

JANGIPUR MUNICIPALITY

DETAILED PROJECT REPORT ON PMAY (HOUSING FOR ALL), BENEFICIARY LED CONSTRUCTION



MUNICIPAL ENGINEERING DIRECTORATE, GOVT. OF WEST BENGAL, BIKASH
BHAVAN, SALT LAKE, KOLKATA-91

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Introductory Note by Chairperson / Mayor

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 345 nos from 104 nos slum and 18 nos of Non Slum projected for the year 2015-16.

Total cost of the project is **Rs. 1397.00 lakhs** as per relevant department & P.W.D. schedule of rates.

Mozakazul Islam

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Executive Summary

Project Details

1	State		:	West Bengal
2	City		:	Jangipur
3	Project Name		:	Pradhan Mantri Awas Yojana , Housing For All. (Urban)
4	Project Cost	(Rs. In Lacs)	:	1397.00
5	Central Share	(Rs. In Lacs)	:	518.00
6	State Share	(Rs. In Lacs)	:	729.00
7	ULB Share	(Rs. In Lacs)	:	63.00
8	Beneficiary Share	(Rs. In Lacs)	:	86.00
10	SOR Adopted		:	PWD (WB) w.e.f 1.7.14 with current corrigendum.

Project Contributions (Physical + Financial) (Rs. In lacs)

Sl No.	Scheme Component	Type	Quantity	Unit	Rate (in Rs./unit)	Proposed project cost (in lakh)	Appraised Project Cost (in lakh)	Central Share	State Govt. Share	ULB Share	Beneficiaries Share
A. HOUSING											
1	New in- situ										
	Single storied units		345	Nos.	368000.00	1269.60	1269.60	517.50	665.85	0.00	86.25
2	Up-gradation										
3	Rental										
4	Transit										
Total Housing Cost Sub Total (A)						1269.60	1269.60	517.50	665.85	0.00	86.25
B. INFRASTRUCTURE											
1	Roads										
i	CC Roads	2.5 m wide	1859	Mtr	4097.00	76.16	76.16	0.00	38.08	38.08	
iii	Interlocking Block										
iv	Culverts										
2	Water Supply										

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Sl No.	Scheme Component	Type	Quantity	Unit	Rate (in Rs./unit)	Proposed project cost (in lakh)	Appraised Project Cost (in lakh)	Central Share	State Govt. Share	ULB Share	Beneficiaries Share
i	UGSR										
ii	SR										
i	Surface Drain		2000	Mtr	2540.00	50.80	50.80	0.00	25.40	25.40	
iv	Pump Station & tube well										
Total Infrastructure Cost Sub Total (B)						127	127		63	63	0
Total (A+B)						1397	1397	518	729	63	86

Signature of the ULB Level Competent

Name & Designation:

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E-mail:

Signature of the State Level Nodal Officer

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Syamal Kumar Roy
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Jangipur Municipality

Signature of the State Level Competent Technical Officer
**Chief Engineer
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Govt. of West Bengal**

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Signature of the Chairman

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Chairman, Jangipur Municipality

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Fax No.:

Telephone No.:

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E-mail No.:

Mozaharul Islam
Chairman
Jangipur Municipality

SLUM AND NON SLUM WISE DETAILS OF DU AND INFRASTRUCTURE COST OF 2015-16									
SL. NO	SLUM/ NON- SLUM NAME	DWELLING UNIT	INFRASTRUCTURES					Total	
			Cost involved @ Rs. 3.68 Lakhs per DU.	Surface Drain in Meter	Cost involved @ Rs. 0.02540 Lakh per Meter	ROADS (In Meter)	Cost involved @ Rs. 0.0087 lakh per meter		
1	JOYRAMPUR AFFLUX BANDH(WESTERN SIDE)(S.C.-001)	3	11.04	17	0.44	16	0.66	12.14	
2	JOYRAMPUR VILLAGE(EASTERN SIDE)(S.C.-002)	3	11.04	17	0.44	16	0.66	12.14	
3	RAJPARA ROAD(BOTH SIDE)(S.C.-003)	3	11.04	17	0.44	16	0.66	12.14	
4	RAJPARA ROAD(BOTH SIDE)(S.C.-004)	3	11.04	17	0.44	16	0.66	12.14	
5	SINDURA TALA(S.C.-005)	3	11.04	17	0.44	16	0.66	12.14	
6	MONDAL PARA(S.C.-006)	5	18.40	29	0.74	27	1.10	20.24	
7	JOYRAMPUR VILLAGE ROAD(WESTERN SIDE)(S.C.-007)	5	18.40	29	0.74	27	1.10	20.24	
8	KABIRAJ PARA(S.C.-008)	5	18.40	29	0.74	27	1.10	20.24	
9	RAHAMANPUR(S.C.-009)	2	7.36	12	0.29	11	0.44	8.10	
10	MATH PARA(S.C.-010)	9	33.12	52	1.32	49	1.99	36.43	
11	RAGHUNATHPUR(WESTERN SIDE)(S.C.-011)	3	11.04	17	0.44	16	0.66	12.14	
12	RAGHUNATHPUR TIN PARA(S.C.-012)	7	25.76	41	1.03	38	1.55	28.34	
13	RAGHUNATHPUR MASTER PARA(S.C.-013)	5	18.40	29	0.74	27	1.10	20.24	
14	RAGHUNATHPUR MUNSHIPARA(S.C.-014)	5	18.40	29	0.74	27	1.10	20.24	
15	RAHAMANPUR(S.C.-015)	2	7.36	12	0.29	11	0.44	8.10	
16	GOBORDHAN TALA(S.C.-016)	3	11.04	17	0.44	16	0.66	12.14	
17	RABIDAS PARA(S.C.-017)	2	7.36	12	0.29	11	0.44	8.10	
18	ZIDDI PARA(S.C.-018)	2	7.36	12	0.29	11	0.44	8.10	
19	BELCHATRA(S.C.-019)	2	7.36	12	0.29	11	0.44	8.10	
20	BAROJ MASTER PARA(S.C.-020)	2	7.36	12	0.29	11	0.44	8.10	
21	ZIDDI PARA(S.C.-021)	5	18.40	29	0.74	27	1.10	20.24	
22	MUSLIM PARA(S.C.-022)	2	7.36	12	0.29	11	0.44	8.10	
23	RABIDAS PARA(S.C.-023)	2	7.36	12	0.29	11	0.44	8.10	
24	CHHOTOKALA(S.C.-024)	2	7.36	12	0.29	11	0.44	8.10	
25	DHANPATNAGAR(S.C.-025)	2	7.36	12	0.29	11	0.44	8.10	
26	ENAYETNAGAR CHAI PARA(S.C.-026)	3	11.04	17	0.44	16	0.66	12.14	
27	ENAYETNAGAR NICHU PARA(S.C.-027)	2	7.36	12	0.29	11	0.44	8.10	
28	KANDIGOLA(S.C.-028)	6	22.08	35	0.88	32	1.32	24.29	


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29	RAMDEVPUR(S.C.-029)	2	7.36	12	0.29	11	0.44	8.10
30	GANIMIYA PARA(S.C.-030)	2	7.36	12	0.29	11	0.44	8.10
31	JELE PARA(S.C.-031)	2	7.36	12	0.29	11	0.44	8.10
32	CHHUTOR PARA(S.C.-032)	2	7.36	12	0.29	11	0.44	8.10
33	LUTBAGAN FATEKHAN JUNGLE(S.C.-033)	2	7.36	12	0.29	11	0.44	8.10
34	MIRDHA PARA(S.C.-034)	6	22.08	35	0.88	32	1.32	24.29
35	FATEKHAN JUNGLE(S.C.-035)	2	7.36	12	0.29	11	0.44	8.10
36	TANTI PARA(S.C.-036)	3	11.04	17	0.44	16	0.66	12.14
37	DIHI PARA(S.C.-037)	2	7.36	12	0.29	11	0.44	8.10
38	MOHAMMADPUR(EASTERN SIDE)(S.C.-038)	2	7.36	12	0.29	11	0.44	8.10
39	MOHAMMADPUR BIN PARA(S.C.-039)	2	7.36	12	0.29	11	0.44	8.10
40	MONDAL PARA(S.C.-040)	2	7.36	12	0.29	11	0.44	8.10
41	MOHAMMADPUR NATUN PARA(S.C.-041)	2	7.36	12	0.29	11	0.44	8.10
42	MALLAH PARA(S.C.-042)	2	7.36	12	0.29	11	0.44	8.10
43	RABIDAS PARA(S.C.-043)	1	3.68	6	0.15	5	0.22	4.05
44	KNASHARI PARA(S.C.-044)	2	7.36	12	0.29	11	0.44	8.10
45	BUS STAND BASTEE(S.C.-045)	2	7.36	12	0.29	11	0.44	8.10
46	SAHEBBAZAR(S.C.-046)	2	7.36	12	0.29	11	0.44	8.10
47	GUJURPUR(S.C.-047)	2	7.36	12	0.29	11	0.44	8.10
48	CHAIPARA(S.C.-048)	2	7.36	12	0.29	11	0.44	8.10
49	KHANSAMA PARA(S.C.-049)	2	7.36	12	0.29	11	0.44	8.10
50	FATULLAPUR GHOSH PARA(S.C.-050)	2	7.36	12	0.29	11	0.44	8.10
51	TEROGHORA PARA(S.C.-051)	2	7.36	12	0.29	11	0.44	8.10
52	KHANSAMA PARA(S.C.-052)	1	3.68	6	0.15	5	0.22	4.05
53	BAGDI PARA(S.C.-053)	2	7.36	12	0.29	11	0.44	8.10
54	JELE PARA(S.C.-054)	3	11.04	17	0.44	16	0.66	12.14
55	BANGAL PARA(S.C.-055)	3	11.04	17	0.44	16	0.66	12.14
56	DARGATALA(S.C.-056)	2	7.36	12	0.29	11	0.44	8.10
57	FANSHITALA BHAGIRATHI PALLY(S.C.-057)	2	7.36	12	0.29	11	0.44	8.10
58	MAL PARA & RABIDAS PARA(S.C.-058)	2	7.36	12	0.29	11	0.44	8.10
59	SADARGHAT BHAGIRATHI PALLY(S.C.-059)	2	7.36	12	0.29	11	0.44	8.10
60	SARBAJANINTALA BHAGIRATHI PALLY(S.C.-060)	2	7.36	12	0.29	11	0.44	8.10
61	SUKANTA PALLY(S.C.-061)	2	7.36	12	0.29	11	0.44	8.10
62	GODOWN COLONY(S.C.-062)	2	7.36	12	0.29	11	0.44	8.10
63	AMBAGAN COLONY(S.C.-063)	2	7.36	12	0.29	11	0.44	8.10



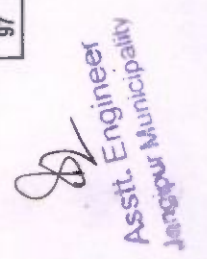
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64	NILRATAN COLONY(S.C.-064)	5	18.40	29	0.74	27	1.10	20.24
65	MAL PARA(S.C.-065)	2	7.36	12	0.29	11	0.44	8.10
66	MARWARI GHAT COLONY(S.C.-066)	2	7.36	12	0.29	11	0.44	8.10
67	GOVERNMENT COLONY(S.C.-067)	2	7.36	12	0.29	11	0.44	8.10
68	GOAL PARA(S.C.-068)	2	7.36	12	0.29	11	0.44	8.10
69	SHASTHITALA BHAGIRATHI PALLY(S.C.-069)	2	7.36	12	0.29	11	0.44	8.10
70	DOM PARA(S.C.-070)	2	7.36	12	0.29	11	0.44	8.10
71	AILERUPAR(DARBESHAPARA)(S.C.-071)	2	7.36	12	0.29	11	0.44	8.10
72	KAWAPARA(S.C.-072)	2	7.36	12	0.29	11	0.44	8.10
73	HATATH COLONY(S.C.-073)	2	7.36	12	0.29	11	0.44	8.10
74	MACKENZIE FIELD COLONY(S.C.-074)	2	7.36	12	0.29	11	0.44	8.10
75	BASUDEVPUR COLONY(S.C.-075)	1	3.68	6	0.15	5	0.22	4.05
76	PRATAPPUR COLONY(S.C.-076)	2	7.36	12	0.29	11	0.44	8.10
77	GOAL PARA(S.C.-077)	2	7.36	12	0.29	11	0.44	8.10
78	AILERUPAR (EASTERN SIDE)(S.C.-078)	2	7.36	12	0.29	11	0.44	8.10
79	JOYRAMPUR VILLAGE(NORTH)(S.C.-079)	2	7.36	12	0.29	11	0.44	8.10
80	RAIPARA ROAD(EAST)(S.C.-080)	2	7.36	12	0.29	11	0.44	8.10
81	SINDURATALA(NORTH)(S.C.-081)	2	7.36	12	0.29	11	0.44	8.10
82	JOYRAMPUR VILLAGE(EAST)(S.C.-082)	2	7.36	12	0.29	11	0.44	8.10
83	MATHPARA(NORTH)(S.C.-083)	2	7.36	12	0.29	11	0.44	8.10
84	KABIRAJ PARA(SOUTH)(S.C.-084)	2	7.36	12	0.29	11	0.44	8.10
85	RAGHUNATHPUR MASTERPARA(NORTH)(S.C.-085)	3	11.04	17	0.44	16	0.66	12.14
86	RAGHUNATHPUR MUNSHIPARA(EAST)(S.C.-086)	2	7.36	12	0.29	11	0.44	8.10
87	RABIDAS PARA(EAST)(S.C.-087)	2	7.36	12	0.29	11	0.44	8.10
88	JIDDIPARA(NORTH)(S.C.-088)	2	7.36	12	0.29	11	0.44	8.10
89	BELCHATRA(WEST)(S.C.-089)	2	7.36	12	0.29	11	0.44	8.10
90	MUSLIMPARA(NORTH)(S.C.-090)	2	7.36	12	0.29	11	0.44	8.10
91	RABIDAS PARA(SOUTH)(S.C.-091)	2	7.36	12	0.29	11	0.44	8.10
92	DHANPATNAGAR(NORTH)(S.C.-092)	2	7.36	12	0.29	11	0.44	8.10
93	DIHI PARA(WEST)(S.C.-094)	2	7.36	12	0.29	11	0.44	8.10
94	MAHAMMADPUR BINPARA(NORTH)(S.C.-095)	3	11.04	17	0.44	16	0.66	12.14
95	OLD BUSSTAND BOSTI(S.C.-096)	2	7.36	12	0.29	11	0.44	8.10
96	MALLAHA PARA(EAST)(S.C.-097)	2	7.36	12	0.29	11	0.44	8.10
97	CHAI PARA(NORTH)(S.C.-098)	3	11.04	17	0.44	16	0.66	12.14



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98	JELA PARA(NORTH)(S.C.-099)	2	7.36	12	0.29	11	0.44	8.10
99	SADARGHAT BHAGIRATHI PALLY(EAST)(S.C.-100)	2	7.36	12	0.29	11	0.44	8.10
100	HATAT COLONY(NORTH)(S.C.-103)	2	7.36	12	0.29	11	0.44	8.10
101	AILERUPAR(WEST)(S.C.-104)	4	14.72	23	0.59	22	0.88	16.19
102	RADHANAGAR CHAIPARA(S.C.-106)	2	7.36	12	0.29	11	0.44	8.10
103	CHHOTO MASJID PARA(S.C.-108)	1	3.68	6	0.15	5	0.22	4.05
104	FULBARI(S.C.-109)	1	3.68	6	0.15	5	0.22	4.05
		260	957	1507	38	1401	57	1052
	Non Slum in Ward No							
1	1	8	29.44	46	1.18	43	1.77	32.38
2	2	3	11.04	17	0.44	16	0.66	12.14
3	3	6	22.08	35	0.88	32	1.32	24.29
4	5	5	18.40	29	0.74	27	1.10	20.24
5	6	8	29.44	46	1.18	43	1.77	32.38
6	7	6	22.08	35	0.88	32	1.32	24.29
7	8	5	18.40	29	0.74	27	1.10	20.24
8	9	5	18.40	29	0.74	27	1.10	20.24
9	10	5	18.40	29	0.74	27	1.10	20.24
10	11	6	22.08	35	0.88	32	1.32	24.29
11	12	5	18.40	29	0.74	27	1.10	20.24
12	13	3	11.04	17	0.44	16	0.66	12.14
13	15	2	7.36	12	0.29	11	0.44	8.10
14	16	2	7.36	12	0.29	11	0.44	8.10
15	18	2	7.36	12	0.29	11	0.44	8.10
16	19	1	3.68	6	0.15	5	0.22	4.05
17	20	6	22.08	35	0.88	32	1.32	24.29
18	21	7	25.76	41	1.03	38	1.55	28.34
	Total in Non Slum	85	313	493	13	458	19	344
	Total	345	1270	1999	51	1859	76	1397


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FUND FLOW PATTERN

Rupees in lakhs

NAME OF THE SCHEME	ESTIMATED COST	YEAR 2015-16			TOTAL
		GOI	GOWB	ULB	
PMAY project - Jangipur Municipality	1397.00	518	729	63	1397
					Beneficiaries
					86

PHASING OF FUND

Rupees in lakhs

YEAR 2015-16	RELEASE OF FUND			TOTAL
	GOI	GOWB	ULB	
1st Installment @ 40%	207	292	25	610
2nd Installment @ 40%	207	292	0	524
3rd Installment @ 20%	104	146	13	262
TOTAL	518	729	63	1397

REQUIREMENT OF FUND

Rupees in lakhs

SL. NO	NAME OF THE SCHEME	YEAR 2015-16	TOTAL
1	PMAY project - Jangipur Municipality	1397	1397
Total		1397	1397


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Chairman
 Jangipur Municipality

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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.

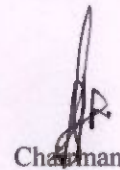
At present Jangipur Municipality is in the process of preparing the DPR for the year 2015-16 under Pradhan Mantri Awas Yajana (PMAY). During the last few years we have tried to the best to redress the problems of the urban poor keeping the aspiration of the people for development objectives and making 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 first 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.



Mozaharul Islam


Chairman

Jangipur Municipality
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List of Tables

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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)


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	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: $FAR = \frac{\text{Total covered area on all the floors} \times 100}{\text{Plot area}}$ <p>If States/Cities have some variations in this definition, State/City definitions will be accepted under the mission</p>
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.


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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.

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 345 nos from 104 nos slum and 18 nos of Non Slum projected for the year 2015-16.

Total cost of the project is **Rs. 1397 lakhs** as per relevant department & P.W.D. schedule of rates.

Annexure 7C

(Para 14.5 of the Guidelines)

Table-1: Format for Projects under Beneficiary led Construction

1.	Name of the State	:	West Bengal					
2.	Name of the City	:	Jangipur Municipality					
3.	Project Name	:	Housing For All					
4.	Project Code *	:						
5.	State Level Nodal Agency	:	State of Urban Development Agency					
6.	Implementing Agency/ ULB	:	Jangipur Municipality					
7.	Date of approval by State Level Sanctioning and Monitoring Committee (SLSMC)	:						
8.	Project Cost (Rs. in Lakhs)	:	1397.00					
9.	No. of beneficiaries covered in the project	:	Gen	SC	ST	OBC	Minority	Total
			91	15	4	25	210	345

10.	(i) No. of Beneficiaries (New Construction)	:	345
	(ii) No. of Beneficiaries (Enhancement)	:	Nil
11.	Whether selected beneficiaries have rightful ownership of the land?	:	Yes
12.	Whether building Plan for all houses have been approved?	:	-
13.	i) GoI grant required (Rs. 1.5 lakh per eligible Beneficiary) (Rs. In Lakhs)	:	518.00
	ii) State grant, if any (Rs. In Lakhs)	:	729.00
	iii) ULB grant, if any (Rs. In Lakhs)	:	63.00
	iv) Beneficiary Share (Rs. In Lakhs)	:	86.00
	v) Total (Rs. In Lakhs)	:	1397.00
14.	Whether technical specification/ design for housing have been ensured as per Indian Standards/NBC/ State norms?	:	yes
15.	Whether disaster (earthquake, flood, cyclone, landslide etc.) resistant features have been adopted in concept, design and implementation?	:	Yes
16.	Brief of project, including any other information ULB/State would like to furnish	:	yes

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*State will give code number to each project sanctioned under HFA as 'ABCDEFGHIJK'

(Where, 'AB' is State Code as per census, 'CDEFGH' is City Code as per census, 'IJ' is running number of project of the city and 'K' is project component code i.e. 'K' will be 1 - for In-situ slum redevelopment, 2- for Relocation, 3 - for AHP and 4 - for Beneficiary Led Construction or enhancement)

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

(Nodal Officer, Jangipur Municipality)
Executive Officer
Jangipur Municipality


Signature

(Chairman, Jangipur Municipality)
Chairman
Jangipur Municipality

DPR Main Report

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. Tile 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 or 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, Januar, Kanupur and Raninagar along with three census towns: Ghorsala, Charka and Srikantabati.


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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 :


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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%



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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	2 nd Quarter (2006-07)
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 Kutcha 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


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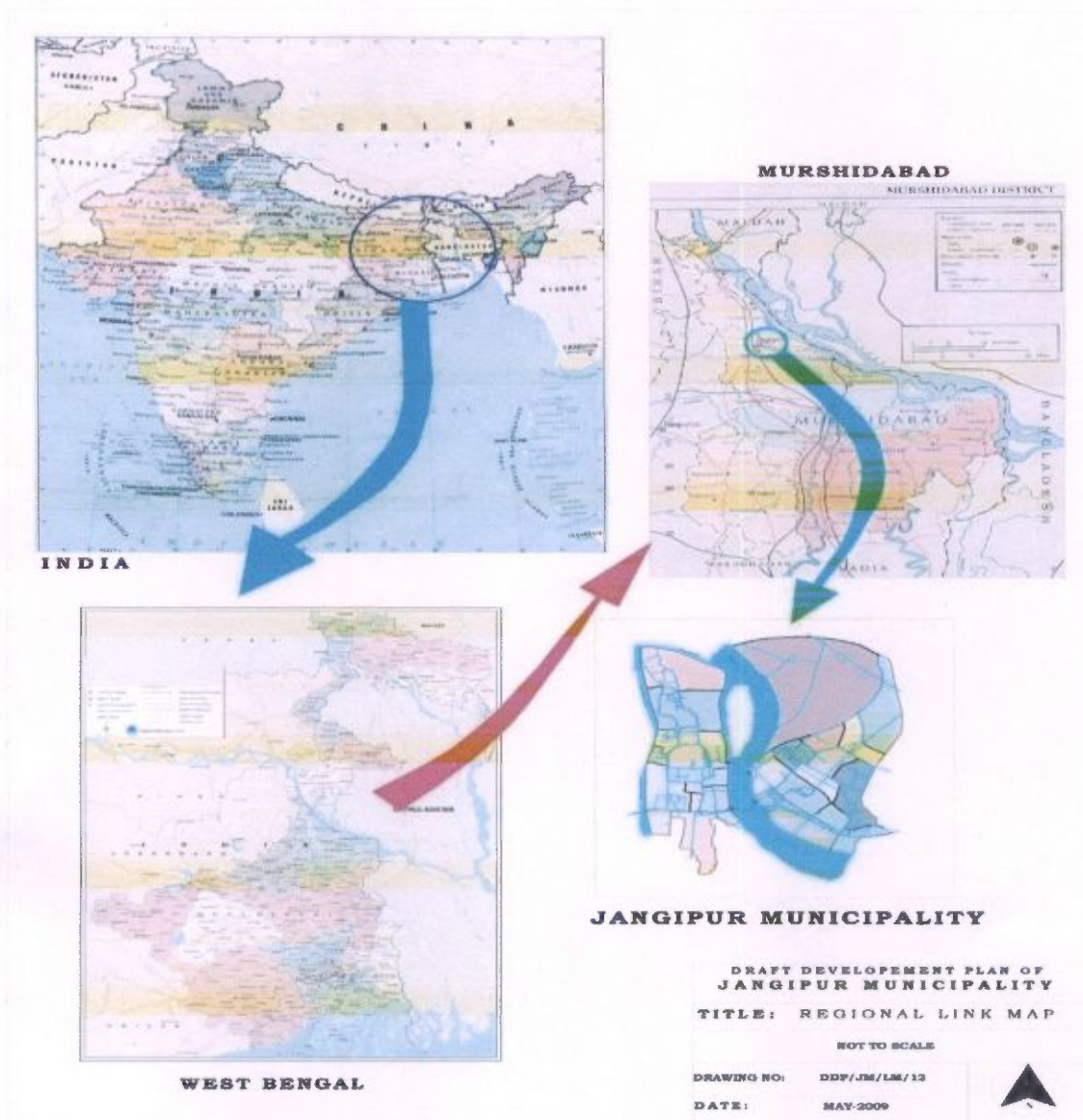
21.8	No. of Municipal Ambulances	1
21.9	No. of Hearse Car	1
22	Education :	
22.1	No. of Higher Secondary School (Municipal)	Nil
22.2	No. of Higher Secondary School (others)	4
22.3	No. of Secondary School (Municipal)	Nil
22.4	No. of Secondary School (others)	Nil
22.5	No. of Primary School (Municipal)	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
16	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%


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Figure-1: Linkage Municipal Map




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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.


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- 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


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IHSDP Schemes of JNNURM under JANGIPUR MUNICIPALITY**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

MED

Nodal Agency

SUDA

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

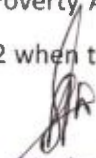
2.1 General introduction on status and Prioritization for proposed project

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


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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


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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

Ward No.	Type of house		TOTAL
	Semi pucca	Kucha	
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


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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

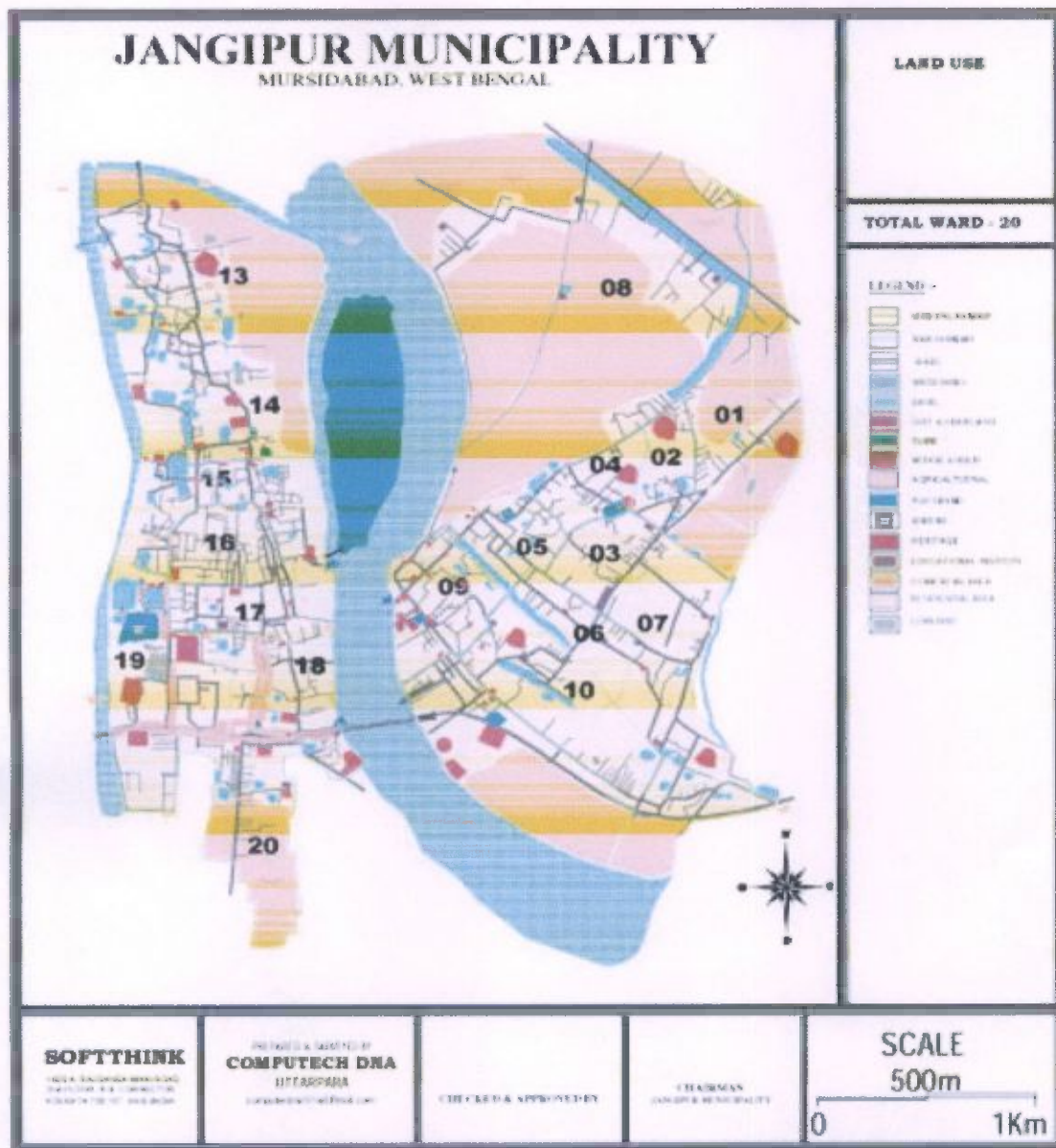
Land Categories	Area in Sq. Km	% of the Total area
Recreational	0.11	1.34%
Transportation	0.56	6.87%
Institutional	0.26	3.23%
Mixed Built Up	0.30	3.67%
Vacant	0.82	10.05%
Plantation	0.45	5.25%
Total	2.5	

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.


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Land Use Map



SOFTTHINK

100/1, SANGHAI BUILDING
100/1, SANGHAI BUILDING
100/1, SANGHAI BUILDING

PREPARED & ASSISTED BY
COMPUTECH DNA
HITARPADA

computechdna.com

CHECKED & APPROVED BY

CHAIRMAN
JANGIPUR MUNICIPALITY

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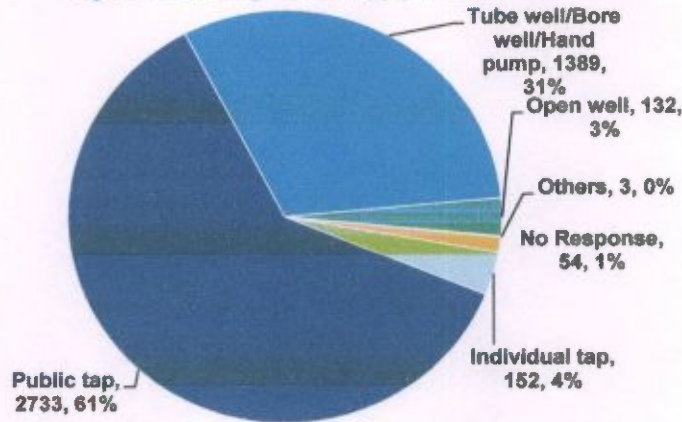
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Status of all 109 slums in respect of the four infrastructures is detailed below:

Water

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

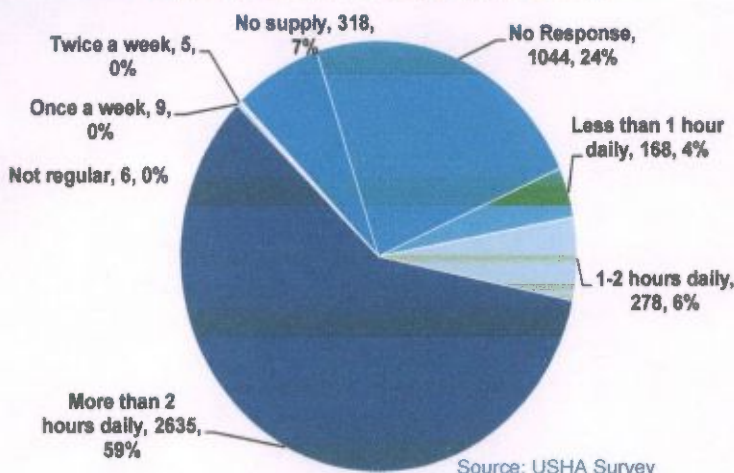
Figure 2: Drinking Water Supply in Slums



Source: USHA Survey

- 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.

Figure 3: Duration of Water Supply in Slum



Source: USHA Survey

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

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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%

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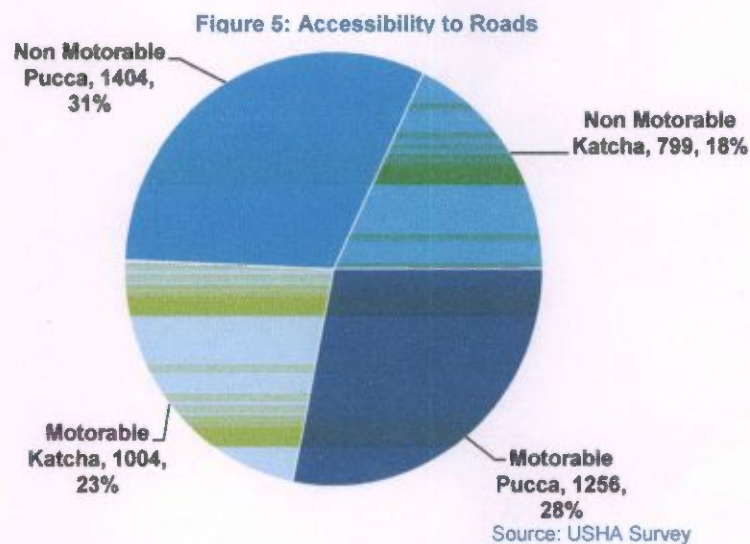
Not Connected	36	1711	5354	33%	25%
Total	109	6845	21414	100%	100%

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.



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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	National 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	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
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

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
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
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	ENAYETNAGAR 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	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
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 PARA(S.C.-030)	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
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)	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
	SIDE(S.C.-038)	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
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 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
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

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
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 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
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 BHAGRATHI 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	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
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 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
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	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
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 BHAGRATHI 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 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
71	AILERUPAR(DARB ESHPARA)(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

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
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 roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient 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	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 High Way	Status of Housings	Road Status	Habitation pattern
					away	asbestos/tiles on roof	damaged roads.	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
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

Sl.No	Name of the Slums	Status	Land	Age in years	National Highway	Status of Housings	Road Status	Habitation pattern
	097)	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
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)(S.C.-104)	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
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


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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 2015-16. 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.

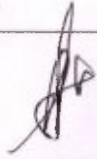
Table-15: Slum-wise Intervention strategies for Tenable Slums

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	82500	50				BLC - 50

	MUNSHIPARA(S.C.-014)			
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



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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

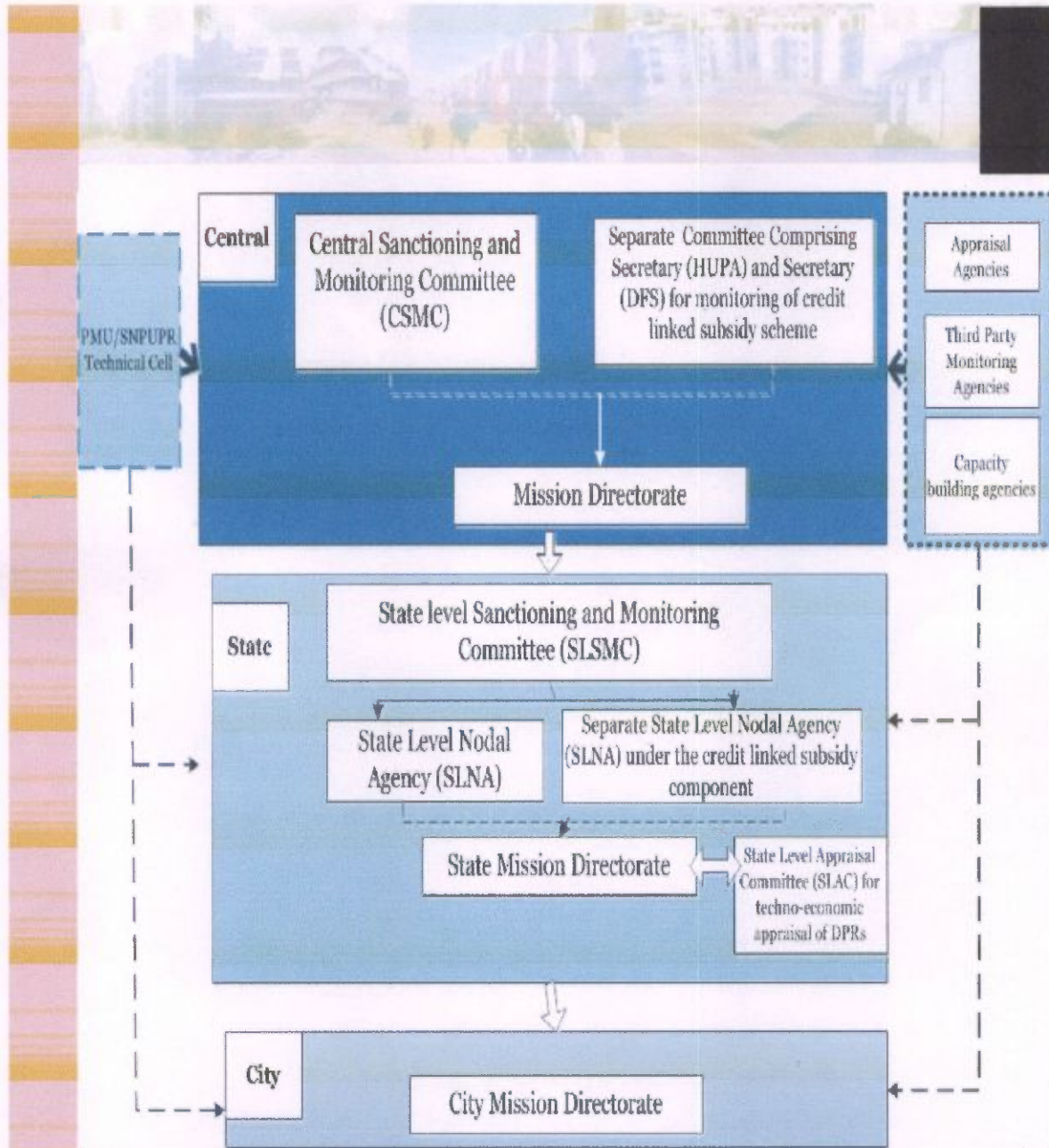

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2.5 Resource mobilization strategy and Implementation strategy

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



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 Jangipur Municipality

[Signature]
 Chairman
 Jangipur Municipality

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.



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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.


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

Ward Number	Slum Code	Slum Name	AREA in Sq Mtr
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(DARBESH PARA)(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


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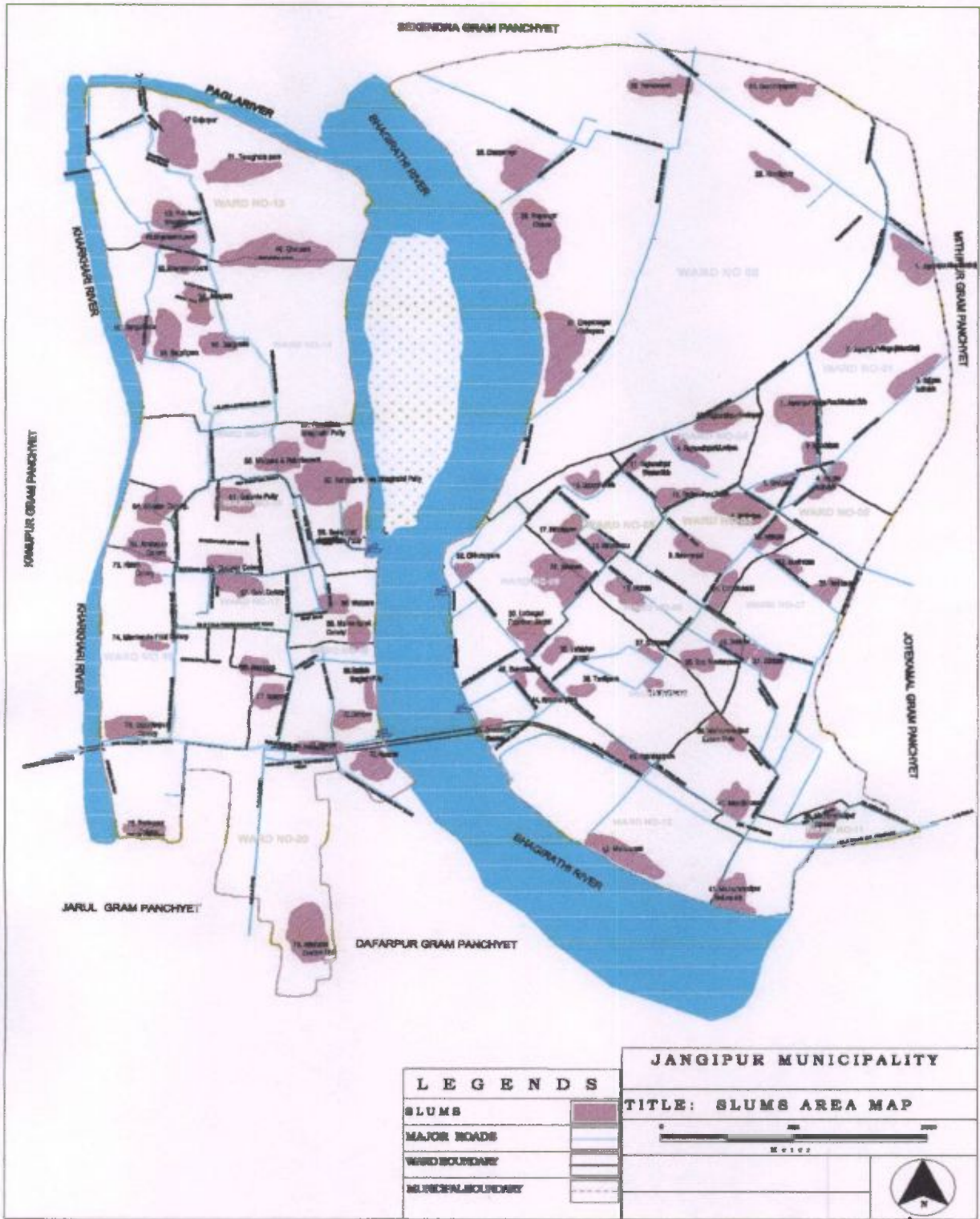

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6	89	BELCHATRA(WEST)(S.C.-089)	45000
7	90	MUSLIMPARA(NORTH)(S.C.-090)	32000
7	91	RABIDAS PARA(SOUTH)(S.C.-091)	45000
8	92	DHANPATNAGAR(NORTH)(S.C.-092)	35000
21	93	RAMDEVPUR(WEST)(S.C.-093)	52000
10	94	DIHI PARA(WEST)(S.C.-094)	35000
11	95	MAHAMMADPUR 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


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Slum Map





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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

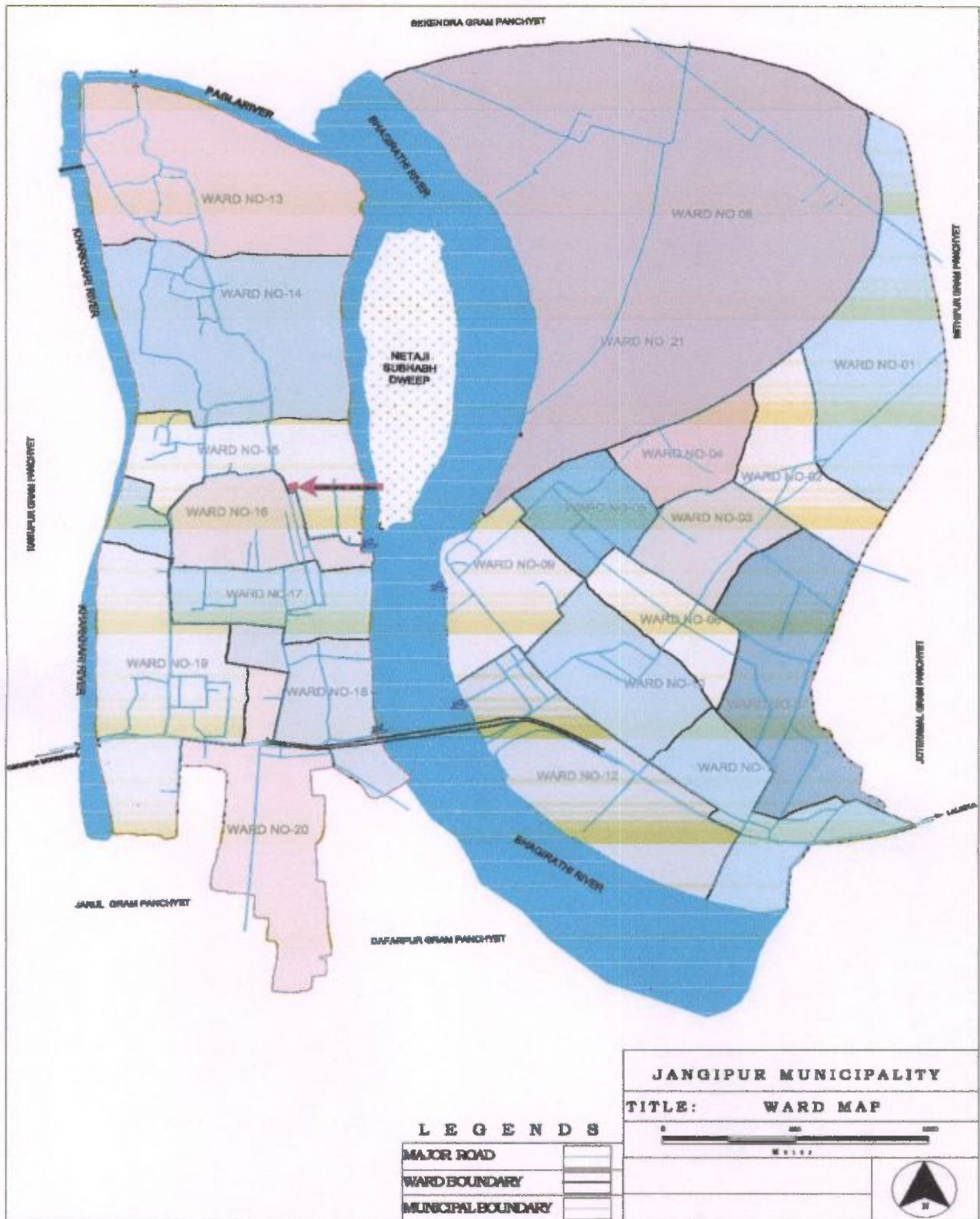

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Non Slum Map



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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
CHHOTOKALA(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


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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 MUNSI PARA(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	23
RABIDAS PARA(SOUTH)(S.C.-091)	Fringe area	More than 15	Private Own Land	Yes	22
DHANPATNAGAR(NORTH)(S.C.-092)	Core Area	More than 15	Private Own Land	Yes	24
RAMDEVPUR(WEST)(S.C.-093)	Fringe area	More than 15	Private Own Land	Yes	24
DIHI PARA(WEST)(S.C.-094)	Fringe area	More than 15	Private Own Land	Yes	23
MAHAMMADPUR BINPARA(NORTH)(S.C.-095)	Fringe area	More than 15	Private Own Land	Yes	22
OLD BUSSTAND BOSTI(S.C.-096)	Fringe area	More than 15	Private Own Land	Yes	22
MALLAHA PARA(EAST)(S.C.-097)	Core Area	More than 15	Private Own Land	Yes	22
CHAI PARA(NORTH)(S.C.-098)	Fringe area	More than 15	Private Own Land	Yes	23
JELA PARA(NORTH)(S.C.-099)	Core Area	More than 15	Private Own Land	Yes	23
SADARGHAT BHAGIRATHI PALLY(EAST)(S.C.-100)	Fringe area	More than 15	Private Own Land	Yes	21
MARWARI GHAT COLONY(WEST)(S.C.-101)	Fringe area	More than 15	Private Own Land	Yes	21
DOMPARA(EAST)(S.C.-102)	Fringe area	More than 15	Private Own Land	Yes	21
HATAT COLONY(NORTH)(S.C.-103)	Fringe area	More than 15	Private Own Land	Yes	22
AILERUPAR(WEST)(S.C.-104)	Core Area	More than 15	Private Own Land	Yes	22
JAMAI BASTI(S.C.-105)	Fringe area	More than 15	Private Own Land	Yes	23
RADHANAGAR CHAIPARA(S.C.-106)	Fringe area	More than 15	Private Own Land	Yes	23
MAHAMMADPUR(S.C.-107)	Core Area	More than 15	Private Own Land	Yes	22
CHHOTO MASJID PARA(S.C.-108)	Fringe area	More than 15	Private Own Land	Yes	22
FULBARI(S.C.-109)	Fringe area	More than 15	Private Own Land	Yes	23

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


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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		
Kutchra 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 Kutchra Drain (in km.)	16


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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

Source: Municipality 2015

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 treated MSW	20%	6.8	0%
Cost recovery - waste water	100%	38.3	100%

Sewerage & Sanitation Services	Benchmark	National Average	Current Service Level Benchmarks in Jangipur
Collection efficiency	90%	42.5	80%
Complaints redressal	80%	76.4	80%

Source: MoUD, GoI 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: Municipality 2015

Quantity and composition of solid wastes –

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

Total quantity of dispose by land filling –

- No of landfill sites used- 01
- Area used – Approx 10 Bigha
- 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 / Cement Concrete Road	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.

3.3. Existing basic infrastructure and its coverage The project slums and existing scenario of infrastructure:

104 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

Sl. No	Name of the Slums	Present Status of Physical Infrastructure																	
		The project slum site	Ward No	Road Type running in front of the Slum	Slum connects it to major areas	Distance of Nearest Rail 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)		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 drains are tilted and broken condition result in 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	Slum connects it to major areas of	The nearest railway	More than 15	1E+05	The ownership of land lies	M	609	Most of the slum dwellers works as	The environmental condition in	The slum is partially	Most of the roads within	There is 100	Most of the population	Most of the dwelling units are	Water supply is sufficient

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3	RAJAPARA ROAD(BOTH SIDE)(S.C.-003)		1	Front of the slums	Jangipur Municipality	station at a distance is 1.5 to 2 Km	years	1E+05	with Own	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 slum is little bit poor	covered with surface drains but drains are tilted and broken condition result in clogging	slums are semi metallic or kuchha road	% street lights present in the slum	adopts unhygienic method for disposing their waste, thereby causing huge damage to health	kaccha or dilapidated	Water supply is sufficient
4	RAJAPARA ROAD(BOTH SIDE)(S.C.-004)		2	Front of the slums	Jangipur Municipality	station at a distance is 1.5 to 2 Km	years	39000	with Own	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 slum is little bit poor	covered with surface drains but drains are tilted and broken condition result in clogging	slums are semi metallic or kuchha road	% street lights present in the slum	adopts unhygienic method for disposing their waste, thereby causing huge damage to health	kaccha or dilapidated	Water supply is sufficient

5	SINDURA TALA(S.C.-005)							7000	The ownership of land lies with Own		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 result in 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)							4800	The ownership of land lies with Own		558	Most of the slum dwellers works as casual labour in local industries,	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains	Most of the roads within slums are semi metallic	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)									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	8800	The ownership of land lies with Own	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)									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	8800	The ownership of land lies with Own	450	Most of the slum dwellers works as casual labour in local industries, others engaged in	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains	Most of the roads within slums are semi metallic or kuchha	There is 100% street lights present in the	Most of the population adopts unhygienic method for disposing	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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9	RAHAMANPUR(S.C.-009)										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	5600	The ownership of land lies with Own	40	290	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 result in 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
10	MATH PARA(S.C.-010)										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	6000	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	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted	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

11	RAGHUNATHPUR(WESTER N SIDE)(S.C.-011)								60820	The ownership of land lies with Own	55	384	ng, 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 result in 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
12	RAGHUNATHPUR TIN PARA(S.C.-012)								42120	The ownership of land lies with Own	79	573	ng, 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	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

13	RAGHUNATHPUR MASTER PARA(S.C.-013)			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	4515	The ownership of land lies with Own			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	Condition on result in 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)			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	8250	The ownership of land lies with Own			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	Condition on result in 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

19	BELCHATRA(S.C.-019)								6	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		5	406	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	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
20	BAROJ MASTER PARA(S.C.-020)								6	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		5	239	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	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

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21	ZIDDI PARA(S.C.-021)	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 on result in 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)	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 on result in 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)	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	5	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 on result in 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

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24	CHHOTOKAJAI(S.C.-024)		Core area	7	Metal road is running in front of the slums	connects it to major areas of Jangipur Municipality	nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	5775	The ownership of land lies with Own			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	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	slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	the dwelling units are kaccha or dilapidated	water supply is sufficient
25	DHANPATNAGAR(S.C.-025)		Core Area	8	Metal road is running	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			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	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	

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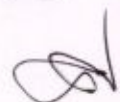
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26	ENAYETNAGAR CHAI PARA(S.C.-026)							land lies with Own	776		works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	condition in the slum is little bit poor	y covered with surface drains but drains are tilted and broken condition on result in clogging	within slums are semi metallic or kuchha road	100% street lights present in the slum	on adopts unhygienic method for disposing their waste, thereby causing huge damage to health	units are kaccha or dilapidated	sufficient	
27	ENAYETNAGER NICHU PARA(S.C.-027)							land lies with Own	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 environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition on result in 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	

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28	KANDIGOLA(S.C.-028)							Own	1.16	986	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 result in clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights 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
29	RAMDEVPUR(S.C.-029)							Own	1.16	348	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 result in clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights 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



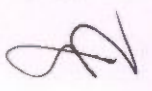
30	GANIMIYA PARA(S.C.-030)							Slum connects it to major areas of Jangipur Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	2100	The ownership of land lies with Own			377	Most of the slum dwellers work as casual labour in local industries, others engaged in local 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	The slum is partially covered with surface drains but drains are tilted and broken condition result in 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
31	JELE PARA(S.C-031)							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	2100	The ownership of land lies with Own			537	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	The slum is partially covered with surface drains but drains are tilted and broken condition result in clogging	Most of the roads within slums are semi metallic or	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

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32	CHHUTOR PARA(S.C.-032)									9	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	5000	The ownership of land lies with Own			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
33	LUTBAGAN FATEKHAN JUNGLE(S.C.-033)									9	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	8800	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 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




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34	MIRDHA PARA(S.C.-034)		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	2800	The ownership of land lies with Own	11.3	819	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 result in 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
35	FATEKHAN JUNGLE(S.C.-035)		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	3000	The ownership of land lies with Own	47	341	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 result in 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

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36	TANTI PARA(S.C.-036)				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	7000	The ownership of land lies with Own				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 on result in 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
37	DIHI PARA(S.C.-037)				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	1600	The ownership of land lies with Own				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 on result in 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

38	MOHAMMADPUR(EASTER N SIDE)(S.C.-038)		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	2400	The ownership of land lies with Own			370	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 result in 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
39	MOHAMMADPUR BIN PARA(S.C.-039)		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			247	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 result in 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

Core Area

Fringe area

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40	MONDAL PARA(S.C.-040)				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	1200	The ownership of land lies with Own			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 result in 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
41	MOHAMMADPUR NATUN PARA(S.C.-041)				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	2800	The ownership of land lies with Own			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 result in 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

Fringe area

Fringe area

DPR for BLC under Housing for All in slum and Non Slum, Jangipur Municipality for 2015-16 PMAY: Urban

42	MALLAH PARA(S.C.-042)								12	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	6300	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 drains are tilted and broken on result in 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
43	RABIDAS PARA(S.C.-043)								12	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		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 environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken on result in 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



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44	KNASHARI PARA(S.C.-044)	12	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	3800	The ownership of land lies with Own	4	247	nearby areas 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 on result in 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
45	BUS STAND BASTEE(S.C.-045)	12	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	3320	The ownership of land lies with Own	5	413	nearby areas 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 on result in 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

46	SAHEBBAZAR(S.C.-046)		12	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	78	566	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	The slum is partially covered with surface drains but drains are tilted and broken condition on result in clogging	The slum is within 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
47	GUJURPUR(S.C.-047)		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 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	The slum is partially covered with surface drains but drains are tilted and broken condition on result in clogging	The slum is within 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	CHAI PARA(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	3600	The ownership of land lies with Own	92	667	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	The slum is partially covered with surface drains but drains are tilted and broken condition on result in clogging	The slum is within 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)		13	Metal road is running in front of the slums	it to major areas of Jangipur Municipality	railway station at a distance is 1.5 to 2 Km	More than 15 years	7200	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 drains are tilted and broken condition on result in 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)		13	Metal road is running in	Slum connects it to major areas of	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4800	The ownership of land lies	37	268	Most of the slum dwellers works as	The environmental condition in	The slum is partially	Most of the roads within	There is 100%	Most of the population	Most of the dwelling units are	Water supply is sufficient

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51	TEROGHORA PARA(S.C.-051)							1800	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	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 slum is little bit poor	covered with surface drains but drains are tilted and broken condition result in clogging	Most of the roads within slums are semi metallic or kuchha road	% street lights present in the slum	adopts unhygienic method for disposing their waste, thereby causing huge damage to health	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)							8000	The ownership of land lies with Own	9	65	Most of the slum dwellers works as casual labour in	slum dwellers works as casual labour in	The environmental condition in the slum is little bit	The slum is partially covered with	Most of the roads within slums are	The street lights present in the slum	Most of the population adopts unhygienic	Most of the dwelling units are kaccha or	Water supply is sufficient	

53	BAGDI PARA(S.C.-053)				14	Metals 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	5000	The owner ship of land lies with Own	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 on result in 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
54	JELE PARA(S.C.-054)				14	Metals 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	More than 15 years	3200	The owner ship of land lies with Own	203	Most of the slum dwellers works as casual labour in local industries, 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	Most of the roads within slums are semi metallic	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

55	BANGAL PARA(S.C.-055)								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	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 resultant 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
56	DARGATALA(S.C.-056)								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	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains	Most of the roads within slums are semi metallic or kuchha	There is 100% street lights present in the	Most of the population adopts unhygienic method for disposing	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

Fringe area

Core Area

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