Detailed Project Report for Construction of 1125 EWS Houses under BLC mode of Pradhan MantriAwasYojana (PMAY)-HFA (U) for Purulia Municipality

Submitted by

PURULIA MUNICIPALITY

Dist: Purulia, West Bengal

November, 2018

PREFACE

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

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

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

Total beneficiaries of the scheme are 1125 nos from 95 slums 12 nos from non slums projected for the year 2018-19.

Total cost of the project is **Rs. 4554.00 lakhs** as per relevant department & P.W.D. schedule of rates.

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Executive Summary

Project Details

1	Name of the State:	:	**West Bengal**
2	Name of the District:	:	**Puruliya**
3	Name of the City:	:	**Puruliya**
4	Project Name:	:	**HFA - PURULIYA 2018-19**
5	Project Cost (Rs. in Lakhs)	:	**4554.00**
6	Central Share (Rs. in Lakhs)	:	**1687.50**
7	State Share (Rs. in Lakhs)	:	**2378.25**
8	ULB Share (Rs. in Lakhs)	:	**207.00**
9	Beneficiary share (Rs. in Lakhs)	:	**281.25**
10	Total Infrastructure Cost (Rs. in Lakhs)	:	**414.00**
	Percentage of Infrastructure Cost of Housing Cost	:	**10**
12	Infrastructure Cost per Dwelling Unit (Rs. in Lakhs)	:	**0.368**
13	Year of Implementation	:	**2018-19**
14	Component Housing Construction	:	**Beneficiary Led Construction (BLC)**
15	SOR Adopted	:	PWD (WB) w.e.f 1.7.14 with current corrigendum

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

Sl	Scheme Component	Type	Qty	Unit	Rate (in Rs/Unit)	Proposed Project Cost (In Lakh)	Appraised Project Cost (In Lakh)	Central Share (Rs. 1.5Lakh/ DU)	State Govt. Share (Rs. 1.93Lakh/ DU)	ULB Share @ 0.184 Lakh/ DU	Beneficiaries Share @ 0.25 Lakh/DU)
	A. HOUSING										
1	New in-situ										
	Single Storied Units		1125	Nos	368000.00	4140.00	4140.00	1687.50	2171.25	0.00	281.25
	Total Housing Cost Sub Total (A)					4140.00	4140.00	1687.50	2171.25	0.00	281.25
	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											
	Concrete Road	CC	5804	M	4097	237.78	237.78	0.00	118.89	118.89	0.00
2. WATER SUPPLY											
	Housing Connection	Plumbing	1125	Per connection	1572	17.68	17.68	0.00	8.84	8.84	0.00

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3 STORM WATER DRAINS											
	Storm Water Drain		6241*73	**M**	**2540**	**158.54**	**158.54**	**0.00**	**79.27**	**79.27**	**0.00**
	Total Infrastructure Cost Sub Total (B)					**414.00**	**414.00**	**0.00**	**207.00**	**207.00**	**0.00**
	GRAND TOTAL (A+B)					**4554.00**	**4554.00**	**1687.50**	**2378.25**	**207.00**	**281.25**

Signature of the ULB level Competent Technical officer
Name & Designation:

Fax No:

lephone No:

E-mail:

Signature of the State level Competent Technical Officer
Name & Designation: Chief Engineer, MeDte, GoWB
Bikash Bhavan, South Block, 1st Floor, Salt lake, Kol-91

Fax No: 033-23375474

Telephone No: 033-23371331

E-mail: ce_medte@yahoo.com

Signature

Director(SUDA)

Name & Designation: Smt D. Dutta Gupta, Director, SUDA

Fax No: 033-23585767

ephone No: 033-23585767

E-mail: wbsudadir@gmail.com

Signature of the Mayor/ Chairperson/ Municipal Commissioner/Administrator

Chairman
Purulia Municipality

Name & Designation:

Fax No:

Telephone No:

E-mail:

FUND FLOW PATTERN

Rupees in lakhs

NAME OF THE SCHEME	ESTIMATED COST	YEAR 2018-19				TOTAL
		GOI	GOWB	ULB	Benificiaries	
PMAY project - ,Purulia Municipality	4554.0	1687.5	2378.25	207.0	281.3	4554.0

PHASING OF FUND

Rupees in lakhs

YEAR 2018-19	RELEASE OF FUND				
	GOI	GOWB	ULB	Benificiaries	TOTAL
1st Installment @ 40%	675.0	951.3	82.8	281.3	1990.4
2nd Installment @ 40%	675.0	951.3	82.8	0.0	1709.1
3rd Installment @ 20%	337.5	475.7	41.4	0.0	854.6
TOTAL	1687.5	2378.3	207.0	281.3	4554.0

REQUIREMENT OF FUND

Rupees in lakhs

SL. NO	NAME OF THE SCHEME	YEAR 2018-19	TOTAL
1	PMAY project - ,Purulia Municipality	4554.0	4554.0
Total		4554.0	4554.0

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SLUM AND NON SLUM WISE DETAILS OF DU AND INFRASTRUCTURE COST OF 2018-19

Sl. NO	Ward No	SLUM/ NON- SLUM NAME	Area in Sq mt.	Population	Proposed DU	INFASTRUCTURES							
						Cost involved @ Rs. 3.68 Lakhs per DU.	House Connection	Cost involved @ Rs. 0.01572 Lakh per connection	ROADS (In Meter)	Cost involved @ Rs. .04097 lakh per meter	Drain (In Meter)	Cost involved @ Rs. .02540 lakh per meter	Total
1	1	ALANGI DANGA BUSTEE	3240	480	13	47.84	13	0.20	67	2.75	72	1.83	52.62
2	1	ASHU SAHIS LANE	23900	321	16	58.88	16	0.25	83	3.38	89	2.25	64.77
3	1	DESH BANDHU BY LANE	2800	617	14	51.52	14	0.22	72	2.96	78	1.97	56.67
4	1	PEDKABANDH BUSTEE	35050	215	2	7.36	2	0.03	10	0.42	11	0.28	8.10
5	1	Shiv Collony Bustee	44580	274	2	7.36	2	0.03	10	0.42	11	0.28	8.10
6	2	CHITADANGA BUSTEE	5200	376	15	55.20	15	0.24	77	3.17	83	2.11	60.72
7	2	K. P. LANE	1400	190	7	25.76	7	0.11	36	1.48	39	0.99	28.34
8	2	KARTIKDI BUSTEE	16000	805	3	11.04	3	0.05	15	0.63	17	0.42	12.14
9	2	Mahananda Chakraborty Lane	96000	510	4	14.72	4	0.06	21	0.85	22	0.56	16.19
10	2	TIKA PARA	6700	650	9	33.12	9	0.14	46	1.90	50	1.27	36.43
11	3	MAHATO PARA BUSTEE	21000	529	13	47.84	13	0.20	67	2.75	72	1.83	52.62
12	4	BAURI PARA BUSTEE - WARD (4)	11000	762	20	73.60	20	0.31	103	4.23	111	2.82	80.96
13	4	GORAI BUSTEE - WARD (4)	60000	169	2	7.36	2	0.03	10	0.42	11	0.28	8.10
14	4	Kamar Para Bustee	6700	258	20	73.60	20	0.31	103	4.23	111	2.82	80.96
15	4	NATHUDIN BUSTEE	41000	248	6	22.08	6	0.09	31	1.27	33	0.85	24.29
16	23	DUSAD BASTI	3300	155	26	95.68	26	0.41	134	5.50	144	3.66	105.25
17	5	Huchuk Para Bustee	16000	273	7	25.76	7	0.11	36	1.48	39	0.99	28.34
18	5	NIMTAR BUSTEE	350	483	24	88.32	24	0.38	124	5.07	133	3.38	97.15
19	5	S.K. BECHU LANE BUSTEE	9100	302	5	18.40	5	0.08	26	1.06	28	0.70	20.24
20	6	AMDIHA JAMAI PARA	4100	291	5	18.40	5	0.08	26	1.06	28	0.70	20.24
21	6	CHATANI PARA BUSTEE - WARD(6)	86110	662	16	58.88	16	0.25	83	3.38	89	2.25	64.77
22	6	MAHATO PARA BUSTEE - WARD (6)	13300	293	2	7.36	2	0.03	10	0.42	11	0.28	8.10
23	6	NETAJI SUBASH ROAD BUSTEE	2100	205	6	22.08	6	0.09	31	1.27	33	0.85	24.29
24	6	PUNIA BANDH BUSTEE	25000	162	9	33.12	9	0.14	46	1.90	50	1.27	36.43
25	7	BHUINYA PARA BUSTEE - WARD (7)	30700	215	3	11.04	3	0.05	15	0.63	17	0.42	12.14
26	7	CHIRA BARI BUSTEE	11300	288	25	92.00	25	0.39	129	5.28	139	3.52	101.20
27	7	RAMBANDH PARA	3200	416	4	14.72	4	0.06	21	0.85	22	0.56	16.19
28	7	SINGH COLLONY BUSTEE	3200	106	1	3.68	1	0.02	5	0.21	6	0.14	4.05
29	8	KASAIMAHALLA BUSTEE	2200	212	12	44.16	12	0.19	62	2.54	67	1.69	48.58
30	8	RAHAMAT NAGAR BUSTEE	43000	156	1	3.68	1	0.02	5	0.21	6	0.14	4.05
31	8	RAMBANDH PARA	371000	278	22	80.96	22	0.35	114	4.65	122	3.10	89.06
32	9	BAURI PARA BUSTEE - WARD(9)	200	199	20	73.60	20	0.31	103	4.23	111	2.82	80.96
33	9	IDKA MAHALLA	1600	335	6	22.08	6	0.09	31	1.27	33	0.85	24.29
34	9	RAJ BUSTEE	3500	205	7	25.76	7	0.11	36	1.48	39	0.99	28.34
35	9	SAYER PARA BUSTEE	850	233	4	14.72	4	0.06	21	0.85	22	0.56	16.19
36	9	SOUDAGAR BUSTEE	21000	200	9	33.12	9	0.14	46	1.90	50	1.27	36.43
37	10	DOM PARA BUSTEE - WARD (10)	53400	100	4	14.72	4	0.06	21	0.85	22	0.56	16.19
38	10	KATIN PARA BUSTEE - WARD (10)	19000	149	2	7.36	2	0.03	10	0.42	11	0.28	8.10
39	10	OLD POLICE LINE BUSTEE	25900	151	12	44.16	12	0.19	62	2.54	67	1.69	48.58
40	10	SINDER PATTI	9700	127	14	51.52	14	0.22	72	2.96	78	1.97	56.67
41	11	LOCO SHED PARA	14000	127	8	29.44	8	0.13	41	1.69	44	1.13	32.38
42	11	MAHATO PARA BUSTEE - WARD (11)	4356	154	3	11.04	3	0.05	15	0.63	17	0.42	12.14
43	11	TELKAL PARA - WARD (11)	9700	135	48	176.64	48	0.75	248	10.15	266	6.76	194.30
44	11	SARRAGAN BUSTEE			1	3.68	1	0.02	5	0.21	6	0.14	4.05
45	12	BHAKHULIA PARA BUSTEE	6900	227	5	18.40	5	0.08	26	1.06	28	0.70	20.24
46	12	JALAKULI BUSTEE	17000	125	18	66.24	18	0.28	93	3.80	100	2.54	72.86
47	12	NAMOPAR CHUTAR BUSTEE	57000	194	5	18.40	5	0.08	26	1.06	28	0.70	20.24
48	13	BHAGA BANDH PARA BUSTEE - WARD(13)	15000	203	30	110.40	30	0.47	155	6.34	166	4.23	121.44
49	14	BHAGA BANDH PARA BUSTEE - WARD (14)	30320	492	36	132.48	36	0.57	186	7.61	200	5.07	145.73
50	14	MUCHI PARA BUSTEE - WARD (14)	5900	464	4	14.72	4	0.06	21	0.85	22	0.56	16.19
51	15	DHANIA PARA BUSTEE	35050	264	17	62.56	17	0.27	88	3.59	94	2.40	68.82
52	15	DR. DANGA BASTEE	37000	368	19	69.92	19	0.30	98	4.02	105	2.68	76.91
53	15	KALANDAR DANGA BUSTEE	2900	1314	14	51.52	14	0.22	72	2.96	78	1.97	56.67
54	16	DAS SWEEPER COLONY	4300	379	2	7.36	2	0.03	10	0.42	11	0.28	8.10
55	16	KHAJURIA DANGA	176000	218	14	51.52	14	0.22	72	2.96	78	1.97	56.67
56	16	LOHAR PARA BUSTEE	44600	179	3	11.04	3	0.05	15	0.63	17	0.42	12.14
57	16	MAHOTO PARA	2500	182	5	18.40	5	0.08	26	1.06	28	0.70	20.24
58	16	SAJHUDANGA BUSTEE	2700	313	24	88.32	24	0.38	124	5.07	133	3.38	97.15
59	16	SIMULDANGA BUSTEE	40000	149	1	3.68	1	0.02	5	0.21	6	0.14	4.05
60	16	Telkal Para Bustee - WARD (16)	5000	323	3	11.04	3	0.05	15	0.63	17	0.42	12.14
61	17	BAKUL TALA BUSTEE	30100	239	23	84.64	23	0.36	119	4.86	128	3.24	93.10
62	17	CHASA PARA BUSTEE - WARD(17)	92000	207	11	40.48	11	0.17	57	2.33	61	1.55	44.53
63	17	DHARMA MELA BUSTEE	7100	100	2	7.36	2	0.03	10	0.42	11	0.28	8.10
64	17	GORAI BUSTEE	3600	357	4	14.72	4	0.06	21	0.85	22	0.56	16.19
65	17	NAMO PARA BUSTEE	58000	173	8	29.44	8	0.13	41	1.69	44	1.13	32.38

Assistant Engineer
Purulia Municipatily

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66	17	NAPIT PARA BUSTEE	62000	162	27	99.36	27	0.42	139	5.71	150	3.80	109.30
67	17	JUGHI BUSTEE	45320	185	1	3.68	1	0.02	5	0.21	6	0.14	4.05
68	17	KUMAR KULI BUSTEE	32900	254	3	11.04	3	0.05	15	0.63	17	0.42	12.14
69	18	Ambresh Pally	11232	155	12	44.16	12	0.19	62	2.54	67	1.69	48.58
70	18	BIRI BARI BUSTEE	3200	649	2	7.36	2	0.03	10	0.42	11	0.28	8.10
71	18	BOURI PARA	23900	220	6	22.08	6	0.09	31	1.27	33	0.85	24.29
72	18	CHATANI PARA BUSTEE - WARD(18)	6600	347	13	47.84	13	0.20	67	2.75	72	1.83	52.62
73	18	DOM PARA BUSTEE - WARD (18)	990	358	3	11.04	3	0.05	15	0.63	17	0.42	12.14
74	18	NAPIT PARA BAHAL BUSTEE	7500	1362	11	40.48	11	0.17	57	2.33	61	1.55	44.53
75	18	RAJOWARPARA BUSTEE	3400	218	4	14.72	4	0.06	21	0.85	22	0.56	16.19
76	18	Sekra Para	44000	558	11	40.48	11	0.17	57	2.33	61	1.55	44.53
77	18	MUCHI PARA BUSTEE	32970	453	1	3.68	1	0.02	5	0.21	6	0.14	4.05
78	19	CHASA PARA - WARD (19)	1600	289	13	47.84	13	0.20	67	2.75	72	1.83	52.62
79	19	CHATANI PARA - WARD (19)	20300	688	5	18.40	5	0.08	26	1.06	28	0.70	20.24
80	19	POKABANDH PARA	3170	227	30	110.40	30	0.47	155	6.34	166	4.23	121.44
81	20	AMALA PARA BUSTEE	75000	320	1	3.68	1	0.02	5	0.21	6	0.14	4.05
82	20	DARJIPARA BUSTEE	740	226	19	69.92	19	0.30	98	4.02	105	2.68	76.91
83	20	KADAM KULI	69000	578	7	25.76	7	0.11	36	1.48	39	0.99	28.34
84	20	Gosla Bandh Bustee	27000	159	2	7.36	2	0.03	10	0.42	11	0.28	8.10
85	21	CHUNA BHATI BUSTEE	18000	311	10	36.80	10	0.16	52	2.11	55	1.41	40.48
86	21	DEBIMATA BUSTEE	92000	248	2	7.36	2	0.03	10	0.42	11	0.28	8.10
87	21	KAPUR BAGAN	239000	258	8	29.44	8	0.13	41	1.69	44	1.13	32.38
88	21	KHELAICHANDI BUSTEE	34000	310	12	44.16	12	0.19	62	2.54	67	1.69	48.58
89	21	RENI ROAD BY LANE	170	463	18	66.24	18	0.28	93	3.80	100	2.54	72.86
90	21	SUFAL PALLY	3363	112	3	11.04	3	0.05	15	0.63	17	0.42	12.14
91	22	Anjir Bagan	69900	172	8	29.44	8	0.13	41	1.69	44	1.13	32.38
92	22	DHOBAI BUSTEE	8700	475	20	73.60	20	0.31	103	4.23	111	2.82	80.96
93	22	Islam Nagar	25000	291	5	18.40	5	0.08	26	1.06	28	0.70	20.24
94	22	NAYA BASTEE	2000	290	22	80.96	22	0.35	114	4.65	122	3.10	89.06
95	22	KATIN PARA BUSTEE - WARD (22)	37000	429	39	143.52	39	0.61	201	8.24	216	5.50	157.87
Sub total					**1018**	**3746.24**	**1018**	**16.00**	**5252**	**215.17**	**5648**	**143.45**	**4120.86**
						Non slum							
96	2	Ward-2	**0.09**	**3929**	**6**	22.08	6	0.09	31	1.27	33	0.85	23.44
97	3	Ward-3	**1.20**	**5820**	**3**	11.04	3	0.05	15	0.63	17	0.42	12.14
98	7	Ward-7	**0.46**	**7646**	**3**	11.04	3	0.05	15	0.63	17	0.42	12.14
99	8	Ward-8	**0.75**	**5573**	**21**	77.28	21	0.33	108	4.44	117	2.96	85.01
100	9	Ward-9	**1.90**	**4414**	**23**	84.64	23	0.36	119	4.86	128	3.24	93.10
101	10	Ward-10	**1.54**	**3036**	**12**	44.16	12	0.19	62	2.54	67	1.69	48.58
102	12	Ward-12	**1.41**	**4960**	**27**	99.36	27	0.42	139	5.71	150	3.80	109.30
103	13	Ward-13	**1.25**	**4732**	**3**	11.04	3	0.05	15	0.63	17	0.42	12.14
104	14	Ward-14	**1.57**	**3983**	**2**	7.36	2	0.03	10	0.42	11	0.28	8.10
105	18	Ward-18	**0.38**	**4909**	**3**	11.04	3	0.05	15	0.63	17	0.42	12.14
106	21	Ward-21	**0.83**	**4327**	**2**	7.36	2	0.03	10	0.42	11	0.28	8.10
107	22	Ward-22	**0.69**	**3849**	**2**	7.36	2	0.03	10	0.42	11	0.28	8.10
Sub total					**107**	**393.76**	**107**	**1.68**	**552**	**22.62**	**594**	**15.08**	**433.14**
Total					**1125**	**4140.0**	**1125**	**17.69**	**5804**	**237.79**	**6241**	**158.53**	**4554**

Assistant Engineer
Purulia Municipatily

CHAIRMAN
PURULIA MUNICIPALITY

Implen ɜtion Schedule December, 2018 to October, 201ᵹ

Sl. No.	Activity	December, 18				January, 19				February,19				March, 19				2017																							
		1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	April, 19				May,19				June,19				July, 19				August, 19				September, 19				October, 19			
																		1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th
1.0	Preparation of field works & MIS entry																																								
2.0	Construction of Single storied DU including S & P. Elec.																																								
3.0	Geo-tagging of DU																																									
4.0	Insfrastructure Works(Tenderin g formalities and Implementation for field works																																								

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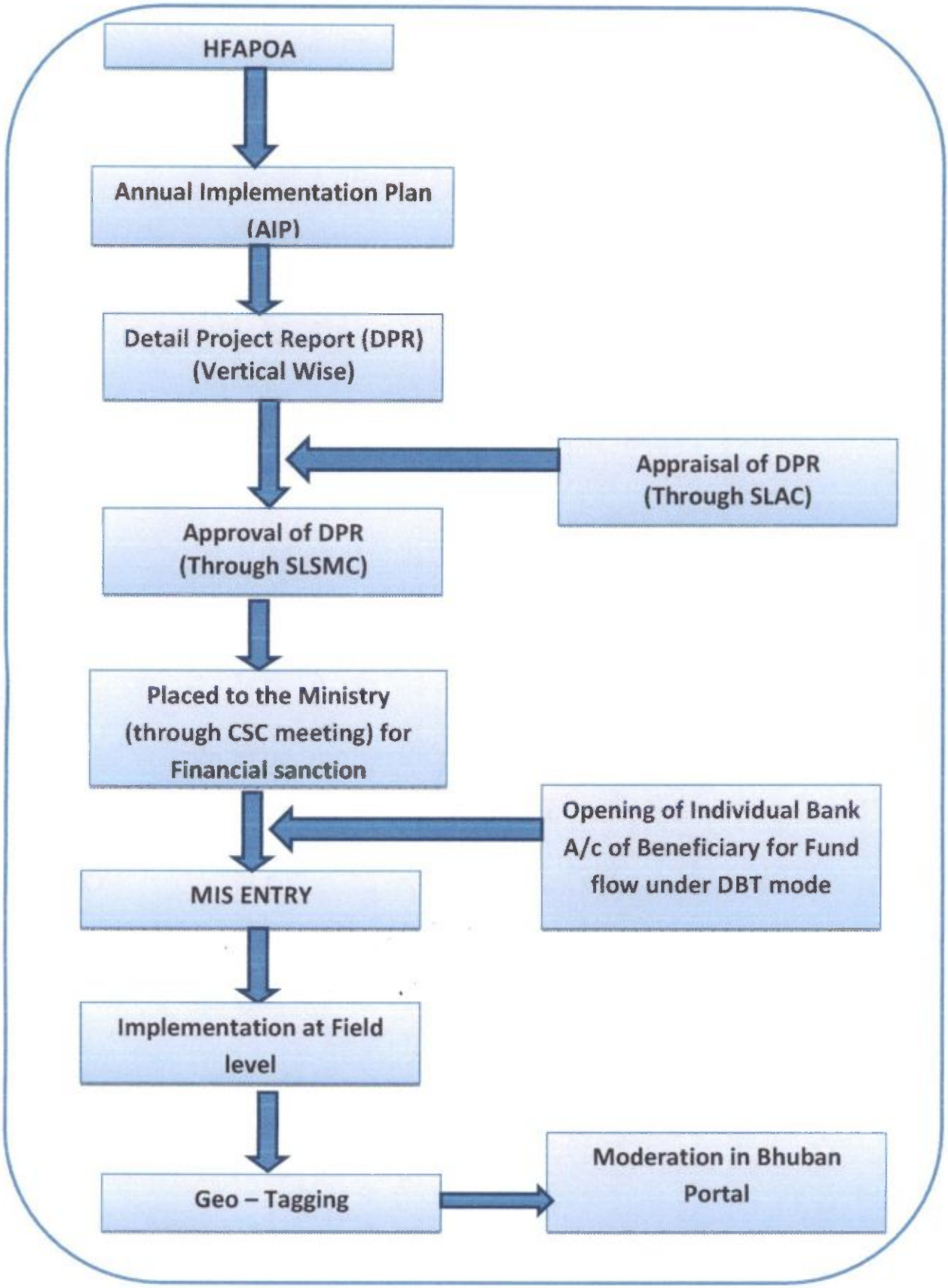
Work flow of PMAY – HFA (U) for 2018-19



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Introductory Note by Chairman

I would like to take this privilege to inform you that the Purulia Municipality has finished the preparation of DPR for BLC under Housing for All in slums and Non Slums area for 2018-19. The information provided in the document is absolutely flawless and reliable.

Purulia Municipality with the active cooperation of citizen for last so many years has grown up as capable and robust institute for effective service delivery and better governance. During these years the shape and the socio- cultural atmosphere of the Municipality has changed to unimaginable extent. And gradually it too has imbibed the spirit of contemporary civilization of 21st century and got acquainted with the sphere of Modernization, Industrialization and Globalization.

In this regard I would like to thank all the Municipal citizen, ward committee, respective ward councillors, Municipal staff and who have rendered their valuable services towards the completion of the DPR. I would also take this opportunity for thanking to Municipal Affaire Dept. Govt of WB and especially to the SUDA and MED for their guidance and support as and when it was required.

The external agency that provided the all-round support to technical analysis to documentation & compilation and finally preparing the document in its present form along with staff. The Municipality wishes to express deep gratitude to all of them.

I wish that this DPR for BLC under Housing for All in slums and Non Slums area for 2018-19 would enable our ULB to design comprehensive development of its jurisdiction.

Chairman
Purulia Municipality

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Abbreviation

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

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

Working Definitions

Affordable Housing Project:	Housing projects where 35% of the houses are constructed for EWS category
Beneficiary	A beneficiary family will comprise husband, wife and unmarried children. The beneficiary family should not own a pucca house (an all weather dwelling unit) either in his/her name or in the name of any member of his/her family in any part of India.
Carpet Area	Area enclosed within the walls, actual area to lay the carpet. This area does not include the thickness of the inner walls
Central Nodal Agencies	Nodal Agencies identified by Ministry for the purposes of implementation of Credit linked subsidy component of the mission
Economically Weaker Section (EWS):	EWS households are defined as households having an annual income up to Rs. 3,00,000 (Rupees Three Lakhs). States/UTs shall have the flexibility to redefine the annual income criteria as per local conditions in consultation with the Centre.
EWS House	An all weather single unit or a unit in a multi-storeyed super structure having carpet area of upto 30 sq. m. with adequate basic civic services and infrastructure services like toilet, water, electricity etc. States can determine the area of EWS as per their local needs with information to Ministry.
"Floor Area Ratio" (FAR)/FSI	The quotient obtained by dividing the total covered area (plinth area) on all the floors by the area of the plot: FAR =Total covered area on all the floors x 100 Plot area If States/Cities have some variations in this definition, State/City definitions will be accepted under the mission
Implementing Agencies	Implementing agencies are the agencies such as Urban Local Bodies, Development Authorities, Housing Boards etc. which are selected by State Government/SLSMC for implementing Housing for All Mission.
Low Income Group (LIG):	LIG households are defined as households having an annual income between Rs.3,00,001 (Rupees Three Lakhs One) up to Rs.6,00,000 (Rupees Six Lakhs). States/UTs shall have the flexibility to redefine the annual income criteria as per local conditions in consultation with the Centre.
Primary Lending Institutions (PLI)	Scheduled Commercial Banks, Housing Finance Companies, Regional Rural Banks (RRBs), State Cooperative Banks, Urban Cooperative Banks or any other institutions as may be identified by the Ministry
Slum	A compact area of at least 300 population or about 60-70households of poorly built congested tenements, in unhygienic environment usually with inadequate infrastructure and lacking in proper sanitary and drinking water facilities.

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State Land Nodal Agencies (SLNAs)	Nodal Agency designated by the State Governments for implementing the Mission
Transfer of Development Rights (TDR)	TDR means making available certain amount of additional built up area in lieu of the area relinquished or surrendered by the owner of the land, so that he can use extra built up area himself in some other land.

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Brief Project Details

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

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

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

Total beneficiaries of the scheme are 1125 nos from 95 nos slum and 12 nos non slums projected for the year 2018-19

Total cost of the project is **Rs. 4554.00 lakhs** as per relevant department & P.W.D. schedule of rates.

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Table-1: Format for Projects under Beneficiary led Construction

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:	:	Puruliya					
3	Name of the City:	:	**Puruliya**					
4	Project Name:	:	**HFA - PURULIYA 2018-19**					
5	Project Code:	:	**19801738034N0**					
6	State Level Nodal Agency:	:	State Urban Development Agency (SUDA)					
7	Implementing Agency/ ULB	:	Puruliya 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	
		:	Puruliya Municipal Area	**1125**	Covering both Slum & Non-Slum area	Notified	No	
10	Project Cost (Rs. In Lakhs)	:	4554.00					
11	No. of beneficiaries covered in the project	:	GEN	SC	ST	OBC	Total	Minority	Person with Disability
		:	**432**	**213**	**231**	**249**	**1125**	**276**	**Nil**
12	Whether beneficiary have been selected as PMAY Guidelines?	:	Yes					
13	No. of Houses constructed / acquired. Please specify ownership (Any of these)	:	Joint	Female	Male	Transgender		
		:	**Nil**	**598**	**527**	**Nil**		
14	No. of beneficiaries covered in the project	:	Male	Female	Transgender			
		:	**527**	**598**	NIL			
15	Whether it has been ensured that selected beneficiaries have rightful ownership of the land ?	:	Yes					
16	Whether building plan for all houses have been Approved?	:	Yes					
17	i. GoI grant required (Rs. 1.5 lakh per eligible beneficiary) (Rs. in Lakhs)	:	**1687.50**					

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	ii. State grant, (Rs. in Lakhs)	:	**2378.25**
	iii. ULB grant (Rs. in Lakhs)	:	**207.00**
	iv. Beneficiary Share (Rs. in Lakhs)	:	**281.25**
	v. Total (Rs. in Lakhs)	:	**4554.00**
18	Whether technical specification / design for housing have been ensured as per Indian Standards / NBC/ State Norms?	:	Yes
19	Whether it has been ensured that balance cost of construction is tied up with State Grant, ULB Grant & Beneficiary Share ?	:	Yes
	Whether trunk and line infrastructure is existing or being provisioned ?	:	
	i. Water Supply	:	Yes
	ii. Sewerage	:	No
	iii. Road	:	Yes
	iv. Storm Water Drain	:	Yes
	v. External Electrification	:	Yes
	vi. Solid Waste Management	:	Yes
	vii. Any Other	:	Yes
	viii. In case, any infrastructure has not been proposed, reason thereof.	:	Sewerage Scheme has not been proposed due to desired level of supply of water as CPHEEO norms has not been achieved.
20	Whether disaster (earthquake, flood, cyclone, landslide etc.) resistant features have been adopted in concept, design and implementation of the project ?	:	Yes
21	Whether Demand Survey Completed for entire city ?	:	Yes
22	Whether City-wide integrated project have been formulated ? If not reasons thereof ?	:	Yes
23	Whether validation with SECC data for housing condition conducted ?	:	Yes
24	Whether Direct Benefit Transfer (DBT) of fund to individual bank account of beneficiary ensured in the project ?	:	Yes
25	Whether there is provision in DPR for tracking/monitoring the progress of individual houses through geo-tagged photographs ?		Yes
26	Whether any innovation/cost effective / Green technology	:	Yes

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	adopted in the project?		
27	Comments of SLAC after techno economic appraisal of DPR	:	Project covers the most needy beneficiaries
28	Project brief including any other information ULB/State would like to furnish	:	The project covers all wards
29	Project Submission Date to SLSMC	:	

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

Signature of the
Mayor/ Chairperson/Municipal Commissioner

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Signature
Chief Engineer
M.E Dte,GoWB

Signature

Director, SUDA

Signature

Principal Secretary,
UD & MA Department, GoWB

DPR Main Report

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City Profile and Overview

History

The district Purulia has attained its present status after undergoing massive changes in the territory over decades from what was known earlier as Vajra Bhumi.

From archaeological surveys and the relics and the inscriptions (Jaina Bhagavati-Sutra), which have been deciphered till date, Purulia is known to be existing even in the circa 5th century A.D. as a significant part of the territory of 16 Mahajanapadas. The ancient history of Purulia was depicted with the name Vajra-Bhumi. Vajra-Bhumi (present Purulia), in the medieval times includes the whole part of present state of Jharkhand.

Vajra -bhumi has passed through several hands, has underwent massive change and the whole district has continued to exist as fragmented sections controlled by several kings. Finally the entire territory of Bengal came under the Muslim sway in 1365, when the Afghan Chief Bakhtiyar Khalji ousted the last Sena king Lakshman Sena from Bengal. Bengal reached its culmination in the Sultanate régime, who consolidated the disintegrated portions of Bengal and established a separate territory. Following the ancient chronicle accounts of Purulia it was under these Subha or the Sultans, the broken fragments of Purulia and other parts of Bengal were united. In the year 1765, demolishing the last sovereign king of Bengal Siraj-ud-daulah in the battle of Plassey, the British take over the sovereignty of Bengal. The recorded history of Purulia begins with the suzerainty of the British in the entire tract of Bengal. The British finally attained the grant of Diwani of Bengal, Bihar and Orissa. In 1805, by Regulation of XVIIII, the British formed a new district called "Jungle Mahals", incorporating 23 Parganas and Mahals, including the present Purulia. In 1833 jungle Mahals was again disintegrated and a new district "Manbhum" was constituted with its headquarter at Manbazar. Manbhum was a vast district including the areas of Bardhaman & Bankura of present West Bengal and Dhanbad, Dhalaibhum, Saraikela and Kharswan of present Jharkhand.

As the history of Purulia depicts, in 1838, the district headquarter was shifted to present Purulia for administrative convenience. Since Purulia was been recognized as the district headquarter of Jungle Mahals, it was withdrawn from the direct administration and placed under the intervention of the delegates of the British Raj. An officer called Principal assistant to the agent of the Governor General to the South West Frontier ruled Purulia. The abrupt alteration and the rapid changes continue to illustrate the history of Purulia even after independence and partition of Bengal. Finally with the act of Transfer of Territories in 1956, the district of Manbhum was separated between Bihar and West Bengal and the present district of Purulia was born out of that separated tract of Manbhum on 1st November 1956. Purulia Municipality established on 1876.

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Administrative Boundaries

This town is surrounded by Chhara panchayet area on the north, Khayerban forest (recently it is named by Surulia Mini Zoo) on the east, Dabur Panchayet area on the south and on the west by river Kangsabati. Purulia is well connected with Kolkata. Purulia is about 323 km North-East of Howrah Railway Station, on the Adra-Chakradharpore Section of the South-Eastern Railway. The town has good connectivity with Asansol & Durgapur and other important cities / towns nearby. Puruliya has one of the well decorated railway stations in West Bengal. Most of the long distance trains stop here. From Puruliya, one can go to Delhi (via Bokaro Steel City), to Orissa (via Kharagpur) or to Asansol Chakradharpur, Amritsar, Chennai & Guyahati.

Linkage

The town is about 323 km away from the state capital Kolkata and is connected with important cities by both rail and road network. The south-eastern railway line crosses the town near its southern boundary from the north-east towards the south. NH 32 and NH60A pass through the heart of the town connecting Ranchi, the capital of Jharkhand and Jamshedpur. Barakar Road, a state highway, starts from the NH32 at the centre of the town and connects Barakar, Bankura and Durgapur towns of West Bengal.

Culture

The culture in Purulia concentrates on the traditional folk dance "Chhou". The uniqueness of this rare mask dance of eastern India lies in the fact that it is the dramatic representation of everyday life of the common people on stage.

There are several categories of this Chau culture. However the antiquity of Purulia`s local culture traced back to 12-14th century A.D. when the small pockets of present Purulia was inhabited by the hostile tribes. Some Hindu chieftains, so far the historical records are concerned established their sovereignty in the region. With the passing of days their culture was synchronized with the local culture of the tribals and that coordinated culture have become modified into the present day "Chhou dance". Apart from the Chhou culture different layers of influence, which have been accumulated for ages, is discernible in the folk culture and the human behavior and the nature and style of living.

Presently the Chhou dance of Purulia has attained an international publicity. The Chhou dance is an inseparable part of the rituals and the festivals occasioned in Purulia. The Chhou dance, always followed by the ritual in the nearby Shiva temple is significant enough. The folk culture of Purulia is invested with ritualistic significance of the land.

Climatic data

South west monsoon is the principal source of rainfall in the district. Average annual rainfall varies between 1100 and 1500 mm. The relative humidity is high in monsoon season, being 75% to 85%. But in hot summer it comes down to 25% to 35%. Temperature varies over a wide range from 7° Celsius in winter to 46.8° Celsius in the summer.

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Table-2: Climate of District Purulia District

Climate of District Purulia District	
Description	**Particulars**
Rainfall	200 mm
Temperature	470C in Summer(Max) and 1.20C in Winter(Min)
Relative Humidity	Between 70-80% in March & 80-90% in July
Soil Status	Undulated hard and rocky soil, barren hillocks and valleys, low ridges, innumerable gulleys, low fertility

Economic Base

Being an economical backward area the people of the area have to depend mainly on small scale industry, business and cultivation. There are no large industries. Cultivation is not good as well as other districts because purulia a draght area, annually rain fall is to low.

Climatic Condition, Soil and Ground Water Scenario

Temperature is very high in summer and low in winter – it varies from 3.8 degree centigrade in winter to 46-52 degree centigrade in summer, causing dryness in moisture. Rainfall occurs in June, July, and August. And September due to monsoon but the quantum is not at per at the same in other parts of West Bengal. Uneven, scanty and erratic rainfall is frequent affecting agriculture drought in the khariff season for want of optimum rainfall and due to hydrological drought as well in a year

Rainfall report normally and also excess rainfall in river catchments, and the flood discharge from neighboring Stages can aggravate the situation, Purulia having faced flash food in 1992 and drought in 1982, 1998, 1999 and 2002 have already developed Disaster Management System (DMS).

Except earthquake all natural calamities directly related to whether and climate. Due to peculiar geographical location, this district is prone to all kind of natural disasters. However, drought is the main natural calamity that is being faced by the district almost every year. The drought is mainly associated with the activities of the drought. As stated earlier the district is also frequented by per-monsoon and post-monsoon cyclone, which may cause havoc at ties. Besides, thunder squall of local origin known as 'kalbaishaki' also play havoc during the moth of mid-march to mid-may, during this year a number of such thunder squall occurred in this district. The Block 2ULB Relief Departments, which administer natural Disaster Management, has to keep constant watch over day-to-day weather phenomena. Weather phenomena is not static but greatly varies according to the spatial limitation. As such merely collection whether data within the block ULB not help and neighbouring States. Sometimes have rainfall in upper catchments may bring flash flood in up regions in Purulia. Heavy rainfall and flood discharge

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from upper areas may cause flood in Kangsabati and tributaries. Heavy rainfall in upper areas may cause flash flood in Purulia

Region having land pattern with undulated hard and rocky soil, barren hillocks and valleys, low ridges, innumerable gulleys, low fertility, poor water retention capacity, large scale soil erosion, poor irrigative and vegetative cover and lack of agricultural

Demographic Growth & Population Project

The district has a population of 2,538,233 (as per the 2001 census) out of which 19.35% is Scheduled Caste and 19.22% is Scheduled Tribes. The literacy rates of male and female are 74.18% and 37.15% of the total population respectively. According to the 2001 census, 83.42% of the populations are Hindus, while 7.12% are Muslims.

The populations of the town as per 1991 and 2001 census are 92,386 and 113,766 respectively. The decadal population growth of the town is 21,380, which is about 23.1% of the population of 1991.

The population figures of the town with growth rate have been presented in the table below. A steady growth in population is forecasted.

Table-3: City at a Glance

1	Name of the District :	Purulia
2	Year of establishment :	1876
3	Area (in sq. Km) :	14 sq km
4	No. of wards :	23
5	Distance from District Headquarter :	0 km
6	Population (census 2011) :	121436
6.1	Male	62519
6.2	Female	58916
6.3	Other	1
6.4	Total	121436
7	Density of Population (Per sq. km.) :	7215per sq k
8	Break up of Population (2011) :	Attached
8.1	Scheduled Caste	28875
8.2	Scheduled Tribe	2423
8.3	Minorities	
9	Date when last election held	23-06-2010
10	Assessment of Property:	
10.1	Total holdings	25069
10.2	Total no. of holdings whose assessment has been done	12548
10.3	No. of holdings to whom demand notice are issued	25069
10.4	Total demand for 2013-14	20899767
10.5	Total Collection for 2013-14	4953501
10.6	Year of Last assessment by West Bengal Valuation Board	On going
10.7	Year / quarter of Imposition of current Property Tax	NA
11	Literacy :	
11.1	Male	46889
11.2	Female	22977
11.3	Total	69866
11.4	Percentage of Literate Population(2011)	58%
12	Number of BPL Household (as per SUDA Survey) :	11235
13	Scenario of Slum :	
13.1	Total No. of Slum	114

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13.2	Total Slum Population (as per USHA survey)	32457
13.3	Percentage of Slum Population to the total population	39%
13.4	No. of Slum where Slum Infrastructure Improvement sanctioned under BSUP/ IHSDP	52
13.5	No. of Slum where Slum Infrastructure Improvement already done under BSUP/ IHSDP-	Completed
14	Housing status for Urban Poor :(as on 31.03.2014)	
14.1	No. of dwelling units targeted to be provided under BSUP/ IHSDP	1140
14.2	No. of beneficiaries already provided with Houses under BSUP/ IHSDP	242
14.3	No. of beneficiaries provided with Houses under " Housing for Urban Poor "	66
15	Road :	
15.1	Length of Metalled Road (in km.)	1.65
15.2	Length of Non-Metalled Road (in km.)	13.96
15.3	Length of other Roads (in km.)	155.93
15.4	Total length of Road (in km.)	165.72
15.5	Total no. of wards fully covered with Metal / Cement Concrete Road	11
16	Drainage :	
16.1	Length of Kutcha Drain (in km.)	7.36
16.2	Length of Pucca Drain (in km.)	84.64
16.3	Length of underground / covered Drain (in km.)	NIL
16.4	Total length of Drain (in km.)	92
16.5	No. of wards fully covered with Pucca Drain	20
16.6	No. of wards partly covered with Pucca Drain	2
17	Water Supply : -	
17.1	No. of Water Treatment Plant	1
17.2	No. of Deep Tube well	27
17.3	No. of Hand Tube well	644
17.4	No. of Street Stand post	1800
17.5	Length of Water pipeline (in kilometer)	162.78
17.6	No. of Underground Reservoir	6
17.7	No. of Overhead Reservoir	3
17.8	No. of wards fully covered with water supply pipeline	20
17.9	No. of houses connected with Water Supply Network	1077
17.1	Who is maintaining water supply – Municipality / PHE Dept./ KMDA / KMWSA	Municipality
18	Sewerage and Sanitation :	
18.1	No. of sanitary latrine constructed	8 (ULB)
18.2	No. of family provided with Sanitary Latrine under ILCS + BSUP / IHSDP+ HUP (together)	308
18.3	No. of Community Latrine /Public Toilet	8
18.4	Length of Sewer Line (in kilometer)	NA
18.5	No. of Sewage Treatment Plant (STP)	NA
19	Solid Waste Management :	
19.1	No. of Dumping Ground, if any	NA
19.2	No. of Landfill site , if any	NA
19.3	No of Mechanical Sweeper, if any	NA
19.4	No. of Compactors, if any	NA
20	Street Light :	
20.1	No. of Light Post	5112
20.2	No. of High Mast Light Post	6
20.3	No. of Trident Light Post	50
20.4	No. of other Ornamental Light Post	NA
20.5	No. of Wards covered with light posts	22
21	Health :	
21.1	No. of Hospital (ULB + Govt. + Others)	6
21.2	No. of Municipal Maternity Home	NA
21.3	No. of Regional Diagnostic Centre	NA
21.4	No. of Extended Specialist Out Patient Department (ESOPD) (IPP-VIII)	NA
21.5	No. of Municipal Health Sub-Centre	6

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21.6	No. of Municipal Health Administrative Unit (HAU)(IPP-VIII)	1
21.7	No. of Municipal Dispensaries	NA
21.8	No. of Municipal Ambulances	2
21.9	No. of Hearse Car	2
22	Education :	
22.1	No. of Higher Secondary School (Municipal)	1
22.2	No. of Higher Secondary School (others)	15
22.3	No. of Secondary School (Municipal)	NA
22.4	No. of Secondary School (others)	2
22.5	No. of Primary School (Municipal)	00
22.6	No. of Primary School (others)	78+25=103
22.7	No. of Sishu Siksha Kendras (SSK)	10
22.8	No. of ICDS Centre	76
22.9	No. of Junior High School	3
22.10	No. of beneficiaries under SC/ST scholarship	
22.11	No. of beneficiaries under Minority scholarship	
23	Other Infrastructure :	
23.1	Bridge	0
23.2	Flyover	1
23.3	Stadium	1
23.4	Parks	5
23.5	Playground	5
23.6	Auditorium/Community Hall	2/13
23.7	Borough Office	No
23.8	Ward office	No
23.9	ULB Market	10
23.10	Burning Ghat	3
23.11	Electric Crematorium	0
23.12	Burial Ground	2
23.13	Public Library	2
23.14	Bus Terminus	1
23.15	Ferry Ghat	0
23.16	Guest House/ Tourist Lodge	26
23.17	Road Roller	1
23.18	Cess Pool	1
23.19	No. of Slaughter House:	1
23.19.1	Municipal Slaughter House	1
23.19.2	Other Slaughter House	0
23.20	Others (Please specify)	
24	Community Structure under SJSRY : -	
24.1	Total No. of CDS -	3
24.2	Total No. of NHC -	22
24.3	Total No. of NHG -	450
24.4	No. of Thrift & Credit Group (TCG)-	353
24.5	No. of SHG-	NA
24.6	No. of DWCUA formed -	17
25	National Social Assistance Programme (NSAP) : -	
25.1	No. of beneficiaries under Indira Gandhi National Old Age Pension Scheme (IGNOAPS) -	1861
25.2	No. of beneficiaries under Indira Gandhi National Widow Pension Scheme (IGNWPS) -	1711
25.3	No. of beneficiaries under Indira Gandhi National Disability Pension Scheme (IGNDPS) -	119
25.4	No. of beneficiaries under National Family Benefit Scheme (NFBS) -	31
26	No. of Annapurna Antodaya Yojana (AY) card holder : -	
27	No. of Annapurna Anno Yojana (AAY) card holder : -	
28	No. of beneficiaries under Janani Suraksha Yojana (JSY) : -	No
29	No. of beneficiaries under AYUSHMATI scheme: -	

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30	No. of beneficiaries under KANYASHREE scheme: -	NA
31	No. of beneficiaries under YUBASHREE scheme: -	NA
32	Municipal Staff(as on 01.04.2014) : -	
32.1	Total No. of sanctioned Post -	339
32.2	Actual Staff Strength(Regular) -	218
32.3	Actual Staff Strength(Contractual, not Casual) -	750
33	Registration of Births and Deaths during 2013-14 : -	
33.1	Whether Birth & Death Certificate issued through e-governance System – Yes /No.	No
33.2	No. of Births Registered -	1620
33.3	No. of Birth Certificate issued -	1620
33.3.1	Male	899
33.3.2	Female	721
33.4	No. of Death Registered -	402
33.5	No. of Death Certificate issued -	402
33.5.1	Male	253
33.5.2	Female	149
34	Own Revenue (2013-14)(Rs in Lakh)	
34.1	Tax Revenue	102.3
34.2	Non-Tax Revenue	79.97
34.3	Total Revenue	182.27
34.4	Percentage of collection of Own revenue to Budgeted (2013-14)Own revenue	49.23

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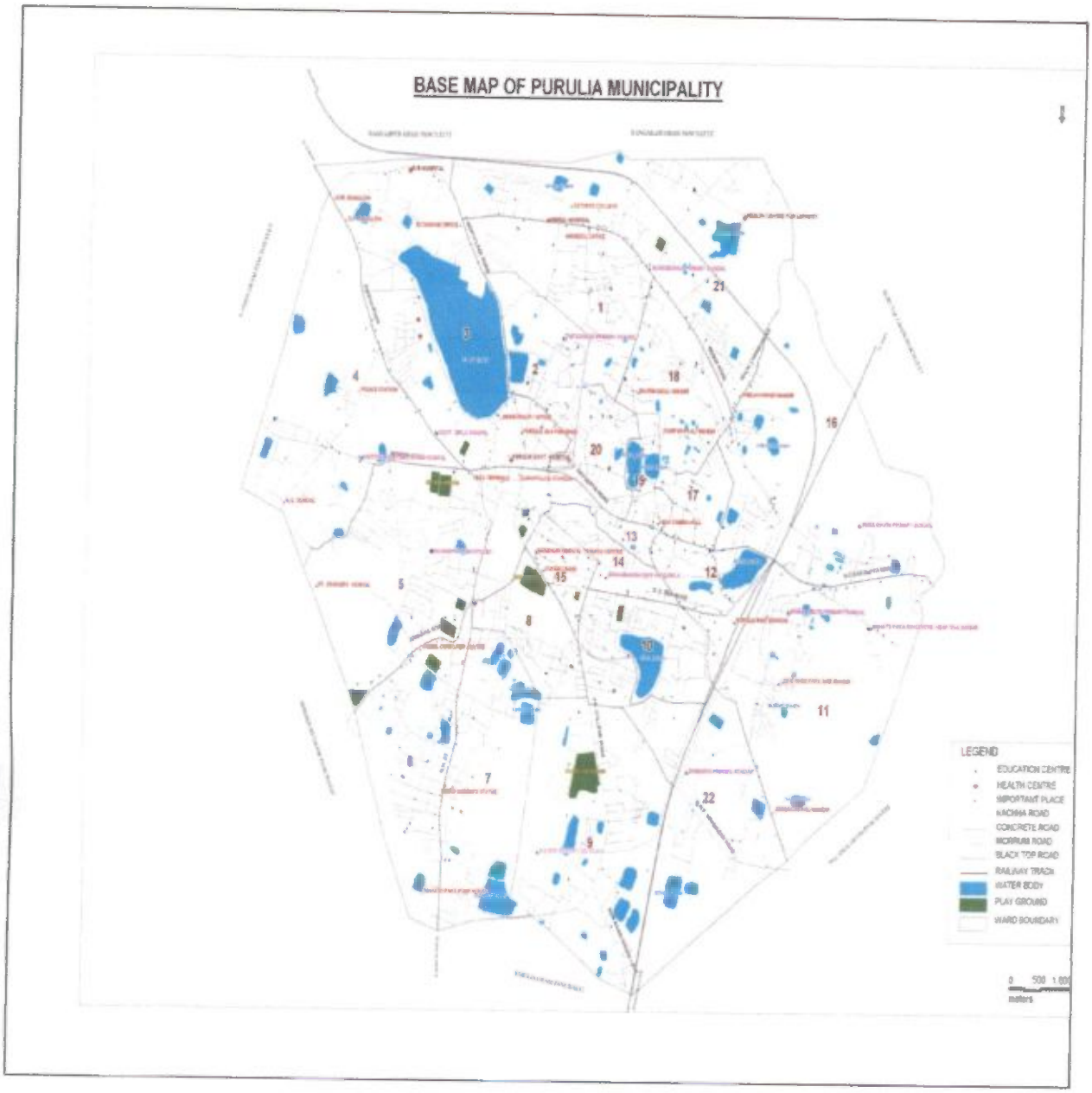
Figure-1: Linkage Municipal Map



Assistant Engineer
Purulia Municipatily

CHAIRMAN
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Section I: Introduction

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

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

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

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

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

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

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

1) Taking Initiative for Demand Assessment Survey.
2) Conducting Orientation Programme with elected representative and officers of ULB.
3) Conducting Orientation programme with Supervisors and Enumerators.
4) Conducting Demand survey and complete the work.
5) Conducting Data Entry of the survey form and complete the work
6) Analysis of the data.

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7) Filling up the requisite formats.
8) Planning of project with elected representatives and officers of ULB.
9) Preparing investment requirement and Financial plan
10) Finalization of HFAPoA.

Every six in hundred households do not have a shelter to sleep at night in the district of Purulia and a further 46% of the households live in a house/hut with only one room. In context of Purulia, 54% of households live in pucca or partially pucca houses. Housing condition in its slums is not in good shape as 46% houses are either Katcha or semi-pucca. Considering the above, municipality has already initiated construction of affordable houses in 108 slums spread over 23 wards on a piecemeal basis leveraging IHSDP scheme in a phased manner. In the First phase (2008-2012) total 541 houses were constructed in 108 slums spread over 23 wards. Infrastructure projects like Road, Drain and pipeline work were also targeted in some of the slums.

IHSDP Schemes of JNNURM under PURULIA MUNICIPALITY

IHSDP PHASE-I

Project Name : **IHSDP Scheme for the Town of Purulia (Phase-I), Purulia ,West Bengal, PH-I.**

Dwelling Unit Total - Completed : 541 nos.

Infrastructure

Community Seve Kendra - no. 1

Community Health Centre – no. 1

Road (CC + BT) - 11532 m2

Drain - 870 mtr.

Street Light - 125 nos

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SHUP

Dwelling Unit Total Completed 70 nos

GEETANJALI HOUSING SCHEME

Dwelling Unit Total Completed 39 nos
These projects have been completed.

Housing for ALL of Purulia Municipality

Table-4: Status of Housing for ALL of Purulia Municipality, 2015-2016

SLUM AND NON SLUM WISE DETAILS OF DU AND INFRASTRUCTURE COST OF 2015-16										
SL. NO	Ward No	SLUM/ NON- SLUM NAME	PROPOSED DWELLING UNIT	INFASTRUCTURES						Status
				Cost involved @ Rs. 3.68 Lakhs per DU.	House Connection	Cost involved @ Rs. 0.01672 Lakh per connection	ROADS (in Meter)	Cost involved @ Rs. .04097 lakh per meter	Total	
1	1	ALANGI DANGA BUSTEE	6	22.08	6	0.09	52	2.11	24.29	On going
2	1	ASHU SAHIS LANE	13	47.84	13	0.20	112	4.58	52.62	On going
3	1	DAS BUSTEE - WARD (1)	1	3.68	1	0.02	9	0.35	4.05	On going
4	1	DESH BANDHU BY LANE	4	14.72	4	0.06	34	1.41	16.19	On going
5	1	PEDKABANDH BUSTEE	6	22.08	6	0.09	52	2.11	24.29	On going
6	1	SAHIS BUSTEE	1	3.68	1	0.02	9	0.35	4.05	On going
7	1	Shiv Collony Bustee	2	7.36	2	0.03	17	0.70	8.10	On going
8	2	CHITADANGA BUSTEE	5	18.40	5	0.08	43	1.76	20.24	On going
9	2	DUMUR TALA BUSTEE	1	3.68	1	0.02	9	0.35	4.05	On going
10	2	K. P. LANE	5	18.40	5	0.08	43	1.76	20.24	On going
11	2	KARTIKDI BUSTEE	9	33.12	9	0.14	77	3.17	36.43	On going
12	2	Mahananda Chakraborty Lane	4	14.72	4	0.06	34	1.41	16.19	On going
13	2	TIKA PARA	9	33.12	9	0.14	77	3.17	36.43	On going
14	3	MAHATO PARA BUSTEE - WARD (3)	33	121.44	33	0.52	284	11.63	133.58	On going
15	4	BAURI PARA BUSTEE - WARD (4)	17	62.56	17	0.27	146	5.99	68.82	On going
16	4	GORAI BUSTEE - WARD (4)	1	3.68	1	0.02	9	0.35	4.05	On going
17	4	KALYANDI BUSTEE	1	3.68	1	0.02	9	0.35	4.05	On going
18	4	Kamar Para Bustee	11	40.48	11	0.17	95	3.88	44.53	On going
19	4	NATHUDIN BUSTEE	3	11.04	3	0.05	26	1.06	12.14	On going
20	23	DUSAD BASTI	34	125.12	34	0.53	292	11.98	137.63	On going
21	5	Huchuk Para Bustee	6	22.08	6	0.09	52	2.11	24.29	On going
22	5	NIMTAR BUSTEE	25	92.00	25	0.39	215	8.81	101.20	On going
23	5	S.K. BECHU LANE BUSTEE	2	7.36	2	0.03	17	0.70	8.10	On going
24	6	AMDIHA JAMAI PARA	17	62.56	17	0.27	146	5.99	68.82	On going
25	6	CHATANI PARA BUSTEE - WARD(6)	6	22.08	6	0.09	52	2.11	24.29	On going
26	6	MAHATO PARA BUSTEE - WARD (6)	3	11.04	3	0.05	26	1.06	12.14	On going
27	6	NETAJI SUBASH ROAD BUSTEE	4	14.72	4	0.06	34	1.41	16.19	On going
28	6	PUNIA BANDH BUSTEE	3	11.04	3	0.05	26	1.06	12.14	On going
29	7	BHUINYA PARA BUSTEE - WARD (7)	4	14.72	4	0.06	34	1.41	16.19	On going
30	7	CHIRA BARI BUSTEE	18	66.24	18	0.28	155	6.34	72.86	On going
31	7	RAMBANDH PARA	17	62.56	17	0.27	146	5.99	68.82	On going
32	7	SINGH COLLONY BUSTEE	3	11.04	3	0.05	26	1.06	12.14	On going
33	8	KASAIMAHALLA BUSTEE	13	47.84	13	0.20	112	4.58	52.62	On going
34	8	RAHAMAT NAGAR BUSTEE	12	44.16	12	0.19	103	4.23	48.58	On going
35	9	BAURI PARA BUSTEE - WARD(9)	19	69.92	19	0.30	163	6.69	76.91	On going
36	9	IDKA MAHALLA	2	7.36	2	0.03	17	0.70	8.10	On going
37	9	RAI BUSTEE	3	11.04	3	0.05	26	1.06	12.14	On going
38	9	SAYER PARA BUSTEE	5	18.40	5	0.08	43	1.76	20.24	On going
39	9	SOUDAGAR BUSTEE	5	18.40	5	0.08	43	1.76	20.24	On going
40	10	BHUIYA PARA BUSTEE - WARD(10)	5	18.40	5	0.08	43	1.76	20.24	On going
41	10	DOM PARA BUSTEE - WARD (10)	4	14.72	4	0.06	34	1.41	16.19	On going
42	10	KATIN PARA BUSTEE - WARD (10)	2	7.36	2	0.03	17	0.70	8.09	On going
43	10	OLD POLICE LINE BUSTEE	4	14.72	4	0.06	34	1.41	[illegible]	On going
44	10	SINDER PATTI	18	66.24	18	0.28	155	6.34	72.86	On going
45	11	BAURI PARA - WARD (11)	1	3.68	1	0.02	9	0.35	4.05	On going
46	11	DAS BUSTEE - WARD (11)	6	22.08	6	0.09	52	2.11	24.29	On going
47	11	LOCO SHED PARA	6	22.08	6	0.09	52	2.11	24.29	On going
48	11	MAHATO PARA BUSTEE - WARD (11)	7	25.76	7	0.11	60	2.47	28.34	On going
49	11	SARBAGAN BUSTEE	6	22.08	6	0.09	52	2.11	[illegible]	On going
50	11	TELKAL PARA - WARD (11)	13	47.84	13	0.20	112	4.58	52.62	On going
51	12	BAURI PARA BUSTEE - WARD(12)	20	73.60	20	0.31	172	[illegible]	[illegible]	On going
52	[illegible]	BHAKHULIA PARA BUSTEE	7	25.76	7	0.11	60	[illegible]	[illegible]	On going
53	12	JALAKULI BUSTEE	1	3.68	1	0.02	9	[illegible]	[illegible]	On going
54	12	NAMOPAR CHUTAR BUSTEE	6	22.08	6	0.09	52	2.11	24.29	On going
55	13	BHAGA BANDH PARA BUSTEE - WARD(13)	34	125.12	34	0.53	292	11.98	137.63	On going
56	14	BHAGA BANDH PARA BUSTEE - WARD (14)	31	114.08	31	0.49	267	10.92	125.49	On going
57	14	MUCHI PARA BUSTEE - WARD (14)	2	7.36	2	0.03	17	0.70	8.10	On going
58	15	DHANIA PARA BUSTEE	9	33.12	9	0.14	77	3.17	36.43	On going
59	15	DR. DANGA BASTEE	13	47.84	13	0.20	112	4.58	52.62	On going
60	15	KALANDAR DANGA BUSTEE	11	40.48	11	0.17	95	3.88	44.53	On going
61	16	Chay Gada Bustee	1	3.68	1	0.02	9	0.35	4.05	On going

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62	16	DAS SWEEPER COLONY	2	7.36	2	0.03	17	0.70	8.10	On going
63	16	KHAJURIA DANGA	16	58.88	16	0.25	138	5.64	64.77	On going
64	16	LOHAR PARA BUSTEE	2	7.36	2	0.03	17	0.70	8.10	On going
65	16	MAHOTO PARA	3	11.04	3	0.05	26	1.06	12.14	On going
66	16	SAJHUDANGA BUSTEE	6	22.08	6	0.09	52	2.11	24.29	On going
67	16	SIMULDANGA BUSTEE	2	7.36	2	0.03	17	0.70	8.10	On going
68	16	Telkal Para Bustee - WARD (16)	2	7.36	2	0.03	17	0.70	8.10	On going
69	17	BAKUL TALA BUSTEE	14	51.52	14	0.22	120	4.93	56.67	On going
70	17	CHASA PARA BUSTEE - WARD(17)	5	18.40	5	0.08	43	1.76	20.24	On going
71	17	DHARMA MELA BUSTEE	1	3.68	1	0.02	9	0.35	4.05	On going
72	17	GORAI BASTEE - WARD (17)	3	11.04	3	0.05	26	1.06	12.14	On going
73	17	GOUR MOHAN KAR LANE	1	3.68	1	0.02	9	0.35	4.05	On going
74	17	JUGHI BUSTEE	1	3.68	1	0.02	9	0.35	4.05	On going
75	17	KAMAR KULI BUSTEE	2	7.36	2	0.03	17	0.70	8.10	On going
76	17	NAMO PARA BUSTEE	6	22.08	6	0.09	52	2.11	24.29	On going
77	17	NAPIT PARA BUSTEE	1	3.68	1	0.02	9	0.35	4.05	On going
78	18	Ambresh Pally	5	18.40	5	0.08	43	1.76	20.24	On going
79	18	BIRI BARI BUSTEE	1	3.68	1	0.02	9	0.35	4.05	On going
80	18	BOURI PARA	9	33.12	9	0.14	77	3.17	36.43	On going
81	18	CHATANI PARA BUSTEE - WARD(18)	3	11.04	3	0.05	26	1.06	12.14	On going
82	18	DOM PARA BUSTEE - WARD (18)	1	3.68	1	0.02	9	0.35	4.05	On going
83	18	JALTALA BUSTEE	2	7.36	2	0.03	17	0.70	8.10	On going
84	18	MUCHI PARA BUSTEE - WARD(18)	2	7.36	2	0.03	17	0.70	8.10	On going
85	18	NAPIT PARA BAHAL BUSTEE	1	3.68	1	0.02	9	0.35	4.05	On going
86	18	RAJOWARPARA BUSTEE	3	11.04	3	0.05	26	1.06	12.14	On going
87	18	Sekra Para	6	22.08	6	0.09	52	2.11	24.29	On going
88	19	CHASA PARA - WARD (19)	3	11.04	3	0.05	26	1.06	12.14	On going
89	19	CHATANI PARA - WARD (19)	2	7.36	2	0.03	17	0.70	8.10	On going
90	19	Goala Bandh Bustee	8	29.44	8	0.13	69	2.82	32.38	On going
91	19	POKABANDH PARA	26	95.68	26	0.41	224	9.16	105.25	On going
92	19	RASH MELA BUSTEE	3	11.04	3	0.05	26	1.06	12.14	On going
93	20	AMALA PARA BUSTEE	3	11.04	3	0.05	26	1.06	12.14	On going
94	20	DARJIPARA BUSTEE	3	11.04	3	0.05	26	1.06	12.14	On going
95	20	KADAM KULI	20	73.60	20	0.31	172	7.05	80.96	On going
96	21	CHUNA BHATI BUSTEE	6	22.08	6	0.09	52	2.11	24.29	On going
97	21	DEBIMATA BUSTEE	2	7.36	2	0.03	17	0.70	8.10	On going
98	21	KAPUR BAGAN	6	22.08	6	0.09	52	2.11	24.29	On going
99	21	KHELAICHANDI BUSTEE	15	55.20	15	0.24	129	5.28	60.72	On going
100	21	KUSTA COLONY	1	3.68	1	0.02	9	0.35	4.05	On going
101	21	RENI ROAD BY. LANE	1	3.68	1	0.02	9	0.35	4.05	On going
102	21	SUFAL PALLY	2	7.36	2	0.03	17	0.70	8.10	On going
103	22	Anjir Bagan	1	3.68	1	0.02	9	0.35	4.05	On going
104	22	DHOBAI BUSTEE	10	36.80	10	0.16	86	3.52	40.48	On going
105	22	Islam Nagar	4	14.72	4	0.06	34	1.41	16.19	On going
106	22	NAYA BASTEE	4	14.72	4	0.06	34	1.41	16.19	On going
107	22	ORANG PARA BUSTEE	5	18.40	5	0.08	43	1.76	20.24	On going
108	22	KATIN PARA BUSTEE - WARD (22)	4	14.72	4	0.06	34	1.39	16.18	On going
			769	2830	769	12	6612	271	3113	

Table-5: Status of Housing for ALL of Purulia Municipality, 2016-2017

SLUM AND NON SLUM WISE DETAILS OF DU AND INFRASTRUCTURE COST OF 2016-17												Status
SL. NO	Ward No	SLUM/ NON- SLUM NAME	Area in Sq mt.	Population	PROPOSED DWELLING UNIT	INFASTRUCTURES						
						Cost involved @ Rs. 3.68 Lakhs per DU	House Connection	Cost involved @ Rs. 0.01572 Lakh per connection	ROADS (In Meter)	Cost involved @ Rs. .04097 lakh per meter	Total	
1	1	ALANGI DANGA BUSTEE	3240	480	4	14.72	4	0.06	34	1.41	16.19	On going
2	1	ASHU SAHIS LANE	23900	321	1	3.68	1	0.02	9	0.35	4.05	On going
3	1	DAS BUSTEE - WARD (1)	21000	529	4	14.72	4	0.06	34	1.41	16.19	On going
4	1	DESH BANDHU BY LANE	2800	617	19	69.92	19	0.30	163	6.69	76.91	On going
5	1	PEDKABANDH BUSTEE	35050	215	6	22.08	6	0.09	52	2.11	24.29	On going
6	1	SAHIS BUSTEE	19000	828	2	7.36	2	0.03	17	0.70	8.10	On going
7	1	Shiv Collony Bustee	44580	74	6	22.08	6	0.09	52	2.11	24.29	On going
8	2	CHITADANGA BUSTEE	5200	376	3	11.04	3	0.05	26	1.06	12.14	On going
9	2	K P LANE	1400	190	4	14.72	4	0.06	34	1.41	16.19	On going

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10	2	KARTIKDI BUSTEE	16000	805	3	11.04	3	0.05	26	1.06	12.14	On going
11	2	Mahananda Chakraborty Lane	96000	51	14	51.52	14	0.22	120	4.93	56.67	On going
12	2	TIKA PARA	6700	650	9	33.12	9	0.14	77	3.17	36.43	On going
13	4	BAURI PARA BUSTEE - WARD (4)	11000	762	6	22.08	6	0.09	52	2.11	24.29	On going
14	4	GORAI BUSTEE - WARD (4)	60000	169	8	29.44	8	0.13	69	2.82	32.38	On going
15	4	KALYANDI BUSTEE	371000	278	6	22.08	6	0.09	52	2.11	24.29	On going
16	4	Kamar Para Bustee	6700	258	14	51.52	14	0.22	120	4.93	56.67	On going
17	4	NATHUDIN BUSTEE	41000	248	10	36.80	10	0.16	86	3.52	40.48	On going
18	23	DUSAD BASTI	3200	106	15	55.20	15	0.24	129	5.28	60.72	On going
19	5	Huchuk Para Bustee	16000	273	9	33.12	9	0.14	77	3.17	36.43	On going
20	5	NIMTAR BUSTEE	350	483	26	95.68	26	0.41	224	9.16	105.25	On going
21	5	S.K. BECHU LANE BUSTEE	9100	302	7	25.76	7	0.11	60	2.47	28.34	On going
22	6	AMDIHA JAMAI PARA	4100	291	9	33.12	9	0.14	77	3.17	36.43	On going
23	6	CHATANI PARA BUSTEE - WARD(6)	86110	662	12	44.16	12	0.19	103	4.23	48.58	On going
24	6	MAHATO PARA BUSTEE - WARD (6)	13300	293	2	7.36	2	0.03	17	0.70	8.10	On going
25	6	NETAJI SUBASH ROAD BUSTEE	2100	205	1	3.68	1	0.02	9	0.35	4.05	On going
26	6	PUNIA BANDH BUSTEE	25000	162	6	22.08	6	0.09	52	2.11	24.29	On going
27	7	BHUINYA PARA BUSTEE - WARD (7)	30700	215	14	51.52	14	0.22	120	4.93	56.67	On going
28	7	CHIRA BARI BUSTEE	11300	288	31	114.08	31	0.49	267	10.92	125.49	On going
29	7	RAMBANDH PARA	3200	416	30	110.40	30	0.47	258	10.57	121.44	On going
30	8	KASAIMAHALLA BUSTEE	2200	212	31	114.08	31	0.49	267	10.92	125.49	On going
31	8	RAHAMAT NAGAR BUSTEE	43000	156	1	3.68	1	0.02	9	0.35	4.05	On going
32	9	BAURI PARA BUSTEE - WARD(9)	200	199	30	110.40	30	0.47	258	10.57	121.44	On going
33	9	IDKA MAHALLA	1600	335	7	25.76	7	0.11	60	2.47	28.34	On going
34	9	RAJ BUSTEE	3500	205	5	18.40	5	0.08	43	1.76	20.24	On going
35	9	SAYER PARA BUSTEE	850	233	11	40.48	11	0.17	95	3.88	44.53	On going
36	9	SOUDAGAR BUSTEE	21000	200	10	36.80	10	0.16	86	3.52	40.48	On going
37	10	BHUIYA PARA BUSTEE - WARD(10)	15440	130	3	11.04	3	0.05	26	1.06	12.14	On going
38	10	DOM PARA BUSTEE - WARD (10)	53400	100	7	25.76	7	0.11	60	2.47	28.34	On going
39	10	KATIN PARA BUSTEE - WARD (10)	19000	149	4	14.72	4	0.06	34	1.41	16.19	On going
40	10	OLD POLICE LINE BUSTEE	25900	151	10	36.80	10	0.16	86	3.52	40.48	On going
41	10	SINDER PATTI	9700	127	8	29.44	8	0.13	69	2.82	32.38	On going
42	11	DAS BUSTEE - WARD (11)	5000	333	21	77.28	21	0.33	181	7.40	85.01	On going
43	11	LOCO SHED PARA	14000	127	17	62.56	17	0.27	146	5.99	68.82	On going
44	11	MAHATO PARA BUSTEE - WARD (11)	4356	154	1	3.68	1	0.02	9	0.35	4.05	On going
45	11	SARBAGAN BUSTEE	16000	149	1	3.68	1	0.02	9	0.35	4.05	On going
46	11	TELKAL PARA - WARD (11)	9700	135	13	47.84	13	0.20	112	4.58	52.62	On going
47	12	BAURI PARA BUSTEE - WARD(12)	3300	155	22	80.96	22	0.35	189	7.75	89.06	On going
48	12	BHAKHULIA PARA BUSTEE	6900	227	8	29.44	8	0.13	69	2.82	32.38	On going
49	12	JALAKULI BUSTEE	17000	125	2	7.36	2	0.03	17	0.70	8.10	On going
50	12	NAMOPAR CHUTAR BUSTEE	57000	194	21	77.28	21	0.33	181	7.40	85.01	On going
51	13	BHAGA BANDH PARA BUSTEE - WARD(13)	15000	203	1	3.68	1	0.02	9	0.35	4.05	On going
52	14	BHAGA BANDH PARA BUSTEE - WARD (14)	30320	492	17	62.56	17	0.27	146	5.99	68.82	On going
53	14	MUCHI PARA BUSTEE - WARD (14)	5900	464	1	3.68	1	0.02	9	0.35	4.05	On going
54	15	DHANIA PARA BUSTEE	35050	264	14	51.52	14	0.22	120	4.93	56.67	On going
55	15	DR. DANGA BASTEE	37000	368	18	66.24	18	0.28	155	6.34	72.86	On going
56	15	KALANDAR DANGA BUSTEE	2900	1314	14	51.52	14	0.22	120	4.93	56.67	On going

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57	16	Chay Gada Bustee	7100	100	3	11.04	3	0.05	26	1.06	12.14	On going
58	16	DAS SWEEPER COLONY	4300	379	4	14.72	4	0.06	34	1.41	16.19	On going
59	16	KHAJURIA DANGA	176000	218	9	33.12	9	0.14	77	3.17	36.43	On going
60	16	LOHAR PARA BUSTEE	44600	179	3	11.04	3	0.05	26	1.06	12.14	On going
61	16	MAHOTO PARA	2500	182	8	29.44	8	0.13	69	2.82	32.38	On going
62	16	SAJHUDANGA BUSTEE	2700	313	11	40.48	11	0.17	95	3.88	44.53	On going
63	16	SIMULDANGA BUSTEE	40000	149	21	77.28	21	0.33	181	7.40	85.01	On going
64	16	Telkal Para Bustee - WARD (16)	5000	323	9	33.12	9	0.14	77	3.17	36.43	On going
65	17	BAKUL TALA BUSTEE	30100	239	4	14.72	4	0.06	34	1.41	16.19	On going
66	17	CHASA PARA BUSTEE - WARD(17)	92000	207	1	3.68	1	0.02	9	0.35	4.05	On going
67	17	JUGHI BUSTEE	3600	357	1	3.68	1	0.02	9	0.35	4.05	On going
68	17	KAMAR KULI BUSTEE	1400	335	5	18.40	5	0.08	43	1.76	20.24	On going
69	17	NAMO PARA BUSTEE	58000	173	4	14.72	4	0.06	34	1.41	16.19	On going
70	17	NAPIT PARA BUSTEE	62000	162	12	44.16	12	0.19	103	4.23	48.58	On going
71	18	Ambresh Pally	11232	155	5	18.40	5	0.08	43	1.76	20.24	On going
72	18	BIRI BARI BUSTEE	3200	649	2	7.36	2	0.03	17	0.70	8.10	On going
73	18	BOURI PARA	23900	220	9	33.12	9	0.14	77	3.17	36.43	On going
74	18	CHATANI PARA BUSTEE - WARD(18)	6600	347	4	14.72	4	0.06	34	1.41	16.19	On going
75	18	DOM PARA BUSTEE - WARD (18)	990	358	1	3.68	1	0.02	9	0.35	4.05	On going
76	18	JALTALA BUSTEE	472121	143	1	3.68	1	0.02	9	0.35	4.05	On going
77	18	MUCHI PARA BUSTEE - WARD(18)	49800	267	1	3.68	1	0.02	9	0.35	4.05	On going
78	18	NAPIT PARA BAHAL BUSTEE	7500	1362	11	40.48	11	0.17	95	3.88	44.53	On going
79	18	RAJOWARPARA BUSTEE	3400	218	2	7.36	2	0.03	17	0.70	8.10	On going
80	18	Sekra Para	44000	558	7	25.76	7	0.11	60	2.47	28.34	On going
81	19	CHASA PARA - WARD (19)	1600	289	4	14.72	4	0.06	34	1.41	16.19	On going
82	19	CHATANI PARA - WARD (19)	20300	688	1	3.68	1	0.02	9	0.35	4.05	On going
83	19	Goala Bandh Bustee	27000	159	13	47.84	13	0.20	112	4.58	52.62	On going
84	19	POKABANDH PARA	3170	227	30	110.40	30	0.47	258	10.57	121.44	On going
85	19	RASH MELA BUSTEE	30100	404	2	7.36	2	0.03	17	0.70	8.10	On going
86	20	AMALA PARA BUSTEE	75000	320	1	3.68	1	0.02	9	0.35	4.05	On going
87	20	DARJIPARA BUSTEE	740	226	4	14.72	4	0.06	34	1.41	16.19	On going
88	20	KADAM KULI	69000	578	5	18.40	5	0.08	43	1.76	20.24	On going
89	21	CHUNA BHATI BUSTEE	18000	311	16	58.88	16	0.25	138	5.64	64.77	On going
90	21	DEBIMATA BUSTEE	92000	248	6	22.08	6	0.09	52	2.11	24.29	On going
91	21	KAPUR BAGAN	239000	258	8	29.44	8	0.13	69	2.82	32.38	On going
92	21	KHELAICHANDI BUSTEE	34000	310	2	7.36	2	0.03	17	0.70	8.10	On going
93	21	KUSTA COLONY	11163	992	1	3.68	1	0.02	9	0.35	4.05	On going
94	21	RENI ROAD BY LANE	170	463	1	3.68	1	0.02	9	0.35	4.05	On going
95	21	SUFAL PALLY	3363	112	3	11.04	3	0.05	26	1.06	12.14	On going
96	22	Anjir Bagan	69900	172	1	3.68	1	0.02	9	0.35	4.05	On going
97	22	DHOBAI BUSTEE	8700	475	12	44.16	12	0.19	103	4.23	48.58	On going
98	22	Islam Nagar	25000	291	7	25.76	7	0.11	60	2.47	28.34	On going
99	22	NAYA BASTEE	2000	290	9	33.12	9	0.14	77	3.17	36.43	On going
100	22	ORANG PARA BUSTEE	58000	264	2	7.36	2	0.03	17	0.70	8.10	On going
101	22	KATIN PARA BUSTEE - WARD (22)	37000	429	19	69.92	19	0.30	163	6.69	76.91	On going
		Sub total	**3364095**	**32118**	**864**	**3179.52**	**864**	**13.58**	**7429.09**	**304.37**	**3497**	
						Non slum						

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102	1	Ward-1	0.09	3929	1	3.68	1	0.02	9	0.35	4.05	On going
103	4	Ward-4	0.46	7646	5	18.40	5	0.08	43	1.76	20.24	On going
104	6	Ward-6	0.75	5573	12	44.16	12	0.19	103	4.23	48.58	On going
105	9	Ward-9	1.98	4414	8	29.44	8	0.13	69	2.82	32.38	On going
106	10	Ward-10	1.54	3036	4	14.72	4	0.06	34	1.41	16.19	On going
107	12	Ward-12	1.41	4960	16	58.88	16	0.25	138	5.64	64.77	On going
108	16	Ward-16	1.20	5820	1	3.68	1	0.02	9	0.35	4.05	On going
109	18	Ward-18	0.38	4909	4	14.72	4	0.06	34	1.41	16.19	On going
		Sub total			51	187.68	51	0.80	438.52	17.97	206.448	
		Total			915	3367.20	915	14.38	7867.62	322.34	3703.92	

Technical Assistance **MED**
Nodal Agency **SUDA**

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

2.1 General introduction on status and Prioritization for proposed project

In summarizing the HFAPoA of Purulia Municipality, Purulia Municipality takes two verticals for implementation of the project i.e. "Beneficiary –led – construction" and CLSS. For this project, Purulia Municipality conducted Demand Assessment survey for getting total requirement of houses in the ULB. From this survey, the total survey form received 5693. Out of 5693 form received from 108 slums. 5500 houses will be constructed through "Beneficiary-led-Construction and 193 houses will be constructed through CLSS.

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

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

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

In compliance with the objective and as per direction of the Ministry of Housing & Urban Poverty Alleviation (MoHUPA) and State Urban Development agency (SUDA), West Bengal was undertaking a demand survey through suitable means for accessing the actual demand of housing. For this mission Purulia Municipality

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undertook Demand survey on 20.09.2015 and completed the survey on 07.10.2015.From this survey, different information have been took off. Summary of findings of survey have been given below:

Identification of priority sectors / service area for all slums

Slum infrastructure component mainly covered all aspects of basic services in the slums which included:

1. Water supply, 2. Sewerage, sanitation and local drainage. 3. Solid waste management
4. Internal passages and pavements, 5. Street lighting, 6. Housing and shelter

Besides this, the implementation plan for the IHSDP was also integrated with this section to avoid any overlap of initiatives in the slum areas. Accordingly, this section has been prepared as supplementary plan to the IHSDP as the planning process of the said project has been completed and the implementation has just commenced.

Feedback report regarding demands of slum infrastructure improvement works, compared with technical demand analysis of the slum dwellers through their representatives / RCVs for each slums – has been given as per following table.

Inputs from the community members were collected for design and configuration of a project that will meet the real needs of people. Inputs about community priorities were sought and understood through:

Discussions with potential beneficiaries during field visit

Inputs from Community Organisers

Inputs from members of the CDS-NHC-NHG structure

Community feedback on various issues were taken during the project identification stage, in terms of preferred location of common community asset; willingness to pay, operate and maintain; constraints faced in accessing common facilities; needs of specific user categories (children, women, adolescent girls, aged, etc.); seasonality of problems faced; and a number of other qualitative issues. Community meeting with participants as women from the community were held in many slum cluster. The DTG1 used various other techniques and tools for receiving community feedback such as transect walks, social mapping, and resource mapping to understand the same.

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Land Use Pattern

The total area of the Purulia computed from Baseline survey is 13.89 sq. Km. The different utilities and detailed features of Purulia Land use were mapped in GIS and were broadly categorized in line with the UDPFI guidelines. Table below shows Land use distribution of Purulia.

Table-6: Land Use pattern in Purulia

Sl. No.	Land Use	Area (In Sq. km.)	Percentage to total area of the Municipality
1	Agriculture	1.39	10
2	Residential	5.75	41
3	Commercial	0.2	1
4	Mixed	0.33	2
5	Open, unused land/undeveloped land	0.74	5
6	Institutional	0.1	1
7	Roads	1	7
8	Railways	0.39	3
9	Wetlands/Lakes/Tanks	0.84	6
10	Public parks, squares and garden	3.15	23
Total		13.89	99

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Land Use Map

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Purulia Municipatily

Status of all 95 slums and 15 nos non slums in respect of the infrastructures is detailed below:

Water supply

Major portion of the Purulia Municipality have been covered with the pipe water supply schemes namely of Simulia, Teledih of Kansabati water supply schemes of the Govt. in the PHE deptt. These schemes are maintained for supply of water as handed over to water supply department of Purulia Municipality.

WBSEB has a vital role with its electricity power in operation with the pipe water supply scheme. Planning with the subject by the Assistant Engineer, WBSEB can be motivated

At present this municipality is provided with 491 no's of Tube wells with functioning 471 no's & non-functioning 20 no's now. Despite more no's of Rig bore Tube wells covering to all 22 Municipal wards are required. These Tube wells are essentially needed to meet the drought situation. Therefore preparedness for repairing, re-charging, replacement of different parts in the eventuality should cover with the plan.

Filtration Process - Water coming from intake well from river bed by pumping machineries to Ranchi road, and then comes into a cleavitier & after that from cleavitier to 4 no's of filter bed & from filter bed to dozing chamber where chlorination is being made after that by pumping machineries in OHR (Over Head Reserver).

Sanitation and sewerage

The town, Purulia has no underground sewerage system. There are 11525 numbers of sanitary latrines. All the latrines were converted to sanitary latrines by utilizing grants from the central Government and the State Government under ILCS programme.

The town has one trenching ground at the outskirt of the municipal boundary. Municipality has to operate the conservancy operation with very limited Scavenger facilities.

Drainage

The general topography and the existence of the rivers on both sides of the town give it natural advantages for drainage of its run off and waste water. The undulating ground surface and sleep slope provide almost natural drainage to most part of the town except for a few localized low lying areas where water logging and drainage problems are acute. The Municipal Authority has been endeavoring to clear the choked outlets by desilting and also by constructing the drains to ensure proper and effective drainage system for this town through other Government Grants.

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Solid waste management

The town has one trenching ground at the outskirt of the municipal boundary. Municipality has to operate the conservancy operation with very limited Scavenger facilities.

Table-7: SOLID WASTE MANAGEMENT

Asset Category	Quantity/ Capacity	Year of Construction/ Commissioning	Physical Condition/ State of Repairs
SOLID WASTE MANAGEMENT			
Collection vehicles, bins / containers	1) Hand Cart .....50 / 6cft per Hand Cart 2) Tractor .....8 / 5 tone per Tractor 3) Traller ..... 4) Truck .....2 / 3 tone per 5) Cesspoll ..... 1 / 3000 Litre 6) Night Soil Tank (without engine) ..... 7) Water Tank 14Nos.	1995-2008	Need Repair urgently.
Composting plant if any	None, still now.		
Land fill site	The town has two trenching grounds at the outside of the municipal boundary but all are private property.		

Solid Waste Generation: The type of waste generated within the municipal areas can be largely classified as

(i) MSW (Municipal Solid Wastes):- These include Organic & Inorganic Wastes, to be handled by the Municipality.

(ii) Biomedical Wastes- These are wastes from Nursing Homes etc. Agency authorized West Bengal Pollution Control Board, may be appointed to handle these wastes

(iii) Industrial Wastes - No significant industrial waste is generated.

(iv) Construction and Demolition Wastes - These have not created any problem still now and they are mainly used for filling up of low-lying areas.

Collection & Transportation system: Presently waste is disposed off in the community vats nearby. From there it was collected by cycle vans, then trailers and finally was taken to Dumping Ground by these Trailers.

In the Municipal Area, at present, the collection is generally done by 2 methods:-

Waste collection from vats by the Municipality

Collection from Drain sludge / jungle by Municipal own measures.

The collected wastes in both the cases are directly transported to the disposal ground.

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The door to door collection system and segregation of wastes at the source is established in Ward 11 on an experimental basis on a PPP model. Based on the findings of the project, it may be replicated in the other wards of the ULB.

In Purulia Municipality, the quantity of solid waste generated per capita per day was 75 grams. The quantity of solid waste generated per day was 8 Metric Tons. The quantity of solid waste collected per day was 8 Metric Tons. There are total 65 dustbins. (Source: Urban West Bengal, 2000-2002).

As per UDPFI Guidelines, the generation of waste varies from about a quarter of kilogram in small towns to about half a kilogram per capita in large and metro cities.

Solid Waste Generation projection

The waste projection for 2025 of Purulia Municipality has also been estimated assuming the quantity of generation as 250 grams per capita per day (as per UDPFI Guideline) considering the strong potential for growth of the Municipal area.

Road

Streets, Street Light and Traffic Management

The national Highway 32 & 33 and State Highway formally named J.K. College Road Road pass through this town. By pass Road and other Municipal Roads connect the surrounding areas of the town. It has a good network of roads connecting the sub-division of the District Purulia. At present there are 0.055 Sq km of roads within Municipality and of which detail given below (Source of data Baseline Survey)

Table-8: Road data

Type of Road	Area in Sq. Km
BLACK TOP	0.499
CONCRETE	0.118
KANCHA	0.047
MORUM	0.005

Table-9: The major city level roads in Purulia Municipality Area have been shown

Sl. No.	Name Of Raod	Length In Meter.
1	J. K. COLLEGE ROAD	5620.63
2	J. K. ADHIKARI LANE	3568.11
3	N.H. 32	2502.28
4	N.H. 33	920.13
5	DESH BANDHU BY LANE	3381.64
6	NORTH LAKE ROAD	2010.85

All the above roads are two lanes Road, maintained by the municipality.

The types of Roads existing in the Municipal area, according to their construction, are of 4 types presently:-

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Black Topped Road

Concrete Road

Kancha

Morum Road

Most of the roads are narrow, and have little scope of widening. Purulia Municipality still has a lot of open space. Nevertheless, the expansion is unplanned, thus leaving very little scope for any planned development of the town. With this unplanned urbanization, traffic congestion on roads especially in the station road area is a very common scenario.

The travel needs in the city are catered through Railways and Roads by a variety of modes of transport in the form of trains, buses run by Private operators, auto rickshaws, trackers, rickshaws and private vehicles such as cars, 2-wheelers and cycles. Improving socio-economic status, easy availability of vehicles, increase in population and lack of good public transport is resulting in steep growth of vehicles in the Municipal Area.

Due to this easy accessibility, the Traffic Demand of this area is increasing at a fast rate. In order to face this heavy demand the capacities of the major arterials roads have to be increased to ensure easy flow of traffic.

The commercialization led to an increase in parking demand along these roads, which in turn reduced the effective carriageway. Parking is a major and an emergent issue in Purulia Municipal Area. The tendency in the Area is of commercialization along the main roads. Initially, the plots along these roads were residential in nature but with increasing land value and traffic on these roads, they were commercialized.

On-street Parking is a very common phenomenon and is highly responsible for the decrease in the width of the Carriageway. Van and Auto-Rickshaws do not have their terminal parking area off the thoroughfare; as a result, those are parked on the roadside. In populated public places, such parking develops acute to congestions during rush hours. Buses and Mini-buses also further the traffic impasse as those do not have any have terminus either.

The public transports that are available in the Municipal Area are private buses, mini buses, and auto – rickshaws, Trackers and cycle rickshaws. Personalized modes such as cars, two-wheelers and cycles also occupy the available road space n the ULB. At present More than 3 bus routes operating in the city. The bus routes mainly cater to the main arterial roads of the city. Private buses do not run on time and regularly. Auto rickshaws run within the urbanized area of the city. They are not reliable in terms of the fare they quote. Rickshaws ply mainly inside the Municipal Area to cover short distances.

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Project Justification

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

Table-10: Justification of the Project

Sl.No	Name of the Slums	Status	Land	Age in years	National High Way	Status of Housings	Road Status	Habitation pattern
1	ALANGI DANGA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
2	ASHU SAHIS LANE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
3	DESH BANDHU BY LANE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
4	PEDKABANDH BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
5	Shiv Collony Bustee	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
6	CHITADANGA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
7	K. P. LANE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
8	KARTIKDI BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
9	Mahananda Chakraborty Lane	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space

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10	TIKA PARA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
11	MAHATO PARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
12	BAURI PARA BUSTEE - WARD (4)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
13	GORAI BUSTEE - WARD (4)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
14	Kamar Para Bustee	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
15	NATHUDIN BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
16	DUSAD BASTI	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
17	Huchuk Para Bustee	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
18	NIMTAR BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
19	S.K. BECHU LANE BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
20	AMDIHA JAMAI PARA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space

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						asbestos/tiles on roof		
21	CHATANI PARA BUSTEE - WARD(6)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
22	MAHATO PARA BUSTEE - WARD (6)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
23	NETAJI SUBASH ROAD BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
24	PUNIA BANDH BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
25	BHUINYA PARA BUSTEE - WARD (7)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
26	CHIRA BARI BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
27	RAMBANDH PARA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
28	SINGH COLLONY BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
29	KASAIMAHALLA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
30	RAHAMAT NAGAR BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
31	RAMBANDH PARA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma /	Majority portion of roads are brick paved or	Habitation pattern in the slums is congested with

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						bricks with tin sheets and asbestos/tiles on roof	damaged roads.	insufficient open space
32	BAURI PARA BUSTEE - WARD(9)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
33	IDKA MAHALLA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
34	RAJ BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
35	SAYER PARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
36	SOUDAGAR BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
37	DOM PARA BUSTEE - WARD (10)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
38	KATIN PARA BUSTEE - WARD (10)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
39	OLD POLICE LINE BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
40	SINDER PATTI	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
41	LOCO SHED PARA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
42	MAHATO PARA BUSTEE - WARD (11)	The condition of living in the	Owned	More than 15 years	The National Highway - 2 is	Major population is	Majority portion of	Habitation pattern in the

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		slum is unhygienic			5.0 kms away	living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	roads are brick paved or damaged roads.	slums is congested with insufficient open space
43	TELKAL PARA - WARD (11)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
44	BHAKHULIA PARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
45	JALAKULI BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
46	NAMOPAR CHUTAR BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
47	BHAGA BANDH PARA BUSTEE - WARD(13)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
48	BHAGA BANDH PARA BUSTEE - WARD (14)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
49	MUCHI PARA BUSTEE - WARD (14)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
50	DHANIA PARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
51	DR. DANGA BASTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
52	KALANDAR DANGA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space

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53	DAS SWEEPER COLONY	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
54	KHAJURIA DANGA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
55	LOHAR PARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
56	MAHOTO PARA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
57	SAHUDANGA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
58	SIMULDANGA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
59	Telkal Para Bustee - WARD (16)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
60	BAKUL TALA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
61	CHASA PARA BUSTEE - WARD(17)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
62	DHARMA MELA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
63	GORAI BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space

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						asbestos/tiles on roof		
64	NAMO PARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
65	NAPIT PARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
66	Ambresh Pally	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
67	BIRI BARI BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
68	BOURI PARA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
69	CHATANI PARA BUSTEE - WARD(18)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
70	DOM PARA BUSTEE - WARD (18)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
71	NAPIT PARA BAHAL BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
72	RAJOWARPARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
73	Sekra Para	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
74	CHASA PARA - WARD (19)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma /	Majority portion of roads are brick paved or	Habitation pattern in the slums is congested with

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						bricks with tin sheets and asbestos/tiles on roof	damaged roads.	insufficient open space
75	CHATANI PARA - WARD (19)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
76	POKABANDH PARA	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
77	AMALA PARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
78	DARJIPARA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
79	KADAM KULI	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
80	Goala Bandh Bustee	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
81	CHUNA BHATI BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
82	DEBIMATA BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
83	KAPUR BAGAN	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
84	KHELAJCHANDI BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
85	RENI ROAD BY. LANE	The condition of living in the	Owned	More than 15 years	The National Highway - 2 is	Major population is	Majority portion of	Habitation pattern in the

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		slum is unhygienic			5.0 kms away	living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	roads are brick paved or damaged roads.	slums is congested with insufficient open space
86	SUFAL PALLY	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
87	Anjir Bagan	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
88	DHOBAI BUSTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
89	Islam Nagar	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
90	NAYA BASTEE	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
91	KATIN PARA BUSTEE - WARD (22)	The condition of living in the slum is unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the slums is congested with insufficient open space
92	13 nos Non slums	The condition of living in the non slums are unhygienic	Owned	More than 15 years	The National Highway - 2 is 5.0 kms away	Major population is living in huts, made of darma / bricks with tin sheets and asbestos/tiles on roof	Majority portion of roads are brick paved or damaged roads.	Habitation pattern in the non slums are congested with insufficient open space

2.3 Tenure Status

As per the demand survey and geographical location of the city out of four verticals municipality has taken only Beneficiary Lead Construction (BLC) for the year 2018-19. In the 1st year of implementation of Housing for All, 1125 beneficiaries have been identified for the construction of New House through BLC.

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The above beneficiaries have been selected only who have their own land required for the construction of new house under BLC.

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

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

In the case of Purulia Municipality, Municipality takes only one vertical i.e. is " Beneficiary led construction". From present Demand Assessment survey for Housing for all (HFA), it is noticed that 5693 household covering under this project. 5500 houses will be constructed through "Beneficiary-led-Construction" Under "Beneficiary-led-Construction" and 193 houses will be constructed through CLSS each beneficiary will get 1.5 lakh from central assistance.

Table-11: Slum-wise Intervention strategies for Tenable Slums

Name of the Slum	Area of the Slum in sq. mtrs	Total No. of Slum Households as per USHA Survey*	Proposed Development Strategy i. Affordable Housing Project (AHP) ii. Credit Linked Subsidy Scheme (CLSS) iii. Beneficiary Led Construction iv. Clubbing with other Tenable Slums**	Proposed Year of Intervention
ALANGI DANGA BUSTEE	3240	107	12	2018-19
ASHU SAHIS LANE	23900	71	16	2018-19
DESH BANDHU BY LANE	2800	137	14	2018-19
PEDKABANDH BUSTEE	35050	48	2	2018-19
Shiv Collony Bustee	44580	61	2	2018-19
CHITADANGA BUSTEE	5200	84	15	2018-19
K. P. LANE	1400	42	7	2018-19
KARTIKDI BUSTEE	16000	179	3	2018-19
Mahananda Chakraborty Lane	96000	113	4	2018-19
TIKA PARA	6700	144	8	2018-19
MAHATO PARA BUSTEE	21000	118	13	2018-19
BAURI PARA BUSTEE - WARD (4)	11000	169	20	2018-19
GORAI BUSTEE - WARD (4)	60000	38	2	2018-19
Kamar Para Bustee	6700	57	19	2018-19
NATHUDIN BUSTEE	41000	55	5	2018-19
DUSAD BASTI	3300	34	26	2018-19
Huchuk Para Bustee	16000	61	7	2018-19
NIMTAR BUSTEE	350	107	22	2018-19
S.K. BECHU LANE BUSTEE	9100	67	5	2018-19
AMDIHA JAMAI PARA	4100	65	5	2018-19
CHATANI PARA BUSTEE - WARD(6)	86110	147	15	2018-19
MAHATO PARA BUSTEE - WARD (6)	13300	65	2	2018-19

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NETAJI SUBASH ROAD BUSTEE	2100	46	6	2018-19
PUNIA BANDH BUSTEE	25000	36	9	2018-19
BHUINYA PARA BUSTEE - WARD (7)	30700	48	2	2018-19
CHIRA BARI BUSTEE	11300	64	20	2018-19
RAMBANDH PARA	3200	92	3	2018-19
SINGH COLLONY BUSTEE	3200	24	1	2018-19
KASAIMAHALLA BUSTEE	2200	47	8	2018-19
RAHAMAT NAGAR BUSTEE	43000	35	1	2018-19
RAMBANDH PARA	371000	62	6	2018-19
BAURI PARA BUSTEE - WARD(9)	200	44	18	2018-19
IDKA MAHALLA	1600	74	6	2018-19
RAJ BUSTEE	3500	46	3	2018-19
SAYER PARA BUSTEE	850	52	3	2018-19
SOUDAGAR BUSTEE	21000	44	6	2018-19
DOM PARA BUSTEE - WARD (10)	53400	22	4	2018-19
KATIN PARA BUSTEE - WARD (10)	19000	33	2	2018-19
OLD POLICE LINE BUSTEE	25900	34	8	2018-19
SINDER PATTI	9700	28	12	2018-19
LOCO SHED PARA	14000	28	7	2018-19
MAHATO PARA BUSTEE - WARD (11)	4356	34	2	2018-19
TELKAL PARA - WARD (11)	9700	30	33	2018-19
BHAKHULIA PARA BUSTEE	6900	50	3	2018-19
JALAKULI BUSTEE	17000	28	2	2018-19
NAMOPAR CHUTAR BUSTEE	57000	43	3	2018-19
BHAGA BANDH PARA BUSTEE - WARD(13)	15000	45	30	2018-19
BHAGA BANDH PARA BUSTEE - WARD (14)	30320	109	36	2018-19
MUCHI PARA BUSTEE - WARD (14)	5900	103	4	2018-19
DHANIA PARA BUSTEE	35050	59	11	2018-19
DR. DANGA BASTEE	37000	82	16	2018-19
KALANDAR DANGA BUSTEE	2900	292	12	2018-19
DAS SWEEPER COLONY	4300	84	2	2018-19
KHAJURIA DANGA	176000	48	14	2018-19
LOHAR PARA BUSTEE	44600	40	2	2018-19
MAHOTO PARA	2500	40	4	2018-19
SAJHUDANGA BUSTEE	2700	70	14	2018-19
SIMULDANGA BUSTEE	40000	33	1	2018-19
Telkal Para Bustee - WARD (16)	5000	72	3	2018-19
BAKUL TALA BUSTEE	30100	53	14	2018-19
CHASA PARA BUSTEE - WARD(17)	92000	46	9	2018-19
DHARMA MELA BUSTEE	7100	22	2	2018-19
GORAI BUSTEE	3600	79	4	2018-19
NAMO PARA BUSTEE	58000	38	4	2018-19
NAPIT PARA BUSTEE	62000	36	22	2018-19
Ambresh Pally	11232	34	12	2018-19
BIRI BARI BUSTEE	3200	144	2	2018-19
BOURI PARA	23900	49	6	2018-19

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CHATANI PARA BUSTEE - WARD(18)	6600	77	9	2018-19
DOM PARA BUSTEE - WARD (18)	990	80	3	2018-19
NAPIT PARA BAHAL BUSTEE	7500	303	6	2018-19
RAJOWARPARA BUSTEE	3400	48	4	2018-19
Sekra Para	44000	124	7	2018-19
CHASA PARA - WARD (19)	1600	64	13	2018-19
CHATANI PARA - WARD (19)	20300	153	5	2018-19
POKABANDH PARA	3170	50	29	2018-19
AMALA PARA BUSTEE	75000	71	1	2018-19
DARJIPARA BUSTEE	740	50	19	2018-19
KADAM KULI	69000	128	7	2018-19
Goala Bandh Bustee	27000	35	2	2018-19
CHUNA BHATI BUSTEE	18000	69	4	2018-19
DEBIMATA BUSTEE	92000	55	2	2018-19
KAPUR BAGAN	239000	57	8	2018-19
KHELAICHANDI BUSTEE	34000	69	12	2018-19
RENI ROAD BY. LANE	170	103	18	2018-19
SUFAL PALLY	3363	25	3	2018-19
Anjir Bagan	69900	38	8	2018-19
DHOBAI BUSTEE	8700	106	11	2018-19
Islam Nagar	25000	65	4	2018-19
NAYA BASTEE	2000	64	20	2018-19
KATIN PARA BUSTEE - WARD (22)	37000	95	33	2018-19

Table-12: Year-wise Proposed Interventions for Other Urban Poor based on demand survey

Year	Number of Beneficiaries and Central Assistance Required (Rs. in Lakh)									
	Beneficiary-led Construction		Credit Linked Subsidy		Affordable Housing in Partnership		Future Urban Poor Projection		Total	
	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount	No. of Beneficiaries	Amount
2015-16	0	0	0	0	N/A	0	0	0	0	0
2016-17	51	142.5	4	0	N/A	0	125	187.5	220	330
2017-18	154	165	6	0	N/A	0	125	187.5	235	352.5
2018-19	112	168	6	0	N/A	0	125	187.5	237	355.5
2019-20	95	142.5	4	0	N/A	0	125	187.5	220	330
2020-21	110	165	4	0	N/A	0	125	187.5	235	352.5
2021-22	0	0	0	0	N/A	0	125	187.5	125	187.5
Total	522	783	24	0	N/A	0	750	1125	1272	1908

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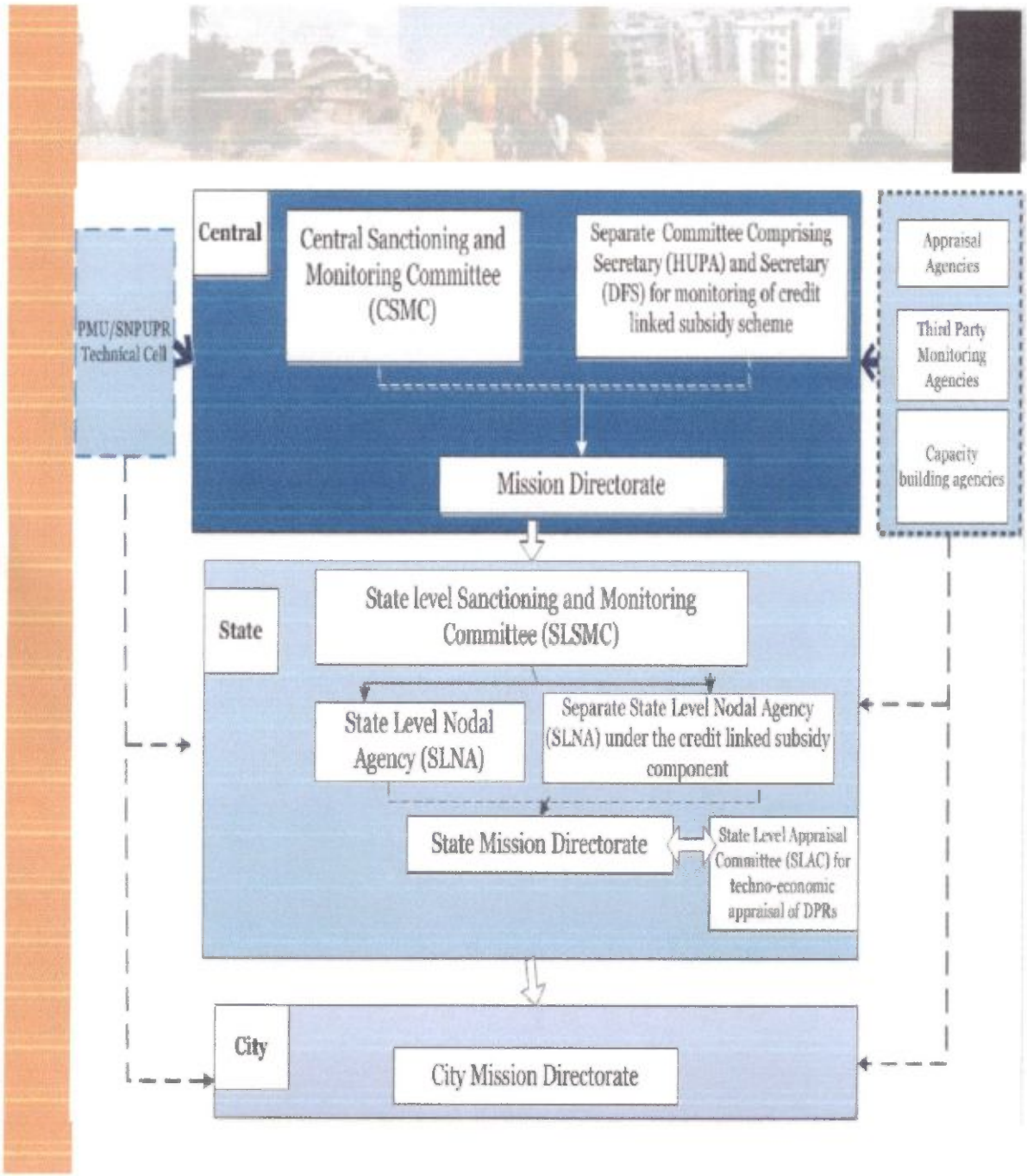
2.5 Resource mobilization strategy and Implementation strategy

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

Figure-2: Resource mobilization strategy and Implementation strategy



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Roles and responsibilities of the Institutions:

Central Sanctioning and Monitoring Committee (CSMC)

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

Indicative Functions of CSMC

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

State Level Sanctioning and Monitoring Committee (SLSMC)

Indicative functions of SLSMC

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

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Section 3: Project Concept and Scope

3.1 Introduction of slum(s)/non Slum Area

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

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

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

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

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

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

It is increasing clear that sustainable growth can only take place when it is inclusive and when the entire population including the poor and marginalized need to have at the least access to descent shelter, basic amenities, livelihoods and a voice in governance. Keeping this in mind the Government of India and the various State Governments have been taking up several schemes on partnership mode.

Table-13: Introduction of slum(s)/non Slum Area

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Ward No	Slum Code	Slum Name	Area in Sq mt
1	10026	ALANGI DANGA BUSTEE	3240
1	10007	ASHU SAHIS LANE	23900
1	10087	DESH BANDHU BY LANE	2800
1	10008	PEDKABANDH BUSTEE	35050
1	10030	Shiv Collony Bustee	44580
2	10014	CHITADANGA BUSTEE	5200
2	10013	K. P. LANE	1400
2	10011	KARTIKDI BUSTEE	16000
2	10056	Mahananda Chakraborty Lane	96000
2	10012	TIKA PARA	6700
3	10047	MAHATO PARA BUSTEE	21000
4	10041	BAURI PARA BUSTEE - WARD (4)	11000
4	10053	GORAI BUSTEE - WARD (4)	60000
4	10078	Kamar Para Bustee	6700
4	100116	NATHUDIN BUSTEE	41000
23	10106	DUSAD BASTI	3300
5	10029	Huchuk Para Bustee	16000
5	10045	NIMTAR BUSTEE	350
5	10079	S.K. BECHU LANE BUSTEE	9100
6	10001	AMDIHA JAMAI PARA	4100
6	10054	CHATANI PARA BUSTEE - WARD(6)	86110
6	10072	MAHATO PARA BUSTEE - WARD (6)	13300
6	10046	NETAJI SUBASH ROAD BUSTEE	2100
6	10071	PUNIA BANDH BUSTEE	25000
7	10075	BHUINYA PARA BUSTEE - WARD (7)	30700
7	10002	CHIRA BARI BUSTEE	11300
7	10099	RAMBANDH PARA	3200
7	10067	SINGH COLLONY BUSTEE	3200
8	10100	KASAIMAHALLA BUSTEE	2200
8	10004	RAHAMAT NAGAR BUSTEE	43000
8	10099	RAMBANDH PARA	371000
9	10085	BAURI PARA BUSTEE - WARD(9)	200
9	10108	IDKA MAHALLA	1600
9	10089	RAJ BUSTEE	3500
9	10050	SAYER PARA BUSTEE	850
9	10092	SOUDAGAR BUSTEE	21000
10	10063	DOM PARA BUSTEE - WARD (10)	53400
10	10068	KATIN PARA BUSTEE - WARD (10)	19000
10	10066	OLD POLICE LINE BUSTEE	25900
10	10060	SINDER PATTI	9700
11	10006	LOCO SHED PARA	14000
11	10105	MAHATO PARA BUSTEE - WARD (11)	4356
11	10102	TELKAL PARA - WARD (11)	9700
12	10023	BHAKHULIA PARA BUSTEE	6900
12	10025	JALAKULI BUSTEE	17000
12	10022	NAMOPAR CHUTAR BUSTEE	57000
13	10122	BHAGA BANDH PARA BUSTEE - WARD(13)	15000
14	10069	BHAGA BANDH PARA BUSTEE - WARD (14)	30320
14	10070	MUCHI PARA BUSTEE - WARD (14)	5900
15	10094	DHANIA PARA BUSTEE	35050
15	10115	DR. DANGA BASTEE	37000
15	10109	KALANDAR DANGA BUSTEE	2900
16	10117	DAS SWEEPER COLONY	4300
16	10096	KHAJURIA DANGA	176000
16	10042	LOHAR PARA BUSTEE	44600
16	10040	MAHOTO PARA	2500
16	10118	SAJHUDANGA BUSTEE	2700
16	10119	SIMULDANGA BUSTEE	40000
16	10088	Telkal Para Bustee - WARD (16)	5000
17	10058	BAKUL TALA BUSTEE	30100
17	10112	CHASA PARA BUSTEE - WARD(17)	92000
17	10103	DHARMA MELA BUSTEE	7100
17	10114	GORAI BUSTEE	3600
17	10090	NAMO PARA BUSTEE	58000
17	10032	NAPIT PARA BUSTEE	62000
18	10033	Ambresh Pally	11232
18	10049	BIRI BARI BUSTEE	3200
18	10024	BOURI PARA	23900
18	10051	CHATANI PARA BUSTEE - WARD(18)	6600
18	10005	DOM PARA BUSTEE - WARD (18)	990

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18	10074	NAPIT PARA BAHAL BUSTEE	7500
18	10003	RAJOWARPARA BUSTEE	3400
18	10083	Sekra Para	44000
19	10043	CHASA PARA - WARD (19)	1600
19	10044	CHATANI PARA - WARD (19)	20300
19	10052	POKABANDH PARA	3170
20	10082	AMALA PARA BUSTEE	75000
20	10086	DARJIPARA BUSTEE	740
20	10048	KADAM KULI	69000
20	10085	Goala Bandh Bustee	27000
21	10019	CHUNA BHATI BUSTEE	18000
21	10018	DEBIMATA BUSTEE	92000
21	10020	KAPUR BAGAN	239000
21	10016	KHELAICHANDI BUSTEE	34000
21	10015	RENI ROAD BY. LANE	170
21	10017	SUFAL PALLY	3363
22	10093	Anjir Bagan	69900
22	10039	DHOBAI BUSTEE	8700
22	10091	Islam Nagar	25000
22	10107	NAYA BASTEE	2000
22	10121	KATIN PARA BUSTEE - WARD (22)	37000

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Slum Map

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Purulia Municipatily

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

Table-14: Location of slum(s) / non Slum Area, Tenure Status, Land use and Land Possession status

Slum Name	Slum Location	Age of Slum	Ownership of Land	Tenability (Yes/no)	Land Value (Z1 is high and Z4 is low)
ALANGI DANGA BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
ASHU SAHIS LANE	Fringe area	More than 15	Own Land	Yes	Z4
DESH BANDHU BY LANE	Fringe area	More than 15	Own Land	Yes	Z4
PEDKABANDH BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
Shiv Collony Bustee	Core Area	More than 15	Own Land	Yes	Z4
CHITADANGA BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
K. P. LANE	Fringe area	More than 15	Own Land	Yes	Z4
KARTIKDI BUSTEE	Core Area	More than 15	Own Land	Yes	Z4
Mahananda Chakraborty Lane	Fringe area	More than 15	Own Land	Yes	Z4
TIKA PARA	Fringe area	More than 15	Own Land	Yes	Z4
MAHATO PARA BUSTEE	Core Area	More than 15	Own Land	Yes	Z4
BAURI PARA BUSTEE - WARD (4)	Fringe area	More than 15	Own Land	Yes	Z4
GORAI BUSTEE - WARD (4)	Fringe area	More than 15	Own Land	Yes	Z4
Kamar Para Bustee	Fringe area	More than 15	Own Land	Yes	Z4
NATHUDIN BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
DUSAD BASTI	Core Area	More than 15	Own Land	Yes	Z4
Huchuk Para Bustee	Fringe area	More than 15	Own Land	Yes	Z4
NIMTAR BUSTEE	Core Area	More than 15	Own Land	Yes	Z4
S.K. BECHU LANE BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
AMDIHA JAMAI PARA	Fringe area	More than 15	Own Land	Yes	Z4
CHATANI PARA BUSTEE - WARD(6)	Fringe area	More than 15	Own Land	Yes	Z4
MAHATO PARA BUSTEE - WARD (6)	Fringe area	More than 15	Own Land	Yes	Z4
NETAJI SUBASH ROAD BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
PUNIA BANDH BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
BHUINYA PARA BUSTEE - WARD (7)	Fringe area	More than 15	Own Land	Yes	Z4
CHIRA BARI BUSTEE	Core Area	More than 15	Own Land	Yes	Z4
RAMBANDH PARA	Fringe area	More than 15	Own Land	Yes	Z4
SINGH COLLONY BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
KASAIMAHALLA BUSTEE	Core Area	More than 15	Own Land	Yes	Z4
RAHAMAT NAGAR BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
RAMBANDH PARA	Fringe area	More than 15	Own Land	Yes	Z4
BAURI PARA BUSTEE - WARD(9)	Core Area	More than 15	Own Land	Yes	Z4
IDKA MAHALLA	Fringe area	More than 15	Own Land	Yes	Z4
RAJ BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
SAYER PARA BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
SOUDAGAR BUSTEE	Fringe area	More than 15	Own Land	Yes	Z4
DOM PARA BUSTEE - WARD (10)	Core Area	More than 15	Own Land	Yes	Z4
KATIN PARA BUSTEE - WARD (10)	Fringe area	More than 15	Own Land	Yes	Z4
OLD POLICE LINE BUSTEE	Core Area	More than 15	Own Land	Yes	Z4
SINDER PATTI	Fringe area	More than 15	Own Land	Yes	Z4
LOCO SHED PARA	Fringe area	More than 15	Own Land	Yes	Z4
MAHATO PARA BUSTEE - WARD (11)	Fringe area	More than 15	Own Land	Yes	Z4

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TELKAL PARA - WARD (11)	Fringe area	More than 15	Own Land	Yes	ZA
BHAKHULIA PARA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
JALAKULI BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
NAMOPAR CHUTAR BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
BHAGA BANDH PARA BUSTEE - WARD(13)	Core Area	More than 15	Own Land	Yes	ZA
BHAGA BANDH PARA BUSTEE - WARD (14)	Fringe area	More than 15	Own Land	Yes	ZA
MUCHI PARA BUSTEE - WARD (14)	Fringe area	More than 15	Own Land	Yes	ZA
DHANIA PARA BUSTEE	Core Area	More than 15	Own Land	Yes	ZA
DR. DANGA BASTEE	Fringe area	More than 15	Own Land	Yes	ZA
KALANDAR DANGA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
DAS SWEEPER COLONY	Core Area	More than 15	Own Land	Yes	ZA
KHAJURIA DANGA	Fringe area	More than 15	Own Land	Yes	ZA
LOHAR PARA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
MAHOTO PARA	Fringe area	More than 15	Own Land	Yes	ZA
SAJHUDANGA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
SIMULDANGA BUSTEE	Core Area	More than 15	Own Land	Yes	ZA
Telkal Para Bustee - WARD (16)	Fringe area	More than 15	Own Land	Yes	ZA
BAKUL TALA BUSTEE	Core Area	More than 15	Own Land	Yes	ZA
CHASA PARA BUSTEE - WARD(17)	Fringe area	More than 15	Own Land	Yes	ZA
DHARMA MELA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
GORAI BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
NAMO PARA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
NAPIT PARA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
Ambresh Pally	Fringe area	More than 15	Own Land	Yes	ZA
BIRI BARI BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
BOURI PARA	Core Area	More than 15	Own Land	Yes	ZA
CHATANI PARA BUSTEE - WARD(18)	Fringe area	More than 15	Own Land	Yes	ZA
DOM PARA BUSTEE - WARD (18)	Fringe area	More than 15	Own Land	Yes	ZA
NAPIT PARA BAHAL BUSTEE	Core Area	More than 15	Own Land	Yes	ZA
RAJOWARPARA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
Sekra Para	Fringe area	More than 15	Own Land	Yes	ZA
CHASA PARA - WARD (19)	Core Area	More than 15	Own Land	Yes	ZA
CHATANI PARA - WARD (19)	Fringe area	More than 15	Own Land	Yes	ZA
POKABANDH PARA	Fringe area	More than 15	Own Land	Yes	ZA
AMALA PARA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
DARJIPARA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
KADAM KULI	Core Area	More than 15	Own Land	Yes	ZA
Goala Bandh Bustee	Fringe area	More than 15	Own Land	Yes	ZA
CHUNA BHATI BUSTEE	Core Area	More than 15	Own Land	Yes	ZA
DEBIMATA BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
KAPUR BAGAN	Fringe area	More than 15	Own Land	Yes	ZA
KHELAICHANDI BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
RENI ROAD BY. LANE	Fringe area	More than 15	Own Land	Yes	ZA
SUFAL PALLY	Fringe area	More than 15	Own Land	Yes	ZA
Anjir Bagan	Fringe area	More than 15	Own Land	Yes	ZA
DHOBAI BUSTEE	Fringe area	More than 15	Own Land	Yes	ZA
Islam Nagar	Core Area	More than 15	Own Land	Yes	ZA

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NAYA BASTEE	Fringe area	More than 15	Own Land	Yes	Z4
KATIN PARA BUSTEE - WARD (22)	Fringe area	More than 15	Own Land	Yes	Z4
Non Slums	**non Slum Location**	**Age of non Slum**	**Ownership of Land**	**Tenability (Yes/no)**	**Land Value (Z1 is high and Z4 is low)**
Ward-2	Core Area	More than 15	Own Land	Yes	Z4
Ward-3	Fringe area	More than 15	Own Land	Yes	Z4
Ward-7	Fringe area	More than 15	Own Land	Yes	Z4
Ward-8	Fringe area	More than 15	Own Land	Yes	Z4
Ward-9	Fringe area	More than 15	Own Land	Yes	Z4
Ward-10	Core Area	More than 15	Own Land	Yes	Z4
Ward-12	Fringe area	More than 15	Own Land	Yes	Z4
Ward-13	Core Area	More than 15	Own Land	Yes	Z4
Ward-14	Fringe area	More than 15	Own Land	Yes	Z4
Ward-16	Fringe area	More than 15	Own Land	Yes	Z4
Ward-18	Fringe area	More than 15	Own Land	Yes	Z4
Ward-21	Fringe area	More than 15	Own Land	Yes	Z4
Ward-22	Core Area	More than 15	Own Land	Yes	Z4

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3.3. Existing basic infrastructure and its coverage

a) Spatial coverage and adequacy of Water supply

Major portion of the Purulia Municipality have been covered with the pipe water supply schemes namely of Simulia, Teledih of Kansabati water supply schemes of the Govt. in the PHE deptt. These schemes are maintained for supply of water as handed over to water supply department of Purulia Municipality.

WBSEB has a vital role with its electricity power in operation with the pipe water supply scheme. Planning with the subject by the Assistant Engineer, WBSEB can be motivated.

At present this municipality is provided with 491 no's of Tube wells with functioning 471 no's & non-functioning 20 no's now. Despite more no's of Rig bore Tube wells covering to all 23 Municipal wards are required. These Tube wells are essentially needed to meet the drought situation. Therefore prepairness for repairing, re-charging, replacement of different parts in the eventuality should cover with the plan.

Filtration Process - Water coming from intake well from river bed by pumping machineries to Ranchi road, and then comes into a cleavitier & after that from cleavitier to 4 no's of filter bed & from filter bed to dozing chamber where chlorination is being made after that by pumping machineries in OHR (Over Head Reserver).

Table-15: Asset inventory and condition assessment of key municipal services

Asset category	Quantity / Capacity	Year of construction / commissioning	Physical condition / state of repairs
1	2	3	4
WATER SUPPLY			
Service reservoir	Capacity	Year of Construction	Structural condition
1) Over head reservoir (3 Nos.) a) court compound area			
Pumping capacity	**No of Pumps**		
Teledi Pump House	100 H. P. – 3 Nos., 70 H. P. – 1 Nos. & 75 H. P. –		5 are running , 10 Submersibles used only Summer Season, other time they are reserved
Simulia Pump House	70 H. P. -2 Nos 70 H. P. –1 Nos		Running Reserved
Simulia Low Lift Pump House	10.5 H.P. -4 Nos. 10.5H.P.-10 Nos		Submersibles – Running Reserved
Fire Brigade Pump House	40 H. P. – 2 Nos. 25 H. P. – 1 Nos.		All are running
Ranchi Road Pump House	25 H. P. -1 Nos. 15 H. P. -1 Nos.		Running Running
Mahatopara Pump House	7.5 H. P. -1 Nos.		Submersible – Running
Chaigada Bustee (Ward No. – 16) Pump House	15 H. P. -2 Nos		High Speed– Running
Kasai Mahalla, Chunabhati Bustee	7.5 H. P. -1 Nos.		Submersible – Running
	Stand by if any		
	Condition: -		

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Asset category	Quantity / Capacity	Year of construction / commissioning	Physical condition / state of repairs
1	2	3	4
Distribution network	Length according diameter and material	Year of laying	Present condition: encrustation if any
1) Under ground water Pipe Line 2) Key	Approximate 45km	Since 1965	Old Asburtus/ P.V.C/ narrowgage pipe line required to change.
Stand posts	No. Approximate 1020	Year of commissioning Since 1965 till date.	Condition OK
Hand pumps	Approximate 491 Nos.	Year of commissioning	Condition 96% Ok

Table-16: Present Water Supply

	Small Cities (<50000) population	Medium Cities (>50000-100000)Population	Large Cities & Metros (>10 lakhs) population
1. Absolute minimum	70 LPCD	40-100 LPCD	135 LPCD (can be reduced to 70 LPCD)
2. Desirable	100 LPCD	**135-150** LPCD	150-200 LPCD

b) solid waste management

The urban solid waste problem in Purulia Municipal area is growing. This has reached a stage that demands immediate attention for effective arrangements for collection, transportation and disposal of the solid wastes generated at various sectors of the Municipal area to ensure protection of the environment and prevention of health hazards. The solid wastes generated are collected, transported and dumped as per convenience without having an organized system of disposal.

It was found from the Socio Economic Survey of Purulia municipality area, that 65% respondent said that the garbage cleaned by municipality sweeper, 10% respondent said that municipality sweepers do not clean the garbage and 25% respondent said that the Garbage was cleaned by them self. In case of garbage bin clearance in Purulia municipality area it has been reported that 49% respondent said it takes 6day.

c) Sewerage

There is no sewerage network system in the town. Many of the Individual houses have septic tanks. Besides, there are two pit latrines and community toilets within the Municipality. Soak pits are associated to septic tanks but not in every place. Open drains at many places are used by the people for open defecation in the interior parts of the wards. The wastes are finally disposed through open drains which pours down at the a ponds and wetlands within the Municipality . The prevailing sanitation system in the Municipality is a threat to the environment and also the health of the people. There is found insanitary latrine in Purulia Municipality.

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d) storm water drainage etc

The topography of the town does not help very much in natural drainage. Patches of the town have low-lying area. During the monsoons, these areas get water logged and water recedes only through evaporation. The total length of drains in the Municipality is about 88.74 kilometers. The drains are mostly with improper gradient and substantially silted up. They are used for throwing / disposing waste materials as well. This causes them to function inefficiently in carrying storm drainage discharge Due to fast urbanization of the town, the paved area has increased considerably, thereby increasing the run-off during a storm. The existing drainage system is gradually being silted up, used for disposal of garbage at times and thus its capacity became inadequate to remove the rainwater after a rainstorm. Whatever flow occurs through these channels, falls into the i) ponds and wetlands within Municipal area. In Purulia, municipality area it was found 36.12 km kancha drain 57.32 km pucca drain and there is underground drain.No ward has fully covered by pucca drain.

e) Road

Table-17: The major city level roads in Purulia Municipality Area have been shown

Sl. No.	Name Of Raod	Length In Meter.
1	J. K. COLLEGE ROAD	5620.63
2	J. K. ADHIKARI LANE	3568.11
3	N.H. 32	2502.28
4	N.H. 33	920.13
5	DESH BANDHU BY LANE	3381.64
6	NORTH LAKE ROAD	2010.85

All the above roads are two lanes Road, maintained by the municipality.

The types of Roads existing in the Municipal area, according to their construction, are of 4 types presently:-

Black Topped Road

Concrete Road

Kancha

Morum Road

Most of the roads are narrow, and have little scope of widening. Purulia Municipality still has a lot of open space. Nevertheless, the expansion is unplanned, thus leaving very little scope for any planned development of the town. With this unplanned urbanization, traffic congestion on roads especially in the station road area is a very common scenario.

The travel needs in the city are catered through Railways and Roads by a variety of modes of transport in the form of trains, buses run by Private operators, auto rickshaws, trackers, rickshaws and private vehicles such as cars, 2-wheelers and cycles. Improving socio-economic status, easy availability of vehicles, increase in population and lack of good public transport is resulting in steep growth of vehicles in the Municipal Area.

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Due to this easy accessibility, the Traffic Demand of this area is increasing at a fast rate. In order to face this heavy demand the capacities of the major arterials roads have to be increased to ensure easy flow of traffic.

The commercialisation led to an increase in parking demand along these roads, which in turn reduced the effective carriageway. Parking is a major and an emergent issue in Purulia Municipal Area. The tendency in the Area is of commercialisation along the main roads. Initially, the plots along these roads were residential in nature but with increasing land value and traffic on these roads, they were commercialised.

On-street Parking is a very common phenomenon and is highly responsible for the decrease in the width of the Carriageway. Van and Auto-Rickshaws do not have their terminal parking area off the thoroughfare; as a result, those are parked on the roadside. In populated public places, such parking develops acute to congestions during rush hours. Buses and Mini-buses also further the traffic impasse as those do not have any have terminus either.

The public transports that are available in the Municipal Area are private buses, mini buses, and auto – rickshaws, Trackers and cycle rickshaws. Personalized modes such as cars, two-wheelers and cycles also occupy the available road space n the ULB. At present More than 3 bus routes operating in the city. The bus routes mainly cater to the main arterial roads of the city. Private buses do not run on time and regularly. Auto rickshaws run within the urbanized area of the city. They are not reliable in terms of the fare they quote. Rickshaws ply mainly inside the Municipal Area to cover short distances.

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Existing basic infrastructure and its coverage

The project slums and existing scenario of infrastructure:

95 nos Slums and 12 nos have been selected as a First Project under PMAY scheme by Purulia Municipality in consultation with the state level Nodal Agency - The State Urban Development Agency (SUDA) under M.A. Department, GoWB.

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

				Present Status of Physical Infrastructure														
Sl. No	Name of the Slums	The project slum site	Ward No	Road Type Running in front of the Slum	slum connects it to major areas	Distance of Nearest Rail Station	Slum Age	Area in sqm	Ownership of slum	Existing House Hold	Population	Slum Dwellers' Occupation	Environmental Condition	Condition of Drain	Road Condition	Street Light	SW status	Housing Condition	Water Supply
1	ALANGI DANGA BUSTEE	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3240	The ownership of land lies with Own	107	480	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
2	ASHU SAHIS LANE	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	23900	The ownership of land lies with Own	71	321	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
3	DESH BANDHU BY LANE	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	2800	The ownership of land lies with Own	137	617	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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												in nearby areas		clogging			damage to health		
4	PEDKABANDH BUSTEE	Core Area	1	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	35050	The ownership of land lies with Own	48	215	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
5	Shiv Colony Bustee	Fringe area	1	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	44580	The ownership of land lies with Own	61	274	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
6	CHITADANGA BUSTEE	Core Area	2	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	5200	The ownership of land lies with Own	84	376	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
7	K. P. LANE	Fringe area	2	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1400	The ownership of land lies with Own	42	190	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
8	KARTIKDI BUSTEE	Fringe area	2	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance	More than 15 years	16000	The ownership of land lies with Own	179	805	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping,	The environmental condition in the slum is little bit	The slum is partially covered with surface drains but drains are	Most of the roads within slums are semi metallic	There is 100% street lights	Most of the population adopts unhygienic method for disposing	Most of the dwelling units are kaccha or	Water supply is sufficient

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					y	is 1.5 to 2 Km						as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	poor	tilted and broken condition resulting clogging	or kuchha road	presen t in the slum	their waste; thereby causing huge damage to health	dilapidat ed	
9	Mahananda Chakraborty Lane	Core Area	2	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	96000	The ownership of land lies with Own	113	510	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
10	TIKA PARA	Fringe area	2	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	6700	The ownership of land lies with Own	144	650	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
11	MAHATO PARA BUSTEE		3					21000		118	529								
12	BAURI PARA BUSTEE - WARD (4)	Fringe area	4	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	11000	The ownership of land lies with Own	169	762	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
13	GORAI BUSTEE - WARD (4)	Fringe area	4	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	60000	The ownership of land lies with Own	38	169	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t

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14	Kamar Para Bustee	Core Area	4	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	6700	The ownership of land lies with Own	57	258	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
15	NATHUDIN BUSTEE	Fringe area	4	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	41000	The ownership of land lies with Own	55	248	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
16	DUSAD BASTI	Core Area	23	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3300	The ownership of land lies with Own	34	155	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
17	Huchuk Para Bustee	Fringe area	5	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	16000	The ownership of land lies with Own	61	273	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
18	NIMTAR BUSTEE	Fringe area	5	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	350	The ownership of land lies with Own	107	483	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in	Most of the population adopts unhygienic method for disposing their waste; thereby	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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												Municipal area and as vegetable sellers in nearby areas		condition resulting clogging		the slum	causing huge damage to health		
19	S.K. BECHU LANE BUSTEE	Fringe area	5	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	9100	The ownership of land lies with Own	67	302	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
20	AMDIHA JAMAI PARA	Fringe area	6	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4100	The ownership of land lies with Own	65	291	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
21	CHATANI PARA BUSTEE - WARD(6)	Fringe area	6	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	86110	The ownership of land lies with Own	147	662	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
22	MAHATO PARA BUSTEE - WARD (6)	Fringe area	6	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	13300	The ownership of land lies with Own	65	293	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
23	NETAJI SUBASH ROAD BUSTEE	Fringe area	6	Metal road is running in front	Slum connects it to major areas of	The nearest railway station	More than 15	2100	The ownership of land lies with Own	46	205	Most of the slum dwellers works as casual labour in local industries,	The environmental condition in	The slum is partially covered with surface	Most of the roads within slums are	. There is 100%	Most of the population adopts unhygienic	Most of the dwelling units are	Water supply is sufficient

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				of the slums	Purulia Municipality	at a distance is 1.5 to 2 Km	years					others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	the slum is little bit poor	drains but drains are tilted and broken condition resulting clogging	semi metallic or kuchha road	street lights present in the slum	method for disposing their waste; thereby causing huge damage to health	kaccha or dilapidated	
24	PUNIA BANDH BUSTEE	Core Area	6	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	25000	The ownership of land lies with Own	36	162	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
25	BHUINYA PARA BUSTEE - WARD (7)	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	30700	The ownership of land lies with Own	48	215	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
26	CHIRA BARI BUSTEE	Fringe area	7	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	11300	The ownership of land lies with Own	64	288	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
27	RAMBANDH PARA	Core Area	7	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3200	The ownership of land lies with Own	92	416	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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28	SINGH COLLONY BUSTEE		7					3200		24	106								
29	KASAIMAHALLA BUSTEE	Fringe area	8	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	2200	The ownership of land lies with Own	47	212	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
30	RAHAMAT NAGAR BUSTEE	Fringe area	8	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	43000	The ownership of land lies with Own	35	156	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
31	RAMBANDH PARA		8					371000		62	278								
32	BAURI PARA BUSTEE - WARD(9)	Core Area	9	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	200	The ownership of land lies with Own	44	199	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
33	IDKA MAHALLA	Fringe area	9	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1600	The ownership of land lies with Own	74	335	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
34	RAJ BUSTEE	Fringe area	9	Metal road is running	Slum connects it to major	The nearest railway	More than	3500	The ownership of land lies	46	205	Most of the slum dwellers works as casual labour in	The environmental	The slum is partially covered with	Most of the roads within	. There is	Most of the population adopts	Most of the dwelling	Water supply is sufficien

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				in front of the slums	areas of Purulia Municipality	station at a distance is 1.5 to 2 Km	15 years		with Own			local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	condition in the slum is little bit poor	surface drains but drains are tilted and broken condition resulting clogging	slums are semi metallic or kuchha road	100% street lights present in the slum	unhygienic method for disposing their waste; thereby causing huge damage to health	units are kaccha or dilapidated	t
35	SAYER PARA BUSTEE	Fringe area	9	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	850	The ownership of land lies with Own	52	233	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
36	SOUDAGAR BUSTEE	Fringe area	9	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	21000	The ownership of land lies with Own	44	200	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
37	DOM PARA BUSTEE - WARD (10)	Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	53400	The ownership of land lies with Own	22	100	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
38	KATIN PARA BUSTEE - WARD (10)	Core Area	10	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	19000	The ownership of land lies with Own	33	149	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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																health		
39	OLD POLICE LINE BUSTEE	Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	25900	The ownership of land lies with Own	34	151	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
40	SINDER PATTI	Fringe area	10	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	9700	The ownership of land lies with Own	28	127	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
41	LOCO SHED PARA	Fringe area	11	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	14000	The ownership of land lies with Own	28	127	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
42	MAHATO PARA BUSTEE - WARD (11)	Fringe area	11	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4356	The ownership of land lies with Own	34	154	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
43	TELKAL PARA - WARD (11)	Fringe area	11	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance	More than 15 years	9700	The ownership of land lies with Own	30	135	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping,	The environmental condition in the slum is little bit	The slum is partially covered with surface drains but drains are	Most of the roads within slums are semi metallic	. There is 100% street lights	Most of the population adopts unhygienic method for disposing	Most of the dwelling units are kaccha or	Water supply is sufficient

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					y	is 1.5 to 2 Km						as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	poor	tilted and broken condition resulting clogging	or kuchha road	presen t in the slum	their waste; thereby causing huge damage to health	dilapidat ed	
44	BHAKHULIA PARA BUSTEE	Fringe area	12	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	6900	The ownership of land lies with Own	50	227	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
45	JALAKULI BUSTEE	Fringe area	12	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	17000	The ownership of land lies with Own	28	125	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
46	NAMOPAR CHUTAR BUSTEE	Core Area	12	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	57000	The ownership of land lies with Own	43	194	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
47	BHAGA BANDH PARA BUSTEE - WARD(13)	Fringe area	13	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	15000	The ownership of land lies with Own	45	203	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
48	BHAGA BANDH PARA BUSTEE -	Fringe area	14	Metal road is	Slum connects it	The nearest	Mor e	30320	The ownership	109	492	Most of the slum dwellers works as	The environmen	The slum is partially	Most of the roads	. There	Most of the population	Most of the	Water supply is

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	WARD (14)			running in front of the slums	to major areas of Purulia Municipality	railway station at a distance is 1.5 to 2 Km	than 15 years		of land lies with Own			casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	tal condition in the slum is little bit poor	covered with surface drains but drains are tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	is 100% street lights present in the slum	adopts unhygienic method for disposing their waste; thereby causing huge damage to health	dwelling units are kaccha or dilapidated	sufficient
49	MUCHI PARA BUSTEE - WARD (14)	Core Area	14	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	5900	The ownership of land lies with Own	103	464	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
50	DHANIA PARA BUSTEE	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	35050	The ownership of land lies with Own	59	264	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
51	DR. DANGA BASTEE	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	37000	The ownership of land lies with Own	82	368	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
52	KALANDAR DANGA BUSTEE	Fringe area	15	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	2900	The ownership of land lies with Own	292	1314	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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											in nearby areas		clogging			damage to health		
53	DAS SWEEPER COLONY	Core Area	16	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	4300	The ownership of land lies with Own	84	379	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
54	KHAJURIA DANGA	Fringe area	16	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	176000	The ownership of land lies with Own	48	218	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
55	LOHAR PARA BUSTEE	Core Area	16	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	44600	The ownership of land lies with Own	40	179	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
56	MAHOTO PARA	Fringe area	16	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	2500	The ownership of land lies with Own	40	182	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
57	SAJHUDANGA BUSTEE	Fringe area	16	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance	More than 15 years	2700	The ownership of land lies with Own	70	313	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping,	The environmental condition in the slum is little bit	The slum is partially covered with surface drains but drains are	Most of the roads within slums are semi metallic	. There is 100% street lights	Most of the population adopts unhygienic method for disposing	Most of the dwelling units are kaccha or	Water supply is sufficient

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					y	is 1.5 to 2 Km						as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	poor	tilted and broken condition resulting clogging	or kuchha road	presen t in the slum	their waste; thereby causing huge damage to health	dilapidat ed	
58	SIMULDANGA BUSTEE	Fringe area	16	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	40000	The ownership of land lies with Own	33	149	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
59	Telkal Para Bustee - WARD (16)	Fringe area	16	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	5000	The ownership of land lies with Own	72	323	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
60	BAKUL TALA BUSTEE	Fringe area	17	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	30100	The ownership of land lies with Own	53	239	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
61	CHASA PARA BUSTEE - WARD(17)	Fringe area	17	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	92000	The ownership of land lies with Own	46	207	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
62	DHARMA MELA BUSTEE		17					7100		22	100								

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63	GORAI BUSTEE		17					3600		79	357							
64	NAMO PARA BUSTEE	Fringe area	17	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	58000	The ownership of land lies with Own	38	173	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
65	NAPIT PARA BUSTEE	Fringe area	17	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	62000	The ownership of land lies with Own	36	162	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
66	Ambresh Pally	Core Area	18	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	11232	The ownership of land lies with Own	34	155	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
67	BIRI BARI BUSTEE	Fringe area	18	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3200	The ownership of land lies with Own	144	649	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
68	BOURI PARA	Fringe area	18	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit	The nearest railway station at a distance	More than 15 years	23900	The ownership of land lies with Own	49	220	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping,	The environmental condition in the slum is little bit	The slum is partially covered with surface drains but drains are	Most of the roads within slums are semi metallic	. There is 100% street lights	Most of the population adopts unhygienic method for disposing	Most of the dwelling units are kaccha or	Water supply is sufficient

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					y	is 1.5 to 2 Km						as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	poor	tilted and broken condition resulting clogging	or kuchha road	presen t in the slum	their waste; thereby causing huge damage to health	dilapidat ed	
69	CHATANI PARA BUSTEE - WARD(18)	Core Area	18	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	6600	The ownership of land lies with Own	77	347	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
70	DOM PARA BUSTEE - WARD (18)	Fringe area	18	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	990	The ownership of land lies with Own	80	358	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
71	NAPIT PARA BAHAL BUSTEE	Fringe area	18	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	7500	The ownership of land lies with Own	303	1362	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
72	RAJOWARPARA BUSTEE	Core Area	18	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipalit y	The nearest railway station at a distance is 1.5 to 2 Km	Mor e than 15 years	3400	The ownership of land lies with Own	48	218	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmen tal condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights presen t in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidat ed	Water supply is sufficien t
73	Sekra Para	Fringe area	18	Metal road is	Slum connects it	The nearest	Mor e	44000	The ownership	124	558	Most of the slum dwellers works as	The environmen	The slum is partially	Most of the roads	. There	Most of the population	Most of the	Water supply is

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				running in front of the slums	to major areas of Purulia Municipality	railway station at a distance is 1.5 to 2 Km	than 15 years		of land lies with Own			casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	tal condition in the slum is little bit poor	covered with surface drains but drains are tilted and broken condition resulting clogging	within slums are semi metallic or kuchha road	is 100% street lights present in the slum	adopts unhygienic method for disposing their waste; thereby causing huge damage to health	dwelling units are kaccha or dilapidated	sufficient
74	CHASA PARA - WARD (19)	Core Area	19	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1600	The ownership of land lies with Own	64	289	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
75	CHATANI PARA - WARD (19)	Fringe area	19	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	20300	The ownership of land lies with Own	153	688	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
76	POKABANDH PARA	Fringe area	19	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3170	The ownership of land lies with Own	50	227	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
77	AMALA PARA BUSTEE	Fringe area	20	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	75000	The ownership of land lies with Own	71	320	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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												in nearby areas		clogging			damage to health		
78	DARJIPARA BUSTEE	Fringe area	20	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	740	The ownership of land lies with Own	50	226	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
79	KADAM KULI	Fringe area	20	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	69000	The ownership of land lies with Own	128	578	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
80	Goala Bandh Bustee		20					27000		35	159								
81	CHUNA BHATI BUSTEE	Core Area	21	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	18000	The ownership of land lies with Own	69	311	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
82	DEBIMATA BUSTEE	Fringe area	21	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	92000	The ownership of land lies with Own	55	248	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
83	KAPUR BAGAN	Fringe area	21	Metal road is running in front	Slum connects it to major areas of	The nearest railway station	More than 15	239000	The ownership of land lies with Own	57	258	Most of the slum dwellers works as casual labour in local industries,	The environmental condition in	The slum is partially covered with surface	Most of the roads within slums are	. There is 100%	Most of the population adopts unhygienic	Most of the dwelling units are	Water supply is sufficient

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				of the slums	Purulia Municipality	at a distance is 1.5 to 2 Km	years					others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	the slum is little bit poor	drains but drains are tilted and broken condition resulting clogging	semi metallic or kuchha road	street lights present in the slum	method for disposing their waste; thereby causing huge damage to health	kaccha or dilapidated	
84	KHELAICHANDI BUSTEE	Core Area	21	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	34000	The ownership of land lies with Own	69	310	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
85	RENI ROAD BY. LANE	Fringe area	21	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	170	The ownership of land lies with Own	103	463	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
86	SUPAL PALLY	Core Area	21	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	3363	The ownership of land lies with Own	25	112	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
87	Anjir Bagan	Fringe area	22	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	69900	The ownership of land lies with Own	38	172	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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88	DHOBAI BUSTEE	Fringe area	22	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	8700	The ownership of land lies with Own	106	475	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
89	Islam Nagar	Fringe area	22	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	25000	The ownership of land lies with Own	65	291	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
90	NAYA BASTEE	Fringe area	22	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	2000	The ownership of land lies with Own	64	290	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
91	KATIN PARA BUSTEE - WARD (22)	Fringe area	22	Metal road is running in front of the slums	Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	37000	The ownership of land lies with Own	95	429	Most of the slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the slum is little bit poor	The slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within slums are semi metallic or kuchha road	. There is 100% street lights present in the slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
Sl. No	**Name of the Non Slums**	**The project slum site**	**Ward No**	**Road Type Running in front of the Non Slum**	**Non slum connects it to major areas**	**Distance of Nearest Rail Station**	**Non Slum Age**	**Area in sqkm**	**Ownership of non slum**	**Existing House Hold**	**Population**	**non Slum Dwellers' Occupation**	**Environmental Condition**	**Condition of Drain**	**Road Condition**	**Street Light**	**SW status**	**Housing Condition**	**Water Supply**

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92	Ward-2	Core Area	Ward -2	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	0.09	The ownership of land lies with Own	873	3929	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
93	Ward-3	Fringe area	Ward -3	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1.20	The ownership of land lies with Own	1293	5820	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
94	Ward-7	Fringe area	Ward -7	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	0.46	The ownership of land lies with Own	1699	7646	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
95	Ward-8	Fringe area	Ward -8	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	0.75	The ownership of land lies with Own	1238	5573	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
96	Ward-9	Fringe area	Ward -9	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	1.90		981	4414	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in	Most of the population adopts unhygienic method for disposing their waste; thereby	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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												areas, as cleaners at Municipal area and as vegetable sellers in nearby areas		broken condition resulting clogging		the non slum	causing huge damage to health		
97	Ward-10	Core Area	Ward -10	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	**1.54**		675	**3036**	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
98	Ward-12	Fringe area	Ward -12	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	**1.41**		1102	**4960**	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
99	Ward-13	Fringe area	Ward -13	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	**1.25**		1052	**4732**	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
100	Ward-14	Fringe area	Ward -14	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	**1.57**		885	**3983**	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
101	Ward-16	Fringe area	Ward -16	Metal road is running in front	Non Slum connects it to major areas of	The nearest railway station	More than 15	**0.78**		874	**3932**	Most of the non slum dwellers works as casual labour in local	The environmental condition in	The non slum is partially covered with	Most of the roads within non slums	. There is 100%	Most of the population adopts unhygienic	Most of the dwelling units are	Water supply is sufficient

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				of the non slums	Purulia Municipality	at a distance is 1.5 to 2 Km	years					industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	the non slum is little bit poor	surface drains but drains are tilted and broken condition resulting clogging	are semi metallic or kuchha road	street lights present in the non slum	method for disposing their waste; thereby causing huge damage to health	kaccha or dilapidated	
102	Ward-18	Core Area	Ward -18	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	0.38		1091	4909	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
103	Ward-21	Fringe area	Ward -21	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	0.83		962	4327	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient
104	Ward-22	Core Area	Ward -22	Metal road is running in front of the non slums	Non Slum connects it to major areas of Purulia Municipality	The nearest railway station at a distance is 1.5 to 2 Km	More than 15 years	0.69		855	3849	Most of the non slum dwellers works as casual labour in local industries, others engaged in local housekeeping, as sweepers in local areas, as cleaners at Municipal area and as vegetable sellers in nearby areas	The environmental condition in the non slum is little bit poor	The non slum is partially covered with surface drains but drains are tilted and broken condition resulting clogging	Most of the roads within non slums are semi metallic or kuchha road	. There is 100% street lights present in the non slum	Most of the population adopts unhygienic method for disposing their waste; thereby causing huge damage to health	Most of the dwelling units are kaccha or dilapidated	Water supply is sufficient

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Social Infrastructure at a glance

Table-19: Social Infrastructure at a glance

Sl. No	Slum Name	Anganwadi under ICDS	Municipal Pre-school	Private Pre-school	Municipal Primary School	State Government Primary School	Private Primary School	Municipal High School	Private High School	State Govertunent High School	Maternity Centre	Private Clinic	Registered Medical Practitioner (RMP)	Ayurvedic Doctor/Vaidya	Social Development/ Welfare	Community Hall	Vocational Training/ Training cum Production Centre	Street Children Rehabilitation Centre	Night Shelter	Old Age Home	Self Help Groups/DWCUA Groups in Slum	No. of Neighborhood Groups (NHGs) in slum	Slum-dwellers Association	Youth Association	Women's Association /Mahila Samithis
1	ALANGI DANGA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
2	ASHU SAHIS LANE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
3	DESH BANDHU BY LANE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
4	PEDKABANDH BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
5	Shiv Colony Bustee	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
6	CHITADANGA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
7	K P. LANE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
8	KARTIKDI BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
9	Mahananda Chakrabort y Lane	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
10	TIKA PARA	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

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11	MAHATO PARA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
12	BAURI PARA BUSTEE - WARD (4)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
13	GORAI BUSTEE - WARD (4)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
14	Kamar Para Bustee	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
15	NATHUDIN BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
16	DUSAD BASTI	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
17	Huchuk Para Bustee	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
18	NIMTAR BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
19	S.K BECHU LANE BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
20	AMDIHA JAMAI PARA	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
21	CHATANI PARA BUSTEE - WARD(6)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

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22	MAHATO PARA BUSTEE - WARD (6)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
23	NETAJI SUBASH ROAD BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
24	PUNIA BANDH BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
25	BHUINYA PARA BUSTEE - WARD (7)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
26	CHIRA BARI BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
27	RAMBAN DH PARA	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
28	SINGH COLLONY BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
29	KASAIMA HALLA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
30	RAHAMA T NAGAR BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
31	RAMBAN DH PARA	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
32	BAURI PARA BUSTEE - WARD(9)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
33	IDKA MAHALL A	Within distance less	NA	NA	NA	Within distance less	NA	NA	NA	Within distance less than 1	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

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		than 1 km				than 0.5 km				km															
34	RAJ BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
35	SAYER PARA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
36	SOUDAGAR BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
37	DOM PARA BUSTEE - WARD (10)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
38	KATIN PARA BUSTEE - WARD (10)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
39	OLD POLICE LINE BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
40	SINDER PATTI	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
41	LOCO SHED PARA	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
42	MAHATO PARA BUSTEE - WARD (11)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
43	TELKAL PARA - WARD (11)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
44	BHAKHULIA PARA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

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45	JALAKULI BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
46	NAMOPAR CHUTAR BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
47	BHAGA BANDH PARA BUSTEE - WARD(13)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
48	BHAGA BANDH PARA BUSTEE - WARD (14)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
49	MUCHI PARA BUSTEE - WARD (14)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
50	DHANIA PARA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
51	DR. DANGA BASTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
52	KALANDAR DANGA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
53	DAS SWEEPER COLONY	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
54	KHAJURIA DANGA	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
55	LOHAR PARA BUSTEE	Within distance less then 1 km	NA	NA	NA	Within distance less then 0.5 km	NA	NA	NA	Within distance less then 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

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56	MAHOTO PARA	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
57	SAJHUDANGA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
58	SIMULDANGA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
59	Telkal Para Bustee - WARD (16)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
60	BAKUL TALA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
61	CHASA PARA BUSTEE - WARD(17)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
62	DHARMA MELA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
63	GORAI BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
64	NAMO PARA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
65	NAPIT PARA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
66	Ambresh Pally	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
67	BIRI BARI BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
68	BOURI PARA	Within distance less	NA	NA	NA	Within distance less	NA	NA	NA	Within distance less than 1	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

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		than 1 km				than 0.5 km				km																
69	CHATANI PARA BUSTEE - WARD(18)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
70	DOM PARA BUSTEE - WARD (18)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
71	NAPIT PARA BAHAL BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
72	RAJOWAR PARA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
73	Sekra Para	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
74	CHASA PARA - WARD (19)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
75	CHATANI PARA - WARD (19)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
76	POKABAN DH PARA	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
77	AMALA PARA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
78	DARJIPAR A BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
79	KADAM KULI	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

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80	Goala Bandh Bustee	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
81	CHUNA BHATI BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
82	DEBIMATA BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
83	KAPUR BAGAN	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
84	KHELAIC HANDI BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
85	RENI ROAD BY. LANE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
86	SUFAL PALLY	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
87	Anjir Bagan	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
88	DHOBAI BUSTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
89	Islam Nagar	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
90	NAYA BASTEE	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
91	KATIN PARA BUSTEE - WARD (22)	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

Non Slum

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Sl. No	Non Slum Name	Anganwadi under ICDS	Municipal Pre-school	Private Pre-school	Municipal Primary School	State Government Primary School	Private Primary School	Municipal High School	Private High School	State Government High School	Maternity Centre	Private Clinic	Registered Medical Practitioner (RMP)	Ayurvedic Doctor/Vaidya	Social Development/Welfare	Community mall	Vocational Training/Training cum Production Centre	Street Children Rehabilitation Centre	Night Shelter	Old Age Home	Self Help Groups/DWCUA Groups in Slum	No. of Neighbourhood Groups (NHGs) in slum	Slum-dwellers Association	Youth Association	Women's Association/Mahila Samithis
92	Ward-2	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
93	Ward-3	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
94	Ward-7	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
95	Ward-8	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
96	Ward-9	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
97	Ward-10	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
98	Ward-12	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
99	Ward-13	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
100	Ward-14	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
101	Ward-16	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
102	Ward-18	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA ,	NA	NA	NA	NA	NA	NA	1	NA

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103	Ward-21	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA
104	Ward-22	Within distance less than 1 km	NA	NA	NA	Within distance less than 0.5 km	NA	NA	NA	Within distance less than 1 km	Yes	Yes	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA

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Section 4 – Description of Proposed Project and Planning

4.1 Provision of Housing

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 whole of the project will be addressed in the project

Proposed Development

Based on preliminary understanding, the following components are being proposed

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

Innovations proposed in Project Planning

Background

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

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

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

Financial Implementation:

Beneficiary led Participation:

Implies development of housing by involvement of Beneficiary

Tasks:

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

Post Project Monitoring

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

Physical Infrastructure

Background

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

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

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

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

important findings of the survey are given below.

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

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

- Government's efforts in about 80-90% of slums, both notified as well as non-notified and for all the facilities. Improvement in educational facilities at primary level was attributed to NGOs in 13% of the notified slums where such improvement was reported. NGOs were also found to have played a role in the improvement of latrine and sewerage system in non- notified slums.

Topographical survey and GIS mapping

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

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

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

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

Water Supply

Proposal Rationale

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

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

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

Keeping the above in mind, a water scheme for the urban poor needs to be drawn up which shall **Improved Access to Quality Water Services and also** build up institutions accessible to the poor that can efficiently manage water resources. These institutions need to be responsive to the poor and should have an adequate opportunity for the poor to raise their views.
The management of water resources must take place within the wider ecosystems context, and all actions should be based on an understanding of the flows of water resources within river basins and how they affect the poor.
In view of this, the water scheme needs to take into account the following broad objectives:

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

Outcome

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

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

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

Assessment of Overall State of Infrastructure

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

The following norms have been fixed for the region:

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

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

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

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

Situation Appraisal & Key Intervention for Identified Slum

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

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

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

- Population projection
- Project horizon years

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

Design Period for various Project Components

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

Service Plan

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

Proposed Interventions

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

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

The details of water supply lines provide are as follow:

Transmission of Water

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

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

Following design criteria are adopted for this Project:

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

Drainage and Solid waste management

Proposal Rationale

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

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

Outcome

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

Assessment Overall State of Infrastructure

One of the priority area identified for Wood Industries slum has been absence of adequate drainage. Most of the drainage is kutcha 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

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

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

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

Proposed Interventions

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

Road Infrastructure

Proposal Rationale

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

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

Proposed status and strategy

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

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

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

Proposed Intervention

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

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

Outcome

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

Proposed Intervention

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

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

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

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Materials of construction:

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

Definition of Slum for Housing

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

a. All areas notified as 'Slum' by State/Local Government and UT Administration under any Act;

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

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

Situation Appraisal

The people living in the slums mostly have 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.

Table-20: Dwelling units

Building type	Number of DU
In situ single Unit	1125 within 95 slums and 12 non slums

Building Plan

The buildings are proposed to cover an area of approximate 32 Sq.mt along with provision of 2 rooms,

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kitchen and sanitation facility. The layout, size and type design of housing dwelling units depends on the local conditions and the preferences of the beneficiary. The houses, has been designed in accordance with the desire of the beneficiaries, keeping in view the climatic conditions and the need to provide ample space, kitchen, ventilation, sanitary facilities, etc. and the community perceptions, preferences and cultural attitudes. In line with the scheme, carpet area of the house will be not less than 25 sq. mts and preferably two room accommodation plus kitchen and toilet should be constructed.

Building material

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

Structural Design

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

Design data

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

Reference codes:

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

Identification of Beneficiaries

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

Allotment of Houses

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

Town Planning Norms

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

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

Compliance with Municipal Bye laws

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

Tenure

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

Summary of Investment

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Project Costing

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

The cost components include:

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

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

GOI Contribution:

PMAY scheme guidelines stipulate that, 1.5 lakhs of the unit cost of dwelling unit.
The Central share would be available as per milestones set out in Memorandum of Agreement (MoA).

Beneficiary Contribution:

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

State Contribution:

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

ULB Contribution:

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

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

Table-21: Share of Fund

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

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4.2. Disaster Management and Mitigation

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

4.3. Statutory approval including environmental clearance (as applicable)

Table-22: Statutory approval including environmental clearance

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

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

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Section 5 – Project Cost Estimate

5.1. Abstract cost estimates

5.1.1 Component wise abstract for each slum and Non Slum

Table-23: Component wise abstract for each slum and Non slum area

SLUM AND NON SLUM WISE DETAILS OF DU AND INFRASTRUCTURE COST OF 2018-19													
SL. NO	Ward No	SLUM/ NON- SLUM NAME	Area in Sq mt.	Population	Proposed DU	INFASTRUCTURES							
						Cost involved @ Rs. 3.68 Lakhs per DU.	House Connection	Cost involved @ Rs. 0.01572 Lakh per connection	ROADS (In Meter)	Cost involved @ Rs. .04097 lakh per meter	Drain (In Meter)	Cost involved @ Rs. .02540 lakh per meter	Total
1	1	ALANGI DANGA BUSTEE	3240	480	13	47.84	13	0.20	67	2.75	72	1.83	52.62
2	1	ASHU SAHIS LANE	23900	321	16	58.88	16	0.25	83	3.38	89	2.25	64.77
3	1	DESH BANDHU BY LANE	2800	617	14	51.52	14	0.22	72	2.96	78	1.97	56.67
4	1	PEDKABANDH BUSTEE	35050	215	2	7.36	2	0.03	10	0.42	11	0.28	8.10
5	1	Shiv Collony Bustee	44580	274	2	7.36	2	0.03	10	0.42	11	0.28	8.10
6	2	CHITADANGA BUSTEE	5200	376	15	55.20	15	0.24	77	3.17	83	2.11	60.72
7	2	K. P. LANE	1400	190	7	25.76	7	0.11	36	1.48	39	0.99	28.34
8	2	KARTIKDI BUSTEE	16000	805	3	11.04	3	0.05	15	0.63	17	0.42	12.14
9	2	Mahananda Chakraborty Lane	96000	510	4	14.72	4	0.06	21	0.85	22	0.56	16.19
10	2	TIKA PARA	6700	650	9	33.12	9	0.14	46	1.90	50	1.27	36.43
11	3	MAHATO PARA BUSTEE	21000	529	13	47.84	13	0.20	67	2.75	72	1.83	52.62
12	4	BAURI PARA BUSTEE - WARD (4)	11000	762	20	73.60	20	0.31	103	4.23	111	2.82	80.96
13	4	GORAI BUSTEE - WARD (4)	60000	169	2	7.36	2	0.03	10	0.42	11	0.28	8.10
14	4	Kumar Para Bustee	6700	258	20	73.60	20	0.31	103	4.23	111	2.82	80.96
15	4	NATHUDIN BUSTEE	41000	248	6	22.08	6	0.09	31	1.27	33	0.85	24.29
16	23	DUSAD BASTI	3300	155	26	95.68	26	0.41	134	5.50	144	3.66	105.25
17	5	Huchuk Para Bustee	16000	273	7	25.76	7	0.11	36	1.48	39	0.99	28.34
18	5	NIMTAR BUSTEE	350	483	24	88.32	24	0.38	124	5.07	133	3.38	97.15
19	5	S.K. BECHU LANE BUSTEE	9100	302	5	18.40	5	0.08	26	1.06	28	0.70	20.24
20	6	AMDIHA JAMAI PARA	4100	291	5	18.40	5	0.08	26	1.06	28	0.70	20.24
21	6	CHATANI PARA BUSTEE - WARD(6)	86110	662	16	58.88	16	0.25	83	3.38	89	2.25	64.77
22	6	MAHATO PARA BUSTEE - WARD (6)	13300	293	2	7.36	2	0.03	10	0.42	11	0.28	8.10
23	6	NETAJI SUBASH ROAD BUSTEE	2100	205	6	22.08	6	0.09	31	1.27	33	0.85	24.29
24	6	PUNIA BANDH BUSTEE	25000	162	9	33.12	9	0.14	46	1.90	50	1.27	36.43
25	7	BHUINYA PARA BUSTEE - WARD (7)	30700	215	3	11.04	3	0.05	15	0.63	17	0.42	12.14
26	7	CHIRA BARI BUSTEE	11300	288	25	92.00	25	0.39	129	5.28	139	3.52	101.20
27	7	RAMBANDH PARA	3200	416	4	14.72	4	0.06	21	0.85	22	0.56	16.19
28	7	SINGH COLLONY BUSTEE	3200	106	1	3.68	1	0.02	5	0.21	6	0.14	4.05
29	8	KASAIMAHALLA BUSTEE	2200	212	12	44.16	12	0.19	62	2.54	67	1.69	48.58
30	8	RAHAMAT NAGAR BUSTEE	43000	156	1	3.68	1	0.02	5	0.21	6	0.14	4.05
31	8	RAMBANDH PARA	371000	278	22	80.96	22	0.35	114	4.65	122	3.10	89.06

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32	9	BAURI PARA BUSTEE - WARD(9)	200	199	20	73.60	20	0.31	103	4.23	111	2.82	80.96
33	9	IDKA MAHALLA	1600	335	6	22.08	6	0.09	31	1.27	33	0.85	24.29
34	9	RAJ BUSTEE	3500	205	7	25.76	7	0.11	36	1.48	39	0.99	28.34
35	9	SAYER PARA BUSTEE	850	233	4	14.72	4	0.06	21	0.85	22	0.56	16.19
36	9	SOUDAGAR BUSTEE	21000	200	9	33.12	9	0.14	46	1.90	50	1.27	36.43
37	10	DOM PARA BUSTEE - WARD (10)	53400	100	4	14.72	4	0.06	21	0.85	22	0.56	16.19
38	10	KATIN PARA BUSTEE - WARD (10)	19000	149	2	7.36	2	0.03	10	0.42	11	0.28	8.10
39	10	OLD POLICE LINE BUSTEE	25900	151	12	44.16	12	0.19	62	2.54	67	1.69	48.58
40	10	SINDER PATTI	9700	127	14	51.52	14	0.22	72	2.96	78	1.97	56.67
41	11	LOCO SHED PARA	14000	127	8	29.44	8	0.13	41	1.69	44	1.13	32.38
42	11	MAHATO PARA BUSTEE - WARD (11)	4356	154	3	11.04	3	0.05	15	0.63	17	0.42	12.14
43	11	TELKAL PARA - WARD (11)	9700	135	48	176.64	48	0.75	248	10.15	266	6.76	194.30
44	11	SARBAGAN BUSTEE			1	3.68	1	0.02	5	0.21	6	0.14	4.05
45	12	BHAKHULIA PARA BUSTEE	6900	227	5	18.40	5	0.08	26	1.06	28	0.70	20.24
46	12	JALAKULI BUSTEE	17000	125	18	66.24	18	0.28	93	3.80	100	2.54	72.86
47	12	NAMOPAR CHUTAR BUSTEE	57000	194	5	18.40	5	0.08	26	1.06	28	0.70	20.24
48	13	BHAGA BANDH PARA BUSTEE - WARD(13)	15000	203	30	110.40	30	0.47	155	6.34	166	4.23	121.44
49	14	BHAGA BANDH PARA BUSTEE - WARD (14)	30320	492	36	132.48	36	0.57	186	7.61	200	5.07	145.73
50	14	MUCHI PARA BUSTEE - WARD (14)	5900	464	4	14.72	4	0.06	21	0.85	22	0.56	16.19
51	15	DHANIA PARA BUSTEE	35050	264	17	62.56	17	0.27	88	3.59	94	2.40	68.82
52	15	DR. DANGA BASTEE	37000	368	19	69.92	19	0.30	98	4.02	105	2.68	76.91
53	15	KALANDAR DANGA BUSTEE	2900	1314	14	51.52	14	0.22	72	2.96	78	1.97	56.67
54	16	DAS SWEEPER COLONY	4300	379	2	7.36	2	0.03	10	0.42	11	0.28	8.10
55	16	KHAJURIA DANGA	176000	218	14	51.52	14	0.22	72	2.96	78	1.97	56.67
56	16	LOHAR PARA BUSTEE	44600	179	3	11.04	3	0.05	15	0.63	17	0.42	12.14
57	16	MAHOTO PARA	2500	182	5	18.40	5	0.08	26	1.06	28	0.70	20.24
58	16	SAJHUDANGA BUSTEE	2700	313	24	88.32	24	0.38	124	5.07	133	3.38	97.15
59	16	SIMULDANGA BUSTEE	40000	149	1	3.68	1	0.02	5	0.21	6	0.14	4.05
60	16	Telkal Para Bustee - WARD (16)	5000	323	3	11.04	3	0.05	15	0.63	17	0.42	12.14
61	17	BAKUL TALA BUSTEE	30100	239	23	84.64	23	0.36	119	4.86	128	3.24	93.10
62	17	CHASA PARA BUSTEE - WARD(17)	92000	207	11	40.48	11	0.17	57	2.33	61	1.55	44.53
63	17	DHARMA MELA BUSTEE	7100	100	2	7.36	2	0.03	10	0.42	11	0.28	8.10
64	17	GORAI BUSTEE	3600	357	4	14.72	4	0.06	21	0.85	22	0.56	16.19
65	17	NAMO PARA BUSTEE	58000	173	8	29.44	8	0.13	41	1.69	44	1.13	32.38
66	17	NAPIT PARA BUSTEE	62000	162	27	99.36	27	0.42	139	5.71	150	3.80	109.30
67	17	JUGHI BUSTEE	45320	185	1	3.68	1	0.02	5	0.21	6	0.14	4.05
68	17	KUMAR KULI BUSTEE	32900	254	3	11.04	3	0.05	15	0.63	17	0.42	12.14
69	18	Ambresh Pally	11232	155	12	44.16	12	0.19	62	2.54	67	1.69	48.58
70	18	BIRI BARI BUSTEE	3200	649	2	7.36	2	0.03	10	0.42	11	0.28	8.10
71	18	BOURI PARA	23900	220	6	22.08	6	0.09	31	1.27	33	0.85	24.29
72	18	CHATANI PARA BUSTEE - WARD(18)	6600	347	13	47.84	13	0.20	67	2.75	72	1.83	52.62
73	18	DOM PARA BUSTEE - WARD (18)	990	358	3	11.04	3	0.05	15	0.63	17	0.42	12.14
74	18	NAPIT PARA BAHAL BUSTEE	7500	1362	11	40.48	11	0.17	57	2.33	61	1.55	44.53
75	18	RAJOWARPARA BUSTEE	3400	218	4	14.72	4	0.06	21	0.85	22	0.56	16.19
76	18	Sekra Para	44000	558	11	40.48	11	0.17	57	2.33	61	1.55	44.53

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77	18	MUCHI PARA BUSTEE	32970	453	1	3.68	1	0.02	5	0.21	6	0.14	4.05
78	19	CHASA PARA - WARD (19)	1600	289	13	47.84	13	0.20	67	2.75	72	1.83	52.62
79	19	CHATANI PARA - WARD (19)	20300	688	5	18.40	5	0.08	26	1.06	28	0.70	20.24
80	19	POKABANDH PARA	3170	227	30	110.40	30	0.47	155	6.34	166	4.23	121.44
81	20	AMALA PARA BUSTEE	75000	320	1	3.68	1	0.02	5	0.21	6	0.14	4.05
82	20	DARJIPARA BUSTEE	740	226	19	69.92	19	0.30	98	4.02	105	2.68	76.91
83	20	KADAM KULI	69000	578	7	25.76	7	0.11	36	1.48	39	0.99	28.34
84	20	Goala Bandh Bustee	27000	159	2	7.36	2	0.03	10	0.42	11	0.28	8.10
85	21	CHUNA BHATI BUSTEE	18000	311	10	36.80	10	0.16	52	2.11	55	1.41	40.48
86	21	DEBIMATA BUSTEE	92000	248	2	7.36	2	0.03	10	0.42	11	0.28	8.10
87	21	KAPUR BAGAN	239000	258	8	29.44	8	0.13	41	1.69	44	1.13	32.38
88	21	KHELAICHANDI BUSTEE	34000	310	12	44.16	12	0.19	62	2.54	67	1.69	48.58
89	21	RENI ROAD BY LANE	170	463	18	66.24	18	0.28	93	3.80	100	2.54	72.86
90	21	SUFAL PALLY	3363	112	3	11.04	3	0.05	15	0.63	17	0.42	12.14
91	22	Anjir Bagan	69900	172	8	29.44	8	0.13	41	1.69	44	1.13	32.38
92	22	DHOBAI BUSTEE	8700	475	20	73.60	20	0.31	103	4.23	111	2.82	80.96
93	22	Islam Nagar	25000	291	5	18.40	5	0.08	26	1.06	28	0.70	20.24
94	22	NAYA BASTEE	2000	290	22	80.96	22	0.35	114	4.65	122	3.10	89.06
95	22	KATIN PARA BUSTEE - WARD (22)	37000	429	39	143.52	39	0.61	201	8.24	216	5.50	157.87
Sub total					**1018**	**3746.24**	**1018**	**16.00**	**5252**	**215.17**	**5648**	**143.45**	**4120.86**
Non slum													
96	2	Ward-2	**0.09**	**3929**	**6**	22.08	6	0.09	31	1.27	33	0.85	23.44
97	3	Ward-3	**1.20**	**5820**	**3**	11.04	3	0.05	15	0.63	17	0.42	12.14
98	7	Ward-7	**0.46**	**7646**	**3**	11.04	3	0.05	15	0.63	17	0.42	12.14
99	8	Ward-8	**0.75**	**5573**	**21**	77.28	21	0.33	108	4.44	117	2.96	85.01
100	9	Ward-9	**1.90**	**4414**	**23**	84.64	23	0.36	119	4.86	128	3.24	93.10
101	10	Ward-10	**1.54**	**3836**	**12**	44.16	12	0.19	62	2.54	67	1.69	48.58
102	12	Ward-12	**1.41**	**4960**	**27**	99.36	27	0.42	139	5.71	150	3.80	109.30
103	13	Ward-13	**1.25**	**4732**	**3**	11.04	3	0.05	15	0.63	17	0.42	12.14
104	14	Ward-14	**1.57**	**3983**	**2**	7.36	2	0.03	10	0.42	11	0.28	8.10
105	18	Ward-18	**0.38**	**4909**	**3**	11.04	3	0.05	15	0.63	17	0.42	12.14
106	21	Ward-21	**0.83**	**4327**	**2**	7.36	2	0.03	10	0.42	11	0.28	8.10
107	22	Ward-22	**0.69**	**3849**	**2**	7.36	2	0.03	10	0.42	11	0.28	8.10
Sub total					**107**	**393.76**	**107**	**1.68**	**552**	**22.62**	**594**	**15.08**	**433.14**
Total					**1125**	**4140.0**	**1125**	**17.69**	**5804**	**237.79**	**6241**	**158.53**	**4554**

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5.2. Detailed Estimates

5.2.1. Detailed Estimate of Provision of Housing

Table-24: Detailed Estimate of Provision of Housing

DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE Pradhan Mantri Awas Yojana Housing For All (Urban) Total Covered Area- 32.58 sq.m (With Electrical Works) Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda Floor Area 25.77 sqm					
SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
1	Earthwork in excavation in foundation trenches or drains, in all sorts of soil (including mixed soil but excluding laterite or sandstone) including removing spreading or stacking the spoils within a lead of 75 m as directed including trimming the sides of trenches, levelling, dressing and ramming the bottom, bailing out water etc. as required complete. a) Depth of excavation not exceeding 1500mm.	13.000	%cu.m.	12047.00	1566.11
	SOR, PWD, P-1, I -2 a				
2	Earth work in filling in foundation trenches or plinth with good earth in layers not exceeding 150 mm. including watering and ramming etc. layer by layer complete.(Payment to be made on the basis of measurement of finished quantity of work)				
	a) With earth obtained from excavation of foundation.	11.120	%cu.m.	7831.00	870.81
	SOR, PWD, P-1, T/3 a				
3	Supplying Laying Polithin Sheets etc. **SOR, PWD, P-45, T - 13**	22.000	sqm	25.00	550.00
4	Cement concrete with graded Stone ballast (40 mm.) excluding shuttering) In ground floor and foundation.6 : 3 : 1 proportion Pakur variety **SOR, PWD, Page 24 ; Item -10 a**	3.500	cu.m.	5823.00	20380.50
5	25 mm. thick damp proof with cement concrete (4:2:1) (with graded stone aggregate 10 mm. Normal size) and painting the top surface with a coat of bitumen using 1.7 kg. per sq.m. including heating the bitumen and cost and carriage of all materials complete.	6.810	sqm,	297.00	2022.57
	SOR, PWD, P-45, T-12				
6	Brick work with 1st class bricks in cement mortar (6:1)				
	a) In foundation and plinth.	10.430	cum	5719.00	59649.17
	b) In super structure **SOR, PWD, P-29, T -22(a), (b)**	15.240	cum	5943.00	90571.32
7	125mm thick brick work with 1st. class bricks in cement mortar (4:1). a) In ground floor **SOR, PWD, P-73, I -29**	23.220	sq.m.	783.00	18181.26
8	Ordinary Cement concrete (mix 1:1.5:3) with graded stone chips (20 mm nominal size) excluding shuttering and reinforcement if any, in ground floor as per relevant IS codes.	3.940	cu.m.	6851.66	26995.54

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DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE
Pradhan Mantri Awas Yojana Housing For All (Urban)
Total Covered Area- 32.58 sq.m (With Electrical Works)
Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda
Floor Area 25.77 sqm

SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
	(i) Pakur Variety				
	SOR, PWD, P-14, T -7(i)				
9	Reinforcements for reinforced concrete work in all sorts of structures including distribution bars, stirrups, binders etc. including supply of rods, initial straightening and removal of loose rust (if necessary), cutting to requisite length, hooking and bending to correct shape, placing in proper position and binding with 16G black annealed wire at every inter-section, complete as per drawing and direction.				
	(a) For works in foundation, basement and upto roof of ground floor / upto 4m. (i) Tor steel/Mild steel.	0.309	MT	60705.93	18775.74
	SOR, PWD, P-27, T -15(i)				
10	Hire and labour charges for shuttering with centering and necessary staging upto 4 m. using approved stout props and thick hard wood planks of approved thickness with required bracing for concrete slabs, beams, columns, lintels curved or straight including fitting, fixing and striking out after completion of works. (upto roof of ground floor). (When the height of a particular floor is more than 4 m. the equivalent floor ht. shall be taken as 4 m. and extra for works beyond the initial 4 m. ht. shall be allowed under 12(e) for every 4 m. or part thereof.)**SOR, PWD, P-66, T -12(a)**				
	25 mm. to 30 mm. thick wooden shuttering as per decision & direction of Engineer-in-charge. Ground Floor	37.063	M^2	360.00	13342.68
11	Plaster (to wall, floor, ceiling etc.) with sand and cement mortar including rounding off or chamfering corners as directed and raking out joints or roughening of concrete surface, including throating, nosing and drip course where necessary . In ground floor. A) With 6:1 cement mortar. a) Inside wall 20 mm thick plaster **SOR, PWD, P-151, T -2 (i)(b)**	116.940	sq.m.	181.00	21166.14
	b) Out side Wall, 15mm th. **SOR, PWD, P-151, I -2 (i)(c)**	111.950	sq.m.	156.00	17464.20
	B)10mm th celling plaster (4:1) **SOR, PWD, P-151, I -2 (i)(c)**	23.330	sq.m.	140.00	3266.20
12	Neat cement punning about 1.5mm thick in wall, dado, window, sills, floor, drain etc. **SOR, PWD, P-152, I -8**	26.700	sq.m.	38.00	1014.60
13	Artificial stone in floor,dado, staircase etc. with cement conctrete (4:2:1) with stone chips laid in panels as directed with topping made with ordinary or white cement (as necessary) and marble dust in proportion (2:1) including smooth finishing and rounding off corners and including application of cement slurry before flooring works, using cement @ 1.75 kg./sq.m. all complete including all materials and labour. In ground floor. 3 mm. thick topping (High polishing grinding on this item is not permitted) with ordinary cement. 20mm thick	26.490	sq.m.	265.00	7019.85

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DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE
Pradhan Mantri Awas Yojana Housing For All (Urban)
Total Covered Area- 32.58 sq.m (With Electrical Works)
Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda
Floor Area 25.77 sqm

SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
	SOR, PWD, P-40, I -3 (i)				
14	Supplying, fitting & fixing MS clamp for fixing door and window frame made of flat bent bar, end bifurcated, fixed in cement concrete with stone chips (4:2:1)a fitted and fixed omplete as per direction. 40mm x 6mm x 125 mm length. (Cost of cement concrete will be paid separately) **SOR, PWD, P-90, I -18 (c)**	34	each	22.00	748.00
15	Wood work in door and window frame fitted and fixed complete including a protective coat of painting at the contact surface of the frame other Local wood **SOR, PWD, P-85, T -1(i)**	0.213	cu.m.	46171.00	9834.42
16	Panel Shutter of door & Window (each Panal Consisting Of single Plan without Join) 25 mm thick shutter with 12 mm thick Panal of size 30 to 45 cm. Other Local wood **SOR, PWD, P-105, I -84 (iv)c**	8.520	sq.m.	1567.00	13350.84
17	Iron butt hinges of approved quality fitted and fixed with steel screws, with ISI mark. a)75mm x 47mm x 1.70mm **SOR, PWD, P-91, T -20(iv)**	32.000	each	34.00	1088.00
18	Iron Socket Bolt of approved quality fitted and fixed complete. i) 150 mm long x 10 mm dia **SOR, PWD P-93, I-25,c**	11.000	each	71.00	781.00
19	White washing including cleaning and smoothening surface thoroughly (5 parts of stone lime and 1 part of shell lime should be used in the finishing coat). Two Coats **SOR, PWD, P-155, I -3 (b)**	124.960	%sq.m.	1887.00	2358.00
20	Colour washing with ella with a coat of white wash priming including cleaning and smoothing surface thoroughly external surface One Coat **SOR, PWD, P-155, I - 4(ii)(a)**	100.560	%sq.m.	1514.00	1522.48
21	Priming one coat on timber, plastered or on steel or other metal surface with synthetic enamel/oil bound primer of approved quality including smoothening surfaces by sand papering etc.				
	1) On timber surface **SOR, PWD, P - 162, I - 7(a)**	21.690	sq.m.	41.00	889.29
	2) On Steel Surface **SOR, PWD, P - 162, I - 7(b)**	2.700	sq.m.	31.00	83.70
22	Painting with best quality synthetic enamel paint of approved make and brand including smoothening surface by sand papering etc. including using of approved putty etc. on the surface, if necessary : With super gloss (hi-gloss)-With any shade except white.				
	a) On timber or plastered surface Two Coats	21.690	sq.m.	89.00	1930.41

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DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE
Pradhan Mantri Awas Yojana Housing For All (Urban)
Total Covered Area- 32.58 sq.m (With Electrical Works)
Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda
Floor Area 25.77 sqm

SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
	b) On Steel surface Two Coats **SOR, PWD, P - 162, - 8A(aii),(bii)**	2.700	sq.m.	86.00	232.20
23	Iron hasp bolt of approved quality fitted and fixed complete (oxidised) with 16 mm diad with center bolt and round fitting. 300 mm long **SOR, PWD, P-93, I - 27c**	2.000	each	193.00	386.00
24	Precast piered concrete jally work as per design and manufacture's specification including moulding etc. with stone chips and necessary reinforcement shuttering complete including fitting, fixing in position in all floors. (a) 37.5 mm th. panels Cement & steel required for this item **will not be** issued by deptt. **SOR, PWD, P-32, I - 38 (b)**	1.690	sq.m.	351.00	593.19
25	Supplying, fitting and fixing UPVC down pipes A type and fittings conforming to IS 13592-1992 with necessary clamps nails including making holes in walls, etc. and cutting trenches in any soil, through masonry concrete structure etc. if necessary and mending good damages including jointing with jointing materials (Spun yarn, valamoid / bitumen / M. seal etc.) complete. **P-173, I-21 A (ii), C(ii), D(ii)**				
	SOR, PWD, P173, I - 21 A (ii), C(ii), D(ii)				
	i) UPVC Pipe 110 mm dia	3.000	Mtr.	291.00	873.00
	ii) UPVC Bend 87.5 degree 110 mm dia	2.000	each	162.00	324.00
	iii) UPVC Shoe 110 mm	1.000	each	128.00	128.00
26	M.S.or W.I. Ornamental grill of approved design joints continuously welded with M.S, W.I. Flats and bars of windows, railing etc. fitted and fixed with necessary screws and lugs in ground floor. Grill weighing 10 kg/sq m to16 kg/m2 **SOR, PWD, P - 76, I - 10 (i)** ***(2.70sqm @ 10.5kg per sqm = 28.35 kg)***	0.284	Qntl	8247.00	2342.15
27	Shallow water closet Indian pattern(I.P.W.C.) of approved make in white vitreous chinaware supplied ,fitted and fixed in position (excluding cost of concrete for fixing). 450 mm long **SOR, PWD, (Sanitary) P - 65, I - 1 (iii)**	1.000	each	1062.00	1062.00
28	Foot rest for water closet of size 275 mm X 125 mm with Artificial stone(4:2:1) with 6 mm stone chips and chequered including adding colour as necessary. **SOR, PWD, (Sanitary) P - 66, I - 9**	1.000	Pair	70.00	70.00
29	Supplying, fitting and fixing cast iron 'P' or 'S' trap conforming to I.S. 3989 / 1970 and 1729 / 1964 including lead caulked joints and painting two coats to the exposed surface. S Trap 100 mm **SOR, PWD, (Sanitary) P - 54, I - 14(B-iii)**	1.000	each	923.00	923.00

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DETAILED ESTIMATE FOR THE CONSTRUCTION OF SINGLE UNIT DWELLING HOUSE Pradhan Mantri Awas Yojana Housing For All (Urban) Total Covered Area- 32.58 sq.m (With Electrical Works) Reference of Schedule of Rates : PWD (W.B.), Schedule of Rates Building & Sanitary w.e.f-01.07.2014 & Corrigenda Floor Area 25.77 sqm					
SL No.	Description of Works	Quantity	Unit	Rate (Rs.)	Amount (Rs.)
30	Supplying, fitting fixing CI Round Gratings 150mm dia **SOR, PWD, (Sanitary) P - 55, I - 18(ii)**	1.000	Each	100.00	100.00
	Construction of 2 circular leach pit of inside diameter 1000 mm. & a depth of 1000 mm. With a layer of 250 mm. Thick brick work with cement morter (6:1) & honeycombed brick wall (4:1) at every alternate layer upto a height of 925 mm. From bottom and then 125 mm. thick brick wall (4:1) for a height of 300 mm. and covered with 75m. RCC slab (4:2:1) with 8mm tor steel @ 150 mm. centre to centre both ways including plastering and neat cement punning on top of the slab and making hooking arrangement on slab for lifting of the slab if require as well as jointing the connection with the inspection pit (450 x 450) covered with 50mm thick RCC slab (4:2:1) with stone chips and necessary reinforcement and connected with 100 mm dia PVC pipe laid over rammed earth and then covered the pipe properly with powder earth including supplying fitting fixing fibre glass pan P-tap & polythene pipe as per requirement to connect with the inspection pit complete with all respect as per direction of EIC.(ANNEXURE-II)	1	Item	7544.00	7544.00
	TOTAL AMOUNT		**Rs.**		**350000.36**
	Say		**Rs.**		**350000.00**
	Add for Electrical Works (ANNEXURE-I)		**Rs.**		**17858.00**
	TOTAL AMOUNT		**Rs.**		**367858.00**
	Say		**Rs.**		**368000.00**
(Rupees Three lakh Sixty eight thousand only)					

Table-25: ESTIMATE FOR ELECTRICAL WORKS FOR ONE DWELLING UNIT UNDER PMAY

ESTIMATE FOR ELECTRICAL WORKS FOR ONE DWELLING UNIT UNDER PMAY (ANNEXURE-I)					
Sl. No.	Item of works	Unit	Rate	Quantity	Amount
1	Supplying & fitting polythene pipe complete with fittings as necessary. Under ceiling /beam/bound with 22SWG GI wire inclusive S & Drawing 1x18 SWG GI wire as fish wire inside the pipe & fittings and providing 55 mm dia disc of MS sheet (20SWG) having colour paint at one face first ended at the load point end of the polythene pipe with fish wire (synchronizing with roof/beam casting work of building construction) 19 mm dia 3 mm thick polythene pipe	RM	39.00	25.00	975.00
2	Powerckt wiring supplying and drawing 1 ; 1KV grade single core stranded FR PVC insulated & unsheathed single core stranded Copper wire (Finolex make) 2 x 2.5 sqmm (PH & N) +1x1.5 sqmm (ECC) per laid polythene pipe and by the prelaid GI fish wire & making necessary connections as required.	RM	76.00	50.00	3800.00
3	Concealed Distribution wiring in in 2x1.5 sqmm single core standard *FR* insulated and unseathed cop per wire Finolex make & 1x1.5 sq mm single core stranded PVC cinsulated and unseathed cop per (Finolex make) wire used as ECC in 19 mm bore 3 mm thk. polyythene pipe complete with all accessries embedded in wall smooth	points	828.00	10.00	8280.00

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	run to light / fan/call bell point with pino key type switchb (6 Amps) (**Anchor** make) fixed on sheet metal (16 SWG) Switch Board with bakelite/ perspex (wall maching colour) Top cover (3 mm thick) flushed in wall including mending all good damages to original finish Average per point 6.00 mt.				
4	Distribution concealed wiring with 2x1.5 sq mm (PH & N) single core stranded FR PVC insulated & unsheathed single core sttranded 1.1 KV grade Copper Wire (finolex) & 1x1.5 sq mm (ECC) single core stranded (PH & N) 1.1 KV grade cu wire (finolex) & 1 x 1.5 sq mm single core stranded PVC insulted & unsheathed cu wire (finolex) used as ECC in 19 mm bore, 3 mm thick polythene pipe complete with all accessories embedded in wall 250 volt 5 amp 3 pin plug point including S & F 250 Volt 5 amp 3 pin flush type plug socket & piano key type swich (Anchor make) on **existing switch board as mentioned sl. no.3**	points	76.00	2.00	152.00
5	Supplying & drawing 1.1 KV grade single core srtanded FR PVC insulated & unseathed single core sranded cu Wire 3x2.5 sq mm (finolex make} in the prelaid polythene pipe & by the prelaid GI fishwire & making necessary connection as required (**CESC supply to consumer DP near to CESC & inside the room another DP near CESC & inside the room another DP of dwelling units**)	RM	86.00	15.00	1290.00
Sl. No.	**Item of works**	**Unit**	**Rate**	**Quantity**	**Amount**
6	Supplying Delivery & instalation on wall of 30/32 amp DP MCBof Havel's make with enclosed box along with all its necessary I connection complete.(Anchor)	nos	808.00	2	1616.00
7	Earthing in soft soil with 50 mm dia GI pipe (TATA make Medium) 3.64 mm th. X 3.04 Mtr long and 1 x 4 SWG GI (hot dip) wire (4 m long) 13 mmdia x 80 mm long GI bolts, double nuts, double washer including S & F 15 mm dia GI protection (1 mtr long) to be filled with bitumen partlyunder the ground level & partly above GL driven to an average depth of **3.65 m** below the GL & restoring surface duly rammed.	each	1715.00	1	1715.00
8	Connecting the equipment to earth BUSbar inclussive S&F 10 SWG (Hot Dip) GI wire on wall /floor with a staples buried inside wall /floor as required & making connection to equipments with bolt, nut, washer, cable lugs etc. as required & mending good damages.	M	6.00	5	30.00
			TOTAL		17858.00
Rupees Thirteen Thousand Eight Hundred Seventy Eight Only					**17858.00**

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Table-26: Cost Estimate for 2 Nos Leach Pit for single unit Dwelling Unit

Cost Estimate for 2 Nos Leach Pit for single unit Dwelling Unit P.W.D Schedule of Rates effect from 1st July 2014					
(ANNEXURE-II)					
Sl No	Description of Items	Quantity	Unit	Rate	Amount
1	Earth work in excavation of foundation trenches or drains in all sorts of soil (including mixed soil but excluding or stacking the spoils within a lead of 75 m. as directed. The item includes necessary trimming the sides of trenches leveling dressing and ramming the bottom boiling out water as required complete . Depth of excavation not existing 1500mm **P.No-1, I-2(a)**	2.500	%Cu.M	12047.00	301.18
2	Cement concrete with graded jhama Khoa ballast (30 mm size) excluding shuttering. In ground floor and foundation (a) 6:3:1 proportion.	0.050	Cu.M	5803.06	290.15
3	Brick work with 1st class bricks in cement mortar (6 :1). a) In foundation & Plinth **P.no-29, I-21(a)**	0.010	Cu.M	5719.00	57.19
4	125 mm. thick brick work with 1st class bricks in cement mortar (4 : 1) G.Floor **P.no-31, I-29**	3.000	SqM	714.00	2,142.00
5	Controlled Cement concrete with well graded stone chips (20 - mm nominal size) excluding shuttering and reinforcement with complete design of concrete as per I : 456 and relevant special publications submission of job mix formula after preliminary mlx design after testing of concrete cubes as per direction of Engineer-in charge Consumption of cement will not be less than 300 Kg of cement -with Super plasticiser per cubic meter of controlled concrete but actual consumption will be determined on- the basis of preliminary test and job mix formula. -l n ground floor and foundation. [Using concrete mixture] M 20 Grade **P.no-12, I-6(a)**	0.145	Cu.M	6871.54	996.37
6	Reinforcement for reinforced concrete work in all sorts of structures incl. Distribution bars, stirrups, binder etc. incl. supply of rods, initial straightening & removal of loose rust (if necessary), cutting to requisite length, hooking etc **P.no-27, I-15(a)(i)**	0.010	M.T	68508.00	685.08

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7	Supplying, fitting and fixing UPVC down pipes A type and fittings conforming to IS 13592-1992 with necessary clamps nails including making holes in walls, etc. and cutting trenches in any soil, through masonry concrete structure etc. if necessary and mending good damages including jointing with jointing materials (Spun yarn, valamoid / bitumen / M. seal etc.) complete.				
	i) UPVC Pipe 110 mm dia **P.no-173, I-21(A)(ii)**	4.000	Mtr	291.00	1,164.00
	ii) UPVC Bend 87.5 degree 110 mm dia **P.no-174, I-21(B)C(ii)**	2.000	Each	162.00	324.00
8	Jaffri brick work 125 mm. thick with 1st class bricks in cement mortar (4:1) including 12 mm. thick cement plaster (4:1) in all faces in ground floor **.P.no-32, I-35**	2.000	SqM	792.00	1,584.00
				Cost of 2 no leach pit	**7,543.97**
				Total=	**7,544.00**

Table-27: Detailed Estimate for Single Dwelling unit

Detailed Estimate for Single Dwelling unit Floor area 25.77 sqm Built up area 32.58 sqm									
	C/L of main outer wall				125 mm Partitionwall			Varandah	C/L
		4.65			3.375			1.275	
		0.8			1.15			0.9	
		1.15			1.15	2.3		2.175	
		3.45			2.187				
		1.15			1.9				
		1.7			1.387	5.474			
		3.375			11.149				
		1.275							
		2.825							
		3.125							
		23.5							
	X wall	1.25							
Sl.no.									
1	Earth workin excavation								
	250 mm wall								
	1	23.5	0.75	0.7	12.34				
		0.875	0.75	0.7	0.46				
		24.375			12.8	m3			
	125 mm Wall								
		2.625	0.4	0.225	0.24				
	WC	0.4	0.4	0.225	0.04				
	Bath	0.65	0.4	0.225	0.06				

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Detailed Estimate for Single Dwelling unit Floor area 25.77 sqm Built up area 32.58 sqm									
	C/L of main outer wall				125 mm Partitionwall			Varandah	C/L
	5.474	0.75		0.225					
		4.724	0.4	0.225	0.43				
	Varanda	1.425	0.4	0.225	0.13				
					0.88				
	Step	0.5	0.9	0.075	0.034				
					13.715	m3			
2	Soling								
		24.375	0.75		18.281				
		11.45	0.4		4.58				
					22.861				
3	Polythene sheet								
		2.575	3.125		8.047				
		2.875	2.625		7.547				
		2	1.65		3.3				
	passage	0.625	2.375		1.484				
	Bath&WC	2.7	0.9		2.43				
	Varndah	1.025	0.6		0.615				
	step	0.9	0.5		0.45				
					23.873				
4	Jhama concrete								
			18.28	0.075	1.371				
			4.58	0.075	0.344				
			23.93	0.075	1.795				
					3.51				
5	Earth work in filling 1/5 excavation								
			13.715	5	2.743				
			23.48	0.375	8.805				
					11.548	m3			
6	B.W (6:1) in Foundation of plinth								
		23.5	0.625	14.6875					
		23.5	0.5	11.75					
		23.5	0.375	8.8125					
				35.25	0.15	5.288			
		23.5	0.25		0.525	3.084			
	X wall	0.938	0.625	0.586					
		1	0.5	0.5					
		1.063	0.375	0.399					
				1.485	0.15	0.223			

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Detailed Estimate for Single Dwelling unit Floor area 25.77 sqm Built up area 32.58 sqm									
	C/L of main outer wall				125 mm Partitionwall			Varandah	C/L
		1.125	0.25		0.525	0.148			
	125mm	3.125	0.25		0.525	0.41			
	Bath&WC	2	0.9	0.25	0.523	0.235			
	Kit	5.224	0.25		0.525	0.686			
	Vard	1.925	0.25		0.525	0.253			
	Steps	0.5	0.9		0.15	0.068			
		0.25	0.9		0.15	0.034			
						10.427	m3		
7	DPC	23.5							
		1.125							
		24.625		0.25		6.156			
		3.125							
		1.8							
		5.224							
		10.149		0.125		1.269			
						7.425			
	Less	0.9		0.25	0.225				
		0.9		0.125	0.113				
	3	0.75		0.125	0.281				
						0.619			
						6.806	sqm		
8	BW in super structure (6:1)								
		23.5							
		1.125							
		24.625	2.75	0.25	16.93				
	Parapet	23.8	0.075	0.25	0.446				
						17.376			
	Less opens								
	1	0.9	2.1	1.89					
	4	0.9	0.9	3.24					
	1	0.75	0.9	0.675					
	3	0.75	0.75	1.688					
				7.493	0.25	1.873			
	Lintel								
	1	1.525	1.525						
	4	1.2	4.8						
	1	1.05	1.05						
			7.375	0.25	0.1	0.184			
	Wo2								
	1	3.05	3.05	0.25	0.1	0.076			

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Detailed Estimate for Single Dwelling unit Floor area 25.77 sqm Built up area 32.58 sqm									
	C/L of main outer wall				125 mm Partitionwall			Varandah	C/L
					(-)	2.134			
	Net brick work						15.242	m3	
9	125 th. Brick work (6:1)								
	room		3.125	2.6	8.125				
	kit		2.125	2.75	5.844				
			1.65	2.75	4.5375				
			1.45	2.65	3.8425				
	2		0.9	2.1	3.78				
						26.12875			
	Less opening								
	1	0.9	0.9						
	3	0.75	2.25						
			3.15	2.1	6.615				
	Lintel								
	1	1.3	1.3						
	1	1.025	1.025						
			2.325	0.1	0.2325				
					6.8475				
						19.28125			
	Parapet								
		23.5		0.15		3.525			
						22.806			
	passege	0.75		0.55		0.4125			
						23.219	sqm		
10	Conc M-20								
	Roof slab								
	32.15	1.1475	31.003		0.1	3.1			
	Beam		3.625	0.25	0.15	0.136			
			2.575	0.25	0.1	0.064			
	Lintel						3.301		
	D1	1	1.525	1.525					
	W1	4	1.2	4.8					
	W2	1	1.05	1.05					
	WO2	1	3.05	3.05					
				10.425	0.25	0.1	0.261		
	D1	1	1.39	1.39					
	D2	1	1.025	1.025					
	D2	2	1.4	2.8					
	O2	1	0.875	0.875					
	D2	2		6.09	0.125	0.1	0.076		

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Detailed Estimate for Single Dwelling unit Floor area 25.77 sqm Built up area 32.58 sqm									
	C/L of main outer wall				125 mm Partitionwall			Varandah	C/L
	Chaja								
	W1	4	1.2	4.8					
	W2	1	1.03	1.03					
	D1	1	1.275	1.275					
	W02	1	3.05	3.05					
				10.155	0.3	0.075	0.228		
							3.866	m3	
11	Reinforcement								
		3.866	0.80%	1	7850	0.243	MT		
12	Shuttering								
	31	23.5	1.125						
			24.63	0.25					
	31			6.156	24.844				
	Side beam	2	3.125	0.15	0.9375				
		2	2.325	0.1	0.465				
	side slab	1	25.3	0.1	2.53				
	Lintel	1	0.9	0.25	0.225				
		1	1.525	0.1	0.153				
		1	1.275	0.35	0.446				
		1	0.3	0.05	0.015				
						29.615	sqm		
	4W1	4	0.9	0.25	0.9				
		4	1.2	0.1	0.48				
		4	1.2	0.35	1.68				
	2	4	0.3	0.05	0.12				
	1W2	1	0.75	0.25	0.188				
		1	1.05	0.1	0.105				
		1	1.05	0.35	0.368				
	2	1	0.3	0.05	0.03				
	WO2	3	0.75	0.25	0.563				
	1	1	3.05	0.1	0.305				
		1	3.05	0.35	1.068				
	2	1	0.3	0.05	0.03				
	Lintel 125 Wall								
	D1	1	0.9	0.125	0.113				
		2	1.3	0.1	0.26				
	D2	2	0.75	0.125	0.188				
	2	2	1.15	0.1	0.46				
	D2	2	0.75	0.125	0.188				

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Detailed Estimate for Single Dwelling unit Floor area 25.77 sqm Built up area 32.58 sqm									
	C/L of main outer wall				175 mm Partition wall			Varandah	C/L
		2	1.9	0.1	0.38				
						7.423			
						37.038	sqm		
13	Plaster (6:1)								
	Out side 15 mmth.								
			2.85	1.125	0.45				
		25.3			4.425	111.953	sqm		
	Inside 20 mm th.								
	2	2.7	3.125	2.75	32.038				
	2	2.875	2.625	2.75	30.25				
	2	2	1.65	2.75	20.075				
	2	2.075		2.75	11.413				
	Above lintel								
	1	0.75		0.65	0.488				
	Bath								
	2	0.9		2.75	4.95				
	WC								
	1	2.95		2.75	8.113				
	1	2.25		2.75	6.188				
	4	2.2		0.9	7.92				
	T. 125 wall								
	2	0.9		0.125	0.225				
						121.658			
	Open out side less								
	3	0.75		2.1	4.725				
					(-)	4.725			
						116.933	sqm		
	Celling Plaster				24.47				
	Less				1.14				
						23.33	Sqm		
14	Neat cement punning								
	Out side	Plinth							
		25.3	0.45			11.385	Sqm	11.385	
	Inside		2.7	3.125					
		2		5.825	0.1	1.165	Sqm		
			2.875	2.625					
		2		5.5	0.1	1.1	Sqm		
	Kithen		2	1.65					
		2		3.65	0.45	3.285	Sqm		

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Detailed Estimate for Single Dwelling unit Floor area 25.77 sqm Built up area 32.58 sqm									
	C/L of main outer wall				125 mm Partitionwall			Varandah	C/L
		1		1.65	0.45	0.743	Sqm		
		2		2.075	0.1	0.415	Sqm		
	Varanda			1.775	0.1	0.178	Sqm		
	step WC	1		3	0.45	1.35	Sqm		
	Bath			3.5	2	7	Sqm		
				0.75	0.1	0.075	Sqm		
	In side punning						15.31	15.31	
	Total							26.695	Sqm
15	Art. Stone flooring								
	Floor area					25.37	sqm		
	Step	2	0.9	0.25		0.45			
	W1	4	0.9	0.1		0.36			
	W2	1	0.75	0.1		0.075			
	W3	3	0.75	0.1		0.225			
							26.48	Sqm	
16	Ms Clamp for door & window								
	D1+D2	4	6			24			
	W1+W2	5	2			10			
							34	nos.	
17	Wood work in Door & window frame								
	D1	2	5.1	10.2					
	D2	2	4.95	9.9					
	W1	4	3.6	14.4					
	W2	1	3.3	3.3					
				37.8	0.075	0.075	0.213	m3	
18	Z batten shutter								
	D1	2	0.775	2.025		3.139			
	D2	2	0.625	2.025		2.531			
	W1	4	0.775	0.775		2.403			
	W2	1	0.775	0.625		0.484			
							8.557	sqm	
19	Iron Butt Hinges								
	D1+D2					12			
	W1	4	4			16			
	W2	1	4			4			
							32	nos.	
20	Iron soket bolt								
	Door			6					
	Window			5					
							11	nos.	

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Detailed Estimate for Single Dwelling unit Floor area 25.77 sqm Built up area 32.58 sqm									
	C/L of main outer wall				125 mm Partitionwall			Varandah	C/L
21	White wash								
	Inside+Celling Plaster- inside punning								
			116.933	23.33	15.31		124.953	sqm	
22	Colour wash								
	Out side Plaster- out side punning								
			111.953	11.385			100.568	sqm	
23	Priming on timber surface								
	2	2	0.9	2.1		7.56			
	2	2	0.75	2.1		6.3			
	4	2	0.9	0.9		6.48			
	1	2	0.75	0.9		1.35			
							21.69	sqm	
24	Painting best quality on wooden surface								
	same sl.no. 23						21.69	sqm	
25	MS ornamental gril....10Kg-16 Kg								
	W1	4	0.75	0.75	2.25				
	W2	1	0.75	0.6	0.45				
					2.7				
					@12Kg/sqm		32.4	Kg	
26	Priming on Steel surface						2.7	sqm	
27	Painting best quality on steel surface						2.7	sqm	
	same sl.no. 24								
28	R.C.C. Shelf								
		1.75	0.5				0.875	sqm	
29	Roof treatment with cow dang								
				32.18					
	Deduct	1.14	(varanda)	1.14					
	Cornice	25	0.125	3.125					
				27.915			27.915	sqm	

5.2.2. Detailed Estimate of adoption of Concrete Road:

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Table-28: Detailed Estimate of adoption of technology for Concrete road

ESTIMATE FOR CONSTRUCTION OF CONCRETE ROAD 2.5 MRTRE WIDE Pradhan Mantri Awas Yojana Housing For All (Urban) Reference of Schedule of Rates : PWD (W.B.), Corrigenda								
PWD BUILDING SCHEDULE 2014								
Sl No	Description of items	Length	Breadh	Depth	Quantity	Unit	Rate	Amount
1	Earth work in excavation of foundation trenches or drains in all sorts of soil (including mixed soil but excluding or stacking the spoils within a lead of 75 m. as directed. The item includes necessary trimming the sides of trenches leveling dressing and ramming the bttom boiling out water aqs requred complete . Depth of exavation not existing 1500mm **P.No-1, I-2(a)**	1.00	2.5	0.400	1.000	%Cu.M	12047.00	120.47
2	Filling foundation or plinth by silver sand in layer not exceeding 150 mm. as directed and consolidating same by through saturation with water rammingcomplete. Including the cost of supply of sand. (a) by fine sand **P.No-2 , I-4(B)**	1.00	2.5	0.200	0.500	%Cu.M	110422.00	552.11
3	Single brick flat soling of picked jhama bricks including ramming and dressing bed to proper level and filling joints with powdered earth or local sand **P.no-11, I-1**	1.00	2.5		2.500	Sq.M	377.00	942.50
4	Ordinary Cement concrete (mix 1:1.5:3) with graded stone chips (20 mm nominal size) excluding shuttering and reinforcement, if any, in ground floor as per relevant IS codes **P.no-24, I-10(a)**	1.00	2.5	0.125	0.313	Cu.M	6802.74	2,125.86
5	Brick edging 75 mm. wide with picked jhama bricks, laid true to line and level including cutting necessary trench in sopil or in hard metalled surface, laying the bricks and repacking the trench (on both sides of the edgeing) with spoils and ramming the same throughly, complete as per direction. (b) Brick-on-end edging (250 mm) depth. **P.No-189 , I-3(b)**	2.00			2.000	%Mtr	9392.00	187.84
6	Removal of rubbish, earth etc. from the working site and disposal of the same beyond the compound in conformity with the Municipapal /Corporation Rules forsuch disposal, loading into truck and cleaning the site in all respect as per direction of Engineer - in -Charge **P.no-9, I-13**	1.00	2.500	0.400	1.000	Cu.M	168.00	168.00
							Toatl=	**4,096.78**
							Total=	**4,097.00**

Rate Analysis

Brick Work 4:1 in foundation & plinth

Step - 1	Schedule Rate	Rs	**6068.00(A)**
Step - 2	Deduct cost of cement=(Quanty of cement)x(Issue rate of cement vide item no-1 column-4 Table1-1 of Annexure-1 0.055x8100	Rs	**672.30(B)**
Step - 3	Add cost of cement supplied by cost contractor including 10% proffite = 1.1x(Quanty of cement)x(Basik price of cement vide item no -1 column- 5 table-1-1 of annexure -1 1.1x.055x7364	Rs	**672.33 (C.)**
	Note;- Quantity of cement shall be same as step-2 Final Rate of item = Rs A - Rs B + Rs C = Rs D	Rs	**6068.03 (D)**

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ESTIMATE FOR CONSTRUCTION OF CONCRETE ROAD 2.5 MRTRE WIDE Pradhan Mantri Awas Yojana Housing For All (Urban) Reference of Schedule of Rates : PWD (W.B.), Corrigenda								
PWD BUILDING SCHEDULE 2014								
Sl No	Description of Items	Length	Breadh	Depth	Quantity	Unit	Rate	Amount

Rate Analysis

Ordinary Mix Concreate 1:1.5:3

Step - 1	Schedule Rate	Rs	6802.63 (A)
Step - 2	Deduct cost of cement=(Quanty of cement)x(Issue rate of cement vide item no-1 column-4 Table 1-1 of Annexure-1 0.286x8100	Rs	2316.6 (B)
Step - 3	Add cost of cement supplied by cost contractor including 10% proffite = 1.1x(Quanty of cement)x(Basik price of cement vide item no -1 column- 5 table-1-1 of annexure -1 1.1x.286x7364	Rs	2316.71 (C.)
	Note;- Quantity of cement shall be same as step-2 Final Rate of item = Rs A - Rs B + Rs C = Rs D	Rs	6802.74 (D)

Rate Analysis

P.C.C 1:3:6 With Jhama Khoa

Step - 1	Schedule Rate	Rs	5803.00 (A)
Step - 2	Deduct cost of cement=(Quanty of cement)x(Issue rate of cement vide item no-1 column-4 Table 1-1 of Annexure-1 0.16x8100	Rs	1296.00(B)
Step - 3	Add cost of cement supplied by cost contractor including 10% proffite = 1.1x(Quanty of cement)x(Basik price of cement vide item no -1 column- 5 table-1-1 of annexure -1 1.1x.16x7364	Rs	1296.06 (C.)
	Note;- Quantity of cement shall be same as step-2 Final Rate of item = Rs A - Rs B + Rs C = Rs D	Rs	5803.06 (D)

Annexure - II

Format - A

(Format for Rate Analysis of Cement Concrete Item)

Item 7. Ordinary Cement concrete (mix 1:1.5:3) with graded stone chips (20 mm nominal size) excluding shuttering and reinforcement if any, in ground floor as per relevant IS codes.
(i) Pakur Variety

Consumptionof Stone aggregate (Page B-59)	20 mm =	0.573	Cum	
	10 mm =	0.287	Cum	
Distance of site considered =		10	Km	
Steps	Quantity	Unit	Rate	Amount
Step - 1 Rate of item as per relevant section of this Schedule A =	1.00	CUM	5389.00	5389.00
Step - 2 Add cost of stone aggregate of different grading as per consumption required for one cum of concrete.				
(As per table:T-1)				
Station : kalyani				
20mm Nominal Size:	0.573	CUM	1463.00	838.30
10mm Nominal Size:	0.287	CUM	1296.00	371.95
Total B =				1210.25
Step - 3 Add cost of carriage of stone aggregate as per consumption required for one cum of concrete.				

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(As per table:T-2)				
20mm Nominal Size:	0.573	CUM	178.50	102.28
10mm Nominal Size:	0.287	CUM	178.50	51.23
Total C =				**153.51**
Step - 4 Add cost for loading and unloading of stone aggregate				
(As per table:T-3)				
20mm Nominal Size:	0.573	CUM	58.00	33.23
10mm Nominal Size:	0.287	CUM	58.00	16.65
Total D =				**49.88**
Final Rate of Item = [Rs. A - Rs.B + Rs.C + Rs.D] = Rs.				**6802.64**

5.2.3. Detailed Estimate of adoption of Water Connection:

Table-29: Detailed Estimate of adoption of technology for Water Connection

ESTIMATE OF THE INTERIOR PIPE LINE FOR SINGLE DWELLING UNIT P.W.D S.O.R Sanitary and Plumbing Work from 1st July-2014					
SL NO	**DESCRIPTON**	**QUANTITY**	**UNIT**	**RATE**	**AMOUNT**
1 P-11 I-19(I)	Supplying fitting fixing PVC pipes of pproved quality conforming to ASTMD-1785 and threaded to mach with GI pipes as per IS:1239 (Part-I) wit all necessary accessories specials viz.socket,beny,tee,union,cross,elbow,nipple,long screw, reducing socket, reducing tee, short piece, etc. complete in all respect including cost of all necessary fittings as required ,jointing materials and two coats of painting with approved paint in any position above ground. (a) For exposed work PVC Pipes 15mm dia	12.00	Meter	106.00	1272.00
2 P- 6 I (f)(i)	Supplying fitting and fixing polythene Bib Cock with metal inlet (EMCO / ATLAS or equivalent) 15mm	3.00	Each	100.00	300.00
Total=					**1572.00**
Rupees One Thousand Five Hundred Seventy Two Only.					

5.2.4. Detailed Estimate of adoption of Drainage net work:

Table-24: Detailed Estimate of adoption of technology for Drainage net work

Abstract of Estimated Cost for Drain section of 400mmx400mm under Purulia Municipality.
P.O.- Purulia Dist.-Purulia.

All rates are taken from P.W.D. Schedule 2014 Effective from 1st June 2014. and 7th Corrigenda effect from 11.08.2015

Length= 1.0 Mtr.

Sl. No	Description						UNIT	QTY.	RATE (RS.)	AMOUNT (RS.)
	Details	No	L	B	H	Qnty.				
1	Earth work in excavation of foundation trenches or drains. Inall sorts of soil (including mixed soil but excluding laterite or sandstone) including removing. Spreading or stacking the						%Cum	0.65	12,047.00	78.31

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	spills within a lead of 75m. As directed. The item includes necessary trimming the sides of trances, leveling dressing and ramming the bottom complete a) Depth of excavation not exceeding1500mm. **Page-1, Item-2.**								
	For drain	1.0	1.000	1.000	0.650	0.65			
					Total-	0.65			
2	(A) Filling in foundation or plinth by silver sand in layers not exceeding 150 mm as directed and consolidating the same by thorough saturation with water, ramming complete including the cost of supply of sand. (payment to be made on measurement of finished quantity). **Page-2, Item No.-4.**						%Cum	0.10	68,771.00	68.77
	For drain	1.0	1.0	1.0	0.100	0.10			
					Total-	0.10			
3	Single Brick Flat Soling of picked jhama bricks including ramming and dressing bed to proper level and filling joints with local sand. **Page-11, Item-1.**						Sqm	1.00	343.00	343.00
	For drain	1.0	1.000	1.000		1.00			
					Total-	1.00			
4	Ordinary Cement concrete (mix 1:2:4) with graded stone chips (20 mm nominal size) excluding shuttering and reinforcement, if any, as per relevant IS codes. A) Pakur Variety. Page-11, Item-5.a a)Ground floor.						Cum	0.08	6,071.82	485.75
	For drain	1.0	1.000	1.000	0.075	0.08			
					Total-	0.08			
5	Brick work with 1st class bricks in cement mortar (4:1) (a) In foundation and plinth **Page-29, Item No.-21.a**						Cum	0.15	5,623.00	843.45
	For drain	1.0	1.000	0.250	0.400	0.10			
		1.0	1.000	0.250	0.200	0.05			
					Total-	0.15			
6	Earth work in filling in foundation trenches or plinth with good earth. In layers not exceeding 150 mm. including watering and ramming etc. layer by layer complete. (Payment to be made on basis of measurement of finished quantity of work). (a) With earth obtained from excavation of foundation. **Page-1, Item No.-3.a**						%Cum	0.65	7,831.00	50.90
	Consider total Earth	1.0	0.650			0.65			
					Total-	0.65			
7	125mm. Thick brick work with 1st class bricks in cement mortar (4:1) a) in ground floor. **Page-31, Item No.-29.**						Sqm	0.20	728.00	145.60
	For drain	1.0	1.0		0.200	0.20			
					Total-	0.20			
8	Hire and Labour Charges for shuttering with hard wood for precast R.C. Slab curved, or stright and striking out the same including fitting, fixing the precast slab in position with						Sqm	0.15	99.00	14.85

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	necessary carriage and haulage, hosting etc, complete in all respect. (only the area in contact with concrete to be measured) **Page-27, Item No.-14**								
	For drain	0.667	0.775	0.125	2.000	0.13			
		0.667	0.125	0.125	2.000	0.02			
					Total-	0.15			
9	Ordinary Cement concrete (mix 1:1.5:3) with graded stone chips (20 mm nominal size) excluding shuttering and reinforcement if any, in ground floor as per relevant IS codes. (i) Pakur Variety In ground floor. **Page-14, Item No.-7**						m3	0.01	6,811.63	68.12
	For drain	0.667	0.775	0.125	0.125	0.01			
					Total-	0.01			
10	Reinforcement for reinforced concrete work in the all sorts of structures including distribution bars. Stirrups, binders etc. including supply of rods, initial straightening and removal of loose rust (if necessary), cutting to requisite length, hooking and binding with 16 gauge black annealed wire at evrey intersetion complete as per drawing and direction.a)For works in foundation Basement and up to roof of ground floor/upto 4m i)Tor steel/Mild steel **Page-27, Item No.-15.a.1 & b.i.**						Qntl	0.006	6,178.70	37.07
	Considering @ 1.0%=78.5kg/M3	1.0	0.008	0.785		0.0063			
					Total-	0.01			
11	Plaster (to wall, floor, ceiling etc.) with sand and cement mortar including rounding off or chamfering corners as directed and raking out joints including throating, nosing and drip course, scaffolding/staging where necessary (Ground floor).[Excluding cost of chipping over concrete surface] (ii) with 1:4 cement mortar **Page-151, Item-2.ii.c & Page-152, Item-5.a** (a) 15mm thick plaster						m2	1.58	171.00	270.18
	For drain	1.0	1.000	1.575		1.58			
					Total-	1.58			
12	Neat cement punning about 1.5mm thick in wall,dado,window sill,floor etc. **Page-152, Item-8.** NOTE:Cement 0.152 cu.m per100 sq.m.						m2	1.58	38.00	60.04
	For drain	1.0	1.000	1.575		1.58			
					Total-	1.58			

Total-	2,466.03
Add Contingency @ 3%	73.98
G. Total-	2,540.01
Rate /Mtr length=	2,540.00

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Section 6 – Project Implementation & Management Framework

6.1. Institutional Framework for implementation

State Level Sanctioning and Monitoring Committee (SLSMC)

Indicative functions of SLSMC

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

Purulia Municipality

I. Purulia Municipality shall be the nodal agency for implementation of DPR under HFA and has set up a robust administrative structure for implementation. The roles and responsibilities of the key stakeholder are as follows:

II. **Housing for All Nodal Officer:** Executive Officer of the Purulia Municipality has been designated as the HFA Nodal Officer for the Purulia Municipality demonstrating the commitment and willingness of the Purulia Municipality to implement the DPR under HFA

III. **Housing for All Working Group:** Purulia Municipality has created a HFA working group with departmental heads of all key departments including PWD, Revenue, Health, Water Supply, Planning, Poverty and IHSDP. The working group was instrumental in preparing the DPR under HFA and going forward will be responsible for the implementation of DPR under HFA

IV. **Slum level federation at city level and slum dweller association at slum level:** Purulia Municipality has two CLF covering 23 wards and plan to establish a slum level federation at city level and slum dweller association at slum level for smooth implementation of HFA and ensuring that the detailed project reports are prepared in consultation with the community. The slum dweller association would also implement the O&M plan, which community had agreed upon, by collecting the contributions amongst themselves and formation of group housing societies as may be required.

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6.2. Implementation schedule

1. Tendering and process for award of work must be completed within one month from the date approval of the Project.
2. Quarterly fund requirement to match the project schedule will be followed as per guideline of the State Government.
3. Slum-wise project delivery will be done within six months from the date approval of the Project.

6.3 Quarterly component wise investment schedule vis-a-vis means of finance (Central/State/ULB/Beneficiaries share)

Table-30: Quarterly component wise investment schedule vis-a-vis means of finance (Central/State/ULB/Beneficiaries share)

Fund Type	Total Project cost			DU for 1125 nos			Physical Infrastructure		
	DU for 1125 nos	Physical Infrastructure	Total	1st Quarter	2nd Quarter	Total	1st Quarter	2nd Quarter	Total
Central	1687.5	0	**1687.5**	843.75	843.75	**1687.5**	0	0	**0**
State	2171.25	207	**2378.25**	1085.63	1085.63	**2171.25**	103.5	103.5	**207**
ULB	0	207	**207**	0	0	**0**	103.5	103.5	**207**
Beneficiaries share	281.25	0	**281.25**	281.25	0	**281.25**	0	0	**0**
Total	**4140**	**414**	**4554**	**2210.63**	**1929.38**	**4140.00**	**207.00**	**207.00**	**414.00**

6.4. Monitoring mechanism at State, ULB and Community level.

Mission will be monitored at all three levels: City, State and Central Government. CSMC will monitor formulation of HFAPoA, Annual Implementation Plans (AIPs) and project implementation. Suitable monitoring mechanisms will be developed by the Mission. States and cities will also be required to develop monitoring mechanism for monitoring the progress of mission and its different components.

6.5. Quality Control & Quality Assurance Plan.

The implementation and management arrangement should mention the role of the State Level Nodal Agency (SLNA), State Level Technical Cell (SLTC), City Level Mission Directorate, City Level Technical Cell (CLTC) and Project Management Consultant (PMC).)

Section 7 – Operation & Maintenance Plan

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

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Section 8 – Project Financials

Table-31: Project Financials

Component	Central share	State share	ULB share	Beneficiary Share	Total project cost
Housing	1687.5	2171.25	0	281.25	4140
Infrastructure	0	207	207	0	414
*O&M charges	0	0	0	0	0
*DPR Preparation, PM, TPIM, Social Audit Charges	0	0	0	0	0
Others	0	0	0	0	0
Total	1687.5	2378.25	207	281.25	4554

Future Provision for construction of Housing

The poor people, who are residing on the land of Railway, the housing will be constructed on the railway land by Purulia Municipality if the Railway Dept. Govt. of India gives any permission.

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Drawing of DU, Road and Drain

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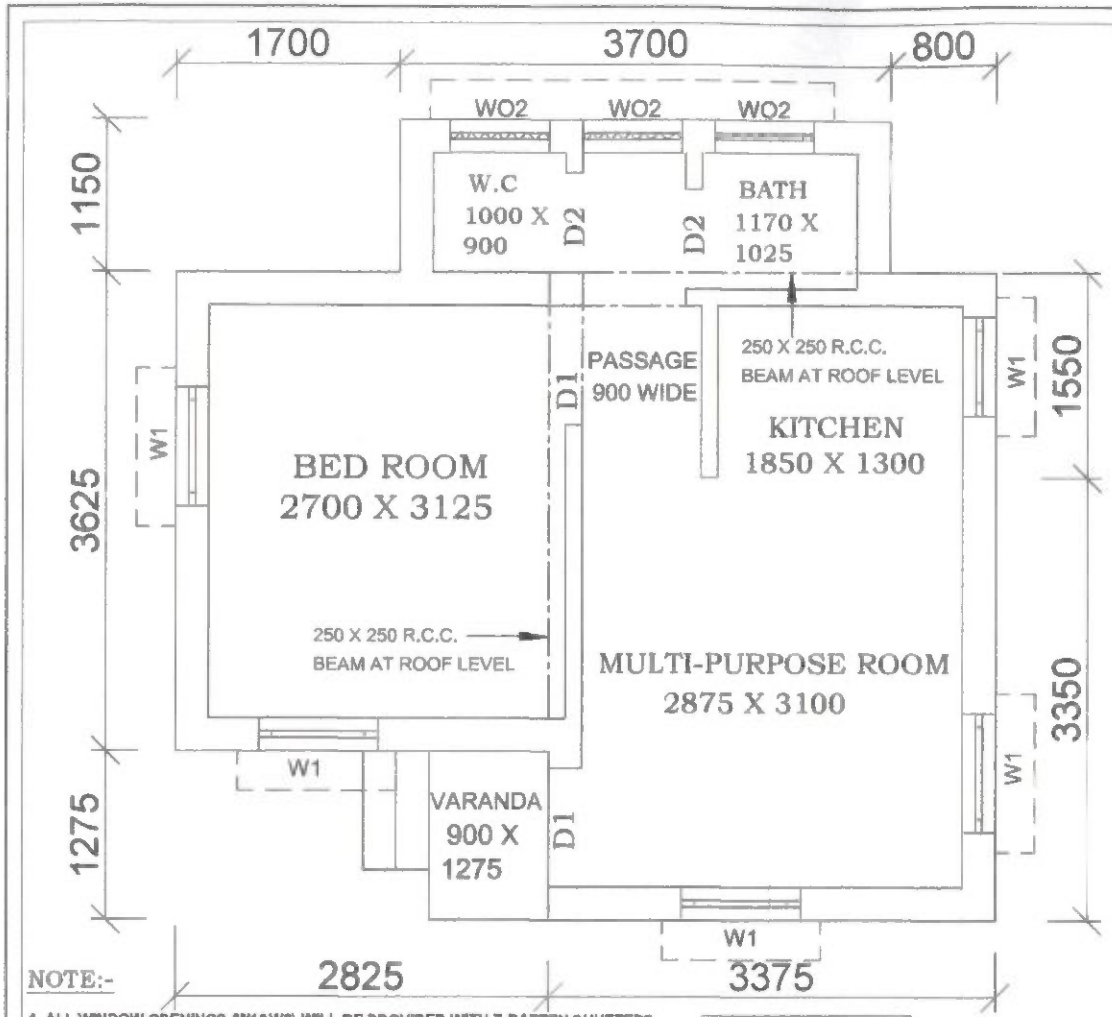
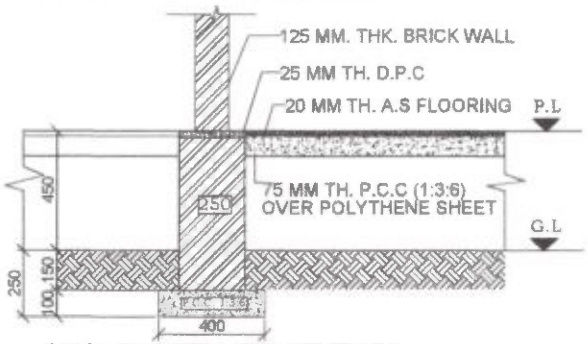
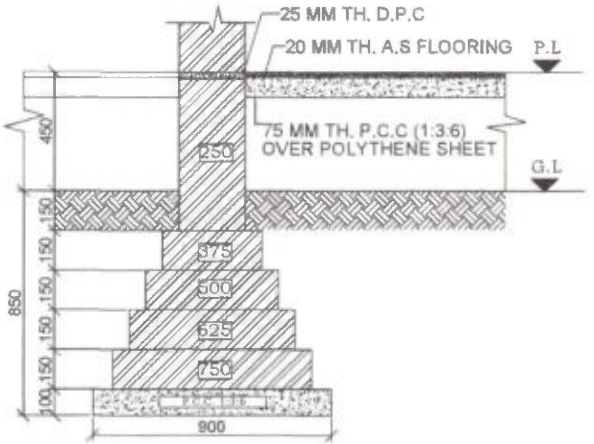


FOUNDATION DETAILS



125 MM THK. BRICK WALL



250 MM THK. BRICK WALL

NOTE:-

1. ALL WINDOW OPENINGS (W1&W2) WILL BE PROVIDED WITH Z-BATTEN SHUTTERS.
2. ALL DOORS (D1&D2) -25TH Z-BATTERN SHUTTERS, SINGLE LEAF.
3. WO2 - OPENING PROVIDED WITH R.C.C. JALLI.
4. PLINTH HEIGHT - 450 TH.
5. CEILING HEIGHT - 2750 TH.
6. MAIN WALL - 250 TH.
7. PARTITION WALL - 125 TH.
8. ROOF SLAB, BEAM, LINTEL, ETC. WITH REINFORCED CEMENT CONCRETE M20 GRADE.
9. FLOOR OF VERANDAH, WC, BATH, & KITCHEN ROOM TO BE KEPT 15 MM BELOW THE FLOOR LEVEL OF ROOM & PASSAGE.
10. 100 MM TH. PIECE LINTEL OVER OPENING HAVE BEEN PROVIDED.
11. ALL DIMENSION ARE IN MM.

DOORS & WINDOWS SCHEDULE	
MARKING	DIMENSION
WI	900 X 900
W2	750 X 900
WO2	750 X 750
DI	900 X 2100
D2	750 X 2100

FLOOR AREA - 25.37 SQM.

BUILT UP AREA - 32.18 SQM.

PRADHAN MANTRI AWAS YOJANA

HOUSING FOR ALL (URBAN)

OFFICE OF THE CHIEF ENGINEER

MUNICIPAL ENGINEERING DIRECTORATE

GOVT. OF WEST BENGAL

DWG. NO.

SCALE :- 1:50 & 1:25

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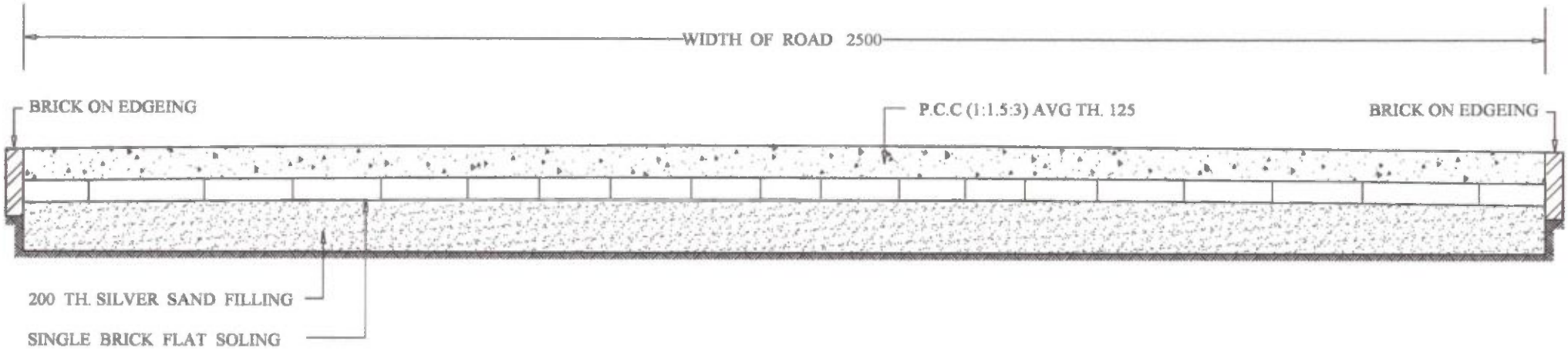
PURULIA

TYPICAL CROSS SECTION OF CEMENT CONCRETE ROAD



NOTE : CEMENT CONCRETE SHOULD BE LAID IN ALTERNATE PANNEL OF AN AREA NOT MORE THAN 7.50 SQM. PROVISION FOR PAPER JOINT AT THE END OF EACH PANNEL IS TO BE MADE

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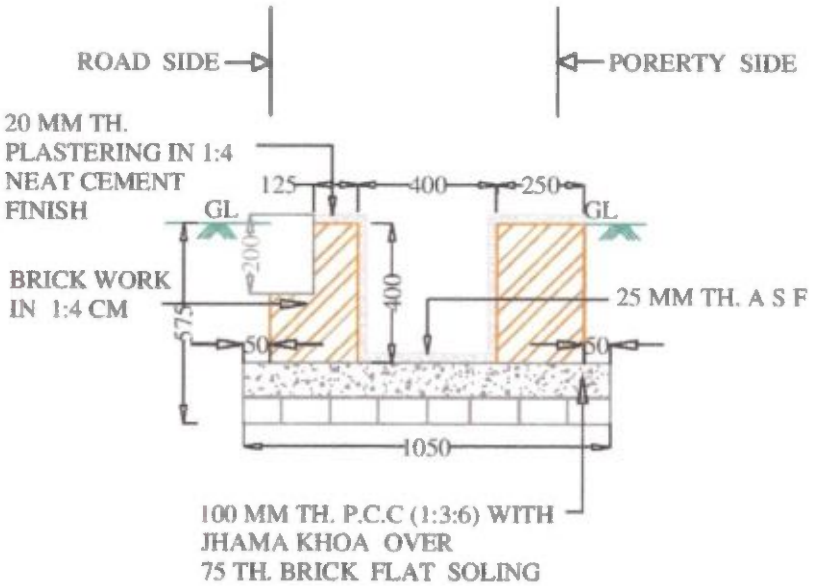
CROSS SECTION OF DRAIN (400 x 400)

(SCALE - 1:50)



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Sub-Assistant Engineer
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Chairman
Purulia Municipality

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Annexure for Slum and Non Slum proposed maps

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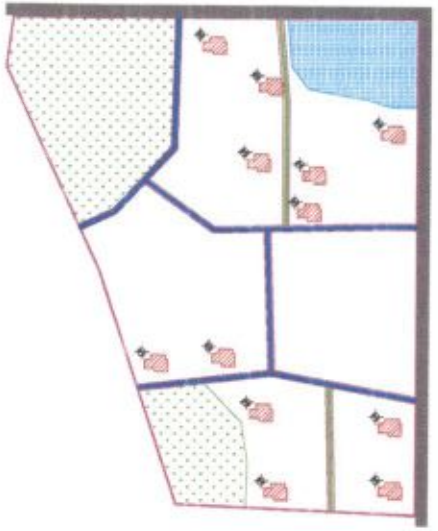
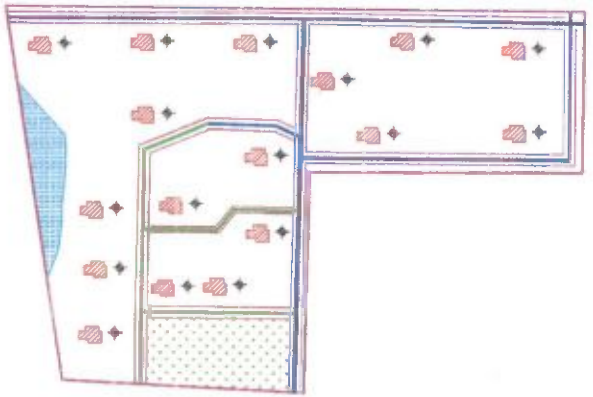
SLUM NAME : ALANGI DANGA BUSTEE



SLUM NAME : ASHU SAHIS LANE



PURULIA MUNICIPALITY
WARD NO - 1

PROPOSED LAND USE

SLUM NAME : ALANGI DANGA BUSTEE

SLUM NO - 10026 AREA OF SLUM : 2240.0 SQM

POPULATION : 480 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			12 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			105.10 M.
WATER CONNECTION			12 nos

SLUM NAME : ASHU SAHIS LANE

SLUM NO - 10007 AREA OF SLUM : 23600.0 SQM

POPULATION : 921 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			16 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			137.50 M.
WATER CONNECTION			16 nos

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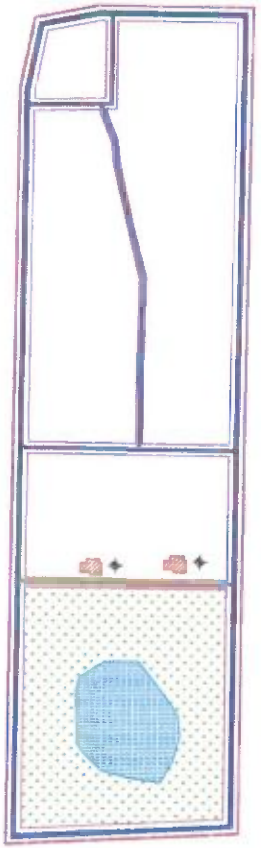
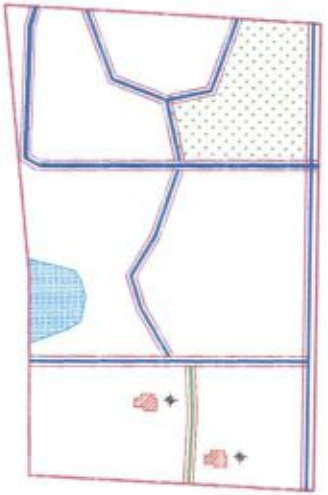
WARD NO - 1

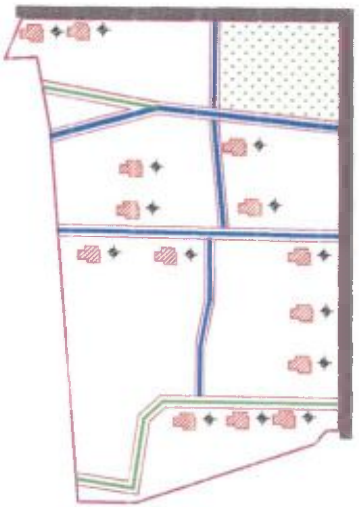
SLUM NAME : SHIV COLONY BUSTEE



SLUM NAME : PEDKABANDH BUSTEE



SLUM NAME : DESHBANDHU BYE LANE



PROPOSED LAND USE

SLUM NAME : PEDKABANDH BUSTEE

SLUM NO - 10006 AREA OF SLUM : 39060.0 SQM

POPULATION : 215 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			2 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			17.20 M.
WATER CONNECTION			2 nos

SLUM NAME : DESHBANDHU BYE LANE

SLUM NO - 10007 AREA OF SLUM : 2600.0 SQM

POPULATION : 617 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			14 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			120.30 M.
WATER CONNECTION			14 nos

SLUM NAME : SHIV COLONY BUSTEE

SLUM NO - 10030 AREA OF SLUM : 44560.0 SQM

POPULATION : 274 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			2 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			17.20 M.
WATER CONNECTION			2 nos

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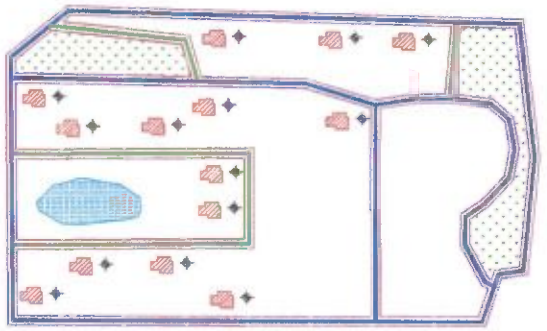
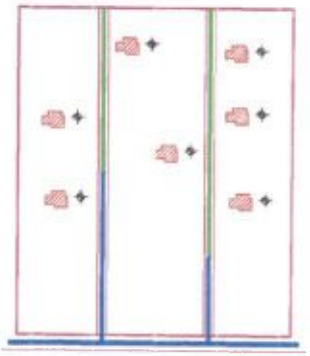
WARD N0 - 2

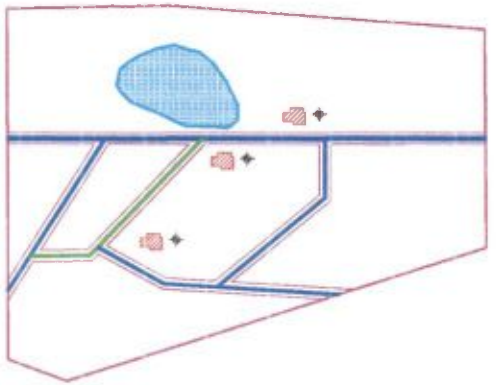
SLUM NAME : CHITA DANGA BUSTEE



SLUM NAME : K.P.LANE



SLUM NAME : KARTIKDI BUSTEE



PROPOSED LAND USE

SLUM NAME : CHITA DANGA BUSTEE

SLUM NO - 10014 AREA OF SLUM : 6360.0 SQM

POPULATION : 378 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			15 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			126.98 M.
WATER CONNECTION			15 nos

SLUM NAME : K.P.LANE

SLUM NO - 10013 AREA OF SLUM : 1400.0 SQM

POPULATION : 160 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			7 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			60.19 M.
WATER CONNECTION			7 nos

SLUM NAME : KARTIKDI BUSTEE

SLUM NO - 10011 AREA OF SLUM : 18000.0 SQM

POPULATION : 805 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			3 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			25.80 M.
WATER CONNECTION			3 nos

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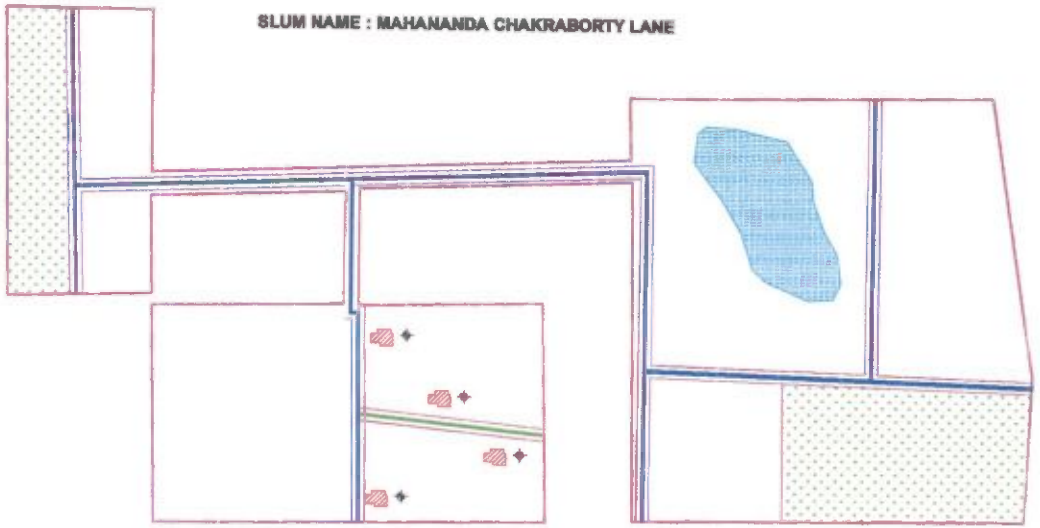
SLUM NAME : MAHANANDA CHAKRABORTY LANE



SLUM NAME : TIKA PARA

PURULIA MUNICIPALITY
WARD N0 - 2

PROPOSED LAND USE

SLUM NAME : MAHANANDA CHAKRABORTY LANE

SLUM NO - 10099 AREA OF SLUM : 99000.0 SQM

POPULATION : 510 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			4 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			34.39 M.
WATER CONNECTION			4 nos

SLUM NAME : TIKA PARA

SLUM NO - 10012 AREA OF SLUM : 6700.0 SQM

POPULATION : 660 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			5 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			66.79 M.
WATER CONNECTION			5 nos

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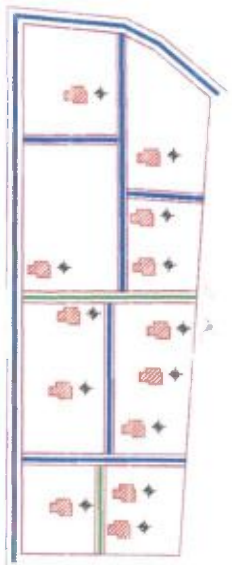
N

SLUM NAME : MAHATO PARA BUSTEE



PURULIA MUNICIPALITY
WARD N0 - 3

PROPOSED LAND USE

SLUM NAME : MAHATO PARA BUSTEE

SLUM NO - 10047 AREA OF SLUM : 21000.0 SQM

POPULATION : 629 NOS

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			13 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			111.78 M.
WATER CONNECTION			13 nos

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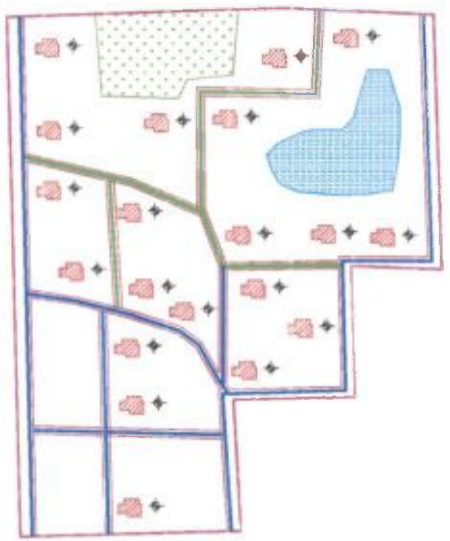
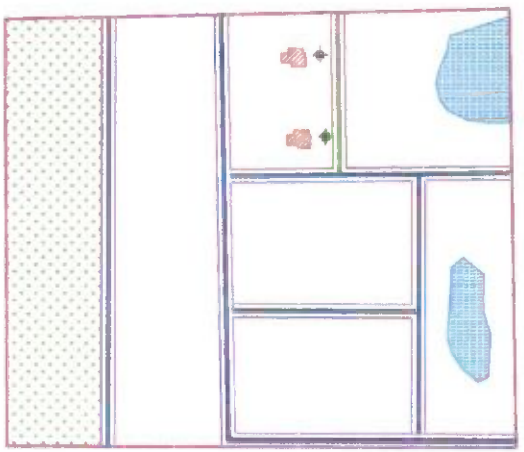
SLUM NAME : BAURI PARA BUSTEE



SLUM NAME : GORAI BUSTEE



PURULIA MUNICIPALITY
WARD N0 - 4

PROPOSED LAND USE

SLUM NAME : BAURI PARA BUSTEE

SLUM NO - 10041 AREA OF SLUM : 11000.0 SQM

POPULATION : 762 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			20 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			171.97 M.
WATER CONNECTION			20 nos

SLUM NAME : GORAI BUSTEE

SLUM NO - 10053 AREA OF SLUM : 60000.0 SQM

POPULATION : 169 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			2 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			17.20 M.
WATER CONNECTION			2 nos

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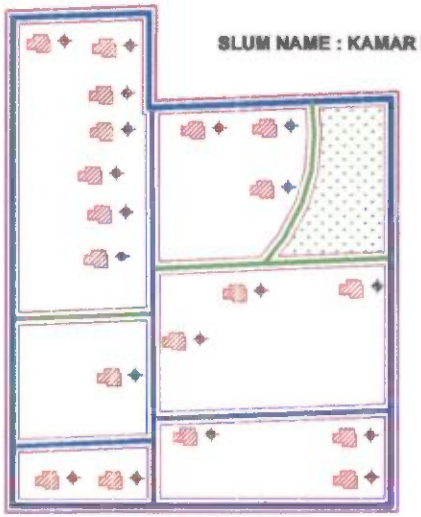
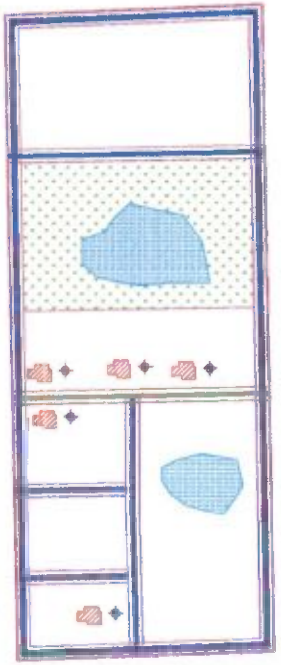


SLUM NAME : KAMAR PARA BUSTEE

SLUM NAME : NATHUDDIN BUSTEE



PURULIA MUNICIPALITY
WARD NO - 4

PROPOSED LAND USE

SLUM NAME : KAMAR PARA BUSTEE

SLUM NO - 10076 AREA OF SLUM : 6700.0 SQM

POPULATION : 398 NOS

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			19 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			163.37 M.
WATER CONNECTION			19 nos

SLUM NAME : NATHUDDIN BUSTEE

SLUM NO - 10116 AREA OF SLUM : 41000.0 SQM

POPULATION : 248 NOS

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			5 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			43.99 M.
WATER CONNECTION			5 nos

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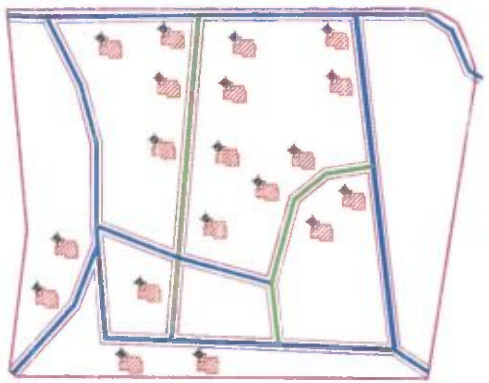
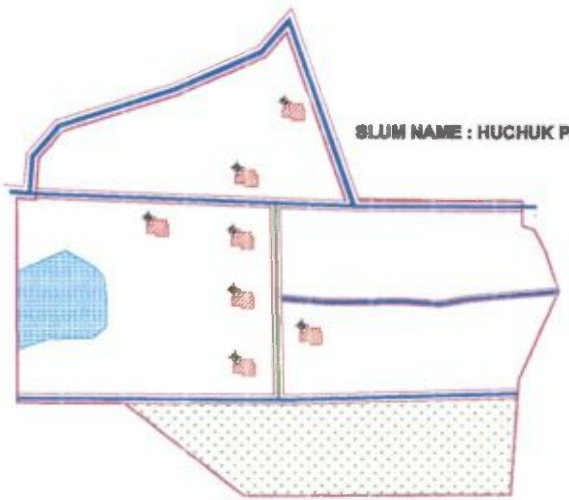
PURULIA MUNICIPALITY
WARD NO - 5

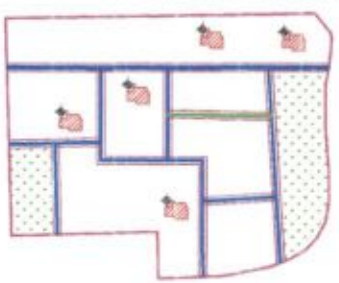
SLUM NAME : NIMTAR BUSTEE



SLUM NAME : HUCHUK PARA BUSTEE



SLUM NAME : S.K.BECHU LANE BUSTEE



PROPOSED LAND USE

SLUM NAME : NIMTAR BUSTEE

SLUM NO - 10048 AREA OF SLUM : 3600.0 SQM

POPULATION : 469 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			22 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			189.17 M.
WATER CONNECTION			22 nos

SLUM NAME : HUCHUK PARA BUSTEE

SLUM NO - 10039 AREA OF SLUM : 16000.0 SQM

POPULATION : 273 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			7 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			68.19 M.
WATER CONNECTION			7 nos

SLUM NAME : S.K.BECHU LANE BUSTEE

SLUM NO - 10079 AREA OF SLUM : 9100.0 SQM

POPULATION : 302 NO'S

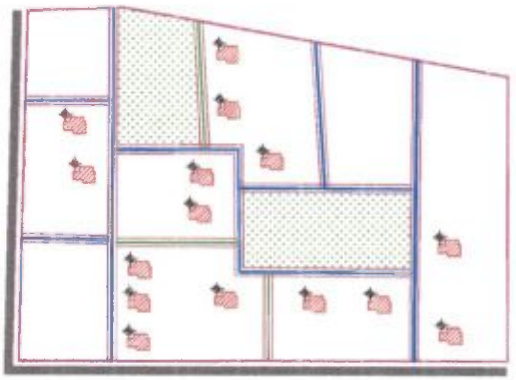
LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			5 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			42.99 M.
WATER CONNECTION			5 nos

Assistant Engineer
Purulia Municipatily

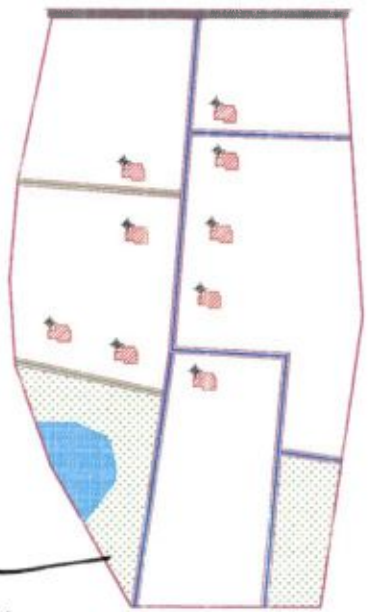
CHAIRMAN
PURULIA MUNICIPALITY

SLUM NAME : CHATANI PARA BUSTEE



SLUM NAME : PUNIA BANDH BUSTEE

SLUM NAME : MAHATO PARA BUSTEE



PURULIA MUNICIPALITY
WARD NO - 6

PROPOSED LAND USE

SLUM NAME : CHATANI PARA BUSTEE

SLUM NO - 10084 AREA OF SLUM : 99110.0 SQM

POPULATION : 992 NOS

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			15 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			120.00 M.
WATER CONNECTION			15 nos

SLUM NAME : MAHATO PARA BUSTEE

SLUM NO - 10072 AREA OF SLUM : 13900.0 SQM

POPULATION : 200 NOS

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			2 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			17.00 M.
WATER CONNECTION			2 nos

SLUM NAME : PUNIA BANDH BUSTEE

SLUM NO - 10071 AREA OF SLUM : 28000.0 SQM

POPULATION : 182 NOS

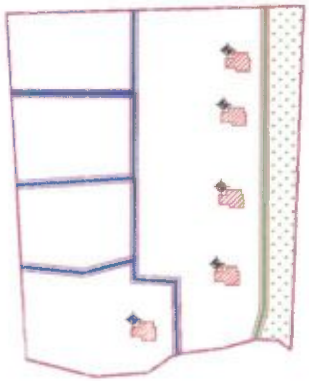
LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			9 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			77.39 M.
WATER CONNECTION			9 nos

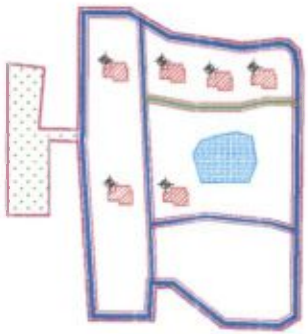
Assistant Engineer
Purulia Municipatily

CHAIRMAN
PURULIA MUNICIPALITY

SLUM NAME : AMDIHA JAMAI PARA



SLUM NAME : NETAJI SUBHAS ROAD BUSTEE



PURULIA MUNICIPALITY
WARD N0 - 6

PROPOSED LAND USE

SLUM NAME : AMDIHA JAMAI PARA

SLUM NO - 10001 AREA OF SLUM : 4100.0 SQM

POPULATION : 291 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			5 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			42.99 M.
WATER CONNECTION			5 nos

SLUM NAME : NETAJI SUBHAS ROAD BUSTEE

SLUM NO - 10046 AREA OF SLUM : 2100.0 SQM

POPULATION : 206 NO'S

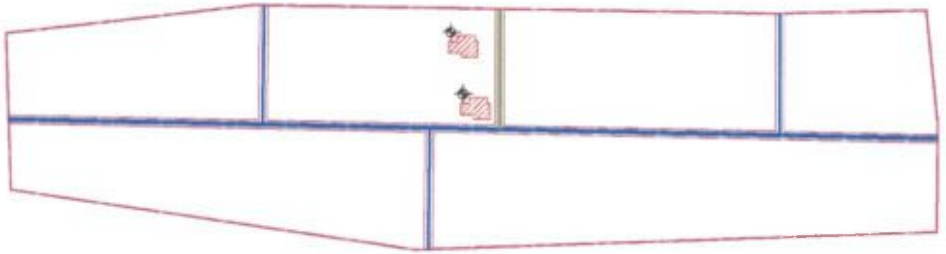
LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			6 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			51.59 M.
WATER CONNECTION			6 nos

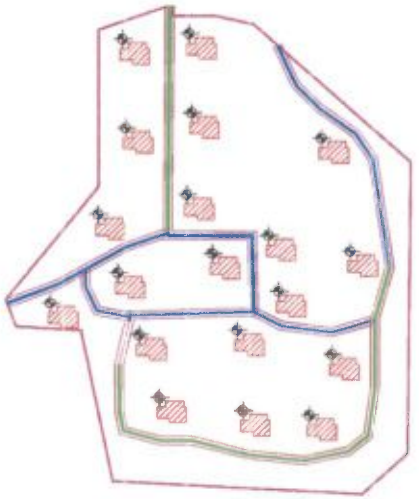
Assistant Engineer
Purulia Municipatily

CHAIRMAN
PURULIA MUNICIPALITY

SLUM NAME : BHUINYA PARA BUSTEE



SLUM NAME : CHIRA BARI BUSTEE



PURULIA MUNICIPALITY
WARD NO - 7

PROPOSED LAND USE

SLUM NAME : BHUINYA PARA BUSTEE

SLUM NO - 10075 AREA OF SLUM : 99700.0 SQM

POPULATION : 215 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			3 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			17.20 M.
WATER CONNECTION			3 nos

SLUM NAME : CHIRA BARI BUSTEE

SLUM NO - 10002 AREA OF SLUM : 11300.0 SQM

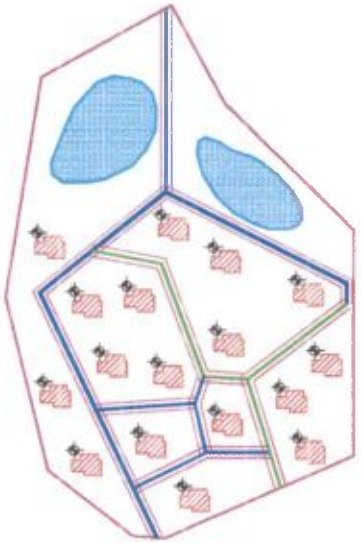
POPULATION : 256 NO'S

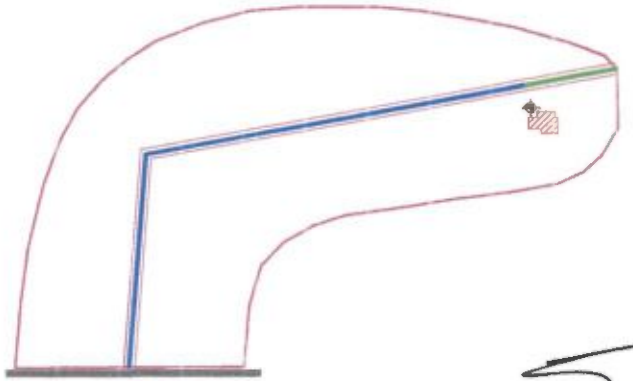
LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			20 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			171.97 M.
WATER CONNECTION			20 nos

Assistant Engineer
Purulia Municipatily

CHAIRMAN
PURULIA MUNICIPALITY





PURULIA MUNICIPALITY
WARD N0 - 7

PROPOSED LAND USE

SLUM NAME : RAMBANDH PARA BUSTEE

SLUM NO - 10089 AREA OF SLUM : 3200.00 SQM

POPULATION : 416 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			3 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			25.50 M.
WATER CONNECTION			3 nos

SLUM NAME : SINGH COLONY BUSTEE

SLUM NO - 10087 AREA OF SLUM : 4280.0 SQM

POPULATION : 106 NO'S

LEGEND

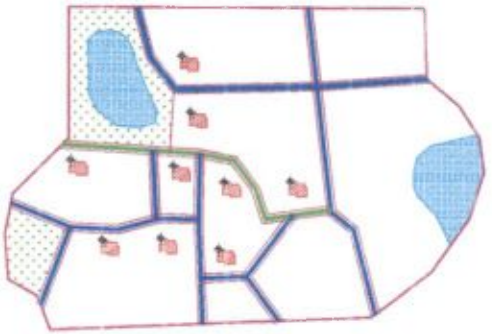
ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			1 no
BLACK TOPPED ROAD			
CONCRETE ROAD			5.00 M.
WATER CONNECTION			1 no

Assistant Engineer
Purulia Municipatily

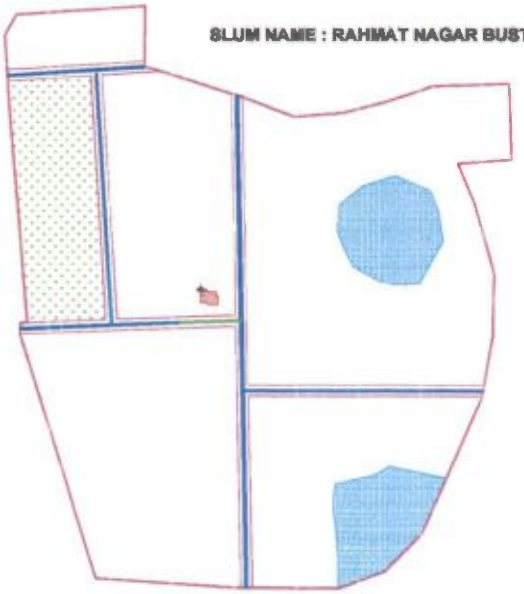
CHAIRMAN
PURULIA MUNICIPALITY

PURULIA MUNICIPALITY
WARD NO - 8

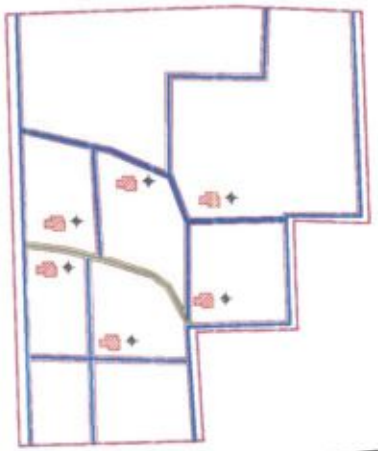
SLUM NAME : KASAIMAHALLA BUSTEE



SLUM NAME : RAHMAT NAGAR BUSTEE



SLUM NAME : RAHBANDH PARA BUSTEE



PROPOSED LAND USE

SLUM NAME : KASAIMAHALLA BUSTEE

SLUM NO - 10100 AREA OF SLUM : 2200.00 SQM

POPULATION : 212 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			5 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			68.79 M.
WATER CONNECTION			5 nos

SLUM NAME : RAHMAT NAGAR BUSTEE

SLUM NO - 10094 AREA OF SLUM : 48000.0 SQM

POPULATION : 158 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			1 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			9.0 M.
WATER CONNECTION			1 nos

SLUM NAME : RAHBANDH PARA BUSTEE

SLUM NO - 10099 AREA OF SLUM : 371000.0 SQM

POPULATION : 279 NO'S

LEGEND

ITEMS	EXTG	PROPOSED	
	SYMBOL	SYMBOL	QTY
DWELLING HOUSE			6 nos
BLACK TOPPED ROAD			
CONCRETE ROAD			51.59 M.
WATER CONNECTION			6 nos

Assistant Engineer
Purulia Municipatily

CHAIRMAN
PURULIA MUNICIPALITY