

Resettlement Due Diligence Report

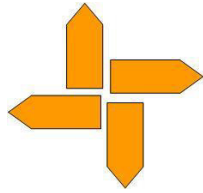
April 2017

SRI: Integrated Road Investment Program

Improvement, Rehabilitation and Maintenance of Maradankadawala - Habarana section of Maradankadawala - Habarana – Tirikkondiadimadu (A011) Road

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

This resettlement due Diligence report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature. Your attention is directed to the "terms of use" section on ADB's website. In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.



**Ministry of Higher Education and Highways
Road Development Authority**



SRI: Integrated Road Investment Program

Road Maintenance Contract

Improvement, Rehabilitation and Maintenance of Maradankadawala (0.0km) -
Habarana (25km) section of Maradankadawela - Habarana – Tirikkondiadimadu
(A011) Road

Involuntary Resettlement Due Diligence & Socioeconomic Assessment Report

Final Report

April 2017

**Submitted by
Road Development Authority
Ministry of Higher Education & Highways**

**Submitted to
Asian Development Bank**

CURRENCY EQUIVALENTS

(as of April 2017)

Currency unit Sri Lanka rupee (SLRe/SLRs)

SLRe 1.00 = \$ 0.0066

\$1.00 = SLR 150.50

ABBREVIATIONS

ADB	Asian Development Bank
DS	Divisional Secretary
ESDD	Environmental and Social Development Division
FGD	Focus Group Discussions
GoSL	Government of Sri Lanka
GIS	Global Information System
GN	Grama Niladari
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
HH	Household
iRoad	Integrated Road Investment Program
IR	Involuntary Resettlement
LHS	Left Hand Side
MFF	Multi Tranche Financing Facility
MOHE&H	Ministry of Higher Education & Highways
RDA	Road Development Authority
RF	Resettlement Framework
RHS	Right Hand Side
RMC	Road Management Contracts
ROW	Right of Way
SAPE	Preliminary Engineering and Survey

TABLE OF CONTENT

I. INTRODUCTION	4
A. Background	4
B. Objectives of the study	5
C. Project Description	6
D. Methodology used to carry out the Involuntary Resettlement Due Diligence and Socioeconomic Profile Survey	6
II. INVOLUNTARY RESETTLEMENT AND DUE DILIGENCE	9
A. IR Due Diligence of proposed Maradankadawala – Habarana road Section	9
B. Anticipated environment and social impacts and proposed mitigation measures	11
III. SOCIOECONOMIC ASESMENT AND GENDER PARTICIPATION	14
A. Description of Key Physical and Socioeconomic Features of the Project Area	14
B. An analysis of the Sample Socioeconomic Survey	15
IV. PUBLIC CONSULTATION, COMMUNITY PARTICIPATION AND PROPOSED GRIEVANCE REDRESS MECHANISM OF THE PROJECT	25
A. One on One Interviews	25
B. Focus Group Discussions (FGDs)	25
C. Proposed Grievance Redress Mechanism (GRM) for the project	27
V. CONCLUSION AND RECOMENDATION	30

List of Tables

Table 1.1	National road sections which are proposed for development
Table 1.2	Project Location
Table 2.1	Common properties located close to the road along Maradankadawala – Habarana section of A011 road
Table 3.1	A summary of land area, population, population density and poverty head count ratio
Table 3.2	Population by ethnicity in each district
Table 3.3	Population by sex and age in each district
Table 3.4	Labour force distribution in each district
Table 3.5	Names of the DSDs through which the two sections of A011 road is located and number of households surveyed
Table 3.6	Distribution of family size of the sample households
Table 3.7	Age distribution of sample household members

Table 3.8	Population by Ethnicity
Table 3.9	Land Ownership
Table 3.10	Average monthly income of sample households
Table 3.11	Average monthly expenditure of sample households
Table 3.12	A summary of household assets (Values are in percentage with multiple answers)
Table 3.13	Details of type of housing structure (Values are in percentage)
Table 3.14	Details of sanitary facilities (Values are in percentage)
Table 3.15	Availability of electricity (Values are in percentage)
Table 3.16	Source of water (Values are in percentage)
Table 3.17	Details of vulnerable households (Values are in percentage)
Table 3.18 (a)	Contribution of female members in family matters and community organizations – Kekirawa DS Division
Table 3.18 (b)	Contribution of female members in family matters and community organizations – Palugaswewa DS Division
Table 3.19	Willingness of household head to involve female family members in the project
Table 3.20	Type of involvement of female family members in the project (a multiple response)
Table 3.21	Mode of Transport to Socio Economic Centres (Values are in percentage)
Table 3.22	Main mode of transport for different purposes (Values are in percentage)
Table 3.23	Frequency of Travelling for different purposes (Values are in percentage)
Table 3.24	Community awareness about the project (Values are in percentage)
Table 3.25	Condition of existing road to be rehabilitated by the project (Values are in percentage)
Table 3.26	Impact of existing road condition on day to day activities of women, children and elderly persons (Values are in percentage)
Table 3.27	Willingness of community to participate in the project
Table 3.28	Type of contribution for the project (Multiple responses)
Table 3.29	Perceived benefits of the project (Multiple responses)
Table 4.1	The summary of attendance to FGDs

Table 4.2 Summary of Key points discussed in FGDs with photographs

List of Figures

- Figure 1.1 Location Map
- Figure 2.1 The road across a lake
- Figure 2.2 The road close to Habrana town
- Figure 2.3 Ganewalpola Town area
- Figure 2.4 Habarana Junction

List of Appendices

- Appendix 1 IR Categorisation Checklist
- Appendix 2 Data Tables on Education Attainment & Occupation
- Appendix 3 A sample of one on one interviews
- Appendix 4 Attendance list of Focus Group Discussions

I. INTRODUCTION

A. Background

1. Sri Lanka being an island in the Indian Ocean has shown a positive economic growth in the recent years. Although there is an upward trend in urbanization and improving of living standards about 85% of the country's population still live in peri-urban and rural areas. And out of this population it has been estimated that around 85% is considered as poor. Poverty is mostly concentrated in areas where connectivity to towns and markets, access to electricity, access to health, education and administrative facilities are relatively low.

2. The roads are the main transportation mode in Sri Lanka. The current road network of the country comprises of 169.8 km of expressways (in operation), 4215 km of "A class" roads and 7994.7 km of "B class" roads (source: Annual Report of RDA 2015). The length of the provincial roads maintained by provincial councils was approximately 16,000 km. Although the Sri Lanka's road density is comparatively high in relation to the other countries in the region, it needs uplifting to serve the emerging demand. Thus, development of rural roads and continuous maintenance in national roads is necessary to maintain a good network.

3. In taking initiative in this regard, Road Development Authority (RDA) under Ministry of Higher Education and Highways (MOHE&H) introduced an investment program where an efficient road transport will be established between rural communities and socio-economic centers. During the initial studies for the program it was agreed that around 1,000 rural communities would be connected to socio-economic centers. The program includes rehabilitation and upgrading of both rural and national roads. The program is implementing under a Multi Tranche Financing Facility (MFF) obtained from Asian Development Bank (ADB). The program is officially termed as "Integrated Road Investment Program" or simply *iRoad Program*. The investment program will deliver two outputs: (i) improved road conditions between rural communities and socioeconomic centers, and (ii) enhanced capacity of RDA in inclusive road operation and development.

4. The iRoad program is currently implementing in rural roads in Southern, Central, Sabargamuwa, North Central, North Western Provinces and Kalutara District in Western Province. And Preliminary Engineering and Survey (SAPE) works are in progress at Northern, Eastern, Uva and Western Provinces (including more roads in Kalutara District) under stage 2 of iRoad program.

5. Under the national roads component five (5) national roads have been selected for rehabilitation and improvements. Total length of these road sections will be around 315 km. The roads are listed in table 1.1 below with the respective lengths proposed for rehabilitation and improvements. However, sections of Awissawella – Hatton – Nuwara Eliya (A007) and Colombo – Ratnapura – Wellawaya – Betticloa (A004) will be considered based on the availability of funds.

Table 1.1: National road sections which are proposed for development

No.	Road	Road Section	Length of the Road Section (Km)
01	Maradankadawela – Habarana – Tirikondiadimadu (A011) Road	Maradankadawala to Habarana Section	25.0
02	Colombo – Kandy (A001) Road	Nittambuwa to Peradeniya section	70.0
03	Pelmadulla – Ambilipitiya – Nonagama (A018) Road	Pelmadulla to Padalangala section	66.0
04	Awissawella – Hatton – Nuwara Eliya (A007)	Awissawella to Hatton	70.0
05	Colombo – Ratnapura – Wellawaya – Betticloa (A004)	Awissawella to Ratnapura	41.0

Source: iRoad PIU

6. These national road sections will be developed as Road Management Contracts (RMC) where the rehabilitation and improvement works will be carried out for a period of two (2) years and maintained for another five (5) years. This type of contract significantly expands the involvement and responsibility of private sector civil contractors in infrastructure development, from a simple execution of civil works to management and conservation of national assets (in this case the road infrastructure).

7. During SAPE works for iRoad a Resettlement Framework (RF) was prepared to guide screening and selection of roads, social impact assessment and involuntary resettlement categorization and to monitor implementation of social safeguards during project implementation. This “Involuntary Resettlement Due Diligence and Socio-economic Profile” report was prepared in accordance with RF.

8. At the outset of the program it has been decided to avoid any acquisition of land which leads to any permanent physical or economic displacement of community. Paragraph five (5) of RF states that rehabilitation works of national roads will be undertaken entirely within the existing Right of Way¹ (ROW).

9. This report is on involuntary resettlement due diligence and socioeconomic profile of the communities living along Maradankadawala to Habarana section of Maradankadawela – Habarana – Tirikondiadimadu (A011) Road. This road section was rehabilitated and improved during 2006 – 2009 period under financial assistance of World Bank. The rehabilitation and improvement works were carried out within the available ROW and there was no land acquisition required for these works.

10. The report presents the status of involuntary resettlement due diligence for the road section of A011 road and also the socioeconomic aspects of the beneficiary populations living along road influence area and gender related aspects with community views on the project based on consultations carried out during the study.

B. Objectives of the study

11. This study aims to fulfil the following objectives;

¹ Space between RDA boundary markers.

- i. To identify a sample of potential beneficiary population focusing on 13 GN divisions and 2 Divisional Secretariat (DS) divisions where the project road section is located.
- ii. To establish a set of baseline data on the present demographic conditions in the project area.
- iii. To identify possible beneficial and adverse social impacts that may occur due to the project.
- iv. To propose suitable mitigation measures to avoid, minimize or manage adverse social impacts generated by the project.

C. Project Description

12. Maradankadawala (0.0km) to Habarana (25km) section of Maradankadawala - Habarana – Tirikkondiadimadu (A011) Road is considered for rehabilitation and improvements under RMC of iRoad program. The improvement to the road includes increasing carriageway width to 3.5m x 2 and introducing 1m x 2 hard shoulder. Table 1.2 below presents the administration divisions crossed by the road section while figure 1.1 presents the location map.

Table 1.2: Project Location

Province	District	DS Division	GN Division
North Central	Anuradhapura	Kekirawa	Maradankadawala, Thorewewa, Maminiyawa, Kollankuttama, Kelepuliyankulama, Maminiyawa, Rambewa, Ganewalpola, Heenukkiniyawa
		Palugaswewa	Galapitagala, Senadhiriyagama, Palugaswewa, Habarana

D. Methodology used to carry out the Involuntary Resettlement Due Diligence and Socioeconomic Profile Survey

13. In order to fulfil the requirements under Involuntary Resettlement due diligence and socioeconomic profile survey, the study team of Environment and Social Development Division (ESDD) of RDA mobilised in the field in the month of December 2016. The study methodology was separated in to three sections as follows;

IR due diligence

14. Carrying out a field survey along the road section identifying and recording the available ROW. Identifying and recording of any structure (permanent or temporary) located within the existing ROW. Existing socially important institutions located away from the ROW were also recorded with location information and with respect to chainage along the road.

Socioeconomic profile

15. A sample survey covering 20% of the beneficiary Households (HH) living along the Maradankadawala to Habarana road section was carried out using a structured questionnaire which was developed under SAPE works of iRoad program (with few improvements to suit the present condition of societies). Students selected from Rajarata University were trained as enumerators and were directly supervised by staff of ESDD/ RDA.

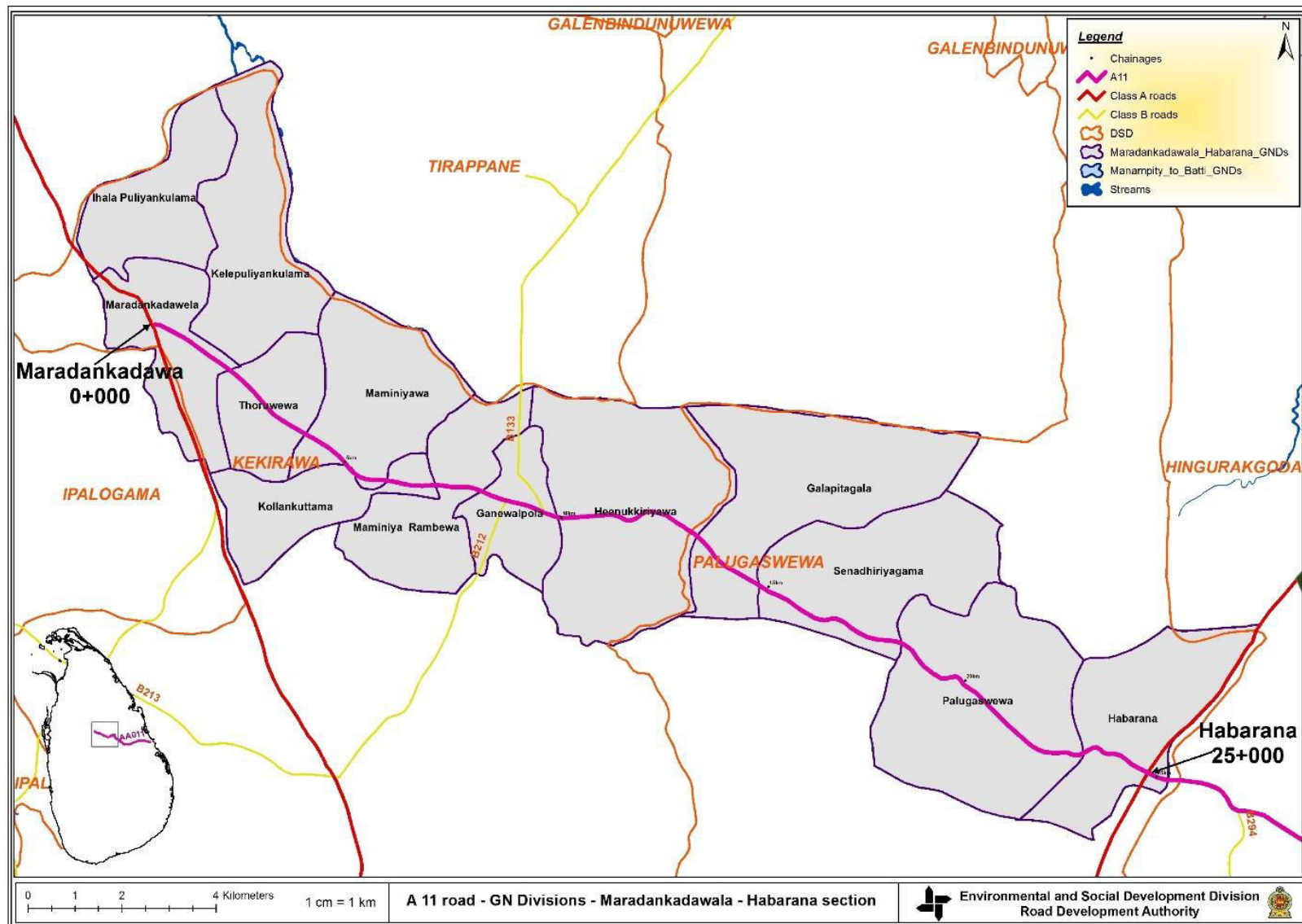


Figure 1.1: Location Map

16. Selection of HH sample was based on HH data available in statistical data of year 2012 prepared by Department of Census and Statistics and actual field situation. A Global Information System (GIS) based system was utilized to select the HH sample among the Grama Niladari (GN) divisions along the road section of A011 highway. A total of 458 households were enumerated and data was entered and analysed by the database team of ESDD.

Focus Group Discussions (FGDs) and public consultation

17. Divisional Secretaries and Grama Niladaries along the road corridor were informed about the survey activities and their views were recorded on proposed road improvements. One on one interviews were also conducted with public during these surveys.

18. FGDs were arranged with the assistance of Grama Niladaries to obtain views of communities living along the road on proposed road improvements. A total of five (5) FGDs were conducted representing the important locations of Maradankadawala – Habarana section of A011 highway.

II. INVOLUNTARY RESETTLEMENT AND DUE DILIGENCE

A. IR Due Diligence of proposed Maradankadawala – Habarana road Section

19. Section from Maradankadawala to Habarana of A011 road is 25km in length. The existing land use consists of residential lands with large home gardens, paddy lands, lakes and small townships. Average ROW is around 23m and it is consistent throughout this road section. Two lanes are available within this section with lane marking. Width of each lane is 3.0m with soft shoulder of 1.6m. Earth drains are visible in most sections of the road and built up drains are available at town sections. Few examples of present land use on either side of the road is presented in below figures.



Figure 2.1: The road across a lake



Figure 2.2: The road close to Habarana town

20. The small towns located along the road are Maradankadawala (0km), Ganewalpola (8km – 9km), Palugaswewa (19km – 20km) and Habarana (24km – 25km). As stated above built up drains with cover slabs have been provided along the roads sections passing these towns. It was observed that all permanent structures have been built behind these drains (i.e. no encroachment in to ROW), but some of the temporary structures such as shades project up to these drains (as shown in below figures).

21. The field survey team consulted owners of these structures and they are willing to readjust their supporting structures as necessary if they are obstructing the improvement works under RMC.



Figure 2.3: Ganewalpola Town area

22. The structure depicted in Figure 2.3 is located in Ganewalpola town on RHS. The coordinates are $8^{\circ} 5.538'N$ and $80^{\circ} 37.726'E$. The shop owner is willing to readjust the structure if necessary.



Figure 2.4: Habarana Junction

23. The structure presented in figure 2.4 is located in Habarana junction on RHS. The coordinates are $8^{\circ} 2.389'N$ and $80^{\circ} 45.315'E$. The shop owner like the development and expressed that removing the shading section if necessary will not affect his business or main structure.

24. Common properties such as schools, temples, shrines and mosques were observed on either side of this road section. Structures of these properties are located well behind the existing ROW. Locations of these properties with side of the road is presented in table 2.1 below.

Table 2.1: Common properties located close to the road along Maradankadawala – Habarana section of A011 road

Chainage	Type of common property	Side the of road
0+100	Maradankadawala Divisional Hospital	LHS
4+000	Maminiyawa School	RHS
4+200	Temple	LHS
5+200	Kollankatigama School	RHS
6+900	Pre school	RHS
7+200	Mosque	RHS
8+600	Ganewalpola Muslim School	LHS
11+600	Temple	LHS
13+000	Galapitagala School	RHS
17+500	Ayurveda Medical Centre	LHS
18+600	Library	RHS
19+200	Pulugawewa Secondary School	RHS
19+700	Community Hall	LHS
23+900	Shrine	LHS
24+300	Temple	RHS

Source: Field survey in December 2016

25. As mentioned above, the main structures of the two shops and two common properties will not be affected due to development. Therefore it is observed that rehabilitation and improvement works on Maradankadawala – Habarana section and Polonnaruwa – Tirikkondiamadu section of A011 highway will not cause any physical or economic displacement of people living along the road corridor, thus there will be no IR impacts. The IR categorization checklist for the two road sections is presented in Appendix 1.

B. Anticipated environment and social impacts and proposed mitigation measures

26. The construction activities will be carried out within the available ROW, and there will be no impacts to the road side structures except the impacts mentioned above. However, during construction period, there will be temporary impacts to the communities living close to the road. Such impacts will be identified beforehand and will be mitigated as necessary. The measures will also be taken to mitigate the adverse impacts during operational period and to enhance the positive impacts of the project.

Impacts to roadside structures

27. There are no permanent structures observed within the ROW as mentioned in the IR due diligence section. However, temporary structures that project towards road may need to be adjusted during construction period. The owners of these structures will be assisted by RDA providing labor, to readjust the structures during construction period.

28. There will also be positive impact of increase in customers to roadside business places selling food & services during construction period.

Increase of dust, noise and vibration

29. Excavation for shoulders and other earthworks, pavement improvement operations, quarry operations, operation of asphalt plant, batching plant, operation of construction vehicles during construction period will increase dust impact in the project area. Heavy machinery used

for construction work will create noise and vibration which will cause nuisance to residents in settlements and excessive vibration can damage buildings located nearby to the trace. The impact of dust, noise, and vibration can be mitigated by;

- Limiting operations to times when they have least impact in settlement areas, especially near schools and other sensitive locations such as hospitals and places of worship.
- Vibration should be controlled with the agreement of the Project Implementation Consultant (PIC) at locations where sensitive receptors are found.
- Regular sprinkling of water to dampen the construction surface will reduce the emission of dust.
- Buildings cracked due to construction activities will be compensated or repaired to the satisfactory level (which is agreed by the PIC) of the affected person.

Loss of Access

30. Due to the road improvements, there will be loss of access during construction period due to construction of the hard shoulder and/or drains. This will be a disturbance to owners of structures and public.

31. This impact will be mitigated by providing temporary access during construction period until permanent access are provided.

Disruption to Traffic/Transportation

32. Disruption of access to infrastructure due to construction activity will cause nuisance and to a certain extent additional cost to the public in terms of longer travel period due to diversion or traffic. It will also pose risk of accident to motorist at night if these blockages and disruption are not clearly demarcated. Following measures will be considered to minimize the impacts on existing traffic;

- Providing advance information to the public about the planned construction works,
- Providing properly marked by-passes and one-way section including barriers, reflectors, and night illumination
- Use of flagmen to control traffic flows at construction sites, including safe crossing for pedestrians especially near town areas and schools

Safety of Workers and Public

33. Construction activities pose potential hazards to both workers and public. Safety to workers and the public will be enhanced by;

- Continuous proper briefing and training of workers on safety precautions, and their responsibilities for the safety of themselves and others and providing Personnel Protective Equipment (PPE)
- Provision of hazard warning signals around construction sites, and directing vehicle and pedestrian traffic away from work sites

Social Impacts due to Establishment of Labour Camps

34. Stagnant water at the labour camp can create mosquito breeding and vector for communicable diseases to the workers and host communities. Social conflicts may arise due to use of illicit liquor and unpleasant behavior which causes inconvenience to local community. Proper sanitary facilities will be provided to the labour camps in order to mitigate this impact.

35. Maximizing recruiting of local labour will minimize the need for migrant workers and avoid potential and health conflicts with the host community. Further, this will create employment opportunities local communities.

36. Awareness programs should be conducted targeting workers as well as local community in order to minimize and avoid health issues and conflicts.

Pedestrian and commuter safety

37. During the operational period, improved road surface will be conducive to safe vehicle travel at higher speeds. Such speeds may increase the incidences of accidents. Incorporating the following measures could offset this negative impact;

- Provision of hard shoulders, centreline road marking where possible, edge delineation etc...
- Provision of clearly marked signing at townships, sensitive areas such as schools, temples
- Enforcement of speed limits and other traffic rules, especially within the town limits

Improved connectivity and socio economic conditions of the community

38. The development of Maradankadawala – Habarana section of A011 road will improve connectivity and assist the communities living in the project area to reach the market places with less travel time to sell their produce. Further, the tourism activities in the area will be enhanced and the socio economic condition of the communities will be enhanced.

III. SOCIOECONOMIC ASSESSMENT AND GENDER PARTICIPATION

A Description of Key Physical and Socioeconomic Features of the Project Area

39. Maradankadawala – Habarana section of A011 road traverses through North Central Province. North Central province has an area encompassing 10,518km² and population of 1,216,281 persons. This province comprises of two districts namely Anuradhapura and Polonnaruwa. Table 3.1.below presents details on land area, population, population density and poverty head count ratio of the three districts through which this road section is located.

Table 3.1: A summary of land area, population, population density and poverty head count ratio

District	Population(Census 2012)	Land area(km ²)	Population Density(person/ km ²)	Poverty head count(2012/2013)
Anuradhapura	824,092	7,179	129	7.6

Source: Department of Census and Statistics, 2012

40. Population distribution by ethnicity, sex and age and labour force in the district is presented below.

Table 3.2: Population by ethnicity in each district

Ethnic Group	Sri Lanka	%	Anuradhapura	%
Sinhala	15250081	74.9	782808	90.96
Sri Lankan Tamil	2269266	11.15	4728	0.55
Indian Tamil	839504	4.12	477	0.06
Muslim	1892638	9.3	70692	8.21
Burger	38293	0.1	246	0.03
Sri Lankan Chetti	5595	0.0	21	0.00
Malay	44130	0.2	161	0.02
Baratha	1717	0.0	34	0.00
Other	18215	0.0	1408	0.16
Total number of persons	20359439	100.0	860575	100.0

Source: Department of Census and Statistics, 2012

Table 3.3: Population by sex and age in each district

District	Total number of persons	Sex		Age		
		Male	Female	Less than 15 years	15-59 years	60 years and over
Sri Lanka	20359439	9856634	10502805	5131666	12707200	2520573
	100.0	48.41	51.59	25.21	62.41	12.38
Anuradhapura	860575	420100	440475	230911	550844	78820
	100.0	48.82	51.18	26.83	64.01	9.16

Source: Department of Census and Statistics, 2012

Table 3.4: Labour force distribution in each district

	Anuradhapura District	North Central Province	Sri Lanka
Percentage of Labour force	53.3	57.5	53.8
Percentage of Employment	96.5	96.9	95.3
Percentage of Unemployment	3.5	3.1	4.7

Source: Sri Lanka Labor force survey, Annual report – 2012- Department of Census and Statistics

B An analysis of the Sample Socioeconomic Survey

41. The socio economic survey was conducted selecting 458 beneficiary houses located within the DS divisions along the road section. The sample is distributed in two DS divisions as presented in table 3.5.

Table 3.5: Names of the DSDs through which the two sections of A011 road is located and number of households surveyed

District	No.	Name of DSD	No. of households surveyed
Anuradhapura	1	Kekirawa	320
	2	Palugaswewa	138
Total of Anuradhapura district			458

Source: Sample HH survey, December 2016

42. Findings of the 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, Connectivity to Socio-economic centres and perception of community towards the project.

Key demographic features of the sample households surveyed

Distribution of households by family size and age

43. Distribution of family size and age distribution of family members in the district and two DS divisions are presented in below table 3.6 and 3.7.

Table 3.6: Distribution of family size of the sample households

District	DSD	Family size (No. of members)		
		1-2	3-4	More than 5
Anuradhapura	Kekirawa	55	187	78
	Palugaswewa	30	80	28

Source: Sample HH survey, December 2016

44. Out of 458 households most of households have an average family size with 3-4 members. 187 households in Kekirawa DSD and 80 households in Palugaswewa DSD belong to this category.

Table 3.7: Age distribution of sample household members

District	DSD	Age group (Years)					
		0-14		15-59		Above 60	
		Male	Female	Male	Female	Male	Female
Anuradhapura	Kekirawa	334	333	226	226	34	29
	Palugaswewa	60	57	166	159	30	24
Total		394	390	392	385	64	53

Source: Sample HH survey, December 2016

45. With regard to age category of household family members, the highest percentage falls within the age limit of 0 to 14 years. Next highest percentage falls within the age limit of 15 to 59 years, which is the economically active population of a country.

Table 3.8: Population by Ethnicity

DSD	Total	Sinhala	Tamil	Muslim	Other
Kekirawa	1182	690	9	483	0
Palugaswewa	496	496	0	0	0
Total	1678	1186	9	483	0

Source: Sample HH survey, December 2016

46. With regard to ethnicity major ethnic group in the survey sample is Sinhalese, i.e. 1186 persons. Next highest ethnic group is Muslim, i.e. 483 persons. Tamil become the third highest ethnic group reporting nine (9) persons.

Educational Attainment

47. Table 2.1 in Appendix 2 presents the level of educational attainment of sample beneficiary population in Anuradhapura district.

48. According to data, majority of population, i.e 363 persons in the sample has studied within the grade 1 to 5. Also considerable number of people, i.e. 127 persons has completed G.C.E Ordinary level and 99 persons has completed G.C.E. Advanced level. This is a positive factor for the project if labor is to be secured from the project area itself. The work force will be easy to handle and give guidance in the work. About 20 persons in the sample has obtained education up to university level.

Occupation of Household heads

49. Table 2.2 Appendix 2 summarizes the occupation of household heads. In Anuradhapura district majority of household heads are non skilled labourers, i.e. 90 persons. Second highest category is Farmers, i.e.76 persons. Third highest category is wage employment. About 69 household heads are employed in this category. Meanwhile 29 and 40 household heads are working in public sector and private sector employments respectively.

Land Ownership, average household income, expenditure and movable assets

50. Table 3.9 shows the land ownership status of surveyed households. There are 605 land lots belonging to 458 surveyed households. For e.g. there are 450 residential land lots, 92 paddy lands, 33 commercial lands. Most of the land owners have deeds for their lands. For e.g. there are 450 residential land lots of which 408 land lots are titled lands and out of 92 paddy lands 87 lots are titled lands.

Table 3.9: Land Ownership

Type of Land Tenure	Residential	Commercial	Paddy	Plantation	Mix Crop	Abandoned Land
Sole deed/Titleholder	408	27	87	8	1	19
Claims ownership but without title	24	3	4	1	0	0
Shares ownership with another person	4	2	0	0	0	0
Owner, but has mortgaged the property	1	1	0	0	0	0
Owner, but has leased the property to another person	0	0	0	0	0	0
Tenant	7	0	0	0	0	0
Squatters	2	0	0	0	0	0
Other	4	0	1	0	1	0
Total	450	33	92	9	2	19

Source: Sample HH survey, December 2016

51. Below table 3.10 presents the distribution of monthly average income among the sample households in Anuradhapura district.

Table 3.10. Average monthly income of sample households

Income category	Average monthly income (SLR)
Less than 5,000	6
5,001 – 14,999	27
15,000 – 49,999	330
50,000 – 74,999	62
75,000 – 100,000	20
More than 100,000	8
Not mentioned	5

Source: Sample HH survey, December 2016

52. Table 3.10 depicts that majority of surveyed households belong to income category of SLR 15,000-49,999. However six (6) households' monthly average salary is less than Rs. 5000. Table 3.11 shows the distribution of monthly average expenditure among the surveyed households.

Table 3.11: Average monthly expenditure of sample households

Income category	Average monthly expenditure (SLR)
Less than 5,000	7
5,001 – 14,999	94
15,000 – 49,999	327
50,000 – 74,999	24
75,000 – 100,000	2
More than 100,000	4

Source: Sample HH survey, December 2016

53. It could be observed that the majority of households, (i.e. 327 households) average monthly expenditure is between Rs15,000 – 49,999. Monthly expenditure is more than Rs 100,000 only for 4 households. Table 3.12 presents a summary of household assets in each DSD sample.

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

Type of asset	Kekirawa	Palugaswewa
Television	95.0	94.2
Radio/ CD player	79.7	89.9
Sewing machine	38.1	43.5
Electric fan	54.7	39.9
Fridge	52.8	49.3
Gas stove	44.7	32.6
Kerosene stove	7.2	10.1
Air conditioner	3.1	35.5
Motor cycle	35.3	21.7
Bicycle	3.1	12.3
Three wheeler	1.6	11.6
Motor car/ cab	0.6	3.6
Motor bus/ van	0.3	0.7
Water pump	0.9	5.8
Washing machine	0.6	2.9
Other	2.8	5.1

Source: Sample HH survey, December 2016

54. As per the above Table 3.12 majority of the households have televisions, radio/ CD players, sewing machines, electric fans, fridges, Gas stoves and Motor cycles. About 35% of households are air conditioned in Palugaswewa DS division. Most common type of household vehicle in these DS divisions is motor cycle. About 11.6% households in Palugaswewa DS division has three wheelers as well. Very few households in these DS divisions have motor car, cab, van or bus.

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

Below Table 3.13 describe the type of housing structures within sample households.

Table 3.13: Details of type of housing structure (Values are in percentage)

District	DSD	Type of housing structure %		
		Permanent	Semi-permanent	Temporary
Anuradhapura	Kekirawa	95.6	2.8	1.6
	Palugaswewa	94.9	0.7	4.3

Source: Sample HH survey, December 2016

55. As per above information more than 95% of households surveyed had permanent type of housing structures in Kekirawa and Palugaswewa DS divisions. About 2.8% of housing units in Kekirawa DS division are semi permanent houses.

Table 3.14: Details of sanitary facilities (Values are in percentage)

District	DSD	Type of sanitary system available			
		Flush	Water sealed	Pit latrine	None
Anuradhapura	Kekirawa	19.0	76.6	2.8	1.6
	Palugaswewa	7.2	89.8	2.9	00.0

Source: Sample HH survey, December 2016

56. Most of the surveyed households have water sealed toilets. E.g. 89.8% of households in Palugaswewa DS division and 76.6% of households in Kekirawa DS division have water sealed toilets.

Table 3.15. Availability of electricity (Values are in percentage)

District	DSD	Source of electricity		
		National grid	Solar power and other sources	No Electricity
Anuradhapura	Kekirawa	98.1	1.6	0.3
	Palugaswewa	99.3	0.0	0.7

Source: Sample HH survey, December 2016

57. As per the table 3.15, all most all surveyed households are dependent on electricity through the national grid. Very few households use solar energy. It was also observed that about 0.3% of households in Kekirawa and 0.7% households in Palugaswewa have no electricity facilities.

Table 3.16: Source of water (Values are in percentage)

District	DSD	Source of water		
		NSW & DB	Well/ tube well	Community well
Anuradhapura	Kekirawa	75.3	19.4	5.3
	Palugaswewa	56.5	31.2	12.3

Source: Sample HH survey, December 2016

58. As per above table 3.16, most of the surveyed households in Kekirawa and Palugaswewa DS division depend on the water supply system of National Water Supply and Drainage Board (NWS & DB). Meanwhile, 19.4% households in Kekirawa and 31.2% households in Palugaswewa take water from well and tube wells.

Analysis of vulnerable households and gender related details

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

Table 3.17: Details of vulnerable households (Values are in percentage)

District	Anuradhapura
Type of vulnerability	
Family with elderly household head (age > 60 years)	24.2
Family with monthly income < SLR 5,000	1.7
Female headed families	13.7

Families with disabled members	5.7
--------------------------------	-----

Source: Sample HH survey, December 2016

60. Table 3.17 presents the vulnerable households in Anuradhapura district. Families with elderly household heads (age above 60 years) are the major vulnerable category. As a percentage this is 24.2% for the district. Female headed families are the next highest vulnerable category.

61. Tables 3.18 (a), 3.18(b), 3.18 (c) summarize survey findings with regard to contribution of female members in family matters and community organizations in two DS divisions of Anuradhapura district.

Table 3.18 (a): Contribution of female members in family matters and community organizations – Kekirawa DS division

Type of involvement	Always	Sometime	Rarely	If Request	Do not Participate
Decision making in family matters	217	47	01	04	02
Bread earner	20	50	15	24	51
Participation in CBO activities	141	70	21	57	11
Organize community programs	158	65	06	41	07

Source: Sample HH survey, December 2016

Table 3.18 (b): Contribution of female members in family matters and community organizations – Palugaswewa DS division

Type of involvement	Always	Sometime	Rarely	If Request	Do not Participate
Decision making in family matters	102	15	01	02	02
Bread earner	22	46	09	14	26
Participation in CBO activities	61	34	24	17	07
Organize community programs	42	36	08	19	06

Source: Sample HH survey, December 2016

62. According to above tables it is clear that most of female family members in Anuradhapura district have opportunity to play a key role in decision making in family matters and community organizations. The opportunity for the female members getting involved in the project was also analysed as a gender perspective for the project. Below table 3.19 summarize the analysis of this aspect.

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

District	Agree to involve	Do not agree to involve
Anuradhapura	214	229

Source: Sample HH survey, December 2016

63. According to table 3.19 majority of heads in the district are reluctant to let their female family members to get involved in the project. However, in Anuradhapura district out of 443 households 214 are willing to let their female family members to get involved in the project.

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

District	Anuradhapura District
Type of involvement	
Provide wage labour during construction	68
Provide wage labour for maintenance of road	32
Provide meals to work force as a small business	172

Source: Sample HH survey December 2016

64. As per the table 3.20, family members' first preference is to provide meals to work force as a small business. Next preference is to provide wage labour during construction period.

Connectivity to Socio Economic centres

65. Below table 3.21 summarizes the different types of transport modes among the surveyed households. According to the survey results major transportation mode in the project area is public transportation. Private vehicles such as Motor Bicycle and 3-wheel are also prominent transportation mode in the project area.

Table 3.21: Mode of Transport to Socio Economic Centres(Values are in percentage)

Mode	Socio economic centres				
	School	To government Institutions	Weekly fair/ town	Working place	Hospital/ clinic
Walking	21.0	7.2	9.8	6.8	9.4
M/Bicycle	4.4	26.2	27.7	29.3	26.4
Bicycle	2.2	3.1	5.2	3.9	3.5
3-Wheel	8.3	7.6	10.7	7.4	13.8
Public TP	28.6	49.8	51.7	45.9	55.5
Motor vehicle (Car, Lorry...etc.)	0	0.7	1.3	1.1	0.7
Tractor	0	0	0.2	0	0

Source: Sample HH survey December 2016

66. Table 3.22 presents the mode of transport used for different purposes. Majority of people in the project area use own private vehicles to transport their agricultural production to the nearest markets. Business community also use own private vehicles to transport goods from market to their business places. For tourism and day today activities main mode of transportation is public transport service.

Table 3.22: Main mode of transport for different purposes (Values are in percentage)

Purpose	Main mode of transport			
	Public transport	Own Private vehicle	Hired vehicle	Other
Agriculture	5.0	9.6	5.9	1.7
Business	4.4	9.8	1.1	0.9
Tourism	9.0	1.7	0.4	0
Day today activities	41.9	20.7	0.7	1.5
Other	0.7	0.2	0	0.2

Source: Sample HH survey December 2016

67. Table 3.23 shows frequency of travelling for difference purposes. For Agriculture purposes, people mainly travel every day or twice a week. Daily travelling seems necessary for business activities and tourism. People mainly travel daily and twice a week for day today activities.

Table 3.23: Frequency of Travelling for different purposes (Values are in percentage)

Purpose	Frequency of Travelling				
	Everyday	Twice a week	Once a week	Once a month	In two months or more
Agriculture	6.8	5.9	1.5	3.5	4.8
Business	12.0	0.7	0.4	2.6	0.4
Tourism	10.0	0.2	0.2	0	0.7
Day today activities	27.1	22.9	10.3	3.3	0.4
Other	0.9	0.2	0	0	0

Source: Sample HH survey, December 2016

Community perception about the project

68. The survey focused to collect information about community's knowledge of the project. Below table presents the percentage of households who had knowledge about the project.

Table 3.24. Community awareness about the project (Values are in percentage)

District	Know about the project	Do not know about the project
Anuradhapura	8.3	91.7

Source: Sample HH survey, December 2016

69. According to the above table 3.24, in Anuradhapura district, out of the total surveyed sample only about 8% of the community know about the project. Therefore it is necessary to carry out more focus group discussions and information dissemination activities during detailed design stage of the project and even during construction stage.

70. The survey also focused on the community perception on the present road condition. The findings are summarized in table 3.25.

Table 3.25: Condition of existing road to be rehabilitated by the project (Values are in percentage)

District	Condition of the existing road surface				
	Good	Fair	Bad	Very bad	Bad in rainy season
Anuradhapura	75.0	23.5	1.5	0.0	0.0

Source: Sample HH survey, December 2016

71. According to Table 3.25, majority (more than 75%) of respondents opinion was existing road condition is good.

Table 3.26: Impact of existing road condition on day to day activities of women, children and elderly persons (Values are in percentage)

District	Affect the activities	Do not affect the activities
Anuradhapura	44.5	55.5

Source: Sample HH survey, December 2016

72. Table 3.26 shows that more than 55% of respondents in Anuradhapura and district express existing road condition do not affect their day today activities. However, about 44.5% of respondents in the district says it will affect their day today activities.

73. Table 3.27 summarize the willingness of community to participate in the project.

Table 3.27: Willingness of community to participate in the project

District	Willing to participate	Do not want to participate
Anuradhapura	257	201

Source: Sample HH survey December 2016

74. As per the above table majority of the communities in Anuradhapura district (surveyed households) would like to participate in the project.

Table 3.28: Type of contribution for the project (Multiple responses)

District	Type of contribution			
	Community awareness creation	Involve in progress monitoring	Involve in maintenance	Other
Anuradhapura	108	36	127	47

Source: Sample HH survey, December 2016

75. As per the table 3.28, it is clear that most of the people are willing to involve in road maintenance and community awareness creation activities.

76. Table 3.29 summarizes the perceived benefits of the project.

Table 3.29 Perceived benefits of the project (Multiple responses)

District	Anuradhapura
Perceived benefits	
Develop agriculture sector	166
Develop education facilities	92
Develop health and sanitary facilities	74
Increase job opportunities for villagers	148
Road safety for Women, Elders and children	157
Develop Public/privet transport for villagers	183
Easy travel even at night time or time with poor visibility	134
Develop industrial sector in rural areas	64
Reduced the travel cost and time	161
Increase cultural values	45
Improve standards of living	182
Develop communication with villagers and government institutes	71
Other...	5

Source: Sample HH survey, December 2016

IV. PUBLIC CONSULTATION, COMMUNITY PARTICIPATION AND PROPOSED GRIEVANCE REDRESS MECHANISM OF THE PROJECT

77. It is important to consult public and other stakeholders regarding project activities. This helps to understand viewpoints of stakeholders and to respond to their concerns and suggestions during the early stages of the project, thereby incorporating valuable suggestions to the designs and reducing objections to the project. One on one interviews and Focus Group Discussions were conducted along the proposed section to be developed in A011.

A. One on One Interviews



Figure 4.1: Interviewing a Grama Niladari



Figure 4.2: Interviewing shop owner

78. The key stakeholders of the project were consulted during the field survey. This included Divisional secretaries, Grama Niladaries, Government officers and public. The Divisional Secretaries and other government officers expressed that this development is good and they highlighted the main concerns that need to be addressed during project implementation. Few such concerns were flooding, providing sign boards and bus bays, providing speed boards, providing proper a cycle lane...etc.

79. One on one interviews were conducted with all the persons contacted through the household survey. All most all the people welcomed the development project. A sample (12 Males and 8 Females) of ideas expressed are provided in Appendix 3. Many people highlighted the same concerns expressed by government officers. The females have specially highlighted the road safety issues.

B. Focus Group Discussions (FGDs)




80. The FGDs were conducted to get the ideas of the community. Around five (5) FGDs were conducted with government officers and public in the proposed road section to be developed. The table 4.1 below presents the information on FGDs conducted with number of people participated according to gender. The attendance lists are attached as Appendix 4.



Table 4.1: The summary of attendance to FGDs

Item No.	Date	Location	Target Group	Total number of participants	Males	Females
1	27.12.2016	Kekirawa Divisional Secretariat Office	Government Officers	3	2	1

Item No.	Date	Location	Target Group	Total number of participants	Males	Females
2	27.12.2016	Maradankadawala hospital	Government Officers	10	3	7
3	28.12.2016	House located in Maniyawa GN Division	Public	13	10	3
4	28.12.2016	Palugaswewa Divisional Secretariat Office	Government Officers	14	9	5
5	28.12.2016	House located in Habarana GN Division	Public	5	3	2

Table 4.2: Summary of Key points discussed in FGDs with photographs

Location	Key points	Photographs
Kekirawa DS Division	<ul style="list-style-type: none"> During rainy season, the Kolankuttigama and Maminiyawa (around 5km) section get flooded. The water remain there for about 10 days. There are dangerous bends in road section from Maradankadawala to Habarana. It is better to consider these in this project. The vehicles go very speedily in this road, therefore it is better to put necessary sign boards. 	
Maradakadawala Hospital	<ul style="list-style-type: none"> There is no pedestrian crossing and bus bay near the hospital. It is important for the patients and hospital staff. There are about 400 people coming to OPD. Sign boards indicating speed need to be there and hospital access need to be developed. The people and staff comes from Habarana and Anurdhapura areas. During construction period, it is important to reduce noise and dust emission near the hospital. 	
Maniyawa GN Division	<ul style="list-style-type: none"> The dangerous bend (around 2km) need to be widened. Road side drains need to be improved, if not the road get damaged. The bridges and culverts are narrow and some culverts are old and damaged (Ex: Thoruwewa culvert) Bus bays, sign boards and road crossings are required. Maminiyawa section get flooded (around 5km). In 2015, the section got flooded and people had to use alternate routes. Majority of people are farmers and vendors come to get products or people go to Dambulla market. 	

Location	Key points	Photographs
Palugaswewa DS Division	<ul style="list-style-type: none"> Bridges are narrow and some culverts are damaged. The road surface also is cracked. The cycle lane is narrow, this is dangerous. The road get flooded close to Habarana due to overflowing of Yan Oya. The water remain for 10 – 12 days. The buses go very speedily. There need to be speed limits. Some bends are dangerous. These need to be widened. Vendors from Ganewalpola and Kekirawa come to purchase vegetables. 	
Habarana GN Division	<ul style="list-style-type: none"> Around 23km, the road get flooded. Water comes for 2 – 3 1/2 inches. However, the raising the road will not be a solution as already around 70 people get affected from floods. The culverts and streams need to cleaned. Around 23km – 25km, the accidents take place because of bends. There's tourism activities in Habarana area. Many people do self employments of making hand crafts and sell those to tourist centers. 	

C. Proposed Grievance Redress Mechanism (GRM) for the project

81. Chapter VI of the Resettlement Framework give reference to the proposed Gievnance Redress Mechanism. The proposed system consist of three levels. The first will be at the grass roots level where complaints will be directly received and addressed by the contractor, PIC or PIU representative on site. Grievances which are simple but still cannot be addressed at the grass roots level will be addressed at the Grama Niladhari (GN) level. More complex grievances which cannot be addressed at the GN level will be addressed at the Divisional Secretariat (DS) level. There will be a Grievance Redress Committee (GRC) at the GN and DS levels.

82. At the GN level the GRC members will be:

- | | | |
|------|---|-----------|
| i) | Grama Niladari of the area | Chairman |
| ii) | Representative of PIU | Secretary |
| iii) | Representative of Supervision Consultant | Member |
| iv) | Representative of Contractor | Member |
| v) | A community member/religious leader | Member |
| vi) | Woman representative from the local community | Member |

83. At the DS Level GRC members will be:

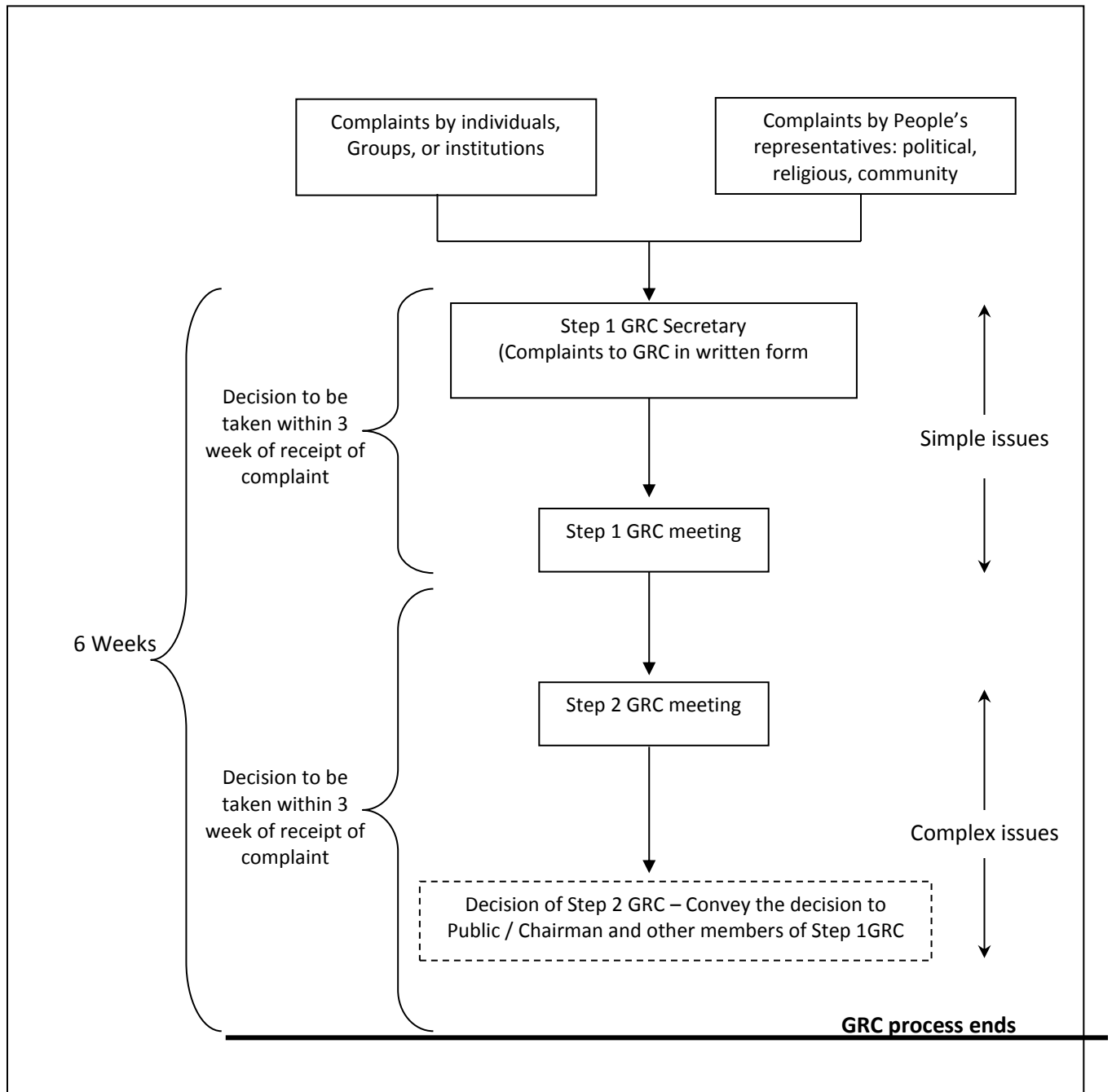
i)	Divisional Secretary of the area	Chairman
ii)	Representative of PIU	Secretary
iii)	Grama *9Niladari	Member
iv)	Representative of Supervision Consultant	Member
v)	Representative of Contractor	Member
vi)	Representative of a social organization (NGO/CBO) of the area	Member
vii)	A community member/religious leader	Member
viii)	Woman representative from the local community	Member

84. To make the GRM process gender responsive the GRC will include one female member to represent the local community women. Further when grievances or complaints are submitted to the GRC, both women and men complainants will be treated equally and necessary measures will be taken to address the grievance in the best way possible.

85. Recommended steps with timeline on the operation of the GRM is provided in Figure 4.1. The complaints contact person will be designated within the PIU to help address all concerns and grievances of the local communities and affected parties. Contact details of this person will be provided in the project information display board that will be placed at the project site.

86. The flow chart of the GRM is presented in the succeeding Figure.

Figure 4.1: GRM process



V. CONCLUSION AND RECOMENDATION

87. In general it is expected that the national roads selected under RMC packages will assist in improving the connectivity of rural areas with economic centres of the country. As such proposed rehabilitation and improvement of Maradankadawela – Habarana section of Maradankadawela – Habarana – Tirikondiadimadu (A011) highway under RMC component of iRoad program will have a positive impact on the rural and regional socioeconomic development of the people living particularly in Anuradhapura district in North Central Province in Sri Lanka.

88. There will be no cases of involuntary resettlement due to the proposed improvements. The temporary disturbances to people living close to the road and for community organisations along the road will be mitigated during construction period.

89. The consultation with public revealed that the communities require a safe road with improved hard shoulder, placing necessary sign boards and speed limits. These suggestions will greatly improve the safety of all road users.

90. The road side drainage is another aspect that needs to be considered even if the main focus will be on maintenance. The point of improving road side drainage was pointed out by many during the one on one interviews and in FGDs. The necessity of proper drainage was also observed by the field team.

91. Establishment of the Grievance Redress Committees before commencement of improvements and maintenance works is also an important aspect with regard to social safeguards compliance. As revealed in the socioeconomic analysis the public welcome this project as a positive factor in economic development.

INVOLUNTARY RESETTLEMENT IMPACT CATEGORIZATION CHECKLIST

Project: Improvement of Maradankadawala to Habarana section of Maradankadawela – Habarana – Tirikondiadimadu (A011) Road.

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		√		
2. Is the site for land acquisition known?				The existing ROW is 23m. Land acquisition is not required.
3. Is the ownership status and current usage of land to be acquired known?				The existing ROW is 23m. Land acquisition is not required.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			
5. Will there be loss of shelter and residential land due to land acquisition?		√		
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		However, the trees within the existing ROW will have to be removed.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		
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?		√		However, there will be temporary disruptions during construction.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		
12. Will access to land and resources owned communally or by the state be restricted?		√		
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [] No [] Yes				
If yes, approximately how many? <u>Not Applicable</u>				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [] No [] 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.

Table 2.1. Educational attainment of each sample in each DS Division (percentage)

DS	Level of educational attainment																					
	5<		No Schooling		Grade 1-5		Grade 5-10		Up to G.C.E. O/L		Pass G.C.E. O/L		Up to G.C.E. A/L		Pass G.C.E. A/L		Graduate		Post graduate		Other	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
Kekirawa	10	05	144	159	146	150	76	58	96	89	33	32	43	40	24	32	6	9	0	0	16	14
Palugaswewa	21	16	10	06	38	29	41	47	59	49	32	30	20	25	20	23	3	2	0	0	12	13

Table 2.2. Occupation of household heads (percentage)

DS	Type of Employment																							
	Farmer		Public sector		Private sector		Skilled labour e		Non skilled labour e		Busine ss		Self emp		Wage labour e		Fishe r		foreig n		Depen dent		Other	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
Kekirawa	66	6	18	3	20	5	26	3	39	6	44	1	20	5	13	3	3	0	3	0	2	2	24	8
Palugaswewa	4	0	8	0	12	3	17	6	38	7	14	4	11	0	10	1	1	0	0	0	0	0	1	1

**A sample of One on one interviews Carried out with Stakeholder and Public during the Preparation Social Assessments for
Maradankadawela – Habarana section of Maradankadawela – Habarana -Tirikondiadimadu (A011) Road**







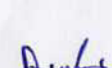

Name of the Respondent	Age	Sex	Designation/ Address	Views
Mr. M. Wijebandara	55	Male	Administrative Grama Niladari, Kekirawa DS Office	The road get flooded near Maminiyawa lake. There are no archaeological places near the road. People in the area mainly do agriculture activities. They take their produce to Dambulla and sometimes the vendors come to the project site to buy produce. There's a collecting centre at Thonigala.
Ms. Ranjani	40	Female	Grama Niladari, Maminiyawa	Kollankottigama and Maminiyawa get flooded. This need to be considered. The bends are dangerous and prone to accidents.
Ms. H.K. Sandya	45	Female	Nurse, Mradankadawala Hospital	There will be dust and noise during construction period. These need to be mitigated specially near the hospital. There are about 400 people coming to OPD and There are people coming to visit patients.
Mr. Muthubanda	65	Male	Farmer, 4 th Post, Maradankadawala	The sign boards on speed need to be implemented. The bends near 4 th post are dangerous. There is no safety for pedestrians. The vehicles go very speedily.
Mr. M.R.M. Faizar	45	Male	Shop Owner, Royal Motors, Maradankadawala	There need to be a roundabout for Maradankadawala junction and sign board on road information. The section Ganewalpola to Maradankadawala, is prone to accidents. The road get flooded near Maminayawa lake.
Ms. A.A. Kanthi Amarasingha	38	Female	Resident, 18, Habarana	The road side drains should be improved with the development. There are no street lights also. There is no safety due to this.
Mr. W. Majula	33	Male	Shop Owner, Gonawalpola	The roundabout for Maradankadawala junction is essential and the sign boards with the name of the road. The speed sign boards are also important. The accidents take place in the bend in Nochchikulama.
Ms. A.M. Ariyawathi	64	Female	Resident, No.24, 30 houses, Habarana	There is no space for pedestrians, therefore width need to be improved. The bus bays need to be included and the road need to be maintained. The speed limit boards should also be there.

Name of the Respondent	Age	Sex	Designation/ Address	Views
Mr. R.M. Jayasekara	37	Male	Three Wheel Driver, Maminiyawa	The development is good. There need to be speed limits. The people in these areas have a difficult life style. At about 6, the elephants roam. The school children use this road as schools are located close to the road. There's traffic after 7 a.m. due to schools. The drain system need to be developed, the road get eroded otherwise. During heavy rains, the storm water get collected and road get damaged.
Mr. U.A.D. Senevirathne	49	Male	Resident, Gonawalpola	The road development is good. The vehicle go speedily. There is no space for pedestrians. There need to be speed limits. The drain system need to be improved. If there are street lights, it's good.
Ms. Shriyani manel	41	Female	Resident, 13 th mile post, Habarana road, Palugaswewa	The roadside drains need to be improved. The sign boards should be placed in locations where there are high possibility for accidents.
Mr. Tharindu Sampath	37	Male	Resident, Habarana	There need to be speed limits. The pedestrians face lot of problems. We are happy about this development.
Ms. P.G. Amali Deepika	57	Female	Resident, No. 58, Paugaswewa	There are places where there are crossings in unnecessary places. The crossings need to be there in relevant places. The pedestrian lane should be improved with more space.
Mr. P.G. Priyantha	41	Male	Road User, No. 345, Habarana	The sign boards need to be placed in locations where there are by roads diverting from this road. The carriageway need to be widened. There's enough space for that. There need to be street light system.
Ms. B. Somalatha	45	Female	Resident, Habarana	There are elephants in this area. The sign boards should be there. Then the drivers will be vigilant.

2016.12.27 - 3.30 - 4.00

මරදන්කඩවල - හබරණ - තිටික්කොන්යාඩුමඩු මාර්ගය




පැමිණීමේ ලේඛනය - කුඩා කණ්ඩායම් රැස්වීම - මූලික කටයුතු ඉටු කිරීමේ වේලාව

නම	තනතුර	ලිපිනය	අත්සන	
1. T. C. විමර්ශන	පො. න. 25	මුහුණත එහි		M
2. W. I. C. මුහුණත	පො. න. 25	අත්සන	මුහුණත	F
3. T. M. U. W. විමර්ශන	පො. න. 25	ප්‍රා. සේව. - මූලික කටයුතු	ප්‍ර. සේව.	M
4. S. M. I. විමර්ශන	පො. න. 25	ප්‍ර. සේව.		F
5. I. M. K. විමර්ශන	පො. න. 25	ප්‍ර. සේව.		F
6. W. M. S. විමර්ශන	පො. න. 25	ප්‍රා. සේව.		F
7. T. C. විමර්ශන	පො. න. 25	ප්‍රා. සේව.		M
8. T. B. R. M. විමර්ශන	පො. න. 25	ප්‍ර. සේව.		F
9. T. B. විමර්ශන	පො. න. 25	ප්‍රා. සේව.		F
10. මුහුණත		ප්‍රා. සේව.		F

28.12.2016 - 10.00 - 10.30

මරදන්කඩවල - හබරණ - හිටික්කොන්යාඩුමඩු මාර්ගය

පැමිණීමේ ලේඛනය - කුඩා කණ්ඩායම් රැස්වීම - මාර්ගයානු යාම තිබේදී වසා

නම	තනතුර	ලිපිනය	අත්සන	
1. ඩබ්. ඩී. එම්. ප්‍රියන්ත	-	කොත්මලා මහලය		F
2. ඩී. ජයරත්න	-	"	ජයරත්න	F
3. ඩී. එම්. ප්‍රියන්ත	-	"	එම්. ප්‍රියන්ත	F
4. ආර්. කේ. එම්. ප්‍රියන්ත	-	ආර්. කේ. එම්. ප්‍රියන්ත		M
5. ආර්. කේ. එම්. ප්‍රියන්ත	-	"		M

→ next page.

27.02.2016 - 1.00 - 2.00.

මරදන්කඩවල -හබරණ -තිරික්කොන්යාඩුමඩු මාර්ගය

පැමිණීමේ ලේඛනය - කුඩා කණ්ඩායම් රැස්වීම - කැණිතම ආශ්‍රිත ලේඛන කාර්යය

නම	තනතුර	ලිපිනය	අත්සන	
1. ඩී. ජයරත්නසේන	ප්‍රාග්ධන	කොළඹ 05	Regini	F
2. ඩී. ඩබ්ලිව්. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
3. M. M. N. සේනාරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
4. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
5. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
6. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
7. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
8. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
9. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
10. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
11. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
12. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M
13. ඩී. ජයරත්න	ප්‍රාග්ධන	කොළඹ 05	Regini	M

2016.12.28 - 12.30 - 1.00

මරදන්කඩවල - නවරණ - හිටිත්තොත්තාඩුමඩු මාර්ගය

පැමිණීමේ ලේඛනය - කුඩා කණ්ඩායම් රැස්වීම - ප්‍රධානියාට ප්‍රාර්ථනා පෙර කාලය

නම	තනතුර	ලිපිනය	අත්සන	
1. S.M.K.B. සමුණසිංහ	ප්‍රධානියා පොත්-පත්	පොත් පොත් පොත්පත්	Smt	M
2. E.M.S.B. නිකාය	ප්‍රධානියා	පු. 589 පාලන		M
3. S.W. ප්‍රසාදසිංහ	ප්‍රධානියා	599 - පොත්පත්		M
4. U. පෙරේරා	ප්‍රධානියා	598 - පොත්		M
5. M.B.K. නිකාය	ප්‍රධානියා	599 - පොත්		F
6. M.M.R.V.M. පුත්	ප්‍රධානියා	590 - පොත්		M
7. M.H.S.D. පාලන	ප්‍රධානියා	600 - පොත්		F
8. J.P.A.M. පුත්	ප්‍රධානියා	596 - පොත්	Aki	M
9. ඩබ්ලිව්. ඩබ්ලිව්. - නිකාය	ප්‍රධානියා	595 - පොත්	Wagde	F
10. පී. ඩී. පී. පී. පී.	ප්‍රධානියා	603 - පොත්		F
11. G.M.C.K. පාලන	ප්‍රධානියා	602 - පොත්	Chandi	F
12. නි. පී. පී. පී.	ප්‍රධානියා	591 - පොත්		M
13. T.B.W.K. පාලන	ප්‍රධානියා	592 - පොත්		M

14. G.V. පී. පී. පී. පී. 594 පොත්

මරදන්කඩවල -හබරණ -තිරික්කොන්යාඬුමඩු මාර්ගය

පැමිණීමේ ලේඛනය - කුඩා කණ්ඩායම් රැස්වීම - 2066 ශ්‍රාව තිබෙයි එක

[illegible]