



International Journal of Introspections on Sustainable Development Goals

IJISDG Vol. 02 (Issue 02), June 2023,
Paper 04, pg. 33-46



A DOCUMENTARY ANALYSIS OF SLUM ENCROACHMENT IN THE RAILWAY AREAS IN THE INDIAN SUBCONTINENT: CAUSES, SOLUTIONS, AND DISREGARD WITHIN SOLAPUR (MAHARASHTRA)

Academic Model of Assessment:

Case of Ajeenkya D Y Patil University, Pune

Under Subtheme: Goal 11- Sustainable Cities and Communities

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ABSTRACT

The railway network is spread all over the world. There were slums alongside railway tracks everywhere and those living in these slums are facing many problems. In India, poor people tend to live mainly on railway sites and near railway tracks. Metro cities like Mumbai had more than 10 lakhs peoples living in slums near Railway tracks. These Slum dwellers are usually migrants. These people generally migrate from smaller areas and rural places to larger metro cities like Delhi, Mumbai, Hyderabad, Kolkata, Chennai, etc. Many efforts and actions have been taken to relocate these people. An attempt has been made to remove trackside slums in Delhi and Gujarat. However, the decision of removing these slum dwellers, from these slums was discontinued as the Honorable High Court gave a court order of stay. Hence this action was not executed and remained incomplete. Similar action was taken in Mumbai but was unsuccessful due to the opposition of local people, political leaders, and the slum dwellers who continue to live in such slums. Presently the drive to clean such slums is going all over India. The notice in this regard was also issued by the railway administration in Solapur. The people living in these slums have protested against this and forced the administration to stop any further action. The government of India has introduced the concept of Pradhan Mantri Awas Yojana as 'Housing for All'. This study shows, how these slum dwellers can be provided their own house with the provisions under the Pradhan Mantri Awas Yojana. This study also suggests measures to provide

temporary houses to such slum dwellers. The study will be useful not only in India but globally to solve the problems of slum dwellers and this concept will also be considered globally.

Keywords

Slums, Migration, Railway, PMAY, Housing

INTRODUCTION

The abode of masses situated on railway premises is considered as illegal as the land belongs to the Central Government. The residents here stay in clumsy situations and lack access to even the basic necessities. They do not have a proper water supply, or such facilities and they survive in utmost unhygienic conditions. Over and above this they are always considered illegal occupants. To meet their survival needs, they resort to risky occupations and also unlawful ones. In case of evacuation, there is no guarantee of compensation for the same or even provision for alternate accommodation. This article intends to review the impact of the development plan, undertaken for the city, on these slum dwellers, and the rehabilitation process for them across different cities of India, such as Delhi, Bihar, Gujarat, and Jharkhand. The article also studies the work done by different organizations to aid the slum people in comprehending their rights and leading better life.

The eviction of illegal occupancy on railway land faced severe opposition from the slum dwellers. They claimed that the railway authorities had no proof or papers regarding land ownership. An attempt to evict the illegal settlements on Bijapur Road slum settlements 1 and 2 was faced with opposition and a request was made to the district collector regarding the same. The slum dwellers claimed the land on which the informal settlements existed did not belong to the railways, in spite of the same, the railways are evacuating the same. This eviction needs to be stopped.

The eviction of slums on railway land had been going on for the last two months. The slum dwellers opposed under the guidance of the Maharashtra state slum security association as per the chairperson. He claimed that the land where the slums exist does not belong to the railways. He also claimed that the Railway does not have the 7/12 extract or any other documents which can prove that the said land belongs to them.

1.1. SLUMS ON RAILWAY LAND

According to the records published by the Railway Board records, 0.5% of the Central Railway land encroached upon Indian railways has a total land area of 432,000 hectares all over India of which 1905 hectares has been encroached on 31st March, 2007. As per this record only 0.44 percent of railway land is encroached. The Indian railways claim that it does not maintain statewise data.

The Indian railways are the highest in terms of land ownership. The railway land is occupied by many slum dwellers across the country. Dwelling on encroached railway land, they are deprived of basic rights. There are evictions without any prior notice and there is no assurance of any compensation in terms of an alternate place to stay. Many people are displaced every year. In the process, some fight for their rights while some even lose their lives. The welfare of these and their rehabilitation is not considered a priority during development, though now there is a change of thought process and attention is being drawn to their grievances also. However, there is always the risk of their houses being swept away by bulldozers, as they are usually considered illegal encroachers.

The Indian Railway considers housing as a state responsibility which indicates that the responsibility of rehabilitation of the evicted slum dwellers belongs to the state government. The Indian railways do not have any Resettlement and Rehabilitation (R&R) policy. However, with regard to this, there was an agreement passed by the Government of Maharashtra under the Mumbai Urban Transport Project (MUTP), under which the Railways must set aside some amount for the rehabilitation of slum dwellers evacuated due to the project. However, this failed to provide proper benefits to the slum dwellers. The officer on Special Duty of the Railway Board circulated a letter in 1999 to address the issue of encroachments.

The Civil Society organizations like Youth for Unity and Voluntary action (YUVA), NIDAAN, Adarsh Sewa Sansthan, Chhatisgarh Action and ,Research Team, and DeenBandhu Samaj Sahyog have worked among the slum dwellers trying to raise the issue of slums settled on Railway land. There is no clarity in schemes such as Rajiv Awas Yojana and Jawaharlal Nehru National Urban Renewal Mission (JNURM) regarding the inclusion of railway slums.

1.2. BACKGROUND OF STUDY:

The paper researches the news published in DainikDivya Bharti on the 24th and 25th of April, 2022, regarding the scrutiny of houses on the railway property.

१३०० अतिक्रमणे रेल्वे प्रशासन हटवणार

संचार प्रतिनिधी

► सोलापूर, दि. २४- मध्य रेल्वेच्या सोलापूर विभागातील सुमारे १३०० जागांवरील अतिक्रमणे हटविण्यात येणार आहे. मंगळवार २६ एप्रिलपासून अतिक्रमण काढण्याच्या मोहिमेला प्रारंभ होणार आहे.

मध्य रेल्वेच्या सोलापूर विभागात रेल्वेची मोठ्या प्रमाणावर जागा आहेत. रेल्वेच्या मोकळ्या जागेत गेल्या अनेक वर्षांपासून अतिक्रमणे झाली आहेत. ही अतिक्रमणे हटविण्याचा प्रयत्न यापूर्वी झाला होता. मात्र, या मोहिमेला

फारसा प्रतिसाद मिळाला नाही. अतिक्रमण केलेल्या १३०० पैकी जुळे सोलापूर आणि परिसरातील ४५० नागरिकांना अतिक्रमण स्वतःहून काढण्याबाबत नोटिसा देण्यात आल्या आहेत. यातील ४५ जणांची मुदत मंगळवारी संपत आहे. त्यामुळे त्या दिवशी अतिक्रमण काढण्याच्या कामास सुरुवात होणार आहे. याबाबतची माहिती संबंधितांना रेल्वे प्रशासनाने ध्वनिक्षेपकाद्वारे देण्यात आली. उर्वरित अतिक्रमणे टप्प्याटप्प्यात काढण्यात येणार असल्याचे रेल्वे प्रशासनाकडून सांगण्यात आले.

Figure :1

Most of the people residing near the railway property migrate from smaller places in quest of livelihood. This situation of slums near railway tracks is common in all metro cities. These dwellings lack even the essential amenities such as clean water supply etc. The dwellers depend on the railway pipes, which are used for filling the railway coaches, for their water supply. Occupations include collecting empty bottles and garbage from the railway premises, and selling them to earn a livelihood. The residents residing in these slums are mostly unemployed, acrobat performers, and nomads who accept all kinds of odd jobs to earn money to meet their basic needs. Some sell products in the railway compartments while others merely beg on the railway coaches. Many small children use their own clothes to clean the railway coaches with a view to extracting money from the passengers. Few showcase their talents, whereas others just make money from the sympathy created by them amongst the Railway travelers. Even performances, such as walking on the rope, where their own life is at risk, are performed just to make a living.

The habitats, due to their extreme proximity to railways, experience vibrations of the train passing through. Children are deprived of education, decent social life, and manners.

The slums situated in Solapur, near Home Maidan and Park stadium, commensurate with the above circumstances. Lands have been purchased near railway premises irrespective of the

consideration of whether the land is in a permissible area as per the Railway authorities. The property is required to be marked according to the Railway regulations. The intervention of Railway authorities to take measures against the encroached railway property provoked opposition from the residents against the authorities. The land owners defended their situation with the debate that they had already acquired permission and were paying taxes to the Municipal Authorities on the said encroached land, henceforth putting forward their legal rights on the land.

1.3. AIM & OBJECTIVE:

To review the concerns of the slum-dwellers on railway premises.

Objective:

To address the concerns of the slum dwellers on railway premises, and attempt to mitigate the same by providing viable solutions for the same.

Figure:2



4. SOLAPUR RAILWAY TRACK ENCROACHMENT:

In the Solapur city, the railway network is spread from Pune road to Hotgi road. There are slum settlements near Hotgi Road railway line, namely Modi slum and Kalyan Nagar slum near the Hotgi road service road.

Figure :3

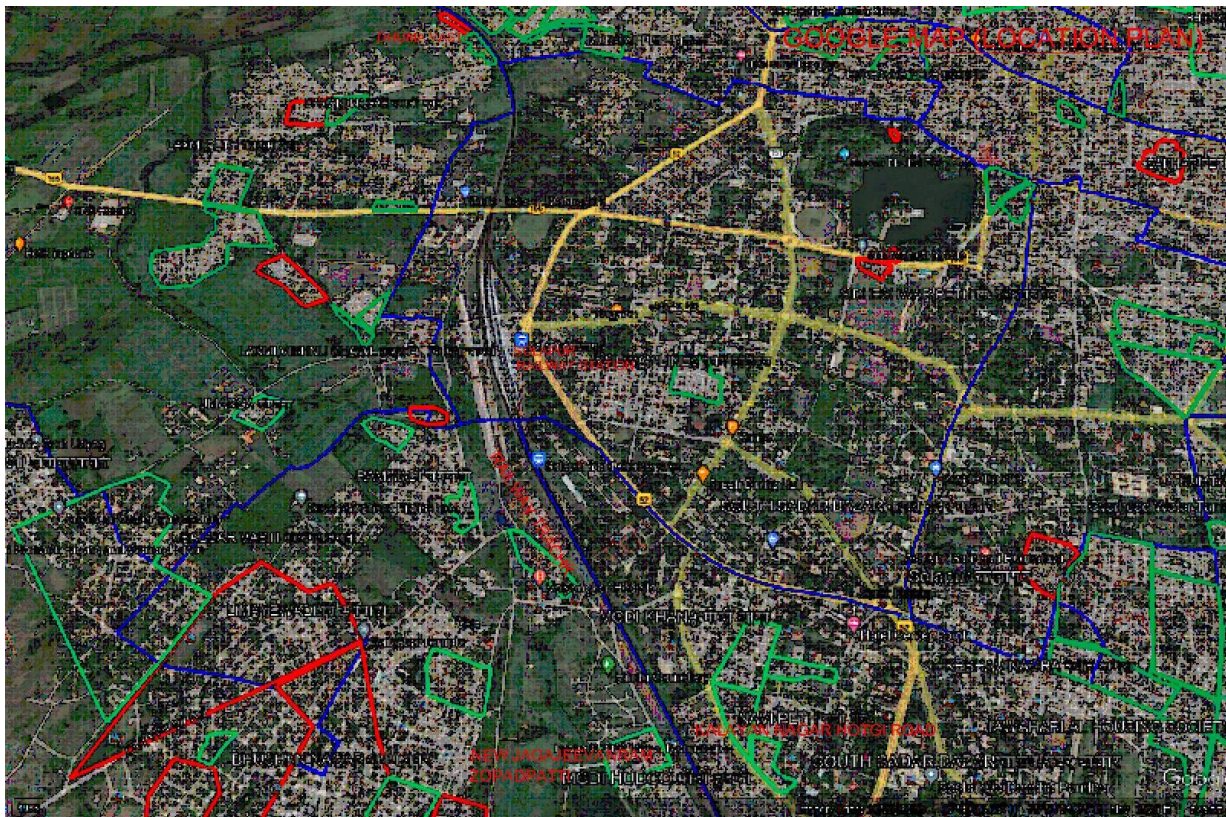
SOLAPUR RAILWAY PUNE ROAD TO HOTGI ROAD

Figure:4

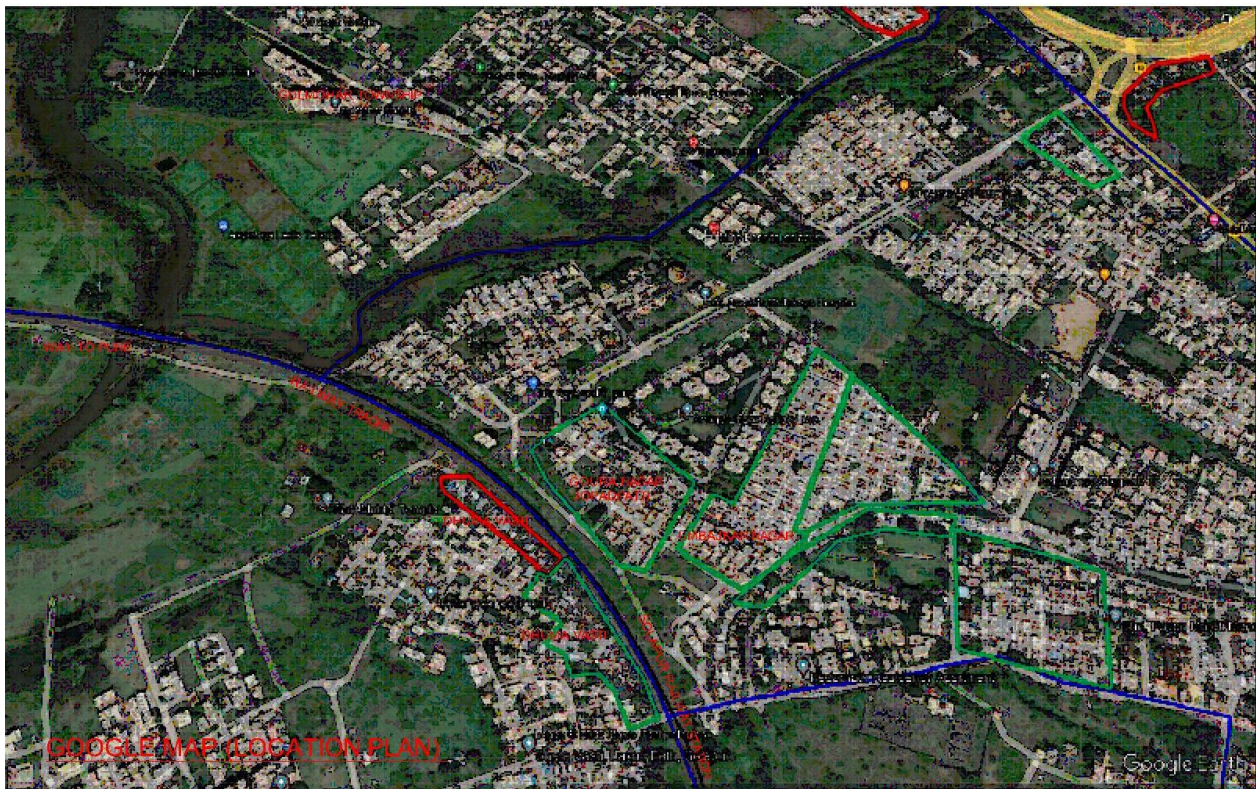
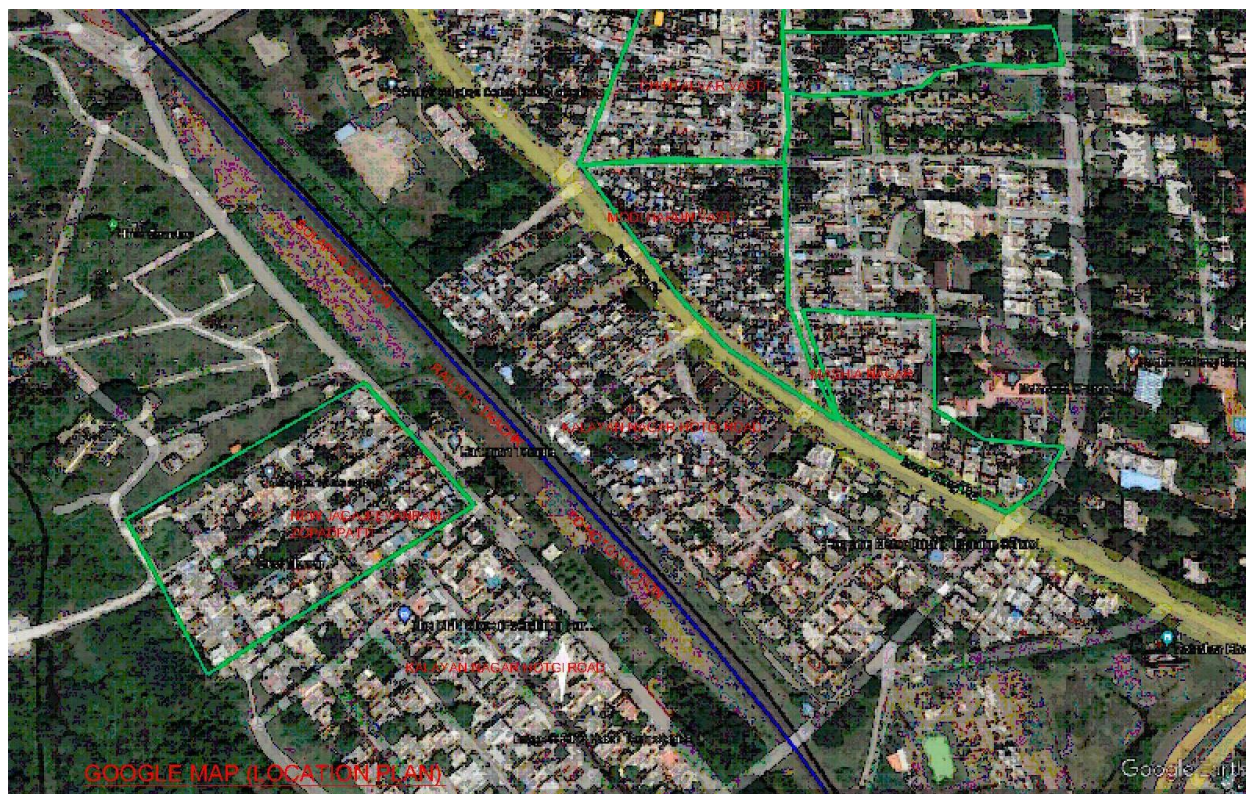
SOLAPUR RAILWAY - PUNE ROAD

Figure:5

SOLAPUR RAILWAY – HOTGI ROAD



2. LITERATURE REVIEW

2.1 ASSESSMENT OF SANITATION SERVICE QUALITY IN URBAN SLUMS OF KHULNA CITY BASED ON SERVQUAL AND AHP MODEL: A CASE STUDY OF RAILWAY SLUM, KHULNA, BANGLADESH MD. SHAHARIER ALAM, MILI MONDAL

The city of Khulna, the third largest city in Bangladesh, has a slum area of about 8.14 % of the total city area, which is deprived of basic sanitation facilities. The railway slum area faces the worst sanitation conditions, as the services provided are not enough to meet the demand. The people here do not have personal latrines and a majority of the population use only the community latrine provided by NGOs such as Nobolok and Water Aid. Such conditions create the need to compare the perception and expectations of the slum dwellers, and thus the measurement of the customer satisfaction index becomes crucial. The Index calculation was based on SERVQUAL Model, wherein the questionnaire comprised of 22 questions, based on five parameters:

- Tangibility
- Reliability
- Responsiveness
- Assurance

- Empathy

Along with this, the AHP model was also used to measure the sanitation service status of the railway slum. Hence, there was an integrated approach of both the SERVQUAL model and AHP model. The questionnaire was prepared in both English and Bengali language for a better understanding of the experts and the slum dwellers. The questionnaire was based on ratings on five-point Likert scales with ratings such as “strongly agree” and “strongly disagree”. The study successfully assessed the sanitation conditions with the conclusion that the slum dwellers were moderately satisfied (CSI was 58%) and the same could be further enhanced by improvising hand washing, cleaning, and water facilities. This methodology could be successfully used for any service at any spatial scale to check the quality of service provided.

2.2 RELOCATION OF SLUM PEOPLE: CASE STUDY OF MUMBAI RAILWAY SLUM RELOCATION

The resettlement of people below the poverty line, staying in slums, leads to severe negative aftereffects such as exploitation of their rights, and various other problems which arise due to relocation. This relocation of the poor usually ends up in a disastrous situation for the urban poor as they cannot voice their concerns, and they are deprived of even their basic rights after eviction. This has been the case in all the major redevelopments of Mumbai such as Mumbai Port relocation, Airport relocation, or slum relocation. The relocation of these people leads to the impoverishment of people who are already poor.

The concern addressed in the paper is regarding the 60000 people who dwelled in the slums near Harbour Railway line, Mumbai. Most of the people do not fit in the criteria set by the Government for resettlement, and as a result of which they are left with no benefits due to relocation. Moreover, the city always has a major issue of space constraints due to which it is very difficult to allocate space to the evicted poor. There was a willingness to relocate considering that the relocation might improve the filthy conditions of the poor, however that was not the case.

The new resettlement policy promised to allocate a flat of 225 sq. ft free of cost, however due to sudden unplanned evictions, the displaced people were allocated a temporary accommodation of only 120 sq. ft space with just basic amenities.

In spite of the basic guidelines created by the World Bank for resettlement of the evicted poor, most of governments failed to follow the same. In Feb 2001, 2000 slums were evicted suddenly in spite of opposition from various organizations and it was a major problem to relocate these people leading to huge unrest amongst the people, as the World Bank also did not approve such sudden relocation. The problems of slum people only increased as there was strong opposition from media and NGO.

Moreover, the relocation came with various other problems such as increase in cost, problems for school children who had to commute long distances, and other problems of basic amenities. Efforts were taken to help the rehabilitated ones, however, it was not as fast as expected.

2.3 MANAGING CONFLICTS IN SLUMS WITHIN A RELOCATION PROJECT. CASE STUDY OF SOWETO EAST, KIBERIA, NAIROBI

The heavy possession of railway land by the slum dwellers across the Nairobi Railway along the edge of Kibera made it very difficult for the authorities to reclaim the land for railway expansion without relocating them.

Figure :6



People carrying their baskets on the day of relocation in Soweto East, September 2015@Adèle Charbonneaus

The World Bank funded the project, eviction of slum people without relocation was impossible. However, the Kenyan Railway Corporation was able to successfully carry out the relocation of the people with the help of the Kenyan NGO, Pamoja Trust, which worked in the informal settlements. The land near the railway line was actually public land meant for the maintenance and operation of Railways. There were numerous illegal encroachments on the land, also the Nubian community felt the railway expansion project and eviction of slum dwellers was a threat to their ancestral lands. All these created huge conflicts and unrest. The Nubians demanded the ratio of 2 Nubians to 3 Non Nubians for every 5 PAPS. Also, there was a political interest of many parties that took advantage of different community conflicts with a view to gaining votes or political benefits.

Figure :7

The new units in Soweto East, Kibera, January 2016@Adèle Charbonneau

However, in spite of all the conflicts, and political pressure, the project was successful as a lot of awareness was created by continuous interaction with the slum dwellers, by efficient community structures, and stringent criteria for eligibility

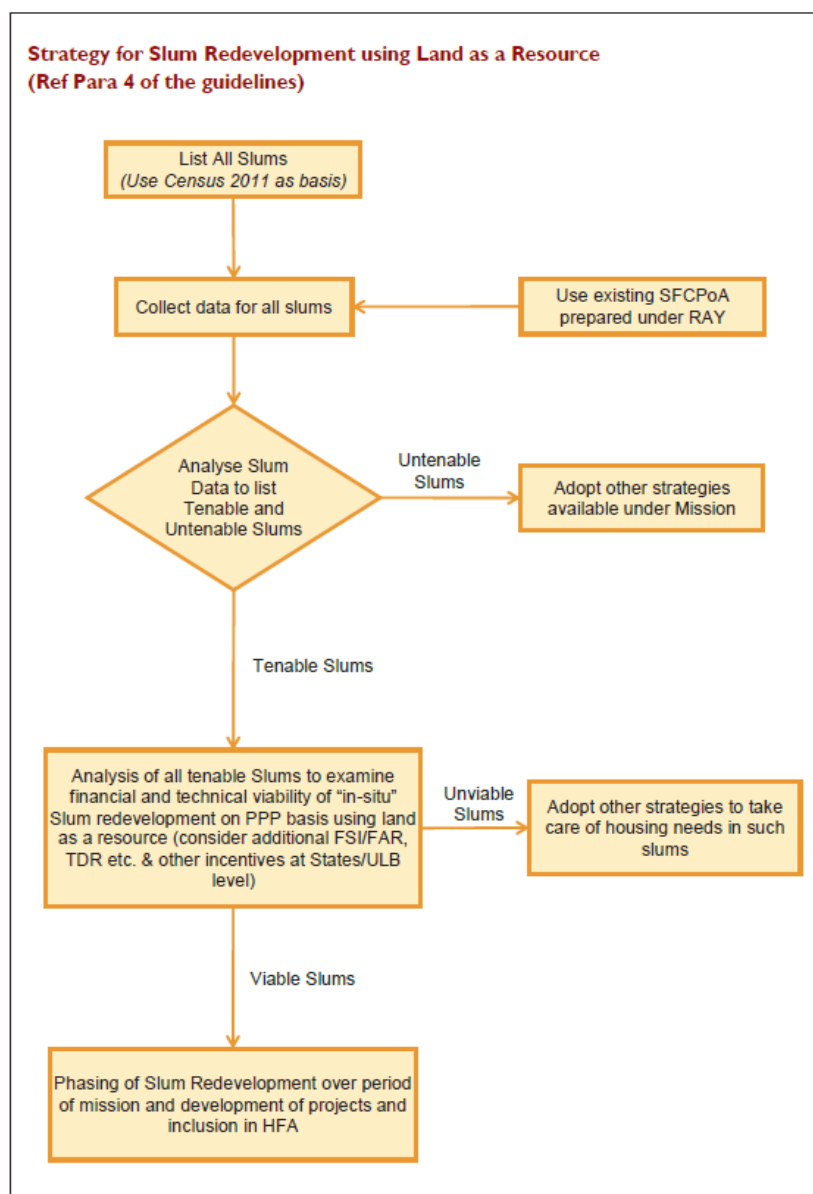
3. METHODOLOGY

A survey needs to be undertaken to collect data on the slum dwellers residing near railway premises or tracks from all the major cities in India. Every individual slum resident must have an Aadhar Card, Ration card, or election card or arrange to acquire the same in case they are not in possession of the same so as to collect the data easily. The title of ownership of the house needs to be confirmed, whereas the residents who do not have land in their names must be included and transferred under category I of the PMAY scheme. Arrangements must be made to make available residential places at cheaper rental rates on a temporary basis for the immigrants who have migrated for purpose of livelihood.

There should not be any addition of new slum dwellers in the existing slum areas.

Detailed information on the subsidies offered under the housing and development policies of India under the PMAY Scheme, component 1, PPP model for slum redevelopment is given in this paper.

Figure :8



4 RECOMMENDATION

Houses must be allotted to the masses living on the railway premises since its inception. The names of these people may not appear in the census since they do not possess adequate documents such as Aadhar cards, or Ration cards. Henceforth, data, containing the details of these slum dwellers, need to be created. They can be allotted houses under the SRA Scheme. According to a speech given by pa ast Railway Minister, about 10 lakh people reside in areas near railway premises, eviction of whom is impossible, hence rehabilitating them is the only solution. Moreover, these people must be given replaced land, and that will also avoid any further encroachment of the railway premises.

Figure :9



Figure :10

[illegible]

5. CONCLUSION`

Researcher's subject of research is the slums - a global crisis - mitigation of the problems of these slums, and solutions to their issues. I have made an attempt to bring into the limelight the issues faced by the slum dwellers on the railway premises and provide solutions for the same.

An attempt has been made to understand the grievances of the people living in the slums. The information is gathered from the people staying there. There may be some differences in the records, however, the grievances mentioned by the actual dwellers will always show the actual problems of the people. The people near railway slums must be included in the scheme and they must be relocated to areas other than the service road or elsewhere there is the availability of land.

There are various policies developed by the Government to help the people with slum redevelopments such as National Slum Development (NSDP) and Pradhan Mantri Awas Yojana (PMAY Component I). They must be implemented through the right channel to get the desired results.

The Government must also ensure that there are no further encroachments of the Government land and Railway lands and there must be no new slums coming up illegally.

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