Resettlement Action Plan

Justification Note for Corridor 2 Resettlement (Kanpur Metro Rail Project)

(May 2025)

UP Metro
Rail Corporation

Administrative Building
Near Dr. Bhimroa Ambedkar Samajik Privartan Sthal
Vipin Khand, Gomti Nagar, Lucknow – 226010

1. Context

Kanpur, one of the most populous cities in India and the largest in Uttar Pradesh (UP), has a population of approximately 27.7 lakh as per the 2011 Census. With rapid growth in trade, commerce, and higher education, the city's population has now reached around 30 lakh, including areas under the Municipality and Cantonment. This continuous expansion has increased the need for an efficient transportation system to reduce congestion and delays. To address traffic, transportation challenges, and pollution while considering future urban development, the Uttar Pradesh Metro Rail Corporation Limited (UPMRCL), a joint venture of the Government of India (GoI) and the Government of Uttar Pradesh (GoUP), is developing the Kanpur Metro Rail Project.

The project is planned to be executed in phases, with two corridors finalized for implementation in Phase-1. This phase includes a total alignment length of 32.385 km with 29 stations. Corridor-1 extends from IIT Kanpur to Naubasta, covering 23.785 km, while Corridor-2 runs from Agriculture University to Bara-8, spanning 8.600 km.

M/S RITES was engaged to conduct the Social Impact Assessment (SIA) for these corridors, preparing the Resettlement Action Plan (RAP) and Stakeholder Engagement Plan (SEP) in accordance with the prescribed guidelines. The social impact assessment for Corridor-2 was initially retained as per the Detailed Project Report (DPR). However, since the corridor design and alignment were still being finalized during the study, it was planned that an addendum would later address any modifications and their impact.

Several factors led to changes in the original alignment proposed in the DPR for corridor 2, including:

- Conversion of one underground metro station into an elevated station
- Adjustments in station size and entry/exit locations based on available road space
- A shift from a three-pier to a single-pier station design
- Construction of a new flyover alongside the existing one-way flyover

As a result of these modifications, the anticipated need for Resettlement and Rehabilitation (R&R) has been eliminated in corridor 2 in the absence of either permanent or temporary displacement impacts following route optimisation process and alternative alignment for Vijay Nagar fly over. The following sections of this justification note will detail the exact reasons for these changes, the impacts avoided, and the strategies adopted to minimize any effects on communities along the under-construction Corridor-2 only.

All other provisions outlined in the approved SIA/RAP 2021 will remain applicable for any R&R activities that may arise during project implementation. Aspects such as public consultation,

stakeholder participation, information disclosure, policy and legal framework, GAP & SEP, and budgeting will continue to be governed as per the guidelines established in the SIA/RAP 2021.

2. Project Description as per DPR

The total length of the proposed metro network is 32.385 km which include 19.354 km elevated and 13.031 km underground section having 29 metro stations along the route. There are two corridors: Corridor-1 is from IIT Kanpur to Naubasta and Corridor-2 is from Agriculture University to Bara-8. Total length of the corridor-1 is 23.785 Km and is elevated for a length of 15.164 Km and underground for 8.621 Km. Total of 21 stations have been proposed in Corridor-1 consisting of 14 stations as elevated and 7 stations as underground. Similarly, the total length of Corridor-2 is about 8.600 Km having 4.190 Km as elevated and 4.410 Km as underground. Total of 8 stations have been proposed for the corridor which includes 4 underground and 4 elevated stations. Details on length and no of stations are given in Table 2.1. Alignment plan of Corridor-1 and Corridor-2 are given in Figure 2.1 and Figure 2.2 respectively. Salient features of the proposed metro are listed in Table 2.1: Details of Kanpur Metro Rail Project.

Table 2.1: Details of Kanpur Metro Rail Project

Table 1: Corridors	Length(km)			Number of Stations		
	Underground	Elevated	Total	Underground	Elevated	Total
IIT Kanpur to Naubasta	8.621	15.164	23.785	7	14	21
Agriculture University to Bara-8	4.410	4.190	8.600	4	4*	8*
Total	**13.031**	**19.354**	**32.385**	**11**	**18**	**29**

**Excluding Govind Nagar metro station, which has been identified as future station.*

Figure 2.1: Alignment Plan of Corridor-1

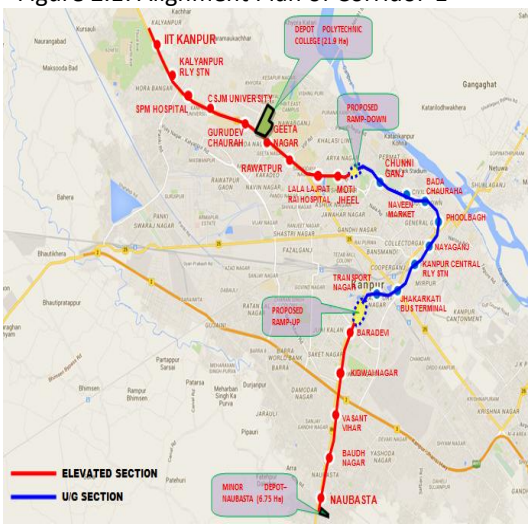


Figure 2.2 Alignment Plan of Corridor-2

3. Land Requirement and Acquisition as per DPR

The proposed metro project will involve permanent land acquisition of 123.0404 ha and temporary land acquisition of 37.36 ha. Out of the total permanent land requirement 119.4104 ha (70%) is government land and 3.63 ha (30%) is under private acquisition. The entire temporary land requirement falls under the government land. The project will require very less amount of private land. Corridor wise land requirement is given in Table 3.1. Land requirement for both the corridors has been kept at minimal requirement from the private land holders. The required government land will be transferred from the respective departments to UPMRCL for the project. Land acquisition for the project will be guided by the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and relevant U.P Government orders.

Table 3.1: Corridor wise Land Requirement

Table 2: Sr. No		Permanent Land including area of structures (in ha)	Temporary Land (in ha)
	Corridor-1		
1.	Govt. Land	98.3004	25.86
2.	Private Land	3.39	-
	Corridor-2		
1.	Govt. Land	21.11	11.5
2.	Private Land	0.24	-
	Grand Total		
1.	Govt. Land	**119.4104**	**37.36**
2.	Private Land	**3.63**	**-**

Source: Kanpur Metro DPR, 2017.

Table 3.2 shows station wise number of affected structures in Corridor-2. A total of 222 structures are affected out of which 158 are residential, 34 commercial, 23 residential cum commercial and seven are other structures. The other structures include pond and monument, farm land, park, and religious structures. It is observed from the table that majority of structures are residential followed by commercial structures. Majority of structures are affected in Vijay Nagar (184).

Table 3.2: Station wise Number of Affected Structures in Corridor-2

Table 3: Sr. No	Station Name	Residential	Commercial	Mixed	Others*	Total
1	Agriculture University	0	0	0	3	**3**
2	Kakadeo	0	9	0	0	9
3	Double Pulia	7	5	1	0	13

Table 3: Sr. No	Station Name	Residential	Commercial	Mixed	Others*	Total
4	Vijay Nagar	145	18	19	2	184
5	Govind Nagar	4	1	2	1	8
6	Shastri Chowk	2	1	1	1	5
	TOTAL	158	34	23	7	222

Source: RITES Field Study,2020

**Others include school, public toilet, temple, mosque, police booth, pond, park, etc.*

Table no 3.3 shows corridor-2's ownership of structures. Out of the total 222 structures, no structures are owned by the title-holders. 201 structures are occupied by non-title holders which includes 188 squatters (only residential), Kiosks (14), Encroachers (10). 07 structures are community properties like park, religious place, police booth, school, etc.

Table 3.3: Corridor 2 - Ownership of Structures

Table 4: Sr. No	Name of Corridor	Title-holder	Leased	Encroacher	Squatter	Kiosk	Community Properties	Total
1	Corridor-2	0	3	10	188	14	7	222

Source: RITES Field Study,2020

4. Modifications in Project Design

According to the DPR, Corridor 2 was initially planned to have **eight metro stations and one future station**. Of these, four were proposed as underground stations, while the remaining four were planned as elevated stations.

Several factors contributed to changes in the original alignment proposed in the DPR for Corridor 2, including:

- The conversion of one underground metro station into an elevated station.
- Adjustments in station size and entry/exit points based on available road space.
- A transition from a three-pier to a two-pier station design.
- The construction of a new flyover alongside the existing one-way flyover.

The changes above mentioned changes to original alignment proposed in the DRP have resulted in the absence of permanent and temporary displacement impacts which has eliminated the need for the anticipated R&R in corridor 2.

Table 4.1: Station wise Number of Affected Structures in Corridor-2

Table 3: Sr. No	Station Name	Anticipated R&R as per DPR	Anticipated R&R after Revision in Alignment
1	Agriculture University	**3**	**0**
2	Kakadeo	9	0
3	Double Pulia	13	0
4	Vijay Nagar	184	NA[1]
5	Govind Nagar	8	0
6	Shastri Chowk	5	0
	TOTAL	222	0

To better understand the modifications in the project design and their impact on the anticipated Resettlement & Rehabilitation (R&R) for Corridor 2 of the Kanpur Metro Rail Project, a station-wise analysis is provided below.

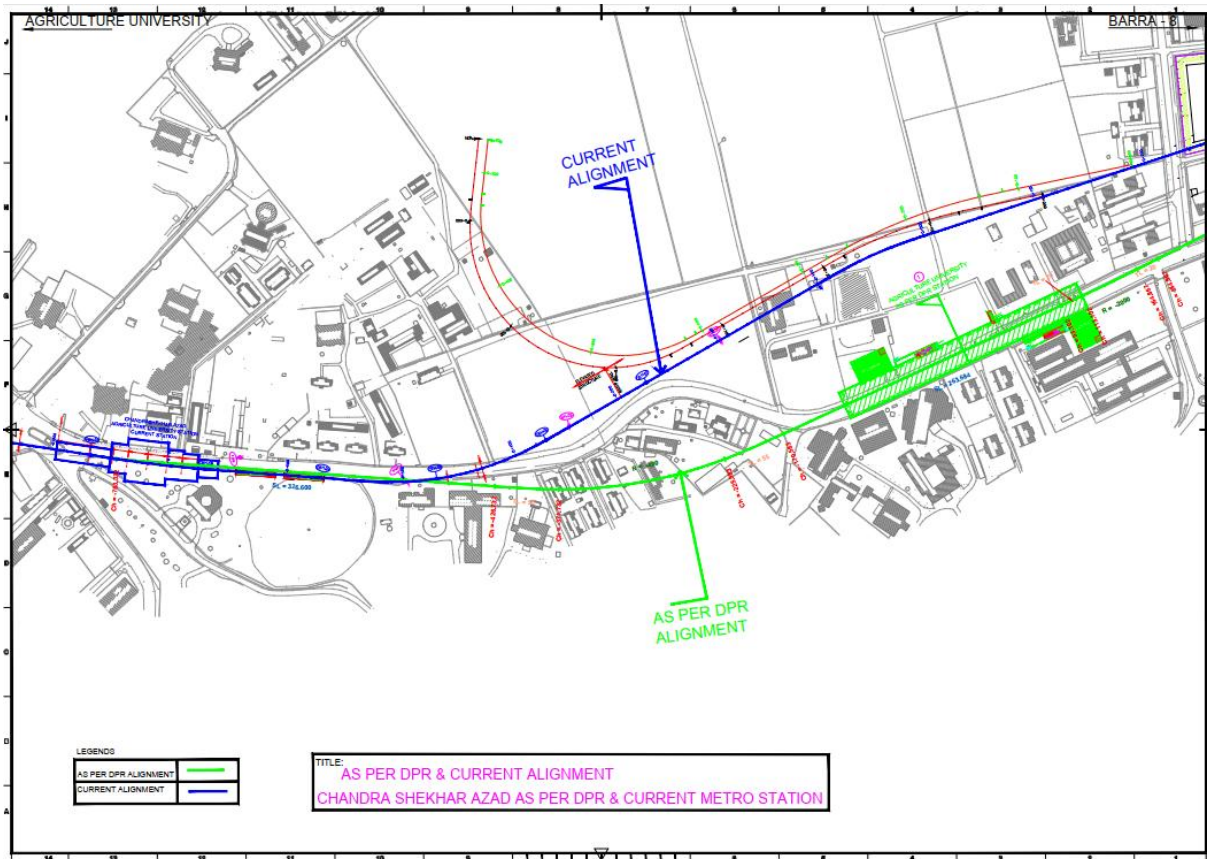
[1] The land parcel occupied by 184 PAH in question were cleared by Bridge Corporation in 2023, UPMRC didn't have to relocate any PAH for its work in the Vijay Nagar area.

- **Agriculture University Metro Station**

Originally designed as an underground station, this metro stop was later reconfigured as an elevated station to accommodate potential future expansion in adjacent areas. The DPR had estimated that three structures, classified under the “others” category, might be affected during the construction of the underground station.

However, with the change to an elevated design and relocation of the station, all these structures remained unaffected.

The following drawings illustrate these changes:



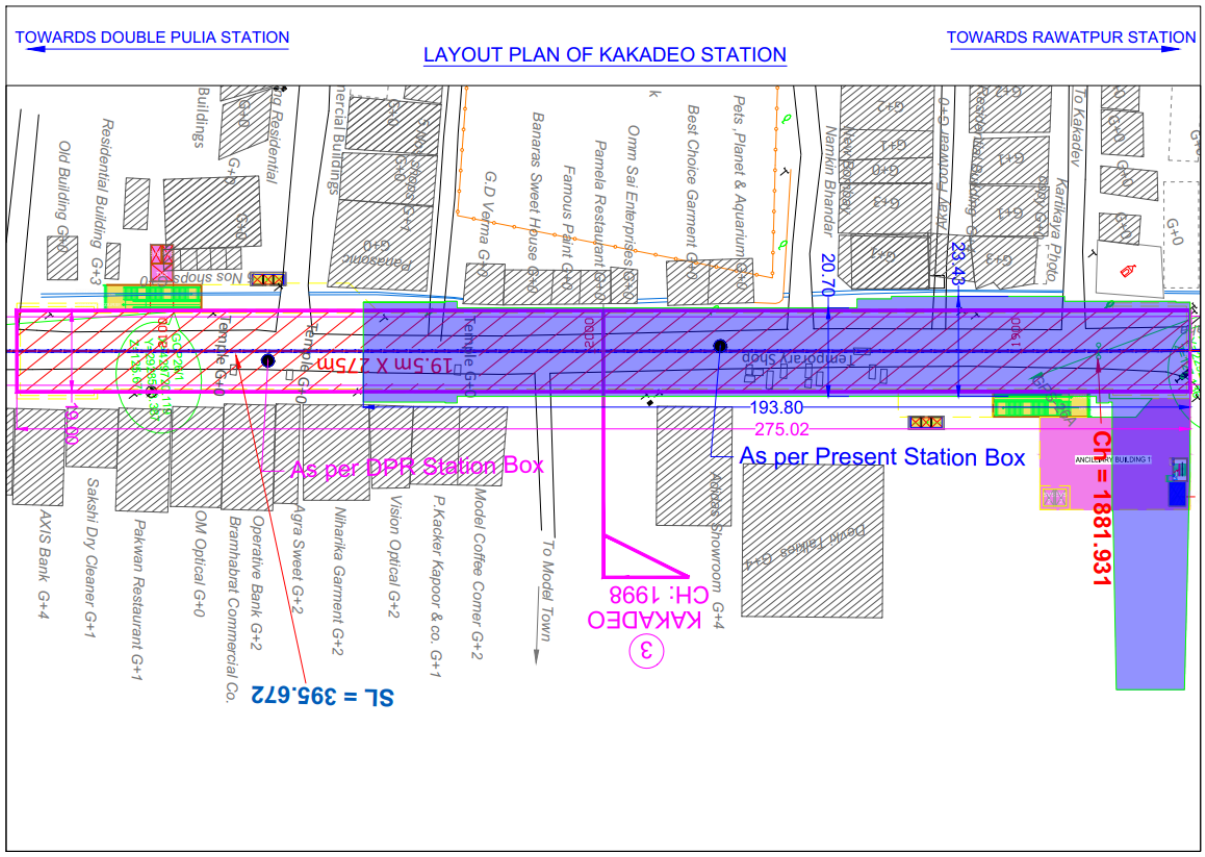
CSA Metro Station (Revised)

- **Kakadeo Metro Station**

Initially planned as an underground station with a length of approximately **260 meters**, the Kakadeo Metro Station was expected to impact **nine structures**, as per the DPR. However, **design optimization** resulted in a **reduced station length of 192 meters & width of 20metrs**, significantly minimizing its footprint.

By repositioning the metro station within an available land pocket ie on available right of way of road & locating the entry exits at locations where vacant spaces are available, the project successfully eliminated any impact on existing structures.

The following drawings provide a visual representation of these modifications:



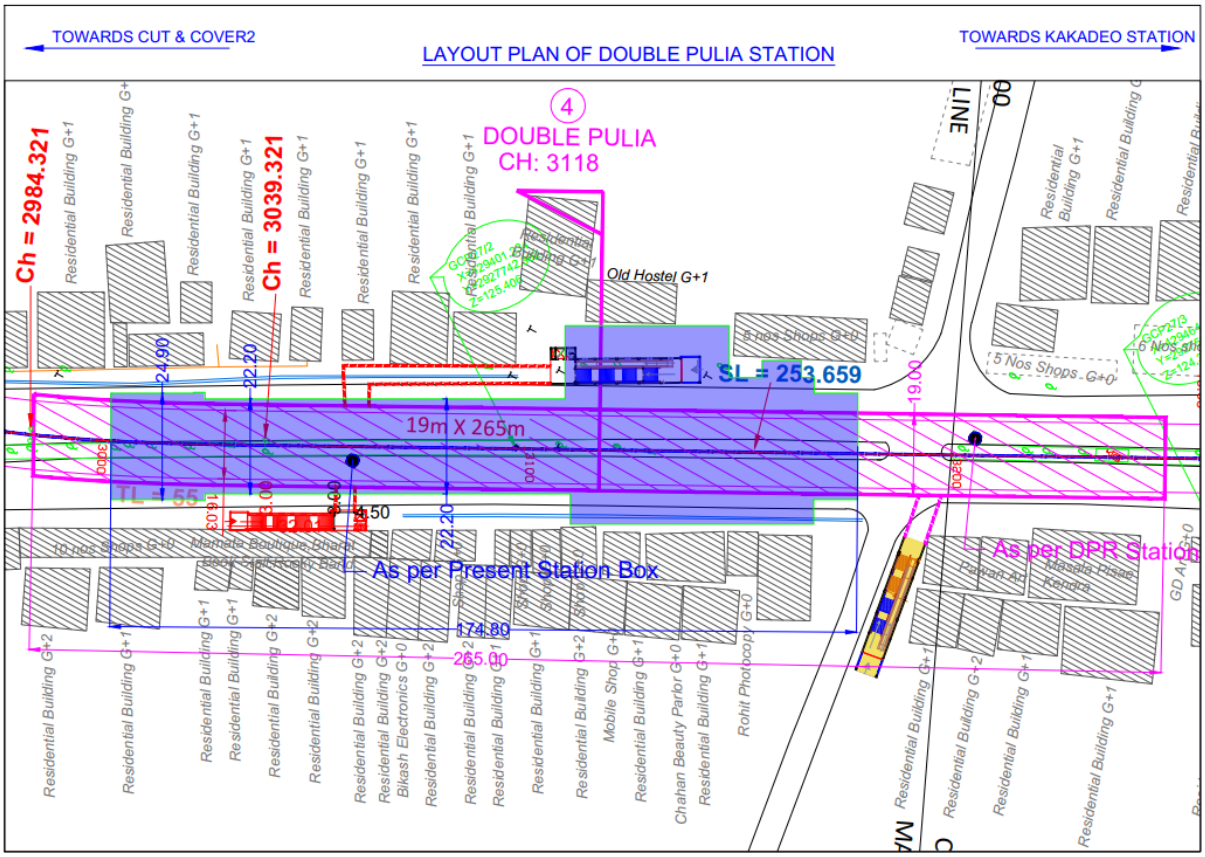
Kakadeo Metro Station (Revised)

- **Double Pulia Metro Station**

Initially planned as an underground station with a length of approximately 260 meters, the Double Pulia Metro Station was expected to impact 13 structures, as per the DPR. However, through design optimization, the station length was reduced to 174 meters and 20mtr width, significantly minimizing its footprint.

By repositioning the metro station within an available land pocket ie on available right of way of road & locating the entry exits at locations where vacant spaces are available, the project successfully eliminated any impact on existing structures.

The following drawings and site images illustrate these modifications:



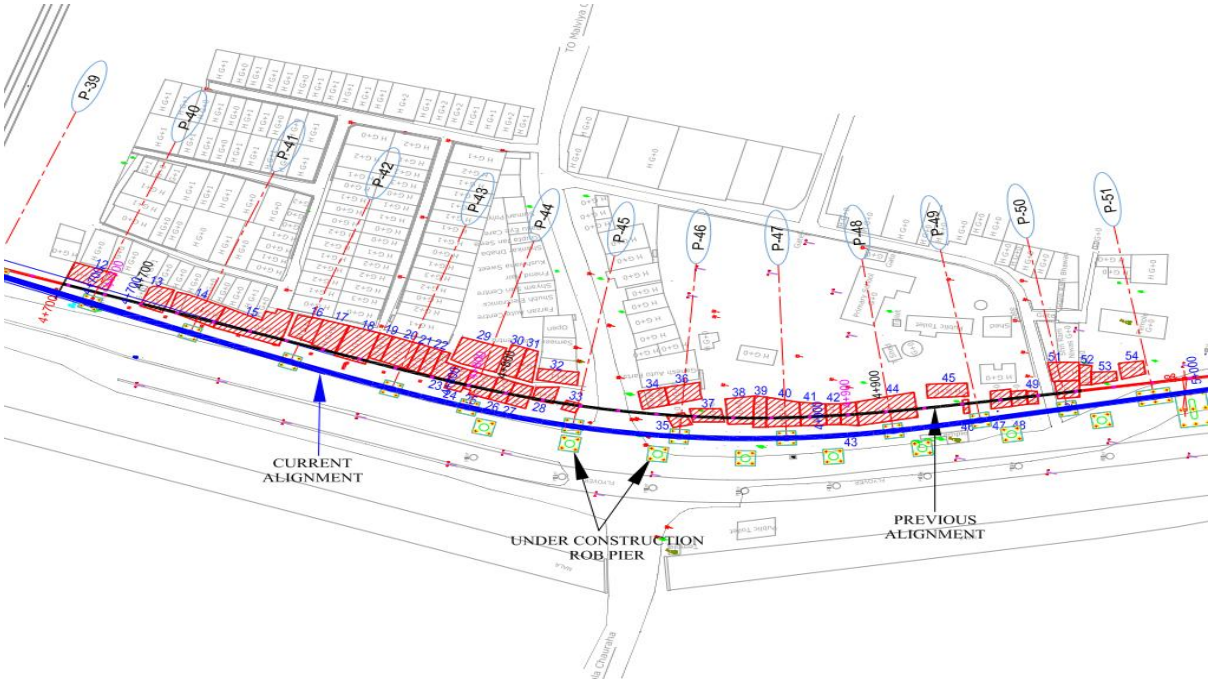
Double Pulia Metro Station (Revised)

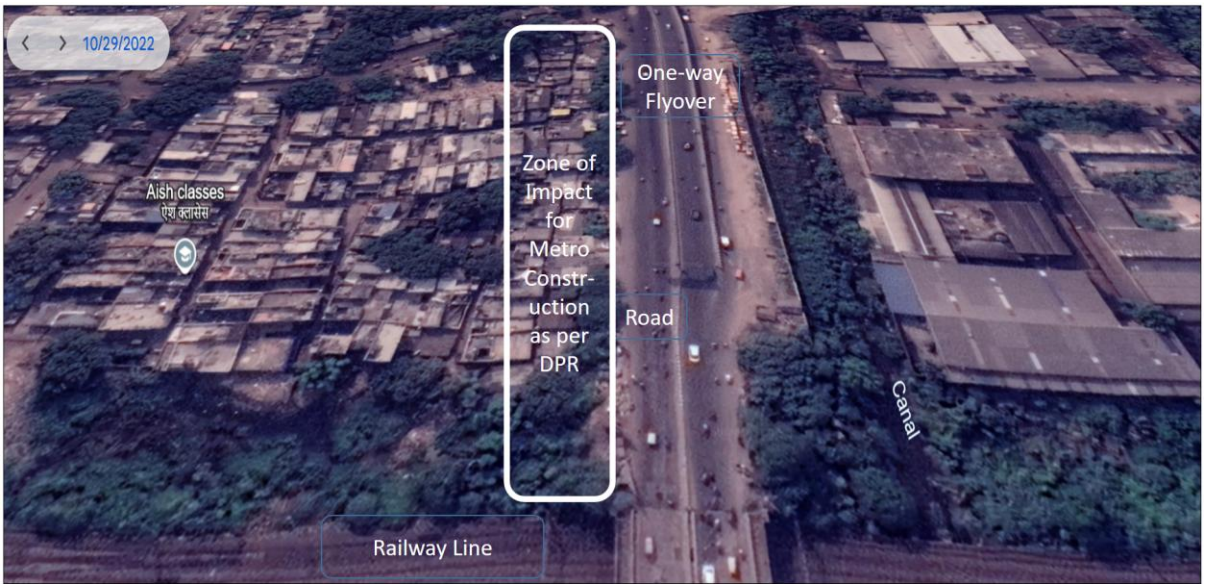
- **Vijay Nagar Metro Station**

Originally, the DPR for Corridor 2 showed the metro alignment passing through a parcel of government land occupied by non-titleholders. This would have required the resettlement of these 184 structures. The land initially identified for the construction of the metro viaduct was later required by the Bridge Corporation for a separate infrastructure initiative. Following technical coordination with the Bridge Corporation, UPMRC adjusted the metro alignment by shifting it 7.29 meters closer to the new flyover to be constructed by the Bridge Corporation. This optimized the UPMRC route and fully avoided the previously identified resettlement impact. In 2023, the Bridge Corporation began constructing the new flyover in the same area—an entirely separate state project. To accommodate the flyover and an adjacent slip road, the Bridge Corporation cleared the encroachments on that land, levelling the affected structures as part of their own project. The 184 structures (PAHs) initially identified for resettlement in Vijay Nagar under the Kanpur Metro Project's Corridor 2 were moved by Bridge corporation.

As shown in the drawing below, the black line represents the alignment according to the DPR, with potentially affected structures marked in red.

The following drawings and site images illustrate these changes:





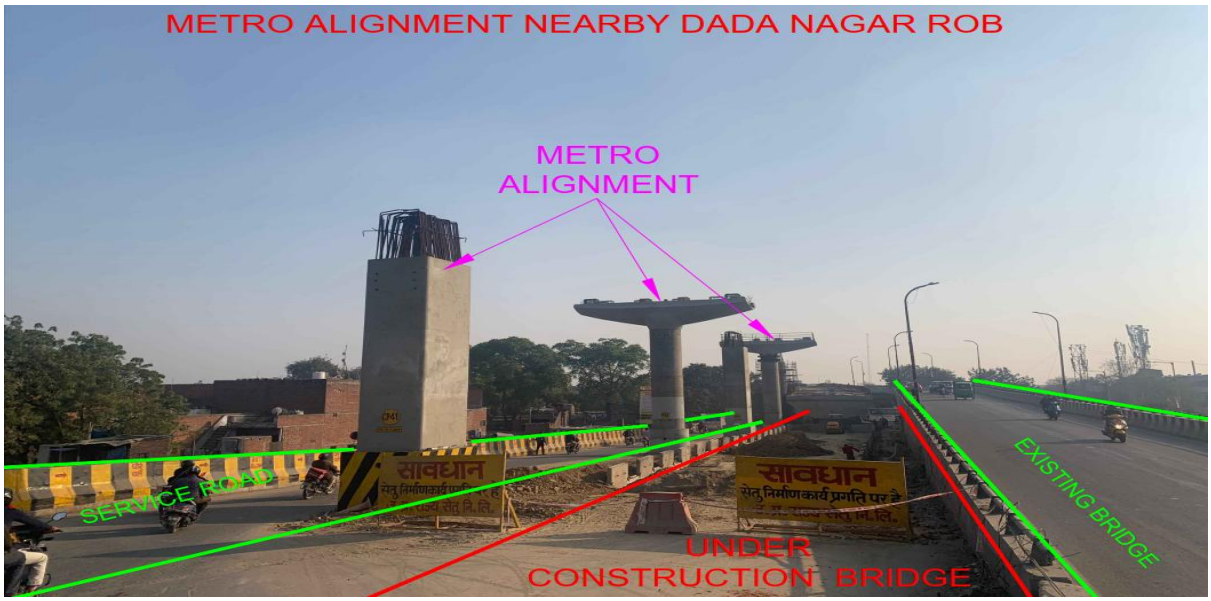
The images shown above are from the year 2022, well before the commencement of Metro or bridge construction work in the area. The existing one-way flyover is 10 meters wide, and the adjacent road is of the same width—10 meters—along with an additional 2–3 meters of unpaved land. Directly beside this road and unpaved area lies a low-lying stretch of land occupied by squatters. According to the Detailed Project Report (DPR), the proposed Metro corridor was planned to pass through this very area.

In 2023, the Bridge Corporation decided to construct a second flyover next to the existing one. This new flyover is also designed to be 10 meters wide, with a 2-meter gap between the two structures. As a result, the entire road and adjacent unpaved area would be utilized for the new flyover. To maintain traffic flow during construction, a service road became essential. For this purpose—and to provide working space for the construction agency—the nearby government land, which had been occupied by squatters, was cleared by Bridge Corporation with the help of land owning government department and district administration.

Discussions were held between Bridge Corporation and the Kanpur Metro Project team to understand the metro alignment, which is planned to pass near the proposed flyover. During these discussions, it

was mutually agreed to shift the metro alignment closer to the upcoming flyover to ensure a clear Right of Way (ROW) for future developments. It was also decided to elevate the metro corridor to avoid any interference with the flyover structure.

The images below show the same location, taken two years apart. The first image, dated August 2022, clearly shows an adjacent road to the flyover and the presence of squatters and encroachments in the nearby low-lying area. To facilitate the construction of the new flyover, Bridge Corporation cleared approximately 10 meters of land on the left side, removing squatters and encroachers from government-owned land. This clearance was carried out well in advance of the commencement of metro construction activities in the area. As a result, no Rehabilitation and Resettlement (R&R) activities were required or undertaken in this zone by Kanpur Metro Project.



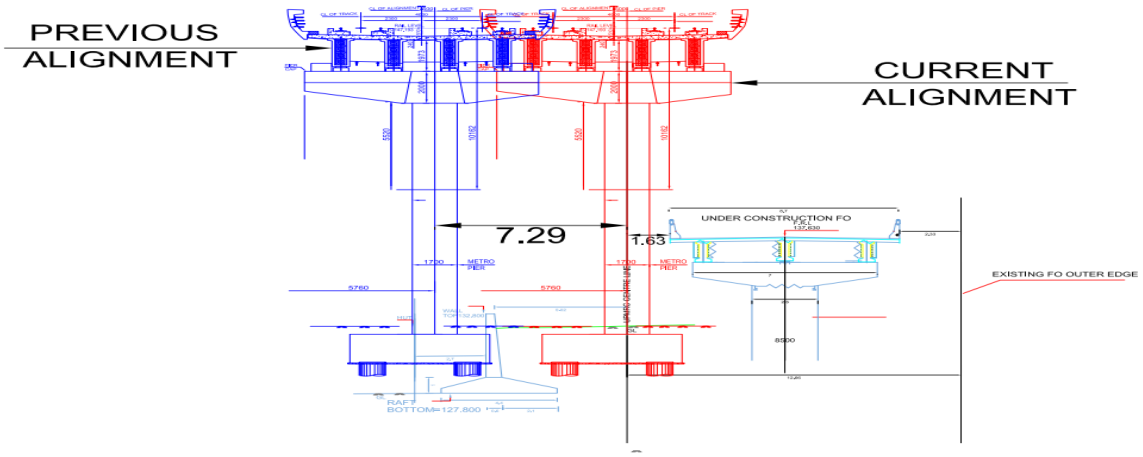


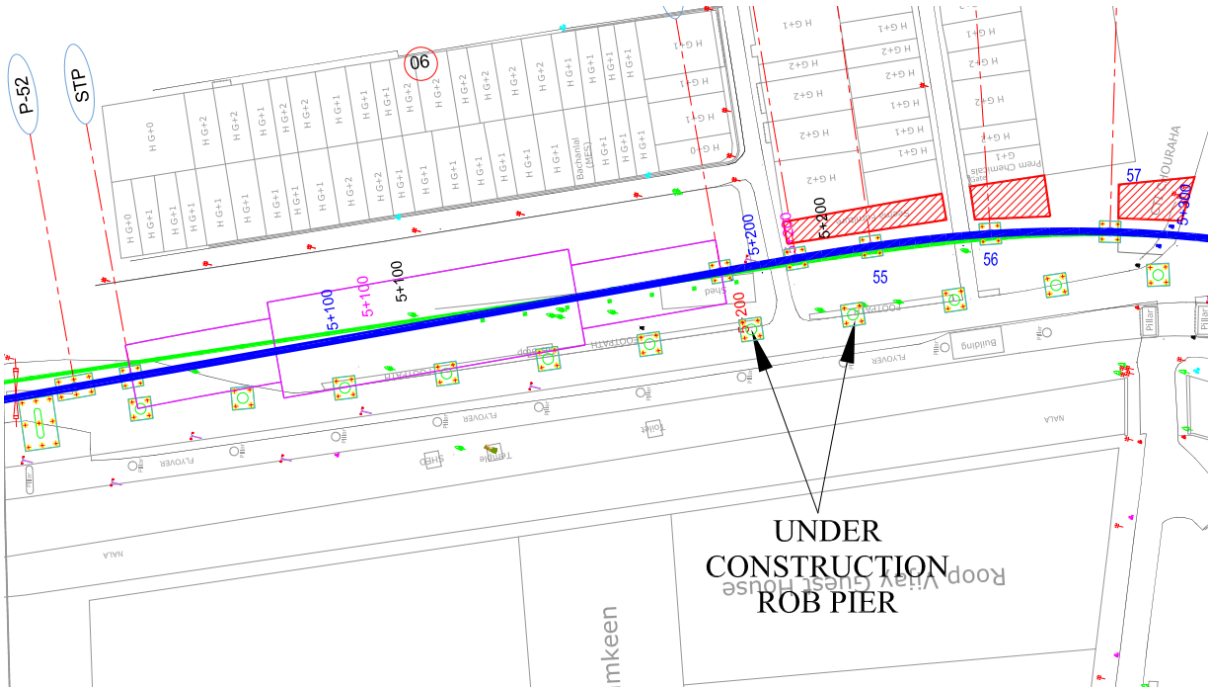
Image: Vijay Nagar Viaduct Area – revised

Govind Nagar Metro Station

Govind Nagar Metro Station is designated as a future station and to be constructed in future based on requirement basis. According to the DPR, its construction was expected to impact eight structures.

However, due to modifications in the alignment, all eight structures remain unaffected. Additionally, the alignment has been shifted to the right, effectively avoiding the need for any structural dismantling.

The following drawings illustrate these changes. Blue coloured line refers to current alignment while the green line refers to DPR alignment:

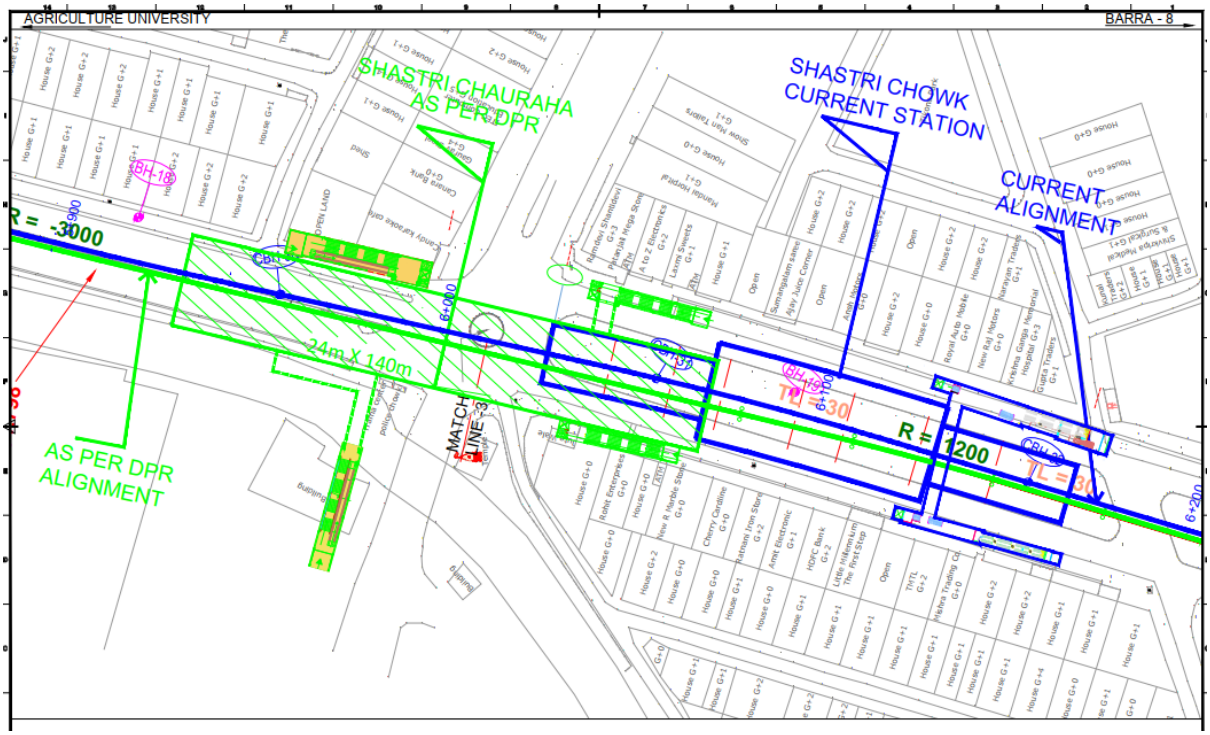


Shastri Nagar Metro Station

Shastri Nagar Metro Station is an **elevated station**. As per the DPR, its construction was expected to impact **five structures**.

However, due to **modifications in the station's design and location**, all **five structures remain unaffected**. Additionally, the **station length has been adjusted to 60mtrs**, and the **alignment has been shifted to the right**, effectively preventing the need for any structural dismantling.

The following drawings illustrate these changes:



Due to these reasons and design modifications, UPMRC does not expect any significant R&R compared to the DPR. However, achieving absolute zero R&R remains uncertain, as to accommodate dynamic project requirement due to working conditions. Therefore, the budget and provisions outlined in the approved SIA/RAP 2021 will continue to apply to any R&R activities that may arise during project implementation. Key aspects such as public consultation, stakeholder participation, information disclosure, policy and legal framework, GAP & SEP, and budgeting will remain governed by the guidelines set forth in the SIA/RAP 2021.

5. Construction Impact and Mitigation for Metro Project

Metro construction projects, while essential for urban development, can have various environmental and social impacts. These include air and noise pollution, traffic congestion, disruption to local businesses, and temporary displacement of utilities.

Key Impacts*:*

1. **Air and Noise Pollution** – Dust emissions from excavation and construction activities, along with noise from heavy machinery, can affect nearby residents.
2. **Traffic Disruptions** – Road closures and diversions may lead to congestion, impacting daily commuters.
3. **Impact on Businesses & Livelihoods** – Shops and markets near construction zones may experience reduced foot traffic.
4. **Utility Disruptions** – Water, electricity, and communication lines may be temporarily affected.
5. **Safety Concerns** – Risks to workers and the public due to excavation, movement of heavy equipment, and construction debris.
6. **Concerns of Mobile Vendor –** Construction projects often require road closures, detours, or other disruptions that reduce foot traffic in the area, potentially harming vendors' livelihoods. This can cause financial strain for vendors who rely on passers-by for business.

Mitigation Measures:

1. **Dust and Noise Control** – Use of water sprinklers, dust screens, and low-noise machinery to minimize pollution.
2. **Traffic Management** – Coordination with local authorities to implement diversions and ensure smooth traffic flow.
3. **Business Support Measures** – Providing alternative access routes and temporary relief measures for affected businesses.
4. **Utility Planning** – Advance identification and relocation of essential utilities to prevent service interruptions.
5. **Safety Protocols** – Implementing barricades, proper signage, and worker safety training to reduce accidents.
6. **Stakeholder Engagement** – Regular communication with the public, local businesses, and authorities to address concerns.

7. **Support to Mobile vendors** - Allows vendors to operate in a way that avoids peak disruption times, preserving some level of customer traffic. Helps maintain foot traffic to vendor businesses, by enabling vendors to maintain a presence and continue to reach customers during the construction phase without being directly affected by disruptions. Supports vendors in continuing their business without financial disruption, especially if their original location is no longer viable due to construction work.

By adopting these mitigation measures, Kanpur metro projects is ensuring to minimize negative impacts while ensuring efficient and sustainable urban transportation development.

The impacts and mitigation measures discussed above are implemented as required; however, concerns related to business disruptions and access limitations cannot be entirely ruled out. Kanpur Metro remains committed to addressing any issues that come to its attention.

Constructing a metro corridor often presents challenges, particularly when dealing with mobile vendors, hawkers, and kiosks—especially in areas where space is limited. However, for Corridor 2 of the Kanpur Metro Project, these challenges have been minimized. This corridor includes three underground stations and five elevated stations, all of which are being constructed either on government land located away from the main roadway or at road junctions where adequate space and circulation can be maintained throughout the construction phase.

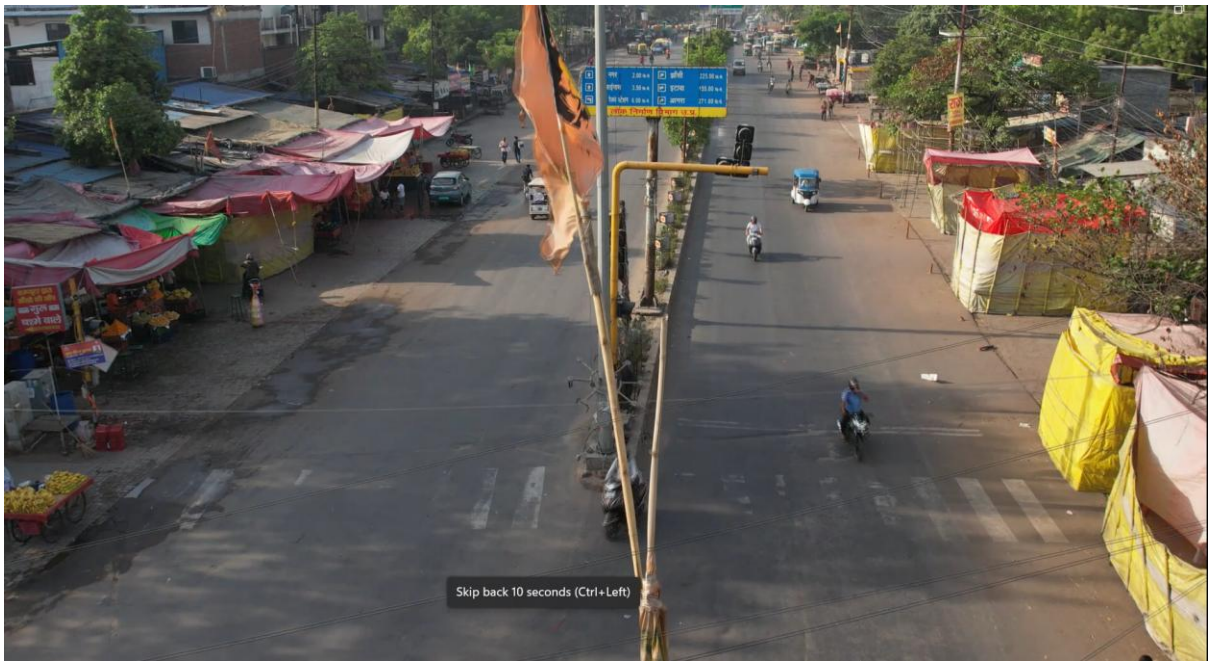
Rawatpur Metro Station, an underground station, is being constructed on a parcel of government land. The image below shows the existing facility being demolished in preparation for the metro construction. This site is bordered by roads on two sides, both carrying heavy traffic. However, no road closures or blockages have been created or are planned as part of the construction activities. Therefore, no significant disruption to businesses or other activities is anticipated in this area.

Kakadeo Metro Station, an underground station, is being constructed along a wide roadway. The image below shows the area being barricaded prior to the commencement of metro construction. To ensure smooth traffic flow, a slip road has been provided at this location. No road closures or major blockages have been implemented or are planned for the construction activities. As a result, no disruption to businesses or routine movement is anticipated in this area.

Double Pulia Metro Station, an underground station, is being constructed on a wide roadway. The image below shows the area being barricaded in preparation for the start of metro construction. This location already had sufficient space and Right of Way (ROW) to allow smooth movement of traffic and vehicles. No road closures or blockages have been implemented or are planned, and therefore, no disruption to businesses or daily activities is anticipated. This is further evident in the image, where two mobile vendors can be seen operating their stalls as usual in the left corner, indicating continued business activity in the area.

CSA Metro Station, an elevated station located at one end of Corridor 2 of the Kanpur Metro Rail Project, is followed by three underground stations and four more elevated stations along the corridor. This station is being constructed within the premises of a university campus, which provides ample open space for construction activities. As shown in the image, the work is being carried out within the university's boundary walls. The adjoining public road remains unaffected throughout the construction period. No road closures or blockages have been implemented or are planned, and as such, no disruption to local businesses or daily activities is anticipated.

Vijay Nagar Metro Station, an elevated station located after the three underground stations along Corridor 2, is being constructed on the central median of the road. As shown in the images below, the existing roads are sufficiently wide, allowing construction to proceed without affecting traffic flow. The current hawkers and kiosks along the roadside are expected to remain in place, even after the erection of barricades in the median. The outer lanes of the road will remain unaffected throughout the construction period. No road closures or blockages have been implemented or are planned, and as a result, no disruption to businesses or daily activities is anticipated.



The final two stations on Corridor 2—**Barra 7 and Barra 8**—are elevated stations currently under construction. Both are being built within the green belt area located in the central median of the road. The construction activities are confined within the boundary walls of these green spaces, which are being utilized specifically for this purpose.

As shown in the images below, the existing roads are sufficiently wide, and the hawkers and kiosks operating nearby will remain undisturbed, even after the barricading of the green belt area. The adjoining roadways will remain fully functional throughout the construction period. No road closures or blockages have been implemented or are planned, and therefore, no disruption to local businesses or daily activities is anticipated.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6. Public Consultation and Stakeholder Consultation

Public and stakeholder consultation is a crucial process in infrastructure projects, ensuring transparency, inclusivity, and community engagement. It helps in addressing concerns, gathering feedback, and fostering cooperation among all involved parties.

UPMRC has conducted public and stakeholder consultation with the previously identified 222 PAPs during the preparation of the SIA/RAP 2021 study undertaken by RITES, following the principles outlined below. A detailed account of stakeholder engagement with previously identified PAPs along Corridor 2 can be found in the SIA/RAP report. Considering that the alignment was not final at the time, the impact on structures was still uncertain, and no action was taken regarding their removal. As a result, affected owners or users were not notified about the potential removal or dismantling of any structures at that time. Once the alignment was finalized in 2024 as shown in the present document, it was determined that no structures or houses required removal, so there was no need for any notifications to be sent out. Since then, no additional engagement was conducted with the previously identified PAPs who are no longer affected following design optimisation of Corridor 2. Any additional consultation or stakeholder engagement will be conducted as needed during the course of implementation of Corridor 2.

Public Consultation:

Public consultation involves engaging with the general public, especially those directly or indirectly affected by the project. It includes:

- Awareness Campaigns – Informing citizens about project objectives, benefits, and potential impacts.
- Public Meetings & Surveys – Gathering feedback, addressing grievances, and incorporating community suggestions.
- Information Disclosure – Providing project details through websites, reports, and media.

Stakeholder Consultation:

Stakeholder consultation focuses on engaging key groups with an interest in the project, such as:

- Government Authorities – Coordination with local and national agencies for approvals and policy alignment.
- Local Communities & NGOs – Addressing environmental and social concerns through collaboration.

- Business & Industry Representatives – Ensuring minimal disruption to commercial activities and economic interests.
- Academia & Experts – Seeking technical inputs to improve project planning and execution.

Importance of Consultation:

- Enhances public trust and project acceptance.
- Identifies potential risks and mitigation measures early.
- Ensures compliance with legal and policy frameworks.
- Promotes sustainable and socially responsible development.

Effective consultation fosters a participatory approach, ensuring that the project benefits all stakeholders while minimizing adverse impacts.

7. Grievance Redressal Mechanism

An effective Grievance Redressal Mechanism (GRM) **will be established to assist** communities **in resolving their concerns and complaints.**

- Initially, grievances will be addressed at the field level by **Assistant Engineers**.
- If unresolved, the grievance will be escalated to the **Deputy Chief Engineer** for further consideration.
- **UPMRCL** will maintain grievance registers at both **site offices (Kanpur)** and the **head office (Lucknow)**.
- Complaints received at site offices will be forwarded to the head office for record-keeping.
- Grievances that can be resolved at the site level will be addressed there, with compliance reports sent to the head office.
- Issues not resolved at the Deputy Chief Engineer level will be referred to the **Grievance Redressal Committee (GRC)**.

Grievance Redressal Committee (GRC)

The GRC **will comprise:**

- Chief Project Manager (CPM), Kanpur
- Designated officers **from the** Revenue Department, PWD, and Social Welfare Department, Government of Uttar Pradesh

Key Responsibilities of the GRC:

1. **Assist communities** in resolving issues related to any concern that may arise due to project activities
2. **Record, categorize, and prioritize grievances** for effective resolution.
3. **Keep communities informed** about the status and decisions regarding their grievances.

The grievance mechanism will be fully operational throughout the project implementation to ensure transparency, accountability, and fair resolution of community concerns.