

JANGIPUR MUNICIPALITY

Detailed Project Report for Construction of 1215 EWS Houses
under

BLC mode of Pradhan Mantri Awas Yojana (PMAY)-HFA (U) for
Jangipur Municipality

2018-19



Submitted by

JANGIPUR MUNICIPALITY

P.O. & P.S. – Raghunathganj

Dist: Murshidabad, West Bengal

October, 2018

PREFACE

Pradhan Mantri Awas Yojana (PMAY) aims at Providing Housing for All (HFA) by 2022 when the Nation Complete 75 years of its independence.

The urban homeless persons contribute to the economy of the cities and thus the Nation as cheap labour in the informal sector; yet they live with no shelter or social security. The urban homeless service with many challenges like no access to elementary Public Services such as health, education, food, water and sanitation. Pradhan Mantri Awas Yojana (PMAY) also aims at providing a pucca house to every family with water connection, toilet facilities, 24 X 7 electricity supply and access.

The Mission seeks to address the housing requirement of urban poor including slum dwellers through “In Situ” Slum Redevelopment, Affordable Housing through credit linked subsidy, and Affordable Housing in partnership and subsidy for beneficiary led individual house. Under the mission, beneficiaries can take advantage under one component only.

Total beneficiaries of the scheme are **1215 Nos** from 109 Nos slum and 18 Nos of Non-Slum projected for the year **2018-19**.

Total cost of the project is **Rs. 4918.32 lakhs** as per relevant department & P.W.D. schedule of rates.

Introductory Note by Chairman

Jangipur Municipality is an old Urban Local Body having 21 wards under this municipality. 71% of the total population belongs to the minority class and most of the people are very poor.

A large no of people are mason, bidi labours and weavers.

At present Jangipur Municipality is in the process of preparing the DPR for the year 2018-19 under Pradhan Mantri Awas Yajana (PMAY). During the last few years we have tried to the best to redress the problems of the urban poor keeping the aspiration of the people for development objectives and making target in mind and become successful. Preparation of Plan of Action for Housing For All along with its implementation and monitoring has opened a new challenge to us- the challenge of providing all basic services to all people and ensuring equitable socio-economic development of the people of this Municipality.

Development is not a single point agenda. In the present scenario of social, political, and economic situation it is indeed a challenging task. However we believe that we are approaching towards the right direction with the support of Government of West Bengal as well as Government of India and we will be able to achieve the desired objectives and reach to the goal.

It is a honour to present before the people of Jangipur Municipality, the second DPR of Housing For All to provide development of all. From the past experience are look forward for achieving long term benefits rather than short term goals.




Chairman

Jangipur Municipality

List of Tables

Sl. No	Name of the Table
1	Table-1: Format for Projects under Beneficiary led Construction or Enhancement
2	Table-2: Ward wise population profile
3	Table-3: Population Projections
4	Table-4: Detail Profile of the Urban Local Body: Jangipur Municipality
5	Table-5: Housing constructed under the scheme of IHSDP and SHUP
6	Table-6: Distribution of family heads of the slum
7	Table-7: Religion of the households
8	Table-8: Ownership details of the households
9	Table-9: Housing structure details of the households
10	Table-10: Type of Housing requirement details of the households
11	Table-11: Land Use pattern in Jangipur
12	Table-12: Other Land categories
13	Table-13: Connectivity to City-wide Storm-water Drainage System
14	Table-14: Justification of the Project
15	Table-15: Slum-wise Intervention strategies for Tenable Slums
16	Table-16: Year-wise Proposed Interventions for Other Urban Poor based on demand survey
17	Table-17: Introduction of slum(s)/Non-Slum Area
18	Table-18: Non-Slum Area
19	Table-19: Location of slum(s) / Non-Slum Area, Tenure Status, Land use and Land Possession status
20	Table-20: Location of Pumps
21	Table-21: Features for Water supply in Jangipur as on 2011
22	Table-22: Drainage network
23	Table-23: Basic Information of Drainage
24	Table-24: Benchmarks: Sewerage and Sanitation in Jangipur as on 2015
25	Table-25: Solid Waste Management Equipment
26	Table-26: Type of roads
27	Table-27: The project slums and existing scenario of infrastructure
28	Table-28: Details of Social Infrastructure at a Glance
29	Table-29: Dwelling units
30	Table-30: Share of Fund
31	Table-31: Statutory approval including environmental clearance
32	Table-32: Component wise abstract for each slum/Non slums area
33	Table-33: Detailed Estimate of Provision of Housing
34	Table-34: ESTIMATE FOR ELECTRICAL WORKS FOR ONE DWELLING UNIT UNDER PMAY
35	Table-35: Cost Estimate for 2 Nos Leach Pit for single unit Dwelling Unit
36	Table-36: Detailed Estimate for Single Dwelling unit
37	Table-37: Detailed Estimate of adoption of technology for Concrete
38	Table-38: Detailed Estimate of adoption of technology for Surface Drain
39	Table-39: Detailed Estimate of adoption of technology for Street Light
40	Table-40: Quarterly component wise investment schedule vis-a-vis means of finance
41	Table-41: Project Financials

List of Figures

Sl.No	Name of the Figure
1	Figure-1: Linkage Municipal Map
2	Figure 2: Drinking Water Supply in Slums
3	Figure 3: Duration of Water Supply in Slum
4	Figure 4: Sanitation Facilities in Slum
5	Figure 5: Accessibility to Roads
6	Figure-6: Resource mobilization strategy and Implementation strategy
7	Figure-7: Layout drawing of DU
8	Figure-8: Layout drawing of Concrete roads
9	Figure-7: Layout drawing of drains

List of Maps

Sl. No	Name of the Maps
1	Land Use Map
2	All Slum showing in Map
3	All Non-Slum showing in Map

Abbreviation

A&OE	Administrative and Other Expenses	MoA	Memorandum of Agreement
AHP	Affordable Housing in Partnership	MoHUPA	Ministry of Housing and Urban Poverty Alleviation
AIP	Annual Implementation Plan	MoU	Memorandum of Understanding
CDP	City Development Plan	IIT	Indian Institute of Technology
CLS	Credit linked subsidy	NA	Non Agricultural (NA)
CNA	Central Nodal Agencies	NBC	National Building Code
CSMC	Central Sanctioning and Monitoring Committee	NHB	National Housing Bank
DIPP	Department of Industrial Policy and Promotion	NOC	No Objection Certificate
		NPV	Net Present Value
DPR	Detailed Project Report	PLI	Primary Lending Institution
EMI	Equated Monthly Instalment	SFCPoA	Slum Free City Plan of Action
EWS	Economically Weaker Section	SLAC	State Level Appraisal Committee
FAR	Floor Area Ratio	SLNA	State level Nodal Agencies
FSI	Floor Space Index	SLSMC	State Level Sanctioning and Monitoring Committee
HFA	Housing for All		
HFAPoA	Housing for All Plan of Action	TDR	Transfer of Development Rights

HUDCO	Housing and Urban Development Corporation	TPQMA	Third Party Quality Monitoring Agency
IEC	Information Education & Communication	ULB	Urban Local Body
IFD	Integrated Finance Division	UT	Union Territory
LIG	Low Income Group	MD	Mission Directorate

Working Definitions

Affordable Housing Project:	Housing projects where 35% of the houses are constructed for EWS category
Beneficiary	A beneficiary family will comprise husband, wife and unmarried children. The beneficiary family should not own a pucca house (an all weather dwelling unit) either in his/her name or in the name of any member of his/her family in any part of India.
Carpet Area	Area enclosed within the walls, actual area to lay the carpet. This area does not include the thickness of the inner walls
Central Nodal Agencies	Nodal Agencies identified by Ministry for the purposes of implementation of Credit linked subsidy component of the mission
Economically Weaker Section (EWS):	EWS households are defined as households having an annual income up to Rs. 3,00,000 (Rupees Three Lakhs). States/UTs shall have the flexibility to redefine the annual income criteria as per local conditions in consultation with the Centre.
EWS House	An all weather single unit or a unit in a multi-storeyed super structure having carpet area of upto 30 sq. m. with adequate basic civic services and infrastructure services like toilet, water, electricity etc. States can determine the area of EWS as per their local needs with information to Ministry.
“Floor Area Ratio” (FAR)/FSI	The quotient obtained by dividing the total covered area (plinth area) on all the floors by the area of the plot: $\text{FAR} = \frac{\text{Total covered area on all the floors} \times 100}{\text{Plot area}}$ If States/Cities have some variations in this definition, State/City definitions will be accepted under the mission
Implementing Agencies	Implementing agencies are the agencies such as Urban Local Bodies, Development Authorities, Housing Boards etc. which are selected by State Government/SLSMC for implementing Housing for All Mission.
Low Income Group (LIG):	LIG households are defined as households having an annual income between Rs.3,00,001 (Rupees Three Lakhs One) up to Rs.6,00,000 (Rupees Six Lakhs). States/UTs shall have the flexibility to redefine the annual income criteria as per local conditions in consultation with the Centre.

Primary Lending Institutions (PLI)	Scheduled Commercial Banks, Housing Finance Companies, Regional Rural Banks (RRBs), State Cooperative Banks, Urban Cooperative Banks or any other institutions as may be identified by the Ministry
Slum	A compact area of at least 300 population or about 60-70 households of poorly built congested tenements, in unhygienic environment usually with inadequate infrastructure and lacking in proper sanitary and drinking water facilities.
State Land Nodal Agencies (SLNAs)	Nodal Agency designated by the State Governments for implementing the Mission
Transfer of Development Rights (TDR)	TDR means making available certain amount of additional built up area in lieu of the area relinquished or surrendered by the owner of the land, so that he can use extra built up area himself in some other land.

Brief Project Details

Pradhan Mantri Awas Yojana (PMAY) aims at Providing Housing for All (HFA) by 2022 when the Nation Complete 75 years of its independence.

The urban homeless persons contribute to the economy of the cities and thus the Nation as cheap labour in the informal sector; yet they live with no shelter or social security. The urban homeless people are not getting service with many challenges like no access to elementary Public Services such as health, education, food, water and sanitation. Pradhan Mantri Awas Yojana (PMAY) also aims at providing a pucca house to every family with water connection, toilet facilities, 24 X 7 electricity supply and access.

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Total beneficiaries of the scheme are 1215 Nos from 109 Nos slum and 18 Nos of Non Slum projected for the year 2018-19.

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Annexure 7C
(Para 14.5 of the Guidelines)

Format for Project under Beneficiary Led Construction Or Enhancement

1	Name of the State:	:	West Bengal						
2	Name of the District:	:	Murshidabad						
3	Name of the City:	:	Jangipur						
4	Project Name:	:	HFA-JANGIPUR 2018-19						
5	Project Code:	:							
6	State Level Nodal Agency:	:	State Urban Development Agency (SUDA)						
7	Implementing Agency/ ULB	:	Jangipur Municipality						
8	Date of Approval by State Level Sanctioning and Monitoring Committee (SLSMC)	:							
9	No. of location covered in project: No of Slum Area Covered & No of Non Slum Area Covered	:	Name of Location	No. of beneficiaries	Whether Slum / Non-Slum	If Slum, then Slum type	If slum, whether it gets completely rehabilitated		
		:	Jangipur Municipality	1215	Covering both Slum & Non-Slum area	Notified	No		
10	Project Cost (Rs. In Lakhs)	:	3246.496						
11	No. of beneficiaries covered in the project	:	GEN	SC	ST	OBC	Total	Minority	Person with Disability
		:	860	191	0	164	1215	817	
12	Whether beneficiary have been selected as PMAY Guidelines?	:	Yes						
13	No. of Houses constructed / acquired. Please specify ownership (Any of these)	:	Joint	Female	Male	Transgender			
		:	0	437	778	0			
14	No. of beneficiaries covered in the project	:	Male	Female	Transgender				
		:	778	437	0				
15	Whether it has been ensured that selected beneficiaries have rightful ownership of the land ?	:	Yes						
16	Whether building plan for all houses have been Approved?	:	Yes						
17	i. GoI grant required (Rs. 1.5 lakh per eligible beneficiary)	:	1822.50						

	(Rs. in Lakhs)	
	ii. State grant, (Rs. in Lakhs)	2568.51
	iii. ULB grant (Rs. in Lakhs)	223.56
	iv. Beneficiary Share (Rs. in Lakhs)	303.75
	v. Total (Rs. in Lakhs)	4918.32
18	Whether technical specification / design for housing have been ensured as per Indian Standards / NBC/ State Norms?	Yes
19	Whether it has been ensured that balance cost of construction is tied up with State Grant, ULB Grant & Beneficiary Share ?	Yes
	Whether trunk and line infrastructure is existing or being provisioned ?	
	i. Water Supply	Yes
	ii. Sewerage	No
	iii. Road	Yes
	iv. Storm Water Drain	Yes
	v. External Electrification	No
	vi. Solid Waste Management	No
	vii. Any Other	No
	viii. In case, any infrastructure has not been proposed, reason thereof.	No
	Whether disaster (earthquake, flood, cyclone, landslide etc.) resistant features have been adopted in concept, design and implementation of the project ?	Yes
21	Whether Demand Survey Completed for entire city ?	Yes
22	Whether City-wide integrated project have been formulated ? If not reasons thereof ?	Yes
23	Whether validation with SECC data for housing condition conducted ?	Yes
24	Whether Direct Benefit Transfer (DBT) of fund to individual bank account of beneficiary ensured in the project ?	Yes

25	Whether there is provision in DPR for tracking/monitoring the progress of individual houses through geo-tagged photographs ?	Yes
26	Whether any innovation/cost effective / Green technology adopted in the project?	Yes
27	Comments of SLAC after techno economic appraisal of DPR	Project covers the most needy beneficiaries
28	Project brief including any other information ULB/State would like to furnish	The project covers all wards
29	Project Submission Date to SLSMC	

It is hereby confirmed that State/UT and ULB have checked all the beneficiaries as per guidelines of HFA. It is also submitted that no beneficiary has been selected for more than one benefit under the Mission including Credit Linked Subsidy Scheme (CLSS) component of the Mission.

Signature of the
Chairman, Jangipur Municipality



Signature
Chief Engineer
M.E Dte,GoWB

Signature
(Director,SUDA)

Signature
(Secretary,UD & MA Department,GoWB)

Executive Summery

Executive Summary

Project Details

1	Name of the State:	:	West Bengal
2	Name of the District:	:	Mohshidabad
3	Name of the City:	:	Jungipur Municipality
4	Project Name:	:	HFA-Jangipur 2018-19
5	Project Cost (Rs. in Lakhs)	:	4918.32
6	Central Share (Rs. in Lakhs)	:	1822.5
7	State Share (Rs. in Lakhs)	:	2568.51
8	ULB Share (Rs. in Lakhs)	:	223.56
9	Beneficiary share (Rs. in Lakhs)	:	303.75
10	Total Infrastructure Cost (Rs. in Lakhs)	:	447.12
	Percentage of Infrastructure Cost of Housing Cost	:	10
12	Infrastructure Cost per Dwelling Unit (Rs. in Lakhs)	:	0.368
13	Year of Implementation	:	2018-19
14	Component Housing Construction	:	Beneficiary Led Construction (BLC)
15	SOR Adopted	:	PWD (WB) w.e.f 1.7.14 with current corrigendum

Project Contributions (Physical + Financial) (Rs. in Lakh)

Sl	Scheme Component	Type	Qty	Unit	Rate (in Rs/Unit)	Proposed Project Cost (In Lakh)	Appraised Project Cost (In Lakh)	Central Share (Rs. 1.5Lakh/ DU)	State Govt. Share (Rs. 1.93Lakh/ DU)	ULB Share @ 0.184 Lakh/ DU	Beneficiaries Share @ 0.25 Lakh/DU)
A. HOUSING											
	New in-situ										
	Single Storied Units		1215	Nos	368000.00	4471.2	4471.2	1822.5	2344.95	0.00	303.75
Total Housing Cost Sub Total (A)						4471.2	4471.2	1822.5	2344.95	0.00	303.75
B. INFRASTRUCTURE											
Sl	Scheme Component	Type	Qty	Unit	Rate (in Rs/Unit)	Proposed Project Cost (In Lakh)	Appraised Project Cost (In Lakh)	Central Share (Rs. in Lakh)	State Govt. Share (@50%) (in Lakh)	ULB Share (@50%) (in Lakh)	Beneficiaries Share (in Lakh)
1 ROADS											
1.1	Road	Concrete	8581.9	Mtr	2605.01	223.56	223.56	0	111.78	111.78	0
2. WATER SUPPLY (Proposed)											
3 STORM WATER DRAINS											
		Drain	8570.77	Mtr	2608.40	223.56	223.56	0	111.78	111.78	0

	Drain										
	Total Infrastructure Cost Sub Total (B)			447.12	447.12	0.00	223.56	223.56	0.00		
	GRAND TOTAL (A+B)			3246.46	3246.46	1822.5	2568.51	223.56	303.75		

A.R.SK

Signature of the ULB level
Competent Technical
officer

Name & Designation: **Abnur Rashid SK**

Sub-Asstt. Engineer
Jangipur Municipality

Fax No:

Telephone No:

E-mail:

Signature of the State level
Competent Technical
Officer

Name & Designation: Chief
Engineer, MeDte, GoWB
Bikash Bhavan, South Block, 1st
Floor, Salt lake, Kol-91

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Signature

Director (SUDA)

Name & Designation:

Director, SUDA

Fax No: 033-23585767

Telephone No: 033-23585767

E-mail: wbsudadir@gmail.com

Signature of the Chairman

Name & Designation: Mozaharul Islam, Chairman

Fax No:

Telephone No: 9434714614 (M)

E-mail:



DPR Main Report

Town Feature

City Profile and Overview

History

Jangipur is an old town having reference from the historical period of Jahangir when a Moughal army camp was established here. The area in and around Jangipur was used as the battle field of two battles of history one between Alibardi Khan and Sarfaraj Khan. The system of Local Self government was in vogue in ancient India. During the Maury and Mughal periods this system was in practice in the rural and urban areas where construction and repairing of roads, supply of drinking water, public health & sanitation and education etc. were fairly operative. When the Mughal Empire was on its wane and the Local Self governments were also at their breaking point, the English came to power, took the responsibility of restoring all these Self-government bodies. Jangipur court is one of the oldest court of British regime and the judgment of Sidhu Kanu the leaders of Santhal Revolution had taken place here. From the old venerable municipal records it is found that Babu Krishnaballav Ray of Raghunathganj was made the first non-official Chairman of the Municipality in 1885. The primary object of the then English govt. was to establish a relation between the European officials and the Indians in all public-utility services and also to train up the Local people to take initiative in the matters of public health & sanitation, education, construction and repairing of roads and so on. Gradually new metal roads were constructed. System of water supply by digging big wells, Kerosene Lamps for 'lighting' the roads and drainage system also were improved and extended in different areas. Culverts and banks with sluice gates to control flood which visited some parts of the municipal areas very frequently and drain out the filthy and muddy water, were constructed.

Year of Establishment of the Municipality

District Board was set up in 1865 and before this Bengal Municipal Act had been passed in 1842. In 1869 Jangipur Municipal Board made its first appearance. According to B. M. Act of 1842, the ratepayers of the Municipalities were empowered to elect members on the Board. But the government-nominated members controlled the municipal affairs under the supervision of the District Magistrates till the S. D. O's one of these government officers acted as the Chairman.

Administrative Boundaries

The Municipality is located in Jangipur Subdivision of Murshidabad district in the Gangetic plain of West Bengal. River Bhagirathi, tributary of the Ganges River in West Bengal divide the ULB in two distinguish halves namely Jangipur & Raghunathganj. The Jangipur part is under Raghunathganj-II block surrounded by ten gram panchayats, viz. Barasimul Dayarampur, Jotkamal, Mitipur, Sekendra, Kasiadanga, Sammatinagar, Teghari-I, Giria, Lakshmijola and Sekalipur along with three census towns: Jot Kamal, [Sahajadpur](#) and Khodarampur. Whereas Raghunathganj Part is under Raghunathganj-I block surrounded by six gram panchayats, viz. Dafarpur, Jarur, Mirjapur, Jamuar, Kanupur and Raninagar along with three census towns: Ghorsala, Charka and Srikantabati.

Linkage

Jangipur has a well-knit connection with the remaining parts of the country through rail, road & so also river. Calcutta Port is well connected by road network. Calcutta Airport is connected by a very modern road & bridge network diminishing the travel time nearly to half an hour.

Economic Base

COMMERCIAL ACTIVITIES:

The major economic activity of the town revolves around agriculture and allied trade and commerce. Trading of agriculture commodity mainly food grains and fruits like Mango, Guava, Lichhi etc and domestic goods utility are the main trading item. Besides, Biri binding is the major economic activity of the town, approximately 25% of total population is involved to Biri binding.

INDUSTRIES:

The unemployment problem is an alarming problem of this town. Depending upon the socio-economic condition of the people small scale industries and cottage industries have been established by the unemployed youth to fight with unemployment. Most of these Industries are Husking Mills, Flour Mills, Coal Briquette Fact gory, Bricks and Tiles Manufacturing, Mustard Oil Mills, Carpentry, Jute Stick powder, Pre-cast products, printing press ,Mini Rice Mills, and Food Processing Units etc. The progress in the field of Industries is lacking behind due to non-cooperation of financial Institutions. No large Industries either by joint venture or by private sector has yet been established here though the location and other infrastructures are quite favorable. About 39,087 of the total population is still identified as slum population who find their livelihood by pulling Rickshaws, Driving trucks and Private Buses, cow-carts and daily labours. About 25% of the total population is still identified as slum population who find their livelihood by pulling Biri binding. The female populations find their livelihood in making cow dung cakes, processing rice and puffed rice and by working as maid servants. Attempts are being taken for poverty alleviation by formation of more and more SHG's. Some of the people are engaged is Govt. services, commercial and other services activities.

AGRICULTURAL:

The town is surrounded by highly fertile agricultural land, which produces a wide variety of vegetables and cash crop live sugarcane & Jute during all seasons. A good number of people around 10 % are engaged in agricultural profession. The town is famous for its agricultural marketing and business center.

FORESTY:

There is no any forest area under Jangipur Municipality. But social forestry has been started to control the land contamination and erosion of land of combat with pollution. Many rare types of tree species are found in the area of Subhasdeep.

FISHERY :

About 5 % of the population is engaged in fishing activities.

Festivals:

There is no remarkable tourist place at Jangipur town or in its near by areas. Only one grand festival named as HUZURER MELA is held once in a year in the month of February where people from all walks of life came to visit the same from all parts of the neighboring districts.

Climate:

The climatic condition of the municipal area is good. Average rainfall remains around 3300mm. Average temperature is 35°C and minimum temperature is 10°C.

Soil:

The soil of Jangipur town is fertile and mixed with limestone and sands which are carried by the river of Teesta and Kortowa

Demographic Growth & Population Project

Population growth in Jangipur shows a steady rise resulting from migration towards the peri-urban area. This is causing a serious stress on the infrastructure particularly in terms of availability of transport facilities, resulting in congestion and pressures on land and housing. Presently the Municipality consists of 20 wards covering an area of 8.2 sq kms with a population of 88165 (Census 2011) persons. Males constitute 51% of the population and females 49%. Jangipur has an average literacy rate of 62%, higher than the national average of 59.5%; with male literacy of 69% and female literacy of 55%. 9% of the population is under 6 years of age. These problems are often aggravated by lack of planned development through shared understanding and knowledge. Jangipur depicts typical characteristics of a peri-urban region. Encroachments, traffic congestion, vehicular pollution are gradually affecting the people of the municipality.

Table-2: Ward wise population profile

Ward wise population profile		
Ward No	Total population (Year)	
	2001	2011
1	3670	4360
2	3209	3942
3	3637	4546
4	2875	3522
5	3120	3460
6	4103	2592
7	3726	5918
8	5699	7639
9	3947	4408
10	4132	5308
11	4456	5476

12	3288	3964
13	3747	4345
14	3343	4134
15	3167	3563
16	2713	3370
17	3160	3677
18	4129	4691
19	3769	3998
20	4583	5223
Total	74464	88165
*Source : 2001 & 2011 Census Data		

Population Projection-

The rates of growth of population experienced by Jangipur during 1991 and 2001 will continue in future though at a lesser rate. The projections indicate that the town area would house a population of 88131 in 2011 and 105149 in 2021 including the population of the town.

Table-3: Population Projections

Component	2001	2011	CAGR	2021	CAGR	2031	CAGR
Arithmetic Method	74454	88131	0.91%	105149	1.19%	116185	1.06%
Incremental Increase Method	74454	88131	0.91%	102145	0.84%	115421	0.45%
Geometrical Increase Method	74454	88131	0.91%	134575	1.41%	165457	1.61%

Detail Profile of the Urban Local Body: Jangipur Municipality

Table-4: Detail Profile of the Urban Local Body: Jangipur Municipality

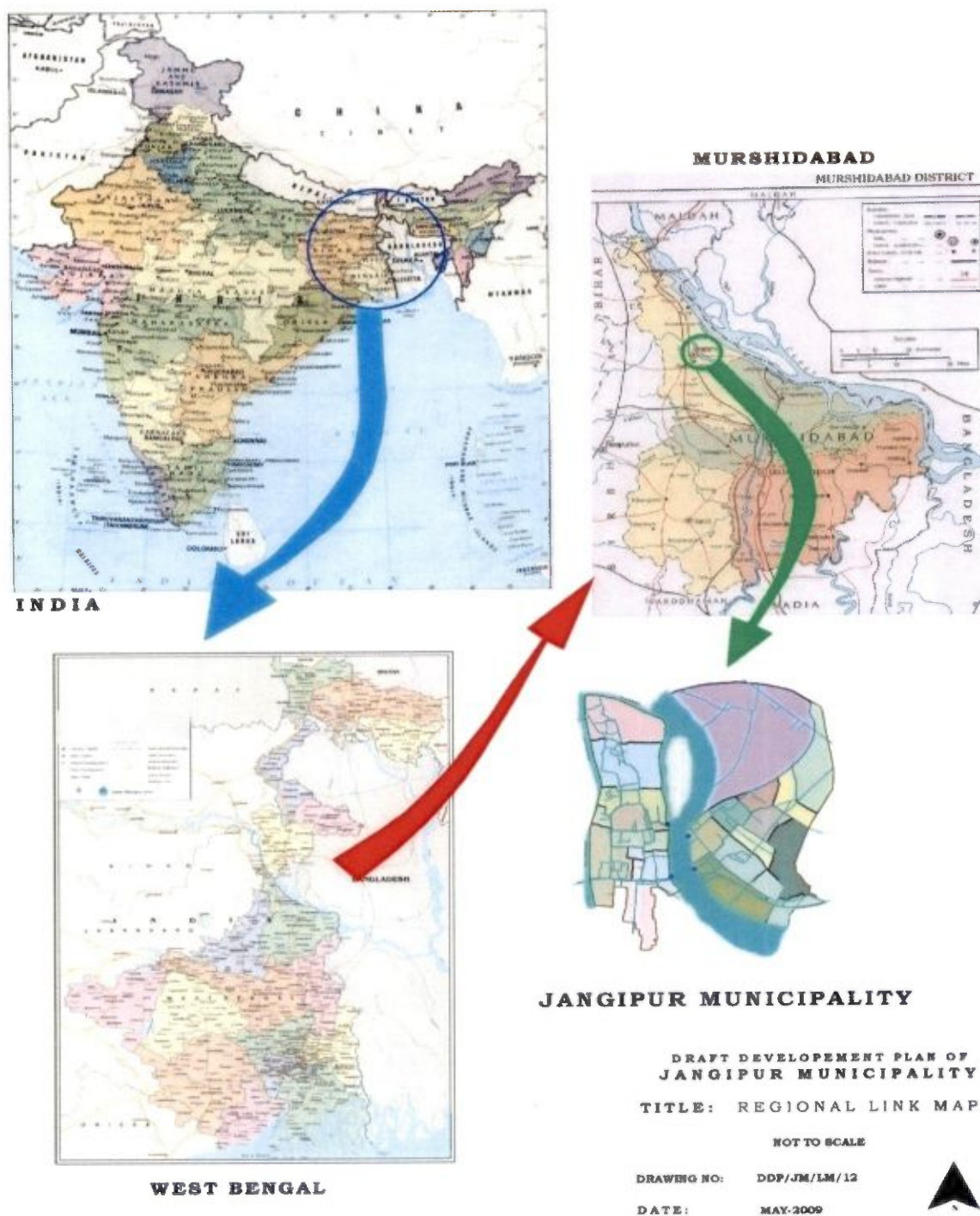
1	Name of the District:	Murshidabad
2	Year of establishment:	1869
3	Area (in sq. Km) :	8.2
4	No. of wards:	21
5	Distance from District Headquarter:	60 K.M.
6	Population (census 2011) :	
6.1	Male	44966
6.2	Female	43199
6.3	Total	88165
7	Density of Population (Per sq. km.) :	10747.7
8	Break up of Population (2011) :	
8.1	Scheduled Caste	
8.2	Scheduled Tribe	
8.3	Minorities	
9	Date when last election held	25/04/2015
10	Assessment of Property:	

10.1	Total holdings	10988
10.2	Total no. of holdings whose assessment has been done	10988
10.3	No. of holdings to whom demand notice are issued	10988
10.4	Total demand for 2013-14	111.93 Lakh
10.5	Total Collection for 2013-14	32.66 lakh
10.6	Year of Last assessment by West Bengal Valuation Board	2006
10.7	Year / quarter of Imposition of current Property Tax	3 rd Quarter (2013-14)
11	Literacy :	
11.1	Male	35917
11.2	Female	25917
11.3	Total	61834
11.4	Percentage of Literate Population(2011)	
12	Number of BPL Household (as per SUDA Survey) :	45598
13	Scenario of Slum :	
13.1	Total No. of Slum	109
13.2	Total Slum Population (as per USHA survey)	58800
13.3	Percentage of Slum Population to the total population	66.71%
13.4	No. of Slum where Slum Infrastructure Improvement sanctioned under BSUP/ IHSDP	104
13.5	No. of Slum where Slum Infrastructure Improvement already done under BSUP/ IHSDP-	104
14	Housing status for Urban Poor :(as on 31.03.2014)	
14.1	No. of dwelling units targeted to be provided under BSUP/ IHSDP	994
14.2	No. of beneficiaries already provided with Houses under BSUP/ IHSDP	990
14.3	No. of beneficiaries provided with Houses under " Housing for Urban Poor "	200
15	Road :	
15.1	Length of Metalled Road (in km.)	55
15.2	Length of Non-Metalled Road (in km.)	120
15.3	Length of other Roads (in km.)	16
15.4	Total length of Road (in km.)	191
15.5	Total no. of wards fully covered with Metal / Cement Concrete Road	20
16	Drainage :	
16.1	Length of Kutchra Drain (in km.)	16
16.2	Length of Pucca Drain (in km.)	175
16.3	Length of underground / covered Drain (in km.)	2
16.4	Total length of Drain (in km.)	193
16.5	No. of wards fully covered with Pucca Drain	nil
16.6	No. of wards partly covered with Pucca Drain	20
17	Water Supply : -	
17.1	No. of Water Treatment Plant	2
17.2	No. of Deep Tube well	100
17.3	No. of Hand Tube well	300
17.4	No. of Street Stand post	300
17.5	Length of Water pipeline (in kilometer)	150
17.6	No. of Underground Reservoir	nil
17.7	No. of Overhead Reservoir	2
17.8	No. of wards fully covered with water supply pipeline	5
17.9	No. of houses connected with Water Supply Network	6000
17.1	Who is maintaining water supply – Municipality / PHE Dept./ KMDA / KMWSA	Municipality + PHE Dept.
18	Sewerage and Sanitation :	

18.1	No. of sanitary latrine constructed	800
18.2	No. of family provided with Sanitary Latrine under ILCS + BSUP / IHSDP+ HUP (together)	1800
18.3	No. of Community Latrine /Public Toilet	6
18.4	Length of Sewer Line (in kilometer)	Nil
18.5	No. of Sewage Treatment Plant (STP)	Nil
19	Solid Waste Management :	
19.1	No. of Dumping Ground, if any	2
19.2	No. of Landfill site , if any	3
19.3	No of Mechanical Sweeper, if any	-
19.4	No. of Compactors, if any	-
20	Street Light :	
20.1	No. of Light Post	2000
20.2	No. of High Mast Light Post	4
20.3	No. of Trident Light Post	Nil
20.4	No. of other Ornamental Light Post	800
20.5	No. of Wards covered with light posts	20
21	Health :	
21.1	No. of Hospital (ULB + Govt. + Others)	4
21.2	No. of Municipal Maternity Home	Nil
21.3	No. of Regional Diagnostic Centre	Nil
21.4	No. of Extended Specialist Out Patient Department (ESOPD) (IPP-VIII)	2
21.5	No. of Municipal Health Sub-Centre	4
21.6	No. of Municipal Health Administrative Unit (HAU)(IPP-VIII)	1
21.7	No. of Municipal Dispensaries	Nil
21.8	No. of Municipal Ambulances	1
21.9	No. of Hearse Car	1
22	Education :	
22.1	No. of Higher Secondary School (Municipal)	Nil
22.2	No. of Higher Secondary School (others)	4
22.3	No. of Secondary School (Municipal)	Nil
22.4	No. of Secondary School (others)	Nil
22.5	No. of Primary School (Municipal)	Nil
22.6	No. of Primary School (others)	49
22.7	No. of Sishu Siksha Kendras (SSK)	47
22.8	No. of ICDS Centre	49
22.9	No. of Junior High School	2
22.10	No. of beneficiaries under SC/ST scholarship	N.A.
22.11	No. of beneficiaries under Minority scholarship	N.A
23	Other Infrastructure:	
23.1	Bridge	2
23.2	Flyover	Nil
23.3	Stadium	1
23.4	Parks	6
23.5	Playground	10
23.6	Auditorium/Community Hall	6
23.7	Borough Office	Nil
23.8	Ward office	Nil
23.9	ULB Market	6
23.10	Burning Ghat	1

23.11	Electric Crematorium	1
23.12	Burial Ground	24
23.13	Public Library	3
23.14	Bus Terminus	2
23.15	Ferry Ghat	4
23.16	Guest House/ Tourist Lodge	10
23.17	Road Roller	2
23.18	Cess Pool	1
23.19	No. of Slaughter House:	Nil
23.19.1	Municipal Slaughter House	Nil
23.19.2	Other Slaughter House	Nil
23.20	Others (Please specify)	
24	Community Structure under SJSRY : -	
24.1	Total No. of CDS -	1
24.2	Total No. of NHC -	20
24.3	Total No. of NHG -	227
24.4	No. of Thrift & Credit Group (TCG)-	375
24.5	No. of SHG-	375
24.6	No. of DWCUA formed -	201
25	National Social Assistance Programme (NSAP) : -	
25.1	No. of beneficiaries under Indira Gandhi National Old Age Pension Scheme (IGNOAPS) -	2898
25.2	No. of beneficiaries under Indira Gandhi National Widow Pension Scheme (IGNWPS) -	2328
25.3	No. of beneficiaries under Indira Gandhi National Disability Pension Scheme (IGNDPS) -	136
25.4	No. of beneficiaries under National Family Benefit Scheme (NFBS) -	14
26	No. of Annapurna Antodaya Yojana (AY) card holder : -	1030
27	No. of Annapurna Anno Yojana (AAY) card holder : -	41
28	No. of beneficiaries under Janani Suraksha Yojana (JSY) : -	138
15	No. of beneficiaries under KANYASHREE scheme: -	12465
31	No. of beneficiaries under YUBASHREE scheme: -	5325
32	Municipal Staff(as on 01.04.2014) : -	
32.1	Total No. of sanctioned Post -	169
32.2	Actual Staff Strength(Regular) -	101
32.3	Actual Staff Strength(Contractual, not Casual) -	103
33	Registration of Births and Deaths during 2013-14 : -	
33.1	Whether Birth & Death Certificate issued through e-governance System – Yes / No.	Yes
33.2	No. of Births Registered -	3
33.3	No. of Birth Certificate issued -	5210
33.3.1	Male	2856
33.3.2	Female	2354
33.4	No. of Death Registered -	2
33.5	No. of Death Certificate issued -	1458
33.5.1	Male	825
33.5.2	Female	633
34	Own Revenue (2013-14)(Rs in Lakh)	
34.1	Tax Revenue	66.14
34.2	Non-Tax Revenue	103.90
34.3	Total Revenue	170.04
34.4	Percentage of collection of Own revenue to Budgeted (2013-14)Own revenue	54%

Figure-1: Linkage Municipal Map



PMAY

Section I: Introduction

“Housing for All” Mission for urban area will be implemented during 2015-2022 and Mission will provide central assistance to implementing agencies through States and UTs for providing houses to all eligible families/beneficiaries by 2022. Mission will be implemented as Centrally Sponsored Scheme (CSS) except for the component 1.2 of credit linked subsidy which will be implemented as a Central Sector Scheme. A beneficiary family will comprise husband, wife, unmarried sons and/or unmarried daughters. The beneficiary family should not own a pucca house either in his/her name or in the name of any member of his/her family in any part of India to be eligible to receive central assistance under the mission. States/UTs, at their discretion, may decide a cut-off date on which beneficiaries need to be resident that urban area for being eligible to take benefits under the scheme.

Mission with all its component has become effective from the date 17.06.2015 and will be implemented upto 31.03.2022. All 4041 statutory towns as per Census 2011 with focus on 500 Class I cities would be covered in three phases as follows:

- Phase I (April 2015 - March 2017) to cover 100 Cities selected from States/UTs as per their willingness.
- Phase II (April 2017 - March 2019) to cover additional 200 Cities•
- Phase III (April 2019 - March 2022) to cover all other remaining Cities•

Ministry, however, will have flexibility regarding inclusion of additional cities in earlier phases in case there is a resource backed demand from States/UTs.

The HFAPoA for Jangipur has been prepared in accordance with the guidelines issued by Ministry of Housing and Urban Poverty Alleviation, Government of India. Overall approach adopted throughout the preparation of this HFAPoA has been based on four key principles,

- well rounded stakeholder consultations,
- continuous community involvement,
- providing innovative solutions and
- coordination & validation.

Methodology adopted for preparation of HFAPoA is demonstrated in the below:

- 1) Taking Initiative for Demand Assessment Survey.
- 2) Conducting Orientation Programme with elected representative and officers of ULB.
- 3) Conducting Orientation programme with Supervisors and Enumerators.
- 4) Conducting Demand survey and complete the work.
- 5) Conducting Data Entry of the survey form and complete the work
- 6) Analysis of the data.
- 7) Filling up the requisite formats.
- 8) Planning of project with elected representatives and officers of ULB.

9) Preparing investment requirement and Financial plan

10) Finalization of HFAPoA.

Every six in hundred households do not have a shelter to sleep at night in the district of Murshidabad and a further 50% of the households live in a house/hut with only one room. In context of Jangipur, 45% of households live in pucca or partially pucca houses¹. Housing condition in its slums is not in good shape as 65% houses are either Katcha or semi-pucca. Considering the above, municipality has already initiated construction of affordable houses in 109 slums spread over 21 wards on a piecemeal basis leveraging IHSDP scheme in a phased manner. In the First phase (2008-2012) total 344 houses were constructed in 78 slums spread over 20 wards. Infrastructure projects like Road, Drain and pipeline work were also targeted in some of the slums. In the 2nd phase (2009-ongoing), 650 dwelling units have been constructed till 2014 along with CC Road, Shallow drain and water supply distribution line.

The following table gives ward-wise construction of urban poor houses planned during 2007-08 till date under IHSDP and SHUP.

Table-5: Housing constructed under the scheme of IHSDP and SHUP

Ward No	Housing Under IHSDP	Housing under State Government Sponsored Scheme	Total
1	84	11	95
2	95	14	109
3	71	13	84
4	66	12	78
5	7	6	13
6	63	10	73
7	70	8	78
8	113	11	124
9	17	6	23
10	38	11	49
11	44	14	58
12	75	9	84
13	31	8	39
14	42	6	48
15	40	6	46
16	6	7	13
17	36	6	42
18	37	6	43
19	37	6	43
20	22	6	28
21	N.A.	4	4
Total	994	180	1174

IHSDP Schemes of JNNURM under JANGIPUR MUNICIPALITY

IHSDP

IHSDP PHASE-I & PHASE-II

Project Name :	IHSDP Scheme for the Town of Jangipur (Phase-I & PHASE-II),Murshidabad ,West Bengal.
Date of Sanction :	P-I Dated 22/08/2008 and P-II 27-03-2009(Originally approved)
Project Cost (Rs in Lakh)	Rs. 1740.45 Lakhs
Number of Dwelling Units	944 No's Rs.944.00 Lakh

Infrastructure Component**Funding Pattern (Rs. In Lakh)**

1. Dwelling Unit	Rs. 944.00
2. Drainage	Rs. 176.96
3. Cement Concrete Road	Rs. 164.02
4. Bituminous Road	Rs. 144.39
5. Community Hall	Rs.35.91
6. Community Seva kendra	Rs.30.98
7. Community toilet, water supply and street light	Rs. 210.60

This project has completed.

Technical Assistance
Nodal Agency

MED
SUDA

Section: 2 Salient features of HFAPoA and its linkage with proposed project and its justification

2.1 General introduction on status and Prioritization for proposed project

In summarizing the HFAPoA of Jangipur Municipality, Jangipur Municipality takes one for implementation of the project i.e. "Beneficiary -led - construction". For this project, Jangipur Municipality conducted Demand Assessment survey for getting total requirement of houses in the ULB. From this survey, the total survey form received 6845. Out of 5538 form received from 109 slums and 1307 forms received from non-slums. 6742 houses will be constructed through "Beneficiary-led-Construction and 103 houses will be constructed through AHP.

2.2. Summary of findings of HFAPoA. Physical infrastructure & Social infrastructure, Spatial, demographic and socio-economic profiles of slums/ Non slums;

Housing for All (HFA) Scheme has since been launched by the Ministry of Housing & Urban Poverty Alleviation (MoHUPA), Govt. of India in Mission mode which envisages provision of Housing for All by 2022 when the Nation completes 75 years of its Independence. The Mission seeks to address the housing requirement of urban poor including slum dwellers through following programme verticals:

- Redevelopment of slums with private participation
- Promotion of affordable Housing for weaker section through credit linked subsidy
- Affordable Housing in partnership with public sectors
- Subsidy for beneficiary-led individual house construction.

In compliance with the objective and as per direction of the Ministry of Housing & Urban Poverty Alleviation (MoHUPA) and State Urban Development agency (SUDA), West Bengal was undertaking a demand survey through suitable means for accessing the actual demand of housing. For this mission Jangipur Municipality undertook Demand survey on 18.09.2015 and completed the survey on 01.10.2015. From this survey, different information have been took off. Summary of findings of survey have been given below:

Table-6: Distribution of family heads of the slum and non slum HHS

FAMILY HEAD				
WARD NO	MALE	FEMALE	OTHER	TOTAL
1	244	65		309
2	367	68		435
3	417	52		469
4	306	143		449
5	273	54		327
6	292	67		359
7	323	68		391
8	330	95		425
9	170	42		212
10	252	86		338

11	282	93		375
12	277	125		402
13	223	95		318
14	201	78		279
15	120	35		155
16	78	25		103
17	159	27		186
18	159	28		187
19	316	78		394
20	394	113		507
21	190	35		225
TOTAL	5373	1472	Nil	6845

Source; Demand survey, 2015

From the above table, it is noticed that Municipality conducted of survey of 6845 household. Out of 6845 households, 5373 households headed by male member, 1472 households headed by female member. Ward-wise details are given in the table.

Table -7: Religion of the households

WARD NO	HINDU	MUSLIM	CHRISTIAN	SIKH	OTHER	BUDDHISM	JAINISM	TOTAL
1	10	299	0	0	0	0	0	309
2	11	419	5	0	0	0	0	435
3	13	451	5	0	0	0	0	469
4	11	429	9	0	0	0	0	449
5	135	192	0	0	0	0	0	327
6	59	295	5	0	0	0	0	359
7	211	180	0	0	0	0	0	391
8	320	105	0	0	0	0	0	425
9	205	7	0	0	0	0	0	212
10	32	306	0	0	0	0	0	338
11	25	350	0	0	0	0	0	375
12	356	41	0	0	0	0	5	402
13	285	33	0	0	0	0	0	318
14	279	0	0	0	0	0	0	279
15	153	0	0	0	0	0	2	155
16	99	0	0	0	0	0	4	103
17	186	0	0	0	0	0	0	186
18	101	86	0	0	0	0	0	187
19	394	0	0	0	0	0	0	394
20	205	302	0	0	0	0	0	507
21	211	14	0	0	0	0	0	225
Total	3301	3509	24	0	0	0	11	6845

*Source; Demand survey, 2015

From the above table, it is noticed that out of 6845 households, 3301 households falls under Hindu community, 3509 households falls under Muslim Community, 24 households falls under Christian community, 6 households falls under Jainism community each. Ward-wise details are given in the table.

Table -8: Ownership details of the households

Ownership Details				
Ward No.	Own	Rented	Otherwise	TOTAL
1	309	0	0	309
2	413	22	0	435
3	452	17	0	469
4	431	18	0	449
5	327	0	0	327
6	359	0	0	359
7	245	0	146	391
8	367	15	43	425
9	151	10	51	212
10	338	0	0	338
11	305	13	57	375
12	345	2	55	402
13	248	0	70	318
14	205	0	74	279
15	154	1	0	155
16	98	5	0	103
17	186	0	0	186
18	172	0	15	187
19	240	0	154	394
20	426	0	81	507
21	134	0	91	225
TOTAL	5905	103	837	6845

Source ; Demand survey,2015 (Note – Only B format)

From the above mentioned table, it implies that Out of total 6845 households, 5905 households have own ownership, 103 households lives in rented house but they have own land and 837 households ownership is otherwise i.e. heir ship property. Ward-wise details are given in the table.

Table-9: Housing structure details of the households

Type of house			
Ward No.	Semi pucca	Kucha	TOTAL
1	253	56	309
2	310	125	435
3	257	212	469
4	330	119	449
5	241	86	327
6	246	113	359
7	265	126	391
8	299	126	425
9	139	73	212
10	232	106	338
11	335	40	375
12	314	88	402
13	305	13	318
14	116	163	279
15	93	62	155
16	84	19	103
17	93	93	186

18	129	58	187
19	95	299	394
20	211	296	507
21	104	121	225
TOTAL	4451	2394	6845

Source ; Demand survey,2015 (Note – Only B format)

From the above table, it shows that, out of total 6845 households, 4451 households' lives in semi-pucca structure house and 2394 households' lives in kucha structure house. Ward-wise details are given in the table.

Table-10: Type of Housing requirement details of the households

TYPE OF HOUSING REQUIRMENT			
WARD NO	ENHANCMENT	NEW HOUSE	TOTAL
1	0	309	309
2	0	415	415
3	0	452	452
4	0	431	431
5	0	327	327
6	0	359	359
7	0	391	391
8	0	410	410
9	0	212	212
10	0	338	338
11	0	362	362
12	0	402	402
13	0	318	318
14	0	279	279
15	0	155	155
16	0	103	103
17	0	186	186
18	0	187	187
19	0	394	394
20	0	492	492
21	0	202	202
TOTAL	0	6845	6845

Source ; Demand survey,2015

From the above table, it is noticed that out of total 6742 households falls under the scheme. From that there is no households require enhancement of house and 6742 household require new house construction. Ward-wise details are given in the table.

Land Use Pattern

The total area of the Jangipur computed from Baseline survey is 820 Ha or 8.20 sq. Km. The different utilities and detailed features of Jangipur Land use were mapped in GIS and were broadly categorized in line with the UDPFI guidelines. Table below shows Land use distribution of Jangipur.

Table-11: Land Use pattern in Jangipur

Distribution of Land Use			
Sl. No.	Urban Land Use	Area in Sq. Km	2011 (In %)
1	Residential	4.32	52.67%
2	Industrial	0.40	4.87%
3	Commercial	1.42	17.30%
	Total	6.14	
*Source Municipality CDP 2015			

The important features of the Jangipur land use that needs to be highlighted include:

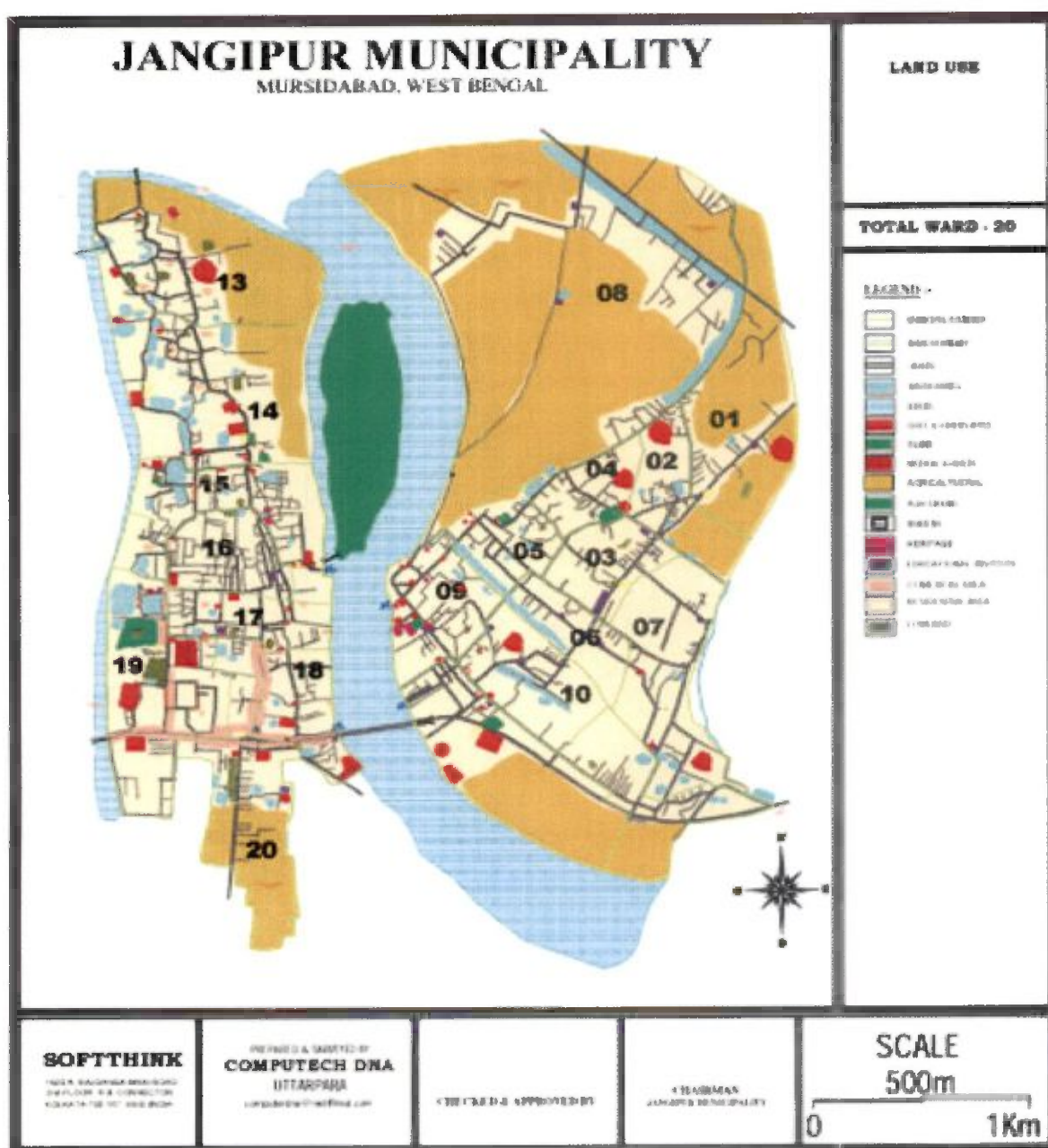
- Jangipur is primarily a residential area with limited industrial activities, so industrial area has been clubbed with commercial area
- Jangipur has 25 Educational Institutions and 16 health care institutes. All of these have been categorized under Institutional category.
- Components falling under “Others” category comprise of following further categories which are presented in the table below:

Table-12: Other Land categories

Land Categories	Area in Sq. Km	% of the Total area
Recreational	0.11	1.34%
Transportation	0.56	6.87%
Institutional	0.26	3.23%
Mixed Built Up	0.30	3.67%
Vacant	0.82	10.05%
Plantation	0.45	5.25%
Total	2.5	

Land use pattern of Jangipur is broadly influenced by the main Road and the bank of river Bhagirathi. As a result the main residential, commercial and public-semi-public areas are concentrated along the transport route but mostly concentrated towards south. The agricultural and plantation areas are mostly concentrated towards the northern fringe areas. Image below shows the land use characteristics of the Jangipur city.

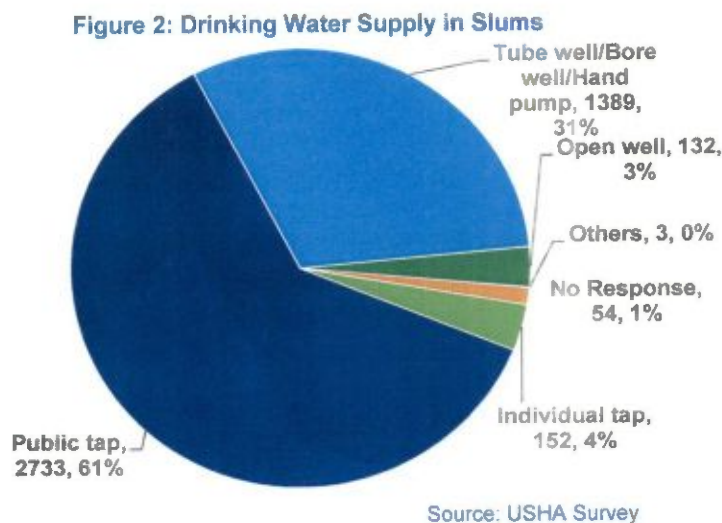
Land Use Map



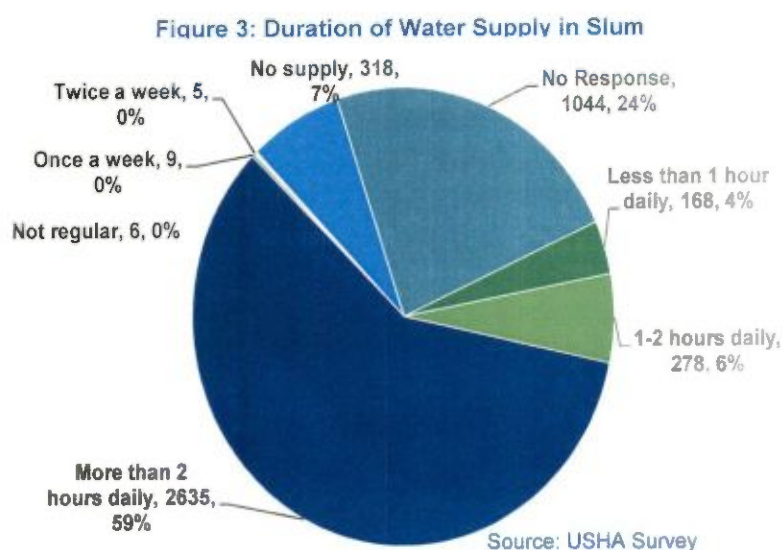
Status of all 109 slums in respect of the four infrastructures is detailed below:

Water

Slum households in Jangipur have limited access to water connection inside their premises. Figure below shows the following



- More than 3/5th of total households are dependent on public tap and about 31% households resort to Tube well/Bore well/Hand pump for water collection. These two, combined together, constitute around 92% of total slum households.
- Out of the remaining 8% households, 4% households have water connection inside their house and rest 3% have access to open well inside their premises.



Slums in Jangipur have intermittent water supply up to a maximum of 6 hours of supply in a day. While around 450 households manage to get water for not more than 2 hours daily, 2635 households, on the contrary, get access to drinking water facility more than 2 hours a day. Number of households reporting no access to drinking water supply are 318 and they are distributed in 15 slums.

In terms of proximity to water collection facility in slum, it is observed that more than 80% households have access to drinking water facility within a range of

500 meters from their houses and another 7% households are required to go more than 500 meters but less than 1 Km every day.

Sanitation

In terms of access to sanitation facility, 64% households have latrine facility inside their houses, whereas 23% households share latrine with others. Figure below shows Jangipur has comparatively lesser exposure to public/community latrine facilities in slums as only 7% households depend on Public/Community Latrine and moreover, 7% households still resort to open defecation.

Figure below shows access to sanitation facilities in slums of Jangipur.



**Service latrine facility in Jangipur signifies Two-Pit Pour Flush Latrine system*

Analysis of sanitation facilities across notified and non-notified slums shows that

- Majority of the households (46%) have access to insanitary service latrine facility (Two-Pit Pour Flush latrine system) followed by households using shared septic tank/flush latrine (17%) and own septic tank/flush latrine (15%).
- Out of 331 households reported to depend on open defecation, 249 households are from notified slums and remaining from non-notified slums

Access to Bathroom facility

- In terms of access to bathroom facilities, 43% households (Around 1900 Nos.) have bathroom facilities inside their own premise, of which around 70% households are from notified slums and rest from non-notified slums.
- Rest of households does not have any bathroom facilities inside their premises, of which 26% use outside facilities and another 8% depend on community bathrooms.

Drains

Improper drainage system is one of the emerging challenges of Jangipur Municipality, which leads to water logging condition in several slums every year during monsoons. None of 64 slums of Jangipur have connectivity to city wide underground drainage/sewer line. Table below shows the status of connectivity to City-wide Storm-water Drainage System.

Table-13: Connectivity to City-wide Storm-water Drainage System

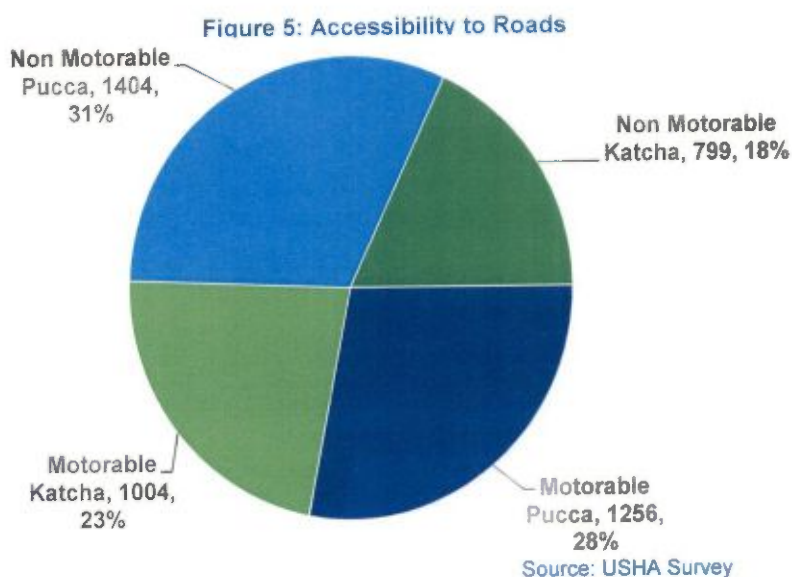
Category	Non-Notified Slums			% total slum	% total HHs
	No. of Slums	No. of HHs	No. of Population		
Fully Connected	12	890	2784	11%	13%
Partially Connection	61	4244	13277	56%	62%
Not Connected	36	1711	5354	33%	25%
Total	109	6845	21414	100%	100%

Source: USHA Survey and MIS data validation report

Roads

Accessibility to roads is an important parameter for development of slums. From the figure alongside, following key things can be ascertained

- About 28% households in slums have access to motorable pucca road and another 31% households to non-motorable pucca road.
- Rest of the households have access to katcha road, of which around 23% households have motorable katcha road facility and rest have access to katcha road, but non-motorable.



Project Justification

For the following reasons Jangipur Municipality selected the slums namely mentioned below as first project for preparation of DPR under HFAPoA (PMAY):

Table-14: Justification of the Project

Sl.No	Name of the Slums	Status	Land	Age in years	Distance from Highway	Status of Housings	Road Status	Habitation pattern
1	JOYRAMPUR AFFLUX BANDH(WESTERN SIDE)(S.C.-001)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
2	JOYRAMPUR VILLAGE(EASTERN SIDE)(S.C.-002)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
3	RAJPARA ROAD(BOTH SIDE)(S.C.-003)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
4	RAJPARA ROAD(BOTH SIDE)(S.C.-004)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
5	SINDURA TALA(S.C.-005)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
6	MONDAL PARA(S.C.-006)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
7	JOYRAMPUR VILLAGE ROAD(WESTERN SIDE)(S.C.-007)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
8	KABIRAJ PARA(S.C.-008)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
9	RAHAMANPUR(S.C.-009)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on	Majority portion of roads are brick paved or damaged	Habitation pattern in the slums is congested with insufficient

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housing	Road Status	Habitation pattern
						roof	roads.	open space
10	MATH PARA(S.C.-010)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
11	RAGHUNATHPUR(WESTERN SIDE)(S.C.-011)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
12	RAGHUNATHPUR TIN PARA(S.C.-012)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
13	RAGHUNATHPUR MASTER PARA(S.C.-013)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
14	RAGHUNATHPUR MUNSHIPARA(S.C.-014)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
15	RAHAMANPUR(S.C.-015)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
16	GOBORDHAN TALA(S.C.-016)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
17	RABIDAS PARA(S.C.-017)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
18	ZIDDI PARA(S.C.-018)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
19	BELCHATRA(S.C.-019)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housing	Road Status	Habitation pattern
20	BAROJ MASTER PARA(S.C.-020)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
21	ZIDDI PARA(S.C.-021)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
22	MUSLIM PARA(S.C.-022)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
23	RABIDAS PARA(S.C.-023)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
24	CHHOTOKALAI(S.C.-024)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
25	DHANPATNAGAR(S.C.-025)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
26	ENAYETNAGAR CHAI PARA(S.C.-026)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
27	ENAYETNAGER NICHU PARA(S.C.-027)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
28	KANDIGOLA(S.C.-028)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
29	RAMDEVPUR(S.C.-029)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
30	GANIMIYA	The condition	Private	More	The	Major population is	Majority	Habitation

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housing	Road Status	Habitation pattern
	PARA(S.C.-030)	of living in the slum is unhygienic	owned	than 15 years	National Highway - 2 is 5.0 kms away	living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	portion of roads are brick paved or damaged roads.	pattern in the slums is congested with insufficient open space
31	JELE PARA(S.C.-031)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
32	CHHUTOR PARA(S.C.-032)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
33	LUTBAGAN FATEKHAN JUNGLE(S.C.-033)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
34	MIRDHA PARA(S.C.-034)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
35	FATEKHAN JUNGLE(S.C.-035)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
36	TANTI PARA(S.C.-036)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
37	DIHI PARA(S.C.-037)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
38	MOHAMMADPUR (EASTERN SIDE)(S.C.-038)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
39	MOHAMMADPUR BIN PARA(S.C.-039)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
40	MONDAL PARA(S.C.-040)	The condition of living in the	Private	More than 15	The National	Major population is living in huts,	Majority portion of	Habitation pattern in the

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
		slum is unhygienic	owned	years	Highway - 2 is 5.0 kms away	made of darma / bricks with tin sheets and asbestos/tiles on roof	roads are brick paved or damaged roads.	slums is congested with insufficient open space
41	MOHAMMADPUR NATUN PARA(S.C.-041)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
42	MALLAH PARA(S.C.-042)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
43	RABIDAS PARA(S.C.-043)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
44	KNASHARI PARA(S.C.-044)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
45	BUS STAND BASTEE(S.C.-045)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
46	SAHEBBAZAR(S.C.-046)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
47	GUJURPUR(S.C.-047)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
48	CHAIPARA(S.C.-048)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
49	KHANSAMA PARA(S.C.-049)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
50	FATULLAPUR GHOSH PARA(S.C.-050)	The condition of living in the slum is	Private owned	More than 15	The National Highway	Major population is living in huts, made of darma /	Majority portion of roads are	Habitation pattern in the slums is

S.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
		unhygienic		years	- 2 is 5.0 kms away	bricks with tin sheets and asbestos/tiles on roof	brick paved or damaged roads.	congested with insufficient open space
51	TEROGHORA PARA(S.C.-051)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
52	KHANSAMA PARA(S.C.-052)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
53	BAGDI PARA(S.C.-053)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
54	JELE PARA(S.C.-054)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
55	BANGAL PARA(S.C.-055)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
56	DARGATALA(S.C.-056)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
57	FANSHITALA BHAGIRATHI PALLY(S.C.-057)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
58	MAL PARA & RABIDAS PARA(S.C.-058)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
59	SADARGHAT BHAGIRATHI PALLY(S.C.-059)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
60	SARBAJANINTALA BHAGIRATHI PALLY(S.C.-060)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0	Major population is living in huts, made of darma / bricks with tin	Majority portion of roads are brick	Habitation pattern in the slums is congested

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
					kms away	sheets and asbestos/tiles on roof	paved or damaged roads.	with insufficient open space
61	SUKANTA PALLY(S.C.-061)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
62	GODOWN COLONY(S.C.-062)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
63	AMBAGAN COLONY(S.C.-063)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
64	NILRATAN COLONY(S.C.-064)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
65	MAL PARA(S.C.-065)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
66	MARWARI GHAT COLONY(S.C.-066)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
67	GOVERNMENT COLONY(S.C.-067)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
68	GOAL PARA(S.C.-068)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
69	SHASTHITALA BHAGIRATHI PALLY(S.C.-069)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
70	DOM PARA(S.C.-070)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms	Major population is living in huts, made of darma / bricks with tin sheets and	Majority portion of roads are brick paved or	Habitation pattern in the slums is congested with

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
					away	asbestos/tiles on roof	damaged roads.	insufficient open space
71	AILERUPAR(DARBE SHPARA)(S.C.-071)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
72	KAWAPARA(S.C.-072)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
73	HATATH COLONY(S.C.-073)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
74	MACKENZIE FIELD COLONY(S.C.-074)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
75	BASUDEVPUR COLONY(S.C.-075)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
76	PRATAPPUR COLONY(S.C.-076)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
77	GOAL PARA(S.C.-077)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
78	AILERUPAR (EASTERN SIDE)(S.C.-078)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
79	JOYRAMPUR VILLAGE(NORTH)(S.C.-079)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
80	RAJPARA ROAD(EAST)(S.C.-080)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on	Majority portion of roads are brick paved or damaged	Habitation pattern in the slums is congested with insufficient

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
						roof	roads.	open space
81	SINDURATALA(NORTH)(S.C.-081)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
82	JOYRAMPUR VILLAGE(EAST)(S.C.-082)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
83	MATHPARA(NORTH)(S.C.-083)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
84	KABIRAJ PARA(SOUTH)(S.C.-084)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
85	RAGHUNATHPUR MASTERPARA(NORTH)(S.C.-085)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
86	RAGHUNATHPUR MUNSIPARA(EAST)(S.C.-086)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
87	RABIDAS PARA(EAST)(S.C.-087)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
88	JIDDIPARA(NORTH)(S.C.-088)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
89	BELCHATRA(WEST)(S.C.-089)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
90	MUSLIMPARA(NORTH)(S.C.-090)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
91	RABIDAS PARA(SOUTH)(S.C.-091)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
92	DHANPATNAGAR(NORTH)(S.C.-092)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
93	DIHI PARA(WEST)(S.C.-094)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
94	MAHAMMADPUR BINPARA(NORTH)(S.C.-095)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
95	OLD BUSSTAND BOSTI(S.C.-096)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
96	MALLAHA PARA(EAST)(S.C.-097)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
97	CHAI PARA(NORTH)(S.C.-098)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
98	JELA PARA(NORTH)(S.C.-099)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
99	SADARGHAT BHAGIRATHI PALLY(EAST)(S.C.-100)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
100	HATAT COLONY(NORTH)(S.C.-103)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
101	AILERUPAR(WEST)	The condition	Private	More	The	Major population is	Majority	Habitation

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
	(S.C.-104)	of living in the slum is unhygienic	owned	than 15 years	National Highway - 2 is 5.0 kms away	living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	portion of roads are brick paved or damaged roads.	pattern in the slums is congested with insufficient open space
102	RADHANAGAR CHAIPARA(S.C.-106)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
103	CHHOTO MASJID PARA(S.C.-108)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
104	FULBARI(S.C.-109)	The condition of living in the slum is unhygienic	Private owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space

2.3 Tenure Status

As per the demand survey and geographical location of the city out of four verticals municipality has taken only Beneficiary Lead Construction (BLC) for the year 2018-19. In the 1st year of implementation of Housing for All, 802 beneficiaries have been identified for the construction of New House through BLC. The above beneficiaries have been selected only who have their own land required for the construction of new house under BLC.

2.4 Choice of Option/Vertical and its justification for housing and/or infrastructure

- "In-situ" Slum Redevelopment using land as Resource(include viability analysis)
- Credit-Linked Subsidy Scheme (CLSS)
- Affordable Housing in Partnership (AHP)
- Beneficiary-led individual house construction or enhancement

In the case of Jangipur Municipality, Municipality takes only one vertical i.e. is " Beneficiary led construction". From present Demand Assessment survey for Housing for all (HFA), it is noticed that 6845 household covering under this project. 6742 houses will be constructed through "Beneficiary-led-Construction" Under "Beneficiary-led-Construction" and 103 houses will be constructed through AHP each beneficiary will get 1.5 lakh from central assistance.

Table-15: Slum-wise Intervention strategies for Tenable Slums

Slum No	Name of the Slum	Area of the Slum in sq. mtrs	Total No. of Slum Households as per "HFA" Survey 2015*	Proposed Development Strategy	
				i. Affordable Housing Project (AHP)	
				ii. Credit Linked Subsidy Scheme (CLSS)	
				iii. Beneficiary Led Construction	
				iv. Clubbing with other Tenable Slums**	
1	JOYRAMPUR AFFLUX BANDH(WESTERN SIDE)(S.C.-001)	72000	89		BLC - 89
2	JOYRAMPUR VILLAGE(EASTERN SIDE)(S.C.-002)	132000	59		BLC - 59
3	RAJPARA ROAD(BOTH SIDE)(S.C.-003)	112500	54		BLC - 54
4	RAJPARA ROAD(BOTH SIDE)(S.C.-004)	39000	43		BLC - 43
5	SINDURA TALA(S.C.-005)	70000	36		BLC - 34 , CLSS - 2
6	MONDAL PARA(S.C.-006)	48000	52		BLC - 52
7	JOYRAMPUR VILLAGE ROAD(WESTERN SIDE)(S.C.-007)	88000	55		BLC - 55
8	KABIRAJ PARA(S.C.-008)	88000	40		BLC - 40
9	RAHAMANPUR(S.C.-009)	56000	29		BLC - 29
10	MATH PARA(S.C.-010)	60000	79		BLC - 79
11	RAGHUNATHPUR(WESTERN SIDE)(S.C.-011)	60820	32		BLC - 32
12	RAGHUNATHPUR TIN PARA(S.C.-012)	42120	51		BLC - 51
13	RAGHUNATHPUR MASTER PARA(S.C.-013)	45125	90		BLC - 90
14	RAGHUNATHPUR MUNSHIPARA(S.C.-014)	82500	50		BLC - 50
15	RAHAMANPUR(S.C.-015)	75000	92		BLC - 92
16	GOBORDHAN TALA(S.C.-016)	54000	65		BLC - 65
17	RABIDAS PARA(S.C.-017)	90000	48		BLC - 48

18	ZIDDI PARA(S.C.-018)	80000	48	BLC - 48
19	BELCHATRA(S.C.-019)	100000	45	BLC - 45
20	BAROJ MASTER PARA(S.C.-020)	75000	27	BLC - 27
21	ZIDDI PARA(S.C.-021)	80000	80	BLC - 80
22	MUSLIM PARA(S.C.-022)	125000	50	BLC - 50
23	RABIDAS PARA(S.C.-023)	75000	23	BLC - 23
24	CHHOTOKALAI(S.C.-024)	57750	69	BLC - 69
25	DHANPATNAGAR(S.C.-025)	250000	55	BLC - 55
26	ENAYETNAGAR CHAI PARA(S.C.-026)	88000	82	BLC - 82
27	ENAYETNAGER NICHU PARA(S.C.-027)	80000	41	BLC - 41
28	KANDIGOLA(S.C.-028)	15000	116	BLC - 116
29	RAMDEVPUR(S.C.-029)	35250	33	BLC - 33
30	GANIMIYA PARA(S.C.-030)	32000	37	BLC - 37
31	JELE PARA(S.C.-031)	21000	57	BLC - 57
32	CHHUTOR PARA(S.C.-032)	50000	48	BLC - 42, CLSS-6
33	LUTBAGAN FATEKHAN JUNGLE(S.C.-033)	88000	72	BLC - 68, CLSS - 4
34	MIRDHA PARA(S.C.-034)	28000	96	BLC - 96
35	FATEKHAN JUNGLE(S.C.-035)	30000	36	BLC - 36
36	TANTI PARA(S.C.-036)	70000	59	BLC - 59
37	DIHI PARA(S.C.-037)	16000	82	BLC - 82
38	MOHAMMADPUR(EASTERN SIDE)(S.C.-038)	24000	40	BLC - 40
39	MOHAMMADPUR BIN PARA(S.C.-039)	45000	24	BLC - 24
40	MONDAL PARA(S.C.-040)	12000	61	BLC - 61
41	MOHAMMADPUR NATUN PARA(S.C.-041)	28000	76	BLC - 76
42	MALLAH PARA(S.C.-042)	63000	108	BLC - 106, CLSS - 2
43	RABIDAS PARA(S.C.-043)	24000	19	BLC - 19
44	KNASHARI PARA(S.C.-044)	38000	22	BLC - 22
45	BUS STAND BASTEE(S.C.-045)	33250	46	BLC - 46
46	SAHEBBAZAR(S.C.-046)	100000	60	BLC - 60
47	GUJURPUR(S.C.-047)	120000	35	BLC - 35
48	CHAIPARA(S.C.-048)	36000	74	BLC - 74
49	KHANSAMA PARA(S.C.-049)	72000	24	BLC - 24
50	FATULLAPUR GHOSH PARA(S.C.-050)	48000	26	BLC - 26
51	TEROGHORA PARA(S.C.-051)	18000	91	BLC - 91
52	KHANSAMA PARA(S.C.-052)	80000	7	BLC - 7
53	BAGDI PARA(S.C.-053)	50000	34	BLC - 34
54	JELE PARA(S.C.-054)	32000	23	BLC - 23
55	BANGAL PARA(S.C.-055)	80000	53	BLC - 53
56	DARGATALA(S.C.-056)	81000	39	BLC - 39
57	FANSHITALA BHAGIRATHI PALLY(S.C.-057)	48000	14	BLC - 13, CLSS-1
58	MAL PARA & RABIDAS PARA(S.C.-058)	36000	42	BLC - 42
59	SADARGHAT BHAGIRATHI PALLY(S.C.-059)	60000	22	BLC - 21
60	SARBAJANINTALA BHAGIRATHI PALLY(S.C.-060)	80000	24	BLC - 24
61	SUKANTA PALLY(S.C.-061)	30000	27	BLC - 22, CLSS - 5
62	GODOWN COLONY(S.C.-062)	36000	41	BLC - 41
63	AMBAGAN COLONY(S.C.-063)	102000	69	BLC - 69
64	NILRATAN COLONY(S.C.-064)	72000	5	BLC - 5
65	MAL PARA(S.C.-065)	20000	6	BLC - 6

66	MARWARI GHAT COLONY(S.C.-066)	80000	16	BLC - 16
67	GOVERNMENT COLONY(S.C.-067)	100000	37	BLC - 37
68	GOAL PARA(S.C.-068)	20000	20	BLC - 20
69	SHASTHITALA BHAGIRATHI PALLY(S.C.-069)	96000	41	BLC - 41
70	DOM PARA(S.C.-070)	24000	14	BLC - 14
71	AILERUPAR(DARBESH PARA)(S.C.-071)	36000	26	BLC - 26
72	KAWAPARA(S.C.-072)	40000	39	BLC - 39
73	HATATH COLONY(S.C.-073)	100000	61	BLC - 61
74	MACKENZIE FIELD COLONY(S.C.-074)	64000	141	BLC - 141
75	BASUDEVPUR COLONY(S.C.-075)	48000	21	BLC - 21
76	PRATAPPUR COLONY(S.C.-076)	60000	65	BLC - 65
77	GOAL PARA(S.C.-077)	60000	20	BLC - 20
78	AILERUPAR (EASTERN SIDE)(S.C.-078)	45000	138	BLC - 138
79	JOYRAMPUR VILLAGE(NORTH)(S.C.-079)	43000	30	BLC - 30
80	RAJPARA ROAD(EAST)(S.C.-080)	82000	17	BLC - 17
81	SINDURATALA(NORTH)(S.C.-081)	70000	64	BLC - 64
82	JOYRAMPUR VILLAGE(EAST)(S.C.-082)	52000	25	BLC - 25
83	MATHPARA(NORTH)(S.C.-083)	65000	94	BLC - 94
84	KABIRAJ PARA(SOUTH)(S.C.-084)	55000	75	BLC - 75
85	RAGHUNATHPUR MASTERPARA(NORTH)(S.C.-085)	45000	73	BLC - 73
86	RAGHUNATHPUR MUNSIPARA(EAST)(S.C.- 086)	45000	65	BLC - 65
87	RABIDAS PARA(EAST)(S.C.-087)	30000	26	BLC - 26
88	JIDDIPARA(NORTH)(S.C.-088)	30000	84	BLC - 84
89	BELCHATRA(WEST)(S.C.-089)	45000	105	BLC - 105
90	MUSLIMPARA(NORTH)(S.C.-090)	32000	88	BLC - 88
91	RABIDAS PARA(SOUTH)(S.C.-091)	45000	46	BLC - 46
92	DHANPATNAGAR(NORTH)(S.C.-092)	35000	55	BLC - 55
93	RAMDEVPUR(WEST)(S.C.-093)	52000	8	BLC - 8
94	DIHI PARA(WEST)(S.C.-094)	35000	40	BLC - 40
95	MAHAMMADPUR BINPARA(NORTH)(S.C.- 095)	45000	46	BLC - 46
96	OLD BUSSTAND BOSTI(S.C.-096)	35000	46	BLC - 46
97	MALLAHA PARA(EAST)(S.C.-097)	40000	32	BLC - 32
98	CHAI PARA(NORTH)(S.C.-098)	37000	33	BLC - 33
99	JELA PARA(NORTH)(S.C.-099)	35000	79	BLC - 79
100	SADARGHAT BHAGIRATHI PALLY(EAST)(S.C.- 100)	32000	17	BLC - 17
101	MARWARI GHAT COLONY(WEST)(S.C.-101)	45000	8	BLC - 8
102	DOMPARA(EAST)(S.C.-102)	42000	7	BLC - 7
103	HATAT COLONY(NORTH)(S.C.-103)	35000	66	BLC - 66
104	AILERUPAR(WEST)(S.C.-104)	45500	254	BLC - 254
105	JAMAI BASTI(S.C.-105)	52300	9	BLC - 9
106	RADHANAGAR CHAIPARA(S.C.-106)	32000	50	BLC - 50
107	MAHAMMADPUR(S.C.-107)	35000	34	BLC - 34
108	CHHOTO MASJID PARA(S.C.-108)	35000	50	BLC - 50
109	FULBARI(S.C.-109)	30000	41	BLC - 41

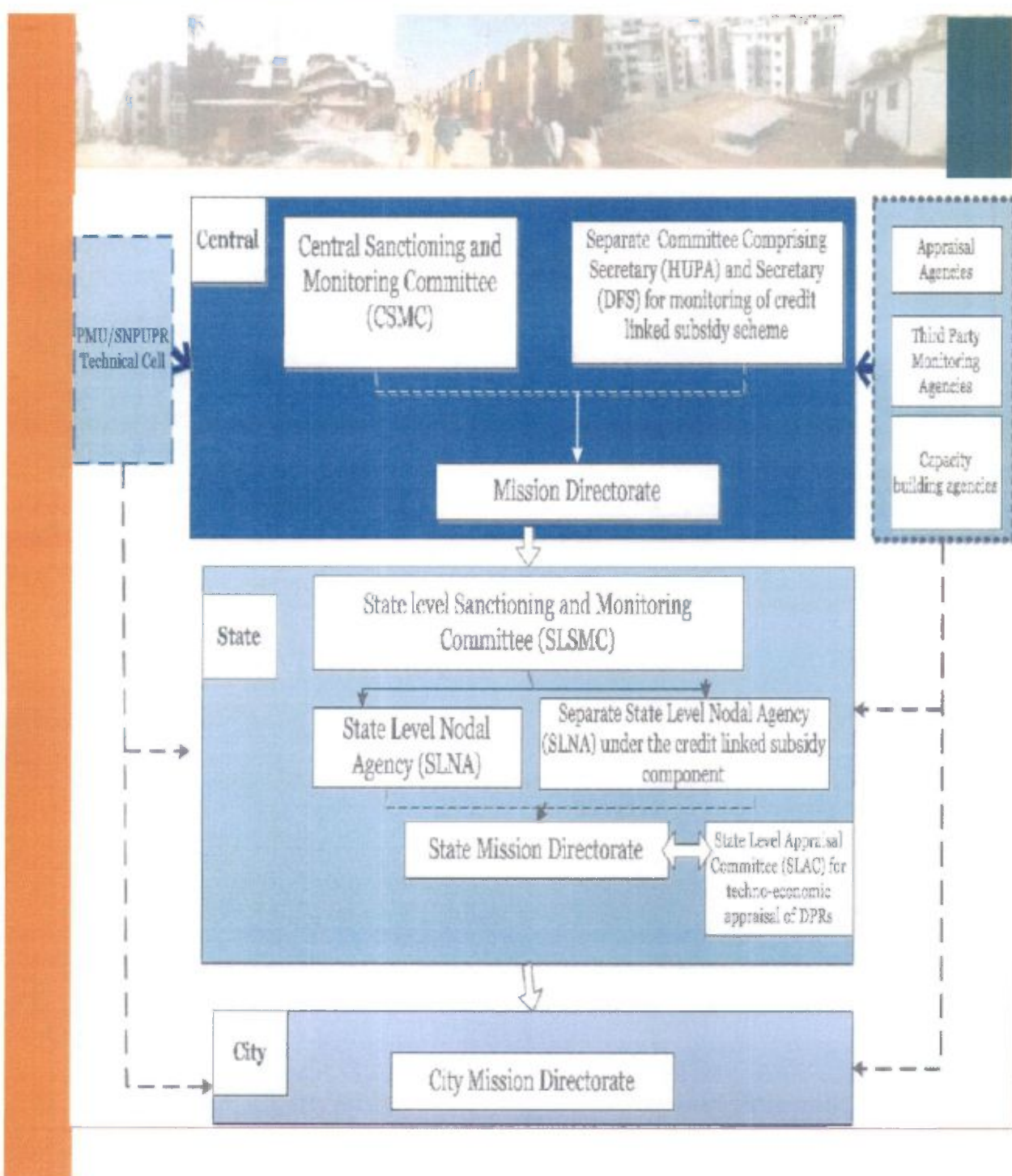
Table-16: Year-wise Proposed Interventions for Other Urban Poor based on demand survey

Year	Number of Beneficiaries and Central Assistance Required (Rs. in Crores)							
	Beneficiary-led Construction		Credit Linked Subsidy		Affordable Housing in Partnership		Total	
	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount
2015-16	85	1.275	0			3.18	297	4.46
2016-17	185	2.775	0		428	3.25	401	6.02
2017-18	233	3.495	20		221	3.31	474	6.81
2018-19	195	2.925	20		225	3.38	440	6.30
2019-20	195	2.925	20		230	3.44	445	6.37
2020-21	175	2.625	20		234	3.51	429	6.14
2021-22	156	2.34	3		239	3.58	398	5.92
Total	1224	18.36	83		1577	23.66	2884	42.02

2.5 Resource mobilization strategy and Implementation strategy

Physical and social infrastructure require to develop in slum and non slum area to be covered another central and state schemes like 13th FC, 4th SFC, UWES etc. Beneficiaries belong to pro poor families, unable to contribute the beneficiary contribution under HFA project should be cover under project of SUHP funded by State Government.

Figure-6: Resource mobilization strategy and Implementation strategy



Roles and responsibilities of the Institutions:

Central Sanctioning and Monitoring Committee (CSMC)

- An inter-ministerial committee under Chairpersonship of Secretary (HUPA) for implementation of the Mission, approvals there under and monitoring.

Indicative Functions of CSMC

- Overall review and Monitoring of the Mission
- Assessing resource requirement based on HFAPoA and AIP submitted by States/UTs
- Approval of central releases under various components of the Mission
- Approval of Capacity Building Plans of States/UTs
- Devising financial and other norms for various activities undertaken as part of the Mission
- Approval of Annual Quality Monitoring Plans, Social Audit plans etc.
- Any other important issues required for implementation of the Mission.

State Level Sanctioning and Monitoring Committee (SLSMC)

Indicative functions of SLSMC

- Approval of Housing for All Plan of Action (HFAPoA)
- Approval of Annual Implementation Plan
- Approval of DPRs under various components of the Mission
- Approval of Annual Quality Monitoring Plans
- Reviewing progress of approved projects in the State and cities
- Monitoring of implementation of Mission
- Any other issues required for effective implementation of the Mission.

Project Cost and Financing Strategy

For Dwelling Unit

Total no of Dwelling unit = 1215 Nos

Rate per Dwelling unit = 3.68 Lakhs

Total Cost of Dwelling unit = $1215 \times 3.68 = 4471.20$ Lakhs

Central Share = 1215×1.5 Lakhs = 1822.5 Lakhs

State Share = 1215×1.93 Lakhs = 2344.95 Lakhs

Beneficiary Share = 1215×0.25 Lakhs = 303.75 Lakhs

ULB Share = NIL

For Infrastructure

10 % of total Dwelling unit cost = 4471.2 Lakhs $\times 10\% = 447.12$ Lakhs

Central Share = NIL

State Share = $50\% \times 143.52$ Lakhs = 223.56 Lakhs

Beneficiary Share = NIL

ULB Share = $50\% \times 143.52$ Lakhs = 223.56 Lakhs

The total project cost will be 4918.32 lakhs

Out of these 4471.20 Lakhs is the cost of Housing Infrastructure. The following table shows the share of cost between housing infrastructure & Physical Infrastructure.

Table: Cost Break up between Housing & Infrastructure

SINo.	Component	Cost on Lakhs
1.	Housing Cost(2022)Dwelling Units)	4471.2 Lakhs
2.	Infrastructure Cost	447.12 Lakhs
	Total	4918.32 lakhs

Slum Maps with Total List of Slums

Section 3: Project Concept and Scope

3.1 Introduction of slum(s)/non Slum Area

Under section-3 of the Slum Area Improvement and Clearance Act, 1956, slums have been defined as mainly those residential areas where dwellings are in any respect unfit for human habitation by reasons of dilapidation, overcrowding, faulty arrangements and designs of such buildings, narrowness and faulty arrangement of streets, lack ventilation, light or sanitation facilities or any combination of these factors which are detrimental to safety, health and morals. Thus, conceptually slums are compact overcrowded residential areas (and not isolated or scattered dwellings) unfit for habitation due to lack of one or more of the basic infrastructure like drinking water, sanitation, electricity, sewerage, streets etc.

It is in this background that in the 2001 Census, an innovative attempt was made to collect demographic data slum areas across the country.

As per 2001 population census, the slum population is estimated to be 61.8 million, out of a total urban population of 285.35 million people reside in urban areas.

The analysis of the data in this report provided an overview of the population characteristics of slums and squatter settlements and is expected to serve as a benchmark for pragmatic and realistic town planning while dealing with the issue of slums and slum dwellers.

Urbanization is fast becoming the defining process in shaping the course of social transformation & ensuing development concerns in India. About 377 million persons or about 31% of India's population of 1.21 billion lived in urban areas in 2011, spread over 5161 towns.

As per Report on Indian Urban Infrastructure and Services (NIUA) Report_, the urban population is likely to grow to about 600 million by 2031. About one-fourth (24%) of the urban population of India is poor i.e. their expenditure on consumption goods is less than the poverty line benchmark. The benefits of urbanization have eluded this burgeoning 67 million urban poor population, most of who live in slums. An analysis of population growth trends between 1991 and 2001 shows that while India grew at an average annual growth rate of 2%, urban India grew at 3% mega cities at 4% and slum populations rose by 5%. This rapid and unplanned urbanization and simultaneous growth of urban population in the limited living spaces has a visible impact on the quality of life of the slum dwellers of the city.

It is increasing clear that sustainable growth can only take place when it is inclusive and when the entire population including the poor and marginalized need to have at the least access to descent

shelter, basic amenities, livelihoods and a voice in governance.* Keeping this in mind the Government of India and the various State Governments have been taking up several schemes on partnership mode.

Table-17: Introduction of slum(s)/non Slum Area

Ward Number	Slum Code	Slum Name	AREA in Sq Mt
1	1	JOYRAMPUR AFFLUX BANDH(WESTERN SIDE)(S.C.-001)	72000
1	2	JOYRAMPUR VILLAGE(EASTERN SIDE)(S.C.-002)	132000
1	3	RAJPARA ROAD(BOTH SIDE)(S.C.-003)	112500
2	4	RAJPARA ROAD(BOTH SIDE)(S.C.-004)	39000
2	5	SINDURA TALA(S.C.-005)	70000
2	6	MONDAL PARA(S.C.-006)	48000
2	7	JOYRAMPUR VILLAGE ROAD(WESTERN SIDE)(S.C.-007)	88000
3	8	KABIRAJ PARA(S.C.-008)	88000
3	9	RAHAMANPUR(S.C.-009)	56000
3	10	MATH PARA(S.C.-010)	60000
4	11	RAGHUNATHPUR(WESTERN SIDE)(S.C.-011)	60820
4	12	RAGHUNATHPUR TIN PARA(S.C.-012)	42120
4	13	RAGHUNATHPUR MASTER PARA(S.C.-013)	45125
4	14	RAGHUNATHPUR MUNSHIPARA(S.C.-014)	82500
5	15	RAHAMANPUR(S.C.-015)	75000
5	16	GOBORDHAN TALA(S.C.-016)	54000
5	17	RABIDAS PARA(S.C.-017)	90000
6	18	ZIDDI PARA(S.C.-018)	80000
6	19	BELCHATRA(S.C.-019)	100000
6	20	BAROJ MASTER PARA(S.C.-020)	75000
7	21	ZIDDI PARA(S.C.-021)	80000
7	22	MUSLIM PARA(S.C.-022)	125000
7	23	RABIDAS PARA(S.C.-023)	75000
7	24	CHHOTOKALAI(S.C.-024)	57750
8	25	DHANPATNAGAR(S.C.-025)	250000
8	26	ENAYETNAGAR CHAI PARA(S.C.-026)	88000
8	27	ENAYETNAGER NICHU PARA(S.C.-027)	80000
21	28	KANDIGOLA(S.C.-028)	15000
21	29	RAMDEVPUR(S.C.-029)	35250
8	30	GANIMIYA PARA(S.C.-030)	21000
9	31	JELE PARA(S.C.-031)	21000
9	32	CHHUTOR PARA(S.C.-032)	50000
9	33	LUTBAGAN FATEKHAN JUNGLE(S.C.-033)	88000
10	34	MIRDHA PARA(S.C.-034)	28000
10	35	FATEKHAN JUNGLE(S.C.-035)	30000
10	36	TANTI PARA(S.C.-036)	70000
10	37	DIHI PARA(S.C.-037)	16000
11	38	MOHAMMADPUR(EASTERN SIDE)(S.C.-038)	24000
11	39	MOHAMMADPUR BIN PARA(S.C.-039)	45000
11	40	MONDAL PARA(S.C.-040)	12000
11	41	MOHAMMADPUR NATUN PARA(S.C.-041)	28000

12	42	MALLAH PARA(S.C.-042)	63000
12	43	RABIDAS PARA(S.C.-043)	24000
12	44	KNASHARI PARA(S.C.-044)	38000
12	45	BUS STAND BASTEE(S.C.-045)	33250
12	46	SAHEBBAZAR(S.C.-046)	100000
13	47	GUJURPUR(S.C.-047)	120000
13	48	CHAIPARA(S.C.-048)	36000
13	49	KHANSAMA PARA(S.C.-049)	72000
13	50	FATULLAPUR GHOSH PARA(S.C.-050)	48000
13	51	TEROGHORA PARA(S.C.-051)	18000
14	52	KHANSAMA PARA(S.C.-052)	80000
14	53	BAGDI PARA(S.C.-053)	50000
14	54	JELE PARA(S.C.-054)	32000
14	55	BANGAL PARA(S.C.-055)	80000
14	56	DARGATALA(S.C.-056)	81000
15	57	FANSHITALA BHAGIRATHI PALLY(S.C.-057)	48000
15	58	MAL PARA & RABIDAS PARA(S.C.-058)	36000
15	59	SADARGHAT BHAGIRATHI PALLY(S.C.-059)	60000
15	60	SARBAJANINTALA BHAGIRATHI PALLY(S.C.-060)	80000
16	61	SUKANTA PALLY(S.C.-061)	30000
16	62	GODOWN COLONY(S.C.-062)	36000
17	63	AMBAGAN COLONY(S.C.-063)	102000
17	64	NILRATAN COLONY(S.C.-064)	72000
17	65	MAL PARA(S.C.-065)	20000
17	66	MARWARI GHAT COLONY(S.C.-066)	80000
17	67	GOVERNMENT COLONY(S.C.-067)	100000
18	68	GOAL PARA(S.C.-068)	20000
18	69	SHASTHITALA BHAGIRATHI PALLY(S.C.-069)	96000
18	70	DOM PARA(S.C.-070)	24000
18	71	AILERUPAR(DARBESHPARA)(S.C.-071)	36000
18	72	KAWAPARA(S.C.-072)	40000
19	73	HATATH COLONY(S.C.-073)	100000
19	74	MACKENZIE FIELD COLONY(S.C.-074)	64000
19	75	BASUDEVPUR COLONY(S.C.-075)	48000
19	76	PRATAPPUR COLONY(S.C.-076)	60000
20	77	GOAL PARA(S.C.-077)	60000
20	78	AILERUPAR (EASTERN SIDE)(S.C.-078)	45000
1	79	JOYRAMPUR VILLAGE(NORTH)(S.C.-079)	43000
1	80	RAJPARA ROAD(EAST)(S.C.-080)	82000
2	81	SINDURATALA(NORTH)(S.C.-081)	70000
2	82	JOYRAMPUR VILLAGE(EAST)(S.C.-082)	52000
3	83	MATHPARA(NORTH)(S.C.-083)	65000
3	84	KABIRAJ PARA(SOUTH)(S.C.-084)	55000
4	85	RAGHUNATHPUR MASTERPARA(NORTH)(S.C.-085)	45000
4	86	RAGHUNATHPUR MUNSIPARA(EAST)(S.C.-086)	45000
5	87	RABIDAS PARA(EAST)(S.C.-087)	30000
6	88	JIDDIPARA(NORTH)(S.C.-088)	30000
6	89	BELCHATRA(WEST)(S.C.-089)	45000
7	90	MUSLIMPARA(NORTH)(S.C.-090)	32000

7	91	RABIDAS PARA(SOUTH)(S.C.-091)	45000
8	92	DHANPATNAGAR(NORTH)(S.C.-092)	35000
21	93	RAMDEVPUR(WEST)(S.C.-093)	52000
10	94	DIHI PARA(WEST)(S.C.-094)	35000
11	95	MAHAMMADPUR BINPARA(NORTH)(S.C.-095)	45000
12	96	OLD BUSSTAND BOSTI(S.C.-096)	35000
12	97	MALLAHA PARA(EAST)(S.C.-097)	40000
13	98	CHAI PARA(NORTH)(S.C.-098)	37000
14	99	JELA PARA(NORTH)(S.C.-099)	35000
15	100	SADARGHAT BHAGIRATHI PALLY(EAST)(S.C.-100)	32000
17	101	MARWARI GHAT COLONY(WEST)(S.C.-101)	45000
18	102	DOMPARA(EAST)(S.C.-102)	42000
19	103	HATAT COLONY(NORTH)(S.C.-103)	35000
20	104	AILERUPAR(WEST)(S.C.-104)	45500
14	105	JAMAI BASTI(S.C.-105)	52300
8	106	RADHANAGAR CHAIPARA(S.C.-106)	32000
12	107	MAHAMMADPUR(S.C.-107)	35000
11	108	CHHOTO MASJID PARA(S.C.-108)	35000
5	109	FULBARI(S.C.-109)	30000

Slum Map



Table-18: Non Slum Area

Ward Number	AREA in Sq Mt
1	48500
2	103000
3	86000
5	191000
6	100000
7	45250
8	101000
9	191000
10	151000
11	91000
12	61750
13	149000
15	104000
16	144000
18	22000
19	123000
20	179500
21	70750

Non Slum Map



LEGEND

MUNICIPALITY
WARD NO. 1
WARD NO. 2
WARD NO. 3
WARD NO. 4
WARD NO. 5
WARD NO. 6
WARD NO. 7
WARD NO. 8
WARD NO. 9
WARD NO. 10
WARD NO. 11
WARD NO. 12
WARD NO. 13
WARD NO. 14
WARD NO. 15
WARD NO. 16
WARD NO. 17
WARD NO. 18
WARD NO. 19
WARD NO. 20
WARD NO. 21
WARD NO. 22
WARD NO. 23
WARD NO. 24
WARD NO. 25
WARD NO. 26
WARD NO. 27
WARD NO. 28
WARD NO. 29
WARD NO. 30
WARD NO. 31
WARD NO. 32
WARD NO. 33
WARD NO. 34
WARD NO. 35
WARD NO. 36
WARD NO. 37
WARD NO. 38
WARD NO. 39
WARD NO. 40
WARD NO. 41
WARD NO. 42
WARD NO. 43
WARD NO. 44
WARD NO. 45
WARD NO. 46
WARD NO. 47
WARD NO. 48
WARD NO. 49
WARD NO. 50
WARD NO. 51
WARD NO. 52
WARD NO. 53
WARD NO. 54
WARD NO. 55
WARD NO. 56
WARD NO. 57
WARD NO. 58
WARD NO. 59
WARD NO. 60
WARD NO. 61
WARD NO. 62
WARD NO. 63
WARD NO. 64
WARD NO. 65
WARD NO. 66
WARD NO. 67
WARD NO. 68
WARD NO. 69
WARD NO. 70
WARD NO. 71
WARD NO. 72
WARD NO. 73
WARD NO. 74
WARD NO. 75
WARD NO. 76
WARD NO. 77
WARD NO. 78
WARD NO. 79
WARD NO. 80
WARD NO. 81
WARD NO. 82
WARD NO. 83
WARD NO. 84
WARD NO. 85
WARD NO. 86
WARD NO. 87
WARD NO. 88
WARD NO. 89
WARD NO. 90
WARD NO. 91
WARD NO. 92
WARD NO. 93
WARD NO. 94
WARD NO. 95
WARD NO. 96
WARD NO. 97
WARD NO. 98
WARD NO. 99
WARD NO. 100

TRUCK ROAD
WATER BODY
WATER DRAIN
WATER DRAIN
DRAIN
DRAIN AND TUBEWELL

WATER LAND MARGIN
ELECTRIC WIRE POST
ELECTRIC WIRE INSTITUTE
TUBEWELL
FENCE AND CEMENT

AGRICULTURAL LAND
LOW LAND AREA
PLAY GROUND
TEMPLE AND MASJID
TOLL GATE JUNGLE

JANGIPUR MUNICIPALITY

TITLE: BASE MAP

0 100 200 300 400 500 600 700 800 900 1000

1:10000

DRAWING NO.

1

1

List of Slum with Housing Status

3.2. Location of slum(s) / non Slum Area, Tenure Status, Land use and Land Possession status

Table-19: Location of slum(s) / non Slum Area, Tenure Status, Land use and Land Possession status

Slum Name	Slum Location	Age of Slum	Ownership of Land	Tenability (Yes/no)	Land Value (Z1 is high and Z4 is low)
JOYRAMPUR AFFLUX BANDH(WESTERN SIDE)(S.C.-001)	Fringe area	More than 15	Private Own Land	Yes	Z3
JOYRAMPUR VILLAGE(EASTERN SIDE)(S.C.-002)	Core Area	More than 15	Private Own Land	Yes	Z3
RAJPARA ROAD(BOTH SIDE)(S.C.-003)	Fringe area	More than 15	Private Own Land	Yes	Z3
RAJPARA ROAD(BOTH SIDE)(S.C.-004)	Fringe area	More than 15	Private Own Land	Yes	Z2
SINDURA TALA(S.C.-005)	Fringe area	More than 15	Private Own Land	Yes	Z2
MONDAL PARA(S.C.-006)	Fringe area	More than 15	Private Own Land	Yes	Z2
JOYRAMPUR VILLAGE ROAD(WESTERN SIDE)(S.C.-007)	Core Area	More than 15	Private Own Land	Yes	Z2
KABIRAJ PARA(S.C.-008)	Fringe area	More than 15	Private Own Land	Yes	Z2
RAHAMANPUR(S.C.-009)	Core Area	More than 15	Private Own Land	Yes	Z2
MATH PARA(S.C.-010)	Fringe area	More than 15	Private Own Land	Yes	Z2
RAGHUNATHPUR(WESTERN SIDE)(S.C.-011)	Fringe area	More than 15	Private Own Land	Yes	Z3
RAGHUNATHPUR TIN PARA(S.C.-012)	Fringe area	More than 15	Private Own Land	Yes	Z3
RAGHUNATHPUR MASTER PARA(S.C.-013)	Fringe area	More than 15	Private Own Land	Yes	Z3
RAGHUNATHPUR MUNSHIPARA(S.C.-014)	Core Area	More than 15	Private Own Land	Yes	Z3
RAHAMANPUR(S.C.-015)	Fringe area	More than 15	Private Own Land	Yes	Z3
GOBORDHAN TALA(S.C.-016)	Fringe area	More than 15	Private Own Land	Yes	Z3
RABIDAS PARA(S.C.-017)	Core Area	More than 15	Private Own Land	Yes	Z3
ZIDDI PARA(S.C.-018)	Fringe area	More than 15	Private Own Land	Yes	Z3
BELCHATRA(S.C.-019)	Fringe area	More than 15	Private Own Land	Yes	Z2
BAROJ MASTER PARA(S.C.-020)	Core Area	More than 15	Private Own Land	Yes	Z2
ZIDDI PARA(S.C.-021)	Fringe area	More than 15	Private Own Land	Yes	Z3
MUSLIM PARA(S.C.-022)	Fringe area	More than 15	Private Own Land	Yes	Z2
RABIDAS PARA(S.C.-023)	Fringe area	More than 15	Private Own Land	Yes	Z2
CHHOTOKALAI(S.C.-024)	Fringe area	More than 15	Private Own Land	Yes	Z2
DHANPATNAGAR(S.C.-025)	Core Area	More than 15	Private Own Land	Yes	Z4
ENAYETNAGAR CHAI PARA(S.C.-026)	Fringe area	More than 15	Private Own Land	Yes	Z4
ENAYETNAGER NICHU PARA(S.C.-027)	Core Area	More than 15	Private Own Land	Yes	Z4
KANDIGOLA(S.C.-028)	Fringe area	More than 15	Private Own Land	Yes	Z4
RAMDEVPUR(S.C.-029)	Fringe area	More than 15	Private Own Land	Yes	Z4
GANIMIYA PARA(S.C.-030)	Fringe area	More than 15	Private Own Land	Yes	Z4
JELE PARA(S.C.-031)	Fringe area	More than 15	Private Own Land	Yes	Z4
CHHUTOR PARA(S.C.-032)	Core Area	More than 15	Private Own Land	Yes	Z1
LUTBAGAN FATEKHAN JUNGLE(S.C.-033)	Fringe area	More than 15	Private Own Land	Yes	Z1
MIRDHA PARA(S.C.-034)	Fringe area	More than 15	Private Own Land	Yes	Z3
FATEKHAN JUNGLE(S.C.-035)	Core Area	More than 15	Private Own Land	Yes	Z2
TANTI PARA(S.C.-036)	Fringe area	More than 15	Private Own Land	Yes	Z2
DIHI PARA(S.C.-037)	Fringe area	More than 15	Private Own Land	Yes	Z2
MOHAMMADPUR(EASTERN SIDE)(S.C.-038)	Core Area	More than 15	Private Own Land	Yes	Z2
MOHAMMADPUR BIN PARA(S.C.-039)	Fringe area	More than 15	Private Own Land	Yes	Z2
MONDAL PARA(S.C.-040)	Fringe area	More than 15	Private Own Land	Yes	Z2
MOHAMMADPUR NATUN PARA(S.C.-041)	Fringe area	More than 15	Private Own Land	Yes	Z3
MALLAH PARA(S.C.-042)	Fringe area	More than 15	Private Own Land	Yes	Z1
RABIDAS PARA(S.C.-043)	Core Area	More than 15	Private Own Land	Yes	Z1

KNASHARI PARA(S.C.-044)	Fringe area	More than 15	Private Own Land	Yes	Z1
BUS STAND BASTEE(S.C.-045)	Core Area	More than 15	Private Own Land	Yes	Z1
SAHEBBAZAR(S.C.-046)	Fringe area	More than 15	Private Own Land	Yes	Z2
GUJURPUR(S.C.-047)	Fringe area	More than 15	Private Own Land	Yes	Z3
CHAIPARA(S.C.-048)	Fringe area	More than 15	Private Own Land	Yes	Z4
KHANSAMA PARA(S.C.-049)	Fringe area	More than 15	Private Own Land	Yes	Z4
FATULLAPUR GHOSH PARA(S.C.-050)	Core Area	More than 15	Private Own Land	Yes	Z4
TEROGHORA PARA(S.C.-051)	Fringe area	More than 15	Private Own Land	Yes	Z3
KHANSAMA PARA(S.C.-052)	Fringe area	More than 15	Private Own Land	Yes	Z3
BAGDI PARA(S.C.-053)	Core Area	More than 15	Private Own Land	Yes	Z3
JELE PARA(S.C.-054)	Fringe area	More than 15	Private Own Land	Yes	Z3
BANGAL PARA(S.C.-055)	Fringe area	More than 15	Private Own Land	Yes	Z3
DARGATALA(S.C.-056)	Core Area	More than 15	Private Own Land	Yes	Z3
FANSHITALA BHAGIRATHI PALLY(S.C.-057)	Fringe area	More than 15	Private Own Land	Yes	Z1
MAL PARA & RABIDAS PARA(S.C.-058)	Fringe area	More than 15	Private Own Land	Yes	Z1
SADARGHAT BHAGIRATHI PALLY(S.C.-059)	Fringe area	More than 15	Private Own Land	Yes	Z1
SARBAJANINTALA BHAGIRATHI PALLY(S.C.-060)	Fringe area	More than 15	Private Own Land	Yes	Z1
SUKANTA PALLY(S.C.-061)	Core Area	More than 15	Private Own Land	Yes	Z1
GODOWN COLONY(S.C.-062)	Fringe area	More than 15	Private Own Land	Yes	Z1
AMBAGAN COLONY(S.C.-063)	Core Area	More than 15	Private Own Land	Yes	Z1
NILRATAN COLONY(S.C.-064)	Fringe area	More than 15	Private Own Land	Yes	Z1
MAL PARA(S.C.-065)	Fringe area	More than 15	Private Own Land	Yes	Z1
MARWARI GHAT COLONY(S.C.-066)	Fringe area	More than 15	Private Own Land	Yes	Z1
GOVERNMENT COLONY(S.C.-067)	Fringe area	More than 15	Private Own Land	Yes	Z1
GOAL PARA(S.C.-068)	Core Area	More than 15	Private Own Land	Yes	Z1
SHASTHITALA BHAGIRATHI PALLY(S.C.-069)	Fringe area	More than 15	Private Own Land	Yes	Z1
DOM PARA(S.C.-070)	Fringe area	More than 15	Private Own Land	Yes	Z1
AILERUPAR(DARBESH PARA)(S.C.-071)	Core Area	More than 15	Private Own Land	Yes	Z1
KAWAPARA(S.C.-072)	Fringe area	More than 15	Private Own Land	Yes	Z1
HATATH COLONY(S.C.-073)	Fringe area	More than 15	Private Own Land	Yes	Z1
MACKENZIE FIELD COLONY(S.C.-074)	Core Area	More than 15	Private Own Land	Yes	Z1
BASUDEVPUR COLONY(S.C.-075)	Fringe area	More than 15	Private Own Land	Yes	Z1
PRATAPPUR COLONY(S.C.-076)	Fringe area	More than 15	Private Own Land	Yes	Z1
GOAL PARA(S.C.-077)	Fringe area	More than 15	Private Own Land	Yes	Z1
AILERUPAR (EASTERN SIDE)(S.C.-078)	Fringe area	More than 15	Private Own Land	Yes	Z1
JOYRAMPUR VILLAGE(NORTH)(S.C.-079)	Core Area	More than 15	Private Own Land	Yes	Z1
RAJPARA ROAD(EAST)(S.C.-080)	Fringe area	More than 15	Private Own Land	Yes	Z1
SINDURATALA(NORTH)(S.C.-081)	Core Area	More than 15	Private Own Land	Yes	Z2
JOYRAMPUR VILLAGE(EAST)(S.C.-082)	Fringe area	More than 15	Private Own Land	Yes	Z2
MATHPARA(NORTH)(S.C.-083)	Fringe area	More than 15	Private Own Land	Yes	Z3
KABIRAJ PARA(SOUTH)(S.C.-084)	Fringe area	More than 15	Private Own Land	Yes	Z3
RAGHUNATHPUR MASTERPARA(NORTH)(S.C.-085)	Fringe area	More than 15	Private Own Land	Yes	Z3
RAGHUNATHPUR MUNSIPARA(EAST)(S.C.-086)	Core Area	More than 15	Private Own Land	Yes	Z3
RABIDAS PARA(EAST)(S.C.-087)	Fringe area	More than 15	Private Own Land	Yes	Z2
JIDDIPARA(NORTH)(S.C.-088)	Fringe area	More than 15	Private Own Land	Yes	Z2
BELCHATRA(WEST)(S.C.-089)	Core Area	More than 15	Private Own Land	Yes	Z2
MUSLIMPARA(NORTH)(S.C.-090)	Fringe area	More than 15	Private Own Land	Yes	Z3
RABIDAS PARA(SOUTH)(S.C.-091)	Fringe area	More than 15	Private Own Land	Yes	Z2
DHANPATNAGAR(NORTH)(S.C.-092)	Core Area	More than 15	Private Own Land	Yes	Z4

RAMDEVPUR(WEST)(S.C.-093)	Fringe area	More than 15	Private Own Land	Yes	Z4
DIHI PARA(WEST)(S.C.-094)	Fringe area	More than 15	Private Own Land	Yes	Z3
MAHAMMADPUR BINPARA(NORTH)(S.C.-095)	Fringe area	More than 15	Private Own Land	Yes	Z2
OLD BUSSTAND BOSTI(S.C.-096)	Fringe area	More than 15	Private Own Land	Yes	Z2
MALLAHA PARA(EAST)(S.C.-097)	Core Area	More than 15	Private Own Land	Yes	Z2
CHAI PARA(NORTH)(S.C.-098)	Fringe area	More than 15	Private Own Land	Yes	Z3
JELA PARA(NORTH)(S.C.-099)	Core Area	More than 15	Private Own Land	Yes	Z3
SADARGHAT BHAGIRATHI PALLY(EAST)(S.C.-100)	Fringe area	More than 15	Private Own Land	Yes	Z1
MARWARI GHAT COLONY(WEST)(S.C.-101)	Fringe area	More than 15	Private Own Land	Yes	Z1
DOMPARA(EAST)(S.C.-102)	Fringe area	More than 15	Private Own Land	Yes	Z1
HATAT COLONY(NORTH)(S.C.-103)	Fringe area	More than 15	Private Own Land	Yes	Z2
AILERUPAR(WEST)(S.C.-104)	Core Area	More than 15	Private Own Land	Yes	Z2
JAMAI BASTI(S.C.-105)	Fringe area	More than 15	Private Own Land	Yes	Z3
RADHANAGAR CHAIPARA(S.C.-106)	Fringe area	More than 15	Private Own Land	Yes	Z3
MAHAMMADPUR(S.C.-107)	Core Area	More than 15	Private Own Land	Yes	Z2
CHHOTO MASJID PARA(S.C.-108)	Fringe area	More than 15	Private Own Land	Yes	Z2
FULBARI(S.C.-109)	Fringe area	More than 15	Private Own Land	Yes	Z3

Water Supply

The only source of Water Supply in Jangipur is ground water. There are 2 nos. Over head water reservoirs, which were all constructed by PHE and handed over to the municipality in 1990-91 and 2012-13 respectively. These reservoirs supply water to all wards in shifts. The supply of water to the reservoirs is done by 14 pumps of which 4 are defunct. These constructed throughout the period from 2003 – 2005. All of them are in good structural condition. These pump houses pump out 4 lakh gallons (18.00 lakh litres) of water every day. The total water supply in the municipality is 36.00 lakh. litres per day. The pump details are given in the following table.

Table-20: Location of Pumps

Sl No	Name	Ward No
1	Sahebbazar pumping station	12
2	Basudevpur Colony	19

Source: Municipality

In Jangipur only 2696 households have household connection.

Apart from the surface water, ground water also serves as another source of water supply in the municipality as around 4% percent is served with hand pumps and 1.5% depend on own tube wells and other sources. The features of water supply in Jangipur is presented in the table below

Table-21: Features for Water supply in Jangipur as on 2011

Name of year	No. of pumping station	Per capita water supply (MLD)	Demand as per norm	Additional water required (MLD)	Length of distribution network (in km)	Total population	Requirement	Gap
2010-11	16 nos	6.32	3 Nos	NIL	102km	88165	11.62MLD	5.3 MLD
2011-12	18 nos	6.72	3 Nos	NIL	104km	95097	12.84MLD	6.12 MLD
2012-13	18 nos	6.72	3 Nos	NIL	117km	95097	12.84MLD	6.12 MLD
2013-14	18 nos	6.72	3 Nos	NIL	117km	95097	12.84MLD	6.12 MLD
2014-15	18 nos	6.72	3 Nos	NIL	117km	95097	12.84MLD	6.12 MLD

Source: Municipality Database

Jangipur Municipality is a water supply deficit municipality with deficit likely to increase up to 7.69 MLD in 2016. Within the areas served with piped water supply, the population does not get water as water supply is intermittent throughout the town and available for only 6 hours a day and water had arsenic contents in some slum pockets.

Keeping in consideration of the above gap, Jangipur Municipality has taken up a water supply project to improve the situation in all 21 wards of the Municipality.

Drainage and Sanitation

The drainage collection network consists of the following;

Table-22: Drainage network

Drainage network		
Kutchha Drain	16.00 kms	8.2%
Pucca Drain	177.10 kms	91.71%
Total	193.10 kms	100%

Source: Municipality 2015

Waste water from individual houses, markets and other institutions flows through the existing drainage system and is discharged into natural watercourses. Over and above the aforesaid wastewater, storm water is also received and transported to the outfall through the same drainage system.

Table-23: Basic Information of Drainage

Basic Information of Drainage	
Length of Kutchha Drain (in km.)	16
Length of Pucca Drain (in km.)	175
Length of underground / covered Drain (in km.)	2
Total length of Drain (in km.)	193
No. of wards fully covered with Pucca Drain	NIL
No. of wards partly covered with Pucca Drain	20

Jangipur municipal town is a non-sewer town but with drainage system through small and big nikashi drains, other open drains. At present there are no sewage collection and treatment system in the municipality. It has been reported in the survey that 80% households of the Municipality area are having sanitation facility. The facility available is in the forms of sanitary latrine with septic tank at individual household. Discussion with the citizens reveals that regular cleaning of the soak pit and septic tanks are one of the most important needs of sanitation in Jangipur. Jangipur Municipality has no sewer connection, but Urban Household survey responses indicated that 0.25% households are connected with sewer connection. In this analysis actually it has been considered as sanitation with septic tank connection. 2 - pit pour flush sanitation is mostly available (50.84%) in the municipality area, while 30.24% households are connected with septic tank. Around 19% are having pit latrine and other means of sanitation system

The sanitation system of the town is poor. The table below presents a service level standard of Jangipur in terms of coverage of the city with respect to sanitation and sewerage.

Table-24: Benchmarks: Sewerage and Sanitation in Jangipur as on 2015

Sewerage & Sanitation Services	Benchmark	National Average	Current Service Level Benchmarks in Jangipur
Toilet Coverage	100%	85.8	100%
Sewerage network coverage	100%	48.5	0%
Waste water collection efficiency	100%	41.9	0%
Wastewater treatment adequacy	100%	48.8	0%
Quality of wastewater treatment	100%	58.8	0%
Extent of reuse & recycling of	20%	6.8	0%
Cost recovery - waste water	100%	38.3	100%
Collection efficiency	90%	42.5	80%
Complaints redressal	80%	76.4	80%

Source: MoUD, Gol and Jangipur Municipality

Above table clearly shows though toilet coverage of the town is reasonably good, but lot of interventions are required to improve sanitation and sewerage facilities as there is no household level drainage facility leading to unhygienic environment in slums.

Solid Waste Management

Solid Waste Management in Jangipur Municipality is not as per MSW (Management and handling) rules 2000. Garbage is being collected from door to door by tricycle van from all wards and stored temporarily in the nearby vat points (primary collection center) managed by Municipality. There is also lack of on time collection and disposal to the existing dumping ground at ward no-14, which causes dumping in drains and spread of foul odour in the primary disposal point.

Table-25: Solid Waste Management Equipment

Solid Waste Management Equipment			
Bins	Specifications (shape & size)	Existing Numbers	Proposed for future
RCC Bins (Capacity)	Nil		50
Trolleys (Capacity)	Capacity: 1 ton/each	8	15
Containers (Capacity)	Nil		03
Dumper Placers	Nil		
Others, if any	Cover trolley capacity :0.5 ton/each	10	Cover trolley =8

*Source: Municipality2015

Quantity and composition of solid wastes –

- a) Total quantity of wastes generated per day – 10 MT
- b) Total quantity of wastes collected per day - 5MT

Total quantity of dispose by land filling –

- i) No of landfill sites used- 01
- ii) Area used – Approx 10 Bigha
- iii) Whether weigh bridge facilities available – No
- iv) Whether area is fenced - No
- v) Lighting facility on site – No
- vi) Whether equipment like bulldozer, compactors etc. available, if yes please specify- No
- vii) Total Manpower available at landfill site – 15-20
- viii) Whether covering is done on daily basis – No
- ix) Whether covering material is used and it is adequately available – To some extend
- x) Provision for gas venting provided – No
- xi) Provision for leached collection - Yes

Storage Facilities –

- i) Area covered for collection- 10 Sq km (approx)
- ii) No. of house- 18000 (Approx)
- iii) Whether house to-house collection is practiced – No
- iv) Whether all bins/collection spots are attended for daily lifting of garbage – No
- v) Whether lifting of garbage from dustbins is manual or mechanical – Manual

Road Coverage and Condition

The municipal area is connected by a Black topped road network of a length of about 120 km having widths varying from 12 ft to 60ft. Different types of vehicular traffic including heavy vehicles like buses

and trucks ply on them. Most of the major roads are damaged and subjected to encroachments and congestion. The total length of roads according to municipal records is 191 kms.

Table-26: Type of roads

Type of roads			
Sl no.	Type	Length in kms	Percentage
1	Length of Metalled Road (in km.)	55	28.80%
2	Length of Non-Metalled Road (in km.)	120	62.82%
3	Length of other Roads (in km.)	16	8.38%
4	Total length of Road (in km.)	191	100%
5	Total No. of wards fully covered with Metal /	Nil	Nil

*Source: Municipality 2015

While more than 60% of roads are black topped, around 8% of the road network is still katcha road and 28% is metalled. Most of the existing arterial roads are narrow with two lane carriageways and needs to be widened to cater for the increasing vehicular traffic. Due to lack of proper maintenance, the surface conditions of the roads are not good which in turn reduces the speed of moving traffic.

List of Slums with physical Infrastructure

3.3. Existing basic infrastructure and its coverage

The project slums and existing scenario of infrastructure:

109 Nos Slums and 18 Nos non slums have been selected as a First Project under PMAY scheme by Jangipur Municipality in consultation with the state level Nodal Agency - The State Urban Development Agency (SUDA) under M.A. Department, GoWB.

Table-27: The project slums and existing scenario of infrastructure

Present Status of Physical Infrastructure																			
Sl. No	Name of the Slums	The project slum site	Ward No	Road Type Running in front of the Slum	Slum connects it to major areas	Distance of Nearest Railway Station	Slum Age	Area	Ownership of slum	Existing House Hold	Population	Slum Dwellers' Occupation	Environmental Condition	Condition of Drain	Road Condition	Street Light	SW status	Housing Condition	Water Supply
1	JOYRAMPUR AFFLUX BANDH(WESTERN SIDE)(S.C.-001)	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	7200	The ownership of land lies with Own	124	899	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
2	JOYRAMPUR VILLAGE(EASTERN SIDE)(S.C.-002)	Core Area	1	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1E+05	The ownership of land lies with Own	84	609	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
3	RAJPARA ROAD(BOTH SIDE)(S.C.-003)	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance	More than 15 years	1E+05	The ownership of land lies with Own	82	595	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

4	RAJPARA ROAD(BOTH SIDE)(S.C.-004)	Fringe area	2	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	39000	The ownership of land lies with Own	62	450	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
5	SINDURATA(S.C.-005)	Fringe area	2	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	70000	The ownership of land lies with Own	49	355	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
6	MONDAL PARA(S.C.-006)	Fringe area	2	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	48000	The ownership of land lies with Own	77	558	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
7	JOYRAMPUR VILLAGE ROAD(WESTERN SIDE)(S.C.-007)	Core Area	2	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	88000	The ownership of land lies with Own	83	602	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

8	KABIRAJ PARA(S.C.-008)	Fringe area	3	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	8800	The ownership of land lies with Own	62	450	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
9	RAHAMANPUR(S. C.-009)	Core Area	3	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	5600	The ownership of land lies with Own	40	290	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
10	MATH PARA(S.C.- 010)	Fringe area	3	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	6000	The ownership of land lies with Own	112	812	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
11	RAGHUNATHPUR(WESTERN SIDE)(S.C.-011)	Fringe area	4	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	6082	The ownership of land lies with Own	53	384	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
12	RAGHUNATHPUR TIN PARA(S.C.-	Fringe area	4	Metal road is running	Slum connects it to major	The nearest railway	More than	4212	The ownership of	79	573	Most of the slum dwellers work as casual labour in	The environmen tal	The slum is partially covered	Most of the roads	Ther e is	Most of the population adopts	Most of the dwelling	Water supply is

012)		area	g in front of the slums	areas of Jangipur Municipality	y station at a distance is 1.5 to 2 Km	15 years	45125	land lies with Own			local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	condition in the slum is little bit poor	with surface drains but drains are tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	100 % street lights present in the slum	unhygienic method for disposing their waste; thereby causing huge damage to health	units are kaccha or dilapidated	sufficient
13	RAGHUNATHPUR MASTER PARA(S.C.-013)	Fringe area	4 Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	45125	The ownership of land lies with Own	104	754	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
14	RAGHUNATHPUR MUNSHIPARA(S.C.-014)	Core Area	4 Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	82500	The ownership of land lies with Own	65	471	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
15	RAHAMANPUR(S.C.-015)	Fringe area	5 Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	75000	The ownership of land lies with Own	101	732	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
16	GOBORDHAN TAL(S.C.-016)	Fringe area	5 Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	54000	The ownership of land lies with Own	80	580	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

17	RABIDAS PARA(S.C.-017)	Core Area	5	Metal road is runnin g in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	9000	The ownersh ip of land lies with Own	⁶⁰	435	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	broken condition resulting clogging	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
18	ZIDDI PARA(S.C.- 018)	Fring e area	6	Metal road is runnin g in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	8000	The ownersh ip of land lies with Own	⁵⁹	428	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	broken condition resulting clogging	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
19	BELCHATRA(S.C.- 019)	Fring e area	6	Metal road is runnin g in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	1E+05	The ownersh ip of land lies with Own	⁵⁸	406	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	broken condition resulting clogging	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
20	BAROJ MASTER PARA(S.C.-020)	Core Area	6	Metal road is runnin g in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	7500	The ownersh ip of land lies with Own	³³	239	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	broken condition resulting clogging	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt

21	ZIDDI PARA(S.C.-021)	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	8000	The ownership of land lies with Own	97	703	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
22	MUSLIM PARA(S.C.-022)	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1E+05	The ownership of land lies with Own	55	399	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
23	RABIDAS PARA(S.C.-023)	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	7500	The ownership of land lies with Own	25	181	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
24	CHHOTOKALA(S.C.-024)	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	5775	The ownership of land lies with Own	87	631	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
25	DHANPATNAGAR(S.C.-025)	Core Area	8	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3E+05	The ownership of land lies with Own	70	508	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

26	ENAYETNAGAR CHAI PARA(S.C.- 026)	Fringe area	8	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	8800	The ownership of land lies with Own	107	776	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	sufficie nt
27	ENAYETNAGER NICHU PARA(S.C.- 027)	Core Area	8	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	8000	The ownership of land lies with Own	53	384	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
28	KANDIGOLA(S.C.- 028)	Fringe area	21	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	1500	The ownership of land lies with Own	136	986	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
29	RAMDEVPUR(S.C.- 029)	Fringe area	21	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	3525	The ownership of land lies with Own	48	348	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt

30	GANIMIYA PARA(S.C.-030)	Fringe area	8	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	2100	The ownership of land lies with Own	52	377	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
31	JELE PARA(S.C- 031)	Fringe area	9	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	2100	The ownership of land lies with Own	74	537	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
32	CHHUTOR PARA(S.C.-032)	Core Area	9	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	5000	The ownership of land lies with Own	60	435	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
33	LUTBAGAN FATEKHAN JUNGLE(S.C.-033)	Fringe area	9	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	8800	The ownership of land lies with Own	90	653	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt

34	MIRDHA PARA(S.C.-034)	Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	2800	The ownersh ip of land lies with Own	113	819	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
35	FATEKHAN JUNGLE(S.C.-035)	Core Area	10	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	3000	The ownersh ip of land lies with Own	47	341	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
36	TANTI PARA(S.C.- 036)	Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	7000	The ownersh ip of land lies with Own	74	537	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
37	DIHI PARA(S.C.- 037)	Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	1600	The ownersh ip of land lies with Own	94	682	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
38	MOHAMMADPUR (EASTERN)	Core Area	11	Metal road is running	Slum connects it to major	The nearest railwa	More than	2400	The ownersh ip of	51	370	Most of the slum dwellers works as casual labour in	The environmen tal	The slum is partially covered	Most of the roads	Ther e is	Most of the population adopts	Most of the dwelling	Water supply is

43	RABIDAS PARA(S.C.-043)	Core Area	12	Metal road is runnin g in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	2400	The ownersh ip of land lies with Own	44	319	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
44	KNASHARI PARA(S.C.-044)	Fring e area	12	Metal road is runnin g in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	3800	The ownersh ip of land lies with Own	34	247	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
45	BUS STAND BASTEE(S.C.-045)	Core Area	12	Metal road is runnin g in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	3325	The ownersh ip of land lies with Own	57	413	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
46	SAHEBBAZAR(S.C. -046)	Fring e area	12	Metal road is runnin g in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 years	1E+05	The ownersh ip of land lies with Own	78	566	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt

47	GUJURPUR(S.C.-047)	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1E+05	The ownership of land lies with Own	48	348	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi-metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
48	CHAIPARA(S.C.-048)	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	36000	The ownership of land lies with Own	92	567	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi-metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
49	KHANSAMA PARA(S.C.-049)	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	72000	The ownership of land lies with Own	32	232	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi-metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
50	FATULLAPUR GHOSH PARA(S.C.-050)	Core Area	13	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	48000	The ownership of land lies with Own	37	268	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi-metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
51	TEROGHORA PARA(S.C.-051)	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	18000	The ownership of land lies with Own	116	841	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi-metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

52	KHANSAMA PARA(S.C.-052)	Fringe area	14	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	8000	The ownership of land lies with Own	9	65	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	sufficient
53	BAGDI PARA(S.C.- 053)	Core Area	14	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	5000	The ownership of land lies with Own	30	283	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	sufficient
54	JELE PARA(S.C.- 054)	Fringe area	14	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3200	The ownership of land lies with Own	28	203	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	sufficient
55	BANGAL PARA(S.C.-055)	Fringe area	14	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	8000	The ownership of land lies with Own	68	493	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	sufficient

56	DARGATALA(S.C.-056)	Core Area	14	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	8100	The ownership of land lies with Own	51	370	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
57	FANSHITALA BHAGIRATHI PALLY(S.C.-057)	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4800	The ownership of land lies with Own	19	138	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
58	MAL PARA & RABIDAS PARA(S.C.-058)	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3600	The ownership of land lies with Own	57	413	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
59	SADARGHAT BHAGIRATHI PALLY(S.C.-059)	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	6000	The ownership of land lies with Own	30	218	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

60	SARBAJANINTALA BHAGIRATHI PALLY(S.C.-060)	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	8000	The ownership of land lies with Own	⁴²	305	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
61	SUKANTA PALLY(S.C.-061)	Core Area	16	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3000	The ownership of land lies with Own	⁴⁶	261	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
62	GODOWN COLONY(S.C.-062)	Fringe area	16	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3600	The ownership of land lies with Own	⁴⁶	406	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
63	AMBAGAN COLONY(S.C.-063)	Core Area	17	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1E+05	The ownership of land lies with Own	⁴⁷	631	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
64	NILRATAN COLONY(S.C.-064)	Fringe area	17	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	7200	The ownership of land lies with Own	¹⁰	73	Most of the slum dwellers work as casual labour in nearby areas	The environmen tal	The slum is partially covered	Most of the roads	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt

65	MAL PARA(S.C.-065)		area	17	g in front of the slums	areas of Jangipur Municipality	y station at a distance is 1.5 to 2 Km	More than 15 years	2000	The ownership of land lies with Own	18	131	local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	with surface drains but tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	100% street lights present in the slum	unhygienic method for disposing their waste; thereby causing huge damage to health	units are kaccha or dilapidated	sufficient
66	MARWARI GHAT COLONY(S.C.-066)		Fringe area	17	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	8000	The ownership of land lies with Own	21	152	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
67	GOVERNMENT COLONY(S.C.-067)		Fringe area	17	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1E+05	The ownership of land lies with Own	49	355	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
68	GOAL PARA(S.C.-068)		Core Area	18	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	2000	The ownership of land lies with Own	25	181	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

69	SHASTHITALA BHAGIRATHI PALLY(S.C.-069)	Fringe area	18	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	9600	The ownership of land lies with Own	32	377	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
70	DOM PARA(S.C.-070)	Fringe area	18	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	2400	The ownership of land lies with Own	26	189	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
71	AILERUPARIDARB ESHPARA(S.C.-071)	Core Area	18	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3600	The ownership of land lies with Own	31	225	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
72	KAWAPARA(S.C.-072)	Fringe area	18	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4000	The ownership of land lies with Own	34	392	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

73	HATHATH COLONY(S.C.-073)	Fringe area	19	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1E+05	The ownership of land lies with Own	73	529	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
74	MACKENZIE FIELD COLONY(S.C.-074)	Core Area	19	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	64000	The ownership of land lies with Own	186	1349	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
75	BASUDEVPUR COLONY(S.C.-075)	Fringe area	19	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	48000	The ownership of land lies with Own	21	167	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
76	PRATAPPUR COLONY(S.C.-076)	Fringe area	19	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	60000	The ownership of land lies with Own	70	508	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
77	GOAL PARA(S.C.-077)	Fringe area	20	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	60000	The ownership of land lies with Own	27	196	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

78	AILERUPAR (EASTERN SIDE)(S.C.-078)	Fringe area	20	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4500	The ownership of land lies with Own	203	1472	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	condition in the slum is little bit poor	with surface drains but drains are tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	100 % street lights present in the slum	unhygienic method for disposing their waste; thereby causing huge damage to health	units are kaccha or dilapidated	sufficient
79	JOYRAMPUR VILLAGE(NORTH)(S.C.-079)	Core Area	1	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4300	The ownership of land lies with Own	38	276	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	condition in the slum is little bit poor	with surface drains but drains are tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	100 % street lights present in the slum	unhygienic method for disposing their waste; thereby causing huge damage to health	units are kaccha or dilapidated	sufficient
80	RAJPARA ROAD(EAST)(S.C.- 080)	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	8200	The ownership of land lies with Own	23	160	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	condition in the slum is little bit poor	with surface drains but drains are tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	100 % street lights present in the slum	unhygienic method for disposing their waste; thereby causing huge damage to health	units are kaccha or dilapidated	sufficient
81	SINDURATALA(NORTH)(S.C.-081)	Core Area	2	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance	More than 15 years	7000	The ownership of land lies with Own	91	660	Most of the slum dwellers work as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	condition in the slum is little bit poor	with surface drains but drains are tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	100 % street lights present in the slum	unhygienic method for disposing their waste; thereby causing huge damage to health	units are kaccha or dilapidated	sufficient

82	JOYRAMPUR VILLAGE(EAST)(S.C.-082)	Fringe area	2	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	5200	The ownership of land lies with Own		35	254	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
83	MATHPARA(NORTH)(S.C.-083)	Fringe area	3	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	6500	The ownership of land lies with Own		129	935	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
84	KABIRAJ PARA(SOUTH)(S.C.-084)	Fringe area	3	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	5500	The ownership of land lies with Own		106	783	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
85	RAGHUNATHPUR MASTERPARA(NORTH)(S.C.-085)	Fringe area	4	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4500	The ownership of land lies with Own		99	718	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

86	RAGHUNATHPUR MUNSHIPARA(EAST) (S.C.-086)	Core Area	4	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	4500	The ownersh ip of land lies with Own	95	689	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
87	RABIDAS PARA(EAST)(S.C.- 087)	Fring e area	5	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	3000	The ownersh ip of land lies with Own	31	225	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
88	JIDDIPARA(NORT H)(S.C.-088)	Fring e area	6	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	3000	The ownersh ip of land lies with Own	111	819	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
89	BELCHATRA(WEST (S.C.-089)	Core Area	6	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	4500	The ownersh ip of land lies with Own	150	1088	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
90	MUSLIMPARA(NORT H)(S.C.-090)	Fring e	7	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	3200	The ownersh ip of land lies with Own	122	885	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Ther e is 100 % street lights prese nt in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt

91	RABIDAS PARA(SOUTH)(S.C.-091)		area	7	g in front of the slums	areas of Jangipur Municipality	y station at a distance is 1.5 to 2 Km	15 years	4500	land lies with Own			local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	with surface drains but tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	100% street lights present in the slum	unhygienic method for disposing their waste; thereby causing huge damage to health	units are kaccha or dilapidated	sufficient
						Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	5440	The ownership of land lies with Own	75	544	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
92	DHANPATNAGAR(NORTH)(S.C.-092)		Core Area	8	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3500	The ownership of land lies with Own	88	638	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
93	DIHI PARA(WEST)(S.C.-094)		Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3500	The ownership of land lies with Own	60	435	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
94	MAHAMMADPUR BINPARA(NORTH)(S.C.-095)		Fringe area	11	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4500	The ownership of land lies with Own	71	515	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

95	OLD BUSSTAND BOSTI(S.C.-096)	Fringe area	12	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3500	The ownership of land lies with Own	63	457	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
96	MALLAHA PARA(EAST)(S.C.- 097)	Fringe area	12	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4000	The ownership of land lies with Own	51	370	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
97	CHAI PARA(NORTH)(S.C .-098)	Core Area	13	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3700	The ownership of land lies with Own	47	341	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
98	JELA PARA(NORTH)(S.C .-099)	Fringe area	14	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3500	The ownership of land lies with Own	112	812	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt

99	SADARGHAT BHAGIRATHI PALLY(EAST)(S.C.- 100)	Core Area	15	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	3200 0	The ownersh ip of land lies with Own	25	181	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
100	HATAT COLONY(NORTH)(S.C.-103)	Fring e area	19	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	3500 0	The ownersh ip of land lies with Own	101	732	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
101	AILERUPAR(WEST) (S.C.-104)	Fring e area	20	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	4550 0	The ownersh ip of land lies with Own	349	2530	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
102	RADHANAGAR CHAIPARA(S.C.- 106)	Fring e area	8	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	3200 0	The ownersh ip of land lies with Own	83	602	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt
103	CHHOTO MASJID PARA(S.C.-108)	Fring e area	11	Metal road is running in front of the slums	Slum connects it to major areas of Jangipur Municipal ity	The nearest railwa y station at a distanc e is 1.5 to 2 Km	More than 15 year s	3500 0	The ownersh ip of land lies with Own	83	616	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficie nt

104	FULBARI(S.C.-109)		area	5	g in front of the slums	areas of Jangipur Municipality	y station at a distance is 1.5 to 2 Km	15 years	3000	land lies with Own			local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	with surface drains but tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	100 % street lights present in the slum	unhygienic method for disposing their waste; thereby causing huge damage to health	units are kaccha or dilapidated	sufficient
			Core Area			Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years		The ownership of land lies with Own	66	479	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
	Non Slum		Core Area			Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years		The ownership of land lies with Own			Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100 % street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

List of Slums with Social Infrastructure

Social Infrastructure at a glance

Table-28: Social Infrastructure at a glance

S. No.	Slum Name	Angan wadi under ICDS	Municipal Pre-school	Private Pre-school	Municipal Primary School	State Government Primary School	Private Primary School	Municipal High School	Private High School	State Government High School	Maternity Centre	Private Clinic	Registered Medical Practitioner (RM/P)	Ayurvedic Doctor/Ayurveda	Social Development/Welfare	Community Health	Vocational Training/Training cum Production Centre	Street Children Rehabilitation Centre	Night Shelter	Old Age Home	Self Help Groups/DWCU A Groups in Slum	No. of Neighbourhood Groups (NHGs) in slum	Slum dwellers Association	Youth Association	Women's Association/Mahila Samithis
1	JOYRAMPUR AFFLUX BANDH(WESTERN SIDE)(S.C.-001)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
2	JOYRAMPUR VILLAGE(EASTERN SIDE)(S.C.-002)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
3	RAIPARA ROAD(BOTH SIDE)(S.C.-003)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
4	RAIPARA ROAD(BOTH SIDE)(S.C.-004)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
5	SINDURATA(S.C.-005)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
6	MONDAL PARA(S.C.-006)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
7	JOYRAMPUR VILLAGE ROAD(WESTERN SIDE)(S.C.-007)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
8	KABIRAJ PARA(S.C.-008)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
9	RAHAMANPUR(S.C.-009)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
10	MATH PARA(S.C.-010)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	

	-010]	less than 1 km	NA	NA	less than 0.5 km	NA	NA	less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
1 1	RAGHUN ATHPUR(WESTERN SIDE)(S.C. -011)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
1 2	RAGHUN ATHPUR TIN PARA(S.C. -012)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
1 3	RAGHUN ATHPUR MASTER PARA(S.C. -013)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
1 4	RAGHUN ATHPUR MUNSHIP ARA(S.C.- 014)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
1 5	RAHAMA NPUR(S.C. -015)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
1 6	GOBORD HAN TALA(S.C. -016)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
1 7	RABIDAS PARA(S.C. -017)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
1 8	ZIDDI PARA(S.C. -018)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
1 9	BELCHAT RA(S.C.- 019)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
2 0	BAROI MASTER PARA(S.C. -020)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
2 1	ZIDDI PARA(S.C. -021)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
2 2	MUSLIM PARA(S.C. -022)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
2 3	RABIDAS PARA(S.C. -023)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
2 4	CHHOTOK ALAI(S.C.- 024)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
2 5	DHANPAT NAGAR(S. C.-025)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	Within distance less than 10 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

Section 4 – Description of Proposed Project and Planning

4.1 Provision of Housing

The Supply Demand Gap and Requirements

<u>Particulars</u>	<u>Requirements</u>
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Housing: Dwelling Unit provision for Households with standard provisions:

- ☐ 1 Multipurpose Room
- ☐ 1 Bed Room
- ☐ 1 Kitchen
- ☐ 1 Toilet
- ☐ 1 W.C

Physical Infrastructure Requirement:

Standard Infrastructure Provision for

- ☐ Water Supply
- ☐ Drainage
- ☐ Roads
- ☐ Electricity

Project Development Option

In-situ redevelopment and whole of the project will be addressed in the project

Proposed Development

Based on preliminary understanding, the following components are being proposed

- ☐ Housing Units [Single storied in situ].
- ☐ Standard Physical Infrastructure to be provided in the form of Circulation of Water Supply Drainage, Roads and Electricity

Innovations proposed in Project Planning

Background

Housing activities are known to have the capacity to play a significant role in social-economic development, because they help not only in creation of shelter for the people by also in generating employment opportunities for a large variety skilled and unskilled work force which is a prerequisite for growth and development of settlement. A considerable section of the people without land are in a still worse position as housing schemes for the poor have hither to been targeted on paper but not applied in practice. Both the serviced land and shelter have become beyond the reach for half of the population-hence formation of slums, encroachments, informal colonies and unauthorized constructions. No land is earmarked for Economically Weaker Sections

and Low Income Groups in Master Plan. The population density norms are required to re-look to enable better utilization of valuable land, as certain areas in the city. This growing slum population and the lack of basic facilities like water and sanitation will badly impact on overall development and prosperity of urban centres like Municipality.

To overcome the existing situation and to promote planned development the following innovative strategies can be adopted for the improvement of the city.

- To ensure that housing, along with the supporting services is treated as a priority and at par with the infrastructure sector.
- Forging strong partnerships between private, public, and cooperative sectors to enhance the capacity of the construction industry.
- Organizing public consultations to meet the special needs of slum dwellers.
- Promotion of livelihood for the slum dwellers.

Financial Implementation:

Beneficiary led Participation:

Implies development of housing by involvement of Beneficiary

Tasks:

- ☐ Composition of beneficiaries and organizing the area meetings.
- ☐ Involvement of community and sustainable livelihood framework (SLF) in decision making and prioritization of needs of the slum.
- ☐ understating of Social-economic profile

Post Project Monitoring

A Monitoring & Evaluation team has to be formed to know the post project impact on the slums and to document the best practices.

Physical Infrastructure

Background

The National Sample Survey Organization (NSSO) in the Ministry of Statistics and Programme Implementation, Government of India has released the report of a nation-wide survey carried out by it during July 2008 to June 2009 (65th round) on the condition of urban slums.

The aim of the survey was to collect information on the present condition of the slums and on recent changes, if any, in the condition of facilities available therein. Both 'notified slums' – areas notified as slums by the municipalities, corporations, local bodies or development authorities – and non-notified slums were surveyed – a non-notified slum being any compact urban area with a

collection of poorly built tenements, mostly of temporary nature, crowded together usually with inadequate sanitary and drinking water facilities in unhygienic conditions. The present report gives the condition of urban slums, covering ownership, area type, structure, road within and approaching the slum, living facilities like electricity, drinking water, latrine, sewerage, drainage, garbage disposal, and distance of slums from the nearest primary school and government hospital/health centre. It also estimates the proportion of slums where certain specific facilities have improved/ deteriorated over the five years preceding the date of survey.

Comprehensive data on this subject was last collected by NSSO in its 58th round (July - December

2002). The present report provides key indicators from the 58th round as well, for

comparison. Some important findings of the survey are given below.

- ☐ About 49 thousand slums were estimated to be in existence in urban India in 2008-09, 24% of them were located along *nallahs* and drains and 12% along railway lines.
- ☐ About 57% of slums were built on public land, owned mostly by local bodies, state government, etc.
- ☐ In 64% of notified slums, a majority of the dwellings were pucca, the corresponding percentage for the non-notified ones being 50%.
- ☐ For 95% slums, the major source of drinking water was either tap or tube wells.
- ☐ Only 1% notified and 7% non-notified slums did not have electricity connection.
- ☐ About 78% of notified slums and 57% of the non-notified slums had a pucca road inside the slum.
- ☐ About 73% notified and 58% non-notified slums had a motorable approach road.
- ☐ About 48% of the slums were usually affected by water logging during monsoon – 32% with inside of slum waterlogged as well as approach road to the slum, 7% where the slum was waterlogged but not the approach road, and 9% where only the approach road was waterlogged in the monsoon.
- ☐ The sanitary conditions in the slums in terms of latrine facility during 2008-09 showed considerable improvement since 2002. Latrines with septic tanks (or similar facility) were available in 68% notified and 47% non-notified slums (up from 66% and 35% respectively in 2002). At the other extreme, 10% notified and 20% non-notified slums (down from 17% and 51% in 2002) did not have any latrine facility at all.
- ☐ About 10% notified and 23% non-notified slums did not have any drainage facility. The corresponding proportions in 2002 had been 15% for notified and 44% for non-notified slums. Underground drainage systems or drainage systems constructed of pucca materials existed in about 39% notified slums (25% in 2002) and 24% non-notified slums (13% in 2002).
- ☐ Underground sewerage existed in about 33% notified slums (30% in 2002) and 19%

non- notified slums (15% in 2002).

- ☐ Government agencies were collecting garbage from 75% notified and 55% non-notified slums.

Among these slums, garbage was collected at least once in 7 days in 93% notified and 92% non-notified slums. About 10% notified and 23% non-notified slums did not have any regular mechanism for garbage disposal.

- ☐ Over the last five years, facilities had improved in about 50% of notified slums in terms of roads (both within-slum road and approach road) and water supply. The incidence of deterioration of any of the existing facilities in notified slums during the last five years was quite low (about 6% or below).

- ☐ In case of most slum facilities – sewerage and medical facilities being exceptions – the facility was reported to have improved during the last five years in more than 20% of non-notified slums. Deterioration of any of the existing facilities in non-notified slums, like notified slums, was rare (about 9% or below).

- ☐ Facilities such as street light, latrine, drainage, sewerage and medical facilities were each reported by more than 10% of notified slums to be non-existent both at the time of survey and five years earlier. In case of non-notified slums, facilities like street light, latrine, drainage, sewerage and garbage disposal were each reported by more than 20% of the slums to be non- existent, both during the survey and five years earlier. Where improvement had been brought about during the last 5 years, it was due to the Government's efforts in about 80-90% of slums, both notified as well as non-notified and for all the facilities. Improvement in educational facilities at primary level was attributed to NGOs in 13% of the notified slums where such improvement was reported. NGOs were also found to have played a role in the improvement of latrine and sewerage system in non- notified slums.

Topographical survey and GIS mapping

The preparation of base map of Wood Industries slum has been prepared with Global Positioning Stations (GPS) and temporary Benchmarks (TBM) for Georeferencing and accurately locating the slum. These points have been selected and located at well defined locations on the ground after discussion with the ULB officials. The existing topographical features have been represented to the actual terrestrial position.

Based on the Total Station survey and Socio-economic survey GIS based thematic maps were generated. This helped in accurate representation of the ground scenario with that of the socio-economic conditions of the people. The following GIS maps were generated for inclusive planning:

- ☐ Map showing existing Land use Map
- ☐ Map showing Household Size

- ☐ Map showing House Type/Structure, Flooring, Cooking
- ☐ Map showing Minority Status
- ☐ Map showing existing toilet facility
- ☐ Map showing existing road type in front of house
- ☐ Map showing existing source of drinking water
- ☐ Map showing existing source of house lighting

Water Supply

Proposal Rationale

Water and poverty are inextricably linked. Poor access to water and insufficient sanitation affect the health of the poor, their food security, and their prospects for making a living especially for vulnerable groups, such as children, the elderly, and women in general. Safe and adequate quantities of water and food security are recognized as preconditions for an acceptable development standard.

In almost whole of Asia and the Pacific region - home to nearly 900 million of the world's poorest people - one in three people does not have safe drinking water and one in two lacks adequate sanitation. Water is a critical resource for the poor and plays a key role in many aspects of their livelihoods.

Poor people depend on or are affected by water resources in four key ways:

- ☐ **As direct inputs into production**
- ☐ **For health, welfare, and food security**
- ☐ **For ecosystems viability**
- ☐ **For combating water-related hazards**

Keeping the above in mind, a water scheme for the urban poor needs to be drawn up which shall **Improved Access to Quality Water Services and also** build up institutions accessible to the poor that can efficiently manage water resources. These institutions need to be responsive to the poor and should have an adequate opportunity for the poor to raise their views.

The management of water resources must take place within the wider ecosystems context, and all actions should be based on an understanding of the flows of water resources within river basins and how they affect the poor.

In view of this, the water scheme needs to take into account the following broad objectives:

- ☐ **To provide adequate Treated Water**
- ☐ **To ensure access for the Urban poor**
- ☐ **To develop institutional framework taking into account the requirements of the**

Urban Poor

Outcome

Water is a basic requirement of life. Absence of adequate water is a major issue for health as well as comfort for the poor. With the implementation of the project, the slum dwellers will have access to safe drinking water, which will greatly help their personal health, and hygiene. Quality of life would improve significantly and the multiplier effect due to this investment would reap significant benefit to the economy of this region within a considerable short period of time.

Water supply includes sources of supply, features of collection and distribution system, water demand and availability, quality of surface and groundwater source, reuse and recycling of water including conservation of water at the household level. The endeavour for all the proposals is to optimize the total cost of the system.

Assessment of Overall State of Infrastructure

In line with the City Development Plan for Kolkata Metropolitan Area (Pg 11-28), it has been resolved that the entire KMA are will be switched over to surface water.

The following norms have been fixed for the region:

☐	Kolkata Municipal Corporation Area	200 lpcd
☐	Howrah Municipal Corporation Area	150 lpcd
☐	Municipal & Non-Municipal Area	135 lpcd

Previously the area was largely dependent on ground water. The status of ground water availability is as follows:

Keeping in mind the reduced rate of aquifer, traces of Arsenic Contamination and presence of Iron on the water, it has been decided to switch over to surface water from River Damodar.

Accordingly, the plant design is adequate to cater to the future requirement of the entire region and no augmentation of supply is required for the present project

Situation Appraisal & Key Intervention for Identified Slum

Presently accessibility to water supply facilities in the slum pocket is inadequate. The major source of water is from the common tap water available in the slums. The slum is partially connected to the municipal water supply main.

It is now proposed that water pipeline shall be provided in each household with requisite number of

taps, as computed during the survey as felt needs shall be provided under this Project. However, considering that the houses are being provided with water, the provisions of multiple taps have not been encouraged and kept to the minimal level.

Design of distribution system was carried out on the following basis:

- ☐ Population projection
- ☐ Project horizon years
- ☐ Design period for various project components
- ☐ Per capita water supply
- ☐ Factors affecting consumption
- ☐ Existing water supplies
- ☐ Pipeline pressure requirement
- ☐ Supply of water on 24 x 7 basis
- ☐ Economical size of conveying main
- ☐ Choice of pipe materials
- ☐ Peak factor
- ☐ Residual pressure
- ☐ Hydraulic zoning

Design Period for various Project Components

Water supply projects are designed normally to meet the requirements over a period of 30 years after their completion. The time lag between design and completion of the project should also be taken into account which should not exceed two to five years depending on the size of the project. CPHEEO guidelines have been followed has suggested the design period for various water supply components.

Service Plan

The pipelines needs to be regularly and kept in full working conditions. It is proposed that operation and maintenance of these pipelines and other assets be done in conjunction with the maintenance programme of the Municipal Corporation. The Bustee Working Committee shall be the first level of responsibility for ensuring that the pipelines etc are kept in good order. The overall operation and maintenance shall be carried out by the project cell of the Municipal Corporation.

Proposed Interventions

According to the above, the water supply design requirement for Municipality has been fixed at 135 lpcd

$(\text{Domestic Requirement}) + 15\% (\text{head loss}) + 100 \times (p^{0.5}) = 163.25 \text{ lpcd (approx).}$

There is existing water supply scheme which has the capacity for meeting the requirement. Thus there is no additional requirement of any reservoir. There are street stand posts for the slum proposed. But to achieve house connection at slum 100 mm dia. DI pipes are proposed.

The details of water supply lines provide are as follow:

Transmission of Water

Jangipur Municipality has water supply through ESR having (24x7) water supply. For the proposed multi-storied buildings sump and pump with OHR is provided for each building. The water supply network for this slum will be connected to the citywide water supply network.

Water supply system broadly involves transmission of water from the water supply main to the area of consumption normally through pipelines. Pipelines normally follow the profile of the ground surface quite closely, normally at 1 metre below ground.

Following design criteria are adopted for this Project:

- ☐ Gravity pipelines have to be laid below the hydraulic gradient.
- ☐ Pipes are of Ductile Iron, Mild steel, GRP, HDPE, PVC, Plastic etc.
- ☐ The design of water supply conduits is dependent on pipe friction, available head, velocity allowable, etc.
- ☐ Minimum sizes of 100mm for towns having population up to 50,000 and 150mm for those above 50,000 are recommended.
- ☐ There are a number of formulae available for use in calculating the velocity of flow. However,
- ☐ Hazen William's formula for pressure conduits and Manning's formula for free flow conduits are popularly used.

Drainage and Solid waste management

Proposal Rationale

The status of adequate Drainage has a close and direct link with environment, water supply and its cleanliness, health and hygiene. The problem of adequate drainage associated with steep influx of population in urban areas, therefore needs to be addressed forth with, debated and deliberated at length, by the policy planners for the development of urban/city areas. Inadequate Drainage results in accumulation of stagnant water and is a major health hazard for the people living in the region.

In the slums there is no proper drainage system and hence stagnation of water is a common occurrence for the slums. In order to improve the situation, there is a need for constructing pucca drains, which will dispose of the stagnant water to the main drains.

Outcome

The proposed drainage system by means of construction of new drains and improvement of existing will help to provide relief to the slum dwellers by means of efficient and effective disposal of storm water through the outfall channels. The outcome of this scheme will by and large

enhance the quality of civic life by way of promotion and safeguarding the public health and environmental pollution.

Assessment Overall State of Infrastructure

One of the priority area identified for Wood Industries slum has been absence of adequate drainage. Most of the drainage is kutchra and inadequate for covering the slums which had led to water logging which in turn affected the environment and health of the people on an overall basis.

As mentioned above poor drainage system and consequently chronic water logging are the major issues of concern. There is hardly any pucca drain. The state of drain also affects the condition of the road.

Though there are storm water drains on the main road around the slums, but there is no systematic connection with the internal areas of the slum, thereby leading to acute water logging within the slum. It is worth mentioning that apart from lack of drainage network in several slum pockets, major challenge lies with its maintenance. In numerous cases drains in slums gets choked due to improper disposing of solid waste and other hazardous materials into the existing drains.

Situation gets beyond control particularly during monsoon season like July and August. Accumulated water causes to generate public health problems. Haphazard growth and settlement in the slum area has blocked the natural drainage courses, which in turn causes water logging and stagnation in different parts of the slum.

Proposed Interventions

It is thus proposed to have an integrated drainage programme covering the slum pocket. The programme shall envisage construction of pucca drain throughout the road length and installing a maintenance programme to ensure that the drains are kept free from clogging from plastics and other materials. Depending on the availability of space and requirement, a sections have been designed, Designs of which have been provided in the relevant sections.

Road Infrastructure

Proposal Rationale

A key component of the Proposal is a focused initiative to provide strong connectivity and provision of movement in the slums. This will enable the poor people to benefit from greater mobility and would increase their employment opportunities, open up trading and marketing of products, and important improve access to health, education, and other social services.

Roads in the slum are highly undeveloped and ill maintained. Poor roads are strong barrier to the development of the slums. Poor road condition and absence of road facility in several slums makes life difficult for all slum dwellers, especially, women and children. It also hampers prompt movement of sick; particularly those who require urgent medical attention. Lack of maintenance, coupled with poor drainage makes life even worse during monsoon season. Road are rarely re-

built or re-paired periodically due to several reason. Provision of basic quality road is thus an important element of slum development. The existing road network system of the slum has become inadequate to cope up with the present and ever increasing needs. In order to bear the additional pressure due to enhanced civic, economic and commercial activities of the slum, existing road network system in several places are required either to be up-graded or winded and new roads are also be constructed in a number of places where the network is inadequate.

Proposed status and strategy

The existing condition of the road is poor and cause great hardship to the slum dwellers particularly women and children. The existing roads in the slum areas are predominantly made of brick pavement. These roads are substantially worn out. The lane roads are Kutcha roads. These roads are highly vulnerable and are in a poor condition particularly in rainy season

One of the major issues is absence of proper maintenance. In view of this it is proposed that the entire road network is to be converted to concrete pavement as concrete pavements are durable and easy to maintain.

The Road needs to be maintained. It is proposed that operation and maintenance and servicing of these roads be done by the Municipality. The Bustee Working Committee shall be the first level of responsibility for ensuring that the pipelines etc. are kept in good order. The project cell of the Municipal Corporation shall carry out the overall operation and maintenance.

Proposed Intervention

All the proposed roads are rigid pavement-cement concrete roads. Rigid pavements are those which posses note worthy flexural strength. The concrete pavement slab can very well serve as a wearing surface as well as effective base course. Therefore usually rigid pavement structure consists of a cement concrete slab, below which a granular base or sub base course may be provided. Rigid pavements are generally designed and the stresses are analyzed using elastic theory, assuming pavement as an elastic plate resting over elastic or a viscous foundation.

Construction of granular sub-base (GSB) 200 mm thick. Construction of 150 mm thick cement concrete pavement, as per Clause 1501.2.2 M30 (Grade), as per drawing and Technical Specification Clause 1501.

Outcome

After successful implementation of the scheme the slum dwellers will have facilities like pre-school education, adult education, non-formal education and social, recreational activities in the slum area. The community centres would provide the people to gather in, to meet and discuss their problems. It is not just a physical location but a space; where poor people could own, develop their thoughts and also could contribute their own skill and labour to make their dream come true. It will also provide the Municipal Corporation in networking with the urban poor communities in

order to exchange information and views.

Proposed Intervention

In view of the above, it is proposed that a Community Centre is established to cater the slum population. For community development a community centre is proposed. The one storied community centre has total plinth area of 223.4 sq m.

There will be Multipurpose hall which may be used as skill development centres or livelihood centre, health centres and Crèche are provided.

The Community Centres act mainly as a supporting unit for livelihood and for revenue generation for O&M.

Materials of construction:

- ☐ PCC (1:3:6) for foundation
- ☐ RCC M-20 for substructure & superstructure (Column, Beam, Slab)
- ☐ HYSD Steel
- ☐ 1st Class Brick Masonry
- ☐ 1:6 (Cement: Sand) plaster – 10 mm on soffit of beam & slab, 15 mm on internal walls & 20 mm on external walls
- ☐ IPS flooring

Definition of Slum for Housing

Different definitions of a slum exist in different statutes and in urban poverty literature. For the purpose of HOUSING SCHEME, it is proposed to adopt the definition given in the 2001 Census, which is as follows:

- a. All areas notified as 'Slum' by State/Local Government and UT Administration under any Act;
- b. All areas recognized as 'Slum' by State/Local Government and UT Administration, which have not been formally notified as slum under any Act;

'Slum' or 'Slum Area' – is a compact settlement of at least 20 households (For NE & Special Category States it is 10-15 households) with a collection of poorly built tenements, mostly of temporary nature, crowded together usually with inadequate sanitary and drinking water facilities in unhygienic conditions.

Situation Appraisal

The people living in the slums mostly have kutchha (10) and semi-pucca (186) housing. In certain cases where pucca housing is available, they are usually in dilapidated condition. The kutchha houses are in very poor condition and require extensive repairs. Most of the houses have tiles on roof. While during the survey some of the houses have been noted to be in average condition, the quality of these houses is also speedily deteriorating.

Proposed Intervention

In line with the vision to **Housing for All** an integrated housing programme is proposed to be implemented. The target will be all the slum dwellers in the pocket. In situ single dwelling units are proposed.

Table-29: Dwelling units

Building type	Number of DU
In situ single Unit	1215 within 109 slums & 21 non slums

Building Plan

The buildings are proposed to cover an area of approximate 32 Sq.mt along with provision of 2 rooms, kitchen and sanitation facility. The layout, size and type design of housing dwelling units depends on the local conditions and the preferences of the beneficiary. The houses, has been designed in accordance with the desire of the beneficiaries, keeping in view the climatic conditions and the need to provide ample space, kitchen, ventilation, sanitary facilities, etc. and the community perceptions, preferences and cultural attitudes.

In line with the scheme, carpet area of the house will be not less than 25 sq. mts and preferably two room accommodation plus kitchen and toilet should be constructed.

Building material

- ☐ PCC (1:3:6) for foundation
- ☐ RCC M-20 for substructure & superstructure (Column, Beam, Slab)
- ☐ HYSD Steel
- ☐ 1st class Brick Masonry
- ☐ 1:6 (Cement: Sand) plaster – 10 mm on soffit of beam & slab, 15 mm on internal walls & 20 mm on external walls
- ☐ IPS flooring

Structural Design

- ☐ Following are the general considerations in the analysis/design.
- ☐ For all structural elements, M20 grade concrete and Fe 415 grade of steel is used.
- ☐ Plinth beams passing through columns are provided as tie beams.
- ☐ Pedestals are proposed up to ground level.
- ☐ Beam Centre-line dimensions are followed for analysis and design.
- ☐ For all the building, walls of 250 mm and 125mm thick with 20 mm External plaster and 12 mm thick internal plaster are considered.
- ☐ Seismic loads are considered acting in the horizontal direction along either of the two principal directions.

Design data

- ☐ Live load: 2.0 kN/m² at typical floor
- ☐ 1.5 kN/m² on terrace (With Access) : 0.75 kN/m² on terrace (without Access)
- ☐ Floor finish 50mm (0.05*24) = : 1.2 kN/m²
- ☐ Ceiling plaster 12mm (0.012*20.8) : 0.25 kN/m²
- ☐ Partition walls (Wherever Necessary) : 1.0 kN/m²
- ☐ Terrace finish: 1.5 kN/m²
- ☐ Earthquake load: As per IS-1893 (Part 1) - 2002
- ☐ Depth of foundation below ground: ,0.7 m
- ☐ Walls: 250 mm thick brick masonry walls at external and 125mm walls internal.

Reference codes:

- ☐ IS 456: 2000 - Code of practice -Plain and Reinforced concrete.
- ☐ IS :1893 :2002 - Criteria for Earthquake resistant design of structures(Part-1)
- ☐ IS: 13920: 1993 - Ductile detailing of Reinforced concrete structures subjected to seismic forces.
- ☐ SP: 34 - Hand Book on Concrete Reinforcement and Detailing.
- ☐ S: 875: 1987 - Code of practice for design loads (other than earthquake) for buildings and structures. (Part-2)

Identification of Beneficiaries

Municipality Municipal Corporation, in consultation with State Urban Development Agency (SUDA), will approve the phasing of the beneficiaries in the region. The beneficiaries so identified and the projects so prepared shall be done in consultation with the committees and community development societies already existing in that particular city. The identification of beneficiaries will be on the basis of the baseline survey already conducted under PMAY Demand Survey.

Allotment of Houses

Allotment of dwelling units will be in the name of the female member of the household. Alternatively, it can be allotted in the name of husband and wife jointly. Ownership of land required for every Beneficiary.

Town Planning Norms

Up-gradation of existing constructions and construction of new houses shall only be taken after approval of the lay out by the urban local body. Respective State Govts. may relax some town planning norms for sanction of such layout Plans, to facilitate HOUSING SCHEME, however, minimum acceptable standards of Town Planning will need to be set and followed. All planning are done as per UDPFI & CPHEOO guidelines and local Municipal Bye- laws.

Compliance with Municipal Bye laws

All designs & drawings are created keeping in line with the municipal bye laws.

Tenure

Unlike rural areas, land is scarce in urban areas particularly in large metropolises. Under HOUSING SCHEME, the responsibility for providing land for the project rests with the State Government or its agencies.

Summary of Investment**Project Costing**

The costing for the individual sectors has been made on the basis of applicable Schedule of Rates. The details of each of the sub-projects have been provided in the respective sections.

The cost components include:

Infrastructure: Cost of infrastructure development/up-gradation including water supply, sewerage, storm water drainage, solid waste management, roads & drainage, street lights, etc.

Housing: Construction Costs would need to be arrived from the various components that are proposed to be implemented and would vary depending on the development option identified.

GOI Contribution:

PMAY scheme guidelines stipulate that, 1.5 lakhs of the unit cost of dwelling unit.

The Central share would be available as per milestones set out in Memorandum of Agreement (MoA).

Beneficiary Contribution:

In order to ensure beneficiaries interest, financial contribution by the beneficiaries is critical.. The share of beneficiary contribution in housing is proposed to be a minimum of 25000/-. As per PMAY guidelines no contribution from the beneficiaries is expected in infrastructure improvements

State Contribution:

The decision would be left to the remaining share would have to be arranged by the State. State will contribute 5% of total Dwelling cost for infrastructure.

ULB Contribution:

ULB have no contribution on dwelling unit cost. ULB will contribute 5% of total Dwelling cost for infrastructure.

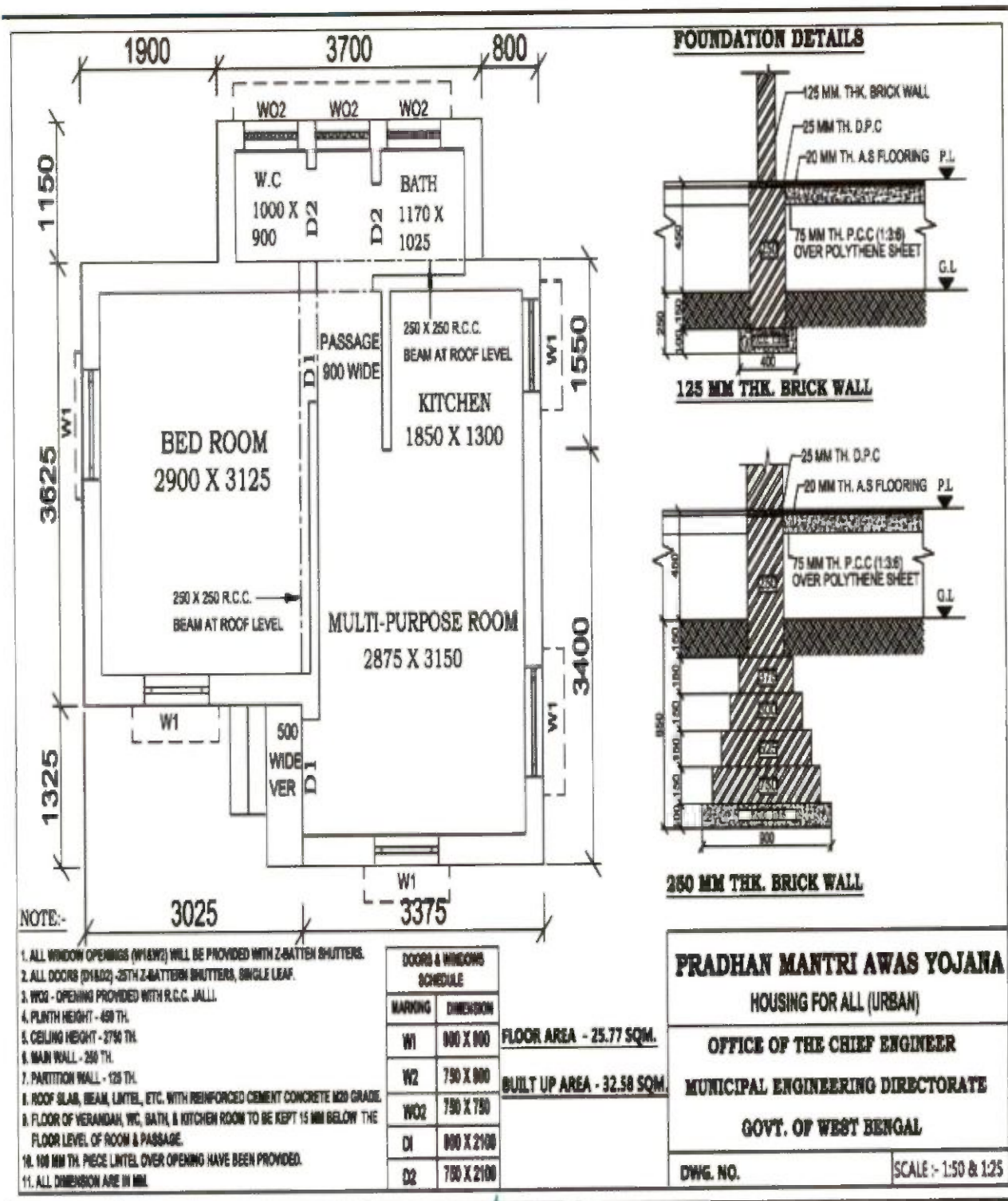
In the 1st Meeting of SLSMC of West Bengal it has been decided that the flowing funding pattern should be adopted for implementation of PMAY until further revision.

Table-30: Share of Fund

Type of City/Towns as per 2011 census	Component	Contribution of			
		Central Rs.(Lakhs)	State Rs.(Lakhs)	ULB Rs.(Lakhs)	Beneficiaries Rs.(Lakhs)
Total cost of Beneficiary LED Construction	Housing	1.5	1.93	Nil	0.25
	Infrastructure	Nil	5 %	5 %	Nil

Drawing & Estimate

Figure-7: Layout drawing of DU

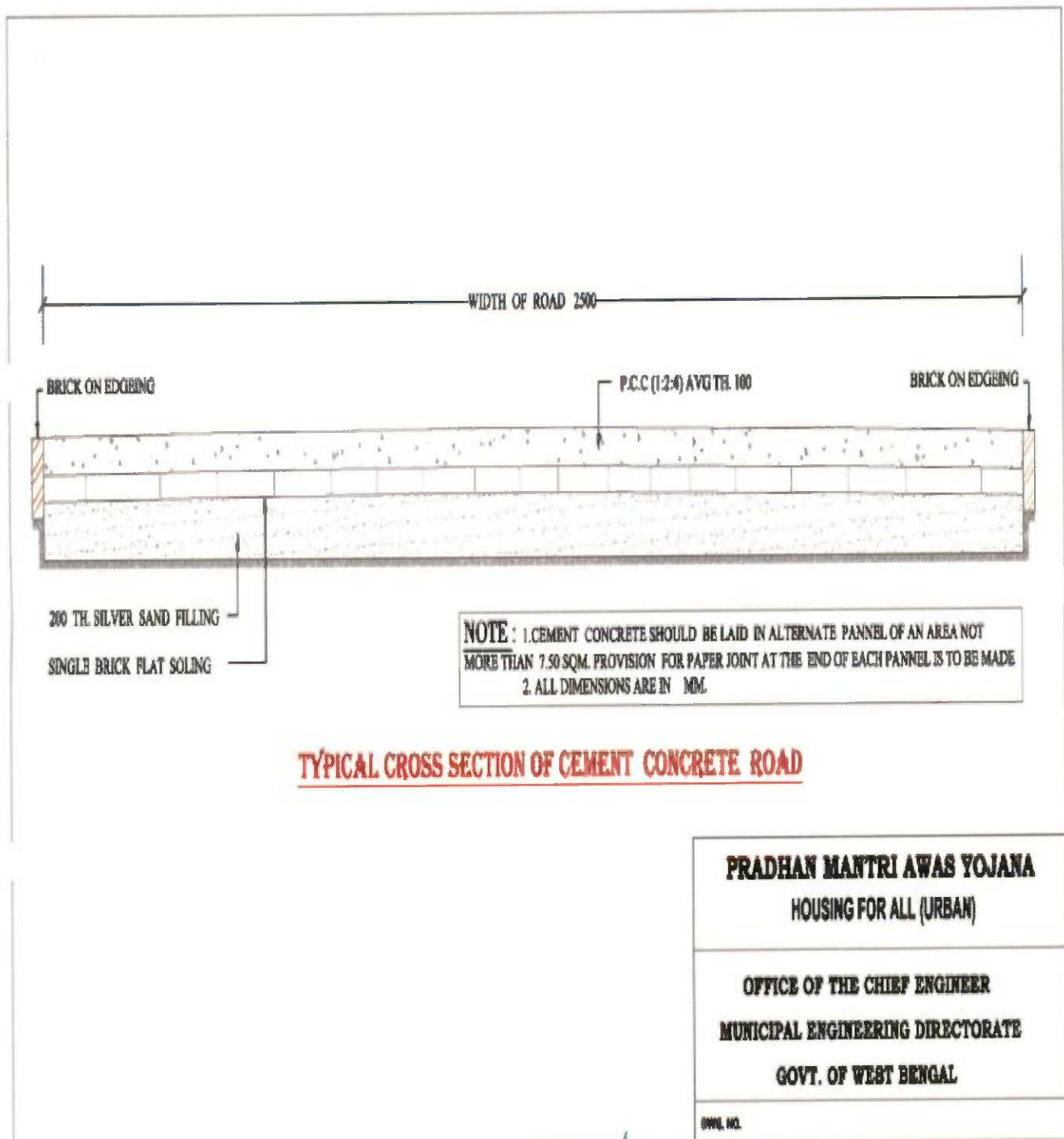


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Chairman
Jangipur Municipality



Figure-8: Layout drawing of Concrete Road

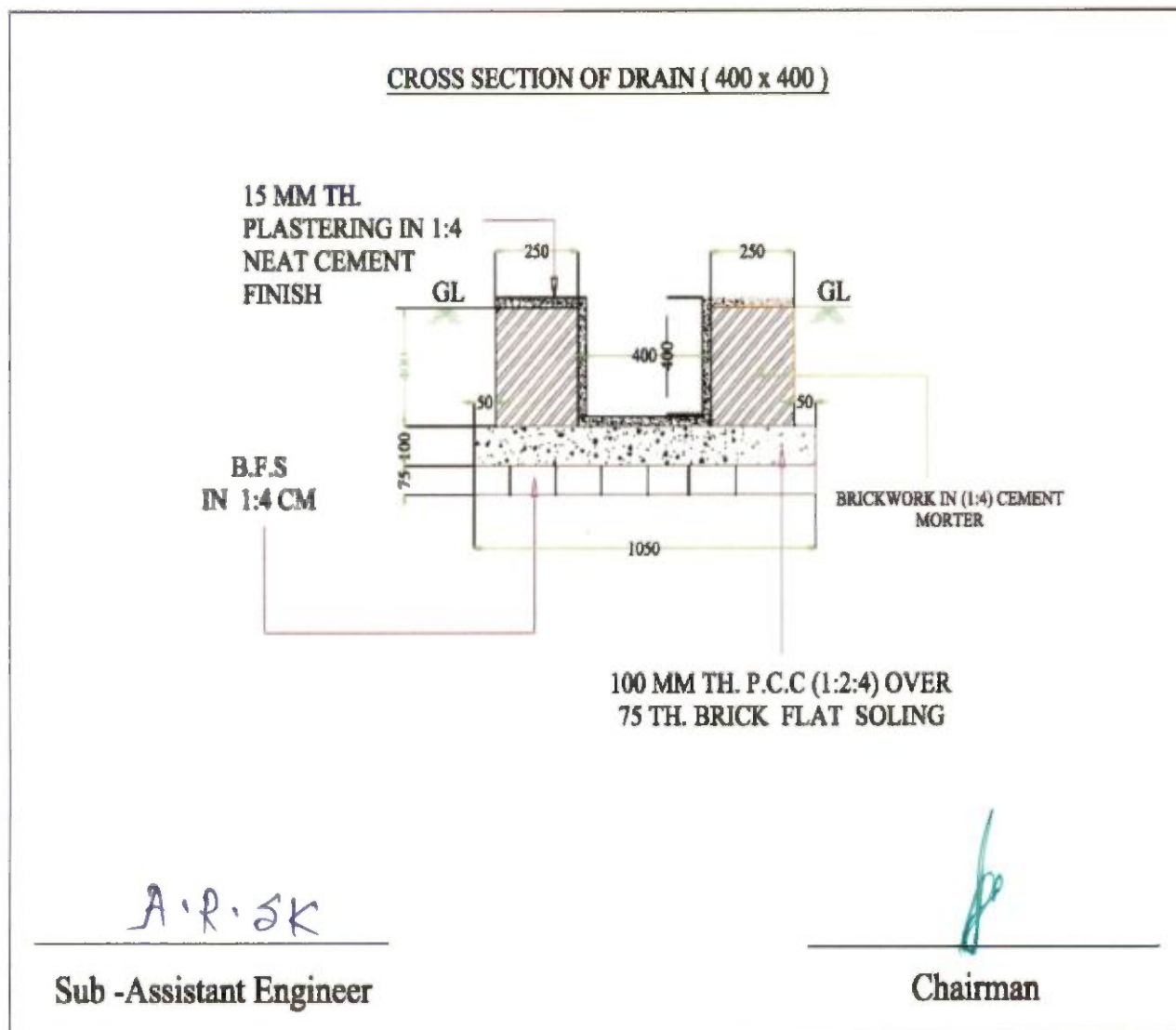


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Chairman
Jangipur Municipality



Figure-9: Layout drawing of Drain



4.2. Disaster Management and Mitigation

Most of the citizens admit the necessity of elimination of hazards arising out of collapse of ill maintained buildings of temporary nature during periods of heavy rains and storms and immediate renovation of drainage system by construction of drains of adequate size and re-sectioning of the channels for increasing their carrying capacities by following appropriate design for the same. The structural design of the building is made by the MED, Govt. of West Bengal considering the norms of disaster management.

4.3. Statutory approval including environmental clearance (as applicable)

Table-31: Statutory approval including environmental clearance

IMPACT & REMEDIES		
1.	Utilization of alternative material Characteristics and availability of alternative material	Locally available bricks etc. will be used.
2.	Rehabilitation of water bodies & measures for maintaining surface runoff smoothly	No water body is affected by the alignment of road. The road side open C. C. / Brick masonry drains have been provided for free flow of storm water.
3.	Measures for Erosion Control	Not applicable for the slum area.
4.	Conservation of Topsoil a. Extent of loss of topsoil b. Area requirement for topsoil conservation c. Inclusion of conservation of topsoil d.	Not applicable for the slum area.
5.	Impact on Heritage & Culture a. Identification of locally significant cultural properties b. Assessment of likely impacts on each cultural property due to project implementation c. Possible measures for avoidance i) Identification of alternative routes ii) Relocation of Culture property in consultation with the local community iii) Common Property	Question does not arise.
6.	Location of Natural Habitants	It will not be disturbed
7.	Construction of site office / Camp	Temporary construction of camp / office shall be established by contractor and since the project is small and scattered, the temporary impact on environment for Construction Camp / office at the time of execution of work is negligible.
8.	Quarrying of Materials	
	a. Sourcing of materials from quarries b. Lead from various existing quarries c. Adequacy of material for the project in these quarries	The construction materials require for the project shall be procured from : a) Stone metal: from the existing. b) Bricks: From the existing brick fields nearby

		the project site. c) Sand: From the nearest source. All the materials are sufficiently available.
9.	Water Requirement; Identification of potential sources of water	Water required for the construction of work will be available from ground water. There is no scarcity of water in the region.
10.	Location of Waste Water Disposal :	
	a. Location for disposal of waste water	The surface drain have been proposed in the slum for disposal of waste water.
	b. Outfalls locations for longitudinal drains	
	i) Outfall level and back flow	Natural slope of the ground will be maintained for waterways for discharge of surface runoff. No possibility of back flow except in the case of heavy flood.
	ii) The outfall is in natural stream; measures shall be taken to prevent sediment into the stream.	The storm water drain of the slums will discharge the water to the main high drain of the town.
11.	Air Pollution during construction work	Work shall be carried out by equipments like concrete mixer machine vibrator etc. at this time of concerting work only for which air pollution will be negligible.
12.	Identify locations susceptible to induced development	Locations vulnerable to induced development: In such location the Municipality has committed not to allow building construction activity. a. Lands within 50 m of junctions b. Agricultural lands with enforce restriction on building activity on either side of road. Stretches within 100m of worship places, weekly fairs and locations of community mass gatherings.
13.	Roles and responsibilities of municipality in regulating development	The municipality shall lay down restrictions on building activities along the by-pass roads : 1. Municipality will enforce restriction on building activity on either side of road. 2. Development of Residential sites outside Existing Settlement. Appropriate measure towards the removal of encroachments onto the public land to be taken.
14.	Traffic Congestion and related air & noise pollution	As the road passes through the slum area of the town and two wheelers, Three wheelers, light vehicle will move hence there will not be any traffic congestion, related air & noise pollution.
15.	Opportunity in economic activities due to ease of transportation system	The benefits due to this project are : 1. Generation of Man days 2. Improvement in Household or population sector i.e. Improvement of personal health, hygiene, socio- economic condition, education etc.

5.2. Detailed Estimates

5.2.1. Detailed Estimate of Provision of Housing

Table-33: Detailed Estimate of Provision of Housing

DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE Pradhan Mantri Awas Yojana Housing For All (Urban) Total Covered Area- 32.18 sq.m (With Electrical Works) Referance of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda Floor Area 25.77 sqm					
SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
1	Earthwork in excavation in foundation trenches or drains, in all sorts of soil (including mixed soil but excluding laterite or sandstone) including removing spreading or stacking the spoils within a lead of 75 m as directed including trimming the sides of trenches, levelling, dressing and ramming the bottom, bailing out water etc. as required complete. a) Depth of excavation not exceeding 1500mm .	13.000	%cu.m.	12047.00	1566.11
	SOR, PWD, P-1, I -2 a				
2	Earth work in filling in foundation trenches or plinth with good earth in layers not exceeding 150 mm. including watering and ramming etc. layer by layer complete.(Payment to be made on the basis of measurement of finished quantity of work) a) With earth obtained from excavation of foundation.	11.120	%cu.m.	7831.00	870.81
	SOR, PWD, P-1, T/3 a				
3	Supplying Laying Polithin Sheets etc. SOR, PWD, P-45, T - 13	22.000	sqm	25.00	550.00
4	Cement concrete with graded Stone ballast (40 mm.) excluding shuttering.a) In ground floor and foundation.6 : 3 : 1 proportion Pakur variety SOR, PWD, Page 24 ; Item -10 a	3.500	cu.m.	5823.00	20380.50
5	25 mm. thick damp proof with cement concrete (4:2:1) (with graded stone aggregate 10 mm. Normal size) and painting the top surface with a coat of bitumen using 1.7 kg. per sq.m. including heating the bitumen and cost and carriage of all materials complete. SOR, PWD, P-45, T-12	6.810	sqm,	297.00	2022.57
6	Brick work with 1st class bricks in cement mortar (6:1) a) In foundation and plinth. b) In super structure SOR, PWD, P-29, T -22(a), (b)	10.430 15.240	cum cum	5719.00 5943.00	59649.17 90571.32
7	125mm thick brick work with 1st. class bricks in cement mortar (4:1). a) In ground floor SOR, PWD, P-73, I -29	23.220	sq.m.	783.00	18181.26
8	Ordinary Cement concrete (mix 1:1.5:3) with graded stone chips (20 mm nominal size) excluding shuttering	3.940	cu.m.	6851.66	26995.54

Chairman
Jangipur Municipality

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DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE Pradhan Mantri Awas Yojana Housing For All (Urban) Total Covered Area- 32.18 sq.m (With Electrical Works) Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda Floor Area 25.77 sqm					
SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
	and reinforcement if any, in ground floor as per relevant IS codes.				
	(i) Pakur Variety				
	SOR, PWD, P-14, T -7(i)				
9	Reinforcements for reinforced concrete work in all sorts of structures including distribution bars, stirrups, binders etc. including supply of rods, initial straightening and removal of loose rust (if necessary), cutting to requisite length, hooking and bending to correct shape, placing in proper position and binding with 16G black annealed wire at every inter-section, complete as per drawing and direction.				
	(a) For works in foundation, basement and upto roof of ground floor / upto 4m. (i) Tor steel/Mild steel.	0.309	MT	60705.93	18775.74
	SOR, PWD, P-27, T -15(i)				
10	Hire and labour charges for shuttering with centreing and necessary staging upto 4 m. using approved stout props and thick hard wood planks of approved thickness with required bracing for concrete slabs, beams, columns, lintels curved or straight including fitting, fixing and striking out after completion of works. (upto roof of ground floor). (When the height of a particular floor is more than 4 m. the equivalent floor ht. shall be taken as 4 m. and extra for works beyond the initial 4 m. ht. shall be allowed under 12(e) for every 4 m. or part thereof.) SOR, PWD, P-66, T -12(a)				
	25 mm. to 30 mm. thick wooden shuttering as per decision & direction of Engineer-in-charge. Ground Floor	37.063	M ²	360.00	13342.68
11	Plaster (to wall, floor, ceiling etc.) with sand and cement mortar including rounding off or chamfering corners as directed and raking out joints or roughening of concrete surface, including throating, nosing and drip course where necessary . In ground floor. A) With 6:1 cement mortar. a) Inside wall 20 mm thick plaster SOR, PWD, P-151, T -2 (i)(b)	116.940	sq.m.	181.00	21166.14
	b) Out side Wall, 15mm th. SOR, PWD, P-151, I -2 (i)(c)	111.950	sq.m.	156.00	17464.20
	B)10mm th ceiling plaster (4:1) SOR, PWD, P-151, I -2 (i)(c)	23.330	sq.m.	140.00	3266.20
12	Neat cement punning about 1.5mm thick in wall, dado, window, sills, floor, drain etc. SOR, PWD, P-152, I -8	26.700	sq.m.	38.00	1014.60
13	Artificial stone in floor,dado, staircase etc. with cement concrete (4:2:1) with stone chips laid in panels as directed with topping made with ordinary or white cement (as necessary) and marble dust in proportion	26.490	sq.m.	265.00	7019.85

A.R.S.K

DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE Pradhan Mantri Awas Yojana Housing For All (Urban) Total Covered Area- 32.18 sq.m (With Electrical Works) Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda Floor Area 25.77 sqm					
SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
	(2:1) including smooth finishing and rounding off corners and including application of cement slurry before flooring works, using cement @ 1.75 kg./sq.m. all complete including all materials and labour. In ground floor. 3 mm. thick topping (High polishing grinding on this item is not permitted) with ordinary cement. 20mm thick SOR, PWD, P-40, I -3 (i)			 Chairman Jangipur Municipality	
14	Supplying, fitting & fixing MS clamp for fixing door and window frame made of flat bent bar, end bifurcated, fixed in cement concrete with stone chips (4:2:1) a fitted and fixed complete as per direction. 40mm x 6mm x 125 mm length. (Cost of cement concrete will be paid separately) SOR, PWD, P-90, I -18 (c)	34	each	22.00	748.00
15	Wood work in door and window frame fitted and fixed complete including a protective coat of painting at the contact surface of the frame other Local wood SOR, PWD, P-85, T -1(i)	0.213	cu.m.	46171.00	9834.42
16	Panel Shutter of door & Window (each Panal Consisting Of single Plan without Join) 25 mm thick shutter with 12 mm thick Panal of size 30 to 45 cm. Other Local wood SOR, PWD, P-105, I -84 (iv)c	8.520	sq.m.	1567.00	13350.84
17	Iron butt hinges of approved quality fitted and fixed with steel screws, with ISI mark. a) 75mm x 47mm x 1.70mm SOR, PWD, P-91, T -20(iv)	32.000	each	34.00	1088.00
18	Iron Socket Bolt of approved quality fitted and fixed complete. i) 150 mm long x 10 mm dia SOR, PWD P-93, I -25,c	11.000	each	71.00	781.00
19	White washing including cleaning and smoothening surface thoroughly (5 parts of stone lime and 1 part of shell lime should be used in the finishing coat). Two Coats SOR, PWD, P-155, I -3 (b)	124.960	%sq.m.	1887.00	2358.00
20	Colour washing with ella with a coat of white wash priming including cleaning and smoothening surface thoroughly external surface One Coat SOR, PWD, P-155, I - 4(ii)(a)	100.560	%sq.m.	1514.00	1522.48
21	Priming one coat on timber, plastered or on steel or other metal surface with synthetic enamel/oil bound				

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