

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 LAKKAR 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)

Final Report

Prepared By:
PLAN Foundation Shimla, H.P.

Submitted to:
Social Impact Assessment Unit (SIAU),
Fairlawn Shimla, H.P.

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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 are 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.

List of Abbreviation

CBA	Cost Benefit Analysis
HPRTFCTLARR	Himachal Pradesh Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement Act
HPPWD	Himachal Pradesh Public Works Department
MDR	Major District Road
PAF	Project Affected Families
PAP	Project Affected People
PPP	Public – Private Partnership
RTFCTLARR	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement Act, 2013
R&R	Rehabilitation & Resettlement
SADA	Special Area Development Authority
SIA	Social Impact Assessment Authority
SIMP	Social Impact Management Plan

Executive Summary

Introduction

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 city's rapid growth has led to increased pressure on its existing road networks, which has originally designed for a smaller population and less vehicular traffic. The project includes the widening of road sections from Tuti - Kandi bifurcation to Sanjauli via Chotta Shimla, and from Victory Tunnel to Dhalli Chowk via Lakkar Bazar road at various bottleneck points, along with the construction of a pedestrian path near the Tibetan School along the Chotta Shimla to Kasumpti road for pedestrian safety.

Project 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 demography, the available road infrastructure now struggles to accommodate the increased vehicular 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 via Chotta Shimla and Victory Tunnel to Dhalli Chowk via Lakkar Bazar. Additionally, construction of a pedestrian path near Tibetan school, on Chotta Shimla- Kasumpti road is also proposed. The primary objectives of this initiative are to alleviate traffic congestion, improve road safety, and enhance overall transportation efficiency. It can further be stated that a public purpose will be certainly served by acquiring the private land and thereby, completing the construction of the project. If the project is completed, it will improve connectivity and provide smooth, fast and safe commuting and transportation services to the commuters.

During the sample survey, 95% people said that they have objection over the proposed acquisition, 3% on the other hand expressed their willingness to the proposed acquisition of the land and remaining 2% were not sure about it.

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.

Location

The project is located around the Shimla city, focusing on key road sections of MDR 66 and MDR 67, that include route from Tutikandi bifurcation to Sanjauli and Dhalli, passing through both Lakkar Bazar junction and the Chotta Shimla side and These routes are vital for improving urban mobility and connectivity within the city. Additionally, the project also includes the construction of pedestrian path near Tibetan school on Chotta Shimla-Kusumpti road aiming to improve accessibility and safety of pedestrian in this area.

Size and Attribute of Land Acquisition

The project will require the acquisition of 20,868-58 sqm/decimeter of land across 12 villages/mohal and 378 khasra nos. The details are given in the table below:

Total Land 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 Sqm/decimeter
1.	Shimla	Shimla (Urban)	Up-Mohal Chhora Maidan	15	2133-62
2.			Krishna Nagar	94	3368-70
3.			Bazar Ward Chotta Shimla	30 (Salam 15 batta 15)	477-50
4.			Up-Mohal Bemloe	3	455-58

5.			Up-Mohal Chotta Shimla Khas	9	303-11
6.			Mohal Upper Kaithu	47 (Salam 21 Batta 26)	2585-25
7.			Up-Mohal Tara Hall	76 (Saalam 51 Batta 25)	4775-91
8.			Up-Mohal Kali Bari	16	2446-52
9.			Up Muhal Ward Lakkar Bazar	31 (Salaam 17 Batta 14)	1274-26
10.			Up-Mohal Shankli	24 (Saalam 8 Batta 16)	1720-07
11.			Muhal Sanjauli Chowk	24 (Saalam 14 Batta 9)	495-07
12.			Up-Muhal US CLub	10	780-84
13.			Up-Mohal Chotta Shimla	2	12-60

Alternative Considered

As the proposal is for the widening of the existing road width for easing the smooth flow of traffic and to facilitate the ease of living of the residents of Shimla town. The land acquisition is intended specifically to widen MDR 66 and 67. These roads need widening/expansion to meet necessary transportation, safety, & infrastructure demands, and this expansion can only happen on or adjacent to the existing roads. Since these roads have a fixed route, any land required for widening must be located directly along these road routes.

Given that the project must be carried out along & adjoining 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. Furthermore, the construction of the pedestrian path in Chotta Shimla is integral to the project for improving road safety and pedestrian accessibility, thus reinforcing the need for land acquisition along the current routes. As such there is no alternative available and has not been given.

Social Impacts

Acquisition of land for the proposed project will have a direct and indirect bearing on the livelihoods, employment, income, economic activities, health, well-being and quality of life of the community, socio-cultural systems and environment.

Based on the project particular and existing social conditions the potential positive and negative impacts have been assessed. The project will have both positive and negative impacts on the PAFs, local population and on environment. On one hand, it will lead to the improving city's connectivity, enhancing access to other parts of the city, reducing travel time and contributing to better infrastructure. The PAFs will lose their ancestral property and business, thereby losing their present livelihood activities and living conditions. The loss of individual and community assets such as stairs, connecting paths, community water resources, vegetation etc. will definitely lead to impacting their present socio economic environment.

About 122 different types of structures i.e. residential/commercial building housing different types of shops are proposed to be acquired for widening as well as building road infrastructure. Beside this, the already existing public paths/stairs, 39 electricity supply line poles, sewerage lines, drinking water supply line will also be affected by the proposed acquisition.

The land/buildings belonging the different departments of the HP government and Waqf board is also proposed to be acquired for widening of the MDR 66 & 67 and construction of pedestrian path near Tibetan school Chotta Shimla.

Mitigation Measures

The proposed road widening of MDR 66 and MDR 67 that include route from Tutikandi bifurcation to Sanjauli and Dhalli, passing through both Lakkar Bazar junction and the Chotta Shimla side and construction of pedestrian path near Tibetan school Chotta Shimla requires acquisition of adjoining land. This acquisition of land for the project shall displace people from their present place affecting their livelihood base and business base. The detailed Social Impact

Management Plan (SIMP) has been proposed to mitigate magnitude of Social, economic, environmental and other significant negative impacts. The social impact assessment (SIA) study is based on the principle that the population affected by the project will be assisted in re-establishing their residential and commercial entities. It also provides rehabilitation and resettlement packages for the project affected families due to the proposed land/buildings acquisition. The detailed SIMP is discussed later in the report.

Assessment of Social Cost and Benefit

The government is aware of the concerns of the PAFs 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.

Most of the Project-Affected Persons (PAPs) are not in favor 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 is deeply distressing to them.

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 traffic jams, 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 needs to 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.

The cost-benefit analysis sums the potential rewards expected from a situation or actions and is a useful tool in decision making in respect of a project. In a CBA, both the costs and benefits have monetary and non-monetary elements and have reference to directly impacted and indirectly impacted stakeholders. The economic valuation of all costs and benefits of a project of this project may not be possible because of many limitation.

It can therefore be concluded that the project benefits will be extended to the people of the affected area, district and state. If the proposed Mitigation Plan is followed, it will help mitigate the social impacts by minimizing the negative impacts and amplify the positive impacts, thereby overshadowing the adverse social costs.

1 Detailed Project Description

1.1 Project Background

Himachal Pradesh, a northern Indian state, is renowned for its mountainous landscapes, alpine forests, and serene rivers. Geographically, located between the latitudes of 30°22'44" and 33° 12' 40" N, and the longitudes of 75°45'55" and 79° 04' 20" E [1] In 2011, Himachal Pradesh had 6.86 million [2] residents and a predominantly agricultural and tourism-based economy. The state is known for its low urbanization rate, with only 10.4% of its population living in urban areas [3]. The primary reason for this low urbanization is the state's challenging topography, which limits the availability of land for development and impedes large-scale infrastructure projects. The steep and rugged terrain of the region makes construction difficult and expensive, which in turn hampers urban expansion. Furthermore, the fragile ecosystem of the Himalayas restricts developmental activities due to environmental concerns and the high vulnerability of the area to natural disasters, such as landslides and earthquakes.

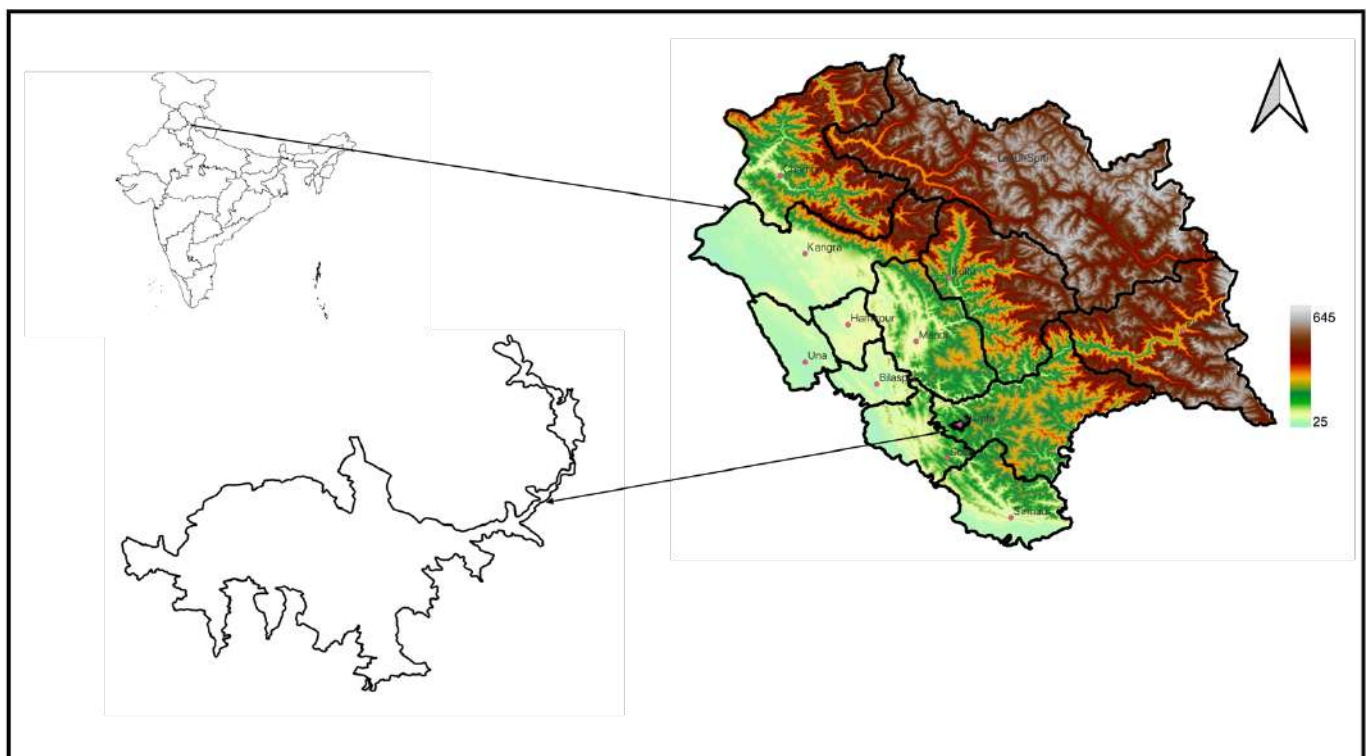


Figure 1-1: Geographic map of Himachal Pradesh and Project area map outlines

The map provided is for informational purposes only and is not to scale.

However, despite these geographical constraints, Himachal Pradesh remains one of the most popular tourist destinations in India. The state's scenic beauty, rich cultural heritage, and opportunities for adventure tourism have consistently attracted both domestic and international tourists. Tourism contributes significantly to the state's economy, with an increasing number of visitors arriving each year. This influx of tourists places additional pressure on the already limited infrastructure, particularly in urban centers like Shimla, where the bulk of tourism activities are concentrated. State government working on infrastructure project especially on road network within the city to improve the transportation of human and goods.

1.1.1 Shimla City: An Overview

- 1. Historical and Geographical Background** - Shimla, the capital of Himachal Pradesh, holds significant historical, cultural, and administrative importance. Established as the summer capital of British India in 1864, Shimla's name is derived from Shyamala Devi, an incarnation of the Hindu goddess Kali, symbolizing both power and protection. The city, located in the northwestern Himalayas, has an average elevation of 2,205 meters (7,234 feet) above sea level, though some sources indicate 2,397 meters (7,864 feet) at certain points. Geographically, Shimla lies between latitudes 31°4' and 31°10' North and longitudes 77°5' and 77°15' East [4]. Spread over a ridge and seven spurs, Shimla's unique topography contributes to its scenic charm. The colonial-era architecture, rolling green hills, and cool climate have earned it the moniker “Queen of Hills,” making it a major tourist attraction in India.
- 2. City Area and Planning** - The administrative reach of Shimla includes the Shimla Municipal Corporation's area, which covers 35.34 square kilometers (Census of India, 2011). The broader Shimla Planning Area extends to 9,950 hectares, out of which approximately 1,475 hectares—or 15%—is designated for urban development, as indicated in the Rapid Baseline Assessment of Shimla City from October 2013[5].
- 3. Historical Development and Administrative Evolution** - The city has undergone substantial transformations, evolving from a small, lesser-known village to a thriving urban center. Until 1815, Shimla was largely undeveloped, but it began to expand rapidly following its establishment as the British summer capital in 1864. The formation of the Shimla Municipal Committee in 1851 marked the beginning of structured urban planning, further supported by the Punjab Municipal Act of 1873. The

city's administrative importance grew considerably in 1966, when it became the capital of the newly organized Union Territory, leading to the Shimla Municipal Committee's elevation to the status of Shimla Municipal Corporation in 1969 to better handle increasing infrastructure needs.

4. **Geographical Connectivity** - Shimla is accessible via the Kalka-Shimla Railway, a narrow-gauge line recognized as a UNESCO World Heritage site. The city is strategically located, approximately 115 km from Chandigarh and 365 km from New Delhi, serving as a gateway to the Himalayan region and playing a central role in tourism and governance in northern India.

1.1.2 Administrative Division of Shimla Municipal Corporation

The Shimla Municipal Corporation currently governs 34 wards, following a restructuring in 2018 that expanded its jurisdiction from 25 wards. Additionally, three areas fall under the Special Area Development Authorities (SADAs), which manage development activities in designated zones. As per the 2011 Census, the total population within the municipal boundaries stands at 169,578, with 46,306 households [6]. The male population is 93,152, while the female population is 76,426, resulting in a sex ratio of 756 females per 1,000 males.

Table 1-1: Population Growth in Shimla, Himachal Pradesh

Census Year	Population	Increase	Growth Rate (%)
1971	55,326		
1981	70,604	15,278	27.61
1991	1,09,860	39,256	55.60
2001	1,44,000	34,140	31.08
2011	169,758	25,758	17.89

Source: Rapid Baseline Assessment Shimla City

Table 1-2: Details of wards in Municipal Corporation Shimla

Ward No.	Ward Name	Ward No.	Ward Name
1	Bharari	18	Engine Ghar
2	Kaithu	19	Sanjauli Chowk
3	Ruldu Bhatta	20	Upper Dhalli
4	Annadale	21	Lower Dhalli
5	Totu	22	Shanti Vihar
6	Summer Hill	23	Bhattakufar
7	Majath	24	Sangti
8	Boileauganj	25	Malyana
9	Tutikandi	26	Panthaghati
10	Phagli	27	Kasumpti
11	Kachhi Ghati	28	Chotta Shimla
12	Nabha	29	Vikas Nagar
13	Krishna Nagar	30	Kangna Dhar
14	Lower Bazar	31	Pateog
15	Bemloi	32	New Shimla
16	Rambazar	33	Khalini
17	Jakhoo	34	Kanlog

1.1.3 Urbanization Challenges in Shimla

Shimla city is spread across seven hill spurs: Jakhoo, Elysium, Museum, Prospect, Observatory, Summer, and Potters Hill. This unique geographical setting, characterized by steep slopes and elongated spurs, has historically shaped the city's development patterns. The challenging topography limits flat land availability, which has led to extensive construction on unstable slopes that often exceed the regulated 45-degree limit [3]. These practices, especially in areas like Cemetery, Sanjauli, Jiunu Colony, and Lower Bharari, increase the city's vulnerability to geo-hazards such as landslides, earthquakes, and structural instability.

Shimla's history as the former summer capital of British India has significantly influenced its development. The city initially grew around colonial-era administrative, educational, and residential buildings. The historic charm of Shimla, a colonial hill station, is under threat from increasing construction activities that do not always adhere to sustainable practices. This growth has led to a transformation in the townscape, with traditional architectural styles being replaced by modern structures that often clash with the natural landscape, affecting the city's visual scenic appeal and cultural heritage.

Shimla is currently facing significant challenges in urban infrastructure, which have been widely discussed in academic research[7]. The city's rapid and often unplanned growth has put a strain on existing infrastructure, including roads, drainage, and waste management systems. The infrastructure, originally designed for a much smaller population, struggles to meet the demands of a growing number of residents and tourists. This mismatch has led to problems such as traffic congestion, inadequate water supply[8], and overwhelmed waste management facilities.

1.1.4 Tourism

Shimla is the most eminent tourist destination in the country. Set amidst beautiful hills and mystical woods, Shimla is one of the most aesthetically planned cities in India. This city has colonial-style buildings alongside the historical temples and amalgamation of the world's leaves everyone visiting this region spellbound.

Hill town offers numerous possibilities for tourism growth. Tourists are attracted to these mountainous destinations for many reasons, including climate, clean air, unique landscapes and wild life, scenic beauty, local culture, snow covered peaks and history & heritage. The

Government of Himachal Pradesh formulated the Tourism Policy of Himachal Pradesh, 2000 to promote tourism in the state, which was later revised in 2005. Additionally, the Policy on Development of Ecotourism, 2001 was introduced to encourage economically, culturally, and ecologically sustainable tourism in Himachal Pradesh and to generate employment opportunities. This ecotourism policy was subsequently revised in 2017 as the Policy for the Development of Ecotourism [9].

State has experienced a significant surge in domestic and international tourism over the past decade. According to the Himachal Pradesh Tourism Department, the number of tourists visiting the state has increased from 7.14 million in 2005 to 25.75 million in 2016, a substantial growth of over 150%. This influx of tourists has also led to a rise in the city's floating population, which has grown from approximately 56,000 in 2001 to around 80,000 in 2016 [3] [10].

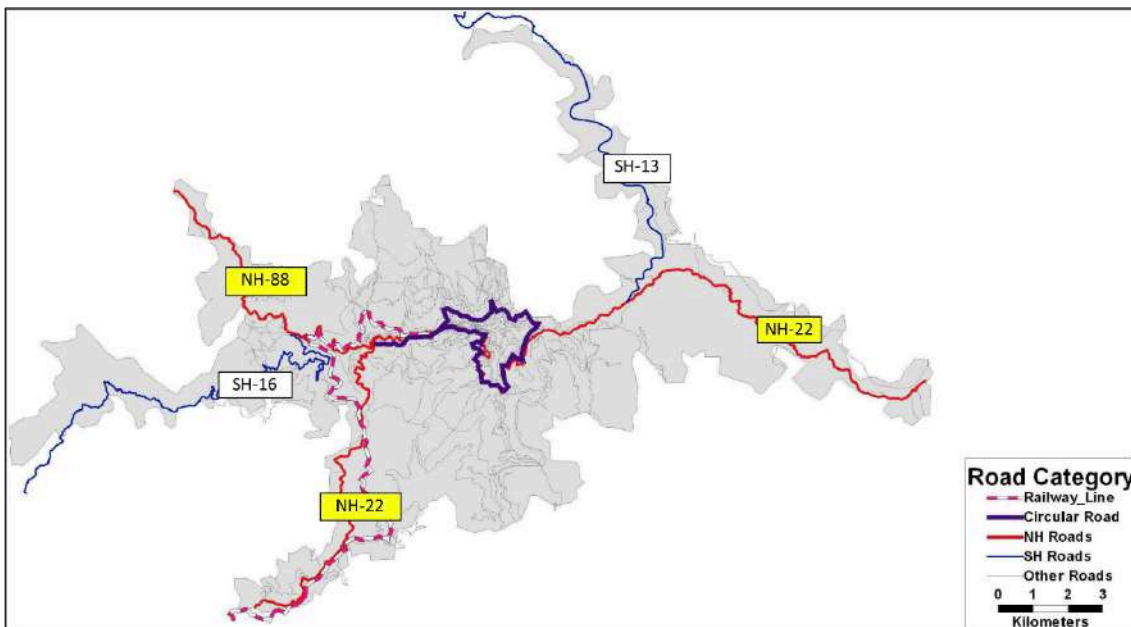
The peak tourist season in Shimla coincides with the summer months, when the city enjoys pleasant weather. Moreover, its proximity to Delhi and Chandigarh makes it a popular weekend gateway for residents of these metropolitan areas. However, the city's infrastructure has struggled to keep pace with the growing number of tourists. This strain on resources is particularly evident during the peak tourist season, when there are shortages of water supply, inadequate waste management facilities, and traffic congestion. Additionally, the floating population has contributed to encroachments and unauthorized constructions, which are incompatible with the city's natural environment.



Figure 1-2: Tourist statistics in Shimla, Himachal Pradesh

1.1.5 Traffic and Road Infrastructure in Shimla

Shimla's road infrastructure and traffic management face significant challenges due to the city's unique topography, historical development patterns, and rapid urbanization. Located in hilly



**Figure 1-3: Road Network Plan for Shimla
Adopted from Comprehensive Mobility Plan for Shimla**

terrain, Shimla's narrow, winding roads follow the natural contours of the landscape, limiting opportunities for road expansion or new infrastructure development. These constraints, along with the city's fast-paced growth, have resulted in severe traffic congestion, especially during peak tourist seasons.

The road network in the Shimla Urban Agglomeration Area currently occupies 25.20% of the land. However, only 3.75% of the Shimla Planning Area is allocated for traffic and transportation, as indicated in the Draft Master Plan 2021. This allocation falls short of the recommended 6-8% for large hill towns, as per UDPFI guidelines (UMTCL, 2012). The existing road infrastructure can be categorized based on characteristics such as road width, connectivity, and topographical constraints shown in the Table 1.2.

Table 1-3 Characteristics of road network in Shimla city

Sr. No.	Category	Description	Characteristics
1.	Main Arterial Roads	Cart Road or Circular Road or Motor Round Road (MDR-66 & 67)	<ul style="list-style-type: none"> The length of cart road is 18 km Intersection to minor roads along Cart road at 66 locations On-street parking of vehicles on all sections of Cart road
2.	Municipal Road	All the roads connecting the Cart Road are municipal roads and are maintained by Shimla Municipal Corporation	<ul style="list-style-type: none"> The total length of roads for vehicle movement under the Municipal Corporation as per data available with the SMC is 74.6 kms.
3.	Mall Road	The road from Boileauganj to Scandal Point and from Scandal	<ul style="list-style-type: none"> The road along the Mall is for pedestrian movement and entry is

		Point to Secretariat and from Scandal Point to Sanjauli Chowk	restricted except for vehicles with permits and emergency vehicles
4.	Municipal Pathways or Staircases	Municipal paths are in form of blacktop streets along with stairs for pedestrian movement	<ul style="list-style-type: none"> • These paths or stairs are used for manual transportation of goods/payloads by porters • The total length of walk paths under SMC is 73 kms.
5.	Lift	Connecting between the Mall road and the Ridge with circular road	<ul style="list-style-type: none"> • The lift is the only mechanized transport system available for vertical mobility between circular road and the Mall road.
6.	Ropeway	Connectivity between Ridge to Jakhu hill	<ul style="list-style-type: none"> • The Jakhu ropeway, a cable car, is a popular experience taken by tourists in Shimla as it provides breathtaking and an aerial view of Shimla.

Source: Draft Development Plan, Shimla Planning Area, 2041

<https://mcslogin.hp.gov.in/SecureFileStructure/Notices/e76ba0c0-0ced-4953-b34bb04e67f8928f.pdf>

Key Challenges in Shimla's Road Network

- 1. Topographical Constraints and Limited Road Network** - Shimla's roads are primarily narrow and steep, reflecting the city's historical growth pattern when vehicular traffic was minimal. With an elevation that varies across different hill spurs and slopes often exceeding 45 degrees, the city's road network has evolved in an unplanned manner. Most of the existing roads, especially the Circular Roads, were not designed to accommodate high volumes of traffic, particularly modern vehicular demands. The steep gradients and sharp curves further exacerbate the risk of accidents, as navigating these roads can be challenging for both locals and tourists unfamiliar with the terrain.

- 2. Traffic Congestion** - The number of vehicles in Shimla has increased significantly over the years. Between 2005 and 2018, the number of registered vehicles nearly doubled, contributing to congestion on the already narrow roads. In addition, the influx of tourists, especially during the summer & winter holidays, as well as weekends, results in temporary population surges, which overwhelm the existing road infrastructure. Traffic jams during peak hours, particularly on the Circular Road, Sanjauli-Dhalli bypass, and near popular tourist spots like Mall Road, are common occurrences. The situation is further complicated by the lack of adequate parking facilities, leading to vehicles being parked along roadsides, reducing road width and increasing congestion.
- 3. Road Safety Concerns** - Shimla's road infrastructure poses significant safety risks, especially during the monsoon and winter months. The city's steep slopes and frequent landslides disrupt traffic flow and increase the risk of accidents. Poor maintenance and the absence of adequate drainage systems lead to waterlogging on roads, which, combined with the steep inclines, can cause vehicles to skid. During the winter, snowfall renders many roads hazardous due to ice formation, making it difficult to maintain traffic flow. The issue is compounded by the city's unauthorized constructions on steep slopes and near roadways. Such developments not only increase the risk of landslides but also often encroach upon roadways, leaving less room for vehicular and pedestrian traffic.
- 4. Efforts for Road Widening and Development**

To address the mounting traffic challenges, the government has initiated various road widening projects and the development of alternative routes. Road development projects such as the widening of the Sanjauli-Dhalli road (part of MDR-66) and the Chotta Shimla-Kusumpti stretch aimed to improve traffic flow and accommodate larger vehicles.

1.1.6 Structure of the Report

The primary objective of this report is to assess the social impact of the road widening project on MDR-66 and MDR-67. The report evaluates how the expansion of these roads will affect local communities, traffic patterns, and road safety. The first chapter provides a background to the project, detailing Shimla city's geographic, historical, and administrative significance,

along with an overview of the targeted roads, MDR-66 and MDR-67. It includes discussions on the objectives of the road development, the existing infrastructure challenges, and the need for the project. This chapter also explains the legal framework governing land acquisition, focusing on the Land Acquisition Act, 2013, and other relevant laws. It describes key provisions regarding compensation, rehabilitation, and the parameters guiding land acquisition for road development/widening.

The second chapter outlines the SIA team composition and the methodology used for the assessment. It covers the team's composition, the approaches employed in data collection, including surveys and consultations with stakeholders, and the methods used for analyzing both primary and secondary data. The third chapter focus on assessing the land to be acquired, covering its current usage, ownership, environmental characteristics, and classification. This assessment provides insight into the extent of land affected and the broader implications for local communities.

Chapter four estimates and enumerates the families and assets impacted by the project, identifying those affected by land acquisition, including vulnerable groups such as women-headed households and economically disadvantaged families. Chapter five provides a socio-economic and cultural profile of the affected population, detailing demographic data, economic activities, and cultural practices to offer a holistic understanding of the communities involved.

The sixth chapter analyzes the social impacts of the project, detailing both positive outcomes, such as improved infrastructure and economic opportunities, and potential negative effects, including displacement and environmental concerns. Mitigation measures has been suggested to minimize adverse impacts. Chapter seven evaluates the costs and benefits of the project, with recommendations for land acquisition, while considering alternative solutions. The final chapter presents a Social Impact Management Plan, outlining strategies for resettlement and rehabilitation, monitoring and evaluation mechanisms, and a grievance and redress system to ensure that the project proceeds in a socially responsible manner.

1.2 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.

1.2.1 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.

1.3 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 demography, the available road infrastructure now struggles to accommodate the increased vehicular 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 via Chotta Shimla and Victory Tunnel to Dhalli Chowk via Lakkar Bazar. Additionally construction of a pedestrian path near Tibetan school, Chotta Shimla- Kasumpti road is also proposed. The primary objectives of this initiative are to alleviate traffic congestion, improve road safety, and enhance overall transportation efficiency.

Key Rationale for the Project:

- 1. Alleviation of Traffic Congestion:** Expanding/widening the road network will help in reducing traffic bottlenecks and ease the flow of vehicles, particularly during Peak Hours and high-traffic Tourism time periods.
- 2. Enhanced Road Safety:** Upgrading the roads will address safety issues by providing better infrastructure to handle increased traffic, thus reducing the likelihood of accidents.
- 3. Improved Connectivity:** The project will improve access within the city, facilitating more efficient travel between major areas and essential services.
- 4. Support for Sustainable Urban Development:** As Shimla continues to grow, the project will support sustainable urban development by modernizing infrastructure to meet evolving demands.
- 5. 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.

1.4 Project Details

The proposed acquisition involves land and buildings along two major routes in Shimla city: from Tuti Kandi bifurcation to Sanjauli via Chotta Shimla and from Victory Tunnel to Dhalli Chowk via Lakkar Bazar. Additionally, there is another section at Chotta Shimla, where private land/shops in the revenue area of Chotta Shimla-Khas, near the Tibetan School, are proposed to be acquired for the construction of a pedestrian path. Consequently, a SIA has been conducted for these specific areas. Table 1.4 shows the project details.

Table 1-4 Project details of the MDR 66 & MDR- 67 in Shimla, Himachal Pradesh

Sr. No.	Particulars	Details as proposed
1.	Name of the Project	Road widening/development project: <ul style="list-style-type: none"> - MDR-66 (Tuti Kandi to Sanjauli via Chotta Shimla) - MDR-67 (Victory Tunnel to Dhalli Chowk via Lakkar Bazar) - Construction of Pedestrian Path near Tibetan School, Chotta Shimla.

2.	Area of land to be acquired	20868-58 sqm/deci-meter
3.	Location	The proposed land is located alongside MDR-66 and MDR-67, covering key routes within Shimla city, and near the Tibetan School in Chotta Shimla for the construction of a pedestrian path.

1.4.1 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 via Chotta Shimla (MDR -66)
- Victory Tunnel to Dhalli Chowk via Lakkar Bazar (MDR -67)

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 Chotta 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 20,868.58 sqm/deci-meter, or 02-08-83 hectares, covering 12 villages 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.

1.4.2 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 Chotta Shimla side. These routes are vital for improving urban mobility and connectivity within the city.

1.4.2.1 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.

1.4.2.2 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 network, whereas water poured on the southern slope flows into the Bay of Bengal through the Yamuna River network.

1.4.2.3 Seismicity

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

1.4.3 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 and Chotta Shimla to ease out traffic congestion and ensure smooth flow of traffic ensuring ease of living of the local residents and better infrastructure for future requirements.

1.4.4 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 are not taken simultaneously. There is a

risk of disruptions in the drainage networks if caution is not taken for the management of muck and excavated material during the execution phase which may further be alleviated in future with the raising of the bed level of the natural streams due to un-scientific dumping of muck and dismantled construction material. Proper dumping sites may be identified and developed for dumping of muck and dismantled construction materials.

1.5 Examination of Alternatives

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

1.6 Phases of Project Construction

Following are the activities proposed under the project:

1. TutiKandi bifurcation to Sanjauli via Chotta Shimla
2. Victory Tunnel to Dhalli Chowk via Lakkar Bazar
3. Construction of a pedestrian path on Chotta Shimla- Kasumpti road near Tibetan School.

1.7 Core Design Features, Size and Types of Facilities

The designs were provided by the PWD department; however, they covered only one section of the MDR-67 road, specifically from Victory Tunnel to Auckland Tunnel. Following pages are presenting the designs for this section of the road:

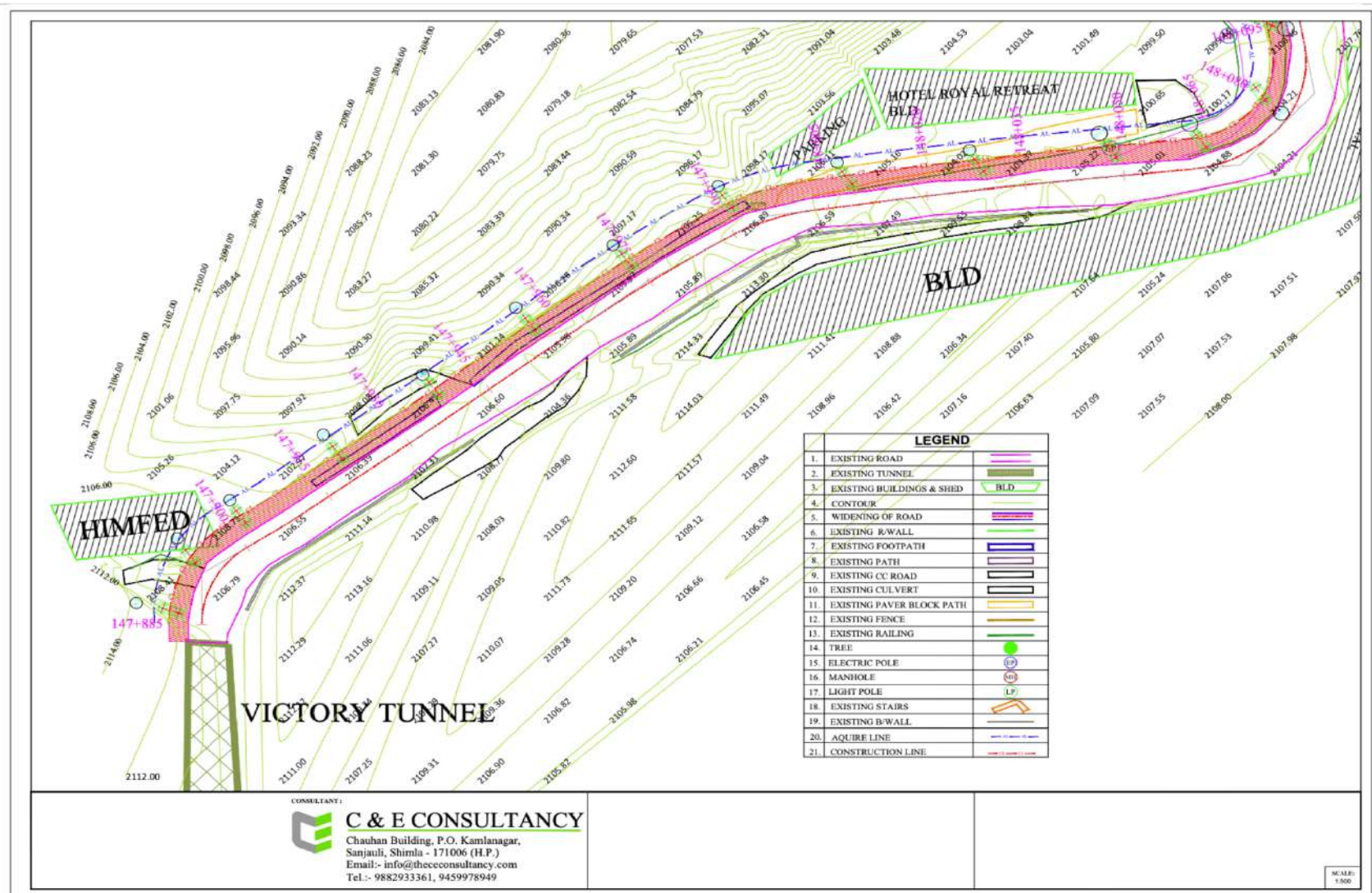


Figure 1-4 : Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 1



Figure 1-5: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 2



Figure 1-6: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 3

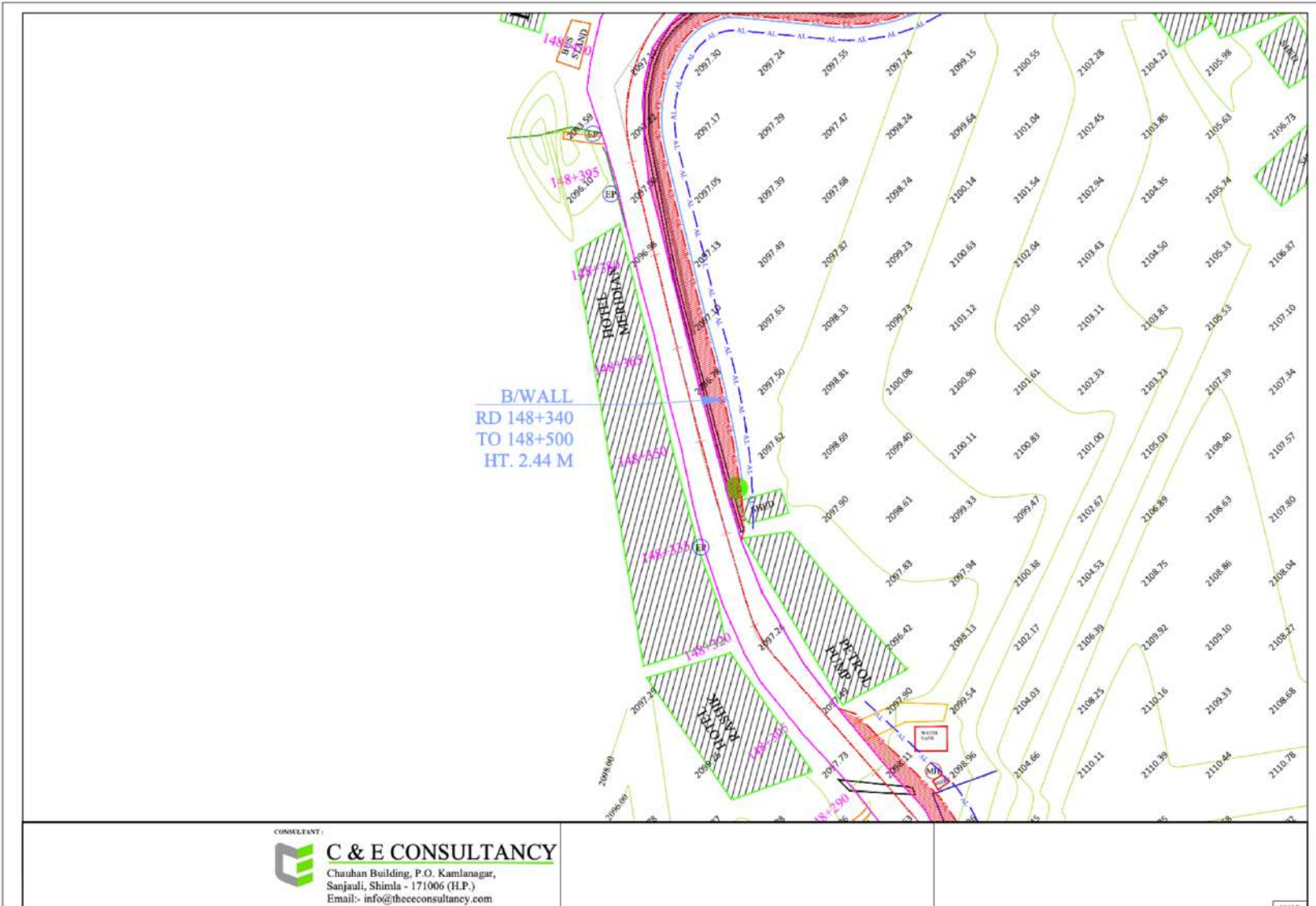


Figure 1-7: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 4

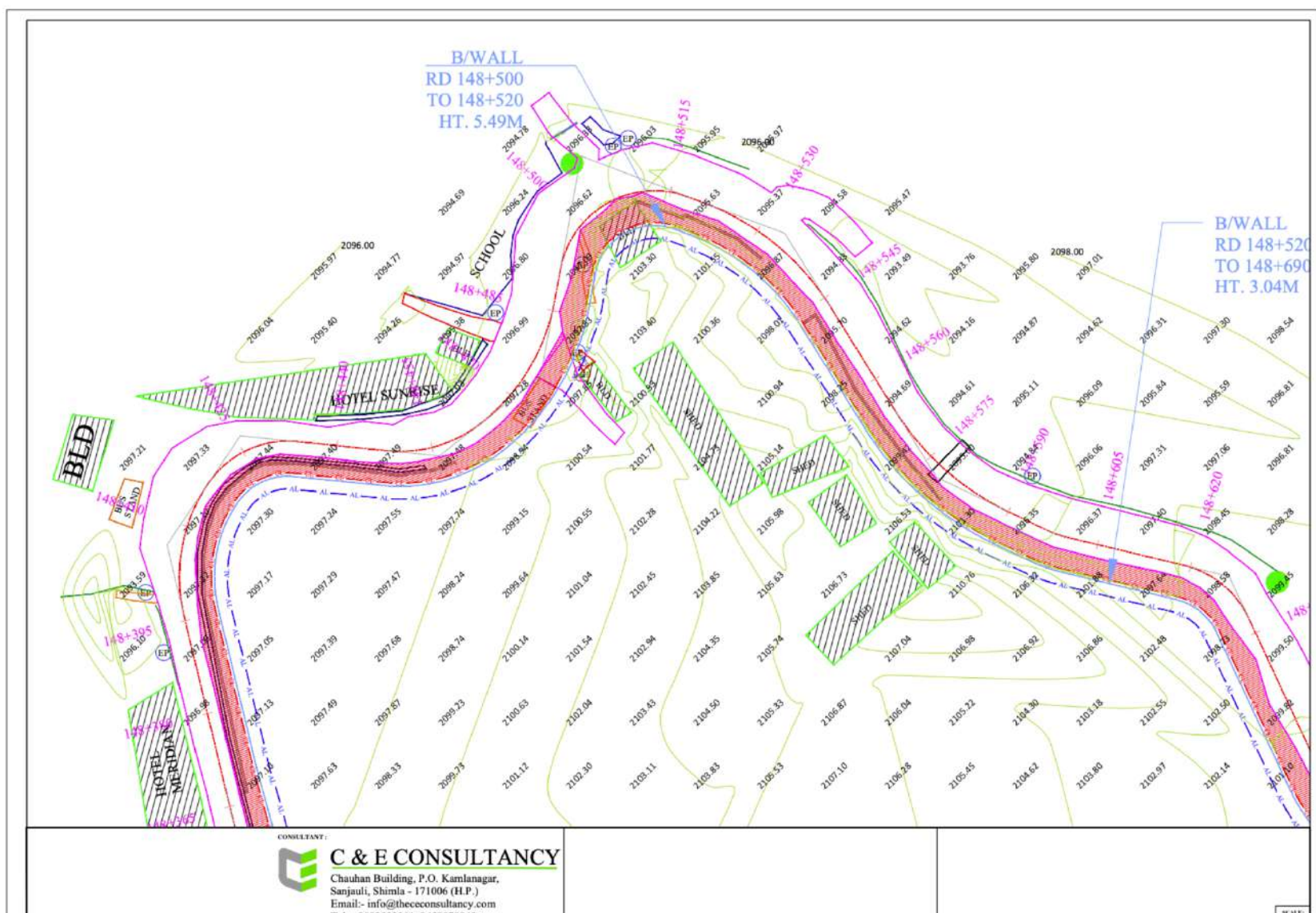


Figure 1-8 : Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 5

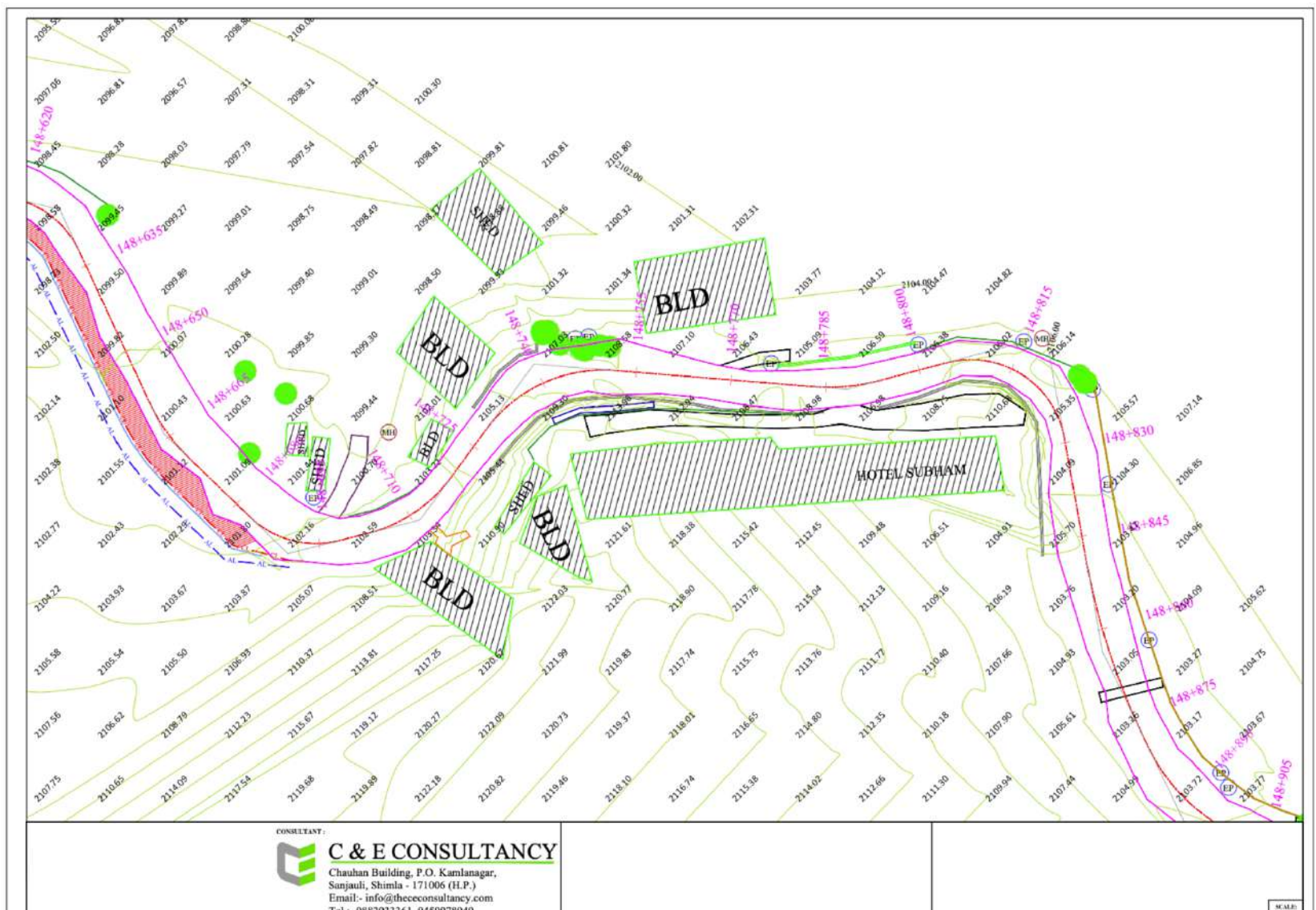


Figure 1-9: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 6

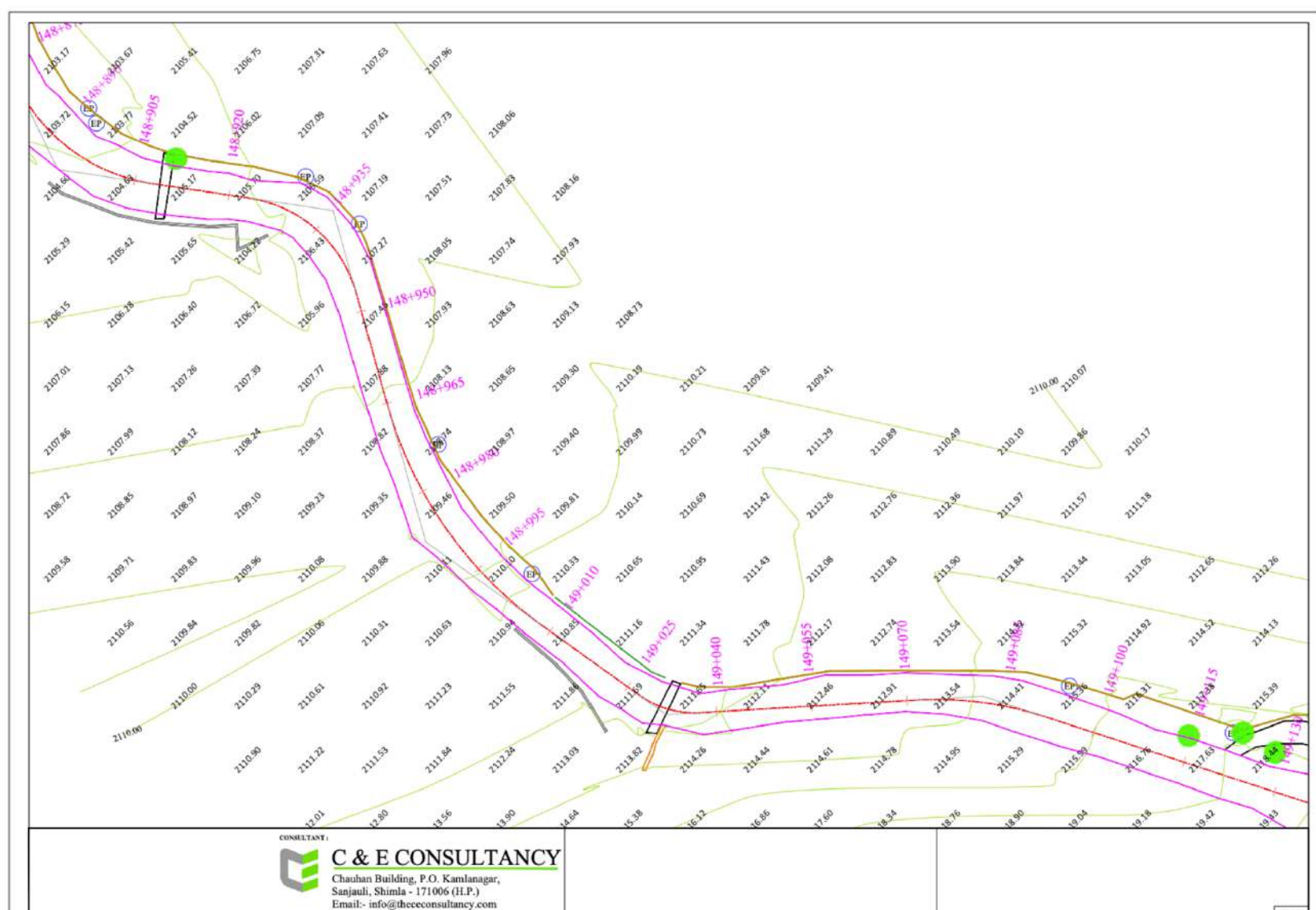


Figure 1-10: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 7

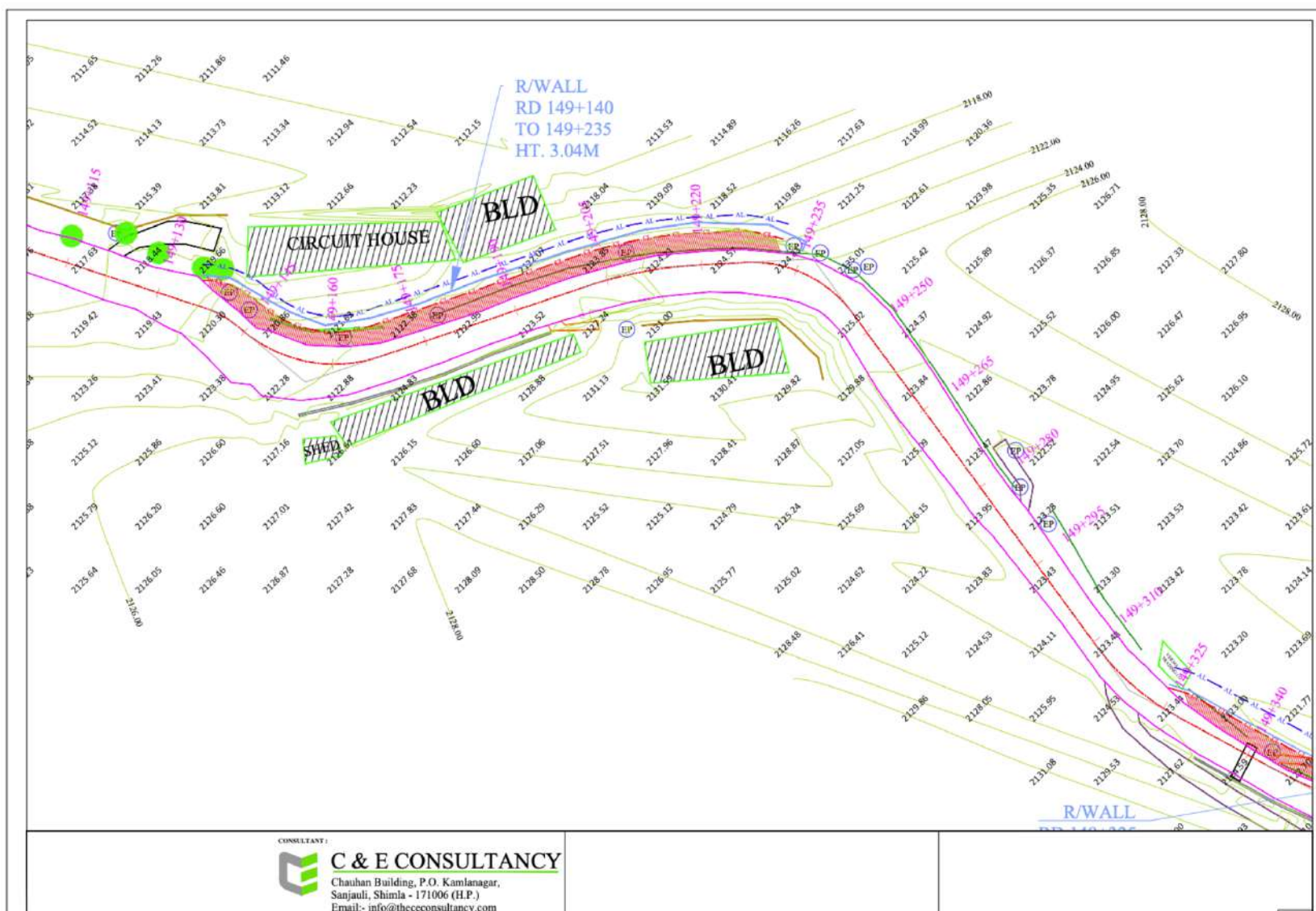
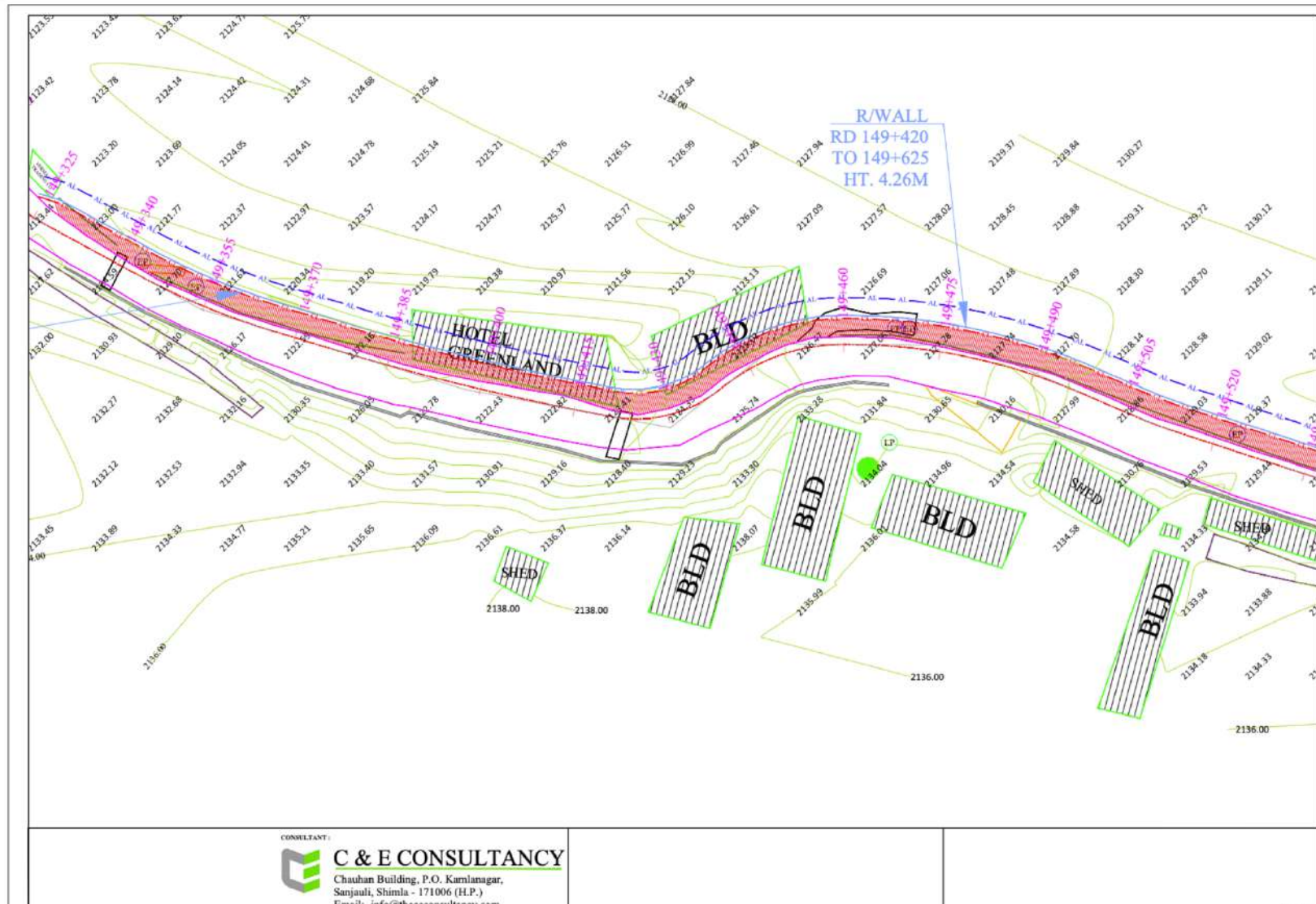


Figure 1-11: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 8



CONSULTANT:
C & E CONSULTANCY
 Chauhan Building, P.O. Karlanagar,
 Sanjauli, Shimla - 171006 (H.P.)
 Email:- info@theconsultancy.com

Figure 1-12: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 9

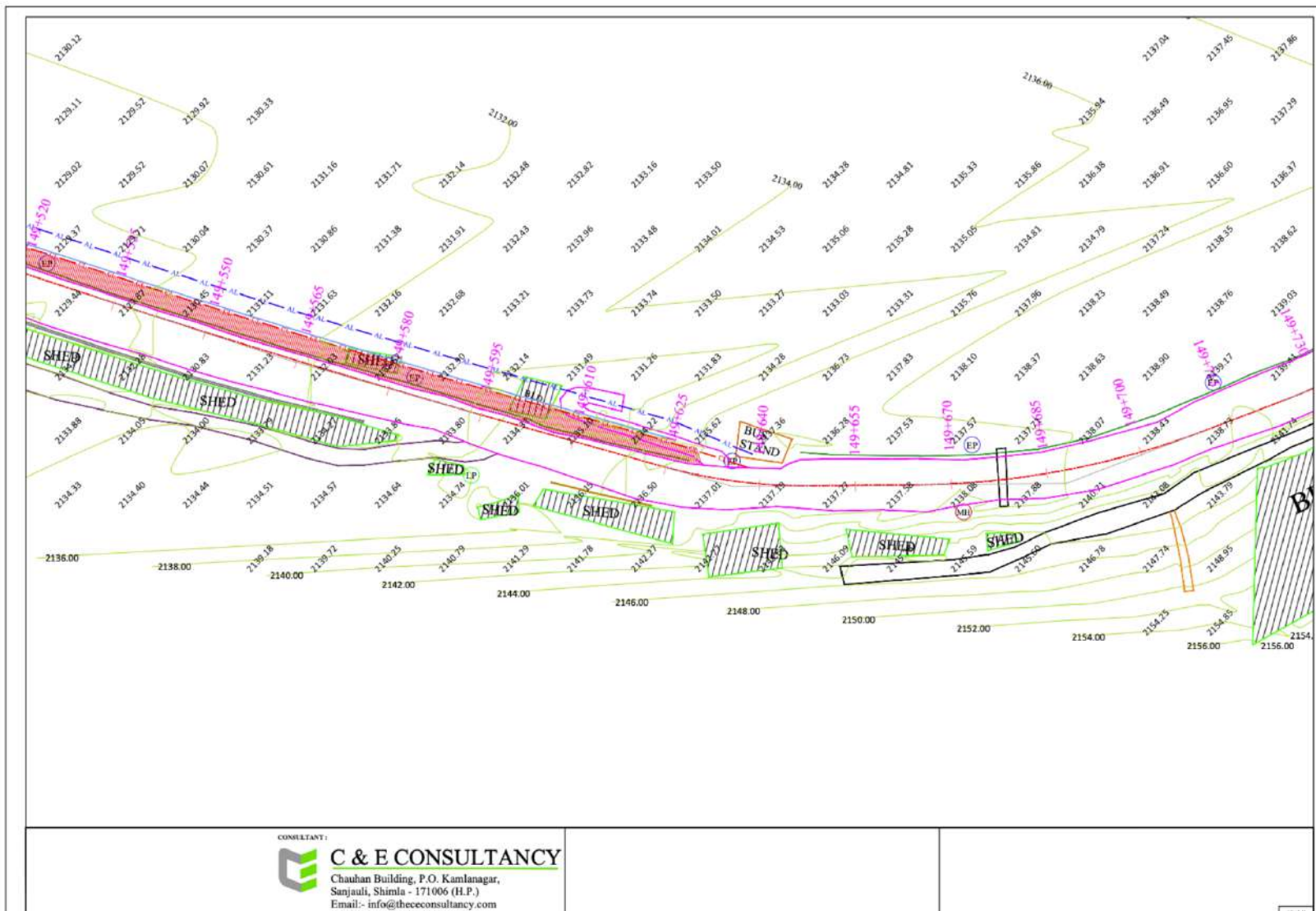


Figure 1-13: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 10

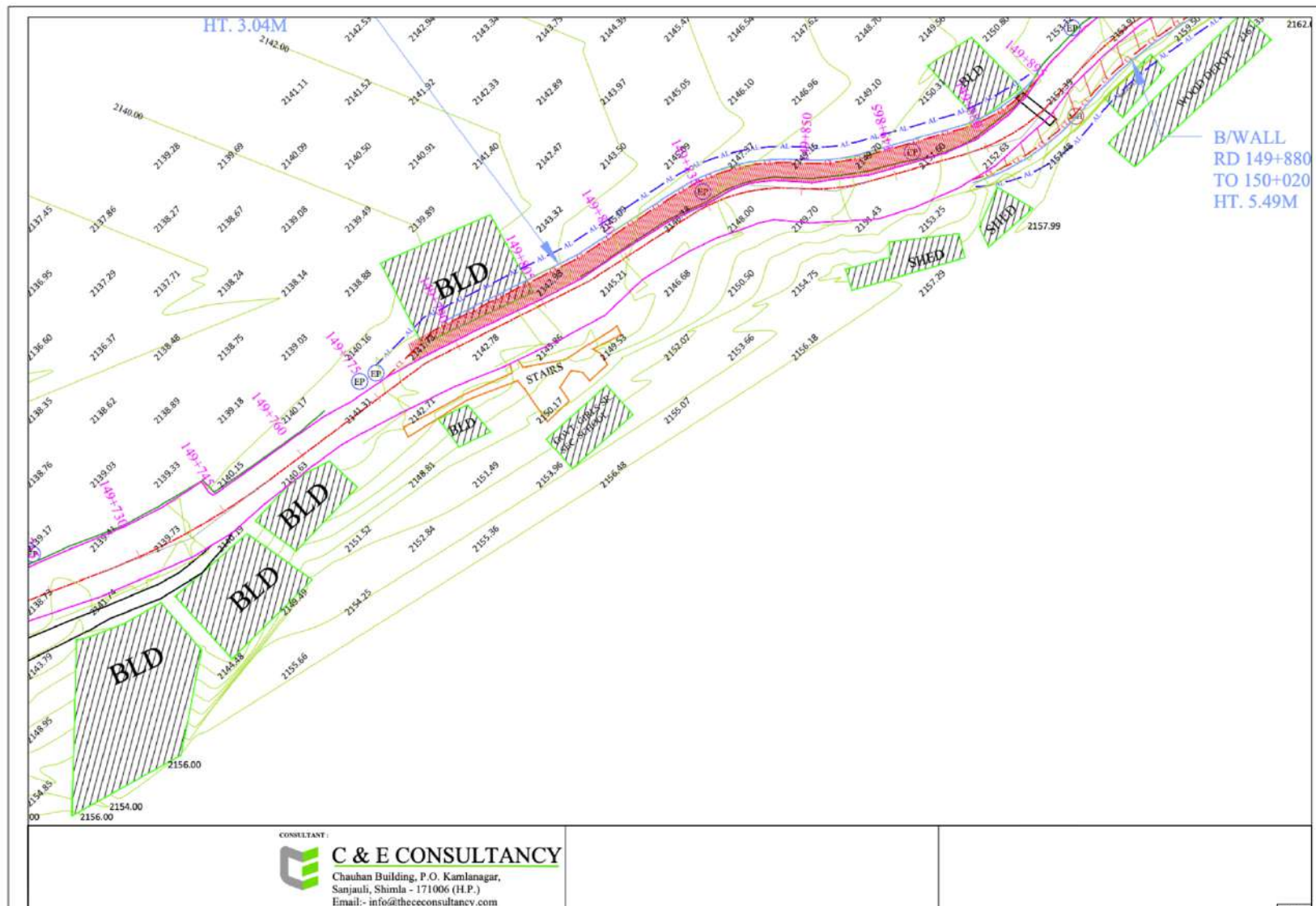


Figure 1-14: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 11

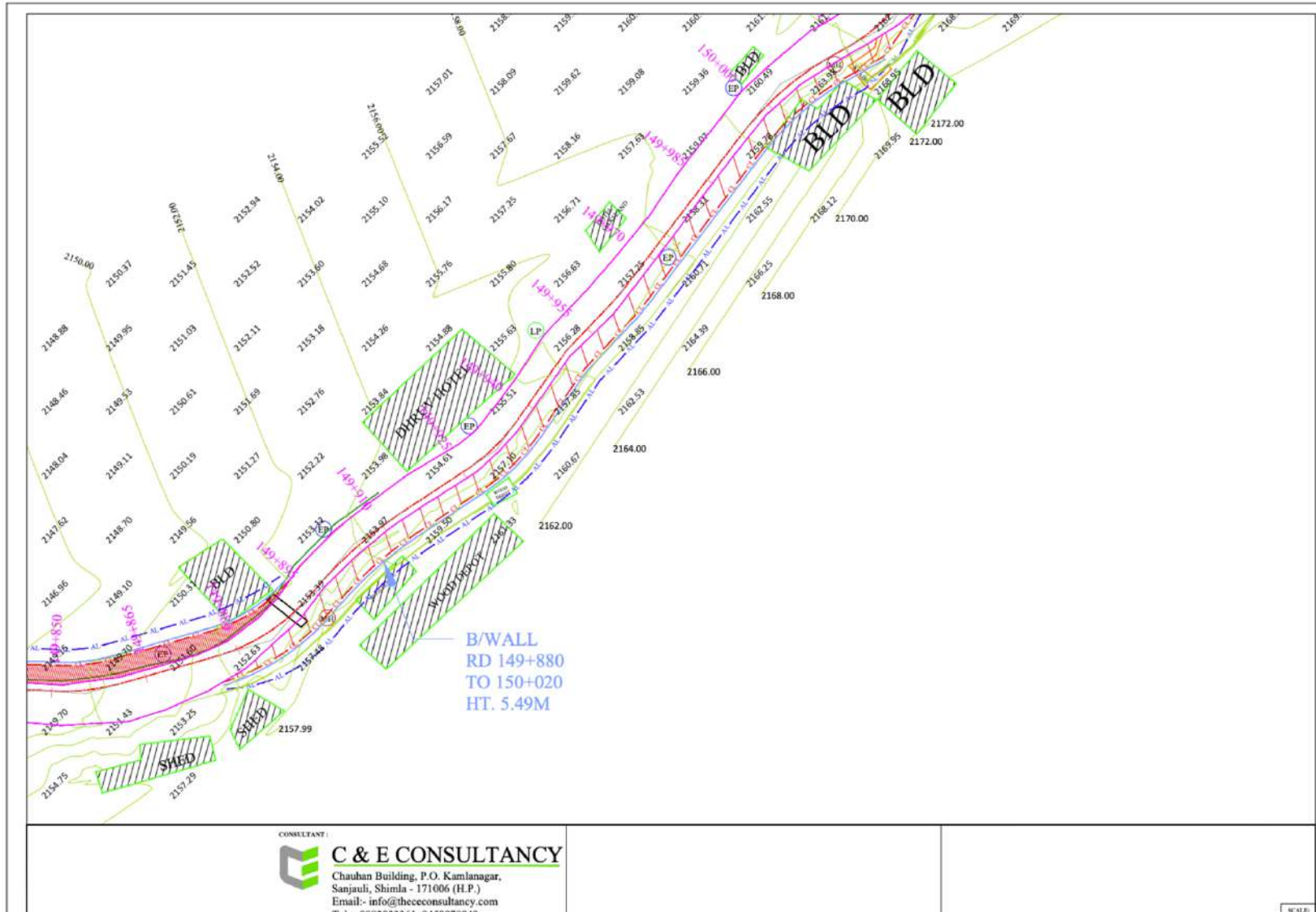


Figure 1-15: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 12

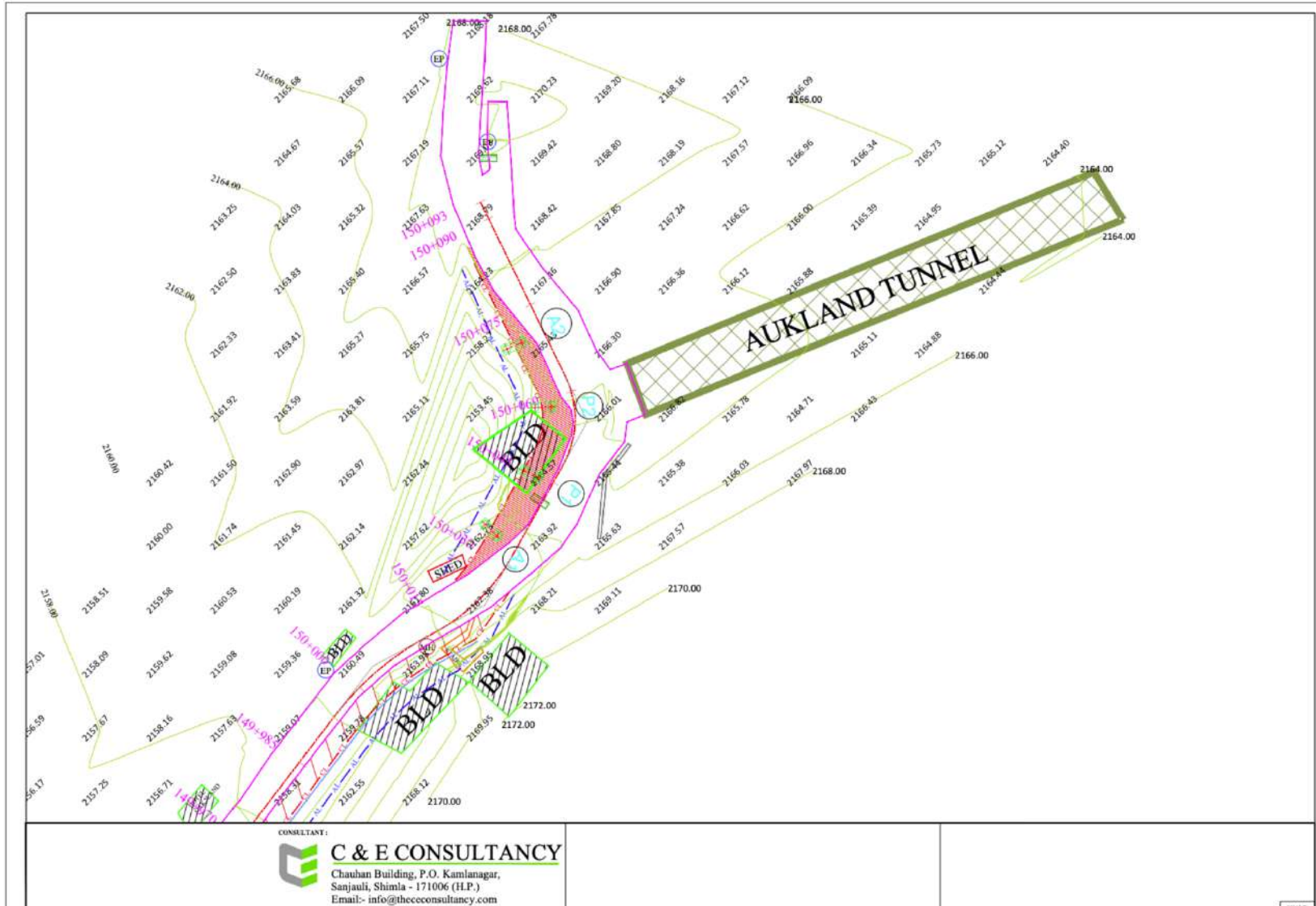


Figure 1-16: Proposed Road Design for the Improvement of MDR-67 Road Section (Victory Tunnel to Auckland Tunnel) - 13

1.8 Workforce Requirements

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

1.9 Details of Environmental Impact Assessment and Technical Feasibility Report

No such report has been shared by the concerned agency.

1.10 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, 2013, 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

1.10.1 Preparation of Social Impact Assessment Study

RTFCTLARR Act, 2013, 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 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 HP 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.

1.10.2 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 urban local 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.

1.10.3 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. Provision have been described by each state while notifying rules under the provision of the Act, 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.

1.10.3.4 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.

1.10.3.5 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

1.10.3.6 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, R&R must be conducted for every land acquisition as per the process described under the framed rules. 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.

1.10.4 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.

1.10.4.1 Conducting SIA and SIMP

1. 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.
2. 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.

1.10.4.2 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.

1.10.4.3 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 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 2.2 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.

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.

Table 2.1: Social Impact Assessment Team Composition and Expertise

Sr. No.	Name	Qualification	Gender	Expertise/Responsibilities
1.	Er. Tarun Gupta (Team Leader)	B.Tech (AG), PGDPM, Diploma in Disaster Management, PGDJMC	Male	Senior Environmental Officer, Deptt of Environment, Science & Technology (Retd.) Expertise EIA & SIA, Report Writing
2.	Mangat Chauhan	PG (Pol. Science) , PGM&IR,	Male	Impact Assessment & Community Mobilization (Project Coordination)
3.	Raman Kumar	MA Sociology Ph.D. Public Health	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: List of Field Surveyors for the Social Impact Assessment

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

2.2.1 Aim

The aim of the study is to conduct a 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 as well as the construction of a pedestrian path near the Tibetan School in Chhota Shimla, 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.

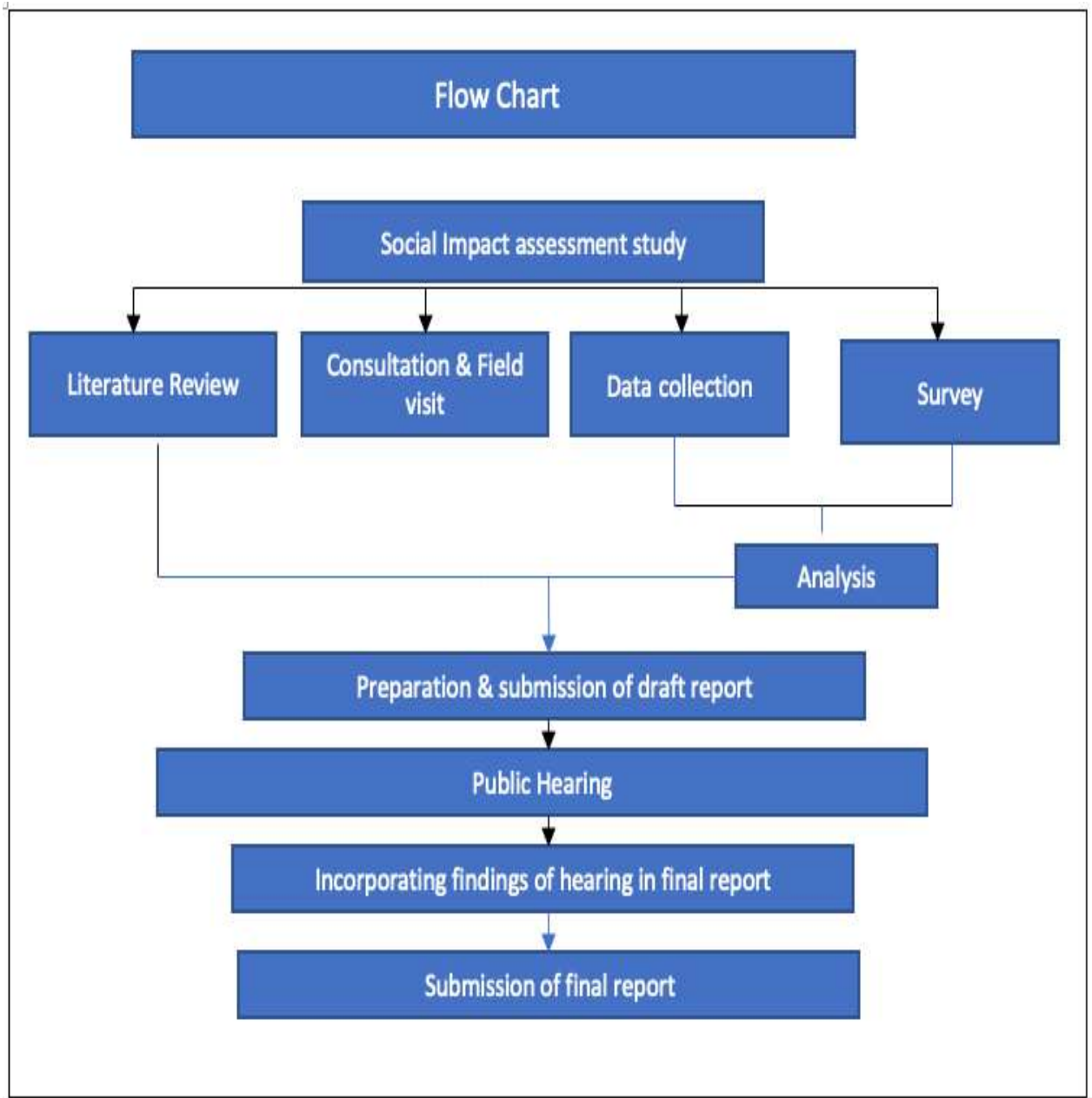


Figure 2-1: Flow chart for Conducting Social Impact Assessment (SIA) in Land Acquisition for the Widening of MDR 66 and MDR 67, District Shimla, Himachal Pradesh

Process/methodology for conducting SIA study and preparation of SIMP

1. Literature review

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 and other concerned departments)

4. Primary Data (questionnaires & FGD, field visit) 48% 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

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 the construction of a pedestrian path near Tibetan School on Chotta 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.

2.2.4.4 Identification of the Stakeholders to be Consulted for SIA

A comprehensive list of stakeholders who likely to 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:** A structured questionnaire was 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 81 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.

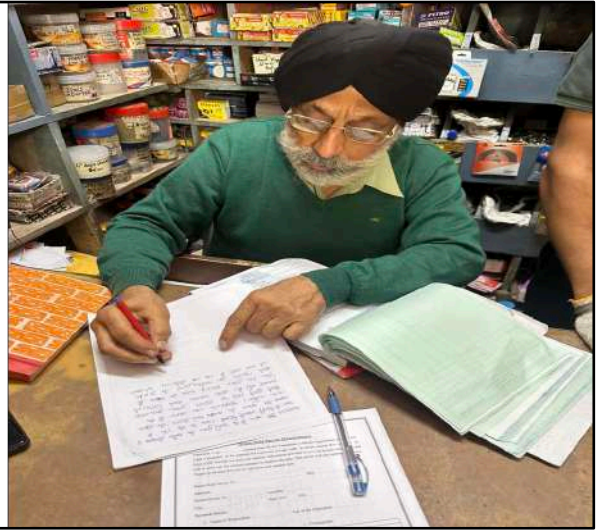
2. Qualitative Techniques:

- 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. The primary survey was conducted through proper scheduling between 8/9/2-24 to 15/9/2024 covering the areas as identified by the concerned requiring body and notified by the Public Works Department.
- 3. Stakeholder Consultations:** Input from stakeholders, gathered through FGDs, public consultations, and interviews, was critical in shaping the SIA and SIMP.



Documentation in Progress: Team members collect data and observations to better understand the social and environmental impact of the project.

2.6 Schedule of consultations with key stakeholders and brief description of public hearings conducted

Following was the schedule of public hearing that was organized as per provisions of the Act:

Sr.no.	Mohal/Village name	Ward Name	Date	Time	Venue
1.	1. Chaura Maidan 2. Upper Kaithu 3. Tara Hall 4. Lakkar Bazar 5. Shankli	Anadale Upper Kaithu Ruldubhatta	22.10.2024	10:00 AM to 5:00 PM	Bachat Bhawan, DC Office Shimla
2.	1. Krishna Nagar 2. Bamloie 3. Kali Bari 4. U.S. Club	Krishna Nagar Banmloie Upper Kaithu Jakhoo	23.10.2014	10:00 Am to 5:00 PM	Bachat Bhawan, DC Office Shimla
3.	1. Bazar Ward Chotta Shimla 2. Chotta Shimla Khas 3. Sanjauli Chowk 4. Chotta Shimla	Chotta Shimla Engine Ghar Benmore Navbahar Brockhurst Chalaunthi	24.10.2024	10:00 AM to 5:00 PM	Bachat Bhawan, DC Office Shimla

Issues and suggestions given by the community during public hearings are as under:

Dated: 22/10/24 (Area under ward: Anadale, Upper Kaithu, Ruldubhatta)

1. The project could displace local residents and businesses without a clear public benefit. While the stated goal is to serve the public interest, the proposed solution may not be the most equitable or necessary.
2. The under-path drive-in facility, crucial for the operations of a nearby hotel, would be adversely affected by the acquisition. This could lead to significant inconvenience for hotel guests and financial losses for the business.
3. The area in question is a commercial hub, and many livelihoods depend on the businesses located there. Displacing these businesses without adequate rehabilitation and resettlement options would cause significant economic hardship.
4. That the heritage value of the Shimla town would be diminished by such activities.

5. That the solution to the traffic woes of Shimla does not lie in the widening of road but construction of alternate roads, flyovers, alternative modes of travel and better traffic management. The traffic jams take place due to turning points on the circular roads, particularly near Victory Tunnel, bus stand, lift/high Court, Chotta Shimla near Ashiana, Sanjauli Chowk, Auckland Tunnel, etc. and indiscriminate stopping and parking of buses. It is particularly pointed out that entry of the Old Bus stand is very narrow due to which the buses get stuck leading to traffic jams on both sides of the road. In the local bus stand the buses remained parked, whereas it should be only a boarding and deboarding station. There is already a proposal for a flyover for diverting traffic to the bus stand from Vidhan Sabha/Railway Station, which will ease traffic near Victory Tunnel. Moreover, there are proposals for the construction of tunnels and ropeways, to ease traffic congestion. Such projects should be carried out on a priority basis.
6. It is further stated that, should it become a necessity, the road ought to be widened from the hillside, where the land remains vacant and unclaimed. By doing so, the acquisition of commercial properties can be entirely avoided, thus preventing the disruption of established businesses and safeguarding the livelihoods dependent upon them.
7. That no Environment Impact Assessment has been carried out as is required under section 4 of the 2013 Act and Rule 3 of 2015 Rules. It is submitted that Shimla comes under Seismic Zone IV and the major portion of the roads in question come within the sinking and sliding zone. Number of trees are existing besides the road which are likely to come in the proposed widening. However, the same have not been mentioned in the draft SIA report nor the report mentions about any permission for felling the same under Forest Conservation Act. Various orders have been passed by Hon'ble High Court of Himachal Pradesh and Hon'ble National Green Tribunal regarding prohibition of felling of trees, cutting, excavation, dumping, etc. in the Shimla area.
8. From the Victory Tunnel towards Hotel Royale Retreat, there are more than approximately 25 Deodar trees which if the extension is done will have to be cut which goes against the orders of the Supreme Court & High Court.
9. The large-scale damage, which is likely to be caused to the ecology of Shimla due to such activities is a matter of common knowledge. Besides this the proposed activity

would also cause air and water pollution and would lead to health hazards due to unprecedented increase in dust and SPM levels causing respiratory diseases.

10. That no consent has been taken from the people as is required under Rule 16 of the 2015 Rules in PART- of FORM-IV along with Social Impact Assessment Study. Moreover, no steps for updating the records relating to the land rights, title in the land and other revenue records in the affected area has been taken. It is submitted that during settlement operations boundaries of owners in the alignment have been illegally changed and records have been wrongly been prepared. This fact of the matter has come to the fore now. However, affected persons in such portions have not been issued notices on the basis of wrong record.
11. That three different projects have been merged in one Social Impact Assessment report. In this behalf it is submitted that different reports ought to have been prepared for MDR-66 Cart Road Tutikandi to Sanjauli via Chotta Shimla; MDR- 67 Victory Tunnel to Sanjauli via Lakkar Bazar; and for construction of a pedestrian path near Tibetan School because each area had Social Impact specific to it.
12. That the draft Social Impact Assessment report does not take into account the extent government land coming within the alignment of proposed widening, in as much as the amenities affecting the general public existing upon such land would also have Social Impact. It is further submitted that sufficient Government land/properties exist in the alignment of the road, which is not being utilized and the properties/lands of the individuals are being proposed to be acquired. It is particularly point out that near Panchyat Bhawan the railings/ramps etc. can be moved back by 8-10 feet, without disturbing anyone. Already in las 3-4 years the roads had been widened upto 10 meters in the local Bus Stand area. The hawkers and vendors have occupied the widened areas, pathways, footpaths, etc., which is also substantially contributed to the traffic congestion. If, at all, the acquisition is to be carried out it should be in the first instance be carried out towards/from hillside/new areas where mostly the land/property of the Government or Trusts are existing rather than disturbing individuals and their families. This being so for the reason that the Government or Trusts can reestablish themselves at other places.

13. That Development Plan of Shimla Planning Area, 2041 does not envisage any such widening of road.
14. That the standard width of the Major District Roads (MDR) is prescribed as 9-11 meters including 1 meter berm on each side. The existing circular road, except at 2-3 points has lesser width. Therefore, there is no justification of the proposed acquisition proceeding for the widening of the circular road.
15. Seemingly pick and choose policy is being adopted in the proposed acquisition proceedings. In as much as certain areas, where the bottlenecks in fact exist, have either been completely left out or the alignment has been changed to benefit of some influential persons. In this behalf it is specifically pointed out that opposite Shubham Hotel major bottleneck exist and the road is only 20 feet (6.09 meters), however, the said portion has been completely left out due to the fact that some very influential persons are having their properties near the said Bottleneck. Some shops Opposite Willow Hotel near Lakkar Bazar bus stand/ Ice Skating Rink (belonging to Wakf Board) and occupied by highly influential persons have been left out by changing the alignment towards valley side and to save Dhroov Hotel the alignment has changed towards uphill side i.e., Arra Market (also belonging to Wakf Board). Hence, the proposed acquisition is not being carried out in constitutional, legal, fair, just, objective manner and vitiated by malice in fact, as well as in law but in a
16. There is no uniformity in the width of the road at different portions/points to benefit influential persons/institutions. The proposed plan to widen the road to 9-11 meters presents a clear inconsistency, as Victory Tunnel, a crucial part of Shimla's infrastructure, is only 6.10 meters wide. Expanding the road beyond the tunnel's width renders the widening ineffective and unnecessary. In Chotta Shimla area also some shops are being acquired, while others are being left out.
17. That the traffic problem of Shimla area lies in the lack of proper parking spaces and haphazard parking of vehicles on both sides of the road. It is a common knowledge that wherever the roads have been widened in the Shimla area, the desired result has not been achieved rather the problem has been magnified due to the parking of road on both sides of road. Moreover, such widened portions have been usurped by taxi operators and remain occupied by commercial vehicles like taxis, tempos, travelers and

hawkers/vendors, who are not been removed. So much so that already constructed parking(s) remain vacant. It is submitted that sufficient Government land is available opposite Hotel Cedar Grand, where car parking can be constructed. Furthermore, other parking spaces can be identified around the circular road to ease the traffic.

18. That the widening of the circular road has recently been carried out under smart city project and footpath and walk ways have been constructed by spending lot of money and there is no justification.
19. Some of the land owners pointed out that land belonging to them has been wrongly shown as HPPWD land which has already been corrected in the revenue records in the name of owners but still shown in the name of PWD.

Dated: 23/10/24. (Area under ward: Krishna Nagar, Banmloie, Upper Kaithu, Jakhoo)

1. The Panchayat Bhawan railing, galleries and pedestrian path under Khasras no 1411 & 1410 can be shifted back and vacant area of courtyard can be used for road widening and around 8 feet of road can be widened. As the width of the Courtyard is 20Mtrs so it can be widened as such there is no need to acquire the private properties.
2. The Ramp of Rai Sahib Puran Mal Dharmshala and parking of Panchayat Bhawan can be moved back and around 8 feet of road can be widened.
3. Pedestrian paths are being used by Hawkers sitting with their permanent carts and can also be shifted to avoid traffic congestions.
4. There are two paths heading towards Ram Bazar market one is through stairs and other is through ramp under Khasras no Khasra 1416 and 1417. The ramp can be removed as it serves no functional purpose. Additionally, vacant land under Khasra No. 1426, which belongs to the Gauri Mal Butail Trust, can be acquired. This would enable around 10 feet of road widening by trimming the path through the ramp and vacant space.
5. The Gauri Mal Butail Trust building, which includes the Hotel Himcasa, is situated on Khasra Nos. 1462 and 1463. This area is a major bottleneck due to the road width being only 7 meters. Acquiring, modifying, and widening this stretch would alleviate congestion.

6. A few years ago, shops near the traffic control room were dismantled. This area is currently used by fruit vendors and for parking which can be removed.
7. The local bus stop opposite Dr. Surinder Singh Clinic has a road width of approximately 20 meters, so no road widening is required here.
8. Multi-story parking structures can be constructed in the railway parking area across from Hotel Cedar Grand. Additionally, a multi-story parking lot can be built on vacant land next to Mehru Sweets, which has been unoccupied for many years.
9. The frequent turning of HRTC and private buses at the entry and exit points of the old bus stand tunnel causes major traffic congestion, which needs immediate resolution.
10. The road near Mehru Sweets was previously widened by approximately 10 feet, and a 30-foot retaining wall was installed. The electricity office was relocated to acquire the government land needed for widening, helping to reduce traffic congestion without affecting nearby shopkeepers.
11. Near the old bus stand tunnel, the road is approximately 8 meters wide. The width of the road near Gurudwara Singh Sabha is 8.4 meters, with the average road width in this area being about 8.5 meters therefore no acquisition is required for expansion.
12. The project will directly affect approximately 44 shops and over 400 families residing in the area. Many families live above or below these shops, and the project could significantly impact their livelihoods.
13. Past road widening projects on the circular road have led to increased traffic congestion due to the misuse of the additional space for idle parking.
14. There is a lack of information regarding the acquisition process and the Detailed Project Report (DPR). The exact location of the proposed acquisition remains unknown.
15. That previously acquired land for widening the road are not being used for the purpose. After completing the road widening the Govt. started white line parking system on the roads hence the commutable road remained of same length and width and the additional area added due the land acquisition is just used for parking spots hindering free flow of traffic.

16. The PAF fear that by acquisition of the land for proposed widening will bring the road dangerously closed to their door step increasing risk of accidents. Moreover proximity of heavy vehicular traffic causing constant vibrations will lead to structural damages/ cracks putting the lives of occupants at risk.
17. Many of the people stated that Krishnanagar area being a sinking zone can not bear the extra load of the vehicular traffic as well dismantling & construction activities and will unable to bear load of additional traffic movement which has been highlighted in Rajpatradated 17 august 2015 through a notification issued by Department of Town and Country Planning.

Dated: 24/10/24 (Area under ward : Chotta Shimla, Engine Ghar, Benmore, Navbahar, Brockhurst, Chalaunthi)

1. That instead of acquisition of private land the available govt. land may be utilized near the Chotta Shimla for the widening of road.
2. The commercial complex may be developed near existing complex on IGMC road and between MC parking and Police Chowki Sanjauli to resettlement of shop owners.
3. The notification issued is silent on the details of the land to be acquired.
4. The compensation package should account for both the immediate loss of rental income and the long-term commercial potential of the property.
5. Sanjauli Chowk serves as a crucial commercial center, providing essential services to the community. Relocating would negatively impact both businesses and residents.
6. The existing compensation package relies on outdated circle rates that do not accurately reflect the market value of properties in prime locations such as Sanjauli Chowk. Fair compensation should be calculated based on current market rates, enabling tenants and property owners to establish their businesses in comparable locations.
7. That the PAFs have not been associated during the course of survey and preparation of detailed project report.

8. That clear clarification and demarcation on the spot of all parts of khasra nos. identified for acquisition may be done by involving the concerns.





Photos taken during the public hearing on land acquisition for MDR-66 and MDR-67, as well as the pedestrian path in Chotta Shimla, District Shimla, Himachal Pradesh.

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 proposed 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 Sqm/dec i-mtr
1.	Shimla	Shimla (Urban)	Up-Mohal Chhora Maidan	15	2133-62
2.			Krishna Nagar	94	3368-70
3.			Bazar Ward Chotta Shimla	30 (Salam 15 batta 15)	477-50
4.			Up-Mohal Bemloe	3	455-58
5.			Up-Mohal Chotta 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 17 Batta 14)	1274-26
10.			Up-Mohal Shankli	24 (Saalam 8 Batta 16)	1720-07
11.			Muhaj Sanjauli Chowk	24 (Saalam 14 Batta 9)	495-07
12.			Up-Muhaj US CLub	10	780-84

The following table outlines the total land area that is proposed to be acquired for the construction of a pedestrian path near the Tibetan School in Chotta Shimla, Himachal Pradesh. This acquisition is essential to enhance pedestrian safety and accessibility in the area.

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

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/Up-Mohal	Total Kita	Area Sqm/dec i-mtr
1.	Shimla	Shimla (Urban)	Up-Mohal Chotta 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 Chotta Shimla. Specifically, the project impacts:

MDR-66 (Tuti Kandi to Sanjauli via Chotta 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.

MDR-67 (Victory Tunnel to Dhalli Chowk 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.

Tibetan School, Chotta Shimla: The area from Tibetan School to Chotta Shimla is proposed to be acquired for 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.

3.3 Scope of 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 Proposed to be acquired for these purposes amounts to 20868-58 sqm/decimeter (02-08-69 hec.).

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.

3.4 Total land requirement for the project

The total land proposed for acquisition under this project amounts to 20,868-58 sqm/decimeter, or 02-08-69 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.

3.4.1 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.

The land acquisition is intended specifically to widen MDR 66 and 67. These roads need to be widening/expansion to meet necessary transportation, safety, & infrastructure demands, and this expansion can only happen on or adjacent to the existing road. Since these roads have a fixed route, any land required for widening must be located directly along these road routes.

Given that the project must be carried out along & adjoining 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 & 67. This reflects a focused and clear objective behind the acquisition process, ensuring that the land will be used strictly for public infrastructure development.

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 & 67 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 20,868-58 sq./Deci-mtr, or 02-08-69 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, barandas and forested areas. However, it also includes several building structures used for residential and commercial purposes. Page bellow provides Khasra wise classification of the proposed land. The complete list of each Khasra, ownership and holding are provided in the annexure of this report.

Table 3-3: Khasra wise Classification of Land in Up-Mohal Choura Maidan, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/dec-mtr	Classifications of the Land
1	Shimla	Shimla (U)	Up Mohal Choura Maidan	1005/892/1	118-82	Gair mumkin Rasta
2				895/1	102-18	Jai Safed
3				896	43-57	Gair mumkin Sahan (Govt.)
4				897	25-92	Gair mumkin Godam pucca two storeyed
5				898	21-82	Gair mumkin Ahata
6				899	06-00	Gair mumkin stairs
7				900	151-59	Gair mumkin Karyalya pucca four storeyed
8				902/1	1-70	Gair mumkin Ahata
9				947/912/1	11-22	Gair mumkin Sehan
10				930/1	924-72	Jai safed
11				1013/931/1	09-62	Jai safed
12				1011/931/1	54-90	Jai safed

13				935	191-70	Gair mumkin Sehan
14				936	132-42	Gair mumkin Sadak
15				937	337-44	Gair mumkin Sadak

Total Kita 15 Total area sq. mtr. 2133-62

Table 3-4: Khasra wise Classification of Land in Krishna Nagar Ward, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/decimtr	Classifications of the Land
1	Shimla	Shimla (U)	Krishna Nagar	28/1	37-88	Gair mumkin Makan pucca three storeyed
2				211/1	18-30	Gair mumkin raasta
3				212	59-74	Gair mumkin dukaan pucca two storeyed
4				213	20-52	Gair mumkin makaan & dukaan pucca two storeyed
5				214	24-22	Gair mumkin makaan and dukaan two storeyed
6				215	11-70	Gair mumkin makan & dukan pucca two storeyed

7				216	9-30	Gair mumkin makan & dukan pucca two storeyed
8				217	64-45	Gair mumkin rasta
9				217/1 (Bandobasti)	42-21	Gair mumkin makan & dukan pucca four storeyed
10				221	61-27	Gair mumkin makan & dukan pucca four storeyed
11				222	4-38	Gair mumkin Stairs
12				223	4-60	Gair mumkin Stairs
13				224	4-80	Gair mumkin Stairs
14				225/1	9-36	Gair mumkin gali
15				226/1	11-00	Gair mumkin dhara
16				228/1	6-88	Gair mumkin Rasta
17				235/1	9-00	Gair mumkin makan pucca two storeyed
18				236	5-50	Gair mumkin Baramda
19				237/1	6-60	Gair mumkin Rasta
20				238/1	20-16	Gair mumkin makan pucca four storeyed
21				239	8-55	Gair mumkin Baramda
22				240	59-63	Gair mumkin Gali

23				241	27-37	Gair mumkin dukaan three storeyed
24				242/1	4-20	Gair mumkin Stairs
25				244/1	51-93	Gair mumkin makan pucca three storeyed
26				1846/246/1	8-21	Gair mumkin makan pucca three storeyed
27				247	20-47	Gair mumkin Gali
28				295/1	7-65	Gair mumkin rasta
29				296	07-90	Gair mumkin Stairs
30				297	08-68	Gair mumkin Toilet pucca
31				1120	15-12	Gair mumkin Baramda
32				1124	209-00	Gair mumkin makan pucca three storeyed
33				1125	16-08	Gair mumkin Gali
34				1127	02-85	Gair mumkin Baramda
35				1128	06-84	Gair mumkin Stairs
36				1129	10-40	Jai Sarkar
37				1130/1	64-10	Jai Sarkar
38				1131/1	09-80	Gair mumkin Nala
39				1154/1	115-02	Gair mumkin makan pucca three storeyed

40				1155	10-60	Gair mumkin Gali
41				1156	45-26	Gair mumkin chhapa Khana
42				1156/1 (Bandobasti)	5-64	Gair mumkin Sadak
43				1157	12-00	Gair mumkin Stairs
44				1158/1	36-90	Gair mumkin office & Makan pucca two storeyed
45				1159/1	09-24	Gair mumkin Dhara
46				1160/1	232-60	Jai Safed
47				1161/1	07-12	Jai Sarkar
48				1162/1	21-99	Gair mumkin Nala
49				1407/1	00-45	Gair mumkin makan pucca
50				1408/1	41-75	Jai Sarkar
51				1409/1	28-50	Jai Sarkar
52				1410	10-50	Gair mumkin Nala
53				1411	06-75	Gair mumkin Toilet pucca
54				1412	147-06	Jai Sarkar
55				1413	04-88	Gair mumkin Stairs
56				1414	07-35	Jai Sarkar
57				1415	17-25	Jai Sarkar
58				1416	73-58	Jai Sarkar

59				1417	09-04	Jai Sarkar
60				1843/1418	31-12	Jai Sarkar
61				1844/1418	05-72	Gair mumkin Hotel pucca three storeyed
62				1845/1418	9-56	Gair mumkin Hotel pucca three storeyed
63				1419	05-85	Gair mumkin Gali
64				1848/1420	01-21	Gair mumkin Gali
65				1849/1420	06-54	Gair mumkin Gali
66				1852/1420/1	08-08	Gair mumkin Gali
67				1853/1420/1	03-10	Gair mumkin Gali
68				1850/1421	37-35	Gair mumkin Hotel pucca three storeyed
69				1851/1421	25-28	Gair mumkin Hotel pucca three storeyed
70				1422	15-25	Jai Sarkar
71				1423	09-62	Jai Sarkar
72				1424/1	58-37	Gair mumkin Rasta
73				1425	76-30	Jai Sarkar
74				1447/1	17-93	Gair mumkin Nala
75				1450	28-00	Jai Sarkar

76				1451	19-65	Jai Sarkar
77				1452	93-28	Jai Sarkar
78				1453	90-75	Jai Sarkar
79				1454	21-67	Jai Sarkar
80				1455	11-88	Jai Sarkar
81				1456	05-70	Gair mumkin Nala
82				1457	07-80	Gair mumkin Nala
83				1458	04-62	Gair mumkin Sadak
84				1459	68-75	Gair mumkin Makan pucca five storeyed
85				1460	46-75	Gair mumkin Makan pucca five storeyed
86				1461	11-52	Gair mumkin Stairs
87				1462	106-40	Gair mumkin Makan & dukan pucca five storeyed
88				1463	36-85	Gair mumkin Makan & dukan pucca five storeyed (on rent)
89				1464	54-38	Gair mumkin Makan & dukan pucca five storeyed
90				1465	22-63	Gair mumkin Rasta
91				1467/1	153-45	Gair mumkin Rasta

92				1487	442-54	Jai Sarkar
93				1491	05-40	Jai Sarkar
94				1702/1	77-27	Gair mumkin Sarak

Total Kita 94 Total Area 3368-70 (sq.mtrs)

Table 3-5: Khasra wise Classification of Land in Bazar Ward Chotta Shimla, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/decimtr	Classification of the Land
1	Shimla	Shimla (U)	Bazar Ward Chotta Shimla	1	88-20	Gair mumkin Makan & dukan pucca three storeyed
2				2	04-38	Gair mumkin Baramda
3				3	13-46	Gair mumkin Sehen
4				4	09-50	Gair mumkin Stairs
5				5	01-50	Gair mumkin Stairs
6				7	04-16	Gair mumkin Sehan
7				8	02-86	Gair mumkin Godown
8				9	01-80	Gair mumkin Toilet pucca one storeyed
9				10	47-60	Gair mumkin Hotel pucca three storeyed
10				11/1	12-30	Jai Sarkar
11				12	39-15	Gair mumkin Makan kuccha one storeyed
12				13/1	55-41	Gair mumkin Makan & Dukan pucca four storeyed

13				17/1	02-60	Gair mumkin Stairs
14				18	01-36	Gairr mumkin Sehan
15				19	04-96	Gair mumkin Bramda
16				20/1	08-00	Gair mumkin Stairs
17				23/1	26-60	Gair mumkin Makan pucca four storeyed
18				24	03-60	Gair mumkin Dukan kachhi one storeyed
19				25/1	23-80	Gair mumkin Makan & Hotel kachha four storeyed
20				26/1	02-48	Gair mumkin Gali
21				29/1	22-75	Gair mumkin Makan & Hotel three storeyed
22				31/1	25-12	Gair mumkin Makan & Dukan three storeyed
23				32	02-52	Gair mumkin Bramda
24				33/1	18-85	Gair mumkin Makan & Dukan pucca five storeyed
25				35/1	23-45	Gair mumkin Makan & Dukan pucca seven storeyed
26				39/1	04-67	Gair mumkin Stairs
27				42/1	12-00	Gair mumkin Makan & Dukan kachhi three storeyed
28				43	03-52	Gair mumkin Bramda
29				44/1	09-62	Gair mumkin Makan & Dukan Pucca three storeyed

30				45/1	01-28	Gair mumkin Makan & Dukan Pucca three storeyed
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Total Kita – 30 Salam 15 Batta 15 Total Area – 477-50 Sq.mtr.

Table 3-6: Khasra wise Classification of Land in Up-Mohal Bemloe, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/deci-mtr	Classification of the Land
1	Shimla	Shimla (U)	Up Mohal Bemloe	599/1	258-50	Van
2				602/1	41-80	Gair mumkin Sarak
3				608/1	155-28	Jai Safed
			Total Kita 3		455-58	

Total Kita 3 Total Area 455-58 Sqr. Mtr.

Table 3-7: Khasra wise Classification of Land in Up-Mohal Chotta Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/deci-mtr	Classification of the Land
1	Shimla	Shimla (U)	Up Mohal Chotta Shimla Khas	166/1	13-05	Gair mumkin Makan pucca two storeyed
2				168/1	13-75	Gair mumkin Ahata
3				169/1	03-84	Gair Mumkin Nali
4				167	08-99	Gair Mumkin Dukan Kacchi one storeyed

5				1157/1	34-00	Gair mumkin Rasta
6				1158/1	59-21	Gair mumkin Rasta
7				1167/1	116-52	Jai Safed
8				1176/1	47-15	Jai Safed
9				1276/1208/1	06-60	Jungle Bila Kisam

Total Kita 9 Total Area 303-11

Table 3-8: : Khasra wise Classification of Land in Mohal Upper Kaithu, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/deci-mtr	Classification of the Land
1	Shimla	Shimla (U)	Muhal Upper Kaithu	940	42-19	Gair mumkin Workshop Pucca two storeyed
2				944/1	78-27	Gair mumkin Sadak
3				965	25-15	Gair mumkin Ahata
4				966	35-24	Gair mumkin Bijli Ghar Pucca one storeyed
5				967	23-48	Gair mumkin Ahata
6				939/1	115-03	Gair mumkin Koyla Bhandar
7				943/1	915-00	Bagicha Bakhal Aval
8				964/1	147-50	Gair mumkin Vahan Parking
9				973/1	101-45	Gair mumkin Sehan
10				1009/1	29-78	Gair mumkin Rasta
11				1010/1	14-86	Gair mumkin Rasta
12				1011/1	04-50	Jai Safed

13				1012/1	217-75	Jai Sarkar
14				1033/1	66-00	Gair mumkin Hotel Pucca four storeyed
15				1034	41-71	Jai Sarkar
16				1035	53-40	Gair mumkin Rasta
17				1036	10-80	Gair mumkin Rasta
18				1037/1	47-12	Gair mumkin Quarter pucca one storeyed
19				1037/2	20-30	Gair mumkin Quarter pucca one storeyed
20				1038/1	11-35	Jai Sarkar
21				1039/1	12-50	Gair mumkin Ahata
22				1040/1	16-62	Gair mumkin Rasta
23				1057/1	25-90	Jai Sarkar
24				1064/1	62-25	Gair mumkin Sehan
25				1065	12-75	Jungle Bila Kisam
26				1066	20-70	Gair mumkin Rasta
27				1067	13-86	Gair mumkin Gali
28				1068	11-99	Gair mumkin Gali
29				1069	44-46	Gair mumkin Rasta
30				1070	05-70	Jungle Bila Kisam
31				1071/1	08-60	Gair mumkin Ahata
32				1073/1	42-28	Gair mumkin Sehan

33				1076/1	04-50	Gair mumkin Sehan
34				1077/1	43-50	Gair mumkin Sehan
35				1078	19-31	Jungle Bila Kisam
36				1079	27-50	Gair mumkin Toilet Pucca
37				1080	10-43	Jungle Bila Kisam
38				1081	02-16	Gair mumkin Stairs
39				1082/1	10-02	Gair mumkin Sehan
40				1083/1	27-15	Gair mumkin Sehan
41				1122	13-13	Gair mumkin Sehan
42				1123	15-45	Gair mumkin Sehan
43				1124	28-02	Gair mumkin Danga
44				1126	40-70	Jai Sarkar
45				1128	17-62	Gair mumkin Sarak
46				1128/1 (Bandobasti)	40-37	Gair mumkin Sadak
47				1129/1	6-90	Gair mumkin Sadak

Total Kita 47 Salam 21 Batta 26 Total Area 2585-25

Table 3-9: Khasra wise Classification of Land in Up-Mohal Tara Hall, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/decimtr	Classification of the Land
1	Shimla	Shimla (U)	Up Mohal Tara Hall	180/1	52-80	Jungle Bila Kisam

2				183	06-24	Gair mumkin Sadak
3				184/1	49-25	Gair mumkin Nala
4				753/205/1	53-88	Gair mumkin Rasta
5				754/205/1	31-95	Gair mumkin Rasta
6				206	3-40	Gair mumkin Rasta
7				207	05-34	Gair mumkin Fulwari
8				208	19-68	Gair mumkin Rasta
9				209	05-18	Gair mumkin Fulwari
10				375/1	290-63	Jungle Bila Kisam
11				377/1	742-64	Jai Safed
12				378	3-00	Gair mumkin Tanki
13				379	1-44	Gair mumkin Tanki
14				380	1-44	Gair mumkin Tanki
15				401/1	199-35	Gair mumkin Sadak
16				409/1	182-27	Jai Safed
17				522/1	128-64	Gair mumkin Sadak
18				529/1	471-24	Jungle Bila Kisam
19				531	29-53	Gair mumkin Ahata
20				532	14-65	Gair mumkin Karyalya Pucca three storeyed
21				533	67-27	Jai Safed
22				533/1/1	60-87	Jai Safed

23				534/1	385-39	Jai Safed
24				535	19-50	Gair mumkin workshop
25				536	07-68	Gair mumkin Godown Kaccha
26				537	35-72	Gair mumkin Makan Pucca one storeyed
27				538	76-88	Gair mumkin Makan pucca three storeyed
28				539	03-60	Gair mumkin Stairs
29				540	07-50	Gair mumkin Bramda
30				541	24-75	Gair mumkin Mudranayalaya
31				542	10-80	Gair mumkin Stairs
32				543/1	16-77	Gair mumkin Nala
33				544	17-22	Gair mumkin Garrage
34				545	26-45	Gair mumkin Sehan
35				546	233-28	Gair mumkin Makan Pucca two storeyed
36				547/1	04-85	Gair mumkin Danga
37				594/1	27-00	Gair mumkin Godown Kaccha
38				595	19-91	Gair mumkin Gali
39				596	36-32	Gair mumkin Sehan
40				597	32-48	Gair mumkin Bramda
41				598	05-00	Gair mumkin Stairs
42				599	68-50	Gair mumkin Ahata
43				600/1	55-97	Gair mumkin Stairs
44				610	44-55	Gair mumkin Sehan

45				611	14-40	Gair mumkin Stairs
46				612	05-67	Gair mumkin Fulwari
47				613	06-56	Gair mumkin Rasta
48				614	04-05	Gair mumkin Fulwari
49				615	41-00	Gair mumkin Sehan
50				616	05-04	Gair mumkin Water tank
51				617	145-90	Gair mumkin Danga
52				618	21-45	Gair mumkin Fulwari
53				619	31-72	Gair mumkin Water Tank
54				620	178-86	Gair mumkin Ahata
55				622/1	2-75	Gair mumkin Quarter Pucca two storeyed
56				623	22-48	Gair mumkin Gali
57				624	36-25	Gair mumkin Stairs
58				625/1	62-17	Gair mumkin Stairs
59				626	68-60	Gair mumkin Danga
60				627/1	16-50	Gair mumkin Dhara
61				629	27-72	Gair mumkin Sehan
62				630	02-50	Gair mumkin Bath room
63				631	40-95	Gair mumkin Makan Pucca three storeyed
64				632	5-06	Gair mumkin Dhara Kuccha two storeyed
65				634	88-00	Gair mumkin Makan Kuccha three storeyed

66				635	6-74	Gair mumkin Sehan
67				637/1	61-88	Jai Safed
68				638	19-50	Gair mumkin Dhaba
69				639	04-20	Gair mumkin Nali
70				640	31-65	Jai Safed
71				641/1	89-60	Jai Safed
72				644/1	05-50	Jai Safed
73				645	26-00	Gair mumkin Dukan Kacchi one storeyed
74				646/1	102-45	Gair mumkin Sarak
75				653/1	07-20	Gair mumkin Nali
76				654/1	12-75	Jai Safed
77				Kita 76 Salam 51 Batta 25	4775-91	

Total Kita 76 Salam 51 Batta 25 Total Area 4775-91

Table 3-10: Khasra wise Classification of Land in Up-Mohal Kalibari, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/decimtr	Classification of the Land
1	Shimla	Shimla (U)	Up Mohal Kalibari	353/1	129-98	Gair mumkin Sadak
2				355/1	59-24	Gair mumkin Rasta
3				356	39-42	Gair mumkin Sehan

4				357	37-00	Gair mumkin Makan Pucca one storeyed
5				358	239-31	Gair mumkin Ahata
6				358/1 (Bandobasti)	134-46	Jai Safed
7				360/1	408-00	Gair mumkin Makan Pucca two storeyed
8				362	41-58	Gair mumkin Ahata
9				363	2-20	Gair mumkin Toilet Pucca
10				366/1	14-62	Gair mumkin Sehan
11				368	368-76	Jai Safed
12				369	15-60	Gair mumkin Toilet Kaccha
13				370	2-56	Gair mumkin Kuda Patar
14				371/1	20-10	Gair mumkin Rasta
15				560/1	756-01	Jai Safed
16				1169/562/1	177-68	Jai Safed
				Kita 16	2446-52	

Total Kita 16 Total Area 2446-52

Table 3-11: Khasra wise Classification of Land in Up -Mohal Bazar Ward Lakkar Bazar, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/decimtr	
1	Shimla	Shimla (U)	Up Mohal Bazar Ward Lakkar Bazar	50/1	06-30	Gair mumkin Makan Kaccha four storeyed

2				51/1	06-25	Jai Safed
3				52	12-96	Gair mumkin Danga
4				53/1	18-65	Gair mumkin Dhara
5				54/1	4-72	Gair mumkin Nali
6				55	12-46	Gair mumkin Dhara
7				56	8-16	Gair mumkin Stairs
8				57	09-86	Gair mumkin Dhara
9				58	14-05	Jai Safed
10				59	108-19	Jai Safed
11				60/1	22-00	Jai Safed
12				68/1	04-80	Gair mumkin Nali
13				69/1	113-72	Jai Safed
14				70/1	12-82	Jai Safed
15				71/1	15-87	Gair mumkin Stairs
16				72	85-00	Jai Safed
17				73	05-72	Gair mumkin Toilet Pucca
18				74/1	15-67	Jai Safed
19				74/2	07-80	Jai Safed
20				75/1	141-90	Jai Safed
21				76/1	114-37	Jai Safed
22				78	10-15	Gair mumkin Dhara
23				79	05-70	Gair mumkin Stairs

24				80	04-10	Gair mumkin Danga
25				81	01-90	Gair mumkin Toilet Pucca
26				82	01-50	Gair mumkin Danga
27				83	12-32	Gair mumkin Dhara
28				84	20-60	Gair mumkin Toilet Pucca
29				85	32-34	Gair mumkin Baramda
30				86	142-51	Gair mumkin Makan Pucca two storeyed
31				88/1	301-97	Jai Sarkar

Total Kita 31 Salam 17 Batta 14 Total Area 1274-36

Table 3-12: Khasra wise Classification of Land in Up- Mohal Shankli, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/decimtr	
1	Shimla	Shimla (U)	Up Mohal Shankli	785/1	20-55	Jai Safed
2				786/1	11-62	Gair mumkin Rasta
3				836	26-25	Gair mumkin Rasta
4				837	13-50	Gair mumkin Rasta
5				838/1	12-96	Jai Safed
6				839	144-24	Jai Safed
7				840/1	18-07	Gair mumkin Nali
8				888/1	162-53	Jungle Bila Kisam
9				889/1	11-22	Gair mumkin Nali
10				890/1	151-15	Jai Safed

11				990/1	14-25	Gair mumkin Nali
12				1014	03-20	Gair mumkin Bawri
13				1015/1	419-07	Jai Safed
14				1020/1	65-00	Gair mumkin Sarak
15				1021	12-50	Gair mumkin Danga
16				1022	00-90	Gair mumkin Water tank
17				1023	12-90	Gair mumkin Stairs
18				1024	17-68	Gair mumkin Gali
19				1025/1	183-52	Gair mumkin Makan Pucca two storeyed
20				1026/1	160-31	Gair mumkin Sehan
21				1029/1	62-34	Jai Safed
22				1062/1	74-71	Gair mumkin Sadak
23				1063/1	91-00	Jai Safed
24				1182/1	30-60	Jungle Bila Kisam

Total Kita 24 Salam 8 Batta 16 Total Area 1720-07 Sqr. Mtr.

Table 3-13: Khasra wise Classification of Land in Mohal Sanjauli Chowk, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/decimtr	Classification of the Land
1	Shimla	Shimla (U)	Muhal Sanjauli Chowk	365/1	07-14	Gair mumkin Sadak

2				367/1	24-88	Gair mumkin Makan Pucca four storeyed
3				369	52-20	Gair mumkin Makan
4				371	03-41	Gair mumkin Dhara
5				372	04-73	Gair mumkin Sehan
6				373	11-20	Gair mumkin Makan
7				374	19-58	Gair mumkin Makan
8				375	05-60	Gair mumkin Stairs
9				376	20-48	Gair mumkin Makan
10				378	32-25	Gair mumkin Hotel
11				379	45-54	Gair mumkin Makan
12				380	22-20	Gair mumkin Sehan
13				381/1	10-40	Jai Sarkar
14				840/1	21-07	Gair mumkin Sehan
15				843/1	06-25	Gair mumkin Dukan & Makan two storeyed
16				845/1	08-75	Gair mumkin Dukan & Makan two storeyed
17				846/1	11-83	Gair mumkin Dukan & Makan two storeyed
18				847/1	10-08	Gair mumkin Stairs
19				848	39-15	Gair mumkin Makan & Dukan
20				849	07-40	Gair mumkin Makan
21				850	47-78	Jai Sarkar
22				851/1	35-75	Gair mumkin Makan Kachha two storeyed
23				1891	47-40	Gair mumkin Rasta

Total Kita 23 Salam 14 Batta 9 Total Area 495-07 Sqr.mtr.

Table 3-14: Khasra wise Classification of Land in Up- Mohal US Club, Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/decimtr	Classification of the Land
1	Shimla	Shimla (U)	Up Mohal US Club	101/1	42-16	Gair mumkin Rasta
2				105	34-85	Gair mumkin Sadak
3				106	2-88	Gair mumkin Pehra Ghar
4				107	19-42	Gair mumkin Sadak
5				108/1	512-53	Van
6				108/2	52-20	van
7				109	16-50	Gair mumkin Sehan
8				110	15-81	Gair mumkin Stairs
9				112	28-09	Jai Safed
10				125	56-40	Gair mumkin Ahata

Total Kita 10 Total Area 780-84 Sqr. Mtrs.

Table 3-15: Khasra wise Classification of Land in Up-Mohal Chotta Shimla, Himachal Pradesh

Sr. No.	Name of District	Name of Tehsil	Village/Mohal/up-Mohal	Khasra No.	Area Sqm/decimtr	Classification of the Land
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1	Shimla	Shimla (U)	Up-Mohal Chotta Shimla	670/1	07-00	Gair mumkin Dukan Kacchi, one storeyed
2				671/1	05-60	Gair mumkin Dukaan Kacchi one storeyed

Total Kita 2 Total Area 12-60 Sqr. Mts

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 20,868-58 sq./Deci-Mtr., or 02-08-69 hectares, covering 12 villages and 378 Khasra numbers. The details of the structures proposed to be acquired is given in the table below:

Table 3-16: Overview of Residential and Commercial Structures Affected by Land Acquisition under project MDR 66 & 67 in Shimla, Himachal Pradesh

Sr. No.	Mohal/Up-Mohal	No. of Khasra Entry	Land Use Type
1	Tara Hall	9	Residential and commercial building
2	Krishna Nagar	27	Residential, Commercial building and toilets
3	Bazar ward Chotta Shimla	15	Residential, Commercial building and toilets

4	Up Mohal Chotta Shimla	2	Residential, commercial building
5	Kaithu	8	Residential, commercial building
6	Kalibari	4	Residential and toilets
7	Lakkar Bazar	5	Residential, commercial building and toilets
8	Shankli	1	Residential
9	Sanjauli	13	Residential, commercial building
10	US Club	1	Pehra Ghar

3.10 Land Prices and Recent Changes in Ownership and Transfers

Although there are five prescribed categories for calculation of compensation based on the distance of land/properties from the road whereas in this case land is to be acquired adjacent to the existing road and thus falls under category 1 which 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.

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 to be affected by acquisition also house tenants who will be impacted by this process. The details are provided in the figure below:

Ownership status of PAPs in Shimla for the MDR 66 & 67 and Chotta Shimla Pedestrian Path Project

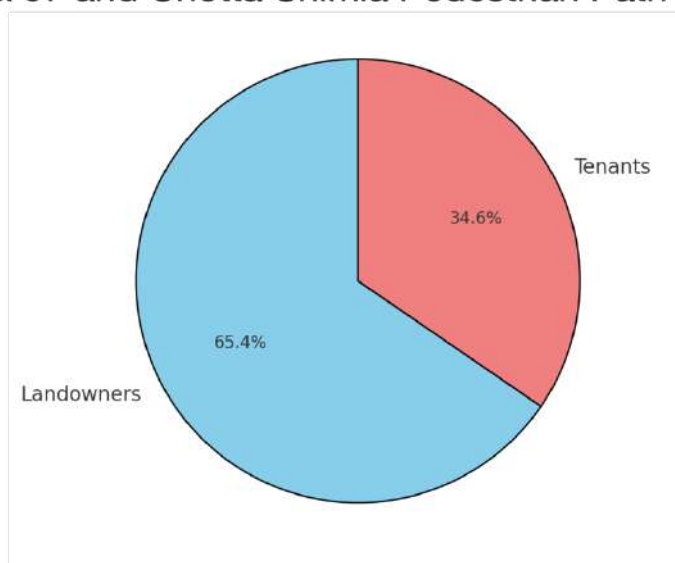


Figure 4-1: Ownership status of PAPs in Shimla for the MDR 66 & 67 and Chotta Shimla Pedestrian Path Project

The figure above illustrates the ownership status of PAPs surveyed under the MDR 66 & 67 Road Widening and Chotta Shimla Pedestrian Path Project in Shimla. Of the total 81 survey respondents, 65.4% (total 53) are landowners, while 34.6% (total 28) are tenants. This indicates that the majority of those affected by the proposed land acquisition own the properties, either for residential or commercial purposes. The data highlights the impact of the project on established property owners as well as tenants, who may also face significant changes to their living or business conditions due to the development.

4.1.2 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.

4.1.3 Schedule Tribes and Traditional Forest Dwellers

No such family has been reported and found during the sample survey.

4.1.4 Dependence of Common Property Resources

No such family has been reported and found during the sample survey. However, there are two natural water sources/springs which are being used by the labour either for drinking or washing of clothes etc. As per sample survey, one labour hostel and one rain shelter are proposed to be acquired by the project.

4.1.5 Land Assigned by the State Government

Some of the land in revenue paper reflected as government land has been shown against the name of persons in the registries shown by the occupants.

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 81 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

Sr. No.	Mohal/Up-Mohal	Male	Female	Child (0-5 yrs)
1	Sanjauli	14	15	2
2	Chotta Shimla	26	31	1
3	Uppar Kaithu	11	15	0
4	Chaura Maidan	6	8	0
5	Tara Hall	17	26	0
6	Lakkar Bazar	10	19	0
7	Krishna Nagar	99	100	9
8	Shankli	23	7	2
	Total	206	221	14

5.2 Literacy Status of PAFs

The survey shows the distribution of educational attainment across different educational levels among the PAF, as shown in Figure 5-1. Among the respondents, 22% (total 50) of women and 25% (total 50) of men have an education level below the 10th grade, indicating a significant proportion with only basic education. In addition, 15% (total 34) of women and 20% (total 40) of men have completed high school, while 11% (total 26) of women and 13% (total 26) of men have studied up to senior secondary. Diploma holders are rare among the PAF, with only 0.5% (1) of men having obtained a diploma and no women having achieved this level. Graduation is the most common level of education, especially among women, with 34.5% (total 78) of women and 26.5% (total 53) of men having attained this level. Additionally, 12.8% (total 29) of women and 12.5% (total 25) of men have completed postgraduate studies, while only 0.4% (1) of women have obtained a doctorate; none of the male respondents have reached this level. Interestingly, 3.5% (total 8) of women and 2.5% (total 5) of men are illiterate, indicating a small subset of participants with no formal education.

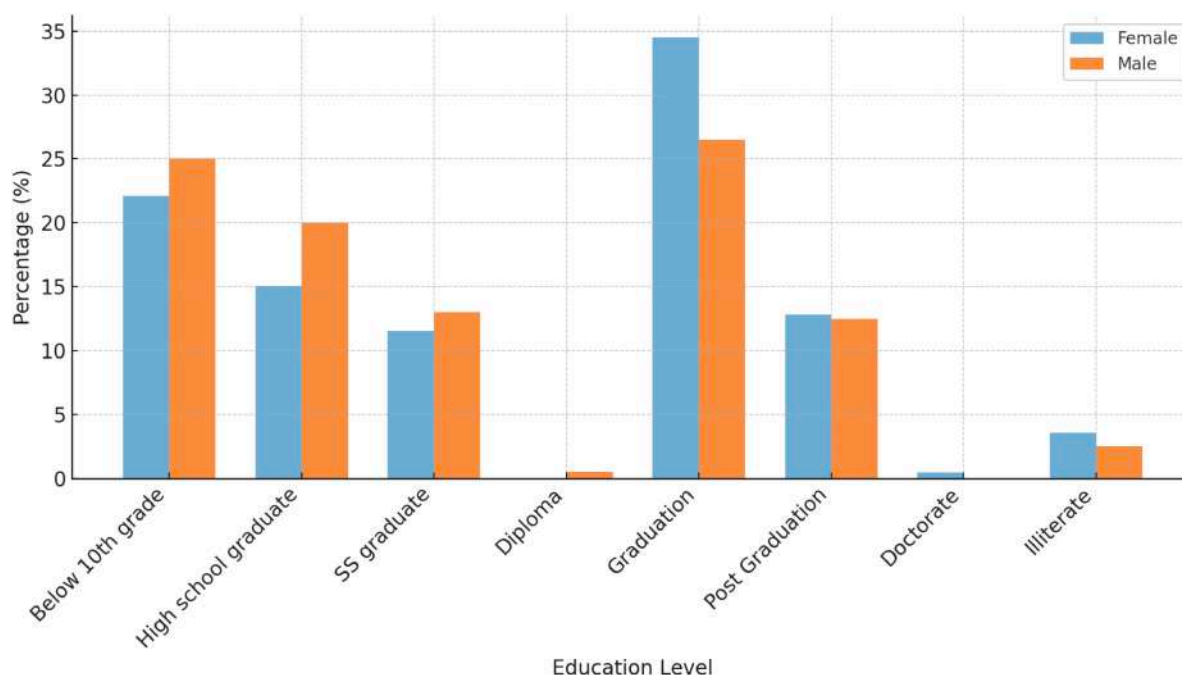
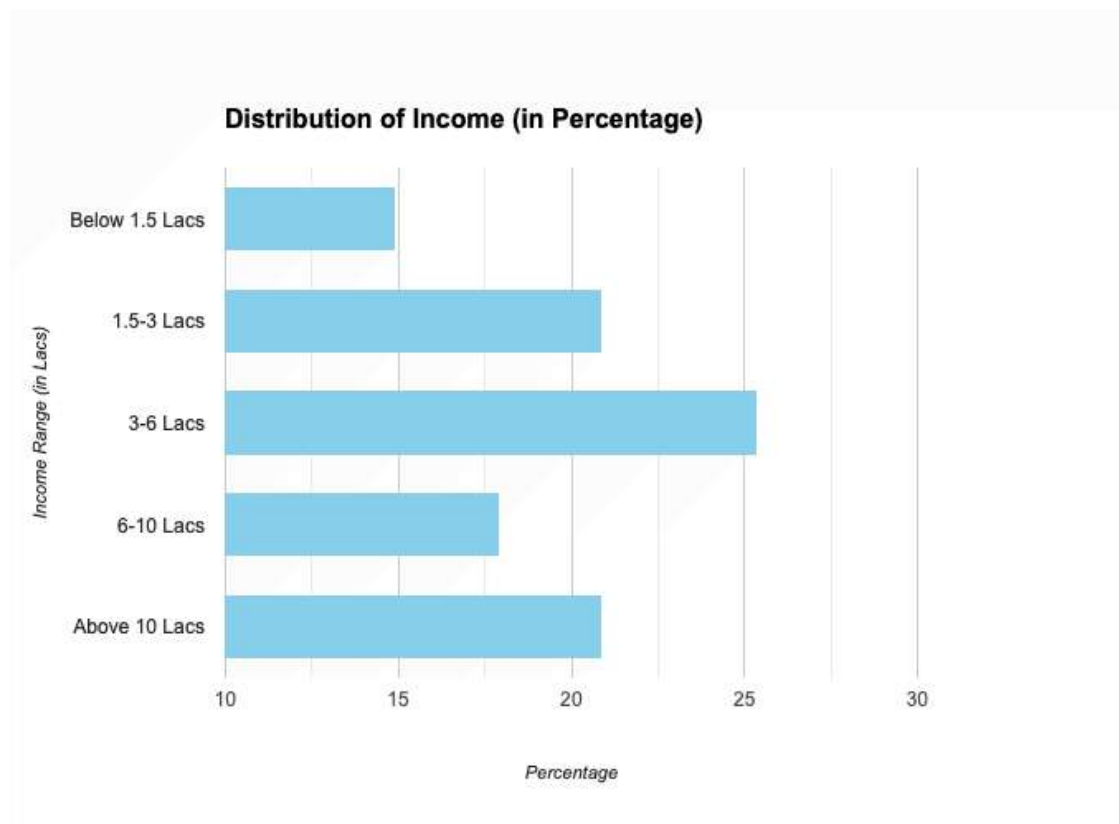


Figure 5-1: Education Status among PAF in Shimla (%)

5.3 Income and Poverty Levels

In the survey conducted among the affected households, the income distribution data reveals a varied economic landscape, with individuals spread across different income brackets. Approximately 15% of the population earns below 1.5 (total 10) Lacs annually, indicating a significant portion facing low income, which may point to economic disparities or a prevalence of low-wage work. Around 21% (total 14) fall into the 1.5-3 Lacs range, showing a slight shift toward higher earnings, though still in the lower-income category. The largest group, 25% (total 17), is found in the 3-6 Lacs bracket, suggesting that this is the most common income range, potentially representing the median earnings of the population. Higher income levels are less common, with about 18% (total 12) earning between 6-10 Lacs, while another 21% (total 14) make above 10 Lacs, indicating a sizable segment enjoying relatively high earnings. Many of the respondents chose not to disclose their income details for this question. The similar proportions in the lower and higher income ranges could suggest income polarization among the PAFs. This distribution underscores the need to address income inequality and consider



economic strategies to support lower-income individuals.

Figure 5-2: Income Distribution of Affected Households

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 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.

1. 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.

2. 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.

3. 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 of India. 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.

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

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.

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.

Overall, Shimla offers a high quality of living environment with its natural beauty, peaceful atmosphere, and good 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. Individual survey and FDGs, were conducted in concerned area, and the summary of these consultations presented as follows:

1. Long-established small businesses will face destruction due to the proposed land acquisition, impacting their decades of operation and stability.
2. Affected families will struggle to re-establish these businesses in new locations due to limited availability of suitable spaces or shops.
3. Even if alternative spaces are found, high rental costs will pose significant financial burdens, threatening the businesses' viability and success.
4. Many families rely on collectively run small shops as their primary source of livelihood, and losing these businesses will leave them without a stable income.
5. The closure of these shops poses a serious risk of pushing these families into financial instability, with no alternative sources of livelihood readily available.
6. Numerous individuals have taken loans for setting up and equipping these shops; if the businesses are forced to close, they will struggle to repay these loans, potentially becoming defaulters and facing significant debt burdens.
7. Significant funds have already been spent to provide adequate parking facilities at various locations. However, vehicles are currently allowed to park along the circular road where previous widening has taken place.
8. This usage of the widening area for parking purposes rather than improving traffic flow questions the rationale for further widening efforts.
9. Moreover, it has been observed that road widening is not being carried out in other locations where the road width is narrower than the areas proposed for acquisition.

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 and resettlement of their businesses.
- **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.
- **Impact on Businesses:** Due to generation of dust and other emission the business operation near the construction sites may be impacted.
- **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 Table 6.1.

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
	Interruption in access to public utilities i.e. sewerage line, drinking water line, power supply line, telecommunication, public toilets, daily needs shops etc.	Alternative temporary provisions and relocation of the affected public utilities by concerned agencies.
	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 ancestral 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.

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, 95% people said that they have objection over the proposed acquisition, 3% 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

In the line with sub-section 1 (b) of section 2 of the RTFCTLARR Act, 2013, which classifies such infrastructure project under public purpose as such this road widening project is justified. 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/widening 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 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 of 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
	2	Interruption in access to public utilities i.e. sewerage line, drinking water line, power supply line, telecommunication, public toilets, daily needs shops etc.	Construction phase	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 e.g. 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 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 have also expressed significant concerns. Many tenants fear that, as 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 PAFs 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 and pedestrian path at Chotta Shimla 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 they are deeply concerned about the potential loss of their ancestral homes, livelihoods, and long-standing 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. Furthermore, the Chotta Shimla-Kusumpti road, with its narrow width, is particularly susceptible to prolonged traffic jams during peak hours, which exacerbates delays, increases the likelihood of accidents, and poses significant safety risks to pedestrians. Thus, the widening of these roads is deemed necessary to improve traffic flow and ensure the safety of all road users.

From the government's perspective, the smooth flow of traffic through these major 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. Additionally, the construction of a pedestrian path, a smaller component of this project, is seen as an important measure for safeguarding pedestrian safety.

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 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 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 link road Chotta 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 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

S. No	Assessed Impacts	Suggested mitigation Measures
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
3	Revision of Circle Rates	As per the decision of District Collector and requiring body

4	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
5	Loss of employment/income/livelihood dependent on land.	Appropriate Compensation to Individuals as per the provisions of RTFCTLARR Act, 2013.
6	Environmental pollution and vehicular traffic	<p>Development and implementation of a management plan to mitigate environmental impact i.e. the increased level of noise traffic dust within the permissible limit may be taken up in consultation with local people</p> <ul style="list-style-type: none"> - Check dust emission regular sprinkling water may be done during the execution/ construction phase - Proper and scientific system may be developed for the passage of storm water - The excavated muck and dismantled construction waste be dumped in designated dumping sites only - Ensure no drainage line is blocked disrupted - Strict instruction to drives of heavy vehicle to give regular overtake passes on priority to small vehicles and adhering to speed limits - Ensure no damage is done to the surrounding forest area, trees, water bodies and vegetation.

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	<p>(a) Cash compensation for the land at market value, which will be determined as per provisions of RFCTLARR Act, 2013</p> <p>b) Amount equivalent to current stamp duty on compensation amount for replacement of lost assets.</p> <p>Training Assistance</p> <p>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.</p> <p>(d) A Grant of Rs 25,000 for replacement of cattle shed or petty shops.</p>	
2	Loss of structure (Residential or Commercial or	Land Owner/Titleholder	a) Cash compensation determined on the basis of current rates as per admissible norms	

	Res-cum-Commercial)		<p>(b) Shifting allowance of Rs 50000 as per provisions of RFCTLARR Act, 2013 for the displaced families</p> <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.	
Loss of Residential and Commercial Structures - Non-Titleholders				
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>	
Loss of livelihood – Title and Non-Titleholders				

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	Payment of damages if any structures, temporary access would be provided, wherever necessary	Such as temporary impacts on structures, temporary 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.	

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10. Annexures