

**Final Resettlement Action Plan of Remaining
Section of N-S Corridor (Phase-1A)**

May 2018

Lucknow Metro Rail Corporation Limited

**Administrative Building-Vipin Khand, Gomti Nagar,
Lucknow-226010**

Table of Contents

Chapter 1	1
Introduction	1
1.1 Project Background	1
1.2 Brief Description of Project	1
1.3 Analysis of Alternatives	3
1.4 Present Status of the Project	3
1.5 Methodology	3
1.6 Objectives	6
Chapter 2	8
Baseline Socio-Economic Study	8
2.1 The Project Area - An Overview	8
2.2 Project Impacts	9
2.2.1 Land Requirement and Acquisition	10
2.2.2 Temporary Land Requirement	11
2.2.3 Magnitude of Impacts and PAFs Categorization	11
2.2.4 Loss of Common Property Resources	13
2.2.5 Loss of Livelihood	14
2.2.6 Temporary Impacts	14
2.3 Socio Economic Profile PAFs	15
2.3.1 Socio- Economic Survey	15
2.3.2 Demographic and Social Conditions	15
2.3.3 Gender & Sex Ratio	16
2.3.4 Age Structure of PAF	16
2.3.5 Religious and Social Groups	17
2.3.6 Family Pattern and Family Size	18
2.3.7 Educational Attainment	19
2.3.8 Economic Conditions of PAFs.....	19
2.4 Awareness and Opinion about the project	21
2.5 Important Findings and Conclusions	22
Chapter 3	23
Legal and Policy Framework	23
3.1 Applicable Laws and Regulations	23
3.1.1 Right to Transparency and Fair Compensation in Land Acquisition and Resettlement and Rehabilitation Act, 2013.....	23
3.1.2 Other Applicable Laws	25
3.2 LMRP Resettlement Policy	25
3.2.1 Guidelines	25

3.2.2 Eligibility for Compensation, Assistance and Rehabilitation.....	26
3.3 Entitlement Matrix.....	27
3.4 Compensation for Temporary Land Usage	28
3.5 Land Acquisition Process	29
3.6 Acquisition Process of Government Land	29
3.7 Land and Property Valuation	30
3.8 Valuation of Residual Plots	30
3.9 Compensation Payment Process.....	30
Chapter 4	31
Institutional Arrangement	31
4.1 Institutional Arrangement.....	31
4.1.1 Lucknow Metro Rail Corporation.....	31
4.1.2 Office of District Magistrate.....	32
4.1.3 Public Works Department.....	32
4.2 Grievance Redressal Mechanism	32
4.3 Procedure for Managing Complaints.....	34
4.4 Monitoring and Evaluation	34
4.5 Reporting Requirements	35
4.6 Information Disclosure	35
4.7 Program for Training and Institutional Development	35
4.8 Income Restoration.....	35
Chapter 5	37
Public Consultation	37
5.1 Introduction.....	37
5.2 Public Consultation	37
Chapter 6	41
Schedule and Implementation of RAP.....	41
6.1 RAP Implementation Procedure.....	41
6.1.1 Project Preparation Phase	41
6.1.2 Implementation stage.....	41
6.1.3 Monitoring and Evaluation Phase.....	41
6.2 Implementation Schedule.....	41
Chapter 7	43
Budget for RAP Implementation	43
7.1 Introduction.....	43
7.2 Cost Estimate	43
7.2.1 Cost of land	43
7.2.2 Cost of Structure/Immovable Property	43
7.2.3 Resettlement & Rehabilitation (R&R) Benefits	43

7.2.4 Training for Up-gradation of Skills	44
7.2.6 Cost of Restoration of CPRs	44
7.3 R&R Budget.....	44
Chapter 8	46
Monitoring and Evaluation	46
8.1 Introduction.....	46
8.2 Internal Monitoring.....	46
8.3 Assessment/Evaluation	48
Annexure-1: Uttar Pradesh G.O & MoM of 25.02.2015.....	50
Annexure-2: SIA Questionnaire	55

LIST OF TABLES

TABLE 1.1- ROUTE LENGTH (BETWEEN DEAD ENDS).....	1
TABLE 1.3 - CHAPTERS OF RAP	7
TABLE 2.1 - SOCIO-ECONOMIC CHARACTERISTICS OF LUCKNOW	8
TABLE 2.2 - LAND REQUIREMENT	12
TABLE 2.3 – CATEGORY OF PAFS.....	12
TABLE 2.4 - IMPACT ON STRUCTURES	13
TABLE 2.5 - IMPACT ON STRUCTURES (CATEGORY WISE)	13
TABLE 2.6 - MAGNITUDE OF IMPACT ON STRUCTURES	13
TABLE 2.7 - LOSS OF COMMON PROPERTIES.....	14
TABLE 2.8 - LOSS OF LIVELIHOOD	14
TABLE 2.9 – STATUS OF SOCIO-ECONOMIC SURVEY	15
TABLE 2.10 – PROJECT AFFECTED FAMILIES & PEOPLE	16
TABLE 2.11 - GENDER AND SEX RATIO OF PAPS	16
TABLE 2.12 - AGE STRUCTURE OF PAPS.....	16
TABLE 2.13 - RELIGIOUS GROUP OF PAFS.....	17
TABLE 2.14 - SOCIAL STATUS OF PAFS.....	17
TABLE 2.15 – FAMILY PATTERN OF PAFS	18
TABLE 2.16 – FAMILY SIZE OF PAFS	18
TABLE 2.17 - MARITAL STATUS OF PAPS.....	18
TABLE 2.18 - EDUCATION LEVEL OF PAPS.....	19
TABLE 2.19 - OCCUPATION PROFILE OF PAPS.....	20
TABLE 2.20 - NUMBER OF EARNING MEMBERS IN PAFS	20
TABLE 2.21 - NUMBER OF DEPENDENTS IN PAFS	20
TABLE 2.22 - VULNERABILITY STATUS OF THE PAFS	21
TABLE 2.23 - AWARENESS AND OPINION ABOUT THE PROJECT	21
TABLE 3.1 – ENTITLEMENT MATRIX (COMPENSATION FOR LAND ACQUISITION).....	27
TABLE 3.2 – ENTITLEMENT MATRIX (REHABILITATION)	28
TABLE 5.1 – ISSUES DISCUSSED DURING PUBLIC CONSULTATION	38
TABLE 7.1 – COST OF R&R.....	44
TABLE 8.1 - INDICATORS FOR MONITORING OF RAP PROGRESS.....	47
TABLE 8.2 - INDICATORS FOR PROJECT OUTCOME EVALUATION	48

List of Figures

Figure 1.1	Index Map.....	2
Figure 1.2	Approach for Social Assessment.....	5
Figure 1.3	N-S Corridor Map.....	6
Figure 3.1	Land Acquisition Process.....	29
Figure 4.1	Grievance Redressal Mechanism.....	34
Figure 6.1	RAP Implementation Schedule.....	42

Acronym

ADM	Additional District Magistrate
AFD	Agence Francaise de developpement
BPL	Below Poverty Line
BSR	Basic Schedule of Rates
CPM	Chief Project Manager
CPR	Common Property Resources
DC	District Collector
DM	District Magistrate
DPR	Detailed Project Report
EIB	European Investment Bank
FGD	Focus Group Discussion
GO	Government Order
GoUP	Government of Uttar Pradesh
GRC	Grievance Redressal Committee
IFI	International Financial Institution
LA	Land Acquisition
LA&RR	Land Acquisition and Resettlement and Rehabilitation
LAA	Land Acquisition Act
LAC	Land Acquisition Collector
LDA	Lucknow Development Authority
LMRC	Lucknow Metro Rail Corporation
LMRP	Lucknow Metro Rail Project
M&E	Monitoring and Evaluation
NGO	Non-Governmental Organisation
NRRP	National Rehabilitation and Resettlement Policy
N-S	North - South
NTH	Non Title Holder
OBC	Other Backward Caste
PAF	Project Affected Family
PAP	Project Affected People
PIU	Project Implementation Unit
PMU	Project Management Unit
PP	Project Proponent
PWD	Public Works Department
R&R	Resettlement and Rehabilitation
R&R	Resettlement & Rehabilitation
RAP	Resettlement Action Plan
RoW	Right of Way
RPF	Resettlement Policy Framework
RTFCTLARRA	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.
SC	Scheduled Caste
SEMU	Social and Environmental Management Unit
SIA	Social Impact Assessment

SIMP	Social Impact Management Plan
SLAO	Special Land Acquisition Officer
ST	Scheduled Tribe
TBM	Tunnel Boring Machine
TH	Title Holder
ToR	Terms of Reference
UP	Uttar Pradesh

Definitions

There are many terms used in this Resettlement Action Plan (RAP) which may need explanation. Hence, the definitions of such terms have been given in this section.

a) **Acquired land** means the land acquired under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 or any other prevailing GOs for the Lucknow Metro Rail Project.

b) **Agricultural Land** means lands being used for the purpose of (i) Agriculture or horticulture; (ii) Dairy farming, poultry farming, pisciculture, sericulture, seed farming breeding of livestock or nursery growing medicinal herbs; (iii) Raising of crops, trees, grass or garden produce; and (iv) Land used for the grazing of cattle;

c) **Affected Area** means such area as may be notified by the Government of U.P under the relevant land acquisition acts for the purposes of land acquisition for the Project;

d) **Affected family** means:

i. A family whose land or other immovable property has been acquired for the Lucknow Metro Rail Project;

ii. A family which does not own any land but a member or members of such family may be agricultural labourers, tenants including any form of tenancy or holding of usufruct right, share-croppers or artisans or who may be running a commercial establishment in the Affected Area, whose primary source of livelihood stand affected by the acquisition of the land;

iii. The Scheduled Tribes and other traditional forest dwellers who have lost any of their forest rights recognized under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 due to acquisition of land;

iv. A family without formal title of ownership or use but who have established usage of public or private land by investing in immovable objects, crops woods, trees, fruit bearing trees, vineyards, the age of crops and the time needed to reproduce them;

e) **Compensation** refers to the amount paid as compensation under various provisions of the RTFCTLARRA 2013, or the GOs of GoUP/LMRC for private property, structures and other assets acquired for the project, excluding rehabilitation and resettlement entitlements as per this policy.

f) **Cut off Date** is the date of first notification for land acquisition for the project under applicable Act or Government Order in the cases of land acquisition affecting legal titleholders. For the Non-Title holders cut-off date would be the date of Census Survey;

g) **Displaced Family** means any Affected Family, (i) who on account of acquisition of land has to be relocated from the affected area; (ii) a family whose primary place of residence or other property or source of livelihood is adversely affected by the acquisition of land for the Project (iii) any tenure holder, tenant, lessee or owner of other property, who on account of acquisition of land in the affected area, has been involuntarily displaced from such land or other property; (iv) any agricultural or non-agricultural laborer, landless person (not having homestead land or agricultural land) rural artisan, small trader or self employed person; who has been residing or engaged in any trade, business, occupation or vocation in the acquired

land, and who has been deprived of earning his livelihood or alienated wholly or substantially from the main source of his trade, business, occupation or vocation because of the acquisition of land in the affected area.

h) **Employee** means an individual engaged by a displaced commercial establishment in the Acquired Land, for compensation under a contract for employment whether express or implied on cut off date.

i) **Encroachers** are those persons who have extended their building, business premises or work places or agriculture activities into government lands.

j) **Family** means a person, his or her spouse, parents, children, brothers and sisters dependent on him:

i. Provided that Widows/divorcees and women deserted by families shall be considered as separate families.

ii. **Below poverty line or BPL Family** means below poverty line families as defined by the Planning Commission of India, from time to time, and those included in the State BPL list in force.

k) **Land acquisition** means acquisition of land under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 or any other prevailing Government Orders.

l) Market Value of Land /Circle Rate

The Market Value or Circle Rate of the proposed land to be acquired shall be set as the higher of:

- I. the minimum land value, if any, specified in the Indian Stamp Act, 1899 for the registration of sale deeds in the area, where the land is situated; or
- II. the average of the sale price for similar type of land being acquired, ascertained from the highest fifty per cent of the sale deeds registered during the preceding three years in the nearest village or nearest vicinity of the land being acquired.;

m) **Minimum Wages** means the minimum wage of a person for his/her services/labour per day as per notification published by Department of Labour, Government of U.P.

n) **Non-Perennial Crop:** means any plant species, either grown naturally or through cultivation that lives for a particular harvest season and perishes with harvesting of its yields.

o) **Notification** means a notification published in the Gazette of India, or as the case may be, the Gazette of the State;

p) **Perennial Crop:** means any plant species that live for years and yields its products after a certain age of maturity.

q) **Project** means the remaining section of North – South Corridor (Phase-1A) of Lucknow Metro Rail Project (LMRP) covering 15.457 km consisting of 3 sections.

r) **Rehabilitation and Resettlement** means carrying out rehabilitation and resettlement as per LMRC Policy on rehabilitation and resettlement.

- s) **R & R Entitlements** means the benefits awarded as per the R & R Policy Framework given in the LMRC Policy on Rehabilitation & Resettlement.
- t) **Severance of Land** means a land holding divided into two or more pieces due to acquisition of land mainly for laying new project alignment or a re-alignment.
- u) **Squatter** means those persons who have illegally occupied government land for residential, business and or other purposes by making some investments on the land.
- v) **State Government/ Government** refer to the Government of Uttar Pradesh;
- w) **Tenants** are those persons having **bonafide** tenancy agreements on cut-off date with a property owner with clear property titles, to occupy a structure or land for residence, business or other purposes.
- x) **Vulnerable groups**: persons such as differently abled, widows, women headed households, persons above sixty years of age, Scheduled Caste and Scheduled Tribes, persons or families below the poverty line and other groups as may be specified by the State Government.

Chapter 1

Introduction

1.1 Project Background

Lucknow is the capital of Uttar Pradesh (UP), the most populous state of India. As per census of India 2011, the population of Lucknow is about 3 million. Being an important service and trading centre, Lucknow continues to grow and attract large number of people to the city. The rapid growth of the city and the associated urban sprawl has accentuated the demand-supply mismatch amidst constrained public transport infrastructure. To strengthen and augment the transport infrastructure of the city with a holistic multi-modal transport system, Government of U.P. has decided to implement Lucknow Metro Rail Project as an integrated mass public transport system that meets the mobility and accessibility needs of the people of Lucknow. The Project is aimed at bringing about a traffic revolution in Lucknow City – The capital of Uttar Pradesh. It is expected that this developmental measure will not only be helpful for the city but will also bring about betterment for the people of the region at large.

1.2 Brief Description of Project

Based on the existing and predicted travel demand, demographic features etc, the Detailed Project report (DPR) for Lucknow Metro Rail Project suggested two corridors for laying down the metro rails. The corridors have been identified as (i) North-South (NS) and (ii) East-West (EW) corridors. The total length of the proposed route is 35.055 km of which 23.957 km is under North-South corridor and remaining 11.098 km is East-West corridor. The corridor details are tabulated below:

Table 1.1- Route Length (between dead ends)

Corridor	Elevated (km)	Underground (km)	Total Length (km)
North – South Corridor (CCS Airport to Munshi Pulia)	20.257	3.70	23.957
<i>Priority section</i>	8.5	0	8.5
<i>Remaining section of N-S Corridor*</i>	11.757	3.70	15.457
East – West Corridor (Lucknow Rly. Station to Vasantkunj)	4.548	6.550	11.098
Total	24.805	10.25	35.055

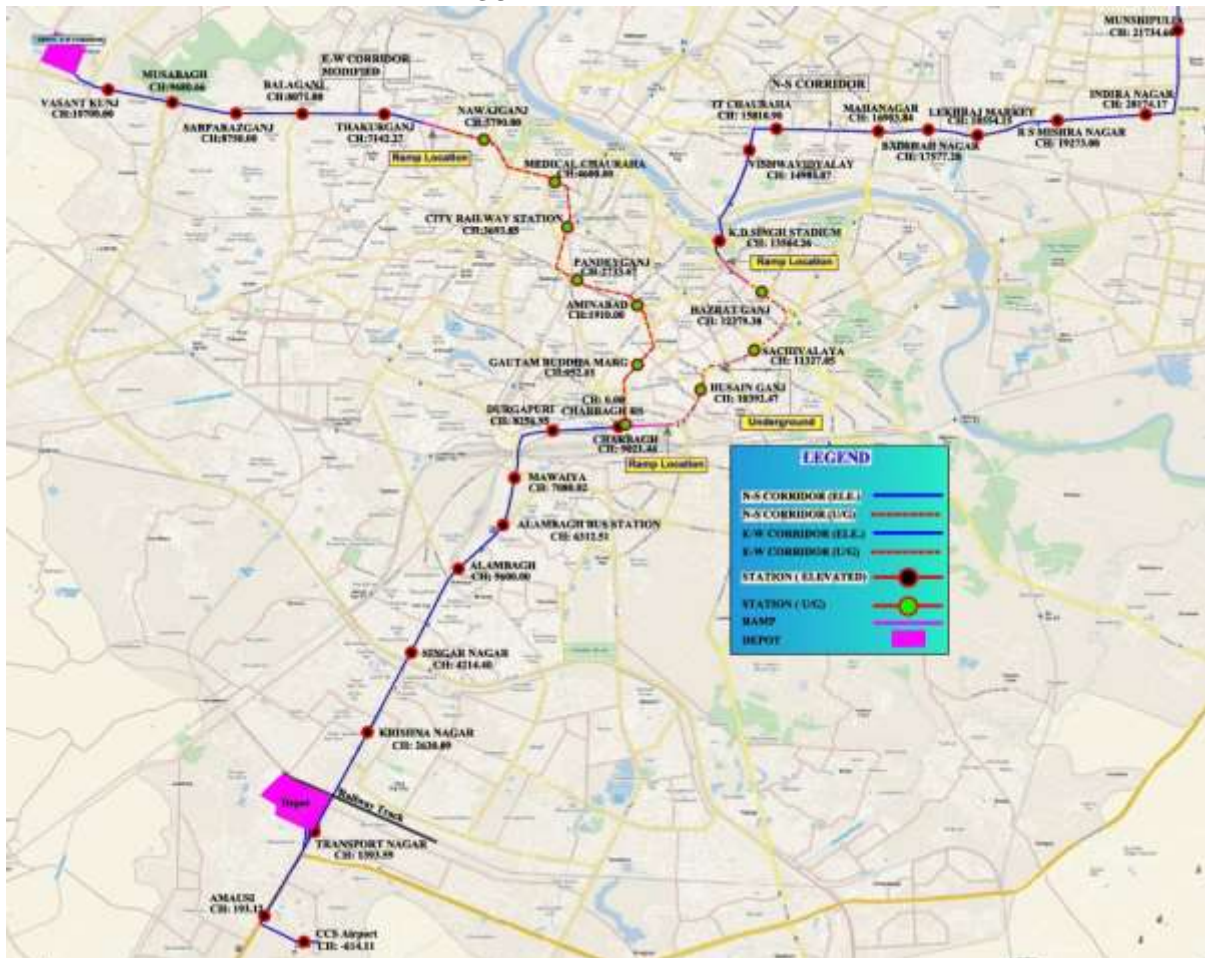
**This document is related to the remaining section of North-South corridor (Phase-1A)*

Table 1.2 - Number of Stations

Corridor	Elevated	Underground	Total
North – South Corridor (CCS Airport to Munshi Pulia)	18	4	22
<i>Priority section</i>	8	0	8
<i>Remaining section of N-S Corridor</i>	10	4	14
East – West Corridor (Lucknow Rly. Station to Vasantkunj)	5	7	12
Total	23	11	34

The index map of Lucknow Metro Rail Project (LMRP) showing station locations is given in Figure 1.1:

FIGURE 1.1 - INDEX MAP



Location of depot for the N-S corridor is at Transport Nagar. For the E-W corridor depot is proposed at Vasant Kunj.

The project consists of construction of both elevated and underground stations. The elevated stretch will be constructed using pre-stressed concrete “U” and “I” shaped girders on single pier with pile foundations. Underground section will be constructed by “Cut and Cover” as well as by Tunnel Boring Machine (TBM). Maintenance depot-cum-workshop for the N-S

corridor has already been constructed at Transport Nagar as part of Priority corridor. Other structures such as Receiving Sub Station (RSS) will be constructed at Amausi and Munshi Pulia. This will have 2 nos. (one as standby) 220/25 kV, 25 MVA single-phase traction transformers for feeding Traction and 220/33 KV, 30/45 MVA three phase transformers for feeding auxiliary loads. To facilitate all these arrangements, a large chunk of land is required. The project has been planned and designed in such a manner that it creates minimum adverse impact on people and structure. Also, all attempts will be made during the final execution of the project to minimize private land acquisition, resettlement and adverse impacts on people in the project area through suitable engineering design.

1.3 Analysis of Alternatives

A detailed technical feasibility of the proposed metro corridors was done through a traffic study and engineering alignment option study. A group of second order corridors were also considered for evaluation as potential mass transit routes. The criteria of selection for most desirable option was ridership, accessibility & integration, Right of Way (ROW) of major roads, type of metro (elevated and underground requirements), cost elements, minimum acquisition of private land, depot locations, minimum disturbance / avoidance of heritage structures, minimum disturbance to flora and fauna and most importantly minimum disturbance to people. Hence, the corridor has been chosen to find a balance between minimum private land acquisition, minimum environmental impact, ridership and accessibility and integration.

1.4 Present Status of the Project

Presently LMRC is constructing remaining section of North–South corridor (Phase-1A) which has both underground and elevated stretches. The contract for construction of elevated stretch from K D Singh Babu Stadium to Munshipulia and Transport Nagar to Amousi has been awarded to M/s. L&T and for underground section from Charbagh to Hazaratganj has been awarded to M/s. Gulermak-Tata Projects Limited through open bidding process and the construction work started in mid 2016. The contract for the construction of underground station at CCS Airport was awarded in mid of 2017.

1.5 Methodology

Though the project has been planned and designed in such a manner that it creates only minimum adverse impact on people and structure and that there is minimum acquisition of land, yet acquisition of structures and other assets could not be avoided. In order to understand social and economic impact of displacement as well as to address these issues by specific R&R intervention, the social impact assessment had to be carried out.

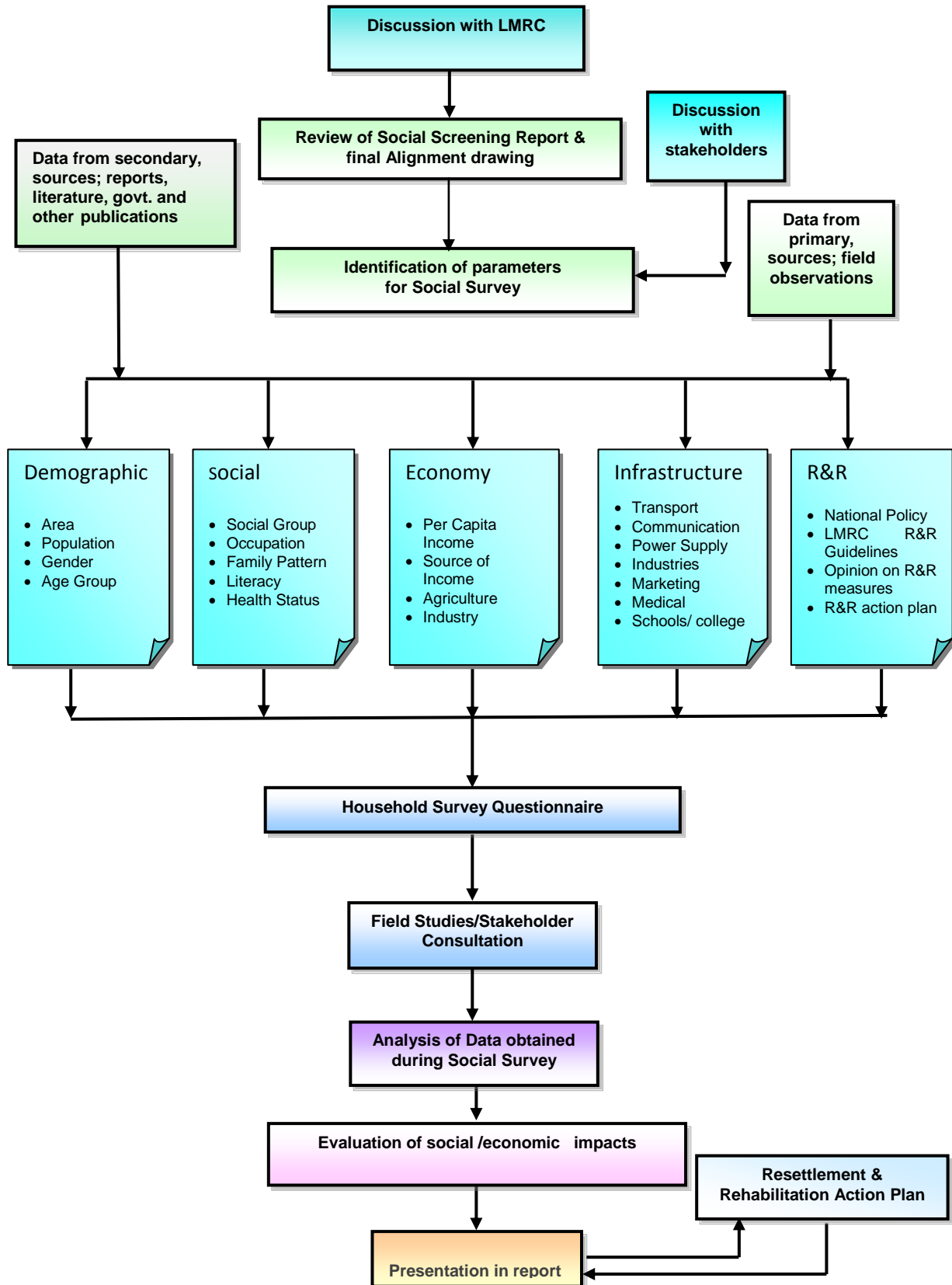
The approach adopted to conduct socio-economic study is described below and is structured on the scope of work as mentioned in the Term of Reference (TOR) of LMRC. The study has been conducted in accordance with the guidelines of Government of India as well as the Social Standards of the European Investment Bank (EIB). The study aims at collecting baseline data for socio-economic information and identifies the affected population by residence, business base and their locality. The study is primarily based on field data generated by the Consultant during social survey and secondary data were collected from the census handbooks / gazetteers / other relevant texts. Figure 1.2 (below) presents the

methodology in the form of a flow chart which indicates various steps involved in the study have been described in brief in the following paragraphs.

The methodology for conducting socio-economic study of the proposed project involves review of topographical survey drawings, field visits, data collection and stakeholder consultations. To understand social aspects of the proposed project and assess its socio-economic impacts, the consultant has:

- I. Reviewed the final topographical maps and Detailed Project Report (DPR) of the project.
- II. Conducted socio-economic survey covering entire affected households, squatters, kiosks and small business entrepreneurs with the help of pretested "Household Questionnaire". Important aspects covered in the questionnaire were identification particulars of PAPs, his or her family details, social profile, occupation, income, details of structure, commercial / self employment activities, household income, annual expenditure, employment pattern, health issues, gender issues, type of effects / loss etc. Most part of the questionnaire has been pre-coded except those reflecting the opinion and views of the PAP, which have been left open-ended. A questionnaire is given in Annexure-2.
- III. Collected base line data from primary data through household survey conducted by the social experts of the consultant. The Socio-Economic baseline data was collected in the month of March and April 2017 and May 2018. Secondary sources such as the Government Census 2011 (National Census) and the Statistical Hand Book have also been used.
- IV. Carried out consultations with concerned stakeholders at the project level, such as directly affected families, communities, local leaders and vulnerable groups.

Figure - 1.2 - Approach for Social Assessment



1.6 Objectives

This document is project-specific Resettlement Action Plan (RAP) for the remaining section of N-S corridor (Phase-1A), which has been guided by the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, the Entitlement Matrix approved by LMRC and is in accordance with the European Investment Bank (EIB) guidelines. The policies, procedures and processes that will be followed throughout the project in the course of mitigation of adverse social impacts due to project activities among the project affected persons is defined in the Resettlement Policy Framework (RPF).

The primary objective of the RAP is to identify impacts and to plan measures to mitigate various losses of the Project while the specific objectives are as follows:

- To outline the entitlements for the affected persons for payment of compensation and assistance for establishing the livelihoods.
- To develop communication mechanism to establish harmonious relationship between LMRC and Project Affected Persons (PAPs)
- To ensure adequate mechanism for expeditious implementation of R&R.

As mentioned earlier, the Lucknow Metro Rail Project Phase-I consists of two corridors viz North-South and East-West. LMRC is intending implementation of the project in different stages. There will be two RAPs for North-South corridor and the RAP for the East-West corridor will be prepared at later stages. This document is the RAP for the remaining section of North–South corridor which is presently under construction.

Figure 1.3 – N-S Section Corridor Map



The RAP outlines the details of the project, description of the project location, the magnitude of impacts based on the census, and spells out the necessary implementation procedures

for resettlement and rehabilitation of the entire project affected persons. The RAP has the following Chapters:-

Table 1.3 - Chapters of RAP

Chapter Number	Chapter name	Description
1.	Introduction	Project background, Brief description of project, Analysis of alternatives, Present status of project;
2.	Baseline Socio-Economic Study	Findings of census survey, Project Impacts, Socio-Economic analysis.
3.	Legal & Policy framework	Legal framework, The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, LMRC Guidelines, Eligibility criteria, Entitlement matrix, Procedure and methodology of valuation, Compensation Payment Process, land Acquisition Process etc.
4.	Institutional Arrangement	Roles and Responsibilities, Grievance Redressal Mechanism, Procedure for managing complaints, reporting requirements, income restoration etc.
5.	Schedule and Implementation of RAP	Schedule & Responsibilities for implementation of RAP
6.	Budget for RAP Implementation	Budgetary allocation for R&R
7.	Monitoring and Evaluation	Monitoring and Evaluation.

Chapter 2

Baseline Socio-Economic Study

2.1 The Project Area - An Overview

Being an important service and trading centre, Lucknow continues to grow and attract large number of people to the city. Table 2.1 describes the demographic profile of Lucknow city. The area of Lucknow city is 2,528 sq. km and accommodates 3 million people (1.6 million male and 1.4 million female). The decadal population growth during 2001-2011 was 28.9%. Scheduled Caste population comprises 2.34 millions. The sex ratio is about 915 female per 1,000 male. The population density is much above that of the 690 persons per square km recorded at state level. Population density at All-India level has been worked out at 382 persons per sq. km. in 2011. Table 2.1 indicates that there are 2.15 million literate people and the literacy rate is about 84.72% in which male literacy rate is 87.81% and female literacy rate is 81.36%.

The density of population in Lucknow is very high. The exponential growth in the city's population coupled with faster growth in the number of motorized vehicle, poses a formidable problem to the city's planner for providing quicker, safer, more economical and pollution-free transport system. The major traffic generating areas in Lucknow are Railway Station, Charbagh Bus Stand, Vidhan Sabha, Secretariat and the commercial areas in the central part of the city. Also with the absence of proper public transport system, many personalized modes have emerged in the city. Thus the implementation of robust mass urban public transport system has become essential to cope up with the increasing demand. The metro transport system is considered suitable being a fast and clean transport system, however it also displaces people from their homes and business base in a place like Lucknow where roof for shelter and base for business are most desired. The adverse impacts of metro rail project are minimal in comparison to the other surface transport systems.

LMRC requires the social assessment study to assess the socio-economic condition of the project affected people to address their issues related to resettlement and rehabilitation as well as the public opinion on the proposed project. This chapter begins with the details of the project area in general and baseline information about the project affected people in particular. The information gathered in this chapter enable us to understand the impact of the project on the people and on the area.

Table 2.1 - Socio-Economic Characteristics of Lucknow

S. NO.	Description	Unit	Lucknow Data
1.0	Area	sq km	2,528
2.0	Population	No.	About 3 million
2.1	Male	No.	1.6 million
2.2	Female	No.	1.4 million
2.3	Scheduled Castes/ Scheduled Tribes	No.	2.34 millions
3.0	Sex ratio (female per 1000 of male)	No.	915
4.0	Density (person per Sq.km.)	No.	382

5.1	Literacy Rate	%	84.72
5.1.1	Male	%	87.81
5.1.2	Female	%	81.36
<i>Source: Census of India, 2011</i>			

2.2 Project Impacts

The proposed metro rail project will have a number of positive and negative impacts. In general, the proposed metro rail project shall result in the following **positive** impacts:

- **Employment Opportunities**

About 10,000 persons are likely to work during peak period of construction activity. In operation phase, 35 persons per kilo meter length of the corridor will be employed for operation and maintenance of the proposed system. Thus the project would provide substantial direct employment; besides, more people would be indirectly employed in allied activities and trades.

- **Enhancement of Economy**

Whenever any developmental project is implemented enhancement of economy is bound to come. With the development of the proposed corridor, it is likely that more people will be involved in trade, commerce and allied services.

- **Mobility**

The total ridership in the proposed North- South corridor in the year 2020 is estimated to be 6.4 lakh passengers per day. The maximum PHPDT on any section is estimated to be more than 20,976 by 2020.

- **Reduction in Road Accidents**

Reduction in Road accidents due metro introduction was observed and proved by other metros in the country. Reduction in Road accidents is a positive impact of Lucknow Metro Rail Project implementation.

- **Traffic Congestion Reduction**

The proposed metro introduction will reduce journey time and hence congestion and delay.

- **Reduced Fuel Consumption**

On implementation of the project, it is estimated that both petrol and diesel consumption will get reduced. The saving will be due to two factors namely Reduction in vehicles and decongestion on roads.

- **Reduced Air Pollution**

It is expected that air quality of the city will improve and people will depend on Metro service and there will be less usage of cars and buses, which in turn lead to reduction in the contribution of air pollutants. As Metro operation will not locally generate air emission, ambient air quality will get better in future.

- **Saving in Road Infrastructure**

The metro corridors will bring savings in investment in road infrastructure due to shifting of passengers to metro rail and withdrawal of vehicles in the project area.

The proposed project will have some unavoidable adverse effects on a limited group of people / project affected families. The anticipated adverse impacts on these people include:

- **Project Affected People (PAPs)**

The project implementation will affect persons and families through acquisition of their private land/property.

- **Change of Land use**

Because of Metro construction the land use will be changed. Around 3.2 Ha of land will be changed permanently and 11.44 Ha of land will be changed temporarily until the Metro construction is completed.

- **Loss of trees/forest**

Trees located on the land required for metro station, viaduct, ramp area will have to be cleared for construction. Hence, a total of 1181 trees are expected to be felled for the entire N-S corridor. This figure includes trees that had been felled for the construction of Priority section and trees that need to be felled for the remaining section of N-S corridor.

- **Utility/Drainage Problems**

Metro alignment is planned to run through the urban area of Lucknow, hence during construction, the existing utility/drainage lines will have to be diverted.

- **Soil erosion, pollution and health risk at construction site**

During construction, huge quantities of earth will be excavated. Run off from unprotected excavated areas, and underground tunnel faces can result in excessive soil erosion, especially when the erodability of soil is high.

- **Traffic diversion and risk of existing building**

During construction period, complete/partial traffic diversions on road will be required, as most of the construction activities are on the road.

- **Excavated soil disposal problems**

About 8.5 lakh cubic meter of soil is estimated to be excavated from the proposed corridor. As the availability of land is very less, it will be very difficult to store the soil and hence it is required to dispose of the excavated soil regularly.

- **Dust Generation**

Transportation of earth and construction activity will involve use of heavy machinery like compactors, rollers, water tankers, and dumpers. This activity is machinery intensive resulting in dust generation.

- **Increased water demand**

The water demand will increase during construction phase to cater the requirements of various construction activities.

- **Impact due to Supply of Construction Material**

Metro construction is a material intensive activity. Different types of construction material will be required for construction of metro corridor about 10-15% of the construction material such as waste material from contractor camps is left behind by the contractor as construction waste/spoils. Dumping of construction waste/spoil in a haphazard manner may cause surface and ground water pollution near the construction sites.

- **Noise Pollution**

Construction noise in the community may not pose a health risk or damage to peoples' hearing, but it can adversely affect peoples' quality of life. To some degree, construction noise can be a contributing factor to the degradation of individual's health.

2.2.1 Land Requirement and Acquisition

The proposed project shall require land for different purposes. Land is mainly required for route alignment of rail tracks, station buildings, platforms, entry/exit structures, traffic

integration, car shed, power sub-stations, ventilation shafts, administrative buildings, property development, depots and work sites etc. Land is a scarce commodity in Lucknow metropolitan area. Acquisition of land make affected families landless in most of the cases. Therefore, every effort has been made to keep land requirements to the barest minimum by redesigning the alignments away from private property / human habitation. After careful planning, the land requirement is kept at minimum and particularly, acquisition of private land has been avoided as far as possible.

The remaining section of N-S corridor shall require permanent acquisition/transfer of the total of 3.2 ha of land. Out of this total land, 2.96 ha is government land and 0.24 ha is private land. It is observed that out of the total permanent land requirement, about 92.5% of total land would be acquired from government agencies and only 7.5% of the land requirements shall be acquired from private land owners. The details of land requirement and acquisition are presented in **Table 2.2**.

2.2.2 Temporary Land Requirement

The remaining section of N-S corridor (Phase-1A) requires temporary land usage of 11.44 ha. Out of this 11.44 ha of land, 11.37 ha belongs to government and 0.063 ha is private land. The temporary land usage is mainly for establishing casting yard/batching plant. The private land identified for temporary use is planned to be returned to the land owner, after the completion of construction.

2.2.3 Magnitude of Impacts and PAFs Categorization

Table 2.3 shows that 43 PAFs are affected due to the execution of the project. Out of the total 43 families, 39 are Title Holders (TH) and 4 are Non Title Holders (NTH). The squatters and kiosks are on public land without any legal permission.

Table 2.4 indicates impact of the project on the different types of structures i.e. residential, commercial, residential cum commercial and other types which include open plot, abandoned buildings, boundary wall etc. No industrial structure shall be affected due to the project. The proposed project will impact 33 residential structures, 10 commercial structures. **Table 2.5** indicates the impact on structures based on their ownership. Ownership has been categorized into three Title Holders, Non-Title Holders and Tenants. In the title holder category 32 residential structures and 7 commercial structures are getting affected. In the non title holder category, 1 residential structure and 3 commercial structures are getting affected.

Table 2.6 reveals magnitude of impact on the structures, which is categorized as partially affected structures or fully affected structures. Data on residential structures indicates that 3 are fully affected and 30 structures are partially affected. Out of the total 10 commercial structures, 6 are partially affected and 4 are fully affected.

Table 2.2 - Land Requirement

Sl. No	Corridor	Government (m ²)		Private (m ²)		Total (m ²)	
		Permanent	Temporary	Perman ent	Tempor ary	Permane nt	Temporary
1.	CCS Airport – Transport Nagar	13992.00	9842.00	626.00	----	14618.00	9842.00
2.	Charbagh - Hazaratganj	4374.67	4108.96	819.93	628.70	5194.60	4737.66
3.	KD Singh Stadium - Munshipulia	7267.51	785.97	1001.17	----	8268.68	785.97
4.	Sub Station	4000.00	----	----	----	4000.00	----
5.	Casting yard (for the remaining elevated section)	----	60000.00	----	----	----	60000.00
6.	Casting yard (for the underground section)	----	39000.00	----	----	----	39000.00
7.	Total	29,634.18	1,13,736.93	2,447.1	628.7	32,081.28	1,14,365.63

Table 2.3 – Category of PAFs

Name of Section	Title Holder	Non Title Holder	Tenants	Total
Transport Nagar-CCS Airport	1	0	0	1
Charbagh-Hazratganj	25	4	0	29
KD Singh Babu Stadium-Munshipulia	13	0	0	13
Total	39	4	0	43

Table 2.4 - Impact on Structures

Name of Section	PAF	Affected Structure			
		R	C	R+C	Other
Transport Nagar-CCS Airport	1	0	1	0	0
Charbagh-Hazratganj	29	24	5	0	0
KD Singh Babu Stadium Munshipulia	13	9	4	0	0
Total	43	33	10	0	0

Note: R – Residential, C – Commercial, R+C – Residential cum Commercial, Other – Open Plot/Abandoned building/boundary wall etc, T – Total

Table 2.5 - Impact on Structures (Category wise)

Name of Section	TH				NTH				Tenant				Total	
	R	C	R+C	Other	R	C	R+C	Other	R	C	R+C	Other		
Transport Nagar- CCS Airport	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Charbagh- Hazratganj	23	2	0	0	1	3	0	0	0	0	0	0	0	29
KD Singh Babu Stadium- Munshipulia	9	4	0	0	0	0	0	0	0	0	0	0	0	13
Total	32	7	0	0	1	3	0	0	0	0	0	0	0	43

Note: R – Residential, C – Commercial, R+C – Residential cum Commercial, O – Others (Open Plot/Abandoned building/boundary wall etc), T – Total

Table 2.6 - Magnitude of Impact on Structures

Name of section	R			C			R+C			O			Total
	PA	FA	T	PA	FA	T	PA	FA	T	PA	FA	T	
Transport Nagar-CCS Airport	0	0	0	1	0	0	0	0	0	0	0	0	1
Charbagh- Hazratganj	21	3	0	1	4	0	0	0	0	0	0	0	29
KD Singh Babu Stadium- Munshipulia	9	0	0	4	0	0	0	0	0	0	0	0	13
Total	30	3	0	6	4	0	0	0	0	0	0	0	43

Note: R – Residential, C – Commercial, R+C – Residential cum Commercial, O – Others (Open Plot/Abandoned building/boundary wall etc), T – Total

2.2.4 Loss of Common Property Resources

Table 2.7 indicates that the project shall also affect the common property resources. The common property includes religious structures, schools, government buildings, public toilets, bus stops, dust bins and a number of other public utilities.

Table 2.7 indicates that the project will affect 2 religious structures, and 1 public toilet. These structures may not be saved as they are falling within the right of way and the corridor of impact. The religious structures affected will be relocated to a suitable place by LMRC at its own cost. The Public toilet will also be relocated by LMRC at its own cost.

Table 2.7 - Loss of Common Properties

Name of Section	Common Property Resources						Total
	Religious structures	School	Hospital	Public toilet	Bus Stop	Others	
Transport Nagar-CCS Airport	0	0	0	0	0	0	0
Charbagh-Hazratganj	1	0	0	1	0	0	2
KD Singh Babu Stadium-Munshipulia	1	0	0	0	0	0	1
Total	2	0	0	1	0	0	3

2.2.5 Loss of Livelihood

As assessed during social impact assessment study, out of total 43 affected families, there are 7 PAFs whose business/livelihoods will be affected due to the loss of the commercial structures vis-a-vis business base. Out of the 7 whose livelihood is impacted, 6 are fully affected and remaining 1 is partially affected. As observed during field study, the PAFs are involved in different types of business activities. The different type of business in the project area include but not limited to furniture shop, general store, grocery, restaurants, bakery, Juice shop, medical shop, scrap shop etc. The shop owners are mixed population of both the tenants and owner themselves.

Table 2.8 - Loss of Livelihood

Name of Section	Total PAF	Loss of Livelihood	Magnitude	
			FA	PA
Transport Nagar-CCS Airport	1	0	0	0
Charbagh-Hazratganj	17	6	6	
KD Singh Babu Stadium-Munshipulia	8	1		1
	26	7	6	1

2.2.6 Temporary Impacts

The project requires a total of 11.44 ha (11.37 ha government and 0.06 ha private) of land for temporary purpose. This 11.44 ha land will be used for different purposes of construction activity. The temporary land is mainly used setting-up the castings yard, facilitating ramp construction and facilitating construction of diaphragm wall in underground stations. The temporary land acquisition will not affect any structures. Temporary land acquired from private owners will be handed over to them after the completion of construction in the

original condition. Private owners, whose land is acquired for temporary purpose, will be paid a rent on mutually agreed terms.

2.3 Socio Economic Profile PAFs

2.3.1 Socio- Economic Survey

A Socio-economic survey was carried out in the month of March and April 2017 and May 2018 by the LMRC social consultants to assess the impacts of the remaining section of N-S corridor of Lucknow Metro Rail Project on the socio-economic conditions of the Project Affected Families (PAFs) based on the the alignment drawing and information provided by LMRC. In order to assess the impact, a questionnaire was developed and used to collect information on the families/people likely to be affected. The information compiled are: type of impact, type of ownership, social profile of the affected people, poverty status, the presence of titleholders and non titleholders in the project area. The views/opinion of the people about the project and options for rehabilitation and resettlement has also been obtained. The data collected through socio-economic survey has been compiled and presented in tabular forms. Table 2.9 shows the status of Socio-Economic survey.

Table 2.9 – Status of Socio-Economic Survey

Category of PAF	Total	No. of surveyed PAF	Reasons for not conducting survey of others
Title Holder	39	24	<ol style="list-style-type: none"> 1. 6 PAF were not available. 2. 3 PAF did not respond to survey team and hence survey could not be conducted. 3. 6 PAF could not be contacted
Non Title Holders	4	2	<ol style="list-style-type: none"> 1. 2 PAF could not be contacted.
Tenants	--	--	--

In the survey for commercial establishments affected by the project, socio-economic information of only the owner and the no. of employees working under them were recorded. Information such as no. of family members, education level of family members, marital status of family members etc were not collected.

2.3.2 Demographic and Social Conditions

The proposed project shall affect 43 families which has approximately 74 people comprising 55.41% male and 44.59% female. Table 2.10 indicates the number of project affected families and people.

Table 2.10 – Project Affected Families & People

Name of Corridor	Total PAFs	Total PAPs	Total Male	Total Female
Remaining section of N-S corridor	43	74	41 (55.41%)	33 (44.59%)

2.3.3 Gender & Sex Ratio

The data on gender divide and sex ratio is a very helpful indicator to know the participatory share of males and females in the society, which is also an important indicator of human development index. **Table 2.11** shows the data on gender divide and sex ratio of the affected persons in the project. The population of surveyed PAF is 74.

Table 2.11 - Gender and Sex Ratio of PAPs

Name of Section	Gender		Sex Ratio	Total PAPs
	Male	Female		
Transport Nagar-CCS Airport	1	0	---	1 (0%)
Charbagh-Hazratganj	32 (57.14%)	24 (42.86%)	750	56 (100%)
KD Singh Babu Stadium-Munshipulia	8 (47.05%)	9 (52.95%)	1125	17 (100%)
Total				74

2.3.4 Age Structure of PAF

Age Structure refers to the contribution of population as well as dependence of population on various economic and social activities. **Table 2.12** shows the data on age structures of the interviewed project affected people for the proposed corridor. The age groups of 19-35 & 36-60 years are supposed to be productive and earning to contribute to the society, family and surroundings. The remaining section of N-S corridor have majority of the population in the designated productive age groups.

Table 2.12 - Age Structure of PAPs

Name of Section	AGE (in Years)						Total
	0-6	7-12	13-18	19-35	36-60	60 & Above	
Transport Nagar-CCS Airport	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1 (100%)
Charbagh-Hazratganj	0 (0%)	2 (3.57%)	3 (5.37%)	12 (21.42%)	27 (48.21%)	12 (21.42%)	56 (100%)
KD Singh Babu Stadium-	0 (0%)	0 (0%)	1 (5.9%)	5 (29.41%)	8 (47.05%)	3 (17.68%)	17 (100%)

Munshipulia							
Total							74

2.3.5 Religious and Social Groups

Data on religious groups has been collected in order to identify people with the specific religious belief among the PAFs. The religious belief and social affiliation of the people are indicators that help understand cultural behaviour of the groups. The social and cultural behaviour will help understand the desires and preferences of PAPs, which is a prerequisite to rehabilitate the affected people and their families. **Table 2.13** shows that religious group of all project affected families are mostly Hindus (Hinduism).

Table 2.14 discloses information about social affiliation of a group. The social affiliation of the group differentiates them for benefits under government schemes. Social groups indicate ranking within the society, preferences and vulnerability. In general, the families belonging to Scheduled Castes (SC) and Scheduled Tribes (ST) under the provisions of Constitution of India get preferential treatment in the government benefits because the group includes the people who are traditionally vulnerable. Except general category, all other groups need attention and to be addressed for their backward socio-economic conditions.

Table 2.13 - Religious Group of PAFs

Name of Section	Religious Group					Total
	Hindu	Muslim	Christian	Sikh	Others	
Transport Nagar-CCS Airport	1	0	0	0	0	1
Charbagh-Hazratganj	7	11	0	0	0	18
KD Singh Babu Stadium-Munshipulia	7	0	0	0	0	7
Total	15	11	0	0	0	26

Table 2.14 - Social Status of PAFs

Name of Section	Social Group				Total
	SC	ST	OBC	General	
Transport Nagar-CCS Airport	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)
Charbagh-Hazratganj	0 (0%)	0 (0%)	0 (0%)	18 (100%)	18 (100%)
KD Singh Babu Stadium-Munshipulia	0 (0%)	0 (0%)	0 (0%)	7 (100%)	7 (100%)
Total				26 (100%)	26

Note: SC – Scheduled Caste, ST – Scheduled Tribe, OBC – Other Backward Caste

2.3.6 Family Pattern and Family Size

Family Pattern and Family Size indicate the fabrics of sentimental attachment among the family members, social value, economic structures and financial burdens. The family particulars of the surveyed PAPs/ PAFs are given in Table 2.15 & Table 2.16. Out of total surveyed households, 19 are nuclear families and the remaining 7 are individual households. **Family size** is also determined by the economic burden and opportunities. Family size has been classified into three categories i.e. small (1-4), medium (5-7) and large (7 & above). Members of individual families have also been included in the small family size.

The details about individual features of project affected people have been collected and presented in terms of marital status. Marital Status: The marital status of project affected people is indicated under three categories – married, unmarried, divorced/widowed in Table 2.17.

Table 2.15 – Family Pattern of PAFs

Name of Section	Family Pattern			Total
	Joint	Nuclear	Individual	
Transport Nagar-CCS Airport	0	1	0	1
Charbagh-Hazratganj	0	14	4	18
KD Singh Babu Stadium-Munshipulia	0	4	3	7
Total	0	19	7	26

Table 2.16 – Family Size of PAFs

Name of Section	Family Size			Total
	Small	Medium	Large	
Transport Nagar-CCS Airport	1	0	0	1
Charbagh-Hazratganj	16	2	0	18
KD Singh Babu Stadium-Munshipulia	7	0	0	7
Total	24	2	0	26

Table 2.17 - Marital Status of PAPs

Name of Section	Marital Status			Total
	Married	Unmarried	Widowed / Divorced	
Transport Nagar-CCS Airport	1 (100%)	0 (0%)	0 (0%)	1 (100%)
Charbagh-Hazratganj	35 (62.51%)	16 (28.57%)	5 (8.92%)	56 (100%)
KD Singh Babu Stadium-Munshipulia	9 (52.95%)	7 (41.15%)	1 (5.9%)	17 (100%)

2.3.7 Educational Attainment

Table 2.18 shows 58 Project Affected Persons of the corridor are graduate. Out of the total project affected persons, 6 have done intermediate, 2 are under graduate and none are illiterate.

Table 2.18 - Education Level of PAPs

Name of Section	Classification							Total
	Illiterate	Basic Literate	8 th Class	10 th Class	Intermediate	Under graduate	Graduate	
Transport Nagar-CCS Airport	0	0	0	0	0	0	1	1
Charbagh-Hazratganj	0	2	2	3	6	2	41	56
KD Singh Babu Stadium-Munshipulia	0	0	1	0	0	0	16	17
Total	0	2	3	3	6	2	58	74

2.3.8 Economic Conditions of PAFs

The economic condition of PAFs describes occupational pattern, family income, and number of earning and dependent members. The occupational pattern includes work in which the head of the project affected families are involved. The family income includes income of all the earning members. The earning members include the people who work and earn to contribute to the family; however dependents included housewife, children, elderly people and others who cannot work and earn.

2.3.8.1 Occupational Profile

The occupation and profession of the PAPs also has been considered during the social survey. The study recorded and assessed the capability, base for livelihood and skills of the affected persons, so that resettlement impacts can be assessed. Based on the impact assessment, the income generation plan and rehabilitation plans shall be prepared. The survey result in **Table 2.19** shows that 10 PAPs are students, 42 are earning members of the families out of which 12 are involved in business, 2 are labours and 28 in service, 14 are housewives who are taking care of house, 3 of affected persons are unemployed and remaining 5 are children who have attained the school going age.

Table 2.19 - Occupation Profile of PAPs

Name of Section	Service	Business	Agriculture	Student	House Wife	Labour	Unemployed	Others	Total
Transport Nagar-CCS Airport	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)
Charbagh-Hazratganj	20 (35.71%)	8 (14.29%)	0 (0%)	7 (12.5%)	12 (21.43%)	2 (3.57%)	3 (5.36%)	4 (7.14%)	56 (100%)
KD Singh Babu Stadium-Munshipulia	8 (47.05%)	3 (17.65%)	0 (0%)	3 (17.65%)	2 (11.75%)	0 (0%)	0 (0%)	1 (5.90%)	17 (100%)

2.3.8.2 Earning and Dependents

The economic condition of a family is often determined by two important factors i.e. income and expenditures. The family income and expenditure depend on the number of earning members as well as the number of dependent members. **Table 2.20** shows number of earning members for surveyed PAFs. Out of all surveyed PAFs, 14 families have 1 earning member, 8 families have 2 earning members and 4 families have 3 earning members.

Table 2.21 indicates the member(s) dependent per project affected family. In other words, it shows the persons who consume, but not contribute to the family economy. Out of the total surveyed households, 12 families have one dependent member, 12 families have 2 dependent members and 2 families have 3 dependent members.

Table 2.20 - Number of Earning Members in PAFs

Name of Section	Number of Earning Member for Family				Total number of earning members
	1	2	3	4 & above	
Transport Nagar-CCS Airport	1	0	0	0	1
Charbagh-Hazratganj	10	4	4	0	30
KD Singh Babu Stadium-Munshipulia	3	4	0	0	11
Total	14	8	4	0	42

Table 2.21 - Number of Dependents in PAFs

Name of Section	Number of Dependent Member for Family				Total
	1	2	3	4 & above	
Transport Nagar-CCS Airport	1	0	0	0	1

Charbagh-Hazratganj	6	10	2		32
KD Singh Babu Stadium-Munshipulia	5	2	0	0	9

2.3.8.3 Vulnerable Families

The vulnerability of the project affected families has been determined by the people falling in the category of scheduled caste, scheduled tribe, below poverty line (BPL), women-headed family and disabled. If the households fall under BPL as a result of loss of livelihood/assets due to the proposed project, then they shall also be classified as vulnerable family. The study indicates that 23 PAF are under vulnerable category.

Table 2.22 - Vulnerability Status of the PAFs

Name of Section	Disable/Orphan	Widow/women headed household	Below Poverty Level (BPL)	Senior Citizen (above 60 yrs)	SC/ST	Total
Transport Nagar-CCS Airport	0	0	0	0	0	0
Charbagh-Hazratganj	2	5	1	9	0	17
KD Singh Babu Stadium-Munshipulia	0	2	0	4	0	6

2.4 Awareness and Opinion about the project

During the socio-economic survey, some questions were asked of the PAPs regarding the awareness, source of information and opinion about the proposed metro rail project. The findings of the survey with regards to awareness, source of information and opinion about the proposed project is presented in **Table 2.23**. All PAFs were aware of the proposed Lucknow metro rail project, and all have considered it a good government initiative for transport infrastructure development.

Table 2.23 - Awareness and Opinion about the Project

Name of Section	Awareness about Project		Opinion about Project		
	Yes	No	Good	Bad	Can't say
Transport Nagar-CCS Airport	1	0	1	0	0
Charbagh-Hazratganj	6	12	2	4	12
KD Singh Babu Stadium-Munshipulia	7	0	5	1	1

2.5 Important Findings and Conclusions

- The total land requirement for the project is 14.64 ha. Out of which, 3.2 ha is on permanent basis and the remaining 11.44 ha is for temporary purpose.
- Out of 3.2 ha permanent land requirement, 2.96 ha belong to government and 0.24 ha belong to private owners.
- 43 PAFs are affected due to the execution of the project. Out of the total 43 families, 39 are Title Holders (TH) and 4 are Non Title Holders (NTH).
- Out of total 43 affected families, 7 families will be having livelihood impacts.

Chapter 3

Legal and Policy Framework

3.1 Applicable Laws and Regulations

Over the years, Resettlement & Rehabilitation (R&R) policies have been developed at national and organizational levels. The Acts and regulations relevant to the applicant to the study are given below:

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (No. 30 of 2013).
- Government Order (G.O) of Government of Uttar Pradesh bearing no. 24/2015/387/8-1-15-50-LDA/204 specifically for LMRP Project dated 04.02.2015. This is in accordance with provisions of Section 46 of the Act, 2013 formulating a committee of officials from relevant Government departments for determination of negotiated price for land acquisition.

The following section deals with these acts and policies with the entitlements and eligibility for compensation and other resettlement entitlements.

3.1.1 Right to Transparency and Fair Compensation in Land Acquisition and Resettlement and Rehabilitation Act, 2013

This RTFCLARRA, 2013 repeals the Land Acquisition Act, 1984 and is applicable to all states in India (Except the state of Jammu and Kashmir). The RTFCLARRA, 2013 is a first national/central law that addresses land acquisition and rehabilitation and resettlement.

This new Act provides an enhanced framework for providing compensation and resettlement and rehabilitation assistances through a participative and transparent process for land acquisition in the public interest. The Act lays down procedures for estimating fair compensation of the affected families (and not just the titleholders) due to land acquisition, rehabilitation and resettlement. Some of the key features include the following: (i) Preliminary Investigations/Preparation of Social Impact Assessment (SIA) and prepare Social Impact Management Plan (SIMP) (ii) Preliminary Notification stating: project/ public purpose; reasons necessitating land acquisition; summary of SIA; and particulars of the Administrator appointed for the purpose of rehabilitation and resettlement; receipt of Objections and Hearing after the approval of SIA and within 12 months from the date of SIA approval; (iii) Preparation of Rehabilitation and Resettlement Scheme and its declaration by the District Collector after the same is approved by the Commissioner-Rehabilitation and Resettlement. (iv) Public notice and award of compensation and R&R assistances by District Collector within a period of twelve months from the date of the Award publication.

The objectives of Act are as follows:

- I. to minimize displacement and to promote, as far as possible, non-displacing or least-displacing alternatives;

- II. to ensure adequate rehabilitation package and expeditious implementation of the rehabilitation process with the active participation of the affected families;
- III. to ensure that special care is taken especially for protecting the rights of the members of the Scheduled Castes and Scheduled Tribes, and to create obligations on the State for their treatment with concern and sensitivity;
- IV. to provide a better standard of living, making concerted efforts for providing sustainable income to the affected families;
- V. to integrate rehabilitation concerns into the development planning and implementation process; and
- VI. where displacement is on account of land acquisition, to facilitate harmonious relationship between the requiring body and affected families through mutual cooperation.

Salient features of the RTFCTLARRA, 2013 are listed below:

- I. The Act provides for land acquisition as well as rehabilitation and resettlement. It replaces the Land Acquisition Act, 1894 and National Rehabilitation and Resettlement Policy, 2007.
- II. The Act provides for the baseline for compensation and has devised a sliding scale which allows States to fix the multiplier (which will determine the final award) depending on distance from urban centres;
- III. The affected communities shall be duly informed and consulted at each stage, including public hearings in the affected areas for social impact assessment, wide dissemination of the details of the survey to be conducted for R&R plan or scheme.
- IV. Compensation in rural areas would be calculated by multiplying market value by up to two and adding assets attached to the land or building and adding a solatium. In urban areas, it would be market value plus assets attached to the land and solatium;
- V. The Collector shall take possession of land only after ensuring that full payment of compensation as well as rehabilitation and resettlement entitlements are paid or tendered to the entitled persons; families will not be displaced from land till their alternative R&R sites are ready for occupation;
- VII. The benefits to be offered to the affected families include; Financial support to the affected families for construction of cattle sheds, shops, and working sheds; transportation costs;
- VIII. Rehabilitation and resettlement benefits to which they are entitled in monetary terms along with a one-time entitlement of fifty thousand rupees;
- IX. For ensuring transparency, provision has been made for mandatory dissemination of information on displacement, rehabilitation and resettlement, with names of the affected persons and details of the rehabilitation packages. Such information shall be

placed in the public domain on the Internet as well as shared with the concerned Gram Sabhas and Panchayats, etc. by the project authorities;

- X. No income tax shall be levied and no stamp duty shall be charged on any amount that accrues to an individual as a result of the provisions of the new law;

3.1.2 Other Applicable Laws

- I. Minimum Wages Act, 1948
- II. Contract Labour Act, 1970
- III. The Bonded Labour System (Abolition) Act, 1976
- IV. Child Labour (Prohibition and Regulation) Act 1996 along with Rules, 1988
- V. Children (Pledging of Labour) Act, 1933 (as amended in 2002)
- VI. The Building and Other Construction Workers Welfare Act, 1996
- VII. The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995
- VIII. The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Rules, 1996
- IX. Untouchability Offences Act, 1955
- X. The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989
- XI. The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Rules, 1995.

3.2 LMRP Resettlement Policy

3.2.1 Guidelines

Resettlement & Rehabilitation activities of LMRP will be governed by the following general principles, which are based on The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013; the G.O 24/2015/387/8-1-15-50-LDA/204 dated 04.02.2015 of UP Government. The GoUP is also in line with provisions of the new LA&RR Act, 2013.

- in general, land acquisition will be undertaken in such a way that no project affected person, with or without formal title, will be worse off after land acquisition;
- all activities and procedures will be formally documented;
- the property and inheritance rights of project affected persons will be respected;
- if the livelihood of the project affected persons without formal title depends on the public land that they are using, they will be assisted in their effort to improve their livelihoods and standard of living to restore them to pre-displacement levels;
- if project affected person, without legal title, is not satisfied with the above decisions, they can approach the grievance redressal committee;
- in cases where there are persons working on the affected land or businesses, as determined by the social impact assessment, where the project affected person does not have formal title to the land (e.g. wage earners, workers, squatters, encroachers, etc.), then compensation/ assistance should be provided to these project affected persons to ensure no loss, to the extent as determined appropriate by the social impact assessment;
- in cases where land is needed on a temporary basis, project affected persons who have formal title will be compensated to the assessed fair rental price for the period

- during which the land is used and the land will be returned in the same condition or better as before it was rented;
- if resettlement is unavoidable in addition to the payment of fair market value for all land and immovable property, project affected persons will be provided assistance in relocation and other related expenses (i.e. cost of moving, transportation, administrative costs etc.);
 - these rights do not extend to individuals who commence any activities after cut off date of the project;
 - the compensation and eligible resettlement and rehabilitation assistance will be paid prior to taking over of land and other assets for construction purposes;
 - all project affected persons (private and public, individual and businesses) entitled to be compensated for land acquired; losses, structures or damages will be offered compensation in accordance with the provisions of this RPF. Those who accept the compensation amount will be paid prior to taking possession of their land or assets. Those who do not accept it will have their grievance registered or referred to the Grievance Redressal Committee (GRC) / courts as appropriate.

3.2.2 Eligibility for Compensation, Assistance and Rehabilitation

- I. Cut off Date is the date of first notification for land acquisition for the project under applicable Act or Government Order in the cases of land acquisition affecting legal titleholders. For the Non-Title holders cut-off date would be the date of Census Survey.
- II. Eligibility of different categories of PAFs will be as per the Entitlement Matrix shown in the section below.
- III. The unit of entitlement will be the family.
- IV. Titleholder PAFs will be eligible for compensation as well as assistance if they are affected by the project.
- V. Non-titleholder PAPs will not be eligible for compensation of the land occupied by them however; they will receive compensation for the investment made by them on the land such as replacement value of structures and other assets. They will also be eligible for R&R assistance as per Resettlement Policy and Entitlement Matrix.
- VI. In case a PAFs could not be enumerated during census, but has reliable evidence to prove his/her presence before the cut-off date in the affected zone shall be included in the list of PAPs after proper verification by the grievance redress committee.
- VII. PAFs from vulnerable group will be entitled for additional assistance as specified in the Entitlement Matrix.
- VIII. PAFs will be entitled to take away or salvage the dismantled materials free of cost without delaying the project activities.
- IX. If a notice for eviction has been served on a person/family before the cut-off date and the case is pending in a court of law, then the eligibility of PAP will be considered in accordance with the legal status determined by the court and the PAP will be eligible for compensation/assistance in accordance with the RAP provisions.
- X. The land losers shall be reimbursed stamp duty towards purchase of alternate land/assets with the compensation received within one year of the disbursement as per the Entitlement Matrix.
- XI. In case of Common Property Resources, if the land and structure is privately owned the compensation for land shall be paid to the title holder. The

reconstruction/replacement of the CPR shall be implemented in consultation with the community as appropriate.

3.3 Entitlement Matrix

The R&R entitlement framework has been formulated based on the guiding principles outlined in the Policy. The compensation package is provided as per the relevant laws of the land and the basic principles governing present compensation structure for the Project is given in Table 3.1.

This R&R entitlement matrix includes various components of R&R benefits and tabulated in Table 3.2. This matrix addresses all categories of people being affected and all categories of impacts accrued to the affected families due to the Project. Table 3.2 indicates the entitlements of all categories of impact as per the RTFCTLARRA 2013 and the EIB/AFD guidelines that are applicable for the project. The same can be classified under three major categories of impact, viz, loss of land, loss of structures and loss of livelihood, which covers the entire gamut of the affected population.

Table 3.1 – Entitlement Matrix (Compensation for land acquisition)

S.No	Category of Impact	Eligibility for Entitlement	LMRC Adopted Policy/Entitlement
1.	Loss of Land	Titleholder	Market value/ Circle rate as per stamp Act.
2.	Loss of other immovable assets (value of assets attached to land or building)	Titleholder	Will be determined on the basis of valuation by authorized expert based on a replacement value.
3.	Solatum for loss of Land, Structure and other immovable assets	Titleholder	100% of arrived value of land and building.
4.	Loss of other immovable assets (value of assets attached to land or building)	Squatters	One time financial assistance based on valuation of the property subject to a minimum of Rs. 25,000.

Replacement value = Market Value + Solatium

Table 3.2 – Entitlement Matrix (Rehabilitation)

S. No	Category of Impact	Eligibility of Entitlement	LMRC Adopted Policy/Entitlement
1.	Construction allowance	Displaced family whose residential structure is lost due to acquisition	Rs. 1, 50,000 will be given to displaced family whose dwelling units are lost completely or become unviable due to displacement. The amount has been worked out on the basis of construction of house as per Indra Awas Yojana of GOI.
2.	Subsistence grant for displaced family	Displaced family	Onetime payment of Rs. 36,000 shall be paid to each Displaced Family. Displaced Family belonging to the Scheduled Castes or the Scheduled Tribes or vulnerable group shall receive an amount equivalent to fifty thousand rupees. (Rs. 50,000). This amount is additional to subsistence grant. Additionally, Vulnerable groups who are impacted will be extended facility of Skill Improvement Training.
3.	Transportation cost	Displaced family	One time financial assistance of Rs.50,000 for shifting family, building material, belongings and cattle shall be given to each displaced family.
4.	Cattle shed / petty shops cost	Affected Family	Each Affected Family having cattle shed or having a petty shop in the acquired land shall get one-time financial assistance based on valuation of the structure subject to a minimum of Rs. 25,000 for re-construction of cattle shed or petty shop out of as the case may be.
5.	One time grant to artisan, small traders and certain others	Affected Family	Each Affected Family of an artisan, small trader or self-employed person or a Displaced Family which owned non-agricultural land or commercial, industrial or institutional structure in the affected area, shall get one-time financial assistance based on valuation subject to minimum of Rs. 25,000 .
6.	One time resettlement allowance	Affected Family	Each Affected Family will be given a one-time resettlement allowance of Rs. 50,000 .
7.	Loss of community structures	Community	100% replacement cost of equal type.

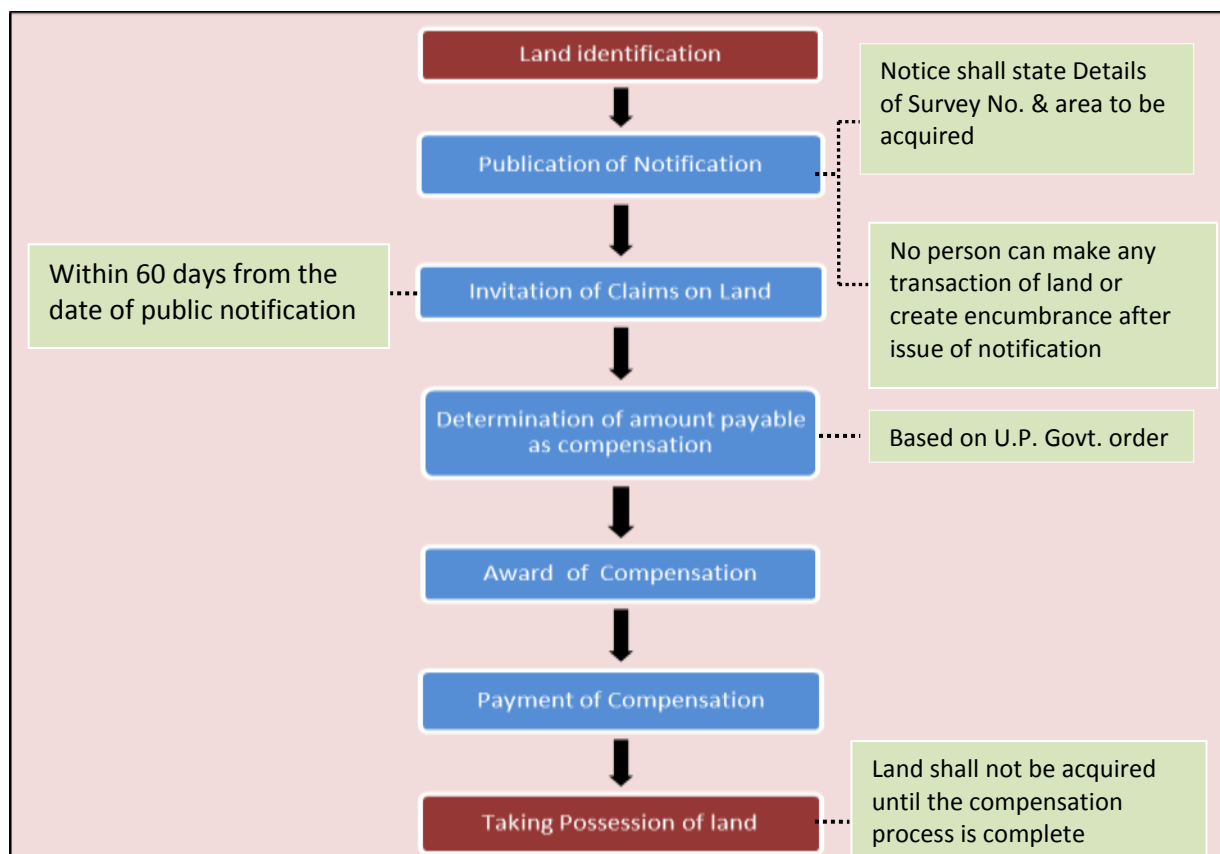
3.4 Compensation for Temporary Land Usage

Compensation for temporary land usage from private owners will be based on mutually agreed terms.

3.5 Land Acquisition Process

Land acquisition for the project will be guided by the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and relevant U.P Government orders. The land acquisition process is given in Figure 3.1:

Figure 3.1 – Land Acquisition Process



A Land Acquisition Plan is also produced to indicate respective land plot (Khasra) revenue survey map boundaries and numbers referring to the land registration maps maintained by village level administration, together with detail average measured in hectares. It also includes collecting details such as owner of property, type of structure, number of floors and land use patterns, such as agriculture, commercial, barren, forest etc.

Land acquisition proposal is prepared in the format prescribed by the revenue department of respective states including collection of property records, Khasra and Khatauni including superimposition of revenue record on proposed alignment & calculation of area to be acquired, preparation of statement of area to be acquired along with Land Owners details etc. This proposal is then submitted to the office of District Magistrate for acquisition.

3.6 Acquisition Process of Government Land

1.73 Ha of government land on permanent basis is required for implementation of remaining section of North-South corridor of Lucknow Metro Rail Project. This land belongs to different

departments/PSUs of State and Central Government. For acquisition of land from various departments, LMRC will submit the land requirement details along with ownership details to District Magistrate. The District Magistrate will then submit an application to individual departments who own the land for transfer of ownership to LMRC or for long term lease. LMRC shall start physical activity on government land only on getting a no objection certificate from the department concerned. Adequate notice will be given to illegally occupied PAFs prior to starting the civil work. No structures shall be disturbed till PAFs receive their entitlement.

3.7 Land and Property Valuation

Price of land to be acquired for LMRP will be based on negotiation with the owner based on Government Order (G.O) of Government of Uttar Pradesh bearing no. 24/2015/387/8-1-15-50-LDA/204 specifically for LMRP Project dated 04.02.2015. This is in accordance with provisions of Section 46 of the Act, 2013, formulating a committee of officials from relevant Government departments for determination of negotiated price for land acquisition. As mentioned above in the entitlement matrix, 100% solatium will be provided to the owner of the land in addition to the negotiated price.

Public Work Department (PWD) of U. P Government will be responsible for valuation of assets attached to the land to be acquired. The compensation for houses, buildings and other immovable properties will be determined on the basis of replacement cost by referring to relevant Basic Schedule of Rates (B.S.R) as on date without depreciation. The department will prepare asset valuation report and submit it to the office of SLAO for necessary action. As mentioned above in the entitlement matrix, 100% solatium will be provided in addition to the valued cost.

3.8 Valuation of Residual Plots

If the residual plot (s) is (are) not economically viable, LMRC will follow the rules and regulations applicable in the state and compensate accordingly; if there are no state specific rules and regulations available regarding residual land LMRC in agreement with the Affected Party, LMRC will either buy the residual land for the project following the entitlements listed in the entitlement matrix or it will pay the affected party 25% of the land compensation payable for that portion of land without its purchase.

3.9 Compensation Payment Process

LMRC will get approval of required funds for both land acquisition and implementation of RAP from State Government and will maintain a separate account for land acquisition including R&R under the project. Disbursement of compensation will be done by cheques signed by nominated officer of LMRC; LMRC will prepare all the documents required for taking possession of the land. The payment of R&R assistance will also be done in a similar fashion as per entitlement matrix by LMRC. All necessary arrangements for transferring the land title to LMRC with all legal formalities like purchase of stamp papers, handing/taking over land, attending the Revenue Department, all charges payable to Govt. such as stamp duty etc shall be paid by LMRC. Payment of compensation and other R&R benefits entitled to affected persons shall be completed before taking the land into possession.

Chapter 4

Institutional Arrangement

4.1 Institutional Arrangement

The implementation of Resettlement Action Plan (RAP) requires involvement of various institutions at different stages of project cycle. This section deals with roles and responsibilities of various institutions for a successful implementation of the RAP. The institutions to be involved in the process are as follows:

1. Lucknow Metro Rail Corporation(LMRC)
2. Office of the District Magistrate
3. Public Works Department (PWD) Government of Uttar Pradesh
4. Other land holding departments of both State and Central governments
5. NGOs

4.1.1 Lucknow Metro Rail Corporation

LMRC is the executing and implementing agency for the proposed metro rail corridor in Lucknow. LMRC will be the overall in charge of rehabilitation and resettlement issues such as implementation, monitoring and execution of land acquisition and resettlement issues. The designated engineering department headed by Chief Project Manager in LMRC will assess the requirement of land acquisition and resettlement based on the engineering design. LMRC will be responsible for coordinating with other government departments concerned for land acquisition, planning and implementation of RAP which will include the disbursement of compensation, assistance, shifting and relocation of affected people. LMRC will be responsible for paying R&R benefits to the affected people.

To ensure proper coordination and execution of the land acquisition and resettlement issues, an independent evaluation consultant (Resettlement & Rehabilitation) will be hired by LMRC for mid and end term evaluation of implementation of resettlement and rehabilitation activities. The independent evaluation consultant could review RAP implementation in light of the objectives, targets, budget and duration that is laid down in the plan. LMRC will report to funding agency regarding the progress made on land acquisition and implementation of resettlement plan.

LMRC will establish a Social & Environmental Management Unit (SEMU), which will be headed by an officer of the rank of Executive Engineer. SEMU will have Town Planner, Deputy Chief Engineer, Naib Tehsildaar and Asst. Manager/Env as its members. SEMU will look after Land Acquisition and Rehabilitation and Resettlement process under the project. LMRC as project implementation agency is responsible for monitoring the use of loan funds and overall implementation process. LMRC, headed by Managing Director, will have overall responsibility for policy guidance, coordination and planning, internal monitoring and overall reporting of the Project. SEMU facilitates land acquisition and compensation, relocation and resettlement, and the distribution of assistance for the PAPs. The main responsibility of

SEMU is monitoring and implementing all resettlement and rehabilitation activities, including land acquisition. The responsibilities of this unit include:

- I. Implementation of R&R activities of LMRP;
- II. Land acquisition and R&R activities in the field;
- III. Ensure availability of budget for R&R activities;
- IV. Liaison with district administration for support for land acquisition and implementation of R&R;
- V. Monitor land acquisition and progress of R&R implementation;
- VI. Develop communication strategy for disclosure of RAP;
- VII. Liaison with district administration for government's income generation and development programmes for the PAPs;
- VIII. Monitor physical and financial progress on land acquisition and R&R activities;
- IX. Organize meetings with NGO, R&R officer and other support staffs to review the progress on R&R implementation;
- X. To provide support for the affected persons on problems arising out of LA/ property acquisition.

4.1.2 Office of District Magistrate

The office of the district magistrate will be responsible for land acquisition. The District Magistrate will appoint Addl. District Magistrate/Land Acquisition (ADM/LA) as Special Land Acquisition Officer (SLAO), who will be coordinating between the LMRC and the affected land owners. LMRC will be providing the technical details and the land acquisition plan to the SLAO. The SLAO will be responsible for publishing notice and implementing necessary procedures for land acquisition under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and relevant U.P government orders. The disbursement of compensation for land and assets of the legal owners and non-title holders and registration of land will be done by SLAO.

4.1.3 Public Works Department

Public Work Department (PWD) of U. P Government will be responsible for valuation of assets attached to the land to be acquired. The compensation for houses, buildings and other immovable properties will be determined on the basis of **replacement cost** by referring to relevant Basic Schedule of Rates (B.S.R) as on date without depreciation. The department will prepare asset valuation report and submit it to the office of SLAO for necessary action.

4.2 Grievance Redressal Mechanism

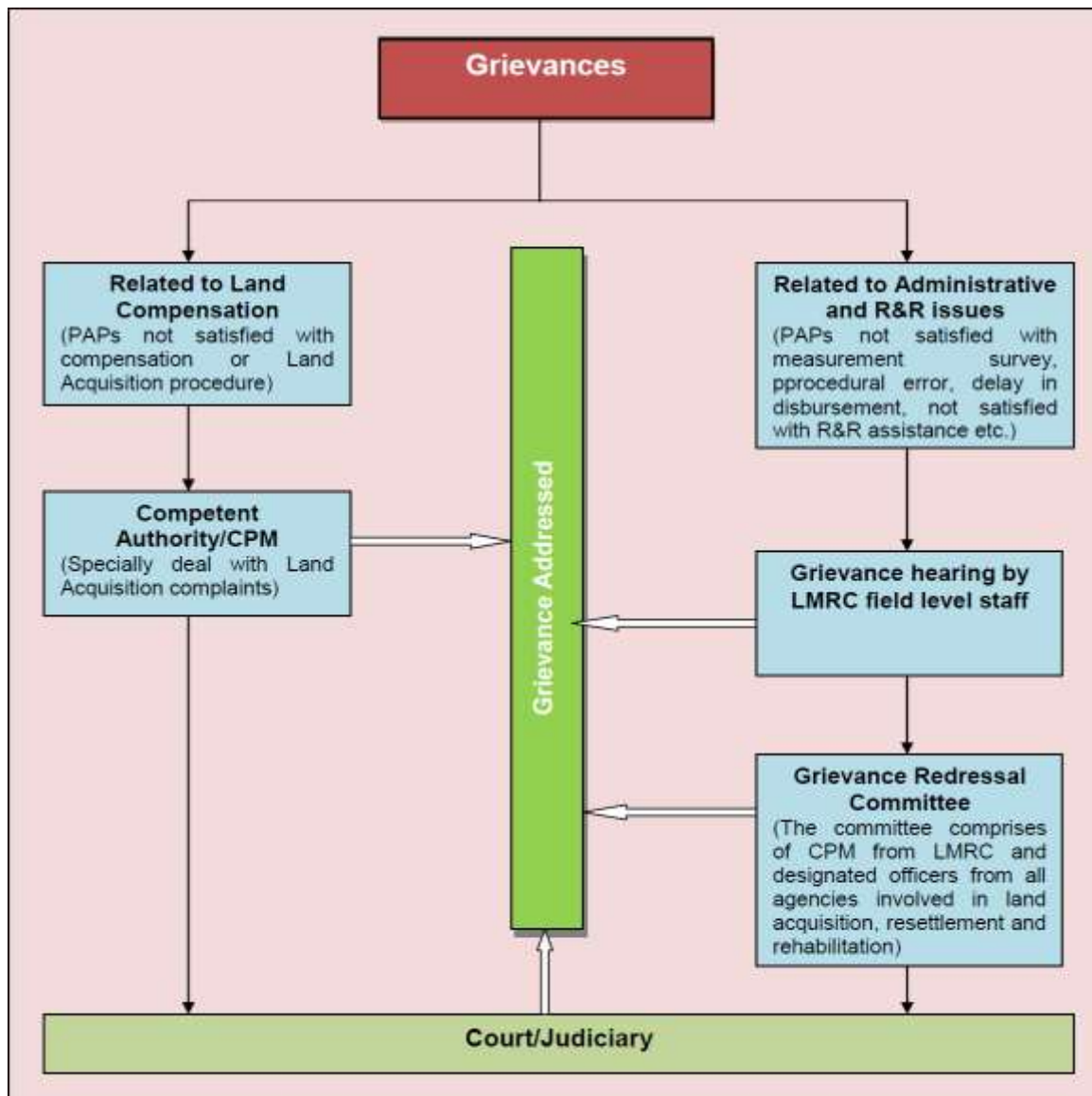
It cannot be ruled out that during the implementation of land acquisition and R&R, some PAFs may not be satisfied with the compensation/benefits offered and may have some grievances. In order to address this, an efficient grievance redressal mechanism will be developed to assist the PAPs resolve their queries and complaints. Grievances of PAPs will be first brought to the attention of field level staff (Asst. Engineers). Field staff will forward the received grievance to Dy Chief Engineer level Officer for consideration and redressal. LMRC will maintain grievance register both at site offices and at head office. Grievance

received at site offices will be sent to head office for registering in the record. Grievance that can be addressed at site level will be addressed at site level and copy of compliance will be sent to head office for record. Grievances not redressed by Dy Chief Engineer level Officer will be brought to the Grievance Redressal Committee (GRC). A mechanism for lodging complaints/grievance will be implemented during implementation of project. The composition of the proposed GRC will have Chief Project Manager from LMRC and designated officers from Revenue Department, PWD and Social Welfare Department of Government of U.P. The GRC will address only rehabilitation assistance issues both for title holders and non title holders. Grievances related to ownership rights and land compensation as also R&R can be dealt in court as per The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 only after the project level GRM failed to resolve the issue. The main responsibilities of the GRC are to:

- I. provide support to PAPs on problems arising from land/property acquisition;
- II. record PAPs grievances, categorize, and prioritize grievances and resolve them;
- III. inform PAPs on developments regarding their grievances and decisions of the GRC.

GRC will review grievances involving all resettlement benefits. However, other disputes relating to ownership rights shall be considered by the court of law. When any grievance is brought to the field level staff (Asst. Engineers), it should be resolved within 45 days from the date of complaint. The GRC will meet every month (if grievances are brought to the Committee), determine the merit of each grievance, and resolve grievances within three months of receiving the complaint failing which the grievance can be referred to appropriate court of Law for redressal by the PAP. LMRC will maintain a log of grievances documenting the nature of grievance, date of submission, responsible party and date of resolution. A flow chart of grievances redressal is indicated in **Figure 4.1**:

Figure 4.1 – Grievance Redressal Mechanism



4.3 Procedure for Managing Complaints

A compliant handling system will be established by LMRC. All complaints received shall be entered into a register maintained at the head office of LMRC. LMRC will respond to all complaints, received from any source, normally within fifteen days of receipt. Comments, Suggestions and Grievances Handling component will be included on the web site. This will be updated on a weekly basis. Status of each complaint and measures taken to address the issue will be reported to management on monthly basis.

4.4 Monitoring and Evaluation

A monitoring and evaluation (M&E) program will be developed to provide feedback to project management which will help keep the programs on schedule and make them successful. Project Authority will be responsible for monitoring through their field level offices and will

prepare quarterly reports on the progress of RAP implementation. Management Information System would be developed to monitor the resettlement and rehabilitation process. An assessment will be conducted at the end of the RAP implementation.

4.5 Reporting Requirements

LMRC will be responsible for supervision and implementation of the RAP. Project authority will prepare quarterly progress reports on resettlement activities. The assessment report at the end of the RAP implementation will determine whether resettlement goals have been achieved, more importantly whether livelihoods and living standards have been restored/enhanced and suggest suitable recommendations for improvement. The report will be submitted to the EIB.

4.6 Information Disclosure

The affected families/persons will be well informed about the project and their entitlements. LMRC will prepare an information brochure in local language, i.e., Hindi, explaining the RAP, the entitlements and the implementation schedule. The draft of the RPF will be formally published in English and Hindi languages on the official website of the LMRC and hard copies will be made available in the offices of local authorities for two weeks inviting comments and suggestions from stakeholders. Subsequently, RPF & RAP will be discussed in a workshop with relevant stakeholders including representations from revenue officials of RAP implementation team, representative of District Magistrate and other officials involved in GRC. Suitable changes will be made to RPF & RAP to incorporate suggestions by the stakeholders. The final RPF & RAP after the approval by Board of Directors of LMRC will be published in English and Hindi languages on the official website of LMRC.

4.7 Program for Training and Institutional Development

The implementation of the RAP will require capacity building and orientation of the officers in charge of land acquisition and R&R at LMRC. Therefore, it is planned that these officers will be imparted training and orientation on social safeguards and various aspects of land acquisition and R&R for effectively implementing the RAP. This training and orientation will be conducted with the help of consultants and experts. The following components will be covered in the training:

- I. Understanding of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and U.P Government Order related to land acquisition for the project;
- II. Understanding of the policy and procedure adopted under the Project;
- III. Understanding of the Implementation Schedule activities step-by-step;
- IV. Understanding of the Monitoring and reporting mechanism.

It is also proposed to impart training to RAP implementation group members on EIB's Environmental and Social Safeguard measures by EIB.

4.8 Income Restoration

This development project will have an adverse impact on the income of PAFs. Accordingly, it is the responsibility of LMRC as the owner of the project to provide adequate provisions for

restoration of livelihood of the affected families. The focus of restoration of livelihood will be to ensure that the Project Affected Persons (PAPs) are able to at least “regain their previous living standards”. The entitlement matrix proposed for this project has adequate provisions for restoration of livelihood of the affected communities. The focus of restoration of livelihoods is to ensure that the PAPs are able to at least regain their pre-project living standards. To restore and enhance the economic conditions of the PAPs, various assistances are incorporated in the Entitlement Matrix. LMRC will play a proactive role to mobilize PAPs to get some vocational skills training for the vulnerable group. Those who are unskilled and working as labourers in various establishments could be employed in construction sites. The special training programme should be conducted with the help of departments concerned of Govt. of Uttar Pradesh which is actively working for Poverty Alleviation Programmes in Slums and other localities.

Also technical support to those ready to undertake entrepreneurial activities utilizing their land acquisition & R&R benefits will be provided. For this purpose, help of local departments/NGOs could be solicited.

Chapter 5

Public Consultation

5.1 Introduction

Public consultation is a process that continuous throughout the project period ie both during project preparation and implementation and also in monitoring stages. The sustainability of any infrastructure development depends on the participatory planning in which public consultation plays a major role. Involuntary resettlement generally causes numerous problems for the affected population. These problems may be reduced to a great extent if people are properly informed and consulted about the project and allowed to make meaningful choices or preferences. This serves to reduce the insecurity and opposition to the project which otherwise is likely to occur during project implementation. The overall objective of the consultation program is to minimize negative impact in the project corridors and to make people aware of the project.

Keeping in mind the significance of consultation and participation of the people likely to be affected or displaced due to the proposed project, both formal and informal discussions were conducted with stakeholders during field visits from during the first fortnight of December 2015.

5.2 Public Consultation

Public consultation with PAFs and wider communities including local residents, shop owners was carried out along with Base-line and Socio-Economic surveys. Major focus of this consultation was information dissemination and entitlement matrix of the project. A clearer understanding of the project and its objectives makes people less antagonistic towards the project activity.

The scope of the consultation program was to minimize negative impact in the project corridors and to make stakeholders aware of the project. Keeping in mind the significance of consultation and participation of the people likely to be affected or displaced due to the project, discussions were conducted with stakeholders. In this meeting, both environmental and social issues pertaining to the project were discussed.

The public consultation program for the Project was conducted on 15th December, 2015 as per the requirements of EIB. The main objective of the workshop was to discuss with stakeholders about the policies, procedures, processes, entitlement matrix and grievance redressal mechanism that will be followed throughout the tenancy of the project.

The following key stake holders were invited through letters for the program:

- a. Sub Divisional Magistrate (SDM)
- b. Additional District Magistrate (ADM)/Land Acquisition
- c. Executive Engineer-Public Works Department (PWD)
- d. Project Affected People
- e. Residential Welfare Association

- f. Business Community
- g. Representatives of University

The venue of the public consultation program was Metro casting yard, Near Amousi airport, Lucknow. The workshop was chaired by Shri. Naveen Babu (Chief Project Manager-1, LMRC) and witnessed by Shri. Venkat Bayana of European Investment Bank (EIB). The meeting was attended by key officials of LMRC, Government representatives from revenue department like Additional District magistrate (Shri. S. Vaish), key stake holders and media persons as well as Consultant to the project viz Delhi metro Rail Corporation Ltd. (DMRC).

The program commenced with a presentation by the Consultant elaborating the salient features of LMRP, Compensation & R&R Matrix and Grievance Redressal Mechanism. After the presentation, an opportunity was given to public to express their views, concerns, and suggestions about the project and the RPF. Suggestions and issues associated with the project and RPF were collected through feedback form. The LMRC team replied to their queries and the summary of the discussion is tabulated in Table 5.1.

Table 5.1 – Issues Discussed During Public Consultation

SI.No	Issues raised by public	LMRC reply
1.	Clarification on Entitlement Matrix	<ul style="list-style-type: none"> • Provisions of Entitlement Matrix were explained to stakeholders.
2.	Compensation for encroachers on government land	<ul style="list-style-type: none"> • Cost of land will be given only to title holders. • However, cost of structure will be provided to encroachers based on Public Works Department's (PWD) valuation. • LMRC will also provide 100% solatium over and above cost of structure.
3.	Time frame for acquisition of land by LMRC	<ul style="list-style-type: none"> • The land will be acquired only after making complete payment
4.	Loss of business due to barricading	<ul style="list-style-type: none"> • The loss of business is temporary and once the Metro becomes operational it will create more business. • The barricading is necessary for safety of public and for containment of air pollution. • The barricading will be removed after the completion of work.
5.	Protection/ Renovation of Hanuman Temple at Transport Nagar	<ul style="list-style-type: none"> • LMRC saved the temple by effecting design modification. • Special measures have been to safeguard the structure during construction. • In case of damage, the temple will be renovated by LMRC.
6.	The beautification and Renovation of Sant kanwa Ram Statue	<ul style="list-style-type: none"> • Special measures have been taken to safeguard the structure during construction. • In case of damage, the temple will be renovated by LMRC.

		<ul style="list-style-type: none"> • ADM assured that if needed beautification work of the statue will be carried out by the Lucknow Nagar Nigam.
7.	Problem related to Singar Nagar Blockade from past 1 year	<ul style="list-style-type: none"> • The work in that site will be prioritised, and blockades will be removed as soon as possible.
8.	Provision of U-turn on road	<ul style="list-style-type: none"> • All existing u-turns will be retained after the completion of work
9.	Commercial space at Metro stations	<ul style="list-style-type: none"> • Final decision regarding provision of commercial space is yet to be taken.
10.	Traffic congestion	<ul style="list-style-type: none"> • All efforts are taken to minimize traffic congestion; barricading boards will be removed as soon as construction work ends.

Summary of suggestions/issues given by public through feedback form are mentioned below:

1. Provision of employment for affected families
2. Provision of public toilet facility at Metro stations
3. Provision of compensation for loss of business
4. Provision of walkway for crossing roads at station locations during construction
5. Removal of barricades from wherever work has been completed
6. Provision of street light on metro pillars

Photographs





Chapter 6

Schedule and Implementation of RAP

6.1 RAP Implementation Procedure

The proposed R&R activities are divided into three broad categories based on the stages of work and process of implementation. The details of activities involved in these three phases, i.e. Project Preparation Phase, RAP Implementation phase and Monitoring and Evaluation period are discussed in the following paragraphs.

6.1.1 Project Preparation Phase

The major activities to be performed in this period include establishment of Project Management Unit (PMU), completion of detailed technical design, identification of required land for acquisition, preparation of RAP and subsequent submission EIB's approval, appointment of consultants and establishment of GRC etc. The community consultation will be a process initiated from this stage and will go on till the end of the project.

6.1.2 Implementation stage

After the project preparation phase, the next stage is implementation of RAP which includes Identification of Cut-off date and notification for land acquisition as per the RTFCTLARRA 2013 and EIB requirement, verification of properties of affected persons and estimation of their type and level of losses, issues regarding payment of compensation/award by LMRC; payment of all eligible assistance as per Entitlement Matrix, preparations of affected persons for rehabilitation of affected persons, initiation of economic rehabilitation measures and relocation and rehabilitation of the affected persons, identity card shall be issued to all non-title PAPs within one month of declaration of eligibility list etc.

6.1.3 Monitoring and Evaluation Phase

RAP implementation will be monitored internally. Project Authority will be responsible for internal monitoring through their field level offices and will prepare quarterly reports on the progress of RAP implementation.

6.2 Implementation Schedule

Implementation of RAP consists of land acquisition, payment of compensation and R&R benefits to PAFs and implementation of income restoration measures. Consultation program will continue throughout the implementation. For civil construction, land free from all encumbrances is to be made available to the contractors. Time frame for implementation of RAP is synchronized with the proposed project implementation (construction schedule) in a way that commencement and progress of civil works is not jeopardized. A composite implementation schedule including various sub tasks and time line matching with civil work schedule is prepared and is given below. However, the sequence may change or delays may occur due to circumstances beyond the control of the Project and accordingly the time can be adjusted for the implementation of the plan.

Figure 6.1 – RAP Implementation Schedule

DESCRIPTION	2015		2016				2017		2018		
	1	1	2	3	4	1	2	1	2		
	Oct-Dec	Jan-March	April-June	July-Sept	Oct-Dec	Jan-June	July-Dec	Jan-June	July-Dec		
I. Project Preparation Phase											
Completion of Detailed Technical Design	█										
Identification of required land for acquisition		█									
Micro Plan Preparation				█							
Community/Public Consultation (during preparation, implementation and monitoring stages)					█						
Disclosure of RAP						█					
Establishment of GRC						█					
II. RAP Implementation											
Preparation of Award						█					
Valuation of Structures for Compensation						█					
LA Payment by Competent Authority								█			
Payment of all other eligible assistance								█			
Schedule of Civil Work				█							
III. Monitoring & Evaluation											
Internal Monitoring									█		
Evaluation										█	

Chapter 7

Budget for RAP Implementation

7.1 Introduction

This chapter presents an overview of the present cost estimates for land acquisition, R&R benefits and training cost etc. Land cost and replacement cost of structures are based on average circle rate of Lucknow and valuation by U.P PWD. The budget is indicative and costs will be updated and adjusted to the inflation rate as the project continues and during implementation. However, the final compensation amount for the land acquisition and structures will be determined by the competent authority appointed (Approval of District Magistrate is required as per U.P Government order even for direct purchase).

The budgetary allocation for the rehabilitation component of the project has been determined based on the anticipated impacts, entitlement options as defined in the approved entitlement matrix.

7.2 Cost Estimate

7.2.1 Cost of land

A total of 2,447.10 m² of private land will be acquired permanently. The average rate of land along the project corridor is between Rs. 70,000/- per sqm to Rs. 80,000/- per sqm on the basis of awards issued for various cases in the recent past. An additional 100% cost has been taken as solatium over and above the compensation in consideration. About 12% as interest rate will be considered in case of delay in payment of compensation. The expenditure would be **Rs. 3425.94 lakhs** for acquisition of permanent private land including solatium.

7.2.2 Cost of Structure/Immovable Property

For loss of structures, either commercial or residential, the title holders and non-title holders will be compensated at replacement cost based on valuation. The valuation will be carried out by state PWD department. The cost calculated under this head is approximately **Rs. 83.64 lakhs** including the solatium amount.

7.2.3 Resettlement & Rehabilitation (R&R) Benefits

Each displaced & affected family shall be provided with Rs. 36,000/- as subsistence allowance, resettlement allowance of Rs.50, 000/- and Rs. 50,000/- as transportation cost for shifting of household materials and belonging etc. In addition, vulnerable family among above PAF shall be paid an additional amount of Rs. 50,000/-. Out of the 43 PAFs, 3 PAFs are affected by complete loss of their residential structure. These 3 PAFs are eligible for Rs. 36,000/- as subsistence allowance, resettlement allowance of Rs.50,000/- and Rs. 50,000/-

as transportation cost. Vulnerable families among them will be paid an additional Rs. 50,000. 10 families are affected by loss of their commercial structure, out of which 6 are partially affected and the remaining 4 are fully affected. Fully affected PAFs are eligible for subsistence allowance, resettlement allowance and transportation allowance. However, those who are partially affected are eligible for only subsistence allowance to make-up for their business loss. An amount **Rs. 33.98 lakhs** has been allocated under this head.

7.2.4 Training for Up-gradation of Skills

Training provided to PAPs belonging to vulnerable group as per their choice for skill up-gradation. It is recommended to provide training to squatters, commercial owners/tenants, and wage earners for upgrade of skills. The average period of training for skill upgrade shall be one month. The total expenditure on basic orientation and skill development training per trainee has been considered Rs. 8000/-. The amount used to estimate the budget for training has been calculated on the following basis:

1. Institutional training cost –Rs. 2500/-
2. Participants lodging and boarding cost-Rs.5000/-
3. Trainer cost –Rs.1000/-
4. Raw material cost –Rs. 500/-

A provision of **Rs. 5.00 lakhs** has been made for imparting training for skill enhancement.

7.2.6 Cost of Restoration of CPRs

It is observed from the study that one public toilet and two religious structures will also be affected fully by the project. An amount of **Rs. 3 lakhs** has been considered for restoration of common property resources.

7.3 R&R Budget

The detail of R&R budget is given in Table 7.1. The total cost of land acquisition and resettlement & rehabilitation will be **Rs. 4,252.21lakhs**.

Table 7.1 – Cost of R&R

Sl.No	Description	Unit	Quantity	Rate (Rs.)	Amount (Rs. In lakhs)
1.	Cost of land	Sqm	2,447.10	70,000	1712.97
2.	Solatum 100% on cost of land	---			1712.97
3.	Cost structure, based on valuation	Lum sum			41.82
4.	Solatum 100% on cost of structure	---			41.82
5.	Compensation for temporary land	sqm	628.17	50,000	314.085

	acquisition				
6.	R&R Benefits to affected families				
a.	Subsistence Allowance	No.	43	36,000	15.48
b.	Transportation Allowance	No.	7	50,000	3.5
c.	Resettlement Allowance	No.	7	50,000	3.5
d.	Additional Benefit to Vulnerable PAF	No.	23	50,000	11.5
	Total R&R benefits				33.98
8.	Restoration of Common Property Resources	Lum sum			3.0
9.	Training Assistance	Lum sum			5.0
10.	Total				3,865.645
11.	Contingency @10% of total cost				386.564
12.	Grand Total				4,252.21

The amounts mentioned here are indicative and may change at the time of implementation.

Chapter 8

Monitoring and Evaluation

8.1 Introduction

Monitoring & Evaluation are critical activities in involuntary resettlement. Monitoring involves periodic checking to ascertain whether activities are progressing as per schedule while evaluation is essentially to assess the performance of PAPs at the end of the project. For this purpose, a monitoring and evaluation (M&E) program is required to be developed to provide feedback to project management which will help keep the programs on schedule and make them successful. Monitoring provides both a working system for effective implementation of the RAP by the project managers, and an information channel for the PAPs to assess how their needs are being met.

Monitoring will give particular attention to the project affected vulnerable groups such as scheduled castes, BPL families, women-headed households, widows, elderly and the disabled. RAP implementation will be monitored. LMRC will be responsible for internal monitoring through their field level offices and will prepare quarterly reports on the progress of RAP implementation. An Independent Evaluation Consultant may be hired by LMRC for mid and end term evaluation of RAP implementation.

8.2 Internal Monitoring

The internal monitoring for RAP implementation will be carried out by LMRC. The main objectives of internal monitoring are to:

- I. Measure and report progress against the RAP schedule;
- II. Verify that agreed entitlements are delivered in full to affected people;
- III. Identify any problems, issues or cases of hardship resulting from the resettlement process, and to develop appropriate corrective actions, or where problems are systemic refer them to the management team;
- IV. Monitor the effectiveness of the grievance system
- V. Periodically measure the satisfaction of project affected people.

Internal monitoring will focus on measuring progress against the schedule of actions defined in the RAP. Activities to be undertaken by the LMRC will include:

- I. Liaison with the Land Acquisition team, construction contractor and project affected communities to review and report progress against the RAP;
- II. Verification of land acquisition and compensation entitlements are being delivered in accordance with the RAP;
- III. Verification of agreed measures to restore or enhance living standards are being implemented;
- IV. Verification of agreed measures to restore or enhance livelihood are being implemented;
- V. Identification of any problems, issues, or cases of hardship resulting from resettlement process;

- VI. Through household interviews, assess project affected peoples' satisfaction with resettlement outcomes;
- VII. Collection of records of grievances, follow up that appropriate corrective actions have been undertaken and that outcomes are satisfactory;

Monitoring is a continuous process and will be carried out by Resettlement Specialist on regular basis to keep track of the R&R progress. For this purpose, the indicators suggested have been given in Table 8.1.

Table 8.1 - Indicators for Monitoring of RAP Progress

Indicators	Parameters Indicators
Physical	Extent of land acquired Number of structures dismantled Number of land users and private structure owners paid compensation Number of families affected Number of families purchasing land and extent of land purchased Number of PAPs receiving assistance/compensation Number of PAPs provided transport facilities/ shifting allowance Extent of government land identified for house sites
Financial	Amount of compensation paid for land/structure Cash grant for shifting Amount paid for training and capacity building of staffs Amount for restoration of CPR (Common Property Resource)
Social	Area and type of house and facility at resettlement site Number of time GRC met Number of appeals placed before grievance redressal cell Number of grievances referred and addressed by GRC Number of PAPs approached court Women concern
Economic	Entitlement of PAPs-land/cash Number of business re-established Utilization of compensation House sites/business sites purchased Successful implementation of Income Restoration Schemes
Grievance	Consultation for grievance redressal PAPs knowledge about their entitlements Cases referred to court, pending and settled Number of grievance cell meetings Number of cases disposed by SMU to the satisfaction of PAPs.

Field Offices will be responsible for monitoring the day-to-day resettlement activities of the project. Baseline socio-economic census and the land acquisition data provide the necessary benchmark for field level monitoring.

8.3 Assessment/Evaluation

As mentioned earlier, if required an independent evaluation consultant will be hired by LMRC for mid and end term evaluation. The main objectives of evaluation are to:

- assess overall compliance with the RAP
- verify that measures to restore or enhance project affected peoples' quality of life and livelihood are being implemented and to gauge their effectiveness;

The consultant will review the status of the resettlement implementation in light of the targets, budget and duration that had been laid down in the RAP. The key tasks during monitoring include:

- Review of internal monitoring procedures and reporting to ascertain whether these are being undertaken in compliance with the RAP;
- Review internal monitoring records as a basis of identifying any areas of non-compliance, any recurrent problems, or potentially disadvantage groups or households;
- Review grievance records for evidence of significant non-compliance or recurrent poor performance in resettlement implementations;
- Discussions with LMRC staff and other staffs of departments involved in land acquisition, compensation disbursement or livelihood restoration to review progress and identify critical issues;
- Survey affected households to gauge the extent to which project affected people's standards of living and livelihood have been restored or enhanced as a result of the project;
- Assess overall compliance with RAP requirements;
- Assess the resettlement efficiency, effectiveness, impact and sustainability, drawing lessons for future resettlement policy formulation and planning.

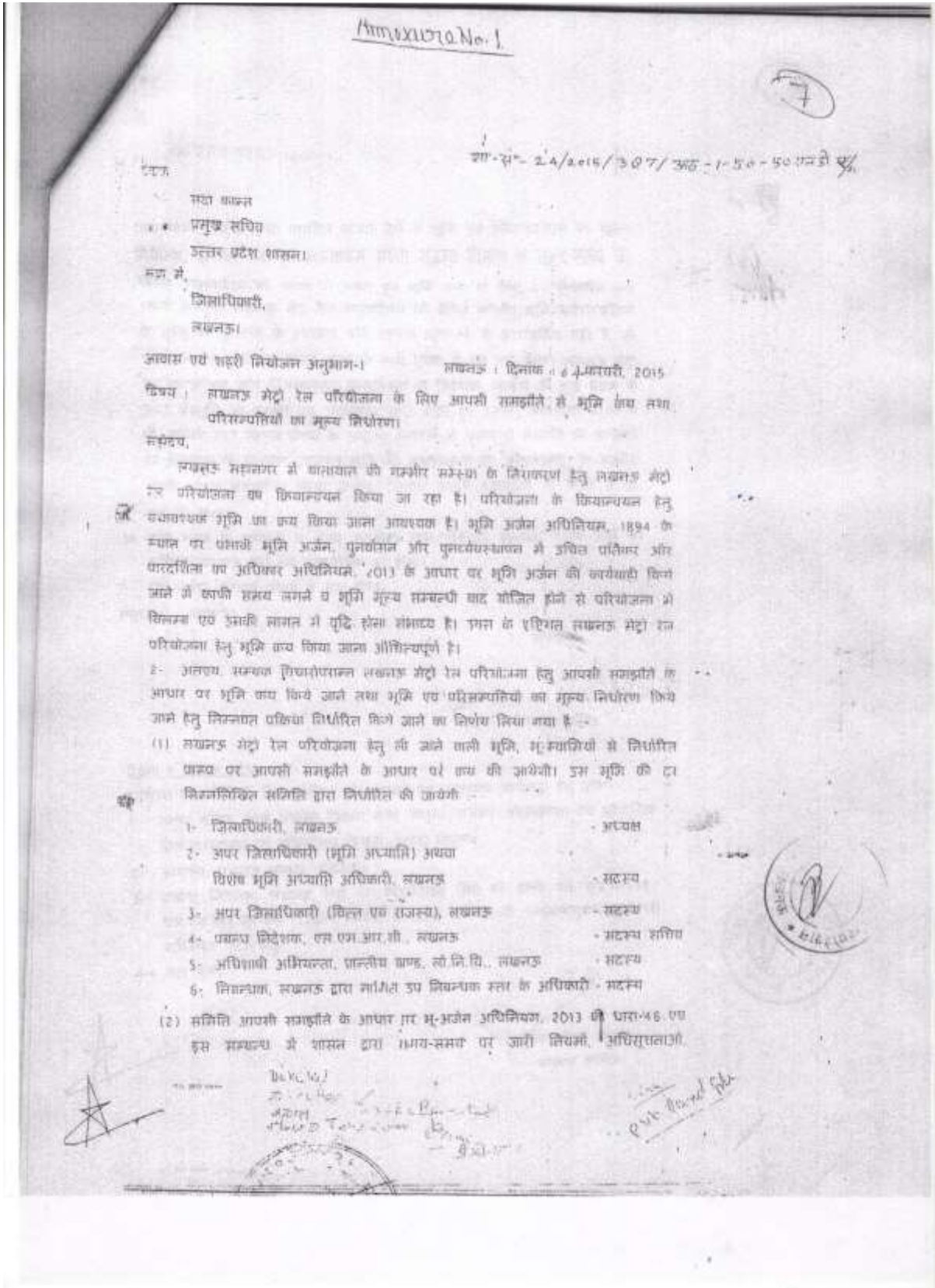
Monitoring will also pay close attention to the status of project affected vulnerable groups such as female-headed households, disabled/elderly and economically backward families (i.e., below poverty line). The following should be considered as the basis for indicators in monitoring and evaluation of the project. The list of impact performance indicators suggested to monitor project objectives is delineated in Table 8.2.

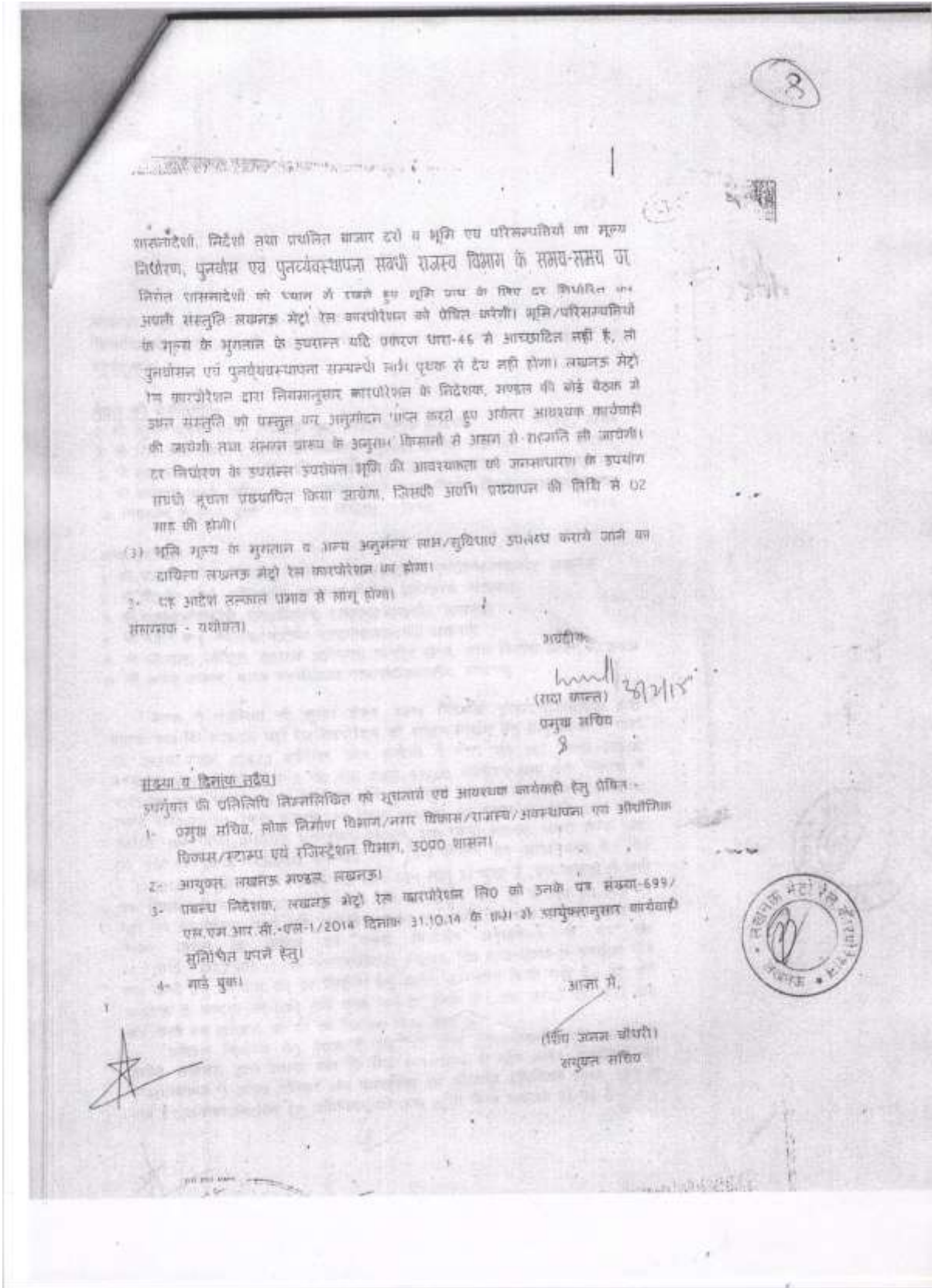
Table 8.2 - Indicators for Project Outcome Evaluation

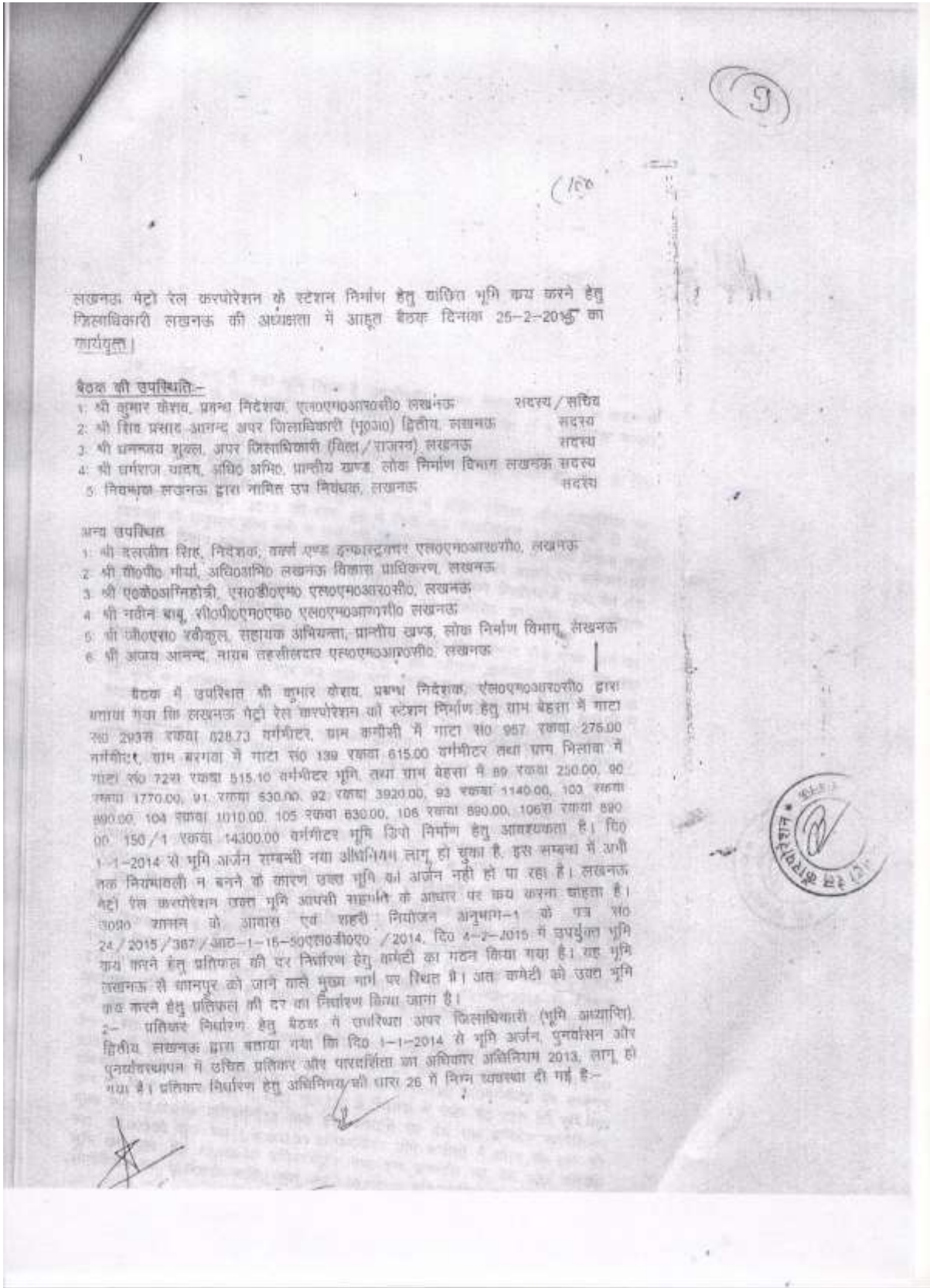
Objectives	Risk Factor	Outcomes and Impacts
<ul style="list-style-type: none"> – The negative impact on persons affected by the project will be minimized. – Persons losing 	<ul style="list-style-type: none"> – Resettlement plan implementation may take longer time than anticipated – Institutional 	<ul style="list-style-type: none"> – Satisfaction of land owners with the compensation and assistance paid – Type of use of compensation and

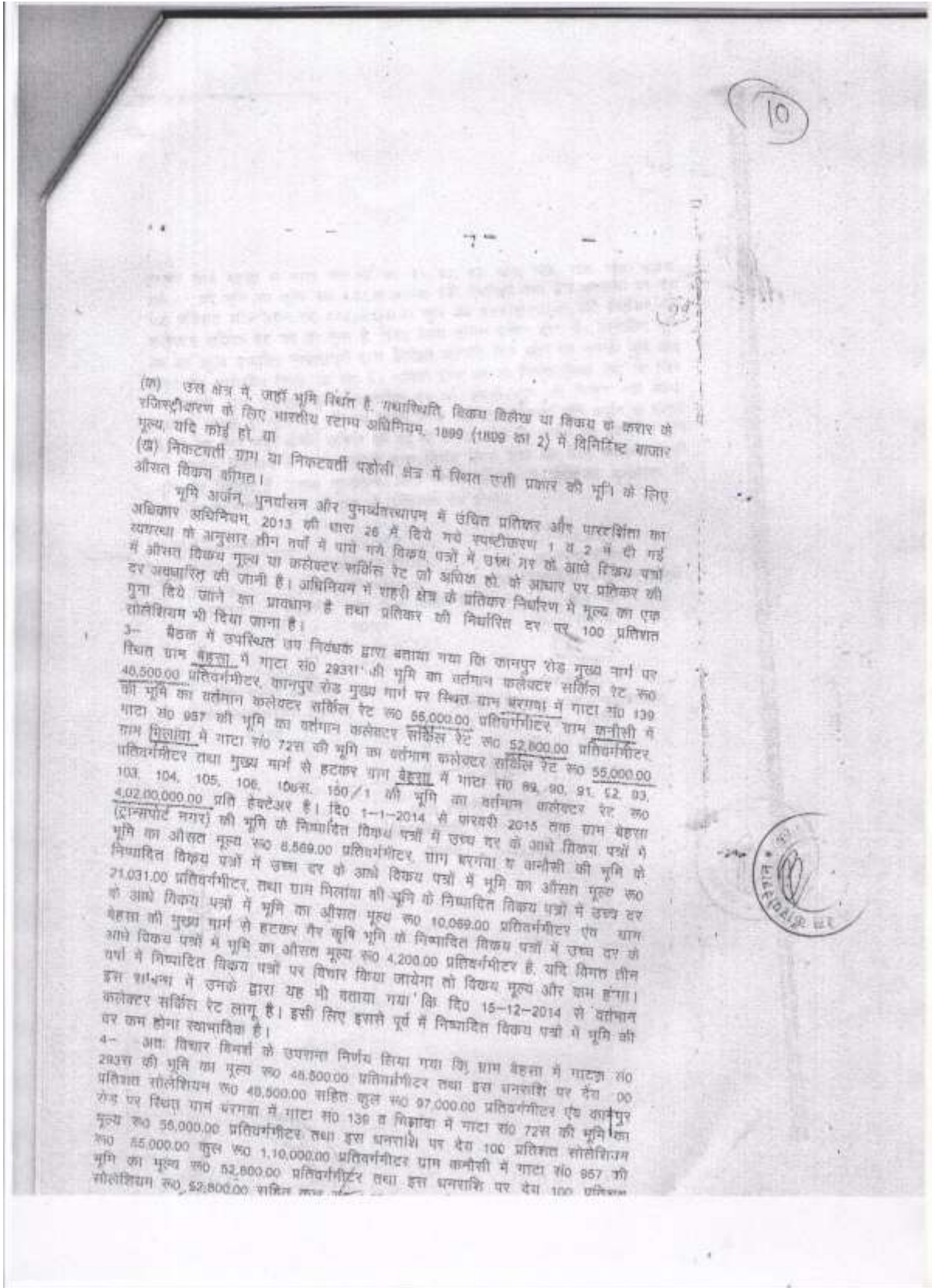
<p>assets to the project shall be compensated at replacement cost.</p> <ul style="list-style-type: none"> - The project-affected persons will be assisted in improving or regaining their standard of living. - Vulnerable groups will be identified and assisted in improving their standard of living. 	<p>arrangement may not function as efficiently as expected</p> <ul style="list-style-type: none"> - Unexpected number of grievances - Finding a suitable rehabilitation site for displaced population - PAPs falling below their existing standard of living 	<p>assistance by land owners</p> <ul style="list-style-type: none"> - Satisfaction of structure owner with compensation and assistance - Type of use of compensation and assistance by structure owner - % of PAPs adopted the skill acquired through training as only economic activity if given training - % of PAPs adopted the skill acquired through training as secondary economic activity - % of PAPs reported increase in income due to training if given training - % PAPs got trained in the skill of their choice if given training - Role of NGO in helping PAPs in selecting trade for skill improvement - Type of use of additional assistance money by vulnerable group - Types of grievances received - No. of grievances forwarded to GRC and time taken to solve the grievances - % of PAPs aware about the entitlement frame work mechanism
--	---	--

Annexure-1: Uttar Pradesh G.O & MoM of 25.02.2015









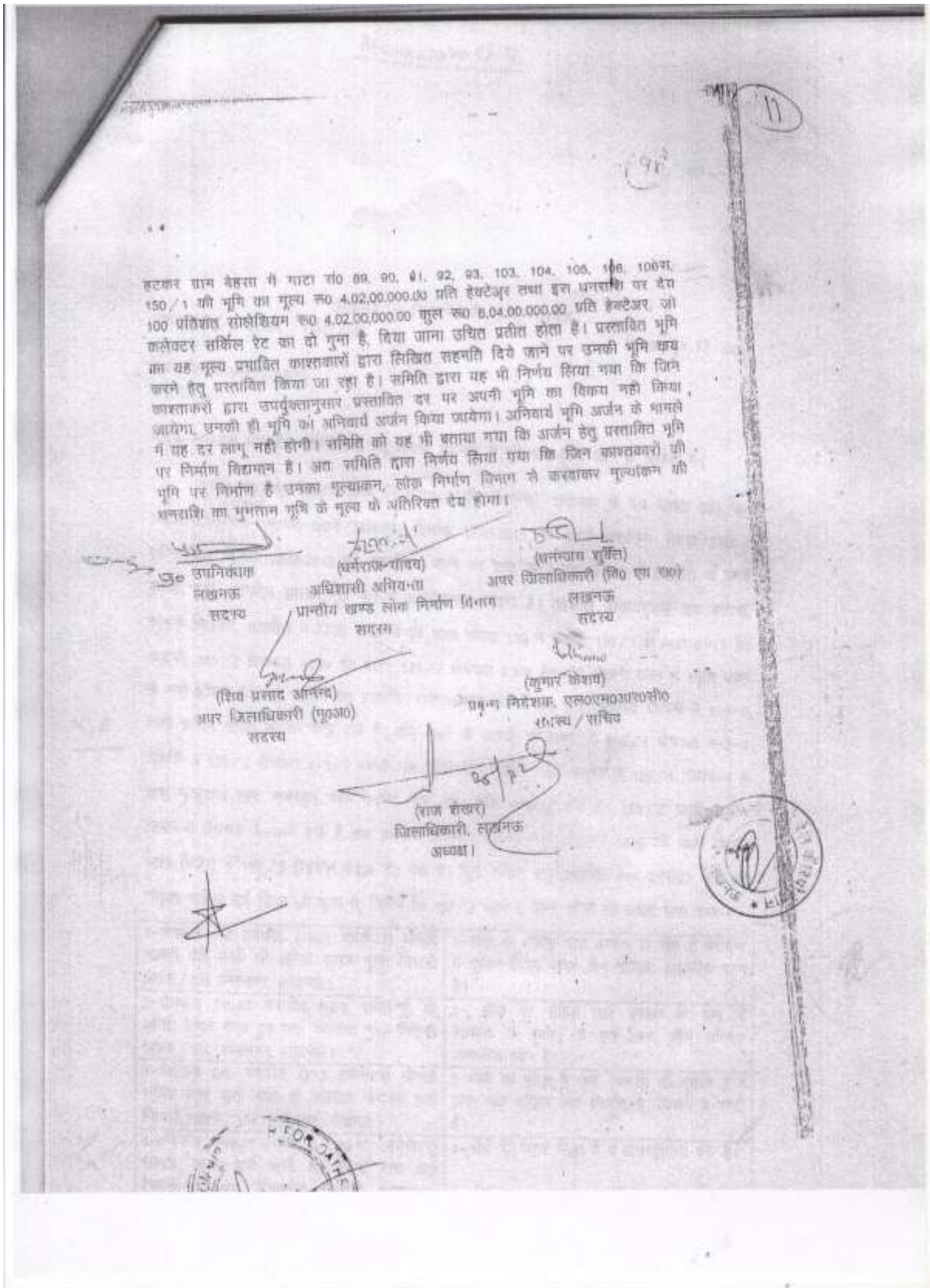
(क) उस क्षेत्र में, जहाँ भूमि विधत है, गंधारिधति, विक्रय शिलेय या विक्रय का करार के त्रिस्वीकरण के लिए भारतीय रटाम्प अधिनियम, 1899 (1899 का 2) में विनिर्दिष्ट बाजार मूल्य, यदि कोई हो, या

(ख) निकटवर्ती ग्राम या निकटवर्ती पड़ोसी क्षेत्र में विधत उसी प्रकार की भूमि के लिए औसत विक्रय कीमत।

भूमि अर्जन, पुनर्वासन और पुनर्वासन में उचित प्रतिकार और धारदेशिता का अधिचार अधिनियम, 2013 की धारा 26 में दिये गये स्पष्टीकरण 1 व 2 में दी गई स्थारथा के अनुसार तीन तर्कों में पाये गये विक्रय पत्रों में उरस गैर के आवे विक्रय पत्रों में औसत विक्रय मूल्य या कलेक्टर सकिंत रेट जो अधिष्ठ हो के अधार पर प्रतिकार की दर जसधारित की जानी है। अधिनियम में राहरी क्षेत्र के प्रतिकार निर्धारण में मूल्य का एक गुना दिये जाने का प्रावधान है तथा प्रतिकार की निर्धारित दर पर 100 प्रतिशत सोलेशियम भी दिया जाना है।

3- सैठक में उपरिधत धग निबंधक द्वारा बताया गया कि कानपुर रोड मुख्य मार्ग पर विधत ग्राम बेहसा में गाटा सं० 2931 की भूमि का वर्तमान कलेक्टर सकिंत रेट ₹० 48,500.00 प्रतिवर्गमीटर, कानपुर रोड मुख्य मार्ग पर विधत ग्राम बरगावा में गाटा सं० 139 की भूमि का वर्तमान कलेक्टर सकिंत रेट ₹० 65,000.00 प्रतिवर्गमीटर, ग्राम कानौसी में गाटा सं० 857 की भूमि का वर्तमान कलेक्टर सकिंत रेट ₹० 52,800.00 प्रतिवर्गमीटर, ग्राम भिलावा में गाटा सं० 72स की भूमि का वर्तमान कलेक्टर सकिंत रेट ₹० 55,000.00 प्रतिवर्गमीटर तथा मुख्य मार्ग से हटकर धग बेहसा में गाटा सं० 89, 90, 91, 92, 93, 103, 104, 105, 106, 106स, 150/1 की भूमि का वर्तमान कलेक्टर रेट ₹० 4,02,00,000.00 प्रति हेक्टेअर है। दि० 1-1-2014 से फरवरी 2015 तक ग्राम बेहसा (डिन्सपोर्ट नगर) की भूमि के विधारित विक्रय पत्रों में उरस दर के अरु विक्रय पत्रों में भूमि का औसत मूल्य ₹० 8,569.00 प्रतिवर्गमीटर, धग बरगावा व कानौसी की भूमि के विधारित विक्रय पत्रों में उरस दर के अरु विक्रय पत्रों में भूमि का औसत मूल्य ₹० 21,031.00 प्रतिवर्गमीटर, तथा धग भिलावा की भूमि के विधारित विक्रय पत्रों में उरस दर के अरु विक्रय पत्रों में भूमि का औसत मूल्य ₹० 10,069.00 प्रतिवर्गमीटर एवं धग बेहसा की मुख्य मार्ग से हटकर गैर धूमि भूमि के विधारित विक्रय पत्रों में उरस दर के अरु विक्रय पत्रों में भूमि का औसत मूल्य ₹० 4,200.00 प्रतिवर्गमीटर है, यदि सिगत तीन धगों में विधारित विक्रय पत्रों पर विधार किया जायेगा तो विक्रय मूल्य और धग हंगा। इस धाधन में उरुके द्वारा यह भी बताया गया कि दि० 15-12-2014 से वर्तमान कलेक्टर सकिंत रेट लागू है। इसी लिए इससे पूर्व में विधारित विक्रय पत्रों में भूमि की दर कम होना स्वाभाविक है।

4- अतः विधार विधत के उपरान्त निर्णय लिया गया कि धग बेहसा में गाटा सं० 2931 की भूमि का मूल्य ₹० 48,500.00 प्रतिवर्गमीटर तथा इस धनराशि पर देव 00 प्रतिशत सोलेशियम ₹० 48,500.00 सहित कुल ₹० 97,000.00 प्रतिवर्गमीटर एवं कानपुर रोड पर विधत ग्राम बरगावा में गाटा सं० 139 व भिलावा में गाटा सं० 72स की भूमि का मूल्य ₹० 55,000.00 प्रतिवर्गमीटर तथा इस धनराशि पर देव 100 प्रतिशत सोलेशियम ₹० 55,000.00 कुल ₹० 1,10,000.00 प्रतिवर्गमीटर धग कानौसी में गाटा सं० 857 की भूमि का मूल्य ₹० 52,800.00 प्रतिवर्गमीटर तथा इस धनराशि पर देव 100 प्रतिशत सोलेशियम ₹० 52,800.00 सहित कुल ₹० 1,05,600.00 प्रतिवर्गमीटर होगा।



Annexure-2: SIA Questionnaire

Sl. No. :

Date of collection of data:

LUCKNOW METRO RAIL CORPORATION**Social Impact Assessment Study**

(Questionnaire for collection of primary data concerning social economic conditions)

Category:

1. Residential
2. Commercial
3. Residential cum Commercial
4. Kiosk
5. Only land
6. Others

Category of PAF:

1. Titleholder
2. Encroacher
3. Tenant
4. Squatter
5. Kiosk
6. Others (specify)

IDENTIFICATION:

1. Metro Corridor Name :
2. Location :
3. Ch. Km.
4. RHS/LHS

I. CATEGORY – NON RESIDENTIAL AREA / RESIDENTIAL AREA**NON RESIDENTIAL AREA**

Number of squatters / slums with area :

Any River/ Nallah crossing /passing the corridor /HT Lines/Electric supply lines:

Temple/Mosque/Gurudwara etc.:

- a. Shop b. Hotel c. Small Eatery d. Petrol Pump e. Clinic f. Others

If other (specify):

Name of Owner: S/o

Age:..... Sex (M/F):..... Education:.....

1. Total number of manpower's:
- a. Male..... b. Female
2. Number of affected persons, due to Metro construction:
- a. Male..... b. Female

3. Did you receive any notice from LMRC, regarding the loss of property, if yes, please describe:
-

II. CATEGORY

RESIDENTIAL AREA

1. Name of person / Head of the family contacted:

(i) Age

(ii) Sex M/F

(iii) Married / Unmarried / Widowed

2. Address

House No:

Location:

Landmark:

Mobile No:

3. Family Pattern

(a) Joint

(b) Nuclear

(c) Single person family

4. Family size

Details of family members:

S. No	Name of the member	Relation-ship to HH Head	Sex	Age (years)	Marital Status	Education *	Any Disability
1							
2							
3							
4							
5							
6							
7							
8							

5. Details about Education:

1. Illiterate/literate – level of literacy-Reading/writing/upto 5th std./upto 8th std.

1. High School

2. Intermediate

3. Graduate

4. Post Graduate

5. Higher Degree holder

6. Professional Education: Law/Medical/Engineering/Management/CA/CS etc.

6. Social Groups :

1. SC 2. ST 3. OBC 4. General 5. Others
7. Religious Groups:
 1. Hindu 2. Muslim 3. Christian 4. Buddhist 5. Jain 6. Others
8. Nature of employment:
 1. Unemployed 2. Employed
 Regular employment / Irregular employment or daily wage earner
 Number of earning members in the family:
9. Annual Income of the family:
10. Household Assets
1. TV
 2. Fridge
 3. Washing machine
 4. Two Wheeler
 5. Four Wheeler
11. Name of occupation (daily wage earner/regular employment)
12. Nature of occupation:
13. Vulnerability status:
1. HH below poverty line (BPL)
 2. HH becoming BPL as a result of loss of livelihood/assets
 3. Female headed household
 4. Scheduled Caste
 5. Schedules Tribe

14. PROJECT RELATED INFORMATION

14.1 Are you aware of the proposed metro Rail Project?

Yes No

14.2 If Yes, Source of information:

1. Newspaper
 2. Radio/ TV
 3. People

14.3 What is your opinion about the project?

1. Good
 2. Bad
 3. Can't say

14.4 If good, what positive impacts do you perceive?

14.5 If bad, what negative impacts do you perceive?

15 RESETTLEMENT AND REHABILITATION

15.1 In case you are displaced (residentially where and how far you prefer to be located?)

1. Within the area
2. Outside the area

Place name:

Distance (in km.)

15.2 What do you expect from government for relocation?

1. Plot
2. Constructed building
3. Building construction assistance
4. Shifting expenses
5. Compensation at replacement cost
6. Training for skill up gradation
7. Others (Specify)

(Signature)

(Signature of the investigator)