



**GOVERNMENT DEGREE COLLEGE
SRISAILAM PROJECT, NANDYAL**



Community Service Project
WATER PROBLEM

Submitted

By

K. Subhash

I B.Sc II Semester

Register Number:21373047012

Under Mentorship

Of

G.Y.V. Kalyani,

Project Mentor,

Lecturer in Mathematics,

GDC Srisailam,

Nandyal Dist.

DECLARATION

I hereby declare that the project entitled "*Community service project*" submitted by me to Controller of Examinations Govt. Degree College, Srisailam Project, Nandyal Dist in partial fulfillment of the requirement for the award of the Degree of **IB.Sc II Semester**. This is a record of actual projectwork carried out by me under the guidance of **G.Y.V.Kalyani**, Lecturer in Mathematics. I further declare that the work reported in this project has not submitted and will not be submitted, either in part or in full, for the award of any degree in this institute or any other institute or university.

Name:

Date:

CERTIFICATE

This is to certify that _____ studying **I B.Sc II Semester.**, a Govt. Degree College, Srisailam Project, Nandyal Dist. has successfully completed her community service project on _____ under the guidance of **G.Y.V.Kalyani**, Lecturer in Mathematics.

Signature of Mentor

Signature of Examiner

Signature of the Principal

ACKNOWLEDGEMENT

I wish to express my gratitude to those who extended their valuable cooperation and contribution towards the project

I would like to thank our Principal Sir **Dr. P Hussain Basha Garu** for facilitating the project and providing his guidance throughout the duration of the project.

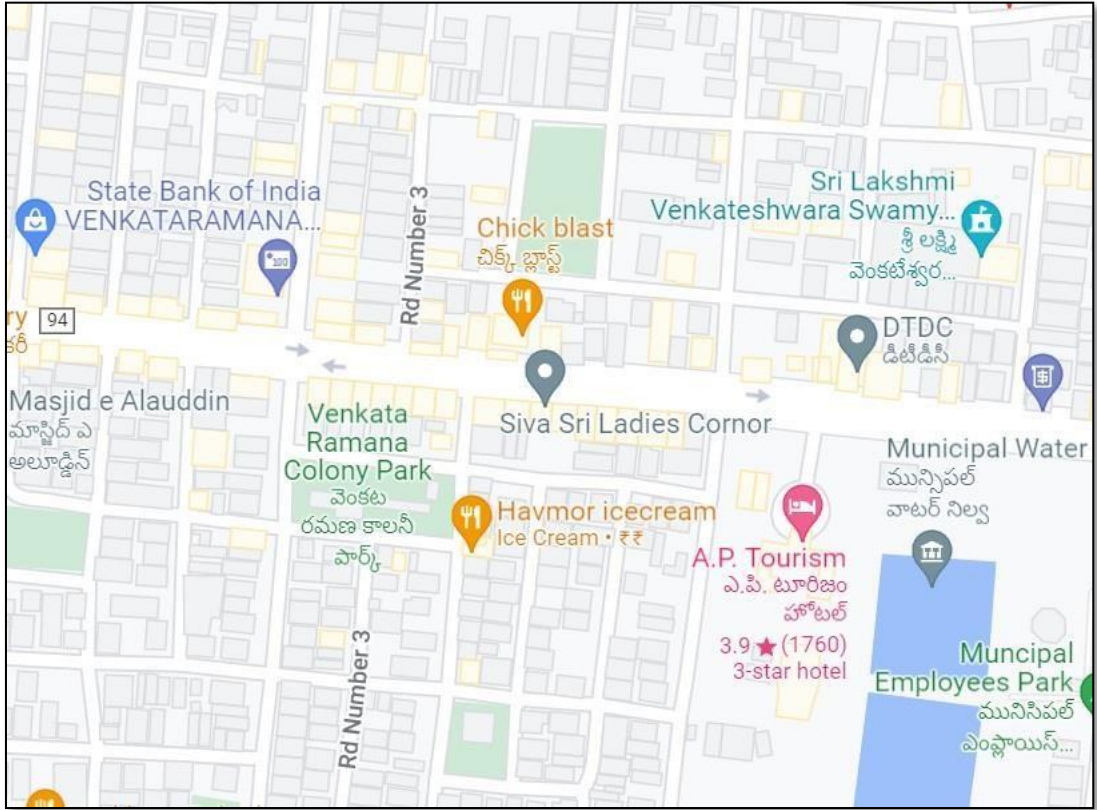
I would like to express gratitude to my project guide **G.Y.V.Kalyani, Lecturer in Mathematics** for his valuable time and continuous assistance for the successful completion of the project.

I would like to thank the faculty and staff of the institute for their support.

GRADE SHEET

S.No.	Part of work	Marks awarded	
		Max marks	Marks awarded
1.	Awareness on project		
2.	Implementation		
3.	Survey		
4.	Report writing		

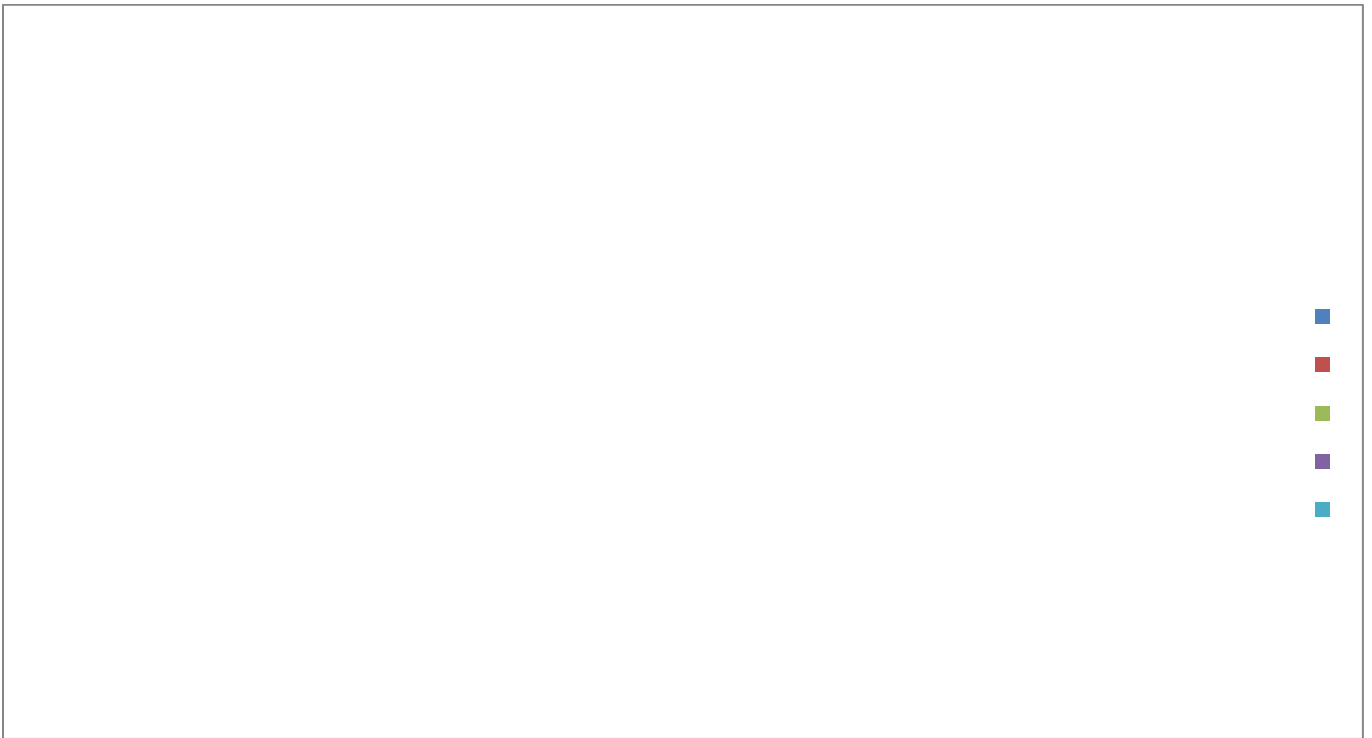
SURVEY LOCATION



Location: Sunnipenta

Classification of Respondents based on Gender

GENDER	
MALE	20
FEMALE	15



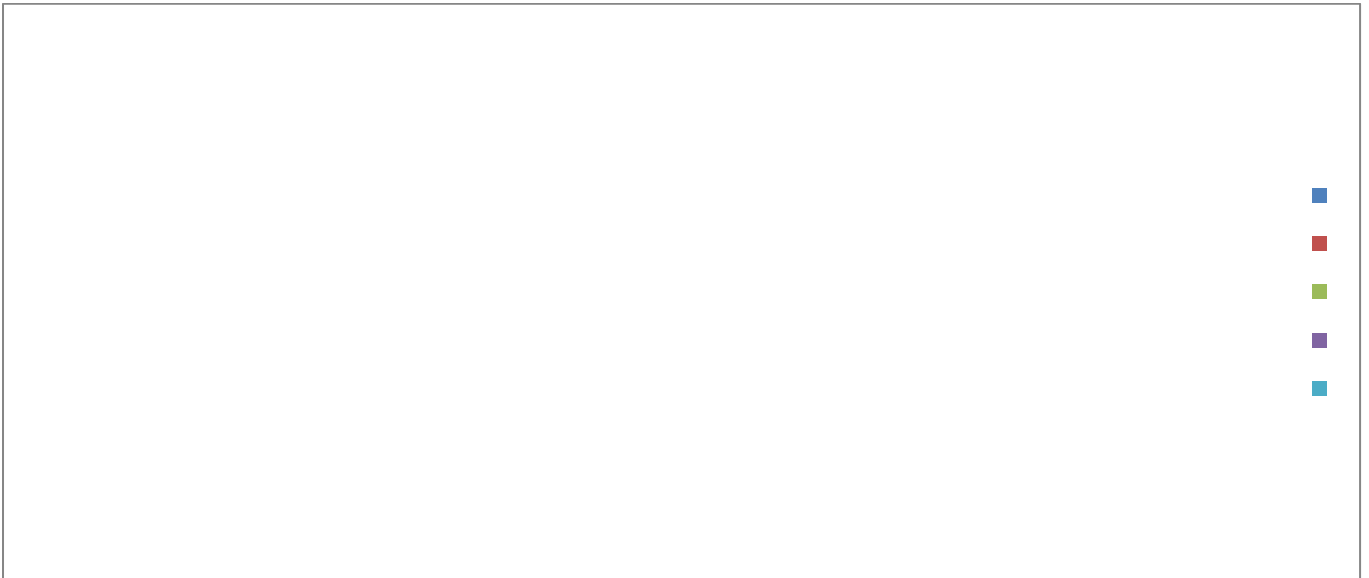
Classification of Respondents based on Age

AGE	
BELOW 20	15
20-40	10
40-60	6
ABOVE 60	4



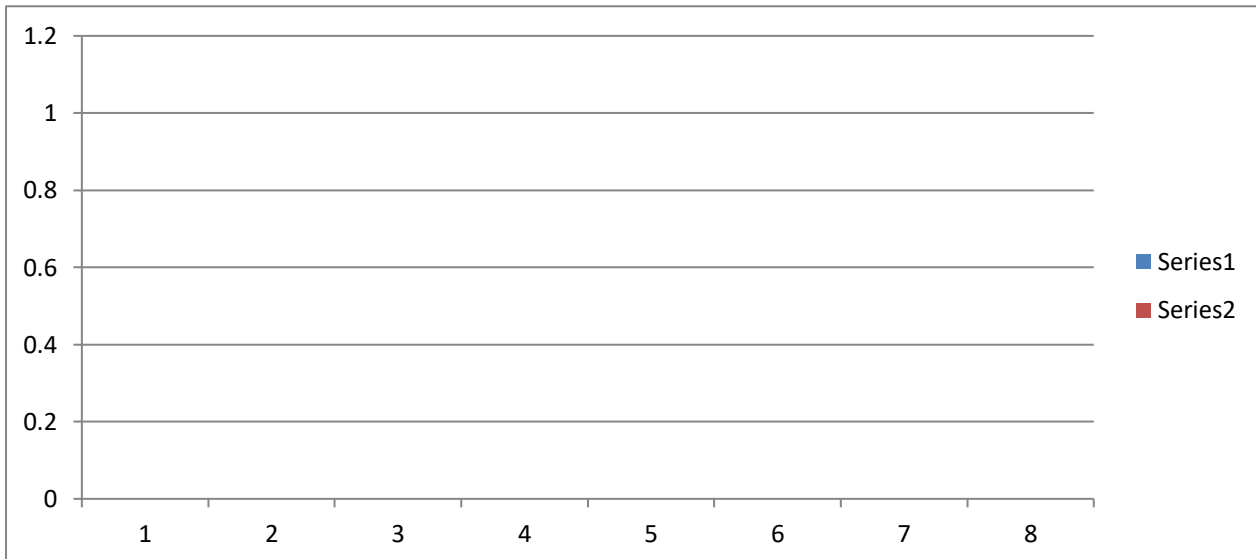
Classification of Respondents based on Education Qualification

EDUCATION QUALIFICATION	
POST GRADUATE	2
GRADUATE	8
SSC/INTER	15
ILLETERATE	10



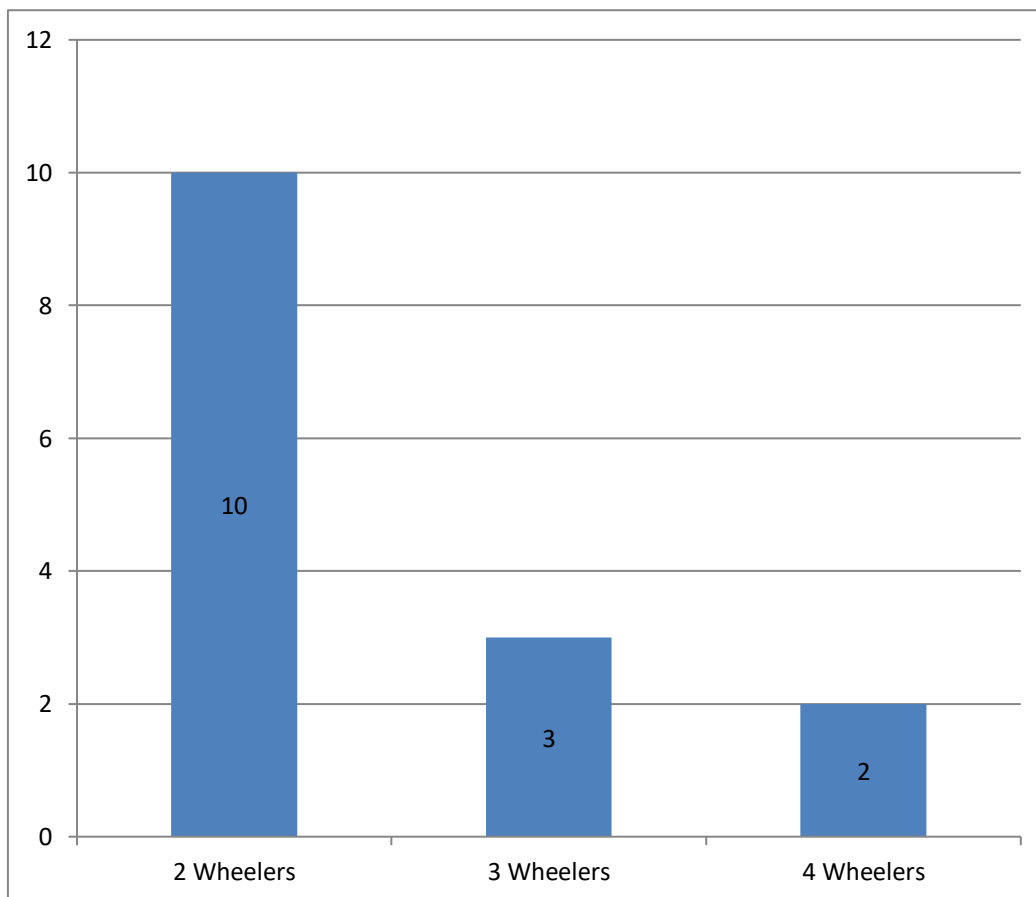
Classification of Respondents based on Profession

PROFESSION	
SELF EMPLOYED	10
GOVT JOB	5
BUSINESS	10
HOME MAKER	5
OTHERS	5



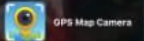
Classification of Respondents based on Vehicles

Vehicles	
2 Wheelers	10
3 Wheelers	3
4 Wheelers	2



SURVEY PHOTOS





Sundipenta, Andhra Pradesh, India
3WH8+4W5, Sundipenta, Andhra Pradesh 518102, India
Lat 16.07832°
Long 78.916603°
06/06/22 08:02 PM



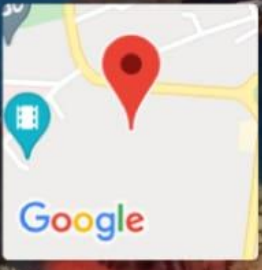
GPS Map Camera



Sundipenta, Andhra Pradesh, India
3WF2+43J, Sundipenta, Andhra Pradesh 518102, India
Lat 16.072278°
Long 78.900695°
06/06/22 08:38 PM



GPS Map Camera



सुन्दिपेता, आंध्र प्रदेश, भारत
3Wf4+68f, सुन्दिपेता, आंध्र प्रदेश 518102, भारत
Lat 16.073535°
Long 78.906163°
05/06/22 08:26 PM



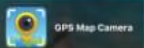
Sundipenta, Andhra Pradesh, India

3WH8+4W5, Sundipenta, Andhra Pradesh 518102, India

Lat 16.07831°

Long 78.916641°

06/06/22 08:07 PM



INDEX

S.No	Contents	Page No.
1	Objective of Community Service Project	
2	Introduction about Survey Area	
3	Scope of Study	
4	Methodology	
5	Project Specifications	
	➤ Abstract	
	➤ Project Introduction	
	➤ Questionnaire	
	➤ Data Interpretation and Results of the Survey	
	➤ Conclusion	
	➤ References	

OBJECTIVE OF COMMUNITY SERVICE PROJECT

Community service **provides an individual with the opportunity to become active members of the community and has a lasting, positive impact on society at large.**

Community service or volunteerism enables individuals to acquire life skills and knowledge, as well as provide a service to those who need it most.

The objective of community service project is that an individual should be able to understand and describe

- The concept of community service
- The social, public and community responsibilities of the professionals
- The types and concept of volunteer work.
- To understand social conditions of the people.
- To know the economic conditions of the people.
- To create awareness among the people regarding the problem identified.
- To carry on a survey and to analyse the current situation.

INTRODUCTION

I have chosen to do Community Service project on the topic Socio- Economic in the locality Ward , Westren Colony, Kurnool. I have chosen 35 houses for my project. The area is a mixture of low income and middle class families, very few belong to high income group. It is a residential area and will be moderately busy.

SCOPE OF STUDY

The study has been conducted based on the responses of the selected respondents in Kurnool city. Hence, the inferences, findings of the analysis need not hold good totally for the Kurnool city as a whole if the country at large.

The study was limited to the 35 responses of residents in Kurnool.

METHODOLOGY

Quantitative research is carried out by interviewing the people. In the first week socio economic survey was carried out and problems were identified. In the second week awareness was brought and suggestions were given regarding the problems identified among the localities. In the third week survey was conducted using questionnaires and in fourth week project report was written.

PROJECT SPECIFICATIONS

TOPIC: Socio-Economic

ABSTRACT

Cities and towns play a vital role in promoting economic growth and prosperity. Although less than one-third of India's people live in cities and towns, these areas generate over two-third of the country's income and account for 90% of government revenues. In the coming years, as India becomes more and more urbanized, urban areas will play a critical role in sustaining high rates of economic growth. But, economic growth momentum can be sustained if and only if cities function efficiently - that their resources are used to maximize the cities' contribution to national income. City efficiency largely depends upon the effectiveness of its transport systems, that is, efficacy with which people and goods are moved throughout the city. Poor transport systems stifle economic growth and development, and the net effect may be a loss of competitiveness in both domestic as well as international markets. Although Indian cities have lower vehicle ownership rate, number of vehicles per capita, than their counterparts in developed countries, they suffer from worse congestion, delay, pollution, and accidents than cities in the industrialized world. This paper provides an overview of urban transport issues and challenges in India. Rather than covering every aspect of urban transportation, it primarily focuses on those areas that are important from policy point of view. The paper first reviews the trends of vehicular growth and availability of transport infrastructure in Indian cities. This is followed by a discussion on the nature and magnitude of urban transport problems such as congestion, pollution and road accidents. Building on this background, the paper proposes policy measures to improve urban transportation in India.

INTRODUCTION

Rural Connectivity becomes a critical component in the socio-economic development of rural people by providing access to amenities like education, health, marketing etc. It has been established that investments in rural roads lifts rural people above the poverty line. The evidence also indicates that as the rural connectivity improves, the rural poverty levels come down. There had been imbalanced development of the rural road network in country. Some States provided cent per cent connectivity while some others did not have enough financial resources at their disposal and consequently connectivity remained at low levels. There were also problems of inadequate funds for maintenance, upgradation and rehabilitation of existing rural roads.

A network approach and provision of sustainable accessibility with assured maintenance was virtually absent. Some of the major constraints and bottlenecks in providing rural connectivity faced are insufficient funds with States for rural roads, inadequacy and unpredictability of funds for rural roads, inadequate maintenance of rural roads by many States due to inadequate funds, inadequate maintenance of MDRs resulting in pressure on rural roads, quality and specifications not strictly adhered to, layers of informal sub-contracting at the cost of quality, some roads constructed without bridges etc. With this as backdrop, Government of India had launched Pradhan Mantri Gram Sadak Yojana in the year 2000 to provide connectivity to unconnected eligible habitations and upgradation of select existing roads to the standards.

The system followed in implementation has several new aspects and is found to be acceptable for rural roads development. The primary objective of the Programme was to provide connectivity by way of All-weather roads to unconnected habitations with population 1000 and above by 2003 and those with population 500 and above by 2007 in rural areas. In respect of Hill/ desert/ tribal areas, the objective is to link habitations with population 250 and above. Up-gradation of selected rural roads to provide full farm to market connectivity is also an objective of the scheme, though not central.

The Programme has since been implemented by the Ministry of Rural Development, Government of India. A brief description of the implementation strategy adopted by the Ministry of Rural Development during 10th and 11th Plan period under PMGSY was decentralized planning, standards and specifications, Detailed Project Reports (DPRs) and scrutiny, institutional arrangements and HRD, procurement Process Quality Assurance, maintenance, online Monitoring, Management and Accounting System operations manual

and Programme Monitoring. With a view to formulate the 12th Plan and improve the delivery mechanism for effective implementation of the Programme, the Working Group (WG) has been constituted under the Chairmanship of the Secretary Rural Development. Under this Working Group, seven sub-groups were formed to deliberate on issues of perspective planning for 12th Five Year Plan, mobilization of resources, to re-look into design of Scheme to propose sharing model, capacity building, maintenance management of rural roads, adopting GIS architecture in rural roads including R&D and environment, quality assurance in Rural roads, Grievance Redressal, Sevottam, Citizen Charter and CPGRAM in Rural Roads and development of LWE & IAP Area Rural Roads. In the Year 2003-04, detailed District Rural Road Plans were made in every district of the country and Core Networks to ensure single connectivity to all habitations eligible under the programme were identified. Based on this Core Network data formulated on the basis of 2001 census, the position emerged that unconnected habitations were 1,70,594 numbers which required about 3,69,331 km new roads. Also upgradation of existing roads measuring 3,68,278 km was also estimated. Total requirement of funds was estimated as Rs.1,33,126 crore. PMGSY is being implemented since the Year 2000. The projects for 1,09,010 habitations have been sanctioned out of total 1,36,464 eligible habitations by clearing the proposals for 4,20,637 kms roads. In order to achieve the targets, Rs. 84,731 crore were released upto March 2011 against the sanctioned projects of Rs. 1,18,949 crore. The balance requirement of funds has also been estimated as Rs. 1,85,438 crore for works yet to be sanctioned including projects for left out habitations, new habitations of 250+ LWE\IAP Schedule V, missing bridges, impact of increase in length of bridges to 75m, impact due to snow fall/ landslides, administrative expenses, repayment of NABARD loan, launching of PMGSY-II, connecting smaller IAP habitations (100-250 population), relaxation of norms for the Special Category States, in line with IAP districts etc. Funds available in year 2011- 12 are Rs. 20,000 crore. Hence, net funds required during 12th FYP is Rs. 2,00,000 Crore. The current source of funds for PMGSY works is cess on High Speed Diesel (Rs. 0.75 / litre), budgetary support , ADB funding, World Bank funding and NABARD loan. With present sources of funds, the project is not likely to be completed in time, therefore, an additional financial support would become necessary. In order to supplement the resources, it is proposed to compliment the implementation of PMGSY through a few pilot projects mooted in the Public Private Partnership (PPP) mode. A few pilot projects of construction, up-gradation and maintenance of rural roads can be taken up in willing States

through the modified EPC mode.

The possibility of next NABARD loan should also be explored. Resources to increase the financial position of State, the States may be asked to allocate some share out of Agriculture Mandi tax collected by State Govt, Mining royalty collected by State Govt, Road Tax on Vehicle collected by State Govt etc. for PMGSY/ rural road works. In order to provide atleast minimum amount of funds for the sustenance of the cadre of engineers created, the Planning Commission may allocate special grants for such states to continue the programme of upgradation of Rural Roads which were shown as connected though the ground reality is otherwise with only eroded tracks left over. During the last decade, the investments in road sector have increased many folds. To absorb the increased investments for creating efficient road infrastructure, it was required that the capacity of the implementing machinery as well as contracting industry should also increase in pace with the quantum of investment.

The capacity of the road infrastructure agencies has enhanced in the last decade, however, the pace of increase could not commensurate with the pace of investment resulting in time and cost overruns of the road projects in the country. In case of rural roads, the challenge was more prominent because of the fact that the works are located in far flunged interior rural areas, where, the constraints are multi fold. Capacity of implementing agencies as well as local contractors is relatively much lower compared to those operating in better locations. Some of the suggestions like appropriate staffing of SRRDAs including attempts to introduce talent from private industry, methodical training needs assessment at all levels, periodical orientation progress for PIUs and field level staff, efforts to enhance efficiency of local contractors, establishment of equipment banks, conducting workshops for contractors and workman, development of consultancy organisations dedicated to rural roads, orientation of independent monitors to rural road building, quality control and rural roads health survey, strengthening of NRRDA and State Organisation through appropriate staffing, need based training and exposure to best practices in technology and management, institution of awards for outstanding contribution at all levels etc. have been given in the report. Rural roads comprise over 85 % of the road network and their being kept in serviceable condition is crucial to the rural / agricultural growth and affording means of access to millions of rural people to social facilities viz. medical, education as also to market. Lack of maintenance affects the poor people badly as the time for access to markets and other social infrastructure is increased. There is potential danger, then, of these

assets falling into disuse and eventual disintegration. Hence, the challenge lies in both expansion of the network to provide road links to unconnected habitations and at the same time maintenance of the existing vast rural road network built at huge cost to the economy over the past over fifty years. The Thirteenth Finance Commission (FC) has also been more specific and agreed to provide maintenance funds for the core rural roads network including for PMGSY roads that have come out of their initial five-year maintenance contracts. Among several issues to be addressed for ensuring maintenance of rural roads on sustainable basis, the most critical one are need for Government Policy, dedicated funds, maintenance backlog, linkage to initial construction, Maintenance Management System, institutional reforms, contract maintenance, Panchayati Raj Institutions, modernization, experience sharing etc.

Proposed strategies for sustainable Rural Roads Maintenance has been discussed under the report. Some of the issues and strategies are Rural Road Management Act, rural roads as productive employment opportunity, funding for rural roads maintenance, dedicated maintenance funds and their management, institutional arrangements, involvement of the Panchayati Raj Institutions, sustainable road maintenance through convergence with MGNREGA, planning of maintenance works, Schedule of Rates for maintenance activities, construction / maintenance technology, relevance of tractor-bound technology for the use of local materials, use of mobile maintenance unit, adoption of labour-based technology, use of cold mix - emulsion technology, low-end technology, PPP initiatives etc. GIS Architecture is an essential tool to be placed on comprehending the information of spatial and non-spatial data over a space and time. Rural Road Network comprises of group of nodes and links.

Rural development has become a matter of growing urgency for considerations of social justice, national integration, and economic upliftment and inclusive growth. For rural development, the provision of rural road network is a key component to enable the rural people to have access to schools, health centers and markets. Rural roads serve as an entry point for poverty alleviation since lack of access is accepted universally as a fundamental factor in continuation of poverty. As India launched the era of planned development in 1951, she had a reasonably good railway system, a few ports and around 400,000 kms of serviceable road network. Accessibility to villages was poor as only about 20 percent of them had all-weather road links. The Government laid down a framework for accelerated growth through investments in irrigation, power, heavy industry and transport. Side by side, stress was laid on provision of social

infrastructure (education and health) and integrated rural development including agriculture. Rural roads act as a facilitator to promote and sustain agricultural growth, improve basic health, provide access to schools and economic opportunities and thus holds the key to accelerated poverty reduction, achievements of Millennium Development Goals (MDG), socio-economic transformation, national integration and breaking the isolation of village communities and holistic and inclusive rural development. A major thrust to the development of rural roads was accorded at the beginning of the Fifth Five Year Plan in 1974 when it was made a part of the Minimum Needs Programme. In 1996, this was merged with the Basic Minimum Services (BMS) programmes. The works of village tracks were also taken up under several employment creation and poverty alleviation programmes of the Central and State Governments.

A major constraint with developing and maintaining rural roads is the fact that they are, unfortunately, rural. The areas where they are needed are often difficult to access, logistics become complicated, local contracting capability is limited, engineers are few and far between, and younger engineers especially, are not keen to leave the urban environment.

The rural environment is often the growth engine of a country, the food supply and the rural population are custodians of the environment and ecosystems. Planners of rural development need to be experts in the complexities of these interconnecting priorities and need to know how the road provision fits into the larger goals of rural development, and the priorities for economic and social growth.

We need to attract the best talent to rural development as there is less support available and fewer services and suppliers that we normally take for granted (no on-hand advocacy, and little asphalt and concrete production). It takes more engineering and managerial expertise to construct sustainable infrastructure by going back to analysing options that are available locally rather than relying on a design manual and conventional construction. For instance, the rural engineer needs to know how to convert a local material to a suitable road construction material, and assess the design limitations and durability. He or she needs to understand the complexities of the local watershed and construction capability limitations.

The solution lies in making our rural development work more attractive, many who get involved stay forever but we need to do more to make the rural development work attractive than we do at present. Taking a lesson from the marketing people we need to identify our unique selling points and convince our talent pool that this is the career for them. Job satisfaction, making your own decisions, a lower cost of living perhaps!!!

It is understandable, in the absence of expertise and for ease of operations, that perhaps more complex solutions are not preferred. As a result of limited capability and the attraction of low upfront capital costs (mortgaged against the future maintenance costs), in some developing countries, over 90% of the road network remains unpaved, mostly gravelled, and our problem is not just in the logistics of building good roads but maintaining them too. Keeping these roads in a condition that provides all-weather access is becoming increasingly difficult as good gravel resources become depleted whilst traffic increases. This leads to a situation where gravels of decreasing quality are used for both road construction and maintenance with an ever-increasing frequency in the cycle of deterioration and the need for repair. Maintaining unpaved roads to a standard that ensures sustainable access is thus becoming an increasingly difficult task.

We need somehow to keep our design and construction techniques to take into account capability and the limited knowledge on quality procedures

Rural road networks consist predominantly of roads of gravel or earth construction as shown in the pictures. In some countries, much of the trunk road network also remains unsealed. In Tanzania, for example, only some 7% of the entire classified road network is bituminised. Rural roads are often a lifeline for rural communities. Studies carried out in South-East Asia found a strong correlation between lack of access to basic infrastructure and poverty. Conversely, villages provided with road access produced more than they did before. The problem with gravel roads is that they often deteriorate rapidly, especially in the wet season, disrupting transport services and access to health centres and markets when it is most needed.

There are many issues surrounding the low initial-cost provision of gravel roads. These include:

- Short road-life expectation due to erosion and wear
- Lack of drainage and watercourse crossings
- Damage to health and detriment to farming productivity from dust
- Damage to road users and equipment from rough roads

1. Development of Additional Road Capacity:

One of the most commonly adopted methods of combatting road congestion in medium and small towns or in districts of larger centres is the construction of bypasses to divert through-traffic. This practice has been followed throughout the world including India. Mid-twentieth century planners saw the construction of additional road capacity in the form of new or improved highways as the acceptable solution to congestion within major towns and cities.

2. Traffic Management Measures:

Temporary and partial relief from road traffic congestion may be gained from the introduction of traffic management schemes, involving the reorganisation of traffic flows and directions without any major structural alterations to the existing street pattern. Among the most widely used devices are the extension of one-way systems, the phasing of traffic-light controls to take account of traffic variation, and restrictions on parking and vehicle loading on major roads.

On multi-lane highways that carry heavy volumes of commuter traffic, certain lanes can be allocated to incoming vehicles in the morning and to outgoing traffic in the afternoon, producing a tidal-flow effect. Recent experiments using information technology have been based upon intelligent vehicle highway systems (IVHS), with the computerised control of traffic lights and entrances to freeways, advice to drivers of alternative routes to avoid congestion, and information on weather and general road conditions. The IVHS can be linked up with advanced vehicle control systems, making use of in-car computer to eliminate driver error and control automatic braking and steering when accidents are imminent.

3. Effective Use of Bus Service:

Many transportation planning proposals are aimed specifically at increasing the speed and schedule reliability of bus services, and many European cities have introduced bus priority plans in an attempt to increase the attractions of public transport. Bus-only lanes, with or against the direction of traffic flow, are designated in heavily congested roads to achieve time savings, although such savings may later be dissipated when buses enter inner-city areas where priority lanes at intersections and certain streets may be restricted to buses only, particularly in pedestrianised shopping zones.

Where entirely new towns are planned, there is an opportunity to incorporate separate bus networks within the urban road system, enabling buses to operate free from congestion. In the UK, Runcorn New Town, built as an overspill centre for the Merseyside conurbation, was provided with a double-looped busway linking shopping centre, industrial estates and housing areas.

4. Parking Restrictions:

As we have seen, it is not possible to provide sufficient space for all who might like to drive and park in the central areas of large towns. Parking thus must be restricted and this is usually done by banning all-day parking by commuters or making it prohibitively expensive. Restrictions are less severe – off-peak, so that shoppers and other short-term visitors who benefit the economy of the centre are not deterred. Separate arrangements must be made for local residents, perhaps through permits or reserved parking.

City authorities can thus control public car-parking places, but many other spaces are privately owned by businesses and reserved for particular employees. The effect of this is to perpetuate commuting to work by car. The future provision of such space can be limited through planning permission for new developments, as is done in London, but controlling the use of existing private spaces raises problematical issues of rights and freedoms that many countries are reluctant to confront.

5. Promoting the Bicycle:

The benefits of cycling have long been recognised. The bicycle is cheap to buy and run and is in urban areas often the quickest door-to-door mode (Figure 5.3). It is a benign form of transport, being noiseless, non-polluting, energy- and space-efficient and non-threatening to most other road users. A pro-cycling city would promote fitness among cyclists and health among non-cyclists. Cycling is thus a way of providing mobility, which is cheap for the individual and for society.

Advocates of Environmental Traffic Management (ETM) frequently cast envious glances at the Netherlands, where cycle planning is set in the context of national planning for sustainability. The Master Plan Bicycle, which aims to increase bicycle-kilometers by at least 30 per cent between 1986 and 2010, not only tackles the traditional concerns of cycle infrastructure and road safety, but also addresses issues of mobility and modal choice; how to encourage businesses to improve the role of the bicycle in commuting; reducing bicycle theft and increasing parking quantity and quality; improving the combination of cycling and public transport; and promoting consideration of the bicycle amongst influential decision makers. These ‘pull’ measures are part of a national transport strategy of discouraging car use, which ‘pushes’ motorists towards use of the bicycle.

6. Encouraging Walking:

Walking is the most important mode of transport in cities, yet frequently data on it are not collected and many planners do not think of it as a form of transport. As a result of this neglect, facilities provided specifically for walking are often either absent or badly maintained and pedestrians form the largest single category of road user deaths. There are social, medical, environmental and economic reasons for promoting walking, for it is an equitable, healthy, non-polluting and inexpensive form of transport. Moreover, 'foot cities' tend to be pleasurable places in which to live, with access to facilities within walking distance frequently cited as a key indicator of neighbourhood quality of life.

7. Promoting Public Transport:

If ETM aims to shift trips away from cars, then attractive alternatives are required. Cycling and walking may be appropriate for the shorter distances, but transferring longer trips requires that a good quality public transport system is in place to ensure that the city can function efficiently.

8. Other Measures:

Some of the other measures useful for urban transport planning are:

1. Restrictions on road capacity and traffic speeds,
2. Regulating traffic access to a link or area,
3. Charging for the use of roads on a link, or area basis,
4. Vehicle restraint schemes,
5. Rail rapid transit,
6. Transport coordination, and
7. Public transport improvement, etc.

The urban transport planning is a continuous process and it should be done through a process, as Figure 5.4 shows, are the pre-analysis, technical analysis and the post analysis phases.

QUESTIONNAIRE

**GOVERNMENT DEGREE COLLEGE SRISAILAM PROJECT
COMMUNITY SERVICE PROJECT
Socio-Economic Survey**

Name of the Student :
Group :
Registration Number :

House No.		Habitat		Panchayat	
Post office		Mandal		District	

1. Family Details:

S.no	Name of the person	Gender	Age	Education	Profession

2. Social Status details:

(i) Caste: SC/ ST/ BA-A-B-C-D/ OC (ii) Sub-Caste: (iii) Religion:

3. Economic Status details:

(i) Type of House Building: Hut/ Semi Pucca/ Pucca/ Apartment/ Bungalow

(ii) Nature of House building: Own/ Rented

(iii) Drinking Water facility: Well/ Bore-well/ Govt. Tap connection/ Commontap

(iv) Availability of Agricultural land: Yes/ No

(v) Extent of Agricultural land: _____ Acres

(vi) Names of crops: Paddy/ Sugar cane/ Ground nuts/ Vegetables/ Any other _____

(vii) Cattle: _____ Cows _____ Ox _____ Buffaloes _____ Sheep/ Goats

(viii) Do you have own toilet: Yes/ No

(ix) Type Cooking fuel used: LPG / Kerosene/ Electricity/ Wood/ others specify _____

(x) Is any family part of DWACRA group: Yes/ No

(xi) Do you have Ration Card: Yes/ No

(xii) Do you have vehicle: Two wheeler/ Auto/ Car/ Any other vehicle _____

CONCLUSIONS

The **Socio Economic** are the two factors that plays an important role in human's life. The **life span** of human beings is mostly based on the individual's health.

The health is maintained by taking **hygienic food** at proper interval of time. The **morality rate** can be decreased if the person consume only hygienic food and maintain his health in good condition. This is because, most of the food items acts as **medicines** for certain diseases. Thus, being healthy and consuming hygienic food is essential.

Good personal hygiene is one of the best ways to protect oneself from getting illnesses. Maintaining good personal hygiene will also help prevent you from spreading diseases to other people. Good hygiene lowers a person's risk for diseases and illnesses commonly spread through viruses and bacteria.

REFERENCES

1. <https://brainly.in/question/7307064>
2. <https://www.cdc.gov/healthywater/hygiene/index.html#:~:text=Hygiene%20refers%20to%20behaviors%20that,bathing%20with%20soap%20and%20water.>
3. <https://www.google.com/search?q=HEALTH+AND+HYGIENE&sxsrf=ALiCzsZzrUY7HII->