

PROJECT OF RELOCATION OF PAVEMENT DWELLERS

1. The Govt. of Maharashtra and Citizens Action Group have evolved a vision Mumbai document which sets the objectives of transforming Mumbai into world class city. Facilitating, affordable and low income houses in Mumbai and redevelopment of slums is a major corner stone of vision Mumbai. It is estimated that 54% population in Greater Mumbai lives in slums.
2. One of the manifestation of housing problems and slumisation of Mumbai is the occupation of pedestrian walkways by slum dwellers along the major arterial roads. Many of such settlements are not officially declared as slums in view of their wide spread. Some of the urban services that have been provided in the declared slums are also not available on the pavements. As a result the conditions of the pavement dwellers is absolutely lethargic and also very precarious due to the hazards caused by heavy traffic along the road on which they are staying. Presence of such large number of pavement dwellers families on the foot paths and their spill over on the carriageway also retards the movement of traffic along these roads causing cascading effect in the city in general. The time require for commuting as a result, also increases leading to lowering of productivity of the work force. Rehabilitation of pavement dwellers on war footing is an imperative of the makeover of Mumbai.
3. Maharashtra is one of the progressive states in the country that has legislated slum policy as early as in 1971 and has modified it from time to time. Under the JNNURM, the mandate of the Govt. of India is to grant tenurial rights to slum dwellers and asked for 10% contribution on rehabilitation measures from them. In case of Maharashtra current policy of 1996, the entire cost of slum rehabilitation is borne by Govt /slum developers and schemes are implemented in partnership of the Govt., slum dwellers' society and developers. The NGOs who organize slum dwellers play a very vital role in providing consultation mechanism of different stakeholders, obtain their support for rehabilitation scheme and facilitate their shifting.
4. Mumbai Metropolitan Regional Development Authority has during the last 2 years constructed nearly 50,000 low-income houses under the MUTP and allotted those tenements to the slum dwellers located on the infrastructure land. This rehabilitation work has been done partially under the MUTP and MUIP. The same model is proposed to be used for rehabilitation of pavement dwellers in Mumbai. Apart from rehabilitation of pavement dwellers, it is proposed to improve the concerned arterial roads trough widening, shifting of utilities and beautification measures in order to facilitate smooth movement of vehicular traffic and pedestrian.
5. Thus, the rehabilitation of 25,000 pavement dwellers is proposed to be carried out in the back drop of slum rehabilitation policy of Govt. of Maharashtra in a time bound manner through intervention of Governmental agencies such as MMRDA and MCGM. Under the proposed scheme, the pavement dwellers will

be given ownership right of the tenement that would be constructed at alternative location to be identified as a part of the project. Further all the pavement dwellers in particular structure will be organized as cooperative housing society and lease of the land on which the building is constructed will be granted to the society.

6. The proposed project is to rehabilitate 25,000 pavement dwellers families, to be planned and executed in 3 phases over the next 3 years period. The **first phase** will be a preparatory phase of one year time during which the detailed survey of the pavement dwellers and arterial roads will be carried out and their details recorded in necessary formats mandatory under the slum redevelopment policy of the State of Maharashtra. This exercise will be carried out in collaboration with NGOs such as SPARC, who have long experience in dealing with the issues of housing and sanitation. This phase will also include consultative exercise with the pavement dwellers in terms of getting their support for rehabilitation scheme and identification of the land where they could be rehabilitated and also the land required for transit pavements. During this phase the MCGM will prepare detailed plan for improvement of roads including shifting of utilities, wherever required, and will also budget these works. During **second and third phase** constructions of the tenements at alternative locations and shifting of pavement dwellers to either in transit tenements or to the finally allotted tenements will take place in a synchronized manner.
7. In order to implement the proposed project and forge coordination among different agencies involved, it is proposed to set up the project implementation unit in the MMRDA. The unit will invite bids from private owners/ developers to construct tenements for pavement dwellers either on their land or on the land belonging to Govt or semi Govt. bodies. In case they use their own land, the FSI/TDR of the land used for construction would be given to them as per the slum policy. The project implementation unit in MMRDA will provide all clearances for development of tenements as planning authority.
8. It is estimated that the cost of construction of 25000 tenements will be approximately **Rs. 625 cr.** (at the rate of Rs.2, 50, 000 per tenement). Additionally Rs.2500 per tenement will be given as resettlement assistance. This will cost **Rs. 6.25 crores**. The cost of providing off-site infrastructure and on-site infrastructure will be **Rs.58.87 crores** (at Rs.841 per sq.m of rehab area) and **Rs. 19.6 crores** (at Rs. 560 per sq.m. of rehab built up area above normally permissible area) respectively. The total pavement dweller families are 25,000 while each occupies on an average 3m X 4m of space. The cost of road improvement is Rs.1430 per sq.m. Therefore the cost of road improvement works after clearing hutments will be **Rs.42.90 crores** (25,000 X 4m X 3m X Rs. 1430 per sq.m.). The total cost of the project excluding land cost works out to be **625 + 6.25 + 58.87 + 19.60 + 42.9 = Rs. 752.62 crores**. This is excluding land cost. The rehab built up area is **25000 X 27.88 sq.m. = 7, 00,000 sq.m.** Also, MCGM will bear annual maintenance costs including security of footpaths to prevent further encroachments. 50 % of Rs.

750.00 Crores i.e. Rs. 375 Crores is requested to be released as a grant under JNNURM to Maharashtra.

Table showing broad cost estimate of the project

Sr. no.	Item	Rate	Cost in Rs. crores
1.	Cost of construction of 25000 tenements	Rs.2, 50,000 per tenement	625.00
2.	Resettlement assistance	Rs.2500 per tenement	6.25
3.	Off-site infrastructure	Rs.841 per sq.m of rehab area	58.87
4.	On-site infrastructure	Rs. 560 per sq.m. of rehab built up area above normally permissible area	19.60
5.	Road improvement works after clearing hutments	25,000 (no. of families) X 4m (pavement length occupied by each family) X 3m (width of pavement) X Rs. 1430 per sq.m. (Cost of road improvement)	42.90
Total cost of the project excluding land cost			752.62

9. As an outcome of this project -

- The pavement dwellers will get houses of their ownership. Their relocation to save space with tenurial rights and other infrastructure will promote their socio economic development
- As a result of clearing the pavements the traffic along the arterial roads will considerably smoothen and the city will also bear a better look.

An early approval of this project is solicited.
