



NORTH DUM DUM MUNICIPALITY

163, M.B. ROAD, BIRATI, KOLKATA - 700051

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DETAILS PROJECT REPORT **FOR**



HOUSING FOR ALL (URBAN) UNDER PRADHAN MANTRI AWAS YOJANA

2019-2020

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:	:	North 24 Parganas						
3	Name of the City:	:	North Dum Dum						
4	Project Name:	:	Hfa-North Dum Dum -2019-20						
5	Project Code:	:	19801710044N0						
6	State Level Nodal Agency:	:	State Urban Development Agency						
7	Implementing Agency/ ULB	:	North Dum Dum 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		
			North Dum Dum Municipal Area	1752	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
			1752	0	0	0	1752	283	0
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			
			377	500	875	0			
14	No. of beneficiaries covered in the project	:	Male	Female	Transgender				
			1252	500	0				
15	Whether it has been ensured that selected beneficiaries have rightful ownership of the land ?	:	Yes						
16	Whether building plan for all houses have been Approved?	:	Yes						
17	i. GoI grant required (Rs. 1.5 lakh per eligible beneficiary)	:	2628.00						

	(Rs. in Lakhs)	
	ii. State grant, (Rs. in Lakhs)	3703.728
	iii. ULB grant (Rs. in Lakhs)	322.368
	iv. Beneficiary Share (Rs. in Lakhs)	438.00
	v. Total (Rs. in Lakhs)	7092.096
18	Whether technical specification / design for housing have been ensured as per Indian Standards / NBC/ State Norms?	Yes
9	Whether it has been ensured that balance cost of construction is tied up with State Grant, ULB Grant & Beneficiary Share ?	Yes
	Whether trunk and line infrastructure is existing or being provisioned ?	
	i. Water Supply	Yes
	ii. Sewerage	No
	iii. Road	Yes
	iv. Storm Water Drain	Yes
	v. External Electrification	No
	vi. Solid Waste Management	No
	vii. Any Other	No
	viii. In case, any infrastructure has not been proposed, reason thereof.	No
0	Whether disaster (earthquake, flood, cyclone, landslide etc.) resistant features have been adopted in concept, design and implementation of the project ?	Yes
-1	Whether Demand Survey Completed for entire city ?	Yes
2	Whether City-wide integrated project have been formulated ? If not reasons thereof ?	Yes
3	Whether validation with SECC data for housing condition conducted ?	Yes
4	Whether Direct Benefit Transfer (DBT) of fund to individual bank account of beneficiary ensured in the project ?	Yes

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

it is hereby confirmed that State/UT and ULB have checked all the beneficiaries as per guidelines of IFA. 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
North Dum Dum **Chairman**
Municipality North Dum Dum Municipality

Signature
Chief Engineer
M.E Dte,GoWB

Signature
(Director,SUDA)

Signature
(Secretary,UD & MA Department,GoWB)

Executive Summary

Project Details

1	Name of the State:	:	West Bengal
2	Name of the District:	:	North 24 Parganas
3	Name of the City:	:	North Dum Dum
4	Project Name:	:	Hfa-North Dum Dum -2019-20
5	Project Cost (Rs. in Lakhs)	:	7092.096
6	Central Share (Rs. in Lakhs)	:	2628.00
7	State Share (Rs. in Lakhs)	:	3703.728
8	ULB Share (Rs. in Lakhs)	:	322.368
9	Beneficiary share (Rs. in Lakhs)	:	438.00
10	Total Infrastructure Cost (Rs. in Lakhs)	:	644.736
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	Scheme Component	Type	Qty	Unit	Rate (in Rs/Unit)	Proposed Project Cost (In Lakh)	Appraised Project Cost (In Lakh)	Central Share (Rs. 1.5Lakh/ DU)	State Govt. Share (Rs. 1.93Lakh/ DU)	ULB Share	Beneficiaries Share @ 0.25 Lakh/DU)
A. HOUSING											
1	New in-situ										
	Single Storied Units	BLC	1752	Nos	368000.00	6,447.36	6,447.36	2,628.00	3,381.36		438.00
Total Housing Cost Sub Total (A)											
B. INFRASTRUCTURE											
Sl	Scheme Component	Type	Qty	Unit	Rate (in Rs/Unit)	Proposed Project Cost (In Lakh)	Appraised Project Cost (In Lakh)	Central Share (Rs. in Lakh)	State Govt. Share (@50%) (in Lakh)	ULB Share (@50%) (in Lakh)	Beneficiaries Share (in Lakh)
1. ROADS											
1.1	Roads	Concrete	7260	mts	4444.18	322.648	322.648	0.00	161.324	161.324	0.00
2. WATER SUPPLY (Proposed)											
	House Connection	Tap water	1752	Each	1572.00	27.54	27.54	0.00	13.77	13.77	0.00

3 STORM WATER DRAINS

Drain	Surfa ce Drain	7264	Mts	4055.06	294.548	294.548	0.00	147.274	147.274	0.00
Total Infrastructure Cost Sub Total (B)					644.736	644.736	0.00	322.368	322.368	0.00
GRAND TOTAL (A+B)					7092.096	7092.096	2628.00	3703.728	322.368	438.00



Signature of the ULB level
Competent Technical officer
North Dum Dum Municipality
Name & Designation: **DEBASISU SAHA**
ASSISTANT ENGINEER
Fax No: **North Dum Dum Municipality**

Telephone No: **033-2514-2101**

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: **033-23375474**

Telephone No: **033-23371331**

E-mail: **ce_medte@yahoo.com**

Signature

Director(SUDA)

Name & Designation: **Debarati Dutta Gupta**
Director, SUDA

Fax No: **033-23585767**

Telephone No: **033-23585767**

E-mail: **wbsudadir@gmail.com**



Signature of the Chairman
North Dum Dum Municipality

Chairman

Name & Designation: **Subodh Kr. Chakraborty**

Fax No: **033-25142990**

Telephone No: **033-25142101**

E-mail: **hfa.northdumdum@gmil.com**

DETAIL PROJECT REPORT

for

HOUSING FOR ALL (U)

Pradhan Mantri Awas Yojana (PMAY)

(2019 -2020)

PREFACE

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

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

The Mission seeks to address the housing requirement of the 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.

We are hopeful that this ULB will be able to utilize the success of this Program and in future gain momentum in Municipal developmental works & for upgrading the quality of civic life. It will facilitate this ULB to be self-reliant soon and this town can be a potential generator of economic momentum in the desired direction.

The town has 145 Nos. of Slum and 26 Nos. of Non-Slum Pockets. This DPR has been prepared on all the 145 Nos. of Slums to minimize the deficiencies in civic amenities after carrying out necessary field survey work. There are 101 notified and 44 non-notified slums out of these total 145 slums under North Dum Dum Municipality.

This project report has been prepared for total estimate of **Rs. 518.47 Crores (2015-2022)** and the physical infrastructure schemes for this town have been identified on the basis of preliminary assessment befitting with the final and comprehensive development project plan for the entire town.

INTRDUCTORY NOTE AND BRIEF HISTORY OF NORTH DUM DUM MUNICIPALITY:



North Dum Dum Municipality is a sparkling speck in the vast expanse of North 24 Parganas. This Municipality happens to be one of the oldest municipalities not only in the district but throughout West Bengal. It was established in the year 1870 September 10th, having an area of 7.5 square miles (19.42 sq. km) comprised of villages known as Birati, Nimta, Kadihati, Jangalpur Patna, Gouripur with large area of Kolkata Airport now known as the Netaji Subhas Chandra Bose International Airport. The North Dum Dum Municipality observed its centenary celebration, in the year 1970, during the regime of Chitta Ranjan Bose, the then Chairman of this Municipality. In 1998, the entire Bisharpara Gram Panchayet and half of the Sultanpur Gram Panchayet were merged with the North Dum Dum Municipality, which caused addition of five more wards to previous original 25 wards increasing the total area to 26.49 sq. km. However recently as per notification of Govt. of West Bengal, Municipal Affairs Department vide memo no. 350/MA/O/C-4/1M- 5/2004 Pt-II; dated 13th July, 2009, the number of wards has been increased from 30 to 31 considering the population, dwelling pattern, geographical condition and economic condition of the areas in each wards of the ULB. And recently before the ULB elections in 2015 the number of wards has increased to 34.

The distinctive feature of the Municipality is that, it is like a buffer Municipality, surrounded on all sides by the neighbouring municipalities like Kamarhati, Panihati, New Barrackpore, Madhyamgram, Dum Dum, South Dum Dum etc. and another important fact about the Municipality is that about 75 % of the area of the Netaji Subash Chandra Bose international Airport falls within the jurisdiction of North Dum Dum Municipal area.

21st Century has been regarded as the Century for Urbanization and the index of urbanization in West Bengal is little higher than that of the national average, calling for the greater need for planned intervention. This increasing urbanization has manifested in congestion, led to inadequate housing, water supply, sanitation, health problems and environment degradation. A large number of urban sprawls have grown during the last few decades which have added considerable increase of slum population. There is a rising level of demand for housing in all the urban cities as the crisis of housing shortage is soaring with rapid urbanization.

The Housing for All programme is one such project addressing this urban crisis and North Dum Dum Municipality will give its best efforts to achieve 100% result in this sector with the active support of Govt. of West Bengal. In the previous programmes like BUSP we have been partially successful in this endeavor but we need to give shelter to the urban poor so that none live in a thatched house or in shanties.

As of now this Municipality is busy with the process of preparing Plan of Action (HFAPoA) for the urban poor. With the strong leadership from the Chairman and its councilors and active support of the staff of our Municipality we are going ahead with this scheme to make it a success. We are heading forward with an aim that this Municipality can provide shelters and basic services to all those who are shelter less and living in abject poverty.

Development is our only motto and we will not stop whatever obstacle comes our way. The task ahead is herculean one due to complexity of socioeconomic and political situation. The preparation of Housing for All Plan of Action and implementation of the same in a time bound manner itself is a big challenge.

As this project is the first of its kind and this project would offer development of all slum dwellers and even address the housing shortage of non-slum areas we are looking forward to make our Municipality a clean and habitable urban area with not a single kuccha or semi-pucca houses and arrest the growth of any further slums. Our experience of the past would guide us and we are sure to achieve our dream set forward for a great future for all its citizens.

Physical Features:

(i) Location

North Dum Dum Municipality is situated towards the north of the fringe area of the Kolkata city and is 15 km away from it. 8 kms towards the south of the ULB lays the district Headquarter, Barasat. The distinctive feature of the Municipality is that it is like a buffer Municipality, surrounded on all sides by the neighbouring municipalities like Kamarhati, Panihati, New Barrackpore, Madhyamgram, Dum Dum, South Dum Dum etc. The most important fact about the Municipality is that about 75 % of the area of the Netaji Subash Chandra Bose international Airport falls inside the North Dum Dum Municipal area.

North Dum Dum Municipality is situated towards the north of the fringe area of the Kolkata city and is 15 km away from it. 8 kms towards the south of the ULB lays the district Headquarter, Barasat. The distinctive feature of the Municipality is that it is like a buffer Municipality, surrounded on all sides by the neighbouring municipalities like Kamarhati, Panihati, New Barrackpore, Madhyamgram, Dum Dum, South Dum Dum etc. The most important fact about the Municipality is that about 75 % of the area of the Netaji Subash Chandra Bose international Airport falls inside the North Dum Dum Municipal area.





The importance and necessity of communication system of a country can hardly be over emphasized. The existence of a sound and well-knit network of traffic and transportation system facilitates immensely the progress and prosperity of a country. There is no gainsaying the fact that a few years back the North Dum Dum Municipality suffered acutely from communication and transportation problem. Due to serious efforts made and planning exercises undertaken, the initial bad condition has to a great extent been eased.

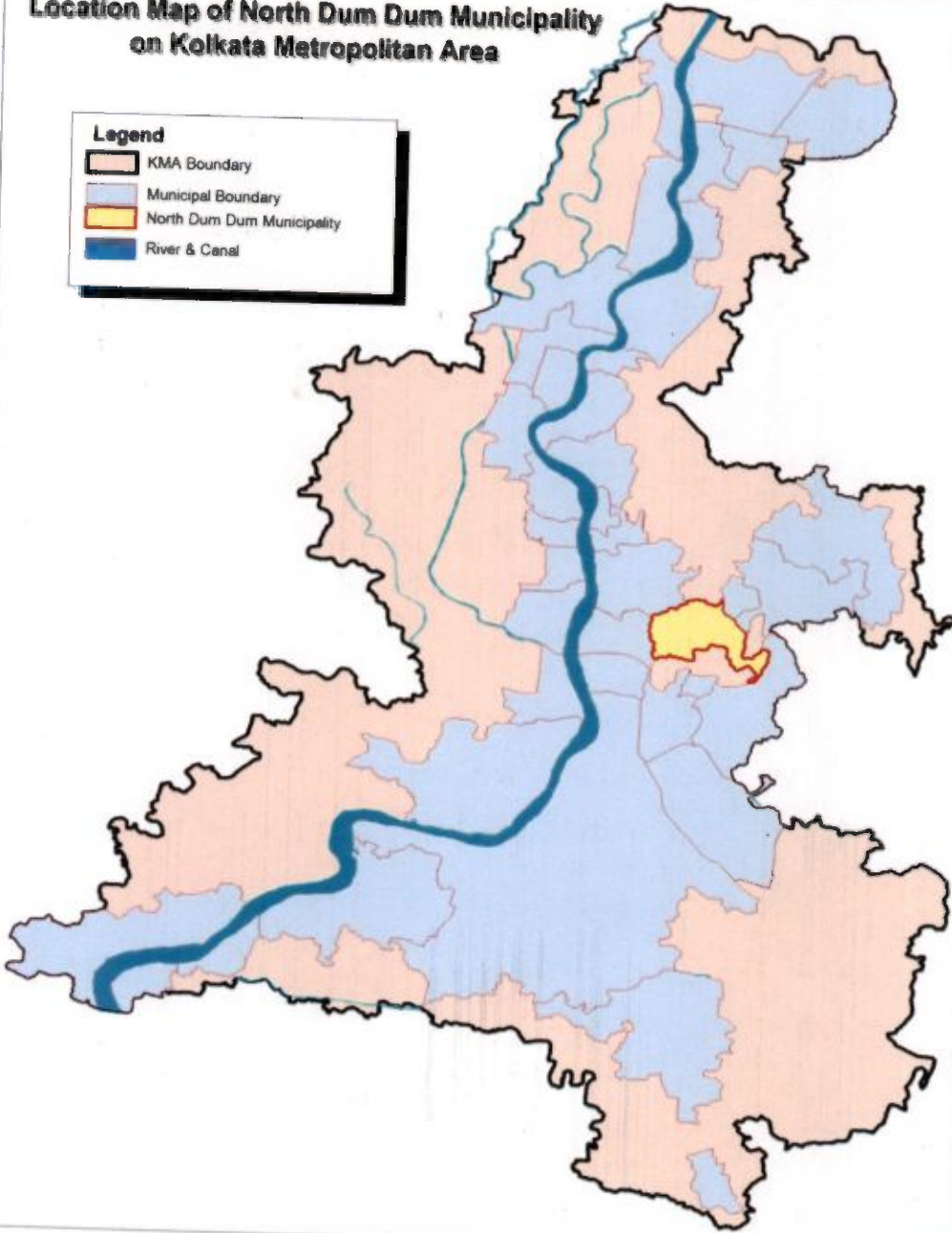
The National Highway No. 33 in the name of Jessore Road running in the Eastern side of the Municipality has been providing ample scope for plying private and Government Buses, of long and short distance; in-different direction in addition to Sealdah-Bongaon Bashirhat suburban Railway system of the Sealdah Division of the Eastern Railway Regular plying of conventional vehicles like taxis, autos, tempos, rickshaws, mini buses motor bikes, cycles, carts and lorries on different routes and destination has obliterated the people's hardships and hazards to a great extent.

Location Map of North Dum Dum Municipality on Kolkata Metropolitan Area



Legend

-  KMA Boundary
-  Municipal Boundary
-  North Dum Dum Municipality
-  River & Canal



(ii) Climate

Climate of this area characterized by an oppressive hot summer, high humidities nearly all the year round and well distributed rainfall during the monsoon season. The average rain fall 1661.6 millimeters and the rain fall during the south-west monsoon months that is June to September constitute about seventy four percent of the annual rainfall. The variation of the rainfall year to year is not large. On an average there are 80 rainy days in a year.

Cold season begins mostly by the middle of November which last till the end of February. This is followed by the summer from March to May as the temperature begins to rise steadily after February.

(iii) Rainfall

Maximum rainfall occurs during the monsoon in August (306 mm) and the average annual total is 1,582 mm. Total duration of sunshine is 2,528 hours per annum with maximum rainfall occurring in mid July/August.

(iv) Temperature

Early morning mists are common in winter. The annual mean temperature is 26.8^o C. The maximum temperature often exceeds 40^o C. The temperature does not fall below 10^o C.

(v) Geology

Depending upon the soils and climatic variations, the ULB in fallen into the category of the Gangetic Alluvial Region in the east, which comprises of Nadia, and parts of Malda, Dakshin Dinajpur, Murshidabad, Bardhaman, Hooghli and 24 Parganas districts. Soils of this area are mostly neutral in reaction. Upland soils are lighter in texture and contain higher proportions of fine sand and silt, which helps water recharge. Here the groundwater potential is very high and the aquifer character is mostly unconfined. The region is suitable for cultivation of all kinds of field and horticulture crops.

The soil of district belong to four main classes viz matial or clayey soil, dorasa or loamy soil, balia or sandy soil and nona or saline soil. The matial is further sub-divided into three variety called kala matal, ranga matal and jhajhara matal. Dorasa soil is mixture of clay and sand. It is mostly used for rabi crops and also suitable for sugarcane. Bliia is common name for all soil in which the proportion of sand exceeds that of clay. Whereas Nona is a wet saline soil which in ordinary years does not dry up enough to permit cultivation. It is only when the rains are late that it dries up sufficiently making cultivation possible.

(vi) Environment

Traditionally, in North Dum Dum Municipality most investment in infrastructure has been publicly funded. The current total infrastructure spending is still financed by governments or public utilities, such as, Municipal Affairs Department, Kolkata Metropolitan Development Authority, Kolkata Metropolitan Water and Sanitation Authority; West Bengal State Electricity Board; Public Works Department; West Bengal Pollution Control Board etc. by utilizing their own resources.

The Private sector located in the Municipality contributes marginal costs of this basic infrastructure, mainly for the provision of water supply and sanitation for their own employees and units. The main industries that are located in this municipality are mostly medium and predominantly small scale.

(vii) Wind

In the summer season winds are mostly North Easterly or easterly but in afternoon Westerly winds blow which are absorbed frequently. During the monsoons the winds blow from the Northeast and Southern direction.

Population:

As per the 2001 census report the population of North Dum Dum area is 2, 20,042, out of which the total male population is 1, 13,034 and the total female figure is 1, 07,008. The Scheduled Caste population is 31062 (Male 15816 and Female 15246) out of the total. The total slum population is 60920, out of which there is 30865(Male); 30055(Female) as per the recent USHA Household survey conducted in different wards of the Municipality. There are in total 101 notified and 44 non-notified slum pockets under the North Dum Dum Municipal area. The total number of slum households as recorded under the USHA survey is 15256. The latest provisional publication of the census 2011 data shows that the total population of the municipality has increased to 249142 out of which male population is 1, 26,279 and female population is 1, 22, 863 as per census report received by the ULB so far. After Independence and partition of the country and with the beginning of some developmental works accelerated the growth process and attracted people for settlement and construction of dwelling houses which resulted in the steep rise of population.

Economic Activities:

As the Municipality comprised of 5 villages, the social fabric during the formation period and long time afterwards was of village pattern, but with the passage of time the character gradually changed. With the introduction of Railway service of Sealdah- Bashirhat Barasat line, influx of Refugees from Pakistan, construction of habitat, opening of schools, Bazar, business, shops, and rapid changes followed. It is mainly a residential township, with the middle-income group of people dominating the population. There is no big industry, factory or any large corporate house to improve the potential of employment generation or enrich the Municipal coffers by collection of fat amount of taxes. The municipality is bereft of any substantial agriculture base, and the concomitant benefits, as the only available agricultural plots in Ward No.3 & 4 form just 1.59 % of the municipal land-use figures which indicates rapid urbanization of the municipal area.

ULB Profile:

Year of establishment of Municipality

North Dum Dum Municipality was established in the year 1870 September 10th. It is one of the oldest Municipality in West Bengal.

Administrative Boundaries

North Dum Dum Municipality is situated towards the north of the fringe area of the Kolkata city and is 15 km away from it. 8 kms towards the south of the ULB lays the district Headquarter, Barasat. The distinctive feature of the Municipality is that it is like a buffer Municipality, surrounded on all sides by the neighbouring municipalities like Kamarhati, Panihati, New Barrackpore, Madhyamgram, Dum

Dum, South Dum Dum etc. The most important fact about the Municipality is that about 75 % of the area of the Netaji Subash Chandra Bose international Airport falls inside the North Dum Dum Municipal area.

Linkage of Rail, Road, Port & Air

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The importance and necessity of communication system of a country can hardly be over emphasized. The existence of a sound and well-knit network of traffic and transportation system facilitates immensely the progress and prosperity of a country. There is no gainsaying the fact that a few years back the North Dum Dum Municipality suffered acutely from communication and transportation problem. Due to serious efforts made and planning exercises undertaken, the initial bad condition has to a great extent been eased.

The National Highway No. 33 in the name of Jessore Road running in the Eastern side of the Municipality has been providing ample scope for plying private and Government Buses, of long and short distance; in-different direction in addition to Sealdah-Bongaon Bashirhat suburban Railway system of the Sealdah Division of the Eastern Railway Regular plying of conventional vehicles like taxis, autos, tempos, rickshaws, mini buses motor bikes, cycles, carts and lorries on different routes and destination has obliterated the people's hardships and hazards to a great extent.

Demographic Growth & Population Projection

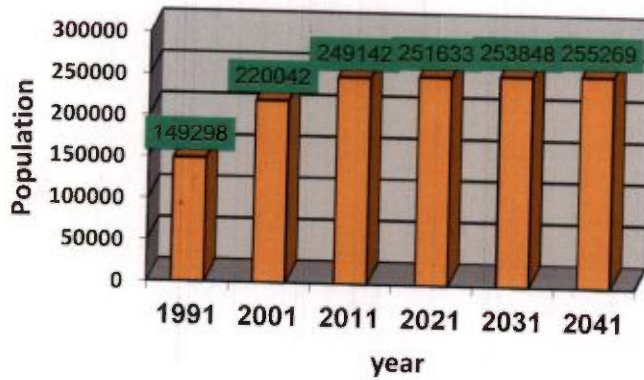
As per the 2001 census report the population of North Dum Dum area is 2, 20,042, out of which the total male population is 1, 13,034 and the total female figure is 1, 07,008. The Scheduled Caste population is 31062 (Male 15816 and Female 15246) out of the total. The total slum population is 60920, out of which there is 30865(Male); 30055(Female) as per the recent USHA Household survey conducted in different wards of the Municipality. There are in total 101 notified and 44 non-notified slum pockets under the North Dum Dum Municipal area. The total number of slum households as recorded under the USHA survey is 15256. The latest provisional publication of the census 2011 data shows that the total population of the municipality has increased to 249142 out of which male population is 1,26,279 and female population is 1,22,863 as per census report received by the ULB so far. After Independence and partition of the country and with the beginning of some developmental works accelerated the growth process and attracted people for settlement and construction of dwelling houses which resulted in the steep rise of population.

Table: Population Projection

Decades	Absolute population	Decadal Growth	Projected Population
1991	149298	5.053%	
2001	220042	4.738%	

2011	249142	1.322%	
2021		1.00%	251633
2031		0.88%	253848
2041		0.56%	255269

Demographical Growth and Population projection down the years



■ Population

Milestones:

Municipal Hospital:

Authorities of ULBs cannot shrug off the moral and social responsibility of providing care, cure & recovery of the citizens' sufferings from manifold ailments. Conscious of that humane motivation & responsibility the Municipal Authorities of North Dum Dum strived stridently to realize, their dream in establishing a Hospital which is named as North Dum Dum Municipal Hospital on the 3rd July' 1976, with the arrangement of 15 beds. Surgical Unit was introduced with further addition of 25 beds in the 1st floor of Hospital Building in the year 1995. In course of time two sophisticated & well-equipped OTs were build up in commemoration of the dead son of Sri Sanjib Karanjia, a renowned business man of the locality.

At present, the Hospital has acquired an enviable position and place of pride by catering to the needs & necessities of the greatest number of poor urban people under Municipal Jurisdiction.

The Hospital has its own pathological centre housed in a nice building donated by a German Lady in the name of her husband who was an eminent physician born & brought up in the location under the Municipality. The hospital provides facilities of ECG, X-ray, USG, etc, at a concessional rate to the poor. The most heartening news about the Hospital is that the Municipal Authorities have taken into consideration the persistent request of the general people and opened an ICCU in the month of April, 2010 with bed facilities of 6 patients and all modern ICU equipments.

Ambulance Facility:

This corporation is providing Ambulance facility for carrying patients to Hospital within and outside Municipality area. There are at present two municipal ambulances plying to address the health and emergency needs of its citizens.

Health Service:

For the benefit of down trodden & weaker section of our society this ULB has established Health units are as follows:-

- Health Centre
- Maternity Centre
- Diagnostic Centre
- Primary Health Posts

Swimming Pool:

This ULB has constructed a swimming pool in ward number 18 in the year 2013 to cater to the needs of the local youth and children providing swimming facilities at a very subsidized rate.

Community Hall/Town Hall:

The 30 years old town hall or community hall named as Trun Sengupta Smriti Bhawan is located just beside the Municipal office and Biriti railway station. Its location has attracted the local educational institutions and other organizations to avail the facilities of arranging their programmes in this hall all throughout the year. This hall has been newly renovated only three years back and now it is a convenient 850seats capacity air-conditioned hall and a proud possession of this ULB.

Drinking water system and the present scenario:

To cope with the increasing growth of population the old Water Works System has extensively been extended and improved upon. The present scenario as it stands till date is as follows. 90% area of the Municipality has been covered by laying of pipe lines. 70% holdings have been provided with water connection. Per capita water supply is 65 – 70 lpcd. Free water supply by road side stand post and hand tube wells is 10%. Number of Deep Tubewells is 69; one deep tubewell is under process of being installed very soon. Drinking water supply per day 29.39 M.L.D.(Million liters per day). One over-head reservoir of 100000 gallons capacity with the two times discharge. One underground reservoir of 3.8 million gallon capacity has been under the process of construction for the last 10 years. 80% work has been completed and 9no. ESR has been under the process of construction for the last 3years and around 50% work has been completed. As we are not getting as much quantity of water as promised to us from the Baranagar, Kamarhati water Project of which our Municipality is one of beneficiaries, the construction of an underground reservoir is a sine-quo-non with North Dum Dum Municipality.

- **Citizen Charter**
- **Double Entry Accrual Based Accounting System**
- **Birth & Death Certificate computerization system**
- **Computerization of all the municipal departments.**
- **Maintenance of ULB MIS.**

All these above five milestones has been achieved in the last seven years tenure by this ULB and it aims to improve and maintain these services and achieve excellence.



Jawaharlal Nehru Nation Urban Renewal Mission (JnNURM)

Government of India has decided to launch Jawaharlal Nehru Nation Urban Renewal Mission (JNNURM) with an aim to encourage reforms and fast-track planned development of identified cities. The focus is majorly on efficiency in urban infrastructure and service delivery mechanisms, community participation and accountability of ULBs / parastatal agencies towards citizens.

Overview:

It would be worthwhile to note that there are two submissions under JNNURM, Sub-Mission-I, titled Urban Infrastructure and Governance (UIG), will be administered by the Ministry of Urban Development through the Sub-Mission Directorate to deal with up-gradation/renewal of basic infrastructure in the selected cities and towns and implementation of various reforms pertaining to improved municipal governance including sustenance of development activities.

The Sub-Mission-II, titled Basic Services for Urban Poor (BSUP), will be administered by the Ministry of Urban Employment and Poverty Alleviation through the Sub-Mission Directorate to deal exclusively for urban poor living in slum/squatter settlements in cities and towns. The focus of BSUP is to improve the living conditions of the urban poor by way of providing housing along with infrastructure, with a view to gradually removing slums/squatter settlement from cities and towns.

The Government of India has identified 63 cities from India based on population which will get the benefit of JNNURM. From West Bengal two cities have been identified namely Kolkata and Asansol. In Kolkata there are 42 ULBs including 3 Municipal Corporations and in Asansol there are 5 ULBs including 2 Municipal Corporations. Kolkata Metropolitan Development Authority has been selected as State Level Nodal Agency (SLNA) to monitor JNNURM projects both for UIG and BSUP.

BSUP Schemes of JNNURM under North Dum Dum Municipality

BSUP PHASE-I

Project Name: Integrated development of Slums under BSUP Scheme under JnNURM in North Dum Dum Municipality (Phase-I), 24 Parganas (North),

West Bengal, PH-I.

Date of Sanction: 29.12.2006

Project Cost (Rs in Lakh) Rs. 1668.25 Lakhs

Number of Dwelling Units 721 Nos.

Infrastructure Component

Funding Pattern (Rs. In Lakh)

1. Water Supply	Govt. of India	Rs. 834.12
2. Drainage	Govt. of W.B	Rs. 500.48
3. Cement Concrete Road	ULB	Rs. 50.23
4. Bituminous Road	Beneficiary	Rs. 183.05
5. Street Light	KMDA	Rs. 107.47
6. Community Hall		
	Total =	Rs. 1675.35

This project has been completed.

Technical Assistance & Nodal Agency : KMDA

BSUP PHASE-II

Project Name: Integrated development of Slums under BSUP Scheme under JnNURM in North Dum Dum Municipality (Phase-II)

Date of Sanction: 16/12/2008

Project Cost (Rs in Lakh) Rs. 5812.61 Lakhs

Number of Dwelling Units 1974 Nos.

Infrastructure Component

1. Water Supply
2. Drainage
3. Cement Concrete Road
4. Bituminous Road
5. Street Light
6. Community Hall

Funding Pattern (Rs. In Lakh)

Govt. of India	Rs. 2906.30
Govt. of W.B	Rs. 1964.83
ULB	Rs. 134.51
Beneficiary	Rs. 592.20
KMDA	Rs. 435.82

Total = Rs. 6033.66

This project has been completed.

Technical Assistance & Nodal Agency : KMDA

BSUP PHASE-III

Project Name: Integrated development of Slums under BSUP Scheme under JnNURM in North Dum Dum Municipality (Phase-III)

Date of Sanction: 17/02/2011

Project Cost (Rs in Lakh) Rs. 9054.78 Lakhs

Number of Dwelling Units 2000 Nos.

Infrastructure Component

1. Water Supply (External)
2. Water Supply (Internal)
3. Drainage
4. Cement Concrete Road
5. Septic Tank
6. Street Light

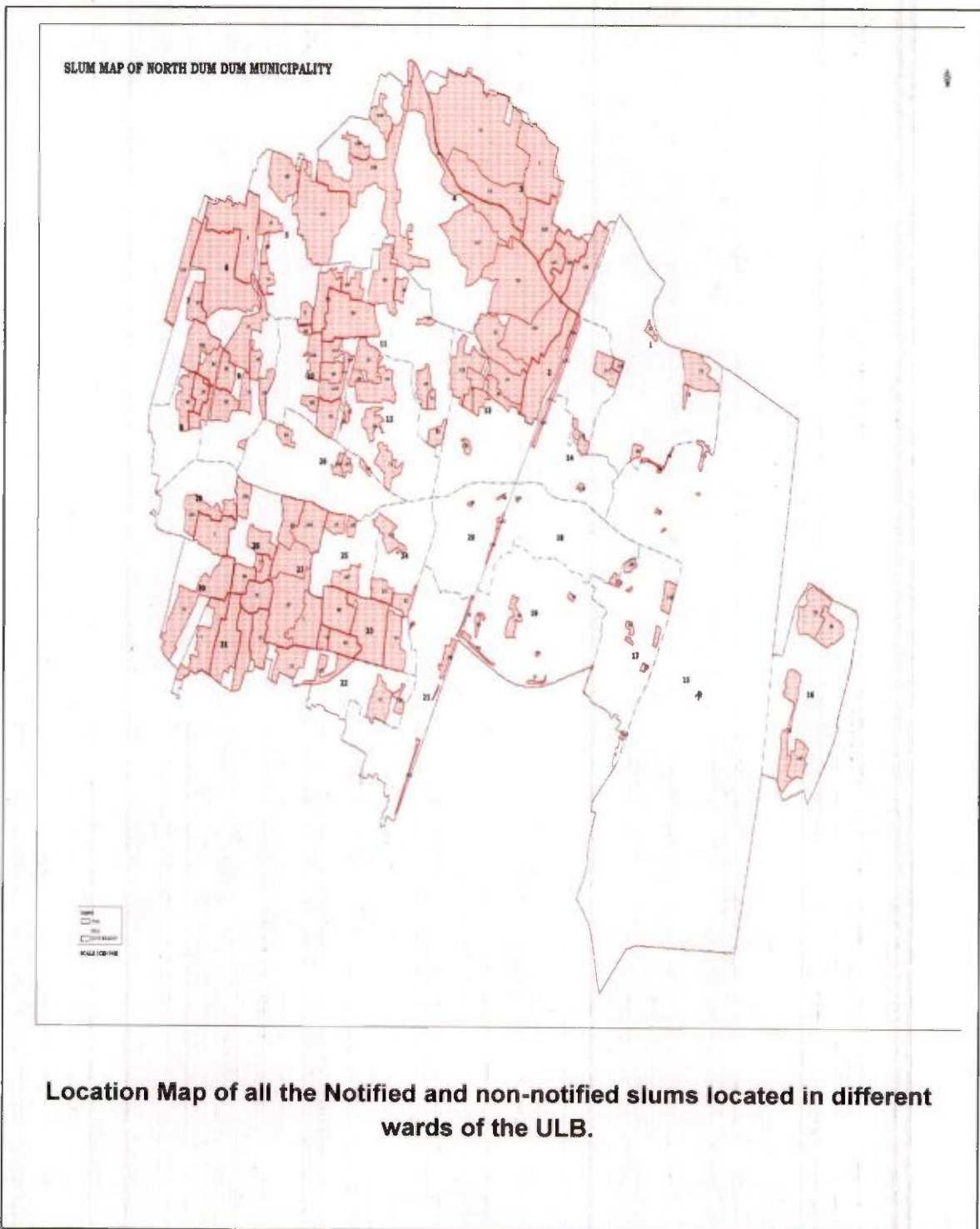
Funding Pattern (Rs. In Lakh)

Govt. of India	Rs. 4527.39
Govt. of W.B	Rs. 2716.43
ULB	Rs. 462.91
Beneficiary	Rs. 800.00
KMDA	Rs. 548.05

Total = Rs. 9054.78

This project is at the verge of completion.

Technical Assistance & Nodal Agency : KMDA



The slums under the project and existing scenario of Infrastructure:

Total 145 nos. of Slums have been selected for the first year of the Project under PMAY scheme by North Dum Dum Municipality in consultation with the state level Nodal Agency ;The State Urban Development Agency (SUDA) under M.A. Department, GoWB.

1. ALIPUR BATTALA AREA:

The project slum site is located in Ward no-31 with Slum code 001. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0Km. The slum is 20 years old with a total site area is 0.0496 square metres. The ownership of land lies with ULB. The existing number of households is 304 with a total population of 1164. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed an unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

2. RABINDRA NAGAR AREA:

The project slum site is located in Ward no- 31 with Slum code 002. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slum is around 30 years old with a total site area is 0.0749 square metres. The ownership of land lies with ULB. The existing number of households is 557 with a total population of 2155. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

3. BURIR BAGAN AREA

The project slum site is located in Ward no-31 with Slum code 003. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slum is around 30 years old with a total site area is 0.0832 square metres. The ownership of land lies with ULB. The existing number of households is 717 with a total population of 718. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

4. AMBIKA NAGAR AREA

The project slum site is located in Ward no-06 with Slum code 004. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slum is around 30 years old with a total site area is 0.1325 square metres. The ownership of land lies with ULB. The existing numbers of households is 981 with a total population of 3558. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

5. UTTAR SAPTAGRAM AREA

The project slum site is located in Ward no03 with Slum code 005. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slum is around 30 years old with a total site area is 0.1231 square metres. The ownership of land lies with ULB. The existing number of households is 576 with a total population of 2223. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

6. PURBA ALIPUR AREA

The project slum site is located in Ward no-30 with Slum code 006. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slum is around 30 years old with a total site area is 0.064 square metres. The ownership of land lies with ULB. The existing number of households is 418 with a total population of 1438. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

7. MILAN NAGAR ANCHAL AREA

The project slum site is located in Ward no-27 with Slum code 007. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0Km. The slum is around 30 years old with a total site area is 0.0661 square metres. The ownership of land lies with ULB. The existing number of households is 466 with a total population of 1716. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

8. ABDUL AZIZ ROAD AND ANANDA PALLY

The project slum site is located in Ward no-05 with Slum code 008. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slum is around 30 years old with a total site area is 0.0135 square metres. The ownership of land lies with ULB. The existing number of households is 130 with a total population of 440. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

9. DEBI NAGAR AREA

The project slum site is located in Ward no-13 with Slum code 009. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slum is around 30 years old with a total site area is 0.0236 square metres. The ownership of land lies with ULB. The existing number of households is 149 with a total population of 660. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

10. CHHOTO FINGA SABITRI PALLY

The project slum site is located in Ward no-03 with Slum code 010. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.3817 square metres. The ownership of land lies with ULB. The existing number of households is 839 with a total population of 3244. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

11.PURBA ALIPUR TALBAGAN

The project slum site is located in Ward no-31 with Slum code 011. Metal road is running in front of the slums connects it to major areas of NorthDumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0447 square metres. The ownership of land lies with ULB. The existing number of households is 450 with a total population of 1597. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

12.RAJA RAM MOHAN PATH

The project slum site is located in Ward no-02 with Slum code -012 . Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0751 square metres. The ownership of land lies with ULB. The existing number of households is 246 with a total population of 650. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

13. DAKSHIN PTATAPGARH AREA

The project slum site is located in Ward no-06 with Slum code 013. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0418 square metres. The ownership of land lies with ULB. The existing number of households is 372 with a total population of 1278. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

14. SANTI PALLY

The project slum site is located in Ward no-06 with Slum code 014. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1954 square metres. The ownership of land lies with ULB. The existing number of households is 1515 with a total population of 5590. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

15. VIDYASAGAR PALLY AREA

The project slum site is located in Ward no-22 with Slum code 015. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0454 square metres. The ownership of land lies with ULB. The existing number of households is 380 with a total population of 1240. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

16. CHOWDHURY PARA ROAD

The project slum site is located in Ward no-09 with Slum code 016. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0 Km. The slums are 30 years old with a total site area is 0.0233 square metres. The ownership of land lies with ULB. The existing number of households is 150 with a total population of 673. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

17. RAM KRISHNA PALLY WEST AREA

The project slum site is located in Ward no-22 with Slum code 017. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0 Km. The slums are 30 years old with a total site area is 0.0233 square metres. The ownership of land lies with ULB. The existing number of households is 150 with a total population of 673. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

18.UTTAR PRATAP GARH AREA-1

The project slum site is located in Ward no-11 with Slum code 018. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0133 square metres. The ownership of land lies with ULB. The existing number of households is 202 with a total population of 608. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

19.NETAJI SUBHAS SARANI

The project slum site is located in Ward no-02 with Slum code 019. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0232 square metres. The ownership of land lies with ULB. The existing number of households is 117 with a total population of 405. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

20.PASCHIM NABANAGAR

The project slum site is located in Ward no-04 with Slum code 020. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.2013 square metres. The ownership of land lies with ULB. The existing number of households is 767 with a total population of 2829. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

21.BORO FINGA

The project slum site is located in Ward no-04 with Slum code-021. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1329 square metres. The ownership of land lies with ULB. The existing number of households is 324 with a total population of 1248. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

22.SARAT PALLY AREA

The project slum site is located in Ward no-27 with Slum code-022. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0607 square metres. The ownership of land lies with ULB. The existing number of households is 362 with a total population of 1212. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

23.UTTAR PRATAP GARH AREA-2

The project slum site is located in Ward no-11 with Slum code 023. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0067square metres. The ownership of land lies with ULB. The existing number of households is 515 with a total population of 983. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed an unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

24.SUBHAS SARANI AREA

The project slum site is located in Ward no-13 with Slum code 024. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0513 square metres. The ownership of land lies with ULB. The existing number of households is 60 with a total population of 254. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

25.UTTAR BADRA AREA

The project slum site is located in Ward no-19 with Slum code 025. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0067square metres. The ownership of land lies with ULB. The existing number of households is 143 with a total population of 606. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or

dilapidated.

26.BAKRA NAWAI CANAL

The project slum site is located in Ward no-32 with Slum code 026. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0513 square metres. The ownership of land lies with ULB. The existing number of households is 858 with a total population of 2937. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

27.BANKIM PALLY AREA

The project slum site is located in Ward no-27 with Slum code 027. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1187 square metres. The ownership of land lies with ULB. The existing number of households is 690 with a total population of 2428. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

28.NABAJIBAN LOW GROUND AREA

The project slum site is located in Ward no-01 with Slum code 028. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0041 square metres. The ownership of land lies with ULB. The existing number of households is 49 with a total population of 181. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

29.UTTAR SHREE DURGA PALLY

The project slum site is located in Ward no-12 with Slum code 029. Metal road is running in front of the slums connects it to major areas of Halisahar Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0091square metres. The ownership of land lies with ULB. The existing number of households is 80 with a total population of 293. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

30.RISHI PARA

The project slum site is located in Ward no-21 with Slum code 030. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0131square metres. The ownership of land lies with ULB. The existing number of households is 234 with a total population of 915. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

31.KALYAN NAGAR CHAK PARA

The project slum site is located in Ward no-30 with Slum code 031. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance

of 3.0Km. The slums are 30 years old with a total site area is 0.1198 square metres. The ownership of land lies with ULB. The existing number of households is 503 with a total population of 1723. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

32. BARDHAN PARA AREA

The project slum site is located in Ward no-21 with Slum code 032. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0027 square metres. The ownership of land lies with ULB. The existing number of households is 86 with a total population of 336. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

33. UTTAR GOLBAGAN AREA

The project slum site is located in Ward no-11 with Slum code 033. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0276 square metres. The ownership of land lies with ULB. The existing number of households is 369 with a total population of 1330. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

34.SAILADUBI ROAD AREA

The project slum site is located in Ward no-11 with Slum code 034. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1129 square metres. The ownership of land lies with ULB. The existing number of households is 369 with a total population of 1330. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

35.SAKTI GARH AREA

The project slum site is located in Ward no-19 with Slum code 035. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0052 square metres. The ownership of land lies with ULB. The existing number of households is 44 with a total population of 194. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

36.NABADAY PALLY AREA

The project slum site is located in Ward no-20 with Slum code 036. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0008 square metres. The ownership of land lies with ULB. The existing number of households is 21 with a total population of 104. Most of the slum dwellers work as casual labour in informal sector while others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas.

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drains but drains are tilted and broken condition resulting clogging. Most of the roads within slums are semi metallic or kuchha road. There is almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

37.SARADA PALLY

The project slum site is located in Ward no-08 with Slum code 037. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0226 square metres. The ownership of land lies with ULB. The existing number of households is 205 with a total population of 701. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

38.ADARSHA PALLY PATRA PARA

The project slum site is located in Ward no16 with Slum code 038. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0558 square metres. The ownership of land lies with ULB. The existing number of households is 742 with a total population of 2640. Most of the slum dwellers work as casual labour in informal sector while others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas.

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33. UTTAR GOL BAGAN AREA

The project slum site is located in Ward no-07 with Slum code 001. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance

of 3.0Km. The slums are 30 years old with a total site area is 336265 square metres. The ownership of land lies with ULB. The existing number of households is 742 with a total population of 2640. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

34.SAILADUBI ROAD AREA

The project slum site is located in Ward no-07 with Slum code 001. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 336265 square metres. The ownership of land lies with ULB. The existing number of households is 742 with a total population of 2640. Most of the slum dwellers work as casual labour in informal sector while others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas.

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35.SAKTI GARH AREA

The project slum site is located in Ward no-07 with Slum code 001. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 336265 square metres. The ownership of land lies with ULB. The existing number of households is 742 with a total population of 2640. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or

dilapidated.

36.NABADAY PALLY AREA

The project slum site is located in Ward no-07 with Slum code 001. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 336265 square metres. The ownership of land lies with ULB. The existing number of households is 742 with a total population of 2640. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

79.HARIJAN BASTEE

The project slum site is located in Ward no-09 with Slum code079. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0202square metres. The ownership of land lies with ULB. The existing number of households is 88 with a total population of 389. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

37.SARADA PALLY

The project slum site is located in Ward no-07 with Slum code 001. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 336265 square metres. The ownership of land lies with ULB. The existing number of households is 742 with a total population of 2640. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

38.ADARSHA PALLY PATRA PARA

The project slum site is located in Ward no-07 with Slum code 001. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 336265 square metres. The ownership of land lies with ULB. The existing number of households is 742 with a total population of 2640. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

39.ASHOKE DEEP AREA NUTAN PALLY

The project slum site is located in Ward no-16 with Slum code 039. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0356 square metres. The ownership of land lies with ULB. The existing number of households is 114 with a total population of 394. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

40.RISHI ARABINDA SARANI

The project slum site is located in Ward no-18 with Slum code 040. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of

3.0Km. The slums are 30 years old with a total site area is 0.0035 square metres. The ownership of land lies with ULB. The existing number of households is 57 with a total population of 175. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

41. MANORANJAN PALLY AREA

The project slum site is located in Ward no-16 with Slum code 041. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0543 square metres. The ownership of land lies with ULB. The existing number of households is 269 with a total population of 4147. Most of the slum dwellers work as casual labour in informal sector while others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas.

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42. DAKHSIN NADIKUL AREA

The project slum site is located in Ward no-27 with Slum code 042. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0432 square metres. The ownership of land lies with ULB. The existing number of households is 254 with a total population of 706. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or

dilapidated.

43. BISHARPARA LOW GROUND AREA

The project slum site is located in Ward no-01 with Slum code 043. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0014 square metres. The ownership of land lies with ULB. The existing number of households is 31 with a total population of 116. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

44. ARABINDA PALLY AREA

The project slum site is located in Ward no-10 with Slum code 044. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.011 square metres. The ownership of land lies with ULB. The existing number of households is 133 with a total population of 426. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

45. NABA NAGAR HOSPITAL ROAD

The project slum site is located in Ward no-02 with Slum code 045. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0493 square metres. The ownership of land lies with ULB. The existing number of households is 225 with a total population of 806. Most of the slum dwellers work as casual labour in informal sector while others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas.

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46. SARADA PALLY M G ROAD

The project slum site is located in Ward no-08 with Slum code 046. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0391square metres. The ownership of land lies with ULB. The existing number of households is 313 with a total population of 1094. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

47. BARISHAL NAGAR AREA

The project slum site is located in Ward no-11with Slum code 047. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0059 square metres. The ownership of land lies with ULB. The existing number of households is 39 with a total population of 106. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

48. VIVEKANANDA PALLY WESTERN SIDE OF RAILWAY LINE

The project slum site is located in Ward no-20 with Slum code 048. Metal road is running in front of

the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0009 square metres. The ownership of land lies with ULB. The existing number of households is 20 with a total population of 72. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

49. 3A K K PALLY AREA

The project slum site is located in Ward no-19 with Slum code 049. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0177 square metres. The ownership of land lies with ULB. The existing number of households is 100 with a total population of 408. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

50. GLOBE NERSERY

The project slum site is located in Ward no-15 with Slum code 050. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0075 square metres. The ownership of land lies with ULB. The existing number of households is 76 with a total population of 325. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health.

The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

51.KHOLISHA KOTA PALLY AREA

The project slum site is located in Ward no-19 with Slum code 051. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0009 square metres. The ownership of land lies with ULB. The existing number of households is 21 with a total population of 54. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

52.RABINDRA PALLY ANCHAL AREA DAKHSIN PARA

The project slum site is located in Ward no-23 with Slum code 052. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0529 square metres. The ownership of land lies with ULB. The existing number of households is 298 with a total population of 956. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

53.JANAKALYAN AREA

The project slum site is located in Ward no-13 with Slum code 053. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0052 square metres. The ownership of land lies with ULB. The existing number of households is 66 with a total population of 320. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

54.UTTAR CHADPUR AREA

The project slum site is located in Ward no-19 with Slum code 054. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0019square metres. The ownership of land lies with ULB. The existing number of households is 18with a total population of 54.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

55.SURYA SEN PALLY

The project slum site is located in Ward no-09 with Slum code 055. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0289 square metres. The ownership of land lies with ULB. The existing number of households is 208 with a total population of 822.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

56.TARUN SEN GUPTA PALLY

The project slum site is located in Ward no-15 with Slum code 056. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0046 square metres. The ownership of land lies with ULB. The existing number of households is 96 with a total population of 510. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

57.KHUDIRAM PALLY

The project slum site is located in Ward no-09 with Slum code 057. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0691 square metres. The ownership of land lies with ULB. The existing number of households is 445 with a total population of 1638. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

58.BANKRA NEW AREA

The project slum site is located in Ward no-32 with Slum code 058. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0044 square metres. The ownership of land lies with ULB. The existing number of households is 53 with a total population of 125. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health.

The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

59.SHREE DURGA PALLY AREA M DAS SARANI

The project slum site is located in Ward no-10 with Slum code 059. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0371 square metres. The ownership of land lies with ULB. The existing number of households is 206 with a total population of 717. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

60.SAILADUBI ROAD

The project slum site is located in Ward no-12 with Slum code 060. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0059 square metres. The ownership of land lies with ULB. The existing number of households is 77 with a total population of 272. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

61. AMBAGAN AREA

The project slum site is located in Ward no-21 with Slum code 061. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.001 square metres. The ownership of

land lies with ULB. The existing number of households is 96 with a total population of 424. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

62. SANTA NEER

The project slum site is located in Ward no-11 with Slum code 062. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.025 square metres. The ownership of land lies with ULB. The existing number of households is 217 with a total population of 733. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

63. AMRAKANON AREA

The project slum site is located in Ward no-05 with Slum code 063. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0591 square metres. The ownership of land lies with ULB. The existing number of households is 274 with total population of 974. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

64.GOL BAGAN AREA

The project slum site is located in Ward no-11 with Slum code 064. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.025square metres. The ownership of land lies with ULB. The existing number of households is 350 with a total population of 1115. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

65.SUBHAS PALLY AREA

The project slum site is located in Ward no-09with Slum code 065. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.036 square metres. The ownership of land lies with ULB. The existing number of households is 220 with a total population of 819. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

66. DAKSHIN PRATAP GARH AREA

The project slum site is located in Ward no-12 with Slum code 066. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0532square metres. The ownership of land lies with ULB. The existing number of households is 405 with a total population of 1471. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

67. ADARSHA PALLY AREA 3NO K K PALLY

The project slum site is located in Ward no-19 with Slum code 067. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0028 square metres. The ownership of land lies with ULB. The existing number of households is 41 with a total population of 203. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

68. NABARUN PALLY AREA

The project slum site is located in Ward no-10 with Slum code 068. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0233 square metres. The ownership of land lies with ULB. The existing number of households is 143 with a total population of 456. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

69. CHASHI PARA AREA

The project slum site is located in Ward no-26 with Slum code 069. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance

of 3.0Km. The slums are 30 years old with a total site area is 0.0142square metres. The ownership of land lies with ULB. The existing number of households is 73with a total population of 32.Most of the slum dwellers work as casual labour in informal sector while 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 slums is little bit poor. The slum is partially covered with surface drains but drains are tilted and broken condition resulte disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

70. K.M.C.C.ASHOKE PALLY

The project slum site is located in Ward no-05 with Slum code 070. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0179 square metres. The ownership of land lies with ULB. The existing number of households is 158 with a total population of 530.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

71. DAKSHIN SHREE DURGA PALLY

The project slum site is located in Ward no-12 with Slum code 071. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.005 square metres. The ownership of land lies with ULB. The existing number of households is 47 with a total population of 183.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

72. ITKHOLA GOURIPUR

The project slum site is located in Ward no-15 with Slum code 072. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0021 square metres. The ownership of land lies with ULB. The existing number of households is 45 with a total population of 175. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

73. BORO FINGA AREA

The project slum site is located in Ward no-03 with Slum code 073. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1281 square metres. The ownership of land lies with ULB. The existing number of households is 344 with a total population of 1304. Most of the slum dwellers work as casual labour in informal sector while others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas.

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74. TARUN SENGUPTA BY LANE

The project slum site is located in Ward no-15 with Slum code 001. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0007 square metres. The ownership of land lies with ULB. The existing number of households is 24 with a total population of 95. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

75.SHREE KRISHNA PALLY

The project slum site is located in Ward no-12 with Slum code 075. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0327 square metres. The ownership of land lies with ULB. The existing number of households is 153 with a total population of 501. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

76. BANKIM PARK AREA.

The project slum site is located in Ward no-11 with Slum code 076. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0061 square metres. The ownership of land lies with ULB. The existing number of households is 55 with a total population of 161. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

77. DAKSHIN NADIKUL DHOPA PARA-2

The project slum site is located in Ward no-28 with Slum code 077. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0061 square metres. The ownership of

land lies with ULB. The existing number of households is 47 with a total population of 183. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

78. MAJHER HATI DAKSHIN PARA

The project slum site is located in Ward no-23 with Slum code 078. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0124 square metres. The ownership of land lies with ULB. The existing number of households is 80 with a total population of 258. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

79. HARIJAN BASTEE

The project slum site is located in Ward no-09 with Slum code 079. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0202 square metres. The ownership of land lies with ULB. The existing number of households is 88 with a total population of 389. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or

dilapidated.

80. MAHA NAGAR MATH ANCHAL AREA

The project slum site is located in Ward no-12 with Slum code-080. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0227 square metres. The ownership of land lies with ULB. The existing number of households is 141 with a total population of 467. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

81. MAHA NAGAR MATH ANCHAL AREA

The project slum site is located in Ward no-26 with Slum code- 081. Metal road is running in front of the slums connects it to major areas of the Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0044 square metres. The ownership of land lies with ULB. The existing number of households is 14 with a total population of 49. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

82. DAS NAGAR AREA

The project slum site is located in Ward no-10 with Slum code-082. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0154square metres. The ownership of land lies with ULB. The existing number of households is 154 with a total population of 637. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

83. SASTRI PALLY AREA

The project slum site is located in Ward no-10 with Slum code 083. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0061square metres. The ownership of land lies with ULB. The existing number of households is 74with a total population of243.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

84. RAM PRASAD NAGAR

The project slum site is located in Ward no-09with Slum code 084. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.027square metres. The ownership of land lies with ULB. The existing number of households is 192with a total population of273.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

85. MAJHER HATI SLUM MAJHER HATI

The project slum site is located in Ward no-23 with Slum code 085. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0349square metres. The ownership of land lies with ULB. The existing number of households is 344 with a total population of 1019. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

86. NARAYAN PALLY AREA SOUTH WEST

The project slum site is located in Ward no-23 with Slum code 086. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1077square metres. The ownership of land lies with ULB. The existing number of households is 689 with a total population of 1372. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

87. KARTICK MALLIK COLONY

The project slum site is located in Ward no-05 with Slum code 087. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0221square metres. The ownership of land lies with ULB. The existing number of households is 121 with a total population of 504. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

88. MAJER HATI MADHYAPARA

The project slum site is located in Ward no-23 with Slum code 088. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0641square metres. The ownership of land lies with ULB. The existing number of households is 563 with a total population of1713.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

89.BATTALA K.M.C.COLONY BLOCK-B

The project slum site is located in Ward no-05 with Slum code 089. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0094square metres. The ownership of land lies with ULB. The existing number of households is 95 with a total population of348.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

90.SHREE DURGA PALLY

The project slum site is located in Ward no-10 with Slum code 090. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0014square metres. The ownership of land lies with ULB. The existing number of households is 08with a total population of025.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

91.MATH PARA AREA

The project slum site is located in Ward no-17 with Slum code 091. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0062square metres. The ownership of land lies with ULB. The existing number of households is 52 with a total population of193.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

92.PURBA ALIPUR -2

The project slum site is located in Ward no-28 with Slum code 092. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0432 square metres. The ownership of land lies with ULB. The existing number of households is 311 with a total population of1059.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

93.DAKSHIN NAIKUL DHOPA PARA-1

The project slum site is located in Ward no-28 with Slum code 094. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0148 square metres. The ownership of land lies with ULB. The existing number of households is 149 with a total population of 660. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

94.RABINDRA PALLY AREA

The project slum site is located in Ward no-24 with Slum code 095. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0197 square metres. The ownership of land lies with ULB. The existing number of households is 192 with a total population of 524. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

95.PURBA ALIPUR-1

The project slum site is located in Ward no- 28 with Slum code 096. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0278 square metres. The ownership of land lies with ULB. The existing number of households is 163 with a total population of 164 .Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

96.FAKIR PARA AREA

The project slum site is located in Ward no-25 with Slum code 097. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.019 square metres. The ownership of land lies with ULB. The existing number of households is 128 with a total population of 450. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

97.MOTI LAL COLONY ANCHAL 2 1/2NO GATE

The project slum site is located in Ward no-17 with Slum code 098. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0024 square metres. The ownership of land lies with ULB. The existing number of households is 14 with a total population of 58. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

98. 42 PALLY AREA

The project slum site is located in Ward no-09 with Slum code 099. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0182 square metres. The ownership of land lies with ULB. The existing number of households is 115 with a total population of 500. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

99.UTTAR PATNA AREA

The project slum site is located in Ward no-07 with Slum code 100. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.06square metres. The ownership of land lies with ULB. The existing number of households is 384 with a total population of 1580. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

100. DAS PARA ANCHAL AREA

The project slum site is located in Ward no-28 with Slum code -101. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0252 square metres. The ownership of land lies with ULB. The existing number of households is 254 with a total population of 716. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

101. NILACHAL AREA

The project slum site is located in Ward no-33 with Slum code -102. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0291 square metres. The ownership of land lies with ULB. The existing number of households is 117with a total population of 455. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

102. DEBINAGAR AREA

The project slum site is located in Ward no-13 with Slum code 103. Metal road is running in front of the slums connects it to major areas of North Dum DumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0618 square metres. The ownership of land lies with ULB. The existing number of households is 307 with a total population of 308. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

103. JANATA COLONY

The project slum site is located in Ward no-02 with Slum code 104. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0057 square metres. The ownership of land lies with ULB. The existing number of households is 50 with a total population of 196. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

104. FATULLAPUR-1

The project slum site is located in Ward no-04 with Slum code -105 Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1835 square metres. The ownership of land lies with ULB. The existing number of households is 1128 with a total population of 1129. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

105. FATULLAPUR-2

The project slum site is located in Ward no-04 with Slum code -106. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.2241 square metres. The ownership of land lies with ULB. The existing number of households is 1015 with a total population of 3133. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

106. BORO FINGA-2

The project slum site is located in Ward no-04 with Slum code -107. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1473 square metres. The ownership of land lies with ULB. The existing number of households is 877 with a total population of 3203. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

107. SAMAR ALI PALLY

The project slum site is located in Ward no-04 with Slum code -108. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0271 square metres. The ownership of land lies with ULB. The existing number of households is 343 with a total population of 1306. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

108. TITUMIR PALLY

The project slum site is located in Ward no-04 with Slum code -109. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0204 square metres. The ownership of land lies with ULB. The existing number of households is 157 with a total population of 565. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

109. RAM PRASAD NAGAR AREA

The project slum site is located in Ward no-07 with Slum code -110. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0568 square metres. The ownership of land lies with ULB. The existing number of households is 341 with a total population of 1269. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

110. VIVEKANADA PALLY

The project slum site is located in Ward no-07 with Slum code -111. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0295 square metres. The ownership of land lies with ULB. The existing number of households is 239 with a total population of 818. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

111.RAM KRISHNA PALLY AREA

The project slum site is located in Ward no-08 with Slum code -112. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0221 square metres. The ownership of land lies with ULB. The existing number of households is 231 with a total population of 749. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

112.P N BANERJEE BY LANE

The project slum site is located in Ward no-10 with Slum code -113. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.025 square metres. The ownership of land lies with ULB. The existing number of households is 111 with a total population of 386. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

113.DIGHIR PAR AREA

The project slum site is located in Ward no-10 with Slum code -114. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0324 square metres. The ownership of land lies with ULB. The existing number of households is 329 with a total population of 1158. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

114. SAILADUBI ROAD ANCHAL AREA

The project slum site is located in Ward no-10 with Slum code -115. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0211 square metres. The ownership of land lies with ULB. The existing number of households is 171 with a total population of 432. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

116. BIRSHA MUNDA ANCHAL

The project slum site is located in Ward no-16 with Slum code -117. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0284 square metres. The ownership of land lies with ULB. The existing number of households is 197 with a total population of 695. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

117. MUSLIM PARA AREA

The project slum site is located in Ward no-17 with Slum code -118. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0024 square metres. The ownership of land lies with ULB. The existing number of households is 40 with a total population of 144. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

118. JUNGAL PUR AREA

The project slum site is located in Ward no-17 with Slum code -119. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0017 square metres. The ownership of land lies with ULB. The existing number of households is 41 with a total population of 109. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

119. BUSTEE AT S V ROAD BY LANE

The project slum site is located in Ward no-20 with Slum code -120. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.003 square meters. The ownership of land lies with ULB. The existing number of households is 46 with a total population of 113. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

120. NARAYAN PALLY AREA

The project slum site is located in Ward no-24 with Slum code -121. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0232 square metres. The ownership of land lies with ULB. The existing number of households is 229 with a total population of 596. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

121. NAIKURI ANCHAL AREA

The project slum site is located in Ward no-24 with Slum code -122. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0293 square metres. The ownership of land lies with ULB. The existing number of households is 182 with a total population of 472. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

122. BIDHAN PALLY AREA

The project slum site is located in Ward no-26 with Slum code -123. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0085 square metres. The ownership of land lies with ULB. The existing number of households is 36 with a total population of 136. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

123. ASHUTOSH PALLY AREA

The project slum site is located in Ward no-26 with Slum code -124. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0086 square metres. The ownership of land lies with ULB. The existing number of households is 44 with a total population of 175. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

124.RABINDRA PALLY AREA

The project slum site is located in Ward no-28 with Slum code -125. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0327square metres. The ownership of land lies with ULB. The existing number of households is 230with a total population of 757.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

125. BASHUDEB PALLY AREA

The project slum site is located in Ward no-27with Slum code -126. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0621 square metres. The ownership of land lies with ULB. The existing number of households is 393 with a total population of 1188.Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

126. SHREE KRISHNA PALLY

The project slum site is located in Ward no-25 with Slum code -127. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0089 square metres. The ownership of land lies with ULB. The existing number of households is 104 with a total population of 348. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

127. SLUM AT NILAM ABASAN ON BELGHORIA EXPRESS WAY

The project slum site is located in Ward no-22 with Slum code -128. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0281 square metres. The ownership of land lies with ULB. The existing number of households is 113 with a total population of 428. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

128. DURGA NAGAR BY THE SIDE OF RAILWAY TRACK

The project slum site is located in Ward no-21 with Slum code -129 Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.006 square metres. The ownership of land lies with ULB. The existing number of households is 209 with a total population of 814. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

129. SLUM AT SARAT PALLY BY THE SIDE OF RAILWAY SIDE

The project slum site is located in Ward no-20 with Slum code -130. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0034 square metres. The ownership of land lies with ULB. The existing number of households is 209 with a total population of 814. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

130. SWAMIJI PALLY BY THE SIDE OF RAILWAY TRACK

The project slum site is located in Ward no-14 with Slum code 131. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.007 square metres. The ownership of land lies with ULB. The existing number of households is 79 with a total population of 260. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

131. SLUM AT NABA NAGAR BY THE SIDE OF RAILWAY TRACK

The project slum site is located in Ward no-02 with Slum code 009. Metal road is running in front of the slums connects it to major areas of North Dum Dum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.005 square metres. The ownership of land lies with ULB. The existing number of households is 34 with a total population of 097. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

132.6NO RAILWAY GATE BY THE SIDE OF RAILWAY TRACK

The project slum site is located in Ward no-02 with Slum code -133. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0136 square metres. The ownership of land lies with ULB. The existing number of households is 120 with a total population of 469. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

133. SLUM AT 6 NO RAILWAY GATE BY THE OF RAIL TRACK

The project slum site is located in Ward no-03 with Slum code -134. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0863 square metres. The ownership of land lies with ULB. The existing number of households is 318 with a total population of 797. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

134. SLUM AT OLAI CHANDI 1st LANE

The project slum site is located in Ward no-29 with Slum code 135. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0527 square metres. The ownership of land lies with ULB. The existing number of households is 466 with a total population of 1425. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

135. SLUM AT AMBAGAN AREA

The project slum site is located in Ward no-14 with Slum code 136. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0026 square metres. The ownership of land lies with ULB. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

136. ANJAN GARH

The project slum site is located in Ward no-32 with Slum code -137. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0069 square metres. The ownership of land lies with ULB. The existing number of households is 72 with a total population of 253. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

137.NILACHAL SOUTH

The project slum site is located in Ward no-33 with Slum code -138. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0149 square metres. The ownership of land lies with ULB. The existing number of households is 101 with a total population of 467. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

138.NABANAGAR NORTH

The project slum site is located in Ward no-02 with Slum code 139. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1138 square metres. The ownership of land lies with ULB. The existing number of households is 431 with a total population of 1316. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

139. NABANAGAR MADHYA

The project slum site is located in Ward no-02 with Slum code -140. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.1353 square metres. The ownership of land lies with ULB. The existing number of households is 441 with a total population of 1476. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

140. SAPTAGRAM SCHOOL ROAD

The project slum site is located in Ward no-03 with Slum code -141. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0584square metres. The ownership of land lies with ULB. The existing number of households is 170 with a total population of 662. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

141. SAPTAGRAM SHYAMAL MAJUMDER SARANI

The project slum site is located in Ward no-03 with Slum code 142. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0331 square metres. The ownership of land lies with ULB. The existing number of households is 164 with a total population of 575. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

142. SAPTAGRAM SOUTH

The project slum site is located in Ward no-03 with Slum code-143. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0856 square metres. The ownership of land lies with ULB. The existing number of households is 392 with a total population of 1224. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

143. SARAT COLONY

The project slum site is located in Ward no-17 with Slum code -144. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0214 square metres. The ownership of land lies with ULB. The existing number of households is 186 with a total population of 557. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

144. INDIRA NAGAR

The project slum site is located in Ward no-17 with Slum code-145. Metal road is running in front of the slums connects it to major areas of NorthDumDumMunicipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0066 square metres. The ownership of land lies with ULB. The existing number of households is 65 with a total population of 243. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

145. JADUBHATTA SARANI

The project slum site is located in Ward no-22 with Slum code-146. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.0096 square metres. The ownership of land lies with ULB. The existing number of households is 73 with a total population of 295. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

146. ASHRAM ROAD

The project slum site is located in Ward no-25 with Slum code-147. Metal road is running in front of the slums connects it to major areas of North DumDum Municipality. The nearest railway station is at a distance of 3.0Km. The slums are 30 years old with a total site area is 0.031 square metres. The ownership of land lies with ULB. The existing number of households is 205 with a total population of 819. Most of the slum dwellers work as casual labour in informal sector while 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 slums 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 almost 100% street lights present in the slum. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health. The site visit has revealed a unhygienic condition prevailing there at present due to absence of any organized structures and infrastructure for keeping them. Most of the dwelling units are kaccha or dilapidated.

National Poverty Alleviation Programmes and PMAY

Slum: the focus 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.

Background

- i. 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), 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.
- ii. It is increasingly 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 decent shelter, basic amenities, livelihoods and a voice in governance. Keeping this in mind the Government of India and the various State Governments have been taking up several schemes on partnership mode.

National Missions for Slum Development and Poverty Reduction

The Government of India is committed to creating a slum free India as part of the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) sub mission on Basic Services for the Urban Poor (BSUP). More recently it has also launched the Pradhan Mantri Awas Yojana (PMAY) for providing Housing for All (HFA) by 2022 when the Nation Complete 75 years of its independence.

- i. **Jawaharlal Nehru National Urban Renewal Mission (JNNURM) :** JNNURM is a reform- linked urban development and slum upgrading program. Under JNNURM, the Government of India has been providing central assistance to 65 metro and large cities to invest in infrastructure improvements with governance reforms under sub mission on Urban Development.
- ii. **Basic Services for Urban Poor (BSUP):** BSUP is focused on slum upgradation and poverty reduction through creating access and networking slums to urban infrastructure improvements. BSUP also has a 7-Point Charter that envisages integration of urban slum upgrading activities with social development programs/missions such as for health, education, social welfare, etc. to ensure comprehensive development.
- iii. **Swarna Jayanti Shahri Rozgar Yojana (SJSRY) :** SJSRY is a centrally sponsored program and it mainly emphasizes on the poverty reduction through employment generation. Main target groups of the program are: Urban poor, Women, SC/ST, Disabled etc.

- iv. **National Slum Development Program (NSDP):** NSDP is a centrally assisted slum development program. NSDP is mainly for improvement in the environment in the slums as a broader objective through provision of infrastructure facilities and shelter for improving living conditions in the slums.
- v. **Valmiki Ambedkar Awas Yojana (VAMBAY):** VAMBAY is a central Government scheme to provide housing to the poor. Under VAMBAY scheme, an amount of Rs. 50,000 is extended to a beneficiary in a city with more than 10 lacs population while in the cities having population less than 10 lacs. each beneficiary gets Rs. 40,000/- fifty percent of the amount is central government grant while the rest could be taken as loan from HUDCO/ other nationalized banks/ state government/ urban local bodies.
- vi. **Integrated housing and slum development program (IHSDP):** IHSDP was under Jawaharlal Nehru Urban Renewal Mission (JNNURM) beginning from the year 2005-2006. The major objectives for the IHSDP program are:-
- Focussed attention to integrated development of basic services to the poor. The basic services include security of tenure at affordable price, improve housing, water supply and sanitation.
 - Secure effective linkages between asset creation and asset management so that the basic services to the urban poor created in the cities, are not only maintained efficiently but also become self sustaining over time.

HFAPoA and Pradhan Mantri Awas Yojana (Housing for All)

To give pucca house for every family is currently on the global agenda. One of the Millennium Development Goals (MDGs) is to 'achieve significant improvement in the lives of slum dwellers, by 2022. Similar goals are set forth by Pradhan Mantri Awas Yojana in 2022, to create pucca house for every family.

ULB undertake a demand survey through suitable means for assessing the actual demand of housing. While validating demand survey, Cities should consider possible temporary migration from rural areas to the city just to take advantage of housing scheme and exclude such migrants from list of beneficiaries. On the basis of demand survey and other available data, cities will prepare Housing for All Plan of Action (HFAPoA). HFAPoA should contain the demand of housing by eligible beneficiaries in the city along with the interventions selected out of four verticals. The information regarding beneficiaries should be collected by ULB in suitable. While preparing HFAPoA, ULB and Implementing Agencies should also consider the affordable housing stock already available in the city as Census data suggests that large number of houses are vacant.

Bank account number and Aadhaar number/Voter ID card/any other unique identification details of intended beneficiaries or a certificate of house ownership from Revenue

Authority of beneficiary's native district will be integrated in the data base of HFAPoA for avoiding duplication of benefit to one individual family. Beneficiaries will be validated by ULBs thereby ensuring their eligibility at the time of preparation of the projects and approval of projects.

On the basis of HFAPoA, States/Cities will subsequently prepare the Annual Implementation Plans (AIPs) dividing the task upto 2022 in view of the availability of resources and priority. For larger cities, HFAPoA and AIPs can be prepared at sub-city (ward/zone etc.) level with the approval of concerned State/UT Government. The result of demand survey, draft HFAPoA and draft AIP should be discussed with the local representatives including MLAs and MPs of that area so that their views are adequately factored in while finalizing the plans and beneficiary list.

Cities which have already prepared Slum Free City Plan of Action (SFCPoA) or any other housing plan with data on houses should utilize the existing plan and data for preparing "Housing for All Plan of Action" (HFAPoA). Houses constructed under various schemes should be accounted for while preparing HFAPoA.

The preparation of HFAPoA will broadly involve Slum Development/Rehabilitation Plans based on:

- a. Survey of all slums – notified and non-notified;
 - b. Mapping of slums using the state-of-art technology;
 - c. Integration of geo-spatial and socio-economic data; and
 - d. Identification of development model proposed for each slum.
-
1. Base maps to an appropriate scale would be a pre-requisite for the preparation of Slum Development Plan/Slum-free City Plan. States/UTs may need to proceed in the following steps for the preparation of Slum-free City Plans.
 2. Securing CARTOSAT II/latest satellite images from NRSC/ISRO and preparation of base maps for the whole city and its fringes using the images;
 3. Identification and inventory of all slum clusters of all descriptions in the urban agglomeration with the help of satellite image and other available data;
 4. Inventory of all possible vacant lands in each zone of the urban agglomeration that could be used for slum development/ rehabilitation development purposes.
 5. Development of Slum Map of every slum within the city and its fringes using GIS with CARTOSAT II images, ground level spatial data collected through total station survey, collating spatial information with respect to plot boundaries, network of basic infrastructure like roads, sewerage, storm drainage and water lines, etc and superimposing this on the satellite image and importing them into GIS platform as the first step towards the preparation of Slum Development Plans and Slum Free City Plan.
 6. This may be undertaken with the help of technical partners of NRSC/ ISRO/other technical institutions/agencies.
 7. Identification and engagement of Lead NGO/CBO to guide and anchor community mobilization for the purpose of slum survey, (May be more than one NGO/CBO in different slum zones) of the city. These Lead NGOs/CBOs should also be associated in slum survey operations and dialogues for preparation of slum level development plans;
 8. Conduct of Slum Survey based on the detailed formats (with or without changes) prepared by the Ministry of Housing & Urban Poverty Alleviation with the help of National Buildings Organization (NBO) - after due training of trainers, training of survey personnel /canvassers and canvassing. It would be helpful for community mobilization to pick as many canvassers from the sourced slum or nearby slum pockets.
 9. Collection of bio-metric identification data of slum dwellers based on the above survey (subject to guidelines issued by Unique Identity Authority of India (UIDAI)).
 10. Entry of data from Slum Surveys in the web-enabled MIS application (to be provided by Ministry of HUPA), compilation and collation of data, preparation of Slum-wise, City and State Slum Survey Database and Baseline Reports. The MIS will

assist in developing a robust Slum and Slum Households Information System. (Guidelines and software for development of the MIS will be issued by the Ministry of HUPA);

11. Integration of Slum MIS with GIS Maps to enable the preparation of GIS-enabled Slum Information System that is to be used for the preparation of meaningful Slum Development Plans and Slum-free City Plan using a city-wide/zone-based approach.
13. Preparation of Slum-free City Plan should be based on the development plans for all slums and strategies for the prevention of future slums, including reservation of land and housing for the urban poor. The Plan should contain timeline of activities for achieving slum-free city, phasing information and financial estimates against each of the activities

Introduction to Pradhan Mantri Awas Yojana (PMAY)

Pradhan Mantri Awas Yojana (PMAY), a path breaking scheme for the slum dwellers and urban poor envisages a 'Pucca house to every family' through encouraging States/Union Territories to tackle the problem of slums in a holistic manner. It calls for a multi-pronged approach focusing on:

- Bringing existing slums within the formal system and enabling them to avail of the same level of basic amenities as the rest of the town.
- Redressing the failures of the formal system that lie behind the creation of slums.
- Tackling the shortages of urban land and housing that keep shelter out of reach of the urban poor and force them to resort to extra-legal solutions in a bid to retain their sources of livelihood and employment.
- Enactment of a set of reforms at the state and city level related to inclusive planning, regulation and financing, which would ensure that adequate fresh housing stock and services get created on an ongoing basis to address both current and future needs of cities.
- An integrated approach covering shelter, services and livelihoods for poor slum communities.

The duration of Pradhan Mantri Awas Yojana [PMAY] is 2015 TO 2022. The Eligible Components of the PMAY are:

- A EWS beneficiary family comprising of 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 to be eligible to receive central assistance under the mission.
- 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.

Projects pertaining to the following will not be considered for support under PMAY:

1. Water connection
2. Toilet facilities
3. 24 x 7 Electric facilities
4. Roads

Need for Projects

The projects are needed to fully understand and develop redevelopment models that can be replicated in the city with benefits. One of the key objectives of developing The Projects is to incentivize innovation and encourage new approaches and solutions that can demonstrably improve the quality and quantity of shelter and services for the poor.

Such innovation could encompass:

- Projects with strong community participation i.e. Slum upgradation/ redevelopment projects initiated/spearheaded by the community or with their demonstrable involvement and participation in design, planning and implementation
- Creation of fresh rental housing stock and transit shelters.
- New models of public-private partnerships whereby the private sector can be encouraged to take up affordable housing for the EWS/LIG
- Innovations in planning, demonstrating integrated livelihoods, shelter and services or convergence
- Innovative or cost effective and green building design and technologies
- Financial innovations in delivering the city/state wide programme.

Aims and Objectives

Vision

The mission seeks to address the housing requirement of urban poor including slum dwellers through following programme verticals:

- Slum rehabilitation of Slum Dwellers with participation of private developers using land as a resource
- Promotion of Affordable Housing for weaker section through credit linked subsidy
- Affordable Housing in Partnership with Public & Private sectors
- Subsidy for beneficiary-led individual house construction

Objective

The project has been designed keeping in mind the following objectives.

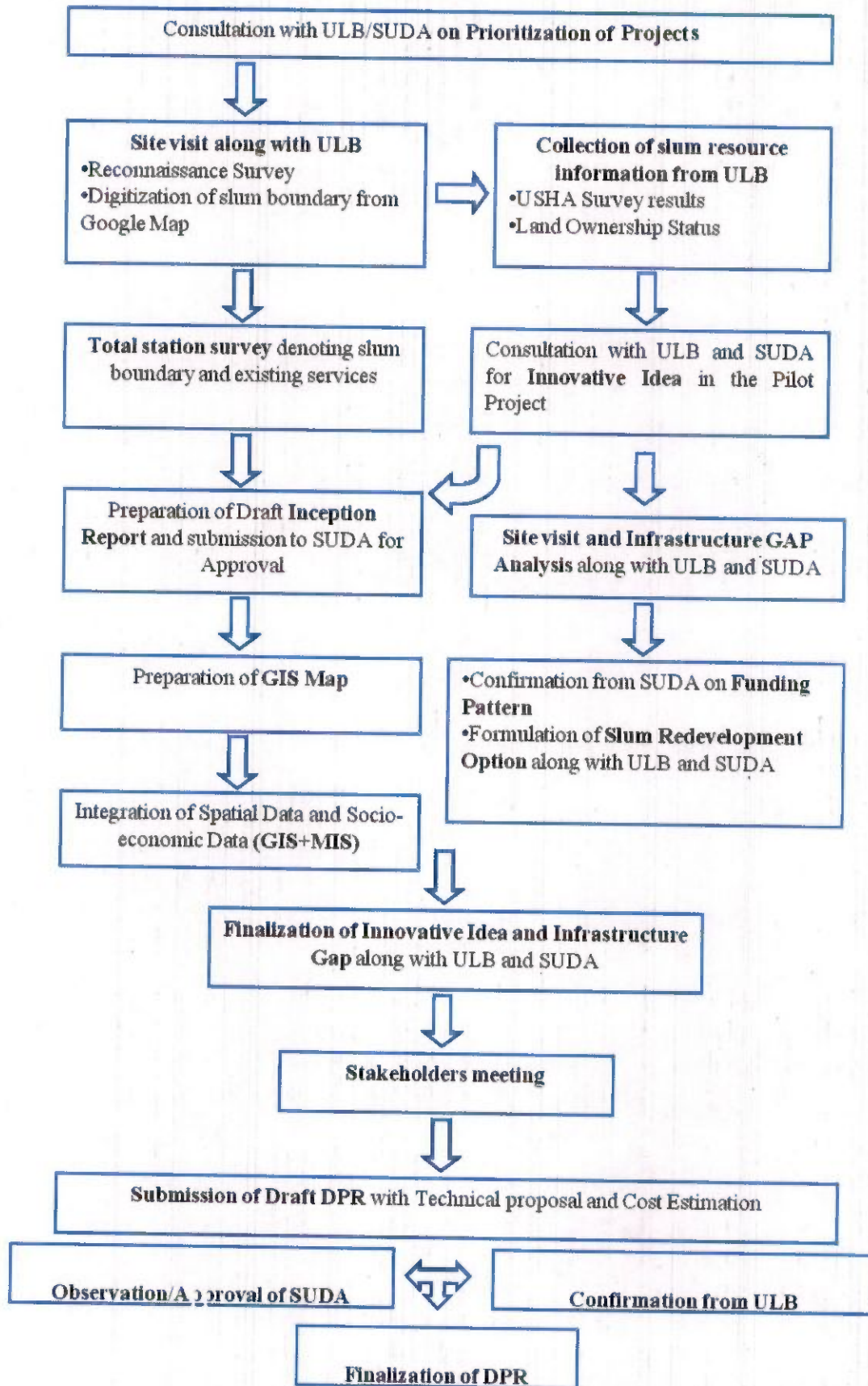
- Integrated development of all existing slums, notified or non-notified, i.e., development of infrastructure and housing in the slums/rehabilitation colonies for the slum dwellers/urban poor, including rental housing.
- Development/improvement/maintenance of basic services to the urban poor, including water supply, sewerage, drainage, solid waste management, approach and internal road, street lighting.
- The Creation of affordable housing stock, including rental housing with the provision of civic infrastructure and services, on ownership, rental or rental-purchase basis.
- Encouraging Public Private Partnership by having pay and use toilets and educate the slum dwellers for keeping the environment clean and hygienic.

State PMAY Mission

The Nodal Ministry and National Mission Directorate is Ministry of Housing & Urban Poverty Alleviation, Government of India.

The Nodal Department for West Bengal is Municipal Affairs Dept. (M.A. Department), Government of West Bengal. The state level Nodal Agency is State Urban Development Agency (SUDA) under M.A. Department. State Urban Development Agency was set up in 1991 with a view to ensuring proper implementation and monitoring of the centrally assisted programmes for generating employment opportunities and alleviation of poverty throughout the State. SUDA is a Society registered under the West Bengal Societies Registration Act, 1961.

Methodology for Preparation of DPR



Funding Pattern of PMAY

Support from Central Government shall include:-

- 1.5 LAKHS of total cost of dwelling unit
- State + ULB to bear the cost of infrastructure
- State share for infrastructure to be minimum 5%
- Cost of infrastructure 10 % of sum total cost of dwelling unit
- Cost of capacity building 5 % of sum total cost of dwelling unit

Approvals & Release of Funds

- Releases and approvals to be on the basis of DPRs which need to be submitted with approval of State Level Sanctioning and Monitoring Committee
- Innovative projects to be considered for sanction even in the preparatory stage
- Central Funds to be released in 3 installments to the State Governments/SLNA;
- First Installment – after sanction of DPR and on submission of financing plan for State/ULB share for the project
- The subsequent installments on receipt of Utilization Certificate for 70% of the earlier release.
- 3 Mandatory reforms within 1 year of DPR sanctions

Status of existing infrastructure & services

Municipality with its selected local body in place has developed institutional strength to implement, operate & maintain proposed infrastructure. The Municipality spreading over an area of 20 square kilometers is promised of 34 wards. The development of appropriate municipal organizational structures with qualified staff is essential if municipalities are to provide cost effective services to citizens. With local government reforms municipalities are required to take on new tasks and provide new services. This will only be possible if municipalities have cost-effective and appropriate structures and staffs are well qualified and highly motivated. The municipalities should plan in such a way so as to ensure that they can meet the needs of citizens effectively and efficiently.

Demographic features of the North Dum Dum Municipality:

Total Area of Corporation	20 Sq. Km.
Population (as per 2011 SECC)	249142
Male (as per 2011 SECC)	126279
Female (as per 2011 SECC)	122863
Density of Population (as per 2011 SECC)	9,589
Number of Municipal Wards	34
Number of Councillors	34

Urban Services

The ULB plays a pivotal role in providing various services in the urban cities and the urban infrastructure would fail to stand with all its service delivery performances without the municipal organizations.

The major service sectors are:

Water supply:

The water supply system is based on piped water supply, which requires augmentation of existing pipeline system, because of its haphazard growth due to rapid urbanization. The surface water we receive from the Baranagar Water Treatment Plant through the supply grid of KMDA, which helps in boosting our existing supply system. However, the underground water table is gradually depleting and is a major concern for the municipal authority. Therefore, serious thought has been given in this regard even during the last CDP tenure and to bring about maximum usage of surface water, and imposition of restrictions on the usage of underground water.

At present a comprehensive 24x7 Water Supply Scheme covering intake, water treatment plant, reservoir, conveyance transmission and distribution network has been going on since 2009 for augmentation of the distribution grid of the ULBs. The project after implementation will take care of water demand of each of the municipalities' atleast upto the year 2026. In North Dum Dum Municipality under this project, 11 elevated service reservoirs has been constructed with augmentation of the distribution grid in the municipal area and domestic metering including House connection and Bulk meters. This scheme has a design as well as planning to cover the entire municipal area along with neighboring ULBs of Dum Dum and South Dum Dum though the project cannot be provided to ward no. 15 of North Dum Dum as it is an isolated ward across the Dum Dum Netaji Subhas International Airport.

Drainage & Solid Waste Disposal

Due to the absence of separate systems for storm water and waste water disposal, the existing open drains in the North Dum Dum Municipality serve the dual purpose of carrying both the storm water and septic tank effluents. Most of the drains of this ULB are either kaccha or open pucca. R.C.C. slabs cover few of them. They ultimately meet the nearest outfall i.e. khal/cannel /nala. But all the out fall cannels/khals/nikashi's bed are not sufficient to received the water due to silt.

The sluggish flow of water and even blockage of flow of water from the internal drains to outfall cannels eventually brings in a common event every year i.e. low lying areas become flooded during raining season. So at first the bed level of the outfalls should be lowered by desilting to receive the drainage water properly. New drains those which are kaccha should be pucca as per gradients and levels of discharge i.e. pucca to pucca drains. Natural slope of this ULB is down then other adjoining ULB's, for this reason the maximum water coming from Panihati, Kamarhati, Kharda Municipal areas and creating water stagnation for half of the year. So proper out fall bed deepening, construction of new drains and repair and proper desilting of all drains need to be done to improve water logging problems.

Solid Waste Disposal

Originally this ULB used to follow open dumping system and there was no systematic solid waste disposal system prevalent in North Dum Dum. The waste generated from households and markets etc. across the ULB, was haphazardly disposed off on the roads, in the drains etc. This created much inconvenience and nuisance amongst the residents. Considering the above situation North Dum Dum Municipality along with the New Barrackpore Municipality designed/ envisaged a scientific system of solid waste disposal under the supervision and guidance of KMDA and CPCB. Under this project a land fill site, Vermi Pits and a Composting Plant were being developed at Fatullapur mouza in Ward No-3 of North Dum Dum Municipality. It was envisaged that after the completion of the project it will be possible to treat the huge quantum of solid waste generated within the two ULB's and alongside production of valuable manure from the same.

The disruption of the vermi composting site left the ULB authority with no other options but get back to the pavilion and continue with the old means of open dumping of the municipal waste in the non-segregated way along the side of Belghoria Express way, a land fill site where many other ULBs dispose off their waste like Baranagar, South Dum Dum, Dum Dum, New Barrackpore and Kamarhati. This landfill site is located within the Baranager municipal area. However, there is still 100% door to door collection of waste but in an un segregated way.

Status of Slums in the Municipality

- i. As per the available data, the total number of people living in slums amounts to covering an area of 5.88sq.km. Thus over one-third of Municipality's population resides in slums, squatters and other poor settlements. Their contribution to city's economy has been also been growing over the period.
- ii. In the absence of a focussed programme and in a background of ever-increasing urbanization, the slum dwellers continue to be deprived of access to basic services and essential socio- economic needs. The problems are multiplied by increasing migration. It is necessary, therefore, to develop clear-cut strategies, programmes and action plans to provide the basic Services to the Urban Poor.
- iii. Municipality is basically a town and has been having substantial economic growth over the years. This has resulted in substantial growth in population triggered of by substantial migration. Continued influxes of migrants have resulted in mushrooming of slums and squatter settlements. Quality of life has thus suffered and the gaps between the demand and supply of essential services and other infrastructures have widened many fold.
- iv. Slum settlements have multiplied over decades and the living conditions of the poor have not improved. Environmental decline, vehicular pollution, inadequate basic services and infrastructure in the poor settlements hit the poor hardest. Slums are scattered across the city occupying both private land and lands belonging to various public entities. However, they were neither adequate nor did they have proper ventilation or hygiene.
- v. Lack of sufficient ventilation in the rooms, low and damp floor levels, congestion, want of proper drainage, and general unhygienic conditions from the characteristics common feature of these bustees. Room accommodation in many cases is far too inadequate considering the number of the inmates.

Slum Infrastructure Improvement Plan:

The development objectives are:

- Ensure basic infrastructure services to all slums to provide better quality of life by giving emphasis on water supply and sanitation.
- Ensure maintenance of the asset created locally by ensuring collection of user charges locally and to enhance community participation.
- Ensure regular water supply and safe drinking water.
- To improve drainage system removing water logging in the slum.
- To ensure timely disposal of garbage of the slum.
- To provide housing for the dwellers of the slum.
- To provide street light facilities in the slum area.

- To provide road, community bathroom, community toilet and community sevakendra.
- To ensure economic upliftment.

City Level Number of notified and non-notified slums					
City	No. of Slums	No. of Notified Slums	No. of Non-Notified Slums	%ProportionofSlums	
				No. of Notified Slums	No. of non-Notified Slums
North Dum Dum	145	101	44	69.7	30.3

Key Findings–Slums under Municipality:



Image: Dilapidated condition of road at Bukra Slum



Image: Chocked Condition of Kuccha drain in Uttar Badra Slum



Image: Kuccha dwelling units with Kuccha road inside 3No.Kholisa Kota Slum

Basically, the major concern while developing the slums is the lack of any scientific sanitation system, and thus the practice of open defecation. There is also no provision for safe drinking water, proper drainage system and the disposal of solid waste is not organized. Inaccessibility to the slums due to the absence of proper roads is another hindrance to the overall improvement of these areas.

Along with the physical assets, the slums also suffer from availability of any social infrastructure like Community Centers, Seba Kendra's etc. Many of the slum dwellers even do not possess their own dwelling units.

List of slums under North Dum Dum Municipality:

Sl.no	Location- Ward No/Name	Slum Name & Code	Area of Slum (Sq.meters)
1	1	BANKRA NAWAI CHANEL026	90000
2	1	NABAJIBAN LOW GROUND AREA028	20000
3	1	BISHARPARA LOW GROUND AREA043	40000
4	1	BANKRA NEW AREA058	30000
5	1	Anjanganrh (s.code-137)	18200
6	2	RAJA RAM MOHAN PATH012	111000
7	2	NETAJI SUBHAS SARANI019	50000
8	2	NABANAGAR HOSPITAL ROAD045	40000
9	2	NICHAI AREA (S. CODE-102)	20000
10	2	6 NO RAIL GATE (S. CODE- 133)	13800
11	2	NILACHAL (S. CODE-138)	17100
12	2	JANATA COLONY (N.N.)(S. CODE-104)	15000
13	2	NABANAGAR NORTH (S.CODE-139)	20100
14	2	NABANAGAR MADHYA (S.CODE-140)	16300

15	2	SLUM AT NABANAGAR BY THE SIDE OF RAILWAY TRACK	16000
16	3	UTTAR SAPTA GRAM AREA005	250000
17	3	CHOTA FINGA SABITRI PALLY010	200000
18	3	BARO FINGA AREA (S. CODE-073)	80000
19	3	6 NO RAILWAY GATE BY THE SIDE OF RAILWAY TRACK N.N	17100
20	3	SAPTAGRAM SCHOOL ROAD(S.CODE-141)	15500
21	3	SAPTA GRAM SOUTH(S.CODE-143)	20000
22	3	SAPTAGRAM SHYAMAL MAJUMDER SARANI(S.CODE-142)	18500
23	4	PASCHIM NABANAGAR AREA020	100000
24	4	BORO FINGA021	300000
25	4	FATULLAPUR-1(N.N.) (S. CODE-105)	30000
26	4	FATULLAPUR-II (S. CODE-106)	30000
27	4	BORO FINGA-II (S.CODE-107)	60000
28	4	SAMAR PALLY N.N(S. CODE-108)	20000
29	4	TITUMEER PALLY (N.N)(S.CODE-109)	95000
30	5	ABDUL AZIZ ROAD ANANDA PALLY 008	30000

31	5	K.M.C-C. ASHOK PALLY(S.CODE-70)	50000
32	5	Amrokanan Area (S.C-063)	60000
33	5	Kartik Mallick Colony (s. code-087)	50000
34	5	Battal K.M.C. Block-B (s.code-089)	70000
35	6	AMBIKA NAGAR AREA004	83000
36	6	SANTI PALLY014	50000
37	7	UTTAR PATNA AREA(S.code-100)	40000
38	7	RAMPRASAD NAGAR AREA(S.code-110)	35000
39	7	VIVEKANANDA PALLY(S.code-111)	28000
40	8	SARADA PALLY037	60000
41	8	SARADA PALLY M.G ROAD046	30000
42	8	RAMKRISHNA PALLY AREA(S.code-112)	75000
43	9	CHOWDHURY PARA ROAD016	20000
44	9	SURYA SEN PALLY055	50000
45	9	Harijan Bustee (s.code-079)	40000
46	9	KHUDIRAM PALLY AREA057	90000

47	9	SUBHAS PALLY AREA(65)	60000
48	9	RAMPRASAD NAGAR (S.CODE-084)	50000
49	9	42 PALLY AREA(S.code-99)	20000
50	10	ARABINDA PALLY AREA044	60000
51	10	SREE DURGAPALLY AREA(M.DAS SARANI)059	90000
52	10	Sailadubi Road Anchal Area(S.Code-115)	40000
53	10	NABARUN PALLY AREA68	40000
54	10	SASTRY PALLY AREA83	40000
55	10	SREE DURGA PALLY(S.CODE-90)	40000
56	10	P.N BANERJEE BYE LANE(S.code-113)	30000
57	10	DIGHIPAR AREA(S.code- 114)	20000
58	11	UTTAR PRATAPGAR AREA(1)018	90000
59	11	UTTAR PRATAPGAR AREA(2)023	20000
60	11	UTTAR GOLBAGAN AREA033	300000
61	11	SAILADUBI ROAD AREA - WARD (11)034	150000
62	11	BARISAL NAGAR AREA047	50000

63	11	SANTA NEER62	30000
64	11	GOLBAGAN AREA	90000
65	11	BANKIM PARK AREA(S.CODE-76)	20000
66	11	DAS NAGAR AREA(S.CODE- 82)	20000
67	12	DAKSHIN PRATAPGARH AREA - WARD (12)013	200000
68	12	UTTAR SREEDURGA PALLY029	80000
69	12	JANAKALYAN AREA053	40000
70	12	DAKSHIN PRATAPGAR066	70000
71	12	DAKSHIN SREE DURGA PALLY(S.CODE-71)	30000
72	12	SREEKRISHNA PALLY(S.CODE-75)	30000
73	12	MAHANAGAR MATH ANCHAL AREA(S.CODE-80)	30000
74	12	Sailadubi Road Area - Ward (12)60	30000
75	12	RISHI ARABINDA SARANI(S.code-116)	35000
76	13	DEBINAGAR AREA - WARD (13)009	250000
77	13	SUBHAS SARANI AREA024	80000
78	13	DEBINAGAR AREA(S.CODE- 103)	60000

79	14	SLUM AT SWAMIJI PALLY BY THE SIDE OF RAILWAY TRACK	15000
80	14	RABINDRA NAGAR MADHYA PALLY(S.C-136)	1000
81	15	GLOBE NURSARY AREA50	30000
82	15	TARUN SENGUPTA PALLY056	70000
83	15	ITKHOLA GOURIPUR(S.CODE-72)	50000
84	15	TARUN SENGUPTA BYE LANE(s.code-74)	40000
85	16	ADARSHA PALLY PATRAPARA038	90000
86	16	ASHOKE DEEP AREA (NUTUN PALLY)039	90000
87	16	MONORANJAN ROY PALLY AREA041	40000
88	16	BIRSHA MUNDA ANCHAL(S.code-117)	60000
89	17	MATH PARA AREA(S.CODE- 91)	40000
90	17	MOTILAL COLONY ANCHAL AREA 2.5NO GATE(S.code- 98)	30000
91	17	MUSLIM PARA AREA(S.code-118)	35000
92	17	JANGALPUR AREA(S.code- 119)	20000
93	17	SARAT COLONY(S.CODE- 144)	1430
94	17	INDIRA NAGAR(S.CODE- 145)	1570

95	18	RISHI ARABINDA SARANI - WARD (18)040	20000
96	19	UTTAR BADRA AREA025	125000
97	19	SAKTIGAR AREA035	10000
98	19	3 A NO K. K. PALLY AREA49	30000
99	19	KHALISHAKOTA PALLY AREA051	20000
100	19	UTTAR CHANDPUR AREA054	40000
101	19	ADARSHA PALLY AREA (3,NO K.K. PALLY)67	20000
102	20	NABADAY PALLY036	70000
103	20	VIVEKANANDA PALLY (WESTERN SIDE OF RAILWAY LINE)48	20000
104	20	BUSTEE AT S.V ROAD (S.code-120)BYE LOAN	20000
105	20	SLUM AT SUKANTA PALLY BY THE SIDE OF RAILWAY TRACK	10000
106	20	SARATPALLY BY THE SIDE OF RAILWAYTRACK-(SC130)	1000
107	21	RISHI PARA030	50000
108	21	BARDHAN PARA AREA032	25000
109	21	AMBAGAN AREA061	20000

110	21	SLUM AT DURGANAGAR BY THE SIDE OF RAILWAY TRACK129	30000
111	22	VIDYASAGAR PALLY AREA015	70000
112	22	RAMKRISHNA PALLY WEST AREA017	20000
113	22	SLUM AT NILAM AMBAGAN ON BELGHARIA EXPRESS ROAD128	20000
114	22	JADU BHATTA SARANI(S.CODE-146)	3000
115	23	RABINDRA PALLY ANCHAL AREA (DAKSHIN PARA)52	30000
116	23	MAJARHATI DAKSHIN PARA(S.CODE-78)	30000
117	23	MAJHERHATI SLUM85	30000
118	23	NARAYAN PALLY AREA(SOUTH WEST)(s.code-86)	30000
119	23	MAJHERHATI MADHYA PARA(S.CODE-88)	60000
120	24	RABINDRA PALLY AREA(S.code-95)	20000
121	24	NARAYAN PALLY AREA(S.code-121)	20000
122	24	NAIKURI ANCHAL AREA122	20000
123	25	SARDDARPARA AREA(S.CODE-93)	40000
124	25	FAKIR PARA AREA(S.code-97)	20000

125	25	SREEKRISHNA PALLY AREA(S.code-127)	20000
126	25	ASHRAM ROAD(S.CODE- 147)	5340
127	26	CHASHI PARA AREA(S.CODE-69)	20000
128	26	DESHBANDHU PALLY(S.CODE-81)	30000
129	26	BIDHAN PALLY AREA(S(S.code-123).CODE- 123)	15000
130	26	ASHUTOSH PALLY AREa(S.code-1(S.CODE- 124)	25000
131	27	MILAN NAGAR ANCHAL AREA007	180000
132	27	SARAT PALLY AREA022	70000
133	27	BANKIM PALLY AREA027	30000
134	27	DAKSHIN NADIKUL AREA042	70000
135	27	BASUDEV PALLY AREA (S.code-126)	45000
136	28	DAKSHIN NADIKUL(DHOPA PARA)(S.CODE-77)	30000
137	28	PURBA ALIPUR(2)(S.CODE- 92)	80000
138	28	DAKSHIN NADIKUL(DHOPA PARA-1)(S.code-94)	40000
139	28	PURBA ALIPUR(1)(S.code- 96)	40000
140	28	DASPARA ANCHAL AREA(S.code-101)	40000

141	28	RABINDRA PALLY AREA(S.code-125)	200000
142	29	OLAICHANDI 1ST LANE(S.code-135)	800
143	30	KALYANNAGAR(CHAK PARA)031	20000
144	31	ALIPUR BATTALA AREA001	71000
145	31	RABINDRA NAGAR AREA002	37000
146	31	BURIR BAGAN AREA003	48000
147	31	PURBA ALIPUR AREA006	300000
148	31	PURBA ALIPUR TALBAGAN011	800000
149	31	SLUM AT AMBAGAN AREA	21000
150	31	Rabindranagar Sahar Bagan(S.C.-148)	1650

Proposed Project:

Background

It is a path breaking approach being taken up by Central Govt., State Govt. and Municipality as there are some need to embark on this project with the aim of evolving, demonstrating and establishing models that can thereafter be scaled with a key objective to incentives innovation and encourage new approaches and solutions that can demonstrably improve the quality and quantity of shelter and services for the poor.

Project Justification:

North Dum Dum Municipality has selected the above mentioned slums based on the following present conditions of the slums:

- The condition of living in the slum is mostly unhygienic and stingy.
- Habitation pattern in the slums is congested with insufficient open space.

- The location of the slums are mostly at a distance of 2 to 5.0 kms away and the ownership of land belongs to either own or in certain cases to ULB.
- Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof.

The proposed PMAY project would address the existing problems in the slum which includes lack of basic physical infrastructure and environmental betterment.

Site Appraisal:

- Condition of the slum was also not very good and the area will be slum free area if it is approved.
- The proposed project under PMAY for this financial year 2015-16 is totally under Beneficiary Led Construction (BLC) and the land for the construction of per dwelling units belongs to the slum dwellers. The present problem of dilapidated condition of the houses and the temporary structures can be addressed with the completion of this project.
- After implementation of this project our municipality as well as slum dwellers all will be benefited.

Existing Slums Details

The environmental condition in the slums is poor. The slums lack basic civic amenities mainly drainage, thereby leading to water logging, mainly during rainy season. This has led to an unhygienic living condition in the slums. Most of the roads within slums are brick paved or dilapidated or even kuccha road. Though there are sufficient streetlights available. Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health that ultimately leads to significant loss of man-days of work amongst others. Overall physical and social infrastructure is poor.

Slum wise Project Land Particulars

Majority of the population of these slums is living for more than 20 years in the slum. Hence, dwellers are now permanently residing in these slums and their livelihood is based in and around of this ULB area. This justifies as a parameter on the importance of Slum for In situ development. The slum wise list of land status of the 145 both notified and non-notified slums are given below.

Sl.no	Location-Ward No/Name	Slum Name	Age of Slum in Years	Area of Slum (Sq.meters)	Whether located in Core City/Town or Fringe area	Physical Location of Slum	Is the Slum Notified/ Declared?
1	1	BANKRA NAWAI CHANEL026	19	90000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED

2	1	NABAJIBAN LOW GROUND AREA028	19	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
3	1	BISHARPARA LOW GROUND AREA043	25	40000	FRINGE AREA	ALONG Storm Water Drain/Nallah	NOTIFIED
4	1	BANKRA NEW AREA058	25	30000	FRINGE AREA	ALONG Storm Water Drain/Nallah	NOTIFIED
5	1	Anjangarh (s.code-137)	18	18200	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
6	2	RAJA RAM MOHAN PATH012	20	111000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
7	2	NETAJI SUBHAS SARANI019	20	50000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
8	2	NABANAGAR HOSPITAL ROAD045	0	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
9	2	NICHAJ AREA (S. CODE-102)	0	20000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
10	2	6 NO RAIL GATE (S. CODE-133)	20	13800	FRINGE AREA	Along Railway Line	NON NOTIFIED
11	2	NILACHAL (S. CODE-138)	13	17100	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
12	2	JANATA COLONY (N.N.)(S. CODE-104)	25	15000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
13	2	NABANAGAR NORTH (S.CODE-139)	15	20100	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
14	2	NABANAGAR MADHYA (S.CODE-140)	14	16300	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
15	2	SLUM AT NABANAGAR BY THE SIDE OF RAILWAY TRACK	25	16000	FRINGE AREA	Along Railway Line	NON NOTIFIED
16	3	UTTAR SAPTA GRAM AREA005	25	250000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
17	3	CHOTA FINGA SABITRI PALLY010	10	200000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
18	3	BARO FINGA AREA (S. CODE-073)	30	80000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
19	3	6 NO RAILWAY GATE BY THE SIDE OF RAILWAY TRACK N.N	20	17100	FRINGE AREA	Along Railway Line	NON NOTIFIED
20	3	SAPTAGRAM SCHOOL ROAD(S.CODE-141)	15	15500	CORE CITY/TOWN	Along Major Transport Alignment	NON NOTIFIED
21	3	SAPTA GRAM SOUTH(S.CODE-143)	0	20000	FRINGE AREA	Others(non-Hazardous/Non-Objectionable)	NON NOTIFIED

22	3	SAPTAGRAM SHYAMAL MAJUMDER SARANI(S.CODE-142)	18	18500	FRINGE AREA	Along River/Water Body Bank	NON NOTIFIED
23	4	PASCHIM NABANAGAR AREA020	0	100000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
24	4	BORO FINGA021	0	300000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
25	4	FATULLAPUR-1(N.N.) (S. CODE-105)	0	30000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
26	4	FATULLAPUR-II (S. CODE-106)	0	30000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
27	4	BORO FINGA-II (S.CODE-107)	0	60000	FRINGE AREA	Others(non- Hazardous/Non- Objectionable)	NON NOTIFIED
28	4	SAMAR PALLY N.N(S. CODE-108)	0	20000	FRINGE AREA	Others(non- Hazardous/Non- Objectionable)	NON NOTIFIED
29	4	TITUMEER PALLY (N.N)(S.CODE-109)	0	95000	FRINGE AREA	Others(non- Hazardous/Non- Objectionable)	NON NOTIFIED
30	5	ABDUL AZIZ ROAD ANANDA PALLY 008	20	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
31	5	K.M.C.C. ASHOK PALLY(S.CODE-70)	20	50000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
32	5	Amrokanan Area (S.C-063)	20	60000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
33	5	Kartik Mallick Colony (s. code-087)	25	50000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
34	5	Battal K.M.C. Block-B (s.code-089)	25	70000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
35	6	AMBIKA NAGAR AREA004	29	83000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
36	6	SANTI PALLY014	30	50000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
37	7	UTTAR PATNA AREA(S.code-100)	30	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
38	7	RAMPRASAD NAGAR AREA(S.code-110)	25	35000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
39	7	VIVEKANANDA PALLY(S.code-111)	25	28000	FRINGE AREA	Along River/Water Body Bank	NON NOTIFIED
40	8	SARADA PALLY037	25	60000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
41	8	SARADA PALLY M.G ROAD046	0	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED

42	8	RAMKRISHNA PALLY AREA(S.code-112)	0	75000	FRINGE AREA	Others(non- Hazardous/Non- Objectionable)	NON NOTIFIED
43	9	CHOWDHURY PARA ROAD016	0	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
44	9	SURYA SEN PALLY055	25	50000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
45	9	Harijan Bustee (s.code-079)	30	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
46	9	KHUDIRAM PALLY AREA057	25	90000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
47	9	SUBHAS PALLY AREA(65)	25	60000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
48	9	RAMPRASAD NAGAR (S.CODE-084)	25	50000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
49	9	42 PALLY AREA(S.code-99)	30	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
50	10	ARABINDA PALLY AREA044	25	60000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
51	10	SREE DURGAPALLY AREA(M.DAS SARANI)059	0	90000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
52	10	Sailadubi Road Anchal Area(S.Code- 115)	30	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
53	10	NABARUN PALLY AREA68	25	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
54	10	SASTRY PALLY AREA83	30	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
55	10	SREE DURGA PALLY(S.CODE-90)	30	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
56	10	P.N BANERJEE BYE LANE(S.code-113)	0	30000	FRINGE AREA	Others(non- Hazardous/Non- Objectionable)	NON NOTIFIED
57	10	DIGHIPAR AREA(S.code-114)	0	20000	FRINGE AREA	Others(non- Hazardous/Non- Objectionable)	NON NOTIFIED
58	11	UTTAR PRATAPGAR AREA(1)018	30	90000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
59	11	UTTAR PRATAPGAR AREA(2)023	30	20000	CORE CITY/TOWN	Along Major Transport Alignment	NOTIFIED
60	11	UTTAR GOLBAGAN AREA033	30	300000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
61	11	SAILADUBI ROAD AREA - WARD (11)034	30	150000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
62	11	BARISAL NAGAR AREA047	25	50000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED

63	11	SANTA NEER62	0	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
64	11	GOLBAGAN AREA	0	90000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
65	11	BANKIM PARK AREA(S.CODE-76)	25	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
66	11	DAS NAGAR AREA(S.CODE-82)	25	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
67	12	DAKSHIN PRATAPGARH AREA - WARD (12)013	35	200000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
68	12	UTTAR SREEDURGA PALLY029	25	80000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
69	12	JANAKALYAN AREA053	15	40000	CORE CITY/TOWN	Along Major Transport Alignment	NOTIFIED
70	12	DAKSHIN PRATAPGAR066	30	70000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
71	12	DAKSHIN SREE DURGA PALLY(S.CODE-71)	30	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
72	12	SREEKRISHNA PALLY(S.CODE-75)	25	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
73	12	MAHANAGAR MATH ANCHAL AREA(S.CODE-80)	25	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
74	12	Sailadubi Road Area - Ward (12)60	0	30000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
75	12	RISHI ARABINDA SARANI(S.code-116)	0	35000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
76	13	DEBINAGAR AREA - WARD (13)009	25	250000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
77	13	SUBHAS SARANI AREA024	20	80000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
78	13	DEBINAGAR AREA(S.CODE-103)	30	60000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
79	14	SLUM AT SWAMIJI PALLY BY THE SIDE OF RAILWAY TRACK	25	15000	FRINGE AREA	Along Railway Line	NON NOTIFIED
80	14	RABINDRA NAGAR MADHYA PALLY(S.C-136)	50	1000	CORE CITY/TOWN	ALONG Storm Water Drain/Nallah	NOTIFIED
81	15	GLOBE NURSARY AREA50	0	30000	CORE CITY/TOWN	Along Major Transport Alignment	NOTIFIED
82	15	TARUN SENGUPTA PALLY056	25	70000	FRINGE AREA	ALONG Storm Water Drain/Nallah	NOTIFIED
83	15	ITKHOLA GOURIPUR(S.CODE-72)	20	50000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED

84	15	TARUN SENGUPTA BYE LANE(S.code-74)	25	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
85	16	ADARSHA PALLY PATRAPARA038	22	90000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
86	16	ASHOKE DEEP AREA (NUTUN PALLY)039	27	90000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
87	16	MONORANJAN ROY PALLY AREA041	35	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
88	16	BIRSHA MUNDA ANCHAL(S.code-117)	26	60000	CORE CITY/TOWN	Others(non- Hazardous/Non- Objectionable)	NON NOTIFIED
89	17	MATH PARA AREA(S.CODE-91)	25	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
90	17	MOTILAL COLONY ANCHAL AREA 2.5NO GATE(S.code-98)	25	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
91	17	MUSLIM PARA AREA(S.code-118)	20	35000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
92	17	JANGALPUR AREA(S.code-119)	25	20000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
93	17	SARAT COLONY(S.CODE- 144)	17	1430	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
94	17	INDIRA NAGAR(S.CODE-145)	22	1570	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
95	18	RISHI ARABINDA SARANI - WARD (18)040	20	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
96	19	UTTAR BADRA AREA025	0	125000	CORE CITY/TOWN	Along Major Transport Alignment	NOTIFIED
97	19	SAKTIGAR AREA035	25	10000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
98	19	3 A NO K. K. PALLY AREA49	25	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
99	19	KHALISHAKOTA PALLY AREA051	25	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
100	19	UTTAR CHANDPUR AREA054	25	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
101	19	ADARSHA PALLY AREA (3,NO K.K. PALLY)67	25	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
102	20	NABADAY PALLY036	20	70000	CORE CITY/TOWN	Along Major Transport Alignment	NOTIFIED
103	20	VIVEKANANDA PALLY (WESTERN SIDE OF RAILWAY LINE)48	0	20000	FRINGE AREA	ALONG Storm Water Drain/Nallah	NOTIFIED
104	20	BUSTEE AT S.V ROAD (S.code-120)BYE LOAN	0	20000	CORE CITY/TOWN	Along Major Transport Alignment	NON NOTIFIED

105	20	SLUM AT SUKANTA PALLY BY THE SIDE OF RAILWAY TRACK	25	10000	FRINGE AREA	Along Railway Line	NON NOTIFIED
106	20	SARATPALLY BY THE SIDE OF RAILWAYTRACK-(SC130)	50	1000	CORE CITY/TOWN	Others(non-Hazardous/Non-Objectionable)	NOTIFIED
107	21	RISHI PARA030	20	50000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
108	21	BARDHAN PARA AREA032	40	25000	FRINGE AREA	Along Railway Line	NOTIFIED
109	21	AMBAGAN AREA061	20	20000	FRINGE AREA	Along Railway Line	NOTIFIED
110	21	SLUM AT DURGANAGAR BY THE SIDE OF RAILWAY TRACK129	23	30000	FRINGE AREA	Along Railway Line	NON NOTIFIED
111	22	VIDYASAGAR PALLY AREA015	15	70000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
112	22	RAMKRISHNA PALLY WEST AREA017	0	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
113	22	SLUM AT NILAM AMBAGAN ON BELGHARIA EXPRESS ROAD128	22	20000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
114	22	JADU BHATTA SARANI(S.CODE-146)	17	3000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
115	23	RABINDRA PALLY ANCHAL AREA (DAKSHIN PARA)52	25	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
116	23	MAJARHATI DAKSHIN PARA(S.CODE-78)	25	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
117	23	MAJHERHATI SLUM85	30	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
118	23	NARAYAN PALLY AREA(SOUTH WEST)(s.code-86)	25	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
119	23	MAJHERHATI MADHYA PARA(S.CODE-88)	25	60000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
120	24	RABINDRA PALLY AREA(S.code-95)	25	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
121	24	NARAYAN PALLY AREA(S.code-121)	25	20000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
122	24	NAIKURI ANCHAL AREA122	25	20000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
123	25	SARDDARPARA AREA(S.CODE-93)	30	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
124	25	FAKIR PARA AREA(S.code-97)	30	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED

125	25	SREEKRISHNA PALLY AREA(S.code-127)	25	20000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
126	25	ASHRAM ROAD(S.CODE-147)	25	5340	FRINGE AREA	Others(non-Hazardous/Non-Objectionable)	NON NOTIFIED
127	26	CHASHI PARA AREA(S.CODE-69)	0	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
128	26	DESHBANDHU PALLY(S.CODE-81)	25	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
129	26	BIDHAN PALLY AREA(S.code-123).CODE-123)	0	15000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
130	26	ASHUTOSH PALLY Area(S.code-1(S.CODE-124)	0	25000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
131	27	MILAN NAGAR ANCHAL AREA007	35	180000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
132	27	SARAT PALLY AREA022	35	70000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
133	27	BANKIM PALLY AREA027	25	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
134	27	DAKSHIN NADIKUL AREA042	32	70000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
135	27	BASUDEV PALLY AREA (S.code-126)	32	45000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
136	28	DAKSHIN NADIKUL(DHOPA PARA)(S.CODE-77)	32	30000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
137	28	PURBA ALIPUR(2)(S.CODE-92)	35	80000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
138	28	DAKSHIN NADIKUL(DHOPA PARA-1)(S.code-94)	30	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
139	28	PURBA ALIPUR(1)(S.code-96)	36	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
140	28	DASPARA ANCHAL AREA(S.code-101)	30	40000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
141	28	RABINDRA PALLY AREA(S.code-125)	35	200000	FRINGE AREA	Along Major Transport Alignment	NON NOTIFIED
142	29	OLAICHANDI 1ST LANE(S.code-135)	10	800	FRINGE AREA	Others(non-Hazardous/Non-Objectionable)	NON NOTIFIED
143	30	KALYANNAGAR(CHAK PARA)031	35	20000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
144	31	ALIPUR BATTALA AREA001	20	71000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
145	31	RABINDRA NAGAR AREA002	20	37000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED

146	31	BURIR BAGAN AREA003	20	48000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
147	31	PURBA ALIPUR AREA006	20	300000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
148	31	PURBA ALIPUR TALBAGAN011	32	800000	FRINGE AREA	Along Major Transport Alignment	NOTIFIED
149	31	SLUM AT AMBAGAN AREA	25	21000	CORE CITY/TOWN	Along Major Transport Alignment	NON NOTIFIED
150	31	Rabindranagar Sahar Bagan(S.C.-148)	15	1650	FRINGE AREA	Others(non- Hazardous/Non- Objectionable)	NON NOTIFIED

Housing Status

Under the PMAY project the municipality is going to address the housing demand for Kuccha as well as semi-kuccha which has been accessed through the recently conducted Demand survey. The list of total kuccha and semi-pucca houses of all the slums under this ULB has been listed below to show the present housing status of the slums under consideration for this project.

Ward Number	Slum Code	Slum Name	Semi-Pucca	Kuccha	Total
1	026	Bankra Nawai Chanel	21	6	27
1	028	Nabajiban Low Ground Area	78	13	91
1	043	Bisharpara Low Ground Area	5	1	6
2	012	Raja Ram Mohan Path	17	4	21
2	019	Netaji Subhas Sarani	36	20	56
2	045	Nabanagar Hospital Road	27	13	40
2	132	Slum At Nabanagar By The Side Of Railway Track - Ward (2)	0	1	1
2	133	Slum At 6 No Rail Gate By The Side Of Railway Track - Ward (2)	5	19	24
2	139	Nabanagar North	72	33	105
2	140	Nabanagar Madhya	3	0	3
3	010	Chota Finga Sabitri Pally	78	1	79
3	073	Baro Finga Area	47	2	49
3	134	Slum At 6 No Rail Gate By The Side Of Railway Track - Ward (3)	197	34	231
3	141	Saptagram School Road	115	41	156
3	142	Saptagram Shyamal Majumder Sarani	4	2	6

3	143	Sapta Gram South	79	9	88
4	020	Paschim Nabanagar Area	133	115	248
4	021	Boro Finga	350	279	629
4	107	Baro Finga-II	16	52	68
5	008	Abdul Aziz Road Ananda Pally	15	7	22
5	063	Amrokanan Area	10	5	15
5	070	K.M.C -C. Ashok Pally	155	23	178
5	087	Kartik Mallick Colony	0	1	1
5	089	Battala K.M.C. Block-B	17	10	27
6	004	Ambika Nagar Area	56	4	60
6	014	Santi Pally	389	68	457
7	100	Uttar Patna Area	382	1	383
7	110	Ramprasad Nagar Area	12	0	12
7	111	Vivekananda Pally	64	1	65
8	037	Sarada Pally	7	1	8
8	046	Sarada Pally M.G Road	13	1	14
8	112	Ramkrishna Pally Area	113	12	125
9	016	Chowdhury Para Road	18	1	19
9	055	Surya Sen Pally	82	6	88
9	057	Khudiram Pally Area	13	2	15
9	065	Subhas Pally Area	10	0	10
9	079	Harijan Bustee	24	2	26
9	084	Ramprasad Nagar	19	0	19
9	099	42 Pally Area	0	0	0
10	044	Arabinda Pally Area	27	1	28
10	059	Sree Durgapally Area (M Das Sarani)	45	1	46
10	068	Nabarun Pally Area	1	0	1
10	083	Sastri Pally Area	338	15	353

10	090	Sree Durga Pally	66	2	68
10	113	P.N Banerjee Bye Lane	25	0	25
10	114	Dighirpar Area	31	1	32
10	115	Sailadubi Road Anchal Area	27	3	30
11	018	Uttar Pratapgar Area(1)	202	22	224
11	023	Uttar Pratapgar Area(2)	171	19	190
11	033	Uttar Golbagan Area	7	0	7
11	034	Sailadubi Road Area- Ward (11)	17	1	18
11	047	Barisal Nagar Area	23	0	23
11	062	Santa Neer	4	0	4
11	064	Golbagan Area	26	1	27
11	076	Bankim Park Area	15	0	15
11	082	Das Nagar Area	6	0	6
12	013	Dakshin Pratapgar Area – Ward (12)	157	26	183
12	029	Uttar Sreedurga Pally	32	10	42
12	060	Sailadubi Road Area – Ward (12)	80	20	100
12	066	Dakshin Pratapgar Area	23	2	25
12	071	Dakshin Sree Durga Pally	38	3	41
12	075	Sreekrishna Pally	45	4	49
12	080	Mahanagar Math Anchal Area	18	1	19
13	009	Debinagar Area – Ward (13)	6	6	12
13	024	Subhas Sarani Area	36	21	57
13	053	Janakalyan Area	32	13	45
13	103	Debinagar Area	29	20	49
14	131	Slum At Swamiji Pally By The Side Of Railway Track	4	1	5
14	136	Slum At Ambagan Area	25	2	27
15	050	Globe Nursury Area	132	6	138
15	056	Tarun Sengupta Pally	72	9	81

15	072	Itkhola Gouripur	70	0	70
15	074	Tarun Sengupta Bye Lane	41	4	45
16	038	Adarsha Pally Patrapara	74	14	88
16	039	Akash Deep Area (Nutun pally)	108	34	142
16	041	Monoranjan Roy Pally Area	166	21	187
16	117	Birsha Munda Anchal	0	0	0
17	091	Math Para Area	10	1	11
17	098	Motilal Colony Anchal Area 2 ½ no Gate	16	1	17
17	118	Muslim Para Area	8	0	8
17	119	Jungalpur Area	36	2	38
17	144	Sarat Colony	61	3	64
17	145	Indira Nagar	50	1	51
18	005	Uttar Sapt Gram Area	26	0	26
18	040	Rishi Arabinda Sarani	25	0	25
19	025	Uttar Badra Area	21	8	29
19	035	Saktigar Area	48	30	78
19	049	3 A No K. K. Pally Area	94	9	103
19	051	Khalishakota Pally Area	37	8	45
19	054	Uttar Chandpur Area	5	8	13
19	067	Adarsha Pally Area (3,No K.K. Pally)	14	6	20
20	036	Nabaday Pally	61	8	69
20	048	Vivekananda Pally (Western Side of railway line)	101	2	103
20	120	Bustee At S.V Road Bye Lane	50	3	53
20	130	Slum At Sarat Pally By The Side Of Railway Track	13	2	15
21	030	Rishi Para	260	222	482
21	032	Bardhan Para Area	9	40	49
21	061	Ambagan Area	12	7	19
21	129	Slum At Durganagar By The Side Of Railway Track	1	6	7

22	015	Vidyasagar Pally Area	77	0	77
22	017	Ramkrishna Pally West Area	29	0	29
22	128	Slum At Nilam Ambasan On Belgharia Express Road	73	35	108
22	146	Jadu Bhatta Sarani	24	2	26
23	052	Rabindra Pally Anchal Area (Dakshin Para)	68	12	80
23	078	Majarhati Dakshin Para	20	2	22
23	085	Majherhati Slum (Majherhati)	10	2	12
23	086	Narayan Pally Area(South West)	15	2	17
23	088	Majherhati Madhya Para	19	6	25
24	095	Rabindra Pally Area	27	1	28
24	121	Narayan Pally Area	70	4	74
24	122	Naikuri Anchal Area	17	10	27
25	097	Fakir Para Area	32	79	111
25	127	Sreekrishna Pally Area	0	0	0
25	147	Ashram Road	27	6	33
26	069	Chashi Para Area	1	0	1
26	081	Mahanagar Math Anchal Area	38	9	47
26	123	Bidhan Pally Area	9	2	11
26	124	Ashutosh Pally Area	1	2	3
27	007	Milan Nagar Anchal Area	63	46	109
27	022	Sarat Pally Area	7	1	8
27	027	Bankim Pally Area	9	2	11
27	042	Dakshin Nadikul Area	62	32	94
27	126	Basudev Pally Area	36	16	52
28	077	Dakshin Nadikul(Dhopa Para- 2)	18	13	31
28	092	Purba Alipur(2)	26	16	42
28	094	Dakshin Nadikul(Dhopa Para-1)	6	5	11
28	096	Purba Alipur(1)	3	4	7

28	101	Daspara Anchal Area	20	18	38
28	125	Rabindra Pally Area	2	1	3
29	135	Slum At Olaichandi 1st Lane	13	2	15
30	006	Purba Alipur Area	3	4	7
30	031	Kalyannagar(Chak Para)	64	16	80
31	1	Alipur Battala Area	350	188	538
31	002	Rabindra Nagar Area	171	68	239
31	003	Burir Bagan Area	5	17	22
31	011	Purba Alipur Talbagan	14	6	20
32(1)	058	Bankra New Area	9	0	9
32(1)	137	Anjangarh	6	0	6
33(2)	102	Nilachal Area	7	0	7
33(2)	104	Janata Colony	91	34	125
33(2)	138	Nilachal South	13	4	17
34(4)	105	Fatullapur-1	195	16	211
34(4)	106	Fatullapur-II	4	0	4
34(4)	108	Samar Ali Pally	497	75	572
34(4)	109	Titumeer Pally	18	0	18
TOTAL			8128	2198	10326

Physical Infrastructure

Infrastructure is the basic requirement of urban life and its adequacy and accessibility are two important ingredients and key contributors in the upgradation and enrichment of quality of urban life which is the primary objective of any planned development effort. These infrastructure facilities are broadly classified into two aspects:

Physical Infrastructure: Water supply, Drainage, Solid waste, Roads, Electricity.

Social Infrastructure: Health, School, Community Hall, Lively Hood Centre

Status of Physical Infrastructure

PRESENT STATUS OF PHYSICAL INFRASTRUCTURE IN THE SLUMS

Sl.no	Slum Name	Connectivity to City-wide Water Supply System	Connectivity to City-wide Storm-water Drainage System	Connectivity to City-wide Storm-water Drainage System	Connectivity to City-wide Sewerage System	Whether the Slum is prone to flooding due to rains	Frequency of Garbage Disposal	Arrangement of Garbage Disposal	Frequency of Clearance of Open drains	Approach Road/Lane/Constructed Path to the Slum	Distance from nearest Motorable Road
1	BANKRA NAWAI CHANEL026	INDIVIDUAL/OCCUPIED	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
2	NABAJIBAN LOW GROUND AREA028	INDIVIDUAL/OCCUPIED	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
3	BISHARPARA LOW GROUND AREA043	INDIVIDUAL/OCCUPIED	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Kaccha	10. K.M. TO 2.0 K.M.
4	BANKRA NEW AREA058	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
5	Anjangarh (s.code-137)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Kaccha	0.5 TO 1.0 KM.
6	RAJA RAM MOHAN PATH012	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	15-30 days	Once in a week	Municipal staff	Once in 15 days	Motorable Pucca	0.5 TO 1.0 KM.
7	NETAJI SUBHAS SARANI019	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Motorable Pucca	LESS THAN 0.5 KMS-1
8	NABANAGAR HOSPITAL ROAD045	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
9	NICHAJ AREA (S. CODE-102)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Not prone	Once in a month	Municipal staff	Once in 15 days	Motorable Pucca	10. K.M. TO 2.0 K.M.
10	6 NO RAIL GATE (S. CODE-133)	OCCUPIED	Not Connected	Not Connected	Not Connected	Upto 15 days	No collection	No Arrangements	No collection	Non-Motorable Kaccha	10. K.M. TO 2.0 K.M.
11	NILACHAL (S. CODE-138)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a week	Municipal staff	Once in a week	Non-Motorable Kaccha	0.5 TO 1.0 KM.
12	JANATA COLONY (N.N.)(S. CODE-104)	OCCUPIED	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Motorable Pucca	LESS THAN 0.5 KMS-1
13	NABANAGAR NORTH (S.CODE-139)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Kaccha	0.5 TO 1.0 KM.
14	NABANAGAR MADHYA (S.CODE-140)	INDIVIDUAL	Data Not Entered	Data Not Entered	Data Not Entered	Data Not Entered	Data Not Entered	Data Not Entered	Data Not Entered	Non-Motorable Kaccha	MORE THAN 5.0 K.M.
15	SLUM AT NABANAGAR BY THE SIDE OF RAILWAY	OCCUPIED	Partially Connected	Partially Connected	Not Connected	15-30 days	No collection	No Arrangements	No collection	Non-Motorable Kaccha	10. K.M. TO 2.0 K.M.

	TRACK											
16	UTTAR SAPTA GRAM AREA005	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.	
17	CHOTA FINGA SABITRI PALLY010	INDIVIDUAL	Not Connected	Partially Connected	Not Connected	More than a month	No collection	No Arrangements	No collection	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.	
18	BARO FINGA AREA (S. CODE-073)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
19	6 NO RAILWAY GATE BY THE SIDE OF RAILWAY TRACK N.N	OCCUPIED	Not Connected	Not Connected	Not Connected	More than a month	No collection	No Arrangements	No collection	Non-Motorable Kaccha	10. K.M. TO 2.0 K.M.	
20	SAPTAGRAM SCHOOL ROAD(S.CODE -141)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Motorable Kaccha	LESS THAN 0.5 KMS-1	
21	SAPTA GRAM SOUTH(S.CODE E-143)		Not Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Motorable Kaccha	10. K.M. TO 2.0 K.M.	
22	SAPTAGRAM SHYAMAL MAJUMDER SARANI(S.CODE-142)	INDIVIDUAL	Not Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Motorable Kaccha	LESS THAN 0.5 KMS-1	
23	PASCHIM NABANAGAR AREA020	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Data Not Entered	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
24	BORO FINGA021	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Data Not Entered	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
25	FATULLAPUR-1(N.N.) (S. CODE-105)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
26	FATULLAPUR-II (S. CODE-106)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
27	BORO FINGA-II (S.CODE-107)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
28	SAMAR PALLY N.N.(S. CODE-108)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
29	TITUMEER PALLY (N.N)(S.CODE-109)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
30	ABDUL AZIZ ROAD ANANDA PALLY 008	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.	
31	K.M.C-C. ASHOK PALLY(S.CODE E-70)		Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Motorable Pucca	0.5 TO 1.0 KM.	

32	Amrokanan Area (S.C-063)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Not prone	Once in a month	Municipal staff	No collection	Motorable Pucca	LESS THAN 0.5 KMS-1
33	Kartik Mallick Colony (s. code-087)	INDIVIDUAL/OCUPIED	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Motorable Kaccha	0.5 TO 1.0 KM.
34	Batal K.M.C. Block-B (s.code-089)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Motorable Pucca	0.5 TO 1.0 KM.
35	AMBIKA NAGAR AREA004	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Not prone	Once in 2 days	Municipal staff	Once in 15 days	Motorable Pucca	LESS THAN 0.5 KMS-1
36	SANTI PALLY014	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
37	UTTAR PATNA AREA(S.code-100)	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	Data Not Entered	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
38	RAMPRASAD NAGAR AREA(S.code-110)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
39	VIVEKANANDA PALLY(S.code-111)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
40	SARADA PALLY037	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
41	SARADA PALLY M.G ROAD046	INDIVIDUAL	Partially Connected	Partially Connected	Partially Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
42	RAMKRISHNA PALLY AREA(S.code-112)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
43	CHOWDHURY PARA ROAD016		Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Motorable Pucca	LESS THAN 0.5 KMS-1
44	SURYA SEN PALLY055	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
45	Harijan Bustee (s.code-079)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
46	KHUDIRAM PALLY AREA057	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
47	SUBHAS PALLY AREA(65)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
48	RAMPRASAD NAGAR (S.CODE-084)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1

49	42 PALLY AREA(S.code-99)		Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
50	ARABINDA PALLY AREA044	2	Not Connected	Partially Connected	Data Not Entered	Not prone	Once in a month	Residents themselves	Daily	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
51	SREE DURGAPALLY AREA(M.DAS SARANI)059	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
52	Sailadubi Road Anchal Area(S.Code-115)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
53	NABARUN PALLY AREA68	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
54	SASTRY PALLY AREA83	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Data Not Entered	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
55	SREE DURGA PALLY(S.COD E-90)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
56	P.N BANERJEE BYE LANE(S.code-113)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
57	DIGHIPAR AREA(S.code-114)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
58	UTTAR PRATAPGAR AREA(1)018	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Data Not Entered	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
59	UTTAR PRATAPGAR AREA(2)023	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Data Not Entered	Municipal staff	Once in 15 days	Non-Motorable Pucca	MORE THAN 5.0 K.M.
60	UTTAR GOLBAGAN AREA033	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
61	SAILADUBI ROAD AREA - WARD (11)034	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
62	BARISAL NAGAR AREA047	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
63	SANTA NEER62	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
64	GOLBAGAN AREA	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
65	BANKIM PARK AREA(S.CODE -76)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1

66	DAS NAGAR AREA(S.CODE -82)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal Contractor	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
67	DAKSHIN PRATAPGARH AREA - WARD (12)013	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
68	UTTAR SREEDURGA PALLY029	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Data Not Entered	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
69	JANAKALYAN AREA053	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Not prone	Once in a week	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
70	DAKSHIN PRATAPGARH 66	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
71	DAKSHIN SREE DURGA PALLY(S.CODE E-71)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
72	SREEKRISHNA PALLY(S.CODE E-75)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
73	MAHANAGAR MATH ANCHAL AREA(S.CODE -80)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
74	Sailadubi Road Area - Ward (12)60	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	MORE THAN 5.0 K.M.
75	RISHI ARABINDA SARANI(S.code -116)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	MORE THAN 5.0 K.M.
76	DEBINAGAR AREA - WARD (13)009	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
77	SUBHAS SARANI AREA024		Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
78	DEBINAGAR AREA(S.CODE -103)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	More than a month	Once in a month	Municipal staff	No collection	Non-Motorable Kaccha	10. K.M. TO 2.0 K.M.
79	SLUM AT SWAMI PALLY BY THE SIDE OF RAILWAY TRACK	OCCUPIED	Not Connected	Not Connected	Not Connected	More than a month	No collection	No Arrangements	Once in 15 days	Non-Motorable Kaccha	10. K.M. TO 2.0 K.M.
80	RABINDRA NAGAR MADHYA PALLY(S.C-136)		Data Not Entered	Fully Connected	Fully Connected	Not prone	Daily	Municipal staff	Daily	Motorable Pucca	LESS THAN 0.5 KMS-1
81	GLOBE NURSARY AREA50	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Kaccha	0.5 TO 1.0 KM.
82	TARUN SENGUPTA PALLY056	OCCUPIED	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	No collection	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.

83	ITKHOLA GOURIPUR(S. CODE-72)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Kaccha	0.5 TO 1.0 KM.
84	TARUN SENGUPTA BYE LANE(S.code-74)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
85	ADARSHA PALLY PATRAPARA038	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Kaccha	2.0 K.M. TO 5.0. K.M.
86	ASHOKE DEEP AREA (NUTUN PALLY)039	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Kaccha	2.0 K.M. TO 5.0. K.M.
87	MONORANJAN ROY PALLY AREA041	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Pucca	2.0 K.M. TO 5.0. K.M.
88	BIRSHA MUNDA ANCHAL(S. code-117)		Partially Connected	Partially Connected	Data Not Entered	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
89	MATH PARA AREA(S.CODE-91)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
90	MOTILAL COLONY ANCHAL AREA 2.5NO GATE(S.code-98)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
91	MUSLIM PARA AREA(S.code-118)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
92	JANGALPUR AREA(S.code-119)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Kaccha	0.5 TO 1.0 KM.
93	SARAT COLONY(S.CODE-144)	PRIVATE	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Motorable Pucca	LESS THAN 0.5 KMS-1
94	INDIRA NAGAR(S.CODE-145)	PRIVATE	Partially Connected	Not Connected	Not Connected	Upto 15 days	Daily	Others	Daily	Motorable Pucca	2.0 K.M. TO 5.0. K.M.
95	RISHI ARABINDA SARANI - WARD (18)040	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	More than a month	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
96	UTTAR BADRA AREA025	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Kaccha	LESS THAN 0.5 KMS-1
97	SAKTIGAR AREA035		Partially Connected	Partially Connected	Not Connected	More than a month	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
98	3 A NO K. K. PALLY AREA49	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	More than a month	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
99	KHALISHAKOTA PALLY AREA051	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.

100	UTTAR CHANDPUR AREA054	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
101	ADARSHA PALLY AREA (3.NO K.K. PALLY)67	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
102	NABADAY PALLY036	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Not prone	Once in a week	Municipal staff	Once in 15 days	Motorable Pucca	MORE THAN 5.0 K.M.
103	VIVEKANANDA PALLY (WESTERN SIDE OF RAILWAY LINE)48	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in a week	Motorable Pucca	LESS THAN 0.5 KMS-1
104	BUSTEE AT S.V ROAD (S.code-120)BYE LOAN	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
105	SLUM AT SUKANTA PALLY BY THE SIDE OF RAILWAY TRACK	OCCUPIED	Not Connected	Partially Connected	Not Connected	Upto 15 days	No collection	No Arrangements	No collection	Non-Motorable Kaccha	10. K.M. TO 2.0 K.M.
106	SARATPALLY BY THE SIDE OF RAILWAY TRACK-(SC130)		Fully Connected	Fully Connected	Fully Connected	Not prone	Daily	Municipal staff	Daily	Motorable Pucca	LESS THAN 0.5 KMS-1
107	RISHI PARA030	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	15-30 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Kaccha	0.5 TO 1.0 KM.
108	BARDHAN PARA AREA032	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
109	AMBAGAN AREA061	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
110	SLUM AT DURGANAGAR BY THE SIDE OF RAILWAY TRACK129	2	Partially Connected	Not Connected	Partially Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
111	VIDYASAGAR PALLY AREA015	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
112	RAMKRISHNA PALLY WEST AREA017	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
113	SLUM AT NILAM AMBAGAN ON BELGHARIA EXPRESS ROAD128		Partially Connected	Partially Connected	Data Not Entered	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Kaccha	10. K.M. TO 2.0 K.M.
114	JADU BHATTA SARAN(S.CO DE-146)	PRIVATE	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Motorable Pucca	LESS THAN 0.5 KMS-1
115	RABINDRA PALLY ANCHAL AREA (DAKSHIN	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.

	PARA)52											
116	MAJARHATI DAKSHIN PARA(S.CODE-78)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.	
117	MAJHERHATI SLUM85	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.	
118	NARAYAN PALLY AREA(SOUTH WEST)(S.code-86)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.	
119	MAJHERHATI MADHYA PARA(S.CODE-88)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.	
120	RABINDRA PALLY AREA(S.code-95)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.	
121	NARAYAN PALLY AREA(S.code-121)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.	
122	NAIKURI ANCHAL AREA122	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.	
123	SARDDARPARA AREA(S.CODE-93)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
124	FAKIR PARA AREA(S.code-97)	INDIVIDUAL	Data Not Entered	Partially Connected	Not Connected	Not prone	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
125	SREEKRISHNA PALLY AREA(S.code-127)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.	
126	ASHRAM ROAD(S.CODE-147)	PRIVATE	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Motorable Pucca	MORE THAN 5.0 K.M.	
127	CHASHI PARA AREA(S.CODE-69)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
128	DESHBANDHU PALLY(S.COD E-81)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
129	BIDHAN PALLY AREA(S(S.code-123).CODE-123)	INDIVIDUAL	Partially Connected	Not Connected	Not Connected	More than a month	Daily	Others	Once in 15 days	Non-Motorable Kaccha	LESS THAN 0.5 KMS-1	
130	ASHUTOSH PALLY AREa(S.code-1(S.CODE-124)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in a month	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	
131	MILAN NAGAR ANCHAL AREA007	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1	

132	SARAT PALLY AREA022	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
133	BANKIM PALLY AREA027	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	15-30 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
134	DAKSHIN NADIKUL AREA042	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in a week	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
135	BASUDEV PALLY AREA (S.code-126)		Partially Connected	Partially Connected	Data Not Entered	Upto 15 days	Once in 2 days	Municipal staff	Once in 2 days	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
136	DAKSHIN NADIKUL(DH OPA PARA)(S.CODE -77)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
137	PURBA ALIPUR(2)(S.C ODE-92)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
138	DAKSHIN NADIKUL(DH OPA PARA-1)(S.code-94)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
139	PURBA ALIPUR(1)(S.co de-96)		Partially Connected	Partially Connected	Data Not Entered	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	10. K.M. TO 2.0 K.M.
140	DASPARA ANCHAL AREA(S.code-101)	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
141	RABINDRA PALLY AREA(S.code-125)		Partially Connected	Partially Connected	Data Not Entered	15-30 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	0.5 TO 1.0 KM.
142	OLAICHANDI 1ST LANE(S.code-135)	PRIVATE	Partially Connected	Partially Connected	Not Connected	Upto 15 days	Daily	Municipal staff	Once in a week	Motorable Kaccha	0.5 TO 1.0 KM.
143	KALYANNAGAR(CHAK PARA)031	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	15-30 days	Once in 2 days	Municipal staff	Once in a week	Non-Motorable Pucca	2.0 K.M. TO 5.0 K.M.
144	ALIPUR BATTALA AREA001	INDIVIDUAL OWNER	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
145	RABINDRA NAGAR AREA002	INDIVIDUAL OWNER	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.
146	BURIR BAGAN AREA003	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
147	PURBA ALIPUR AREA006	INDIVIDUAL	Partially Connected	Partially Connected	Data Not Entered	Upto 15 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	LESS THAN 0.5 KMS-1
148	PURBA ALIPUR TALBAGAN011	INDIVIDUAL	Partially Connected	Partially Connected	Not Connected	15-30 days	Once in 2 days	Municipal staff	Once in 15 days	Non-Motorable Pucca	0.5 TO 1.0 KM.

149	SLUM AT AMBAGAN AREA	INDIVID UAL	Partially Connected	Partially Connecte d	Not Connec ted	15-30 days	Once in a month	Muni cipal staff	Once in 15 days	Non- Motorable Kaccha	LESS THAN 0.5 KMS-1
150	Rabindranagar Sahar Bagan(S.C.-148)	PRIVATE	Partially Connected	Partially Connecte d	Not Connec ted	Upto 15 days	Daily	Muni cipal staff	Once in a week	Non- Motorable Kaccha	10. K.M. TO 2.0 K.M.

Water Supply

Majority of the household uses public taps for water supply. Few of slums are partially connected with the water supply network, however the overall situation is poor and need augmentation in the total water supply system.

Sewerage and Storm Water Drains

Sewerage system is not available at North Dum Dum Municipality. Drainage system as available is very poor. Disposal of stormwater/Sullage disposal drain/culverts are in sufficient. Stagnant water has been observed at many places in and around the slums.

Solid Waste

The Solid Waste Management system in the slum is mainly done by the ULB. The waste which is generated is collected daily. The drains are cleared by the local people once in a week. However due to irregular and non-clearance of the drains in due time there is chocking of the drains and thereby water logging conditions crops up.

Roads

Approach roads to the slums are motor able but roads within slum are in dilapidated condition. Though the distance from the main motorable road is mostly 0.5 to 2km in most of the slums, the condition of the roads within the slums needs much improvement as around 40% of the roads are still kuccha.

Electricity

Majority of the household (100%) have electricity connections. The street lights are maintained by the Municipality.

Status of Social Infrastructure:

Given in separate attached file social status of slum (file name: Social Status of slum.xlsx)

The Supply Demand Gap and Requirements

Particulars

Requirements

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 slum wise the project will be addressed with construction of 1752 dwelling units in all the wards of the ULB in the financial year 2018-19 of this 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 but 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 hitherto been targeted on paper but not applied in practice. Both the service 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 centers 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.
- For gaining 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 within adequate 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 improvements 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 streetlight, 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 streetlight, latrine, drainage and 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 slums has been prepared with Global Positioning Stations (GPS) and temporary Benchmarks (TBM) for geo-referencing 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.

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 in to 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 **Improve 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 ground water source, reuse and recycling of water including conservation of water at the household level. The endeavor for all the proposals is to optimize the total cost of the system.

The following norms have been fixed for different region:

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

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 24x7 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 maintained 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 135lpcd (Domestic Requirement) + 15% (head loss) + $100 \cdot (p^{0.5}) = 163.25 \text{lpcd} (\text{approx})$.

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 areas follow:

Transmission of Water

North Dum Dum 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 city wide 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 meter below the ground.

Following design criteria are adopted for this project:

- Gravity pipe lines 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 upto 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 drains 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. Innumerable cases drains in slums get 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 section have been designed. Designs of which have been provided in the relevant sections.

Road Infrastructure

Proposal Rationale

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

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

Proposed status and strategy

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

One of the major issues is absence of proper maintenance. In view of this it is proposed that

the entire road network is to be converted to concrete pavement as concrete pavements are durable and easy to maintain.

The Road needs to be maintained. It is proposed that operation and maintenance and servicing of these roads be done by the Municipality. The Bustee Working Committee shall be the first level of responsibility for ensuring that the pipeline sets 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 noteworthy 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
- RCCM-20for substructure & super structure (Column,Beam,Slab)

- HYSD Steel
- 1st Class Brick Masonry
- 1:6(Cement:Sand)plaster–10mm on soffit of beam & slab, 15mm 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 kutcha (10) and semi-pucca (186) housing. In certain cases where pucca housing is available, they are usually in dilapidated condition. The kutcha 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.

Building type	Number of DU
In situ single Unit	1752 distributed within 145 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
- RCCM-20 for substructure & superstructure (Column, Beam, Slab)
- HYSD Steel
- 1stclass Brick Masonry
- 1:6 (Cement: Sand)plaster– 10 mm on soffit of beam&slab,15 mm on internal walls & 20 mm on external walls
- IPS flooring

Structural Design

Following are the general considerations in the analysis/design.

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

Design data

Live load: 2.0 kN/m² at typical floor

- 1.5 kN/m² on terrace (With Access) : 0.75 kN/m² on terrace (without Access)
- Floor finish 50mm (0.05*24) = 1.2 kN/m²
- Ceiling plaster 12mm (0.012*20.8): 0.25 kN/m²
- Partition walls (Wherever Necessary): 1.0 kN/m²
- Terrace finish: 1.5 kN/m²

- Earthquake load: As per IS-1893 (Part 1) - 2002
- Depth of foundation below ground: ,0.7 m
- Walls: 250 mm thick brick masonry walls at external and 125mm walls internal.

Reference codes:

IS 456: 2000 - Code of practice -Plain and Reinforced concrete.

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

Identification of Beneficiaries

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

Allotment of Houses

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

Town Planning Norms

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

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

Compliance with Municipal Byelaws

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

Tenure

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

Summary of Investment

Project Costing

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

The cost components include:

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

Other Costs

Administrative overheads and engineering design: In addition to the cost of infrastructure, calculated at the current market prices, a reasonable cost should also be estimated for administrative overheads and engineering design.

Land: Own land of Beneficiary.

Operation & Maintenance Costs: Costs for O&M of assets created under PMAY is permissible. This has been fixed at 2% of the approved project cost of which the Central share would be 50% i.e 1% of the approved project cost.

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.

Type of City/Towns as per 2011 census	Component	Contribution of			
		Centre 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

Project Cost and Financing Strategy for Dwelling Unit:**For Dwelling Unit**

Total no of Dwelling unit = 1752 Nos

Rate per Dwelling unit = 3.68 Lakhs

Total Cost of Dwelling unit = 6447.36 Lakhs

Central Share = 2628.00 Lakhs

State Share = 3381.36 Lakhs

Beneficiary Share = 438.00 Lakhs

ULB Share = Nil

For Infrastructure

10 % of total Dwelling unit cost = 644.736 Lakhs

Central Share = NIL

State Share = 50% = 322.368 Lakhs

Beneficiary Share = NIL

ULB Share = 50% = 322.368 Lakhs

The total project cost will be 7092.096 Lakhs (for 1752 dwelling units)

The following table shows the share of cost between housing infrastructure & Physical Infrastructure.

Table: Cost Breakup between Housing & Infrastructure

Sl. No.	Component	Cost in Lakhs
1.	Housing Cost (1752 Dwelling Units)	6447.36
2.	Infrastructure Cost	644.736
	Total	7092.096

Sector wise Monitoring and Implementation Plan

Background

A strong implementation plan and administration framework is essential for implementation of the identified projects that require strengthening of the Municipal Corporation and evolution of a Community Structure.

Accurate assessment of investment requirements and devising a suitable financing strategy are the key components of any sustainable slum rehabilitation program. Implementing bodies must recognize and measure the various costs of developing infrastructure and housing, including the costs for subsequent maintenance. As the scheme is a collaborative effort of multiple stakeholders, with a few of them contributing financially as well, it is important to estimate the required capital expenditure for developing the infrastructure and improving the housing stock as accurately as possible.

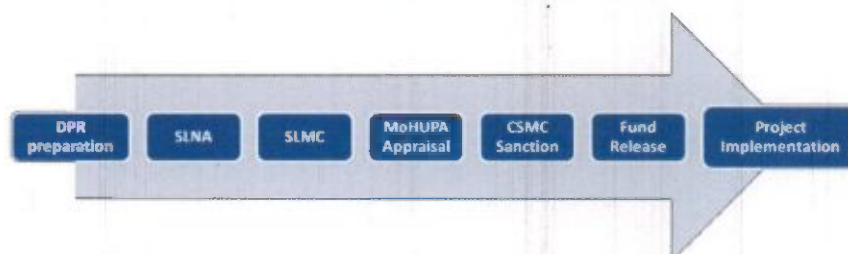
National Level

PMAY Mission Directorate

There shall be a PMAY Mission Directorate under the charge of a Joint Secretary under the Ministry of Housing and Urban Poverty Alleviation, supported by staff and a Programme Management Unit with experts having expertise in the areas of survey and statistics, computerization and MIS, GIS, Planning, Project engineering, Social development, Monitoring and evaluation etc. for ensuring effective co-ordination with State Governments for expeditious processing of the State Slum-free PoAs and project proposals and providing handholding support to States/UTs.

State PMAY Mission Director

The State Level Nodal Agency for PMAY/SUDA, West Bengal will have coordination of all scheme and reform-related activities more than one department handling Urban development, Local self government, and Housing. SLNA. The Mission Directorate supported by a team of dedicated professionals having expertise in the fields of GIS, MIS, town planning, community development, project engineering, capacity development etc



North Dum Dum Municipality

The Municipality shall act as the implementation agency for the project. Keeping in mind the criticality of the project, a dedicated '**Bustee Works Management Committee (BWMC)**' has been planned to set up for implementation and operation & maintenance (O&M) of the proposed infrastructure under the scheme.

The BWMC will have representatives of local councillor, Chairman-in-Council, municipal engineers, town project officer, community organizers and member from the local slum dwellers. Some of the responsibilities of BWMC are listed below:

- i. Delineation of poverty pockets in this town to execute the scheme.
- ii. Recruitment of community organizers
- iii. Guiding and assisting the community organizer to form neighbourhood group (NHG) and for identification of RCVs.
- iv. Formation of NHCs and CDs.
- v. Constitution of town level planning and monitoring committee (TLPMC).
- vi. Liaison with CMOH and other concerned district level officers and NGOs for conference.
- vii. Regular contact with SUDA and Department of Municipal Affairs.
- viii. Convening meeting of TLPMC to take stock of programme implementation and convergence.
- ix. Dovetail all poverty alleviation programmes with IHSDP.
- x. Obtain regular feedback from CDS and send the required monthly progress report to SUDA by the end of first week of the next month in the prescribed MIS format.

Participation through Beneficiary committees

People's participation in municipal planning and development is critical and shall be ensured through of Ward Committees in each ward irrespective of their population and size. The Ward Committee Rules have also been framed in such a way so as to ensure involvement of the members of the Ward Committees in the overall municipal administration and resource mobilization. The Ward Committee created especially for the purpose of PMAY will be headed by the Councillor of the Ward, who would in turn submit the report of progress to BWMC.

Some of the responsibilities the Ward Committee will be:

- i. Supervision of the physical progress of the work under the project
- ii. Designating in-charge, who would be held responsible for individual scheme under the project
- iii. Collecting user charges for operation and maintenance (O&M) activities
- iv. Ensuring proper maintenance of each of the assets that is created under the project

Participation through Community Based Organization

Participation of poor families in planning and implementation of slum level Basic Infrastructure Development as well as Socio-Economic Development has been ensured through formation of Community Based Organization. The Ward Committee will also have representative of weaker community. Similar structure have also been involved by the municipalities in providing civic services like conservancy services, maintenance of street light, etc. municipal administration and resource mobilization.

Housing

Monitoring

Officers dealing with HOUSING SCHEME at the State headquarters shall visit the slums regularly and ascertain through field visits whether the programme is being implemented satisfactorily and whether the construction of houses is in accordance with the prescribed norms. . A schedule of inspection which prescribes a minimum number of field visits for each supervisory level functionary from the State level to the corporation level shall be drawn up and strictly adhered to.

Evaluation Studies

Periodic evaluation studies on the implementation of HOUSING SCHEME shall be carried out by reputed institutions and organizations on issues identified during concurrent evaluation and reviews. Copies of these studies should be furnished to the Govt. of India. Remedial

action shall be taken on the basis of the findings of these studies.

Modality of implementation

Before implementation it will be ascertained that either the property title in the name of the female member of the family or at least the female family member is the co-owner of the holding/property.

Transparency in implementation of Housing Scheme

The list of items on which information would be made available to people to bring about greater transparency at the State, District and Corporation levels is given below:

- i. List of people below poverty line in the urban area.
- ii. List of beneficiaries identified during the preceding year and current year including details of SC/ST, OBC, women beneficiaries and physically and mentally challenged persons under HOUSING SCHEME. Allocation made to the State under VAMBAY
- iii. Guideline of HOUSING SCHEME/ Criteria for selecting beneficiaries.
- iv. Display of HOUSING SCHEME signboard / logo on the allotted houses.

Monitoring & Evaluation

PMAY will be monitored at three levels: **City, State and Government of India.**

In particular,

- Ministry of Housing and Urban Poverty Alleviation will periodically monitor the scheme.
- State Nodal Agency would send Quarterly Progress Report (on-line) to the Ministry of Housing and Urban Poverty Alleviation.
- Upon completion of a project, the State Nodal Agency, through the State Government, would submit completion report to the Central Government.
- Central Sanctioning-cum-Monitoring Committee will meet as often as required to sanction and review/monitor the progress of projects sanctioned under the Mission.
- States/Cities will be facilitated through independent quality control/ assurance/ third party teams at various levels that may be outsourced to specialized/technical agencies.
- Monitoring of projects by States/Urban Local Bodies by conducting Social Audit in conformity with guidelines to be prescribed, right from the stage of project preparation.
- The processes of implementation will be monitored by undertaking concurrent evaluation through reputed independent institutions to ensure that corrections to distortions, oversights or shortcomings can be made in time.

Operation & Maintenance

Formulation and Implementation of "Operation and Maintenance Plan for Slum Level Infrastructure work"

Background

It is recognized that the assets created in slums are required to be properly used and maintained. For this purpose, 'Operation and Maintenance Plan' for the slum is being prepared.

Formulation and implementation of O&M plan

1. The assets created in project are required to be properly used and maintained.
2. For this purpose each ULB will formulate and implement a fully resourced 'Operation and Maintenance Plan' for project area where infrastructure works have been undertaken from BSUP funds.
3. The following steps will be taken prior to preparation of the 'Operation and Maintenance Plan' for each slum:
 - a) The ULB along with the CDS working in the Slum where infrastructure works were performed will arrange a meeting (1st) with all slum dwellers of that particular slum.
 - b) At this meeting the Local Councillor, Chairman-in-Council of slum development work, Municipal Engineers, Town Project Officer, Community Organiser, CDS members and RCVs of that particular slum will be present. Other members/ officials as felt necessary may also be present.
 - c) At this meeting the need for formation of Bustee Works Management Committee (BWMC) for looking after Operation and Maintenance Plan for Slum Level Infrastructure work will be explained to the slum dwellers.
 - d) The stock of work done and assets created under slum level infrastructure works of that particular slum will be listed at this meeting.
 - e) At this meeting the ULB will brief the slum dwellers about the constitution role and functions of the BWMC.
 - f) A similar next meeting (2nd) will be held at which the BWMC will be elected as per constitution through informal election. If one meeting is not sufficient more such meetings may be arranged.
 - g) Minute of each meeting with signature of the participants should be maintained.

Maintenance:

Water Supply: Routine maintenance

- a) Daily cleaning
- b) Petty repair
- c) Periodical testing of water

Petty repair involves mainly replacement of street stand posts, repairing of hand pump and platform. It is to be ascertained by the ULB / Bustee Works Management Committee (BWMC) how much money is roughly required per month for meeting the cost of this petty repair, daily cleaning and periodical testing of water. The cost of petty repair works and daily cleaning is to be met from collection of fund from the Beneficiaries.

The Bustee Works Management Committee (BWMC) will supervise these Daily cleaning and petty repair work'.

Sanitation: Community latrine

Daily cleaning and petty repair work:

- It requires daily cleaning (once, twice or more) by engaging a sweeper on contract.
- Replacement of Bib cock and other petty repairing work

It is to be ascertained by the ULB / BWMC as to how much money is required per month for carrying out the work of item (i & ii). The cost of item (i & ii) is to be met from ULB fund / Beneficiary Contribution / or a combination of both in every month. This decision may be taken. The BWMC is required to collect the contribution from Beneficiaries every month and supervise the work.

Major repair and maintenance work:

Periodical maintenance of latrine structure by way of plastering, colour washing, door, window, floor repairing, replacement of broken (W.C.) pan, cleaning of septic tank ,etc. Major repair and maintenance work will be implemented by the ULBs from their fund by engaging CDS / contractor or ULB staff.

Drainage:

Petty repair, operation and maintenance:

It requires cleaning at least once or twice in a week and occasional petty repair. This work should be executed by the BWMC, for which the BWMC will first decide how much money will be required in every month for getting this work done. Once the amount is ascertained, the ULBs will decide whether this expenditure may be fully met from the contribution of the Beneficiaries only or proportionately shared by ULB and Beneficiaries. The BWMC will collect the contribution from Beneficiaries. It is to be decided how the

contribution be collected. The BWMC will supervise the work.

Major maintenance and repairing work like plastering, reconstruction of damaged portion and other works may be needed from time to time.

Major maintenance and repairing work will be executed by the ULBs from their fund by engaging CDS / contractor or ULB staff.

Road:

Maintenance of Concrete paved road:

Sweeping, petty repair and maintenance will be implemented by the BWMC for which they will collect contribution from Beneficiaries.

Solid waste management:

1. Daily door to door collection and depositing to the nearby container / trailer
2. Will be done by the ULB with existing staff. The staff engaged for this work will report to the BWMC who will supervise their work. The BWMC will maintain the attendance of the staff attending the work and report on weekly basis to the ULB regarding their attendance and performance. BWMC will first assess how much money will be required every month. The BWMC will collect the contribution from Beneficiaries every month. BWMC will supervise the work.
3. Transporting from container / trailer to dumping / composting ground
4. The ULBs will execute the work from their fund.

Duties of BWMC

1. They will maintain a register showing the existing services / structures under their control :

i. Water supply

- a) What is the length of water line
- b) What is the diameter and material of water line
- c) How many stand posts are there
- d) How many small dia-deep tube wells are there and their status (functioning /defunct)
- e) How many big dia deep tube wells are there and their status (functioning /defunct)

They will maintain a register for keeping stock of materials which are often required for day to day maintenance work like bib cock, short pipe for stand posts etc.