

RECCOMENDATION ON PROPOSED TWIN TUNNEL ROAD

(ANAKKAMPOIL – KALLADI)

Presently the National Highway 766 connects Kozhikode District with Wayanad and it to Karnataka state beyond. With increase in the vehicular traffic there is heavy congestion along the winding Ghat roads, which is a two line road. The stagnant traffic has serious implications on local migration of wildlife and causes fragmentation. There are four more alternate routes to reach Karnataka through Wayanad. Of these routes one route connects Malappuram District, two routes connect Kozhikkode District and one route connect Kannur district with Wayanad. How ever all the routes are through Ghat sections and are susceptible to closure in the event of heavy rainfall or landslides. Under these circumstances the Public works Department has identified Anakkampoil-Kallady tunnel road as an alternative fool proof connectivity between Kozhikode and Wayanad Districts. The total length of tunnel is 8.11 KM with 3.1 KM comes under Kozhikode Forest Division. Forest area proposed to be diverted in Kozhikode Division is 7.956 Ha which comes in two stretches in Edathara section of Thamarassery Range under Kozhikod division. First stretch is for construction of a bridge across Iravanjipuzha which requires the removal of 104 trees of varies species. The total forest area required to be diverted for this stretch is $120 \times 110 \text{ M} = 13200 \text{ M}$ (1.32Ha), which includes the temporary road to be constructed with an extent of 0.1 Ha, The length and breadth of the bridge are 120 m and 110 m respectively. The second stretches is continuous tunnel stretch over a length of 3.1Km . The twin Tunnel road is proposed through the vested forests of VFC item No. 24 and 32 . The altitude of the site is 900 to 1300 MSL.

The area is part of Western Ghat Mountain range. The proposed Site is a part of Large extent of landscape which extents up to Nilambur and Wayanad . Various rivers originates from these areas. The site proposed are part of hill ranges that are vulnerable to landslides. Population density is low in the adjacent vicinity. The proposed site is part of Nilambur Elephant Reserve and does not form any part of National Heritage Site or any part of Defense institutions . Malabar Wildlife Sanctuary is at a distance of 32 km away from the proposed site.


It is proposed to construct underground twin Tunnel through the forest area .which reduce the impact due to traffic on wildlife compared to an open road through the forests. In the proposal user agency has proposed interconnectivity between the tunnels, for evacuation during emergencies, facility for airflow etc , which shows that care has been taken for mitigating any adverse effects. Even though it is a large project involving large extent of forest area(17 Ha.), it has less impact by way of tree cutting or direct

disturbance on the forest as it is underground tunnel road. Wayanad and Kozhikode districts are facing serious man- animal conflicts. In the recent and past an increase in vehicular traffic would add to the woes. However the increase in traffic is expected even without the tunnel road. The forest area required to be diverted for the forest is barest minimum.

The proposed forest clearance is recommended on the following conditions.

1. 10% of the revenue generated from toll receipts from Kozhikode side shall be deposited with Forest Development agency for the functioning of RRT in the area to deal with human- animal conflict including rescue of animals that can be trapped in the tunnel in future.
2. The sale receipts from the stones and boulders shall be used exclusively for the Forests and Wildlife Conservation as in case of river mining .

The recommendations are solely for forest clearance and the environmental clearance side shall be examined and cleared by competent authority.


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