

An Empirical Study on Impact Assessment of Road Widening

Dr. Meenakshi Gupta¹,

Assistant Professor,
Department of Economics

Ajay kumar Sharma²

Research Scholar,
Department of Economics

Shri Mata Vaishno Devi University, Katra

Abstract

Infrastructure development projects can have both negative and positive impacts on the local residents. Though in due course of time this brings benefits to society but sometimes it is disruptive to people whose land is acquired. The present study is an empirical study on impact assessment of road widening on the local community residing along the national highway number-44 (from nagrota to jajjarkotli) in the state of Jammu & Kashmir. The study has focused on the affected households due to the widening of road (NH-44). The study has found that the socio-economic status of families has been adversely affected due to the lack of policy loopholes in implementation as well as limited provision of any financial support and lack of training for sustaining their income level from government side. In addition to this there is lot of gaps in resettlement options promised and actually provided

Keywords: Economic development, Infrastructure, Roads, Impact assesment

Introduction

Construction of new physical infrastructure is well-recognized in the process of economic development. Road and Highway sector plays an important role for emerging economies like India due to existing infrastructure gap. An early step in the process of providing such facilities is the acquisition of appropriate land. In some cases, land may not be on sale at the time it is required. In

order to obtain land when and where it is needed, governments have the power of compulsory acquisition of land. The compulsory acquisition of land for development purposes, though, in due course of time brings benefits to society but it is disruptive to people whose land is acquired. It relocates families from their homes, farmers from their fields, and businesses from their localities. It may possibly divide families, get in the way of their livelihoods, deprive communities of important religious or cultural sites and destroy networks of social relations. Further, if compulsory acquisition is done poorly, it may leave people homeless and landless, with no way of earning a livelihood, without access to necessary resources or community support, and with the feeling that they have suffered a grave injustice. If, on the other hand, governments carry out compulsory acquisition satisfactorily, they leave communities and people in equivalent situations while at the same time providing the intended benefits to society (FAO, 2008). Thus, these can have both negative and positive impacts on the residents. The present study is an empirical study on impact assessment of road widening on the local community residing along the national highway number-44 (from nagrota to jaggarkotli) in the state of Jammu & Kashmir.

METHODOLOGY EMPLOYED

Purpose of Research

Though infrastructure development projects give the feel of happiness to the commuters but there is very limited, in fact no research that has been carried to study the impact of this developmental activity on the households that are affected by this. Further it is claimed that the legal frameworks & policies saves the interest of the affected families but no study indicates the ground reality that whether these really reach to the victims. Displacement and resettlement also results in a painful and traumatic experience. So the present study is an attempt to reach really to the victims in order to gain an understanding on the impact that the widening of the National Highway (NH-44) on their social and economic status.

Objectives

- 1 To access the impact on shifting pattern of source of household income
- 2 To evaluate the impact on market value of assets of the Household.
- 3 To analyze the impact on ownership pattern of household.

- 4 To study the Discrepancy between the Resettlement and Rehabilitation options promised & actually provided by the authority

Research design

The present study is descriptive cum casual type of research. The study is based mainly on the primary data collected from project affected families with the help of a well drafted pre tested structured questionnaire. The universe of the study included all those families who were affected through Road widening. The details are given below:

Total no. of families	1206
Agricultural land	799
Residential	225
Shops	182

Source- FINAL FEASIBILITY REPORT FOR JAMMU TO UDHAMPUR WIDENING PROJECT NATIONAL HIGHWAY AUTHORITY OF INDIA

About 100 respondents were selected randomly from the list of affected families obtained from the final Feasibility report of national highway authority of India, Channi Himmat Jammu. Key informant interviews and focus group discussions were also undertaken with affected persons including women and vulnerable groups, shopkeepers, and local leaders during the survey

RESULTS AND DISCUSSIONS

A perusal of Table1 reveals the various sources of income before widening and after widening of the highway. There are noteworthy changes in the source of income which is quite discernible from the following table. A gradual decline of the respondents engaged in Business/Vendors while remarkable growth in employment pattern of labour/ Drivers/others has been observed.

Table 1: Source of Income of Affected Household

Sources	Before Widening		After Widening	
	No.	%age	No.	%age
Agriculture & Allied	5	5	4	4
Business/ Vendors	54	54	20	20
Private Service	2	2	6	6
Others/Labour/ Drivers	4	4	39	39
Agriculture & Trade & Business/ Vendor	16	16	8	8
Agriculture & Government	7	7	6	6
Agriculture & Private Service	2	2	2	2
Agriculture & Others(Labour/Driver)	6	6	11	11
Trade & Business/Vendor & Government service	1	1	1	1
Business/ Vendors & Others(Labour/Drivers)	1	1	0	0
Agriculture & Trade Business/Vendor & Government Service	1	1	3	3
Agriculture & Trade Business/Vendor & Others(Driver/labour	1	1	0	0
Total	100	100	100	100

Source: Primary Survey

Besides, the study revealed that some of the people lost the source of their livelihood and in some cases, earning became very less due to which they were unable to maintain their previous standard. Further, from the deep analysis presented in Table 2 regarding the occupation shifting pattern, it was found that 54 percent affected persons retained their business and rest were shifted to other occupations viz., Agriculture, Labor, Private and Government and trade.

Table2: Shifting Pattern of Source of income

Source	Before Widening	After Widening	Shifting Patterns
Agriculture & Allied	5	4	Trade=1
Trade & Business/ Vendors	54	26	Agriculture& Trade -1 Others-25 Private service-2 Government & Trade-1
Private Service	2	2	Not Shifting
Others/Labour/ Drivers	4	4	Not Shifting
Agriculture & Trade & Business/ Vendor	16	5	Trade-2 Agriculture & Government-2 Agriculture& Other- 4 Agriculture & Trade & Government-1 Agriculture-2
Agriculture & Government	7	4	Private-1 Other-1 Agriculture, Trade and Government-1
Agriculture & Private Service	2	2	Not Shifting
Agriculture & Others(Labour/Driver)	6	6	Not Shifting
Trade & Business/Vendor & Government service	1	1	Not Shifting
Trade & Business/ Vendors & Others(Labor/Drivers)	1	0	Trade & Government-1
Agriculture & Trade Business/Vendor & Government Service	1	1	Not Shifting
Agriculture & Trade Business/Vendor & Others(Driver/labor)	1	0	Agriculture & Trade-1
Total	100	54	46

Source: Primary Survey

Status of Annual Income: Annual income of the Affected Families is specified in the Table 3. It is discernible that there is a change in income slabs before and after widening of the road. There were 81 families whose earnings were more than one lakh in a year and after widening the standard of

living came down and only 39 families could maintain the previous standard of living with an income slab greater than one lakh. It demonstrates that a drastically fall in standard of living of the affected families.

Table3: Annual income slabs of the Affected Families

S. No	Income level (In Rs /annum)	No. of families Before Widening	No. of families After Widening
1	Below 25000(BPL Level)	02	03
2	25001-50,000	00	02
3	50001-100000	17	56
4	Greater than 100000	81	39
Total		100	100

Source: Primary Survey

IMPACT ON MARKET VALUE OF ASSETS

It is analyzed that there is lot of impact on the value of assets. Before the widening of the Road the total asset value of different heads like Residential, Commercial, Residential Cum Commercial, Land & House and Land & Shop has been 15,300,000, 27,494,000, 16,400,000, 19,775,000, 20, 00,000 and 70,000 respectively. After widening the value of assets has fallen drastically i.e. like Residential, Commercial, Residential Cum Commercial, Land & House and Land & Shop are 4,00,000, 5600000, 19,00,000, 9,60,000, 10,00,000, and 0 respectively indicating a negative impact. The value of asset decreased because after widening some of the assets have become unfeasible. Affected family did not continue in that abandoned structures.

Table 4: Impact on Market Value of Asset

Types of Assets	Value before Widening		Value After widening			
	No.	Total Value	Partially Affected No.	Total Value	Fully	Impact
Residential	20	15300000	2	400000	18	Negative
Commercial	53	27494000	42	5600000	11	Negative
R&C	10	16400000	2	1900000	8	Negative
Land	15	19775000	2	960000	13	Negative
Land & House	1	2000000	1	1000000	0	Negative
Land & Shop	1	70000	0	0	1	Negative
Total	100	81039000	49	9860000	51	

Source: Primary Survey

IMPACT ON CHANGING STRUCTURE AND OWNERSHIP PATTERN OF HOUSEHOLD

It is identified that before widening of Road from 2-lane to 4-lane the all the affected household were owners of the structures, land and other related assets. After widening the ownership status has changed. The land has been transferred to National Highway authority for public purpose. Before widening all the 100 families were owners and after widening only 49 families remain owner rest 51 affected families land has been transferred to Government.

Table 5: Change in Ownership Status

Ownership Status	Before Widening	After widening
Owner	100	49
Government	0	51

Source: Primary Survey

DISCREPANCY BETWEEN THE RESETTLEMENT AND REHABILITATION OPTIONS PROMISED & ACTUALLY PROVIDED BY THE AUTHORITY

The study observed that there exist a lot of discrepancies between the resettlement and rehabilitation options promised & actually provided by the authority. The authority offered certain options for the period of taking consent from the people for their land acquisition. However, no

transportation cost for salvage material, no rehabilitation package and no minimum livelihood support was provided. Jammu Further, no training was provided to the affected families for restoration of livelihood Moreover, due to change in alignment at Nandani, there affected 26 Pakoda Shops (Snacks shops) has been closed due to which 26 families were unemployed and these shop keepers shifted themselves to different occupations.

Table 6: Resettlement and Rehabilitation Options Promised & Actually Provided

S.No	Resettlement & Rehabilitation options	Promised	Actually Not Provided	Discrepancy
1.	Cash Compensation	Yes	Partially	Compensation was not according to loss of Affected Households.. \WP_20151114_17_08_54_Pro.mp4
2.	Commercial development	Yes	Not provided	Government did not provide any source of income for Nandani Shopkeepers.. \WP_20151121_11_15_30_Pro.mp4.. \WP_20151121_11_18_23_Pro.mp4

IMPLICATION OF RESEARCH

The study has focused on the affected households due to the widening of road (NH-44). The study has found that the socio-economic status of families has been adversely affected due to the lack of policy loopholes in implementation as well as limited provision of any financial support and lack of training for sustaining their income level from government side. In addition to this there is lot of gaps in resettlement options promised and actually provided.

References

- Carr, M. and Chen, M. A. (2001). Globalization and the informal economy: how global trade and investment impact on the working poor. Background paper commissioned by the ILO Task Force on the Informal Economy. Geneva, Switzerland: International Labour Office.
- Cracknell, J.A. (2000). Experience in urban traffic management and demand management in developing countries, World Bank Urban Transport Strategy Review, Background Paper, the World Bank, Washington, D.C.

- FAO (2008). FAO Land tenure studies: compulsory acquisition of land and compensation, Rome.
- Gallion A.B, Eisner S. (1980.) The urban pattern city planning and design. D.VanNostrand Company: New York.