

**Social Impact Assessment Study for proposed land acquisition for widening/improvement of MDR-66 Cart Road Tutikandi to Sanjauli via Chhota Shimla, MDR- 67 Victory Tunnel to Sanjauli via Lakkur Bazar and near Tibetan School for construction of pedestrian path, Distt. Shimla H.P.**

Himachal Pradesh Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement (Social Impact Assessment and Consent) Rules, 2015 (HPRTFCTLARR Rules 2015).

## **Draft Report**

By

PLAN Foundation HP



Submitted to

Social Impact Assessment Unit (SIAU), Fairlawn, Shimla HP

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# Glossary

- **Act** means: The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013(30 of 2013).
- **Affected Area** means such area as may be notified by the appropriate government for the purposes of land acquisition.
- **Affected Family includes:**
  - I. A family whose land or other immovable property has been acquired.
  - II. A family which does not own any land but member(s) 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 working in the affected area, for three years, prior to acquisition of the land, whose primary source of livelihood stand affected by the acquisition of 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 (2 of 2007) due to the acquisition of land.
  - IV. Family whose primary source of livelihood for three years prior to the acquisition of the land is dependent on forests or water bodies and includes gatherers of forest produce, hunters, fisher folk and boatmen and such livelihoods is affected due to acquisition of land.
  - V. A member of the family who has been assigned land by the State Government or the Central Government under any of its schemes and such land is under acquisition.
  - VI. A family residing on any land in the urban areas for preceding three years or more prior to the acquisition of the land or whose primary source of livelihood for three years prior to the acquisition of the land is affected by the acquisition of such land.

- **Agricultural Land** means land 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.
- **Below poverty line or BPL Family** refers to families falling below the poverty line as defined by the Planning Commission of India, from time to time, as well as those included in the BPL list of Himachal Pradesh.
- **Central Government** refers to Government of India.
- **Compensation** refers to the amount to be paid as compensation under various provisions of the Act 2013, for private property, structures and other assets acquired for the project, including rehabilitation and resettlement entitlements.
- **Family** includes a person, his or her spouse, minor children, minor brothers and minor sisters dependent on him: Provided that widows, divorcees and women deserted by families shall be considered as separate families.
- **Land** includes benefits to arise out of land, and things attached to the earth or permanently fastened to anything attached to the earth.
- **Land acquisition** means acquisition of land under The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act,2013.
- **Landless** means such person or class of persons who may be: Considered or specified as such under any state law for the time being in force; or In a case of landless not being specified under clause (i), as may be specified by the appropriate Government;
- **Land owner** includes any person-
  - I. Whose name is recorded as the owner of the land or building or part thereof, in the records of the authority concerned; or

- II. Any person who is granted forest rights under the Scheduled Tribes and other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 (2 of 2007) or under any other law for the time being in force; or
- III. Who is entitled to be granted Patta rights on the land under any law of the State including assigned lands; or
- IV. Any person who has been declared as such by an order of the court or authority;
- **Market value** means the value of land determined in accordance with Section 26 of the Act 2013.
  - **Notification** means a notification published in the Gazette of India or, as the case may be, the Gazette of a state and the expression “notify” shall be construed accordingly.
  - **Public purpose** means the activities specified under sub-section (1) of Section 2 of the Act 2013.
  - **Rehabilitation and Resettlement (R & R) means** carrying out rehabilitation and resettlement as per RFCTLARR Act 2013.
  - **Scheduled Areas** means the scheduled areas as defined in section 2 of the provisions of the Panchayats (Extension to the Scheduled Areas) Act, 1996 (40 of 1996).
  - **Social Impact Assessment** means an assessment made under subsection (1) of Section 4 of the Act.
  - **Social Impact Management Plan** means the plan prepared as part of Social Impact Assessment Process under sub-section (1) of Section 4 of the Act.
  - **State Government or “Government”** means the Government of Himachal Pradesh
  - **Tenants** are those persons having Bonafide tenancy agreements for three years prior to the acquisition of the land, with a property owner with clear property titles, to occupy a structure or land for residence, business or other purposes.



- **Vulnerable groups** include persons such as differently abled, widows, and women headed household, persons above sixty years of age, Scheduled Caste and Scheduled Tribes and other groups as may be specified by the State Government.
- **Women Headed Household** means a family headed by a woman and does not have a male earning member. This woman may be a widow, separated or deserted woman.



# Executive Summary

The widening and improvement of Major District Roads (MDR) 66 and 67 in Shimla, Himachal Pradesh, is a crucial project aimed at addressing the growing traffic congestion and enhancing transportation efficiency. These roads are essential to the city's infrastructure, serving as key routes for residents, tourists, and businesses. Shimla's rapid growth has led to increased demand on its road networks, which were originally designed for a smaller population and less vehicle traffic. The project includes widening road sections from Tuti Kandi bifurcation to Sanjauli Dhalli Bypass via Chhota Shimla, and from Victory Tunnel to Sanjauli Dhalli via Lakkar Bazar, along with the construction of a pedestrian path near the Tibetan School along the Chhota Shimla to Kasumpti road.

## 1.1.1 Inter-State/International Aspects

The MDR 66 and 67 projects are under state jurisdiction, fully managed by the Himachal Pradesh government, with no interstate or international impacts. All necessary precautions have been taken to ensure no adverse effects on neighboring states or countries.

## 1.1.2 Developer's Background

The Himachal Pradesh Public Works Department (HPPWD) is the agency responsible for executing this project. HPPWD has extensive experience in infrastructure development, particularly in challenging terrains. Their work enhances connectivity and promotes economic growth, especially in tourism and other critical sectors.

## 1.2 Project Rationale

Shimla's road network faces significant pressure due to increasing population and vehicle traffic, leading to chronic congestion and safety concerns. The road improvement initiative targets alleviating these issues through:

- **Reducing Traffic Congestion:** Widening roads to ease traffic flow, particularly during peak hours and tourist seasons.
- **Improving Road Safety:** Modernizing infrastructure to reduce accidents and ensure safer travel.

- **Enhancing Connectivity:** Facilitating more efficient movement between key areas of the city and improving access to essential services.
- **Supporting Sustainable Urban Development:** Meeting Shimla's evolving transportation needs as the city grows.
- **Boosting Economic and Social Benefits:** Improving transportation infrastructure to enhance local economic activities and tourism, contributing to residents' overall quality of life.

The project is justified under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement (RTFCTLARR) Act, 2013, as it meets the criteria for public purpose. A Social Impact Assessment (SIA) has been conducted in compliance with state regulations to ensure stakeholder concerns are addressed.

### **1.3 Project Details**

The project involves the acquisition of land and buildings along key routes, including areas near Tuti Kandi bifurcation to Sanjauli and Dhalli via Chhota Shimla and victory tunnel to Sanjauli Dhalli via Lakkar Bazar junction. The construction of a pedestrian path near Tibetan School to Kasumpati road is part of the safety improvements. The SIA covers these areas and provides a comprehensive evaluation of the social impacts related to the land acquisition.

### **1.4 Project Size**

The project will require the acquisition of **20,882.53 square meters** of land across 12 villages. The primary goal is road widening and infrastructure improvement to support Shimla's growing population and tourism demands. No viable alternatives have been proposed due to the critical need for this development in traffic management.

### **1.5 Environmental and Risk Consideration**

Key risks include environmental concerns related to drainage and construction in Seismic Zone IV. The project's location in a hilly region poses additional construction challenges that will require mitigation strategies.

### **1.6 Connectivity and Geographic Consideration**

Shimla's unique geography, spread over several hills, complicates construction. The area is well-connected to regional transport hubs, including **Jubbarhatti Airport** and the **Kalka-Shimla railway**, facilitating accessibility for resources and personnel.

### **1.7 Legal Framework and Land Acquisition**

The land acquisition process is governed by the **Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement (RTFCTLARR) Act, 2013**. Social Impact Assessments (SIA) and public consultations ensure community involvement and transparency throughout the project.

## **2. Study Objectives**

The primary objective of this SIA is to assess the potential **social impacts** of the project on communities, households, and businesses along the project corridor. The report also outlines the necessary steps to minimize adverse effects and provide appropriate compensation and rehabilitation to the affected population.

### **2.1 Methodology**

The SIA was carried out using a multi-method approach, which included **household surveys, stakeholder consultations, and site visits**. The SIA team worked diligently to collect relevant data and assess the impacts. **Table 2-2** lists the surveyors involved in the process, and **Figure 1** provides a flowchart illustrating the SIA process for land acquisition.

## **3 Land Assessment**

The proposed road development project in Shimla requires the acquisition of **20,882.53 square meters** (2.0883 hectares) of land across 12 villages and 378 Khasra numbers. The land will be used for road widening, construction of a pedestrian path, and other essential infrastructure improvements.

### **3.1 Land Use and Ownership**

The land includes pathways, porches, roads, stairs, and forested areas, as well as residential and commercial structures.

Ownership patterns indicate most of the land is ancestrally owned, with some tenants occupying property for residential or commercial use. Both groups will be affected by the acquisition.

The land serves dual purposes, being used for both residential and commercial activities, highlighting the need for careful consideration of its impact on families and businesses.

### **3.2 Compensation and Land Valuation**

Landowners are demanding compensation based on current market values rather than official circle rates, as the latter undervalue their properties. A lack of recent, documented land sales has led to discrepancies between market values and circle rates, which landowners feel do not reflect the true worth of their land.

In summary, the project will impact a mix of residential and commercial properties, with landowners advocating for market-based compensation due to discrepancies in official land valuations.

## **4. Estimation and Enumeration of Affected Families and Assets**

The proposed road widening and development project in Shimla will impact several families, tenants, and commercial property owners. This section provides an overview of those directly affected, including the influence of land acquisition on their livelihoods.

### **4.1 Directly Affected Persons**

- **Tenants/Occupiers:** Shimla, the largest city in the state, has a high proportion of rented households, with 64.7% of homes rented and 35.3% owned. Several of the buildings affected by the acquisition house tenants who will be impacted by the process.
- **Dependence on Land for Livelihood:** A significant number of stakeholders rely on the acquired properties for commercial activities, which form their primary source of livelihood.
- **Common Property Resources (CPRs):** No CPRs were identified on the land slated for acquisition.

## **5. Socio-Economic and Cultural Profile of Shimla**

- **Demographic:** The study analyzed the demographic profile of the affected population, including gender, age distribution, and household size.
- **Economic:** Income levels were assessed, revealing a significant portion of the population living below the poverty line. Small businesses, particularly those operating from the proposed land acquisition sites, are a primary source of income for many residents.
- **Educational:** A disparity in educational attainment between male and female PAFs was identified, with higher levels of education among women.
- **Social:** Kinship patterns, cultural practices, and community dynamics were examined. The study highlighted the significance of ancestral land ownership and the role of women in household affairs.
- **Environmental:** The quality of the living environment was assessed, considering factors such as air pollution, water quality, and infrastructure. The challenges of urbanization and environmental conservation were discussed.

Overall, the study provides a comprehensive understanding of the socio-economic and cultural conditions of the affected communities in Shimla. This information is crucial for developing effective mitigation strategies to address the potential impacts of the proposed land acquisition.

## **6. Social Impacts of MDR-66 and MDR-67 Road Project**

- **Negative Impacts:** The project is expected to have significant negative impacts on affected communities, including land acquisition, displacement, loss of livelihoods, and disruptions to daily life.
- **Positive Impacts:** Potential positive impacts include improved connectivity, economic growth, and increased tourism.
- **Public Perception:** Many affected individuals expressed concerns about the project, particularly regarding loss of property and livelihood.

- **Compensation Preferences:** Affected persons primarily demanded land as compensation and cash payments at market rates.

Overall, the project's social impacts are complex and multifaceted. While there are potential benefits, the negative consequences, especially for vulnerable groups, need to be carefully considered and mitigated.

## **7. Analysis of Costs and Benefits for MDR-66 and MDR-67 Road Widening**

- **Public Purpose:** The project serves several public purposes, including improved infrastructure, connectivity, economic growth, safety, and disaster management.
- **Alternatives:** There are no feasible alternatives to acquiring land adjacent to the existing roads.
- **Social Impacts:** The project will have significant social impacts, including displacement, loss of livelihoods, and environmental effects.
- **Mitigation Measures:** While some mitigation measures are proposed, their effectiveness is questioned, particularly regarding compensation and tenant rights.
- **Viability:** The project's viability depends on balancing the public benefits with the social costs and ensuring fair compensation and treatment for affected parties.

### **Recommendation:**

- **Proceed with Caution:** The project can proceed, but only with careful consideration of the social impacts and implementation of robust mitigation measures.
- **Prioritize Compensation:** Adequate compensation and resettlement plans are essential to address concerns raised by affected individuals.
- **Balance Public Interest:** The government should strive to balance the public interest in infrastructure development with the individual interests of those affected.
- **Continuous Monitoring:** The project's implementation should be closely monitored to ensure that mitigation measures are effective and that the public benefits are realized.

## **8. Social Impact Management Plan (SIMP)**



### Key Objectives:

- Mitigate negative social impacts of the road widening project.
- Ensure equitable outcomes for affected stakeholders.
- Preserve socio-economic well-being of impacted communities.

### Key Interventions:

- **Dispute Resolution:** Address disputes among stakeholders and ensure compensation to legal owners.
- **Compensation:** Update and increase circle rates for fair compensation.
- **Rehabilitation:** Allocate spaces for relocated businesses.
- **Environmental Mitigation:** Implement measures to prevent environmental degradation during construction.
- **Entitlement Matrix:** Develop a clear framework for compensation and rehabilitation based on legal provisions.

Overall, the SIMP aims to minimize the negative social impacts of the project while promoting sustainable development and protecting vulnerable populations.

# 1. Detailed Project Description

## 1.1 Project Background

Shimla, the capital city of Himachal Pradesh, often referred to as the "Queen of Hills," is not only a popular tourist destination but also a rapidly urbanizing center. Its scenic beauty, colonial architecture, and cultural heritage draw millions of visitors each year, making tourism one of the city's main economic drivers. However, Shimla's unique topography—characterized by steep hills, narrow winding roads, and limited flat land—poses significant challenges for urban mobility and infrastructure development.

As the population of Shimla has grown steadily, from approximately 1.44 lakh in 2001 to over 1.69 lakh in 2011 according to the Census of India (Census of India), and tourism continues to surge, the existing road network, originally designed for a much smaller population, now struggles to cope with increased vehicular traffic. The number of vehicles registered in Shimla, for example, increased by more than 50% between 2005 and 2015. This spike in vehicle numbers, especially during the peak tourist seasons, has led to frequent traffic jams, road blockages, and increased pollution. Notably, key junctions in the city such as Victory Tunnel, Lakkar Bazar, and Sanjauli often experience severe congestion, creating delays not only for residents but also for emergency services and logistics.

To address these growing pressures, the Himachal Pradesh State Government has initiated several measures, one of the most important being a road widening and improvement project on Major District Roads (MDR) 66 and 67. These roads are critical connectors for residents, tourists, and goods transport, but they are currently too narrow to handle the growing traffic volumes. The proposed project, which includes the widening of key sections, aims to alleviate congestion by expanding road capacity and improving traffic flow.

Specifically, the project will focus on two key routes: the stretch from the Tuti Kandi bifurcation to the Sanjauli Dhalli Bypass junction via Chhota Shimla and Sanjauli Chowk, and the road from Victory Tunnel to Sanjauli Dhalli via Lakkar Bazar junction and Dhalli. Additionally, this SIA also involves the construction of a pedestrian path near Tibetan school Chhota Shimla. These roads serve as lifelines for Shimla's connectivity, linking residential

areas, commercial hubs, and tourist spots. Widening these roads is expected to improve access, reduce travel time, and enhance safety for drivers and pedestrians alike.

Land acquisition is a crucial component of this project, as additional land is needed to expand these roads. This acquisition process will involve consultations with local communities and property owners to ensure that the expansion does not disproportionately affect the residents. Moreover, the government is focusing on minimizing environmental damage to the fragile Himalayan ecosystem during the construction phase. Overall, this initiative represents a critical step toward making Shimla's infrastructure more resilient to future challenges, while preserving its unique cultural and environmental heritage.

This road widening/ expansion project, while aiming to address current mobility issues, is also aligned with broader urban planning efforts to ensure Shimla's sustainable growth in the coming decades.

### **1.1.1 Inter-State/International Aspects**

MDR refers to "Major District Road," a specific roadway designation under the state government's jurisdiction. All projects associated with MDR 66 & 67, such as the current one in Shimla city, are managed and developed in accordance with the state regulations for roads within this category. The management includes considerations such as land acquisition, ensuring that there are no adverse effects on other states or international boundaries. The project is located in Shimla city, fully managed by the state government, with no implications for other states or countries. Therefore, all interstate and international aspects have been accounted for, and no cross-border issues are expected to arise from the proposed land acquisition and development.

### **1.1.2 Developers Background**

The Himachal Pradesh Public Works Department (HPPWD) is a key governmental agency responsible for the planning, construction, and maintenance of infrastructure in the state of Himachal Pradesh. This includes the development and upkeep of roads, bridges, and buildings, ensuring connectivity and infrastructure development across the state. HPPWD plays a crucial role in executing projects that support the state's economic growth, focusing on enhancing road networks, particularly in challenging terrains, to improve access to remote areas. The

department also collaborates with other state and central government bodies to implement infrastructure projects and adhere to regulations and standards. Its work is vital for promoting tourism, agriculture, and other business & social sectors by providing essential infrastructure and connectivity.

The department is responsible for the planning, construction, and maintenance of roads, bridges, ropeways, and buildings—both residential and non-residential—across various government departments in the state. Additionally, the department carries out engineering projects on behalf of local bodies, public undertakings, boards, and other institutions under the Himachal Pradesh government.

## **1.2 Project rationale and Public Purpose**

The road network in Shimla, capital of Himachal Pradesh, faces significant challenges due to the city's rapid growth in population and vehicle traffic. Originally designed to serve a smaller demographic, the infrastructure now struggles to accommodate the increased demand, leading to chronic congestion and safety concerns, particularly during peak hours and tourist seasons. This congestion impacts daily life, hinders economic activities, and strains emergency services.

To address these issues, the Himachal Pradesh State Government has proposed a major road improvement project focusing on MDR 66 and 67. The project aims to widen and enhance key road sections, specifically targeting routes from Tuti Kandi bifurcation to Sanjauli -Dhalli Bypass junction via Chhota Shimla and Sanjauli Chowk, and from Victory Tunnel to Sanjauli -Dhalli- via Lakkar Bazar junction and Dhalli. Additionally construction of a pedestrian path near Tibetan school, Chhota Shimla- Kasumpti road. The primary objectives of this initiative are to alleviate traffic congestion, improve road safety, and enhance overall transportation efficiency.

Key Rationale for the Project:

- **Alleviation of Traffic Congestion:** Expanding the road network will help reduce traffic bottlenecks and ease the flow of vehicles, particularly during Peak Hours and high-traffic Tourism time periods.

- **Enhanced Road Safety:** Upgrading the roads will address safety issues by providing better infrastructure to handle increased traffic, thus reducing the likelihood of accidents.
- **Improved Connectivity:** The project will improve access within the city, facilitating more efficient travel between major areas and essential services.
- **Support for Sustainable Urban Development:** As Shimla continues to grow, the project will support sustainable urban development by modernizing infrastructure to meet evolving demands.
- **Economic and Social Benefits:** By improving transportation, the project is expected to boost local economic activities, enhance tourism, and contribute to the overall well-being of residents.

*In line with Section 2, Sub-section 1(b) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RTFCTLARR) Act, 2013, which classifies such infrastructure projects under public purpose, the road widening initiative is justified.*

Consequently, under Rule 3 of the Himachal Pradesh Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Social Impact Assessment and Consent) Rules, 2015, a Social Impact Assessment (SIA) is required for the land acquisition process. This assessment will ensure that the project is executed with full consideration of its social impacts and stakeholders' concerns.

Overall, the proposed road widening, and improvement project represents a crucial step towards addressing Shimla's transportation challenges, supporting its growth, and enhancing the quality of life for its residents.

### **1.3 Project Details**

The proposed acquisition involves land and buildings along two major routes in Shimla city: from Tuti Kandi bifurcation to Sanjaul - Dhalli Bypass junction and from Victory Tunnel to Sanjauli Chowk via Lakkar Bazar junction and Dhalli. Additionally, there is another section at Chhota Shimla, where private land/shops in the revenue area of Chhota Shimla-Khas, near the

Tibetan School, are being acquired for the construction of a pedestrian path. Consequently, a Social Impact Assessment (SIA) has been conducted for these specific areas. Table 1-1 shows the project details.

**Table 1-1 Project details of the MDR 66 & MDR- 67 in Shimla, Himachal Pradesh**

Sr. No.	Particulars	Details as proposed
	Name of the project	Road widening/development project MDR-66 (Tuti Kandi to Sanjauli via Chhota Shimla) and MDR-67 (Victory Tunnel to Dhalli Chowk via Lakkar Bazar). Construction of Pedestrian Path near Tibetan School, Chhota Shimla.
	Area of land to be acquired	20868-58 sqm/decimeter
	Location	The proposed land is located alongside MDR-66 and MDR-67, covering key routes within Shimla city, and near the Tibetan School in Chhota Shimla for the construction of a pedestrian path.

### 1.3.1 Project Size

The **MDR 66 & 67 project in Shimla city** focuses on two major routes aimed at improving traffic flow and connectivity within the city. These routes are:

- **TutiKandi bifurcation to Sanjauli Dhalli Bypass junction** via Chhota Shimla and Sanjauli Chowk.
- **Victory Tunnel to Sanjauli- Dhalli** via Lakkar Bazar junction and Dhalli.

These two roads form a circular route around the city, resembling a balloon-like shape, which enhances connectivity between key locations of Shimla city. Additionally, the project also includes construction of a pedestrian path near the **Tibetan School in Chhota Shimla-Kasumpti Road**, aiming to improve accessibility and safety for pedestrians in this area.

The total land proposed for acquisition under this project amounts to **20,882.53 square meters**, or **2.0883 hectares**, covering **12 villages** (mentioned in revenue papers) and **378 Khasra numbers**. The acquired land will be used for widening roads and building essential infrastructure to facilitate smoother traffic flow and safer pedestrian movement.

This project is a crucial step towards addressing Shimla's growing transportation challenges, ensuring the city remains accessible and safe for residents and visitors alike.

## **1.3.2 Location**

The project is located around the Shimla city, focusing on key road sections that include route from **Tutikandi bifurcation to Sanjauli and Dhalli**, passing through both **Lakkar Bazar junction** and the **Chhota Shimla side**. These routes are vital for improving urban mobility and connectivity within the city.

### **1.3.2.1 Access to Project Area**

The project area is well connected by a comprehensive road network. Shimla, being a major tourist and administrative center in Himachal Pradesh, is easily accessible through various modes of transportation. The city is approximately **115 km from Chandigarh** and can also be reached via the **Kalka-Shimla railway**, a UNESCO World Heritage route. The nearest airport is **Jubbarhatti**, located about **20 km** from Shimla, further enhancing connectivity for both residents and visitors.

### **1.3.2.2 Physiography and Geomorphology**

The town of Shimla is situated across several hills and connecting ridges. The key hills include Jakhu (8,050 ft), Prospect Hill (7,140 ft), Observatory Hill (7,050 ft), Elysium Hill (7,400 ft), and Summer Hill (6,900 ft).

The Municipal Town of Shimla is located at 30° 6' North latitude and 77° 11' East longitude, with an average elevation of 2,397.59 meters above mean sea level (MSL). The town extends in an irregular crescent shape over 9.2 km from one end to the other, covering a total area of 19.55 sq. km. Shimla is geographically unique; if water is poured on the northern slope at the Ridge ground, it flows towards the Arabian Sea via the Sutlej River, whereas water poured on the southern slope flows into the Bay of Bengal through the Yamuna River.

### 1.3.2.3 Seismicity

Shimla town is situated in a seismic belt (Seismic Zone IV) as per IS-1893.

## 1.3.3 Capacity and Output

The project is aimed at widening of the existing road network from Tutikandi bifurcation to Sanjauli and Dhalli, passing through both Lakkar Bazar junction and Chhota Shimla to ease out traffic congestion and ensure smooth flow of Traffic.

## 1.3.4 Project cost and Risks

The concerned agency has not shared the cost of the project, whereas there is a risk of environmental degradation and ecological concerns as well loss of flora if proper measures for the conservation and protection of the environment is not taken simultaneously. There is a risk of disruptions in the drainage networks if caution is not taken during the execution phase which may further be alleviated in future with the raising of bed level of the natural streams.

## 1.4 Examination of Alternatives

As the proposal is for the widening of the existing road width for easing smooth flow of traffic and to facilitate the ease of living of the residents of Shimla town, there is no alternative available as such no alternative has been given.

## 1.5 Phases of Project Construction

TutiKandi bifurcation to Sanjauli Dhalli Bypass junction via Chhota Shimla and Sanjauli Chowk.

Victory Tunnel to Sanjauli Dhalli via Lakkar Bazar junction and Dhalli.

Construction of a pedestrian path on Chotta Shimla- Kasumpti road near Tibetan School.

## 1.6 Core Design Features, Size and Types of Facilities

Not shared by the concerned agency



## **1.7 Workforce Requirements**

Manpower will be required during the execution phase of the project, however man days are not calculated yet.

## **1.8 Details of Environmental Impact Assessment and Technical Feasibility Report**

No such report has been provided by the concerned agency.

## **1.9 Applicable Legislations and Policies**

The acquisition of land for public purposes in India is governed by specific legal frameworks that emphasize transparency and community involvement. Key among these are the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RTFCTLARR) Act, 2015, and the Himachal Pradesh RTFCTLARR Rules, 2015, which outline the mandatory processes for Social Impact Assessments and community consultations, as detailed in the following sections

### **1.9.1 Preparation of Social Impact Assessment Study**

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RTFCTLARR) Act, 2015, under Section 4, stipulates that whenever the appropriate government proposes to acquire land for public purposes, it is required to consult the relevant Panchayat or ward at the village or municipal level within the affected area. This consultation is a prerequisite for conducting a Social Impact Assessment (SIA) study, which must be carried out in collaboration with the local bodies. The process of conducting the SIA, including the methods and commencement date, is to be specified by the government through an official notification.

Furthermore, Rule 3(1) of the Himachal Pradesh RFCTLARR Rules, 2015, provides additional procedural details for the implementation of the Act within the state. According to this rule, the State Government is mandated to issue a notification to commence the SIA, adhering to the guidelines set forth in Part-B of FORM-I of the Rules. This notification must be disseminated in both Hindi and English and made accessible to the concerned Panchayat, Municipality, or Municipal Corporation. Additionally, copies of the notification should be available at the

offices of the District Collector, Sub-Divisional Magistrate, and Tehsil. To ensure wide awareness, the notification should be published in at least two daily newspapers with circulation in the affected area and prominently displayed at conspicuous locations within the impacted areas. The notification is also required to be uploaded on the State Government's official website for broader access and transparency.

These provisions are integral to ensuring that the process of land acquisition is conducted transparently and with due regard to the concerns and input of the local communities affected by such initiatives.

## **1.9.2 Process of Land Acquisition**

The process of land acquisition for public purposes is governed by a series of steps designed to ensure transparency, community involvement, and adherence to legal protocols. The following outlines the key stages in this process:

1. The government initiates the land acquisition process by conducting a Social Impact Assessment (SIA) study, in consultation with the Gram Sabha in rural areas, or with equivalent bodies in urban areas.
2. Following the SIA, the report is evaluated by an expert group consisting of two non-official social scientists, two rehabilitation experts, and a technical expert related to the project.
3. The evaluated SIA report is then reviewed by a committee to ensure that the proposed land acquisition meets the required conditions.
4. A preliminary notification indicating the government's intent to acquire the land must be issued within 12 months of the SIA report's evaluation.
5. The government then conducts a survey to determine the precise extent of land required for the project.
6. Any objections to the acquisition process are heard by the Collector. If the government is convinced of the necessity of acquiring the land for public purposes, a formal declaration to acquire the land is made.

7. Upon the publication of this declaration, the government proceeds with the land acquisition.
8. From the date of the preliminary notification, no transactions involving the specified land are permitted until the acquisition process is completed.

### **1.9.3 The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013**

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RTFCTLARR Act, 2013) was enacted to replace the Land Acquisition Act of 1894, a law originating from the colonial period. The RTFCTLARR Act represents a significant reform aimed at addressing the critical shortcomings of the previous legislation, with the intent to modernize and enhance the effectiveness of the land acquisition process. The Act seeks to balance the interests of landowners with the needs of industrialization, real estate, and infrastructure development, while ensuring transparency throughout the acquisition process.

A key feature of the RTFCTLARR Act is its emphasis on the mandatory rehabilitation and resettlement of individuals whose lands are acquired, alongside the provision of fair compensation. Notably, the Act stipulates enhanced compensation for landowners, which can amount to up to four times the market value in rural areas and up to twice the market value in urban areas, particularly in cases where land is acquired by the government for public purposes or Public-Private Partnership (PPP) projects. The Act has been widely recognized as a necessary and beneficial measure to protect the rights and interests of landholders and other affected parties.

#### **1.9.3.1 Key Features of RTFCTLARR Act**

The RTFCTLARR Act introduces significant provisions governing both land acquisition and rehabilitation and resettlement (R&R). The major changes from previous legislation include reforms in the following areas: (a) The process of land acquisition, which now emphasizes greater transparency and community involvement; (b) The rights of individuals displaced by land acquisition, ensuring stronger protections and support; (c) The method of calculating compensation, which has been revised to provide fair and enhanced compensation to affected

landowners; and (d) The mandatory requirement of R&R for all land acquisitions, which ensures that displaced persons are adequately rehabilitated and resettled.

### 1.9.3.2 Compensation to Land Owners

Compensation for land acquisition under the RTFCTLARR Act, 2013, is determined according to the provisions specified within the Act. These provisions establish a framework for calculating compensation that aims to ensure fair and adequate remuneration for landowners, reflecting the value of the land and any additional entitlements as outlined in the Act

### 1.9.3.3 Process of Rehabilitation and Resettlement

Rehabilitation and resettlement are distinct yet interconnected processes. Resettlement refers to the physical relocation of affected persons, often to a new resettlement colony, while rehabilitation pertains to the restoration of their livelihoods. Together, these processes aim to achieve comprehensive physical, social, and cultural restoration.

Under the RTFCTLARR Act, 2013, rehabilitation and resettlement (R&R) must be conducted for every land acquisition. Following the publication of the preliminary notification for acquisition, an administrator is appointed to oversee the process. This administrator conducts a survey and develops an R&R scheme, which is then reviewed by local bodies in urban areas. Any objections to the scheme are addressed by the administrator, who subsequently prepares a report for the Collector. The Collector reviews the scheme and forwards it to the R&R Commissioner for approval. Upon the Commissioner's approval, the government issues a declaration specifying the areas designated for R&R. The administrator is then responsible for executing the scheme, while the Commissioner supervises its implementation to ensure compliance with the established provisions.

## 1.9.4 HP RTFCTLARR Rules 2015

The Himachal Pradesh Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Social Impact Assessment and Consent) Rules, 2015, were notified on April 9, 2015, and published in the Rajpatra (e-Gazette) of Himachal Pradesh, in accordance with Section 112 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (Act No. 30 of 2013). These rules are applicable throughout the State of Himachal Pradesh.

The HP RTFCTLARR Rules, 2015, based on the central Act of 2013, establish the procedural framework for conducting Social Impact Assessments (SIA) in the state. Key highlights of these rules include: (A) The conduct of SIA and Social Impact Management Plans (SIMP) in accordance with Form II and III; (B) The requirement to hold public hearings; and (C) The necessity for obtaining consent. Each of these aspects is described in detail in the subsequent sections.

#### 1.9.4.1 Conducting SIA and SIMP

Form II: The Social Impact Assessment (SIA) Report must be submitted to the State Government within six months from the commencement of the assessment. This report should include a detailed account of the views expressed by the affected families, recorded in writing. Form II specifies the structure and content required for the SIA report.

Form III: The Social Impact Management Plan (SIMP) outlines the remedial measures necessary to address the impacts of the project. This plan must be submitted alongside the SIA Report and provides guidelines on the content to be included in the SIMP.

Forms II and III are provided in detail in the Appendix of this report.

#### 1.9.4.2 Conducting Public Hearing

1. Public hearings are to be organized in the affected areas to present the key findings of the Social Impact Assessment (SIA), solicit feedback on these findings, and gather additional information and perspectives to be incorporated into the final report.
2. The date and location of the public hearings must be announced and widely publicized at least three weeks in advance. This should be done through public notifications and posters in all villages within a five-kilometer radius of the proposed acquisition site, local newspaper advertisements, radio broadcasts, direct communication with Gram Panchayat or Municipal Ward representatives, and by uploading the information on the State Government's website.
3. Both the SIA Report and the Social Impact Management Plan (SIMP) must be made available in Hindi and English to the concerned Panchayat, Municipality, or Municipal Corporation at the village or ward level in the affected areas. These documents should

also be accessible at the offices of the District Collector, Sub-Divisional Magistrate, and Tehsildars, and uploaded on the State Government's website.

4. The public hearings should include representatives from the requiring body, designated land acquisition and rehabilitation and resettlement functionaries, public representatives, local voluntary organizations, and media personnel.
5. The proceedings of the public hearings must be video recorded and transcribed. Both the recording and the transcription are to be submitted along with the final SIA Report and SIMP.

#### 1.9.4.3 Consent

1. The State Government, through the concerned District Collector, is responsible for obtaining prior consent from the affected landowners as documented in Part-A of Form-IV. Concurrently, the State Government must update land records, including title and other revenue records in the affected areas. This ensures that the names of landowners, land occupants, and other relevant individuals are accurately identified for initiating the consent process and the subsequent land acquisition.

- **Consent of the Affected Landowners**

Under the **RFCTLARR Act, 2013**, consent is mandated when land is acquired for public purposes by **Public-Private Partnerships (PPP)** and private companies. However, as the **road development project on MDR-66 and MDR-67** is being undertaken by the **appropriate government authority**, consent is not required for this study.

**Section 2(2) of the RFCTLARR Act, 2013**, stipulates: "The provisions of this Act relating to land acquisition, consent, compensation, rehabilitation, and resettlement shall also apply when the appropriate Government acquires land for the following purposes: a) For public-private partnership projects, where the ownership of the land remains with the government, for public purposes as defined in sub-section (1).b) For private companies for public purposes, as defined in sub-section (1)."

## 2. Team composition, Approach, Methodology and Schedule of the Social Impact Assessment

This chapter outlines the methodological approach adopted for conducting the Social Impact Assessment (SIA) of the proposed road widening project. It details the composition of the assessment team, the specific expertise of each member, and the systematic processes employed to evaluate the social implications of the project. The rigorous methodology ensures that all relevant social factors are thoroughly examined, providing a solid foundation for informed decision-making.

### 2.1 Team Details

Table 2-1 presents the composition of the Social Impact Assessment (SIA) team responsible for conducting the study. Each member of the team is a recognized expert in their respective field, bringing extensive experience and expertise from numerous previous studies of a similar nature. The multidisciplinary nature of the team ensures a comprehensive approach to assessing the social impacts, with each expert contributing specialized knowledge critical to the successful execution of the study.

**Table 2-1 Social Impact Assessment (SIA) Team Composition and Expertise**

S. No	Name	Qualification	Gender	Expertise/Responsibility
1	Er Tarun Gupta (Team Leader)	B.Tech (AG), PG DPM, PG DMM	Male	- Senior Environment Officer, Deptt. of Environment, Science & Technology (Retd.) - Expert EIA & SIA, Report Writing
2	Mangat Chauhan.	PG PM&IR, PG Marketing Management	Male	- Impact Assessment & Community Mobilization (Project Coordinator)
3	Raman Kumar	Ph.D.	Male	- Expert in Survey & Data Analysis, Impact Assessment & Community Mobilization
4	M.R. Sharma	Bachelor's in social work	Male	- Survey & Statistical Researcher
5	Sangeeta	Master of Arts	Female	- Survey & Statistical Researcher
6	Nishima Bhardwaj	M.A Sociology	Female	- Investigator & Gender Specialist

Table 2-2 lists the field surveyors who actively participated in the primary survey for the Social Impact Assessment. These surveyors were integral to the data collection process, engaging directly with local communities to gather accurate and comprehensive information. Their efforts ensured the robustness of the primary data, which is critical to the validity of the assessment's findings.

**Table 2-2 List of Field Surveyors for the Social Impact Assessment (SIA)**

Sr. No.	Name	Qualification	Gender
1.	Kapoor Sharma	PG	Male
2.	Manish Sharma	Graduate	Male
3.	Promila Sharma	Graduate	Female
4.	Pushp Raj	PG	Male

## **2.2 Description and Rationale for the Methodology and Tools Used**

This section outlines the methodology, and tools utilized in conducting the Social Impact Assessment (SIA) for the road development, maintenance, and widening project on MDR-66 and MDR-67 in Shimla city. The chosen approach is designed to systematically evaluate the social consequences of the proposed land acquisition, ensuring compliance with the relevant legal frameworks and providing a comprehensive understanding of the potential impacts on affected communities.

### **2.2.1 Aim**

The aim of the study is to conduct a Social Impact Assessment (SIA) in accordance with the Himachal Pradesh Right to Fair Compensation and Transparency in Land Acquisition Rehabilitation and Resettlement (Social Impact Assessment and Consent) Rules, 2015, specifically for the road development, maintenance, and widening project on MDR-66 and MDR-67 in Shimla city.

### **2.2.2 Objective**

The objectives of the study are as follows:



1. Assessment of whether the proposed acquisition serves the public purpose as per the criteria listed under section 2 of the RTFCTLARR Act, 2013.
2. Estimating affected families and the number of families likely to be displaced.
3. Extent of land, public and private, houses, settlements and other common properties likely to be affected by the proposed acquisition.
4. Whether the extent of land proposed for acquisition is the absolute bare minimum extent needed for the project.
5. Whether land acquisition at alternate places has been considered and found not feasible.
6. Study of the project's social impacts, nature and cost of addressing them, and the impact of these costs on the project's overall costs of the project vis-à-vis the benefits.
7. Preparation of socio-economic and cultural profile of the affected area and resettlement site (if any) as per FORM-II of the HPRTFCTLARR rules,2015.
8. Preparation of a Social Impact Management Plan as per Form III of HPRTFCTLARR rules,2015.

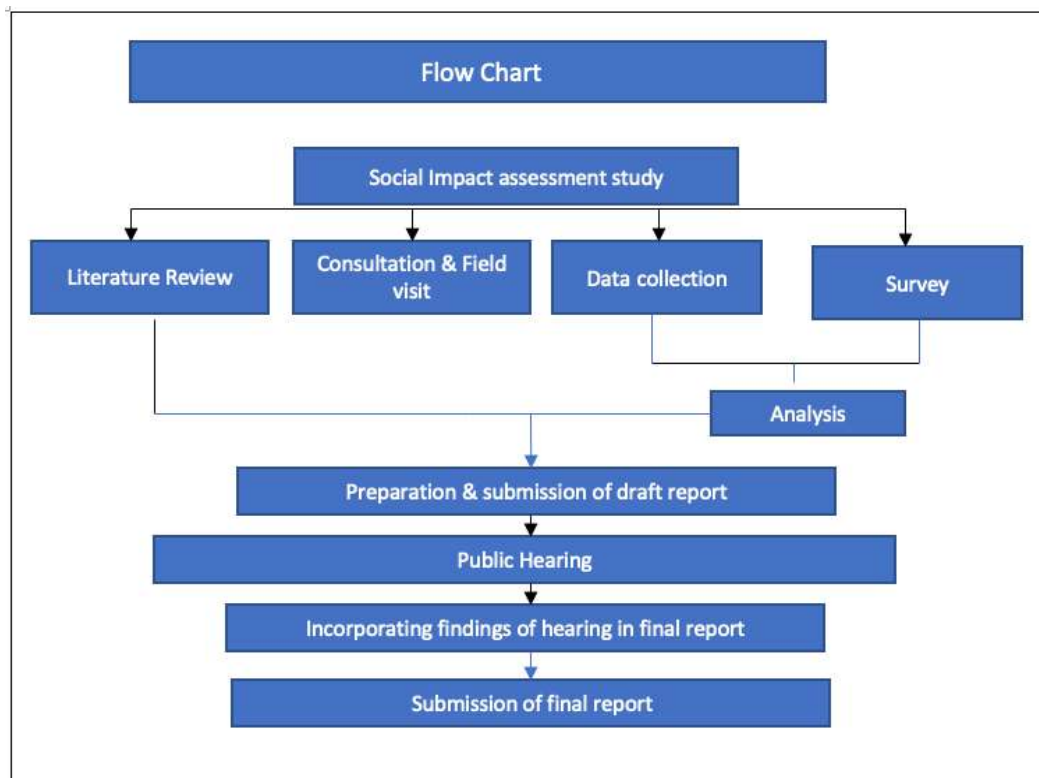
### **2.2.3 Approach and Methodology**

The methodology adopted to conduct a social impact assessment and to prepare SIMP is described below. The SIA was prepared in accordance with the RTFCTLARR Act 2013 and HP RTFCTLARR Rules, 2015. The figure below presents the methodology of the SIA study in the form of a flow chart.

#### **Process/methodology for conducting SIA study and preparation of SIMP**

1. Literature review
  - Vulnerable Groups in India – Status, Schemes, Constitutions of India (Vulnerable Groups in India).
  - Shimla Past and Present by Miyan Goverdhan Singh
  - Draft Shimla development plan
2. Consultation & field visit

- Identification of stakeholders (Primary & secondary data)
  - Field visit (site visits)
  - Consultation with stakeholders
3. Data Collection
- Secondary Data (Revenue department and PWD survey drawings)
4. Primary Data (questionnaires & FGD, field visit) 35% sample survey was conducted and pre-designed questionnaires were utilized for getting information.
5. Analysis of data collected
- Qualitative and quantitative analysis of various social, economic and environmental parameters. Analysis of primary and secondary data collected
  - Inference drawn from FGDs
  - Inference drawn from stakeholder consultations
  - Observation from site survey
6. Draft Report



**Figure 2-1 Flow chart for Conducting Social Impact Assessment (SIA) in Land Acquisition for the Widening of MDR 66 and MDR 67, District Shimla, Himachal Pradesh**

## 2.2.4 Rationale for the Methodology

Carrying SIA is a time-bound study and concerns the interest of people who are financially, economically, and socially dependent on the land getting acquired for the upcoming project. Therefore, the above methodology has been adopted to carry out the study and ensure a humane, participatory, informed, and transparent land acquisition process for the land widening of MDR 66 and MDR 67 along with construction of pedestrian path near Tibetan School on Chhota Shimla - Kasumpati road. This methodology safeguards adequate provisions for such affected persons for their rehabilitation and resettlement and for ensuring that the cumulative outcome of the acquisition should be that affected persons become development partners, leading to an improvement in their post-acquisition social and economic status.

### 2.2.4.1 Identification of the Stakeholders to be Consulted for SIA

A comprehensive list of stakeholders who would be directly or indirectly affected by the project was prepared and categorized into three broad groups:

- 1. Primary Stakeholders:** These include the titleholders of the land to be acquired, their families, and others with any form of dependency on the land being acquired.
- 2. Secondary Stakeholders:** This group includes business entities, civil societies, NGOs, and local residents who may be indirectly affected by the acquisition.
- 3. Institutional Stakeholders:** Government and semi-government institutions such as Panchayats, the District Commissioner's Office, and local law enforcement agencies fall into this category.

Following the identification of stakeholders, a desk review was conducted, focusing on documents such as the RTFCTLARR Act 2013, HP RTFCTLARR Rules, 2015, district census data, and other relevant government and non-government sources. This review provided critical insights into the socio-economic conditions of the project area and informed the subsequent phases of the SIA.

## 2.3 Tools to Collect Information for the Social Impact Assessment

Data collection for the SIA involved both primary and secondary sources to ensure a comprehensive understanding of the potential social impacts. The tools and methods used are detailed below:

### 1. Data from Secondary Sources:

- Secondary data was gathered from census reports, statistical handbooks, and other relevant literature. This information complemented the primary data and provided a baseline understanding of the physical, social, economic, and cultural context of the project area.

### 2. Primary Source:

- **Household Surveys:** Structured questionnaires were used to gather detailed information from affected households.
- **Field Visits:** Direct observations and interviews conducted during site visits provided additional context and data.
- **Focus Group Discussions (FGDs):** FGDs were conducted to gather qualitative data and to facilitate discussions among stakeholders about the potential impacts of the project.

### 3. Preparation of Study Tools:

- A structured questionnaire was developed to collect both qualitative and quantitative data from primary stakeholders. This questionnaire was pre-tested, refined, and administered by trained surveyors.

### 4. Primary Survey:

- The survey focused on collecting data on household characteristics, socio-economic profiles, occupation, income, and the potential impact of the project on affected families. Open-ended questions were included to capture the opinions and views of the respondents.

## **5. Focus Group Discussion:**

- FGDs were conducted with various stakeholders, including community leaders and representatives, to identify the perceived impacts of the project and gather suggestions for enhancing positive outcomes and mitigating negative impacts.

## **6. Supervision of Data Collection and Ground Verification:**

- Core team members supervised the data collection process, and ground verification was conducted for a sample of households to ensure the accuracy and reliability of the data.

## **2.4 Sampling Methodology**

The SIA team conducted a random survey of the affected households, covering 68 households (HH) as listed by the revenue department. The data collection process employed both quantitative and qualitative techniques to gather comprehensive insights.

### **1. Quantitative Techniques:**

- Pre-tested structured questionnaires were used for the household survey among primary stakeholders.

### **2. Qualitative Techniques:**

- The qualitative techniques included Participatory Rural Appraisal (PRA), Livelihood Analysis, Preference Ranking, Focus Group Discussions (FGDs), and Public Consultations.

## **2.5 Overview of Information and Data Sources Used**

The SIA and Social Impact Management Plan (SIMP) were prepared based on data and statistics from a variety of sources, including field visits, stakeholder consultations, and existing documents such as the RTFCTLARR Act 2013 and HP RTFCTLARR Rules, 2015. The following data sources were utilized to collect the necessary information:

### **1. Government Reports and Literature:**

- Official documents and reports provided a wealth of secondary data, including demographic, economic, and social information.

## 2. Field Surveys and Site Visits:

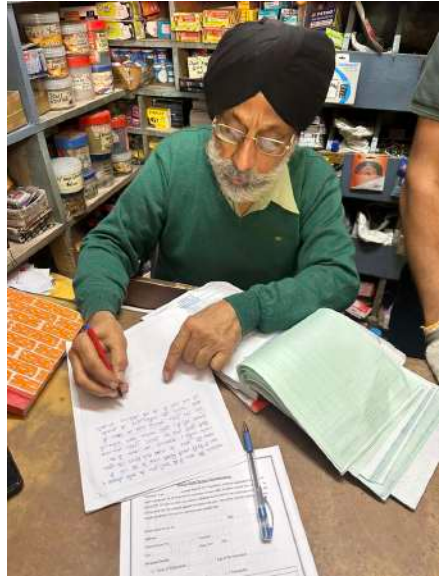
- Primary data was collected through direct interaction with affected families and other stakeholders, providing valuable insights into the local context and the specific impacts of the project.

## 3. Stakeholder Consultations:

- Input from stakeholders, gathered through FGDs, public consultations, and interviews, was critical in shaping the SIA and SIMP.

Some picture taken during survey.





### 3. Land Assessment

This chapter provides a detailed analysis of the land that is proposed to be acquired for the road development, maintenance, and widening project on MDR-66 and MDR-67 in Shimla city. The analysis utilizes available maps, land inventories, and primary data sources, including surveys, to explore the nature, current use, and classification of the land. Additionally, the chapter examines the ownership patterns, land transfers, and land usage trends over the past three years.

#### 3.1 Information from the Land Inventories and Primary Sources

The table below provides a detailed breakdown of the land proposed for acquisition for the improvement and widening of MDR-66 and MDR-67 in Shimla city, highlighting the intended use for various project activities:

**Table 3-1 Total Land and Khasra number to be acquired for project MDR-66 & 67 in Shimla, Himachal Pradesh**

Sr. No.	Name of district	Name of Tehsil	Village/Mohal/up-mohal	Total Kita	Area Sq/m
1	Shimla	Shimla (U)	Up-Mohal Chhora Maidan	15	2133-62
2			Krishna Nagar	94	3368-70
3			Bazar Ward Chhota Shimla	30 (Salam 15 batta 15)	477-50
4			Up-Mohal Bemloe	3	455-58
5			Up-Mohal Chhota Shimla Khas	9	303-11
6			Mohal Upper Kaithu	47 (Salam 21 Batta 26)	2585-25
7			Up-Mohal Tara Hall	76 (Saalam 51Batta 25)	4775-91
8			Up-Mohal Kali Bari	16	2446-52
9			Up Muhal Ward Lakkar Bazar	31 (Salaam 17Batta 14)	1274-26
10			Up-Mohal Shankli	24 (Saalam 8 Batta 16)	1720-07
11			Muhali Sanjauli Chowk	24 (Saalam 14 Batta 9)	495-07



12			Up-Mohal US CLub	10	780-84
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The following table outlines the total land area that will be acquired for the construction of a pedestrian path near the Tibetan School in Chhota Shimla, Himachal Pradesh. This acquisition is essential to enhance pedestrian safety and accessibility in the area.

**Table 3-2 Total Land to be Acquired for the Construction of a Pedestrian Path Near Tibetan School in Chhota Shimla, Himachal Pradesh**

Sr. No.	Name of district	Name of Tehsil	Village/Mohal/up-mohal	Total Kita	Area Sq/m
1.	Shimla	Shimla (U)	Up-Mohal Chhota Shimla	2	12-60

### **3.2 Entire Area of Impact Under the Influence of the Project**

The primary areas under the influence of this road development and widening project are the stretches of MDR-66 and MDR-67 and the region near the Tibetan School in Chhota Shimla. Specifically, the project impacts:

1. MDR-66 (Tuti Kandi to Sanjauli Dhalli Bypass Junction via Chhota Shimla): This road section is a key connector in Shimla city, and the proposed widening will directly impact the land and properties alongside this route. The acquisition in this area focuses on enhancing traffic flow by creating more lanes and improving road infrastructure.
2. MDR-67 (Victory Tunnel to Sanjauli Dhalli via Lakkar Bazar Junction): Another crucial road stretch forming part of Shimla's main traffic corridors. Widening and road improvements here will ease congestion and improve access to key parts of the city.
3. Tibetan School, Chhota Shimla: The area around the Tibetan School will be affected by the construction of a pedestrian path. The proposed pedestrian walkway will improve safety for schoolchildren and local residents, ensuring a safer environment for pedestrians along this busy section of the road.

Scope of Acquisition:

1. Land Acquisition: The acquisition is limited to the land necessary for road widening and the construction of essential infrastructure like the pedestrian path. The total land acquired for these purposes amounts to 20,882.53 square meters (2.0883 hectares).
2. No Extra Acquisition: Beyond the areas mentioned, there is no additional land acquisition anticipated for this project. The agency has not notified or indicated any requirement for extra land beyond the scope of the current project.

### **3.3 Total land requirement for the project**

The total land proposed for acquisition under this project amounts to 20,882.53 square meters, or 2.0883 hectares, covering 12 villages and 378 Khasra numbers. This land will be used for road widening and the construction of essential infrastructure to ensure smoother traffic flow and safer pedestrian movement.

### **3.4 Present Use of Any Public, Unutilized Land in the Vicinity of Area**

It emphasizes that there is no public land available in the area surrounding the proposed site for acquisition. Public land refers to government-owned land, and if any such land were unutilized (not being used for any other purpose), it might have been considered for the project. However, in this case, no such land is available.

The land acquisition is intended specifically to widen MDR 66 and 67. This road likely needs to be expanded to meet transportation, safety, or infrastructure demands, and this expansion can only happen on or adjacent to the existing road. Since the road has a fixed route, any land required for widening must be located directly along this route.

Given that the project must be carried out along MDR 66 and 67, and no alternative public land is available in the vicinity, the acquisition of the specified land becomes essential. It rules out the possibility of considering other public lands, even if such lands existed elsewhere, as they would not be on or near the road itself.

In summary, the need for land for the MDR 66 and 67 widening project is dictated by the lack of alternative public land in the area, combined with the fact that the land must be situated directly on or adjacent to the existing road.

### **3.5 Land Already Purchased, Alienated, Leased/ Acquired, and Intended Use for Each Plot of Land Required for The Project**

It is clear that no land has previously been purchased, alienated, leased, or acquired for this project. This means that none of the land parcels needed for the widening of MDR 66 and 67 have been subject to any prior legal processes, transactions, or agreements that would have designated them for the project. Essentially, this implies that all the land required for the road widening still needs to be acquired through appropriate legal and administrative procedures.

The intended use for all the plots of land being proposed for acquisition is exclusively to widen the road and construction of a pedestrian path. There is no alternative or secondary use planned for these plots, and the sole reason for acquiring them is to increase the width and capacity of MDR 66. This reflects a focused and clear objective behind the acquisition process, ensuring that the land will be used strictly for public infrastructure development.

Each khasra or plot that is being proposed for acquisition is intended for this singular purpose. This further reinforces the idea that all of the identified land parcels are to be used solely for the road-widening project and construction of a pedestrian path. There are no additional or unforeseen plans for the land, and each plot is earmarked specifically for the expansion of MDR 66.

The main goal of the project is the widening of MDR 66 and 67. This is important because it means that the land will be used to improve an already existing road infrastructure, rather than for the creation of a new road. Widening an existing road typically involves expanding the lanes or creating additional space for improved traffic flow, which in turn might enhance safety and accommodate growing transportation needs.

In summary, the statement highlights that no previous actions have been taken concerning the land needed for the project. The specific plots identified for acquisition are intended solely for the purpose of widening MDR 66 and construction of a pedestrian path, ensuring that the project remains focused on infrastructure enhancement without involving unnecessary or unrelated land use.

### **3.6 Quantity and Location of Land Proposed to be Acquired for the Project**

The total land proposed for acquisition under this project amounts to **20,882.53 square meters, or 2.0883 hectares**, covering **12 villages** and **378 Khasra numbers**.

### **3.7 Nature, Present Use and Classification of Land**

The total land under this acquisition encompasses a variety of uses, including pathways, roads, small porches in front of homes, stairs, and forested areas. However, it also includes several building structures used for residential and commercial purposes. The complete list of each Khasra and land use is provided in the annexure of this report.

### **3.8 Size of Holdings, Ownership Patterns**

The total land which is under proposed acquisition is majorly ancestrally passed to the next generation, and tenants are also in possession for residential as well as commercial purposes.

- 1. Ancestral Ownership:** The majority of the land being considered for acquisition has been passed down through generations within families.
- 2. Tenant Possession:** In addition to ancestral ownership, there are tenants who currently occupy and use the property for residential as well for commercial usage. These tenants are living or conducting business, and they have certain legal or informal rights of possession.
- 3. Dual Usage (Residential and Commercial):** The land serves a mixed-use purpose. It is being utilized for both residential living (where people have their homes) and commercial activities (such as shops, businesses, or other commercial enterprises).

The overall situation indicates that the proposed acquisition will impact both families who have long-standing claims to the land and tenants who use it for living and business purposes. These factors need to be addressed.

### 3.9 Land Distribution and Number of Residential House Being Acquired

The total land proposed for acquisition under this project amounts to **20,882.53 square meters**, or **2.0883 hectares**, covering **12 villages** and **378 Khasra numbers**. The details of the structures proposed to be acquired is given in the table below:

**Table 3-3 Overview of Residential and Commercial Structures Affected by Land Acquisition under project MDR 66 & 67 in Shimla, Himachal Pradesh**

Mohal/Up-Mohal	No. of Khasra Entry	Land use type
Tara Hall	9	Residential and commercial building
Krishna Nagar	27	Residential, Commercial building and toilets
Bazar ward Chhota Shimla	15	Residential, Commercial building and toilets
Up Mohal Chhota Shimla	2	Residential, commercial building
Kaithu	8	Residential, commercial building
Kalibari	4	Residential and toilets
Lakkar Bazar	5	Residential, commercial building and toilets
Shankli	1	Residential
Sanjauli	13	Residential, commercial building
US Club	1	Pehra Ghar

### 3.10 Land Prices and Recent Changes in Ownership and Transfers

The classification of land category for calculation of compensation is given as under:

- 1. Category-I (0-25 mtr):** Property/Land in which any point of the concerned Khasra Number or part thereof is land up to a distance of 25 meters from a road.
- 2. Category-II (20% < Base Rate) (25-50 mtr):** Property/Land in which no point of the concerned Khasra Number or part thereof is 25 to 50 meters from such road.
- 3. Category-III (40% < Base Rate) (50-100 mtr):** Property/Land in which no point of the concerned Khasra Number or part thereof is 50 to 100 meters from such road.

4. **Category-IV (50% < Base Rate) (100-1000 mtr):** Property/Land in which no point of the concerned Khasra Number or part thereof is 100 to 1000 meters from such road.
5. **Category-V (60% < Base Rate) (>1000 mtr):** Property/Land in which no point of the concerned Khasra Number or part thereof is 1000 meters or more from such road.

The owners demand the present market rates instead of circle rates because they highlighted discrepancy between official land valuation and actual market conditions.

1. **Lack of Recent Land Sales Registration:** Over the years, formal transactions involving the sale or transfer of land in the area have not been properly carried out/registered or documented. As such the circle rates are far below than the prevailing market rates.
2. **Owner's Demands:** The landowners, aware of the true market value of their properties, are demanding compensation based on the current market rate rather than the official circle rate. They feel that being compensated at the circle rate would undervalue their land and result in unfair compensation, as the official rate does not reflect the land's actual worth in today's market.

The SIA team did not come across any changes in the ownership over a period of last three years.

## 4. Estimation and Enumeration of Affected Families and Assets

This chapter provides an estimation and enumeration of the families and individuals directly and indirectly affected by the proposed land acquisition for the road widening and development project. It outlines the impact on both private and common properties, as well as public land use dependencies in the affected areas. The chapter also details the extent of land acquisition's influence on local communities, drawn from the data collected through a comprehensive primary survey. The analysis aims to highlight the socio-economic changes that may arise from the acquisition, offering a clear picture of the affected populations.

### 4.1 Directly Affected Persons

#### 4.1.1 Tenants/Occupiers

Shimla is the largest city in the state, and many residents live in rented houses. Several buildings affected by acquisition also house tenants who will be impacted by this process. The details are provided in the figure below:

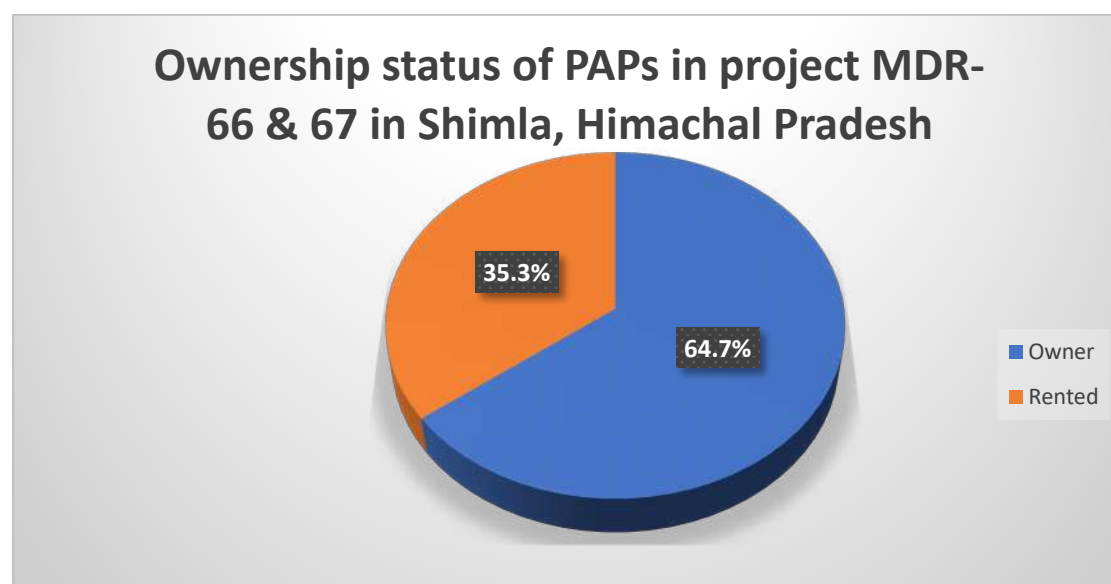


Figure 4-1 Ownership status of PAPs in project MDR 66 & 67 in Shimla, Himachal Pradesh

### **4.1.2 Dependence on Common Property Resources (CPRs)**

During survey, no CPRs were found on the land proposed to be acquired.

### **4.1.3 Dependence of Land for Livelihood**

Majority of the primary stakeholders and tenants are dependent upon the properties proposed for acquisition which are being utilized by the stakeholders for commercial activities and earning livelihood.



## 5. Socio-Economic and Cultural profile

This chapter provides an in-depth analysis of the socio-economic and cultural characteristics of the affected communities in the project area. The information presented here is crucial for understanding the demographic structure, income sources, occupational patterns, education levels, and cultural practices of the population that may be impacted by the proposed land acquisition. Additionally, the chapter examines community infrastructure, social networks, and cultural heritage, which together offer a comprehensive overview of the social dynamics and livelihoods at stake. Data was collected through a combination of primary surveys, focus group discussions, and secondary sources, ensuring a holistic understanding of the population and its potential vulnerabilities.

### 5.1 Demographic Profile of the Project Affected Peoples in Project Area

As part of the SIA, the team conducted a random survey involving a total of 68 households to gather data on the potential social and economic impacts of the proposed land acquisition. The primary survey aimed to capture the views, concerns, and overall impact on the local population.

**Table 5-1 Demographic profile of the people directly affected by the project**

Mohal/up-mohal	Male	Female	Child 0-5	Total	No. of HH
Sanjauli Chowk	15	14	2	29	6
Chhota Shimla	19	18	1	37	12
Choura Maidan	6	8	0	14	6
Upper kaithu	7	13	0	22	3
Tara Hall	12	20	0	32	6
Shankli	14	0	0	14	2
Lakkar Bazar	5	12	0	17	3
Krishna Nagar	86	81	7	167	30
Total	164	176	10	350	68

## 5.2 Income and Poverty Levels

In the survey conducted among the affected households, income distribution revealed that approximately 50% of the population resides within the annual income bracket of ₹1.5 lakh to ₹6 lakh. Additionally, 15% of households fall within the ₹6 lakh to ₹10 lakh range, while 18% report an annual income exceeding ₹10 lakh. Notably, 17% of households are categorized as living below the annual income threshold of ₹1.5 lakh. This demographic analysis indicates that low-income households are likely to experience more pronounced adverse effects resulting from the acquisition, underscoring the need for targeted mitigation strategies to support these vulnerable populations.

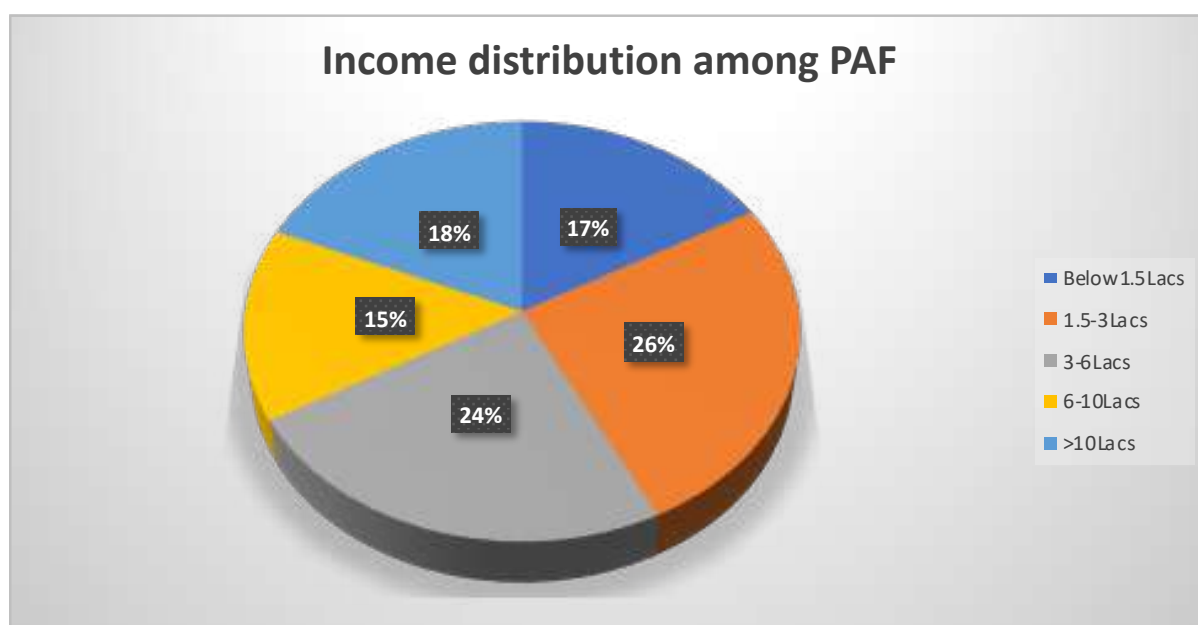


Figure 5-1 Income Distribution of Affected Households

## 5.3 Literacy Status of PAFs

Findings from the survey indicate a significant disparity in educational attainment between male and female PAFs in Shimla. While a majority of both male and female PAFs have completed at least a high school education, a notable percentage of individuals, particularly among males, have lower levels of education. **75% of female PAFs reported having completed education from high school to university level, compared to 69% of male PAFs.**

Furthermore, **25% of female PAFs** indicated having some education below high school or being illiterate, while **31% of male PAFs** fell into this category. This suggests that a higher proportion of male PAFs have limited formal education compared to their female counterparts.

A breakdown of educational categories reveals that male PAFs have a higher percentage of individuals with below high school, high school graduate, and diploma qualifications. However, female PAFs surpass male PAFs in terms of post-graduation education. This suggests that while male PAFs may have a higher overall educational attainment, female PAFs are more likely to pursue advanced studies. Figure 5.2 provides a visual representation of these findings, further highlighting the disparities in educational status among PAFs in Shimla.

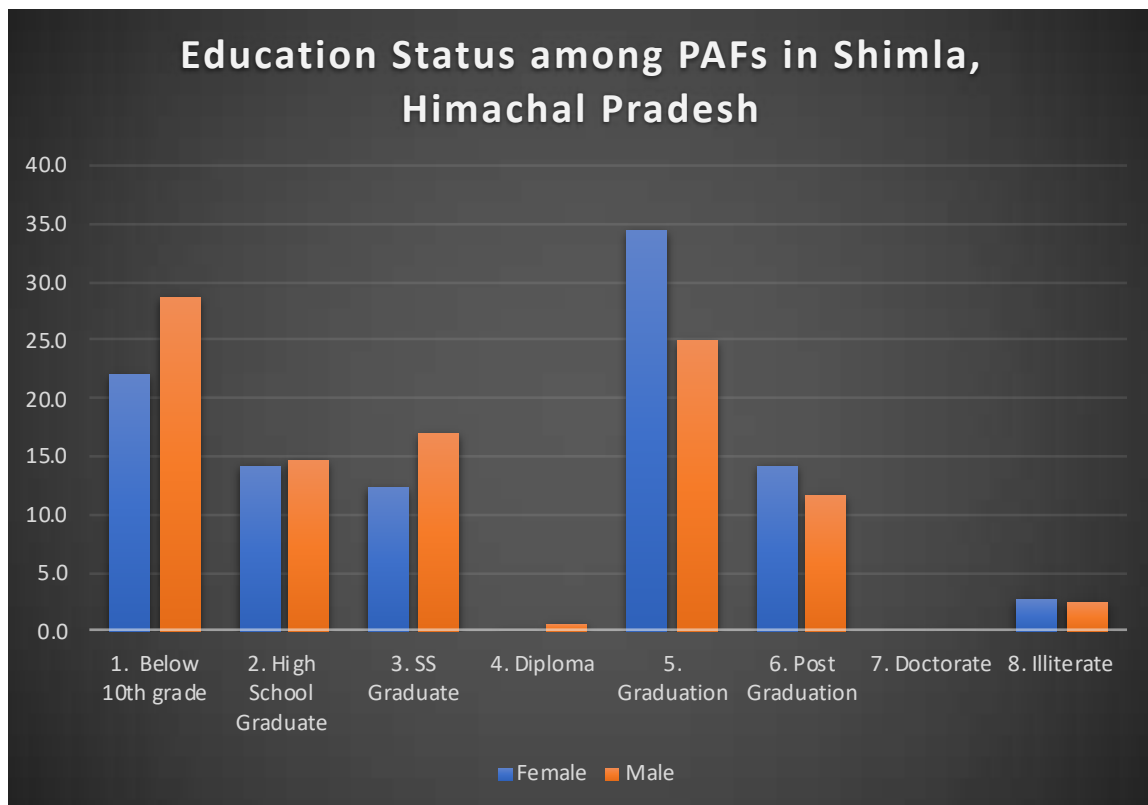


Figure 5-2 Education Status (%) among PAFs in Shimla, Himachal Pradesh

## 5.4 Vulnerable Group

The tenants and some of the landowners are running small businesses on the properties in question. These businesses are informal or micro-enterprises, such as local shops, small retail

outlets, food stalls, or other service-oriented ventures that serve the immediate community. The income generated from these businesses is minimal, meaning these individuals are likely earning just enough to cover basic living expenses. These small businesses are the primary or only source of income for the families involved. The individuals operating these businesses are likely to depend entirely on the daily revenue generated to support themselves and their families. Any disruption to their business would have a direct impact on their ability to meet essential needs.

Without adequate compensation or support, these families may struggle to find new means of livelihood. The impact could be long-term, as they might face difficulties in rebuilding their businesses elsewhere, or in securing alternative employment due to limited skills or financial resources. This situation can lead to heightened economic vulnerability, pushing these families into poverty.

## **5.5 Kinship Patterns**

In Himachal Pradesh, land rights are transferred only from one generation to the next. According to state regulations, migrants are not permitted to purchase land in Himachal Pradesh. Consequently, land in this region is typically ancestral property and is distributed equally among legal heirs unless otherwise specified by a Will.

Women play a crucial role in family affairs, and most household tasks are carried out by women. However, the economic value of these tasks is not typically recognized or accounted for.

In Shimla city, the situation is further complicated by the presence of many properties that date back to the pre-independence era. Numerous individuals have occupied these properties and assert their rights over them, resulting in complex property rights cases. This historical context adds layers of complexity to property ownership and claims in Shimla.

## **5.6 Administrative, Political, Cultural, and Civil Society Organizations**

Shimla is the capital city of the state Himachal Pradesh. So, all the major administrative divisions, and political organizations, cultural and civil society organizations present and play a crucial role in any developmental/government policy formation so the land acquisition

process and the Social Impact Assessment (SIA) for projects like the widening and development of MDR-66 and MDR-67.

### **Administrative Framework:**

The administration in Shimla is primarily managed by the Municipal Corporation of Shimla, which oversees the city's urban planning, land use, and infrastructure development. Various state-level government bodies such as the Himachal Pradesh Public Works Department (PWD) and Town and Country Planning Department and urban development department also play a significant role in infrastructure projects.

The municipal governance is led by elected city councilors, who represent different wards in Shimla. The administrative head of the Municipal Corporation is the Commissioner, a state-appointed official responsible for the day-to-day operations and implementation of policies. The Commissioner's role is pivotal in ensuring that state policies align with local governance and are executed efficiently. As the capital city of Himachal Pradesh, Shimla serves as a hub for the state's political activities, with offices of all major political parties.

### **Cultural Considerations:**

Shimla, with its rich cultural heritage, is a significant city not only from an administrative perspective but also from a historical and cultural standpoint. The city is home to numerous heritage structures that reflect its colonial past, alongside religious sites that cater to the spiritual needs of its diverse population. Shimla hosts several prominent Hindu temples, Gurudwaras, Mosques, and a Buddha monastery, making it a center of religious and cultural confluence.

These cultural and religious landmarks, situated in and around the city, play an essential role in the lives of its residents and visitors, contributing to Shimla's identity as a hub of tradition, spirituality, and history.

### **Civil Society Organizations:**

Being a center of administration of the state, many civil society organizations (CSOs) and non-governmental organizations (NGOs) are active in Shimla, advocating for social justice, environmental preservation, and the rights of affected populations. These organization also plays an important role in transparency and accountability of conducting SIA.

These administrative, political, cultural, and civil society entities collectively contribute to the transparent and inclusive execution of the SIA, ensuring that the development of critical infrastructure such as roads is balanced with social, environmental, and cultural concerns.

## **5.7 Regional Dynamics and Historical Change Processes**

Shimla, the capital of Himachal Pradesh, has undergone significant regional and historical changes over time. Its development and dynamics have been influenced by various political, social, and economic forces. The proposed land acquisition is almost in the core area of the Shimla city and many hotels, business entities and small shops are located alongside the roads.

After India gained independence in 1947, Shimla lost its prominence as the summer capital. However, its status as the capital of Himachal Pradesh in 1971 kept it as an important political and administrative center. Post-independence, the city began expanding its infrastructure to accommodate the growing population and government functions. The expansion of Shimla post-independence saw rapid urbanization. The growing population led to the development of residential colonies and commercial areas. However, the hilly terrain limited expansion, resulting in high population density in certain areas and pressure on land and resources. Shimla's population has grown steadily, with people migrating from rural Himachal and other parts of India in search of jobs and better living conditions. This influx has contributed to a diverse demographic, with people of different linguistic and cultural backgrounds settling in the city.

Despite modernization, Shimla has retained much of its colonial charm, with various buildings and structures preserving its British-era heritage. However, the local culture of Himachal Pradesh, including its festivals, food, and traditional practices, remains a strong influence in the city. Over the years, Shimla has seen the blending of traditional Himachali customs with modern urban lifestyles.

**Infrastructure Challenges:** Shimla faces modern challenges such as traffic congestion, overpopulation, and inadequate water supply, especially during the summer months when tourism peaks. There have been efforts by local authorities to improve infrastructure, such as developing parking spaces, water management systems, and upgrading the public transport network.

**Balancing Development and Conservation:** Efforts are being made to balance modern development with environmental conservation. There are initiatives to preserve Shimla's forests, manage waste, and protect its natural resources, as the city's environmental sustainability is key to its long-term viability, especially as a tourist destination.

## **5.8 Quality of the Living Environment**

Shimla is a picturesque town located in Himachal Pradesh, India. It is situated at an altitude of 2,146 meters above sea level and is surrounded by lush green forests and snow-capped mountains. The town is known for its scenic beauty and serene environment, which makes it a popular tourist destination.

In terms of the quality of the living environment, Shimla has a pleasant climate with cool summers and cold winters. The air quality is generally good, with low levels of pollution, and the water quality is also considered to be safe and clean. The town is relatively free from noise pollution, which adds to its peaceful atmosphere.

Shimla has a well-planned and well-maintained infrastructure, with well-paved roads, adequate public transportation, and reliable electricity and water supply. The town also has good medical facilities and educational institutions, making it a suitable place of living for families and children.

Overall, Shimla offers a high quality of living environment with its natural beauty, peaceful atmosphere, and well-developed infrastructure. With the rise in urbanization, environmental challenges. Deforestation, water shortages, landslides, waste management and traffic congestion & traffic jam have emerged as major concerns. The city's infrastructure, designed during the colonial era for a small population, struggles to meet the demands of modern growth, leading to stress on civic amenities.

## **6. Social Impacts**

This chapter examines the anticipated social impacts of the proposed land acquisition for the road widening and development project on MDR-66 and MDR-67 in Shimla. It assesses the direct and indirect consequences that the project will have on affected families, communities, and public infrastructure. Both positive and negative impacts are analyzed, focusing on aspects such as livelihoods, employment, income, access to resources, social cohesion, and cultural practices. Special attention is given to vulnerable groups, such as women-headed households, the elderly, and economically disadvantaged individuals, who may experience more severe effects. The findings presented are based on data collected from household surveys, stakeholder consultations, and focus group discussions, offering a detailed insight into how the project will reshape the social fabric of the area.

### **6.1 Framework and Approach to Identifying Impacts**

The Social Impact Assessment (SIA) of the road development, widening, and maintenance project on MDR-66 and MDR-67, and construction of a pedestrian path near Tibetan school Chotta Shimla was undertaken to assess the potential social repercussions that may arise due to land acquisition. SIA aims to identify the likely effects of the project on the local population, communities, and cultural systems. As a decision-making tool, SIA helps project planners anticipate and mitigate negative impacts through a Social Impact Management Plan (SIMP).

The framework and approach to identifying social impacts followed a systematic process, involving all stakeholders. The key steps in this process are:

- Step 1: Background study and review of case studies to understand the social context of similar projects.
- Step 2: Identification of Project Affected Persons (PAPs) and groups likely to be impacted.
- Step 3: Development of a primary survey questionnaire tailored to capture the socio-economic status of the affected families.
- Step 4: Conducting the primary survey and Focus Group Discussions (FGDs) with various stakeholders to gather in-depth information.



- Step 5: Analysis of data collected from surveys and discussions to derive patterns and insights.
- Step 6: Identifying various social impacts, determining their intensity, and mapping them to specific project areas.

This systematic approach ensures that the analysis comprehensively addresses all potential social consequences of the project, both positive and negative.

## **6.2 Description of Impacts at Various Stages of the Project**

The social impacts of land acquisition for the road development project along MDR-66 and MDR-67 in Shimla can be categorized into three major stages: Pre-construction, Construction, and Operation. These stages will involve different levels of engagement with the local community and have varying social consequences. Due to the absence of a fully detailed project proposal or feasibility study, only a general assessment of the likely impacts at each stage can be provided. These are summarized in the table below.

Stages of Social Impact:

### 1. Pre-Construction Stage:

- **Land Acquisition and Displacement:** During this stage, the primary social impact revolves around the acquisition of land and any structures on it, including residential, commercial, and institutional properties. This may lead to the displacement of businesses and disruption of livelihoods, especially for shopkeepers and small enterprises along the affected routes.
- **Public Opposition:** There may be concerns or opposition from residents or business owners who are affected by land acquisition or fear a reduction in property values.
- **Compensation and Relocation:** The process of compensating affected property owners and facilitating the relocation of displaced persons or businesses will have to be handled carefully, with full transparency and communication with affected parties.

### 2. Construction Stage:

- **Traffic Disruptions and Road Safety:** During construction, there may be disruptions to local traffic, which could increase congestion, reduce accessibility to certain areas, and temporarily impact the livelihoods of businesses dependent on passing trade.
- **Noise, Dust, and Air Pollution:** Construction activities are likely to generate noise, dust, and air pollution, which will impact the surrounding environment and the daily lives of residents. Mitigating these factors through controlled construction practices will be necessary.
- **Employment Opportunities:** The construction phase may provide short-term employment opportunities for local laborers and suppliers. However, this is a transient impact and must be balanced against the potential disruptions to daily life.

### 3. Operation Stage:

- **Improved Connectivity:** Once the project is completed, the major positive impact will be improved road infrastructure, enhancing connectivity between key locations in Shimla, thereby facilitating smoother traffic flow and reducing travel times.
- **Economic Growth:** The improved road infrastructure is expected to boost tourism and commercial activities in Shimla by making the city more accessible, contributing to the local economy.
- **Maintenance of Infrastructure:** Ongoing maintenance of the roads and pedestrian paths will be required to ensure they remain safe and effective for public use. Neglecting maintenance could lead to long-term negative impacts, including reduced safety and increased costs for future repairs.

The Social Impact Management Plan (SIMP) aims to mitigate adverse effects while enhancing the positive impacts associated with the project during all three stages. A description of the various impacts, along with management measures, is outlined in the following table.

The Social Impact Management Plan seeks to address the potential social impacts during each stage of the project. Proper planning and implementation will minimize the adverse impacts and enhance the long-term benefits of the MDR-66 and MDR-67 road development project for the Shimla region.

**Table 6-1 Description of Social Impacts at Various Stages of Project Cycle**

Project Stage	Social Impacts	Social Impact Management Measures
Pre-Construction	Land acquisition and displacement of properties.	Fair compensation, transparent communication with affected parties
	Public opposition to land acquisition	Engagement with the community, addressing concerns, legal frameworks
Construction	Traffic disruptions, increased congestion	Traffic management plans, alternative routes
	Noise, dust, and air pollution from construction activities	Implementation of noise and dust control measures
	Temporary employment for locals	Prioritize hiring local labor and suppliers
Operations	Enhanced road connectivity and traffic flow	Regular maintenance to ensure infrastructure quality
	Boost to local economy through increased tourism and commerce	Monitor economic impacts and ensure community benefits
	Long-term need for infrastructure upkeep and maintenance	Develop sustainable maintenance strategies to prevent degradation

### **6.3 Impacts as Perceived by the PAPs**

Consultation with the affected stakeholders was the starting point to address involuntary issues, concerning rehabilitation and resettlement. People affected by this project have apprehensions of losing their business being practiced from many decades and thus losing livelihood opportunities beside the loss of prime land and properties.

During the Primary Survey, only few respondents shared that there would be some positive impacts due to the said project which includes smooth flow of traffic in city. some of them are hopeful that due to a better road network there would be an increase in the average vehicular speed and increased frequency of transportation services.

The most of respondents were worried about the negative impacts. The main among these was the loss of prime land and business which will carry a huge impact on their livelihoods, way of life and social relationships.

## **6.4 Awareness about the MDR Project**

During the primary survey, on an average, 50% respondents that they were partially aware about the upcoming project. 30% said they are completely aware and 20% told that they are not at all aware about the project, its purpose and eligible compensation they are eligible for.

## **6.5 Consent for the Project**

During the survey, 93% people said that they have objection over the proposed acquisition, 5% on the other hand expressed their willingness to the proposed acquisition of the land and remaining 2% were not sure about it.

## **6.6 Compensation Preferences**

During the survey majority of the PAP demanded land at primary place for establishing their businesses and cash compensation at the prevailing market rates.

## 7. Analysis of Costs and Benefits and Recommendations on Acquisition

This chapter presents the final conclusions regarding the assessment of the public purpose, alternatives that would cause less displacement, the minimum land required for the project, and the overall viability of the proposed land acquisition. It also includes an evaluation of the mitigation measures and their effectiveness in reducing the adverse impacts.

The analysis covers the nature and intensity of the social impacts that would arise from the acquisition, affecting the Project Affected Persons (PAPs), the project-affected panchayats, and the adjoining areas. The focus is to assess whether the benefits of the proposed project outweigh the negative impacts on stakeholders.

A comparison is made between the tentative overall benefits, such as improved infrastructure, enhanced transportation, and potential economic development, against the social and economic costs, including displacement, loss of livelihoods, and changes in land use patterns. The chapter also examines whether the project serves the public interest and how mitigation measures can alleviate some of the most severe impacts.

Based on this comprehensive assessment of costs, benefits, and mitigation possibilities, the chapter provides a final recommendation on whether the land acquisition should proceed or not, considering the greater public good while ensuring just compensation and fair treatment for those affected.

### 7.1 Assessment of Public Purpose

The land acquisition for widening MDR 66 and MDR 67 in Shimla serves several key public purposes that are beneficial to the community:

- 1. Improved Road Infrastructure:** The widening of these major district roads will enhance road capacity, ensuring smoother traffic flow, reducing congestion, and improving the overall transportation network.
- 2. Enhanced Connectivity:** By expanding these roads, the connectivity between different regions of Shimla and neighboring areas will be significantly improved, facilitating easier access for residents, tourists, and businesses.

3. **Economic Growth:** The improved road infrastructure will attract more commercial activities, tourism, and trade, contributing to the economic development of Shimla and surrounding areas. It will also reduce travel times, boosting productivity.
4. **Public Safety:** Widened roads will reduce traffic accidents by providing better lane separation, safer pedestrian pathways, and enhanced road conditions, ensuring the safety of both drivers and pedestrians.
5. **Disaster Management:** Shimla, being in a hilly region, is prone to landslides and other natural disasters. Wider roads will improve emergency response times, aiding in disaster management and evacuation during emergencies.
6. **Environmental Benefits:** While road widening involves land acquisition, the improved flow of traffic and reduced congestion will also contribute to lower vehicle emissions, thus having a positive environmental impact over a period of time.

These public purposes affirm that the land acquisition for widening MDR 66 and MDR 67 is a necessary step towards improving the quality of life for the local population and ensuring long-term regional development.

## **7.2 Less Displacing Alternatives & Minimum Land Requirement**

The present proposed land acquisition is aimed at the widening of existing roads MDR 66 and MDR 67. Since the widening requires adjoining land to the existing road, there are no viable alternatives to selecting different land areas for this purpose. The current land identified for acquisition is the minimum necessary to facilitate the road expansion while minimizing displacement and ensuring compliance with technical and regulatory requirements. Given the nature of the project, there is no feasible option for acquiring land elsewhere, as the widening directly depends on utilizing the adjacent land to the existing road alignment.

## **7.3 Nature and Intensity of Social Impacts**

An impact, if permanent in nature, will have same intensity during post construction phase as during pre-construction/ construction stage on the other hand temporary impacts will show a continuous decrease in intensity during following stages of project cycle. Any impact lasting

even after the construction phase is considered as long-term impact and if it lasts only till the construction phase is going on, it is considered as short-term impact.

The table given below shows the nature and intensity of various identified impacts during different stages of project cycle:

**Table 7-1 Nature and Intensity of Impacts**

Impact Area	S. No.	Impact Identified	Stage of Project cycle	Nature of Impact	Intensity of Impact
Social	1.	Disputes among stakeholders for receiving compensation	Pre-Construction	Temporary	Short term
Land/ Structure	2.	Loss of land	Construction phase	Permanent	Long term
	3.	Loss of shelter for PAPs		Permanent	Long term
	4.	Loss of livelihood option for people directly dependent on land and property being acquired. For eg: shopkeepers, small business,		Permanent	Long term
	5.	Increased level of air, water and noise pollution due to construction activity and quarrying.	Construction Phase	Temporary	Short term

*\*Source: Team SIA*

## 7.4 Viability of the Suggested Mitigation Measures

The Mitigation measures suggested by the study have been discussed in details under the Social Impact Management Plan (SIMP). Based on the opinions and demands of the affected families, there are both positive as well as negative impacts of the project.

A significant portion of the local population, especially land and property owners, is not in favor of the proposed land acquisition for the widening of MDR 66 and MDR 67. One of the primary concerns raised by property owners is the inadequacy of compensation offered under the current legal framework. They believe that the compensation based on circle rates is much lower than the prevailing market value of their land and properties, leaving them with a financial deficit. For many, their properties represent long-term investments, and they are concerned that the cash compensation will not be enough to secure a comparable property elsewhere, given the disparity between the market value and circle rates.

In addition to the landowners, tenants occupying these properties are also expressed significant concerns. Many tenants fear that, although they are not the legal owners, they will lose their rights and access to the properties they have been renting for years. With the acquisition of these properties, tenants are worried that they will not be entitled to any form of compensation, as the current legal mechanisms primarily cater to property owners. Furthermore, they face the challenge of relocating to new commercial or residential spaces, often at much higher rental rates than they currently pay. The rising

property and rent prices in the surrounding areas make it highly unlikely that they will find equivalent spaces at affordable rates, which could potentially disrupt their livelihoods and businesses.

These widespread concerns among both property owners and tenants highlight the growing discontent regarding the proposed land acquisition. The fear of inadequate compensation and the potential displacement of tenants from affordable spaces is a key issue that need to be addressed as part of the land acquisition process.

The resettlement plans should be designed in accordance with the RTFCTLARR Act, 2013 and the HP RTFCTLARR Rules 2015 and the latest R&R policy.

Adequate budgetary support should be fully committed and made available by the project authorities to cover the costs of land acquisition (including compensation and income restoration measures) within the agreed implementation period.

Displacement would not occur before making provisions of compensation and of other admissible assistance required for relocation. Acquisition of assets, payment of compensation, and the resettlement and start of the livelihood rehabilitation activities of PAFs, should be completed prior to project construction activities. Livelihood and income restoration measures must also be in place.

Having said that if requiring body and state government take appropriate measures to mitigate the various losses of the PAPs and the community at large and, considering the positive development and interests of the state, the project benefits will largely overshadow the adverse social cost of the project.

### **7.4.1 Final Recommendation**

Most of the Project-Affected Persons (PAPs) are not in favour of the proposed land acquisition for the widening of roads MDR 66 and MDR 67 due to the significant impacts it will have on their land, properties, and established businesses. Many of these individuals and families have owned the land and properties for generations, and the thought of losing their ancestral homes, livelihoods, and established businesses.

For the property owners, the loss of land is not just a financial concern, but an emotional and cultural one. Many have invested significant resources into developing their properties or establishing businesses, and they fear that relocation, even with compensation, will disrupt



their lives permanently. Established businesses that have built a local customer base over the years are particularly vulnerable, as relocation could lead to loss of clientele and increased operational costs, which may not be adequately compensated.

While the government is aware of these concerns and is committed to providing appropriate rehabilitation and resettlement packages to the PAPs, including financial compensation and alternative housing or commercial spaces, these measures are often seen as inadequate by the affected parties. There is a common perception among PAPs that the compensation provided may not reflect the true market value of their properties or adequately compensate for the long-term disruption to their lives and livelihoods. Tenants, in particular, are concerned that their rights as occupants will not be protected, leaving them displaced without any form of compensation or affordable alternatives.

However, despite these concerns, the government perspective is that the project is essential for the broader welfare of Shimla city and its residents. The rapid growth of the city and the increasing volume of traffic have led to severe congestion on MDR 66 and MDR 67, which are vital roadways for the town. The current road conditions are not sufficient to handle the increasing vehicular traffic, leading to frequent bottlenecks, delays, and, in some cases, accidents.

From the government's perspective, the smooth flow of traffic through these major district roads is crucial for the development of the city and the overall well-being of its residents. As Shimla continues to expand as a key economic, administrative, and tourism hub, the infrastructure must be upgraded to meet these demands. The widening of MDR 66 and MDR 67 is seen as a vital step in reducing traffic congestion, improving safety, and enhancing accessibility for the city's residents and visitors.

Moreover, the government's intent is not only to improve the traffic situation but also to ensure that those displaced by the project are provided with fair compensation, adequate rehabilitation, and resettlement opportunities. The challenge lies in balancing the broader public interest, which involves the well-being of all Shimla city dwellers and the long-term benefits of improved infrastructure, with the individual interests of those directly affected by the acquisition.

In conclusion, while the concerns of the PAPs are valid and need to be addressed with empathy and fairness, the project remains essential for the future development and functionality of

Shimla. It is a critical infrastructure improvement aimed at ensuring the long-term growth of the city while improving the quality of life for its residents by easing traffic congestion and improving road safety.

## **8. Social Impact Management Plan**

The Social Impact Management Plan (SIMP) is a strategic framework designed to mitigate, manage, and monitor the adverse social impacts arising from the widening of MDR-66 and MDR-67 in Shimla, Himachal Pradesh. The objective of this plan is to ensure that the project minimizes disruptions to the affected communities while promoting equitable outcomes for all stakeholders. The SIMP outlines key interventions, including compensation measures, rehabilitation support, stakeholder engagement, and grievance redress mechanisms, with a focus on preserving the socio-economic well-being of individuals and groups impacted by land acquisition and construction activities. Through careful planning and collaboration with local communities, the plan aims to foster sustainable development, protect vulnerable populations, and enhance public safety in alignment with legal frameworks and project goals.

### **8.1 Approach to mitigation**

This Social Impact Management Plan (SIMP) has been prepared in accordance to the RFCTLARR Act, 2013 and the HP RTFCTLARR Rules, 2015 with the aim to mitigate negative social impacts and enhance the positive impacts of widening of MDR 66 and MDR 67 including pedestrian path near Tibetan School on on link road Chhota Shimla – Kasumpati. The SIMP may be implemented during the various stages of the project viz. pre-construction stage, construction stage and operational stage. A description of the various management measures suggested during different stages of the project is provided in following section.

### **8.2 Measures to Avoid, Mitigate and Compensate Impacts**

1. If there is any dispute between the stakeholders, then this dispute should be resolved first and made sure that the compensation is given to the legal owner.
2. Project affected persons and families have requested for updation and increase of circle rates before calculation of compensation from the market value.
3. The government should allocate space, such as shops or a dedicated commercial complex, to rehabilitate the businesses of the Project-Affected Persons (PAPs).

4. During discussions, many people cited the example of the successful relocation of the Tibetan market, where a commercial complex named Aajivika Bhavan was constructed to support displaced vendors. This approach could serve as a model for addressing the concerns of affected business owners, ensuring that their livelihoods are sustained post-relocation.
5. There is risk of environmental and ecological degradation during the execution phase if proper measures are not taken for safe passage of storm water and to check any disruption of natural drainage of the natural streams by the muck generated during the execution phase.

### **8.3 Measures included in R&R and compensation as per Act 2013**

This SIA report will be beneficial for the requiring body to undertake land acquisition process and also to prepare a Plan of Action according to the aspiration conveyed by the project affected families and other stakeholders during public consultations and surveys. In the light of the findings of the study, the following steps may be taken for mitigation of expected social impacts.

**Table 8-1 Impacts identified and corresponding mitigation measures**

<b>S. No</b>	<b>Assessed Impacts</b>	<b>Suggested mitigation Measures</b>
1	Loss of Private Land.	Appropriate Compensation to title holders and stakeholders as per the provisions of RTFCTLARR Act, 2013
2	Loss of Private Assets due to Acquisition such as Residential and commercial Structures.	Appropriate Compensation to Owners and stakeholders as per the provisions of RTFCTLARR Act, 2013
	Revision of Circle Rates	As per the decision of District Collector and requiring body
3	Inconvenience caused due to acquisition for displaced Families and individuals	Appropriate Compensation to Owners and stakeholders as per the provisions of RTFCTLARR Act, 2013 for relocating to new location and construction of new houses
4	Loss of employment/income/livelihood dependent on land.	Appropriate Compensation to Individuals as per the provisions of RTFCTLARR Act, 2013.

### 8.3.1 Outlay for SIMP Implementation

The entitlement framework and the process of rehabilitation and resettlement have been furnished below in the backdrops of the legal provisions applicable for the project affected families.

An Entitlement Matrix has been developed in compliance with Laws, Rules and Policies framed by the Government of India and Government of Himachal Pradesh. The entitlement matrix summarizes the types of losses and corresponding nature and scope of entitlements.

**Table 8-2 Entitlement Matrix**

S. No	Impact Category	Unit of entitlement	Details of entitlement	Remarks
Loss of Assets- titleholders				
1	Private Land	Land Owner(s)/titleholders	(a) Cash compensation for the land at market value, which will be determined as per provisions of RFCTLARR Act, 2013 b) Amount equivalent to current stamp duty on compensation amount for replacement of lost assets. Training Assistance c) Loss of perennial and non-perennial crops and trees will be compensated in accordance with the provisions of Horticulture and Agriculture Department as applicable.  (d) A Grant of Rs 25,000 for replacement of cattle shed or petty shops.	
2	Loss of structure (Residential or Commercial or Res-cum-Commercial)	Land Owner/Titleholder	a) Cash compensation determined on the basis of current rates as per admissible norms  (b) Shifting allowance of Rs 50000 as per provisions of RFCTLARR Act, 2013 for the displaced families	

			<p>(c) Provision of free house as per RFCTLARR Act 2013, for completely displaced residential/commercial or Equivalent cost of the house may be offered in lieu of the constructed house</p> <p>(d) Subsistence allowance of Rs 36,000 for the displaced families (RFCTLARR Act 2013)</p> <p>(e) Resettlement allowance of Rs 50,000 for the displaced families (RFCTLARR Act 2013)</p>	
3	Tenants and Leaseholders	Tenants and lease holders	Registered lessees will be entitled to an apportionment of the compensation payable to structure owner as per applicable local laws.	
<b>Loss of Residential and Commercial Structures - Non-Titleholders</b>				
4	Encroachers	Affected Person (Individual/Family)	<p>(a) Encroachers shall be given advance notice of 2 months in which to remove assets/crops.</p> <p>(b) Right to salvage materials from affected structure</p>	
<b>Loss of livelihood – Title and Non-Titleholders</b>				
5	Loss of livelihood – Title holders, and commercial squatters	(Individual/Family)	One-time grant of Rs 25,000 (value prescribed under RFCTLARR Act 2013)	For commercial squatters, the eligibility will become from the date of Census Survey
6	Foreseeable and unforeseen impacts likely during the construction stage	Owner, affected person	<p>Payment of damages if any to Structures</p> <p>Temporary access would be</p>	Such as temporary impacts on structures, temporary

			provided, wherever necessary	disruption to access or passage
7	Temporary loss of income of mobile kiosks, if any	Kiosk owner	Two months advance notice to vacate the area	
8	SC, ST		Assistance to include in government welfare schemes if not included, if eligible as per Government criteria; and  Additional benefits to SC and ST as per the provisions of RFCTLARR Act 2013 Second Schedule	
9	Unforeseen impacts		Any unforeseen impacts shall be documented and mitigated in accordance with the principles and objectives of the Act.	

