

Involuntary Resettlement Due Diligence Report

August 2014

SRI: Integrated Road Investment Program
National Roads for Project 2, 3 and 5

Prepared by Road Development Authority, Ministry of Highways, Ports and Shipping for the Asian Development Bank

CURRENCY EQUIVALENTS

(as of 14 May 2014)

Currency unit	–	Sri Lanka rupee (SLRe/SLRs)
SLRe 1.00	=	\$ 0.007669
\$1.00	=	SLR 130.400

ABBREVIATIONS

ADB	-	Asian Development Bank
AP	-	Affected Person
API	-	Affected Property Inventory
CBO	-	Community Based Organization
CP	-	Central Province
CPs	-	Community Participants
CV	-	Chief Valuer
DRR	-	Due Diligence Report
DS	-	Divisional Secretariat
ESDD	-	Environmental and Social Development Division
FGD	-	Focus Group Discussion
GoSL	-	Government of Sri Lanka
GN	-	Grama Niladari
GND	-	Grama Niladari Division
GPS	-	Global Positioning System
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
INGO	-	International Non-Government Organizations
iROAD	-	Integrated Road Investment Program
IR	-	Involuntary Resettlement
LAA	-	Land Acquisition Act
MOHPS	-	Ministry of Highways, Ports and Shipping
MOU	-	Memorandum of Understanding
MFF	-	Multi-tranche Financing Facility
NGO	-	Non-Government Organizations
NIRP	-	National Involuntary Resettlement Policy
PCC	-	Project Coordinating Committee
PIU	-	Project Implementing Unit
PRA	-	Participatory Rural Appraisal
PS	-	Pradeshiya Sabha
RDA	-	Road Development Authority
SPS	-	Safeguards Policy Statement

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I. INTRODUCTION

1. As an island located in the Indian Ocean, Sri Lanka has a land area of about 65,610 km² and a population of above 20 million. The country has a higher road density compared other countries in the South Asian region. However the Government of Sri Lanka (GoSL) has identified that the poor transport infrastructure has hindered the distribution of economic activities and access to basic health and education and other social resources of the public. In order to assist the development drive of the nation the Government of Sri Lanka (GoSL) has now taken a bold policy decision to improve the national road network. The national road network improvement has now been coupled with the development of rural road network as a means of distributing the social and economic benefits to the rural population. GoSL has requested financial assistance from the Asian Development Bank (ADB) for the investment program which is officially called as “Integrated Road Investment Program” or iROAD program. The investment program is in line with the government’s sector objective, which is to “establish a modern transport system that will enable acceleration of economic growth.

2. The project is to be executed as a Multi-tranche Financial Facility (MFF). Ministry of Highways, Ports and Shipping (MOHPS) will be the executing agency for the project while the Road Development Authority (RDA) will implement the project. The project is to be executed in several provinces of the country. Based on the present and planned national development projects spread across the country.

3. This report is on involuntary resettlement due diligence and socioeconomic assessment for the national roads component. The roads will be improved under Road Maintenance Contract (RMC) which will maintain the roads for a period of 7 years. This report has two (2) sections. Section one deals with involuntary resettlement due diligence for national roads while section two discuss the socioeconomic aspects of the communities related to the candidate roads. Gender related aspects and community view on the project based on consultations carried out during the study.

A. Project Description

4. National roads component of iROAD includes two segments; (1) rehabilitation and reconstruction, and (2) routine and periodic maintenance. Under the rehabilitation and reconstruction segment it is expected that the selected roads will be resurfaced with proper and adequate road side drainage facilities and other road furniture. Roads that have been selected under routine and periodic maintenance have been recently rehabilitated roads. Under this program it is expected that any defects in the existing pavement of furniture to be rectified and maintained. Table 1.1 summarizes the details of roads selected.

Table 1.1 Road details and proposed activity

Province	District	Type of activity	Route No.	Road Name	Length (km)
Central	Kandy	Rehabilitation, Routine and periodic maintenance	A001	Mawenella to Kandy lake	11.07 km
			A010	Katugastota to Galagedara	16.34 km
			B365	*Peradeniya- Halloluwa to Katugastota	9.98 km

Province	District	Type of activity	Route No.	Road Name	Length (km)
North Western	Kurunegala	Rehabilitation, Routine and periodic maintenance	A010	Galagedara to Kurunegala	21.78 km
Western	Gampaha	Rehabilitation Routine and periodic maintenance	A001	Nittabuwa to Warakapola	15.97 km
Sabaragamuwa	Kegalle	Rehabilitation, Routine and periodic maintenance	A001	Warakapola to Mawenella	43.13 km
			A019	Polgahawela to Ranwela	11.82 km
Total					118 km

*improvements of the road also included.

B. Methodology used to carry out the due diligence

5. Field verification was carried out covering all candidate roads in the three districts in southern province in order to satisfy the above requirement. The site visits were carried out during August 2014. The field verification was assisted using Google online maps, topographic and land use maps prepared by the consultant. One on one interviews and Focus Group Discussions (FGDs) were also done in order to ascertain the public view on the project.

6. During the field inspection, any road section that was observed to be narrow (such as sections between two parapet walls, two live fences or double cut) were measured to confirm the available width.

7. In accordance to the Resettlement Framework (RF) for the MFF, the available corridor for improvement is considered to be the space between fence to fence or road side drain to drain. Hence, any structure between the fence/ drain and the existing road edge was recorded.

II. INVOLUNTARY RESETTLEMENT DUE DILIGENCE

8. Project roads have been selected making a continuous stretch connecting two strategic points or locations. It is anticipated that there will only be reconstruction and rehabilitation of the roads along the existing Right of Way (ROW) without any improvements in geometry of horizontal alignment. This report verifies that there is no involuntary resettlement due to the project.

A. Summary of field observations and verification

1. Kandy district

a. Mawenella to Kandy lake road, length 17.07 km

9. This road section starts at 070 15' 084" N, 0800 30' 434" E near Pahala Kadugannawa town (A001). The road passes through the township and enters to major town areas. At the starting point, the width of carriageway and Right of Way (ROW) are 9.70 m and 13.1 m and at

the end point it is 12.1 m and 14.0 m respectively. Within the town area the ROW include foot walks and road side drains. No structure was observed between the road edge and fence.

Starting point of road at Pahala Kadugannawa- $07^{\circ} 15' 084''$ N, $080^{\circ} 30' 434''$ E.

Kadugannawa tunnel near the starting point of Pahala Kadugannawa



Entrance to Kadugannawa town



Mosque –Kadugannawa



Pillimathala town



Peradeniya town



b. Katugastota to Galagedara road, length 16.34 km

10. At the starting point, the width of carriageway and Right of Way (ROW) are 13.6 m and 18.4 m and at the end point it is 12.1 m and 14.0 m respectively. Road traverse through Kandyan home gardens, paddy fields and vegetable cultivation lands. There is no structure between the road edge and fence (i.e. no structure within the ROW). Most of the existing pavement has lane markings for two traffic lanes. No structures were observed within the existing ROW. This road section ends at 16.34 km.

Starting point of the Road- Katugastota town



Road section



Temporary fruit stall – Galagedara



Road construction site



c. Peradeniya-Halloluwa to Katugastota, length 9.98 km

11. This road section starts at 07 15 934, 080 35 421 at Peradeniya junction (B 365). Road surface is asphalt concrete. Carriageway varies and generally wide and going through steep, dissected rolling and undulating area. At the starting point, the width of carriageway and ROW are 9.3 m and 13.3 m and at the end point it is 9.1 m and 11.2 m respectively. Road traverse through Kandyan home gardens, agricultural crops, tea, paddy fields and rubber plantations. No structures were observed within the existing ROW. The road section ends at 9.98 km.

Starting point of the road -Peradeniya junction



Road with chainage 1+100 km/road with double line



Road with chainage 0+500 km in Halloluwa road



Retaining wall



2. Kurunegala district

a. Galagedara to Kurunegala, length 21.78 km

12. This road section starts near the chainage of 16.34 km of Katugastota to Kurunegala road (A010) at Galagedara. Starting point is 07 23 410 N, 080 31 029 E. Road surface is asphalt concrete from starting point to the end. Carriageway varies and at the starting point, the width of carriageway and Right of Way (ROW) are 12.1m and 14.2 m and at the end point it is 13.3m and 15.3 m respectively. Road passes through settlements, home gardens, rubber plantation lands and coconut lands. No structures were observed within the existing ROW. Also road traverses through rolling, undulating and flat area.

3. Gampaha district

a. Nittabuwa to Warakapola road, length 15.97 km

13. This road section starts near the chainage of 39.71km of Colombo –Kandy road at Nittabuwa (A001) junction. Road surface is asphalt concrete. During the public consultancy (one on one interviews) some business men in the town area stated that the drainage condition in the town area is poor and cause difficulty during the rainy period. The road section start at the 7° 8' 25.6" N and 80° 5' 37.6" E and end up with 7° 13' 30.5" N and 80° 11' 51" E at Warakapola. At the starting point, the width of carriageway and Right of Way (ROW) are 18.8 m and 28.26 m and at the end point it is 12.5 m and 18.1 m respectively. Carriageway varies and generally wide

and going through a steep dissected rolling and undulating area. There are mixed home gardens, coconut, and paddy and rubber plantation lands observed on either side of the road. No structures were observed within the existing ROW. The proposed rehabilitation and maintenance road section ends at 15.97 km.

Start point of road at Nittabuwa



4. Kegalle district

a. Warakapola to Mawenelle road, length 43.13 km

14. This road section starts near the chainage of 55.68 km of Colombo –Kandy road (A001) at Warakapola junction. Road surface is asphalt concrete. The road section start at $7^{\circ} 15' 11.4''$ N N and $80^{\circ} 29' 47.3''$ E at Pahala Kadugannawa and end up with $7^{\circ} 15' 08.4''$ N and $80^{\circ} 30' 43.4''$ E at Kandy. At the starting point, the width of carriageway and Right of Way (ROW) are 9.0 m and 14.0 m and at the end point it is 9.70 m and 13.1 m respectively. Carriageway varies and generally wide and going through a steep, hilly, rolling and undulating area. There are Kandyan home gardens, export agricultural crops, paddy lands and tea plantations observed on either side of the road. No structures were observed within the existing ROW.

Road side temporary toys sales hut



Retaining walls



St. Joseph Girls Collage-Kegalle



b. Polgahawela to Ranwela road, length 11.32 km

15. This road section starts at 07 20 115, 080 17 902 at the Polgahawela junction and end up at 07 15 045, 080 19 808 at the Ranwela junction (A019). Road surface is asphalt concrete. Carriageway varies and generally wide and going through steeply dissected rolling and undulating area. At the starting point, the width of carriageway and Right of Way (ROW) are 7.6 m and 11.8 m and at the end point it is 6.5 m and 8.5 m respectively. Road traverse through mixed home gardens, rubber, coconut and paddy fields. No structures were observed within the existing ROW. The proposed road section ends at 11.82 km.

Starting point of the Polgahawela to Ranwela road.



Temporary lottery shop is located within ROW.



III. SOCIOECONOMIC ASSESSMENT AND GENDER PARTICIPATION REPORT

16. National roads selected located through some of the Divisional Secretariat Divisions (DSDs) for which the sample socioeconomic survey was carried out under the national roads component of IROAD project. However, as these roads are mainly A and B class roads where development could be observed along the road corridor an additional sample socioeconomic survey was carried out along these roads. Section A includes findings from Central Province and Section B includes findings from Sabaragamuwa Province.

A. Central Province

Table 3.1: Names of the DSDs through which the project roads are located and number of households interviewed

District	Name of DSD	No. of households surveyed
Kandy	Thumane	2204
	Yatinuwara	
	Gangawata Korale	
	Harispaththuwa	
Kurunegalla	Polgahawela	608
	Mallawapitiya	
	Mawathagama	
Total No. of households surveyed		2,812

Source: Sample HH survey of Central province, August, 2014

1. Description of Key Physical and Socioeconomic Features of Central Province

17. Central Province has an area encompassing 5,676 km² and population of 2,421,148. It is the sixth largest province by area comprising with three districts namely Kandy, Matale and Nuwara Eliya. Kandy is the home of the temple of tooth relic, one of the most sacred places of worship in Buddhist world. It was declared a world heritage site by UNESCO in 1988.

18. Table 3.2. below presents details on land area, population, population density and poverty head count ratio (year 2009/2010) for the two districts in Central Province.

Table 3.2: A summary of land area, population, population density and poverty head count ratio

District	Population (Census 2012)	Land area (km ²)	Population Density (person/ km ²)	Poverty head count ratio (2012/2013)
Kandy	1,369,899	1,917	714	6.2
Kurunegalla	1,610,299	4,624	348	6.5

Source: Department of Census and Statistics, 2012

19. Population distribution by ethnicity, sex and age and labor force in the three districts are presented below.

Table 3.3: Population by ethnicity in each district

Ethnic Group	Sri Lanka	%	Kandy	%	Kurunegala	%
Sinhala	15173820	74.9	1018323	74.3	1471339	91.4
Sri Lankan Tamil	2270924	11.2	71640	5.2	18763	1.2
Indian Tamil	842323	4.2	83234	6.1	3582	0.2
Muslim	1869820	9.2	191159	14.0	113560	7.1
Burger	37061	0.2	2201	0.2	711	0.0
Sri Lankan Chetti	6075	0.0	115	0.0	92	0.0
Malay	40189	0.2	2062	0.2	1083	0.1
Baratha	1688	0.0	23	0.0	28	0.0
Other	21823	0.1	1142	0.1	1141	0.1
Total Number Of Persons	20,263,723	100.0	1369899	100.0	1610299	100.0

Source: Department of Census and Statistics, 2012

Table 3.4 Population by sex and age in each district

District	Total number of persons	Sex		Age		
		Male	Female	Less than 15 years	15 - 59 Years	60 years and over
Sri Lanka	22,263,723	9,832,401	10,431,322	5,228,927	12,566,467	2,468,329
	100.0	48.5	51.5	25.8	62.0	12.2
Kandy	1,369,899	649,790	720,109	358,152	829,753	181,994
	100.0	47.4	52.6	26.1	60.6	13.3
Kurunegala	1,610,299	775,061	835,238	403,394	1,001,966	204,939
	100.0	48.1	51.9	25.1	62.2	12.7

Source: Department of Census and Statistics, 2012

Table 3.5 Labor force distribution in each district

	District		Central Province	Sri Lanka
	Kandy	Kurunegala		
Percentage of Labor Force	45.1	49.9	49.46	47.2
Percentage of Employment	92.8	95.6	96.1	96.0
Percentage of Unemployment	7.2	4.4	3.9	4.0

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

2. An Analysis of the Sample Socioeconomic Survey for Central Province Roads

20. Key findings of the sample household survey are presented below. The results are discussed under sub topics on key demographic features, housing condition, sanitary and energy, vulnerable groups and gender and perception of community towards the project. However, it should be noted that some questions had multiple responses. Such information tables are separately highlighted.

3. Key demographic information of the sample survey

a. Distribution of households by family size and age

21. Distribution of family size and age distribution of family members in each district of central province are presented in below table 3.6 and 3.7.

Table 3.6: Distribution of family size of the sample households (percentage)

District	Family size (No. of members)		
	1-2	3-4	More than 5
Kandy	15.73	65.10	19.17
Kurunegala	17.56	58.78	23.64

Source: Sample HH survey of Central province, August, 2014

22. About the 65 % and 58.7% of families in Kandy and Kurunegala districts have an average family size with 3-4 members.

Table 3.7: Age distribution of sample household members (percentage)

District	Age group (Years)					
	0-14		15-59		Above 60	
	Male	Female	Male	Female	Male	Female
Kandy	6.85	5.87	36.49	37.42	6.29	7.08
Kurunegala	8.93	7.50	34.46	33.93	6.43	8.75

Source: Sample HH survey of Central province, August, 2014

23. Average a family in the project area has 3 to 4 members with these family members the highest percentage falls within the age limit of 15 to 59 years, which is the economically active population of a country. The dependent population (population between 0-14 years and above 60 years) within the project area is somewhat less.

24. This could be taken as a positive factor in the project as there will be people available and willing to work in civil works. The wage they earn will also be a saving as the dependency on such economically active person is low.

b. Educational attainment

25. The level of education in a province is important for the development of the area. Sri Lanka has recorded a higher literacy rate compared to many countries in the region. Table 3.8 below presents the level of educational attainment of each sample in Kandy and Kurunegala districts.

Table 3.8: Educational attainment of each sample in each district (percentage)

District	Level of educational attainment						
	No schooling	Grade 1-5	Grade 5-10	G.C.E. O/L	G.C.E. A/L	Technical	University
Kandy	1.46	5.96	11.81	37.37	34.68	4.04	6.14
Kurunegala	1.20	10.60	14.60	37.80	26.00	2.80	7.00

Source: Sample HH survey of Central province, August, 2014

26. Above Table 3.8 shows that the major percentage of population in the sample in Kandy and Kurunegala districts has at least studied up to G.C.E. Ordinary Level. Also considerable number of people has completed G.C.E Advanced level. This is a positive factor for the project if labor is to be secured from the project area itself. The work force will be easy to handle and give guidance in the work. However, significant populations in both districts have obtained education up to University level.

c. Occupation of household head

27. Below Table 3.9 summarize the occupation of household heads in each sample. Kandy and Kurunegala districts have relatively high house hold heads compared in section public and private sector as well. National roads connect the two districts with other and Colombo capital city. Also considerable number of people is involving in business sector. The self-employed category in Kandy and Kurunegala districts are comparatively greater than that Kandy district.

Table 3.9: Occupation of household head (percentage)

District	Type of employment							
	Farmer	Public/ Private sector	Skilled labour	Business	Self- employment	Wage labour	Fisher man	Foreign employment
Kandy	0.34	39.83	2.76	38.10	10.17	4.14	0.00	4.66
Kurunegalla	1.55	53.89	2.59	25.39	6.22	6.22	0.52	3.63

Source: Sample HH survey of Central province, August, 2014

d. Average household income, expenditure and movable assets

28. Below Table 3.10 presents the distribution of monthly average income in each sample in the central province.

Table 3.10: Average monthly income of sample households (percentage)

District	Average monthly income (SLR)			
	Less than 5,000	5,001 – 14,999	15,000 – 49,999	More than 50,000
Kandy	0.00	14.21	85.79	75.13
Kurunegala	0.00	11.97	73.24	14.79

Source: Sample HH survey of Central province, August, 2014

29. It could be observed the majority group in both districts belong to income category of SLR 15,000-49,999 and further, It could be observed that a considerable percentage of households in Kandy district obtain a monthly average income more than SLR 50,000. In both districts, monthly income level less than SLR 5,000 is zero.

Table 3.11: Average monthly expenditure of sample households (percentage)

District	Average monthly expenditure (SLR)			
	Less than 5,000	5,001 – 14,999	15,000 – 49,999	More than 50,000
Kandy	0.33	5.51	26.02	7.83
Kurunegala	0.68	22.30	69.59	7.43

Source: Sample HH survey of Central province, August, 2014

30. It could be observed that the average monthly income coincides with the average monthly expenditure in all two Kandy and Kurunegala districts (Table 3.11).

31. Table 3.12 presents a summary of household assets in each district sample. It should be noted that as a household may have many movable assets, the question used in the survey allowed multiple answers.

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

District	Kandy %	Kurunegala %
Type of asset		
Television	88.38	92.16
Radio/ CD player	66.97	88.89
Sewing machine	85.30	72.55
Electric fan	75.86	81.70
Fridge	71.51	69.93
Gas stove	5.44	57.52
Kerosene stove	5.44	5.23
Air conditioner	0.00	0.00
Motor cycle	17.06	20.92
Bicycle	8.89	7.19
Three wheeler	19.60	14.38
Motor car/ cab	17.79	7.84
Motor bus/ van	7.62	4.58
Water pump	9.07	19.61
Washing machine	28.31	7.19
Other	2.18	0.65

Source: Sample HH survey of Central province, August, 2014

32. As per the above Table 3.12 many of the households have television sets and radio/ CD players, sewing machine, electric fan and fridge. Among all the household assets, none of them have air conditioner. Most common type of household vehicle in Kandy district is the three-wheeler and in Kurunegala district is the motor cycle. While both districts record a higher percentage of households having motor cars.

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

33. Below Table 3.13 describe the type of housing structures, sanitary facilities, energy and water sources available within sample households.

Table 3.13: Details of type of housing structure (percentage)

District	Type of housing structure			
	Permanent	Semi-permanent	Temporary	Rent/ lease
Kandy	95.59	0.88	0.66	2.87
Kurunegala	94.74	2.63	0.00	2.63

Source: Sample HH survey of Central province, August, 2014

34. As per above information more than 95% of households surveyed had permanent type of housing structures in both Kandy and Kurunegala districts.

Table 3.14: Details of sanitary facilities (percentage)

District	Type of sanitary system available			
	Flush	Water sealed	Pit latrine	None
Kandy	46.65	37.32	15.82	0.20
Kurunegala	24.10	68.07	6.02	1.81

Source: Sample HH survey of Central province, August, 2014

35. As in the case of much developed areas close to the candidate roads use water sealed system as sanitary facilities and considerable amount use flush type of sanitary system in both districts.

Table 3.15: Availability of electricity (percentage)

District	Source of electricity		
	National grid	Solar power	No Electricity
Kandy	100	0.00	0.00
Kurunegala	98.01	0.66	1.32

Source: Sample HH survey of Central province, August, 2014

36. As in the case of the country, the households in these two districts also are dependent on electricity through the national grid. The entire sample of Kandy district had access the national grid.

Table 3.16: Source of water (percentage)

District	Source of water		
	NSW & DB	Well/ tube well	Community pipe
Kandy	88.56	9.80	1.63
Kurunegala	23.46	74.69	1.85

Source: Sample HH survey of Central province, August, 2014

37. As per above Table 3.16, most of the sample population depends on the water supply system of National Water Supply and Drainage Board (NWS & DB) in Kandy districts while the considerable number of sample population in Kurunegala district is benefited through wells or tube wells to fulfill their water needs.

f. Analysis of vulnerable households and gender related details

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

Table 3.17: Details of vulnerable households (percentage of total households surveyed)

District	Kandy	Kurunegala
Type of vulnerability		
Family with elderly household head (age > 70 years)	3.36	6.32
Family with monthly income > SLR 5,000	0.00	0.00
Female headed families	12.8	15
Families with disabled members	0.40	0.65

Source: Sample HH survey of Central province, August, 2014

39. Table 3.17 presents the most vulnerable house hold in two districts. Family will elderly house hold as a percentage generally less than ten. Which is 3% in Kandy while 6.32 % in Kurunegala.

40. The household survey also focused on the aspect of female family members getting involved in day to day decision making, bread earning and other social activities in their respective households and the community. Below Tables 3.18 (a), 3.18 (b) summarize the findings of this analysis.

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

Type of involvement	Always	Sometime	Rarely	If Request	Do Not Participate
Decision making in family matters	75.05	20.35	3.07	0.77	0.77
Bread earner	56.66	26.83	6.94	1.69	7.88
Participation in CBO activities	53.80	26.81	9.13	5.89	4.37
Organize community programs	63.88	15.44	6.08	10.18	4.43

Source: Sample HH survey of Central province, August, 2014

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

Type of involvement	Always	Sometime	Rarely	If Request	Do not Participate
Decision making in family matters	68.71	30.71	0.00	0.00	0.68
Bread earner	30.92	45.39	3.95	3.95	15.79
Participation in CBO activities	27.78	35.42	14.58	17.36	4.86
Organize community programs	33.79	20.69	7.59	31.72	6.21

Source: Sample HH survey of Central province, August, 2014

41. From above Tables it could be clearly see that female members play a key role in decision makings in family matters and community organizations in both Kandy and Kurunegala districts.

42. The opportunity for the female members getting involved in the project was also analyzed as a gender perspective for the project. Below table 3.19 summarizes the analysis of this aspect.

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

District	Agree to involve	Do not agree to involve
Kandy	32.71	67.29
Kurunegala	33.11	66.89

Source: Sample HH survey of Central province, August, 2014

43. It is observed that majority of heads of sample families in Kandy and Kurunegala districts are reluctant to let their female family members to get involved in the project. However, it appears that the little above 30 % of household heads of the sample population are willing to let their female family members getting involved in the project.

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

District	Kandy	Kurunegala
Type of involvement		
Provide wage labor during construction	48.05	49.97
Provide wage labor for maintenance of road	34.20	24.24
Provide meals to work force as a small business	17.75	28.79

Source: Sample HH survey of Central province, August, 2014

44. Above Table 3.20 shows their preference was to allow them provide labour during the construction and maintenance period in both districts. However small percentage of house hold willing to provide meals for the work force as a small business.

g. Community perception about the project

45. It is important to inform the affected community of the project about the benefits and the impacts that are likely to occur. The survey focused on this aspect and collected information about community's knowledge of the project (i.e. have they been adequately informed). Below table presents the percentage of households who had knowledge about the project.

Table 3.21: Community awareness about the project (percentage)

District	Know about the project	Do not know about the project
Kandy	9.24	90.76
Kurunegala	2	98

Source: Sample HH survey of Central province, August, 2014

46. According to the above Table 3.21 only around ten percent sample in Kandy and about two percent sample in the community in Kurunegalla district were somewhat aware of the project. This observation makes a good intervention to the project, i.e. to carry out more focus group discussions and information dissemination activates during detailed design stage of the project and even during construction stage.

47. The survey also focused on the community perception on the present road condition and how it affects their day to day life. The findings are summarized below.

Table 3.22: Condition of existing road to be rehabilitated by the project (percentage)

District	Condition of the existing road surface			
	Good	Fair	Bad	Very bad
Kandy	17.37	69.27	8.40	4.96
Kurunegala	12.84	70.95	12.84	3.38

Source: Sample HH survey of Central province, August, 2014

48. It is clear from the above table that most of the respondents are in the opinion that the road conditions of the existing road in both districts are in fair and satisfactory condition.

Table 3.23: Impact of existing road condition on day to day activities of women, children and elderly persons (percentage)

District	Affect the activities	Do not affect the activities
Kandy	25.21	74.79
Kurunegala	48.73	51.27

Source: Sample HH survey of Central province, August, 2014

49. It is clear from the above Table 3.23 that most of the respondents are in the opinion that the road conditions of the existing road in both districts are in fair and satisfactory condition and as far as the road condition is fair, poor road conditions don't affect their day to day activities of women, children and elderly persons in the project area. Table 3.24 describes the reasons for such impact.

Table 3.24: Reasons for such impact (percentage, multiple answers)

District	Kandy	Kurunegala
Reason		
Damaged road condition	29.35	23.76
Shrub jungle grown on both sides of the road	16.58	11.05
Road side drains not maintained	23.91	23.20
Wing walls of culverts and bridges are damaged	10.60	11.60
Pot holes on the shoulders	10.33	8.84
Road get inundated	9.24	21.55

Source: Sample HH survey of Central province, August, 2014

50. As per the above Table 3.24, it is clear that damaged road surfaces and poor road side drains are main issues for impacting day to day activities of women, children and elderly in the project area.

51. Below Table 3.25 summarize the willingness of community to participate in the project and how they are willing to participate.

Table 3.25: Willingness of community to participate in the project

District	Willing to participate	Do not want to participate
Kandy	54.30	45.70
Kurunegala	60.71	39.39

Source: Sample HH survey of Central province, August, 2014

52. As per above information majority of the communities in Kandy and Kurunegala would like to participate in the project.

Table 3.26: Type of contribution for the project (percentage, multiple responses)

District	Type of contribution			
	By donating land	Community awareness creation	Involve in progress monitoring	Involve in maintenance
Kandy	10.52	43.91	15.13	30.44
Kurunegala	12.58	42.77	11.32	33.33

Source: Sample HH survey of Central province, August, 2014

53. It is clear that all affected communities are willing to help the project in making awareness and maintenance work. Only ten percent sample households in Kandy and Kurunegala districts have indicated the willingness for land donation.

54. Finally the conception of the community on perceived benefits of the project was analyzed.

Table 3.27: Perceived benefits of the project (percentage, multiple responses)

District	Kandy	Kurunegala
Perceived benefits		
Develop agriculture sector	7.02	9.24
Develop education facilities	9.46	9.77
Develop health and sanitary facilities	8.67	8.82
Increase job opportunities for villagers	9.40	10.40

District	Kandy	Kurunegala
Road safety for Women, Elders and children	7.32	7.35
Develop Public/privet transport for villagers	6.29	5.78
Easy travel even at night time or time with poor visibility	9.35	10.92
Develop industrial sector in rural areas	7.37	7.88
Reduced the travel cost and time	9.83	10.71
Increase cultural values	6.20	7.98
Improve standards of living	5.07	7.77
Develop communication with villagers and government institutes	14.03	4.31

Source: Sample HH survey of Central province, August, 2014

55. It is clear from above table that all communities in the project area welcome the project.

h. Public Consultation

56. Public consultations were carried out covering all two districts (Kandy, Kurunegala) in the Central province. These consultations were held as one on one interviews and informal Focus Group Discussions (FGDs) in order to obtain the perception of community about the road project. Any environmental and social problems prevailing in the project area. It should be noted that during these interviews more attention was paid on female members. Six informal FGDs representing the two districts were carried out during the first week of August, 2014. Location and number of attendees in each FGD is presented in table 3.28.

Table 3.28: A summary of FGDs held for IROAD project

Date	Location	Number of participants
7 August 2014	Heerassagala	10
8 August 2014	Suduhumpala	9
8 August 2014	Kandy	9
8 August 2014	Kandy-Katukele	13
9 August 2014	Mulgampola	11
9 August 2014	Welata	8

57. Key comments and suggestions made during above informal meetings are listed below. It should be noted that some participants made comments on the road segment of IROAD project (even during one on one interviews). These comments are also included in this summary.

Table 3.29: Summary of key points discussed in FGDs

Location of FGD	Comments made by participants
Heerassagala	<ul style="list-style-type: none"> • People are willing to provide their labor for the road construction and maintenance purpose • Road side drains and all other existing drainage structures need to be properly investigated and reconstructed where necessary. • A proper drainage study should be carried out to identify locations where drainage improvements are needed. Suggest that the engineers obtain assistance from Grama Niladri Officers. • Increase the number of pedestrian crossings and locate them at strategic points.
Suduhumpala	<ul style="list-style-type: none"> • Blockage of drainage causes flooding over some road sections. • Increase the number of pedestrian crossings and locate them at strategic points. • Construction works need to be properly monitored. • People are willing to provide their labor for the road construction and maintenance purpose • People are willing to provide food and other necessity for labors working during the road constructions
Kandy	<ul style="list-style-type: none"> • Propose a pedestrian flyover at Good shed bus stand area • Increase the number of pedestrian crossings and locate them at strategic points. • Construction works need to be properly monitored. • Road side drains and all other existing drainage structures need to be properly investigated and reconstructed where necessary. • All other existing drainage structures need to be properly maintained
Kandy-Katukele	<ul style="list-style-type: none"> • Proper drainage study should be carried out to identify all locations where drainage needs to be improved. • All other existing drainage structures need to be properly maintained • Improvement of roads in the area will help in the economic development. • This project will ensure the safety of women, children and elderly who uses these roads. • People are willing to provide their labor for the road construction and maintenance purpose • Increase the number of pedestrian crossings and locate them at strategic points.

Location of FGD	Comments made by participants
Mulgampola	<ul style="list-style-type: none"> Propose a pedestrian flyover at Mulgampola town area Drainage investigation is important and this should be done with the help of village people or at least with respective Grama Niladari Officers in the area. Improvement of roads in the area will help in the economic development. This project will ensure the safety of women, children and elderly who uses these roads. Convenient transportation helps to develop economic activities in the area.
Welata	<ul style="list-style-type: none"> All the existing drainage structures need to be properly maintained Improvement of roads in the area will help in the economic development. This project will ensure the safety of women, children and elderly who uses these roads. People are willing to provide their labor for the road construction and maintenance purpose Increase the number of pedestrian crossings and locate them at strategic points.

B. Sabaragamuwa Province

Table 3.30: Names of the DSDs through which the project roads are located and number of households interviewed

District	Name of DSD	No. of households surveyed
Gampaha	Attanagalla	1,368
	Mirigama	
Kegalle	Warakapola	1,736
	Mawanella	
	Galigamuwa	
	Rambukkana	
	Kegalle	
Total No. of households surveyed		3,104

Source: Sample HH survey of Sabaragamuwa province, August, 2014

1. Description of Key Physical and Socioeconomic Features of Sabaragamuwa Province

58. Sabaragamuwa Province has an area of 4,968 km² and population of 1,919,478 population. It is the eighth largest province in Sri Lanka. Area wise Kegalle district covers 1,663 sq km while Rathnapura district is 3,237 sq km. Sabaragamuwa province is famous for gem mining and plantation crops such as rubber and tea.

59. Table 3.31. below presents details on land area, population, population density and poverty head count ratio (year 2009/2010) for the two districts in Sabaragamuwa Province.

Table 3.31: Summary of land area, population, population density and poverty head count ratio

District	Population (Census 2012)	Land area (km ²)	Population Density (person/ km ²)	Poverty head count ratio (2012/2013)
Gampaha	2,294,641	1,341	1714	2.1
Kegalle	836,603	1,685	497	6.7

Source: Department of Census and Statistics, 2012

60. Population distribution by ethnicity, sex and age and labor force in the three districts are presented below Tables 3.32 and 3.33.

Table 3.32: Population by ethnicity in each district

Ethnic Group	Sri Lanka	%	Gampaha	%	Kegalle	%
Sinhala	15173820	74.9	2079115	90.6	715723	85.6
Sri Lankan Tamil	2270924	11.2	80071	3.5	20250	2.4
Indian Tamil	842323	4.2	10879	0.5	41468	5.0
Muslim	1869820	9.2	95501	4.2	57952	6.9
Burger	37061	0.2	9898	0.4	577	0.1
Sri Lankan Chetti	6075	0.0	4093	0.2	37	0.0
Malay	40189	0.2	11658	0.5	168	0.0
Baratha	1688	0.0	552	0.0	4	0.0
Other	21823	0.1	2874	0.1	424	0.1
Total Number Of Persons	20,263,723	100.0	2 294,641	100.0	836603	100.0

Source: Department of Census and Statistics, 2012

Table 3.33: Population by sex and age in each district

District	Total number of persons	Sex		Age		
		Male	Female	Less than 15 years	15 - 59 Years	60 years and over
Sri Lanka	22,263,723	9,832,401	10,431,322	5,228,927	12,566,467	2,468,329
	100.0	48.5	51.5	25.8	62.0	12.2
Gampaha	2,294,641	1,115,349	1,179,292	536,758	1467497	290,386
	100.0	48.6	51.4	23.4	64.0	12.7
Kegalle	836,603	400,083	436,520	204,261	510,595	121,747
	100.0	47.8	52.2	24.4	61.0	14.6

Source: Department of Census and Statistics, 2012

61. Table 3.34 shows the employment rate of two districts and amounted to 97%. Unemployment rate is less than the national value of 4 %.

Table 3.34: Labor force distribution in each district

	District		Sabaragamuwa Province	Sri Lanka
	Gampaha	Kegalle		
Percentage of Labor Force	43.7	48.5	51.2	47.2
Percentage of Employment	96.3	97.1	96.3	96.0
Percentage of Unemployment	3.7	2.9	3.7	4.0

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

2. An Analysis of the Sample Socioeconomic Survey for Sabaragamuwa Province

62. Key findings of the sample household survey are presented below. The results are discussed under sub topics on key demographic features, housing condition, sanitary and energy, vulnerable groups and gender and perception of community towards the project. However, it should be noted that some questions had multiple responses. Such information tables are separately highlighted.

3. Key demographic information of the sample survey

a. Distribution of households by family size and age

63. Distribution of family size and age distribution of family members in each district of Sabaragamuwa province are presented in the table below. About 57-60 % of the households of the two districts has 3-4 family members. Families with more than 5 are about ¼ of the household of two districts. This shows the trend of having small family units.

Table 3.35: Distribution of family size of the sample households (percentage)

District	Family size (No. of members)		
	1-2	3-4	More than 5
Gampaha	16.18	57.29	26.53
Kegalle	13.01	60.71	26.28

Source: Sample HH survey of Sabaragamuwa province, August, 2014

Table 3.36: Age distribution of sample household members (percentage)

District	Age group (Years)					
	0-14		15-59		Above 60	
	Male	Female	Male	Female	Male	Female
Gampaha	9.29	7.26	35.27	35.54	6.56	6.08
Kegalle	8.85	6.24	35.61	35.21	7.11	6.98

Source: Sample HH survey of Sabaragamuwa province, August, 2014

64. Out of these family members the highest percentage falls within the age limit of 15 to 59 years, which is the economically active population of a country. The dependent population (population between 0-14 years and above 60 years) within the project area is less.

65. This could be taken as a positive factor in the project as there will be people willing to work in civil works. The wage they earn will also be a saving as the dependency on such economically active person is low.

b. Educational attainment

66. The level of education in a region is important for the development of that area. Sri Lanka has recorded a higher literacy rate compared to many countries in the region. Table below presents the level of educational attainment of each sample in each district.

Table 3.37: Educational attainment of each sample in each district (percentage)

District	Level of educational attainment						
	No schooling	Grade 1-5	Grade 5-10	G.C.E. O/L	G.C.E. A/L	Technical	University
Gampaha	2.26	8.80	16.14	34.06	30.67	2.34	5.73
Kegalle	2.72	7.25	11.78	37.07	32.21	2.64	6.34

Source: Sample HH survey of Sabaragamuwa province, August, 2014

67. The major percentage of population in the sample Gampaha and Kegalle district have at least studied up to G.C.E. Ordinary Level and G.C.E. Advanced Level. This is a positive factor for the project if labor is to be secured from the project area itself. The educated work force will be easy to handle and give guidance in the work. However, a significant population in both districts district has obtained education up to University level.

c. Occupation of household head

68. Below Table 3.38 summarize the occupation of household heads in each sample. As these districts are connected with road networks most of the household heads are employed in public or private sector. The Business category in Gampaha and Kegalle districts are comparatively greater than the other employment categories.

Table 3.38: Occupation of household head (percentage)

District	Type of employment							
	Farmer	Public/Private sector	Skilled labour	Business	Self-employment	Wage labour	Fisher man	Foreign employment
Gampaha	1.96	42.35	2.55	36.86	9.61	4.90	0.00	1.76
Kegalle	2.09	50.35	3.25	22.97	7.42	10.21	0.70	3.02

Source: Sample HH survey of Sabaragamuwa province, August, 2014

d. Average household income, expenditure and movable assets

69. Below Table 3.39 present the distribution of monthly average income in each sample in the province.

Table 3.39: Average monthly income of sample households (percentage)

District	Average monthly income (SLR)			
	Less than 5,000	5,001 – 14,999	15,000 – 49,999	More than 50,000
Gampaha	1.16	8.38	67.05	23.41
Kegalle	1.64	6.30	68.77	23.29

Source: Sample HH survey of Sabaragamuwa province, August, 2014

70. It could be observed that a considerable percentage of households about 68 % in both Gampaha and Kegalle districts obtain a monthly average income between SLR 15,000- 49,999.

Table 3.40: Average monthly expenditure of sample households (percentage)

District	Average monthly expenditure (SLR)			
	Less than 5,000	5,001 – 14,999	15,000 – 49,999	More than 50,000
Gampaha	0.63	9.49	77.22	21.20
Kegalle	1.33	14.67	68.80	15.20

Source: Sample HH survey of Sabaragamuwa province, August, 2014

71. It could be observed that the ceiling of the average monthly income coincide with the average monthly expenditure in all two districts.

72. Table 3.41 presents a summary of household assets in each district sample. It should be noted that as a household may have many movable assets, the question used in the survey allowed multiple answers.

**Table 3.41: A summary of household assets
(Values are in percentage with multiple answers)**

District	Gampaha	Kegalle
Type of asset		
Television	72.61	95.91
Radio/ CD player	73.03	92.07
Sowing machine	46.27	68.54
Electric fan	65.98	87.98
Fridge	56.43	70.33
Gas stove	51.24	62.92
Kerosene stove	4.15	7.93
Air conditioner	2.70	2.56
Motor cycle	22.82	27.11
Bicycle	14.52	14.32
Three wheeler	14.52	17.65
Motor car/ cab	9.13	12.53
Motor bus/ van	7.26	3.58
Water pump	42.32	31.97
Washing machine	14.94	19.95
Other	0.62	2.30

Source: Sample HH survey of Sabaragamuwa province, August, 2014

73. As per the above table many of the households have television sets and radio/ CD players and electric fan. Most common type of household vehicle in all two districts in Sabaragamuwa province is the motor cycle while considerable number having three wheelers and motor cars.

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

74. Below tables describe the type of housing structures, sanitary facilities, energy and water sources available within sample households.

Table 3.42: Details of type of housing structure (percentage)

District	Type of housing structure			
	Permanent	Semi-permanent	Temporary	Rent/ lease
Gampaha	90.5	2.23	1.40	5.87
Kegalle	93.9	2.39	0.80	2.92

Source: Sample HH survey of Sabaragamuwa province, August, 2014

75. As per above information Tables, more than 90% of households surveyed had permanent type of housing structures.

Table 3.43: Details of sanitary facilities (percentage)

District	Type of sanitary system available			
	Flush	Water sealed	Pit latrine	None
Gampaha	35.01	48.11	15.62	1.26
Kegalle	31.51	57.81	10.16	0.52

Source: Sample HH survey of Sabaragamuwa province, August, 2014

76. The majority of the two districts use water sealed system as sanitary facilities. Around 30% of the sample in both Gampaha and Kegalle use flush type sanitary system.

Table 3.44: Availability of electricity (percentage)

District	Source of electricity		
	National grid	Solar power	No Electricity
Gampaha	99.73	0.00	0.27
Kegalle	99.23	0.26	0.51

Source: Sample HH survey of Sabaragamuwa province, August, 2014

77. As in the case of the country, the households in these two districts also are dependent on electricity through the national grid.

Table 3.45: Source of water (percentage)

District	Source of water		
	NSW & DB	Well/ tube well	Community pipe
Gampaha	23.49	72.15	4.36
Kegalle	63.42	34.68	1.90

Source: Sample HH survey of Sabaragamuwa province, August, 2014

78. As per the table above, most of the sample population in Gampaha district depend on wells or tube wells to fulfill their water needs while the most of sample population in Kegalle district is benefited through the water supply system of National Water Supply and Drainage Board (NWS & DB).

f. Analysis of vulnerable households and gender related details

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

Table 3.46: Details of vulnerable households (percentage of total households surveyed)

District	Gampaha	Kegalle
Type of vulnerability		
Family with elderly household head (age > 70 years)	6.32	7.05
Family with monthly income > SLR 5,000	1.16	1.64
Female headed families	14.14	9.5
Families with disabled members	1.09	0.63

Source: Sample HH survey of Sabaragamuwa province, August, 2014

80. The vulnerable families are as percentage in very low in two districts. Families with monthly income <1% of the households.

Table 3.47 (a): Contribution of female members in family matters and community organizations – Gampaha

Type of involvement	Always	Sometime	Rarely	If Request	Do not Participate
Decision making in family matters	75.74	18.64	2.37	1.78	1.48
Bread earner	60.17	24.71	3.49	1.45	10.17
Participation in CBO activities	52.60	25.72	10.98	2.60	8.09
Organize community programs	54.84	19.94	6.74	12.61	5.87

Source: Sample HH survey of Sabaragamuwa province, August, 2014

Table 3.47 (b): Contribution of female members in family matters and community organizations – Kegalle

Type of involvement	Always	Sometime	Rarely	If Request	Do not Participate
Decision making in family matters	68.30	28.53	2.59	0.29	0.29
Bread earner	49.86	35.38	4.18	0.56	10.03
Participation in CBO activities	42.35	31.69	14.48	5.19	6.28
Organize community programs	41.81	25.99	5.65	20.90	5.65

Source: Sample HH survey of Sabaragamuwa province, August, 2014

81. From above tables, it could be clearly see that female members in both districts play a key role in decision makings in family matters.

82. The opportunity for the female members getting involved in the project was also analyzed as a gender perspective for the project. In the table below, it summarizes the analysis of this aspect.

Table 3.48: Willingness of household head to involve female family members in the project

District	Agree to involve	Do not agree to involve
Gampaha	53.42	46.58
Kegalle	44.09	55.91

Source: Sample HH survey of Sabaragamuwa province, August, 2014

83. It is observed that the heads of sample families in Gampaha district is more willing to let their female family members to get involved in the project. However, in Kegalle district it appears that the household heads of the sample population are reluctant to let their female family members getting involved in the project.

Table 3.49: Type of involvement of female family members in the project (a multiple response)

District	Gampaha	Kegalle
Type of involvement		
Provide wage labour during construction	43.24	40.53
Provide wage labour for maintenance of road	22.07	22.03
Provide meals to work force as a small business	34.68	37.44

Source: Sample HH survey of Sabaragamuwa province, August, 2014

84. Overall the sample households in Kegalle district showed less interest in allowing their female family members getting involved in the project. Their preference was to allow them to provide labor during the construction period. The same response could be observed with the sample of Gampaha district. However, in both districts, the households were expecting to provide meals for work force as a small business.

g. Community perception about the project

85. In the present day development context it is important to inform the affected community of a project about the benefits and impacts that are likely to occur. The survey focused on this aspect and collected information about community's knowledge of the project (i.e. have they been adequately informed). Below presents the percentage of households who had knowledge about the project.

Table 3.50: Community awareness about the project (percentage)

District	Know about the project	Do not know about the project
Gampaha	16.40	83.60
Kegalle	9.91	90.09

Source: Sample HH survey of Sabaragamuwa province, August, 2014

86. According to the table above only 16% the community in Gampaha district and 10% community Kegalle district were aware of the project. This observation makes a good intervention to the project, i.e. to carry out more focus group discussions and information dissemination activates during detailed design stage of the project and even during construction stage.

87. The survey also focused on the community perception on the present road condition and how it affects their day to day life. The findings are summarized below.

Table 3.51: Condition of existing road to be rehabilitated by the project (percentage)

District	Condition of the existing road surface			
	Good	Fair	Bad	Very bad
Gampaha	13.28	66.67	16.26	3.79
Kegalle	19.28	68.32	10.19	2.20

Source: Sample HH survey of Sabaragamuwa province, August, 2014

88. It is clear from the above table that most of the respondents are in the opinion that the road conditions of the existing road in both districts are in fair and satisfactory condition.

Table 3.52: Impact of existing road condition on day to day activities of women, children and elderly persons (percentage)

District	Affect the activities	Do not affect the activities
Gampaha	49.05	50.35
Kegalle	36.13	63.87

Source: Sample HH survey of Sabaragamuwa province, August, 2014

89. It is clear from the above table that most of the respondents are in the opinion that the road conditions of the existing road in both districts are in fair and satisfactory condition and as far as the road condition is fair, poor road conditions don't affect their day to day activities of women, children and elderly persons in the project area. Table below describes the reasons for such impact.

Table 3.53: Reasons for such impact (percentage, multiple answers)

District	Gampaha	Kegalle
Reason		
Damaged road condition	31.04	27.03
Shrub jungle grown on both sides of the road	11.64	23.65
Road side drains not maintained	25.37	21.28
Wing walls of culverts and bridges are damaged	7.76	11.15
Pot holes on the shoulders	8.36	8.45
Road get inundated	15.82	8.45

Source: Sample HH survey of Sabaragamuwa province, August, 2014

90. As per the above table, it is clear that damaged road surfaces and poor road side drains are main issues for impacting day to day activities of women, children and elderly in the project area in both Gampaha and Kegalle districts.

91. Below tables summarize the willingness of community to participate in the project and how they are willing to participate.

Table 3.54: Willingness of community to participate in the project

District	Willing to participate	Do not want to participate
Gampaha	71.07	28.93
Kegalle	62.14	37.86

Source: Sample HH survey of Sabaragamuwa province, August, 2014

92. As per above information majority of the communities in both Gampaha and Kegalle districts would like to participate in the project.

Table 3.55: Type of contribution for the project (percentage, multiple responses)

District	Type of contribution			
	By donating land	Community awareness creation	Involve in progress monitoring	Involve in maintenance
Gampaha	11.82	32.15	23.88	32.15
Kegalle	20.24	37.35	19.28	23.13

Source: Sample HH survey of Sabaragamuwa province, August, 2014

93. It is clear that all affected communities are willing to help the project in making awareness and maintenance work. Further 20 % of sample households in Kegalle district have indicated the willingness for land donation.

94. Finally the conception of the community on perceived benefits of the project was analyzed.

Table 3.56: Perceived benefits of the project (percentage, multiple responses)

District	Gampaha	Kegalle
Perceived benefits		
Develop agriculture sector	6.38	8.02
Develop education facilities	11.84	10.66
Develop health and sanitary facilities	12.33	9.78
Increase job opportunities for villagers	7.93	9.09
Road safety for Women, Elders and children	9.27	6.91
Develop Public/privet transport for villagers	7.45	8.72
Easy travel even at night time or time with poor visibility	10.29	10.89
Develop industrial sector in rural areas	6.32	6.86
Reduced the travel cost and time	10.56	9.46
Increase cultural values	4.61	6.40
Improve standards of living	7.34	8.11
Develop communication with villagers and government institutes	5.68	5.10

Source: Sample HH survey of Sabaragamuwa province, August, 2014

95. It is clear from above table that all communities in the project area welcome the project.

h. Public Consultation

96. Public consultations were carried out covering all two districts (Gampaha, Kegalle) in the Sabaragamuwa province. These consultations were held as one on one interviews and informal Focus Group Discussions (FGDs) in order to obtain the perception of community about the project. Any environmental and social problems prevailing in the project area. It should be noted that during these interviews more focused was paid on female members. Eight FGDs representing the two districts were carried out during the first week of August, 2014. Location and number of attendees in each FGD is presented in the table below.

Table 3.57: A summary of FGDs held for IROAD project

Date	Location	Number of participants
6 August 2014	Walawwatte road	8
6 August 2014	Mannikkawa-Polgahawela	6
7 August 2014	Ebulgasdeniya	7
7 August 2014	Ebulgasdeniya	7
7 August 2014	Mirigama	9
7 August 2014	Radawaddunna	11
8 August 2014	Polgahawela, Kuliypitiya	12
8 August 2014	Rabukkana	12

97. Key comments and suggestions made during above informal meetings are listed below. It should be noted that some participants made comments on the road segment of IROAD project (even during one on one interviews). These comments are also included in this summary.

Table 3.58: Summary of key points discussed in FGDs

Location of FGD	Comments made by participants
Walawwatte road	<ul style="list-style-type: none"> • People are willing to provide their labor for the road construction and maintenance purpose • Road side drains and all other existing drainage structures need to be properly investigated and reconstructed where necessary. • A proper drainage study should be carried out to identify locations where drainage improvements are needed. Suggest that the engineers obtain assistance from Grama Niladri Officers. • Increase the number of pedestrian crossings and locate them at strategic points.
Mannikkawa-Polgahawela	<ul style="list-style-type: none"> • Blockage of drainage causes flooding over some road sections. • Increase the number of pedestrian crossings and locate them at strategic points. • Construction works need to be properly monitored. • People are willing to provide their labor for the road construction and maintenance purpose • People are willing to provide food and other necessity for labors working during the road constructions
Ebulgasdeniya	<ul style="list-style-type: none"> • Increase the number of pedestrian crossings and locate them at strategic points. • Construction works need to be properly monitored. • Road side drains and all other existing drainage structures need to be properly investigated and reconstructed where necessary. • All other existing drainage structures need to be properly maintained
Ebulgasdeniya	<ul style="list-style-type: none"> • Proper drainage study should be carried out to identify all locations where drainage needs to be improved. • All other existing drainage structures need to be properly maintained • Improvement of roads in the area will help in the economic development. • This project will ensure the safety of women, children and elderly who uses these roads. • People are willing to provide their labor for the road construction and maintenance purpose • Increase the number of pedestrian crossings and locate them at strategic points.
Mirigama	<ul style="list-style-type: none"> • Drainage investigation is important and this should be done with the help of village people or at least with respective Grama Niladari Officers in the area. • Improvement of roads in the area will help in the economic development. • This project will ensure the safety of women, children and elderly

Location of FGD	Comments made by participants
	<p>who uses these roads.</p> <ul style="list-style-type: none"> • Convenient transportation helps to develop economic activities in the area. • Easy transportation for the agricultural products to socio economic centers
Radawaddunna	<ul style="list-style-type: none"> • People are willing to provide their labor for the road construction and maintenance purpose • Convenient transportation help to economic development of the area • A proper drainage study should be carried out to identify locations where drainage improvements are needed. Suggest that the engineers obtain assistance from Grama Niladri Officers. • Increase the number of pedestrian crossings and locate them at strategic points (Town areas).
Polgahawela, Kuliypitiya	<ul style="list-style-type: none"> • Increase the number of pedestrian crossings and locate them at strategic points. • Construction works need to be properly monitored. • People are willing to provide their labor for the road construction and maintenance purpose • People are willing to provide food and other necessity for labors working during the road constructions • Improve the drainage conditions along the road side specially in town areas • This project will ensure the safety of women, children and elderly who uses these roads.
Rabbukkana	<ul style="list-style-type: none"> • Increase the number of pedestrian crossings and locate them at strategic points. • Road side drains and all other existing drainage structures need to be properly investigated and reconstructed where necessary. • All other existing drainage structures need to be properly maintained • Convenient transportation facilitate the economic development of the area • It is facilitate the tourist industry of the area

IV. CONCLUSION AND RECOMMENDATIONS

98. National road improvement and rehabilitation proposed under the Project will have a better connectivity and easy access to major cities, townships and socio economic centers within and adjacent provinces.

99. Public consultation and informal Focus Group Discussion reveals that the people living in the area have positive view on improvement of the roads.

100. Since the improvement and rehabilitation is done within the existing ROW no involuntary resettlement is required.

101. Importance of the establishment of the Grievance Redress Committee before commencement of civil works is emphasized.

102. In public consultancy also reveals that the public generally welcome the project.