Chongqing New Urbanization Pilot & Demonstration Project

Jiulongpo Urban Regeneration Subproject

Social Assessment Report

Jiulongpo District Government

Chongqing Inturer Technology Development Co., Ltd.

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Contents

ABBREVIATIONS

FGD	-	Focus Group Discussion
HD	-	House Demolition
LA	-	Land Acquisition
MLS	-	Minimum Living Security
PMO	-	Project Management Office
RAP	-	Resettlement Action Plan
SA	-	Social Assessment

Units

Currency unit=Yuan (RMB)

US$1.00 =RMB6.33

1 hectare=15 mu

1 Introduction

1.1 Background and scope of the Subproject

1.1.1 Background of the Subproject

Chongqing Municipality is located in southwestern China, bordered by Hubei and Hunan Provinces on the east, Guizhou Province on the south, Sichuan Province on the west and Shaanxi Province on the north, with a land area of 82,400 km^2, governing 38 districts / counties, with a resident population of 30.4843 million, an urbanization rate of 62.6% and a GDP of 1.755876 trillion yuan in 2016. As China's 4^{th} municipality directly under the central government, Chongqing is an economic, financial, scientific, shipping and trading logistics center on the upper Yangtze River, and an important node on the Belt and Road, and in the Yangtze River Economic Belt.

Jiulongpo District is located in western downtown Chongqing, and governs 8 sub-districts and 11 towns, with a resident population of 1.2018 million (including an urban population of 1.0893 million), and an urbanization rate of 91.78%. In 2016, the district's GDP was 109 billion yuan, gross output value of industrial enterprises above designated size of 131 billion yuan, per capita disposable income urban residents 33,000 yuan, and per capita disposable income rural residents 17,000 yuan.

The Jiulongpo District Regeneration Subproject (hereinafter, the "Subproject") aims to utilize existing land and public spaces more effectively to meet the growing demand of local residents, and improve living quality and the accessibility of public spaces, thereby promoting overall economic and social development, and industry transformation.

1.1.2 Scope of the Subproject

The Subproject consists of 3 components, namely, slow footpath, public space quality improvement Planning and institutional capacity building. See Table 1-1.

Table 1-1 Components of the Subproject

Component	Code	Subcomponent	Description	Reports
Slow Footpath	**A1**	**Slow Footpath**	Construction of a slow footpath from Caiyun Lake Park to Egongyan Park	-
Public Space Quality Improvement	**B1**	**Yangjiaping Sub-district**	Construction of Kanglong public green space	DDR
	B2	**Erlang Sub-district**	Construction of Baitao Road public green space	-
			Construction of Wutaishan public green space	DDR
			Construction of Longjingwan public green space	-
	B3	**Jiulong Town**	Reconstruction of Caiyun Lake Wetland Park	-
	B4	**Shiqiaopu Sub-district**	Construction of Shimei public green space	-
	B5	**Shipingqiao Sub-district**	Construction of Taohua Stream public green space	-
			Construction of Jiulong Community Park	DDR
	B5	**Huayan Sub-district**	Construction of Tiaodenghe Riverside Park	DDR

Planning and Institutional Capacity Building	**C1**	**Planning and Institutional Capacity Building**	Urban Planning Renewal of Jiulongpo District	-
			Revision of Regulatory Plan of Jiulongpo District	-
			Annual Implementation Plan for Urban Renewal of Jiulongpo District	-
			Middle-term and Long-term Plan for Jiulongpo District (2035)	-
			Research on Green Building	-
			Institutional capacity building	-

Source: Feasibility Study Report

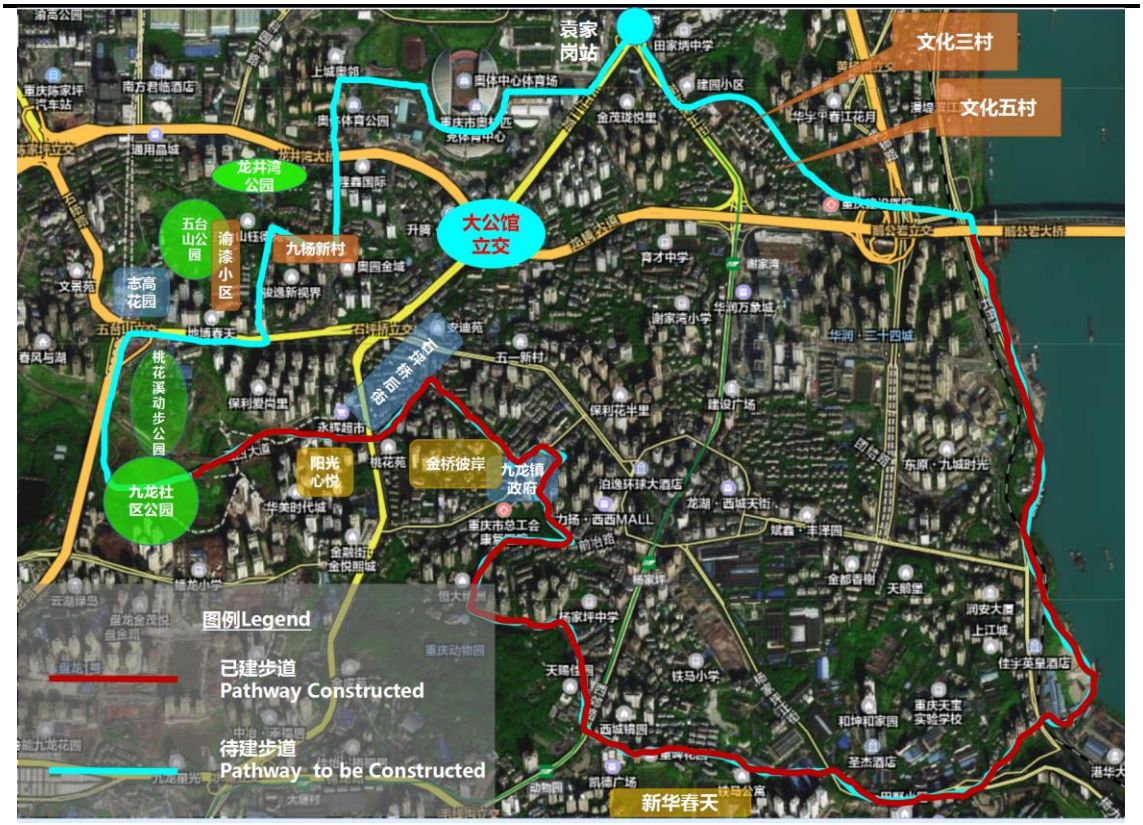

Figure 1-1 Location map of the Subproject

1.2 Overview of SA

1.2.1 Tasks

This SA aims to learn stakeholders' expectations and needs, identify the Subproject's positive and negative impacts, and design a series of measures to ensure that stakeholders participate extensively and benefit from the Subproject, and the benefits of the Subproject are maximized. Therefore, the main tasks of this SA are:

1) learning the current situation of local public spaces and slow traffic footpaths, and the potential beneficiary population;

2) promoting extensive public participation, especially women, the poor and other vulnerable groups, and proposing a public participation strategy accordingly;

3) identifying the Subproject's primary stakeholders, learning their perceptions of and needs for the Subproject, and collecting their comments on the Subproject;

4) identifying the Subproject's impacts on and potential risks to stakeholders, especially women, the poor, the disabled and other vulnerable groups;

5) developing a social action plan through extensive public participation and consultation, and reporting the SA findings and suggestions to the IAs and design agency.

In 2017, Jiulongpo District had a minority population of 29,250, accounting for 3.3% of registered population; the subproject area had a minority population of 15,617, accounting for 2.88% (3.77% for Yangjiaping Sub-district, 2.63% for Shipingqiao Sub-district, 2.18% for Shiqiaopu Sub-district, 2.69% for Erlang Sub-district, 3.72% for Zhongliangshan Sub-district, 2.52% for Jiulong Town and 3.01% for Huayan Town). Local minority population has moved in by employment, migration and marriage mainly, and there is no hereditary or centrally-living minority population here. Thus, the Subproject does not trigger OP4.10, and it is not necessary to prepare an ethnic minority development plan.

Proposed Baitao Road Park and Huayan Riverfront Park will affect 5 groups of two communities in two sub-districts and one town. 145.1 mu of rural collective land and 159.2 mu of state-owned land will be acquired permanently; rural residential houses of 14,545 m^2 will be demolished, affecting 48 households with 239 persons, including houses without property rights of 200 m^2; rural non-residential properties of 56,732.4 m^2 will be demolished, affecting 50 entities, including properties without property rights of 20,900 m^2; non-residential properties on state-owned land of 102,091 m^2 will be demolished, affecting 64 entities, including properties without property rights of 40,882.1 m^2. According to OP4.12 and BP4.12, a resettlement action plan (RAP) should be prepared for the Subproject.

1.2.2 Subjects and scope

The Subproject consists of Urban Slow Traffic System Renewal and Public Space Renewal.

Slow traffic footpaths and supporting facilities in Jiulongpo District will be renewed to improve the accessibility and serviceability of urban slow traffic footpaths, and the convenience and comfort of urban residents.

Public spaces will be renewed to improve the urban environment and living conditions.

The direct beneficiary area of the Subproject includes 5 sub-districts (Yangjiaping, Shipingqiao, Shiqiaopu, Erlang and Zhongliangshan) and two towns (Jiulong and Huayan), and has a beneficiary population of over 417,000, including 413,900 urban residents and 3,130 rural residents. Yangjiaping, Shipingqiao and Shiqiaopu Sub-districts are located in the densely populated old urban area of Jiulongpo District, with large elderly and poor populations. Erlang and Zhongliangshan Sub-districts, and Jiulong and Huayan Towns are located in junctions among sub-districts / townships, with a large population converted from rural status into urban status, where vulnerable groups are an integral part of the direct beneficiary population. The indirect beneficiary area is the whole of Jiulongpo District.

1.2.3 Key concerns

The key concerns of this SA are:

1) Economic and social development: learning the current situation of local economic and social development, and the current situation and existing issues of public spaces and slow traffic footpaths;

2) Identifying primary stakeholders, and analyzing impacts and potential risks, especially for women and the poor;

3) Learning the development of local women, minority residents, low-income population and other vulnerable groups, and their needs for the Subproject;

4) Developing a public participation mechanism and conducting public participation activities, especially for women, the poor and other vulnerable groups, proposing a project management

pattern and a public participation strategy accordingly, and developing a social action plan to optimize the subproject design, evade risks and promote the realization of the subproject objectives.

1.2.4 Methods

1) Literature review

First, basic information of the Subproject was collected from the feasibility study agency; second, statistics on local socioeconomic profile and population, local policies, information on past projects, etc. were collected from district agencies concerned, sub-district offices, etc.

2) Key informant interview

Key informant interviews were conducted with 47 men-times of key informants from the district labor and social security bureau, employment bureau, civil affairs bureau, ethnic and religious affairs bureau, public security bureau, women's federation, disabled people's federation, sub-district offices, and community committees to learn the Subproject's impacts and potential risks, relevant needs and suggestions, etc.

3) FGD

22 FGDs were held in 15 communities in the beneficiary area of Public Space Renewal, including 12 FGDs with women, to learn residents' needs for the Subproject, the Subproject's impacts, and relevant comments and suggestions through brainstorming. 16 FGDs were held in 9 communities in the beneficiary area of Urban Slow Traffic System Renewal, including 9 FGDs with women. There are 124 participants in total, including 68 women, accounting for 54.8%; 57 residents aged 60 years or above, accounting for 46%; and 16 poor and disabled residents, accounting for 13%.

4) In-depth interview

27 in-depth interviews were conducted with residents' representatives in the area of Public Space Renewal to learn their attitudes to and needs for the Subproject, and the Subproject's potential impacts on and risks to them.

5) Random interview

22 random interviews were conducted in the area of Urban Slow Traffic System Renewal to learn residents' satisfaction with and needs for road conditions, sanitation, urban furniture, supporting facilities, etc.

6) Observation

Participatory observation was conducted on public spaces, infrastructure, landscaping, sanitation, footpaths, etc. to gain a more intuitive understanding of the current situation of the subproject area.

7) Questionnaire survey

Through screening, 38 communities affected by Public Space Renewal and 26 by Urban Slow Traffic System Renewal were selected for the questionnaire survey, with 496 copies in total, including 460 valid copies, with the aim of learning perceptions of nearby public spaces, recreational facilities, activity spaces, parking management, etc. among local residents (including women, old people, the disabled, the poor, the unemployed, students, etc.), and their suggestions and opinions. 55% of the respondents are females, and 88.9% local residents. 240 copies were distributed for Urban Slow Traffic System Renewal, with 178 valid copies recovered.

Table 1-2 Survey methods and statistics

Component	FGDs	Key informant interviews		HHs surveyed	In-depth interviews
		District agencies, owner	Sub-districts, communities		
Public Space Renewal	22	21	26	460	27
Urban Slow Traffic System Renewal	16			178	22

Source: SA survey (January 2018)

2 Socioeconomic Profile of the Subproject Area

2.1 Administrative divisions

Chongqing Municipality is located in southwestern China, bordered by Hubei and Hunan Provinces on the east, Guizhou Province on the south, Sichuan Province on the west and Shaanxi Province on the north, with a land area of 82,400 km^2, governing 38 districts / counties.

Jiulongpo District is an urban district of Chongqing Municipality, located in southwestern Chongqing, being an integral part of the Yuzhong Peninsula surrounded by the Yangtze and Jialing Rivers, governing 8 sub-districts, 11 townships, 117 communities and 101 villages.

Table 2-1 Administrative divisions (2016)

Division	Sub-districts	Townships	Communities	Villages
China	8105	31755	\	\
Chongqing	216	812	3048	8068
Jiulongpo	8	11	117	101

Source: Statistical Yearbook 2017 of China; Statistical Yearbook 2017 of Chongqing Municipality; Statistical Yearbook 2017 of Jiulongpo District

2.2 Demographics

At the end of 2016, Chongqing had a registered population of 33.9211 million, up 202,700 or 0.61% from 2015, including 16.4687 million females, accounting for 48.55%; an urban population of 19.0845 million; a population aged above 65 years of 3.8197 million, accounting for 12.53%; a minority population of 1.8432 million, accounting for 9.5%; and a floating population of 6.5788 million.

At the end of 2016, Jiulongpo District had a registered population of 917,200, including a female population of 462,900, accounting for 50.47%; and an urban population of 766,600, accounting for 83.58%. The district had a resident population of 1.2018 million, an increase of 14,900 or 1.2% from 2015.

Table 2-2 Population and composition (2016)

Division	Population (0,000)	Gender (0,000)		Household registration (0,000)		Elderly population (0,000)	
		Females	Percent (%)	Urban population	Percent (%)	Over 65 years	Percent (%)
China	138271	67456	48.79	79298	57.35	15003	10.8
Chongqing	3392.11	1646.87	48.55	1615.51	47.63	381.97	12.53
Jiulongpo	91.72	46.29	50.47	76.66	83.58	/	/

Source: Statistical Yearbook 2017 of China; Statistical Yearbook 2017 of Chongqing Municipality; Statistical Yearbook 2017 of Jiulongpo District

The subproject area includes 5 sub-districts (Yangjiaping, Shipingqiao, Shiqiaopu, Erlang and Zhongliangshan) and two towns (Jiulong and Huayan), and has a registered population of 417,000, accounting for 41.46% of that of Jiulongpo District; a female population of 209,800, accounting for

45.32% of that of Jiulongpo District; an urban population of 413,700, accounting for 53.97% of that of Jiulongpo District; and a floating population of 744,800, accounting for 81.2% of that of Jiulongpo District.

Table 2-3 Registered population of the subproject area (2016)

Division	Component (Public Space Renewal: A; Urban Slow Traffic System Renewal: B)	HHs	Population	Gender		Total population	
				Male	Female	Urban	Rural
Yangjiaping Sub-district	A	38658	101926	50793	51133	101926	0
Shipingqiao Sub-district	A, B	24292	59568	29696	29872	59568	0
Shiqiaopu Sub-district	A, B	26083	60381	29634	30747	60381	0
Erlang Sub-district	A, B	13114	31419	15813	15606	31419	0
Zhongliangshan Sub-district	A, B	23683	56254	28157	28097	56254	0
Jiulong Town	A, B	25196	58123	28455	29668	58123	0
Huayan Town	A	49324	49324	24689	24635	46194	3130

Source: Statistical Yearbook 2017 of Jiulongpo District

2.3 Economic and social development

1) GDP and composition

In 2016, Chongqing's GDP was 1.755925 trillion yuan, up 184.198 billion yuan or 11.2% from 2015, in which the added value of primary industries was 15.309 billion yuan, up 13.3%; that of secondary industries 68.628 billion yuan, up 9.7%; and that of tertiary industries 100.261 billion yuan, up 13.3%.

In 2016, Jiulongpo District's GDP was 108.967 billion yuan, up 10.3%, and per capita GDP 91,235 yuan, up 8.9%. By industry, the added value of primary industries was 950 million yuan, down 2.3%; that of secondary industries 47.935 billion yuan, up 11.7%; and that of tertiary industries 60.082 billion yuan, up 9.4%.

Table 2-4 GDP and composition (2016)

Division	GDP (00 million yuan)	Primary industries (00 million yuan)		Secondary industries (00 million yuan)		Tertiary industries (00 million yuan)	
		Added value	%	Added value	%	Added value	%
China	744127	63671	8.6	296236	39.8	384221	51.6
Chongqing	17559.3	1303.2	3.2	7755.7	47.7	8500.4	49.1
Jiulongpo	1089.67	9.5	0.87	479.35	43.99	600.82	55.14

Source: Statistical Yearbook 2017 of China; Statistical Yearbook 2017 of Chongqing Municipality; Statistical Yearbook 2017 of Jiulongpo District

2) Fiscal revenue

In 2016, Jiulongpo District's local fiscal revenue was 5.965 billion yuan, down 2.6%, in which public fiscal revenue was 5.931 billion yuan, down 2.7%, including a tax revenue of 4.326 billion yuan, down 17.9%. Fiscal expenditure was 20.138 billion yuan, up 3.1%, including public budgetary expenditure of 8.548 billion yuan, down 13.2%.

3) Per capita income

Table 2-5 Income indicators (2016)

Division	Per capita disposable income of urban residents (yuan)	Per capita disposable income of rural residents (yuan)
Chongqing Municipality	29610	11549
Jiulongpo District	33431	16935

Source: Statistical Yearbook 2017 of Chongqing Municipality; Statistical Bulletin 2017 of Jiulongpo District

In 2016, the per capita disposable income of urban residents of Chongqing Municipality was 29,610 yuan and that of rural residents 11,549 yuan. The per capita disposable income levels of urban and rural residents of Jiulongpo District were higher than the averages of Chongqing Municipality.

In 2016, the per capita disposable income of residents of Jiulongpo District was 32,075 yuan, up 9.2%, in which that of urban residents was 33,431 yuan, up 8.8%, and that of rural residents 16,935 yuan, up 9.4%. In 2016, the per capita nonproductive expenditure of residents of Jiulongpo District was 22,681 yuan, up 8.3%, in which that of urban residents was 23,512 yuan, up 7.8%, and that of rural residents 13,407 yuan, up 10.9%.

3 Sampling Survey of the Subproject Area

3.1 Sampling method

3.1.1Screening of target communities

A survey was conducted in all communities covered directly by Public Space Renewal. A directly covered community is defined as one located in the same block as the plot of the public space, within 5 minutes' walk from such plot, and having good access to the public space. There are 44 directly covered communities in total (as shown in Table 3-1), in which 4 are under construction, one has not been occupied, and one is newly built and has a very low occupancy rate. These 6 communities are not covered by the survey. Another community has two proposed parks nearby. Therefore, 37 sample communities were finally chosen.

For Urban Slow Traffic System Renewal, if a community within 5 minutes' walk from a footpath was also covered directly by Public Space Renewal, such community was included in the survey for both components. For other footpaths, some nearby old communities were chosen, and random interviews on nearby pedestrians conducted. 24 communities were chosen for Urban Slow Traffic System Renewal in total, in which 21 were also covered directly by Public Space Renewal.

Table 3-1 Communities covered by Public Space Renewal

Information of target community					Details			
No.	Park	Community	Buildings	HHs	Occupancy rate	Size of proposed park (ha)	Community park	Completed nearby park
1	Kanglong Park	Zhongfang Nali	7	2052	Low	1.59	Medium class	No
2	Baitao Road Park	CREC Jiucheng No.1	8	2112	35%	3.09	Medium class	No
		Spring & Lake (Phase 3)	6	1265	0%		Medium class	No
		Dachuan International	3	860	100%		Medium class	No
		Dafei Oasis	3	400	100%		Medium class	No
		Yicheng Happy Time	1	323	100%		Medium class	No
3	Taohuaxi Park	Oasis Garden	5	1003	98%	2	Medium class	No
		Poly Aishangli Shangjia	7	2377	90%		Medium class	No
		Poly Aishangli Shangmei	8	2485	90%		Medium class	No
4	Wutaishan Park	Zhigao Garden	3	1495	85%	3.84	Property swap	No
		Dibo Spring	3	1015	98%		Medium class	No

Information of target community					Details			
No.	Park	Community	Buildings	HHs	Occupancy rate	Size of proposed park (ha)	Community park	Completed nearby park
		Junyi New Vision	19	3006	100%		Medium class	No
		Yuqi Community	7	994	99%		Medium class	No
		Wutaishan Community	17	578	99%		Property swap	No
5	Jiulong Community Park	Huamei Time Town	7	1745	93%	14.61	Medium class	No
		Ziyuan COSMO Time	3	539	88%		Medium class	No
		Sunny Xinyue	3	1468	95%		Property swap	No
		Taoyuan Lijing	5	1072	99%		Resettlement	No
		Wangjing Yourenzui	2	596	80%		Medium class	No
		Poly Aishangli Phase 2	9	2706	Under construction		Medium class	No
		Vanke West Town Phase 1	5	1503	98		Medium class	No
		Vanke West Town Phase 2	6	1912	Under construction		Medium class	No
		Caixin Shiguangli	2	425	Under construction		Medium class	No
		Taiheng Caiyun Impression	5	1026	100		Medium class	No
6	Shimei Park	Ocean Xiangpai	3	862	25%	3.5	High class	No
		Rongding Garden	3	1080	100%		Medium class	No
7	Longjingwan Park	Caise Aoling	2	288	95%	1	Medium class	Yes (Olympic Park)
		Longxin International	7	1497	100		Medium class	
		Jinzhou Xingyun Garden	2	237	90%		Medium class	
		Jundu Caishe Phase 2	2	250	98%		Medium class	
		Tongchuang Aoyun Zone B	8	916	99%		Medium class	
8	Caiyun Lake Park	Jinke Yunhu Garden	28	3131	90%	3.09	Medium class	

Information of target community					Details			
No.	Park	Community	Buildings	HHs	Occupancy rate	Size of proposed park (ha)	Community park	Completed nearby park
		Jinke Luyun Garden	23	2162	90%		Medium class	Yes (Caiyun Lake Park)
		Xiexin Tianjiao Town	13	2195	95%		Medium class	
		Xiexin Caiyun Lake No.1	97	1006	95%		High class	
		Vanke West Town	11	3415	50%		Medium class	
		Taiheng Caiyun Impression	5	1026	100		Medium class	
		Oasis Garden	5	1003	98%		Medium class	
		Spring & Lake	18	3794	80%		Medium class	
9	Rainwater Conservation Park	Diecai West Town	18	5500	Under construction	5.6	Resettlement	No
		Huayu Garden	6	1410	80%		Property swap	No
		Dormitory of electromechanical factory	8	384	100%		Medium class	No
		Shengma Garden (Phase 3)	1	100	100%		Old community	No
		Huayan South Village	10	295	80%		Fundraising	No

Table 3-2 Communities covered by Urban Slow Traffic System Renewal and respondents

Road		Communities	Respondents
1	Yuanjiagang Light Rail Station – Chongqing Construction Hospital segment	Old communities	Residents and pedestrians
2	Chongqing Construction Hospital – Egongyan Interchange segment	Old communities	Residents and pedestrians
3	Caihong Road (beside Caiyun Lake) – Wutaishan Interchange segment	Communities around Jiulong Community Park and Taohuaxi Park	Community residents
4	Shipingqiao Main Street – Longjing Bay Bridge segment	Wutaishan Park and Longjingwan Park	Community residents
5	Longjing Bay Bridge – Aoyun Road – Aoti Road segment	Longjingwan Park	Community residents

3.1.2Determination of sample size

Through screening, 37 communities affected by Public Space Renewal and 24 affected by Urban Slow Traffic System Renewal (totaling 40, in which 21 overlap) were selected for the questionnaire survey at sampling rates of 2% for communities with 1,000 or less households, 1% for those with 1,000-2,500 households and 0.5% for those with over 2,500 households for Public Space Renewal, and 2% for communities with 500 or less households, 1% for those with 500-2,000 households and 0.5% for those with over 2,000 households for Urban Slow Traffic System Renewal, with 496 copies for Public Space Renewal and 240 copies for Urban Slow Traffic System Renewal, and 460 valid copies for Public Space Renewal and 178 valid copies for Urban Slow Traffic System Renewal. There are many invalid copies for Urban Slow Traffic System Renewal, mainly because some residents have not used footpaths and lack understanding.

Table 3-3 Communities covered by the survey and respondents

No.	Community	Number of copies	
		Public Space Renewal	Urban Slow Traffic System Renewal
1	CREC Jiucheng No.1	15	-
2	Dachuan International	17	-
3	Dafei Oasis	8	-
4	Yicheng Happy Time	6	-
5	Spring & Lake	15	-
6	Huayu Garden	23	-
7	Dormitory of electromechanical factory	8	-
8	Huayan South Village	7	-
9	Shengma Garden (Phase 3)	6	
10	Ocean Xiangpai	5	-
11	Rongding Garden	11	-
12	Jinke Yunhu Garden	14	-
13	Jinke Luyun Garden	19	-
14	Xiexin Tianjiao Town	21	-
15	Xiexin Caiyun Lake No.1	19	-
16	Vanke West Town	17	-
17	Oasis Garden	20	10
18	Poly Aishangli Shangjia	21	11
19	Poly Aishangli Shangmei	22	11
20	Zhigao Garden	13	13
21	Dibo Spring	10	10
22	Junyi New Vision	15	15
23	Yuqi Community	20	10
24	Wutaishan Community	11	6

No.	Community	Number of copies	
		Public Space Renewal	Urban Slow Traffic System Renewal
25	Huamei Time Town	16	16
26	Ziyuan COSMO Time	9	9
27	Sunny Xinyue	14	14
28	Taoyuan Lijing	11	11
29	Wangjing Yourenzui	10	10
30	Vanke West Town Phase 1	15	15
31	Caise Aoling	5	5
32	Longxin International	15	15
33	Jinzhou Xingyun Garden	5	5
34	Jundu Caishe Phase 2	5	5
35	Tongchuang Aoyun Zone B	18	9
36	Taiheng Caiyun Impression	10	10
37	Oasis Garden	20	10
38	Wenhua Village 3	-	7
39	Wenhua Village 5	-	6
40	Laodong Village	-	7
41	Subtotal	496	240

3.2 Socioeconomic profile

3.2.1 Age and gender

Among the respondents of Public Space Renewal, males and females accounted for 44% and 56% respectively, minors and old people aged 60 years or above for 26.5%, and those aged 18-60 years for 73.5%. For Urban Slow Traffic System Renewal, there were 178 valid copies, in which males and females accounted for 47.8% and 52.2% respectively, minors and old people aged 60 years or above for 29.2%, and those aged 18-60 years for 70.8%. In general, the age and gender distribution of the samples is quite uniform. See Table 3-4.

Table 3-4 Distribution of ages

Age	Public Space Renewal		Urban Slow Traffic System Renewal	
	N	Percent	N	Percent
Less than 18 years	6	1.3	2	1.1
18-30 years	77	16.7	18	10.1
31-40 years	79	17.2	24	13.5
41-50 years	84	18.3	29	16.3
51-60 years	98	21.3	55	30.9

60 years or above	116	25.2	50	28.1
Total	460	100.0	178	100

Source: SA survey (January 2018)

3.2.2 Educational level

Among the respondents of Public Space Renewal, those having received senior high school / secondary technical school or below education account for 61.8%, and those having received junior college or above education for 38.2% only. The overall educational level of residents living in these old communities is below average. Among the respondents of Urban Slow Traffic System Renewal, those having received senior high school / secondary technical school or below education account for 51%, and their overall educational level is slightly higher.

Table 3-5 Distribution of educational levels

Educational level	Public Space Renewal		Urban Slow Traffic System Renewal	
	N	Percent	N	Percent
Junior high school or below	108	23.5	28	16
Senior high school / secondary technical school	176	38.3	63	35
Junior college	107	23.3	45	25
Undergraduate	57	12.3	30	17
Graduate or above	12	2.6	12	7
Total	460	100.0	178	100

Source: SA survey (January 2018)

3.2.3 Employment

For Public Space Renewal, 30.5% of the respondents work at enterprises or public institutions, and 22.8% choose “other”, including rural residents converted into urban status and self-employers.

For Urban Slow Traffic System Renewal, 33% of the respondents work at enterprises or public institutions, and 30% choose “other”, mainly including laid-off workers and rural residents converted into urban status.

Table 3-6 Distribution of occupations

Occupation	Public Space Renewal		Urban Slow Traffic System Renewal	
	N	Percent	N	Percent
Administrative organ or public institution	55	12	16	9
State-owned enterprise	85	18.5	42	24
Private enterprise	198	43	58	33

Foreign enterprise or joint venture	17	3.7	7	4
Other	105	22.8	55	30
Total	460	100	178	100

Source: SA survey (January 2018)

3.2.4 Income

For Public Space Renewal, 63.1% of the respondents have annual household income of 50,000-200,000 yuan, and only 11% have over 300,000 yuan. For Urban Slow Traffic System Renewal, 57.3% of the respondents have annual household income of 50,000-200,000 yuan. The overall income level of local households is medium.

Table 3-7 Distribution of annual household income

Annual household income	Public Space Renewal		Urban Slow Traffic System Renewal	
	N	Percent	N	Percent
50,000 yuan or less	79	17.2	33	18.5
50,000-100,000 yuan	200	43.5	73	41
100,000-200,000 yuan	90	19.6	29	16.3
200,000-300,000 yuan	40	8.7	22	12.4
300,000-500,000 yuan	39	8.4	16	9
Over 600,000 yuan	12	2.6	5	2.8
Total	460	100	178	100

Source: SA survey (January 2018)

4 Stakeholder Analysis

4.1 Stakeholder identification

4.1.1 Principles for stakeholder classification

Stakeholders refer to individuals or groups affecting or affected by the realization of the objectives of a project. Stakeholders are divided into: 1) primary stakeholders: referring to target groups of a project, especially poor and marginalized groups that lack information and powers, and are excluded from the development process; 2) borrowing stakeholders: referring to governments of borrowing countries; and 3) secondary stakeholders: mainly including NGOs, business organizations, and experts interacting with primary stakeholders directly.

4.1.2 Needs of stakeholders

Stakeholders refer to individuals or groups affecting or affected by the realization of the objectives of the Subproject. According to the survey, the Subproject's primary stakeholders include: 1) local residents, especially women, children, old people, the disabled, the poor, floating population and other vulnerable groups; and 2) local enterprises and stores. Secondary stakeholders include: 1) the PMO, owner, design agency, etc.; and 2) government agencies concerned.

1) Local residents

Local residents are a primary stakeholder, including residents using or expected to use public spaces under Public Space Renewal, residents to be resettled under Huayan Riverfront Park, and residents using slow traffic footpaths and mountain climbing footpaths.

The direct beneficiary area of the Subproject includes 5 sub-districts (Yangjiaping, Shipingqiao, Shiqiaopu, Erlang and Zhongliangshan) and two towns (Jiulong and Huayan), and has a beneficiary population of over 417,000, including 413,900 urban residents and 3,130 rural residents. Yangjiaping, Shipingqiao and Shiqiaopu Sub-districts are located in the densely populated old urban area of Jiulongpo District, with large elderly and poor populations. Erlang and Zhongliangshan Sub-districts, and Jiulong and Huayan Towns are located in junctions among sub-districts / townships, with a large population converted from rural status into urban status, where vulnerable groups are an integral part of the direct beneficiary population. Public Space Renewal will increase the utilization of public spaces, and provide better leisure and recreational spaces to residents.

Their main needs are: 1) need for significantly improved public spaces and facilities; 2) need for safe and convenient traffic; 3) need for improved and convenient footpaths; and 4) need for significantly improved future living quality.

2) Affected local enterprises and stores

Enterprises and stores near public spaces and footpaths will benefit from the improved surrounding environment, and provide employment and income-generating opportunities to more residents. Increased customer volume will also increase their business turnover, thereby promoting local economic growth.

During construction, roads will be occupied, and noise and dust will affect nearby stores' operations, thereby reducing their income. However, these stores will benefit in the long run.

Their main needs are 1) need for an improved business environment; and 2) need for an increased customer volume.

3) PMO, owner, government agencies concerned, etc.

The Subproject Leading Group has been established, and its members are leaders of the district development and reform commission, finance bureau, land and resources bureau, construction commission, etc. The Jiulongpo PMO under the Subproject Leading Group is responsible for coordinating and managing the preparation and implementation of the Subproject. The IAs of the

Subproject include the Jiulongpo District Urban Administration Bureau, Chongqing Chuangyi Construction & Investment Co., Ltd., Chongqing Yulong Asset Management (Group) Co., Ltd., and Jiulongpo District Planning Bureau. These IAs are responsible for the implementation of the Subproject.

Their main need is promoting the implementation of the Subproject, and causing the Subproject to be completed as soon as possible through joint efforts.

4) Women, old people and the poor

The subproject area has a female population of 209,800, accounting for 50.3%; a poor population (MLS population and very poor population) of 12,700 and a disabled population of 16,000.

Their main needs are: 1) sound nearby public leisure spaces; and 2) easier access to public spaces and more leisure modes.

5) Key government agencies

Key government agencies like the district development and reform commission, land and resources bureau, LA management office and planning bureau can make decisions that affect the design and implementation of the Subproject.

Their main need is to promote the successful implementation of the Subproject, thereby promoting local economic development and living quality improvement.

6) Other government agencies

Other government agencies related to project activities include the district women's federation, disabled people's federation, public security bureau, civil affairs bureau, sub-district offices, community committees, etc.

Their main need is to maximize benefits for residents and vulnerable groups in the Subproject.

4.2 Demand analysis of stakeholders

The main needs of stakeholders have been collected by means of FGD, sampling survey, interview, etc. See Table 4-1.

Table 4-1 Main needs of stakeholders

No.	Stakeholder	Main needs	Main concerns
1	Affected local residents	1) Need for significantly improved public spaces and facilities; 2) need for safe and convenient traffic; 3) need for improved and convenient footpaths; 4) need for significantly improved future living quality	1) Affected income and livelihoods, and reduced living standard 2) Increased living costs 3) Construction impacts (noise, pollution and traffic inconvenience)
2	Local enterprises and stores	1) Need for an improved business environment; 2) need for an increased pedestrian volume.	1) Unreasonable compensation 2) Temporary traffic inconvenience, and reduced customer volume and turnover during construction
3	PMO, owner, government	Promoting the implementation of the Subproject, and causing the Subproject to	1) Unsmooth implementation

No.	Stakeholder	Main needs	Main concerns
	agencies concerned, etc.	be completed as soon as possible through joint efforts	2) Temporary increase of workload
4	Women, the poor, the disabled	1) Sound nearby public leisure spaces; 2) easier access to public spaces and more leisure modes.	1) Lack of special considerations for the disabled; 2) Lack of special considerations for baby care; 3) Lack of special considerations for old people, such as wood benches and rain shelters
5	Other agencies concerned	Relieving social pressure, and creating better communities	

4.3 Demand analysis and key concerns of affected residents

The task force has collected needs of affected local residents – the No.1 primary stakeholder – by means of sampling survey, FGD and random interview.

4.3.1 Residents' needs for and key concerns about slow traffic footpaths

1) Satisfaction of residents to existing slow traffic footpaths

Table 4-2 Satisfaction of residents to existing slow traffic footpaths

	Road condition (%)	Sanitation (%)	Infrastructure (%)	Urban furniture (%)
Very satisfied	18.9	20.5	12	7.6
Satisfied	33.1	30.7	30.3	32.6
Neither, nor	21.7	25.6	33.7	33.1
Dissatisfied	21.1	18.2	20	20.3
Very dissatisfied	5.1	5.1	4	6.4
Total	100	100	100	100

Source: SA survey (January 2018)

It can be seen from Table 4-2 that 26.2% of the respondents are dissatisfied with road conditions, 23.3% dissatisfied with sanitation, 24% dissatisfied with infrastructure, and 26.7% dissatisfied with urban furniture.

> Random interview (Urban Slow Traffic System Renewal) (female, 62 years): Strollers here are mostly old people and those carrying children. Some parts of the pavement are seriously damaged, and would be water-logged on rainy days. Trash bins, benches and amusement facilities are insufficient, and many people throw litter about.

Existing roads are aged and seriously damaged, and would be water-logged on rainy days; some footpaths are unprotected, where accidents are likely to occur; most footpaths are narrow and of poor accessibility. Environmental sanitation is generally poor, pet feces are rarely cleaned up, and flowers, grasses and trees are not trimmed regularly. Many road segments are poorly lit due to insufficient streetlamps, affecting traffic safety. Urban furniture (e.g., toilets and benches), and recreational facilities are insufficient.

2)

Figure 4-1 Chongqing Construction Hospital – Egongyan Interchange segment

Residents' needs for and concerns about slow traffic footpaths

Table 4-3 Residents' needs for and concerns about slow traffic footpaths

	First (%)	Second (%)	Third (%)	Fourth (%)
Road condition	61	10.5	12.5	12.9
Sanitation	20.1	50.8	27.1	6.5
Infrastructure	13	25	43.8	19.4
Urban furniture	5.8	12.1	16.7	61.3
Other	0	1.6	0	0

SA survey (January 2018)

It can be seen from Table 4-3 that the top 3 needs of residents for slow traffic footpaths are road condition, sanitation and infrastructure, as chosen by 61%, 20.1% and 13% of the respondents respectively.

Interview with a resident in Yuqi Community (male, 47 years): Existing footpaths are unsatisfactory, narrow (occupied by parking spaces, etc.) and uneven, so that old people and children are likely to fall. Footpaths should be renewed through sound planning, preferably thoroughly.

Residents' concerns about road conditions are: 1) road convenience and accessibility, especially connection with urban primary trunk roads; 2) road evenness; and 3) extension of road spaces.

Residents' concerns about the environment are: 1) cleanliness; 2) landscaping on both sides; and 3) regular vegetation maintenance.

Residents' concerns about infrastructure are: 1) wooden benches, preferably with backrests and rain shelters; and 2) road signs and posts at key points.

> Interview with a resident in Hengjie Community, Shipingqiao Sub-district (female, 49 years): Footpaths are used frequently, such as shopping and exercise. Landscaping and environmental sanitation on both sides should be improved. The Subproject is expected to improve the existing footpath environment, so that we can enjoy flowers while walking.

4.3.2 Residents' needs for and key concerns about public spaces

4.3.2.1 Current situation of public spaces

1) Utilization of public spaces

Table 4-4 Utilization of public spaces

Weekdays			Weekends		Weekly average	
Frequency of going to nearby squares	N	Valid percent (%)	N	Valid percent (%)	N	Valid percent (%)
0	61	13	42	9	51.5	11
Once	75	16	99	22	87	19
Twice	132	29	150	33	141	31
3 times	63	14	53	12	58	13
4 times	43	9	43	9	43	9
5 times or more	86	19	73	16	79.5	17
Total	460	100	460	100	460	100

Source: SA survey (January 2018)

In the past half year, 70.5% of the respondents went to nearby squares twice or more per week, and 17.5% went there 5 times or more per week. Public spaces have become an integral part of nearby residents' lives.

2) Purpose of public spaces

Table 4-5 Purpose of public spaces (multiple choices)

Purpose of going to parks	N	Percent (%)
Dancing	144	17.10
Walking	376	44.50
Passing by	153	18.10
Consumption	114	13.50
Other	57	6.80
Total	844	100.00

Source: SA survey (January 2018)

Interview with a resident in Hengjie Community, Shipingqiao Sub-district (female, 45 years): Footpaths are used frequently, such as shopping and exercise. Existing footpaths are not broad enough, and landscaping and sanitation should be improved. The Subproject is expected to improve the existing footpath environment, and add some resting facilities, such as benches.

The main functions of parks in daily life are walking, chosen by 44.5% of the respondents, followed by passing by (18.1%) and dancing. Those dancing in parks are mostly elderly retired women, and also include some men and young women.

Figure 4-2Huayan Riverfront Park (Phase 1)

Table 4-6 Reasons for not going to squares (multiple choices)

Reason for not going to squares	N	Percent
None nearby	146	17.70%
Inconvenient traffic	161	19.60%
Long distance	169	20.50%
Dirtiness	53	6.40%
No time	156	19.00%
Poor equipment or management	88	10.70%
Other	50	6.10%
Total	823	100.00%

Source: SA survey (January 2018)

In the questionnaire survey, among reasons for not going to squares, 19% of the respondents choose “no time”, 17.7% choose “none nearby”, 20.5% choose “long distance”, and 19.6% choose

“inconvenient traffic”. It can be seen that accessibility is a key factor that determines if residents go to squares. Constructing parks near communities will benefit residents directly.

Table 4-7 Walking time to the nearest park

	N	Valid percent
Within 5min	106	23
5-10min	106	23
10-15min	69	15
15-20min	46	10
20-30min	109	23.7
Over 30min	23	5.3
Total	460	100

Source: SA survey (January 2018)

Only 23% of the respondents can walk to the nearest park within 5 minutes, and 39% over 15 minutes. Long distances from parks are an important reason for not going to squares for many residents.

> Interview with a resident in Hengjie Community, Shipingqiao Sub-district (male, 46 years): There is no park nearby, and we have to walk a long distance to the nearest park, so we strongly need a recreational place. If there is a park within 10-15 minutes’ walk, we would go there twice a week for leisure and exercise. It should have a good environment, sound recreational facilities and good landscaping.

4.3.2.2 Residents’ attitudes to public spaces

93.8% of the respondents expect a park to be built nearby (see Table 3-10). 66% of the respondents think that building a park nearby will raise housing price, but most of the respondents think that housing price will not rise too much (see Table 4-9). Of course, all residents think that building a park nearby will improve their living environment.

Table 4-8 Need for nearby parks

	N	Valid percent (%)
Very necessary	303	65.8
Necessary	129	28
Don’t care	26	5.7
Unnecessary	2	0.5

	N	Valid percent (%)
Total	460	100

Source: SA survey (January 2018)

Table 4-9 Will park building raise prices?

	N	Valid percent
Yes, but insignificant	293	64
Yes, significant	9	2
No	158	34
Total	460	100

Source: SA survey (January 2018)

Table 4-10 What a public space do you expect the nearby open space to be built into?

	Very important (%)	Important (%)	Neither, nor (%)	Unimportant (%)	Completely unimportant (%)
Accessibility	70.4	24.3	3.7	1.5	0
Landscaping	84.8	10.6	4.1	0.5	0
Public toilet	78.3	17.3	3.8	0.7	0
Protective measure	70.4	23.3	5.2	1.1	0
Resting facility	69.6	24.6	4.6	1.1	0.2
Fitness and activity facility	68.2	25.5	5.4	0.9	0
Management and maintenance	65.1	29.2	3.9	1.1	0.7
Pest feeding	70.7	18.5	7.2	2.5	1.1
Activity space	64.1	28.3	6.1	1.5	0
Communication comfort and convenience	64.3	27.6	6.3	1.7	0
Lighting facility	65.4	25.4	5.5	3.7	0
Recreational facility	60	27.6	9.1	2.8	0.4
Parking	63	23.9	5.4	4.1	3.5

Source: SA survey (January 2018)

84.8% of the respondents think that landscaping is very important, 78.3% think that a public toilet is very important, and over 60% think that accessibility, protective measure, resting facility, fitness and activity facility, management and maintenance, pet raising, activity space, communication comfort and convenience, and lighting facility are very important.

Figure 4-3 Taohuaxi Park

5 Social Impact Analysis

5.1 Urban Slow Traffic System Renewal

5.1.1 Positive impacts

1) Optimizing the slow traffic environment to meet needs of nearby vulnerable groups

Urban Slow Traffic System Renewal will add urban furniture, seats, lighting facilities, etc., and adjust the commercial layout on both sides to offer better services to nearby residents, and meet their needs, especially old people, children, the disabled, the poor and other vulnerable groups.

2) Establishing a complete circular slow traffic system to improve accessibility

The slow traffic system under the Subproject is Phase 3, with a planned length of 4.7-5.3km, with the theme of the old town. It will be connected to Phase 2, which begins with the Egongyan Interchange, and ends at Caiyun Lake Park beside the Wutaishan Interchange. This component will connect Egongyan Park to Caiyun Lake Wetland Park to establish a closed loop system of recreational, fitness and ecological footpaths, thereby serving more residents.

3) Optimizing the walking environment to provide better walking experiences

Existing primary urban trunk roads in Jiulongpo District have a poor walking environment, and some sidewalks are not separated from vehicle lanes, too narrow, occupied for vehicle parking or retail, or poorly landscaped. Secondary trunk roads and branch roads mostly lack road-crossing facilities, traffic signals and sidewalks for the blind, resulting in high risks for road-crossing pedestrians.

The slow traffic system under the Subproject has 4-6m wide walking spaces, and 4m landscaping spaces are reserved where conditions permit. Road-crossing facilities and other supporting facilities are added; pedestrians are separated from vehicles by green belts or handrails where conditions permit; supporting facilities for the disabled are added; footpaths are landscaped. All these measures

will optimize the walking environment to provide better walking experiences, especially for old people, the disabled and other special groups.

Interview with a resident in Panlong New Town Community, Jiulong Town (male, 56 years): This component will have great positive impacts for our people. Many old people and children are taking part in outdoor activities, but we are often worried about dark streetlamps, uneven pavements, and the shortage of seats and recreational facilities. Only when these problems must be solved are our practical needs truly met.

5.1.2 Negative impacts

1) Impacts of construction on traffic efficiency and safety

Safety impacts of construction are reflected mainly in impacts on nearby residents, students and vehicles. Some slow traffic systems are already narrow or have mixed traffic. Construction vehicles may threaten the personal safety of local residents, especially old people, children and women, and noise and dust produced by construction may affect pedestrian and vehicle traffic.

2) Environmental impacts of construction

Urban Slow Traffic System Renewal involves many roads and large construction quantities, and wastewater, solid waste, dust and waste gases produced by construction may have adverse environmental impacts.

5.2 Public Space Renewal

5.2.1 Positive impacts

1) Providing better recreational experiences to residents

Table 5-1 Current situation of proposed parks under Public Space Renewal

Park	Current situation
Longjingwan Park	With a high gradient, being vegetable land now, serving as a traffic connection
Wutaishan Park	Formerly a plant, in good condition, being the highest point of Wutaishan Community, with good views, connecting surrounding communities
Taohuaxi Park	Narrow, being vegetable land, separated by 3 surrounding communities, causing inconvenience to nearby residents
Baitao Road Park	Being a plant and a warehouse, with communities completed nearby, to be restored to a green space
Jiulong Community Park	Being partly a plant and partly vegetable land, run through by a river, to form a green corridor with Caiyun Lake and Taohua Rivulet after completion
Shimei Park	Being vegetable land, with a high-tension line tower, poorly utilized and of poor safety
Kanglong Park	Former site of Kanglong Food Factory, which has been relocated, with a high-tension line tower, with safety risks
Huayan Beach Park	Surrounded by New East Cooking School, Shengma Community (Phase 3), the Tiaodeng River and the dormitory area of the tire factory, to be subject to ecological rehabilitation and landscaping to create a good living environment

Park	Current situation
Caiyun Lake Wetland Park (Phases 2 and 3)	To be upgraded into a high-end park due to poor management and inadequate functions

Yangjiaping, Shipingqiao and Shiqiaopu Sub-districts are located in the densely populated old urban area of Jiulongpo District, with large elderly and poor populations. Erlang and Zhongliangshan Sub-districts, and Jiulong and Huayan Towns are located in junctions among sub-districts / townships, with a large poor population, and bad living conditions, short of public spaces. In Public Space Renewal, public spaces will be re-planned, leisure facilities and infrastructure added to meet more needs, and improve user convenience and safety, and vehicle and pedestrian traffic systems will be re-planned to realize orderly and convenient traffic, thereby providing better leisure experiences to local residents, especially women, old people and the poor who use public spaces more frequently.

2) Improving urban image, and making public spaces more active

Existing parks and squares lack cultural implications. Caiyun Lake Wetland Park is the largest integrated park in Jiulongpo District, and a “green lung” of the city. Its Phase 1 has been upgraded, with a round-the-lake footpath completed, but Phases 2 and 3 are short of facilities and unattractive. Cultural factors will be incorporated to turn it into a window of urban image and local culture, and making it more active.

3) Improving the commercial environment, and promoting economic development and employment

The Subproject will provide better public spaces to residents, and increase pedestrian volume and consumption, thereby promoting the development of nearby commerce and services, economic growth, and employment, and increasing the income of local residents, especially the subproject area women, the poor, floating population and other vulnerable groups.

4) Improving the accessibility and safety of public spaces

The accessibility and safety of public spaces is an important factor that prevents residents from going to public spaces. Parks will provide good leisure spaces to residents, and improve the accessibility and safety of public spaces by providing protective and leisure facilities.

The Subproject will improve the accessibility and safety of public spaces, and make public spaces more attractive to residents by regulating parking, re-planning vehicle and pedestrian systems, and providing protective facilities.

> Interview with an official of the Jiulong Town Government (female, 43 years): These leisure spaces will be bigger, and meet people’s leisure needs more effectively, thereby improving their well-being. However, direct interests of vegetable growers will be affected.

5.2.2 Negative impacts

1) Environmental and traffic impacts of construction

During construction, there will be negative impacts on the local water, air, acoustic and ecological environments. Earth excavation, bulk material handling and vehicle transport will generate flying dust, and vehicles will generate tail gases, thereby reducing surrounding air quality. Construction vehicles

and machines will generate noise, affecting residents within a radius of 200m around the construction site. Earth, stones and domestic waste generated by construction will affect the hygiene of the construction site. These negative impacts will affect the health of workers and nearby residents.

During construction, some nearby roads may be closed, affecting the traffic of nearby residents and vehicles, and possibly resulting in traffic congestion. After completion, increased pedestrian and vehicle volumes will lead to a greater incidence of traffic congestion and accidents. Non-local visitors will impose pressure on public facilities.

2) Impact on nearby stores

Construction will affect nearby stores, such as making it inconvenient for customers to enter stores and delivery trucks to pass, so their income may be affected to some extent. However, such impacts are temporary.

3) Impact on nearby house rentals and commodity prices

The improvement of public spaces may raise house rentals, thereby increasing living costs of floating population or forcing them to move away; it may also increase commodity prices in nearby areas, thereby increasing living costs of nearby residents. However, only 1.9% of the respondents think that the price rise arising from this component will affect them seriously.

> Interview with a resident in Rongding Garden near Shixiaolu Community, Shipingqiao Sub-district (female, 49 years): This project has many positive impacts, and even its negative impacts (e.g., noise, dust and traffic inconvenience) are temporary. We should pay more attention to such negative impacts during construction.

5.3 Measures to mitigate negative impacts

5.3.1 Negative environmental impacts

1) All functional departments should cooperate closely to supervise construction strictly, and minimize construction impacts, such as noise, vibration, dust, wastewater and solid waste.

2) Measures will be taken to dispose of wastewater, solid waste and waste gases produced by construction timely and properly, and wastewater treated before discharge into the municipal sewer network. Exposed slopes and stockyards will be protected with plastic films or non-woven fabrics during construction, and set up catch drains around stockyards. Vehicle tires entering and leaving the construction site will be cleaned to prevent urban roads from being affected by flying dust and sludge, and water sprinkled on roads within 200m around the construction site to reduce flying dust. Construction will be scheduled rationally to avoid overnight construction, and fences set up around residential areas and schools to reduce construction noise; low-noise equipment will be selected, and machinery maintenance strengthened to reduce construction noise. Domestic waste will be collected regularly at appointed places, and sorted before transport to nearby waste treatment stations for treatment.

3) Management will be strengthened at the operation stage to regulate operations. The Environmental Regulations for Contractors will be observed to ensure that the environment is not affected by contractor activities. A code of conduct will be established for construction workers to avoid adverse social impacts. During construction, a community participation and complaint registration mechanism will be established, and information communication with the public strengthened to minimize social impacts.

5.3.2 Adverse safety impacts

1) Ensure that construction vehicles do not drive during the peak traffic hours. The construction site will be separated and marked at the boundary to reminder residents of safety.

2) The supervising staff should inspect equipment and operations regularly to avoid safety risks due to equipment failure or nonstandard operations.

5.3.3 Negative impacts on special groups

1) Comments of special groups, especially old people, the poor, the disabled and floating population, will be collected extensively to protect their interests.

2) Management and maintenance jobs during and after project implementation will be first made available to floating population, poor population and other vulnerable groups.

3) Mobile stalls should be offered to peddlers to provide with poor population more job opportunities and also stabilize commodity prices.

6 Poverty Analysis

6.1 Local poor population

6.1.1 MLS population

In 2017, Jiulongpo District has an MLS population of 12,427, ranking third among the urban districts, accounting for 1.16% of the district's population, a year-on-year increase of 19.5%.

Table 6-1 MLS populations of urban districts of Chongqing Municipality (2016-2017)

District	Urban and rural MLS population in 2016	Urban and rural MLS population in 2017	Year-on-year growth, %	Proportion to gross population in 2016, %	Proportion to gross population in 2017, %	Year-on-year growth, %
Total	940,368	941,819	0.15%	2.79%	2.78%	-0.44%
Yuzhong	11,875	11,442	-3.65%	2.24%	2.18%	-2.62%
Dadukou	2,612	2,664	1.99%	1.02%	1.02%	0.27%
Jiangbei	6,846	6,211	-9.28%	1.14%	1.02%	-10.57%
Shapingba	8,207	7,989	-2.66%	1.02%	0.98%	-4.30%
Jiulongpo	10,399	12,427	19.50%	1.16%	1.35%	17.26%
Nan'an	10,581	10,630	0.46%	1.55%	1.52%	-2.14%
Beibei	9,586	9,652	0.69%	1.52%	1.52%	0.26%
Yubei	14,629	14,536	-0.64%	1.50%	1.45%	-3.51%
Banan	14,334	13,994	-2.37%	1.58%	1.53%	-3.29%
Liangjiang	452	437	-3.32%	0.19%	0.17%	-8.15%

Source: Chongqing Municipal Civil Affairs Bureau

As of February 2018, Jiulongpo District had an urban MLS population of 9,464 and a rural MLS population of 3,301. In the subproject area, Zhongliangshan Sub-district had an urban MLS population of 1,936, accounting for 2% of that of the district, and the proportion of urban MLS population to nonagricultural population is higher than the district average by 2.24 percentage points. Yangjiaping Sub-district had an urban MLS population of 1,198, accounting for 13% of that of the district.

Table 6-2 MLS population of the subproject area (updated to February 2018)

Division	Urban MLS population	Proportion to the district's urban MLS population (%)	Rural MLS population	Proportion to the district's rural MLS population (%)
Jiulongpo District	9464	/	3301	/.
Yangjiaping	1198	13	0	0
Shipingqiao	713	8	0	0
Shiqiaopu	508	5	0	0

Division	Urban MLS population	Proportion to the district's urban MLS population (%)	Rural MLS population	Proportion to the district's rural MLS population (%)
Erlang	168	2	0	0
Zhongliangshan	1936	20	34	1
Jiulong Town	282	3	0	0
Huayan Town	795	8	81	2

Source: Jiulongpo District Civil Affairs Bureau

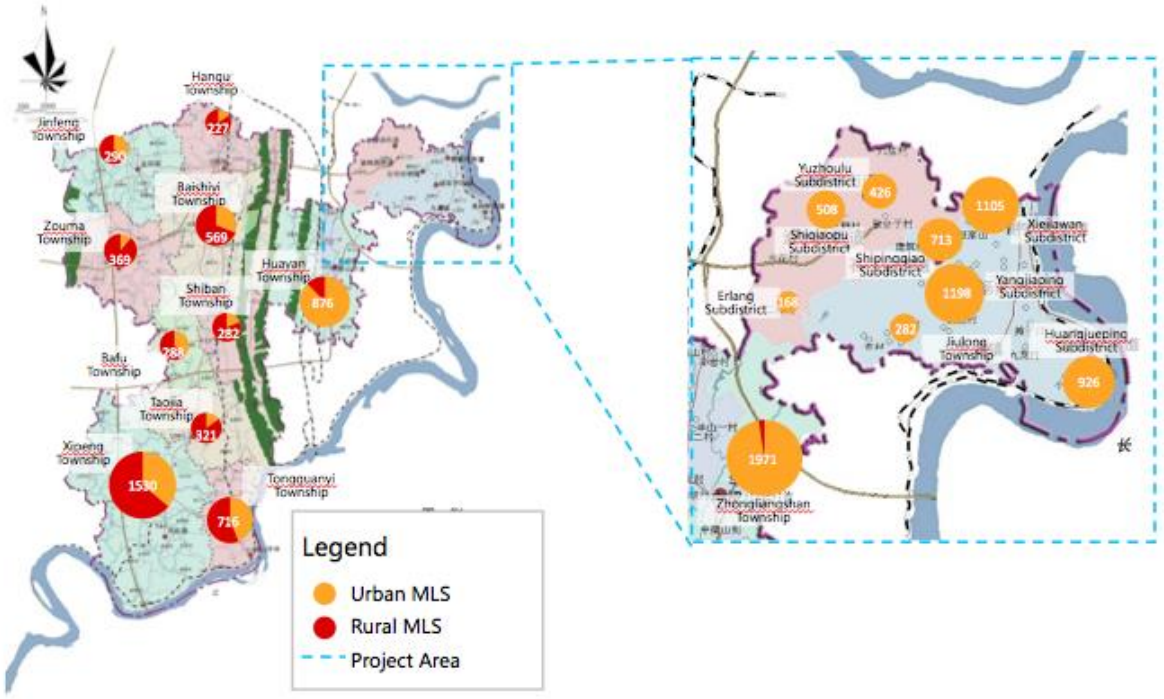

Figure 6-1 MLS Population Mapping of Jiulongpo District

6.1.2 Very poor population

According to the applicable policy, urban and rural old and disabled people, minors under 16 years who have no ability to work, no income source, and no statutory support obligor are included in the scope of support for very poor population. From April 1, 2017, the basic living subsidy for very poor population in Chongqing Municipality is 650 yuan per capita per month. From July 1, 2016, disabled very poor residents and those under 16 years are granted a care subsidy of 200 yuan per capita per month. Very poor population is subject to centralized or scattered support, where those able to take care of themselves are encouraged for scattered support, and those unable to take care of themselves will be provided with centralized support.

Table 6-3 Local very poor population

Division	Very poor population	Females	Old people	Minors	Disabled people
Yangjiaping	8	1	4	1	2
Shipingqiao	20	6	6	3	13

Division	Very poor population	Females	Old people	Minors	Disabled people
Shiqiaopu	3	1	2	1	0
Erlang	1	0	1	0	0
Zhongliangshan	14	2	9	1	0
Jiulong Town	2	1	1	1	0
Huayan Town	10	1	7	0	2

Source: Jiulongpo District Civil Affairs Bureau

6.1.3 Floating population

In 2016, Jiulongpo District had a net floating population of 884,000, accounting for 24% of resident population, in which 272,000 people were from other cities; the subproject area had a floating population of 542,000, accounting for 61.3% of that of the district, in which 161,000 people were from other cities, accounting for 59.1%.

Table 6-4 Local floating population

Sub-district / town	Floating population	Female population	Source	
			Other districts	Other cities
Jiulongpo District	883994	416219	611573	272421
Yangjiaping	87241	44495	63556	23685
Shipingqiao	57784	28033	41712	16072
Shiqiaopu	131074	62183	90487	40587
Erlang	54050	24993	36694	17356
Zhongliangshan	66661	30363	46574	20087
Jiulong Town	74287	36354	52065	22222
Huayan Town	71254	33922	50548	20706

Source: Jiulongpo District Public Security Bureau

6.1.4 Disabled population

In the subproject area, the disabled population of Yangjiaping Sub-district accounts for nearly 10% of the district's disabled population. Needs of the disabled for public spaces and slow traffic footpaths should be fully considered in the Subproject.

Table 6-5 Local disabled population

Sub-district / town	Disabled population	Proportion to the district's disabled population (%)	Class 1	Class 2	Class 3	Class 4
Yangjiaping Sub-district	1469	9.16	113	296	353	707
Zhongliangshan Sub-district	1077	6.72	83	224	297	473

Sub-district / town	Disabled population	Proportion to the district's disabled population (%)	Class 1	Class 2	Class 3	Class 4
Shipingqiao Sub-district	1050	6.55	77	222	259	492
Erlang Sub-district	347	2.16	24	81	88	154
Huayan Town	876	5.46	80	161	251	384
Jiulong Town	774	4.83	53	130	218	373
Shiqiaopu Sub-district	1028	6.41	81	209	248	490
Jiulongpo District	16033	100	511	1323	1714	3073

Source: Jiulongpo District Disabled People's Federation

6.2 Impacts on poor population

6.2.1 Positive impacts

Local poor population mostly lives in old communities, dealing mainly with peddling, catering, logistics, housekeeping, etc., including some old and disabled people. They prefer free fitness and recreational activities, mostly near communities, so they have an more urgent need for public spaces and footpaths. The Subproject's positive impacts on poor population include:

1) Strengthening road connection, and making urban traffic smoother for the poor

After the completion of Urban Slow Traffic System Renewal, Egongyan Park and Caiyun Lake Wetland Park will be connected to create a complete circular slow traffic system to improve the traffic convenience of poor population who goes out by bus and foot mainly greatly. Barrier-free facilities will also be improved for the disabled.

2) Improving the living environment for the poor

The areas where several parks under the Subproject are undeveloped, and residents here have a low overall income level. The construction of public spaces and facilities will provide more opportunities of outdoor activities and social intercourse, and better leisure experiences to poor population. Public spaces will also become important places of urban culture and popular science education for poor population.

3) Increasing income and job opportunities for the poor

Public Space Renewal will increase property income in nearby areas, promote commerce and service development, and create more job opportunities, thereby promoting the employment of local poor and floating population, and increasing their income.

6.2.2 Negative impacts

1) Construction impacts on residents

The closure of roads and the passage of vehicles during construction may cause traffic inconvenience to population, and create safety risks.

Wastewater, flying dust, noise, tail gases and solid waste generated by construction may affect the environment adversely, thereby affecting the physical health of the population.

2) Temporary impacts on job opportunities and income

Construction will affect nearby stores, thereby reducing the income of poor residents involved. After the completion of the Subproject, urban management will be strengthened, reducing the income of peddlers.

3) Potential increase of living costs

The improvement of public spaces and footpaths may raise housing price and rental, and the reduction of peddlers may raise commodity prices.

6.2.3 Measures to mitigate negative impacts

1) Comments of special groups, especially the poor, the disabled and floating population, will be collected extensively to protect their interests.

2) Management and maintenance jobs during and after project implementation will be first made available to floating population, poor population and other vulnerable groups. After the completion of the Subproject, peddlers will be allowed to operate in certain areas, and their behavior regulated

3) Measures will be taken to minimize construction impacts on the health of poor population.

7 Gender Analysis

7.1 Local women's needs and suggestions

7.1.1 Situation of local women

At the end of 2016, Jiulongpo District had a registered population of 917,200, including 463,000 females, accounting for 50.5%.

Table 7-1 Female population of the subproject area

	Gross population	Female population	Percent (%)
Jiulongpo District	917228	462963	50.47
Yangjiaping Sub-district	101926	51133	50.17
Shipingqiao Sub-district	59568	29872	50.15
Shiqiaopu Sub-district	60381	30747	50.92
Erlang Sub-district	31419	15606	49.67
Zhongliangshan Sub-district	56254	28097	49.95
Jiulong Town	58123	29668	51.04
Huayan Town	49324	24635	49.95
Total	416995	209758	50.30

Source: Statistical Yearbook of Jiulongpo District

In the subproject area, male population is almost equal to female population. In Erlang Sub-district, Zhongliangshan Sub-district and Huayan Town, female population is slightly less than male population.

7.1.2 Statistics of female samples in the questionnaire survey

1) Gender ratio

In the questionnaire survey, 56% and 52.2% of the respondents of Public Space Renewal and Urban Slow Traffic System Renewal are females respectively.

Table 7-2 Gender ratios in the questionnaire survey

Sex	Public Space Renewal		Urban Slow Traffic System Renewal	
	N	Valid percent	N	Valid percent
Male	202	44.0	85	47.8
Female	258	56.0	93	52.2
Total	460	100.0	178	100.0

Source: SA survey (January 2018)

2) Age

Over half of the respondents are aged 30-60 years. Females aged 51-60 years use public spaces and footpaths more frequently than males, because there is a large retired female population with more time and chances of outdoor activities in this age group.

Table 7-3 Age and gender distribution of samples

Age	Public Space Renewal		Urban Slow Traffic System Renewal	
	Male	Female	Male	Female
Less than 18 years	1.50%	1.20%	2.40%	
18-30 years	15.80%	17.40%	8.20%	11.80%
31-40 years	19.30%	15.50%	18.80%	8.60%
41-50 years	18.30%	18.20%	15.30%	17.20%
51-60 years	20.30%	22.10%	24.70%	36.60%
60 years or above	24.80%	25.60%	30.60%	25.80%
Total	100.00%	100.00%	100.00%	100.00%

Source: SA survey (January 2018)

3) Educational level

17.9% and 30.6% of the male respondents of Public Space Renewal and Urban Slow Traffic System Renewal have received undergraduate or above education, while these proportions are 12.8% and 13.6% for the female respondents only. The overall educational level of the females is lower than that of the males.

Table 7-4 Educational levels of samples by gender

Educational level	Public Space Renewal		Urban Slow Traffic System Renewal	
	Male	Female	Male	Female
Junior high school or below	24.30%	22.90%	12.90%	18.30%
Senior high school / secondary technical school	37.10%	39.10%	30.60%	39.80%
Junior college	20.80%	25.20%	25.90%	24.70%
Undergraduate	14.40%	10.90%	22.40%	11.80%
Graduate or above	3.50%	1.90%	8.20%	5.40%
Total	100.00%	100.00%	100.00%	100.00%

Source: SA survey (January 2018)

7.1.3 Women's main needs for the Subproject

1) Demand for parks

Table 7-5 Demand for nearby parks by gender

	Gender		Total
	Male	Female	
Very necessary	57.40%	72.50%	65.90%
Necessary	36.60%	21.30%	28.00%
Don’t care	5.90%	5.40%	5.70%
Unnecessary	——	0.80%	0.40%
Total	100.00%	100.00%	100.00%

Source: SA survey (January 2018)

Table 7-6 Chi-square test

	Value	Df	Progressive Sig. (both sides)
Pearson chi-square	14.994[a]	3	.002
Likelihood ratio	15.694	3	.001
Linearity and linear combination	5.841	1	.016
N in valid cases	460		

Source: SA survey (January 2018)

It can be seen from Table 7-6 that there are significant differences in demand for parks between males and females, where females have stronger demand for parks.

2) Needs for park facilities

Both genders show concern about public space landscaping, accessibility, public toilets, fitness facilities, etc., but men pay more attention to accessibility, road occupation for parking, and management and maintenance, while women pay more attention to pet feeding, public toilets and public space landscaping.

Table 7-7 Needs for park facilities by gender

Item	Gender	Very important	Important	Neither, nor	Unimportant	Completely unimportant
Public space landscaping	Male	Male	89.4%	7.9%	2.7%	0
	Female	Female	81.3%	12.6%	5.3%	0.8%
Accessibility	Male	Male	74.8%	21.3%	3.5%	0.5%
	Female	Female	67.1%	26.7%	3.9%	2.3%
Protective measures	Male	Male	76.2%	17.8%	5.4%	0.5%
	Female	Female	65.9%	27.5%	5.0%	1.6%
Lighting measures	Male	Male	66.3%	24.1%	7.5%	2.0%
	Female	Female	64.7%	26.4%	3.9%	5.0%
Activity space size	Male	Male	68.8%	24.8%	5.4%	1.0%

Item	Gender	Very important	Important	Neither, nor	Unimportant	Completely unimportant
	Female	Female	60.5%	31.0%	6.6%	1.9%
Convenience and comfort of communication space	Male	Male	65.8%	25.7%	6.4%	2.0%
	Female	Female	63.2%	29.1%	6.2%	1.6%
Fitness and activity facilities	Male	Male	70.6%	22.4%	6.0%	1.0%
	Female	Female	66.3%	27.9%	5.0%	0.8%
Road occupation for parking	Male	Male	66.8%	23.3%	5.4%	1.5%
	Female	Female	60.1%	24.4%	5.4%	6.2%
Resting facilities	Male	Male	73.8%	18.8%	5.4%	1.5%
	Female	Female	66.3%	29.1%	3.9%	0.8%
Recreational facilities	Male	Male	62.9%	25.2%	9.4%	2.0%
	Female	Female	57.8%	29.5%	8.9%	3.5%
Management and maintenance	Male	Male	68.7%	26.4%	3.5%	0
	Female	Female	62.4%	31.4%	4.3%	1.9%
Public toilets	Male	Male	79.0%	17.4%	3.6%	0
	Female	Female	77.7%	17.1%	4.0%	1.2%
Pet feeding	Male	Male	70.5%	16.1%	8.3%	2.6%
	Female	Female	70.9%	20.3%	6.4%	2.4%

Source: SA survey (January 2018)

3) Needs for footpaths

Females have stronger needs for infrastructure (18.39%) and urban furniture (7.3%) than males.

Table 7-8 Needs for footpaths by gender

	Item	Male	Female
First need	Road condition	66.7%	56.1%
	Overall environment	22.2%	18.3%
	Infrastructure	6.9%	18.3%
	Urban furniture	4.2%	7.3%
Second need	Road condition	9.8%	11.1%
	Overall environment	55.7%	46.0%
	Infrastructure	29.5%	20.6%
	Urban furniture	3.3%	20.6%
	Other	1.6%	1.6%

Third need	Road condition	13.6%	11.5%
	Overall environment	22.7%	30.8%
	Infrastructure	54.5%	34.6%
	Urban furniture	9.1%	23.1%

Source: SA survey (January 2018)

7.2 Positive impacts of the Subproject on women

1) Creating a comfortable living environment for the benefit of women's physical and mental health

After the completion of the Subproject, public spaces will be improved and utilized more efficiently to provide women with a higher level of afforestation and recreation facilities, and more convenient slow traffic will be available, thereby improving the comfort of recreational activities for women, which is beneficial to women's physical and mental health.

2) Increasing women's job opportunities and income

Some unskilled jobs will be generated at the construction and operation stages, and construction will also generate nearby commercial and service jobs, such as waiter, salesperson and cleaner. Women can get employed or earn more money by doing these jobs. After the completion of the Subproject, maintenance and operation will provide job opportunities as cleaning, management and others, which will bring more job opportunities to women.

3) Improving footpaths to improve the traffic convenience of women

The construction of footpaths under the Subproject will strengthen connections with existing footpaths, thereby improving the traffic convenience of women; the improvement of infrastructure and urban furniture will improve the convenience of women in outdoor activities.

7.3 Negative impacts on women and mitigation measures/plan

1) Construction impacts on women's health: Construction dust and noise will affect women's physical and mental health, especially pregnant and lactating women, thereby potentially increasing their medical expenses.

2) Women's job opportunities under the Subproject may be affected. Local women's overall educational level and financial status are low, and their participation capacity is insufficient. Construction will affect nearby stores, thereby reducing the income of female employees. After the completion of the Subproject, urban management will be strengthened, reducing the income of female peddlers.

3) Construction will cause traffic inconvenience to women.

7.3.1 Measures to mitigate negative impacts

1) Mitigating construction impacts on women: Stage-by-stage and enclosed construction will be conducted to minimize impacts on women's health; strict construction management will be strengthened to minimize negative impacts on the environment and nearby residents; during the construction of footpaths, access roads will be provided to minimize traffic impacts.

2) Mitigating employment impacts on women: Management and maintenance jobs during implementation and after completion will be first made available to women. After the completion of the Subproject, peddlers will be allowed to operate in certain areas, and their behavior regulated. Employment and business startup training will be offered to women.

7.4 Gender Action Plan

The Subproject will improve infrastructure of public spaces and slow traffic footpaths, and local residents' living quality greatly. Local women will benefit from the improved living environment and infrastructure. In addition, since the Subproject may have potential risks, gender-sensitive measures should be taken to enhance the Subproject's positive impacts, and minimize its negative impacts, thereby promoting women's participation and development.

The Gender Action Plan has been developed in consultation with the Jiulongpo District PMO, IAs, women's federation, etc. See Table 7-9.

Table 7-9 Gender Action Plan

Suggestion	Target	IAs	Stage	Actions	Funding	Monitoring indicators
1. Considering women's needs in subproject design	Local women	Design agency, owner, PMO, district agencies concerned, sub-district offices, community committees	Construction	Women's special needs should be considered in subproject design: **Public Space Renewal——** 1) Consider opinions of women and old people in terms of public space utilization and facility setup. 2) Provide dancing spaces and slow traffic footpaths in parks to women where possible. 3) Set up baby care rooms in public toilets. **Urban Slow Traffic System Renewal——** 4) Consider women's needs in the setup of infrastructure and urban furniture for slow traffic and mountain climbing footpaths. 5) Offer drink drinking water on footpaths.	project budget	Form, frequency and records of collection of women's needs and opinions at the design stage, women's specific suggestions, and design feedback 1) Suggestions of local women and old people on community facilities, landscaping, sanitation, etc., and design feedback; 2) Suggestions of local women and old people on infrastructure and overall environment of public spaces, and design feedback
2. Promoting women's participation, and improving their status	Local women	Design agency, owner, contractor, PMO, district agencies concerned, sub-district offices, community committees	Construction and operation	1) Make sure not less than 40% of participants of public participation meetings at all stages are women. 2) Conduct publicity and offer training in consideration of women's needs and features.	project budget	1) Number of public participation meetings, number of female participants, and minutes; 2) Time, venue and mode of publicity and training
3. Offering job opportunities to women to increase income	Local women	Design agency, owner, contractor, PMO, district agencies concerned, sub-district offices, community committees	Construction	1) Make 20% of unskilled jobs generated by the Subproject first available to women and other vulnerable groups. 2) Make 30% of public welfare jobs generated by the Subproject first available to women and other vulnerable groups. 3) Make jobs generated after project completion first available to women and other vulnerable groups.	project budget and contractor budget	1) Number of women receiving unskilled jobs during construction; 2) Number of women receiving public welfare jobs during operation; 3) Number of women employed after completion

4. Offering skills and knowledge training to women	Affected local women	Owner, PMO, district agencies concerned, sub-district offices, community committees	Construction and operation	1) Offer training in consideration of women's needs and features. 2) Offer training on environmental protection, fitness and health to local women. 3) Select green and beautiful families to advocate a healthy lifestyle for women.	Contractor budget	1) Scope, time and venue of training, and proportion of female trainees 2) Time and venue of workshop and training, and proportion of female trainees 3) Frequency of selection

8 Public Participation

8.1 Forms and process of public participation at the preparation stage

Since September 2017, the Jiulongpo PMO has conducted a series of surveys and public participation activities. At the preparation stage, the Bank mission, feasibility study agency, environmental management plan preparation agency, etc. conducted a social survey in the subproject area to collect needs and suggestions, and improve the subproject design.

This report has been prepared based on site visit, questionnaire survey, key informant interview, FGD and other public participation activities, and participants include local agencies concerned, sub-district and community officials, affected residents, etc.

8.1.1 Site visit

From October 2017 to January 2018, the task force conducted participatory observation on existing local public spaces, facilities and footpaths to gain a more intuitive understanding of the current situation of the subproject area.

8.1.2 Questionnaire survey

From November 2017 to January 2018, 37 communities affected by Public Space Renewal were selected for the questionnaire survey, with 496 copies in total, including 460 valid copies, with the aim of learning perceptions of nearby public spaces, recreational facilities, activity spaces, parking management, etc. among local residents (including women, old people, the disabled, the poor, the unemployed, students, etc.), and their suggestions and opinions. 240 copies were distributed for Urban Slow Traffic System Renewal, with 178 valid copies recovered, with the aim of learning suggestions and opinions of local residents on footpath accessibility, hygiene and infrastructure.

8.1.3 Key informant interview

Key informant interviews were conducted with 47 men-times of key informants from the district labor and social security bureau, employment bureau, civil affairs bureau, ethnic and religious affairs bureau, public security bureau, women's federation, disabled people's federation, sub-district offices, and community committees to learn the Subproject's impacts and potential risks, relevant needs and suggestions, etc.

8.1.4 FGD

22 FGDs were held in 15 communities in the beneficiary area of Public Space Renewal, including 12 FGDs with women, to learn residents' needs for the Subproject, the Subproject's impacts, and relevant comments and suggestions through brainstorming. 16 FGDs were held in 9 communities in the beneficiary area of Urban Slow Traffic System Renewal, including 9 FGDs with women. There are 124 participants in total, including 68 women, accounting for 54.8%; 57 residents aged 60 years or above, accounting for 46%; and 16 poor and disabled residents, accounting for 13%.

8.1.5 In-depth interview

27 in-depth interviews were conducted with residents' representatives in the area of Public Space Renewal to learn their attitudes to and needs for the Subproject, and the Subproject's potential impacts on and risks to them. 22 random interviews were conducted in the area of Urban Slow Traffic System Renewal to learn residents' satisfaction with and needs for road conditions, sanitation, urban furniture, supporting facilities, etc.

8.2 Outcomes of public participation

At the preparation stage, the task force, PMO, feasibility study agency etc. conducted adequate informed consultation and public participation to collect local residents' attitudes to, needs for and suggestions on the Subproject, and conducted communications with local agencies concerned to incorporate local residents' needs and suggestions into the subproject design.

The above public participation activities aim to minimize the Subproject's potential negative impacts and risks, and enhance local residents' opportunities to benefit from the Subproject. See Table 8-1.

Table 8-1 Outcomes of public participation

	Main activity	Time	Participants	Key opinion / suggestion	Outcome
Public Space Renewal	1. Questionnaire survey: 37 communities were selected, with 460 valid copies, with the aim of learning perceptions among local residents, and their suggestions and opinions	Nov. 2017 – Jan. 2018	Task force, local residents, community officials	The demand for nearby parks is high; the main purpose of parks is walking; the needs for public space landscaping, accessibility and public toilets are the strongest.	Conduct design based on local residents' opinions and needs to meet their needs as much as possible.
	2. Residents' FGD: 10 FGDs with residents were held in 15 communities to learn residents' needs for the Subproject, the Subproject's impacts, and relevant comments and suggestions.	Nov. 2017 – Jan. 2018	Task force, local residents, community officials	Parks should be well landscaped and equipped, and kept clean; negative impacts on nearby residents should be minimized during construction.	Conduct design based on local residents' opinions and needs to meet their needs as much as possible, act strictly on the environmental management plan during construction to minimize noise and dust pollution. Disclose construction information in advance.
	3. Women's FGD: 12 FGDs with women were held in 15 communities to learn their needs for the Subproject, the Subproject's impacts, and relevant comments and suggestions.	Nov. 2017 – Jan. 2018	Task force, female residents, community officials	Women have higher demand for parks because they use parks more frequently; they expect that relevant bus routes be provided for parks; women's needs should be considered in design, such as dancing spaces, toilets, seats, baby care facilities and direct drinking water.	Involve a certain percentage of women in relevant meetings to consider their needs and opinions in design, and meet their needs as much as possible. Create jobs for women during implementation and after completion.
	4. Key informant interview: Key informant interviews were conducted with 27 men-times to learn the Subproject's impacts and potential risks, relevant needs and suggestions, etc.	Nov. 2017 – Jan. 2018	Task force, local key informants	Special needs of the poor, women, children, the disabled, ole people and floating population should be considered during design and implementation.	Involve the poor, the disabled and old people in relevant meetings to allow them to express their opinions, and conduct design based on their opinions to meet their special needs.
	5. In-depth interview: 27 in-depth interviews were conducted with residents' representatives to learn their attitudes to and needs for the Subproject, and the Subproject's potential impacts on them.	Nov. 2017 – Jan. 2018	Task force, community residents	The needs for park landscaping, environmental sanitation, lighting, fitness, toilets and recreational facilities should be met; civilized construction should be conducted to reduce environmental impacts.	Conduct design based on local residents' opinions and needs to meet their needs as much as possible, and minimize negative impacts.

	Main activity	Time	Participants	Key opinion / suggestion	Outcome
	6. FGD of residents affected by HD: learning HD impacts through site visit and personal interviews	Nov. 2017 – Jan. 2018	Task force	Reasonable compensation should be offered; the living standard should not be reduced after HD.	Take rational compensation and resettlement measures to minimize HD impacts.
Urban Slow Traffic System Renewal	1. Questionnaire survey: 178 valid copies in 24 communities, learning residents' opinions and suggestions on footpath accessibility, hygiene and infrastructure	Nov. 2017 – Jan. 2018	Task force, local residents, community officials	Needs for road condition, overall environment and infrastructure are strong, and the satisfaction with existing footpaths and infrastructure is low.	Conduct design based on local residents' opinions and needs to meet their needs as much as possible.
	2. Residents' FGD: 7 FGDs with residents in 24 communities, learning residents' needs for the Subproject, the Subproject's impacts, and relevant comments and suggestions	Nov. 2017 – Jan. 2018	Task force, local residents, residents using slow traffic footpaths, community officials	The parking, sanitation, safety and public facilities of existing footpaths should be improved.	Conduct design based on local residents' opinions and needs to meet their needs as much as possible, act strictly on the environmental management plan during construction to minimize noise and dust pollution. Disclose construction information in advance.
	3. Women's FGD: 9 FGDs with women in 24 communities, learning their needs for the Subproject, the Subproject's impacts, and relevant comments and suggestions	Nov. 2017 – Jan. 2018	Task force, female residents using slow traffic footpaths, community officials	Women have higher demand for parks because they have more leisure time, and their needs for toilets, seats, baby care facilities, etc. should be met.	Involve a certain percentage of women in relevant meetings to consider their needs and opinions in design, and meet their needs as much as possible.
	4. Key informant interview: 20 men-times, learning the Subproject's impacts and potential risks, relevant needs and suggestions, etc.	Nov. 2017 – Jan. 2018	Task force, local key informants	HD impacts should be reduced, practical needs of the disabled, women and old people met as much as possible, and the connectivity of sidewalks for the blind improved.	Take rational compensation and resettlement measures to minimize HD impacts, and give consideration to needs of special groups in design.
	5. In-depth interview: 22 men-times, learning their attitudes to and needs for the Subproject, and the Subproject's potential impacts on them	Nov. 2017 – Jan. 2018	Task force, residents using slow traffic footpaths, stores, community officials	There is a lack of road-crossing facilities, road connectivity and landscaping are poor, and road occupation for parking is serious.	Conduct design based on local residents' opinions and needs to meet their needs as much as possible.

8.3 Public participation plan for the implementation stage

The current public participation mechanism in Jiulongpo District is based mainly on community participation, where affairs concerning residents' interests must be implemented with the approval of residents only.

> Interview with the Erlang Sub-district Office: Communities are responsible for public participation. We wanted to build a hospital beside Caiyun Lake, and conducted a survey on nearby residents. Since this was not approved by residents, the hospital was not built. All residents agree to build a park, but opinions on reducing construction impacts must be collected before implementation. This is an inevitable step.

Matters related to the Subproject will be subject to consultation at community discussion meetings involving community officials, residents' representatives, local entities' heads, people's congress delegates, etc. Issues, opinions and suggestions on the Subproject raised by residents will be addressed through consultation and democratic voting, and those that cannot be addressed will be submitted to discussion meetings at the next higher level.

Table 8-2 Public participation plan

Stage	Type	Activity	Mode	Remarks
Design	Project optimization	1) Introducing project information; 2) Distributing the project leaflet; 3) Collecting opinions and suggestions from local residents	Questionnaire survey, FGD, in-depth interview	Involving PMO, IAs, sub-district offices, community committees
		Giving feedback on residents' opinions and issues	FGD, written report	
Construction	Project construction	1) Disclosing construction information in advance; 2) Involving community residents in construction, and making 30% of jobs first available to women, the poor and other vulnerable groups; 3) Giving feedback on issues and opinions raised by residents	Field observation, broadcast, TV, Internet, leaflet, poster	
		Communicating residents' opinions and suggestions with the owner and the contractor	FGD, written report	Involving PMO, IAs, contractor, supervising agency
	Fire fighting, fitness and health training	1) Offering training and drilling on fire fighting to community residents; 2) Offering fitness and health training to old people, especially old women	Workshop, Q&A, brochure, poster, broadcast, TV, Internet, meeting	Involving district agencies concerned, sub-district offices, community committees

Stage	Type	Activity	Mode	Remarks
Operation	Project management	Management and maintenance of local sanitation, infrastructure and fitness facilities		Involving PMO, IAs, district agencies, sub-district offices, community committees
	Grievance redress	Feedback system	Appeal hotline	Involving PMO, IAs

8.4 Grievance redress mechanism

The current appeal channels in Jiulongpo District include:

1) Online appeal channel: Residents may file appeals with the competent authorities by the mayor's public mailbox, the people's working information platform, etc., and written replies will be given for written appeals.

2) Telephone appeal channel: All sub-district offices and community committees have appeal hotlines.

Table 8-3 Appeal hotlines

Yangjiaping Sub-district	(023)86160398
Shipingqiao Sub-district	(023)68828346
Shiqiaopu Sub-district	(023)68611943
Erlang Sub-district	(023)68688167
Zhongliangshan Sub-district	(023)89232789
Jiulong Town	(023)68820413
Huayan Town	(023)65268689

3) Face-to-face appeal channel: Residents may file appeals with community grid inspectors or building supervisors for reporting to superior agencies, or with community officials, or with complaint offices of departments concerned.

9 Project Risks and Social Action Plan

9.1 Risks of design

Opinions of local residents and stores must be incorporated into the subproject design. Special attention should be paid to needs and opinions of women, old people, the disabled and other special groups.

Suggestions: 1) Full consider women's needs for landscaping and the environment in Public Space Renewal, increase leisure facilities, and open up entertainment spaces for women and children; 2) Fully consider needs of women, old people and the disabled in Urban Slow Traffic System Renewal, increasing the slow walk path and enhance the connection of the blind line trails; and the construction of public toilets is more in line with the needs of women, the elderly and the disabled.

9.2 Social risks during implementation

1) External risks of construction

Risks arising from uncertain external factors may occur during construction. 1) Natural disasters and utility outages on construction sites may cause personal injuries and property damages to construction workers; 2) Improper decision-making or coordination by the government may result in unsmooth construction progress; 3) Changes in relevant policies and regulations may also affect construction progress.

Suggestions: 1) Isolate risks in space and time during construction to minimize casualties and damages; 2) Perform a cost effectiveness analysis before taking engineering measures; 3) Offer education on laws, regulations, policies and standards on safety, investment, urban planning, land administration, etc. to construction workers, so that they fully understand potential risks and how to control such risks. Rationally designing the project organization form and establishing a reasonable system can effectively prevent and reduce risks.

2) Safety risks of construction

Such risks include risks to the safety of construction workers and nearby residents during construction. 1) Construction vehicles, and noise and dust produced by construction will threaten the personal safety of local residents, especially old people, children and pregnant women; 2) Construction vehicles and materials will cause traffic difficulties in old communities and public spaces, and pose safety risks; 3) Improper operations and inadequate protective measures may cause injuries and deaths to construction workers.

Suggestions: Construction impacts are short-term in nature, and will disappear with the completion of construction. However, effective measures should still be taken to mitigate such impacts: 1) Conduct publicity, disclose construction information to residents, and take protective measures before construction; conduct stage-by-stage and enclosed construction to minimize negative impacts, take dust and noise control measures, and clean up construction waste timely during construction; 2) Set up safety signs on construction sites; and 3) Include construction safety management in construction contracts, and strength safety education for construction workers.

3) Risks of store operations

Construction will affect nearby stores, such as making it inconvenient for customers to enter stores and delivery trucks to pass, and producing noise and dust, so their income may be affected to some extent.

Suggestions: 1) Conduct construction stage by stage, and reserve spaces for trucks and pedestrians; 2) Schedule construction rationally; 3) Use construction machinery that meets the noise control standard, and take noise insulating measures; 4) Conduct environmental monitoring to learn construction impacts and make adjustments timely; 5) Collect and dispose of solid waste and dust properly, and strengthen the management of environmental protection facilities.

9.3 Subsequent management and maintenance risks

1) Environmental and facility maintenance risks

The objectives of the Subproject can be realized, and local residents can benefit most from the Subproject only if proper subsequent management and maintenance is conducted.

Suggestions: 1) Establish a sound management mechanism; 2) Involve local residents in infrastructure management and maintenance; 3) Manage public spaces and footpaths rationally after completion to ensure that they are effectively utilized.

2) Risks of local residents' lack of facility use and maintenance knowledge

Local residents have limited knowledge on how to use fire fighting and fitness facilities, especially old people and children.

Suggestions: 1) Improve the environmental and fitness awareness of residents, and cause them to maintain completed public spaces and footpaths actively; 2) Strengthen training and publicity on environmental awareness for old people, women and children; 3) Conduct training and publicity on fitness knowledge for residents.

3) Risks of occupying public resources

After completion, due to the improvement of the environment, increased pedestrian and vehicle volumes will lead to a greater incidence of traffic congestion and accidents. Non-local visitors will impose pressure on public facilities. For example, changing the use of public space, and carrying out commercial operations such as outdoor tea houses, amusement facilities and commodity display and sale; or vendors take up space to sell; and more traffic resulting in random parking of public space, etc.

Suggestions: Define management responsibilities clearly to realize normative management. Facilities that do not meet the requirements of public space function positioning and planning and design cannot be constructed at will. Allow vendors to operate in certain areas, and regulate their behavior.

4) Risks of urban gentrification

"Gentrification" is a dynamic process of urban space restructuring, where urban communities occupied formerly by lower-income residents are now occupied by higher-income residents. In the Subproject, urban gentrification may result from rental rise accompanied by community renewal, making lower-income residents unable to afford higher rentals.

Suggestions: 1) Strengthen public participation and consultation to learn needs of local residents, especially the poor and floating population; 2) Provide employment assistance to low-income population, and make management and maintenance jobs generated by the Subproject first available to them; 3) Offer public rental housing to urban low-income population. Public rental housing means indemnificatory housing funded by the government, and offered to eligible households at preferential rates.

5) Risks of increased traffic accidents

The improvement of public spaces will attract more vehicles, possibly increasing traffic accidents. In addition, with the improvement of road infrastructure, smoother traffic will increase the possibility of traffic accidents.

Suggestions: Set up warning signs on key road segments; strengthen safety education to the local residents.

9.4 Social Action Plan

A feasible social action plan has been developed in consultation with the PMO, owner, IAs and design agency. See Table 9-1.

Table 9-1 Risks and Social Action Plan

Stage	Risks	Actions	Agencies	Monitoring indicators
Design	1) Needs of nearby residents, especially women, old people and other vulnerable groups, are not considered in the design of public spaces.	1) Design optimization ● Save land, and optimize urban spaces. 2) Public participation ● Full consider women's needs for landscaping and the environment in Public Space Renewal, open up dancing spaces, and increase facilities for women.	Design agency, contractor, PMO, owner, district agencies concerned, sub-district offices, community committees	● Time, venue and participants of public participation meetings, and number of women, old people and the disabled and other vulnerable groups ● Needs and suggestions on facility design in Public Space Renewal, and design feedback ● Subproject options and conclusions ● Setup of resting and fitness facilities ● Design of footpaths, dancing areas and public toilets
	2) Needs of nearby residents, especially women, old people and other vulnerable groups, are not considered in the design of slow traffic footpaths.	1) Design optimization ● Ensure the safety and convenience of footpaths. 2) Public participation ● Fully consider needs of women, old people and the disabled, improve the continuity of sidewalks for the blind, and ensure that public toilets meet their special needs.	Design agency, contractor, PMO, owner, district agencies concerned, sub-district offices, community committees	● Time, venue and participants of public participation meetings, and number of women, old people and the disabled and other vulnerable groups ● Needs and suggestions on facility design in Urban Slow Traffic System Renewal, and design feedback ● Setup of convenience facilities ● Setup of safety facilities ● Design of footpaths and sidewalks for the blind

Construction	1) Environmental risks of construction	1) Construction information disclosure ● Strengthen the disclosure of construction information and plans to seek the support of nearby residents. 2) Noise and dust reduction measures ● Conduct construction in stages, control noise and environmental impacts, and avoid overnight construction. Sprinkle water on the construction site to reduce dust.	Contractor	● Dust control plan, equipment and records ● Daytime noise reduction measures ● Complaints about noise during overnight construction
	2) Traffic risks of construction	● Set up traffic signs near the construction site to guide vehicle traffic. ● Maintain traffic order near the construction site during the peak traffic hours.	Contractor, transport bureau, traffic police brigade	● Setup of traffic signs ● Traffic guidance during the peak hours
	3) Labor risks	● Equal pay for equal work ● Take measures to guarantee the safety of workers ● Reduce construction disturbances to nearby residents.	Contractor, owner	● Employee training records and payrolls ● Induction physical checkup reports ● Routine employee management records
	4) Risks of protection of interests of women and the poor	● Make suitable jobs first available to local women and the poor to protect their interests.	Contractor, employment bureau, women's federation, civil affairs bureau	● Employment training records ● Proportion of women employed ● Number of poor residents employed
Operation and management	1) Environmental and facility maintenance risks	● Establish a sound management mechanism, and involve local residents in infrastructure management and maintenance. ● Manage public spaces and footpaths rationally after completion to ensure that they are effectively utilized.	district urban management bureau, sub-district offices, community committees	● Public space management system ● Footpath management system ● Facility inspection and maintenance records ● Feedback on public participation in maintenance and management
	2) Risks of local residents' lack of facility use and maintenance	● Improve the environmental and fitness awareness of residents, and cause them to maintain completed public spaces and footpaths actively.	Owner, district agencies concerned, PMO, sub-district	● Resident feedback on the use of public spaces and footpaths

	knowledge	● Strengthen training and publicity on environmental awareness for old people, women and children. ● Conduct training and publicity on fitness knowledge for residents.	offices	● Records of community publicity and training on environmental protection, and feedback from residents ● Records of community publicity and training on fitness knowledge, and feedback from residents
	3) Risks of occupying public resources	● Define management responsibilities clearly to realize normative management. ● Allow peddlers to operate in certain areas, and regulate their behavior.	Design agency, district urban management bureau, PMO	Management system of public spaces and footpaths Resident complaints about public facilities Design of public spaces and resident feedback
	4) Risks of urban gentrification	Strengthen public participation and consultation to learn needs of local residents, especially the poor and floating population. Provide employment assistance to low-income population, and make management and maintenance jobs generated by the Subproject first available to them. Offer public rental housing to urban low-income population.	District employment bureau, sub-district offices, community committees	Records of public participation, and proportion of poor and floating population involved Employment subsidies for MLS population Floating population receiving employment training Number of jobs offered to poor and floating population under the Subproject Quantity of public rental housing offered to urban low-income population
	5) Risks of increased traffic accidents	Set up warning signs on key road segments. Strengthen safety education.	District transport bureau, sub-district offices, community committees	Number of warning signs set up Frequency of safety training

Appendix 1 Fieldwork Photos

Figure 9-1 Interview with residents near Caiyun Lake Park

Figure 9-2 Interview with residents near Huayan Riverfront Park

Figure 9-3 Interview with residents near Longjingwan Park

Figure 9-4 Interview with residents near Shimei Park

Figure 9-5 Interview with residents near Taohuaxi Park

Figure 9-6 Interview with residents near Wutaishan Park

Figure 9-7 Footpath at the Olympic center

Figure 9-8 Damage of existing footpath

Figure 9-9 Interview at the women's federation

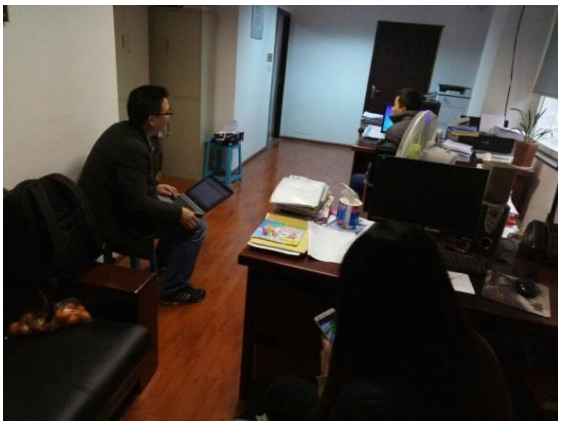

Figure 9-10 Interview at the disabled people's federation

Figure 9-11 Interview at the employment bureau

Figure 9-12 Interview at the public security bureau

Appendix 2 FGD Minutes

FGD with residents at Rongding Garden near Shixiaolu Community, Shipingqiao Sub-district

1. Is there any park or leisure space nearby?
No.
2. Have you heard of any nearby park or public space project? Where did you hear of it?
No.
3. How often do you go to the nearby park? What do you do there?
Walking, passing by and playing; sometimes 7 times, and sometimes once or twice a week
4. If you don't go there, why?
Long distance, poor road, insufficient facilities
5. Which factors attract you to parks and leisure spaces?
1) Fitness facilities; 2) short distance; 3) even road; 4) large space
6. How much do you need a nearby park or leisure space?
Very necessary
7. What benefits do you expect of the Subproject?
Improved landscaping, more convenient shopping, and public communication spaces
8. What's your attitude to negative impacts of the Subproject? What's your advice on reducing such impacts?
There will be an increased pedestrian flow, and construction will have some impacts. Overnight construction should be avoided, but other impacts are acceptable, because they are temporary.

FGD with women on public spaces in Jiuyang New Village, Erlang Sub-district

1. Have you heard of any nearby park or public space project? Where did you hear of it?
A park will be built near Wutaishan, but nearby roads are in poor condition. I heard of it from the community committee.
2. Do you go to parks and leisure spaces more often than men? Why?
Yes, because I often go there with my child and I have more leisure time.
3. What do you do there? How often do you go there?
Once or twice a week, because there is no nearby park, for walking and dancing mainly
4. What are the benefits of the Subproject for poor women?
Walking, dancing, saving money
5. What benefits do you expect of the Subproject?
Improved environment, improved living quality, more public spaces, more leisure facilities
6. What negative impacts will the Subproject have on you? Do you think such impacts are more serious for women?
Price rise, noise
7. What's your advice on maximizing the Subproject's benefits for women?
Fitness facilities, recreational facilities, wide and flat pavements

FGD with residents on slow traffic footpaths in Banshan Village 1, Zhongliangshan Sub-district

1. What problems are there in existing slow traffic footpaths?
1) Environmental sanitation; 2) motorcycle intrusion; 3) no seat backrest
2. What do you expect footpaths to be built into?
Clean, smooth and well landscaped
3. How will footpaths improve your life?
A better mood, a place to walk and do exercise
4. What negative impacts will there be during construction? How should such impacts be mitigated?
Pedestrians are likely to get lost. Visible signs should be set up.

Appendix 3 Key Informant Interview Minutes

Disabled people's federation

1. What difficulties are the disabled faced with in public life?

In reality, some sidewalks for the blind are occupied, and barrier-free facilities are not connected smoothly. Attention should be paid to this in the Subproject.

2. What's your plan for the improvement of barrier-free facilities?
We are improving household barrier-free facilities, such as low-level cooking ranges and flush toilets for the disabled. Our work also includes the rehabilitation, education and employment of the disabled.
There is a district-level 13th five-year plan for the disabled, which proposes to ensure the construction and improvement of public and household barrier-free facilities.

3. What special needs do the disabled have for public spaces and footpaths? How to meet such needs?

The existing design is short of barrier-free facilities at many points. The management of barrier-free facilities in our city is being regulated, and the situation is changing, such as footpath and corner design, and bus access design for the disabled. Traffic signals should have voice prompts, and elevator messages should include Braille alphabets and voice.

4. What improvements should be made for the disabled in the subproject area?

More attention should be paid to needs of the disabled, the standard for barrier-free facilities followed strictly, and subsequent management and maintenance strengthened to meet their needs as much as possible.

Development and reform commission

1. Why are these components included in the Subproject?
In late 2015 and early 2016, the district urban management bureau investigated all planned but unused green spaces in the district, and decided to develop such spaces through the Subproject to promote land appreciation.
2. How will the Subproject affect local economic development (both positively and negatively)?
The Subproject will meet local residents' needs in social life greatly, and will have almost no negative impact.
3. How to maximize the Subproject's benefits? How to minimize its negative impacts?
The Subproject should be integrated with the development of nearby areas, and funds used where they are most urgently needed. We should also draw experience from the Bank to improve our project management level.

Women's federation

1. What are the main tasks of the women's federation?

Organizing workshops and various activities (beautiful family selection, skills contest, publicity, fitness, education, etc.), recruiting volunteers, offering legal assistance, promoting women's business startup and employment
2. Which programs for women's employment training and support are in place?

Organized by the women's federation: skills training, certificate application, store running

Organized by municipal and district governments: e-commerce, recommendation
Also including some training courses

3. How to ensure that local women are easily aware of and benefit from such programs?

Women's federations have been established at various levels, so women can receive such information easily, and those eligible can receive support.

4. How should special needs of women be met in the Subproject?

More women go to public spaces than men.
Baby care rooms should be provided in public toilets, preferably with air-conditioners.
Leisure seats should be provided on roads, and maintained regularly.
Boiled water supply points should be set up where necessary to meet needs of old people, women and children.

Public security bureau

1. Kay management measures and policies for floating population

Our district has a registered population of about 930,000 and a floating population of about 850,000. About 80% of floating population is registered.

Floating population is managed by community policemen with the assistance of community officials.

Floating population has to be registered before applying for the benefits for citizens of Chongqing Municipality (e.g., public rental housing, low rental housing, driving license, social security, and children's education).

2. What should be considered in the Subproject for floating population? Do you have any advice?

For floating population, investment in infrastructure should be increased to provide them with better public services, and the citizenship benefits (social security, medical insurance, education, etc.) provided to them so that they can contribute more to the city's development.

3. Do you have any other comments?

The largest Uygur group (about 50 people) of the city is in Jiulongpo District, mostly living in Shipingqiao Sub-district.

The second largest mosque of southwestern China has been newly built in Erlang Sub-district.

Minority peddlers are allowed to operate in certain areas, and granted tax preferences, but local residents are not entitled to such treatment.

Employment bureau

1. What are your supporting policies for different vulnerable groups?

1) The city's uniform training for unemployment benefit receivers, covering over 100 skill areas, such as e-commerce, housekeeping and embroidery;

2) SYB and GYB business startup training for the poor, the unemployed, graduates, MLS population and undergraduates; and

3) Pre-job and employment skills training offered together with enterprises

2. What's your plan for the employment of vulnerable groups?

11,600 registered unemployed unban residents and 4,000 unban residents with employment difficulty should get employed.

3. What are your suggestions on the Subproject?

1) Offer public welfare jobs for post-40-50s, such as security guards, cleaners and patrollers;

2) Offer employment training for unemployment benefit receivers;

3) Hold various recruitment events to offer employment services.

Jiulong Town Government

1. What have you done to support the Subproject? What's your future plan?

Provide support to local residents.

2. What about your existing public participation mechanism? How will residents participate in the Subproject?

Communities are responsible for public participation. We wanted to build a hospital beside Caiyun Lake, and conducted a survey on nearby residents. Since this was not approved by residents, the hospital was not built. The existing problem is that public spaces are not managed by specially designated persons.

A voluntary civilization event would be organized every month to explain traffic rules and regulate traffic behavior.

The current public participation mechanism is based mainly on community participation, where affairs concerning residents' interests must be implemented with the approval of residents only.

3. How will the Subproject affect local residents both positively and negatively?

Residents will feel greater well-being and enjoy a better leisure environment.

The Subproject will further meet local residents' leisure needs, but infringe on direct interests of vegetable growers.

4. What are your suggestions on the Subproject?

1) Public spaces should be designed to meet needs of old people and children, because they are main users; 2) Public toilets and other facilities should be provided adequately; 3) More recreational facilities for children should be provided; 4) Dancing spaces should be away from residential areas to protect residents from noise.

Erlang Sub-district Office

1. Overall situation of Erlang Sub-district and the subproject area

We are establishing a cultural service station to serve community residents.

Erlang Sub-district was established in 2014, and has a population of 120,000, including a resident population of 90,000. There are some resettlement communities here.

2. Suggestions on the Subproject

Some parks are located in junctions among sub-districts / townships, with a large population converted from rural status into urban status. Greater attention should be paid to needs of vulnerable groups in the Subproject.