



Preparation of Resettlement Plan (RP) for the Section (Maradana to Padukka) by amalgamating to the RP which was prepared for the section from Maradana to Homagama in the Kelani Valley (KV) Line of the Sri Lanka Railways (SLR)

SOCIO-ECONOMIC SURVEY REPORT

Prepared by the UN-Habitat, Sri Lanka
For
Ministry of Transport and Civil Aviation/Sri Lanka Railways



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FOR A BETTER URBAN FUTURE



Amalgamated Socio-Economic Survey Report

Preparation of Resettlement Plan (RP) for the Section (Maradana-loco Junction to Padukka) by amalgamating to the RP which was prepared for the section from Maradana-Loco Junction to Homagama in the Kelani Valley (KV) Line of the Sri Lanka Railways (SLR)



ABBREVIATIONS

ADB	Asian Development Bank
BPL	Below Poverty Line
CMC	Colombo Municipal Council
CSR	Colombo Suburb Railway Project
DSD	Divisional Secretariat Division
EM	Entitlement Matrix
FGD	Focus Group Discussion
GND (GN's)	Grama Niladhari Division
GOSL	Government of Sri Lanka
HHH	Head of the Household
IR	Involuntary Resettlement Impacts
KII	Key Informant Interviews
LA	Local Authority
LAA	Land Acquisition Act
LARC	Land Acquisition and Resettlement Committee
LKR	Sri Lankan Rupees
MC	Municipal Council
MoTCA	Ministry of Transport and Civil Aviation
NGO	Non-Government Organization
NIRP	National Involuntary Resettlement Policy
PMU	Project Management Unit
RAP	Resettlement Action Plan
RDA	Road Development Authority
RoW	Right-of-Way
RP	Resettlement Plan
SES	Socio-Economic Survey Report
SIA	Social Impact Assessment
SLR	Sri Lanka Railways
SPS	Safeguard Policy Statement
UC	Urban Council



GLOSSARY OF TERMS

- **Affected Person:** Person/party, household/family negatively impacted by the proposed development project.
- **Consent of Affected Indigenous Peoples/Communities:** For the purpose of policy application, this refers to a collective expression by the affected indigenous peoples/communities, through individuals and/or their recognized representatives, of broad community support for the project activities. Such broad community support may exist even if some individuals or groups object to the project activities.
- **Economic Displacement:** Loss of land, assets, access to assets, income sources, or means of livelihoods as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
- **Involuntary Resettlement:** Resettlement is involuntary when it occurs without the consent of the DPs or if they give consent without having the power to refuse resettlement.
- **Institutions & Resources:** Institutions refer to public and private institutions such as GN- or Samurdhi offices, department stores, or educational facilities. Resources included in this category are local utilities or cultural assets such as religious places.
- **Larger Catchment Area:** This area includes the 5 Districts which can benefit (the most) from an improved KV line (Colombo, Gampaha, Ratnapura, Kalutara, Kegalle).
- **Project Area/Project Implementation Area:** Both these terms are also referred to as Right of Way.
- **Project Corridor:** This area includes a land belt of 25m to each side of the existing KV railway track to both sides.
- **Project Impacts:** Direct/indirect positive and negative impacts on people, their livelihoods and other physical and non-physical assets in the social environment of the project implementation area and its corridor.
- **Project's area of influence:** This area includes the 4 DSDs in which the relevant parts of the KV line are located (Thimbirigasyaya, Kotte, Maharagama, Homagama).
- **Replacement Cost:** Replacement cost involves replacing an asset at a cost prevailing at the time of its acquisition. This includes fair market value, transaction costs, interest accrued, transitional and restoration costs, and any other applicable payments, if any. Depreciation of assets and structures should not be taken into account for replacement cost. Where there are no active market conditions, replacement cost is equivalent to delivered cost of all building materials, labor cost for construction, and any transaction or relocation costs.
- **Right of Way:** 20m wide land belt including existing rail track (10m to each side) and additional areas for railway stations identified for the implementation of the proposed project.
- **Sri Lanka Railway Reservation Area:** The land belt located on both sides of the existing rail track belonging to Sri Lanka Railways.
- **Vulnerable Groups:** People who by virtue of gender, ethnicity, age, physical or mental disability, economic disadvantage, or social status may be more adversely affected by resettlement than others and who may be limited in their ability to claim or take advantage of resettlement assistance and related development benefits. Here, this group is comprised of members of women-headed households, children below the age of 5, people over the age of 60 who are not receiving any pension, people in Samurdhi- or other welfare-receiving households and people who are living in a household with at least one differently-abled person. A person falls in the differently-abled category if s/he is chronically ill, vision/hearing or speech impaired, otherwise differently-abled or has mental issues.



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EXECUTIVE SUMMARY

The proposed project, Kelani Valley railway line (KV line) improvement project, is one of the components of the Colombo Suburban Railway Development Project (CSRDP). This socio-economic survey report is prepared for the section of the KV line from Loco Junction of Maradana to Padukka, covering 36km length and 20m width including expanded sections near railway stations. This area runs through 40 Grama Niladhari divisions (GNDs) of 5 Divisional Secretariat Divisions (DSDs). The main objectives of the proposed KV line improvement project are to improve the existing KV line and enhance its service capacity and efficiency. Therefore, a double track will be built from Maradana to Padukka, existing railway infrastructure will be rehabilitated and other possible improvements such as upgrading the railway stations and electrifying the tracks.

This Socio-Economic Survey Report (SES) aims at understanding the socio-economic baseline situation. The information in this SES will be used for the preparation of the Resettlement Plan (RP). The data for the SES was collected through questionnaires administered with 2,435 residential households, 883 business persons, 103 institutions and resources and owners of 274 non-residential land plots who will be directly affected by the project. Apart from quantitative data collected from the questionnaires, 25 focus group discussions (FGDs) and 15 key informant interviews (KIIs) were held to collect supplementary qualitative information. The socio-economic study team also carried out physical observations to assess the number of electricity posts, telephone posts, electricity transformers, access roads and other infrastructure to be affected by the project. A variety of socio-economic dimensions such as ethnic and religious diversity, livelihood activities, land usage, housing conditions, infrastructure facilities and the perceptions of the proposed project were covered in data collection.

The larger project catchment area is considered as the Colombo, Gampaha, Ratnapura, Kalutara and Kegalle districts. The total population in these districts is 7,742,003. The five Divisional Secretariat Divisions (DSDs) through which the relevant parts of the KV line run are considered the project's area of influence (Thimbrigasyaya, Kotte, Maharagama, Homagama and Padukka). These have a total population of 2,910,937. The population consists of 82% Sinhalese, 10% Tamils, 6% Muslims and 2% of others such as Moors and Burghers. The relevant railway line corridor runs through 41 GNDs with a population of 235,190. The economic situation of the people in the project's area of influence and also the project corridor is comparatively better than the situation of the people in the actual area of project implementation. The poverty head count index in project relevant DSDs is 2.3-6.4.

A large number of railway level crossings are located within the section of the KV line from Maradana to Padukka (101 formal level crossings and 13 unauthorized crossings established by the local communities).

The project will lead to the involuntary resettlement of 2,435 residential households and 883 businesses. The project will also have negative impacts on 119 public and other common properties and 274 nonresidential land plots located within the area of project implementation from Maradana to Padukka. The 2,435 households to be relocated have an overall population of 9,332, including 4,785 females and 4,547 males. The average family size of these households ranges from 4-5 members (42% of the households). There are about 165 subfamilies living in the project affected residential structures. The population of the project affected households includes 79% Sinhalese, 16% Tamils, 4% Muslims and 1% others such as Burghers and Moors. Most householders have been living here for about 10 years or more. The share of households who claimed occupancy for 10 years or more is about 77% of the total



households. Education levels among the household communities are low even though these communities are close to the schools with good facilities. About 47% of the population has studied only up to GCE O/L.

The most prominent income-generating activities of the Head of the Household in the project affected areas are within the informal sector. About 28% of the employed people fall under the category of self-employment. The average income of the households in the project affected area is more than LKR 50,000 (40% to 59% of all households). About 40 % of the affected population can be considered as vulnerable (3,761 persons). This includes children below the age of 5 (638), members of women-headed households (821), households living with at least one differently-abled person (669), elderly without any pension (1,207) and beneficiaries of Samurdhi (274) or other governmental assistance (152).

Nearly 90% of the housing structures of the affected households are either permanent or semi-permanent buildings. About 63% of the affected houses are single story buildings. Nearly 50% of the houses have less than 450sqft floor area. Even though most of these houses are built on public land, many have obtained pipe borne water to the houses (76%). Access to these houses is constrained and it is evident due to 80% of the householders reaching their houses directly through the rail line.

In addition to the 2,435 project affected residential households, 883 businesses will also be impacted by the project. Almost all these business persons are residing in outside areas of the KV line. But there will be indirect livelihood-related impacts on their family members. The total household population of the 883 business persons is 3,171.

One hundred and nineteen institutions and common properties (119) will also be negatively impacted by the project implementation. Most of the impacts on these institutions will be partial damages to the boundary walls, fences, gates and some extended portions of the main buildings. Some of these institutions are managed by hired employees. Forty six institutions (46) of 119 have employees and 27 institutions are managed with more than 15 employees in each.

It was also found that 274 vacant land plots will be impacted negatively. Nearly 50% of these land plots are located within Maharagama DSD area. About 64% of the persons claiming ownership of the 274 land plots mentioned that they have occupied these land plots for more than 10 years.

About 50% of the land plots occupied for residential purposes belong to the government (SLR). The other land plots are private land. Substantial numbers of the residential land plots affected are less than 2 perch in extent (46 % of the 949 land plots).

The size of the land plots occupied for business activities (883 businesses) is also less than 2 perches. The affected public or private institutions are located on comparatively large land plots (>6 perch). The nonresidential plots are more than 15 perch in extent (64% of the plots).

The project will need 100% of the public land area within Right-of-Way for its implementation activities, but only about 6% or less from private land plots' areas may be required for project implementation. Most of the public land area used for business activities is needed for project implementation, but only certain portions up to a maximum of 60% will be required for the project from the private land. The institutions (119) will also have partial impact on their land. Less than 20% of the total area may be required for project activities (from 75% of the total institutions). However, only negligible percentage of building structures of the institutions will have negative impacts (less than 5%). The project requires less than 20% of the total extent of the non-residential land plots.



Nearly 90% of the residential housing structures to be affected by the project are permanent or semi-permanent buildings. About 63% of these houses are single story buildings. The entire floor area of the housing structures located on public land will be required for project implementation activities; in residential structures on private land less than 6% of the floor area may be required.

The building structures likely to be affected are categorized into 12 for the purpose of calculating the cost of structures to be removed. The definitions of these 12 categories are described in the chapter 2 of this report. Most of the affected housing structures fall under the category 3. About 66% of the total houses come under category 3 structures (1,607 of 2,435).

The project implementation activities during construction phase will require the shifting of about 924 electricity posts, 3 transformers and 516 telephone posts.

The project will create significant livelihood-related impacts on the communities residing in and carrying out business activities in the area of project implementation. About 29% of the households in residential buildings are involved in self-employment activities attached to their residences. In 39 business ventures attached to residential buildings 123 persons work as hired laborers and they will also have negative impacts due to shifting of their present business. This group will be significantly impacted when they are resettled in new locations. This is similar to the 883 businesses. About 1.5% of the business persons report that they will lose over LKR 500,000 per month if their businesses are evacuated. Another 1.3% mentioned that they will lose LKR 300,000-500,000 per month. Majority of the business persons draw monthly income ranging from LKR 25,000 to 50,000 (41%). If the business persons lose their regular income from the business activities, a total household population of 3,761 will have negative livelihood-related impacts.

Agriculture is not a significant livelihood activity to be impacted within the land area required for project implementation from Maradana to Homagama rail station. This situation is different in the rail section from Homagama rail station to Padukka. The land belt affected in this section is grown with perennial, semi-perennial and seasonal crops. The socio-economic study team counted about 6,170 trees (food, fruit and timber) that may be required to be removed during the project construction phase. The total monetary loss according to the calculations of the affected persons and the study team is about LKR 35 million.

The affected communities, especially on the public land, have developed close relationships over time. The communities living in areas known as “watta” are good examples to show the strong community relations among underserved community in these “watta”. If some of the households in the “watta” are resettled these strong social relations will be seriously disturbed. According to the collected information 1,222 community members are involved in activities in 8 types of community based organizations (CBOs) in their areas. These relations also will get disturbed due to resettlement.

The community members interviewed within the corridor from the railway line primarily expect disturbances due to construction activities of the project. They also anticipate possible damages to their buildings due to vibrations of the trains running on an extended double track.

Both project affected communities and also the communities in the project corridor expect positive long term impacts of the project. It is regionally important to address the prevailing transport problems in Colombo. The rail transportation is critically important in the rural areas of the rail section from Homagama rail station to Padukka. The project affected households will have better housing facilities in the new



settlement areas. The prevailing environmental problems such as odor, waste water congestion, storm water stagnation and mosquito breeding sites, will be better addressed in the newly settled areas. The affected people, especially in the public land, are willing to resettle under the proposed project with certain conditions. These conditions include amongst others, a relative small distance of the resettlement sites from their current residences. They prefer to get resettled within their DSDs. The affected people in public land are mostly happy about having an alternative housing unit with legal ownership.

The women living on public land are much happier than others because they are faced with significant constraints with regard to sanitary and other privacy-related issues in the existing underserved settlements. They are compelled to use public toilets. Sanitary issues are not such critical among the householders living in the section from Homagama rail station to Padukka where individual householders have their own sanitary latrine systems. In the new settlement they will have individual or attached toilets and bathrooms in their houses. They can keep their privacy and maintain hygienic conditions.

The people with 5 different types of resettlement impacts raise a few resettlement-related issues that might emerge due to the project. These issues are summarized below.

Residential households	Adequate alternative residences as compensation are essential for this party because these householders do not have land or houses in other locations. Their relocation disrupts not only their residential life but also their livelihoods, social networks and with it their social security. Relocating them in the vicinity of their current residence can mitigate some of the issues. Still these households might have adverse impacts to the new vertical living environment.
Residence cum business structures	In addition to the negative effects of residential relocation, this group will also face restrictions regarding their business activities which have been attached to their residence. They might lose their business and client network.
Exclusive business persons	The impact on business clusters such as the textile market in Pamunuwa Maharagama and Nugegoda “Janathapola” (market) will be significant. The local business people might lose their business network and their livelihood basis as their business builds upon the agglomeration effect of the current market environment.
Institutions & common Resources	The impact will be mostly partial and confined to damages to the parapet walls, fences and gates. This might negatively impact their security. Additionally, they will face significant disturbances during the construction.
Non-residential land plots	Majority of the land plots are public. Only small portions from some private plots may be required for the project. Yet this will negatively impact the open space and home gardens.

Public consultation and information disclosure was one of the activities performed by the socio-economic study team. They made the communities aware of the project and obtained their views through 41 FGDs and 20 interviews with key informants. The main issues emerged during FGDs and KIIs are mentioned below:

- Possible impact on livelihoods and education of children will be significant for the APs.



- Traffic congestion in roads connected to the project area will get aggravated during the construction stage.
- The subfamilies living in project affected households are concerned of their future if the main families are evacuated to the new resettlement sites. Separate units must be given to the subfamilies.
- There may be difficulties in the housing units of high-rise buildings to keep pets (dogs, cats, etc.).
- Protection for children, especially girls, may be an issue until they are used to the environment in the new residences.
- There will be difficulties to reach the present work places if the resettlement sites are far from the current work places.
- There will be difficulties to carry out agriculture activities in Homagama and Padukka area from the new resettled locations if they are far from the residences (agro-distance may become expanded)
- Possible loss of opportunities for income generation in the neighborhood of the present settlements.
- Uniform size housing units for the APs irrespective of their size of the current residences and their family will be a major issue.
- If one segment of “watta” (community garden) is resettled both the resettled segment and the remaining segment will be disturbed and lose their social relations and networks.

The stakeholders and also the leaders of the affected community expect the project developer to work closely with other line agencies such as Divisional Secretariat Divisions (DSDs), Urban Development Authority (UDA), Sri Lanka Railway (SLR), National Housing Development Authority (NHDA), Road Development Authority (RDA), Ceylon Electricity Board (CEB), National Water Supplies and Drainage Board (NWSDB) and GNDs to implement coordinated programs to address possible negative impacts during the construction period. The socio-economic survey team also found the need of project developers to interact with the Department of Agrarian Development in dealing with agricultural lands especially located towards Maharagama, Homagama and Padukka.

Special attention needs to be paid to include female leaders in the affected communities into the mainstream of the resettlement project implementation. Equal attention must also be paid to households with vulnerable members.

Measures for mitigation of negative impacts of resettlement

The broad recommendations for mitigation of negative impacts are mentioned below:

- The affected communities need to be resettled within close proximity to their current residential or business areas/ locations (less than 5km from the existing residences).
- It is an essential and mandatory need to replace the lost residences, business establishments and other properties as agreed in the RP through the Entitlement Matrix developed and agreed with the Government of Sri Lanka.
- Provide integrated livelihood restoration program, which allows the DPs to achieve the same or better living conditions after the relocation process.
- Particular attention has to be paid to the needs of the elderly population and other vulnerable groups. This should include differently-abled friendly facilities and an overall friendly and supportive environment.
- Social cohesion in the new environment shall be promoted.



- Ensure security and security of new residents in the vertical environment, especially of women and girls. The relocation sites should have basic services and security to minimize the risk of sexual assault and robbery.
- Close monitoring and timely action to mitigate construction related issues such as dust, mud and storm water inundation during the construction period.
- One of the most essential actions during the construction phase is to mitigate access-related problems. This can be mitigated through traffic management and introduction of alternative roads.
- Proper construction technologies and management will be required to minimize vibration related issues.

The list of affected persons (APs) which has been prepared during the resettlement survey is accurate and has been revalidated through other official sources. The names of the APs appear in the electoral list available in the GN offices and can be considered as confirmed APs at the RP preparatory stage of the project. The names that do not appear in the electoral list have been validated through other means such as utility bills and also through certification of the GNs. The Ministry of Transport and Civil Aviation as the executing agency of the project needs to ensure AP lists are reconfirmed through the relevant DSD.

The land belonging to SLR can to be utilized to build alternative residences for the resettled AP households. Alternative business centers need to be constructed for the business centers affected in the Nugegoda and Pamunuwa markets and also the business establishments in other scattered locations. The Project Management Unit (PMU) needs to establish innovative models allowing for the continuation of these business activities.

However, it is worthwhile exploring all possibilities to carry out construction activities of the proposed project within the public land belonging to the SLR. Following the NIRP the development of the final design plan will look for the design with the least negative impact. This will help reduce the adverse effects on APs and issues related to the acquisition of private properties.

Most of the APs residing within the SLR land reservation are willing to shift from their current residences to new locations. This is mainly due to a lack of facilities and other social and environmental issues in their present residences. Even though resettlement of households is minor issue in the section from Homagama rail station to Padukka the partially impacted land and other properties of the people should be carefully handled through transparent and participatory approaches.

Conclusions and Recommendations

There are many resettlement issues associated with the project. A large number of households will experience negative impacts. In this context, it is necessary to ensure political will and seek support from all stakeholders to minimize the adverse impacts. The integration of the DPs and their wishes and needs into the resettlement process is of utmost importance. Restoring livelihoods and ensuring same or better living conditions for the DPs will not be possible without raising public awareness. The multiple parties involved in the project should use uniform messages to the public on key decisions with regard to resettlement and mitigating negative impacts. The existing institutional environment in the project affected area needs to be used for public awareness and social mobilization and other planning and implementation activities of the resettlement process. The most effective institutional mechanisms at the local level within the project area are informal institutions available in specific communities known as



“watta”. Each “watta” has its own institutional set-up maintaining community relations. The leaders of each “watta” play major roles in managing affairs of the community and the project can make use of such groups in project-related activities.



CHAPTER 01- INTRODUCTION

1.1. BACKGROUND OF THE STUDY

1.1.1 Background

1. This Socio-Economic Survey is conducted for the preparation of the Resettlement Plan for Loco junction of Maradana to Padukka section of the Kelani Valley Railway Line (KV Line) Improvement Project. The section from Loco junction to Padukka is covered under this study. The initial section of the KV line, Maradana to loco junction called Section 1, and it is not covered under this study. This survey consists of census and socio economic data collection. Census survey covers 100% project affected households, business establishments and other common properties located within railway reservation and in some cases the adjacent land belt which is known as Right-of-Way (RoW) of the proposed project. KV Line is one of the corridors of Colombo Sub-urban Railway Project (CSR) which has been proposed by the Sri Lankan Government with funding from the Asian Development Bank (ADB). The CSR aims at improving several railway lines that are mentioned below:

Map 1. Current railway network and passenger forecast (2035)



- Kelani Valley line from Maradana to Padukka will be constructed as a double line and existing single line from Padukka to Awissawella will be rehabilitated.
- Main line from Maradana to Ragama will be developed as four tracks. Ragama to Veyangoda will be constructed as three tracks line and the existing double line from Veyangoda to Rambukkana will be rehabilitated.
- Coastal line from Colombo Fort to Panadura will be developed as a three line section and the existing double line from Panadura to Kalutara will be rehabilitated.

2. The KV line is one of the corridors of the CSR main project (Map 1). This SES is conducted for the section of the KV line from Loco Junction to Padukka. The KV line rail section from Maradana to Loco Junction will be improved under a separate short-term priority project of CSR. The width of the RoW studied under this SES for the project implementation is approximately 20m, including expanded width near rail stations (10m from the center of the existing rail line on each side). The RoW within the railway stations in KV line spread over available railway reservation boundary land. However, the exact width will be decided during the detailed design preparation stage.



3. This SES report focuses on Phase 1 of KV line improvement project. The section of rail line from Maradana to Padukka is covered under phase 1 project. This project intends to introduce a double line rail track with other related modifications such as improvements to railway stations and signaling system and other possible changes to the existing tracks such as flyovers and electrification. The detail design features will be identified after the preparation of designs.

1.2. Objective of the Socio-Economic Study

4. The main objective of the SES is to assess the socio-economic baseline conditions in the project area and to prepare the Resettlement Plan (RP). The study area of the project ranges from rail section from Loco Junction of Maradana to Padukka rail station. The details of the study area are provided in section on 1:3: 2 further below. The socio-economic information generated by this study will be useful to better understand the socio-economic context in which the proposed project will be constructed and the resettlement program will be implemented. The data and information collected under SES will also be used to prepare comprehensive socio economic baseline report. The base line data will be useful to have a better understanding of the socio-economic status of the possible project affected communities. The census survey/assets inventory survey is used to prepare the resettlement plan. Better understanding of the context would be helpful to prepare the RP with pragmatic solutions. The objective of the SES report is conceptualized in Figure 1.

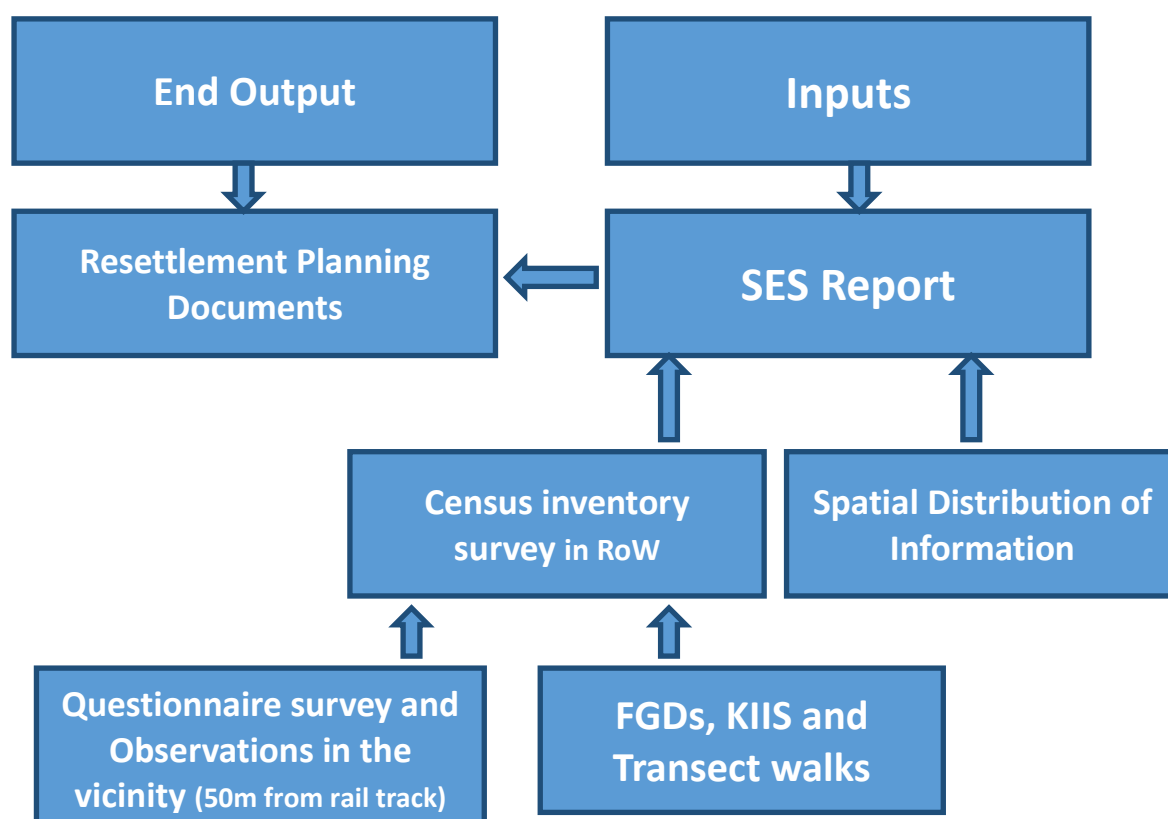


Figure 1. Objective of the socio-economic study report



1.3. Methodology

5. The following chronological steps were taken in the preparation of the SES report:

Step 1: Initial discussions between UN-Habitat study team and PMU staff of the proposed project:

6. The discussions were useful for UN-Habitat staff to gain understanding of the proposed project



Photo 1: Initial meetings with PMU for Maradana to Homagama



Photo 2: Initial meetings with PMU for Homagama to Padukka

Step 2: Inspection visits by UN-Habitat study team to the project area:

7. These visits were conducted to observe the existing conditions within the proposed project area and to understand the local issues.



Photo 3: Current condition of the railway from Maradana to Homagama section



Photo 4: Rail line running in close proximity to some paddy lands from Homagama to Padukka section

Step 3: Initial meeting with high-level Government officials of key stakeholder agencies chaired by the Secretary of the Ministry of Transport and Civil Aviation (MoTCA):

8. The purpose of the meeting was to raise awareness of key officials about the proposed studies of the project and specifically about the intended preparation of the RP and to seek their support for field study related activities.

Step 4: Preparation of necessary data collection tools and testing their appropriateness in the field:

9. This activity aimed to prepare the socio-economic study team for the required data collection. Five questionnaires covering households in residential structures (single-use), residential cum business structures, business structures (single-use), institutions/resources and nonresidential land plots were developed. To collect qualitative information, guidelines for conducting Focus Group Discussions (FGDs) and Key Informant Interviews (KIIs) were also developed. The views of the community members living in the area within about 50m distance from the rail track were obtained from 591



sample households. The valuation methods for affected properties such as structures, lands, trees, etc. are discussed and included in the RP. Based on the experience gained from the questionnaire survey from Maradana to Homagama some essential minor changes were introduced to the 5 questionnaires prior to the data collection from Homagama to Padukka section.

Step 5: Pre-testing of five questionnaires and guidelines of FGDs and KIIs:

10. This was carried out with a sample of persons likely to be affected by the project in order to assess the adequacy of the tools to collect data.

Step 6: Training of data collectors and field supervisors:

11. Preparing the field study team to collect required data in the challenging environment of the project area. A refresher training session was conducted once again for the field data collection and supervisory team. The training was useful for the field team to share their experience gained from the survey conducted from Maradana to Homagama. This process helped to remove some minor constraints in management of field data collection activities.



Photo 5: Training session for enumerators from Homagama to Padukka section

Step 7: Implementation of data collection activities:

12. Prior to commencement of the questionnaire surveys, FGDs and KIIs the DSs and the GNs in the project area were informed about the project and the study. This facilitated the field data collection process.



Photo 6: Data collection from Maradana to Homagama section



Photo 7: Data collection from Homagama to Padukka section



Photo 8: Interview with Divisional Secretary Padukka

13. Entry of the data collected through questionnaires and preparation of other qualitative information: MS Access was used to enter data and MS SQL Server was used to analyze the data.

Step 9: Preparation of the socio-economic report:

14. Assessment of socio-economic baseline conditions, identification of impacts on socio-economic environment, especially, resettlement impacts and issues.

1.3.1 Dimensions of the Socio-Economic Survey

15. The criteria and their relevant indicators were used to decide on the type of data to be collected to evaluate different socio-economic dimensions in the project area and its corridor. The details of the criteria, indicators and types of data collected are shown in Table 1.

Table 1. The Criteria and Indicators used for the Socio-Economic Study

Criteria	Indicators	Description of data
Population	Number of affected families and population.	Households, DSDs and GNDs levels demographic data.
	Population in project relevant GNDs and DSDs.	
Demographic Characteristics	Assessment sensitive to ethnicity, gender, religion, education level, economic status, employment, income and other characteristics of the project affected population.	Data related to socio-economic diversity of project affected households (ethnic, religion, income, employment etc.)
Other livelihood aspects	Types of business establishments, potential impacts on these establishments and the magnitude of the impacts.	Number of business ventures, their types, current income from business, affected number of business households and their population.
Infrastructure	Access roads (number and magnitude of impacts).	Number of roads, number of infrastructure facilities, number of institutions, their types and nature of impacts (qualitative and quantitative data and information).
	Other infrastructure facilities, electricity, telephone, drinking water (number and magnitude).	
Institutions	Directly and indirectly affected institutions (number and magnitude of	



	impacts): Schools, hospitals, religious centers and other archeologically, historically or culturally significant institutions (number and magnitude of impacts).	
Houses	Houses and the types with floor area (number and percentage).	Number of houses to be affected due to the project, their types and other data related to project impacts on houses.
Land	Number of land plots with their size, ownership.	Number of land plots to be acquired, their extents and the extents to be affected by the project
Perceptions of the directly and indirectly affected population on the proposed project	Public knowledge of the proposed project, impacts perceived by them. Community suggestions for mitigating the negative impacts and conditions and concerns of the APs on resettlement.	Views on the project, perceptions of the resettlement impacts, suggestions for mitigating the negative impacts.

1.3.2 Study area

Geographical Area covered

16. A 20m wide and 36km long (25km from Maradana to Homagama and 11km from Homagama to Padukka) land belt falls under the area is covered in this study. This land belt is considered as the RoW of the proposed project. The SLR land near railway stations is also included in RoW of the project. Such expanded sections near railway stations were also covered under the SES. In addition to the proposed RoW, a study was carried out in the immediate vicinity of the rail line (the project corridor, within a 50m distance from the rail tracks on both sides, excluding the area covered under proposed RoW) to understand the socio-economic context and potential impacts. The proposed RoW falls mostly within the state land owned by the Sri Lanka Railways (SLR). The section from Maradana, Loco junction to Homagama, Rail station runs through urban environment and the section from Homagama to Padukka can be classified as a semi-urban and rural area. The proposed project's RoW from Loco junction to Kottawa is used for residential and business purposes by the local communities. The lands within project's RoW from Kottawa to Padukka section are occupied mainly for home gardening and the number of houses and other structures is minimal.

17. The RoW studied under SES runs through 40 GN Divisions and five Divisional Secretariat Divisions in Colombo district of Western Province. These are shown in Table 2 and Map 2 and 3.

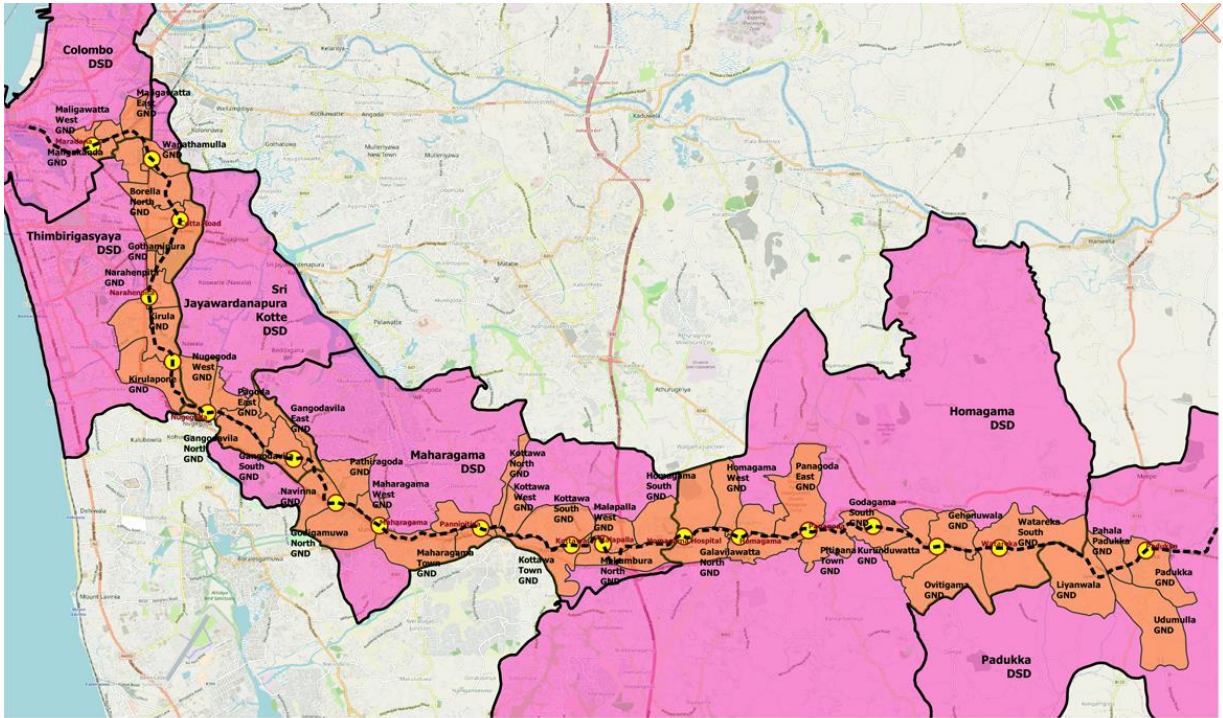
Table 2. The details of DS and GN divisions covered under the study

DS Division	No of GN Divisions	Railway meter point (From Maradana)
Thimbirigasyaya	7	1,900 – 8,075
Kotte	5	8,075 – 13,075
Maharagama	13	13,075 – 22,775
Homagama	12	22,775 – 30,975
Padukka	3	30,975 – 36,175

Source: Socio-Economic Survey – UN-Habitat 2017/18



Map 2. Related DS and GNDs Divisions



- Railway Line
- Railway Station
- GN Divisions
- DS Divisions

Administrative Divisions: Maradana - Padukka

0 1 2 km

Sources: Survey Dept. Sri Lanka, Google Maps, OSM



CHAPTER 02 – SOCIO-ECONOMIC PROFILE OF PEOPLE IN PROJECT INFLUENCE AREA

2.1. OVERVIEW

2.1.1 District Level Population in the Larger Catchment Area

18. The population of Colombo, Gampaha, Ratnapura, Kalutara and Kegalle districts can be defined as the people in the larger catchment of the KV line. A significant percentage of employees in government and private sector institutions, students and other regular commuters visit Colombo and its suburbs by train from Maradana to Awissawella. Their numbers will increase due to the expansion of urban development in suburban townships such as Kottawa, Homagama, Maharagama, Nugegoda, Padukka and Awissawella. The people from the larger catchment area use the KV line to visit a wide range of locations in Colombo, Nugegoda, Maharagama and Homagama areas. Specialized hospitals in Colombo, the Pamunuwa textile market in Maharagama or educational institutions in Nugegoda are some of the specific locations reached by the people from areas outside of the Colombo Municipal Region. They take the KV railway to avoid the extremely congested public and private bus services. The rail section from Maradana to Homagama has particularly high passenger numbers. The section from Homagama to Padukka falls through mostly rural area in which rail transportation is vital to the local population, even though the passenger population is comparatively low. The total population in the larger catchment area (Gampaha, Colombo, Ratnapura, Kalutara and Kegalle Districts) is about 7,742,003 and is shown in Table 3.

Table 3. Population in the larger catchment

District	Total Population	Male	Female
Colombo	2,310,135	1,132,563	1,177,572
Gampaha	2,294,805	1,118,070	1,176,735
Ratnapura	1,082,838	533,904	548,934
Kalutara	1,217,566	586,794	630,772
Kegalle	836,659	400,909	435,750
Total	7,742,003	3,772,240	3,969,763

Source: Department of Census and Statistics 2012

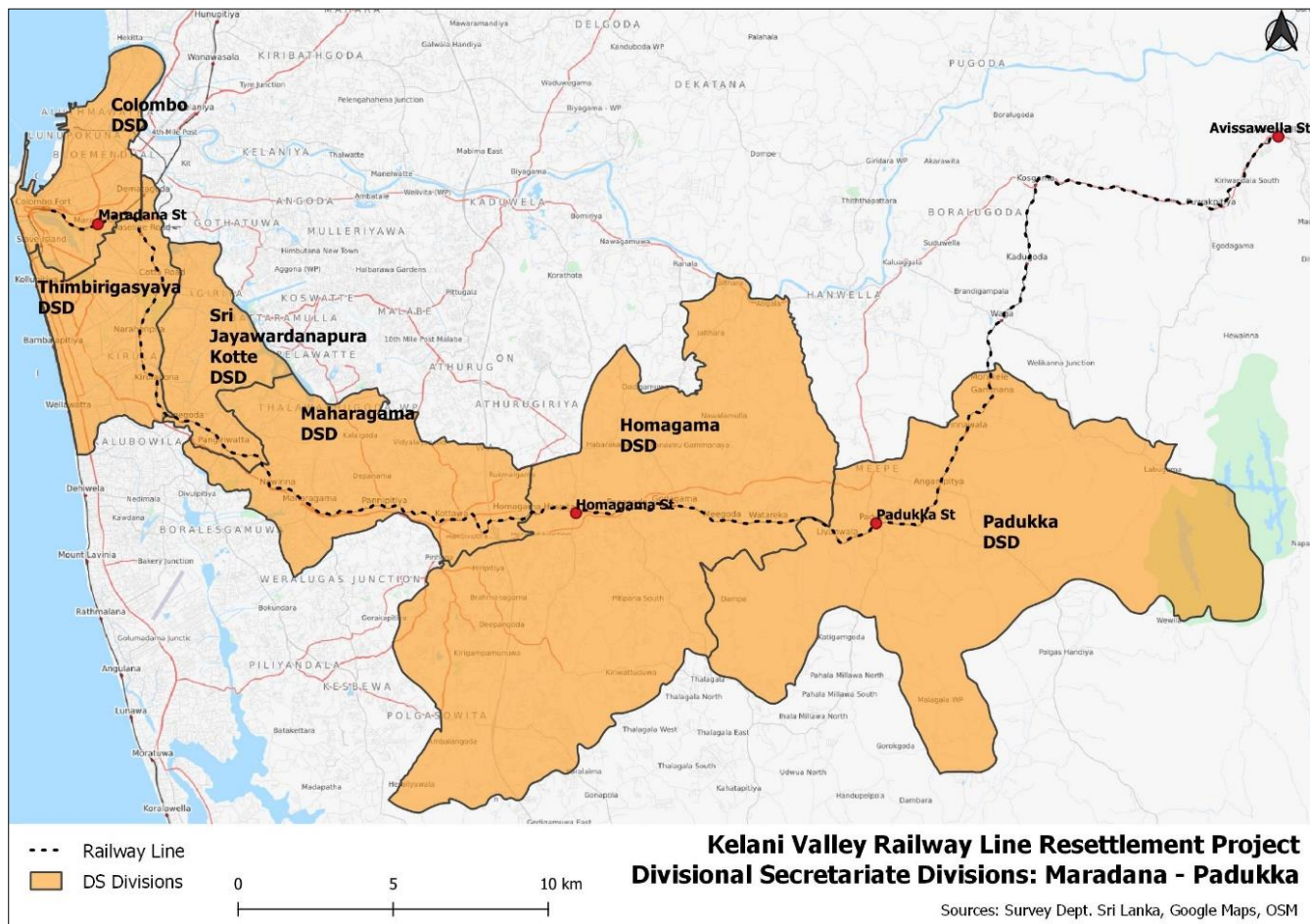
2.1.2 Divisional Secretariat Level socio-economic Status

19. From Colombo to Padukka the KV line runs through six Divisional Secretariat Divisions (DSDs). These include Colombo, Thimbrigasyaya, Kotte, Maharagama, Homagama and Padukka. The areas coming under Colombo and Thimbrigasyaya are exclusively urban. Maharagama and Kotte can be defined as semi-urban. Homagama and Padukka are considered as a rural area. A significant percentage of the population in these DS divisions use the KV railway line to reach their work places and other destinations in Colombo and its periphery. The population in Thimbrigasyaya DSD is highly diverse. A significant percentage of the population in Thimbrigasyaya resides in underserved settlements within the jurisdiction of DSD. Most of the people within employable age are involved in informal sector income generation activities in Colombo Fort and other areas of Greater Colombo. This situation is somewhat different in Kotte. The most common income generation activities of the families in this DSD are government and private sector employment. Except for the urban area in Maharagama, Homagama and Padukka the peripheral areas of these 3 DSDs are semi-urban or rural. The rail section falling within the Colombo DSD will be improved under a separate short term priority



project of CSRP and is therefore excluded from this SES. This SES focuses on the 5 relevant DSDs for the remaining rail section and considers this area as the project’s area of influence (Map 3). Aspects such as ethnic and religious diversity, income and poverty level of the project’s area of influence area population are discussed in this section.

Map 3. DSDs relevant to the Area studied under SES



2.1.2.1 Population

20. The population in the project’s area of influence can be considered as the beneficiary group of the proposed KV line improvements. The highest population of the project relevant DSDs is reported from Thimbirigasyaya, which is classified as urban, and the lowest is reported from Padukka, which is located in a rural environment. The populations in project-relevant DSDs are shown in Table 4.

Table 4. Population of the project relevant DSDs

DSD	Total Population	Male	Female
Colombo	2,014,435	1,032,644	981,791
Thimbirigasyaya	236,839	118,769	118,070
Kotte	118,323	56,213	62,110
Maharagama	207,177	98,175	109,002
Homagama	264,101	129,135	133,617
Padukka	70,062	33,362	36,700

Source: Resource Profile of DSDs 2016



2.1.2.2 Ethnic Composition

21. Most of the population in the five project relevant DSDs are Sinhalese (82%). The second largest ethnic group are Tamils (10%). The Muslim community accounts for 6% of the total population. The rest of the population belongs to the Burgher community and others not specified in the database maintained in DSDs. Thimbirigasyaya DSD has significant percentages of Tamil and Muslim population (29 Tamil and 15% Muslim). The population under the categories of Burgher and others are combined in table 5, which shows the data related to ethnic diversity of the population.

Table 5. Ethnic composition of the population in the project's area of influence

DSD	Sinhala	Tamil	Muslim	Burgher & Other	Total
Thimbirigasyaya	125,052	69,870	34,368	7,693	236,983
Kotte	100,570	7,730	7,275	2,748	118,323
Maharagama	197,708	3,228	3,490	2,751	207,177
Homagama	256,569	1,432	1,341	1,260	260,602
Padukka	67,158	1,597	1,254	52	70,062
Total	679,899	82,260	46,474	14,452	823,085

Source: Resource Profile of DSDs 2016

2.1.2.3 Religious Composition

22. About 79% of the population in the 5 DSDs are Buddhists. The other religious categories include 12% Catholics, 22% Hindus, 17% Muslims and the balance belongs to other groups. Thimbrigasyaya DSD has significant percentages of Catholics (11%), Hindu (22%) and Islamic (17%) population. Table 6 includes data on religious diversity obtained from the project relevant DSDs.

Table 6. Population with religious diversity

DSD	Buddhist	Catholic	Hindu	Islam	Others	Total
Thimbirigasyaya	113,913	28,100	52,867	41,445	658	236,983
Kotte	91,362	12,478	6,633	7,235	615	118,323
Maharagama	193,436	5,765	2,759	4,150	1,067	207,177
Homagama	253,351	3,708	1,103	1,885	555	260,602
Padukka	66,790	644	1,378	1,240	02	70,062
Total	652,062	50,051	63,362	54,715	2,895	823,085

Source: Resource profile of DSDs 2016

2.1.2.4. Income Levels

23. The data on income is not available for the DSDs of Thimbirigasyaya and Kotte. According to the data available for Maharagama, Homagama and Padukka, the highest percentage of households belongs to the income category of LKR 15,000 per month and above (50%). All others belong to the income category below LKR 15,000 a month. According to the data obtained from project affected households, the income levels of the households in these DSDs are much higher than shown in the official data available from the DSDs (Table 7).

Table 7. Monthly income categories at DS level (LKR)

DSD	3,000-3,999	4,000-4,999	5,000-9,999	10,000-15,000	15,000+	Total
Thimbirigasyaya	Data not available in resources profile					
Homagama	3,321	3,646	7,394	19,830	31,197	65,388
Kotte	Data not available in resources profile					
Maharagama	1,970	2,461	4,651	13,270	26,124	48,476
Padukka	2985	1458	3237	5235	8144	21059
Total	5,291	6,107	12,045	33,100	57,321	113,864

Source: Resource profile of DSDs 2016



2.1.2.5 Poverty Levels

24. The highest level of poverty is reported from Padukka and Homagama according to the data available on poverty in DSDs. The lowest poverty is reported from Kotte DSD. Both the Poverty Headcount Index and Population below Poverty Line indicates the same condition. The data related to poverty in 5 DSDs relevant to the project is shown in Table 8.

Table 8. Poverty Headcount Index (HI) and below Poverty Line (HPBPL) of relevant DSDs

DSD	HI	HPBPL	Population	% of HPBPL
Thimbirigasyaya	4	9,672	236,983	4
Kotte	3	2,750	118,323	2
Maharagama	4	5,973	207,177	3
Homagama	6	10,797	260,602	4
Padukka	5	2,893	70,062	4

Source: Department of Census and Statistics 2012

2.1.3 Grama Niladhari Division level Socio-Economic Status

2.1.3.1 Population

25. Within the 5 DSDs the railway line runs across 40 GNDs. The total population in these 40 GNDs is about 235,190. This is about 28% of the total population in the 5 DSDs (area of project influence). Nearly 42% of the population of the 40 GNDs falls within the KV line section of Thimbirigasyaya DSD. The lowest population is reported within the stretch that runs through Padukka DSD (2%). The distribution of the population among the 40 GNDs is shown in Table 9. The population density in project relevant GNDs are shown in Map 4.

Table 9. Population of project relevant GNDs

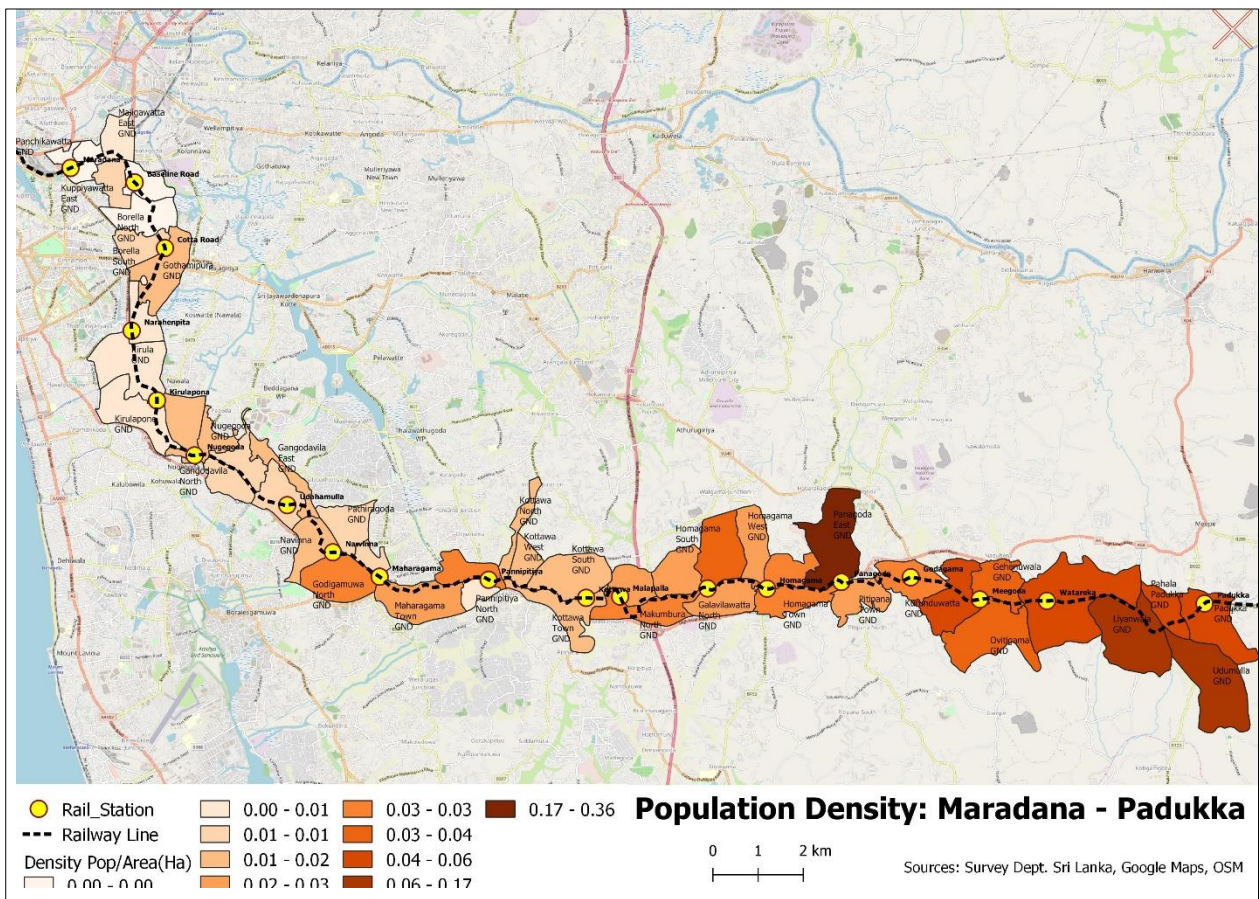
	DSD	Affected GNDs	Population	Male	Female
1	Thibirigasyaya	Borella North	21,078	13,472	7,606
		Borella South	4,910	2,460	2,450
		Wanathamulla	17,313	8,536	8,777
		Narahenpita	11,062	5,519	5,543
		Kirula	20,249	9,693	10,556
		Kirulapana	17,705	8,767	8,938
		Gothamipura	6,448	3,200	3,248
		Total	98,765	51,647	47,118
2	Sri Jayawardanapura Kotte	519 Nugegoda	5,483	2,679	2,804
		519 B, Nugegoda West	5,798	2,715	3,083
		519 C, Pagada East	6,469	3,036	3,433
		526 A, Gangodawila South	7,653	3,519	4,134
		526 C, Gangodawila East	3,446	1,618	1,828
		Total	28,849	13,567	15,282
3	Maharagama	527 C, Maharagama West	3,020	1,483	1,537
		527 Navinna	5,790	2,835	2,955
		531 Pannipiti North	3,968	1,718	2,250
		496B Kottawa Town	6,308	3,143	3,165
		498 Malapalla East	3,654	1,813	1,841
		498B Malapalla West	2,783	1,348	1,435
		498A Makubura North	3,550	1,750	1,800
		530 Maharagama town	7,011	3,283	3,728
		527A Pathiragoda	6,712	3,258	3,454
		528A Dabahena	5,404	2,573	2,831
		496 Kottawa South	7,414	3,566	3,848
		496 C Kottawa North	2,925	1,382	1,543
		496 D Kottawa West	2,930	1,412	1,518



		Total	61,469	29,564	31,905
4	Homagama	486 C, Galavila North	3,583	1,720	1,863
		486 F, Homagama South	3,412	1,667	1,745
		486 B, Homagama West	3,292	1,618	1,674
		486 D, Homagama East	2,269	1,060	1,209
		Homagama Town 486B	2775	1331	1444
		Pitipana Town 484B	2937	1408	1529
		Godagama South 483A	3115	1610	1505
		Kuruduwattha 448C	4471	2156	2315
		Gehenuwala 447C	2353	1194	1159
		Watareka South 448	6641	3184	3457
		Ovitigama	5315	2768	2547
		Panagoda East	331	162	169
	Total	40,494	19,878	20,616	
5	Padukka	Liyanwala 462	1153	557	596
		Pahala Padukka 461C	1353	633	720
		Padukka 461	3107	1453	1654
		Total	5613	2643	2970

Source: Resource profile of DSDs 2016

Map 4: Population density in GNDs



Source: Resource profile of DSDs 2016

2.1.3.2 Age composition

26. More than 50% of the population in project relevant GNDs falls within the 15 to 59 years age category. About 12% to 19% of total population falls under the age category of more than 60. Some percentage of this group may be vulnerable persons due to their age. The population in GNDs with age diversity is shown in Table 10.



Table 10. Ages of the population in project relevant GNDs

DSD	GND	Total Population	15<	15-59	60≥
Thimbirigasyaya	Borella North	21,078	3,517	15,681	1,880
	Borella South	4,910	974	3,197	739
	Wanathamulla	17,313	5,144	10,583	1,586
	Narahenpita	11,062	2,599	7,148	1,315
	Kirula	20,249	4,321	13,004	2,924
	Kirulapana	17,705	3,931	11,276	2,498
	Gothamipura	6,448	1,331	4,290	827
	Total	98,765	21,817(22%)	65,179 (66%)	11,769(12%)
Kotte	Nugegodda-519	5,483	2,041	2,543	899
	Nugegodda West-519B	5,798	1,243	3,522	1,033
	Pagoda East 519C	6,469	2,797	2,673	999
	Gangodawila South-526A	7,653	2,151	3,799	1,703
	Gangodawila East- 526C	3,446	807	1,744	895
	Total	28,849	9,039(31%)	14,281(50%)	5,529(19%)
Maharagama	Kottawa Town-496B	6,308	2,116	2,870	1,322
	Malapalla East-498	3,654	963	1,934	757
	Makubura North-498-A	3,550	1,301	1,900	349
	Malapalla West-498B	2,783	920	1,389	474
	Navinna-527	N/A	N/A	N/A	N/A
	Pathiragoda-527A	6,712	2,080	3,551	1,081
	Maharagama West-527C	3,020	769	1,841	410
	Dabahena-528A	5,404	1,542	2,864	998
	Maharagama Town-530	7,011	2,485	3,113	1,413
	Panniptiya North-531	4,019	1,088	2,243	688
	Kottawa South-496	7,414	1,590	4,814	1,010
	Kottawa North-496C	2,925	726	1,735	464
	Kottawa West-496D	2,930	617	1,910	403
Total	39,435	10,897 (28%)	22,071 (56%)	6,467 (16%)	
Homagama	Pitipana-East-484B	2,980	984	1,567	429
	Homagama town-486A	2,755	846	1,580	329
	Homagama West-486B	3,292	998	1,972	322
	Homagama East-486-D	2,269	712	1,337	220
	Homagama South-486F	3,412	1,161	1,763	488
	Galawila North-486-C	3,583	969	2,334	280
	Total	40,242	12,094 (30%)	23,367 (58%)	4,781 (12%)
Padukka	Liyanwala 462	1037	65	777	195
	Pahala Padukka 461C	1353	44	1140	169
	Padukka 461	3107	343	2363	401
	Total	5497	452(8%)	4280(78%)	765(14%)

Source: Resource profile of DSDs 2016

2.1.3.3 Religious Diversity

27. Nearly 89% of the total population in the relevant GNDs in each DSD is Buddhist and 2% is Hindu. Smaller parts of the local population belong to other religions (Table 11).

Table 11. Religions followed by the population of the relevant GNDs in project related DSDs

DSD	Buddhist	Hindu	Islam	Catholic	Others
Thimbirigasyaya	No data				
Kotte	25,818	1,735	578	501	217
Maharagama	57,538	661	1,646	1,372	315
Homagama	15,008	34	78	167	24
Padukka	66,790	1,378	1240	644	2
Total	165,154	3,808	3,542	2,684	558

Source: Resource profile of DSDs 2016



2.1.3.4 Employment

28. About 12% of the total population in project relevant GNDs are involved in self-income generation activities. Another 9% of the persons within employable ages are employees of private sector organizations. The 9% of the population reported as “others” are involved in various activities in the nearby urban centers. The data on employment of the population in project related GNDs is shown in Table 12.

Table 12. Employment of the population within project relevant GNDs

No	DSs	GNDs	Employment						
			Govt	Private	Agri	Self Emp	Foreign Em	Other	Total
1	Homagama	Gahnuwala-447C	175	856	31	143	41	103	1349
2		Wataraka south-448	298	926	123	64	42	314	1767
3		Ovitigama-448-A	630	1574	35	842	100	521	3702
4		Kuruduwatha-448C	323	2420	52	158	32	82	3067
5		Panagoda -East-428A	61	25	6	6	0	0	98
6		Godagama South-483-A	562	799	36	220	98	440	2155
7		Pitipana-Town-484B	362	622	4	65	79	25	1157
8		Homagama town-486A	402	911	9	82	76	21	1501
9		Homagama West-486B	123	485	343	292	33	455	1731
10		Homagama East-486-D	544	734	13	48	36	108	1483
11		Homagama south-486F	167	783	437	503	3	989	2882
12		Galawila North-486-C	635	970	70	214	271	187	2347
		Total	4282	11105	1159	2637	811	3245	23239
13	Maharagama	Kottawa Town-496B		139		363	14	47	563
14		Malapalla East-498		452		425	37	750	1664
15		Makubura North-498-A		103		180	45	5	333
16		Malapalla west-498B		147		140	59	7	353
17		Navinna-527		610		521	330	215	1676
18		Pathiragoda-527A		322		750	33	94	1199
19		Maharagama West-527C		433		1421	20	364	2238
20		Dabahena-528A		141		386	82	40	649
21		Maharagama town-530		185		283	11	12	491
22		Panniptiya North-531		260		495	43	478	1276
23		Kottawa South-496				912	27		939
23		Kottawa North-496C							0
25	Kottawa west-496D							0	
		Total	0	2653	0	5513	687	1965	10818
26	Tibirigasyaya	Borella North	525	1100	0	3750	600	3200	9175
27		BorellaSouth	700	1450	0	200	90	165	2605
28		Wanatha mulla			0				0
29		Narahenpita	64	1809	0	343	937	8081	11234
30		Kirula	1800	4350	0	3900	0	0	10050
31		Kirulapana	3000	4275	0	100	400	650	8425
32		Gothamipura	75	450	0	3200	85	1713	5523
		Total	6164	16087	0	17918	2826	15774	58769
33	Kotte	Nugegoda-519	673	853	0	20	78	38	1662
34		Nugegodda west-519B	1003	2719	0	29	155	185	4091
35		Pagoda East=519C	983	2243	0	36	636	225	4123
36		Gangodawila south-526A	850	1380	8	141	115	70	2564
37		Gangodawila East- 526C	1053	1001	0	660	96	60	2870
		Total	4562	8196	8	886	1080	578	15310
38	Padukka	Liyanwala 462	44	180	165	71	4	NA	464
39		Pahala Padukka 461C	77	231	38	9	5	NA	360
40		Padukka 461	398	1270	93	109	13	NA	1883
		Total	519	1681	296	189	22	0	2707

Source: Resource profile of DSDs 2016



2.1.3.5 Income levels

29. The data related to family income in Thimbirigasyaya and Kotte GNDs are not available in DSD profiles. According to the data from the DSD profiles, the majority of families in Maharagama, Homagama and Padukka earn a monthly income of more than LKR 10,000. The secondary data available on income of families in GNDs in Maharagama, Homagama and Padukka is shown Table 13.

Table 13. Income levels in relevant GNDs (LKR)

DSD	GN Division	<3,000	3,001 - 5,000	5,001 – 10,000	10,001 - 20,000	20,001 – 25,000	>25000
Maharagama	527 C, Maharagama West	41	91	82	262	123	86
	527 Navinna	188	172	250	250	275	525
	496B, Kottawa Town	65	82	81	393	489	403
	498, Malapalla East	2	4	6	25	504	5
	498B, Malapalla West	4	34	150	245	153	162
	498A, Makubura North	0	0	20	50	150	53
	530, Maharagama town	0	5	20	265	335	571
	496, Kottawa South	67	136	178	626	463	348
	496C, Kottawa North	58	103	108	126	152	198
	496D, Kottawa West	56	43	57	105	85	436
	531, Pannipitiya North	91	28	150	349	215	85
	527A, Pathiragada	0	0	18	944	467	332
	528A, Dabahena	8	18	89	331	420	610
Total		580	716	1,209	3,971	3,831	3,814
Homagama	486 C, Galavila North	32	51	39	786	62	41
	486 F, Homagama South	21	19	23	583	126	86
	486 B, Homagama West	113	155	157	271	114	76
	486 D, Homagama East	21	19	18	218	116	77
	482 A, Panagoda East	0	0	0	0	75	75
	486 A, Homagama Town	0	0	10	309	157	104
	448 C, Kurudu wattha	35	148	211	437	149	64
	484 B, Pitipana East	19	25	86	342	119	79
	483A, Godagama South	30	100	250	336	70	30
	447C, Gehenuwala	22	42	75	287	66	32
	448A, Ovitigama	0	7	40	505	408	272
	448, Watareka South	78	170	270	776	280	120
	Total		371	736	1,179	4,850	1,742
Padukka	Liyanwala 462			36	142	190	22
	Pahala Padukka 461C	51	29	135	51	63	16
	Padukka 461	9	11	71	188	289	193
	Total	60	40	242	381	542	231

Source: Resource profile of DSDs 2016

2.1.4 Population Characteristics in the Project Corridor

30. The socio-economic study team interviewed 591 persons in the project corridor (about 50m distance from the rail track on both sides). The interviews were mostly focused on the views of the community members on the potential impacts of the construction and the operation of the rail road. The information collected from 591 sample households was supplemented further by the focus group discussions and key informant interviews. More than 50% of the Head of the Households (HHH) of the 591 households surveyed have main income sources and 6% of the HHH also have a secondary source of income. It can be assumed that other households depend on the income earned by the other members of the households. Most of the income sources in these households are from regular employment in public and private sector organizations. The data on the main and secondary income sources of the households indicated by the persons interviewed is shown in Table 14.



Table 14. Employment status of head of household in the project corridor

DS Division	Interviewed Households	Main Employment	%	Second Employment	%
Thimbirigasyaya	200	93	47	8	4
Kotte	50	22	44	3	6
Maharagama	166	83	50	10	6
Homagama	159	114	72	10	6
Padukka	16	14	88	3	19
Total	591	326	55	34	6

Source: Socio-Economic Survey, UN-Habitat 2017/18

31. Some of the HHH and the type of activities they perform for income generation are indicated in Table 15. Majority mentioned that they are self-employed. The group interviewed was from the immediate vicinity of rail track who were mainly involved in informal sector income generation activities.

Table 15. Types of income generation activities performed by HHH in the sample

Occupation of Household Head	Nos
Salaried Employment(Government)	52
Salaried Employment(Private)	92
Laborers	17
Self Employed	155
Retired	60
Foreign Employment	4
Disabled/Old	14
Not Employed	88
Business	33
Total	515

32. In some of the households more than one person is involved in income generation activities. This is evident from the data reporting 821 employees from 547 households. The total population reported from 547 households is 2,253, and 398 of them are schooling. The reported number of employees from 547 households are shown in Table 16.

Table 16. Number of employees in households responded to the survey

DS Division	No of Households	No of Income Earners	No of Family Members	No of School going Children
Thimbirigasyaya	182	279	819	139
Kotte	47	69	162	22
Maharagama	160	231	588	96
Homagama	142	212	622	131
Padukka	16	30	62	10
Total	547	821	2,253	398

33. The HHH interviewed from the corridor expressed different views on the proposed railway improvement project. Some of the householders interviewed did not respond to this question but substantial number of persons responded and that information would be useful to understand their perceptions on the project and the possible impacted population. The data on this aspect is included in Table 17.



Table 17. Views of the persons in the railroad corridor on the proposed project

Opinion of the corridor people about the project	Thimbirigasyaya	Kotte	Maharagama	Homagama	Padukka	Total
Alternate houses should be given to the APs	172	42	145	134	15	508
APs should be evacuated	131	37	105	129	12	414
APs are menace to neighbors	52	15	46	39	7	159
APs will return back to previous settlement again	108	29	84	104	9	334
This is not a required project	27	8	11	28	7	81
Reservation should be protected	149	38	118	136	15	456
This is a required project for the country	0	0	0	78	16	94
Will reduce the Colombo traffic	0	0	0	79	16	95
Good project but large resettlement required	0	0	0	79	15	94
Should be extended To Avissawella	0	0	0	76	14	90

2.1.5 Conformity of the project with other Development Projects in the Project Corridor

34. A Light Railway Transport (LRT) project has been proposed in the area, which will cross the KV line near Castle Street at Rajagiriya. The Greater Colombo Waste Water Management Project is implementing its sub-projects in Kirulapone and Narahenpita to install a sewerage pipe network for the presently unsewered area. The UDA is in the process of building residential high-rise buildings in Kalinga Mawatha and Colombage Mawatha near the Open University. A transport hub is currently being constructed in Homagama. The Ministry of Megapolis and Urban Development is in the process of planning to develop some areas in Homagama, Horana and Padukka under its Tech City Development project. All these development activities in the area are in conformity with the proposed KV line improvement project and will mutually benefit from each other and enhance the overall infrastructure facilities in the area.

2.2. Demographic data on the community level in the area of project implementation

35. The proposed project will create involuntary resettlement impacts (IR Impacts) on residential households and business establishments. The number of impacted households and business establishments are mentioned below:

- Residential Households : 2,435 households (2,284 exclusively used for residences and 151 used for residence cum business)
- Businesses (livelihood impacts): 883 persons (182 titled, 441 Non-titled and 243 Temporary Business Structures)

2.2.1 Socio-Economic Status of the Project Affected Residential Population

36. The total number of households that will be affected by the project will be 2,435 (2,284 exclusively used for residences and 151 used for residence cum business). The total population in these households is 9,332, comprising of 4,547 females and 4,785 males. The largest number of households that will be affected is from Thimbirigasyaya DSD (1,370). The lowest numbers of affected households are found in Padukka DSD (24). The affected percentage of female population is 51%, which is slightly higher than the affected male population. The data related to the affected HHs and their population in the 5 DSDs is shown Table 18.



Table 18. Number of affected households and the population

DS	No. of households	Female		Male		Total
		No	%	No	%	
Thimbirigasyaya	1,370	2,743	51	2,615	49	5,358
Kotte	317	603	51	575	49	1,178
Maharagama	456	875	51	838	49	1,713
Homagama	268	516	52	475	48	991
Padukka	24	48	52	44	48	92
Total	2,435	4,785	51	4,547	49	9,332

Source: Socio-Economic Survey, UN-Habitat 2017/18

Ethnic Composition

37. Nearly 80 % of the population affected are Sinhalese, 16% are Tamil, 4% Muslim and a negligible percentage belongs to Burghers or other ethnic groups (<1%). Percentages of Sinhala population affected are more or less similar in all the DSDs (ranges from 68% to 98%). The highest percentage of Tamil population affected by the project is reported from Thimbirigasyaya DSD (25%). The ethnic composition of the population in 4 DSDs to be permanently displaced is shown in Table 19.

Table 19. Ethnic diversity of population who will be affected

DSD	Sinhala	%	Tamil	%	Muslim	%	Other	%	Total	%
Thimbirigasyaya	3,686	69	1,376	26	280	5	16	0.30	5,358	57
Kotte	1,031	88	107	9	35	3	5	0.42	1,178	13
Maharagama	1,667	97	20	1	21	1	5	0.29	1,713	18
Homagama	972	98	8	1	10	1	1	0.10	991	11
Padukka	81	88	11	12	0	-	0	-	92	1
Total	7,437	80	1,522	16	346	4	27	0.29	9,332	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.1.2 Religious composition

38. The percentage of Buddhists among project affected people is 77%, while about 10% of the population is Hindus. Others affected by the project are Christians (10%) and Muslims 4%. The percentages of project affected Buddhist population ranges from 66% to 97% among 5 DSDs. The data on the religious diversity of the population is shown in Table 20.

Table 20. Religions of the project affected population

DS Division	Buddhist	%	Christian	%	Hindu	%	Muslim	%	Total	%
Thimbirigasyaya	984	84	128	11	41	3	25	2	1,178	13
Kotte	1,635	95	49	3	6	0	23	1	1,713	18
Maharagama	3,540	66	691	13	856	16	271	5	5,358	57
Homagama	962	97	16	2	4	0	9	1	991	11
Padukka	88	96	3	3	1	1	0	0	92	1
Total	7,209	77	887	10	908	10	328	4	9,332	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.1.3 Literacy and Education

39. The information collected from project affected households (2,435) indicates that 3% of the population of the project affected people are illiterate as they have not received any formal education--This group is unable to read and write. About 2% of the people can place their signatures even though they have not attended schools. A small percentage of the populations are university graduates (less than 2%). The highest percentages (47%) of people have studied between grades 6 to GCE (O/L). All the indicators in Table 21 show a low level of education among the project affected population.



Table 21. Literacy and educational levels of household members

Level Of Education	Thimbrigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
Not Applicable (Children <4 years)	257	5	51	4	67	4	33	3	3	3	411	4
Illiterate with no formal education	194	4	45	4	27	2	11	1	-	-	277	3
Can place signature	150	3	19	2	8	0	14	1	1	1	192	2
Preschool/nursery	137	3	32	3	32	2	19	2	7	8	227	2
Up to grade 5	710	13	138	12	204	12	96	10	15	16	1,163	12
Grade 6 to G.C.E O/L	2,694	50	548	47	725	42	378	38	26	28	4,371	47
Passed G.C.E O/L	559	10	98	8	177	10	113	11	3	3	950	10
G.C.E A/L	315	6	91	8	157	9	114	12	5	5	682	7
Passed G.C.E A/L	225	4	82	7	190	11	113	11	15	16	625	7
Vocational Training	17	0	3	0	8	0	7	1	-	-	35	0
Diploma	17	0	7	1	21	1	8	1	4	4	57	1
Undergraduate	30	1	5	0	22	1	23	2	3	3	83	1
Graduate	51	1	53	5	62	4	59	6	7	8	232	2
Post Graduate	2	0	6	1	13	1	3	0	3	3	27	0
Total	5,358	100	1,178	100	1,713	100	991	100	92	100	9,332	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.1.4 Primary occupation of head of household

40. Self-employment is the most prominent primary income generation source of the heads of affected households in all the DSDS except Padukka in which Government sector employment occupies prominent place (25%). Nearly 28% of the HHHs are involved in informal sector employment or self-employment. The highest percentage (57%) of employed head of householders is reported from Thimbrigasyaya DSD and the lowest is found in Padukka DSD (1%). The details of the primary occupation of HHHs are shown in Table 22. Table 23 includes the details of secondary sources of income reported from the HHHs. (Only 151 (6%) of 2,435 HHHs have secondary sources of income).

Table 22. Primary occupation of head of Household

CHH's Primary Occupation	Thimbrigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
Govt/Semi Govt.	125	9	22	7	41	9	49	18	6	25	243	10
Private sector	259	19	49	15	80	18	34	13	1	4	423	18
Unskilled/daily paid/contract labour	278	20	82	26	76	17	30	11	3	13	469	19
Self-employed	412	30	74	23	137	30	63	24	5	21	691	28
Retired with pension	61	4	32	10	41	9	39	15	4	17	177	7
Foreign employment	42	3	11	3	14	3	15	6	1	4	83	3
Un employed	193	14	47	15	67	15	38	14	4	17	349	14
Total	1,370	57	317	13	456	19	268	11	24	1	2,435	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

Table 23. Secondary occupation of Head of Household

HHH's Other Source of Income	Thimbrigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
Funds from relatives	4	6	4	31	0	-	7	16	3	43	18	12
Govt. Assistance	4	6	0	-	1	5	4	9	-	-	9	6
Inerest from Investments	1	2	0	-	1	5	2	5	-	-	4	3
Labour Work	7	11	1	8	1	5	3	7	-	-	12	8
Part Time Jobs	2	3	3	23	1	5	0	-	-	-	6	4
Rent House/Rooms	9	14	1	8	2	9	17	40	3	43	32	21
Rent Threewheeler	1	2	0	-	0	-	0	-	-	-	1	1
Self Employed	38	58	4	30	16	73	10	23	1	14	69	46
Total	4	6	4	31	0	-	7	16	3	43	18	12

Source: Socio-Economic Survey, UN-Habitat 2017/18



2.2.1.5. Occupations of Household Population

41. The SES also focused on collecting information on the primary employment pattern of the population within employable age in 2,435 households. Similar to the employment pattern among HHHs, the highest percentage of the population involved in different income generation activities are reported from Thimbirigasyaya DSD. The lowest is from Padukka DSD. Nearly 50% of the total population is reported as unemployed but most of them are students who are not yet prepared for employment. The persons involved in housework and retired persons without pensions are also included in the unemployed category. However, private sector employment is the most prominent type of income generation activity among the population in affected households. The details of employment pattern in the project affected population are shown in Table 24.

Table 24. Employment pattern of the project affected household members

Employment pattern	Thimbirigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
1 - Salaried employment (Govt)	225	4	63	5	82	5	96	10	13	14	479	5
2-Salaried employment (Private)	806	15	165	14	241	14	111	11	9	10	1,332	14
3 - Salaried unskilled labour	22	0	6	1	7	0	6	1	0	0	41	0
4 - Daily paid labour	295	6	79	7	78	5	35	4	3	3	490	5
5 - Contract labour	294	5	68	6	76	4	11	1	0	0	449	5
6 - Self-employed	438	8	90	8	149	9	79	8	3	3	759	8
7 - Retired with pension	83	2	51	4	70	4	63	6	7	8	274	3
8 - Foreign employment	147	3	28	2	29	2	37	4	3	3	244	3
9-Business	331	6	50	4	80	5	49	5	6	7	516	6
10-Unemployed	2,717	51	578	49	901	53	504	51	48	52	4748	51
Total	5,358	100	1,178	100	1,713	100	991	100	92	100	9,332	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.1.6. Migration Status

42. About 12% of the householders have been living in their current residences for between 5 to 10 years, and most of the householders have been in the present residences for more than 10 years (71%). About 12% of the households have been there for less than 3 years (new houses). The data related to the length of occupancy of the residences is presented in Table 25.

Table 25. Occupancy period of present residents (Years)

DS Division	Less than 3 Yrs		4 to 5 Yrs		6 to - 8 Yrs		9 to 10 Yrs		More than 10 Yrs		Not responded		Total
	No	%	No	%	No	%	No	%	No	%	No	%	No
Thimbirigasyaya	175	13	33	2	60	4	110	8	965	70	27	2	1370
Kotte	28	9	7	2	17	5	26	8	230	73	9	3	317
Maharagama	68	15	11	2	24	5	24	5	317	70	12	3	456
Homagama	22	8	10	4	21	8	13	5	192	72	10	4	268
Padukka	5	19	3	11	3	11	0	0	16	59	0	0	24
Total	298	12	64	3	125	5	173	7	1720	71	58	2	2,435

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.1.7. Age Structure of Households

43. Nearly 51% of the heads of affected households are persons within the age category of 40-60 years. About 25% of HHHs are above 60 years, and might be socially and economically vulnerable due to their age. The data on the age structure of the HHHs is shown in Table 26.



Table 26. Age structure of the Head of Household

DS Division	Not given	%	17 to 25	%	26 to 40	%	41 to 60	%	>=61	%	Total
Thimbirigasyaya	5	0	41	3	309	23	727	53	288	21	1,370
Kotte	2	1	2	1	65	21	141	44	107	34	317
Maharagama	2	0	6	1	97	21	221	48	130	29	456
Homagama	3	1	3	1	46	17	135	50	81	30	268
Padukka	0	-	-	-	5	21	13	54	6	25	24
Total	12	0	52	2	522	21	1,237	51	612	25	2,435

Source: Socio-Economic Survey, UN-Habitat 2017/18

44. Children under 5 years represent 5% of the total affected population, and the population within schooling age is 21%. About 61% of the total affected population are within employable age (19 to 60). Twelve percent (12%) of the population are above 60 years and some of them might have some age-related ailments leading to disabilities. The information on the age diversity of the project affected population is shown in Table 27.

Table 27. Age category of the population to be affected by the project

DS Division	5 <	%	5 to 18	%	19 to 29	%	30 to 60	%	>=61	%	Total	%
Thimbirigasyaya	325	6	1,142	21	1,031	19	2,353	44	507	9	5,358	57
Kotte	62	5	248	21	179	15	518	44	171	15	1,178	13
Maharagama	73	4	376	22	261	15	740	43	263	15	1,713	18
Homagama	41	4	203	20	142	14	449	45	156	16	991	11
Padukka	8	9	18	20	6	7	45	49	15	16	92	1
Total	509	5	1,987	21	1,619	17	4,105	44	1,112	12	9,332	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.1.8 Marital status of Head of the Households and household members among the project affected population

45. The HHHs to be resettled is 2,435. About 75% of them are married. Others come under different marital related categories as shown in Table 28.

Table 28. Marital status of residential Head of the Households

Marital Status	Thimbirigasyaya	Kotte	Maharagama	Homagama	Padukka	Total
Married	1,046	230	353	200	19	1,848
Unmarried	50	8	16	16	0	90
Divorced	9	1	4	3	0	17
Widowed	245	73	70	40	5	433
Separated	19	4	12	7	0	42
Not available	1	1	1	2	0	5
Total	1,370	317	456	268	24	2,435

46. **Marital status of residential household members:** About 50% of the household members in project affected residential population are married. Significant number of population mentioned as not applicable in the table 29 below are school going children. The data on marital status of the household population is shown in Table 29.



Table 29. Marital status of residential household members

Marital Status	Thimbrigasyaya	Kotte	Maharagama	Homagama	Padukka	Total
Married	2,651	577	862	503	49	4,642
Unmarried	988	219	320	176	7	1,710
Divorced	25	2	8	6	0	41
Widowed	365	100	117	67	11	660
Separated	48	9	17	14	0	88
Not Applicable/Given	1,281	271	389	225	25	2,191
Total	5,358	1,178	1,713	991	92	9,332

2.2.1.8. Details of Subfamilies within affected Households

47. According to the survey, 142 of the 2,435 households have sub-families. These 142 residential households have 158 sub-families and residential cum business households have 7 sub-families (total 165). The socio-economic details of these subfamilies are also included within the details of 2,435 households. The data on subfamilies is shown in Table 30.

Table 30. Number of Households with Subfamilies

DS Division	One sub family living with households	Two sub family living with households	Three sub family living with households	Four sub family living with households	Total
Thimbrigasyaya	93	10	3	2	108
Kotte	18	1	0	0	19
Homagama	02	0	0	0	2
Maharagama	12	0	0	0	12
Padukka	01	0	0	0	1
Total	126	11	3	2	142

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.2 Socio-Economic Status of Project Affected Business Households

48. In addition to the affected residential households, 883 persons involved in business activities and their adjunct households will also be affected by the project.

2.2.2.1. Number of Business Establishments

49. There are 883 business establishments located in the RoW area. Some of the business activities are carried out without building structures. These types of business persons are commonly observed at the markets in Nugegoda “Janatha Pola” (market) and the Maharagama Pamunuwa textile market center. The locations of these 883 businesses are shown in Table 31. “Left” and “Right” are referring to the respective sides of the railway track from Maradana to Padukka.



Photo 9 : Pamunuwa textile market



Table 31. Number of APs involved in Business

DS Division	# GNs	No of business persons	Left	Right	No specific location
Thimbirigasyaya	7	65	34	31	0
Kotte	6	236	86	139	11
Maharagama	12	459	339	100	20
Homagama	12	53	25	28	0
Padukka	3	70	6	64	0
Total	40	883	490	362	31

Source: Socio-Economic Survey, UN-Habitat 2017/18



2.2.2.2. The Population of Affected Business Persons' Families

50. The total population of business persons operating in the RoW is 3,171 with 1,576 females and 1,595 males. The male population is slightly higher than the female population. This population will not be affected directly, but indirect livelihood impacts can be expected. The families of almost all the business persons within the rail section from Maradana to Homagama are residing outside the areas of the KV line. This is different in the area of the rail line in Padukka area. Some of the business persons affected are residing in the vicinity of rail track. The details of the business population are shown in Table 32.

Table 32. Population of Project Affected Business Families

DS	No. of HHs	Female		Male		Total
		No	%	No	%	
Thimbirigasyaya	65	124	51.88	115	48.12	239
Kotte	236	414	46.26	481	53.74	895
Maharagama	459	829	51.55	779	48.45	1608
Homagama	53	101	52.33	92	47.67	193
Padukka	70	108	45.76	128	54.24	236
Total	883	1576	49.70	1595	50.30	3171

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.2.3. Ethnic Diversity of the Business Population

51. Business persons of Sinhalese ethnic group dominate Padukka, Homagama, Kotte and Maharagama. Thimbirigasyaya has relatively high Tamil and Muslim businessmen (10% Tamil and 25.5% Muslim). The data related to this aspect is shown in Table 33. Nearly 93% of the population in exclusive business families is Sinhalese in DSDs except Thimbirigasyaya. The remaining population belongs to other ethnic categories.

Table 33. Ethnic diversity of business population

DS Division	Sinhala	%	Tamil	%	Muslim	%	Other	%	Total	%
Thimbirigasyaya	148	62	25	10	61	26	5	2	239	8
Kotte	836	93	32	4	26	3	1	0	895	28
Maharagama	1,558	97	12	1	38	2	0	-	1,608	51
Homagama	178	92	0	-	15	8	0	-	193	6
Padukka	228	97	0	-	8	3	0	-	236	7
Total	2,948	93	69	2	148	5	6	0	3,171	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.2.4. Religious Diversity of Business Population

52. The majority of the business population is Buddhist (little more than 90%). The remaining population belongs to other religious categories as shown in Table 34. In Homagama DSD there are no Christian or Hindu persons involved in business.

Table 34. Religious diversity of business population

DS Division	Buddhist	%	Christian	%	Hindu	%	Muslim	%	Total	%
Thimbirigasyaya	133	56	27	11	17	7	62	26	239	8
Kotte	824	92	26	3	20	2	25	3	895	28
Maharagama	1,537	96	21	1	12	1	38	2	1,608	51
Homagama	178	92	0	0	0	0	15	8	193	6
Padukka	224	95	4	2	0	0	8	3	236	7
Total	2,896	91	78	2	49	2	148	5	3,171	100

Source: Socio-Economic Survey, UN-Habitat 2017/18



53. Nearly 53% of the business persons are educated between Grade 6 to G.C.E (O/L). Only 0.23% has studied up to University degree level. In general education level of the 883 business persons is comparatively low as shown in Table 35.

Table 35. Education level of business persons

Level of Education	Thimbirigasyaya	Kotte	Maharagama	Homagama	Padukka	Total	%
Illiterate with no formal education	0	5	3	1	0	9	1
Can place signature	2	4	2	0	1	9	1
Preschool/nursery	9	2	3	0	0	14	2
Up to grade 5	35	22	20	3	10	90	10
Grade 6 to G.C.E O/L	5	112	279	29	42	467	53
Passed G.C.E O/L	7	33	37	6	7	90	10
G.C.E A/L	4	28	45	7	3	87	10
Passed G.C.E A/L	0	21	50	5	5	81	9
Vocational Training	0	0	2	0	0	2	0
Diploma	1	4	4	0	0	9	1
Undergraduate	1	0	1	0	0	2	0
Graduate	1	4	9	2	1	17	2
Post Graduate	0	1	4	0	1	6	1
Total	65	236	459	53	70	883	100

2.2.2.5. Educational Diversity of Business Population

54. Most of the members of the business families have studied up to G.C.E (O/L) and G.C.E (A/L). Table 36 displays the data on the educational levels of the business families.

Table 36. Educational levels of Business Population

Level Of Education	Thimbirigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
Not Applicable (Children <4 years)	12	5	27	3	63	4	9	5	2	1	113	4
Illiterate with no formal education	6	3	16	2	18	1	3	2	4	2	47	2
Can place signature	2	1	13	2	29	2	1	1	1	0	46	2
Preschool/nursery	2	1	24	3	35	2	4	2	3	1	68	2
Up to grade 5	39	16	91	10	129	8	17	9	31	13	307	10
Grade 6 to G.C.E O/L	101	42	345	39	782	49	89	46	128	54	1445	46
Passed G.C.E O/L	23	10	134	15	163	10	17	9	18	8	355	11
G.C.E A/L	18	8	115	13	167	10	20	10	27	11	347	11
Passed G.C.E A/L	14	6	82	9	140	9	23	12	17	7	276	9
Certificate course/vocational training	1	0	1	0	9	1	0	-	0	-	11	0
Diploma	8	3	8	1	6	0	0	-	1	0	23	1
Undergraduate	6	3	17	2	21	1	5	3	0	-	49	2
Graduate	7	3	19	2	40	3	4	2	3	1	73	2
Post-Graduate degree/diploma	0	-	3	0	6	0	1	1	1	0	11	0
Total	239	100	895	100	1608	100	193	100	236	100	3,171	100

Source: Socio-Economic Survey, UN-Habitat 2017/18



2.2.4 Gender Roles and Responsibilities

55. The female population is slightly higher than the male population in the project implementation area and this is similar to other areas of the country (51% of female). The following issues related to gender were observed through FGD and interviews with KII:

- The education level of women in underserved areas is slightly higher than the education level of men. However, similar differences are not observed among male and female in the area outside of low income communities, especially in Homagama and Padukka.
- There is a trend among girls to pursue higher education in low income communities but this gender related trend is not observed in other areas outside of low income settlements.
- Although households are often headed by males, females play a more significant role than males in household decision making in low income settlements. In most of the low income families residing in SLR reservations as squatters, the males are involved in informal sector employment and, therefore, sometimes absent from their residence – even during nights. Therefore, women are compelled to play a significant role in the households, and especially, in decision making.
- The intra-household bargaining power of women were not significant in rural areas in Homagama and Padukka. This situation was observed during questionnaire survey in this area. Some women were not prepared to divulge the information related to their household without getting permission from their husbands.
- Women can be defined as one of the most affected community members in the project implementation area from Maradana to Homagama. The families residing in the railway reservation are regarded as members of Under Served Settlements (USSs). The impacts on women due to the project activities in rural areas in Homagama and Padukka are not specific to gender. The impacts would be the same for both gender and in many cases the male will have more impacts than female.
- Most of the family members residing in the SLR reservation are compelled to use common toilets and bathrooms. These facilities are not in a good sanitary condition. This situation was observed only in low income settlers in SLR reservations in urban area in Thimbirigasyaya, Kotte and Maharagama but not in rural areas in Homagama and Padukka. The home gardens in the rural areas are comparatively large and they have individual sanitary toilet facilities and they are in quite good hygienic condition.

2.2.4.1 Gender Involvement in Household Decision Making

56. Women play a prominent role in certain decisions of the household. These decisions include (amongst others) those on daily household expenses (37%), monthly savings (39%) and preparation of daily meals (51%). Two of the main household decisions taken jointly by the husband and wife include voting at elections (40%) and buying electrical items (32%). In general, Table 37 indicates a rather balanced gender situation and also the involvement of the family as a whole in making significant decisions on routine household affairs. However, the resettlement study team observed quite independent behavior of women in low income settlements located from Maradana to Maharagama and in rural societies from Homagama to Padukka, as mentioned above, women are not so independent in taking decisions, thus, having less power in intra-household bargaining. Even to answer the questions during the household survey women in rural areas of Homagama to Padukka were heavily dependent on their husbands.



Table 37. Involvement of family members in household decision making (Views of the householders)

Decision	Husband		Wife		Husband and Wife		Children		As a family	
	No	%	No	%	No	%	No	%	No	%
Buying a new electrical item	411	16.88	304	12.48	784	32.20	195	8.01	257	10.55
Children's education	142	5.83	513	21.07	641	26.32	79	3.24	116	4.76
Daily expenses	430	17.66	902	37.04	581	23.86	73	3.00	154	6.32
Family Function	17	0.70	25	1.03	89	3.66	7	0.29	31	1.27
Getting a loan	281	11.54	389	15.98	674	27.68	84	3.45	154	6.32
Getting a membership of a society	263	10.80	455	18.69	733	30.10	81	3.33	186	7.64
Meals	148	6.08	1240	50.92	428	17.58	75	3.08	171	7.02
Savings	238	9.77	943	38.73	542	22.26	123	5.05	146	6.00
Voting in an election	240	9.86	245	10.06	967	39.71	64	2.63	459	18.85

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.4.2. Details related to the Social Diversity of Women in Households to be displaced

57. Nearly 50% of the female population among the 4,785 households are married. The percentage of divorced women is negligible (0.65 %). The percentage of widows among the female population is significant (11%). The information on the civil status of women is shown in Table 38.

Table 38. Details of marital status of women in affected families

Marital Status of Women	Thimbirigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
Registered Marriage	1,353	49	288	48	434	50	254	49	25	52	2,354	49
Unmarried (above 18)	351	13	83	14	110	13	80	16	3	6	627	13
Divorced	20	1	2	0	5	1	4	1	-	-	31	1
Widowed	296	11	81	13	98	11	54	10	9	19	538	11
Separated	33	1	5	1	10	1	9	2	-	-	57	1
Unregistered Marriage	10	0	0	-	1	0	0	-	-	-	11	0
Not Applicable	680	25	144	24	217	25	115	22	11	23	1167	24
Total	2,743	100	603	100	875	100	516	100	48	100	4,785	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.2.5 Vulnerability Status of Residential Households

58. In the context of resettlement, vulnerable groups can be defined as those who by virtue of gender, physical or mental disability, economic disadvantage will be more adversely affected by resettlement than others and who may be limited in their ability to claim or take advantage of resettlement assistance and related development benefits. This group is comprised of the categories mentioned below:

- Persons with mental disabilities
- Chronically ill and difficult to cope with resettlement impact without special support
- Disable and difficult to participate actively in some activities related to resettlement



- Elderly persons (above 60 years) but some of them are in good physical, mental and economic condition. During the period of resettlement these persons need assistance due to age issues and such assistance will be decided based on the vulnerable condition of each individual.
- Female Headed Households (FHHs) - in general FHHs households need special attention. The assistance need may not be financial compensation in every case. Some FFHs may need further assistance during the resettlement process
- Households below Poverty Line.

59. Members of both residential and the business community are considered in the data given in Table 39. The number of people falling in each category, the number of households with at least one member of the respective category and the total number of people living in these households are given. For the number given as 'Total' the subgroups marked in grey are added while overlapping cases have been eliminated. Based on the definition of vulnerable groups stated above a total of 1,758 or 18% of all AP population can be considered as vulnerable. The heterogeneous group of vulnerable people has different needs which should to be addressed in the resettlement process.

Table 39- Vulnerable persons

DS Division	Mental Issues	Chronically Ill	Disable	Elderly	FHH	BPL	Total
Homagama	1	16	27	77	15	22	157
Padukka	0	1	1	5	0	0	7
Kotte	9	16	23	106	26	87	258
Maharagama	11	75	34	144	30	109	392
Thimbirigasyaya	33	139	73	320	88	324	944
Total	54	247	158	652	159	542	1,758

Note: No of members in the families where total family income <=5,000. No of members in the samurdhi families

2.3. Demographic Characteristics at the Household Level

2.3.1 Size of the Project Affected Households

60. Nearly 42% of the project affected households consist of 4 to 5 members. The households with 6 to 10 members represent 14% of all households. Less than 1% of the households have more than 10 members (0.18%). About 37% of the households have 2 to 3 members. It was also found that 6% are single member households. The data distribution among the 4 DSDs is shown in Table 40.

Table 40. Size of Project Affected Households

DS Division	Size of the Family		Size of the Family		Size of the Family		Size of the Family		Size of the Family		Not Responded		Total
	1	%	2-3	%	4-5	%	6-10	%	> 10	%	No	%	No
Thimbirigasyaya	87	6.35	506	36.93	556	40.58	217	15.84	4	0.29	0	0	1370
Kotte	22	6.94	115	36.28	143	45.11	36	11.36	0	0	1	0.32	317
Maharagama	22	4.82	180	39.47	202	44.3	51	11.18	0	0	1	0.22	456
Homagama	24	8.96	91	33.96	118	44.03	32	11.94	0	0	3	1.12	268
Padukka	1	4.17	10	41.67	11	45.83	2	8.33	0	0	0	0	24
Total	156	6.41	902	37.04	1030	42.3	338	13.88	4	0.16	5	0.21	2,435

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.3.2 Household Income Level

61. A range of income categories were observed among the project affected households. The data on monthly income of HHH indicates that APs in Thimbirigasyaya DSD are drawing comparatively higher



income than the APs in other DSDs. The monthly income of HHH of AP households is shown in Table 41. All the HHHs interviewed in Padukka DSD draw monthly income more than LKR 16,000.

Table 41. Income of Head of Householders among Project Affected Households

DS	Less than 10,000	10,000 to 15,000	15,001 to 25,000	25,001 to 50,000	> 50,000	Not Responded	Total
Thimbirigasyaya	66	161	347	491	142	163	1,370
Kotte	16	52	81	86	40	42	317
Maharagama	37	60	82	145	87	45	456
Homagama	13	17	42	98	72	26	268
Padukka	0	0	3	13	5	3	24
Total	132	290	555	833	346	279	2,435

Source: Socio-Economic Survey, UN-Habitat 2017/18

2.3.3 Total Household Income of Project Affected households

62. Some householders were reluctant to provide household income data (37 householders). The income data was however provided by 2,398 households. This data is adequate to show the situation of household incomes of the RoW area. About 43% of the households earns monthly incomes of over LKR 50,000. Only 2% of the HHs indicated that they earn a monthly income less than LKR 10,000. The data on household income is shown in Table 42. In Padukka nearly 58% of the households draw income more than LKR 50,000 a month.

Table 42. Monthly income of project affected households

DS Division	Less than 10,000		10,000 to 15,000		15,001 to 25,000		25,001 to 50,000		Greater than 50,000		Total
	No	%	No	%	No	%	No	%	No	%	No
Thimbirigasyaya	21	2	59	4	166	12	562	41	550	41	1358
Kotte	5	2	22	7	50	16	105	34	126	41	308
Maharagama	14	3	16	4	49	11	170	38	201	45	450
Homagama	7	3	7	3	18	7	74	29	152	59	258
Padukka	0	0	0	0	2	8	8	33	14	58	24
Total	47	2	104	4	285	12	919	38	1,043	43	2,398

Source: Socio-Economic survey – UN-Habitat, 2017/2018

Note: 37 householders did not divulge their household income

Monthly Expenditure Pattern of Households

63. Nearly 52% of the households spend more than LKR 35,000 a month for family expenses. In Padukka about 71% of the households spend more than LKR 35,000 a month. However, most of the households in Padukka have monthly expenditure more than LKR 15,000. The data on monthly expenditure of the households is shown in Table 43.

Table 43. Expenditure pattern of households

Expenditure Range	Thimbirigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
Not given	22	2	13	4	12	3	11	4	1	4	58	2
Less than 5,000	7	1	6	2	6	1	3	1	-	-	22	1
5,001 to 10,000	30	2	4	1	14	3	10	4	-	-	58	2
10,001 to 15,000	73	5	27	9	17	4	11	4	-	-	128	5
15,001 to 25,000	247	18	60	19	57	13	26	10	2	8	390	16
25,001 to 35,000	312	23	63	20	84	18	34	13	4	17	493	20
More than 35,000	679	50	144	45	266	58	176	65	17	71	1,265	52
Total	1,370	100	317	100	456	100	271	100	24	100	2,414	100

Source: Socio-Economic survey – UN-Habitat, 2017/2018



Note: Data on monthly expenditure was not provided by 21 households

2.3.4 Details of project affected business persons

2.3.4.1 The family size of persons involved in business

64. Most of the business persons' families reside outside the RoW areas. Majority of the business persons have families with 4 to 5 members (47%). Only less than 1% of the households have more than 7 members in their families. The details of the family sizes of the project affected business persons are shown in Table 44.

Table 44. Family sizes of the project affected business persons

DS Division	1		2 to 3		4 to 5		6 to 7		More than 7		Not responded		Total	
	No	%	No	%	No	%	No	%	No	%	No	%	No	%
Thimbrigasyaya	8	12	18	28	31	48	7	11	0	-	1	2	65	7
Kotte	20	8	74	31	110	47	26	11	5	2	1	0	236	27
Maharagama	40	9	160	35	218	47	32	7	0	-	9	2	459	52
Homagama	7	13	16	30	28	53	1	2	1	2	0	-	53	6
Padukka	5	7	35	50	26	37	4	6	0	-	0	-	70	8
Total	80	9	303	34	413	47	70	8	6	1	11	1	883	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

2.3.4.2 Age Composition of Business Population

65. Nearly 53% of the population within business families belongs to the age category of 30-60 years. The percentage of persons above 61 years is 13%. Some of these persons among business population may be socially and economically vulnerable due to age related ailments and related disabilities. The distribution of data on age diversity of business population is summarized in Table 45.

Table 45. Age Diversity of business population

DS Division	5 <	%	5 to 18	%	19 to 29	%	30 to 60	%	>=61	%	Total	%
Thimbrigasyaya	16	7	55	23	40	17	113	47	15	6	239	8
Kotte	35	4	183	20	166	19	424	47	87	3	895	28
Maharagama	66	4	375	23	220	14	747	46	200	12	1608	51
Homagama	10	5	43	22	21	11	89	46	30	16	193	6
Padukka	3	1	52	22	25	11	111	47	45	19	236	7
Total	130	5	708	25	472	17	1,484	53	377	13	3,171	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

2.4.2.3 Income of Business Persons

66. Majority of the business persons earn more than LKR 10,000 monthly income from their business activities. Eleven (11) persons of 843 businessmen earn more than LKR 500,000 a monthly income from their business (1.3%). Majority of the business persons, 344 of 843 earn between LKR 25,000 to 50,000 of monthly income from their business (41%). The data on income levels from businesses reported by the business persons is shown in Table 46.



Table 46. Business Persons' Monthly Income from Business Activities

DSD	<5,000	5,000-10,000	10,001 to 25,000	25,001 to 50,000	50,001 to 75,000	75,001 to 100,000	100,001 to 150,000	150,001 to 300,000	300,001 to 500,000	More than 500,000	Total
Thimbirigasyaya	1	2	12	24	9	6	0	5	0	0	59
Kotte	4	15	52	97	19	17	13	2	3	4	226
Maharagama	1	29	96	190	49	29	18	12	6	6	436
Homagama	7	3	9	16	6	3	1	6	1	0	52
Padukka	3	7	22	17	6	7	5	2	0	1	70
Total	16	56	191	344	89	62	37	27	10	11	843

Source: Socio-Economic Survey, UN-Habitat 2017/18

Note: 40 business persons did not divulge their income from the business

67. Apart from the information on income from the business ventures in the project area, the data on household income of these business persons was collected from the questionnaire survey. Most of the business persons' (43%) households earn a total household income of more than LKR 50,000 as shown in Table 47. The household income includes the income from business activities and other secondary sources of income of the household as whole.

Table 47. Total monthly household income of the households with business persons

DS Division	Less than 10,000		10,000 to 15,000		15,001 to 25,000		25,001 to 50,000		> 50,000		Total
	No	%	No	%	No	%	No	%	No	%	
Thimbirigasyaya	0	-	1	2	7	11	31	49	24	38	63
Kotte	5	2	10	4	37	16	88	39	87	38	227
Maharagama	14	3	20	5	56	13	157	36	194	44	441
Homagama	1	2	1	2	3	6	15	30	30	60	50
Padukka	1	1	4	6	11	16	20	29	33	48	69
Total	21	2	36	4	114	13	311	37	368	43	850

Source: Socio-Economic Survey, UN-Habitat 2017/18

Note: 33 business persons did not divulge their household income

2.3.5 Details of Project Affected Residential Houses

68. The project affected housing structures are separated in to 12 categories using 3 criteria, Floor type, Roof type and Wall type. The detailed of the criteria and indicators used for this categorization are shown in table 48.

Table 48. Categorization of project affected housing structures.

Definition of Structure Category			
Structure Category	Floor Type	Roof Type	Wall Type
Category 1	Tile or Terazzo or Cement or Tile and Other Material Or Terazzo and Other Material or Cement and Other Material	Concrete or Concrete and other Material	Bricks or Cement block or Bricks and Other material or cement block and other material
Category 2	Tile or Terazzo or Cement or Tile and Other Material Or Terazzo and Other Material or Cement and Other Material	Concrete or Concrete and other Material	Mud or Timber planks or Tin Sheet or any other material



Category 3	Tile or Terazzo or Cement or Tile and Other Material Or Terazzo and Other Material or Cement and Other Material	Asbestos Sheets or Tiles or Asbestos Sheet and other material or Tile and other material	Bricks or Cement block or Bricks and Other material or cement block and other material
Category 4	Tile or Terazzo or Cement or Tile and Other Material Or Terazzo and Other Material or Cement and Other Material	Asbestos Sheets or Tiles or Asbestos Sheet and other material or Tile and other material	Mud or Timber planks or Tin Sheet or any other material
Category 5	Tile or Terazzo or Cement or Tile and Other Material Or Terazzo and Other Material or Cement and Other Material	Tar or Tin Sheets or Cajanleaves or any Other material	Bricks or Cement block or Bricks and Other material or cement block and other material
Category 6	Tile or Terazzo or Cement or Tile and Other Material Or Terazzo and Other Material or Cement and Other Material	Tar or Tin Sheets or Cajanleaves or any Other material	Mud or Timber planks or Tin Sheet or any other material
Category 7	Mud or Timber Flanks or any other material	Concreate or Concreate and other Material	Bricks or Cement block or Bricks and Other material or cement block and other material
Category 8	Mud or Timber Flanks or any other material	Concreate or Concreate and other Material	Mud or Timber planks or Tin Sheet or any other material
Category 9	Mud or Timber Flanks or any other material	Asbestos Sheets or Tiles or Asbestos Sheet and other material or Tile and other material	Bricks or Cement block or Bricks and Other material or cement block and other material
Category 10	Mud or Timber Flanks or any other material	Asbestos Sheets or Tiles or Asbestos Sheet and other material or Tile and other material	Mud or Timber planks or Tin Sheet or any other material
Category 11	Mud or Timber Flanks or any other material	Tar or Tin Sheets or Cajanleaves or any Other material	Bricks or Cement block or Bricks and Other material or cement block and other material
Category 12	Mud or Timber Flanks or any other material	Tar or Tin Sheets or Cajan leaves or any Other material	Mud or Timber planks or Tin Sheet or any other material

Note: This matrix were prepared according to the floor type, roof type and wall type found in the questionnaires. Somehow combination in category2, category7 and category 8 physically does not exists.

69. Most of the affected housing structures fall under the category 3, where around 66% of the total houses come under this category structures (1,607 of 2,433). Table 48 includes the types of houses coming under each category of housing structures. The Table 49 also includes the data on affected floor vs. total floor are of houses under each category.



Table 49. Category of affected structures and their floor area

Structure Category	Partially Affected (< 10%)			Fully Affected (> 10%)			Total		
	HHs	Total Floor Area (Sq. Feet)	Affected Floor Area (Sq. feet)	HHs	Total Floor Area (Sq. feet)	Affected Floor Area (Sq. Feet)	HHs	Total Floor Area (Sq. feet)	Affected Floor Area (Sq. feet)
Category-1	19	26,855	1,297	38	39,779	17,334	57	66,634	18,632
Category-3	393	580,168	16,855	1,214	780,997	578,826	1,607	1,361,165	595,680
Category-4	8	9,389	266	50	22,680	17,867	58	32,069	18,133
Category-5	25	26,779	831	348	142,345	124,864	373	169,124	125,695
Category-6	2	2,840	220	213	64,647	62,965	215	67,487	63,185
Category-9	4	4,200	9	40	19,558	16,148	44	23,758	16,157
Category-10	-	-	-	8	3,006	3,006	8	3,006	3,006
Category-11	2	3,632	363	8	4,036	3,076	10	7,668	3,439
Category-12	1	1,000	-	30	9,963	8,013	31	10,963	8,013
No Response	-	-	-	-	-	-	32	-	-
Total	454	654,863.38	19,841.33	1949	1,087,010.35	832,098.53	2,435	1,741,873.73	851,939.86

Source: Socio-Economic Survey, UN-Habitat 2017/18

Size of project affected houses

70. About 16% of the housing structures (358 Houses) affected have a floor area more than 1,000 square feet. Nearly 43% of the houses (964 households) have less than 400 square feet of floor area. Most of the houses in Padukka area have more than 1,000 square feet of floor area. The data on floor areas of the housing structures affected by the project is shown in Table 50.



Photo 10: Typical Category 3 houses



Table 50. Total Floor area of Houses

DS Division	Thimbrigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	Title	Non-Title	Title	Non-Title	Title	Non-Title	Title	Non-Title	Title	Non-Title	Title	Non-Title
Less than 100 Sq. Feet	40	73	56	3	128	13	16	3	-	-	240	92
101 to 150 Sq. Feet	16	104	17	13	25	10	1	1	-	-	59	128
151 to 200 Sq. Feet	22	115	13	11	25	16	4	7	-	-	64	149
201 to 300 Sq. Feet	37	202	21	40	23	46	5	9	1	1	87	298
301 to 400 Sq. Feet	24	161	8	31	12	28	2	6	-	-	46	226
401 to 500 Sq. Feet	24	121	5	20	14	23	12	5	-	3	55	172
501 to 600 Sq. Feet	41	108	7	18	11	24	9	6	-	-	68	156
601 to 750 Sq. Feet	28	77	5	13	6	15	7	11	1	1	47	117
751 to 1000 Sq. Feet	19	60	4	9	3	11	25	5	1	1	52	86
More than 1000 Sq. Feet	16	53	6	10	7	6	125	3	13	-	167	72
Affected area not given	0	29	2	5	8	2	6	-	2	-	17	37
Total	267	1103	144	173	262	194	211	56	17	6	902	1,533

Source: Socio- Economic survey – UN-Habitat, 2017/2018

2.3.6 Basic Infrastructure Facilities

71. The SES investigated the basic infrastructure facilities in the project affected residential houses. The information on energy use, domestic water facilities, sanitary latrines and access to houses are included in this section.



Drinking water:

72. Overall 97% of the houses have access to safe drinking water facilities. Only about 3% of the householders interviewed mentioned about unsafe drinking water they are compelled to use. In Maharagama about 20% of the households mentioned that they use unsafe drinking water and this group must be the people use water from unsafe shallow wells. Table 51 indicates the information of households mentioned above. The area where people drink water from ground water wells also have access to pipe water facilities, however, some families prefer to drink water from wells.

Table 51. Water Source for Drinking Purpose

Water Source	Thimbirigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
Common tap (public standpoint)	163	12	57	18	9	2	1	0	-	-	230	9
Common well	2	0	4	1	4	1	8	3	-	-	18	1
Neighbour's tap	80	6	24	8	30	7	5	2	-	-	139	6
Neighbour's well	1	0	5	2	19	4	18	7	-	-	43	2
Other water source	211	15	16	5	44	10	5	2	-	-	276	11
Own tap (pipe borne)	873	64	194	61	281	62	86	32	7	30	1441	59
Own well	10	1	7	2	68	15	141	52	15	61	241	10
Not responded	30	2	10	3	1	0	4	2	2	9	47	2
Total	1370	100	317	100	456	100	267	100	23	100	2,435	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

2.3.7 Sources of Energy

73. Except for a few households with solar panels and small diesel powered generators, all other households have access to electricity through the main electricity grid. More than 80% of the houses have been given power for lighting through the main grid. In Padukka all the households have obtained electricity from the main grid. The energy source for lighting is shown in Table 52.

Table 52. Sources of power for lighting

Source Of Lighting	Thimbirigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
Grid connected electricity (illegal)	127	9	16	5	30	6	6	2	-	-	179	7
Grid connected electricity (legal)	1081	78	253	81	412	86	248	93	23	100	1,994	82
Kerosene oil lamp	124	9	29	9	25	5	7	3	-	-	185	8
Other	52	4	13	4	10	2	7	3	-	-	82	3
Total	1384	100	311	100	477	100	268	100	23	100	2,440	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Note: Multiple answers were provided

Sources of energy for cooking purposes

74. More than 70% of the households use gas for cooking. Others use mainly firewood (13%) or kerosene (12%). The data on energy sources for cooking are shown in Table 53.



Table 53. Energy Sources for Cooking

Source of Cooking	Thimbirigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	No	%	No	%	No	%	No	%	No	%	No	%
Gas	1,085	72	250	74	390	71	225	70	20	77	1,950	72
Kerosene	286	19	15	4	15	3	7	2	0	-	323	12
Electricity	18	1	7	2	24	4	5	2	1	4	54	2
Firewood	110	7	68	20	120	22	70	22	5	19	368	14
Other	4	0	-	-	2	0	16	5	0	-	22	1
Total	1,503	100	340	100	551	100	323	100	26	100	2,717	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

Note: Multiple answers were provided

2.3.8 Sanitary Facilities

75. About 35% of the total households have commode latrines. Another 52% of toilets are squatting pans. In total, 87% of the latrines are water sealed. Only 13% of the households have other sources for latrines such as common latrines or latrines in the neighboring houses. The data on latrine types is shown in Table 54. All of the latrines in Padukka area are water sealed. In Homagama 95% of the latrines are also water sealed. The lowest percentage of water sealed latrines is reported from Thimbirigasyaya DSD.

Table 54. Sanitary latrines

Ds Division	Commode	%	Squatting Pan	%	Other	%	Total
Thimbirigasyaya	376	28	796	58	197	14	1,369
Kotte	114	36	147	47	55	17	316
Maharagama	194	42	218	47	48	10	460
Homagama	153	58	98	37	15	6	266
Padukka	22	63	13	37	0	-	35
Total	859	35	1272	52	315	13	2,446

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Note: Some household had more than one Latrines

2.3.9 Access to Houses

76. The field study team observed 5 different access categories to reach the houses in RoW (the transect walks of field study team). These 5 access categories include:

- Access through motorable national road network
- Through foot paths managed by local authorities
- Motorable rail cross roads and roads parallel to rail way line
- Foot paths through SLR reservation/land
- Households with no common access even through SLR land

77. One of the questions in the household questionnaire was availability of access to reach the households. The responses of the householders are presented in Table 55. Most of the types of access mentioned by the householders are consistent with access categories observed by the study team during their transect walks. Nearly 49% of the project affected householder’s access their houses directly through the formal roads. The rest of the householders access their houses through various other formal and informal means.



Table 55. Access to houses

Type of Access	Thimbrigasyaya		Kotte		Maharagama		Homagama		Padukka		Total
	No	%	No	%	No	%	No	%	No	%	
Direct access road	483	35	161	51	307	67	226	86	20	83	1,197
Direct access path (through the railway line)	478	35	104	33	66	14	12	5	4	17	664
Along Railway track	174	13	35	11	44	10	12	5	0	-	265
By Road	13	1	0	-	14	3	1	0	0	-	28
Cross Road	17	1	0	-	3	1	0	-	0	-	20
Narrow lane	142	10	0	-	6	1	6	2	0	-	154
Through a neighbors land	50	4	8	3	14	3	7	3	0	-	79
Foot Path	17	1	9	3	2	0	0	-	0	-	28
Total	1370	100	317	100	456	100	264	100	24	100	2,435

Source: Socio- Economic survey – UN-Habitat, 2017/2018

2.3.10 Moveable Household Assets

78. The most common household assets available in project affected houses include fans (85%), TVs (75%) and refrigerators (49%). The details of the moveable household assets are shown in Table 56.

Table 56. Number of households having moveable assets

Item	No of households	%
1-Television	1,813	75
2-Radio/CD player	1,390	57
3-Sewing machine	743	31
4-Fan	2,078	85
5-Refrigerator	1,202	49
6-Air conditioner	48	2
7-Motor cycle	339	14
8-Bicycle	245	10
9- Three wheeler	417	17
10-Car/cab	150	6
11-Bus/van/Lorry	59	2
12-Water pump/Generator	187	8
13-Washing machine	529	22
14-Other - Furniture	208	9
14-Other -Kitchen Appliances	17	1
14-Other-Computers/CCTV	205	8
14-Other-Mobile Phones	578	24

Source: Socio- Economic survey – UN-Habitat, 2017/2018

2.3.11 Affected Employees of Institutions and Resources

79. A total of 119 public and private institutions, utilities and cultural resources are located within the RoW area. 46 are managed by operators with hired employees. The number of employees in these institutions range from 2 to 15 or more. The number of employees in the project affected institutions is shown in Table 57.



Table 57. Number of employees in the project affected institutions

No of Employees	No of Institutions	%
Less than 2	2	4
3 to 5	7	15
6 to 8	2	4
9 to 10	4	9
11 to 15	4	9
more than 15	27	59
Total	46	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

The hired employees in business ventures attached to residential houses:

80. About 39 of 151 are managed with hired employees (123 employees). Nearly 14% of business ventures have more than 5 persons employed. Table 58 includes the number of employees in business ventures attached to residential households.

Table 58. Employees in residence cum business households

No. of Other Members	Number	%
1	13	33
2-3	19	49
4-5	2	5
> 5	5	13
Total	39	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

Institutions & Common Resources:

81. The 119 institutions and resources located within 20m wide RoW are involved in 11 different activities. Some of these activities are commercial while others provide public services. The types of activities carried out by the project affected institutions are mentioned in Table 59.

Table 59. Type of activities carried out by partially affected institutions and resources

Type of activities	Nos	%
Bank/Micro Finance/Lending	6	5
Business/Services	22	18
SLR Premises	3	3
Conducting Social Service Activities	5	4
Community Center	3	3
Conducting Religious Activities	21	18
GYM	2	2
Pre- School/Day Care/Education Centers	21	18
Providing Sanitary Facilities	15	13
Providing public services/GN	10	8
Retail store/Grocery store/Restaurant	11	9
Total	119	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018



CHAPTER 03 – IMPACTS ON PROPERTIES/ASSETS

3.1. Overview of project affected Persons

82. The proposed project will create involuntary resettlement impacts on public and private land, structures established on those land plots and its users. About 1,230 titled land plots and 901 title-holding housing structures in those land plots will be affected. Another 285 structures mainly used for business will also be affected. The total number of titled structures to be affected is 1,186 located in 1,230 titled land plots. Apart from titled properties, there are a number of non-titled housing and non-housing structures to be affected by the project. About 1,428 non-titled housing structures and 441 other structures mainly used for business purposes will also be impacted. Another 243 places without permanent structures primarily used by business persons will also be required for the implementation of the project. About 268 project affected houses and non-housing structures are occupied by tenants. The details of project affected titled and non-title holding properties are summarized in Table 60.

Table 60. Project affected title and non-title holding properties - Land and structures

DS Division	Titleholders			Non-titleholders			Leased out / Rented out
	Land Plots	Residential Structures	Business & Other Structures	Residential Structures	Business & Other Structures	Temporary Business Structures	
	No.	No.	No.	No.	No.	No.	
Thimbirigasyaya	261	267	26	1,038	74	0	70
Kotte	197	144	66	157	172	15	58
Maharagama	423	262	157	171	99	215	74
Homagama	319	211	32	50	32	4	49
Padukka	30	17	4	3	64	9	17
Total	1,230	901	285	1419	441	243	268

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Note: 115 government quarters are not included in the table. 17 persons operating their business without any structure.

3.2. Impact on Land

3.2.1 The Extents of affected Land Plots

83. The project affected land plots come under several categories. Land used for residences, exclusively used for business activities, public and private institutions and non- residential land plots. These plots are of different extents.

84. The project affected private land is the most critical property mainly due to IR impacts. The number of private land plots under different user categories, the total land area of the land plots and the area that will be affected due to the proposed project are shown in Table 61. The largest numbers of private land plots are occupied for residential purposes (plots 848 of 1,230). The second largest numbers of private land plots are used for business activities (186 of 1,230).



Table 61. Extent of project affected private land

Category	Plots	%	Total Land Area-perch	%	Affected Land Area-perch	%
Residential	848	69	9432	25	2,016	49
Commercial	186	15	6577	17	590	14
Institution	38	3	3519	9	925	22
Bare Land	158	13	18,409	49	623	15
Total	1,230	100	37,936	100	4,154	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Type of Ownership of project affected Land

85. The 1,230 private land plots come under different ownership categories. If required to implement project proposed designs in these private land plots they are to be acquired through prescribed compensations in EM. The details of the ownership as reported by the affected householders are shown in Table 62.

Table 62. Details on private land ownership

Type of Ownership	Total	%
Individual deed	903	73
Leased	43	4
NHDA	124	10
Owned by Temple	3	0
Rent	146	12
Shared Ownership	11	1
Total	1230	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Extent of Residential Land plots

86. About 46% of the land plots affected are less than 2 perches in extent (1 perch = 25 Square Meters). About 22% of the land plots used for residential purposes range from 2 to 5 perches and the balance plots are more than 5 perches in extent. Most of the plots with a large extent are privately owned. The details of the extents of land plots used for residential purposes are shown in Table 63.

Table 63. Extent of Residential Land Plots

Land Plot Size	Title	%	Non-Title	%	Total	%
Less Than 2 perch	136	16	843	65	979	46
2 to 5 perch	180	21	287	22	467	22
More than 5 perch	516	61	124	10	640	30
Not responded	16	2	34	3	50	2
Total	848	100	1288	100	2,136	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Extent of Land Plots used for Business Purposes

87. Although 883 business persons are engaged in business activities within the 20m wide RoW, only 866 persons are reported as persons occupying land for business. The others are mostly persons involved in mobile business activities at business centers such as Maharagama textile market and Nugegoda market. About 80% of the business persons carry out their activities in land plots smaller than 2 perches. The details of the extents of land plots for business structures are shown in Table 64.



Table 64. Extent of land plots used for businesses purposes

Land Plot Size	Title	Non-Title	Total
Less than 2 perch	13	173	186
2 to 6 perch	17	28	45
More than 6 perch	25	12	37
Not responded	130	31	161
Total	185	244	429

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Note: Details on extent of 437 land plots located within Maradana to Homagama section are not provided.

Extents of Land Plots used by Institutions and Resources:

88. The extents of land plots used by institutions and other common resources range from 2 perches to more than 6 perches. Most of the plots used for this purpose are more than 6 perches in extent. Out of 119 cases, the land extent details of only 41 were reported. They are shown in Table 65.

Table 65. Extent of LAND PLOTS OF INSTITUTIONS AND RESOURCES

DSD	<2 perch	2-6 perch	> 6 perch
Thimbirigasyaya	6	3	4
Kotte	-	-	2
Maharagama	1	-	5
Homagama	4	2	7
Padukka	2	2	3
Total	13	7	21

Source: Socio-Economic Survey, UN-Habitat 2017/18

Note: Details on extent of 78 land plots located within Maradana to Homagama section are not provided.

3.2.2 Bare Land Plots

89. Some land plots located within SLR reservations have been encroached by people. Some have planted trees such as banana, coconut etc. in such land plots. These land plots cannot be categorized as agricultural land but they are virtually bare lands. Two hundred seventy four (274) bare land plots will be affected in different levels. The locations of these land plots and their legal status are mentioned in Table 66. Only 158 of 274 bare land plots are titled lands that must be acquired with compensation if required for the project.



Photo11, 12: Bare lands



Table 66. Tab Legal Status of the Land Plots

DS Division	GNDs	Land Plots	Title	Non-title
Thimbirigasyaya	7	16	2	14
Kotte	3	18	11	7
Maharagama	14	111	47	64
Homagama	15	115	89	26
Padukka	3	14	9	5
Total	42	274	158	116

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Occupancy Period of bare Lands

90. The occupancy period of most of the non-residential land plots is more than 10 years. Nearly 62% of the land plots have been occupied for more than 10 years. Eighteen percent (18%) of the land plots have been occupied for less than 1 year. The information on this aspect is shown in Table 67.

Table 67. Occupancy period of bare land plots

Occupancy Period	Title		Non - Title	
	No	%	No	%
Less than 1 Year	22	14	35	31
2 to 3 yrs	12	8	2	2
4 to 5 yrs	8	5	0	0
6 to 10 yrs	16	10	3	3
More than 10 yrs	99	63	72	64
Total	157	100	112	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Note: Details on occupancy period of 5 bare land plots located within Maradana to Homagama section are not provided.

Extent of bare land Plots with Titles

91. About 64% of the titled bare land plots are more than 15 perch in extent. Only about 6% of the plots are less than 5 perches. The details of the extent of titled bare land plots (non-residential) are shown in table 68.

Table 68. Extent of titled bare Land

Plot Size	Title holding	
	Nos	%
Less than 5 perch	9	6
6 to 10 perch	20	13
11 to 15 perch	28	18
More than 15 perch	101	64
Total	158	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

3.2.3 The Share of the total Land Extents required for the Project

92. This SES was focused on the 20m wide RoW including some expanded sections beyond 20m RoW near railway stations. The reduction of the 20m RoW in the final design is possible. Nevertheless, the land within the 20m RoW and expanded sections near railway stations are considered as land coming under the RoW. The information on the percentage of total land plots that will be affected due to the project was obtained through the study.



93.

Percentage of Land Affected in Residential Land Plots

94. More than 50% of the existing land area in most of the land plots will be required for project implementation. The number of required non-titled plots is much higher than the number of titled plots. The highest number of title and non-title land plots affected is found in the RoW within Thimbirigasyaya DSD area. Almost all the non-title land plots will be acquired from present occupants irrespective of the extent of the plots affected. The details of the percentage of impacts on existing land extents of residential land plots are shown in Table 69.

Table 69. Affected percentage of residential land plots

Affected % of Land	Title		Non - Title	
	Nos	%	Nos	%
<6	96	11	5	0
6 - 10	127	15	13	1
11-15	108	13	9	1
16-20	94	11	12	1
21-25	50	6	5	0
25-30	44	5	9	1
31-50	108	13	26	2
>50	215	25	1,191	92
% not given	6	1	18	1
Total	848	100	1,288	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Percentage of Land Extent Required from Business Land Plots

95. More than 50% of the existing non-titled plot area of business land will be required for project implementation. This is only 11% in the case of titled land plots used for business. Most of the business land plots located within the RoW in Thimbirigasyaya DSD area will be required. Most of these plots are small and therefore, more than half of the plots will be required in many cases. The details on percentages of the existing plots of land extents required for the project are shown in Table 70.

Table 70. Affected percentage of land of business plots (%)

Affected % of Land	Title		Non-Title		Total	
	Nos	%	Nos	%	Nos	%
<6	7	4	3	1	10	2
6 - 10	9	5	0	-	9	2
11-15	3	2	2	1	5	1
16-20	5	3	2	1	7	2
21-25	2	1	0	-	2	0
25-30	4	2	1	0	5	1
31-50	4	2	0	-	4	1
>50	20	11	204	84	224	52
% not given	131	71	32	13	163	38
Total	185	100	244	100	429	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Share of Land Area required from Land Plots used by Institutions and Common Resources:

96. About 29% of the land plots occupied by institutions/resources will be affected on more than 50% of their land plot. The required percentages of land to be acquired for the project are shown in Table 71.



Table 71. Affected Land occupied by Institutions & Common Resources (%)

DS Division	Total	<5	5-10	11-15	16 - 20	21-25	25-30	31-50	>50
Homagama	14	2	2	0	2	0	0	4	4
Padukka	7	2	0	0	0	0	0	0	5
Kotte	15	1	6	0	1	0	2	1	4
Maharagama	30	6	8	5	6	0	0	1	4
Thimbirigasyaya	32	7	6	1	1	3	1	1	12
Total	98	18	22	6	10	3	3	7	29

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Note: Data on affected land occupied by institutions & common resources 5 are not available for the section Maradana to Homagama.

Percentage of the Land Area required from bare land Plots

97. Most of the bare land plots to be affected by the project are located within the Homagama DSD area.

In most of the bare land plots, only small percentages of the land areas will be required for the project. Little more than 50% of 3 land plots located in Maharagama will be required for the project. The details of affected percentage of bare land plots with titles are shown in Table 72.

Table 72. Affected percentage of land area of bare plots (Title holders) (%)

Affected % of Land	Homagama	Padukka	Kotte	Maharagama	Thimbirigasyaya	Total
	Title	Title	Title	Title	Title	Title
<6	21	4	1	14	0	40
6 - 10	24	2	3	8	0	37
11 - 15	15	1	2	9	1	28
16-20	8	1	3	9	1	22
21-25	9	0	1	0	0	10
25-30	6	0	1	2	0	9
31-50	6	1	0	2	0	9
>50	0	0	0	3	0	3
Total	89	9	11	47	2	158

Source: Socio- Economic survey – UN-Habitat, 2017/2018

3.3. The impact on Structures in Project Affected Land Plots

98. The project will create impacts on different types of structures during and after the construction phase. These structures are located in RoW of the proposed rail line improvement project. The details of project impacted residential structures are summarized in Table 73.

Table 73. The Details of project impacted Structures

Structure Category	Affected % ≤10		Affected % > 10		Total	
	No of HHs	Total Floor Area-square feet	No of HHs	Total Floor Area-square feet	No of HHs	Floor Area-square feet
Category-1	19	23,555	38	39,779	57	63,334
Category-3	393	583,468	1,214	780,997	1,607	1,364,465
Category-4	8	9389	50	22,680	58	32,069
Category-5	25	26,779	348	142,345	373	169,124
Category-6	2	2,840	213	64,647	215	67,487
Category-9	4	4,200	40	19,558	44	23,758
Category-10	0	0	8	3,006	8	3,006
Category-11	2	3,632	8	4,036	10	7,668
Category-12	1	1,000	30	9,963	31	10,963
No Response	0	0	0	0	32	0
Total	454	654,863	1,949	1087,010	2,435	1,741,874

Source: Socio- Economic survey – UN-Habitat, 2017/2018



Extent of the floor area of the affected Houses: Most of the houses have floor areas larger than 500 square feet (50%). About 13% of the houses have a floor area of less than 200 square feet. The details on the extent of floor areas of the affected houses are shown in Table 74.

Table 74. Extent of residential total floor area of households

DS Division	Thimbrigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	Plots	%	Plots	%	Plots	%	Plots	%	Plots	%	Plots	%
Not responded	19	1	5	2	6	1	5	2	2	4	35	1
Less than 100 Sq. Feet	45	3	2	1	1	0	3	1	-	-	51	2
101 to 150 Sq. Feet	101	7	17	5	12	3	1	0	-	-	131	5
151 to 200 Sq. Feet	123	9	13	4	16	4	7	3	-	-	159	7
201 to 300 Sq. Feet	235	17	50	16	55	12	14	5	2	9	356	15
301 to 400 Sq. Feet	188	14	42	13	41	9	11	4	-	-	282	12
401 to 500 Sq. Feet	152	11	27	9	35	8	17	6	3	13	234	10
501 to 600 Sq. Feet	159	12	27	9	39	9	16	6	-	-	241	10
601 to 750 Sq. Feet	135	10	18	6	40	9	20	8	2	9	215	9
751 to 1000 Sq. Feet	103	8	34	11	57	13	37	14	2	9	233	10
More than 1000 Sq. Feet	110	8	82	26	154	34	137	52	13	57	496	20
Total	1,370	100	317	100	456	100	264	100	24	100	2,435	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Share of the Floor Areas of Houses affected by the Project:

99. Nearly 57% of the houses will be impacted on more than 50% of their floor area. About 68% of the housing structures in the 20 m RoW are affected on more than 20% of the existing floor area. Nearly 61% of the houses in Padukka only less than 20% of the floor area is affected. The details of the percentage of the floor area of the houses affected are shown in Table 75.

Table 75. Affected percentage of Floor Areas of Housing Structures

Affected % of Floor Area	Thimbrigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	Title	Non-title	Title	Non-title	Title	Non-title	Title	Non-title	Title	Non-title	Title	Non-title
<6	18	5	38	0	108	9	142	5	11	1	317	20
10-Jun	22	12	27	0	41	1	13	0	2	0	105	13
15-Nov	12	6	12	0	21	1	8	0	0	0	53	7
16-20	7	4	13	0	16	3	6	3	0	0	42	10
21-25	6	9	9	0	9	0	7	2	0	0	31	11
25-30	8	0	9	3	12	1	3	2	0	0	32	6
31-50	21	22	10	1	25	6	19	4	2	0	77	33
>50	172	1022	25	166	22	172	7	39	1	5	227	1,404
% not given	1	23	1	3	8	1	7	1	2	0	17	28
Total	267	1,103	144	173	262	194	212	56	18	6	901	1,532

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Share of the Floor Areas of Business Structures affected by the Project

100. Most of the small scale business structures including temporary huts and movable structures will be fully affected (74% of the places). These structures are mainly located in Maharagama-Pamunuwa and Nugegoda market areas. Only a small share of the structures will have partial impacts such as damages to the parapet walls, fences, gates or parts of roof. About 93% of the business structures in Padukka DSD are fully affected. The information related to the percentage of the business structures affected by the project is shown in Table 76.



Table 76. Percentage of the affected floor areas of business structures

Affected % of Structures	Thimbirigasyaya		Kotte		Maharagama		Homagama		Padukka		Total	
	Nos	%	Nos	%	Nos	%	Nos	%	Nos	%	Nos	%
<6	0	-	0	-	9	2	9	17	-	-	18	2
43,261	5	8	0	-	3	1	1	2	-	-	9	1
43,419	2	3	0	-	0	-	4	8	-	-	6	1
16-20	1	2	0	-	2	0	2	4	1	1	6	1
21-25	0	-	0	-	1	0	1	2	1	1	3	0
25-30	0	-	0	-	4	1	1	2	1	1	6	1
31-50	0	-	1	0	18	4	1	2	-	-	20	2
>50	33	51	211	89	307	70	29	55	65	93	645	74
affected % not given	24	37	25	11	97	22	5	9	2	3	153	18
Total	65	100	237	100	441	100	53	100	70	100	866	100

Source: Socio-Economic Survey, UN-Habitat 2017/18

Note: 17 of 883 business persons are vendors operating without structures in Pamunuwe Text tile market

Affected percentage of the Building Structures of Institutions & common Resources

101. In most of the institutional building structures, a small percentage of floor area will be impacted. Partial impacts on buildings can be expected in most of the institutions. Only 22% of the total institutions would be fully affected. The percentages of the institutional building structures affected by the project are shown in Table 77.

Table 77. Affected floor area of structures of institutions and resources

Affected % of Structure	Homagama		Padukka		Kotte		Maharagama		Thimbirigasyaya		Total	
	Title	Non-Title	Title	Non-Title	Title	Non-Title	Title	Non-Title	Title	Non-Title	Title	Non-Title
<6	1	3	0	0	5	1	11	4	2	9	19	17
6 - 10	1	0	0	0	3	0	4	2	1	2	9	4
11 - 15	0	0	0	0	0	0	3	0	0	0	3	0
16-20	0	0	0	0	0	0	0	0	0	2	0	2
21-25	0	0	0	0	0	0	0	0	0	2	0	2
21-30	0	0	0	0	2	1	0	0	0	1	2	2
31-50	1	1	0	1	0	0	2	0	0	0	3	2
>50	1	6	0	6	1	1	0	3	0	6	2	22
% not given	0	1	0	0	0	3	0	0	0	10	0	14
Total	4	11	0	7	11	6	20	9	3	32	38	65

Source: Socio- Economic survey – UN-Habitat, 2017/2018

The possible Impacts on Facilities in Project affected Structures

102. The project affected structures such as residences, business and other institutions have many fixed facilities such as telephone, electricity and drinking water connections. The resettled households will have these facilities in their new locations. The information relevant to the availability of the facilities is given in Table 78.

Table 78. Facilities available in project affected structures

Facility Available	Residential		Commercial		Govt./ Pvt. Institute		Total	
	Nos	%	Nos	%	Nos	%	Nos	%
Electricity	2,177	89	507	59	72	70	2,756	81
Telephone (Fixed/CDMA)	484	20	128	15	65	63	677	20
Internet Fixed	160	7	40	5	37	36	237	7
Drinking Water Connections(Own)	1,574	65	237	27	65	63	1,876	55

Source: Socio- Economic survey – UN-Habitat, 2017/2018

3.4 Impact on other Common Properties

103. The SES team observed the potential impacts on certain common properties located within the 20m wide RoW. Most of these common properties are located towards the edge of the RoW. An overview of the potential impacts on common properties is given in Table 79. The magnitude of impacts on these properties will be correctly identified through detailed measurement surveys conducted after preparation of the detailed designs of the proposed road. Densely located utility related infrastructure was observed from Maradana to Homagama compare to the section from Homagama to Padukka. The approximate numbers are based on observations of the SES team and will be useful to calculate the indicative budget required for mitigating the impacts.

Table 79. Possible impacts on common properties

Property	Magnitude of impact (cases or length)	Observed cases
Level crossings-Numbers (Nos)	114	There may be changes regarding the locations of the level crossings. The road users will face disturbances during the construction phase.
Parallel roads- Numbers (Nos)	93	Same as level crossings.
Electricity posts- Numbers (Nos)	924	These posts may need to be moved to other locations. The power supply may be disturbed during the construction phase.
Electricity transformers-Numbers (Nos)	4	The transformers might need to be shifted. This may lead to disturbances to the power supply in the area.
Telephone posts- Numbers (Nos)	516	Telephone posts might need to be shifted. This may lead to connectivity issues during the construction phase.
Vehicle parks of large private institutes- Numbers (Nos)	13	Parts of these parking places might have to be provided.
Three wheel parks- Numbers (Nos)	55	The three wheel operators might have to shift to other locations.
Bus stops (bus halts)-Numbers (Nos)	47	These bus halts might have to be moved to other locations.
Motor bike parks- Numbers (Nos)	2 (in Padukka)	The motor bike operators might have to shift to other locations.
Parapet walls-Meters (m)	3,805 m	Parts of these parapet walls might have to be demolished. They are primarily found in private land plots.
Fences – Meters(m)	7,240 m	Parts of these fences might have to be demolished. They are primarily found in private land plots.
Gates- Numbers (Nos)	488	Some of the gates might have to be demolished. They are primarily found in private land plots.

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Further descriptions of the common properties are stated below.

3.4.1 Access available for communities in the Project Corridor

Roads

104. The communities living within the project corridor area have access to 207 different types of roads in the area (level crossings and parallel roads to the rail line). From these, about 114 roads cross the railway line and 93 run parallel to the railway line. In addition to authorized railway crossings, the communities themselves have established some unauthorized crossings. The highest number of unauthorized railway crossings is observed within the rail sections in Thimbirigasyaya and Kotte DSD areas. About 13 such places were observed by the SES study team. The information on these roads is summarized in Tables 80 and 81 and further details are shown in Annex 1.

Table 80. Level crossings in the project corridor

DSD	No of level crossings (roads)	RDA	PRDA	LA	Private Road	Unauthorized
Thimbirigasyaya	25	5	5	10	5	8
Kotte	34	2	5	16	11	2
Maharagama	25	4	3	17	1	1
Homagama	23	1	7	7	5	2
Padukka	7	2	2	3	0	0
Total	114	14	22	53	22	13

Source: Interviews with project relevant GNs and transect walks of the study team

Table 81. Parallel Roads in the Project Corridor

DSD	No. Parallel roads and	Distance-Km	RDA	PRDA	LA	Private Road
Thimbirigasyaya	12	2	0	0	12	0
Kotte	13	1	0	2	11	0
Maharagama	51	1	0	1	49	1
Homagama	12	8	1	2	3	6
Padukka	5	2	1	0	3	1
Total	93	13	2	5	78	8

Source: Interviews with project relevant GNs and transect walks of the study team

105. The proposed project may require the shifting of some of the infrastructure facilities such as electricity posts and telecommunication related infrastructure facilities. The details on the project affected infrastructure facilities are shown in Table 82, 83 and 84.

Table 82. Locations of project affected Electricity Posts

Section	DSD	Left	Right
Loco junction to Castle Str.	Thimbirigasyaya	46	59
Castle Str. to Colabage Mawatha	Thimbirigasyaya	80	54
Colabage Mawatha to Nawinna	Thimbirigasyaya/Kotte/ Maharagama	119	108
Nawinna to Homagama	Maharagama/Homagama	240	81
Homagama rail station to Padukka	Homagama/ Padukka	63	74
Total		548	376

Source: Socio- Economic survey – UN-Habitat, 2017/2018



Table 83. The Location of project affected Electricity Transformers

Section	DSD	L or R	Distance from Rail track(m)	Location
Nawinna to Homagama	Homagama/ Padukka	Right	25	Navinna railway crossing
Nawinna to Homagama	Homagama/ Padukka	Left	25	Pamunuwa railway crossing
Nawinna to Homagama	Homagama/ Padukka	Left	30	Rukmale RD (KV line 26 crossing)

Source: Socio-Economic Survey, UN-Habitat 2017/18

Note: Electricity Transformers are not available within RoW of the section from Homagama rail station to Padukka

Table 84. The location of project affected telephone posts

Section	Left	Right
Loco junction to Castle Str.	6	32
Castle Str. to Colabage Mawatha	27	33
Colabage Mawatha to Nawinna	71	63
Nawinna to Homagama	184	37
Homagama rail station to Padukka	38	25
Total	326	190

Source: Socio- Economic survey – UN-Habitat, 2017/2018



CHAPTER 04 - POTENTIAL SOCIO-ECONOMIC IMPACTS OF THE PROPOSED PROJECT

106. The project’s impacts on livelihood systems will be discussed in this chapter. These impacts include:

- Impacts on income generation activities
- Impacts on business activities
- Impacts on crops
- Impacts on social relations (social capital)
- Impacts on access to service centers (education, health, markets, etc.)
- Impacts on the corridor of the project
- Impacts during construction and the operational phase as perceived by the communities
- Impacts on the environment as perceived by the communities

4.1. Impact on Employment

107. The potential impacts on different employment activities carried out by the members of the project affected households are summarized below. The types of employments and the likely impacts to the project affected people are summarized in Table 85.

Table 85. Possible impacts on employments of the project affected people

Type of employment	No of Household members	% of total employees	Perceived impact
Government/Semi-Government sector	479	5	This group will not have negative impacts as their work places will not be disturbed. Resettlement will be done within 1 to 5 km radius from their residences. There can be some impacts (positive or negative) due to possible changes on transport routes and distance.
Private sector	1,332	14	Same as government/semi-government sector employment as long as their workplace is not negatively impacted by the project.
Unskilled/daily paid/contract labour	980	11	This group will have negative impacts due to the loss of their long established customer/client relationships with people in the neighborhood.
Self-employed	1,275	14	This group will have negative impacts due to displacement from their current residences. Most of the self-employed persons are based in their residences. They could face difficulties to continue some of the self-employment activities in the high-rise buildings in which they may be resettled.
Three wheel operators in three wheel parks	About 500 to 600 persons operating from about 55 Parks in the 20m RoW area		There will be a need to shift some three wheel parks from the project implementation area.
Retired pension with	274	3	Some possible negative social impacts due to shifting from a familiar environment. New dependence on elevators. Shift from horizontal housing lifestyles to vertical Housing lifestyle.



Foreign employment	244	3	No negative impacts expected
Unemployed due to age reasons	1112	12	Some possible social impacts due to shifting from a familiar environment. New dependence on elevators. Shift from horizontal lifestyles to vertical.
Differently-Abled	669	30 of total population	Social impacts during resettlement phase (New dependence on elevators. Shift from horizontal lifestyles to vertical).
Un-employed	349	14 of total CHHS of AP HHs	This group may have new opportunities due to livelihood restoration programs that may be implemented in the newly resettled areas.

4.2 Impacts on Business Activities

108. The magnitude of the impacts on business activities will be significant, as there are 883 persons involved in various business activities. These business persons are operating in left and right sides of the rail track and also in different locations in the RoW with no specific location (490 in left side, 362 in right side and 31 in different locations). The number of persons involved in business activities is shown in Table 86. The families of this group are not residing in their business establishments, but the families of the business persons will still have impacts. The total population of the business persons' families is around 3,171 and this group can be defined as indirectly affected people.

Table 86. No of affected persons involved in Business Activities

DS division	# GNDs	No of business persons	Left	Right	No specific location
Thimbirigasyaya	7	65	34	31	0
Kotte	6	236	86	139	11
Maharagama	12	459	339	100	20
Homagama	11	53	25	28	0
Padukka	3	70	6	64	0
Total	39	883	490	362	31

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Income Loss from Business due to the Project

109. Most of the business activities will be significantly impacted by the project. The business persons are diverse in terms of their net income from the business activities. The data on net income of each business person was obtained with detailed discussions with them. Since the field survey team had the opportunity to observe the situation of the business ventures, the income data provided by the business operators can be accepted as the next best method of collecting data on income. The majority of the business persons affected are involved in informal sector business activities and they have no written documentation of their income. The possible income loss during the implementation of the project and the relocation will be calculated case by case, with the active involvement of the affected business persons and the knowledgeable staff of the PMU. The data on potential income losses are stated in Table 87. This information will be useful for the calculation of amounts to be paid as livelihood assistance for the affected business persons.



Table 87. Possible income loss from business due to the project

Possible loss of monthly	No of Business Persons	%
Net Income (SLR)		
<5000	6	1
5,000-10,000	50	6
10,001-15,000	54	6
15,001-25,000	124	14
25,001-50,000	299	34
> 50,000	165	19
not responded	185	21
Total	883	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Impacts on other Family Members

110. Most of the business establishments are managed with the family members. When business establishments are disturbed due to the project activities, these employees will lose their income generation sources and the whole family will be affected. The details of such project impacted family members are shown in Table 88.

Table 88. The family members working in business establishments

DS Division	Male		Female		Total	
	No.	%	No	%	No	%
Thimbirigasyaya	56	8	8	5	64	7
Kotte	381	51	69	45	450	50
Maharagama	204	27	31	20	235	26
Homagama	44	6	14	9	58	6
Padukka	57	8	33	21	90	10
Total	742	100	155	100	897	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

4.3 Impact on Hired Employees

111. Some of the business persons have hired employees. These employees will also have negative impacts for some time and might have to find alternative employment due to the project. The details of the hired employees in project affected business establishments are shown in Table 89. The number of business establishments and number of employees are high in Kotte and Maharagama. The textile traders in Pamunuwa, Maharagama manage their businesses with a significant number of employees. This group will temporarily lose their jobs and might have to find alternative employment. The project may need to explore possibilities to compensate this group through methods such as facilitation to find alternative employment and paying compensation for a short period of time until they find alternative income generation sources.

Table 89. The number of hired employees in business establishments

DS Division	No of Business Establishments	No of hired employees
Thimbirigasyaya	65	213
Kotte	236	245
Maharagama	459	3128
Homagama	51	82
Padukka	70	264
Total	881	3,932

Source: Socio- Economic survey – UN-Habitat, 2017/201



4.4 Impact on Agriculture

112. The agricultural activities within the RoW area are insignificant in the section from Maradana to Homagama. This situation is a little different in the section from Homagama to Padukka. Most of the land plots affected are with some perennial trees such as coconut, papaya and jackfruit. The SES team counted the number of various trees to be removed on the land plots. These are mostly various fruit bearing trees such as jackfruit, breadfruit, coconut etc. Further details such as main species of trees and number of trees in project affected lands are shown in Table 85. The trees observed are categorized in to 4 major types and the numbers from each category and their impacts in terms of cost are shown in table 90.

Table 90. Details of the project-affected plants and trees

Type of Tree	No.	Cost (LKR)
Fruit bearing	4,383	32,320,000
Timber	181	2,660,000
Perennial	291	627,000
Standing Crops	1,315	1,311,000
	6,170	36,918,000

Source: Socio- Economic survey – UN-Habitat, 2017/2018

4.5 Social Impacts due to proposed project

113. The Socio-Economic Study team had some limitations in documenting the perceptions and views of the stakeholders mainly due to lack of comprehensive information on the project designs and their related specific interventions. The survey team was aware only about proposed double line, possible improvements to rail stations, possible attempts at electrification and need for acquisition of SLR land. The notion of construction of elevated track from Maradana to Kottawe was introduced by the design preparation team after Socio-Economic Survey was completed in the rail section from Loco junction to Padukka. Therefore, survey team missed the opportunity to discuss the issues of impacts due to elevated track from Maradana to Kottawe. Most of the APs involved in business activities in Pamunuwe-Maharagama and Janatha pola in Nugegoda and even some business persons in Kotte area proposed to explore the possibilities to introduce flyovers in their area of the rail section to avoid negative impacts on their business activities. The issues discussed on various aspects of the social environment existing in the project area are based on the limited information on the designs.

4.6 Impact on Social Network and Relations

114. The project affected household members are involved in various community based organizations (CBOs) in their neighborhoods. It was observed that the local social networks of APs might be negatively impacted due to the resettlement process. Significant percentages of women in the AP households are members of these CBOs. When the affected households move from the present residential area, they will be separated from these CBOs. Some of the CBOs are involved in welfare related activities of their members (funeral associations, women groups etc.). The resettled members will have difficulties to continue their membership in these societies. There can be situations where difficulties may arise to manage some CBOs with the remaining membership in the present residential area as the majority of the members may leave the area for new settlements. The details of CBOs and the involvement of project affected householders in the CBOs are shown in Table 91.



Table 91. Community Based Organizations in the area of project implementation

Name Of Organization	Total Members	Office Bearers	Members
Funeral Asosiation	56	3	53
Civil defense and justice society	19	10	9
Community Development Society	566	104	462
Elders Society	26	4	22
Micro Finance Society	197	19	178
Religious Affairs Society	52	20	32
Trade Association	29	6	23
Women Society	272	30	242
Other	5	1	4
Total	1,222	197	1,025

Source: Socio- Economic survey – UN-Habitat, 2017/2018

4.7 Impacts due to physical Separation of Communities residing on both Sides of the Railway Line

115. The width of current rail line is extremely narrow. The households living on both sides of the rail track can easily communicate, interact and even visit each other’s residences easily. This situation will change significantly with the construction of the double railway track. This feature will create a barrier for the relatives, friends and neighbors to keep close contact. They will have to use the formal level crossings to reach the other side of the rail track after the construction. There will be difficulties to cross the rail track with the double line. The frequency of trains running on the double tracks will increase and this will also create further difficulties to cross the railway track. The other issue raised by the community members in the adjacent areas of the railway track was the difficulty they might face to establish fences/parapet walls in the remaining small land plots, after the acquisition of portions of land from their land plots for the project.

4.8 Corridor of Impact

116. Community leaders and other interviewed stakeholders expressed their concerns with the project and expect negative impacts on the corridor of the project during and after the construction of the proposed project. The details of their concerns are shown in Table 92.

Table 92. Expected negative impacts on project corridor

Negative impacts during construction stage	Details	Negative impacts during post construction stage	Details
Serious access difficulties due to blocking of roads and entrances to the houses	Short-term direct	Interruption to domestic services from women residing in the project implementation area	Long-term and indirect impact
Disturbances to infrastructure facilities such as drinking water, electricity	Short-term direct	Loss of employees who can be hired as daily paid workers to work in home gardens	Long-term and indirect impact
Access difficulties to business centers and possible loss of profit	Short-term direct	-	-
Dust, vibration, traffic and lack of rail transport during construction phase	Short-term	-	Significant impacts, even the impacts are confined to construction phase

Apart from the information obtained from the community leaders and other stakeholders through key informant interviews, the SES team carried out a questionnaire survey with 591 householders residing in



the area about 50m distance from the rail line on both sides. The views expressed by some of these households on expected negative economic impacts due to the project are mentioned in Table 93.

Table 93. Socio-economic impacts expected by community in the corridor

Negative Economic Impact	Nos	%
Damage to Houses	35	9
Negative Impact on Income	55	13
Loss of employment	41	10
Loss of residence	27	7
Traffic Problems	145	35
Loss of customers to the business	107	26
Total	410	100

Source: Questionnaire survey with households within 50m distance from the railway track on both sides

4.9 Impact on Service Centers

117. The SES team observed a number of service delivery centers in the corridor which are accessed by the project affected population for various services. The access to these service delivery centers will be disturbed during construction. This will be a problem for the communities in the vicinity of the railway track. Even though the project affected people are resettled in new sites where all the basic services are to be established by the project, the remaining populations in the corridor of the railway track still have to reach these existing service delivery centers in the future. The affected households will have all the basic facilities in the alternative resettlement sites.

Responses of the project affected householders on the service delivery institutions they regularly visit [TABLE]

4.10 Construction and Post-Construction Induced Impact

4.10.1 Construction induced impacts anticipated by Stakeholders

- Disturbances to infrastructure facilities (water, power, telecom, drainage etc.)
- Dust, noise and other disturbances to business centers
- Potential conflicts between construction workers and the local community
- Negative impacts on the households adjacent to the construction site due to air pollution (dust, mud, noise etc.)
- Possible accidents to communities due to heavy machinery and haphazard management of the construction sites

4.10.2 Negative Impacts during the operation phase anticipated by Stakeholders

- Loss of labor that was earlier available such as housemaids and cleaners
- Potential damages to the houses near the railway line (e.g. cracking of walls)
- Potential accidents
- Increased vibration due to increased rail operations and possible impacts on the housing and other structures located near the rail line.
- Similarly noise can increase due to increase of operation frequency of trains

4.11 Environmental Impacts

118. The household survey carried out with the residential community within the 20m RoW in the section from Maradana to Homagama indicates poor sanitary conditions in the residential area. This is not significant for the communities residing from Homagama to Padukka section. When this group is



shifted to a new location with improved sanitary facilities it can be considered as a positive environmental impact.

119. Waste water and solid waste disposal are critical problems within the present residential area especially in the section from Maradana to Kotte. The project intends to resettle the communities in new housing schemes with properly established waste water and solid waste management systems.

120. Storm water stagnation and problem of increased mosquito population are two other critical environmental issues faced by the residential communities in the RoW area within the section from Maradana to Kotte. The new resettlement sites will be free from these problems as perceived by the project affected community members

121. In conclusion, proper environmental assessments are to be conducted prior to resettlement so as to avoid indirect impacts, secondary impacts on human health, cumulative impacts and/or synergistic impacts. Planning to be done based on setting of the environment, urban, peri-urban and rural.

4.12 Impact on Women

122. Empirical evidence have demonstrated that women suffer more than men due to changes triggered by displacement, further widening disparities and inequalities. The same was highlighted during discussions held with women in the project affected areas where concerns were raised regarding the exacerbation of current issues faced by them due to displacement.

123. Women are currently one of the most disadvantaged groups due to poor sanitary facilities and other environment related factor in the rail section from Maradana to Kotte. They cannot maintain their privacy in common toilets and common bathrooms that are shared with male community members. This is not an issue for the women in the section from Homagama to Padukka where most of the households have individual toilets in their home gardens. These issues will be addressed by the project in the resettlement areas.

124. However, the security of women might be negatively impacted by resettlement into high-rise buildings and an unfamiliar environment. The relocation sites should have basic services and security to minimize the risk of sexual assault and robbery. Lack of exposure to the newly resettled areas, which is a gender-specific factor, causes difficulties in women to adjust to new situations making them even more vulnerable. A good support system was observed among women, however, the vulnerability is heightened as they will lose their communal support systems and safety nets, and would affect women more as they depend more on community support systems than men.

125. Women play an important role in the household economy and are furthermore largely engaged in the informal sector, particularly small businesses and their livelihood practices are particularly affected by the resettlement. The loss of livelihood and clientele (their business practices tend to be in the immediate vicinity of the current locations) due to relocation are strong concerns raised by women as these would aggravate their current economic situation, and undoubtedly will affect the household incomes and household bargaining power.

126. Poor understandings of the rights of women lead to women being denied legal ownership of land and property. The compensation package of resettlement projects is derived based on the legal rights to land and property and most often women are disadvantaged and do not receive the full benefits. If there are disputes with the spouse or partner, the situation could get even worse.



127. The overall wellbeing of the family commonly is in the hands of the women, especially in families residing in the SLR reservation. Therefore, adverse effects on women due to relocation will have a direct bearing on the welfare of the family, in particular for young children and the elderly. Relocation might aggravate the situation, mainly because the social ties and support will be severed, in addition to being relocated in an area alien to them. Women might face some difficulties getting adapted to the new environment in the resettlement site. However, if the relocation is done in an inclusive and cohesive manner, women can become active instigators of change, and relocation might create greater socio-economic opportunities for them. This will not only empower women but also have positive impact on their families.

128. The resettlement project will therefore have a strong focus on the active engagement of women in post-construction livelihood rehabilitation programs. The women in the project impacted area especially in the section from Maradana to Homagama are quite active and enthusiastic to get involved in community development activities. This will be a significant strength that can be used during the implementation of the resettlement plan of the KV line improvement project. This situation was not observed with the women in the section from Homagama to Padukka where women are mostly confined to domestic activities or involved in full time employments in Government or private sector organizations located in Colombo or outside areas of their residences.

129. It is important to highlight there were contradicting ideas on the impact of the project, while some women were for the idea, stating that benefits brought about from improved transportation will support them in the long-run, due to saved time promoting longer business hours, safety and comfortability, increase in property value, possible increase in number of customers--the others were of the notion that simple improvements to the existing would reap far more benefits due to lowered financial investments on renovations of the railway line.

130. Women and children can gain benefit from the private latrines attached to their new apartments. They will also have pipe-borne water facilities connected to their apartments. These services will help women and children to ensure privacy and safety. The children will have more space to study and relax with comparatively low disturbances from the neighborhood and therefore, they can attend to their education in a peaceful environment. The facilities in the new environment will therefore generate positive impacts on women and children.



CHAPTER 05 – COMMUNITY PERSPECTIVES ON THE PROJECT

131. The community leaders and members interviewed by the SES team expressed different views on the project. These views are useful for the detailed project design team and the successful implementation of the resettlement program.

5.1. Areas of Resettlement preferred by the affected Community

132. Most of the community members prefer to be resettled within their relevant DSD or in the neighboring DSD. This is because they prefer to maintain their long established relations with the neighborhood and social network. They also need to utilize the services available in the vicinity of their current residences. The details on community preferred locations for resettlement are mentioned in Table 94.

Table 94. Areas of resettlement preferred by the community

Preferred Area for resettlement	Thimbirigasyaya	Kotte	Maharagama	Homagama	Padukka
Homagama	15	7	36	71	0
Padukka	0	0	0	0	8
Kotte	12	162	4	-	0
Maharagama	19	29	197	2	0
Thimbirigasyaya	1,231	16	15	1	0
Any DSD in the vicinity	1	1	-	-	0
Not Decided Yet	1	1	-	-	0
Total	1,279	216	252	74	8

Source: Socio- Economic survey – UN-Habitat, 2017/2018

5.2 Benefits expected by the Community in the Project Corridor

133. The community in the corridor expects certain economic benefits for the local people in the area including the project affected community. The details on the economic benefits expected by the householders interviewed from the corridor are mentioned in Table 95.

Table 95. Expected socio-economic benefits by the interviewed households

Economic Benefits	Nos	%
Increased demand for properties	155	18
Improved transport facilities	225	26
Land value will increase	21	2
Improved residences for APs	107	12
New employment opportunities for APs	103	12
Overall development of the area	118	14
Decrease the travel time	132	15
Congestion in buses will decrease	2	0
Total	863	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

134. Similar to possible economic benefits, the same group interviewed highlighted certain social benefits that may be brought by the project to the local area. The community’s expected social benefits are highlighted in Table 96.



Table 96. Social benefits expected by the community in the project corridor

Social Benefits	Nos	%
Transport facility will improve	190	24
Ownership to a permanent business premises	133	17
Area will get developed	240	30
Better housing	74	9
Better environment	153	19
Total	790	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

5.3 Negative Impacts expected by the Community in the Project Corridor

135. Apart from economic and social benefits, the community also mentioned a number of possible negative impacts that may be induced by the project during its construction and operational phases. The expected negative economic impacts are summarized in Table 97.

Table 97. Negative expected economic impacts

Negative Economic Impact	No.	%
Decreased income	583	21
Increased cost of living	137	5
Damage to house	718	26
Loss of employment	375	14
Access difficulties	315	11
Loss of access for the community members in the corridor during construction	648	23
Total	2,776	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

136. The same community raised a series of possible negative social impacts that might emerge in the area due to the proposed project. These expected negative social impacts are mentioned in Table 98.

Table 98. Negative expected socio-economic Impacts

Social Impact	No.	%
Affects to the children's education	224	8
Affects to the economy	319	11
Loss of familiar environment	828	30
Congested environment in new place	444	16
Negative impact on residence	736	26
Difficult to access the current facilities in the neighborhood	230	8
Total	2,781	100

Source: Socio- Economic survey – UN-Habitat, 2017/2018

5.4 Possible Gender-related Issues

137. During discussions held with women in the project affected area, concerns were raised regarding the exacerbation of current issues faced by them due to displacement. Empirical evidence shows that women suffer more than men due to changes triggered by displacement, further widening disparities and inequalities.



138. As mentioned earlier, women play an important role in the household economy and are furthermore largely engaged in unskilled labor in the informal sector working as domestic workers, selling produce, stitching clothes, processing food, etc. This situation was specifically observed in the rail road section from Maradana to Homagama. The women in households from Homagama to Padukka mostly involved in domestic work as housewives or work in public or private sector organizations in Colombo or in nearby Townships. Their role in household economy is not so dominant compared to the households in Maradana to Homagama section. The loss of livelihood and clientele due to relocation are strong concerns as these would aggravate the current economic situation of the women. Although the education levels of women residing in SLR reservation in the rail road section from Maradana to Homagama is comparatively higher than those of the men, there are uncertainties of finding employment in the areas of relocation. This will invariably affect the household incomes and household bargaining power of women. A good support system was observed among women in the neighborhood which at times eased their burden from household responsibilities, including child care during the parents' absence and during times of illness. Women indicated that they rely on each other for emotional support. Relocation may disturb these social safety nets and would affect women more as they depend more on community support systems than men. As mentioned above these types of impacts would be most relevant to the women residing in the SLR reservation from Maradana to Homagama.

139. There is alcoholism and substance abuse among men in the RoW area within Maradana to Kottawe section and some women are victims of domestic violence. Relocation might aggravate the situation, mainly because the social ties and support will be severed, in addition to being relocated in an area alien to them. Women might face some difficulties getting adapted to the new environment in the resettlement sites. As mentioned elsewhere, if the relocation is done in an inclusive and cohesive manner, women can become active instigators of change, and relocation might create greater socio-economic opportunities for them. This will not only empower women but also have positive impact on their families. Moreover, social stigma is attached to families from slums and shanties, impeding the finding of partners for young women (and men) of marriageable age. Hence, relocation might enhance their social status.



CHAPTER 06 - POTENTIAL RESETTLEMENT ISSUES

140. The potential issues with regard to resettlement of communities and assets are summarized as follows.

6.1 Residential Houses

141. Most of the households located within the SLR reservation in railway line section from Maradana to Homagama can be categorized as part of underserved settlements. Most of the occupants of these houses do not have additional land or houses in other areas in Colombo or elsewhere. Although they are squatters, many of these communities have been residing in these houses for 25 to 30 years.

142. The largest numbers of affected houses are found in Thimbirigasyaya, Kotte and Maharagama DS divisions. The next highest numbers of affected houses are reported from the Homagama DS division up to the rail way station but the number of squatter households to be relocated in the section from Homagama rail way station up to Padukka is insignificant. Finding alternative houses within close proximity to the current residences is a challenging task for the project.

6.2. Residential cum Business Buildings

143. The small retail shops attached to residences provide full or supplementary support for a number of household economies. When people are resettled from their current residences, the continuation of these business activities will become difficult task. The magnitude of this issue is much significant in the rail way section from Maradana to Maharagama where large numbers of residence cum business structures are located. Such housing structures are located only in scattered locations in the railway section from Homagama to Padukka. According to the present design of the UDA's high rise buildings, the space allocated is inadequate for households to reestablish their business activities. Supporting them to reestablish their disrupted business activities is a major challenge for the project.

6.3. Exclusive Business Community

144. Providing innovative and pragmatic solutions to the project affected textile market in Maharagama- Pamunuwa and the market in Nugegoda is a significant challenge for the planners and implementers of the project. This applies to other business persons operating their businesses in scattered locations. These individuals will lose their incomes until they are able to restart their business activities in resettled locations. This issue is insignificant in the railway section from Homagama to Padukka.

6.4. Public and Private Institutions, Utilities and Cultural Resources

145. The structures of the institutions and resources likely to be affected are not located near the railway track. Most of the building structures of the institutions are located outside the 20m RoW, but the negative impacts expected on these institutions include:

- Possible damages to walls, gates and fences
- There may be needs to acquire small pieces of land located in the back yard of the premises of these institutions
- In some cases, toilets, kitchens and other temporarily extended areas of the buildings towards the railway reservation may be impacted.

Therefore, only limited negative impacts will be expected for these institutions.



6.5 BARE LANDS

146. The bare lands that are likely to get affected are mostly properties of SLR. These plots are found mainly within the SLR reservation. These are narrow plots of lands mostly in extent of 1 to 2 perches. Some of these bar land plots are temporarily used by neighboring households to grow vegetables and fruit trees.

147. The study team found that most of these lands are confined to section 4, especially, the section starting from the southern expressway road crossing point up to Homagama railway station near the Homagama Hospital. The land belts adjacent to the railway line in this section comprise of neglected paddy land. Only scattered small plots of land in this section can be seen with few food trees such as jackfruit, breadfruit, banana and coconut. This issue is significant in the railway section from Homagama to Padukka. In certain places, narrow belts of private land plots are to be acquired for the proposed expansion.

6.6 POSSIBLE ISSUES IN POST RESETTLEMENT PHASE

148. There will be significant changes on the long established livelihood systems of the resettled communities in new locations. Other than income generation activities, the education of children, access to improved services of the public institutions will also have negative impacts. Long established social capital will also be seriously disturbed. There can be some households and their members facing difficulties to get adapted to the new environment in the resettled locations. A comprehensive post resettlement program focusing on learning action process need to be planned and implemented to facilitate the resettled communities to reestablish their lives in the new locations.



CHAPTER 07 - PUBLIC CONSULTATION AND INFORMATION DISCLOSURE ON PROPOSED PROJECT

7.1. Preparation of the Project Area for the Socio-Economic Study

149. A systematic process was followed in the public consultation which included stakeholders who act as boundary partners (i.e. to mobilize influential groups to change the community mindsets such as DSDs, GNs, etc.) of the project. All the senior officials of the government agencies relevant to the project area were provided with information on the proposed project in order to obtain their support to conduct the field studies. Before the field study began in the project area, community leaders were consulted and their support was obtained to reach other community members in the project area. The community leaders as well as representatives of other agencies located in the corridor of the RoW were also made aware of the project details. Different categories of communities in the area of project implementation and also from the corridor were consulted through FDGs to obtain their views and to seek their participation in future activities in the proposed project. In addition to FDGs, key representatives of stakeholder agencies were consulted through KIIs for the same purpose. Finally, all households, business centers and institutions were provided with basic information of the proposed project. The questionnaire survey also included some community members from the corridor in order to inform them about the proposed development activities.

7.2. Discussions with Stakeholders during initial Period of the Study

150. As mentioned above, the SES study team consulted members of the project affected communities. The community leaders and members of the business communities in the RoW area, community leaders in the vicinity of the RoW, GNs and DSDs in the project area were included in the discussions. These discussions were held to get an understanding of the socio-economic condition of the communities and their views on the proposed project and also to seek their support for the intended field studies. The views expressed by these stakeholders initially consulted informally are summarized in Table 99.

Table 99. Views of Stakeholders

Stakeholder	Views
Members of communities with potential direct negative impacts	This group is aware of the government's intention to improve the KV line from Maradana to Avissawella. The group, especially those residing in the SLR reservation, does not have other houses or land. Therefore, they insist on alternative residences. They also insist on having their alternative residences in areas with better infrastructure and other services. They are interested in holding the legal ownership titles of their alternative residences. They are also interested in resettling in the same area with their immediate neighbors (known as "Watta"). They also stated that they should be provided with alternative residences before construction activities begun. Some limited number of affected householders prefer to get resettled in individual houses not in high-rise buildings
Members of community from the corridor	Some community members from the corridor expect positive impacts if the slums and shanties in their neighborhood are shifted elsewhere. However, they also expect negative impacts due to the expansion of the railway. This may lead to damages to their houses due to the increase in railway services. Many of their access roads will be disturbed due to the proposed project. They expect that noise, dust and mud will be problems during the construction period. The value of land



	will significantly increase in the post project period. They also expect that transportation facilities will increase from Maradana to Avissawella. Most of the households heavily depend on the labor from the community members in SLR reservation for their routine domestic work. This opportunity will be lost if the communities from the SLR reservations are shifted somewhere else.
Business groups with direct impacts	The communities in Maharagama, Pamunuwa and Nugegoda “Janatha Pola” market are the key business people. The business people in “Janatha Pola” had been shifted from the Delkanda area to Nugegoda due to a previously implemented road expansion project and will have problems once again due to the KV line project. The community members in Pamunuwa insist that if evacuated to an alternative place in the close proximity of present location, they should be provided with the necessary means to operate their business together as a cluster. Small groups of business clusters are also observed in the section from Maharagama to Padukka section of the rail line studied.
Other community leaders	To avoid potential conflicts, the project should explore possibilities to resettle members of the “Watta” together in one place. Careful investigations should be carried out to identify actual occupants of the present houses. They also prefer to be resettled in locations close proximity to their present houses. The community leaders prefer to get actively involved in the implementation phase of the resettlement program.
Relevant Grama Niladharis	Only households actually residing in the affected houses should be compensated. According to GNs there are sub-families to be identified for compensation. The GNs perceive the resettlement of the slum and shanty community from the SLR reservation as a positive change in the area. The GNs expressed their willingness to get actively involved in the planning and implementation phases of resettlement program
Relevant DSs	If the project had been implemented earlier, the number of houses to be resettled would have been significantly lower. Still, the project will significantly reduce the traffic congestion on high-level road. The growth of squatter settlements within railway reservation areas could not be stopped due to interferences of local and regional politicians.
Station masters	The stations along KV line should be improved along with the proposed project. The staff working in stations should also be increased. Ticket prices should also be revised.
Railway passengers	Improving the number of rail services is an urgent need. All actions should be taken to protect the reservation land from encroachment.

7.3. Focus Group Discussions

151. Apart from the informal discussions with stakeholders mentioned in Table 99 a FDGs with different community members were carried out along the KV line. The FDGs covered all the different segments of the communities in the project area. These different segments include, squatters, persons in title holding lands, women, students (youth) business community, HHH and other members of the households. Therefore, all different spectrums of socio-economic aspects were covered in the FDGs held. The number of participants and the number of FDGs held are shown in Tables 100 and Table 101.



Table 100. Main categories of participants of the FGDs

DSD	No of FGDs	FGDs with Business community	FGDs with Women	FGDs with Students	FGDs persons with Accesses Difficulties	FGDs with Outside Residents	With Other/ Residents/ Squatters
Thimbirigasyaya	8	0	2	1	1	1	3
Kotte	8	2	0	0	3	1	2
Maharagama	6	2	0	0	0	1	3
Homagama	12	1	0	1	5	2	3
Padukka	6	1	1	1	1	1	1
Total	40	6	3	3	10	6	12

Source: Socio- Economic survey – UN-Habitat, 2017/2018

Table 101. Number of participants of the FGDs

DSD	No of FGDs	Females participated	%	Males participated	%
Thimbirigasyaya	8	64	70	28	30
Kotte	8	31	28	80	72
Maharagama	6	45	48	48	48
Homagama	12	79		91	
Padukka	6	35		42	
Total	40	254	49	289	50

Source: Socio- Economic survey – UN-Habitat, 2017/2018

152. The views expressed by the participants of the FGDs sessions are summarized in table 102. The detailed notes prepared for each FGD with location specific information (venue, the DSD covered, number of participants, etc.) are shown in volume 1.

Table 102. Summary details of FDGs

No	Date	Venue	Type of Participates	No of Participants		Key Issues and solutions proposed
				Male	Female	
1	21-5-2017	Colombage MW	Three-wheel drivers, street vendors, home based food processors, Daily wage laborers, CMC laborers, house servants, and mobile vendors.	4	2	Possible proposed resettlement in faraway places from the present locations. Their request is to resettle within 2km distances from the current residences.
2	5-6-2017	Janatha Pola at Nugegoda	laborers, sub-leasers of bakkies, street vendors, three wheel drivers, lorry unloading persons (Nattami in local term) and various other helpers	8	4	Permanent and temporary disturbances to the income Introduce flyover for Nugegoda railway crossing
3	10-6-2017	Janatha pola at Nugegoda	Businessmen	13	6	More than 25 business places will be affected. Lot of households will be affected in the area within



						Purwarama Road and Kattiya junction. Construct a flyover for the Nugegoda railway crossing. Build new business centers within Nugegoda town
4	17-6-2017	Udahamulla GNs Office	Three wheel drivers, casual workers, house maids	9	9	Possible negative impacts on income generation activities during construction phase. They expect compensation for the income forgone during construction.
5	16-6-2017	Community Hall-"Usavi Watta"	Daily paid laborers	1	15	Access roads to Usawiwatta will get affected. Disturbances to the livelihood activities. Alternative roads are needed. Assistance to reestablishment of affected livelihood systems. Introduce a flyover may be an option to consider.
6	27-6-2017	"Budumadura" Hall, Dematagoda	Labors, housemaids, vendors	0	17	If they are resettled in faraway places from Dematagoda livelihoods and children' education will be affected. Relocate nearby the existing settlement Dematagoda.
7	27-6-2017	Baseline MW (Seevalipura)	Small vendors, labors, helpers, street vendors, people who are working in overseas.	9	10	If resettled in faraway places, livelihoods, children's education will be affected.
8	1-7-2017	Near Budumadura, Open space	Government and private sector employees, self-employees	4	13	Isolation from their relatives due to resettlement. Provide separate houses similar to the ones used at present with necessary facilities.
9	9-7-2017	Mr. Sarath's Home, no 676/1, Railway Avenue,	Daily paid labors, Pamunuwa cloth shop owners, Maharagama pola businessmen	9	4	Permanent and temporary impacts on livelihood activities, Need compensation for the livelihood activities for reestablishment.
10	22-7-2017	GNs Office Makubura	Middle income earning jobs and self-employment	1	8	Temporary disturbances to the self-employments, Access difficulties. Resettle within this area, and also provide good



						compensation package for affected properties.
11	26-7-2017	Nugagahala nda,	Persons residing nearby Munchi Biscuit company ,	7	6	Accesses difficulties. The remaining pieces of land will not be suitable for residential use in some cases. The village will get divided again. Once this village got divided due to a highway project. Provide alternative roads. Resettlement area should be nearby places within Maharagama or Homagama.
12	14-7-2017	232/4 , Dabahena RD, Maharagama	Small business owners	9	1	More than 200 small business owners will have to give up their business in this area. Alternative business places should be established. Community. Flyover or other alternative design need be introduced.
13	2-8-2017	Railway Road, Pamunuwa	Small business, marginal income earners	12	2	More than 200 small business owners will have to give up their business. Road traffic will increase if it's not properly managed. Alternative business places could be established. Needs to improve alternative business premises for this community. Flyover or alternative roads need be established
14	3-8-2017	Mr. Anif's house- Nugegoda	Daily paid labors, three wheel drivers, officers in the private sector and government , business persons (low and middle income category)	9	8	Traffic will increase, Samagi Mawatha road will get affected. Residents on Samagi Mawatha will be compelled to allocate parts of their home lands for a new road. Negative livelihood impacts on Kattiya junction residents Resettlement. Flyover roads for railway crossing at Nugegoda town would be possible solutions.
15	4-8-2017	A House near	Casual workers in the informal sector, three wheel drivers	4	1	The livelihoods of most of the daily paid workers will get affected. They mentioned that



		Narahenpita Station				about 70% of the women are working in nearby places as house workers. Government vacant land at Kirimandala Mawatha is proposed for resettlement. Implement livelihood supportive activities during and post resettlement phases.
16	25-10-2017	Wanathamulla Seevalipura	Small sales outlet owners (who are selling consumer items within their houses or nearby residences), homemade food processors, babysitters, housemaids, street vendors, petty businessmen	0	14	the space will not be enough in flats for self-employments (keeping pets, using fuel wood), Resettlement should include a good compensation and separate area for the pets and parking space for three wheelers.
17	28-10-2017	Averihena	Residents work for government and private sector	13	8	Crossroads are linked to Averihena Road. Therefore, more than 500 households are using this road and alternative roads should hence be introduced during the construction phase. Establish flyover and avoid disturbances to the Averihena road.
18	28-10-2017	Mr. Niyas House Samagi Mawatha, Kattiya Junction	Businessmen, self-employees, employees of private and public, self-employees at Nugegoda Janatha pola	12	3	If the flyover is established, noise will be an issue for the people living in multistory houses. There are about 50 residences within five sub roads in Samagi Mawatha with no alternative roads. Provide alternative roads.
19	28-10-2017	Mr. Jayatissa's house in Nugegoda	Self-employees, employees in middle scale garment industries, public and private sector employees	7	6	There are more than 500 households within this road (railway avenue), The road is being used as a bypass road to Nugegoda; Reasonable compensation should be paid for their affected properties to resettle in Nugegoda area.



						Alternative job opportunities should be given to the affected persons in the community.
20	30-10-2017	Mr. Jayatissa's house (Navinna)	Businessmen, Self-employed, daily paid workers, government and private sector workers	10	4	Navinna APs are not willing to accept high-rise building for resettlements. Livelihood assistance for self-employees is needed after resettlement.
21	30-10-2017	Mr. R. Sunil's Home at Homagama	Laborers, carpenters, masons, hotel and restaurant workers, self-employed, house workers, private and public sector employees,	8	6	Negative impacts on the education of children, unauthorized residents in the area are not entitled for Government welfare benefit, even basic entitlements. The affected community is willing to resettle in a Government land near Panagoda Army Camp.
22	1-11-2017	Railway stations at Nugegoda and Maharagama	Office staff, vendors, labors who daily use the KV line services	5	3	Inefficient service of the existing operations of the KV line Introduce more trains for off peak hours.
23	11-11-2017	MS K. Seetha Perera's House, 598/1, Metharama RD, Kottawe	Three wheel drivers and other informal sector employees	3	6	Most of the families requested to be resettled nearby due to their children's education. Residents request providing proper compensation for the affected properties.
24	11-11-2017	Mr. Wijewardene's house, Metharama Road	Middle and upper and low-income groups involved in cottage and garment industries	5	6	More than 200 households are using this road and no alternative roads are available. Establishment of a flyover would minimize access difficulties.
25	13-11-2017	Anura Wickramasinga's home, Homagama	casual laborers	5	2	Many roads and their livelihood activities could be affected due to this project. Proper compensation should be paid for the affected properties. Resettlement within the vicinity of the previous residences.



26	12.9.2018	On Field near Yakada Palama	Farmers and Officers of Department of Agrarians Development	2	4	A proposed irrigation canal project will be affected. They are in agreement to shift the RoW of the canal out of Rail reservation
27	17.9.2018	'Sewapiyas a' near watareka station	Small Business group(non-title)	4	3	7 fully affected business places, request to establish new business places within the area.
28	17.9.2018	'Sewapiyas a' near watareka station	Three wheeler operators	5	0	The project will have impacts on Three wheel parking area, Need suitable alternative place within the area.
29	18.9.2018	Railway station- Meegoda.	Farmers	9	6	Possible impacts on irrigation canal feeding paddy land. The farmers have decided to plan and construct alternative canal.
30	25.9.2018	Dharmaraja School Meegoda.	Students	14	9	Access difficulties to the playground and land of the school premises may have some impacts. Suitable access to reach the playground. Explore possibilities to shift the rail line to other side.
31	27.9.2018	Pradesiya sabhawa- Padukka.	Chairmen & offices	4	3	Possible impacts on PS managed land and buildings. Request to implement the project to minimize the possible negative impacts.
32	27.9.2018	Base Hospital- Padukka	Hospital Committee	4	1	Possible impacts on main access and building, They expect new access and new building.
33	2.10.2018	Mr.Anurashantha's house (house owner) Panagoda	'Sumaga Mawatha' users	5	14	Sumaga Mawatha will be fully affected, some houses will also have negative impacts, propose to shift the rail line other side (to a long abandoned paddy land).
34	3.10.2018	Mr. Sirisena's house (house owner) Densil kobbekaduwa Mawatha, Homagama	Households -- affected Group	4	3	Negative impacts on home gardens and houses, They propose to shift the rail line to other side.



35	3.10.2018	Army camp – Panagoda Homagama	Relevant chief officers	15	1	Negative impacts on structures, fences and land. Rebuild the structures and fences to be affected.
36	4.10.2018	Padukka pola	'Diriya' women group	0	14	Self-employees and railway users. Need business places within or near railway station Padukka.
37	10.10.2018	Siri Piyarathana College - Padukka	Student Group	18	1	Negative impacts on main entrance and overheads bridge and land, need safe entrance.
38	11.10.2018	Padukka sathi pola Padukka.	Small Business group (non-title)	14	6	Fully affected business centers need new building at Padukka town to continue the business.
39	11.10.2018	Kirigalpottha Temple Liyanwala	Temple Development Committee	3	7	Negative impacts on the access to the Temple, Suitable access to the temple(may be underground)
40	12.10.2018	Mr. Sunil's house – Puwakwatta Junction, Meegoda.	Households -- Affected group	4	3	Houses and land plots affected. Suitable place for living if resettlement is required

7.4 Key Informant Interviews

In addition to FGDs with different categories of stakeholders, interviews with key informants were also held during the field study. The issues discussed at the KIIs are summarized in table 103. The detailed notes on each KIIs held are included in volume 1.

Summary of Key Informant Interviews (KIIs) conducted with key persons.

Table 103. KIIs carried out

No	Date	Venue	Name and position of Key informant/s	Key Issues and solutions agreed
1	26-5-2017	DS Office Tibirigasyaya	Sudath Saman Priya, Administrative GN	Traffic congestion and needs city traffic police and Colombo Municipal traffic control to manage the increased traffic. Socio-economic diversity to be considered in resettlement. Pay them compensation meet to daily expenses during the affected time (time spend on shifting from present locations to new).
2	26-5-2017	DS office Sri Jayawardhanapura	M. Amarasiri Perera	The business will be affected.



				<p>Build houses and business premises nearby places in Nugegoda and sub areas.</p> <p>Use UC and SLR lands for the resettlement and alternative business places.</p>
3	22-5-2017	Poorwarama Temple-Kirulapone	Chief Monk	<p>Temple will not have direct or indirect negative impacts but the Chief Monk as community leader made these suggestions- Arrange new market places close to Kirulapona area.</p> <p>Provide financial and other required supports to resettled householders to reestablish their disturbed livelihood systems in the new locations.</p> <p>Provide training on new livelihood opportunities to be continued with resettled APs.</p>
4	8-7-2017	Railway Mawatha, Maharagama	Village social worker-D.Sarath	<p>Expect new land in Maharagama for resettlement, abandoned paddy lands are available. Restoration of affected livelihoods in the post resettlement phase.</p>
5	2-9-2017	Pannipitiya	Affected Resident (private Land)	<p>Resettlement should be done at nearby places. Otherwise lot of problem will arise (schooling of children, livelihood and difficult to get urban facilities).</p> <p>New livelihood training for APs will be important when they are unable to continue current livelihood activities in the new places.</p>
6	15-6-2017	MC Kotte	Chief income administrator	<p>Need to resettle near their original locations.</p> <p>Restoration of affected livelihoods in the post resettlement phase.</p>
7	8-7-2017	Railway Mawatha, Maharagama	Wasantha Kumara Perera-Street Shop Owner	<p>Resettlement of business places are very much needed to implement this project. If the business persons are unable to get proper places there would be a lot of reactions from the Pamunuwa business communities to the project.</p>
8	8-7-2017	Railway Mawatha, Maharagama	Ms. S.K. Rasika Priyadarsani- Sales Lady at Pamunuwa	<p>In Maharagama town area, in Pamunuwa 22 persons are selling cloth on the railway track. All of these</p>



				vendors are expecting places for their business. Livelihood restoration is needed when construction starts. Alternative business places are required.
9	7-7-2017	Near By Budumadura-Sivalipura	Manjula, Social worker of Village	The residents of this area are not willing to move to high rise apartments We need separate houses for resettlement. Restoration of affected livelihoods in the post resettlement phase is a need.
10	22-8-2017	DS Office Homagama	Mr.Ruwanthilaka, Administrative GN, Homagama DSD	Negative impacts include, lands and other properties in 12 GNDs in Homagama DSD.
11	12,9.2018	DS Office Padukka	GN Officers	Resettlement issues will be minimal; The officers in DS office and especially, relevant GNs should be given opportunities to get involved in the process of social impact mitigation during the project.
12	13-9-2018	Homagama Rail Station	Rail station Masters (P.G.S. Sanjeewa, W.A.P. Gunathilaka)	Rail station needs rehabilitation and modernization. The railway station Masters need to be consulted and provide opportunities to involve in the process of project planning and Implementation.
13	12-9-2018	GNs relevant to rail line within Padukka DSD	Y.K. Manoraj and B. Chandrapala	Need for land acquisition and evacuation of encroachers will be minimal. The project authorities should make arrangements for GNs to get involved in the project in its all significant activities during planning and construction phases.
14	2-9-2018	Divisional Officer of Agrarian Development Department (DO)	A.A.D Niranjana	We need information on the RoW of the proposed project within the section falling in our DO division., This is required to change the RoWs of our irrigation canal construction projects in our Division.
15	27-9-2018	Railway station Padukka	D.K.A.G.U.E Kiribandara (Station Master-SM) ,M.U.D Ranga Prabhath(SM)	Railway station needs significant improvements and these needs should be attended under the proposed project. We are interested to get involved in the project activities those will benefit from the local knowledge of the rail station operators.



7.5 Methods for consulting the Public in the next Phases of the Project

153. The project may entail the resettlement of more than 2,000 families from current residences and businesses. Therefore, continuous and strategic consultations with the public will be an essential need. At present the PMU of the project follows a participatory interactive process to communicate with the public and other stakeholders. The PMU will need to use existing institutions for project-related stakeholder awareness activities. The types of institutions, their present roles and methods to get them involved in the project activities are summarized in Table 104.

Table 104. Methods to use existing Institutions in public consultation programs of the project

Institution	Present role	Proposed methods for involvement
District Secretariats /Divisional Secretaries relevant to the project area (Colombo)	Coordination of all the development projects and programs in the district, enforcement of laws related to management of natural resources such as land, water, reservations and wetland, marshy etc.	Significant role in providing support for the DSD during the acquisition of land and the resettlement of communities (as representatives of National Government at District level and divisional Level).
Urban Development Authority (UDA)	Urban development projects, approving building plans and the resettlement of UDA project affected communities, and introduce zoning and planning and building regulations in declared areas.	Help through providing unutilized land for resettlement under the project, sharing experiences in urban resettlement with the project staff.
National Housing Development Authority (NHDA)	Implementation of housing schemes for low-income communities.	Explore possibilities to build houses for resettlement and share the experience in resettlement in housing schemes.
SLR	Railway line construction and maintenance as well as rail transportation.	Support to identify the reserved land belts which belong to SLR.
RDA/CEB/Water Supplies and Drainage Board, Telecom, MCs and Pradeshiya Saba	Planning and implementation of activities related to each line agency.	PMU to coordinate with these line agencies to carry out the project with no negative impacts on the users of these infrastructure facilities.
DSD	Acquisition of land for development projects, planning and implementation of other services for the communities in the jurisdiction of DS.	Support to identify the accurate list of APs, assistance to acquire freehold land plots and all other assistance for implementation of resettlement process.
GNs	Carry out activities of DSD at the Grama Niladhari level.	Same support as DSD under his advice and guidance.
Agrarian Development Department	Responsibility of small irrigation schemes, agricultural land under small tanks.	Help to identify agriculture land ownership, help to resolve disputes in acquisition of agriculture land.



Community Based Organizations (CBOs)	Mobilization of community members to carry out collective actions.	Assist the project in mobilizing community members for collective actions to facilitate the planning and implementation of relevant activities during resettlement process (Farmer organizations, business organizations etc.).
Leaders of the affected community	Support the community members in the cluster (Watta)	Help the PMU to mobilize AP families in the project implementation in their area during the implementation process of the Resettlement Plan.

7.6 Women's participation in the Development in the KV line Area

154. In the majority of the households women contribute significantly to the household income. They also play significant roles in making important family decisions such as children's education, purchasing fixed assets or applying for a loan, etc.

155. About 45% of the 2,435 interviewed householders indicate that women are actively involved in community level decision making. They represent their families in meetings with CBOs and government organizations. This is mainly because their husbands are busy with employment-related activities. The women in the RoW, especially within the section from Maradana to Homagama played a significant role in helping the SES study team during the mobilization of community members for conducting the FGDs. Most of the office bearer positions in the local CBOs are held by women. This is a common feature in underserved communities in city of Colombo where men show reluctance to get involved in community level activities in their community. This situation is somewhat different in the section from Homagama to Padukka where men were much active than women during the SES field study.

7.7 Strategies suggested for Women to participate in the Project

156. Issues related to women during resettlement can be effectively mitigated with the active involvement of women leaders in the AP community. These women leaders should be given the opportunity to make decisions related to the planning and implementation of the resettlement program. The SES study team observed that each "Watta" has active women leaders who can play significant active roles in mobilizing the entire community in the "Watta". However, the participation of other women members in the community can be mobilized with the help of these women leaders.

157. It is important to identify the barriers for active participation of women at the inception so that they can be addressed early. In addition, potential impacts of the project are to be disaggregated by gender. Out of the total APs, 51% are females.

158. Carrying out a gender analysis will further assist in understanding the level and pattern of participation, involvement and implications of the differences between men and women, particularly, socioeconomic and legal, and other gender-related inequalities.

159. Continuing to conduct FDGs for women will assist in identifying gender specific issues. There are more than 255 women's societies in the area. Actively engaging these societies will facilitate more



participation from women in the proposed project. A gender action plan will be developed and implemented during and after the resettlement phase. Women focused community development programs are carried out by respective DS offices. Every DS office has separate Development Officer exclusively assigned to perform activities related development of women.

160. Adopting participatory tools and techniques will give precedence to participation and the active involvement of women. Women should always be encouraged to speak and a conducive environment for this should be created. In order to further facilitate women's participation, meetings should be organized at times convenient for women and at places where they feel free to express their views. Women should be encouraged to give suggestions and become actively involved. This is particularly important in the planning and implementation stages of the resettlement program.

161. Furthermore, a community monitoring system should be established, where women's groups are able to actively contribute during both the inception and the implementation process of the resettlement project. Success stories of women's participation in resettlement activities and post resettlement livelihood restoration programs should be studied and documented as case studies. Lessons learned from these case studies should be disseminated widely for replication.

7.8 Community involvement program of Project's PMU

162. The project's PMU is actively involved in creating awareness of the project affected population and other stakeholders on the project, its development interventions and the possible implications of the project. Awareness of the PMU is fully concentrated on the intended resettlement program, its planning and implementation activities. At present the PMU is in the process of carrying out following activities:

- Opening of file for each AP household including the information related to socio-economic condition
- Holding frequent meetings with key stakeholder agencies (DS and GN Offices)
- Updating the information of the AP households with the assistance of the design preparation consultants
- The PMU together with UN-habitat consultants is organizing meeting in each DSD to discuss the EM related issues with the APs in the particular DSD.

163. These activities together with additional activities based on the emerging needs will be continuously carried out by the PMU until resettlement activities are successfully completed.

7.9 Assistance during post-resettlement Phase

164. The most significant social safeguard is to ensure that disturbances to livelihood activities are mitigated so that the APs have a similar or better income in the resettled locations. The PMU should collect accurate information from all the resettled families to understand the possibilities for the resettled communities to continue their income generation activities. If families cannot continue their previous income generation activities in the resettled locations, they will be assisted to find alternative sources of income.

165. The PMU will develop a comprehensive income restoration program in which alternative measures for affected families are formulated.



CHAPTER 08 - CONCLUSION AND RECOMMENDATIONS

166. The conclusions and recommendations are based on the views of the stakeholders and the SES team of UN-Habitat

8.1 Conclusions

167. The following specific conclusions are drawn from the study:

- The project is significant in terms of involuntary resettlement impacts. It will be implemented within a 36 km long and 20 m wide land belt and affected structures and affected people.
- According to the categorization of social safeguard policy of the ADB and the National Involuntary Resettlement Policy, this project comes under the category of A as there are more than 200 families to be resettled.
- Most of the AP families, especially within the SLR land reservation are vulnerable as they do not own alternative land or houses.
- The income generation activities of most of the families, specifically within the SLR land reservation are either attached to their current residences or to the neighborhood. Therefore, the families are keen to be resettled in alternative locations within a 4 km radius from the current residences so that they can continue the same livelihood activities.
- Some of the business activities affected in the area of project implementation are located as clusters. The business persons in these clusters hope to be relocated as a group in order to keep the same informal institutional network, especially the marketing network to be continued without disturbances. Two major business clusters, namely the Maharagama-Pamunuwa market and the Nugegoda market are of critical importance.
- The business activities in the Maharagama-Pamunuwa textile market are complex because of strong inter-dependencies between different business activities. These include raw material suppliers, outsourced tailors, business people who purchase items in bulks to sell elsewhere and other regular customers in the Pamunuwa business location.
- The social relations among families in the underserved area are strong. These relations are especially close in communities known as “Watta” (Garden).
- Although many of the laborers among communities draw a substantial daily income, their financial management has not allowed them to accrue savings to be used during emergencies. The income earners in the underserved area can be considered as vulnerable people due to following reasons:
 - Most of the affected families do not have alternative lands or houses in other locations
 - The income generation activities are not permanent or regular.
 - The education levels and other skills are also poor among members of the communities living within the underserved settlements.
 - The communities within “Watta” in underserved settlements are labeled as slum and shanty dwellers, and are therefore stigmatized and excluded from the more affluent areas of the neighborhood.
- The most critical factor to be considered in resettlement of squatters living in public land belonging to SLR is their entitlements for compensation. According to the ADB safeguard policy and the NIRP of Sri Lanka, squatters are entitled only for the replacement costs. Most of the housing structures within the SLR land however are extremely small buildings for which



replacement cost would be minimal and the amount would not be sufficient at all for the APs to resettle elsewhere.

- The proposed project will have a significant impact on existing access roads. Most of the negative impacts on access roads will be affected beyond the construction phase, as these access roads will be permanently blocked.
- In certain locations, the acquisition of a 20 m wide land belt will be extremely difficult due to possible damages to the properties. These properties include the boundary walls of Devi Balika Vidyalaya in Borealla and Ananda Vidyalaya in Kottawa. These issues need to be carefully considered by the design engineers.
- Another critical issue to be considered is the large number of rail crossings, canals and bridges within this 36 km long rail track.
- Alternative locations to resettle a large number of families are presently not available. It will not be possible for the affected families to stay in rented houses until alternative housing schemes are completed. The AP communities are also not willing to stay in rented houses and finding a sufficient number of apartments for rent for such a large group within close proximity to the current residences will be difficult. Therefore, it is essential to resettle the affected communities in permanent locations.
- Involuntary resettlement issues (private land acquisition and evacuation of households/business) are not critical in the section from Homagama rail station to Padukka. Most of the impacts will be partial damages to the structures and need to acquire small belts of private lands.

8.2 Recommendations

168. According to the factors mentioned above, this project can be categorized as challenging and critical in terms of resettlement. Apart from the magnitude of the families to be resettled, the community in the SLR reservation is unique in terms of their subculture. Projects have been previously implemented with significant resettlement components with slum and shanty communities that are similar to the affected community in the KV line. The lessons from such projects should be carefully studied and utilized by the PMU of this project. The approach should be participatory and centered on the affected people in every activity implemented under the resettlement program. These include planning, implementation and post-implementation. The following specific recommendations are proposed in the implementation of the resettlement program.

- All the residential households and residence cum business premises fully affected due to the project activities in SLR land belt and the land belt adjacent to the SLR land belt should be provided with alternative facilities for houses. It will be difficult to provide houses with facilities to have business activities but such APs should be convinced that the project will implement livelihood restoration programs to help them to re-establish their affected income generation activities (Capacity building, facilitation for credit facilities, and introduction of new income generation possibilities, etc.). Possibilities should be explored to include certain number of business premises in the new buildings.
- Explore all possibilities to resettle communities in alternative houses constructed within the 1 to 5 km radius of the present residences. The APs also prefer to be resettled within the jurisdiction of their current DS division.
- Action should be taken to re-establish the disturbed business centers located in clusters in locations near the present business locations (Pamunuwa textile market and Nugegoda



Janatha Pola, etc.). Innovative options should be explored to mitigate the negative impacts on these two business clusters. This issue should also be seriously considered by the detailed design preparatory team for the KV line. The affected business community strongly suggested to get resettled as group.

- Close interactions should be established with different types of business APs during the resettlement phase of the project. These local community members can offer innovative and pragmatic solutions which should be carefully evaluated. If their suggestions are not feasible, the reasons should be duly communicated to them. However, negotiated alternative solutions should be planned and implemented.
- An essential management tool is post-resettlement monitoring which can be used to observe the changes to livelihood activities of the APs in new locations. The PMU as well as an independent group should carry out regular surveys using appropriate indicators to document the changes over time. The information collected through external monitoring studies should be used to develop and implement redirected strategies if required, to address the issues related to re-establishment of disturbed livelihood activities.
- The PMU together with the design preparatory team should pay careful attention to solve the problems of access difficulties due to interventions under the project. Alternative access should be introduced in the designs, and if some roads are blocked during construction, alternative access through by pass roads may be introduced as a temporary solution.
- The design engineers should also consider highly sensitive sections of the KV line in proposing improvements. Such locations exist in the sections proposed for expansion. Railway crossings, storm water drainage canals are some of these sensitive areas.
- The project developer may not fully depend only on UDA high-rise buildings for the resettlement of APs. The possibility for resettlement in other locations such as buildings constructed in land plots belonging to the SLR should be explored as well.



ANNEXES

- 1. Details of the project relevant roads**
- 2. Maps**



Annex 1-Details of the project relevant roads

Road detail - Maradana to Castle Street (1940m to 4475m)

No	Name of Road	Cross or Parallel	Where to where (distance)	Left or right (from Maradana)	Meter Point	Type of use	Alternative roads	Type of road	Type of Affect
01	Dematagoda Road	Cross road	From baseline to Maradana	Both	1900M sheet 5	Busy, public road.	# Siridamm Road, # Maligawatta Road	RDA	If the railway doubled, traffic will increase
02	Dematagoda Place	Cross road (Unauthorized)	From baseline to Dematagoda	Both	2060M sheet 6	Public road main users are surrounding places communities	Dematagoda Road	CMC	Main users are pedestrians. Not used for vehicles
03	Baseline Road	Cross road	From Kirulapana To Kalani Bridge	Both	2400M Sheet-6	Public, busy road	#Maligawatha Road #Borella Maradana Road # Sirimavo Bandaranayaka Mawatha	RDA	If the railway doubled, traffic will increase
04	Baseline Mawatha	Cross road	Baseline Mw To Sahas pura housing scheme	Both	2580 Sheet-6	Village road, private vehicles, pedestrians	# Lesliy Ranagala Road	PRDA	If the railway doubled, traffic will increase Public, busy road
05	Seevalipura B section RD	Parallel road	From Baseline MW to Seevalee Cross RD(200M)	Right	2600M Sheet-6	Village road, private vehicles, pedestrians.	Seevalee pate maga	CMC	Used by 50 households
06	T 20 Road	Parallel road	Baseline Mw to T 20 Wattha 100M	Left	2600M Sheet-6	Pedestrians	La Wela Road	CMC	Used by 60 households
07	Sivalee patumaga	Cross road	Baseline Road to Saranapala Himi Mawatha	Both	2885M Sheet-7	Village road, private vehicles, pedestrians	Baseline Mawatha	CMC	Sivalee School and used by 75 households
08	141 Wattha Road	Parallel road	Lesley Ranagala Road to 141 Watta 200m	Right	3500M Sheet-8	Village road, private vehicles, pedestrians	?	CMC	Used by 80 households in 141 "Watta"
09	Lesley Ranagala Road	Cross road	Baseline Road to Saranapala Himi Mawatha	Both	3500M Sheet-8	Public road, busy road (oval Ground, Air force camp, and by pass road to Kota Road)	Saranapala Himi Mawatha, Kuruppu Road	CMC	If the railway doubled, traffic will increase Public, busy road
10	Ruhunu Kala Mawatha	Cross road	Kota Road to Kuruppu Road	Both	4040M Sheet-9	Busy, public road	Kuruppu Road	CMC	If the railway doubled, traffic will increase Public, busy road
11	Kotta Road	Cross road	Boralla to Rajagiriya	Both	4250M Sheet-10	Busy public road	Kuruppu Road, Ruhunu Kala Mawatha, Castel Street	RDA	If the railway doubled, traffic will increase Public, busy road
12	Castel Street	Cross road	Boralla to Rajagiriya	Both	4500M Sheet-10	Busy public road	Kotta Road	RDA	If the railway doubled, traffic will increase Public, busy road



ROAD DETAIL CASTLE STREET TO COLAMBAGE MAWATHA (4475m to 8050m)

No	Name of Road	Cross or Parallel	Where to where	If parallel Left or right (from Maradana)	Meter Point	Type of use	Alternative roads	Type of road	Type of Affect
01	Model Farm Road	Cross road	Castel Street to Golf Ground	Both	300M Sheet-1	Golf ground ,Devi Balika collage and 150 residence are used	No	CMC	If the railway doubled, road traffic will increased
02	Mata Road	Cross road	Baseline Road to Mata Road Army Camp	Both	1160M Sheet-3	Private vehicles, army vehicles, residence	No	CMC	If the railway doubled, road traffic will increased
03	Mangala path	Parallel road	Mata Road to Heen Ela 350M	Left	1160M Sheet-3	Private vehicle, residence	NO	CMC	Residence of Manning town are used housing scheme and 100 households
04	Gajaba RD	Parallel road	Baseline to Mata Road 100M	Right	1160M Sheet-3	Private vehicle, residence	Mata Road	CMC	Used by 50 households, busy road
05	Manin Town Wattha Road	Parallel road	Gajaba Road Heen Ela 100M	Right	1320 Sheet-3	Private vehicle, residence	Gajaba Road	CMC	Used by 25 households
06	Mohanderam Road	Cross road	Baseline Road to end of Mohanderam Road	Both	1700M Sheet-5	Private vehicle, residence, school vans, pedestrians	Kirimandale Road, Ever Green Road	PRDA	If the railway doubled, road traffic will increased
07	Narahenpita Railway housing Road	Parallel road	Mohanderam Road to Railway Housing Road 100M	Left	1700M Sheet-5	Pedestrians, residence	No	CMC	Accesses will block
08	Kirimandala Road	Cross road	Baseline Road to Nawala	Both	2050M Sheet-6	Busy public road	Narahenpita Road, Mohanderam Road	PRDA	If the railway doubled, road traffic will increased
09	Nawala Road	Cross road	Baseline Road to Nawala	Both	2350M Sheet-6	Busy public road	Kirimandala Road	RDA	If the railway doubled, road traffic will increased
10	Kalinga MW	Cross road	Wijaya Kumarathunga Mawatha to Colambage Road	Both	2840M Sheet-7	Private vehicle, residence, school vans, pedestrians	D.M. Colambage Road	CMC	If the railway doubled, road traffic will increased (use for temple, kovil and proposed UDA housing scheme)
11	Kalinga Road 1 st stage road	Parallel road	Kalinga Mawatha to 1 st stage housing scheme 50M	Right	2840M-2890M Sheet-7	Private vehicle, residence, , pedestrians	Kalinga Mawatha	CNC	Accesses will block to UDA housing schemes
12	Kalinga Road 2 nd stage road	Parallel road	Kalinga MW to 2 nd stage housing scheme 100M	Left	2840M-2940M Sheet-7	Private vehicle, residence, , pedestrians	7 th Lane	CMC	Accesses will be blocked for 10 households



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13	Averihena Road	Cross road	Wijaya Kumarathunga Rd to D.M. Colabage RD	Both	3050M Sheet-8	Private vehicle, residence, , pedestrians	Kalinga Mawatha	CMC	Accesses will be blocked for 50 households
14	Railway cross Road	Parallel road	Averihena RD to Kirilipana Station	Right	3050M-3250M Sheet-8	Private vehicle, residence, , pedestrians	D.M. Colabage Road	CMC	Accesses will be blocked for 30 households
15	D.M. Colabage Road	Cross road	Wijaya Kumarathunga Rd to Nawala	Both	3575M Sheet-9	Private vehicle, residence,, pedestrians	Kalinga Mawatha	CMC	If the railway doubled, road traffic will increased



Road detail - Colambage Mawatha to Navinna (8050m to 14050m)

No	Name of Road	Cross or Parallel	Where to where	Left or right(from Maradana)	Meter Point	Type of use	Alternative roads	Type of road	Type of Affect
01	Purwarama Lane	Parallel	Colambage Mawatha to purwarama Rd	Right	80 m, to 650 m	Access to more than 60 houses. Vehicle parking and funeral procession route, other functions	No any alternative	MC	Fully affect
02	Five road crossing	Cross road	Colambage Mawatha to purwarama Rd	Both	100 m,140 m, 210 m, 250 m, 450 m	10 houses use access. they already paid tax 55000/= per year for railway	No any alternative	privet	Fully affect
03	Purwarama level crossing	Cross road	Kirulapana to Nugegoda	Both	650 m	Connect two main town access to school, temples, railway station, bus stand, business centers residence	No any alternative	Provincial	Not affect
04	Railway Avenue	Parallel	Purwarama level crossing to second crossing	Left	1020 m	Access to resident place, connect High Level Road, vehicle parking, service center, funeral procession route and other function activities	No any alternative	MC	Fully affect
04	Private road	Cross road	From Railway Avenue to resident places	Right	725 m	Access to more than 20 houses and parking	No any alternative de end road	MC	Affect entering point
05	Private road	Cross road	From Railway Avenue to resident places and connect to other cross road	Right	760 m	Access to more than 110 houses, parking, and funeral procession route	Connect other cross road	MC	Affect entering point and end point
06	Private road	Cross road	From Railway Avenue to resident places	Right	825 m	Access to more than 5 houses, parking, and funeral procession route	No any alternative dead end road	MC	Affect entering point
07	Private road	Cross road	From Railway Avenue to resident places	Right	860 m	Access to more than 10 houses, parking, and funeral procession route	No any alternative	MC	Affect entering point
08	Private road	Cross road	From Railway Avenue to resident places	Right	860 m	Access to more than 15 houses, parking, and funeral procession route	No any alternative	MC	Affect entering point
09	Private road	Cross road	From railway avenue to resident places and connect to other cross Rd	Right	970 m	Access to more than 110 houses, parking, and funeral procession route	Connect other cross road	MC	Affect entering point and end point



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10	Private road	Cross road	From railway avenue to resident places	Right	980 m	Access to more than 15 houses, parking, and funeral procession route	No any alternative	MC	Affect entering point
11	Second level crossing	Cross road	From Nugegoda to high level Rd	Both	1010 m	Access to more houses and connect High Level Road to Nugegoda stand	Can use other main roads	MC	Not affect
12	Third level crossing	Cross road	From Nugegoda to high level Rd and Anula College	Both	1100 m	Connect to Nugegoda Junction and High Level Road kirulapana.	Can use other main roads	MC	Not affect
13		Parallel	From third crossing to Nugegoda Stanley Thilakarathna Mawatha	Left	From 1100 m to 1600 m	Access to Anula Vidyalaya, St. Joseph College, private school, residences, shops housing apartment, and parking for school transport vehicle	No any alternative	MC	Fully affected
14	Private road	Cross road	From railway avenue to houses	Left	1150 m	Access to more than 10 houses		Private	Fully affect enter point
15	Private road	Cross road	From railway avenue to houses	Left	1225 m	Access to more than 40 houses and Anula Vidyalaya	Fully affect enter point	Private	Fully affect enter point
16	Private road	Cross road	From railway avenue to houses	Left	1300 m	Access to more than 5 houses.	Fully affect enter point	Private	Fully affect enter point
17	Private road	Cross road	From railway avenue to houses	Left	1400 m	Access to more than 6 houses and St. Joseph Girls' School.	Fully affect enter point	Private	Fully affect enter point
18	Private road	Cross road	From railway avenue to houses	Left	1450 m	Access to more than 10 houses.	Fully affect enter point	Private	Fully affect enter point
19	Private road	Cross road	From railway avenue to houses	Left	1465 m	Access to more than 6 houses.	Fully affect enter point	Private	Fully affect enter point
20	Private road	Cross road	From railway avenue to houses	Left	1475 m	Access to more than 25 houses.	Fully affect enter point	Private	Fully affect enter point
21	Private road	Cross road	From railway avenue to houses	Left	1480 m	Access to more than 4 houses.	Fully affect enter point	Private	Fully affect enter point
22	Private road	Cross road	From railway avenue to houses	Left	1485 m	Access to more than 8 houses.	Fully affect enter point	Private	Fully affect enter point
23	Private road	Cross road	From railway avenue to houses	Left	1500 m	Access to more than 20 houses.	No any alternative	Private	Fully affect enter point
24	Private road	Cross road	From railway avenue to houses	Left	1525 m	Access to more than 10 houses.	No any alternative	Private	Fully affect enter point
25	Stanley Thilakarathna Mawatha level crossing	Cross road	From Kalubovila to Kotte	Left and right	1625 m	Main road Kalubovila to Beddagana, Pitakotte	No any alternative	RDA	Fully affected



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26	Purwarama Road	Parallel	Second level crossing to Nugegoda	Left	1150 m to 1350	From Polhengoda to Nugegoda Road access more than 25 shops, houses.	No any alternative	PRDA	Fully affected
27	Purwarama Road	Parallel	1400 m to 1475 m	Left	1400 m to 1475 m	From Polhengoda to Nugegoda Road access more than 20 shops, houses	No any alternative	PRDA	Fully affected
28	Bus stand Road	Parallel	From Stanley Thilakarathna Mawatha to Old Kesbewa Road	Left	1650 m to 1900 m	Main Road to bus stand, main access to 65 shops.	No any alternative	MC	Fully affected
29	Chapel lane level crossing	Crossing	Nugegoda to Kattiya Junction	Both	1950 m	Start Janathapola Road, 175 shops, 2 CGR quarters, access to 10 houses, Dharmayathanaya, 3 wheel park.	No any alternative	MC	Fully affected
30	Chapel Lane	Parallel	Chapel level crossing to 2250 m	Left	2050 m to 2250 m	Privet school, children park, UC sub office, health center, daycare center, maternity clinic, access to houses.	No any alternative	MC	Fully affected
31	Old Kesbewa Road	Parallel	Chapel level crossing to Kattiya Junction	Right	From 1950 m to 2550 m	Connect Nugegoda to Kattiya Junction	High Level Road	MC	Partially Affect
32	Jambugasmulla Road	Crossing	From Old Kesbewa Road to Jambugasmulla	Right	2000 m	Access to house and connect high level Rd	High Level Road	MC	Affect enter point
33	Private road	Crossing	From Old Kesbewa Road to houses	Right	2100 m	Access to houses	No any alternative	MC	Affect enter point
34	Vidura Mawatha	Crossing	From Old Kesbewa Road to houses	Right	2300 m	Access to houses	No any alternative	MC	Affect enter point
35	Dilakshi Place	Crossing	From Old Kesbewa Road to houses	Right	2350 m	Access to houses	No any alternative	MC	Affect enter point
36	Private road	Crossing	From Old Kesbewa Road to houses	Right	2400 m	Access to houses	No any alternative	MC	Affect enter point
37	Samanala Road	Crossing	From Old Kesbewa Road to houses and connect high level road	Right	2500 m	Access to houses	No any alternative	MC	Affect enter point
38	Subhadrarama Road	Crossing	From Rathmalana to Mirihana Road	Both	2575 m	Connect High Level Road and Mirihana Road	No any alternative	RDA	Fully affected
39	Samagi Mawatha	Parallel	From Kattiya Junction to Pegiriwaththa Road	Left	2600 m to 2875 m	Access to more than 50 houses and cross lane	No any alternative	MC	Partially Affect
40	Katu Ela- Drainage	Parallel	From Kattiya Junction to Delkada Junction	Right	2600 m to 2875 m	Strong water drainage line	No any alternative	MC	Partially Affect



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41	Edirisigha Road	Crossing	From Old Kesbewa Road to Mirihana	Both	3010 m	Access to houses and connect Mirihana Road	No any alternative	PRDA	Partially Affect
42	Pengiriwattha Road	Crossing	From Old Kesbewa Road to Pegiriwattha	Both	3300 m	Connect High Level Road and access houses	No any alternative	PRDA	Fully affected
43	Somathalagala Mawatha	Parallel	From Pegiriwattha Road to Somathalagala Mawatha	Left	3090 m to 3300 m	Direct access 29 houses and indirect more than 100 houses	29 houses, no alternative and others Somathalagala Mawatha	MC	Fully affected
44	Foot path	Parallel	From houses to Santhanampitiya Road	Left	3500 m to 3725 m	Access to houses	No any alternative	MC	Fully affected
45	Mendis Mawatha	Crossing	From High Level to Santhanampitiya Road	Both	3700 m	Connect High Level Road to Santhanampitiya Road	No any alternative	MC	Fully affected
46	Foot path	Parallel	Crossing to houses	Left	3700 m to 3900 m	Access to houses	No any alternative	MC	Fully affected
47	Udahamulla level crossing	Crossing	From High Level Road to Old Kottawa Road	Both	4275 m	Connect High Level Road to Old Kottawa Road	No any alternative	PRDA	Fully affected
48	Udahamulla Wijerama Road level crossing	Crossing	From High Level Road to Old Kesbewa Road	Both	4500 m	Connect high level Road and access to houses	No any alternative	PRDA	Fully affected
49	Devananda Road level crossing	Crossing	From High Level Road to Old Kottawa Road	Both	5000 m	Connect High Level Road, access to houses and Old Kottawa Road	No any alternative	PRDA	Fully affected
50	Railway Avenue	Parallel	From Devananda Road to access houses	Right	4850 m to 5000 m	Access to houses	No any alternative	MC	Fully affected
51	Railway Avenue	Parallel	From Devananda Road to access houses	Left	5000 m to 5550 m	Access to houses and connect by road	No any alternative	MC	Fully affected
52	Navinna level crossing	Crossing	From High Level Road to Old Kottawa Road	Both	5550 m	Connect High Level Road, access to houses and Old Kottawa Road	No any alternative	PRDA	Fully affected
53	Arpico crossing	Crossing	From High Level Road to Arpico complex road	Both	5700 m	Connect High Level Road, access to Arpico complex	No any alternative	Private	Fully affected
54	Navinna level crossing	Crossing	From High Level Road to Old Kottawa Road	Both	6000 m	Connect High Level Road, and Old Kottawa Road	No any alternative	PRDA	Fully affected



Road detail - Nawinna to Homagama

No	Name of Road	Cross or Parallel	Where to where	Left or right(from Maradana)	Meter Point	Type of use	Alternative roads	Type of road	Type of Affect
01	Nagahawattha Road	Cross	High Level Road to village	Left	200M	Residences and Paddy land farmers	No	UC	Road entry point will affect
02	Railway Avenue (Navanna level crossing to Buwanakaba Primary School)	Parallel	Navanna level crossing to Buwanakaba Primary School 3500M	Left		Residences and by pass road Maharagama. Busy road.	High Level Road	PRDA	Fully affected
03	Private road	Cross	Railway Avenue to houses	Left	300M	Residences of 20 households	No	UC	Entry point
04	Buwanakaba Primary Road	Cross	High Level Road to Pamunuwa Road	Left	200M	Sub road, and used by 3 villagers	No	PRDA	Entry point
05	Private road	Parallel	Railway Avenue to houses	Left	400M	Residences of 5 households	No	UC	Entry Point
06	Railway Avenue	Parallel	Buwanaka level crossing to Pamunuwa level crossing 650M	Left		By pass road Maharagama. Busy road.	High Level Road	UC	Fully affected
07	Private road	Parallel	Railway Avenue	Left	450M	Used by 5 households	No	UC	Fully affected
08	Private road	Parallel	Railway Avenue	Left	500M	Used by 8 households	No	UC	Fully affected
09	Private road	Parallel	Railway Avenue	Left	520M	Used by 8 households	No	UC	Fully affected
10	Private road	Parallel	Railway Avenue	Left	550M	Used by 8 households	No	UC	Fully affected
11	Private road	Private Cross	Railway Avenue	Both	550M	Used by 1 household	No	UC	Fully affected
12	Private road	Parallel	Railway Avenue	Left	560M	Used by 20 households	No	UC	Fully affected
13	Private road	Parallel	Railway Avenue	Left	610M	Used by 50 households	No	UC	Fully affected
14	Private railway crossing	Parallel	Railway Avenue	Right	560M	Used by 1 household	No	UC	Fully affected
15	Private Rd	Parallel	Railway Avenue	Left	630M	Used by 30 households	No	UC	Fully affected
16	Private Rd	Parallel	Railway Avenue	Left	700M	Used by 15 households	No	UC	Fully affected
17	Private Rd	Parallel	Railway Avenue	Left	730M	Used by 200 households	No	UC	Fully affected
18	Private Rd	Parallel	Railway Avenue	Left	800M	Used by 812 households	No	UC	Fully affected
19	Private Rd	Parallel	Railway Avenue	Left	820M	Used by 6 households	No	UC	Fully affected
20	2 nd Lane	Parallel	Railway Avenue	Left	860M	Used by 40 households	No	UC	Fully affected
21	1 st Lane	Parallel	Railway Avenue	Left	910M	Used by 60 households	No	UC	Fully affected
22	Jayawardenapura Hospital Road	Cross	Old Kottawa Road to Jayawardenapura Hospital	Both	1030M	Main road	No	RDA	If the railway doubled traffic will increase
23	Parallel road	Parallel	Pamunuwa to Temple Road 130m	Left	560M	Venders, Bus and wheel park By pas Rd, Mobile venders, Busy RD	Old Kottawa RD	UC	Fully affected



24	Pansala Road (Temple Road)	Cross	Old Kottawa Road to Temple Road and Dabahena Village Road	Left	1150	Main road	Pamunuwa Road	PRDA	Entrance will block
25	Railway Avenue	Parallel	Temple Road-Temple Road 1230M	Left		Parallel road with High Level Road. Busy road, vehicle parking	High Level Road	UC	Fully affected
26	Private road	Parallel	Railway Avenue	Left	1230	Used by 4 households	No	UC	Fully affected
27	Private road	Parallel	Railway Avenue	Left	1550	Used by 415 households	No	UC	Fully affected
28	Private road	Crossing	Railway Avenue - High Level Road (Right)	Both	1630	Used by 10 households	No	UC	Fully affected
29	Private road	Crossing	From High Level Road (foot path)	Both	1750	Used by 5 households	No	UC	Fully affected
30	Private road	Parallel	From Railway Avenue	Left	1780	Used by 10 households	No	UC	Fully affected
31	Private road	Parallel	From Railway Avenue	Left	1870	Used by 20 households	No	UC	Fully affected
32	Private road	Crossing	From High Level to Railway Avenue	Both	1890	By pass road to Maharagama	No	UC	Fully affected
33	Private road	Parallel	From Railway Avenue	Left	2150	Used by 10 households	No	UC	Fully affected
34	Private road	Parallel	From Railway Avenue	Left	2220	Used by 5 households	No	UC	Fully affected
35	Private road	Parallel	From Railway Avenue	Left	2300	Used by 5 households	No	UC	Fully affected
36	Pansala Road	Crossing	From Old Kottawa Road	Left	2460	Village main road, used by 5 villages, by pass road to Maharagama	No	UC	Entry point will block
37	Pansala Road Railway Avenue to Kanatha Road	Parallel	From Railway Avenue 450	Left		Parallel RD with Old Kottawa Road, busy road, vehicle parking	Old Kottawa Road	UC	Fully affected
38	Private road	Parallel	From Railway Avenue	Left	2550	Used by 20 households	No	UC	Fully affected
39	Private road	Parallel	From Railway Avenue	Left	2650	Used by 4 households	No	UC	Fully affected
40	Private road	Parallel	From Railway Avenue	Left	2730	Used by 7 households	No	UC	Fully affected
41	Kanatta Road	Crossing	From Old Kottawa Rd	Left	2950	Sub main road many village get access through this road	No	UC	Fully affected
42	Railway Avenue	Parallel	From Kanatha RD 650M	Left		Residence, industries, three-wheel stand, vehicle park	No	UC	Fully affected
43	Private road	Parallel	From Railway Avenue to houses	Left	3050	Used by 6 households	No	UC	Fully affected
44	Private road	Parallel	From Railway Avenue to houses	Left	3090	Used by 10 households	No	UC	Fully affected
45	Private road	Parallel	From Railway Avenue to houses	Left	3130	Used by 10 households	No	UC	Fully affected



46	Private road	Parallel	From Railway Avenue to houses	Left	3060	Used by 5 households	No	UC	Fully affected
47	Private road	Parallel	From Railway Avenue to houses	Left	3360	Used by 4 households	No	UC	Fully affected
48	Private road	Parallel	From Railway Avenue to houses	Left	3380	Used by 4 households	No	UC	Fully affected
49	Private road	Parallel	From Railway Avenue to houses	Left	3410	Used by 5 households	No	UC	Fully affected
50	Private road	Crossing	Railway Avenue to house	Left	3425	Used by 8 residents	No	UC	Fully affected
51	Borella Road	Crossing	Railway Avenue to house	Left	3600	Main road	No	RDA	If the railway Doubled Traffic will increase
52	Private road	Parallel	From Railway Avenue to houses	Left	3610	Used by 10 households	No	UC	Fully affected
53	Private road	Parallel	From Railway Avenue to houses	Left	3410	Used by 5 households	No	UC	Fully affected
54	Rukmale Road	Crossing	Old Kottawa Road to Rukmale and suburb village	Left	4670	Main road	No	RDA	If the railway Doubled Traffic will increase
55	Private road	Parallel	From Old Kottawa Road to houses	Left	4800	Used by 20 households	No	UC	Fully affected
56	Private road	Parallel	From Old Kottawa Road to houses	Left	5160	Used by 20 households	No	UC	Fully affected
57	Metharama Road	Parallel	From Rukmale Road to Kottawa Kanatha Road 1300M	Left		Sub main road many village get access through this road, vehicle park wheel park	Old Kottawa Road	UC	Fully affected
58	Private road	Parallel	From Metharama Road to houses	Left	5560	Used by 70 households	No	UC	Fully affected
59	Private road	Parallel	From Metharama Road to houses	Left	6000	Used by 10 households	No	UC	Fully affected
60	Private road	Parallel	From Metharama Road to houses	Left	6050	Used by 20 households	No	UC	Fully affected
61	Athurigiriya Road	Crossing	High Level Road to Athurigiriya		6075	Sub main road, many village get access through this road, vehicle park and three-wheel park	No	UC	If the railway doubled traffic will increase
62	From High level to Rd Hospital Rd (Cross RD)	Crossing	High Level Road to Hospital Road		6575	Sub main road, many village get access through this road, vehicle park and three-wheel park	No	UC	If the railway doubled traffic will increase
63	Raja Mawtha	Crossing	High Level Road to Old Homagama Road		6675	Sub main road, many village get access through this road, vehicle park	No	UC	If the railway doubled traffic will increase
64	Mihidu Place	Parallel	From Raja Mawtha to houses	Left		Used by 50 households	No	UC	Fully affected



			200						
65	Sudarmarama Rpad	Crossing	High Level Road to Old Homagama Road	Both	6875	Sub main road, many village get access through this road, vehicle park	No	UC	If the railway doubled traffic will increase
66	Private road	Parallel	From Raja Sudarma Road to houses150M	Left		Used by 8 households	No	UC	Fully affected
67	Nugagahalanda Road	Crossing	Old Homagama Road village		8500	Used by 50 households	No	UC	If the railway doubled traffic will increase
68	Private road	Parallel	From Raja Nugagahalanda to houses150M	Left		Used by 5 households	No	UC	Fully affected
69	Nilupul Uyana Road	Crossing	Old Homagama Road village		8700	Used by 25 households	No	UC	If the railway doubled traffic will increase
70	Homagama Hospital Road	Crossing	High Level Road Old RD	Both	9680	Sub main road, many village get access through this road, vehicle park	Homagama town crossing RDs		If the railway doubled traffic will increase
71	Sunil Perumpuli Road	Parallel	Hospital Road to Sunil Perumpuli Mawatha 250M	Right		Lane to 30 households	Hospital Road, Galawila Road	PC	Affect
72	Galawila Road	Crossing	Homagama Town to Kottawa	Both	10050	Sub main road, many village get access through this road	High Level Road, Hospital Road	RDA	Affect
73	3 rd Lane Homagama	Crossing	Galawila Road to 3 rd lane	Both	10150	For 15 Residences	No	PC	Affect
74	2 nd Lane, Homagama	Crossing	Galawila Road to 2 nd lane	Both	10250	For 20 residence	No	PC	Affect
75	Wasana Mawatha	Crossing	Galawila Road to Wasana Mawatha	Both	10325	Private road of 2 households	No	Private	Affect
76	Private road	Parallel	From Wasana Mawatha to this road	Left		Private road of 2 households	No	Private	Affect
77	Private road	Parallel	From Wasana Mawatha to this road	Left		Private road of 2 households	No	Private	Affect
78	Nagara Sima Mawatha	Crossing	Galawila Road - Unapadura Junction - To this lane	Both	10550	Residence	1 st Lane	Private	Affect
79	Private road	Parallel	From Nagara Sima Road 75M	Left		40 residences	No	Private	Affect
80	Vidalaya Mawatha	Parallel	From Kaduwela Road to this road 100M	Left		School Road, and 8 residences	No	PC	Affect



81	Galawila Road	Parallel	High Level Road to Galawila Road 950M	Both	Right	Sub main road, many village get access through this road	High Level Road	RDA	Affect
82	Kaduwela Road	Crossing	Homagama to Kaduwela	Both	11100	Sub main road, many village get access through this road	Galawila Road, School Road	RDA	Affect



Road Details – Homagama to Padukka

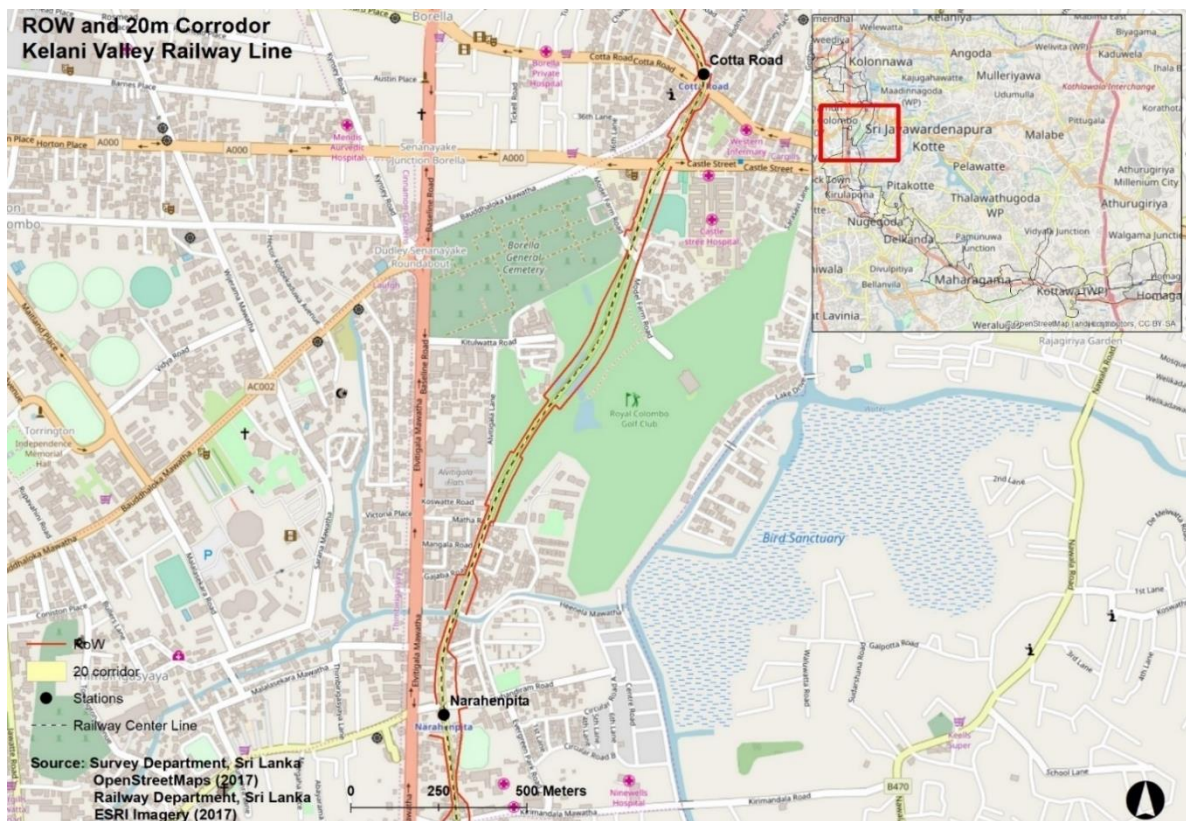
No	Name of Road	Cross or Parallel	Where to where	Left or right(from Maradana)	Meter Point	Type of use	Alternative roads	Type of road	Type of Affect
01	Wimana Road	Cross	Densilkobbekaduwa Mawatha to Office premises	Both	550 M	Residences and office premises	No	UC	Road entry point will affect
02	High Level Road	Cross	From Colombo to Rathnapura	Both	1650 M	Overhead bridge	No	RDA	No affect
03	Godagama Station Road	Cross	High Level Road to Moragahahena Road	Both	1850 M	Access to residences and villages	No	PRDA	No affect
04	Godagama Watta Road	Cross	From Padukka Road to Villages	Both	2900 M	Access to residences and villages	No	PRDA	No affect
05	Godagama Station Road	Cross	From Padukka Road to railway station	Both	3580 M	Access to residences and villages	No	PRDA	No affect
06	Methmal Mawatha	Cross	From Padukka Road to Villages	Both	4070 M	Access to paddy field and residences	No	UC	Road entry point will affect
07	Godagama Watta Road	Cross	From Padukka Road to housing schemes	Both	4325 M	Access to residential area	No	UC	Road entry point will affect
08	Pelapolwattha Road	Cross	From Padukka Road to houses	Both	4375 M	Access to residential area	No	UC	Road entry point will affect
09	Asiriuyana Mawatha	Cross	From Padukka Road to Villages	Both	4520 M	Access to villages	No	UC	Road entry point will affect
10	Puwakwattha Road	Cross	From Padukka Road to Villages	Both	4600 M	Public transport road	No	UC	Road entry point will affect
11	Dampe Horagala road	Cross	From Padukka Road to Horagala and Maragahahena area	Both	5100 M	Connect Horana, Moragahahene	No	PRDA	No affect
12	Udagewattha Road	Cross	From Padukka Road to Villages	Both	5850 M	Access to residences and paddy field	No	UC	Road entry point will affect
13	Kalumuthuketiya Road	Cross	From Padukka Road to Villages	Both	6200 M	Access to residences and villages	No	UC	No affect
14	Garment Entrance	Cross	From Padukka Road to garment	Both	6300 M	Private road	No	Privet	Fully affect
15	Maduluwawa Road	Cross	From Padukka Road to Villages	Both	6650 M	Public transport road	No	PRDA	Road entry point will affect
16	Privet Road	Cross	From Padukka Road to houses	Both	6950 M	Private	No	Privet	Fully affect
17	Privet Road	Cross	From Padukka Road to houses	both	7200 M	Access to houses	No	Privet	Fully affect
18	G S Perera Mawatha	Cross	From Padukka Road to houses	Both	7300 M	Access to Villages	No	UC	Road entry point affect
19	Privet Road	Cross	From Padukka to houses	Both	7600 M	Access to houses	No	Privet	Fully affect
20	Watareka Kuruluuyana	Cross	From Padukka to villages	Both	7850 M	Access to Villages	No	UC	Road entry point affect
21	Privet Road	Cross	From Padukka Road to houses	Both	8050 M	Access to houses	No	Privet	Fully affect
22	Kirigalpottha Temple Road	Cross	From Padukka Road to temple	Both	8100 M	Access to temple and houses	No	Privet	Fully affect



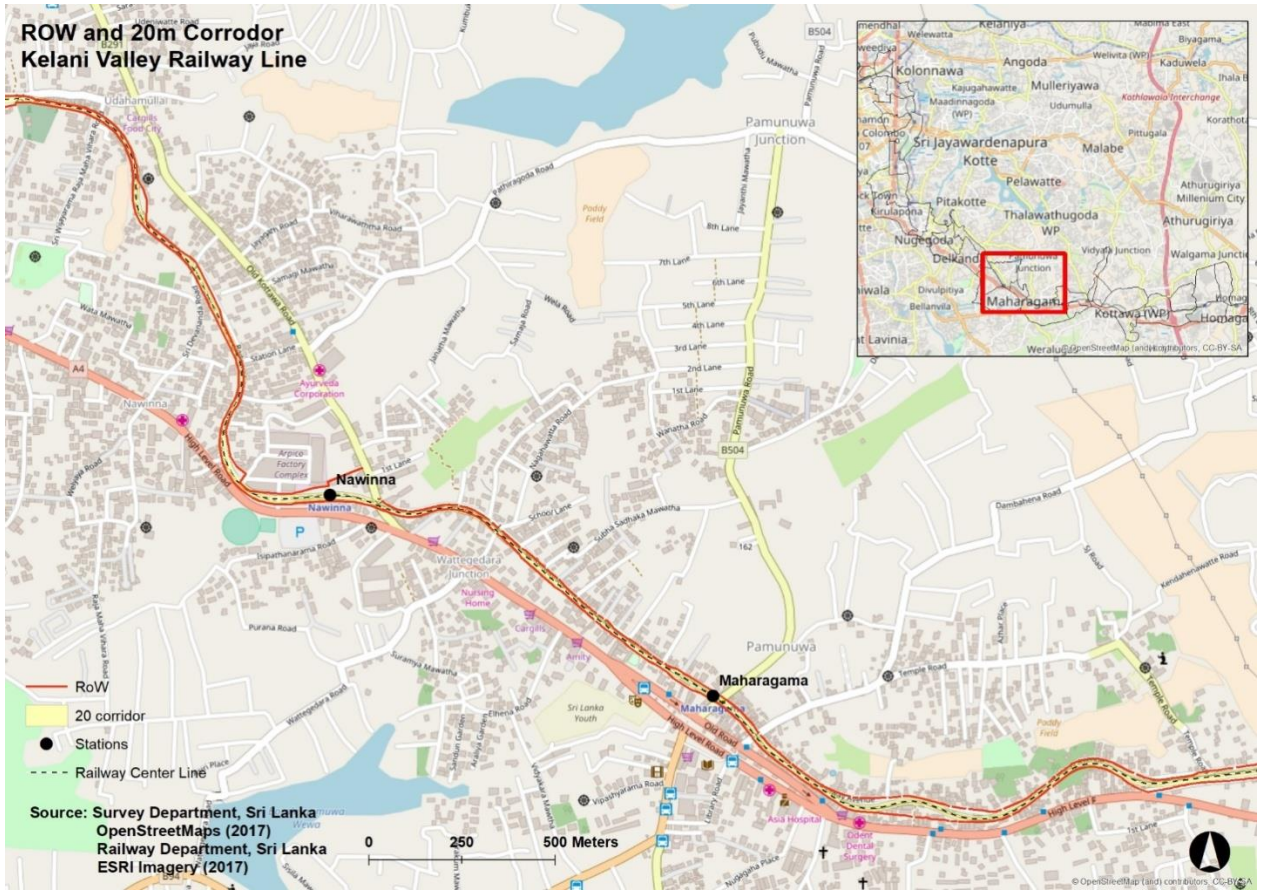
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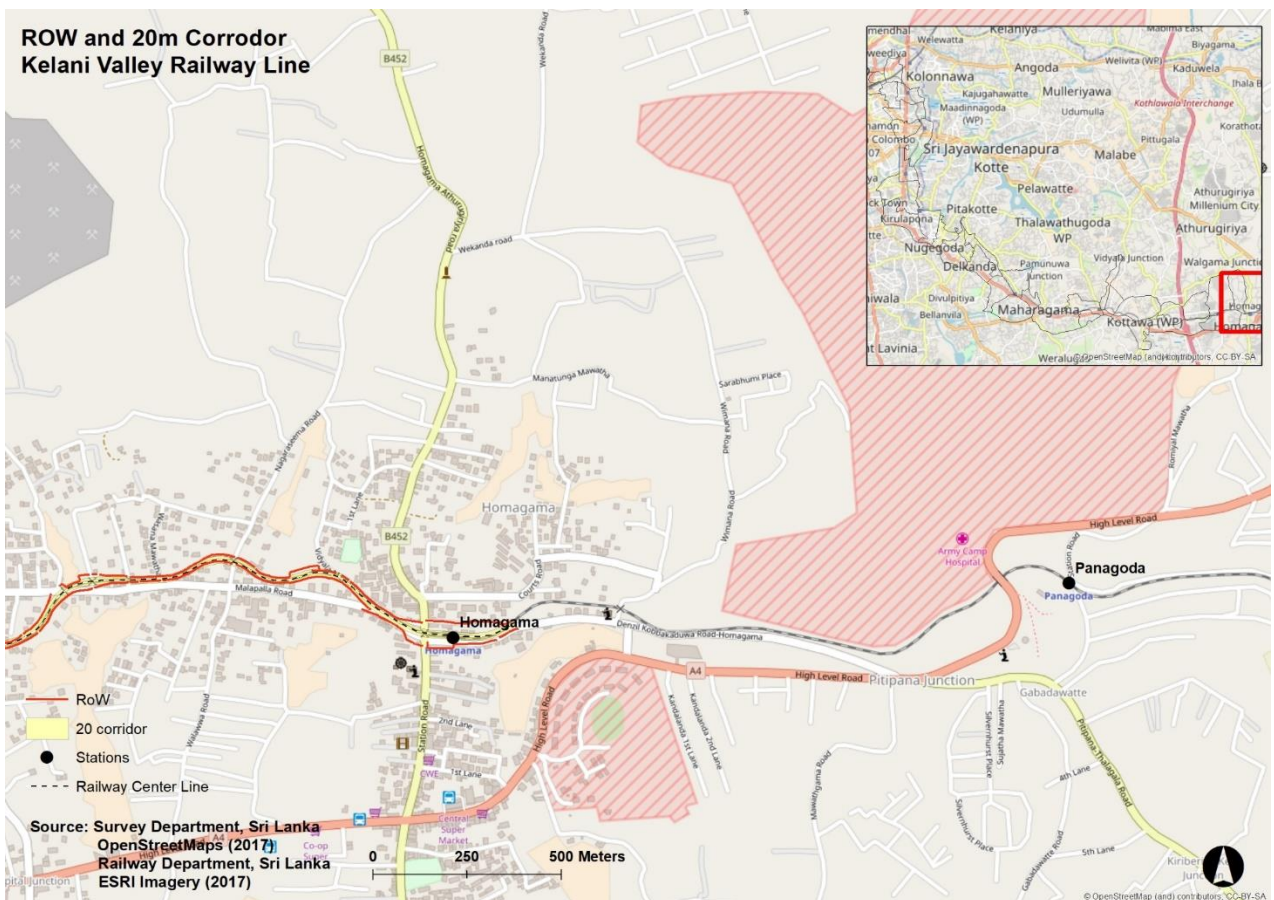
23	China Habor Road	Cross	From Padukka Road to Habor	Both	8325 M	Access to harbor and houses	No	UC	Fully affect
24	Leeniya Watta entrance Road	Cross	From Padukka Road to Leeniya Watta	Both	8550 M	Access to Watta	No	Privet	Fully affect
25	Liyanwala Kurugala Road	Cross	From Padukka Road to Kurugala Village	Both	9150 M	Public transport Road	No	UC	Road entry point affect
26	Pahala Padukka crossing	Cross	From Padukka Road to houses	Both	10175 M	Access to houses	No	UC	Road entry point affect
27	D D Wimalasira mawatha	Cross	From Padukka Road to houses	Both	10225 M	Access to houses	No	UC	Road entry point affect
28	School Lane	Cross	From Padukka Road to school and houses	Both	10280 M	Access to main entrance of school	no	UC	Fully affect
29	Godagama – Padukka Main Road	Cross	Connect High Level Road	Both	10425 M	Public transport road	No	RDA	Affect
30	Meepe – Padukka Main Road	Cross	Connect High Level Road	Both	10880 M	Public transport road	No	RDA	Affect

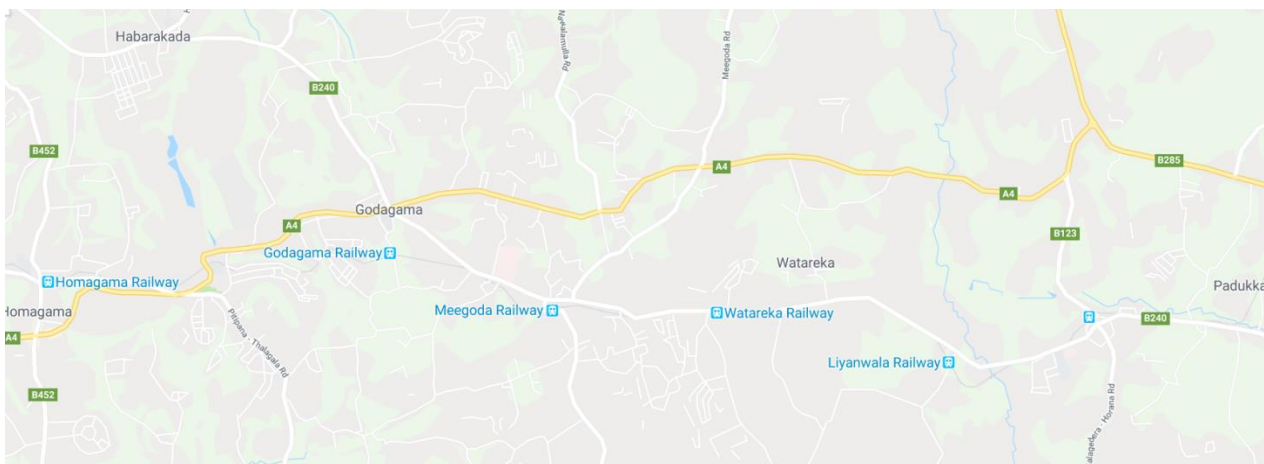
Annex 2- Maps RoW and vicinity





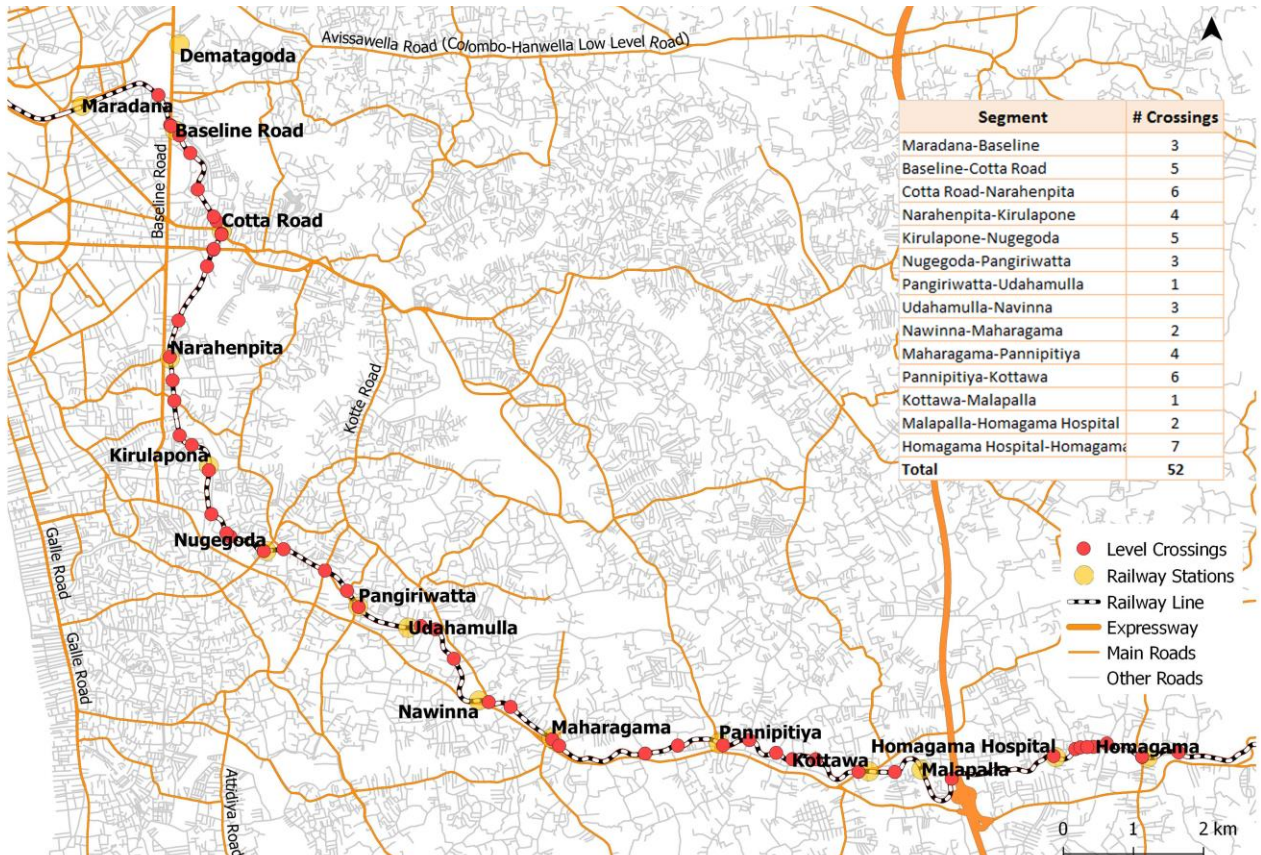






7.4. Map 2 crossing and parallel roads

7.5. Cross roads



7.6. Parallel Roads

