

SOCIAL IMPACT ASSESSMENT: DURING THE CONSTRUCTION OF ROAD WIDNING

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The construction of the widening of nh 04 at a kini to Kognoli from 2010 to 2023 had the potential to have significant positive social impacts on local communities. The evaluation procedure and project results are covered in this essay. In contrast to what has happened elsewhere, the local communities' quality of life improved during the project's lifespan. The social goal of minimising community disturbance was achieved in part through understanding the local context, early and continuous public consultation, scoping of concerns, resolving uncertainties, the creation of flexible management systems, and impact follow-up.

Keywords: social impact assessment; impact management; public involvement; scoping; follow-up; widening of road; construction impacts

Introduction

Change is a need for all living things and a natural rule. Society needs to change the same way. The development that was predetermined. Therefore, development covers a variety of outcomes, both good and bad. In addition, individuals frequently have to leave their houses as a result of construction projects, and occasionally they may relocate their places of business as well. These actions may need the rehabilitation and relocation of the individuals, which presents additional difficulties. Because of this, it has always been important to comprehend how development initiatives negatively affect the environment in order to reduce these effects. At first, we were worried about the effects on the environment, but subsequently, the requirement to evaluate the social impact of each project gave rise to the idea of social impact assessment.

The Social Impact Assessment is defined by Vivek Misra as follows: "Social Impact Assessment (SIA) is based on the idea that development interventions have social ramifications, and it is crucial that decision-makers are aware of these consequences before acting, as well as that those who will be impacted have the chance to be involved in creating their own future. Social evaluation aids in adapting the project to issues with social development. Social assessment-based development projects reduce poverty, promote inclusion, and foster ownership while reducing and offsetting negative social effects on the weak and the poor.

[1] Vanclay provides yet another definition that improves our comprehension of the idea. "Social Impact Assessment is a process of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned intervention (policies, plans, programmes, projects) and any social change processes invoked by these interventions," he claims. Its main objective is to create a more just and sustainable biophysical and human environment. (Vanclay: 2003)

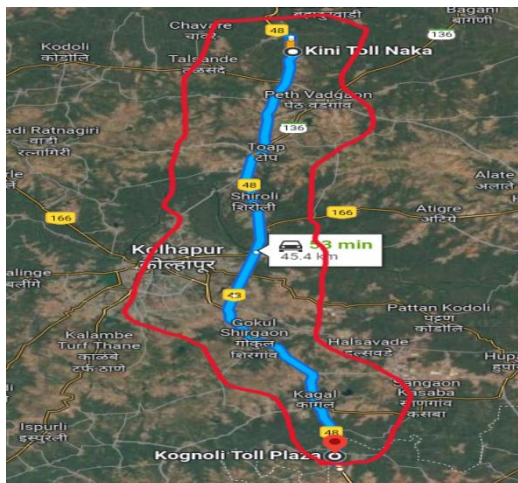
[2] It clarifies that social impact assessments examine and oversee the social repercussions of development initiatives.

The promotion of these initiatives' sustainability is the goal of SIA. Therefore, the goal of SIA is to assess the effects of any suggested development plan before to implementation in order to minimise adverse effects and improve positive ones

AREA OF STUDY

There is a proposal of road widening of NH 04 from Kini to Kognoli. This 66 km long highway connects via Pethwadgon, Shirol, Kolhapur, Gokul-Shirgon. This national highway is going to be six lane. The Central Works Division, Kolhapur is responsible for the designing and bidding of the NH 04 project. The Central Works Division is a joint wing of the State PWD1 and NHA12 headed by a Superintending Engineer (S.E.). The road needs to be widened because there has the increasing traffic volume. Two toll plazas will be set up near Kini village and Kognoli village. This project will have positive and negative impacts, so it is important to assess the social impacts before the implementation of the project. In the present

study, From the kinni to kognoli area is select for social impact assessment . As the part of road widening project NH 04, service lanes, a Vehicular under Pass (VUP) and Flyover will be construct at the places where such institutions has established. For this purpose, land will be required from the both sides of the road. For this requirement of land, some people will have to leave their place and relocate. Front shops will have to be removed from there and the vendors and auto drivers will need to relocate at some other place.



Map of road

METHODOLOGY

Details of the project related to the road-widening of the nh 04 highway the government in the form of secondary data. Primary data was collected through fieldwork of the affected area. A sample of 20 respondents was selected and interviewed them with the help of an interview schedule. Researcher developed insight on various issues with the help of observation method used by researcher through the field-work.

FINDINGS OF THE STUDY

The following were the study's main conclusions:

- The proposed acquisition does serve a public purpose.Regarding the advantages brought about by the planned project, there was a resounding majority of agreement among respondents.
- Locals have a lot of difficulties crossing the street. Locals will feel safe and at ease crossing the road with the construction of a vehicular underpass and service lane..
- Due to the area's high accident rate, the road expansion will lower the probability of accidents.
- The proposal won't significantly harm the neighborhood's current residents. The stakeholders' way of life won't be harmed or lost. All the project's affected stakeholders have made a reasonable effort to plan their relocation. They were psychologically prepared to leave the land whenever the government requested because they had freely and calculatedly encroached onto it.
- There won't be any negative effects on the locals' health. Once the road has been enlarged, the pollution levels are anticipated to decrease due to the free flow of traffic.
- The project has been well received by the community since it would lessen traffic congestion and accident hazards.
- The bare minimum negative effects are those that require business owners and vendors to move and close their stores. But they occasionally received updates on this endeavour.
- Local poor boys and girls who are working as workers in these shops will find their jobs at stake.

- Felling of trees will lead to major loss of tree cover.

The elimination of stores, the replacement of store owners and vendors, and the environmental effects of cutting down trees were identified as the negative effects. Throughout the course of the trial, no more unfavourable effects were identified. Even though the cost of enlarging NH 04 from Kini to Koganoli is around 1492 croorerupees, this expense will eliminate ongoing traffic issues and accident hazards.

The following table lists both the project's positive and negative aspects:

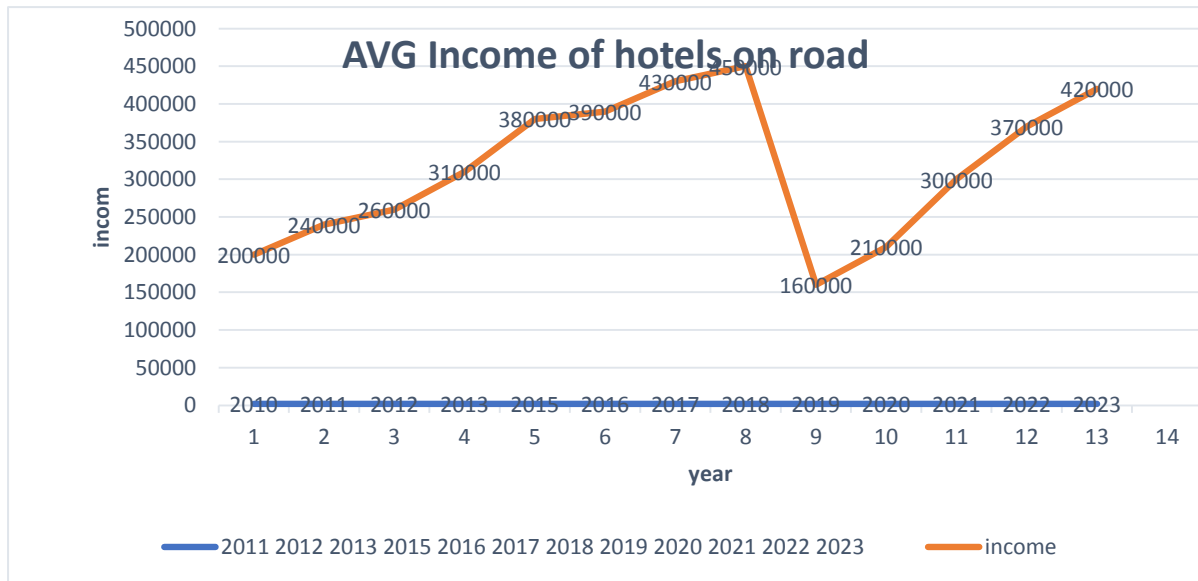
Positive impacts	Negative impacts
Comfortable to cross the road	Relocation of shopkeepers
Savings in travel time	Loss of trees
Reduce risks of accidents	
Increase road safety	

The proposed project would be advantageous for the local community as a whole, according to rigorous analysis of numerous positive and negative aspects. The benefits of the suggested proposal for enlarging NH 04 outweigh any potential drawbacks. Thus, the article comes to the conclusion that the project plan calls for the road widening of a section kini to kognoli. On the basis of the study, certain recommendations have been made, which will assist to mitigate any negative effects that may come about.

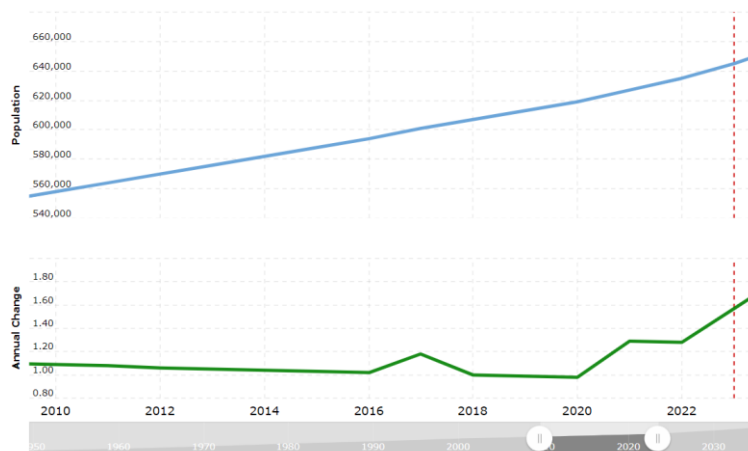
Social performance standards

Several social performance requirements are routinely established during road expansion construction on a national highway to safeguard the wellbeing of the surrounding community and reduce adverse effects. Here are some typical social performance criteria that might be used:

- **Public consultation:** Involving local stakeholders, such as residents, companies, and other stakeholders, in the design and execution of the project in order to solicit their opinions, solve any issues they may have, and incorporate their comments.
- **Engagement of important stakeholders,** such as local government officials, community leaders, NGOs, and others who will be impacted, is necessary to promote communication, cooperation, and transparency throughout the building process.
- **Implementing efforts to guarantee the security of neighbouring communities and reduce health hazards** is referred to as community health and safety. For the protection of drivers and pedestrians, this includes the appropriate signs, barriers, and traffic management systems. To reduce negative effects on the environment and human health, efforts to limit dust and noise may also be used.
- **Access & connection:** Making sure that temporary detours or other routes are offered to preserve connection while minimising interruptions to nearby communities, businesses, and transit services throughout the construction phase
- **Compensation and Resettlement:** In line with local laws and regulations, fair compensation and suitable resettlement methods should be offered if the construction project entails land acquisition or uproots people or communities. Compensation for the restoration of land, assets, and livelihoods may be part of this.
- **Protection of the environment:** Putting policies in place to lessen negative effects on the environment, such as erosion management, sedimentation prevention, and the protection of environmentally vulnerable regions. This can also entail taking precautions to safeguard the nearby woods, waterways, and other natural resources.



- Cultural Heritage Preservation is the process of locating and defending artefacts or locations that are considered to be culturally significant but may be harmed by development operations. Surveys, documentation, and suitable mitigation strategies, such relocation or preservation, may all be necessary to achieve this.
- Grievance Mechanisms: Creating efficient and accessible grievance channels enabling communities or people who have been negatively impacted by construction activity to voice their grievances, offer suggestions, and look for solutions. This guarantees that their complaints will be resolved quickly and openly.



population level and growth rate for the Kolhapur

Social performance management in supply chains

Implementing rules and practises to guarantee that social factors are taken into account throughout the procurement and contracting procedures constitutes social performance management in the supplier chains of public road expansion projects. In the supply chains for public road expansion projects, the following are some essential elements of social performance management:

- Public agencies in charge of road-widening initiatives may include social performance factors in their supplier selection procedures. This may entail evaluating suppliers according to their dedication to labour standards, social responsibility, and compliance with relevant laws and regulations.

- Public organisations can encourage ethical sourcing practises by requiring suppliers to show that they source resources and products ethically. This may entail confirming that suppliers adhere to fair trade principles, abide by labour regulations, and refrain from using child or forced labour.
- Human Rights Due Diligence: In order to detect and reduce possible risks, public organisations might do human rights due diligence inside their supplier chains. This entails evaluating the human rights policies of suppliers, carrying out audits, and resolving any risks found through remediation programmes.
- Social Audits: Regularly checking suppliers' compliance with social performance requirements through social audits might assist. These audits can evaluate elements including working environment, worker health and safety, and ethical payment practises.
- Building capacity is one way that public organisations may help suppliers, particularly smaller companies, better comprehend the standards for social performance. This may entail offering instruction, materials, and direction on social compliance and ethical corporate conduct.
- Contractual Requirements: Contractual clauses requiring vendors to uphold social performance requirements may be included in public road expansion projects. This could contain provisions covering grievance procedures, community involvement, environmental preservation, and labour rights.
- Supply Chain Transparency: Encouraging supply chain transparency is crucial. The disclosure of pertinent information regarding suppliers' social performance practises, such as labour standards, environmental effects, and community involvement programmes, can be encouraged by public organisations.
- Collaboration with Stakeholders: Working with pertinent stakeholders, such as labour unions and civil society organisations, can assist guarantee that supply chains for road-widening projects sufficiently take social performance factors into account. Sharing best practises, getting input on social performance criteria, and resolving any issues or complaints brought up by stakeholders are all examples of collaboration.
- Continuous Improvement: Public organisations should set up systems for tracking, assessing, and enhancing the social performance of their supply chains on a continuous basis. Regular evaluations, feedback loops, and chances for suppliers to improve their social performance practises over time may all be part of this.

SUGGESTIONS

The preceding chapter of the current study discussed the potential negative effects. On the basis of the study conducted, the following actions are suggested to reduce the harmful effects.

The renovation will have a direct impact on the business owners of the front stores. The government should not have let these businesses to proliferate because it has already resulted in significant traffic congestion in front of the university entrance. Given that businesses have been operating for a while, the government must prompt them to relocate and establish new operations in another region. The project will move forward more quickly if these stores are removed on schedule. People would lose access to a lot of shady space if trees are cut down to enlarge the road. The trees that flank the current route add greenery and freshness to the area. The planners should make an effort to design the service lanes so that fewer trees **need to be cut down. In order to maintain the area's green cover, a tree planting initiative should be** launched with the assistance of the university's NSS unit. For commuters, a bus stop should be built close to the institution. During the major highway development, the institution should open its secondary gate opening towards phase-II.

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