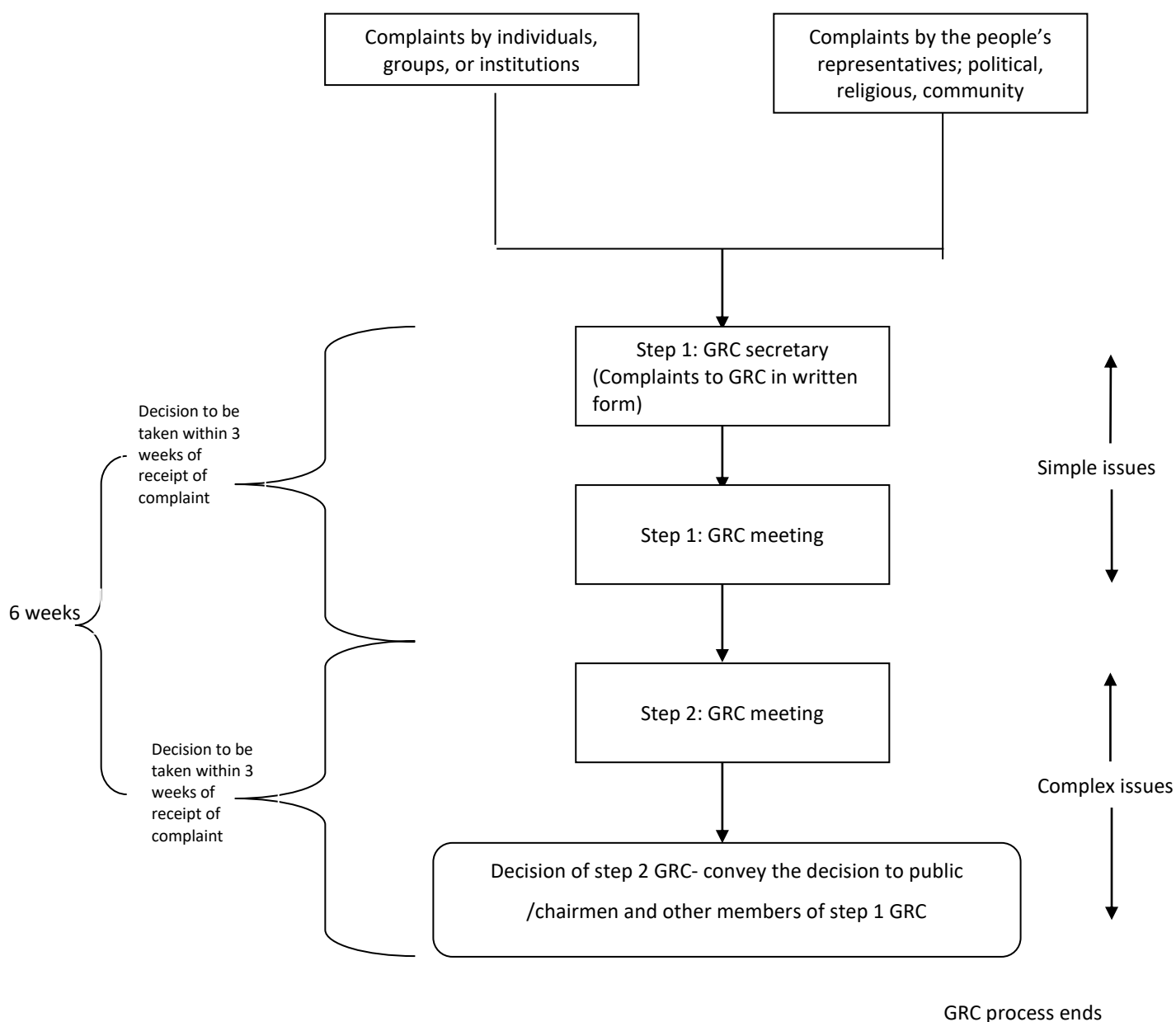
1	Divisional Secretary of the area	Chairman
2	Representative of PIU	Secretary
3	Grama niladhari of the area	Member
4	Representative of supervision consultant	Member
5	Representative of contractor	Member
6	Representative of social organization (NGO/CBO)	Member
7	A community member/ religious leader	Member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

86. To make the GRM process gender responsive, the GRC will include at least one female member to represent women in the local community. 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.

87. Recommended steps with timeline on the operation of the GRM are provided in Figure IV-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.

Figure 3-1. The flow chart of the GRM is presented in the succeeding.



CONCLUSIONS AND RECOMMENDATIONS

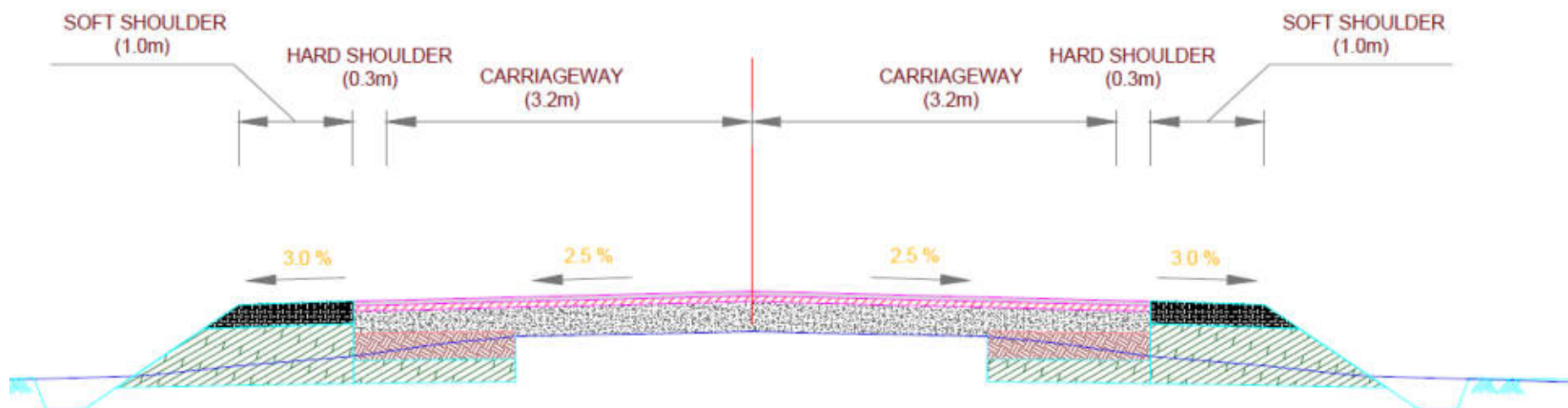
88. The proposed improvements to section of A003 road from Chilaw to Puttalam under Integrated Road Investment Program will have positive effects in the rural development as expected by the Government of Sri Lanka. The improvements to this road will assist in enhancing the connectivity of rural areas with economic centers located in the vicinity of A003 Road in Puttalam District and beyond.
89. The consultants observed large number of structures used for informal business activities in the vicinity of road edges. Most of these structures are located more than 2m away from the road edges. Only 6 of these structures observed as potential structures with temporary shifting impacts. These structures can be shifted backward or forward along the road reservation with no difficulties and therefore, intended improvement activities can be carried out. The entire project affected 6 persons are willing to shift their structures but they should be informed in advance.
90. During the consultations with public it was revealed that the communities require a safe better road surface, establishment of pavements and, especially a proper road drainage canal system.
91. Therefore, it is recommended to design cross sections suiting the existing road corridors. And this concept is already embedded in the project scope. Hence, there will be no cases of involuntary resettlement involved in the project.
92. Measures should be taken to minimize impacts to the public during the construction stage. It is recommended that Grievance Redress Committees be established before the commencement of civil works. As revealed in the socio-economic analysis, the public welcome this project as a positive factor in economic development.

ANNEXES

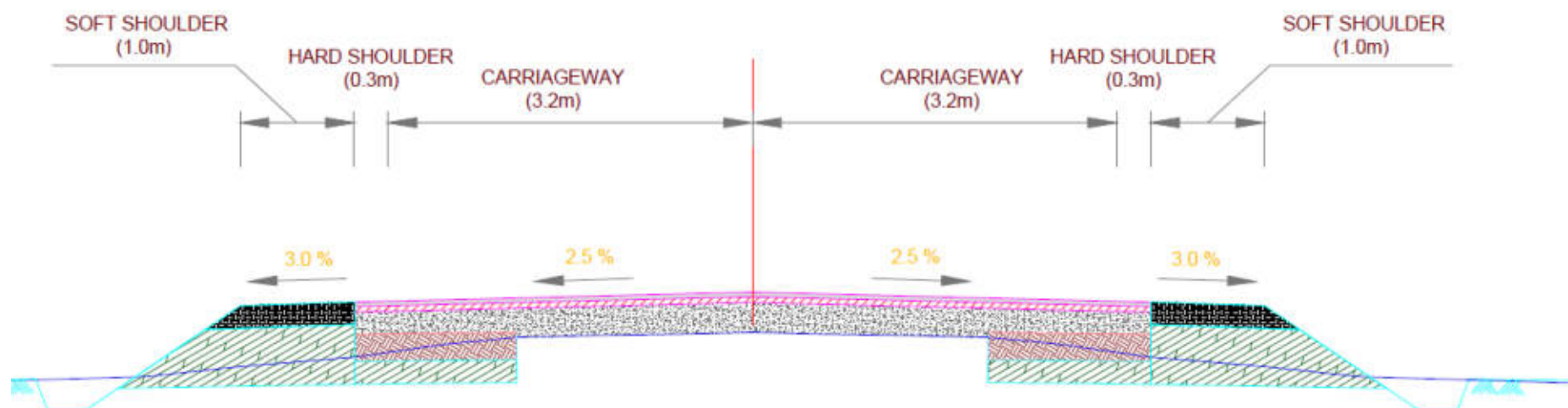
Annex 1- List of roads (A, B, C, or D) connected to proposed project road

Name of the road	Type of the Road (A, B, C or D)	Name of the junction or point of Our study road connecting to other roads	Destination of the roads running towards
Bangadeniya- Anamaduwa Rd	B045	Bangadeniya Jn.	Anamaduwa
Karukupone Rd	D	Kottapitiya Jn	Karukupane Scl
Bandaranayake Main Road	D	Arachchikattuwa DS	Adippala
Aththangane Rd	D	Nalladarankattuwa	Ilakkatuwa Wewa
Udappuwa Rd	B614	Battaluoya	Udappuwa
Wilpotha - Tharawilluwa Rd	D	Tharawillu Junction	Wilpotha
Pulichchakulam Rd	D	Pulichchakulam Jn.	Udappuwa
Kiriyankalli-Andigama Rd	B227	Rich Point A P O	Andigama
Manthamanthivu Rd	D	Pubudugama	Kanamulla
Sirimapura Road	D	Pubudugama	Lake
Thoduwawa Rd	D	Madurankuliya Jn.	Kanamulla
Welusumanapura Rd	D	Madurankuliya Jn.	Dangassewa
Weerapura Rd	D	Weerapura	Kiula
Palavi-Kalpitiya Rd	B349	Palaviya Jn.	Kalpitiya
Palavi-Kalladiya Rd,	B348	Palaviya Jn.	Kalladiya
Outer Circular Rd	C	Sridhara Tyre Traders	A010
Goods Shed Rd	D	Aiyanar ancient temple	Service Rd
Service Rd	D	Beach Volleyball Court	A010

Annex 1-1 : Cross section of the existing road



Annex 1-2 : Cross section of the road with the improvements



Annex 2 : Households Selected for the Survey

DSD	GND Name	No of Households	Surveyed Households	%
Arachchikattuwa DSD	Anavilundawa (590)	248	52	21.0%
	Arachchikattuwa East (585C)	260	52	20.0%
	Arachchikattuwa West (585)	408	82	20.1%
	Bangadeniya (573)	326	66	20.2%
	Battaluoya (591)	367	73	19.9%
	Diganwewa (574B)	328	66	20.1%
	Ilakkattuwa (592C)	550	110	20.0%
	Kottapitiya (584)	354	71	20.1%
	Nalladarankattuwa (592)	199	40	20.1%
	Rajakadaluwa (585A)	608	122	20.1%
	Sengaloya (592E)	334	67	20.1%
	Suruvila (589A)	246	50	20.3%
	Weerakumandaluwa (574)	707	142	20.1%
Chilaw DSD	Aluthwatta (576)	441	89	20.2%
	Aluthwatta (576A)	343	69	20.1%
	Deduruoya (579B)	707	142	20.1%
	Ichchampitiya (580)	906	182	20.1%
	Pitipana North (578B)	323	65	20.1%
	Pitipana South (578)	398	80	20.1%
	Thimbilla (579A)	638	128	20.1%
	Wattakkaliya (579)	859	171	19.9%
Mundel DSD	Karathanvilluwa (610C)	414	89	21.5%
	Kudirippuwa (610D)	321	65	20.2%
	Madurankuliya (609)	641	129	20.1%
	Mangalaeliya (610A)	358	72	20.1%
	Mundalama (610)	258	52	20.2%
	Pubudugama (609A)	388	78	20.1%
	Pulichchakulama (593)	1,080	217	20.1%
	Weerapura (608B)	1,021	205	20.1%
Puttalam DSD	Palaviya (607)	861	174	20.2%
	Pottuvilluwa (607D)	1,274	255	20.0%
	Puttalam South (618)	808	164	20.3%
	Rathmalyaya (618B)	1,566	314	20.1%
	Thiladiya (618 A)	2,389	478	20.0%
	Total	20,929	4,211	20.1%

Annex 2-I- Notes on one on one interviews

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
1	M. Parameshwaram	Maikulam	41	Chilaw	<p>I am living in a place close to the road edge. With the expectation to generate some supplementary income to my household I extended the roof of my house towards to reservation of the road in 2014. I can earn about Rs.60000 /month from the vegetable and fruit sales from my shop. It is located little more than 2 M distance from the road edge and the road developer can attend their rehabilitation work with no problems to my structure.</p> <p>I am much interested to get this road section improved. Even if the road construction contractor needs shifting of, my extended portion of the roof I am willing to do so.</p>
2	Arumugam Sivapakyam	Panankudawatta Maikulam, Chilaw	61	Chilaw	<p>I have been in this location for the last 19 years (since 2001) involved in selling vegetables and fruits. I can earn about Rs 30000/month. The road in front of my business centre is also dilapidated. The edge of the road is seriously eroded. My business structure is located about 4M away from the existing road edge and therefore, the road construction contractors will have enough flexibility to carry out construction work with no disturbances from my business operations in the same place.</p>
3	Hettiarachchige Gunadasa	Pankulamwatta Maikulama, Chilaw	53	Chilaw	<p>I am involved in selling different items at retail scale. This business activity has been in operation for the last 10 years since 2010. It helps me to earn about Rs.60000/month. The location of my business structure is about 4m away from the edge of the road. This will not disturb the intended construction work. We, persons residing in the close proximity of the road are much interested to have an improved road</p>
4	Sivantha Kanchana	Malawatta Elipadedniya	45	Chilaw	<p>The surface of the A3 road from Chilaw to Puttalam is not so bad but the edges of the road and drainage canals need significant improvement. I have observed the difficulties faced by road users to take their vehicles up to the edge of the road. I am in operation of a moveable structure to sell lottery tickets. There are significant numbers of similar moveable structures kept on the road reservation along with my</p>

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					structure. All of these structures are movable and kept at least 5 m away from the road edge. Even if the construction contractors need to shift my structure somewhere else to carry out construction work I am prepared to do so. It is quite easy because my structure can be moved as a cart to forward or backward of the road reservation. However, there is adequate belt of land in front of structure that can be used as freeboard for the contractor to attend their work.
5	Ponnawila Vidanalage Alis	29/1,Vijaya Mawatha, Chilaw	66	Chilaw	I am a resident of Chilaw. The surface of the road is good in our area but the edges of the road are seriously dilapidated. Therefore, road needs improvements to enhance the transport facility. I operate moveable structure to sell lotteries since 2015 and this structure is one of the series moveable structures kept by several local people in the road reservation. I can earn about Rs. 30000/month. Any of these structures are not close to the edge of the road. All of them are located beyond 6M distance from the road edge. There is wider land belt exist between road edge and my structure. We all can continue operations of our business even during construction activities performed in front of our structures.
6	L.A.Sumanasatha	24, Vendesiwatta, Mangandaluwa, Ilippadeniya	51	Chilaw	My permanent residence is at Kurunagala road, Sedawatte, Chilaw. I have established temporary structure about 5m away from the road edge garment items. There are more than 10 similar structures located adjacent to my business centre. All these structures are far from the road edge. My monthly income from this business is about Rs 30000. The road in front of my structure is fairly good. There will be no disturbances to our business activities. Due to the proposed improvements to the road in front of our business centres. We can continue our business activities even though some minor disturbances may be there during construction period.
7	Chakrawathige Rani Fernando	21, Kurunegala Road, Sedawatta, Chilaw	60	Chilaw	I have been selling vegetables, fruits and some snack packets in my temporary constructed structure since 2013. It is one of the similar structures located on the road reservation about 5m away from the road edge. I can earn about Rs.60000 per

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					month from this business activity. I understand the nature of proposed improvements to the roads and therefore I feel that I can continue my business activities even during construction period.
8	Sumath	Manavidiya, Rajakadaluwa	53	Chilaw	I have been selling vegetables, fruits and some snack packets in my temporary constructed structure since 2013. It is one of the similar structure located on the road reservation about 5m away from the road edge. I can earn about Rs.60000 per month from this business activity. I understand the nature of proposed improvements to the roads and therefore I feel that I can continue my business activities even during construction period
9	J.H.Janaka Pushpakumara	Periswatta, Kumarawatta	40	Chilaw	I am involved in selling lotteries using movable structure within the road reservation but at least 6m away from the road edge. If the road construction contractor needs shifting of my business activity to another place, I can shift it to anywhere within a day if I am informed little ahead of construction activities of the project.
10	Naveen Kumari	Wattakalliya	49	Chilaw	I am a resident of Chilaw involved in informal business of selling lotteries since 2015, my movable is kept about 4m away road edge, if the construction contractor request to shift it further away from the road edge I can do it with no difficulties. But I should be informed at least 2 days ahead of commencement activities in front of my business structure.
11	S.Rashan	201/A, Nochchiwatawan e, Deduruoya, Chilaw	23	Chilaw	I am selling different bites (cooked gram, Wad etc..) in a small movable structure the road edge in front of my structure is dilapidated. Myself and my fellow business men involving informal business activities near the road are much interested to get dilapidated road edge improved with proper shoulders. There is enough space for me to shift my small structure during construction period. However, I am keeping my structure about 3m away from the road edge and therefore there may be no need to shift it from the current location which is about 3m away from the road edge. If the construction contractor insists for me to shift it. I should be informed at least one day ahead of commencement of the construction activities.
12	W.G.Saman Priyantha	Panankudawatta Maikumburu,	37	Chilaw	. I am a resident of Panankudawatte, Maikumburu, and Chilaw. I established my

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
		Chilaw			lottery selling structure at the edge of road reservation. This business has been in this location since 2005. I am able to earn about Rs.60000 per month from this informal business activity. There is adequate land belt between my lottery structure and the road edge. It is a about little more than 4m therefore there may be no need to shift my lottery structure from the existing location. If the construction contractor needs to shift my business structure, I should be informed at least 2 days ahead of commencement of construction activities in front of my structure.
13	Ajantha Banda	-	42	Chilaw	The lottery selling structure located at the edge road reservation is presently closed down. This structure can be shifted backward of the road reservation even up to 7m away from the road edge. If the construction contractor request for me to shift this structure from the existing location, I should be informing at least 2 days of ahead of commencement of the construction work.
14	A.W.Kumaradasa	Old Water Tank Road, Deduruoya, Chilaw	63	Chilaw	I am a resident of all water tank roads, Deduru Oya, Chilaw. I am running a movable stall to sell fruits and vegetables since 2019. I can earn about Rs.45000 per month from this business. My business structure is about 3m away from the road edge. If the construction contractor requests to shift my business structure during construction period. I am willing to do it but I should be informed at least 5 days ahead of commencement of the construction in front of my structure.
15	Nissanka	Manuwangama East, Chillaw	30	Chilaw	I established a temporary structure using existing trees at the edge of the road reservation there is enough land belts behind my structure to shift my present structure if there is need arisen from the road project. However, since there is 4m land belt between my structure and the road edge there may be no need to shift my structure anywhere. I may be able to continue the present informal business which I generating about Rs. 75000 a month. If there is need arises I can shift it but adequate prior notice should be given to me by the road developer
16	Mohomad	244, Jayabima, Chillaw	58	Chilaw	I am a resident at 244, Jayabima Chilaw. I have extended my original business structure toward road edge to sell some

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					plastic items. This activity generates about Rs28000 per month for me. This structure is located about 2m away from the road edge and therefore road construction contractor may request for me to shift it somewhere else during construction period. I'm willing to do it but I should be inform at least two weeks ahead of commencement of the construction work.
17	Anwar	204, Puttalam Road, Jayabima, Chillaw	40	Chilaw	I'm a permanent resident in a house near the road. In January 2020 I extended roof of my house toward the road edge to sell some plastic items. This activity generates supplementary income for my household. There is about 3m land belt between my temporary structure and the road edge. Of the construction contractor request I can remove the extended roof and take all my plastic items inside my permanent house. I am willing to this I should be informed at least 1 day ahead of commencement of construction work.
18	Mahalekamge Rohan Susantha	Nachchiwatawan Road, Deduruoya, Chillaw	40	Chilaw	I was involved in business activity in temporary structure established 6m away from the edge of the road. Part of my structure is presently closed down for business and other part is open to sell some vegetables. There will be no need to remove my structure since it is far from the road edge. Road construction contractor will have enough flexibility to carry out construction work in front of my business structure.
19	Damayanthi	New Water Tank, Deduruoya, Chillaw	44	Chilaw	I m a resident in Chilaw at new water tank road, Deduru oya. I have established small tea boutique in extended portion of my house. This extended portion is about 3m away from the road edge. The road edge is seriously dilapidated in front of my business structure. If the construction contractor need for me to remove extended portion I can do it willingly and easily I should be informed at least 3 weeks ahead of commencement of the construction work in front of my business structure
20	Sampath	-	52	Chilaw	I am a resident of Chilaw, I extended the roof of my house with a temporary arrangement to run it as a meat shop. At present the operation of this structure is temporary stopped. I can remove this temporary roof at any time if the construction contractor needs to have wider land belt between my structure and the road edge. At present there is about 2.5

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					m land belt between my structure and the road edge. However, I should be informed at least 3 weeks ahead of commencement of the construction work in front of my structure.
21	Jayanthi Manike	47/8A, Kakkapalliya, Chilaw	34	Chilaw	I am a resident in Chilaw area but not residing in the close proximity of the road reservation. At present a temporary structure I had established to sell vegetables is closed down. I have not removed the structure near the road which is about 2m away from the road edge. I have no intension to commence operations of my abandoned business in near future. If the road developer needs me to remove my presently closed down business structure either construction contractor or myself can easily do it. I do not have any objections for removal of this temporary structure from the road reservation.
22	Kingsly Mahamalage	-	48	Chilaw	I am a resident in Chilaw area but not residing in the close proximity of the road reservation. At present a temporary structure I had established to sell vegetables is closed down. I have not removed the structure near the road which is about 3.5m away from the road edge. I have no intension to commence operations of my abandoned business in near future. If the road developer needs me to remove my presently closed down business structure either construction contractor or myself can easily do it. I do not have any objections for removal of this temporary structure from the road reservation
23	W.Theres Plga Thisera	Siththamadama, Bangadeniya	45	Arachchik attuwa	I am a resident in Bangadeniya. I established a small temporary structure to sell some snack packets and tea to the road users. This structure can be removed within a few hours if the construction contractor informed me at least 2-3 days ahead of commencement of the construction work. This small business generates about rs.4000.00 per month for my family. I have been involved in this business since 2011.
24	Rajakrishna	84 th post, Arachchikattuwa	54	Arachchik attuwa	I am a resident in Chilaw area but not residing in the close proximity of the road reservation. At present a temporary structure I had established to sell vegetables is closed down. I have not removed the structure near the road which is about 2m away from the road edge. I have no intension to commence operations

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					of my abandoned business in near future. If the road developer needs me to remove my presently closed down business structure either construction contractor or myself can easily do it. I do not have any objections for removal of this temporary structure from the road reservation.
25	H.P.Karunawathi	Siththamadama, Deduruoya	62	Arachchikattuwa	I have been involved in business activities since 1988 using a temporary structure constructed as an extension to my temporary house. This extended portion is used to sell King Coconut and vegetables. It generates about Rs21000.00 months. This extended portion is 1m away from the road edge. This small extended portion can be removed within few hours but road developer should informed the need for removal at least 3-4 days ahead of construction schedule.
26	S.A.Swarnapali	576, Siththamadama, Deduruoya	49	Arachchikattuwa	I have a temporary structure constructed about 2m away from the road edge to sell king coconut and maize. My operation is confined to several months of a year; the other months the structure is close down. This business helps me to earn about Rs.18000 per month during operation period. This structure can be shifted backward or forward of the road reservation if the construction contractor need its removal for his construction activities. I don't have any objections for such removal but prior notice is a must for me to remove it.
27	W. Sumith Sanjeewa	Siththamadama, Bangadeniya	40	Arachchikattuwa	I am a resident in Bangadeniya but I have a small informal business carrying out close to A3 road. My main structure is located about 4-5m away from the road edge but in 2018 I extended the roof of this main structure towards road edge. It is about 1.5 m away from the road edge. This extended portion is used to sell prawns in some months of the year. This portion can be easily removed if the project developer need its removal but I should be informed at least one week ahead of commencement of the construction work. I do not have any objections for such removal because we as beneficiaries of A3 road are interested to get it improved.
28	I.M.Jasintha Malani	Siththamadama, Bangadeniya	53	Arachchikattuwa	I have a temporary business structure constructed about 3.5m away from the road edge. This structure was established last year with the expectations to contribute supplementary income for the

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					family. I used this structure to provide breakfast and lunch for the road users. The road edge in front of my business structure is seriously dilapidated and I am much interested to see it improved under the proposed project. It seems that road edge and its shoulder can be improved without any disturbances to business activities of my temporary structure.
29	K.D.M.Kumarasinghe	Martin Farm, Bangadeniya	62	Arachchikattuwa	I'm a resident in Bangadeniya but I have established temporary structure close to the A3 road to sell fruits and vegetables, this structure was constructed in 2016. This business generates about Rs.45000 a month, since this structure is located about 3.5m away from road edge, there may be no need to disturb its business activities during construction period. Some minor disturbances can be expected on my business activities during short period of time due to construction activities
30	Priyalatha	Near Kovil, Bangadeniya	41	Arachchikattuwa	I'm residing in the proximity of A 3 road, I keep a table in front of my house to sell some King coconut and vegetables during some months of the year. It is a seasonal business. Even the table kept in front of my house is about 3.5 m away from the road edge. Therefore there will be no need for shifting of this table kept in front of my house for business activities
31	Lalitha De Padmini	Kumbutukiliya, Bangadeniya	64	Arachchikattuwa	I have a temporary structure constructed about 3m away from the road edge to sell some vegetable, King coconut and maize during some months of the year. This structure is about 3m away from the road edge and therefore there will be no need to remove it for road rehabilitation activities
32	Vilasini Priyangika	Pahalakatuwa, Bangadeniya	44	Arachchikattuwa	I'm also a resident of Bangadeniya but I have a small business structure establish near A3 road, this structure was constructed in 2017 with the expectation to sell King Coconut, Maize and some snack packets. My main temporary structure is located about 3m away from the road edge but I have kept a table in front of this structure to keep king coconut. This table is close to the road edge, therefore there may be need to shift this table which can be easily done because king coconut and vegetables can be taken in to my main structure. I'm willing to implement this possible mitigatory measure but I should be informed at least 1 week ahead of commencement of the construction activities

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
33	Sheen Rupasinghe	Pahalakatuwa, Bangadeniya	48	Arachchikattuwa	I'm a resident in Pahalakatuwa, Bangadeniya. I have constructed moderately large temporary large moderate structure mainly vegetables, fruits to the road users. My structure is located 5m away from the road edge and therefore there is adequate land belt for the construction contractor to use for improvement activities of the road except some minor disturbances during construction activities, I do not expect significant negative impact on my business activities.
34	S.D.I.Waruni	Santhaniga Park, Kottapitiya, Bangadeniya	29	Arachchikattuwa	I'm a resident of Kottapitiya in Bangadeniya but in 2019 I constructed temporary structure about 4m away from the road edge. I'm selling fruits and vegetables kept on few tables in front of my temporary main structure. These tables are much closer to the road edge and therefore there will be need to remove them during construction period. I am much willing to do it but I should be informed at least ahead of construction activities in front of my business structure.
35	H.H.K. Malani Gamlath	Melwatta, Bangadeniya	49	Arachchikattuwa	I am a resident in Melwatta Bangadeniya, my husband helps me to involve in some informal business activities to sell retail items and fruits. My business activity is carried out in a movable structure kept about 2m away from the road edge. If the road developer needs to shift it I can do it quite easily but I should be informed at least one day prior to the commencement of construction work.
36	Priyantha Silvester	Arachchikattuwa	34	Arachchikattuwa	I am a resident in Chilaw area but not residing in the close proximity of the road reservation. At present a temporary structure I had established to sell lottery tickets is closed down. I have not removed the structure near the road which is about 3.5m away from the road edge. I have no intension to commence operations of my abandoned business in near future. If the road developer needs me to remove my presently closed down business structure either construction contractor or myself can easily do it. I do not have any objections for removal of this temporary structure from the road reservation.
37	Champika Nadeeshani	209, Karukkuliya Road	35	Arachchikattuwa	I'm an informal vendor involved in business activities near the A 3 road. My business structure is located at least 3.5m away from the road edge. Therefore, there is adequate land belt for the construction

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					contractors to use for road improvement activities. The main items I sell include ready mate garments. Except some possible minor disturbances the proposed project will not create negative impact on my business activities.
38	H.K.M.Pathirana	209,Karukkuliya, Rajakadaluwa	44	Arachchikattuwa	I am businessman having semi-permanent business structure used for selling vegetables and fruits. This structure was constructed in 2007. It is located about 6m away from the road edge and therefore its activities will not have any negative impacts except minor disturbances during construction activities.
39	Kusumadevi	Near Bridge, Bangadeniya	63	Arachchikattuwa	I am a resident in Chilaw area but not residing in the close proximity of the road reservation. At present a temporary structure I had established to sell fruits is closed down. I have not removed the structure near the road which is about 3m away from the road edge. I have no intension to commence operations of my abandoned business in near future. If the road developer needs me to remove my presently closed down business structure either construction contractor or myself can easily do it. I do not have any objections for removal of this temporary structure from the road reservation
40	A.P.G.Sandya Chandani	Behind Station, Melwatta, Bangadeniya	54	Arachchikattuwa	I am resident in Melwatte, Bangadeniya but I established temporary structure near A3 road with the expectation to earn supplementary income to family this structure was constructed in 2015 to sell fruits and vegetables. It is located about 3.5m away from the road edge and therefore there may be no need to remove it during construction period. If the construction contractor needs to remove at least part of my structure, I should be informed at least 2 weeks ahead of construction activities. I am much willing to do it because I am also a beneficiary of proposed road improvement project.
41	S.G.Rohan	Kahambiliyakatuwa, Bangadeniya	49	Arachchikattuwa	I used to sell cloth carpets by the side of the road, I do not use any physical structure constructed to display my product. My products are displayed using a rope tied on 2 trees by the side of the road. This rope displaying my products is established about 5m away from the road edge therefore there may be not need arises to remove my rope displaying carpet. I can continue in this informal business which is generating about Rs.30000 a

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					month even during construction period
42	Nirmala Kanthi	27,Piyashiliwatta, Pallampara,Banga deniya	50	Arachchik attuwa	I constructed a temporary structure in 2009 to use as tea boutique by the side of the road. This structure is located at least 4m away from the road edge. The road edge in front of my business structure is seriously dilapidated and therefore it needs proper improvement with adequately wide road shoulder. Even though it is located 4m away from the road edge I am willing to shift it backward or forward of the road reservation if the construction contractor requires. However my understanding is the land belt located between my structure and the road edge would be adequate for the intended improvements under the project
43	Champika Kumara	Arachchikattuwa	36	Arachchik attuwa	Small temporary structure constructed by me by the side of the road for business activities is presently closed down. I have no intension to restart business activities in near future. Even though it is a closed structure for operation I am prepared to remove it if the construction contractor makes such request. However, for me to attend the request of the construction contractor I need at least one week time prior to commencement of the construction work. This structure is located about 4.5m away from the road edge and therefore there may not be need to remove it.
44	W.E.P.Kurera	44/1B,Puttalam Road,Arachchikatt uwa	32	Arachchik attuwa	My temporary building structure used for residents is located about 4m away from the road edge. Since I am living close to the road edge. I started selling fruits and vegetables using few tables Kept in front of my house. These tables are about 3m close to the road edge. I will shift these tables with fruits and vegetables inside to my houses because, during construction period it will be difficult to sell fruits and vegetables due to dust. However I expect construction contractor to inform me at least 3-4 days ahead of construction activities to be started in front of my house
45	M.L.D.Prabuddha	Sengal oya,Nalladadr ankattuwa	31	Arachchik attuwa	I have a temporary structure constructed to sell fruits and vegetables for the road users since the beginning of this year (2020). This structure constructed at least about 4m away from the road edge therefore there will be no need to remove it. Very recently, February 2020 I started selling fruit juice using 2 tables kept in front of my temporary structure. There will be need to

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					remove these two tables used for processing fruit juice. I am prepared to remove them but I should be informed at least 1-2 days ahead of construction activities
46	H.A.Gunawathi	New Bodiya,Nalladaran kattuwa	56	Arachchikattuwa	In the year 2015 I extended the roof of my house towards road edge to use as business place. I use this extended portion to sell Water bottles, King Coconut and fruits. This extended portion is located about 1.5m away from the road edge therefore there may be need to remove it for the construction contractor to attend the required work improvement work. This removal will not be a difficult task because it is a temporary structure attached to my house Removal of this extended portion will not create any negative impact on my housing structure. Only request I would like to make is to inform me at least 2 weeks prior to commencement of the construction work in front of my house
47	Sampath Jayawin	Anawilundawa, Nalladarankattuwa	51	Arachchikattuwa	I am a resident at Anawilundawa, Nalladarankattuwa with the expectation to earn some supplementary income to my household I constructed a temporary structure about 5m away from the road edge. This business activity helps me to earn about Rs. 30000 per month. My understanding is the land belt available between road edge and my structure is more than adequate for the construction contractor to attend the intended improvements to the road
48	Premarathna	Halabawa town,Nalladarankattuwa	48	Arachchikattuwa	In the year 1995, I constructed temporary structure narrow and long to sell different items such as hoppers, tea and also TV repair shop. This temporary structure is constructed in front of my house, I assume that need may arise to remove this temporary structure for the contractor to attend required construction activities. I am willing to implement the request of the RDA to remove this structure but I should be informed at least 3 weeks prior to commencement of construction work in front of my temporary structure.
49	Achintha Kasun	Puttalam Road, Battaluoya	18	Mundel	I am a resident of Battaluoya, Puttalam road. In the year 2019 I started small business to sell King coconut and tea to the road users, this activity is carried out in a temporary structure constructed about 3.5 m away from the road edge, according to my understanding there is enough space between road edge and my structure for

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					the construction contractor to attend the intended road improvement work. Therefore, there will be no negative impacts expected except some minor disturbances during construction activities.
50	Crysty Perera	Mangalaelliya, Arachchikattuwa	54	Arachchik attuwa	About 5-6 years ago I constructed a temporary structure to sell fruits and vegetables. Due to some personal problems I was compelled to give up business activity in 2019. Since then this structure is there but it has become heavily dilapidated, even the roof is damaged. This structure is about 3.5 m away from the road edge and therefore there may be no need to remove it. If the construction contractor requests, I can remove it myself or the contractor himself can remove it. I do not have any objections for the construction contractor to remove it if they need.
51	P.B.Siriya	Samidumawatha, Mangalaeliya	55	Mundel	I operate a movable structure to sell fruit juice. I have been involved in this business since 2008 which is generating about Rs.24000 a month. This structure is about 1.5m away from the edge of the road. Road edge in front of my movable structure is seriously dilapidated and therefore there may be a need to shift it to allow for the construction contractors to carry out their intended road improvement work. I can shift this movable structure very easily but I should be informed at least 2 days ahead of construction period.
52	N.M.Niluka Sadamali	18, Siripurawatta, Mungala Eliya.	32	Mundel	I had the temporary structure used to sell fruits and vegetables about 1-2 years ago but it has been closed down due to some personal reason. I do not have any objections for the construction contractor to demolish my long abandoned temporary structure
53	M.D.M.Sudarshani	Puttalam Road, 10 Post, Pubudugama, Ma danankulam	43	Mundel	I have been involved in running a small tea shop since 2016. This small business activity generates about Rs.30000 a month. This temporary structure is located about 4-5 m away from road edge. The road edge in front of my temporary structure is seriously dilapidated. Therefore, I am much happy to see it improved under the proposed project. As I understand there may be no need to shift it during construction period because there is enough space between road edge and my temporary structure
54	H.M.Chandilra	Kuulatharuna	39	Mundel	I am a resident in Madurankuliya Area; my

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
	Damayanthi	Vyaparaya,Madurankuliya			house is also located close to the road edge with the expectation to earn some supplementary income to the household. I established a temporary structure in 2019 to sell fruits and vegetables. This structure does not have walls or any other features such as windows it has only a roof established on wooden poles. This structure is located 4m away from the road edge and therefore there may be no need to shift it from the present location. Even the construction contractor request I can shift it somewhere else within the road reservation if I am informed one week ahead of construction period.
55	M. Ananda Rubey	Al.Kichira Road, Karikattiya	40	Mundel	I am a resident in Madurankuliya area. I recently (2020) established a temporary structure to sell fruits, vegetables and snack packets to the road users. This structure is located about 1.5 m away from the road edge. Therefore, there may be need to shift it toward back of the road reservation during construction period. There is enough flexibility to do it within the road reservation that has enough empty spaces. If this shift is required I should be informed at least 2 weeks ahead of time prior to construction work
56	Dananjaya Priyadarshana	Karikattiya, Madurankuliya	45	Mundel	I am also a resident in Madurankuliya area, my house is also located by the side of the road. With the expectation to earn some supplementary income, I extended roof of my house toward the edge of the road. Even this extended portion is located about 5m away from road edge there for there will be no need to demolish or shift my structure being used for selling vegetables and fruits.
57	M.D.K.Bandara Manike	Nagawilluwa Palaviya	45	Mundel	I am a resident in Pahalawiya area close to the Candidate road (A3). In 2016 I constructed a temporary structure using wood and Galvanize sheets to create a place for selling fruits to the road users. This structure is located about 3.5m away from the road edge. Therefore, there will be no need to shift it to anywhere else from the current place. I will be able to continue my business activities as usual
58	B.Kusumawathi	Dumriya Niwasa,Colombo Road,Palaviya	66	Mundel	I am a resident in Pahalawiya area close to the Candidate road (A3). In 2019 I constructed a temporary structure using wood and Galvanize sheets to create a place for selling fruits to the road users. This structure is located about 4 m away from the road edge. Therefore, there will

#	Name of the AP	Address	Age	DSD	Views of the persons interviewed
					be no need to shift it to anywhere else from the current place. I will be able to continue my business activities as usual.
59	R.M.R.Rathnayaka	185, Palaviya	56	Mundel	. I am also a resident in Pahalawiya. In the year 2017 I constructed a temporary structure attached to my residential house. This extended portion attached to my house is being used to sell Banana and some snack packets. This structure is located about 5-6 m away from the dilapidated road edge. Since there is adequate land belt between road edge and my structure there will be no need to remove anywhere from the current location. The contractor will have enough space to carry out intended road improvement activities.
60	M.R.Mubarak	187, Palaviya	34	Mundel	. I am a resident in Puttalam. I established temporary structure with wood and Cajan in 2017 to use to sell fruits and vegetables. This structure is located about 4m away from the road edge and there may be no need to remove it for the limited rehabilitation activities intended by the road developer. I am willing even if RDA request for me to remove this structure but I should be informed at least 3 weeks prior to commencement of the construction activities

Annex 3: Involuntary Resettlement & Indigenous People and Voluntary Donation Checklist (Due Diligence Activity)

INVOLUNTARY RESETTLEMENT IMPACT CATAGORIZATION LIST

Project: Improvement of A 3 Road, Kochchikade Bridge to Chilaw section in North Western Province under Integrated Road Investment Program

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
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		
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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		

Information on Displaced Persons: There will be no land acquisition and evacuation of persons due to the proposed road improvement project. Therefore, following questions are irrelevant.

Any estimate of the likely number of persons that will be displaced by the Project? ☐ No ☐ Yes

If yes, approximately how many? _____

Are any of them poor, female-heads of households, or vulnerable to poverty risks? ☒ No ☐ Yes

Yes
Not Applicable

Are any displaced persons from indigenous or ethnic minority groups? ☒ No ☐ Yes

Not Applicable

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

Annex 4- Lists of Participants to the Focus Group Discussions

1. Attendance list for FGD in Chillaw DS




Providing Services for Preparing Social and Environmental Safeguard Documents of RMCof A003

Attendance List of Focus Group Discussions

Date: 22/07/2020

Location: DS office / Chillaw

Time: 2:30 PM.

#	Name	Designation	Address	Contact No	Signature
1	Suhashani bandara	DS	Chillaw	0322223208	
2	Chathuranga Weerasinghe	ADS	Chillaw	0322223208	
3	A.W.S perera	GN	DS office - Chillaw		
4					
5					
6					
7					
8					
9					
10					
11					
12					

2. Attendance list for FGD in Puththalam DS

Providing Services for Preparing Social and Environmental Safeguard Documents of RMCof A003

Attendance List of Focus Group Discussions

Date: 22/07/2020

Location: DS office Puththalam

Time: 9:30

#	Name	Designation	Address	Contact No	Signature
1	V. Siv H.M.S. Herath	D.S	D.S. office - Puththalam	0714473648	[Signature]
2	V. Sivatharshan	G/N - 618	Sewapayasa, Station Rd, Pm	0760884188	[Signature]
3	A. Panthachari	G/N - 618	Rathnayaya, Colombo Rd	0762935034	[Signature]
4	M.F.M. [Signature]	G/N 601/D	G.N.D. Des. View	0715726716	[Signature]
5	M.M. Waharoon	AOGN	D.S. office - Puththalam	0775162027	[Signature]
6	N.K. Anan Kumar	A/O	D.S. office - Puththalam	0794617114	[Signature]
7	S. [Signature]	607 mesu	D.S. office Puththalam	0788906368	[Signature]
8	C. [Signature]	618A [Signature]	DS office Puththalam	0771518878	[Signature]
9					
10					
11					
12					

3. Attendance list for FGD in Muldel DS

Providing Services for Preparing Social and Environmental Safeguard Documents of RMCof A003

Attendance List of Focus Group Discussions

Date: 22/07/2020

Location: mundel DS office

Time: 11:30 AM.

#	Name	Designation	Address	Contact No	Signature
1	W.R.A. Susilawati	AO		0322052271	
2	K. L. S. Harmantha	G. H	608 B. Chirappara	9722600764	
3	L. P. T. Madushani	G. N	Kudirippuwa, Mundel	077-2551949	
4	M. S. D. Fernando	G. H	pubudugama, madurankuliy	0113789784	
5	K. Venabojani	G. N	Karathannalluwa, Mundel	0714857885	K. Venabojani
6	G. G. Rathnayake	G. H	Giyama, Niladhar	0716088203	
7	M. RATHASINGHE	G. N	610/1 MUNDEL	09765278	
8	M. A. R. Kaleem	G. N	Pulchchakulam, Battalug	0918055574	
9					
10					
11					
12					

4. Attendance list for FGD in Arachchikattuwa DS




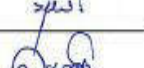



Providing Services for Preparing Social and Environmental Safeguard Documents of RMCof A003


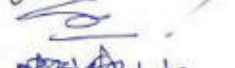

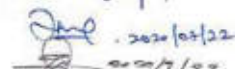
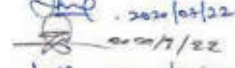



Attendance List of Focus Group Discussions

Date: 22/07/2020

Location: DS office Arachchikattuwa.

Time: 12:30

#	Name	Designation	Address	Contact No	Signature
1	W. S. M. I. Fernando	Grama Niladani	574/B, Disgawewa	0711590035	
2	M. A. S. Chithrani	Grama Niladani	591/E, VSJAYA katupotha	071-3209953	
3	K. L. K. M. Fernando	Grama Niladani	592/D, Panikulawa	071-6217568	
4	K. S. L. Perera	Grama Niladani	583, Kusala	0763691314	
5	W. A. D. Nadeeshani	Grama Niladani	591/F, Maha Haeliya	0711898280	
6	M. M. Chiothani Samathika	"	592, Nalladaramkatuwa	071-6510244	
7	H. D. P. N. Kumadi	Grama Niladani	501/D, Buruthakele	070-2736988	
8	C. H. M. K. S. Anuruddhika	Grama Niladani	591/B, Wiyakakapotha I/M	0779703535	
9	D. R. N. Ariyaratna	Grama Niladani	586/A, 587-Wei Pelesse	076-7227561	
10	W. Primal Godfrey	G/N	574C Makka badalu	071-655024	
11	S. A. M. N. Thusharika	G/N	590 Adarilundawa	070-8509325	
12	P. A. APALI	G/H	571. ELIVITIA	0715383816	
13	R. R. M. I. P. NASEKERA	AGM	D.S OFFICE Arachchikattuwa	0779277218	

14	D. S. Geekiyanage	Grama Niladari		0762658513	S. Geekiyanage
15	H.S.S. Desara	"		0702422203	
16	W.S.C. Thamel	"		0718454818	
17	H.N. Dinesh	Grama Niladheri	581A Dematapitiya	0776562791	
18	S.W. Mitul	"	574 Weerakumbodura	0301235359	
19	U.R.M.S. Jayasena	gr. S.	589 / 20000000	076-0710059	
20	W.S.L. Jayasinghe	gr. S	574/M 00000000	0705060745	
21	L.B.S. Jayasinghe	gr. S	582/E 00000000		
22	S.S.G. Jayasinghe	gr. S	582 / 00000000	0719491047	
		gr. S	586, 587/A	0713790714	