



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/HAK/2024-25/W-01

at

Hakimpur Pourashava, Dinajpur



Resilient Urban and Territorial Development Project (RUTDP)

Sub-Project Preparation Team, RUTDP, LGED

Summary of Environmental and Social Assessment (ESA) Report

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Hakimpur Pourashava, Dinajpur

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1. Introduction

Hakimpur Pourashava, established in 1999, is a “B” grade municipality covering 16.20 sq. km with a population of around 28,400 (2011 Census). The rapid urbanization has created severe stress on its roads, drainage, and civic services. This subproject under the **Resilient Urban and Territorial Development Project (RUTDP)** aims to:

- Rehabilitate and upgrade **RCC pavements**.
- Rehabilitate and replace **bituminous carpeting (BC) roads**.
- Construct new **RCC drains with footpaths and streetlights**.

The study assesses existing conditions, identifies environmental and social risks, and prepares an **Environmental and Social Management Plan (ESMP)** to mitigate adverse impacts and enhance benefits.

2. Subproject Description

2.1 Location & Scope

The subproject covers **Wards 1, 6 and 7** of Hakimpur Pourashava. Major components:

- **5,385 m BC road** with drains and streetlights.
- **RCC road improvement** (box cutting, compaction, RCC block work).
- **RCC drains** (excavation, foundation concreting, outfalls to Tulshi Ganga River).
- **Street lighting** (GI poles, energy meters, conductors, fittings, switchboards, waterproof lights).

2.2 Current Situation

- Roads are severely **damaged, potholed, and narrow (avg. 3m width)**.
- **Brick drains** are mostly silted, broken, and without proper outfalls, causing **drainage congestion and waterlogging** during monsoon.
- **No streetlights**, leading to unsafe conditions at night.

2.3 Justification

The subproject was prioritized in the **Feasibility Study and Capital Investment Plan**. It involves **no land acquisition**, only minor voluntary dispossession of roadside structures. The works will directly benefit ~8,500 residents.

2.4 Category & Risk

- As per **ECR 2023** → **Orange Category** (roads & drains).
- As per **World Bank ESF** → **Moderate Risk**.
- Street lighting → **Green Category / Low Risk**.

3. Baseline Environmental & Social Conditions

- **Physical Environment:** Barind Tract soils, elevation 20.7–26.3 m PWD; earthquake Zone-2 (moderate risk).
- **Climate:** Warm temperate (Cwa, Köppen). Annual rainfall ~2,000 mm, mostly May–October.
- **Hydrology:** Tulshi Ganga & Little Jamuna Rivers, Jamtoli Khal. Shallow groundwater (0–7m), with **arsenic & iron contamination**.
- **Flooding:** Area is generally flood-free but has historical flood events (1988, 1998).
- **Air & Noise:** Generally clean, but affected by **vehicular emissions, dust, horns**.
- **Flora & Fauna:** Roadside trees (Rain tree, Mango, Jackfruit, Mahogany, Coconut, etc.); marshlands support birds, fish, reptiles. Some vulnerable species (e.g., mongoose).

- **Socio-economic:** 8,500 direct beneficiaries; literacy 54.7% (below national average). Main occupations: trade, transport, services. No indigenous/ethnic minority communities identified.



Photographs 3.1: Existing Road Condition of the Subproject Site



Photographs 3.2: Current Situation of the Outfall at Subproject Site

4. Anticipated Impacts & Mitigation

4.1 Construction Phase

- **Air & Dust Pollution** from earthworks, asphalt plant, and traffic → mitigate with **water spraying, covering stockpiles, using mufflers, proper waste disposal.**
- **Noise & Vibration** from machines → restrict working hours, use sound-reduction gear.
- **Water Pollution** from waste discharge into rivers/khals → proper waste disposal at designated dumping site.
- **Tree Felling:** ~22 trees (Mango, Jackfruit, Coconut, etc.) → compensatory plantation of **110 local species** (ratio 1:5) with bamboo fencing and monitoring.
- **Occupational Health & Safety** risks (heat stress, dust, accidents, machinery hazards) → PPE, sanitation facilities, first aid, accident compensation policy.
- **Community Impacts:** temporary traffic disruption, safety concerns, increased noise; mitigated by traffic management, cautionary signage, and awareness campaigns.

4.2 Operation Phase

- **Improved traffic flow, reduced waterlogging, better drainage.**
- **Street lighting** improves night safety and security.
- Risks: air/noise from increased traffic, solid waste disposal issues → managed through municipal waste services and enforcement.

5. Environmental & Social Management Plan (ESMP)

Key elements:

1. **Access to Information** – community awareness programs.
2. **Institutional Arrangement** – Pourashava, PMU-LGED, DSM consultants ensure compliance.
3. **Capacity Building** – training for contractors and Pourashava staff.
4. **Emergency Response & Disaster Preparedness** – earthquake, flood, fire response.
5. **Monitoring Plan** – both **visual and analytical monitoring** during construction (air, noise, water, waste).
6. **Tree Plantation Program** – mandatory plantation and monitoring up to defect liability period.
7. **Grievance Redress Mechanism (GRM)** – Grievance Redress Committee (GRC) with accessible channels for complaints.
8. **Budget** – environmental and social enhancement costs included in the BOQ (Bill of Quantities).

6. Public Consultation

- **Date:** 25 Nov 2024, Ward 1, 6 & 7 (Hospital More – Ismailpur).
- **Participants:** Local residents, business owners, farmers, teachers, Pourashava officials.
- **Issues Raised:** drainage congestion, road safety, dust, employment opportunities.
- **Feedback:** strong community support; requests for durable road materials, adequate drainage, employment for locals, and safety measures during construction.

7. Conclusion & Recommendations

- The subproject has **significant positive impacts:** improved road connectivity, reduced waterlogging, enhanced drainage, night-time safety, and better municipal infrastructure.
- **Negative impacts** are **localized, temporary, and manageable** with proposed ESMP.
- No land acquisition or displacement required; voluntary structure removal agreed by owners.
- Implementation of ESMP, compensatory tree plantation, waste management, OHS, and traffic safety will ensure compliance with both **Bangladesh ECR 2023** and **World Bank ESF** requirements.

Overall Recommendation:

The subproject is environmentally and socially feasible, with moderate risk, and should proceed with strict adherence to ESMP and continuous stakeholder engagement.