



GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Local Government Engineering Department (LGED)

Local Government Division

Ministry of Local Government, Rural Development and Cooperatives

ENVIRONMENTAL AND SOCIAL ASSESSMENT (ESA) REPORT FOR

Package No: RUTDP/THK/2024-25/W-01

at

Thakurgaon Pourashava, Thakurgaon



Resilient Urban and Territorial Development Project (RUTDP)

Sub-Project Preparation Team, RUTDP, LGED

Summary of ESA Report
Package No: RUTDP/THK/2024-25/W-01
Location: Thakurgaon Pourashava, Thakurgaon
Project: Resilient Urban and Territorial Development Project (RUTDP)

1. Introduction

Thakurgaon Pourashava, an “A” category municipality established in 1958 (upgraded in 1996), consists of 12 wards with a population of around 80,589 (BBS 2011) and covers an area of 30.03 km². It faces multiple urban challenges such as poor sanitation, waterlogging, unsafe traffic movement, lack of pedestrian facilities, and inadequate street lighting.

Under **Package RUTDP/THK/2024-25/W-01**, the project aims to rehabilitate and upgrade two major road and drainage networks with street lighting to strengthen infrastructure and improve urban services.

Subproject components:

- Rehabilitation/replacement of RCC pavements.
- Rehabilitation/replacement of BC (Bituminous Carpeting) roads.
- Construction of RCC drains with allied works, footpaths, and street lighting.

The ESA's objective is to identify potential environmental and social impacts during construction and operation, and to propose mitigation and enhancement measures through an Environmental and Social Management Plan (ESMP).

2. Subproject Description

Study Area: Wards 1–8 of Thakurgaon Pourashava.

Key Activities:

1. **Activity 1** – 5.2 km improvement of RCC drain with footpath and streetlight (Mirza Pump to Nargun Road).
2. **Activity 2** – 3.95 km rehabilitation of BC road, drain, and streetlight (Sattapir Bridge to Goalpara Sultans House More).

Current Situation:

- Roads are narrow, damaged, and potholed, causing dust, accidents, and poor traffic movement.
- Drains are silted, damaged, and lack proper outfalls, causing waterlogging in monsoon.
- Lack of streetlights affects night-time traffic safety and security.

Need & Justification:

- The subproject is part of the municipality's **Capital Investment Plan (CIP)**, selected from feasibility studies.
- It directly benefits ~60,000 people, improves mobility, reduces flooding, enhances safety, and creates employment.
- No private land acquisition is required; impacts on ecology and structures are minor and manageable.

Category & Risk Classification:

- As per **ECR 2023**:
 - Roads & Drains → **Orange Category**.
 - Street Lighting → **Green Category**.
- As per **World Bank ESF**: Overall **Moderate Risk**.
- ESA with ESMP is sufficient; no full ESIA is required.

3. Baseline Environmental & Social Condition

Physical Environment:

- Flat alluvial plain; sandy clay loam soils.
- Located in **Seismic Zone II** (moderate risk).
- Climate: hot summers (up to 100°F), cool winters (down to 50°F), high rainfall in July.
- Groundwater shallow (5–7m), generally arsenic and iron free.
- Area flood-free but suffers localized waterlogging.
- Air and noise quality acceptable, but dust and vehicle horns are common issues.

Biotic Environment:

- Roadside trees include Mango, Rain tree, Betel nut, Mahogany, Jackfruit, Guava, etc.
- Local birds, fish, and wetland biodiversity present.
- Minor tree felling (9 trees) required.

Socio-economic Context:

- Densely populated residential-commercial area with schools, hospitals, mosques, and markets.
- Literacy rate ~74% (higher than national average).
- No tribal/indigenous communities.
- No significant cultural heritage sites.
- Local livelihoods: small businesses, transport, service jobs.
- About 60,000 residents will directly benefit.

4. Environmental & Social Impacts and Mitigation

Positive Impacts:

- Improved mobility and safety.
- Reduced waterlogging and better sanitation.
- Enhanced night-time security through street lighting.
- Employment opportunities during construction and beyond.
- Boost to local businesses and economic activities.

Negative Impacts (mostly temporary & site-specific):

1. Construction Impacts:

- Dust, noise, vibration from equipment and traffic.
- Waste generation (soil, debris, oil/grease, construction spoils).
- Minor tree loss (9 trees).
- Possible disturbance to roadside residences and institutions.
- Risk of accidents and occupational hazards for workers.

2. Social Impacts:

- Some roadside tin sheds and fences to be removed (voluntary, no land acquisition).
- Risk of traffic congestion during construction.
- Labor influx may cause pressure on local services.

Mitigation Measures:

- Dust suppression (watering, covering stockpiles).
- Noise control (mufflers, daytime work).
- Safe disposal of construction wastes in designated dumping sites.
- Tree plantation program (100 new trees with fencing).
- Safety protocols: PPE, first aid, worker shelters, sanitation facilities.
- Section-wise construction, traffic diversions, and cautionary signs.
- Grievance Redress Mechanism (GRM) to address community complaints.

5. Environmental and Social Management Plan (ESMP)

Key ESMP measures include:

- **Access to Information:** Public disclosure of project details.
- **Institutional Arrangement:** PMU, DSM consultants, and Pourashava responsible for compliance.
- **Capacity Building:** Training of contractors/workers on ES safeguards.
- **Emergency Response:** Preparedness for accidents, floods, or natural disasters.
- **Environmental Monitoring:** Regular inspections, air/noise/water quality checks, compliance reporting.
- **Tree Plantation & Green Measures:** Reforestation and landscaping.
- **GRM:** Multi-tier grievance redress system with Pourashava, DSM, and PMU involvement.
- **Cost Provision:** Budget allocated in BOQ for ESMP and monitoring.

6. Public Consultation

- Conducted with local residents, Pourashava officials, and stakeholders.
- Concerns raised: traffic safety, drainage congestion, compensation for structures, and need for streetlights.
- Community strongly supports the subproject, acknowledging long-term benefits.

7. Conclusion & Recommendations

- The subproject will **significantly improve urban infrastructure** in Thakurgaon Pourashava, particularly roads, drains, and street lighting.
- **Negative impacts are minor, localized, and temporary;** they can be managed through ESMP and standard environmental codes of practice.
- No land acquisition, displacement, or indigenous community issues are involved.
- Recommended actions: strict adherence to ESMP, continuous monitoring, effective GRM, and plantation of compensatory trees.

Overall, the subproject is environmentally and socially feasible, with net positive benefits for the local community.