

# Environmental and Social Screening Report

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September: 2020

Project ID: P154990

**Construction of Rigid Pavement of I.G road from Peerbagh Bridge to Humhama Chowk in District of Srinagar, Kashmir (1.5 Km)**

***Jehlum Tawi Flood Recovery Project***

***(World Bank Project)***

**Prepared by: PIU (JK ERA Kashmir): Government of Jammu and Kashmir for World Bank.**

# CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>3</b>
<b>1. INTRODUCTION.....</b>	<b>5</b>
1.1 PROJECT BACKGROUND .....	5
1.2 PROJECT DEVELOPMENT OBJECTIVE .....	6
1.3 SUBPROJECT BACKGROUND.....	6
1.4 PROJECT DESCRIPTION .....	7
1.5 THE EXISTING ROAD FEATURES & ITS PROPOSAL: .....	8
1.6 TECHNICAL DESCRIPTION OF THE PROPOSED ROAD .....	8
1.7 OBJECTIVE OF THE ENVIRONMENTAL AND SOCIAL SCREENING .....	11
1.8 METHODOLOGY ADOPTED FOR THE SCREENING STUDY .....	11
<b>2. ENVIRONMENT AND SOCIAL FINDINGS .....</b>	<b>12</b>
2.1 ENVIRONMENTAL ISSUES .....	12
2.2 SOCIAL ISSUES .....	13
2.1.1 IMPACT ON LAND AND STRUCTURES .....	13
2.1.2 IMPACT ON LIVELIHOOD .....	13
<b>3. PUBLIC CONSULTATION .....</b>	<b>13</b>
3.1 CONSULTATION .....	14
3.2 FEEDBACK RECEIVED .....	14

## LIST OF TABLES

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<i>TABLE 1-1: TECHNICAL DESCRIPTION OF THE PROPOSED ROAD .....</i>	<i>9</i>
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## LIST OF FIGURES

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<i>FIGURE 1-1: MAP SHOWING LOCATION OF THE PROPOSED ROAD .....</i>	<i>10</i>
<i>FIGURE 3-1: COMMUNITY CONSULTATION .....</i>	<i>25</i>
<i>FIGURE 3-2: PROPOSED SUB PROJECT PHOTOGRAPHS .....</i>	<i>26</i>
<i>FIGURE 3-3: GEO LOCATION OF THE SUBPROJECT ROAD .....</i>	<i>29</i>

## EXECUTIVE SUMMARY

Catastrophic deluge of September 2014 shows negative impact on the socio-economic aspects of the State and massive infrastructure damaged in which capital city Srinagar was most affected and a trail of siltation in most of the water bodies as environmental degradation which is always synonymous with major floods. In connection to catastrophic flood, a mission of the World Bank visited the State during February 1-6, 2015 on request of Government of India to review and assess the damages in order to produce a rapid multi-sectoral assessment report of the damages and needs. The RDNA estimates the total damages and loss caused by floods at about INR 211,975 million (US\$ 3,550.45), most of it to housing, livelihoods, and roads and bridges, which combined represented more than 70% of the damages in terms of value.

Sub-projects under “Jhelum and Tawi Flood Recovery Project” commonly known as JTFRP have a prior requirement of screening which is based on three categories; viz., nature of the project, size of the project and location of the project that is sensitive area criteria. The objective of Environment and social screening is to identify the potentially significant environmental/ social issues of the sub-project at an early stage for detailed Environmental and Social impacts. One of the sub-project identified under Component 2 is “Construction of rigid pavement of I.G road from Peerbagh Bridge to Humhama Chowk in District Srinagar”. The proposed subproject is known as Srinagar Airport Road and has a total length of 1.5 km. The road is located in the urban settlement and traverses through localities of Peerbagh, Jeelanabad, Co-operative Colony, Noorani Colony, Nadru, Humhama Chowk etc.

One of the important requirements of the sub-project is disclosure and sharing of project information with the people. Public consultation was done along the project corridor with local people as part of environment and social screening study. During consultation process, people have expressed keen interest in the proposed sub-project. Local people were made aware about the upcoming work, World Bank funding and safeguards guidelines.

The proposed road under JTFRP for development is only 1.50 km four lane carriageway having formation width 17.60 m. The proposed formation width is 19.20 meter which is less than the existing RoW available. Chief Engineer, PWD (R&B) Kashmir vide his letter no CE/RBK/HD/7165, dated 14th June 2019 has confirmed that the available existing Right of Way (ROW) is 21.00 m

. Since the proposal is to develop the road within the existing RoW, the Project Manager (PIU) has certified that there are no residential, commercial, religious structures or any CPR in the existing RoW and its encumbrance free.

The screening study revealed that there are no potential social and environmental impacts of the proposed sub-project since the construction activities will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to identify the permanent and temporary impact due to sub-project activities at these congested/ narrow locations, Social Impact Assessment would be conducted. Hence, only SIA would be carried out whereas EIA needs not to be carried out.

# 1. INTRODUCTION

## 1.1 Project Background

In September 2014, Jammu & Kashmir experienced torrential monsoon rains in the region causing major flooding and landslides. The continuous spell of rains from September 2-6, 2014, caused Jhelum and Chenab Rivers as well as many other streams/tributaries to flow above the danger mark. The Jhelum River also breached its banks flooding many low-lying areas in Kashmir, including the capital. In many districts, the rainfall exceeded the normal by over 600%. The Indian Meteorological Department (IMD) records precipitation above 244.4 mm as extremely heavy rainfall, and J&K received 558mm of rain in the June- September period, as against the normal 477.4 mm. For example, the district of Qazigund recorded over 550 mm of rainfall in 6 days as against a historic normal of 6.2 mm over the same period.

Due to the unprecedented heavy rainfall the catchment areas particularly the low lying areas were flooded for more than two weeks. Some areas in urban Srinagar stayed flooded for 28 days. Water levels were as high as 27 feet in many parts of Srinagar. The areas from the main tributaries of river Jhelum vis-à-vis Brengi nallah, Vishav nallah, Lider nallah and Sandran nallah started overflowing due to the heavy rainfall causing water levels in Jhelum river to rise. Subsequently, the discharge of the river Suran was 200 thousand cusecs as against an average of 50 thousand cusecs. With the excessive discharge of water, the river Suran affected the basin areas and also took a different course at various locations causing damages to the surrounding villages in the catchment area. Water levels also increased in the rivers of Chenab and Tawi, both of which were flowing above normal levels. Due to the rivers overflowing nearly 20 districts of the State were impacted.

A Joint team led by the Department of Economic Affairs (DEA), GoI, with representation from the World Bank visited J&K on October 21, 2014. Subsequently, GoI has sent a request to the World Bank on January 5, 2015 to field a Joint Rapid Damage and Needs Assessment (CHNA) Mission within the State. In response, a mission of the World Bank visited the state during February 1-6, 2015 in order to produce a rapid multi-sectoral assessment report of the damages and needs. The CHNA estimates the total damages and loss caused by floods at about INR 211,975 million (US\$ 3,550.45), most of it to housing, livelihoods, and roads and bridges, which combined represented more than 70% of the damages in terms of value. Public service

infrastructure and equipment of hospitals and education centres were also severely damaged and are still not fully operational.

Based on the Rapid Damage Needs Assessment (CHNA) results, restoration works underway, and discussions with the GoJ&K, the project will focus on restoring critical infrastructure using international best practice on resilient infrastructure. Given the state's vulnerability to both floods and earthquakes, the infrastructure will be designed with upgraded resilient features, and will include contingency planning for future disaster events. Therefore, the project aims at both restoring essential services disrupted by the floods and improving the design standard and practices in the state to increase resilience

## **1.2 Project Development Objective<sup>1</sup>**

The Project Development Objective (PDO) is to support the recovery and increase disaster resilience in targeted areas of the State, and increase the capacity of the State entities to respond promptly and effectively to an eligible crisis or emergency.

The project is comprised of the following seven components:

- 1 Reconstruction and strengthening of critical infrastructure
- 2 Reconstruction of roads and bridges**
- 3 Restoration of urban flood management infrastructure
- 4 Strengthening and restoration of livelihoods
- 5 Strengthening disaster risk management capacity
- 6 Contingent Emergency Response
- 7 Implementation Support

## **1.3 Subproject Background**

The objective of component 2 "Reconstruction of roads and bridges" is to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges'. The infrastructure will be designed to withstand earthquake and flood forces as per the latest official design guidelines. The affected areas will benefit by the restored access to the markets thereby increasing the economic growth in these areas and timely access to

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<sup>1</sup> Source: JTFRP- Environmental & Social Management Framework (ESMF), 2015

health and education services. Restoration of roads will also serve as supply/rescue lines in the event of disaster.

The component will finance support the reconstruction of about 300 km of damaged roads and associated drainage works, retaining walls, breast walls and other structures to increase resilience. It will also finance the restoration and improvement of about 40 damaged bridges, designed to be seismic resilient (per the guidelines of the Bureau of Indian Standards) and with regard to topography and hydrology (per the guidelines of the Indian Roads Congress, the Ministry of Road Transport and Highways), and projected demographic changes.

One of the identified roads is "Construction of rigid pavement of I.G road from Peerbagh Bridge to Humhama Chowk in District Srinagar" and having a total length of 1.5 Km including longitudinal surface drainage. This report covers the Environmental and Social Screening study of proposed road.

#### **1.4 Project Description**

The Srinagar city lies 34° 0' - 34°14'N (Latitude) and 74° 43' - 74° 52'E (Longitude) with an altitude of 1585 m (5200 ft) above mean sea level (msl). The city has a unique physiographic setup with steep hills in the East and North East, low lying paddy fields falling in the flood plain of Jhelum in the South and West, the Karewas of Budgam in the extreme South and towards the North we encounter the uplands with moderate slopes. The famous Dal lake is situated in the heart of the city. The city of Srinagar experiences a temperate type of climate. The city receives most of the precipitation in winter season in the form of rain and snow with an annual average rainfall of 720mm.

The project road connects Srinagar to Sheikh ul Alam International Airport, having moderate intensity of commercial vehicles. Urban built up section observed on both sides of the road with settlements of Peerbagh, Jeelanabad, Cooperative Colony, Noorani Colony, Nadru, Humhama. During floods in the year 2014, the existing International Airport Road was fully submerged and regular submergence history also found in this particular stretch due to drainage issue. There is no longitudinal drain, only cross drainage structure exists which is only used to carry the discharge of cross flows of water, not carry the water on existing roads. As a result, submergence of this particular stretch is a common phenomenon of each & every year. Moreover, existing flood channels is of full with debris, lost its carrying capacity. Provision of Rigid Pavement is not the only solutions which may cover up from this situation. In addition to

that, larger section of box culverts (used as cross drainage) & cover longitudinal drains on both side are propose along the roads to channelize the water up to the existing cross drainage with proper slope which also escalate the system of pumping whenever rains are beyond the speculation

### **1.5 The Existing Road Features & Its Proposal:**

The existing road is a 4 lane arterial road, falling under plain terrain connecting Srinagar Airport, having moderate intensity of commercial vehicles. Built up section observe on both side of the road. One RUB (Railway Bridge) and Bridge on Flood Channel exists at Ch 1.150 Km and Ch 0.714 Km respectively. During flood in the year 2014, the stretches fully submerged and regular submergence history also found in this particular stretches due to drainage problem only. There is no longitudinal drain, only cross drainage structure exist which only use to carry the discharge of cross flows of water, not carry the water on existing roads. As a result, submergence of this particular stretch is a common phenomenon of each & every year. Provision of Rigid Pavement is not the only solutions which may cover up from this situation. In addition to that, larger section of box culverts (used as cross drainage) & cover longitudinal drains on both side are propose along the roads to channelize the water up to the existing cross drainage with proper slope which also escalate the system of pumping whenever rains are beyond the speculation. Though Traffic Census has been conducted in lean period at Ch. 1.200 Km having PCU, ADT & CVPD is 8629, 7146 & 1645 respectively. Development of the project road is essential as it is the most important arterial road in Kashmir which connects the Srinagar city or Kashmir Valley with Srinagar International Airport. Snapshots are provided as Appendix V for reference.

### **1.6 Technical description of the proposed road**

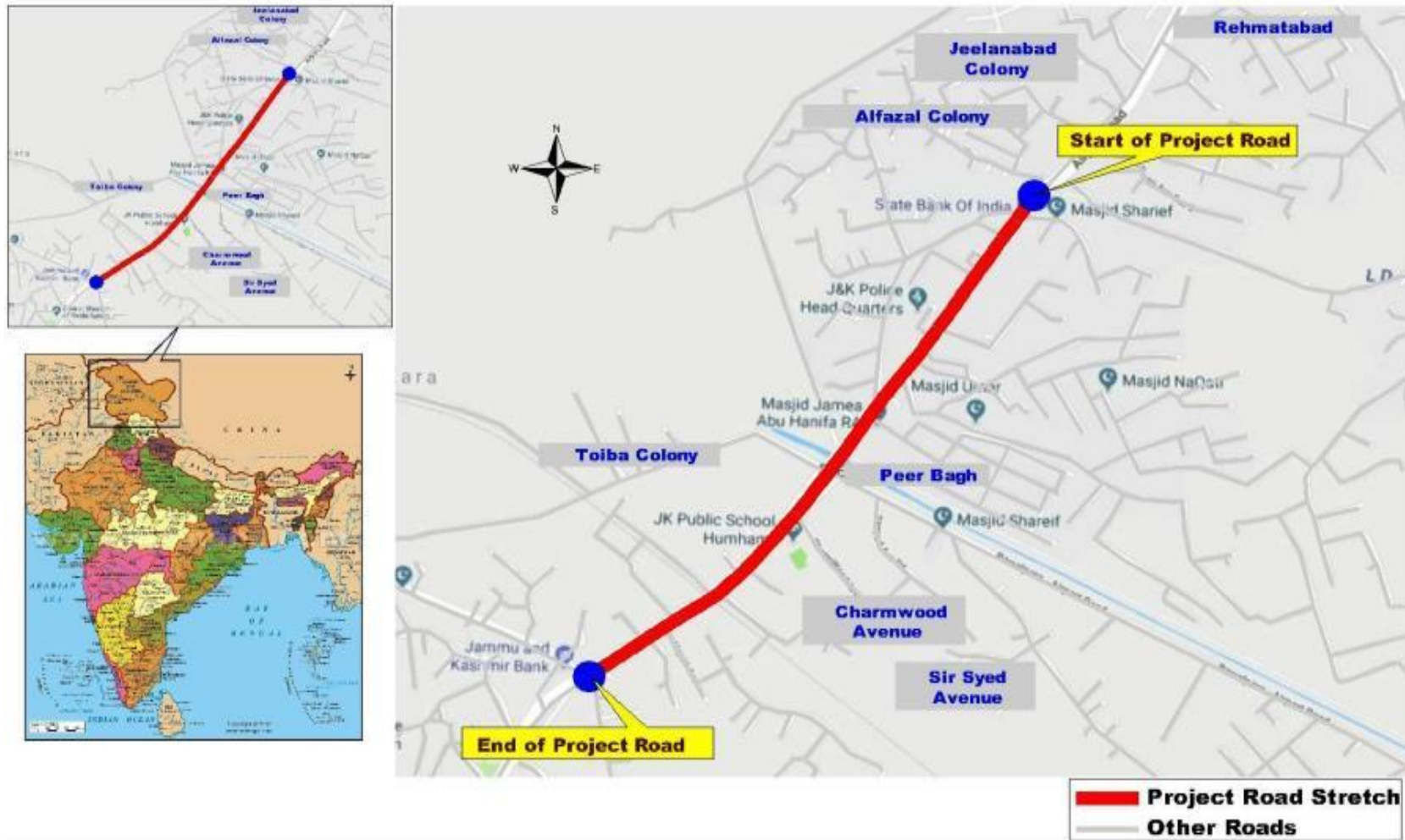
The following table is presented the technical description of proposed road. Geo location of the subproject road is provided as Appendix-VI.



**Table 1-1: Technical description of the proposed road**

S.No.	Description of item	Details	
1	Road length	Existing Length – 1.500 km.	Design Length – 1.491 Km.
2 (a)	Road Configuration (Present Scenario)	4 Lane Dual carriageway	
2 (b)	Road Configuration (Based on 30 years Design Period)	4 Lane Dual carriageway	
3	Terrain	Plain	
4	Land use pattern	Mixed land use Built up	
5	Existing Surface of carriageway	Existing - Flexible pavement	Propose- Rigid pavement
6	Existing Formation width	17.6 m	
7	Right of Way (ROW)	21 m	
8	Pavement Condition	Fair	
9	New Rigid Pavement thickness (Section derived based on average thickness of existing crust of that particular stretch)	From Ch 0.000 Km to Ch 1.500 Km	
		GSB – 150 mm, DLC – 100 mm, PQC – 270 mm	
10	Design CBR	5.50 % (90 <sup>th</sup> Percentile)	
11	Junctions	Major- 01, Minor - 24	
12	Traffic	From Km 0.000 to Km 1.500	
		ADT-7146, CVPD - 1645, PCU –8629, MSA- 48.76	
13	Cross drainage structures	Existing: Bridges – 01, Slab Culverts-03, RUB - 01	Proposed: Bridges–01 (retain), Box Culverts-03, RUB – 01 (retain)
14	Settlement	Peerbagh, Humama	

Figure 1-1: Map showing location of the proposed road



## **1.7 Objective of the Environmental and Social Screening**

Subprojects under “Jhelum and Tawi Flood Recovery Project” commonly known as JTFRP have a prior requirement of environmental and social screening as per World Bank obligation which is based on three categories; viz., nature of the project, size of the project and location of the project that is sensitive area criteria. Based on this assessment, sub-projects with potentially significant environmental/ social issues are identified at an early stage for detailed Environmental/ Social impacts. Environmental and social aspects were evaluated as per ESDS and assessed, based on the level of expected environmental and social impacts.

## **1.8 Methodology adopted for the Screening Study**

Approach adopted for this screening study is mainly based on the approved Environment and Social Management Framework (ESMF) which is developed by the World Bank for the project Jhelum Tawi Flood Recovery Project (JTFRP) as a guiding principle for the preparation of Environmental and Social reports. The initial stage adopted for the screening, was identification of environmental and social impacts as a preliminary stage, the environmental and social impacts were identified through filling in an Environmental and Social Data Sheet (ESDS) annexed as Appendix-1.

The basic objective of the filling in this data sheet is to collect basic information on environmental and social aspects of the proposed sub-project. Basic information was collected through field visits, examination of primary/ secondary data of the subproject area and through transect walk and public consultation- which involves participatory process as adopted for this screening study of proposed “Construction of rigid pavement of I.G road from Peerbagh Bridge to Humhama chowk in District Srinagar”. Further, in accordance to ESMF requirement, environmental and social data pertaining to the proposed sub-project was compiled during the field data collection stage.

## 2. ENVIRONMENT AND SOCIAL FINDINGS

### 2.1 Environmental Issues

An increase in ambient air and noise pollution, dust generation, protective measures for road side trees, occupation safety and health due to site preparation works like major concrete works, transportation of construction material, and other associated construction activities is anticipated. This impact shall be temporary, site specific and reversible in nature and shall be addressed with efficient mitigation measures. Interruption in traffic movement and inconvenience to local people, tourists, officials etc is expected as up-gradation by way of rigid pavement of Srinagar Airport road. Traffic management plan will be developed which will address the traffic issues.

Some of the Scheduled trees of Chinar (*Platinus orientalis*) and Mulberry (*Morus sp.*) are present on the footpath. Similarly Cypress sp., Privet (*Ligustrum sp.*), *Ausculus indica*, Willow (*Salix sp.*), *Alanthus sps*, and *Ulmus sps* are present along the road footpath and ornamental small trees (flowering plants, Cypress sp. etc) in central verge of the road. ROW details of trees along the road corridor will be incorporated in EA report along with the protective measures.

Doodhganga Flood spill channel is crosses existing road at the CH 0+715 km and having geo-coordinates of 34°1'33.46"N (lat) & 74°46'35.34"E (long).

All possible efforts shall be made to avoid unnecessary cutting of trees. Therefore, based on the findings during survey, there are no significant environmental as well as social impacts in sub-project area, hence no further special study or detailed environmental impact assessment (EIA) needs to be undertaken. A comprehensive Environmental and Social Management Plans (EMP/SMP) will be developed to provide specific actions deemed necessary to assist in mitigating the environmental & social impacts, guide the environmentally-sound execution of the subproject, and ensure efficient lines of communication between the project implementing agency (PIU), project management unit (PMU) and the contractor.

The EMP/SMP will be included in the bid documents and will be further reviewed and updated during implementation. The ESMP will be included in the contractual clauses and will be made binding on all contractors operating on site. Non-compliance with, or any deviation from the

conditions set out in this document constitutes a failure in compliance. Any requirements for corrective action will be reported to the World Bank.

## **2.2 Social Issues**

### **2.1.1 Impact on land and structures**

The proposed road under JTFRP for development is only 1.50 km four lane carriageway having formation width 17.60 m. The proposed formation width is 19.20 meter which is less than the existing RoW available. Chief Engineer, PWD (R&B) Kashmir vide his letter no CE/RBK/HD/7165, dated 14th June 2019 has confirmed that the available existing Right of Way (ROW) is 21.00 m (Appendix II). Since the proposal is to develop the road within the existing RoW, the Project Manager (PIU) has certified that there are no residential, commercial, religious structures or any CPR in the existing RoW and its encumbrance free (Appendix III).

The screening study does not envisage significant social impacts of the proposed sub-project since the construction will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to identify the permanent and temporary impact due to sub-project activities at these congested/ narrow locations, a SIA would be conducted.

### **2.1.2 Impact on Livelihood**

There is no adverse impact on the livelihood of anyone since the existing RoW is free from any encroachment or commercial structures. Rather, the project will provide opportunities of employment during construction stage.

## **3. PUBLIC CONSULTATION**

Public consultation was conducted in accordance with the World Bank guidelines and ESMF of JTFRP which is the pre-requisite for the screening process. The purpose and objective of this consultation is the involvement of residents/ stakeholders and to make them aware about the proposed activity of the sub project. Public consultation was conducted at the project location on 12.07.2019 with people of the sub project area as part of environment and social screening

study (Appendix IV). Public Consultation needs to be a continuous process throughout the project cycle.

### **3.1 Consultation**

The following information was shared with the people:

- About the project and proposed sub-project and its source of assistance, its implementation / execution etc.
- Information on perceived benefits from the proposed sub-project including travel time, fuel costs, noise and air pollution.
- Potential social and environmental impacts during construction stage.
- Social and Environmental safeguards policies of World Bank.
- Temporary problems during execution stage.
- Livelihood opportunities during construction stage.

### **3.2 Feedback received**

People were aware about the sub-project and shared the requirement of the sub-project. All were in support of the sub-project.

## Appendix – I: Environmental and Social Screening Checklist

### Part-A: General Information

<b>1. Name of the sub-project</b>	Construction of rigid pavement of Srinagar Airport road from Peerbagh Bridge to Humhama Chowk in District Srinagar	
<b>2. Type of proposed activity</b> (tick the applicable option and provide details)		
• Road		<b>√</b>
• Bridge		
• Fire Station		
• Hospital/Health Facility		
• Educational Institute		
• Building for Livelihoods		
• Flood Infrastructure Related		
• Other Public Building		
• Any Other (Please Specify)		
<b>3. Location of the proposed sub-project</b>		
• Name of the Region	Kashmir (J&K State)	
• Name of the District	Srinagar	
• Name of the Block	Amira Kadal Srinagar/ Budgam	
• Name of the Settlement	Peerbagh, Cooperative Colony, Jelanabad, Noorani Colony, Nadru, Humhama etc.	
• Latitude	34 <sup>0</sup> 1'47.60"N (Start of the Project Peerbagh- CH 0+000), 34 <sup>0</sup> 1'16.52"N (End of the Project- CH 1+500)	
• Longitude	74 <sup>0</sup> 46'47.31"E (Start of the Project at Peerbagh- CH 0+000), 74 <sup>0</sup> 46'13.07"E (End of the Project at Humhama Chowk-CH 1+500),	

<b>4a. Proposed Nature of Work</b> (tick the applicable options)	
• Minor Repairs	-
• Major Repairs/Rehabilitation	-
• Upgrading/Major Improvement	√(Rigid Pavement)
• Expansion of the facility	-
• New Construction	-
• Any Other	-
<b>4b. Size of the sub-project</b> (approx. area in sq. mt/hac or length in mtr./km, as relevant)	1.5 KM
<b>5. Land Requirement</b> (in hac./sq.mt.)	
• Total Requirement	Nil
• Private Land	Nil
• Govt. Land	Nil
• Forest Land	Nil
<b>6. Implementing Agency Details (sub-project level)</b>	
• Name of the Department/ Agency	PIU (JK ERA)
• Name of the contact person	Mr. Abdul Wahid
• Designation	Project Manager
• Contact Number	7006152713
• E-mail Id	projectmanager49@gmail.com
<b>7. Screening Exercise Details</b>	



• Date on which it was carried out	12 <sup>th</sup> July, 2019
• Name of the Person	Akhter R. Bhat
• Contact Number	+91-7006543364
• E-mail Id	<a href="mailto:akhter_b@hotmail.com">akhter_b@hotmail.com</a> ;

### Part B (1): Environment Screening

Question	Yes	No	Details
<b>1. Is the sub-project located in whole or part within 1 km of the following environmentally sensitive areas?</b>			
a. Biosphere Reserve		No	-
b. National Park		No	-
c. Wildlife/Bird Sanctuary		No	-
d. Wildlife/Bird Reserve		No	-
e. Important Bird Areas (IBAs)		No	-
f. Habitat of migratory birds (outside protected areas)		No	-
g. Breeding/Foraging/Migratory route of Wild Animals (outside protected areas)		No	-
h. Area with threatened/rare/ endangered fauna (outside protected areas)		No	-
i. Area with threatened/rare/ endangered flora (outside protected areas)		No	-
j. Reserved/Protected Forest		No	-
k. Other category of Forest		No	-
l. Wetland		No	-

m. Natural Lakes		No	
n. Rivers/Streams		No	
<b>Question</b>	<b>Yes</b>	<b>No</b>	<b>Details</b>
o. Swamps/Mudflats		No	-
p. Zoological Park		No	-
q. Botanical Garden		No	
<b>2. Is the sub-project located in whole or part within 500 mts. of any of the following sensitive features?</b>			
a. World Heritage Sites		No	-
b. Archaeological monuments/ sites (under ASI's central/state list)		No	-
c. Historic Places/Monuments/ Buildings/Other Assets (not listed under ASI list but considered locally important or carry a sentimental value)		No	
d. Religious Places (regionally or locally important)		No	-
e. Reservoirs/Dams		No	-
f. Canals	Yes		Doodhganga floodspill channel is located within the 500 mts. of the proposed project and crossing existing road bridge at CH 0+715 KM
g. Public Water Supply Areas from Rivers/Surface Water Bodies/ Ground Water Sources		No	-
<b>3. What is the High Flood Level in the sub-project area?</b>	1.5 mtr. Above n.s.l		

4. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?		No	
5. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem?		No	
6. Is sub-project located in an area that faces water paucity or water quality issues?		No	

**Part B (2): Result/Outcome of Environmental Screening Exercise**

1.	Environment Impact Assessment Required	No
2.	Environment Clearance	No
3.	Forest land Clearance/Diversion	No
4.	Tree Cutting Permission	No
5.	ASI (Centre/State) Permission Required	No
6.	Permission from ULB/Local Body/Department Required	No
7.	Any other clearance/permission required	Consent to Establish (CTE) and Consent to Operate (CTO) from SPCB will be required for Batching Plant (BC) Wet Mix Plants, Stone Crusher Plant (SCP), PUC's and other fitness certificates of equipment etc.

**Part C (1): Social Screening**

<b>1. Does the sub-project activity require acquisition of land?</b>			
Yes		No	√

Give the following details:	Private Land (sq mts/hac.)	Nil	
	Govt. Land (sq mts/hac.)	Nil	
	Forest Land (sq mts/hac.)	Nil	
<b>2. Does the proposed sub-project activity result in demolition/removal of existing structures?</b>			
Yes		No	√
If so, give the following details:			
• Number of public structures/buildings	Nil		
• Number of common property resources (such as religious/cultural/ drinking water/wells/etc.)	Nil		
• Number of private structures (located on private or public land)	Nil		
<b>3. Does the proposed project activity result in loss of crops/trees?</b>			
Yes		No	√
<b>4. Does the proposed Project activity result in loss of direct livelihood/ employment?</b>			
Yes		No	√
<b>5. Does the proposed activity result in loss of community forest/pastures on which nearby residents/local population are dependent?</b>			
Yes		No	√
If yes, give the details of the extent of area to be lost (in acres/hac).	-		

6. Does the proposed Project activity affect scheduled tribe/caste communities?			
Yes		No	√

**Part C (2): Result/Outcome of Social Screening Exercise**

S. No.	Result/Outcome	Outcome
1	Answer to all the questions is 'No' and only forest land is being acquired	NA
2	Answer to any question is 'Yes' and the sub-project does not affect more than 200 people (i.e. either complete or partial loss of assets and/or livelihood)	No Abbreviated RAP is required
3	Answer to any question is 'Yes' and the sub-project affects more than 200 people (i.e. either complete or partial loss of assets and/or livelihood)	No SIA/RAP Required

### **Outcome of Screening**

The screening study revealed that there are no potential social and environmental impacts of the proposed sub-project since the construction activities will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to identify the permanent and temporary impact due to sub-project activities at these congested/ narrow locations, Social Impact Assessment would be conducted.

No EIA required for the proposed subproject. To mitigate temporary unforeseen and unanticipated environmental and social impacts, ESMP will be prepared and implemented. The implementation of ESMP will be monitored in the monthly/quarterly progress reports.

### **Statutory Clearances/ No Objection Certificate**

The subproject is "Improvement and Up-gradation by Rigid Pavement Surface" of existing Airport road from Peerbagh to Humhama Chowk, which is operational and under use for long time and the site is under possession of R&B Department for long time. Tree cutting permission, if any and Statutory clearances and NOC's for establishment or operation of, batch mix plant, stone crusher plant, generators, vehicles, material etc. shall be required to be obtained by the Contractor prior to the start of work.

## Appendix II- Existing Right of Way

Government of Jammu & Kashmir  
OFFICE OF THE CHIEF ENGINEER PW (R&B) DEPARTMENT KASHMIR.

The Director / Nodal Office,  
J&K Economic Construction Agency (ERA)  
Jammu Tawi Flood Restoration Programme  
(JTFRP) Kashmir.

No: -CE/RBK/HD/ 7165  
Dated: -14-06 2019.

**Subject:-** Preperation of DPR's for 12 Road Projects to be taken up by ERA/JTFRP in Kashmir Division under World Bank Funding Assistance (PMU-JTFRP) Reg: Providing of Latest ROW.

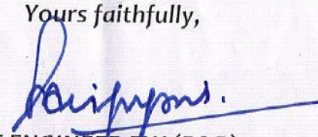
**Reference:-** Your office letter No: ERA/DAK/92/118-132 dated: 22.04.2019.

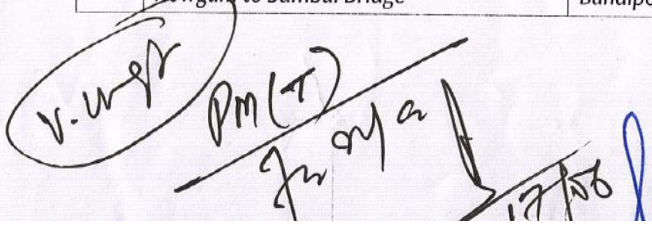
Sir,  
As desired, vide your office communication referred to above for the captioned subject, in this context the requisite information has been sought from concerned Executive Engineer's for ROW of the following roads shown the status against each for favour of information and further necessary action at your end please.

However, the further verification can be obtained from Revenue department.

S.No	Name of Road	District	Status	ROW
01	Strengthening / Upgradation of Sangam Khudwani road	Anantnag	Single Lane	Min-22'-6"
02	Upgradation of Pampore Pulwama Road	Pulwama	Intermediate	ROW 50'-0"
03	Kadabal Lasjan Rambagh including allied links	Srinagar	Single Lane at Places intermediate	ROW 26'-0"
04	Upgradation of Parimpora Soibugh	Budgam	Single Lane/ at Places intermediate	ROW 5.00 Mtr
05	Hajin Ajas via Saidnara	Bandipora	Single Lane	ROW 5.5 Mtr
06	Construction of Rigid Pavement of IG Road Peerbagh Bridge to Humhama Chowk	Srinagar	Double Lane	ROW 21 Mtr
07	Upgradation of Kawahar Bala Payeen	Baramulla	Single Lane	ROW 4.5 to 5 Mtr
08	Construction of Rigid Pavement to Eastern Foreshore Road (Bari Nambal)	Srinagar	Double Lane	ROW 21 Mtr
09	Shadipora Khanpeth Sumbal Road	Bandipora	Single Lane	ROW 5.5 Mtr
10	Bijbehara to Karihama National Highway via Kitriteng	Anantnag	Single Lane	ROW Min 21'-6"
11	Construction of Rigid Pavement of IG Road Rambagh to Civil Sectt Srinagar	Srinagar	Double Lane	ROW 21 Mtr with Bottle necks
12	Upgradation of Hamray Sultanpora Nowgam to Sumbal Bridge	Baramulla. Bandipora	Single Lane	ROW 5.5 Mtr

No:- ERA/PK/92/1088  
Dt:- 18-06-2019

Yours faithfully,  
  
CHIEF ENGINEER PW (R&B)  
Deptt. Kashmir.



### Appendix III- Undertaking for Encumbrance free RoW



Government of Jammu and Kashmir  
Economic Reconstruction Agency  
2<sup>nd</sup> floor Commercial Complex, Rambagh, Srinaga  
E-mail: [projectmanager049@gmail.com](mailto:projectmanager049@gmail.com)  
0194-2443922



No. ERA/PMT/20/11/29

Date: 17/9/20

#### Undertaking for encumbrance free existing RoW

**Sub-project Road: Construction of Rigid Pavement of I.G road from Peerbagh Bridge to Humhama Chowk in District of Srinagar, Kashmir**

The Chief Engineer R&B Department Kashmir vide his letter No. CE/RBK/HD/7165 dated 14.06.2019 has certified the RoW of the road namely Peerbagh Bridge to Humhama Chowk " Minimum 21.00 meter".

It is hereby certified that the up-gradation and strengthening of this road for a length of 1.491 Km under JTFRP is restricted to this existing and available RoW. It is also certified that there are no residential, commercial, religious structures or any CPR in the existing RoW.

**Hence, the RoW is encumbrance free.**

  
Project Manager (Transport) /  
Project Manager (JKPCC Works)  
J&K ERA/JTFRP



Appendix IV Photograph of Consultation with locals

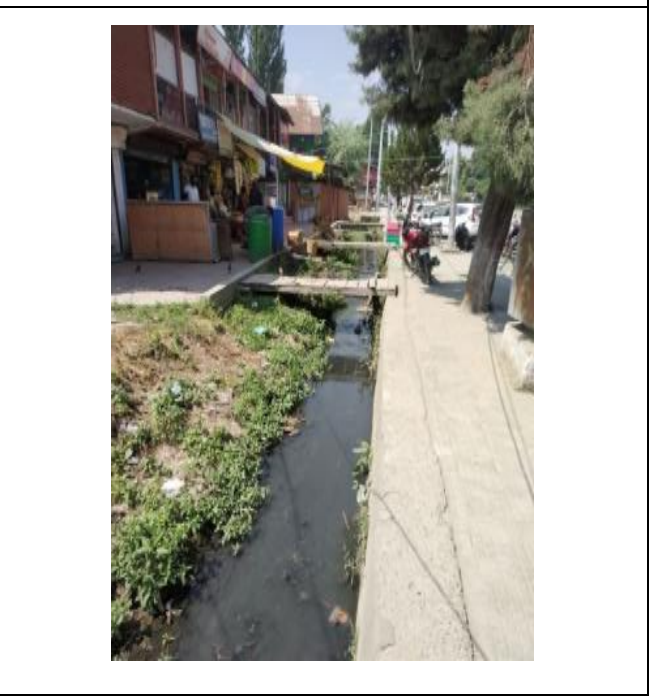
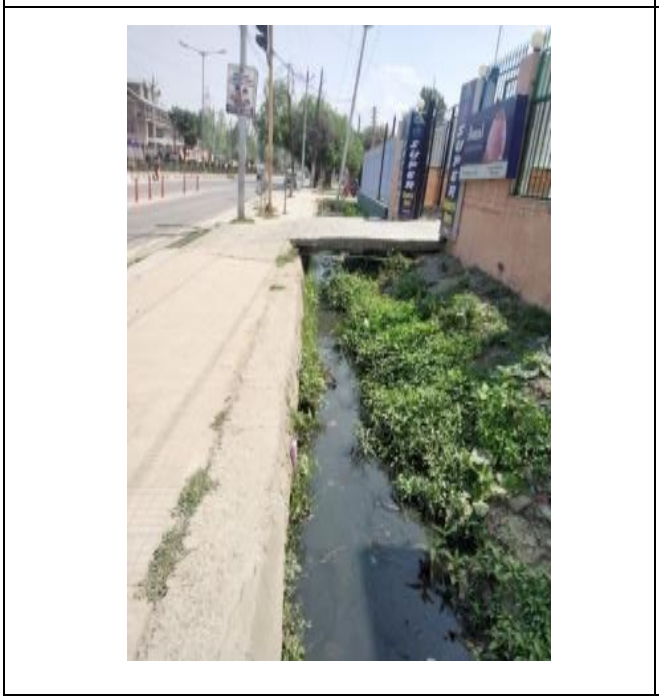
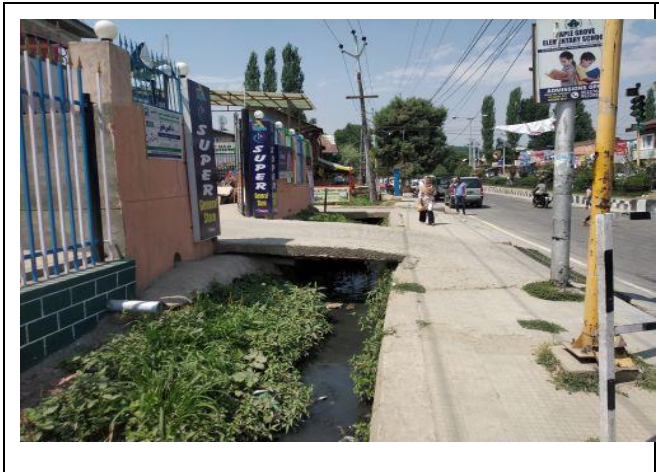
Figure 3-1: Community Consultation



Appendix V- sub project photographs

Figure 3-2: Proposed sub project photographs

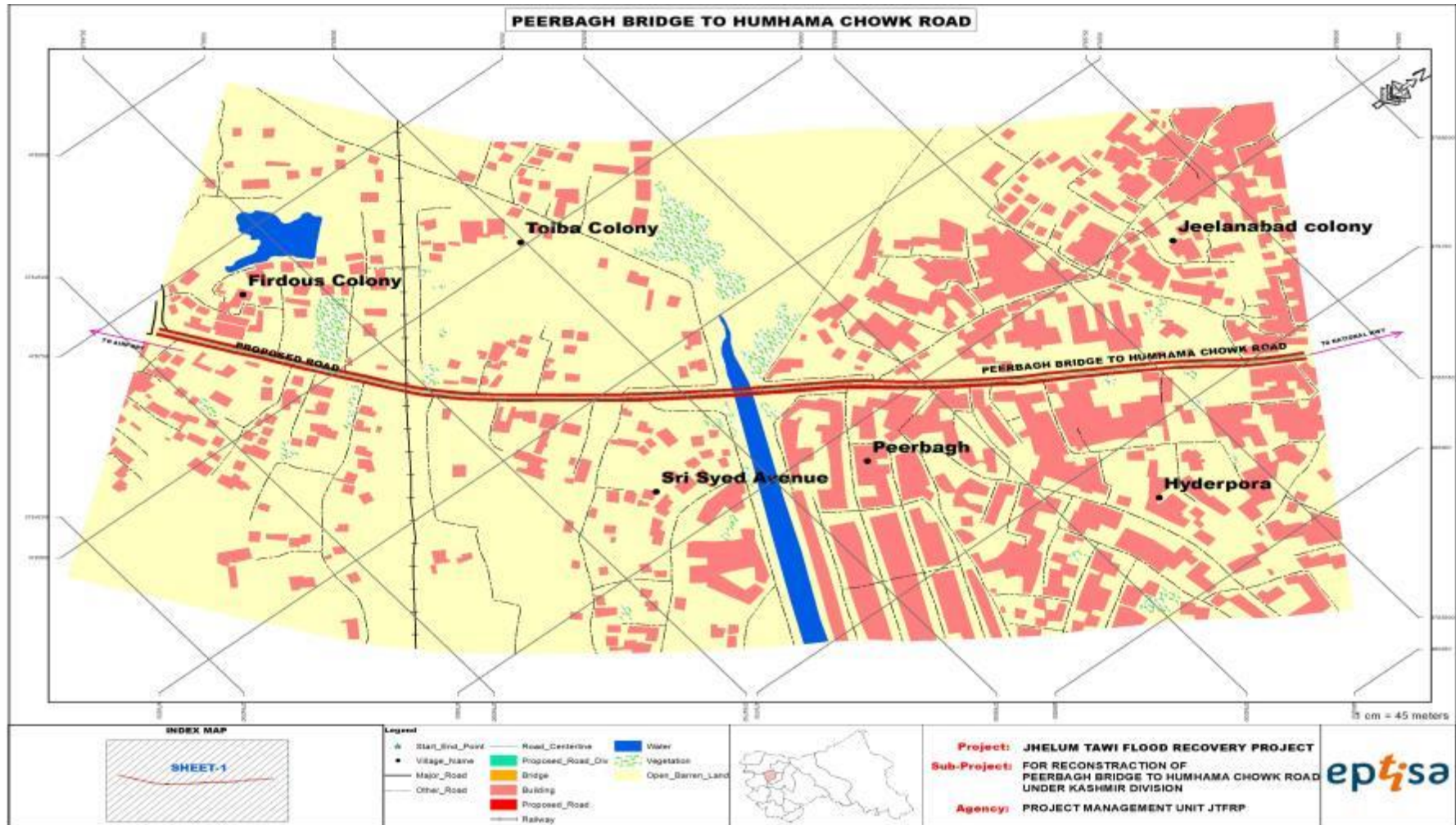






### Appendix VI-Geographical location of the road in GIS map

Figure 3-3: Geo Location of the subproject road



1

Appendix VII- List of consulted participants and their signatures during consultation

JHELUM TAWI FLOOD RECOVERY PROJECT (JTFRP), JAMMU & KASHMIR

SUB-PROJECT NAME: Rigid Pavement of IG Road Peerbagh Bridge to Humhama Chowk in Srinagar  
 LOCATION OF MEETING/ CONSULTATION: Humhama Chowk, Peerbagh  
 DATE AND TIME: 12/07/19 11:20 Public Consultation Conducted by: Akhilesh Bhat

S. No	Name	Age/ Sex	Occupation	Address	Signature
1.	Shoukat Ak. Bhat	22/M	Shopkeeper	Humhama Chowk	[Signature]
2.	Muhammad Ahmad	36/M	Shopkeeper	Humhama Chowk	[Signature]
3.	Gulshan Harsa	38/M	Shopkeeper	Humhama Chowk	[Signature]
4.	Firdous Ak. Dar	33/M	Shopkeeper	Humhama Chowk	[Signature]
5.	Prifa Akhter	24/M	Shopkeeper	Humhama Chowk	[Signature]
6.	Fuad Khan	40/M	Shopkeeper	Humhama Chowk	[Signature]
7.	Zahoor Ak. Dar	30/M	Shopkeeper	Humhama Chowk, Peerbagh	[Signature]
8.	Gh. Resool Bhat	50/M	Shopkeeper	Humhama Chowk, Peerbagh	[Signature]
9.	Ab. Qayyum Bhat	46/M	Business (Clothing)	Humhama Chowk, Peerbagh	[Signature]
10.	Javed Ahmad Hajar	39/M	Business	Humhama Chowk, Peerbagh	[Signature]
11.	Uzayy Khan Gaffar	39/M	Teacher	Humhama Chowk, Peerbagh	[Signature]
12.	Shahid Ahmad	32/M	Employee	Humhama Chowk, Peerbagh	[Signature]
13.	Mohammad Latif	32/M	Employee	Humhama Chowk, Peerbagh	[Signature]
14.	Muhammad Ak. Bhat	23/M	Employee	Humhama Chowk, Peerbagh	[Signature]
15.	Ikhtyar Ahmad	20/M	Student	Humhama Chowk, Peerbagh	[Signature]
16.	Mohammad Ameer	38/M	Shopkeeper	Humhama Chowk, Peerbagh	[Signature]

PRESENT  
 Tenders & Contractors Union  
 International Airport Road Humhama

Consultation closed  
 [Signature]

JHELUM TAWI FLOOD RECOVERY PROJECT (JTFRP), JAMMU & KASHMIR

LIST OF PARTICIPANTS IN PUBLIC CONSULTATION WITH SIGNATURES

SUB-PROJECT NAME: *Construction of rigid pavement road from*  
 LOCATION OF MEETING/ CONSULTATION: *Peelkhep, Haveli, Peelshep to Haveli*  
 DATE AND TIME: *12/02/19 11:40* Public Consultation Conducted by: *Jabeen Bhat.*

S. No	Name	Age/ Sex	Occupation	Address	Signature
1.	Muhammad Yousof Kuchey	51/M	Business	Haveli Chowk, Peelkhep, road	<i>[Signature]</i> 941900403
2.	Muhammad Arif Bhat	45/M	Shopkeeper	Haveli Chowk (left side)	<i>[Signature]</i>
3.	Niszar Bhat	42/M	Shopkeeper	Haveli Chowk (left side)	NISAR
4.	Ab. Mehar Bhat	48/M	Shopkeeper	Haveli Chowk (left side)	<i>[Signature]</i>
5.	Fayaz Bhat	42/M	Shopkeeper (suburban)	Haveli Chowk	<i>[Signature]</i>
6.	Gulzar Bhat	39/M	Business	Haveli Chowk	<i>[Signature]</i>
7.	Muhammad Anwar Bhat	52/M	Business	Haveli Chowk	<i>[Signature]</i>
8.	Ab. Mehar Bhat	38/M	Business	Haveli Chowk	<i>[Signature]</i>
9.	Maharaj AL	49/M	Shopkeeper	Haveli Chowk	<i>[Signature]</i>
10.	Jameel AL	40/M	Shopkeeper	Haveli Chowk	<i>[Signature]</i>
11.	Sahib AL	32/M	Shopkeeper	Haveli Chowk	<i>[Signature]</i>
12.	Fayaz AL	42/M	Principles (FAPS.H)	Haveli Chowk	<i>[Signature]</i>
13.	Ab. Sahib AL	52/M	Contractor	Haveli Chowk	<i>[Signature]</i>
14.	Ab. Sahib AL	52/M	Business	Haveli Chowk	<i>[Signature]</i>
15.	Muhammad Anwar Bhat	47/M	Govt. Employee	Peelkhep	<i>[Signature]</i>
16.	Gulzar A. Bhat	51/M	Business	Peelkhep; Sga	<i>[Signature]</i>

epi:sa CONSULTANCY SERVICES FOR THE PREPARATION OF DPR'S OF ROADS IN JAMMU & KASHMIR  
 Environmental & Social Screening Report

Road pavement from Peelshep Bridge

Closed for the contract  
 12/02