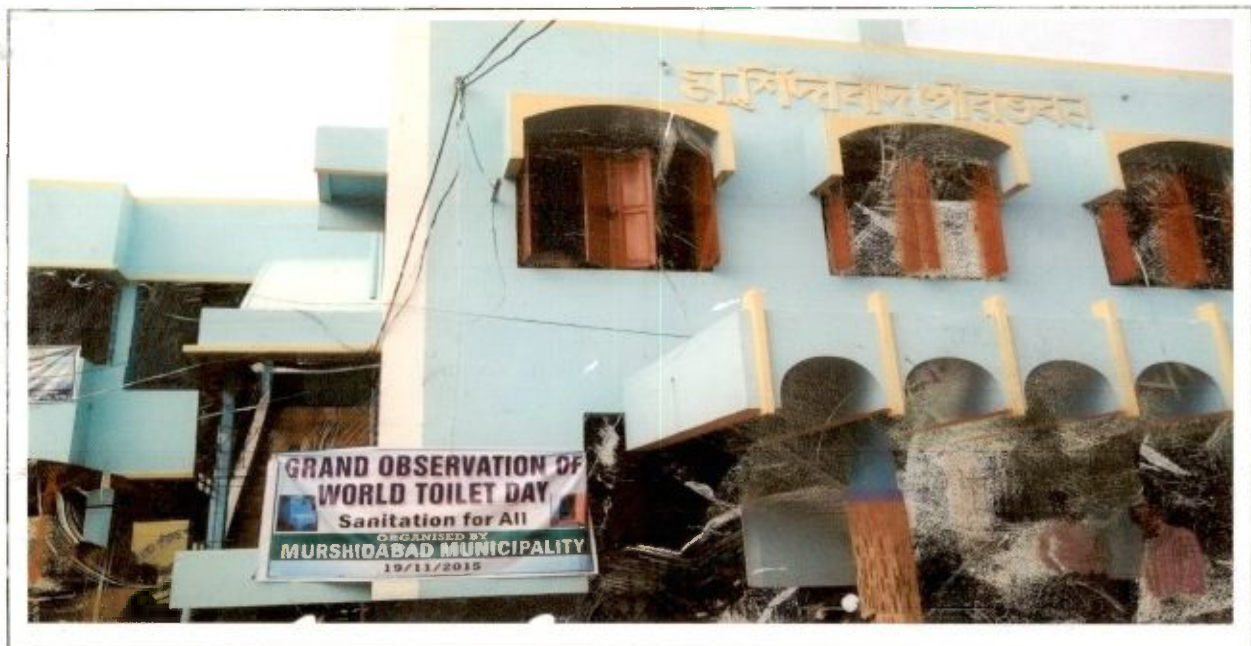


MURSHIDABAD MUNICIPALITY

**Detailed Project Report for Construction of 902 EWS
Houses under
BLC mode of Pradhan Mantri AwasYojana (PMAY)-HFA
(U) for 2019-20**



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

PREFACE

Pradhan Mantri AwasYojana (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. PradhanMantriAwasYojona (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 902 nos from slum and Non Slum projected for the year 2019-20.

Total cost of the project is **Rs. 3651.30 lakhs** as per relevant department & P.W.D. schedule of rates.



Chairman
Murshidabad Municipality

Executive Summary

Project Details			
1	Name of the State:	:	West Bengal
2	Name of the District:	:	Murshidabad
3	Name of the City:	:	Murshidabad Municipality
4	Project Name:	:	HFA-Murshidabad -2019-20
5	Project Cost (Rs. in Lakhs)	:	3,651.30
6	Central Share (Rs. in Lakhs)	:	1,353.00
7	State Share (Rs. in Lakhs)	:	1,906.83
8	ULB Share (Rs. in Lakhs)	:	165.97
9	Beneficiary share (Rs. in Lakhs)	:	225.50
10	Total Infrastructure Cost (Rs. in Lakhs)	:	497.90
11	Percentage of Infrastructure Cost of Housing Cost	:	10
12	Infrastructure Cost per Dwelling Unit (Rs. in Lakhs)	:	0.368
13	Year of Implementation	:	2019-20
14	Component Housing Construction	:	Beneficiary Led Construction (BLC)
15	SOR Adopted	:	PWD (WB) w.e.f 1.11.17 with current corrigendum

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

Sl. No.	Scheme Component	Type	Qty	Unit	Rate (in Rs/Unit)	Proposed Project Cost (In Lakh)	Appraised Project Cost (In Lakh)	Central Share (Rs. 1.5Lakh/ DU)	State Govt. Share (Rs.1.93 Lakh/DU)	ULB Share	Beneficiaries Share @ 0.25 Lakh/DU)
. HOUSING											
1	New in-situ										
	Single Storied Units	BLC	902	NOs	368000.00	3,319.36	3,319.36	1,353.00	1,740.86		225.50
Total Housing Cost Sub Total (A)						3,319.36	3,319.36	1,353.00	1,740.86		225.50
B. INFRASTRUCTURE											
Sl	Scheme Component	Type	Qty	Unit	Rate (in Rs/Unit)	Proposed Project Cost (In Lakh)	Appraised Project Cost (In Lakh)	Central Share (Rs. in Lakh)	State Govt. Share (@50%) (in Lakh)	ULB Share (@50%) (in Lakh)	Beneficiaries Share (in Lakh)
1. ROADS											
	Roads	CC	7756	M	4097	317.76	317.76	0.00	158.88	158.88	0.00
2. WATER SUPPLY											
	House Connection	Plumbing	902	Per Connection	1572	14.18	14.18	0.00	7.09	7.09	0.00


 Chairman
 Murshidabad Municipality

Total Infrastructure Cost Sub Total (B)	331.94	331.94	0.00	165.97	165.97	0.00
GRAND TOTAL (A+B)	3651.30	3651.30	1353.00	1906.83	165.97	225.50

Amanath Mandal
S.A.E.

Signature of the UEB Level

Competent Technical officer

Name & Designation:

Fax No:

Telephone No: 9733611060

E-mail:

Signature of the State level Competent Technical Officer

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

Fax No:

Fax No.: 033-23375474

Telephone No.: 033-23371331

E-mail: ce_medte@yahoo.c

Signature
Director(SUDA)

Signature of the Chairman
Murshidabad Municipality

Name & Designation: Debararati Duta Gupta
Director, SUDA

Fax No: 033-23585767

Telephone No: 033-23585767

E-mail wbsudadir@gmail.com

Name & Designation: Chairman,

Fax No:

Telephone No:

E-mail:

Chairman
Murshidabad Municipality

FUND FLOW PATTERN

Rupees in lakhs

NAME OF THE SCHEME	ESTIMATED COST	YEAR 2019-20				TOTAL
		GOI	GOWB	ULB	Beneficiaries	
PMAY project - Murshidabad Municipality	3651.30	1353.00	1906.83	165.97	225.50	3651.30

PHASING OF FUND

Rupees in lakhs

YEAR 2018-19	RELEASE OF FUND				TOTAL
	GOI	GOWB	ULB	Beneficiaries	
1st Installment @ 40%	541.20	762.73	66.39	225.50	1595.82
2nd Installment @ 40%	541.20	762.73	66.39	0.00	1370.32
3rd Installment @ 20%	270.60	381.37	33.19	0.00	685.16
TOTAL	1353.00	1906.83	165.97	225.50	3651.30

REQUIREMENT OF FUND

Rupees in lakhs

SL. NO	NAME OF THE SCHEME	YEAR 2019-20	TOTAL
1	PMAY project - Murshidabad Municipality	361.30	3651.30
Total		361.30	3651.30


 Chairman
 Murshidabad Municipality

Implementation Schedule July, 2019 to May, 2020

Sl. No.	Activity	2019-20																																											
		July, 19				August, 19				Sept, 19				Oct, 19				19-Nov				Dec, 19				Jan, 20				Feb, 19				19-Mar				April, 19				May, 19			
		1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th								
1.0	Preparation of field works & MIS entry																																												
2.0	Construction of Single storied DU including S & P, Elec.																																												
3.0	Geo-tagging of DU																																												
4.0	Infrastructure Works/Tendering formalities and Implementation for field works																																												


 Chairman
 Murshidabad Municipality

Work flow of PMAY – HFA (U) for 2019-20

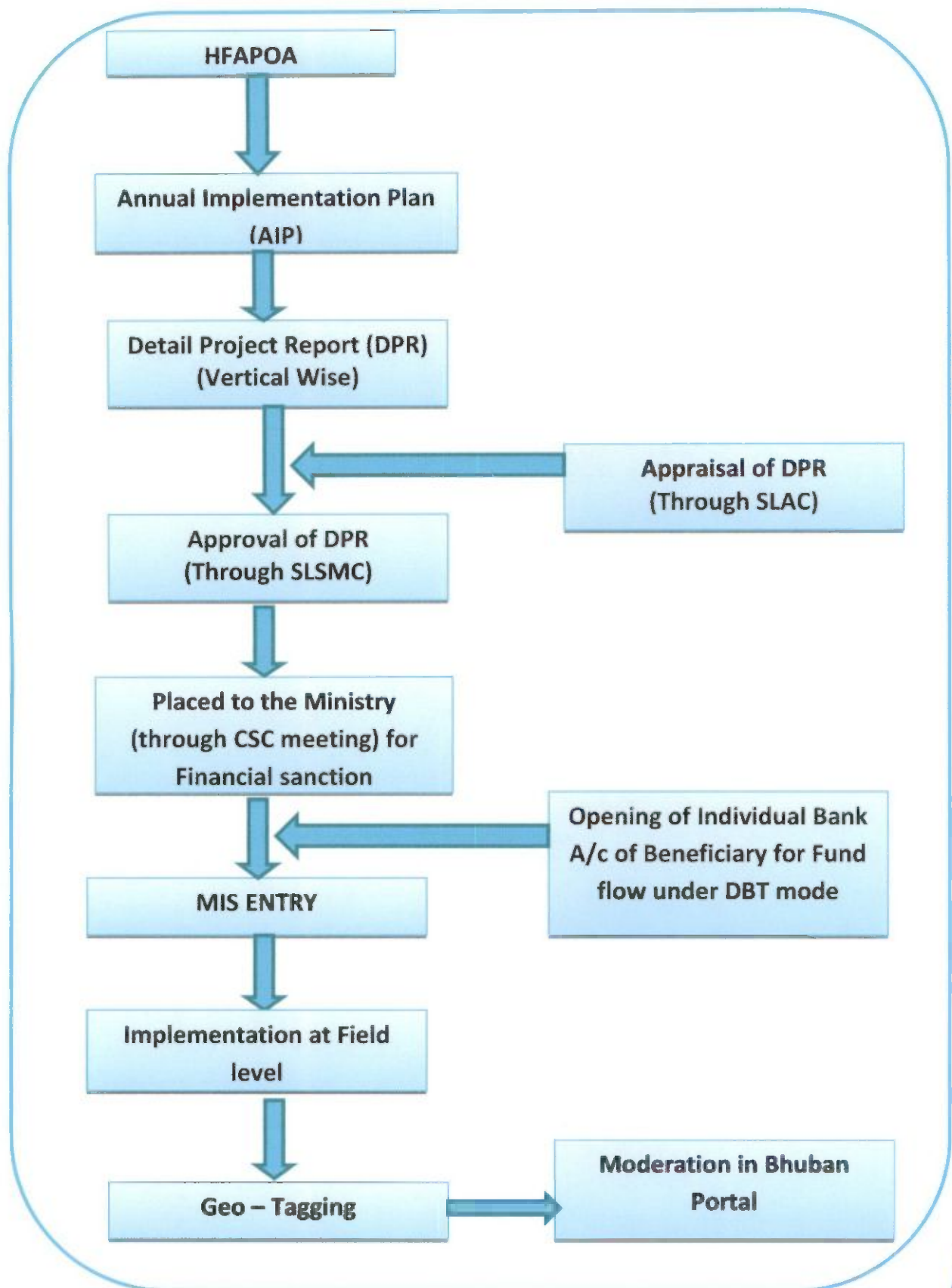


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Chairman
Murshidabad Municipality

Introductory Note by Chairman



Murshidabad Municipality is a historical and heritage town and it has been established in the year of 1869. From that time the distinguished persons of our town took the valuable responsibility to develop the area that the urban people could get some basic amenities. In the course of the progress of our town we have tackled different kind of crisis of the urban people.

Everybody is well aware of the flood and erosion prone zone of our neighbouring locality. West Bengal noticed a devastating flood and afflux in 2000 A.D. which damaged severely the properties of people, a considerable percentage of them had gone ruined by loss of agricultural lands and dwelling houses as well. So a heavy emigration has been made in our town on that very year and afterwards too.

Apart from this a large number of economically weaker section comprising of hawker, street vendor, rickshaw peddler, fisherman, cart puller, poor farmer etc. have been residing for a long time in our town. These distressed people of our town are very keen to get a dwelling house at least for making a permanent canopy over their heads. Moreover, the slum dwellers are required to upgrade their lives by providing a dwelling house and infrastructural developments.

Under this situation, the Central government assisted program of 'Housing for All under Prime Minister Awas Yojana' will be very effective to minimise their crisis to a great extent. In response to this, we have an utmost interest to make the specified plan, programs to materialize the scheme. And in this context, we have prepared the DPR under 'Housing For All as per guidelines and instructions of SUDA and MED. As we made an achievement in IHSDP, we hope this program also will be a milestone achievement and we all are looking forward very eagerly.

Chairman

Murshidabad Municipality

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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) either in his/her name or in the name of any member of his/her family in any part of India.
Carpet Area	Area enclosed within the walls, actual area to lay the carpet. This area does not include the thickness of the inner walls
Central Nodal Agencies	Nodal Agencies identified by Ministry for the purposes of implementation of Credit linked subsidy component of the mission
Economically Weaker Section (EWS):	EWS households are defined as households having an annual income up to Rs. 3,00,000 (Rupees Three Lakhs). States/UTs shall have the flexibility to redefine the annual income criteria as per local conditions in consultation with the Centre.
EWS House	An all weather single unit or a unit in a multi-storeyed super structure having carpet area of upto 30 sq. m. with adequate basic civic services and infrastructure services like toilet, water, electricity etc. States can determine the area of EWS as per their local needs with information to Ministry.
“Floor Area Ratio” (FAR)/FSI	The quotient obtained by dividing the total covered area (plinth area) on all the floors by the area of the plot: $\text{FAR} = \frac{\text{Total covered area on all the floors} \times 100}{\text{Plot area}}$ If States/Cities have some variations in this definition, State/City definitions will be

	accepted under the mission
Implementing Agencies	Implementing agencies are the agencies such as Urban Local Bodies, Development Authorities, Housing Boards etc. which are selected by State Government/SLSMC for implementing Housing for All Mission.
Low Income Group (LIG):	LIG households are defined as households having an annual income between Rs.3,00,001 (Rupees Three Lakhs One) up to Rs.6,00,000 (Rupees Six Lakhs). States/UTs shall have the flexibility to redefine the annual income criteria as per local conditions in consultation with the Centre.
Primary Lending Institutions (PLI)	Scheduled Commercial Banks, Housing Finance Companies, Regional Rural Banks (RRBs), State Cooperative Banks, Urban Cooperative Banks or any other institutions as may be identified by the Ministry
Slum	A compact area of at least 300 population or about 60-70households of poorly built congested tenements, in unhygienic environment usually with inadequate infrastructure and lacking in proper sanitary and drinking water facilities.
State Land Nodal Agencies (SLNAs)	Nodal Agency designated by the State Governments for implementing the Mission
Transfer of Development Rights (TDR)	TDR means making available certain amount of additional built up area in lieu of the area relinquished or surrendered by the owner of the land, so that he can use extra built up area himself in some other land.

Brief Project Details

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

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

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 902 nos from slum and Non Slum projected for the year 2019-20.

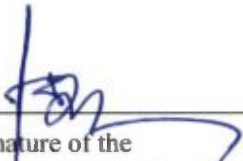
Total cost of the project is **Rs. 3651.30 lakhs** as per relevant department & P.W.D. schedule of rates.

Annexure 7C
(Para 14.5 of the Guidelines)
Format for Project under Beneficiary Led Construction Or Enhancement

1	Name of the State:	:	West Bengal						
2	Name of the District:	:	Murshidabad						
3	Name of the City:	:	Murshidabad						
4	Project Name:	:	HFA-Murshidabad -2019-20						
5	Project Code:	:	19801660054N0						
6	State Level Nodal Agency:	:	State Urban Development Agency (SUDA)						
7	Implementing Agency/ ULB	:	Murshidabad Municipality						
8	Date of Approval by State Level Sanctioning and Monitoring Committee (SLSMC)	:							
9	No. of location covered in project: No of Slum Area Covered & No of Non Slum Area Covered	:	Name of Location	No. of beneficiaries	Whether Slum / Non-Slum	If Slum, then Slum type	If slum, whether it gets completely rehabilitated		
		:	Murshidabad Municipal Area	902	Covering both Slum & Non-Slum area	Notified	No		
10	Project Cost (Rs. In Lakhs)	:							
11	No. of beneficiaries covered in the project	:	GEN	SC	ST	OBC	Total	Minority	Person with Disability
		:	204	358	37	303	902	432	Nil
12	Whether beneficiary have been selected as PMAY Guidelines?	:	Yes						
13	No. of Houses constructed / acquired. Please specify ownership (Any of these)	:	Joint	Female	Male	Transgender			
		:	Nil	221	681	Nil			
14	No. of beneficiaries covered in the project	:	Male	Female	Transgender				
		:	681	221	Nil				
15	Whether it has been ensured that selected beneficiaries have rightful ownership of the land ?	:	Yes						
16	Whether building plan for all houses have been Approved?	:	Yes						
17	i. GoI grant required (Rs. 1.5 lakh per eligible beneficiary) (Rs. in Lakhs)	:	1,353.00						
	ii. State grant, (Rs. in Lakhs)	:	1,906.83						
	iii. ULB grant (Rs. in Lakhs)	:	165.97						
	iv. Beneficiary Share (Rs. in Lakhs)	:	225.50						
	v. Total (Rs. in Lakhs)	:	3,651.30						
18	Whether technical specification / design for housing have been ensured as per Indian Standards / NBC/ State Norms?	:	Yes						

19	Whether it has been ensured that balance cost of construction is tied up with State Grant, ULB Grant & Beneficiary Share ?	:	Yes
	Whether trunk and line infrastructure is existing or being provisioned ?	:	
	i. Water Supply	:	Yes
	ii. Sewerage	:	No
	iii. Road	:	Yes
	iv. Storm Water Drain	:	Yes
	v. External Electrification	:	Yes
	vi. Solid Waste Management	:	Yes
	vii. Any Other	:	No
	viii. In case, any infrastructure has not been proposed, reason thereof.	:	Sewerage Scheme has not been proposed due to desired level of supply of water as CPHEEO norms has not been achieved.
20	Whether disaster (earthquake, flood, cyclone, landslide etc.) resistant features have been adopted in concept, design and implementation of the project ?	:	Yes
21	Whether Demand Survey Completed for entire city ?	:	Yes
22	Whether City-wide integrated project have been formulated ? If not reasons thereof ?	:	Yes
23	Whether validation with SECC data for housing condition conducted ?	:	Yes
24	Whether Direct Benefit Transfer (DBT) of fund to individual bank account of beneficiary ensured in the project ?	:	Yes
25	Whether there is provision in DPR for tracking/monitoring the progress of individual houses through geo-tagged photographs ?	:	Yes
26	Whether any innovation/cost effective / Green technology adopted in the project?	:	Yes
27	Comments of SLAC after techno economic appraisal of DPR	:	Project covers the most needy beneficiaries
28	Project brief including any other information ULB/State would like to furnish	:	The project covers all wards
29	Project Submission Date to SLSCM	:	

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



Signature of the
Administrator/Mayor/ Chairman,
Murshidabad Municipality


Chairman
Murshidabad Municipality

Signature
(Director,SUDA)

Signature
Chief Engineer
M.E Dte,GoWB

Signature
(Secretary,UD & MA Department,GoWB)


Chairman
Murshidabad Municipality

DPR Main Report

Land Use Map

CLIMATIC CONDITIONS

Murshidabad has a tropical wet-and-dry climate. The annual mean temperature is approximately 27 °C while the monthly mean temperatures range from 17 °C to 35 °C. Summers are hot and humid with temperatures 30deg C and during dry spells the maximum temperatures often exceed 40 °C during May and June. Winter tends to last for only about two and a half months, with seasonal lows dipping to 9 °C – 11 °C between December and anuary. On an average, May is the hottest month with daily average temperatures ranging from a low of 27 °C to a maximum of 40 °C, while January the coldest month has temperatures varying from a low of 12 °C to a maximum of 23 °C. Often during early summer, dusty squalls followed by spells of thunderstorm or hailstorms and heavy rains cum ice sleet lash the district, bringing relief from the humid heat. These thunderstorms are convective in nature, and are locally known as Kal baisakhi. Rains brought by the Bay of Bengal branch of South-West monsoon lash the city between June and September and supplies the district with most of its annual rainfall of approx 1,600 mm (62 in). The highest rainfall occurs during the monsoon in August with 300 mm (12 in).

Demographic Growth

The population of Murshidabad Municipality is 44,019 as per Census 2011 and according to Census 2001 the population of the city was 36,947 with a decadal population growth of 19.15 per cent. The rate of population growth was highest in 1971-1991 because many immigrants entered this city from Bangladesh, then East Pakistan during Pakistan war. After that in the following decade the population growth rate was decreased to 21.82 per cent showing stability of population but again it decreased to 19.15 per cent during 2011 indicating that there is no scope of expansion of the city because of lack of employment opportunities since there is no industrial potential. The citizens of this municipality are migrating to the metro city for employment and education. The growth pattern is shown in the Table and Figure below.

Connectivity

The Murshidabad Municipality is connected to all the other important districts of West Bengal by road and rail transport. The distance of the town from the district Head Quarter Berhampore is 10 km. The town is well connected by Sealdah-Lalgola section and Howrah-Bandel-Azimganj section of Eastern Railway. The distance from capital of West Bengal is 200 km.

Economic Profile

Murshidabad is known for its rich history, the most important feature of this old city is that it has never got adequate attention in spite of the fact that this feature could have been utilized for the overall development of the city as well as the adjoining area. As this town is famous for different types of Old Heritage monuments, approximately fifteen to seventeen lakh of tourists visit this historical town every year. Significant numbers of poor local people are dependent on those tourists for livelihood as there is no existence of large scale industry in this area. Besides this, most of the people depend on agriculture for their livelihood. There are some silk farms and some weaving factories, but they are losing out fast against the modern industries. Murshidabad is famous for the high quality silk produced here. Beedi industry is also there. Many of the West Bengal's major beedi companies

are from this Municipality. There is immense possibility for tourism industry as a service sector to flourish in Murshidabad. This would create employment opportunity as well as help us in maintaining different historically important sites thereby bringing about overall economic development. The economic development of Murshidabad Municipal Town is comprehensively based on local investment, driven by the stakeholders. Since there is no large scale industry established yet within the Municipal jurisdiction, initially medium & small scale units need to be promoted for economic development of the middle.

Table-2: City at a Glance

Sl.no	Indicator	2001	2011	2015
1	Area (in SqKm)			
1.1	Planning Area (Sq. Km)	17.5 Sq. Km.	17.5 Sq. Km.	17.5 Sq. Km.
1.2	Municipal Area (Sq. Km)	17.5 Sq. Km.	17.5 Sq. Km.	17.5 Sq. Km.
1.3	Area of Slums (Sq. Km)	7.04 Sq. Km.	7.04 Sq. Km.	7.04 Sq. Km.
2	Number of Municipal Wards	16	16	16
3	Population and Households			
3.1	Total Population (no's in millions)	40057	44019	48415
3.2	Number of Households			
3.3	Density of Population	2108 per sq km	2516 per sq km	2767 per sq km
3.4	Slum households as percentage of total Households in city	NA	67	62
3.5	Current (2015) Population (Year of Survey) (no's in millions)		NA	48415
3.6	Current Number (2015) of Households (Year of survey)		NA	10760
3.7	Slum population as percentage of total population in city		NA	52

Municipal Map


Chairman
Murshidabad Municipality



Extract from the proceedings of the meeting of the Board of Councilors, Murshidabad Municipality held on 10.07.2019 at 3.00 P.M. in the Municipal Conference Hall

Resolution No.4.

Discussed in details about the present status of the Housing For All(HFA) and then about the allotment of 902 Nos. dwelling houses to the beneficiaries of economically weaker section for the year 2019-20, which has been intimated by the SUDA recently. It is decided to prepare the DPR and submit the same to the Director, SUDA in due course.

Attested


Chairman
Murshidabad Municipality

Sd/-Biplab chakraborty
Chairman
Murshidabad Municipality
Date : 10.07.2019.

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

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

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

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

- 9) Preparing investment requirement and Financial plan
- 10) Finalization of HFAPoA.

The total number of Census houses put to residential use is 12590 and the total number of households in Murshidabad Municipality is 9829 as per Census 2011. Thus it gives a houses/HH ratio of 1.28. Out of the total number of houses 0.5 percent is vacant houses which are an indicator of locked up assets.

In context of Murshidabad Municipality 53% of households live in pucca or partially pucca houses. Housing condition in its slums is not in good shape as 47% houses are either Katcha or semi-pucca. Considering the above, municipality has already initiated construction of affordable houses in 80 slums spread over 16 wards on a piecemeal basis leveraging ISHDP scheme in a phased manner. In the First phase (2008-2012) total 437 houses were constructed in 45 slums spread over 16 wards in IHSDP and SUHP. Infrastructure projects like Road, Drain and pipeline work were also targeted in some of the slums.

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

Table-3: Housing constructed under the scheme of IHSDP

Summary list for Dwelling House completed in IHSDP		
Sl No	Ward No	Total
1	1	40
2	2	10
3	3	32
4	4	15
5	5	10
6	6	7
7	7	40
8	8	50
9	9	35
10	10	40
11	11	35
12	12	35
13	13	8
14	14	40
15	15	50
16	16	50
Total		497

Table-4: Housing constructed under the scheme of SHUP

Summary list of Dwelling unit constructed under SHUP project		
Sl No	Ward No	Total
1	1	4
2	2	2
3	3	4
4	4	2
5	5	2
6	6	2
7	7	2
8	8	2
9	9	2
10	10	2
11	11	2
12	12	2
13	13	2
14	14	2
15	15	4
16	16	4
Total		40

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 Murshidabad Municipality, Murshidabad Municipality takes one for implementation of the project i.e. “Beneficiary –led – construction”. For this project, Murshidabad Municipality conducted Demand Assessment survey for getting total requirement of houses in the ULB. From this survey, the total survey form received 7107. Out of 5379 form received from 80 slums and 1728 forms received from non slums. 7107 houses will be constructed through “Beneficiary-led-Construction.”

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

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

- a) Redevelopment of slums with private participation

- b) Promotion of affordable Housing for weaker section through credit linked subsidy
- c) Affordable Housing in partnership with public sectors
- d) 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 undertake a demand survey through suitable means for accessing the actual demand of housing. For this mission Murshidabad Municipality undertook Demand survey on 20.09.2015 and completed the survey on 05.10.2015. From this survey, different information have been took off. Summary of findings of survey have been given below:

Table-5: Distribution of family heads of the slum

FAMILY HEAD				
WARD NO	MALE	FEMALE	OTHER	TOTAL
1	752	190	1	943
2	253	70	0	323
3	128	34		162
4	63	38		101
5	157	38		195
6	169	69		238
7	210	83		293
8	800	166		966
9	401	125		526
10	166	67		233
11	227	40		267
12	319	42		361
13	611	56		667
14	460	61	1	522
15	325	59	2	386
16	844	80		924
Total	5885	1218	4	7107

Source ; Demand survey,2015

From the above table, it is noticed that Municipality conducted of survey of 7107 household. Out of 7107 households, 5885 households headed by male member, 1218 households headed by female member and 4 households headed by other. Ward-wise details are given in the table.

Table-6: Religion of the households

Religion								
WARD NO	HINDU	MUSLIM	CHRISTIAN	SIKH	OTHER	BUDDHISM	JAINISM	TOTAL
1	324	618	1					943
2	221	102						323
3	105	57						162
4	91	9	1					101
5	140	55						195
6	131	107						238

7	209	84						293
8	655	310		1				966
9	306	219				1		526
10	99	134						233
11	264	3						267
12	304	57						361
13	667							667
14	519	3						522
15	368	18						386
16	924							924
Total	5327	1776	2	1	0	1	0	7107

Source ; Demand survey,2015

From the above table, it is noticed that out of 7107 households, 5327 households falls under Hindu community, 1776 households falls under Muslim Community, 2 households falls under Christian community and 1 household fall Jainism community each. Ward-wise details are given in the table.

Table-7: Ownership details of the households

Ownership Details				
Ward No.	Own	Rented	Otherwise	TOTAL
1	939	4		943
2	323			323
3	162			162
4	101			101
5	195			195
6	238			238
7	293			293
8	966			966
9	526			526
10	233			233
11	267			267
12	361			361
13	667			667
14	522			522
15	386			386
16	924			924
Total	7103	4		7107

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

From the above mentioned table, it implies that Out of total 7107 households, 7107 households have own ownership, 4 households lives in rented house but they have own land.

Table-8: Housing structure details of the households

Type of house			
Ward No.	Semi pucca	Kucha	TOTAL
1	262	681	943
2	277	46	323
3	145	17	162
4	58	43	101
5	116	79	195
6	39	199	238
7	17	276	293
8	777	189	966
9	456	70	526
10	40	193	233
11	246	21	267
12	172	189	361
13	12	655	667
14	5	517	522
15	50	336	386
16	83	841	924
Total	2755	4352	7107

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

From the above table, it shows that, out of total 7107 households, 2755 households lives in semi-pucca structure house and 4352 households lives in kucha structure house. Ward-wise details are given in the table.

Table-9: Type of Housing requirement details of the households

TYPE OF HOUSING REQUIRMENT			
WARD NO	ENHANCMENT	NEW HOUSE	TOTAL
1	0	943	943
2	0	323	323
3	0	162	162
4	0	101	101
5	0	195	195
6	0	238	238
7	0	293	293
8	0	966	966

9	0	526	526
10	0	233	233
11	0	267	267
12	0	361	361
13	0	667	667
14	0	522	522
15	0	386	386
16	0	924	924
Total	0	7107	7107

Source ; Demand survey,2015

From the above table, it is noticed that out of total 7107 households falls under the scheme. From that 7107 household require new house construction. Ward-wise details are given in the table.

Table-10: Caste Details

Caste Details						
Ward No.	General	SC	ST	OBC	Minority	TOTAL
1	67	229	1	28	618	943
2	50	71		1	201	323
3	51	51		3	57	162
4	66	21		4	10	101
5	80	56		4	55	195
6	111	18	2	0	107	238
7	188	20		1	84	293
8	488	94		74	310	966
9	161	140	1	5	219	526
10	97	2			134	233
11	7	254	2	1	3	267
12	169	121	4	10	57	361
13	665	2			0	667
14	522				0	522
15	81	257	25	5	18	386
16	102	798	9	15	0	924
	2905	2134	44	151	1873	7107

Source ; Demand survey,2015

There are 2905 households belong to general caste out of 7107 households and 2134 households are SC community, 151 households are in OBC, 44 households are ST and 1873 nos households are minority.

In summarizing the HFAPoA of Murshidabad Municipality, Murshidabad Municipality takes two vertical for implementation of the project i.e. “Beneficiary –led – construction” and Affordable Housing in Partnership (AHP). For this project, Murshidabad Municipality conducted Demand Assessment survey for getting total requirement of houses in the ULB. From this survey, the total survey form received 7107. Out of 5379 form received from 80 slums. 7107 houses will be constructed through “Beneficiary-led-Construction” and Affordable Housing in Partnership (AHP).

Land use and Land availability

According to the Draft Development Plan of Murshidabad Municipality 2008, the Special area of Murshidabad Municipality comprises of 1750 hectares. The existing land distribution by types and nature of land is shown in Table below and existing predominant land use of Murshidabad Municipality

Table-11: Land Use Pattern

Sl. No.	Category	Area	%
1	AGRICULTURAL AREA	2.14	12
2	COMMERCIAL AREA	0.67	4
3	RESIDENTIAL AREA	7.96	45
4	PUBLIC- SEMI PUBLIC	1.42	8
5	SLUM AREA	0.77	4
6	VACANT LAND	0.13	1
7	WATER BODY	1.33	8
8	PLAY GROUND	1.10	6
9	TRANSPORTATION	1.98	11
	Total	17.5	100

Land Use Map

a) Water Supply

Municipal authority and PHE are supplying water at present in this ULB. Municipal authority supplies water only through 533 nos. of hand-tube wells maintained by them. This supply is inadequate in quantity and in quality as wells. A part of Murshidabad Municipal area (Ward No 1, 8) is Arsenic prone. Therefore using ground water is not safe for the people living here.

PHE supplies water in this ULB through 158 nos. of stand posts and the existing distribution network, covering 20% of the total municipal area and meeting only 25% of the total demand. There is no house connection at present in this ULB.

At present there is scarcity of pure water in the slums of Murshidabad Municipality. Average quantity of water that is presently supplied is 33LPCD in Murshidabad Municipal Area and the condition of slums is poorer in this respect. Slum dwellers are mainly dependent on hand tube-wells maintained by the municipality.

b) solid waste management

In this ULB door to door waste collection being introduced lately along with arrangement of more equipment for proper solid waste management. Physical conditions of some existing vats in market places are unsatisfactory and naturally there is demand for more vats to be located at suitable places. At present about 8 Mt of solid waste being generated throughout the municipality and of them 3.75 Mt (47%) being regularly collected and for the absence of proper dumping place those are disposed of at various low lands. There is need for an in depth study and preparation of modern plan keeping in mind the projected values of population for effective SWM system for the municipality.

c) Sewerage and Sanitation

There is no integrated sewerage system in the municipal area at present. 4520 nos. of Pour Flush Latrines have been constructed in phases under Government schemes. In addition there are about 2200 nos. of Septic tanks in the municipal area. In totality, hygienic sanitary facilities do not cover all the holdings of this ULB. So at present there is an urgent need for enhanced hygienic sanitation facilities.

d) Drainage

The table below shows that there are still Kaccha drains in this ULB in certain wards; Pucca drains are more or less evenly distributed throughout the ULB except in Ward Nos. 8, 11, 13 and 16. Drainage seems to be an inherent and the most serious problem of Murshidabad municipal area. Moreover, growing urbanization and consequent increase in built spaces and other infrastructural developments has blocked some of the natural drainage channels. The percentage of water bodies and wetlands in the land use pattern of the municipal area which used to act as outfalls and reservoirs of drainage water are decreasing in a rapid pace. Thus, water logging in slight rainfall has become a regular incident especially in rainy season when normal life gets totally disrupted in many parts of Murshidabad municipality.

e) Street Lighting

Street lighting facility is available throughout this Municipality. However due to on-going development of this Municipality extension of street light facility has become a necessity. The illuminating capacities of these bulbs are very poor and they are very prone to be defective in every now and then. This increases the recurring maintenance expenditure. So substitution of these bulbs with energy saving CFLs and Sodium vapours in cases of important road junctions, will enhance the street lighting facilities in this ULB and reduce the maintenance cost and energy consumption as well.

f) Education

Primary survey was conducted to ascertain the demand for pre-primary and primary schooling within the Murshidabad Municipal area with parameters like Awareness and agreement of parents to send their children to schools, Facilities available in the schools particularly of books, Mid-day Meal, school infrastructure, Teacher student –parents relationship and Location and environment of schools as all these factors effect on the overall performance of a school. 23% of the children are not attending schools. These children are either dropouts or they are not being enrolled at all. From the above table it also reveals that though the average rate of children not attending school is 23% it is more than 35% in the ward nos. 1, 3, 7 and 14. However this fact simply speaks on then need of mass awareness on the importance of primary education among the citizens especially from the marginal section. the main reason behind school drop out of children is Financial. Thus it can be said that poverty is playing crucial role in keeping this area backward in terms of primary education.

Project Justification

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

Table-12: Justification of the Project

Sl.No	Name of the Slums	Status	Land	Age in years	National High Way	Status of Housings	Road Status	Habitation pattern
1	MOTIJHIL DARGAPRA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	MOTIHEEL DASPORA(S.C.-002)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	DIGHI PARA 2	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	BINPARA(S.C.-009)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	HAIPATGANJ BAGAN PARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	HAIPATGANJ THANAPARA(S.C.-011)	The condition of living in the slum	Own Land	More than 10 years	The National Highway is 1-1.5	Major population is living in huts, made of	Majority portion of	Habitation pattern in the slums is

		is unhygienic			kms away	darma / bricks with tin sheets and asbestos/tiles on roof	roads are brick paved or damaged roads	congested with insufficient open space
7	SAHANAGAR COURT-PALLY(BHAGIRATHI ASHRAM)(S.C.-012)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	TIKATULIPARA(5 NO. TIKATULI)(S.C.-014)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	TIKATULI(4 NO. TIKATULI)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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
10	FAKIRTULI BANGSOLA NAPIT PARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	JUBLITANK(S.C.-017)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	BANGSOLAROAD, BASTI	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KUTUBPUR HAZRAPARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KALANDARBAGH	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KALANDARBAGH BIHARIPARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KALPUKUR RAIL BASTI(S.C.-025)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	BAHADUR ALI CHOWRAHA(S.C.-026)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	RAIL PARA(S.C.-031)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads	Habitation pattern in the slums is congested with insufficient open space
19	SABJIKATRA COLONY	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	Nakurtaia, ramKrishna pally	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	RAILPARA MATHPARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	Station Para	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	Naginabagh, Ghoshpara	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	RAJABAZAR KHASPARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	BUDHAS PARA MANDAL PARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	Chendrapur	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	Nehal bagh	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KILLA BASTI	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
29	Naba Adarsha School Basti	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	FARASKHANA BASTI	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	ICCHAGANJ DEBNATHPARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	RAI PARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KURMITOLA COLONY NO 2	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	NEHAL BAGH THAKUR PARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	RAIL COLONY KURMITOLA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KURMITOLA COLONY NO 3	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	ICCHAGANJ	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	ICCHAGANJ MOGATULI	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
39	ICCHAGANJ-GARWANPARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	CHAIPARA DEAR	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KURMITOLA 4 NO COLONY	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	RANSAGAR MONDAL PARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	HOSSAIN DALAN, MONDAL PARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	HATAATH COLONY	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KURMITOLLA COLONY	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	NASHIPUR TAKEPARA	The condition of living in the slum is unhygienic.	Own Land	More than 10 years	The National Highway is 1-1.5 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	SATICHURA HARIGANJ	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
48	NASHIPUR GHOSH PARA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	NASHIPUR RAJBATI	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	JAFRAGANJ	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	SHYAMPUR CHINIMAHAL	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	CHAIPARA DEAR	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	BHATAPARA(S.C.-071)	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	LICHUTALA, MAILBASA	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	HARIGANJ BAGAN	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KATHGOLA KHASPARA CHINI MOHAL NASHIPUR	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 kms away	Major population is living in huts, made of darma / bricks with tin	Majority portion of roads are brick	Habitation pattern in the slums is congested with

						sheets and asbestos/tiles on roof	paved or damaged roads	insufficient open space
57	RANSAGAR NORTH	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
58	KAMALBAGH	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	KAMALBAGH BAHUBEGUMBAGH	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	TALBAGAN-PUTIAPARA 1	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	TALBAGAN-PUTIAPARA 2	The condition of living in the slum is unhygienic	Own Land	More than 10 years	The National Highway is 1-1.5 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	13 numbers NON SLUM	The condition of living in the slum is unhygienic	Own Land	More than 50 years	The National Highway is 1-1.5 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space

2.3 Tenure Status

As per the demand survey and geographical location of the city out of four verticals municipality has taken only Beneficiary Lead Construction (BLC) for the year 2019-20. In the 4th year of implementation of Housing for All, 902 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 Murshidabad 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 7107 household covering under this project. 5064 houses will be constructed through "Beneficiary-led-Construction" and 2043 houses will be constructed through AHP. Under "Beneficiary-led-Construction" and AHP each beneficiary will get 1.5 lakh from central assistance.

Table-13: Slum-wise Intervention strategies for Tenable Slums

Name of the Slum	Area of the Slum in sq. mtrs	Total No. of Slum Households as per Demand Survey*	Proposed Development Strategy	
			i. Affordable Housing Project (AHP)	
			ii. Credit Linked Subsidy Scheme (CLSS)	
			iii. Beneficiary Led Construction	
			AHP	BLC
2 No. Kurmitola	61028	66	0	66
3 No. Kurmitola	37040	40	0	40
Aghoripara Basti	23793	27	27	0
Astabal	7631	27	27	0
Azadhindbagh	121783	317	317	0
Bahadur Ali chowrah	9678	28	0	28
Bakhrigoli	27774	87	40	47
Banshgola Road (basti)	11035	26	0	26
Baulibagh(Batakkhana)	38086	105	63	42
Bhatapara	65044	43	0	43
Binpara	62280	34	0	34
Budhas Para Mondalpara	110114	60	0	60
Burning Ghat More	30421	3	3	0
Chaipara Dear-12	27817	82	0	82
Chaipara Dear-14	59717	65	0	65
Chandrapur	151866	60	0	60
Dakshin Darwaza Hatath colony	20137	107	107	0
Daulat madar	54843	35	31	4
Dighipara 1	11838	41	39	2
Dighipara 2	24373	34	23	11
Fakirtuli & B.Gola N. Para	9421	15	0	15
Faraskhana basti	26133	42	39	3
Gangadhar colony	36783	5	0	5
Haipath ganj bagan para	27089	75	0	75
Haipath ganj thana para	50692	65	0	65
Hariganj bagan	544623	97	0	97
Hatath colony -13	142894	116	0	116

Hossaine dalan Mondal para	70561	22	0	22
Ichhaganj Debnath Para	44417	16	14	2
Ichhaganj Garwanpara	36678	43	0	43
Ichhaganj	125190	73	0	73
Ichhaganj Mogoltuli	62300	69	0	69
Jafraganj	414941	105	0	105
Jubilee tank	17443	32	0	32
Kadamsarif (Naginabagh)	48460	86	0	86
Kalenderbagh	33228	17	0	17
Kalenderbagh (Behari para)	8816	57	0	57
Kalpukur rail basti	9399	24	0	24
kamalbagh	20834	92	0	92
kamalbagh Bahubegumbagh	169672	58	0	58
Kathgola khash para Chini mohal	51450	99	0	99
Killa basti	41259	45	34	11
Killa Nizamat basti	12408	36	35	1
Kurmitola -4 colony	273139	251	0	251
Kurmitola colony	124162	147	0	147
Kutubpur Hazra para	25630	28	0	28
Lalbagh Sadar ghat	38090	85	84	1
Lichutola - Milebasa	289688	103	0	103
Mandirpara Harisign Dewri	46295	55	55	0
Motijhil Darga Para	116063	177	21	156
Motijhil Das Para	52166	84	43	41
Motijhil khash para	22697	83	56	27
Naba Adarsha School para	32259	51	0	51
Naginabagh Ghosh para	50423	19	0	19
Nakurtola Ramkrishna pally	162242	175	124	51
Nashipur Ghosh para	53036	65	0	65
Nashipur Rajbati	106749	56	0	56
Nasgipur take para	55736	59	0	59
Nehalbagh Thakurpara	194982	12	0	12

Nehalbagh	19021	24	0	24
Rail para Math para	6745	19	0	19
Rail colony kurmitolla	38334	28	0	28
Rail para Mondal para	38981	9	5	4
Rail para	24282	68	0	68
Rai para	192099	51	0	51
Rajabazar khash para (Clubbing with Saibagan Basti)	53457	93	54	39
Ransagar Mondal para	151635	127	0	127
Ransagar North	174553	146	0	146
Saibagan basti(Untenable)	59494	45	45	0
Sabjikatra colony	13207	106	0	106
Sahanagar court pally	22138	97	49	48
Satichura Hariganj	97374	129	120	9
Shyampur chini mohal	259217	43	0	43
Station para	43956	28	0	28
Station road	2256	21	21	0
Taiyabbagh khash para	142850	101	93	8
Talbagan putiapara -1	263074	146	0	146
Talbagan putiapara -2	65503	17	17	0
Tikatuli (6No. Tikatuli)	13130	30	0	30
Tikatuli para (5 No. Tikatuli)	19204	25	0	25
TOTAL		5379	1586	3793

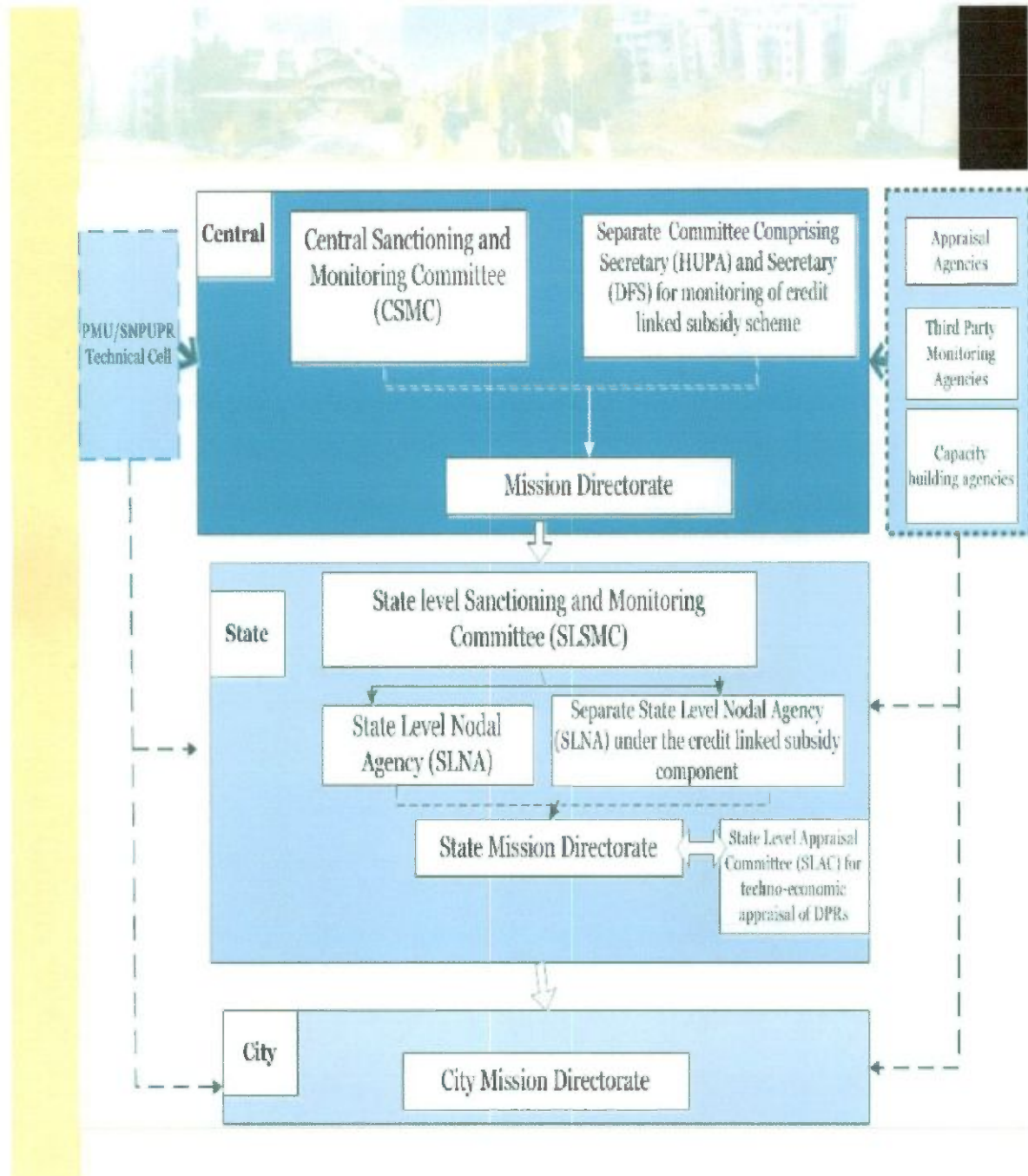
Table-14: Year-wise Proposed Interventions for Other Urban Poor based on demand survey

Year	Number of Beneficiaries and Central Assistance Required (Rs. in Crores)									
	Beneficiary-led Construction		Credit Linked Subsidy		Affordable Housing in Partnership		Future projected Urban poor (AHP)		Total	
	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount
2015-16	175	2.63	0	0	0	0	0	0.00	175	2.63
2016-17	195	2.93	0	0	104	1.56	50	0.75	349	5.24
2017-18	195	2.93	0	0	90	1.35	50	0.75	335	5.03
2018-19	195	2.93	0	0	90	1.35	50	0.75	335	5.03
2019-20	195	2.93	0	0	58	0.87	50	0.75	303	4.55
2020-21	164	2.46	0	0	58	0.87	50	0.75	272	4.08
2021-22	152	2.28	0	0	57	0.86	50	0.75	259	3.89
Total	1271	19.07	0	0	457	6.86	300	4.50	2028	30.42

2.5 Resource mobilization strategy and Implementation strategy

Physical and social infrastructure requires developing in slum and non slum area to be covered other central and state schemes like 13th FC, 4th SFC, and 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-1: Resource mobilization strategy and Implementation strategy



Roles and responsibilities of the Institutions:

Central Sanctioning and Monitoring Committee (CSMC)

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

Indicative Functions of CSMC

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

State Level Sanctioning and Monitoring Committee (SLSMC)

Indicative functions of SLSMC

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

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.⁵ Keeping this in mind the Government of India and the various State Governments have been taking up several schemes on partnership mode.

Table-15: Introduction of slum(s)/non Slum Area

Ward Number	Slum Code	SL No.	Slum Name	AREA in Sq Mt
Ward 11	051	1	2 NO. KURMITOLA(S.C.-051)	12000
Ward 11	054	2	3 NO. KURMITOLA(S.C.-054)	13000
Ward 10	045	3	AGHORIPARA BASTI (RANAQUBJA)(S.C.-045)	18000
Ward 07	022	4	ASTABAL(S.C.-022)	9000
Ward 16	079	5	AZADHINDBAGH(S.C.-079)	114000
Ward 07	026	6	BAHADUR ALI CHOWRAHA(S.C.-026)	40000
Ward 09	042	7	BAKHRIGOLI(S.C.-042)	23000
Ward 06	018	8	BANSHGOLA ROAD(BASTI)(S.C.-018)	3000
Ward 08	027	9	BAULIBAGH(BATAKKHANA)(S.C.-027)	34000
Ward 15	071	10	BHATAPARA(S.C.-071)	68000
Ward 02	009	11	BINPARA(S.C.-009)	6000
Ward 09	039	12	BUDHAS PARA MONDAL PARA(S.C.-039)	72000
Ward 02	008	13	BURNING GHAT MORE(S.C.-008)	4000
Ward 12	058	14	CHAIPARA DEAR-12(S.C.-058)	51000
Ward 14	070	15	CHAIPARA DEAR-14(S.C.-070)	5000
Ward 09	040	16	CHANDRAPUR(S.C.-040)	32000
Ward 05	013	17	DAKSHIN DARJA HATHATH COLONY(COLONY PARA)(S.C.-013)	11000
Ward 09	043	18	DAULAT MADAR(S.C.-043)	52000
Ward 01	005	19	DIGHIPARA 1(S.C.-005)	10000
Ward 01	006	20	DIGHIPARA 2(S.C.-006)	4000
Ward 06	016	21	FAKIRTULI & B GOLA N PARA(BANSHGOLA RD)(S.C.-016)	3000
Ward 10	047	22	FARASKHANA BASTI(S.C.-047)	18000
Ward 11	050	23	GANGADHAR COLONY(S.C.-050)	4000
Ward 03	010	24	HAIPTGANJ BAGANPARA(S.C.-010)	7000
Ward 03	011	25	HAIPTGANJ THANAPARA(S.C.-011)	1000
Ward 15	073	26	HARIGANJ BAGAN(S.C.-073)	70000
Ward 13	062	27	HATAATH COLONY-13(S.C.-062)	130000
Ward 13	061	28	HOSSAIN DALAN -MONDALPARA(S.C.-061)	65000
Ward 11	048	29	ICCHAGANJ DEBNATHPARA(S.C.-048)	10000
Ward 12	057	30	ICCHAGANJ- GARWANPARA(S.C.-057)	47000
Ward 12	055	31	ICCHAGANJ(S.C.-055)	151000
Ward 12	056	32	ICCHAGANJ MOGHALTULI(S.C.-056)	51000
Ward 14	068	33	JAFRAGANJ(S.C.-068)	10000
Ward 06	017	34	JUBLITANK(S.C.-017)	12000
Ward 08	028	35	KADAMSARIF(NAGINABAGH)(S.C.-028)	7000
Ward 07	021	36	KALANDARBAGH(BIHARIPARA)(S.C.-021)	2000
Ward 07	020	37	KALANDARBAGH(S.C.-020)	12000
Ward 07	025	38	KALPUKUR RAIL BASTI(S.C.-025)	3000
Ward 16	076	39	KAMALBAGH(S.C.-076)	128000
Ward 16	077	40	KAMALBAGH-BAHUBEGUMBAGH(S.C.-077)	60000
Ward 15	074	41	KATGOLA-KHASPANA-CHINIMAHAL- NASHIPUR(S.C.-074)	75000
Ward 10	044	42	KILLA BASTI(S.C.-044)	26000
Ward 10	080	43	KILLA NIJAMAT BASTI(S.C.-080)	28000
Ward 13	059	44	KURMITOLA 4 NO. COLONY(S.C.-059)	372000

Ward 13	063	45	KURMITOLA COLONY(S.C.-063)	167000
Ward 06	019	46	KUTUBPUR HAZRAPARA(HAZRAPARA)(S.C.-019)	7000
Ward 02	007	47	LALBAGH SADAR GHAT(S.C.-007)	10000
Ward 15	072	48	LICHUTALA-MILABASA(S.C.-072)	184000
Ward 09	037	49	MANDIR PARA HARISING DEWRI(S.C.-037)	18000
Ward 01	001	50	MOTUHEEL DARGAPARA(S.C.-001)	14000
Ward 01	002	51	MOTUHEEL DASPARA(S.C.-002)	14000
Ward 01	003	52	MOTUHEEL KHASPARA(S.C.-003)	12000
Ward 10	046	53	NABA ADARSHA SCHOOL PARA BASTI(S.C.-046)	9000
Ward 08	036	54	NAGINABAGH GHOSH PARA(S.C.-036)	11000
Ward 08	033	55	NAKURTOLA RAMKRISHNA PALLY(S.C.-033)	106000
Ward 14	066	56	NASHIPUR GHOSH PARA(S.C.-066)	3000
Ward 14	067	57	NASHIPUR RAJBATI(S.C.-067)	10000
Ward 14	064	58	NASHIPUR TAKE PARA(S.C.-064)	4000
Ward 11	052	59	NEHALBAGH THAKURPARA(S.C.-052)	6000
Ward 09	041	60	NEHALBAGH(S.C.-041)	9000
Ward 08	034	61	RAI PARA MATH PARA(S.C.-034)	73000
Ward 11	053	62	RAIL COLONY KURMITOLA(S.C.-053)	6000
Ward 08	030	63	RAIL PARA MONDAL PARA(S.C.-030)	21000
Ward 08	031	64	RAIL PARA(S.C.-031)	13000
Ward 11	049	65	RAIPARA(S.C.-049)	8000
Ward 09	029	66	RAJABAZAR KHASPARA(S.C.-038) CLUBBING WITH SAAL BAGAN BASTI(S.C.-029)	14000
Ward 13	060	67	RANSAGAR MONDALPARA(S.C.-060)	121000
Ward 16	075	68	RANSAGAR NORTH(S.C.-075)	97000
Ward 08	029	69	SAAL BAGAN BASTI(S.C.-029)	32000
Ward 08	032	70	SABJIKATRA COLONY(S.C.-032)	51000
Ward 04	012	71	SAHANAGAR COURT-PALLY(BHAGIRATHI ASHRAM)(S.C.-012)	3000
Ward 14	065	72	SATICHURA HARIGANJ(S.C.-065)	4000
Ward 14	069	73	SHYAMPUR CHINIMAHAL(S.C.-069)	12000
Ward 08	035	74	STATION PARA(S.C.-035)	21000
Ward 07	024	75	STATION ROAD(S.C.-024)	10000
Ward 01	004	76	TATYABBAGH KHASPARA(S.C.-004)	13000
Ward 16	078	77	Talbagan-Putiapara 1(S.C.-078)	263075
Ward 16	023	78	Talbagan-Putiapara 2(S.C.-023)	68536
Ward 06	015	79	TIKATULI(4 NO. TIKATULI)(S.C.-015)	1000
Ward 05	014	80	TIKATULIPARA(5 NO. TIKATULI)(S.C.-014)	1000

Slum Map


Chairman
Murshidabad Municipality

Table-16: Non Slum Area

Ward No	Area
1	1.3
2	0.38
3	0.23
4	0.24
5	0.09
6	0.46
7	0.75
8	1.65
9	0.54
10	0.41
11	1.2
12	0.38
13	0.78
14	0.56
15	0.67
16	0.82
	10.46

Non Slum Map

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

Table-17: Location of slum(s) / non Slum Area, Tenure Status, Land use and Land Possession status

Ward Number	Slum Name	Slum Code	Slum Location	AREA in Sq Mt	Ownership of Land	Tenability (Yes/no)	Land Value (Z1 is high and Z4 is low)
Ward 11	2 NO. KURMITOLA(S.C.-051)	051	Fringe area	12000	Own Land	Yes	Z1
Ward 11	3 NO. KURMITOLA(S.C.-054)	054	Core Area	13000	Own Land	Yes	Z1
Ward 10	AGHORIPARA BASTI (RANAQUBJA)(S.C.-045)	045	Fringe area	18000	Own Land	Yes	Z3
Ward 07	ASTABAL(S.C.-022)	022	Fringe area	9000	Own Land	Yes	Z1
Ward 16	AZADHINDBAGH(S.C.-079)	079	Fringe area	114000	Own Land	Yes	Z4
Ward 07	BAHADUR ALI CHOWRAHA(S.C.-026)	026	Fringe area	40000	Own Land	Yes	Z1
Ward 09	BAKHRIGOLI(S.C.-042)	042	Core Area	23000	Own Land	Yes	Z1
Ward 06	BANSHGOLA ROAD(BASTI)(S.C.-018)	018	Fringe area	3000	Own Land	Yes	Z1
Ward 08	BAULIBAGH(BATAKKHANA)(S.C.-027)	027	Core Area	34000	Own Land	Yes	Z4
Ward 15	BHATAPARA(S.C.-071)	071	Fringe area	68000	Own Land	Yes	Z4
Ward 02	BINPARA(S.C.-009)	009	Fringe area	6000	Own Land	Yes	Z4
Ward 09	BUDHAS PARA MONDAL PARA(S.C.-039)	039	Fringe area	72000	Own Land	Yes	Z2
Ward 02	BURNING GHAT MORE(S.C.-008)	008	Fringe area	4000	Own Land	Yes	Z2
Ward 12	CHAIPARA DEAR-12(S.C.-058)	058	Core Area	51000	Own Land	Yes	Z3
Ward 14	CHAIPARA DEAR-14(S.C.-070)	070	Fringe area	5000	Own Land	Yes	Z4
Ward 09	CHANDRAPUR(S.C.-040)	040	Fringe area	32000	Own Land	Yes	Z4
Ward 05	DAKSHIN DARJA HATHATH COLONY(COLONY PARA)(S.C.-013)	013	Core Area	11000	Own Land	Yes	Z1
Ward 09	DAULAT MADAR(S.C.-043)	043	Fringe area	52000	Own Land	Yes	Z1
Ward 01	DIGHIPARA 1(S.C.-005)	005	Fringe area	10000	Own Land	Yes	Z1
Ward 01	DIGHIPARA 2(S.C.-006)	006	Core Area	4000	Own Land	Yes	Z1
Ward 06	FAKIRTULI & B GOLA N PARA(BANSHGOLA RD)(S.C.-016)	016	Fringe area	3000	Own Land	Yes	Z2
Ward 10	FARASKHANA BASTI(S.C.-047)	047	Fringe area	18000	Own Land	Yes	Z2
Ward 11	GANGADHAR COLONY(S.C.-050)	050	Fringe area	4000	Own Land	Yes	Z1
Ward 03	HAIPTGANJ BAGANPARA(S.C.-010)	010	Fringe area	7000	Own Land	Yes	Z1
Ward 03	HAIPTGANJ THANAPARA(S.C.-011)	011	Core Area	1000	Own Land	Yes	Z1
Ward 15	HARIGANJ BAGAN(S.C.-073)	073	Fringe area	70000	Own Land	Yes	Z4
Ward 13	HATAATH COLONY-13(S.C.-062)	062	Core Area	130000	Own Land	Yes	Z3

Ward 13	HOSSAIN DALAN -MONDALPARA(S.C.-061)	061	Fringe area	65000	Own Land	Yes	Z3
Ward 11	ICCHAGANJ DEBNATHPARA(S.C.-048)	048	Fringe area	10000	Own Land	Yes	Z1
Ward 12	ICCHAGANJ- GARWANPARA(S.C.-057)	057	Fringe area	47000	Own Land	Yes	Z1
Ward 12	ICCHAGANJ(S.C.-055)	055	Fringe area	151000	Own Land	Yes	Z1
Ward 12	ICCHAGANJ MOGHALTULI(S.C.-056)	056	Core Area	51000	Own Land	Yes	Z1
Ward 14	JAFRAGANJ(S.C.-068)	068	Fringe area	10000	Own Land	Yes	Z3
Ward 06	JUBLITANK(S.C.-017)	017	Fringe area	12000	Own Land	Yes	Z1
Ward 08	KADAMSARIF(NAGINABAGH)(S.C.-028)	028	Core Area	7000	Own Land	Yes	Z3
Ward 07	KALANDARBAGH(BIHARIPARA)(S.C.-021)	021	Fringe area	2000	Own Land	Yes	Z2
Ward 07	KALANDARBAGH(S.C.-020)	020	Fringe area	12000	Own Land	Yes	Z1
Ward 07	KALPUKUR RAIL BASTI(S.C.-025)	025	Core Area	3000	Own Land	Yes	Z2
Ward 16	KAMALBAGH(S.C.-076)	076	Fringe area	128000	Own Land	Yes	Z2
Ward 16	KAMALBAGH-BAHUBEGUMBAGH(S.C.-077)	077	Fringe area	60000	Own Land	Yes	Z3
Ward 15	KATGOLA-KHASPARA-CHINIMAHAL-NASHIPUR(S.C.-074)	074	Fringe area	75000	Own Land	Yes	Z4
Ward 10	KILLA BASTI(S.C.-044)	044	Fringe area	26000	Own Land	Yes	Z1
Ward 10	KILLA NIJAMAT BASTI(S.C.-080)	080	Core Area	28000	Own Land	Yes	Z1
Ward 13	KURMITOLA 4 NO. COLONY(S.C.-059)	059	Fringe area	372000	Own Land	Yes	Z1
Ward 13	KURMITOLA COLONY(S.C.-063)	063	Core Area	167000	Own Land	Yes	Z2
Ward 06	KUTUBPUR HAZRAPARA(HAZRAPARA)(S.C.-019)	019	Fringe area	7000	Own Land	Yes	Z1
Ward 02	LALBAGH SADAR GHAT(S.C.-007)	007	Fringe area	10000	Own Land	Yes	Z1
Ward 15	LICHUTALA-MILABASA(S.C.-072)	072	Fringe area	184000	Own Land	Yes	Z4
Ward 09	MANDIR PARA HARISING DEWRI(S.C.-037)	037	Fringe area	18000	Own Land	Yes	Z3
Ward 01	MOTIJHEEL DARGAPARA(S.C.-001)	001	Core Area	14000	Own Land	Yes	Z3
Ward 01	MOTIJHEEL DASPARA(S.C.-002)	002	Fringe area	14000	Own Land	Yes	Z2
Ward 01	MOTIJHEEL KHASPARA(S.C.-003)	003	Fringe area	12000	Own Land	Yes	Z4
Ward 10	NABA ADARSHA SCHOOL PARA BASTI(S.C.-046)	046	Core Area	9000	Own Land	Yes	Z2
Ward 08	NAGINABAGH GHOSH PARA(S.C.-036)	036	Fringe area	11000	Own Land	Yes	Z3
Ward 08	NAKURTOLA RAMKRISHNA PALLY(S.C.-033)	033	Fringe area	106000	Own Land	Yes	Z2
Ward 14	NASHIPUR GHOSH PARA(S.C.-066)	066	Core Area	3000	Own Land	Yes	Z2

Ward 14	NASHIPUR RAJBATI(S.C.-067)	067	Fringe area	10000	Own Land	Yes	Z2
Ward 14	NASHIPUR TAKE PARA(S.C.-064)	064	Fringe area	4000	Own Land	Yes	Z4
Ward 11	NEHALBAGH THAKURPARA(S.C.-052)	052	Fringe area	6000	Own Land	Yes	Z2
Ward 09	NEHALBAGH(S.C.-041)	041	Fringe area	9000	Own Land	Yes	Z2
Ward 08	RAI PARA MATH PARA(S.C.-034)	034	Core Area	73000	Own Land	Yes	Z4
Ward 11	RAIL COLONY KURMITOLA(S.C.-053)	053	Fringe area	6000	Own Land	Yes	Z3
Ward 08	RAIL PARA MONDAL PARA(S.C.-030)	030	Core Area	21000	Own Land	Yes	Z3
Ward 08	RAIL PARA(S.C.-031)	031	Fringe area	13000	Own Land	Yes	Z3
Ward 11	RAIPARA(S.C.-049)	049	Fringe area	8000	Own Land	Yes	Z3
Ward 09	RAJABAZAR KHASPARA(S.C.-038) CLUBBING WITH SAAL BAGAN BASTI(S.C.-029)	029	Fringe area	14000	Own Land	Yes	Z4
Ward 13	RANSAGAR MONDALPARA(S.C.-060)	060	Fringe area	121000	Own Land	Yes	Z4
Ward 16	RANSAGAR NORTH(S.C.-075)	075	Core Area	97000	Own Land	Yes	Z3
Ward 08	SAAL BAGAN BASTI(S.C.-029)	029	Fringe area	32000	Own Land	Yes	Z1
Ward 08	SABJIKATRA COLONY(S.C.-032)	032	Fringe area	51000	Own Land	Yes	Z2
Ward 04	SAHANAGAR COURT- PALLY(BHAGIRATHI ASHRAM)(S.C.- 012)	012	Core Area	3000	Own Land	Yes	Z4
Ward 14	SATICHURA HARIGANJ(S.C.-065)	065	Fringe area	4000	Own Land	Yes	Z3
Ward 14	SHYAMPUR CHINIMAHAL(S.C.-069)	069	Fringe area	12000	Own Land	Yes	Z1
Ward 08	STATION PARA(S.C.-035)	035	Fringe area	21000	Own Land	Yes	Z1
Ward 07	STATION ROAD(S.C.-024)	024	Fringe area	10000	Own Land	Yes	Z4
Ward 01	TAIYABBAGH KHASPARA(S.C.-004)	004	Fringe area	13000	Own Land	Yes	Z4
Ward 16	Talbagan-Putiapara 1(S.C.-078)	078	Fringe area	263075	Own Land	Yes	Z4
Ward 16	Talbagan-Putiapara 2(S.C.-023)	023	Fringe area	68536	Own Land	Yes	Z1
Ward 06	TIKATULI(4 NO. TIKATULI)(S.C.-015)	015	Fringe area	1000	Own Land	Yes	Z1
Ward 05	TIKATULIPARA(5 NO. TIKATULI)(S.C.- 014)	014	Fringe area	1000	Own Land	Yes	Z4

3.3. Existing basic infrastructure and its coverage

There are 80 slum pockets spreading across all the 16 wards of the Municipality. The total area of the slum pockets is 7.04 sq kms in aggregate. Within these 80 pockets spread over the aforesaid area a population of about **25035** as per recent assessment, sustain their lives. It is worthwhile to mention that the population of Murshidabad Municipality is 48415 in total.

a) Spatial coverage and adequacy of Water supply

Municipal authority and PHE are supplying water at present in this ULB. Municipal authority supplies water only through 533 nos. of hand-tube wells maintained by them. This supply is inadequate in quantity and in quality as wells. A part of Murshidabad Municipal area (Ward No 1, 8) is Arsenic prone. Therefore using ground water is not safe for the people living here.

PHE supplies water in this ULB thorough 158 nos. of stand posts and the existing distribution network, covering 20% of the total municipal area and meeting only 25% of the total demand. There is no house connection at present in this ULB.

At present there is scarcity of pure water in the slums of Murshidabad Municipality. Average quantity of water that is presently supplied is 33LPCD in Murshidabad Municipal Area and the condition of slums is poorer in this respect. Slum dwellers are mainly dependent on hand tube-wells maintained by the municipality and only a few

b) solid waste management

In this ULB door to door waste collection being introduced lately along with arrangement of more equipment for proper solid waste management. Physical conditions of some existing vats in market places are unsatisfactory and naturally there is demand for more vats to be located at suitable places. At present about 8 Mt of solid waste being generated throughout the municipality and of them 3.75 Mt (47%) being regularly collected and for the absence of proper dumping place those are disposed of at various low lands. There is need for an in depth study and preparation of modern plan keeping in mind the projected values of population for effective SWM system for the municipality.

c) Sewerage and Sanitation

There is no integrated sewerage system in the municipal area at present. 4520 nos. of Pour Flash Latrines have been constructed in phases under Government schemes. In addition there are about 2200 nos. of Septic tanks in the municipal area. In totality, hygienic sanitary facilities do not cover all the holdings of this ULB. So at present there is an urgent need for enhanced hygienic sanitation facilities.

d) Drainage

The table below shows that there are still Kaccha drains in this ULB in certain wards; Pucca drains are more or less evenly distributed throughout the ULB except in Ward Nos. 8, 11, 13 and 16. Drainage seems to be an inherent and the most serious problem of Murshidabad municipal area. Moreover, growing urbanization and consequent increase in built spaces and other infrastructural developments has blocked some of the natural drainage channels. The percentage of water bodies and wetlands in the land use pattern of the municipal area which used to act as outfalls and reservoirs of drainage water are decreasing in a rapid pace. Thus, water logging in slight rainfall has become a regular incident especially in rainy season when normal life gets totally disrupted in many parts of Murshidabad municipality.

e) Street Lighting

Street lighting facility is available throughout this Municipality. However due to on-going development of this Municipality extension of street light facility has become a necessity. The illuminating capacities of these bulbs are very poor and they are very prone to be defective in every now and then. This increases the recurring maintenance expenditure. So substitution of these bulbs with energy saving CFLs and Sodium vapours in cases of important road junctions, will enhance the street lighting facilities in this ULB and reduce the maintenance cost and energy consumption as well.

f) Education

Primary survey was conducted to ascertain the demand for pre-primary and primary schooling within the Murshidabad Municipal area with parameters like Awareness and agreement of parents to send their children to schools, Facilities available in the schools particularly of books, Mid-day Meal, school infrastructure, Teacher student –parents relationship and Location and environment of schools as all these factors effect on the overall performance of a school. 23% of

the children are not attending schools. These children are either dropouts or they are not being enrolled at all. From the above table it also reveals that though the average rate of children not attending school is 23% it is more than 35% in the ward nos. 1, 3, 7 and 14. However this fact simply speaks on then need of mass awareness on the importance of primary education among the citizens especially from the marginal section. the main reason behind school drop out of children is Financial. Thus it can be said that poverty is playing crucial role in keeping this area backward in terms of primary education.

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

Slums and Non Slums have been selected as a First Project under PMAY scheme by Murshidabad Municipality in consultation with the state level Nodal Agency The State Urban Development Agency (SUDA) under M.A. Department, GoWB.

Table-18: The project slums and existing scenario of infrastructure

Present Status of Physical Infrastructure																			
Sl. No	Name of the Slums	The project slum site	Ward No	Road Type Running in front of the Slum	slum connects it to major areas	Distance of Nearest Rail Station	Slum Age	Area in sqm	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	MOTIJHIL DARGAPRA	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	14000	Own Land	210	1117	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
2	MOTIJHEEL DASPARA(S.C-002)	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	14000	Own Land	70	404	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 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

(Signature)
 Chairman
 Murshidabad Municipality

3	DIGHI PARA 2	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	4000	Own Land	45	239	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas.	The environmental condition in the slum is little bit poor	The slum is partially covered with drains but drains are tiled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
4	BINPARA(S.C.-009)	Fringe area	2	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	8000	Own Land	44	234	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 drains but drains are tiled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
5	HAIPATGANJ BAGAN PARA	Core Area	3	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	7000	Own Land	178	947	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 drains but drains are tiled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
6	HAIPATGANJ THANAPARA(S.C.-011)	Fringe area	3	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	1000	Own Land	121	644	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas.	The environmental condition in the slum is little bit poor	The slum is partially covered with drains but drains are tiled 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	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient


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Murshidabad Municipality

7	SAHANAGAR COURT- PALLYBHAGIRATHI ASHRAM)(S.C.-012)	Fringe area	4	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	3000	Own Land	60	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 broken condition resulting clogging	Most of the roads within slums are 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 dilapidated	Water supply is sufficient
8	TIKATULI(4 NO. 014)	Core Area	5	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	1000	Own Land	20	106	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 broken condition resulting clogging	Most of the roads within slums are 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 dilapidated	Water supply is sufficient
9	TIKATULI(4 NO. TIKATULI)	Fringe area	6	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	1000	Own Land	33	176	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 broken condition resulting clogging	Most of the roads within slums are 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 dilapidated	Water supply is sufficient
10	FAKIRTULI BANGGOLA NAPIT PARA	Fringe area	6	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance	More than 10 years	3000	Own Land	21	112	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 but broken condition resulting clogging	Most of the roads within slums are metallic or	There is 100% street lights present	Most of the population adopts unhygienic method for	Most of the dwelling units are dilapidated	Water supply is sufficient

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11	JUBLITANK(S.C.-017)	Core Area	6	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	12000	Own Land	37	197	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
12	BANSGOLAROAD, BASTI	Fringe area	6	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	3000	Own Land	34	181	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
13	KUTUBPUR HAZRAPARA	Fringe area	6	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	7000	Own Land	54	287	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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14	KALANDARBAGH	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	12000	Own Land	76	404	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
15	KALANDARBAGH BIHARIPARA	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	2000	Own Land	24	128	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
16	KALPUKUR RAIL BASTI(S.C.-025)	Core Area	7	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	3000	Own Land	28	138	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
17	BAHADUR ALI CHOWRAHA(S.C.-026)	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	40000	Own Land	33	176	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

18	RAIL PARA(S.C.-031)	Core Area	8	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	13000	Own Land	70	372	as cleaners at Municipal area and as vegetable sellers in 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 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
19	SABUKATRA COLONY	Fringe area	8	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	51000	Own Land	114	606	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
20	Nekurtala, ramkrishna pally	Fringe area	8	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	106000	Own Land	198	1053	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
21	RAIL PARA MATHPARA	Fringe area	8	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	73000	Own Land	20	106	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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22	Station Para	Fringe area	8	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	21000	Own Land	30	160	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers, 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 tiled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
23	Naginabagh, Ghoetpara	Fringe area	8	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	11000	Own Land	42	223	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers, 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 tiled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
24	RAJABAZAR KHASPARA	Fringe area	9	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	14000	Own Land	83	442	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers, 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 tiled 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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25	BUDHAS PARA MANDAL PARA	Fringe area	9	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	72000	Own Land	79	420	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 metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
26	Chandrapur	Core Area	9	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	32000	Own Land	64	340	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 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
27	Nehal bagh	Fringe area	9	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	9000	Own Land	26	138	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are 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
28	KILLA BASTI	Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	26000	Own Land	34	181	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas,	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are 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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29	Naba Adarsha School Basti	Core Area	10	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	9000	Own Land	41	218	as cleaners at Municipal area and as vegetable sellers in 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 tiled 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
30	FARASKHANA BASTI	Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	19000	Own Land	39	207	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 tiled 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
31	ICHAGANJ, DEBNATHPARA	Fringe area	11	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	10000	Own Land	24	128	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 tiled 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
32	RAI PARA	Core Area	11	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	8000	Own Land	60	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 tiled 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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33	KURMITOLA COLONY NO.2	Fringe area	11	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	12000	Own Land	38	202	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 kuchhia 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
34	NEHAL BAGH THAKUR PARA	Fringe area	11	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	6000	Own Land	34	181	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchhia 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	RAIL COLONY KURMITOLA	Fringe area	11	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	6000	Own Land	39	207	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 kuchhia 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	KURMITOLA COLONY NO 3	Fringe area	11	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	13000	Own Land	32	170	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
37	ICHRAGANJ	Core Area	12	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	151000	Own Land	142	755	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
38	ICHRAGANJ MOGATULLI	Fringe area	12	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	51000	Own Land	144	766	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
39	ICHRAGANJ-GARIWANPARA	Core Area	12	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	47000	Own Land	132	702	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but 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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40	CHAIPARA DEAR	Fringe area	12	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	51000	Own Land	96	527	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
41	KURMITOLA 4 NO COLONY	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	372000	Own Land	292	1553	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
42	RANSAGAR MONDAL PARA	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	127000	Own Land	141	750	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
43	HOSSAIN DALAN, MONDAL PARA	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance	More than 10 years	65000	Own Land	34	181	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 but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or	There is 100% street lights present	Most of the population adopts unhygienic method for	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient


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44	HATAATH COLONY	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	130000	Own Land	181	963	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
45	KURMITOLLA COLONY	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	167000	Own Land	151	803	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
46	NASHIPUR TAKEPARA	Fringe area	14	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	4000	Own Land	78	415	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

Chaitanya
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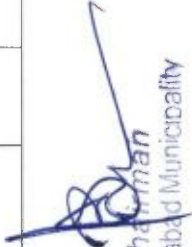
47	SATICHURA HARIGANJ	Core Area	14	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	4000	Own Land	133	708	Most of the slum dwellers works as casual labour in local industries, 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 tilled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
48	NASHIPUR GHOSH PARA	Fringe area	14	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	3000	Own Land	73	388	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 tilled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
49	NASHIPUR RAJBATI	Fringe area	14	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	10000	Own Land	123	654	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 tilled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
50	JAFRAGANJ	Core Area	14	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	10000	Own Land	138	724	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilled 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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51	SHYAMPUR CHINIMAHAL	Fringe area	14	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	12000	Own Land	71	378	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 tilled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kachha 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 kachha or dilapidated	Water supply is sufficient
52	CHAIPARA DEAR	Fringe area	14	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	5000	Own Land	89	473	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 tilled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kachha 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 kachha or dilapidated	Water supply is sufficient
53	BHATAPARA(S.C.- 071)	Core Area	15	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	88000	Own Land	46	245	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 tilled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kachha 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 kachha or dilapidated	Water supply is sufficient
54	LICHUTALA, MAILBASA	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance	More than 10 years	184000	Own Land	124	880	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 but	Most of the roads within slums are semi metallic or	There is 100% street lights present	Most of the population adopts unhygienic method for	Most of the dwelling units are kachha or dilapidated	Water supply is sufficient

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55	HARIGANJ BAGAN	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	70000	Own Land	136	724	others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in 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 titled 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
56	KATHGOLA KHASPARA CHINI MOHAL NASHIPUR	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	75000	Own Land	161	857	others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in 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 titled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
57	RANSAGAR NORTH	Fringe area	16	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	67000	Own Land	200	1064	others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in 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 titled 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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58	KAMALBAGH	Core Area	16	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	128000	Own Land	133	708	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 tiled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
59	KAMALBAGH BAHUBEGUMBAGH	Fringe area	16	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	60000	Own Land	73	388	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 tiled and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
60	TALBAGAN-PUTIAPARA 1	Core Area	16	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	263075	Own Land	123	654	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 tiled 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
61	TALBAGAN-PUTIAPARA 2	Fringe area	16	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 10 years	68536	Own Land	71	378	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas,	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but tiled 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	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient


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Non Slum																			
Sl. No	Name of the Slum	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 in sqkm	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	Non Slum	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	1.3	Own Land	1010	4341	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
2	Non Slum	Fringe area	2	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	0.38	Own Land	840	3526	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
3	Non Slum	Fringe area	4	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	0.24	Own Land	400	1608	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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4	Non Slum	Fringe area	5	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	0.08	Own Land	484	1847	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 tiled and broken condition resulting clogging	Most of the roads within slums are semi kucchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
5	Non Slum	Fringe area	6	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 30 years	0.46	Own Land	486	2158	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 tiled and broken condition resulting clogging	Most of the roads within slums are metallic or kucchha 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	Non Slum	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	0.75	Own Land	854	3573	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 tiled and broken condition resulting clogging	Most of the roads within slums are metallic or kucchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
7	Non Slum	Core Area	8	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	1.9	Own Land	1078	5019	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 tiled and broken condition	Most of the roads within slums are metallic or kucchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste, thereby	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient


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8	Non Slum	Fringe area	9	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	0.54	Own Land	651	3013	as sweepers in local areas as cleaners at Municipal area and as vegetable sellers in 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 tiled 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
9	Non Slum	Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	0.41	Own Land	381	1682	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 tiled 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
10	Non Slum	Core Area	11	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	1.2	Own Land	367	1635	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 tiled 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
11	Non Slum	Fringe area	12	Metal road is running in front of the slums	Slum connects it to major areas of Murshidabad Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 50 years	0.38	Own Land	363	1743	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 tiled 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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12	Non Slum	Fringe area	15	of the slums	Murshidabad Municipality	a distance is 1.5 to 2 Km	More than 50 years	0.88	Own Land	637	3091	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 titled 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	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	Non Slum	Core Area	16	of the slums	Murshidabad Municipality	a distance is 1.5 to 2 Km	More than 50 years	0.82	Own Land	375	1856	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 titled 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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Table-19: Details of Social Infrastructure at a Glance:

Sl. No	Slum Name	Angewell under ICDS	Municipal Pre-school	Private Pre-school	Municipal Primary School	State Government Primary School	Private Primary School	Municipal High School	Private High School	State Government High School	Maternity Centre	Primary Health Centre	Refrigerated Medical Chamber (RMP)	Ayurvedic Doctor/Vaidya	Social Development/Welfare	Community Hall	Vocational Training/IT Training cum Production Centre	Street Children Rehabilitation Centre	Night Shelter	Old Age Home	Self Help Groups/WCUA Groups in Slum	No. of Neighbourhood Groups (NHGs) in slum	Slum-dwellers Association	Youth Association	Women's Association/Mahila Samithi		
1	MOTULHI DARGAPRA	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA	
2	MOTLHEEL DASPAPRA(S.C.-002)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
3	DIGHI PARA	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
4	BINPARA(S.C.-009)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
5	HAIPATGAN PIRAN	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
6	KAIPATGAN J. THANAPAR	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
7	SAHANASA R COURT-PALLY(BHARATHI ASHRAM)(S.C.-012)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
8	TIKATULIPA RAG NO. 10 TIKATULI(S.C.-01)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
9	TIKATULI(4 NO. TIKATULI)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
10	FAKIRTULI BANSGOLA NAPIT PARA	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
11	JUBLTANKI S.C.-017)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
12	BANSGOLA ROAD, BASTI	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
13	KUTUBPUR HAZRIPAR	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
14	KALANDAR BAGH	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
15	KALANDAR BAGH BIHARIPAR	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
16	KALPUKUR RAIL BASTI(S.C.-025)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA
17	BAHADUR ALI ACHOWRAH(S.C.-028)	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	Within distance less than 10 km	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	1	NA


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S.No	Slum Name	Within distance less than 1 km	Within distance less than 0.5 km	Within distance less than 10 km	Within distance less than 0.5 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	Within distance less than 10 km	
16	RAIL PARA/S C-031)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
17	SABJKATIR A COLONY	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
18	Nakurtila ra pali mKishna	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
19	RAIL PARA MAHPARA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
20	Station Para	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
21	Nagrabagh Ghoshpara	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
22	RAJABAZAR	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
23	KHASPARA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
24	BUJHAS PARA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
25	MANDAL PARA Chandrapur	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
26	Nehal Bagh	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
27	KILLA BASTI	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
28	Naka Adarsh School Basel	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
29	FARASHA NA BASTI	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
30	ICHHAGANU	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
31	DEBATHIPARA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
32	RAI PARA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
33	KURMITOL A COLONY NO 2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
34	NEHAL BAGH THAKUR PARA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
35	RAIL COLONY KURMITOL A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
36	KURMITOL A COLONY NO 3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
37	ICHHAGANU	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
38	ICHHAGANU MOGATULLI	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
39	ICHHAGANU	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
40	GARWAMPARA DEAR	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
41	KURMITOL A 4 NO COLONY	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA


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42	RANSAGAR MONDAL PARA	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	
43	HOSSAIN DALAN, MONDAL PARA	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
44	HATAATH COLONY	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
45	KURMITOLL A COLONY	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
46	NASHIPUR TAKEPAPA	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
47	SATICHURA HARGANJ	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
48	NASHIPUR GHOSH PARA	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
49	NASHIPUR RAJBATI	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
50	JAFRAGAN J	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
51	SHYAMPUR CHINMAHAL	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
52	CHAIPARA DEAR	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
53	BHATAPAR A.S.C.-071	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
54	LICHUTALA HALBASA	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
55	HARGANJ BRAGAN	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
56	KATHGOLA KHASPARA CHINI MOHAL	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
57	RANSAGAR NORTH	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
58	KAMALBAG H	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
59	KAMALBAG BANUBEGU MBAGH	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
60	TALBAGAN PUTIAPARA 1	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
61	TALBAGAN PUTIAPARA 2	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
62	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
63	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
64	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
65	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA



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66	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
67	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
68	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
69	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
70	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
71	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
72	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
73	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
74	Non Slum	Within distance less than 1 km	NA	NA	Within distance less than 0.5 km	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

Section 4 – Description of Proposed Project and Planning

4.1 Provision of Housing

The Supply Demand Gap and Requirements

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

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

Physical Infrastructure Requirement:

Standard Infrastructure Provision for

- Water Supply
- Drainage
- Roads
- Electricity

Project Development Option

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

Proposed Development

Based on preliminary understanding, the following components are being proposed

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

Innovations proposed in Project Planning

Background

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

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

- To overcome the existing situation and to promote planned development the following innovative strategies can be adopted for the improvement of the city.
- To ensure that housing, along with the supporting services is treated as a priority and at par with the infrastructure sector.
- Forging strong partnerships between private, public, and cooperative sectors to enhance the capacity of the construction industry.
- Organizing public consultations to meet the special needs of slum dwellers.
- Promotion of livelihood for the slum dwellers.

Financial Implementation:

Beneficiary led Participation:

Implies development of housing by involvement of Beneficiary

Tasks:

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

Post Project Monitoring

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

Physical Infrastructure

Background

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

The aim of the survey was to collect information on the present condition of the slums and on recent changes, if any, in the condition of facilities available therein. Both 'notified slums' – areas notified as slums

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

Comprehensive data on this subject was last collected by NSSO in its 58th round (July - December 2002). The present report provides key indicators from the 58th round as well, for comparison. Some important findings of the survey are given below.

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

- Government agencies were collecting garbage from 75% notified and 55% non-notified slums.
- Among these slums, garbage was collected at least once in 7 days in 93% notified and 92% non-notified slums. About 10% notified and 23% non-notified slums did not have any regular mechanism for garbage disposal.
- Over the last five years, facilities had improved in about 50% of notified slums in terms of roads (both within-slum road and approach road) and water supply. The incidence of deterioration of any of the existing facilities in notified slums during the last five years was quite low (about 6% or below).
- In case of most slum facilities – sewerage and medical facilities being exceptions – the facility was reported to have improved during the last five years in more than 20% of non-notified slums. Deterioration of any of the existing facilities in non-notified slums, like notified slums, was rare (about 9% or below).
- Facilities such as street light, latrine, drainage, sewerage and medical facilities were each reported by more than 10% of notified slums to be non-existent both at the time of survey and five years earlier. In case of non-notified slums, facilities like street light, latrine, drainage, sewerage and garbage disposal were each reported by more than 20% of the slums to be non-existent, both during the survey and five years earlier. Where improvement had been brought about during the last 5 years, it was due to the
- Government's efforts in about 80-90% of slums, both notified as well as non-notified and for all the facilities. Improvement in educational facilities at primary level was attributed to NGOs in 13% of the notified slums where such improvement was reported. NGOs were also found to have played a role in the improvement of latrine and sewerage system in non-notified slums.

Topographical survey and GIS mapping

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

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

- Map showing existing Land use Map
- Map showing Household Size
- Map showing House Type/Structure, Flooring, Cooking
- Map showing Minority Status

- Map showing existing toilet facility
- Map showing existing road type in front of house
- Map showing existing source of drinking water
- Map showing existing source of house lighting

Water Supply

Proposal Rationale

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

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

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

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

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

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

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

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

Outcome

Water is a basic requirement of life. Absence of adequate water is a major issue for health as well as comfort for the poor. With the implementation of the project, the slum dwellers will have access to safe

drinking water, which will greatly help their personal health, and hygiene. Quality of life would improve significantly and the multiplier effect due to this investment would reap significant benefit to the economy of this region within a considerable short period of time.

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

Assessment of Overall State of Infrastructure

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

The following norms have been fixed for the region:

- | | | |
|--------------------------|---|-----------------|
| <input type="checkbox"/> | Kolkata Municipal Corporation Area | 200 lpcd |
| <input type="checkbox"/> | Howrah Municipal Corporation Area | 150 lpcd |
| <input type="checkbox"/> | Municipal & Non-Municipal Area | 135 lpcd |

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

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

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

Situation Appraisal & Key Intervention for Identified Slum

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

It is now proposed that water pipeline shall be provided in each household with requisite number of taps, as computed during the survey as felt needs shall be provided under this Project. However, considering that the houses are being provided with water, the provisions of multiple taps have not been encouraged and kept to the minimal level.

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

- Population projection
- Project horizon years

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

Design Period for various Project Components

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

Service Plan

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

Proposed Interventions

According to the above, the water supply design requirement for Municipality has been fixed at 135 lpcd (Domestic Requirement) + 15% (head loss) + $100 \cdot (p^{0.5}) = 163.25$ lpcd (approx).

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

The details of water supply lines provide are as follow:

Transmission of Water

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

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

Following design criteria are adopted for this Project:

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

Drainage and Solid waste management

Proposal Rationale

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

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

Outcome

The proposed drainage system by means of construction of new drains and improvement of existing will help to provide relief to the slum dwellers by means of efficient and effective disposal of storm water through the outfall channels. The outcome of this scheme will by and large enhance the quality of civic life by way of promotion and safeguarding the public health and environmental pollution.

Assessment Overall State of Infrastructure

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

As mentioned above poor drainage system and consequently chronic water logging are the major issues of

concern. There is hardly any pucca drain. The state of drain also affects the condition of the road.

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

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

Proposed Interventions

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

Road Infrastructure

Proposal Rationale

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

Roads in the slum are highly undeveloped and ill maintained. Poor roads are strong barrier to the development of the slums. Poor road condition and absence of road facility in several slums makes life difficult for all slum dwellers, especially, women and children. It also hampers prompt movement of sick; particularly those who require urgent medical attention. Lack of maintenance, coupled with poor drainage makes life even worse during monsoon season. Road are rarely re-built or re-paired periodically due to several reason. Provision of basic quality road is thus an important element of slum development. The existing road network system of the slum has become inadequate to cope up with the present and ever increasing needs. In order to bear the additional pressure due to enhanced civic, economic and commercial activities of the slum, existing road network system in several places are required either to be up-graded or winded and new roads are also be constructed in a number of places where the network is inadequate.

Proposed status and strategy

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

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

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

Proposed Intervention

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

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

Outcome

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

Proposed Intervention

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

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

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

Materials of construction:

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

Definition of Slum for Housing

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

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

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

Situation Appraisal

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

Proposed Intervention

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

Table-22: Dwelling units

Building type	Number of DU
In situ single Unit	902 within slums and non slums

Building Plan

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

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

Building material

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

Structural Design

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

Design data

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

- Walls: 250 mm thick brick masonry walls at external and 125mm walls internal.

Reference codes:

- IS 456: 2000 - Code of practice -Plain and Reinforced concrete.
- IS :1893 :2002 - Criteria for Earthquake resistant design of structures(Part-1)
- IS: 13920: 1993 - Ductile detailing of Reinforced concrete structures subjected to seismic forces.
- SP: 34 - Hand Book on Concrete Reinforcement and Detailing.
- S: 875: 1987 - Code of practice for design loads (other than earthquake) for buildings and structures. (Part-2)
- NBC:2005

Identification of Beneficiaries

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

Allotment of Houses

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

Town Planning Norms

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

All planning are done as per UDPFI & CPHEEO guidelines and local Municipal Bye-laws.

Compliance with Municipal Bye laws

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

Tenure

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

Summary of Investment

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Project Costing

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

The cost components include:

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

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

GOI Contribution:

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

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

Beneficiary Contribution:

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

State Contribution:

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

ULB Contribution:

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

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

Table-23: Share of Fund

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

4.2. Disaster Management and Mitigation

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

4.3. Statutory approval including environmental clearance (as applicable)

Table-22: Statutory approval including environmental clearance

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

	quarries	<p>b) Bricks : From the existing brick fields nearby the project site.</p> <p>c) Sand : From the nearest source.</p> <p>All the materials are sufficiently available.</p>
9.	Water Requirement; Identification of potential sources of water	Water required for the construction of work will be available from ground water. There is no scarcity of water in the region.
10.	Location of Waste Water Disposal :	
	a. Location for disposal of waste water	The surface drain have been proposed in the slum for disposal of waste water.
	b. Outfalls locations for longitudinal drains	
	i) Outfall level and back flow	Natural slope of the ground will be maintained for waterways for discharge of surface runoff. No possibility of back flow except in the case of heavy flood.
	ii) The outfall is in natural stream; measures shall be taken to prevent sediment into the stream.	The storm water drain of the slums will discharge the water to the main high drain of the town.
11.	Air Pollution during construction work	Work shall be carried out by equipments like concrete mixer machine vibrator etc. at this time of concerting work only for which air pollution will be negligible.
12.	Identify locations susceptible to induced development	Locations vulnerable to induced development: In such location the Municipality has committed not to allow building construction activity. <ul style="list-style-type: none"> a. Lands within 50 m of junctions b. Agricultural lands with enforce restriction on building activity on either side of road. Stretches within 100m of worship places, weekly fairs and locations of community mass gatherings.
13.	Roles and responsibilities of municipality in regulating development	The municipality shall lay down restrictions on building activities along the by-pass roads : <ol style="list-style-type: none"> 1. Municipality will enforce restriction on building activity on either side of road. 2. Development of Residential sites outside Existing Settlement. Appropriate measure towards the removal of encroachments onto the public land to be taken.
14.	Traffic Congestion and related air & noise pollution	As the road passes through the slum area of the town and two wheelers, Three wheelers, light vehicle will move hence there will not be any traffic congestion, related air & noise pollution.
15.	Opportunity in economic activities due to ease of transportation system	The benefits due to this project are : <ol style="list-style-type: none"> 1. Generation of Man days

	2. Improvement in Household or population sector i.e. Improvement of personal health, hygiene, socio- economic condition, education etc.
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Section 5 – Project Cost Estimate

5.1. Detailed Estimates

5.2.1. Detailed Estimate of Provision of Housing

Table-24: Detailed Estimate of Provision of Housing

DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE Pradhan Mantri Awas Yojana Housing For All (Urban) Total Covered Area- 32.58 sq.m (With Electrical Works) Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda Floor Area 25.77 sqm					
SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
1	Earthwork in excavation in foundation trenches or drains, in all sorts of soil (including mixed soil but excluding laterite or sandstone) including removing spreading or stacking the spoils within a lead of 75 m as directed including trimming the sides of trenches, levelling, dressing and ramming the bottom, bailing out water etc. as required complete. a) Depth of excavation not exceeding 1500mm .	13.000	%cu.m.	12047.00	1566.11
	SOR, PWD, P-1, I -2 a				
2	Earth work in filling in foundation trenches or plinth with good earth in layers not exceeding 150 mm. including watering and ramming etc. layer by layer complete.(Payment to be made on the basis of measurement of finished quantity of work) a) With earth obtained from excavation of foundation.	11.120	%cu.m.	7831.00	870.81
	SOR, PWD, P-1, T/3 a				
3	Supplying Laying Polithin Sheets etc. SOR, PWD, P-45, T - 13	22.000	sqm	25.00	550.00
4	Cement concrete with graded Stone ballast (40 mm.) excluding shuttering.a) In ground floor and foundation.6 : 3 : 1 proportion Pakur variety SOR, PWD, Page 24 ; Item -10 a	3.500	cu.m.	5823.00	20380.50
5	25 mm. thick damp proof with cement concrete (4:2:1) (with graded stone aggregate 10 mm. Normal size) and painting the top surface with a coat of bitumen using 1.7 kg. per sq.m. including heating the bitumen and cost and carriage of all materials complete.	6.810	sqm,	297.00	2022.57

DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE					
Pradhan Mantri Awas Yojana Housing For All (Urban)					
Total Covered Area- 32.58 sq.m (With Electrical Works)					
Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigena Floor Area 25.77 sqm					
SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
	SOR, PWD, P-45, T-12				
6	Brick work with 1st class bricks in cement mortar (6:1)				
	a) In foundation and plinth.	10.430	cum	5719.00	59649.17
	b) In super structure	15.240	cum	5943.00	90571.32
	SOR, PWD, P-29, T -22(a), (b)				
7	125mm thick brick work with 1st. class bricks in cement mortar (4:1). a) In ground floor	23.220	sq.m.	783.00	18181.26
	SOR, PWD, P-73, I -29				
8	Ordinary Cement concrete (mix 1:1.5:3) with graded stone chips (20 mm nominal size) excluding shuttering and reinforcement if any, in ground floor as per relevant IS codes.	3.940	cu.m.	6851.66	26995.54
	(i) Pakur Variety				
	SOR, PWD, P-14, T -7(i)				
9	Reinforcements for reinforced concrete work in all sorts of structures including distribution bars, stirrups, binders etc. including supply of rods, initial straightening and removal of loose rust (if necessary), cutting to requisite length, hooking and bending to correct shape, placing in proper position and binding with 16G black annealed wire at every inter-section, complete as per drawing and direction.				
	(a) For works in foundation, basement and upto roof of ground floor / upto 4m.	0.309	MT	60705.93	18775.74
	(i) Tor steel/Mild steel.				
	SOR, PWD, P-27, T -15(i)				
10	Hire and labour charges for shuttering with centreing and necessary staging upto 4 m. using approved stout props and thick hard wood planks of approved thickness with required bracing for concrete slabs, beams, columns, lintels curved or straight including fitting, fixing and striking out after completion of works. (upto roof of ground floor). (When the height of a particular floor is more than 4 m. the equivalent floor ht. shall be taken as 4 m. and extra for works beyond the initial 4 m. ht. shall be allowed under 12(e) for every 4 m. or part thereof.)				
	SOR, PWD, P-66, T -12(a)				
	25 mm. to 30 mm. thick wooden shuttering as per decision & direction of Engineer-in-charge. Ground Floor	37.063	M ²	360.00	13342.68
11	Plaster (to wall, floor, ceiling etc.) with sand and cement mortar including rounding off or chamfering corners as directed and raking out joints or roughening	116.940	sq.m.	181.00	21166.14

DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE					
Pradhan Mantri Awas Yojana Housing For All (Urban)					
Total Covered Area- 32.58 sq.m (With Electrical Works)					
Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda					
Floor Area 25.77 sqm					
SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
	of concrete surface, including throating, nosing and drip course where necessary . In ground floor. A) With 6:1 cement mortar. a) Inside wall 20 mm thick plaster SOR, PWD, P-151, T -2 (i)(b)				
	b) Out side Wall, 15mm th. SOR, PWD, P-151, I -2 (i)(c)	111.950	sq.m.	156.00	17464.20
	B)10mm th ceiling plaster (4:1) SOR, PWD, P-151, I -2 (i)(c)	23.330	sq.m.	140.00	3266.20
12	Neat cement punning about 1.5mm thick in wall, dado, window, sills, floor, drain etc. SOR, PWD, P-152, I -8	26.700	sq.m.	38.00	1014.60
13	Artificial stone in floor,dado, staircase etc. with cement concrete (4:2:1) with stone chips laid in panels as directed with topping made with ordinary or white cement (as necessary) and marble dust in proportion (2:1) including smooth finishing and rounding off corners and including application of cement slurry before flooring works, using cement @ 1.75 kg./sq.m. all complete including all materials and labour. In ground floor. 3 mm. thick topping (High polishing grinding on this item is not permitted) with ordinary cement. 20mm thick SOR, PWD, P-40, I -3 (i)	26.490	sq.m.	265.00	7019.85
14	Supplying, fitting & fixing MS clamp for fixing door and window frame made of flat bent bar, end bifurcated, fixed in cement concrete with stone chips (4:2:1)a fitted and fixed omplete as per direction. 40mm x 6mm x 125 mm length. (Cost of cement concrete will be paid separately) SOR, PWD, P-90, I -18 (c)	34	each	22.00	748.00
15	Wood work in door and window frame fitted and fixed complete including a protective coat of painting at the contact surface of the frame other Local wood SOR, PWD, P-85, T -1(i)	0.213	cu.m.	46171.00	9834.42
16	Panel Shutter of door & Window (each Panal Consisting Of single Plan without Join) 25 mm thick shutter with 12 mm thick Panal of size 30 to 45 cm. Other Local wood SOR, PWD, P-105, I -84 (iv)c	8.520	sq.m.	1567.00	13350.84
17	Iron butt hinges of approved quality fitted and fixed with steel screws, with ISI mark. a)75mm x 47mm x	32.000	each	34.00	1088.00