

## **PROJECT DETAILS:**

### **1.Project Title:**

Sustainable Social Development of Economically Marginalized Families in Chennai Metropolitan Area through Effective Planning Research and Development

### **2.Project Background:**

Rapid and non-inclusive urbanisation is a new challenge to India. Community displacement in the name of development gives rise to a host of social problems that are based on physical infrastructure. Studies conducted on displacement indicate that the inadequate Public Transport systems and lack of access to them, has become a major concern in the areas where people have been resettled.

In Chennai, the integrated Cooum-river eco-restoration plan evicted many families through the Slum Clearance Board. It also had the responsibility to protect them during eviction and relocation to tenements with basic facilities like transportation, drinking water, electricity, water drains, to the slums until clearance. The Greater Chennai Corporation was entrusted with the tasks of development of parks, walkways and cycle tracks, removal of solid waste and fencing.

Children and adolescents have to commute long distances for schools and colleges without access to transport. Health care and sanitation facilities are not available locally. This lack of coherent planning leads to increase in the rate of school drop-outs, lack of employment skills and increase in crime rates. A detailed pilot study on the barriers to sustainable development in the context of displacement and resettlement with specific reference to access to social infrastructure through transport planning for the economically marginalised families in Chennai Metropolitan area was undertaken. This study was supported by Global Challenge Research Funding channelled through Canterbury Christ Church University's capacity building programme. A collaborative consortium comprising Loyola College, Anna University Transport Department and Stella Maris College conducted the research. The findings of the study indicated considerable gaps in both infrastructure and knowledge thus a need for further studies, publication of the findings and collaborating with NGOs, CBOs (Community Based Organisations) and Government agencies was indicated.

### **3. Research design**

The research comprised a detailed pilot study on the barriers to sustainable development in the context of displacement and resettlement, with specific reference to access to social infrastructure through transport planning for the economically marginalised families in Chennai Metropolitan area.

The team of researchers undertook a quantitative & qualitative study through household survey, focus group discussion and in-depth interview to gather information on transportation accessed by the community in order to manage their livelihood. A descriptive research design was adopted for the study.

#### **Qualitative methods**

Three focus group discussions (FGD) were organized with numbers of participants ranging from 8, 10 and 12 in each of the three groups. Around 19 in depth interviews were conducted with both men and women as participants, to gather in-depth detail related to transport services and other facilities available at the resettlement area.

The researchers adopted the qualitative method of enquiry for the purpose of bringing out the individuals concerns faced by the marginalized families in the Semmencheri Slum Clearance Area. The researchers used guidelines to conduct the qualitative study.

They also made an observation of the group dynamics while conducting FGD in terms of expressing emotions, reaction to other member comments and cooperation of members towards responding to the study. The study was organized with the support of an NGO Tholzmai, who works for the empowerment of the unorganized sector, particularly in the resettlement areas.

#### **Quantitative methods**

Household survey was conducted to understand the actual situation and socio-economic characteristics; choice of transportation mode for their daily commute; details of issues faced by family members in continuation of school/college education; health issues, safety issues and difficulties experienced in accessing transportation for the Economically Marginalized Families' (EMF) in the study area.

The researchers gathered data on transport use and availability including type, mode and time of transportation. Availability of services, amount spent on a daily basis for an individual and other

family members, distance travelled and time spent, purpose of the travel, and whether there was any concession or subsidy available from the government or the employer of the respondents through their work contracts.

### **Data analysis**

The research covered the following topics for data analysis:

- Vehicle Ownership
- Present Scenario of Bus Service
- Present Scenario - Share Auto Service
- Average Waiting Time
- Reasons for Discontinuing School/College Education
- Health Issues due to Difficulty in Accessing Transportation
- Increase in Poverty due to lack of affordable/safe transport
- Impact on the Residents due to Lack of Transport Facilities
- Difference in Family Status if Less Travelling Distance
- Solutions Identified by Local Residents

### **4. Research Findings:**

Of the total respondents (43%) were from the Semmenchery case study area and (57%) from Perumbakkam. The sample was approximately gender-even, with 48% male and 52% female respondents. Nearly 30 % of respondents had very low household incomes of less than Rs.13,000 per month (p.m.) and 21% of respondents had incomes below Rs.5,000 p.m. Only 34% of the sample were employed full-time. Over half of the respondents (56%) registered low educational achievement (lower than Standard School Leaving Certificate (SSLC) & Higher School Leaving Certificate (HSC)). 18% lived in households with one or more children under five years old, 6% of which were single-parent households. More than half the sample (60%) was in rented accommodation and none of the sample had a car or van in the household, with 60% not holding a driving license. 50% of the sample spent more than 20% of their income on transport.

Qualitative findings indicated considerable social and environmental problems within the housing resettlement area. These included the multi-storey nature of the housing developments, without provision of lifts, lack of water sources in the accommodation, and inappropriate use of the higher floors that were unoccupied (anti-social behaviour such as alcohol and drug use and criminal activity)

The findings of the study indicated a need for further studies to better understand the concerns, publication of the findings and collaborating with NGOs, CBOs ( Community Based Organisations) and Government agencies to begin to effect change both within the environment and also in transport provision. Further publication at the end of the project is planned.

## **5.Next steps Needing Funding Support**

### **Research aspects**

The analysis of the pilot study is based on a relatively small survey sample dataset and on a single day of travel diary data, so should be considered illustrative rather than comprehensive. There may also be issues of self-selection biases, given the low available response rates , and some difficulties that were experienced with data collection. A larger data sample would be required for a more confirmatory analysis as well as providing the opportunity to examine in more depth if heterogeneity exists across specific groups of residents. Moreover, interpretation in the local geographical context is absolutely necessary for the identification of transport disadvantage because, as our analysis demonstrates, increases in trip frequencies and/or distances may be advantageous in some instances but deleterious in others. As such, further refined spatial analysis provides additional understanding to complement both transport econometric and socio-behavioural approaches to the explanation of suppressed travel demand. The future work will focus on key underlying factors such as the geographic and social class distribution of the communities, , the distribution of available employment and educational opportunities, and transport accessibility, in terms of cost, geographic accessibility and the time and reliability of different transport options, that significantly influence the relationship between transport and social and environmental inequality.

### **Aims of future work:**

- To further evaluate the impact of economic and time costs of travel for vulnerable people beyond that done in the pilot study and thereafter to share the findings with key policy makers and government departments
- To understand alternatives for lack of public and affordable transport facilities in Semmenchery and Perumbakkam identified in pilot project, potentially in collaboration with transport providers and local policy makers.
- To promote safety of women, children, persons with disability / senior citizens and inclusive accessibility with respect to lack of transport facilities, through working

collaboratively and developing partnerships with civil society organisations NGO and others

- To establish potential collaborations to meet needs expressed by the resettled residents
- To establish a consultation with key stake holders including industrial and policy stakeholders concerning the communities in Semmenchery and Perumbakkam identified in phase 1

**Budget:**

<b>Serial No.</b>	<b>Particulars</b>	<b>Amount in Rupees</b>
1.	Detailed Data Collection Including Impact of Public Transport on Life During Covid period for marginalised families	200000
2.	Analysis and Report Writing	190,000
3.	Publication and dissemination of research	80,000
4.	Stake holder meeting/webinar	30000
5.	Coordination and liaison	70,000
6.	Admin cost	48000
	Total ( Rupees Five Lakhs Only)	528,000

**6.Potential impact**

1. Sensitisation of the vulnerable communities affected
2. Influence the policy makers and nodal agencies of the government
3. Bring about collaborations with development organisations, NGOs, transport providers and other entities that will contribute to the development of support services including environmental, housing and transport services for the target communities
4. A study report, summary reports and analysis that will enable knowledge and resource sharing with different state governments and allied institutions with the aim of influencing planning and policy making prior to and during relocation for urban settlement dwellers more widely.

