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Topic: The Economic and Social Struggle of PAPs in Integrating into New Settlements.

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ABSTRACT:

Road infrastructure plays a vital role in economic growth and development, offering significant social advantages. Access to jobs, social services, healthcare, and education is facilitated by a well-connected road network, thereby preventing poverty, and fostering national development. Deteriorating transportation infrastructure not only hampers business activity but also slows economic growth, making it detrimental to overall development. Furthermore, the frequent failures experienced by vehicles on poorly maintained roads contribute to increased maintenance costs. During the construction phase, residents face disruptions and inconveniences due to detours, road closures, dust, noise, and safety hazards. The impact on residents' livelihoods is a critical concern, necessitating consultation with affected individuals, particularly the vulnerable, to determine the benefits of support and to identify prospects for livelihood restoration post-road development. Compensation, as required by law, must be provided to those who have suffered losses. This study examines the transitional experiences of people whose livelihoods have been impacted by road development, exploring how they have adapted to new circumstances and moved forward. By analyzing their experiences, we aim to shed light on the socio-economic impacts of road development and provide insights for future policymaking.

Keywords: Persons Affected by Projects (PAPs), integration, displacement, Ghana, economic challenges, social struggles

Introduction

The implementation of major road development in urban, peri-urban, and rural projects is one of the essential drivers of the socio-economic development of regions and nations (Adugbila et al., (2023). These road projects extend beyond providing improved transportation networks; they also yield indirect health and economic advantages. Road infrastructure projects improve connectivity, increase urban competitiveness, and attract investments, thereby facilitating the movement of goods and services, enhancing economic stability, and enriching the quality of life (Sackey et al., (2023). These developments contribute significantly to the nation's economic growth and advancement and offer substantial social benefits, (Garmany & Richmond, (2020). For instance, Edriss and Chiunda (2017) observed that governments are making consistent efforts to construct new roads, maintain existing ones, and undertake significant road traffic overhead projects. According to Giunta (2020), these road construction efforts are opening up access to untapped locations and development opportunities.

In the wake of rapid urbanization and road infrastructural development in Ghana, the phenomenon of displacement has emerged as a significant concern. While road construction projects contribute to the nation's progress, they often result in the involuntary displacement of individuals and communities, commonly referred to as PAPs. The challenges faced by PAPs in adapting to new environments are considerable, impacting their economic and social integration, and thus, impeding their well-being, and hindering sustainable development initiatives.

This paper delves into the social and economic challenges PAPs face in Ghana due to road construction projects. It focuses on the Accra to Kumasi main road, which is under major redevelopment, leading to the displacement of individuals and businesses. The study is concentrated on four towns being resettled for the construction of bypasses. It is structured into sections that include a literature review, research methodology, results and discussion and concludes with the study's findings and conclusion.

Literature Review

Road construction development in Ghana has been a crucial aspect of the country's infrastructural growth and economic development. Ghana's road network serves as a vital link for transportation, facilitating trade, commerce, and social integration within the country and with neighbouring nations. Over the years, Ghana has made significant strides in enhancing its road infrastructure, supported by government initiatives, international partnerships, and investments. According to Isung (2021), Ghana's road development agenda has been guided by strategic plans aimed at improving connectivity, reducing transportation costs, and enhancing accessibility to remote areas. The government's commitment to road infrastructure is evident through initiatives such as the Ghana Infrastructure Investment Fund (GIIF) and partnerships with development agencies like the World Bank and the African Development Bank (AfDB). Despite progress, challenges persist in Ghana's road construction sector. Issues such as funding constraints, inadequate maintenance, and delays in project implementation have been highlighted in various studies Asante et al., (2022). Additionally, environmental concerns and social impacts, particularly on affected communities, have gained attention in recent years, underscoring the need for sustainable development practices in road construction.

In the context of the Accra-Kumasi main road redevelopment, the Minister of Roads has disclosed the engagement of eight local contractors for the construction of four significant bypasses. These bypasses include the 11.6 km Osino bypass, the 6.1 km Anyinam bypass, the 10.6 km Enyiresi bypass, and the 13.5 km bypass. This initiative is a strategic component of the government's broader plan to convert the Accra-Kumasi highway into a dual carriageway, aiming to alleviate vehicular congestion, reduce traffic-related accidents, and promote the seamless transit of goods and individuals (Ministry of Roads and Highways).

The road construction process typically necessitates land acquisition and the consequent displacement of communities along the designated routes. Project Affected Persons (PAPs) refer to individuals or communities whose livelihoods are directly impacted by infrastructure projects such as road construction. Ensuring the effective integration of PAPs into new settlements is essential for mitigating social disruptions and fostering inclusive development. Research by Cobbinah et al. (2015) emphasizes the importance of community participation and consultation in addressing the needs of PAPs. Community engagement strategies that involve consultation, negotiation, and fair compensation mechanisms can help build trust and foster cooperation between project developers and affected communities. Moreover, initiatives focused on livelihood restoration, skills

development, and social welfare support can facilitate the socioeconomic integration of PAPs into new environments Khanani et al., (2021).

Beyond socioeconomic considerations, ensuring the functional integration of PAPs into new settlements involves addressing their access to essential services, infrastructure, and opportunities for sustainable livelihoods. Ensuring the functional integration of PAPs involves addressing access to essential services, infrastructure, and sustainable livelihoods. This encompasses housing, healthcare, education, and employment, crucial for their resilience and well-being. Comprehensive resettlement frameworks, as emphasized by Adams (2016), are needed, going beyond housing provision. Abdulai et al. (2020) highlight integrating PAPs into social networks, preserving culture, and providing economic opportunities. Monitoring and evaluation are crucial for assessing long-term impacts, while coordinated efforts among stakeholders, capacity building, policy coherence, and resource mobilization are vital for sustainable outcomes and meeting evolving needs.

Methodology

The study employed a case study approach to assess the impacts of the Accra-Kumasi bypasses on four Ghanaian communities: Konongo, Anyinam, Osino, and Enyiresi. It aimed to understand the economic and social repercussions for PAPs, as well as their integration into new settings. Snowball sampling helped identify affected individuals and businesses for the study, which collected data via paper-based and online surveys. The analysis was structured around four main constructs; economic and social struggles, community support, and functional integration; each with three sub-factors. A 3-point Likert scale was employed to gauge these aspects, with the scale and measurement items drawing from previous studies by Adugbila et al. (2023), Sabatini & Salcedo (2007), and Berhe et al. (2014). The model used for these measurements is depicted in Figure 1.

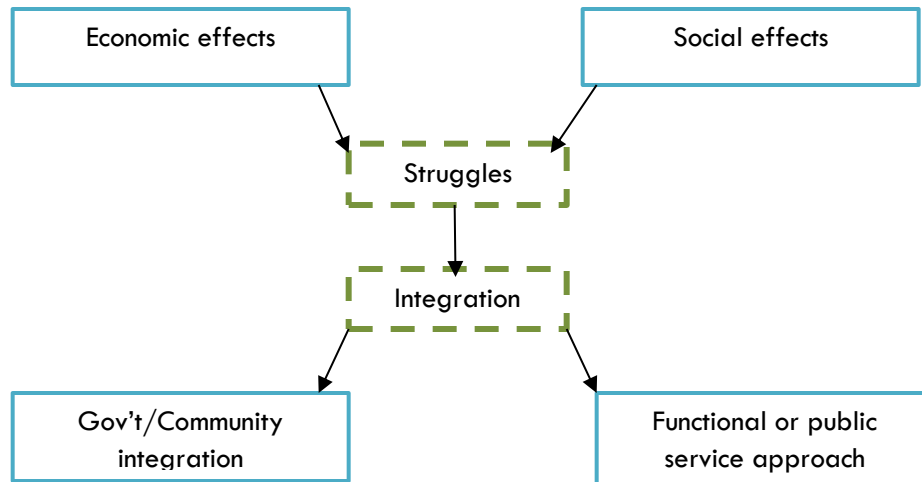


Figure 1: PAPs struggles and integration approach.

Findings

The quantitative data was processed using SPSS to study the struggles and integration methods of PAPs in Ghana. Analysis focused on road infrastructure's impact on economic and social aspects, alongside integration strategies like community support and access to services. Initial findings indicate participation from 244 males and 156 females across four communities.

Table 1: Socio-economic impact of road development project on PAPs

Construct	SN	Measurement items	Worse-off (%)	Neutral (%)	Better-off (%)	Rule
Economic struggles	E1	Cost of accommodation	37.5	35	27.5	-
	E2	Food products prices	27.5	52.5	20	+/-
	E3	Changes in daily living expenses	65	30	5	-
Social struggles	X1	Welfare needs and cost	45	5	55	-
	X2	A feeling of belonging from family	15	65	20	+/-
	X3	Relations with new neighbours	20	10	70	+

N= 400, - worsened by the road resettlement, +/- neutral, + improved after resettlement

Preliminary findings suggest that PAPs in Ghana face significant economic hardships following displacement. Table 1 revealed that the majority of the respondent's (37.5%, -) accommodation costs worsened after the resettlement. The respondents remain neutral on the price of foodstuffs after resettlement (+/-, 52.5%), which may be since the general prices of foods are mostly related with minimal differences concerning relocation. Besides, 65% of the respondent's neighbours that their daily living expenses were negatively affected by the resettlement. The study depicts that 50% of the respondents reported facing social difficulties as a result of the road project as they felt that their welfare needs were negatively affected. On the other hand, 65%, report no change in their familial connections. On a positive note, relationships with new neighbors have improved for 70% of the affected persons, suggesting some social benefits amidst the upheaval.

Table 2: Integration state from road construction effects.

Construct	SN	Measurement items	Worse-off (%)	Neutral (%)	Better-off (%)	Rule
Community integration	C1	Support from the community and government	65	30	5	-
	C2	Support from organizations and NGOs	12.5	50	37.5	+/-
	C3	Support from relatives and neighbours	4	40	50	+
Public service integration	F1	Access to electricity	2.5	55	42.5	+/-
	F2	Access to healthcare	47.5	38.5	14	-
	F3	Access to clean water	47.5	35	17.5	-

N= 400, - Didn't receive support as PAPs, +/- neutral, + Obtained after resettlement

The study established that majority (65%) of PAPs received inadequate support for community integration from both the community and government. Survey participants expressed uncertainty regarding the assistance level from organizations and NGOs. Interestingly, family and neighbours' support were deemed most effective for community integration. According to Table 2, public services designed to assist PAPs are underperforming. Post-resettlement, there is a slight improvement in electricity access (42.5%), but healthcare and clean water access have notably decreased by 47.5%.

Table 3 shows the impact of resettlement on communities and the affected people, categorized as worse-off, neutral and better-off based on their current state.

Table 3: PAPs affected community perspective.

Variables		Town			
		Konongo Count	Anyinam Count	Osino Count	Enyiresi Count
Cost of accommodation	Worse-off	51	42	50	10
	Neutral	28	29	30	48
	Better-off	19	29	20	42
Food products prices	Worse-off	10	27	38	30
	Neutral	70	40	39	60
	Better-off	20	33	23	10
Changes in daily living expenses	Worse-off	80	59	89	40
	Neutral	10	41	11	50
	Better-off	10	0	0	10

Welfare needs and cost	Worse-off	30	40	30	80
	Neutral	50	60	70	20
	Better-off	20	0	0	0
Feeling of belongings	Worse-off	60	50	90	60
	Neutral	40	50	10	40
	Better-off	0	0	0	0
Relations with new neighbours	Worse-off	10	59	12	26
	Neutral	76	41	59	57
	Better-off	14	0	31	17
Support from the community and government	Worse-off	60	64	60	80
	Neutral	30	30	40	20
	Better-off	10	6	0	0
Support from organizations and NGOs	Worse-off	53	50	55	79
	Neutral	46	40	43	21
	Better-off	1	10	2	0
Support from relatives and neighbours	Worse-off	30	10	0	0
	Neutral	40	60	41	40
	Better-off	30	30	59	60
Access to electricity	Worse-off	10	0	2	0
	Neutral	40	40	70	67
	Better-off	50	60	28	33
Access to healthcare	Worse-off	80	30	30	30
	Neutral	20	60	50	40
	Better-off	0	10	20	30
Access to clean water	Worse-off	72	40	60	20
	Neutral	20	56	40	20
	Better-off	8	4	0	60

Discussion and Conclusion

The findings highlight the urgent need for strategic interventions to address the economic and social struggles of PAPs in Ghana. The results indicate that a significant proportion of PAPs are worse off in terms of accommodation costs. Similarly, the majority of PAPs experienced an increase in daily living expenses. This aligns with the findings of Adugbila et al. (2023), who noted that road expansion often leads to the indirect displacement of economic activities and diminished social interactions.

The sense of belonging has notably deteriorated for many PAPs, feeling worse off, which may be attributed to the disruption of established community ties. This is consistent with the observations of Briggs and Mwamfupe (2000), who reported adverse impacts on social interactions due to road expansion projects. Moreover, Khanani et al. (2021) and Bocarejo et al. (2015) highlight that the daily lives of PAPs are significantly disrupted due to socio-spatial segregation and inequalities caused by road infrastructure projects.

A noteworthy finding is the greater reliance of PAPs on support from relatives and friends compared to community and government assistance, suggesting a gap in institutional support mechanisms. Access to essential services such as healthcare and clean water has also declined post-resettlement, posing additional integration challenges for PAPs. However, access to electricity appears to be less affected, with a fair number of PAPs reporting neutral or better-off conditions.

This study calls on policymakers to prioritize the provision of adequate compensation, livelihood support, and skills training programs to facilitate the economic empowerment of displaced populations. Additionally, efforts to promote social cohesion, community participation, and inclusive development are essential for fostering a supportive environment for PAPs to thrive in their new settlements.

In conclusion, the development of road infrastructure in Ghana offers both benefits and challenges for resettling PAPs. Progress in infrastructure and community engagement is evident, but issues like insufficient compensation and social exclusion persist. A comprehensive, participatory approach to resettlement is essential. Stakeholders must be dedicated to ensuring that such development leads to inclusive and sustainable outcomes. Moreover, the economic and social integration of PAPs into new communities remains a critical issue. It necessitates decisive actions from various parties. The study highlights the family's role in aiding PAPs and suggests that NGOs, community organizations, and the government should support PAPs by providing economic opportunities, social inclusion programs, educational scholarships, relocation allowances, and healthcare benefits.

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