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Ministry of Housing and Public Works
Urban Development Directorate (UDD)

Preparation of Development Plan for Fourteen Upazilas
Package-01
(Dohar Upazila & Nawabganj Upazila, Dhaka and Shibchar Upazila, Madaripur)

DRAFT SURVEY REPORT
SOCIO-ECONOMIC SURVEY
OF
DOHAR UPAZILA, DHAKA

November, 2016

Desh Upodesh Ltd. in Association with AIBL & TechSuS

LETTER OF TRANSMITTAL

To,

--- November, 2016

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Subject: Submission of Dohar Upazila Socio-economic Survey Report

Please find attached to this letter, the draft Socio-economic Survey Report of Dohar Upazila of Package-1 of the project 'Preparation of Development Plan for Fourteen Upazilas'. The report has been prepared based on Terms of Reference and the subsequent instructions received from your office time to time. Hope the report will satisfy all your requirements.

Thanking you so much.

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EXECUTIVE SUMMARY

Dohar Upazila has an area of 161.49 sq km and comprised of 8 Unions, 109 Villages and one Pourashava. As per Population Census of 2011, population of the Upazila was 2,26,439, where Muslims were 2,15,634 (95.20 %), Hindus were 10,300 (4.54%), Christians were 455 and Buddhist were 38. It has a population density of 1402 persons per square km and literacy rate 65%. The upazila has 147 km pucca road, 48 km semi-pucca road and 200 km earthen road. There are 466 bridges and culverts in the Upazila. BWDB has built an embankment along the Padma River for flood protection which is also used as a road. About 45.9% households have electricity connection and 92% of the Upazila households have access to safe drinking water, where the main source of drinking water is tube-well (93.62%). The Upazila has one health complex with 50 beds, 16 union health and family welfare centre.

The economy of the Upazila is primarily based on agriculture. Among the non-farm economic activities cottage industries, like, Goldsmith, Blacksmith, Weaving, Handloom, Embroidery, Wood work and Bamboo work are found in the Upazila. The main income sources are, agriculture 52.64%, non-agricultural laborer 2.66%, industry 0.89%, commerce 14.81%, transport and communication 4.16%, service 14.01%, construction 2.06%, religious service 0.18%, rent and remittance 19.96% and others 17.33%. The main crops of the Upazila are Boro paddy, Aman paddy, Potato, Jute, Mustard, Pulse. Extinct or nearly extinct crops are Aus paddy and Tobacco. Main fruits of the upazila are Mango, Guava, Papaya, Jackfruit, Coconut, Litchi, and Banana.

Urban area male and female sex composition is 50.80:49.20, and average family size is 4.57 number, while in the rural areas, this composition is 47.80:52 and average family size is 4.63 number. The highest percentage of literate people have primary or less level of education. Major professions in Urban areas are, business, technical job, private job and day-labor, while for rural people the main professions are, are farming, business, day labor and technical job. About 91.15 percent of the urban households and 85.11 percent of the rural households have homestead lands. About 41.67 percent of the households in the urban areas own cultivated land above 100 decimal, while in the rural areas, 41.77 percent of the households own cultivated land above 100 decimal. As many as 55.2 percent of the respondents from the urban areas have monthly income ranging from Tk. 10,001 to Tk. 20,000, while 56.4 percent of the respondents from the rural areas have monthly income ranging from Tk. 10,001 to Tk. 20,000 Out of a total of 1,081 sample respondents, 78.40 percent of the Urban respondents and 83.00 percent of the Rural respondents were born in the concerned areas of the Upazila, and rest of the respondents (17.60 percent) was born outside the concerned areas of the Upazila or from other places of the country.

About 38.80 percent of the roads in the urban areas are made of bitumen, which is only 45.80 percent in the rural areas. About 24.60 percent in the urban areas are made of chips and brick soling, which is only 18.10 percent in the Rural areas. According to 40.70 percent respondents from the Urban area, the roads are in good condition, which it is 24.10 percent in the case of rural areas. As many as 100 percent of the urban area respondents and 100 percent of the rural area people have their own toilets and 61.90 percent of the Urban area and 68.80 percent of the rural area people have sanitary latrines. In the urban areas 1.5 percent respondents and in the rural areas 6.5 percent respondents do not have any electricity. In the Upazila, the predominant source of drinking water in the upazila, both, in urban and rural areas, is tube well.

Regarding the availability of services from public sector Hospital/Clinic, the reply of 100 percent of the urban area respondents and 100 percent of the rural area respondents was affirmative. So far as the quality of medical service is concerned, survey shows, it is very good to 38.80 percent of the urban area respondents to 48 percent of the rural area respondents. Private medical service is satisfactory to 98.50 percent of the urban area people and 96.50 percent of the rural area people.

According to 57.5 percent of the urban respondents and 65.8 percent of the rural respondents, there are several transport-related problems, like bad condition of the roads and high fare. The problems of roads as identified by the people during survey are, narrow road, bad condition of the road, maximum kucha roads and less number of roads. According to 99.30 percent of the urban respondents and 99.30 percent of the rural respondents, there are several solid waste-related problems, like non-availability of any selected/fixed solid waste disposal site, lack of proper solid waste management and insufficient Dustbin.

Importance of priority Sectors for development, as per urban respondents are, development of Road development, Drainage system, Hospital/ Community Clinic, School/Madrasha, Factory/ Garments, Park/Play Ground, Agricultural development, Electricity and Gas. Importance of priority Sectors for development, as per rural respondents: Road development, Hospital/ Community Clinic, Electricity, Factory/ Garments, College/ University, Gas and Agricultural Development.

From the socio-economic survey findings, it has been revealed that, Dohar Upazila has been lagging behind in the economic development arena, consequent upon which economic emancipation and social justice have not been attained as expected. Particularly, its physical infrastructures, vis-à-vis the services provided by its services sector have been found poor in providing necessary services to the Upazila people in general, and to the socio-economically vulnerable people, in particular. Over and above, both Urban and Rural areas need substantial boost us from the economic agents of the Government.

.....
K.M. Mosaref Hossain
Socio-economic Expert

LIST OF ABBREVIATIONS/ACRONYMS

AIBL	Aiima International Bangladesh Ltd.
ASEAN	Association of South-east Asian Nations
BIMSTEC	Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation
DUL	Desh Upodesh Limited
GDP	Gross Domestic Product
SAARC	South Asian Association of Regional Cooperation
Tech Sus	Technical Support Services Limited
USD	US Dollar

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CHAPTER – 01

INTRODUCTION

1.1 Background of the Project

The rising economy of Bangladesh has been ranked as an emerging global market and one of the **Frontier Five** in the world (*Wikipedia, 2015, https://en.wikipedia.org/wiki/Frontier_markets* Its average GDP growth rate of 6.3 percent within 2011 to 2015 period during 6th Five Year Plan (7th Five Year Plan, page-2). The export oriented industrial sector leads the economy forward, where remittances from the Bangladeshi abroad provide vital foreign exchange as an engine of growth.

Located in one of the most fertile regions on Earth, agriculture plays a crucial role in Bangladesh, where it ranks fifth in the global production of fish and seafood. The Bangladesh telecoms industry has witnessed rapid growth over the years. The IT sector is emerging as a vital export sector. The country has substantial reserves of natural gas and coal. Located at the crossroads of SAARC, BIMSTEC, the ASEAN+3 and the Indian Ocean, Bangladesh has the potential to emerge as a regional logistics hub. In 2015, per-capita income stood at USD 1,314 (*Wikipedia, 2015, https://en.wikipedia.org/wiki/Frontier_markets*).

The medium and small urban centers are playing significant role in the process of economic growth. Improved connectivity and basic services are playing key role behind the changing status of the urban sector. But very often, urban-based development accrues benefits to a selected section of the society living in and around the urban centers. This results in regional (within the Upazila) imbalance in sharing the fruits of development.

An inclusive development strategy combining the urban and rural areas is the need of the time to make breakthrough in development imbalance. Due importance to planned development of urban centers and their rural hinterlands can produce better results in improving livelihood of the people in general. Organized development of infrastructure and services and control of development can render urban centers congenial places for living and working and serving as the development disseminators to their vast rural hinterlands. So far, the secondary and small towns have not been properly addressed in the context of planned development in national policies and strategies. The urban centers are likely to play a vital role in transforming the vast rural economy including its production and employment. Therefore, more attention is needed to be paid in developing infrastructure and services in smaller urban centers integrated with their rural zone of influence. There is a need for comprehensive development of the concerned Upazilas. The Upazila headquarters has to be the focal point for all social, administrative and economic and services of the entire Upazila region and bring the services to the door steps of the citizens. For this purpose the Urban Development Directorate under the Ministry of Housing and Public Works of the government has taken up an initiative to go for comprehensive planned development of the entire Upazila starting with fourteen Upazilas initially. A particular focus of the plan would be the assessment of earthquake risk and vulnerability to suggest measures for hazard mitigation.

This current Project is aimed to prepare a comprehensive development plan for Nawabganj, Dohar and Shibchar Upazilas, where, apart from town development plan, an effort will be made to prepare strategic plan for a sub-region covering adjacent Upazilas of the Project Upazilas. The Project will also prepare an urban area plan for urban part of the Project Upazilas apart from structure plan for the entire Upazila and action area plans for selected priority projects. Besides, a rural development plan would be prepared for rural part of the Upazila.

The Project is very much important from the regional context. There is nothing to deny that, the regional development is pre-conditioned by Upazila development in a balanced and unhindered manner. This Project, as well aims at ensuring the concerned regional development, and as such, the importance of this Project is easily understood.

1.2 Location, Area and History of the Project Area

Dohar Upazila under Dhaka District has an area of 161.49 sq km, and is located in between 23°31' and 23°41' north latitudes and in between 90°01' and 90°13' east longitudes (Banglapedia, 2015). On the north of the Dohar Upazila is Nawabganj upazila, on south is the Padma River, on east Srinagar Upazila and on the west stands Harirampur Upazila of Manikganj District. The main river of the Upazila is the Padma. There are a number of river branches and canals passing through the Upazila. (Banglapedia, 2015). The Upazila is comprised of 9 wards, 8 Unions and 109 Villages. Please see **Figure-01**.

Dohar Thana was established in 15 July, 1917 and turned into an Upazila in 1983. The Thana started functioning officially in 1 January 1918 after the Gazette Notification on 21 September, 1917. During British era, there was extensive indigo plantation at Joypara area of the Upazila. During the non-cooperation Movement led by Mahatma Gandhi (1920-1922) an 'Abhai Ashram' was established in this Upazila. During Quit India movement against the British, 'The All India Convention of Gandhi Seba Sangha' was held at village Malikanda in 1940 and was attended by Mahatma Gandhi, who stayed in the village for two days.

1.2.1 Demography

According to 2001 Population Census, the population of Dohar Upazila was 1,91,423; including male 94,046 and female 97,377. In 2011 population grew to 2,26,439, where Muslims were 2,15,634 (95.20 %), Hindus were 10,300 (4.54%), Christians were 455 and Buddhist were 38. Literacy rate of the upazila was 65%. The population density in 2011 was 1402 persons per square km. The number of households is 49,400. From 2001 to 2011, the population of the Upazila increased by about 13%. (Banglapedia, 2015)

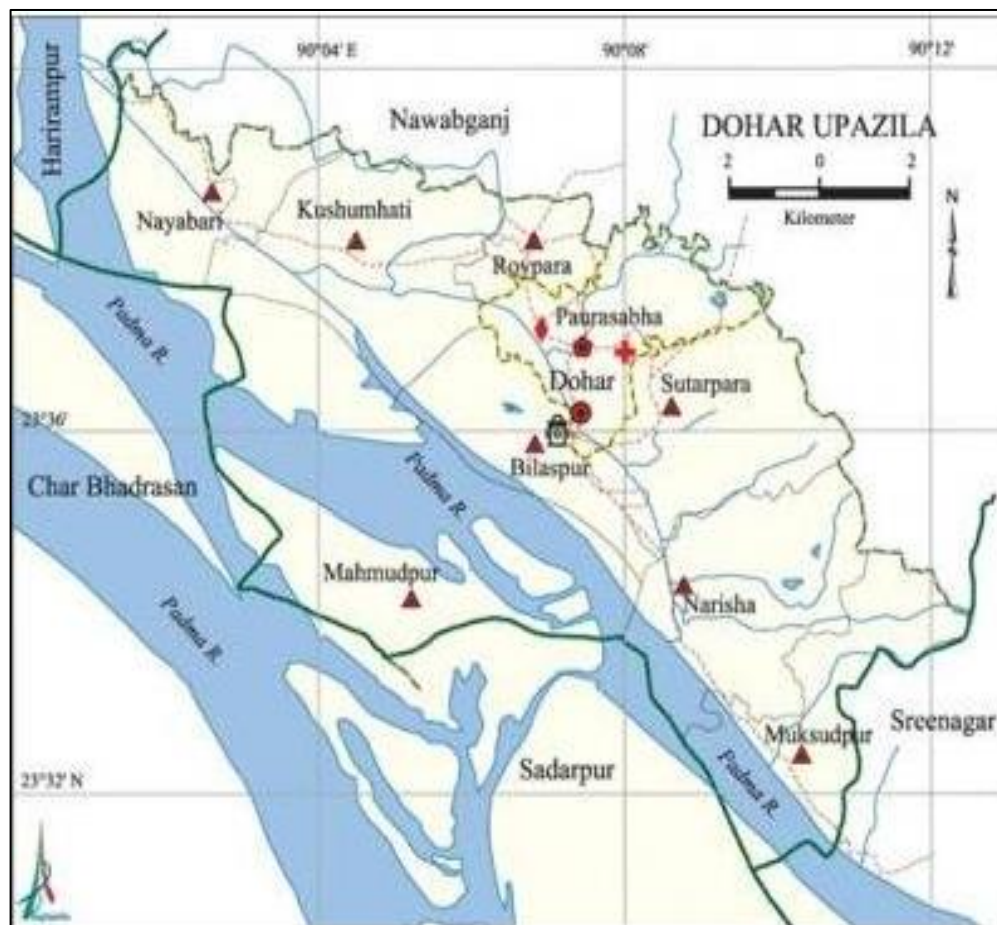


Figure – 01: Map of Dohar Upazila

1.2.2 Road Communication

The upazila has 147 km pucca road, 48 km semi-pucca road and 200 km earthen road (*Banglapedia, 2015*). There are 466 bridges and culverts in the Upazila. BWDB has built an embankment along the Padma River for flood protection which is also used as a road.

Dohar Upazila headquarters is well connected with the capital city and its adjacent upazilas. From Dhaka Zero point the distance of the Upazila HQ is about 65 km and takes about 1.5 hour by road. It can be reached from two sides, from zero point via Keraniganj and from zero point via Postagola and Sreenagar. The Upazila is also connected with Munshiganj Zila Headquarters via Dhaka-Mawa Road-Nimtali of Sirajdi Khan Upazila. Dohar is also connected with Char Bhadrasan of Faridpur District through waterway across the Padma. The Upazila maintains good road communication with surrounding Upazilas of Nawabganj, Sreenagar, Sirajdi Khan, Louhajanganj Harirampur. (*Banglapedia, 2015*)

1.2.3 Education

Average literacy rate in the Upazila, as in 2001 was 49.3%. In 2011, literacy rate increased to 65%. The Upazila has 01 Primary School for every 4283 population, while nationally there is one Primary School for every 1,380 population.

Among educational institutions, the Upazila has 10 colleges, 44 secondary schools, 2 high school cum college, 120 government primary schools, 38 private primary schools, 20 community schools and 29 madrasas. Reputed educational institutions are: Joypara College (1972), Purbachar Government Primary School (1925), Joypara Pilot High School (1902). (*Banglapedia, 2015*)

1.2.4 Utility Services

a. Electricity: All the wards and unions of the Upazila have electricity coverage provided by Rural Electrification Board net-work. However, only 45.90% of the dwellings have access to electricity.

b. Drinking water: The sources of drinking water are, tube-well 93.62%, pond 0.64%, tap 0.53% and others 5.21%. The presence of intolerable level of arsenic has been detected in many shallow tube-wells the Upazila.

c. Sanitation: About 86.5% of the households use sanitary latrine with 28.5% having water sealed sanitary and 58.0% having non-water sealed. Non sanitary latrine is used only by 12.3% households of the Upazila, while another 1.2% does not have any latrine facility at all.

d. Housing quality: Only 9.3% of the dwelling structures in the Upazila is pucca, 38.4% semi-pucca and 51.7% katcha, Jhupri type dwelling is only 0.60%.

e. Utility Services: The Upazila has 36 post offices and sub-post offices and one telephone exchange for land lines.

1.2.5 Health Facilities

The Upazila has one health complex with 50 beds, 16 union health and family welfare centre. There is one family planning clinic and one MCH unit. The number of allocated post of doctors for the upazila is 37, while 34 doctors work on regular basis. Allocated post of senior nurse is 15, while 13 nurses work on regular basis. (*Banglapedia, 2015*)

1.2.6 Economy

The economy of the Upazila is primarily based on agriculture as it is the main sources of income of the people of the Upazila. About 52.64 % of the population is engaged in agricultural activities above 7 years. Cottage industries, like, Goldsmith, Blacksmith, Weaving, Handloom, Embroidery, Wood work and Bamboo work are found in the Upazila. The Upazila has 781 cottage industries of different kinds and 3 medium scale manufacturing units. Monetary transactions are made through 10 banks and mobile banking facilities. Main exports of the Upazila are, jute, cotton sari and lungi.

The upazila has 34 hats and bazaars. The most noted are Joypara Hat, Kartikpur Hat, Kacharighat Hat, Palamganj Hat, Dohar Hat, Medhula Hat and Narisha Hat. Main exports of the Upazila are, weaving cloths, wheat and vegetables.

There are 4 fisheries, 150 dairy farms and 122 poultry farms in the upazila. The annual demand for fish is 6,180 metric tons; the local production is 5,513 metric tons. There is a deficit of 667 metric tons of fish in the Upazila. There are 122 high breed chicken farms and 150 dairy farms and 4 fishery farms. The Upazila has 323 cooperatives of different kinds including 120 farmers' cooperatives. (*Banglapedia,2015*)

1.2.7 Main Sources of Income of the People of the Upazila

The status of engagement of the people, vis-à-vis their main income sources are attributed to: Agriculture 52.64%, non-agricultural laborer 2.66%, industry 0.89%, commerce 14.81%, transport and communication 4.16%, service 14.01%, construction 2.06%, religious service 0.18%, rent and remittance 19.96% and others 17.33%. (*Banglapedia,2015*)

1.2.8 Agriculture

The main crops of the Upazila are Boro paddy, Aman paddy, Potato, Jute, Mustard, Pulse. Extinct or nearly extinct crops are Aus paddy and Tobacco. Main fruits of the upazila are Mango, Guava, Papaya, Jackfruit, Coconut, Litchi, and Banana. (*Banglapedia,2015*)

CHAPTER– 02

OBJECTIVES AND SCOPES OF WORK AND APPROACH AND METHODOLOGY OF SOCIO-ECONOMIC SURVEY

2.1 Objectives of the Survey

The main objective of this socio-economic survey has been to collect cross-sectional data and information about socio-economic issues of the people to provide quantitative information on the existing status of:

- Demographic and socio-economic characteristics of households and population;
- Union and Pourashava HQ (as the case may be) service provisions, including infrastructure and social facilities;
- Access to the essential services and facilities; and finally
- To suggest some concrete recommendations for the development of Dohar Upazila.

The survey was designed to assess the perception levels of the population on knowledge, attitude and practices (KAP) and their preferences and priorities related to the essential services and facilities and development issues. These information derived through investigation and survey are very much important for incorporating in the development plan.

2.2 Scopes of Work

Following is the scope of work of socio-economic survey as per the ToR for 'Preparation of Development Plan for Fourteen Upazilas:

01. Conducting sample socio-economic survey in urban and rural areas;
02. Carrying out study on rural economy and social infrastructure;

2.3 Methodology

2.3.1 Household Based Socio-economic Sample Survey

The terms of reference called for conducting a household-based socio-economic sample survey covering the entire Upazila. It did not, however, specify the sampling procedure to choose sample households. The Consultants devised a stratified random sampling method to carry out the socio-economic survey as illustrated below.

2.3.2 Sampling Formula

POED-5 formula developed by Professor Glenn D. Israel of Florida University has been used to determine sample households at 95 Confidence level. $\pm 3\%$ samples have been taken from each Upazila household for survey.

Following is the PEOD-5 formula used for sample calculation:

:

$$n_o = \frac{Z^2 pq}{e^2}$$

Where,

n_o = is the sample size

Z^2 = abscissa of the normal curve that cuts off an area α at the tails.

p = estimated proportion of population

$q = 1-p$

The total samples have been proportionately distributed between urban and rural areas according to the size of households. Sample households have been selected according to Simple Random Sampling Method.

a. Sampling Procedure for Pourashava

For the Pourashava, the entire Pourashava households were considered as the population. From the sample households determined for the Upazila the sample households of the Pourashava were allocated according to its proportion of households in the Upazila. Next, the samples allocated for the Pourashava were proportionately distributed to the Wards. Sample households were chosen by using simple random sampling method.

b. Sampling Procedure for Unions

The total number of samples determined for rural areas was proportionately allocated to each Union according to the number of households it contains. Sample households were equally distributed among the Villages within Union. Sample households were chosen directly in the field.

2.3.3 Dohar Upazila Sampling

Socio-economic survey of the upazila was conducted based on the following sampling procedure.

2.3.3.1 Household Sampling for Pourashava

Dohar Upazila has a Pourashava, and so the Consultants have selected samples for both, Rural and Urban areas. Sample units from each Ward were chosen directly in the field with every alternate house.

From the sample households determined for the Upazila, the sample households of the Pourashava were allocated according to its proportion of households in the Upazila. Next, the samples allocated for the Pourashava were distributed according to the size of households in each Ward under Dohar Pourashava consist of 09 Wards. All the Wards were considered for collecting ultimate sampling units i.e. households. Please see **Table–2.1** below. In the Table, it is shown that 09 Wards produced 176 households as sample households for the survey. Sample households were chosen directly in the field. Simple random sampling method was adopted for selecting the samples.

Table – 2.1: Ward-Wise Distribution of Sample Households

Stratum	No. of Households	No. of Sample Households
Ward-1	998	22
Ward-2	1429	31
Ward-3	568	12
Ward-4	562	12
Ward-5	508	11
Ward-6	821	18
Ward-7	890	20
Ward-8	913	20
Ward-9	1367	30
Total	8056	176

2.3.3.2 Household Sampling for Unions of Dohar Upazila

Since most of the Upazila areas were covered by Union Parishads there were huge number of rural households. Total number of Unions in Dohar Upazila is 8. The number of households selected for the Upazila was distributed to all the Unions according to the proportion of the households of the Unions. This is presented in **Table-2.2**.

All the Villages from each Union were selected for survey. The samples of the Union were proportionately distributed among the Villages. Samples from each Village were selected directly from the field. Household head of the family was the respondent. In case head of the family was not available, one adult (age 18 and over) respondent was chosen for interview purpose.

Table-2.2: Union-Wise Sample Distribution and Sampling

SL No.	Name of Union	No. of Total Households	Proportion of the Households as Sample size
01	Bilaspur	2898	64
02	Kushumhati	4898	108
03	Mahmudpur	3510	77
04	Muksudpur	5218	115
05	Narisha	8537	188
06	Nayabari	3279	72
07	Roypara	5496	121
08	Sutar Para	7508	165
	Total	41344	910

The Socio-economic Survey Questionnaire is attached in the **Annexure-I**.

2.4 Survey Tool/Instrument Development

The primary aim of the socio-economic survey was to expose the status of the households in respect of various socio-economic variables of their everyday life.

2.4.1 Issues Covered

It covered a wide spectrum of issues concerning urban and rural life of the households. The questionnaire covered such issues as,

- **Personal details of the household head;**
- **Housing**
- **Land ownership**
- **Access to Infrastructure**
- **Access to utility services**
- **Environment pollution**
- **In and out migration**
- **Household property**
- **Monthly income and expenditure**
- **Household saving and investment**
- **Access to community facilities**
- **Local area problems**
- **Natural disaster, loss and mitigation measures**
- **Tourism**
- **Local economic base**
- **Recommendations of the respondents on local development.**

2.4.2 Questionnaire Preparation

Intensive efforts were made to prepare and finalize questionnaire. There were several meetings with the PMO and exchange of ideas regarding the coverage of issues and format of the instrument. All the suggestions and modifications made by the PMO were incorporated in the questionnaire. After final draft was prepared the instrument was tested in the field by filling up 12 forms. The intention was to identify missing and flaws in setting the questions. All the filled in questionnaires were reviewed and necessary changes were made and the final shape to the questionnaire was given. The designed Household Questionnaire administered in the field is attached in the **Annexure-I**.

2.5 Survey Team Mobilization

Upon completing necessary recruitment and orientation tasks, the field team members were sent in the field for completing the field survey task. Field office was set up in every project upazila headquarter where the investors stayed during survey and did all the office works.

2.5.1 Enumerator Recruitment and Orientation

The field survey team members were recruited from among a list of field experienced personnel. Upon that, they were duly oriented on the objectives and purposes of the Project through training. They were taught on

each and every aspect of the Questionnaire, techniques of interviewing the sample households, ways of filling the Questionnaire, checking the filled-in Questionnaires and doing necessary corrections in the field etc.

2.6 Field Survey

Within the stipulated period of time, the field survey work was completed. During field survey work period, the Consultants visited the field to monitor field survey work and to ensure sample checking of the filled-in Questionnaire.

2.7 Quality Control Measures

Utmost importance was given to ensuring quality of the collected data. Three supervisors continuously moved from place to place during the survey to watch, guide and monitor the survey by the enumerators. Instant measure were taken wherever there were any confusion arose about the meaning of questions. During data entry confusion arose about answers. This problem was instantly solved with the help of the enumerators who conducted the survey. Cautious editing was made wherever necessary to ensure consistency of data. Dummy tables were prepared in consistency with questions so that answers can be easily fitted into the tables.

A consultant team consisting of Team Leader, Socio-economic Expert, Survey Coordinator, Supervisor paid frequent visit to the field to watch and encourage the investigators working for data collection. The Consultants engaged experienced and trained Supervisors for day-to-day supervision and monitoring of field survey works of the Investigators. A Survey Coordinator was engaged to coordinate the overall survey activities, including maintaining liaison with the Pourashava and Union officials, Supervisors and Investigators for smooth and effective conduction of the survey. It is mentionable that, on conducting the day-long survey, each Investigator had to submit the filled-in Questionnaire to the respective Supervisor for checking the laps and gaps in it. On checking of the filled-in Questionnaire, if the Supervisor found any mistake/lapses/gaps in the same, the filled-in Questionnaire was given back to the respective Investigator on the following day for further survey and correction of the omissions and gaps.

On review and checking of the filled-in Questionnaires by the Supervisor, all such Questionnaires were submitted to the Survey Coordinator, and the Survey Coordinator checked at least 5% of these Questionnaires in the field for ensuring accuracy and confidence.

The Survey Coordinator sent all such finally corrected Questionnaires to the Consultant Office for data entry, processing and analysis. The Socio-economic Expert has been devoted to organize and monitoring all the survey-related activities in the field. The Expert has developed the format of output tables based on the requirement of TOR. He also analyzed and interpreted the data, based on the requirement of the report and preparation of development plan.

2.8 Data Entry, Processing, Tabulation, Analysis and Presentation

A software program has been developed; based on the SPSS for data entry, processing, analysis and output table generation. The data entry work has been monitored and supervised by the Computer Programmer. All data of the survey were processed by using SPSS software. All the responses of the respondents were coded systematically for easy entry of respondent's responses in the computer program for analysis and interpretation purposes. The findings of the survey have been presented in statistical tabular and graphical forms; based on the requirement and objectives of the survey. The overall statistical data tables are attached in the **Annexure-II**.

2.9 Limitations of the Survey

There were limitations faced during survey as summarized below:

- The respondent were found reluctant to speak of their income. The enumerators had difficulty in extracting the real income of the households.
- There were some unnecessary questions in the form, like, access to public toilet in rural areas or park in rural areas. The respondents were uneasy in answering these questions.

CHAPTER – 03

STUDY FINDINGS

3.1 Demography

The current section of the Chapter describes the various issues of demography covering such aspects as, age-sex composition, occupation and income, education and literacy, etc.

3.1.1 Household Size and Sex Composition of Sample Household Members

The survey reveals that, in the urban area male and female sex composition is 50.80:49.20, and average family size is 4.57 number, while in the rural areas, this sex composition is 47.80:52.10 and average family size is 4.63 number, overall being 4.62 number. For more details, please see **Table – 3.1**.

Table – 3.1: Sex Composition in Urban and Rural Areas

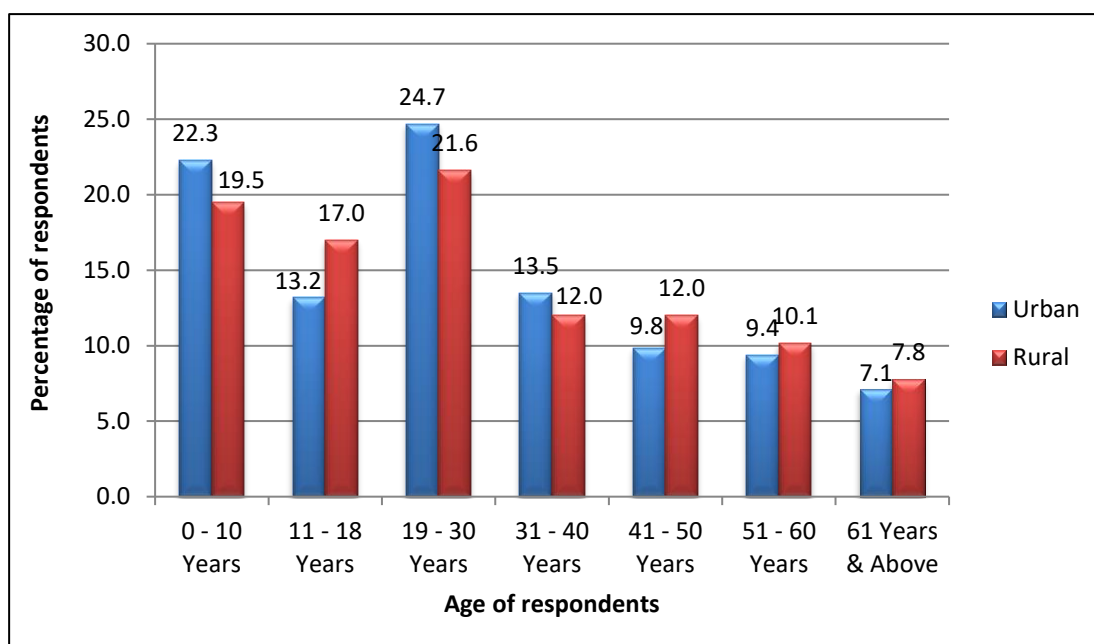
Gender	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Male	335	50.8	2,099	47.9	2,434	48.3
Female	325	49.2	2,282	52.1	2,607	51.7
Total	660	100.0	4,381	100.0	5,041	100.0
Av. Household Members:	4.57		4.63		4.62	

Source: Socio-economic Sample Survey, 2016

3.1.2 Age Composition of Household Members

The highest about 24.70 percent of the total population of sample household members belong to the 19-30 age group. According to the sample household members belonging to different age groups, (Urban 24.70 percent and Rural 21.60 percent and overall 22.00 percent), followed by 0-10 years age group (Urban 22.30 percent and Rural 19.50 percent and overall 19.90 percent). The lowest percentage of age group lies with 61 and above. About 7.10 percent in urban areas and 7.80 percent in Rural belong to this age group. For more details, please see **Figure–3.1**.

Figure–3.1: Age Composition of Household Members in Urban and Rural Areas

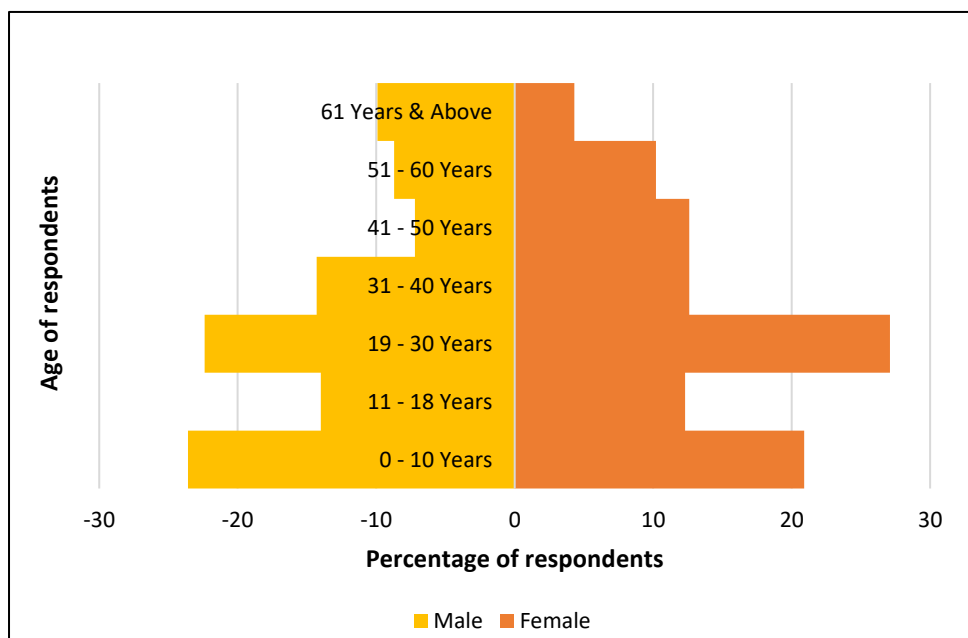


Source: Socio-economic Sample Survey, 2016

3.1.3 Age-Sex Composition of Household Members in Urban and Rural Areas

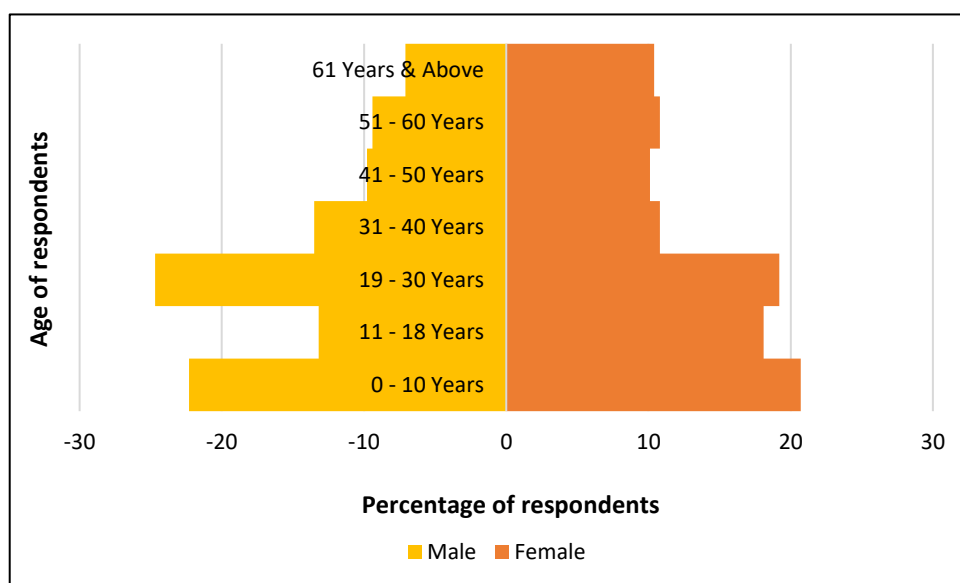
So far as age-sex composition of both rural and urban people is concerned, predominant percentage falls within the range of 19 to 30 years, followed by 0 to 10 years. Next percentage lies with 11 to 18 years. For further details, please see **Figure–3.2** and **Figure–3.3**.

Figure–3.2: Age-Sex Composition of Household Members in Urban Area



Source: Socio-economic Sample Survey, 2016

Figure–3.3: Age-Sex Composition of Household Members in Rural Area

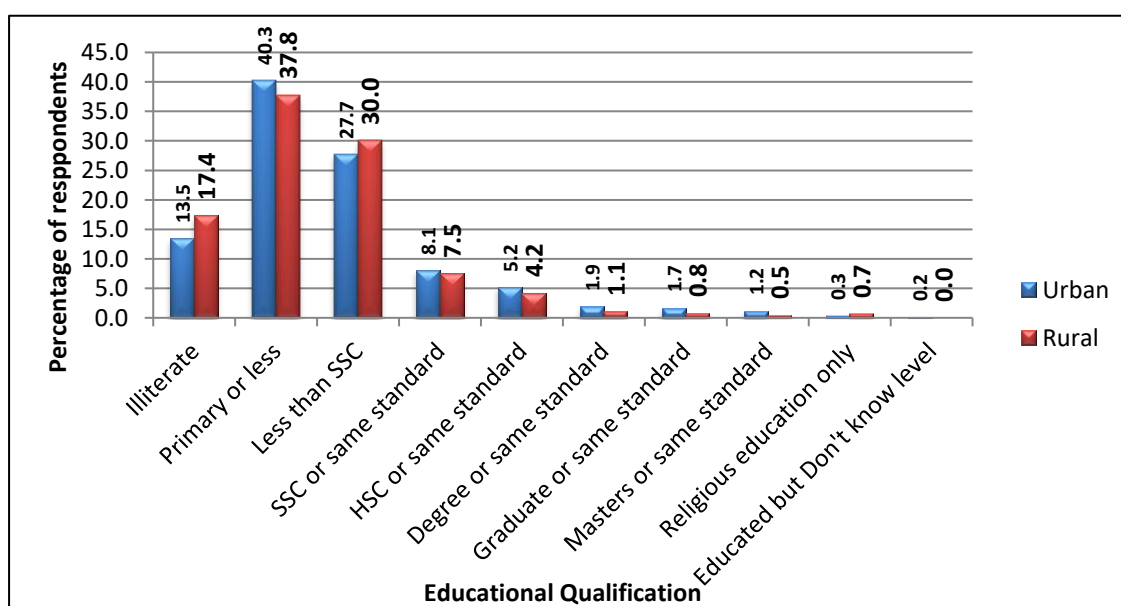


Source: Socio-economic Sample Survey, 2016

3.1.4 Education Level of the Household Members

According to the sample survey, the literacy rate in the upazila is 83.09 percent among, both, male and female. The percentage of illiterate people of the sample households in the urban areas is 13.50, as against 17.40 in the rural areas, overall percentage being 16.90. The highest percentage of people is found having primary or less literacy status, 40.30 percent in the urban areas and 37.80 percent in the rural areas. Among the sample house holds 30.00 percent have been found passed SSC in rural areas and 27.70 percent in urban area. Please see **Figure–3.4** for more details.

Figure–3.4: Literacy Status

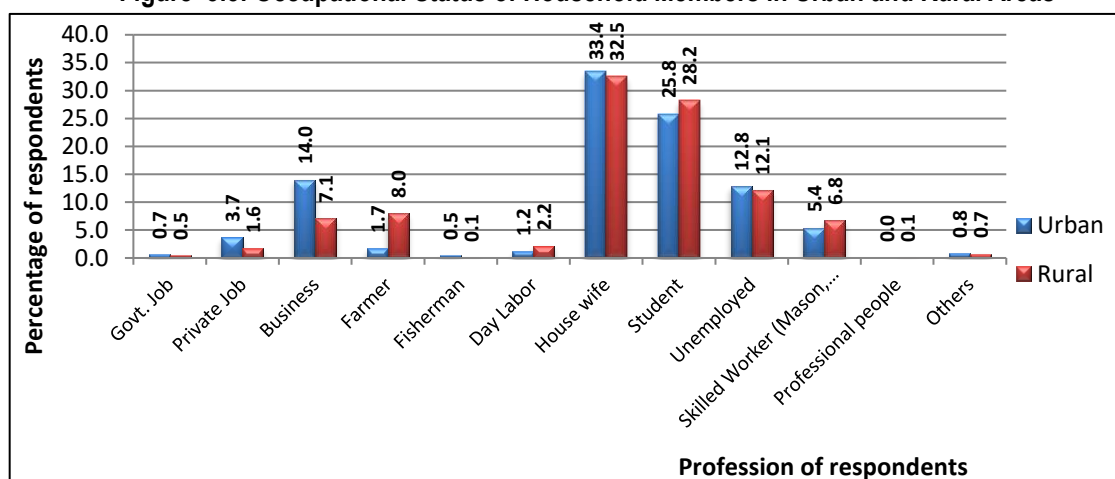


Source: Socio-economic Sample Survey, 2016

3.1.5 Occupation of Household Members

The major occupations, as the main source of income, that the urban population of Dohar Upazila are engaged include, business, technical job, private job and day-labor. While in rural areas people are engaged (according to importance) in farming, business, technical job and day labor. Other activities that people of both Urban and Rural areas are engaged are, study/education and domestic work. The percentage of unemployed workforce is around 12.80 percent in the urban area and 12.10 percent in the rural areas. For more details, please see **Figure–3.5**.

Figure–3.5: Occupational Status of Household Members in Urban and Rural Areas

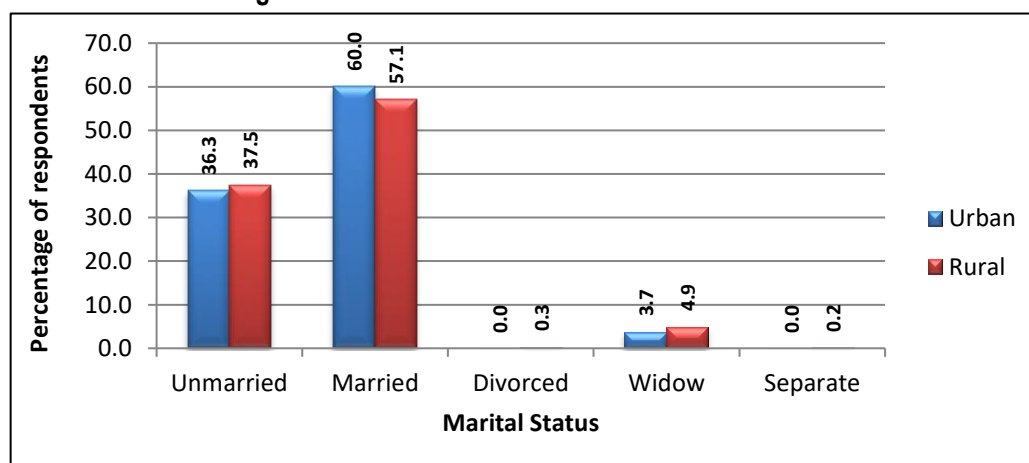


Source: Socio-economic Sample Survey, 2016

3.1.6 Marital Status of the Household Members

In terms of marital status of the people of the Upazila, Urban people are at the lead (60.00 percent) compared to the Rural area people (57.10 percent), overall being 57.50 percent are married. A good percentage of widows have been found in the Project area (Overall 4.70 percent, as against 3.7 percent in the urban areas and 4.90 percent in the rural areas). Some divorced cases have also been found in both Urban and Rural areas. For more details, please see **Figure–3.6**

Figure–3.6: Marital Status of the Household



Source: Socio-economic Sample Survey, 2016

3.2 Housing Pattern

In the urban area, 73.1 percent of the respondent households have kacha as the main living house, while 79.7 percent of the respondent household's main living room in the rural areas is kacha. On the other hand, 15.7 percent of the respondent households in the urban areas have semi-pucca living house, while 10.7 percent of the respondent households in the rural areas have semi-pucca living house. Small percentage of respondent households have pucca and thatched house. Please see **Table–3.2** for more information.

Table–3.2: Type/Condition of Main Living House

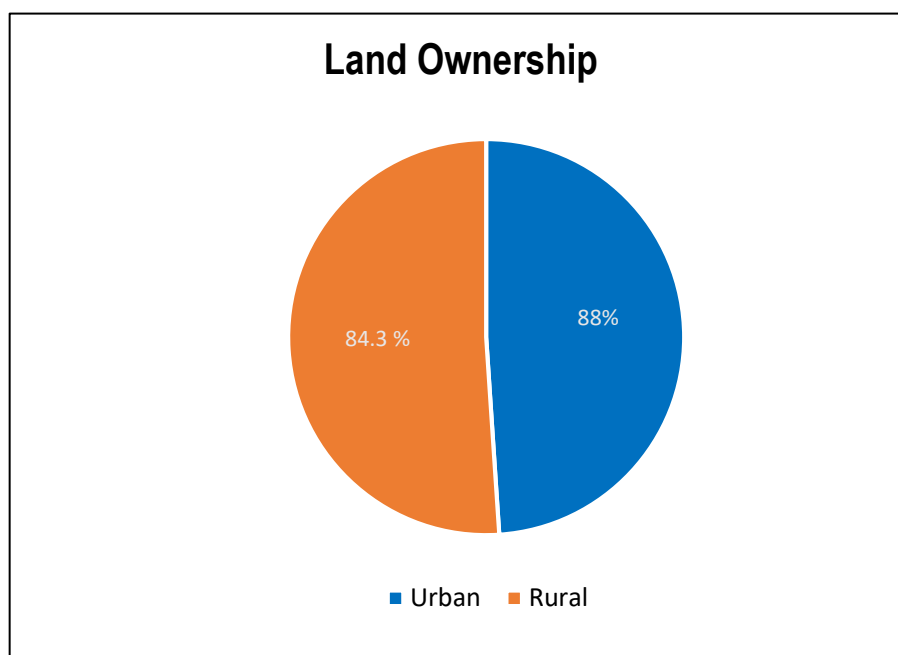
Urban – Rural		Type of Housing Resided				
		Pucca	Semi Pucca	Kacha	Thatched House	Total
Urban	Number	15	21	98	0	134
	%	11.2	15.7	73.1	0.0	100
Rural	Number	88	101	755	3	947
	%	9.3	10.7	79.7	0.3	100
Total	Number	103	122	853	3	1,081
	%	9.5	11.3	78.9	0.3	100

3.3 Land Ownership by Type of Land

3.3.1 Homestead Land Ownership

The survey findings reveal that, 84.3 percent of the urban households and 88 percent of the rural households have homestead lands, overall being 87.5 percent. For more details, please see **Figure–3.7**.

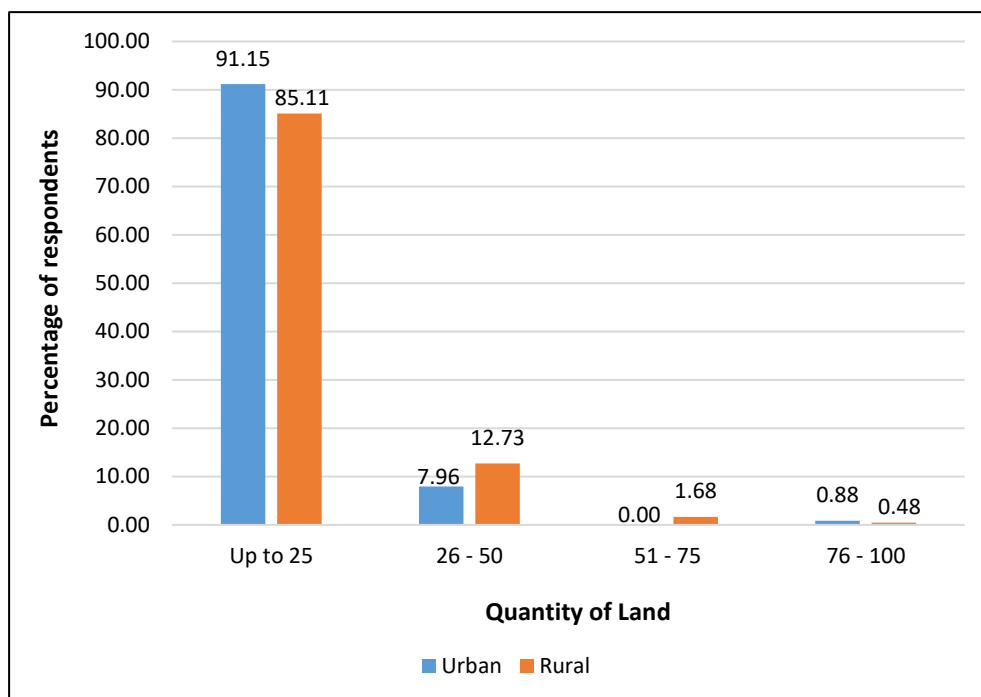
Figure–3.7: Homestead land Ownership Pattern



Source: Socio-economic Sample Survey, 2016

Most of the households in the upazila own small area of homestead land. In urban area 91.20 percent households have homestead land within 25 decimal, while in rural area 85.11 percent households have the same amount of homestead land. On average, 85.8 percent of the overall sample households have 25 decimal homestead land. Very small percentage of households, of both the areas, own more than 50 decimal homestead lands. For more details, please see **Figure–3.8**.

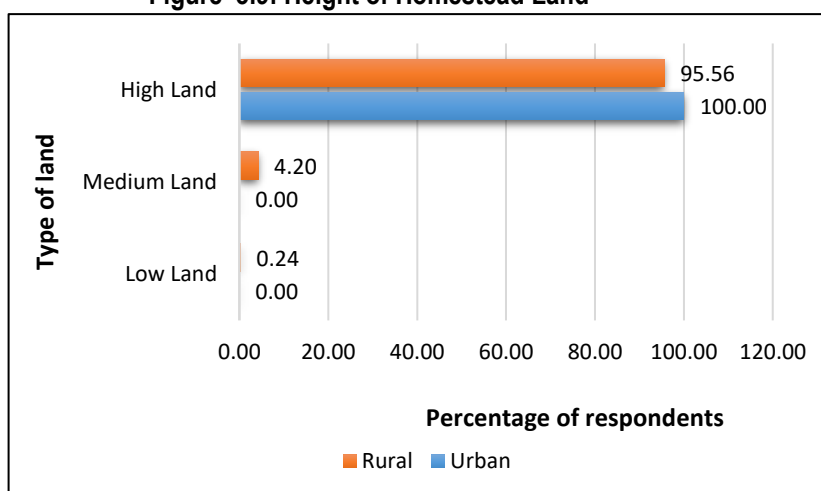
Figure–3.8: Homestead Land Ownership of the sample Households in Urban and Rural Areas



Source: Socio-economic Sample Survey, 2016

On average, 96.1 percent households homestead lands are located on high land. The homestead lands of 100 percent households in the urban areas and 95.56 percent households in the rural areas are on high land. For rest of the households, homestead lands are either low or of medium height, which are vulnerable to inundation during rainy season. For more information, please see **Figure–3.9**.

Figure–3.9: Height of Homestead Land

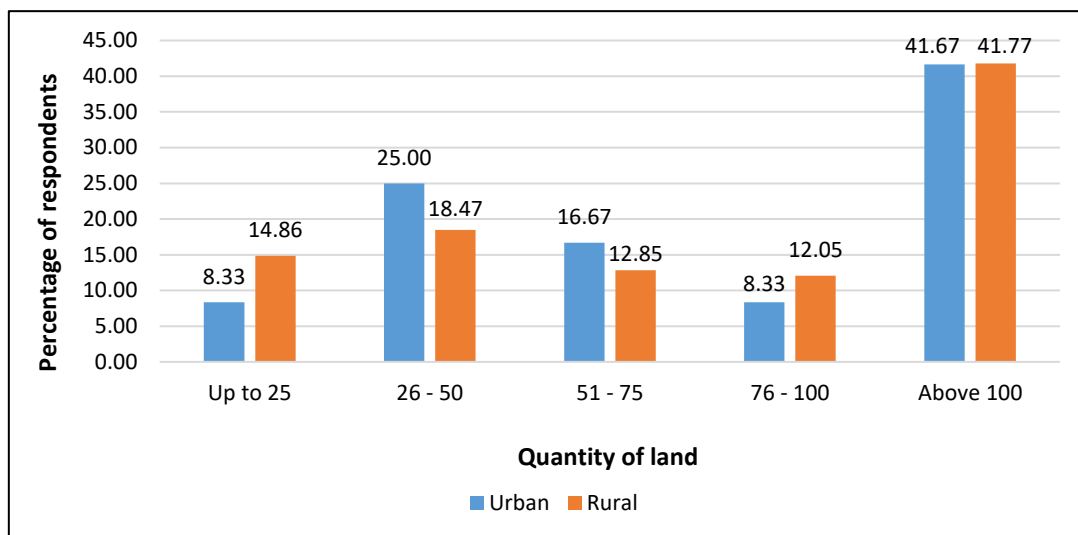


Source: Socio-economic Sample Survey, 2016

3.3.2 Cultivated Land Ownership

About 41.67% of the households from urban areas own above 100 decimal of cultivable land; 25% have land between 26 to 50 decimal. In the rural areas, where 41.77% of the households own cultivated land above 100 decimal; 18.47% have land between 26 to 50 decimal. Since rural people are highly dependent on farming for their livelihood, they have to have large cultivable land. Please see **Figure–3.10** below for more information

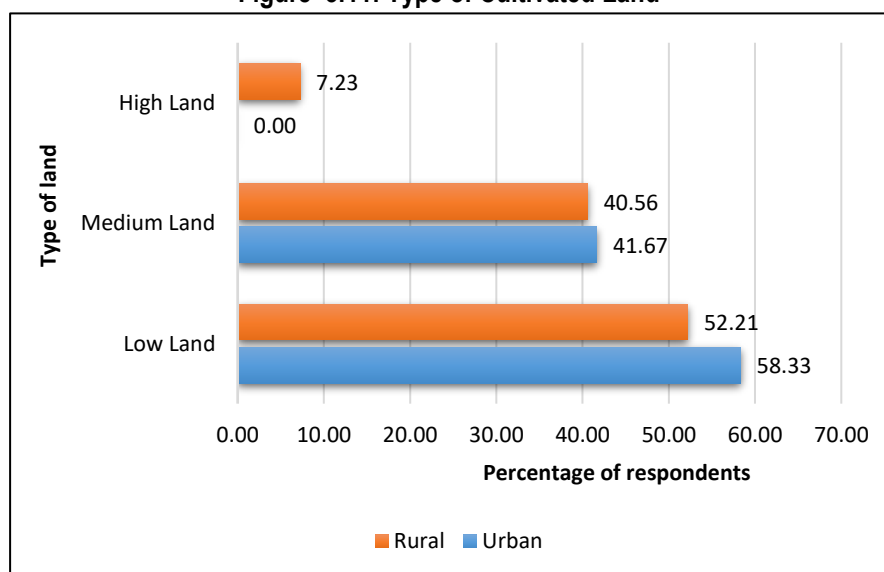
Figure–3.10: Cultivated Land Ownership in Urban and Rural Areas in Dohar Upazila in Decimal



Source: Socio-economic Sample Survey, 2016

It has been found from the Sample survey that, the cultivable lands of 58.33 percent urban households and 52.21 percent rural households are low. About 7.23% rural households' farm lands are high (**Figure–3.11**).

Figure–3.11: Type of Cultivated Land



Source: Socio-economic Sample Survey, 2016

3.3.3 Commercial Land Ownership

The survey findings reveal that, in the urban area, no sample household owns commercial land. In the rural areas, only 03 households have got commercial lands, and that too up to 25 decimal each. Please see **Table-3.3** for more information.

Table-3.3: Commercial Land Ownership of Sample Households

Quantity of Land (Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	0	0.0	3	100.0	3	100.0
Total	0	0.0	3	100.0	3	100.0

Source: Socio-economic Sample Survey, 2016

3.3.4 Orchard Land Ownership

The survey findings reveal that, no households of the urban areas have got orchard, while only 19 households (2.28 percent) of rural areas have got orchard, and most of these households have got land up to 25 decimal (**Table-3.4**).

Table-3.4: Quantity of Orchard Ownership

Quantity of Land (Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	0	0.0	15	78.9	15	78.9
26 – 50	0	0.0	1	5.3	1	5.3
51 – 75	0	0.0	1	5.3	1	5.3
76 – 100	0	0.0	1	5.3	1	5.3
Above 100	0	0.0	1	5.3	1	5.3
Total	0	0.0	19	100.0	19	100.0

Source: Socio-economic Sample Survey, 2016

Level of orchards lands of most of the rural households are medium high and high.

3.3.5 Pond Ownership

Out of total sample households surveyed only 21 households, both in urban and rural areas, have been found to have pond. The survey findings also reveal that, 100 percent of the households of the urban areas who own ponds are between 26-50, while the ponds of 94.70 percent of the households of the rural areas who own ponds are within 75 decimal. Please see **Table-3.5** for details.

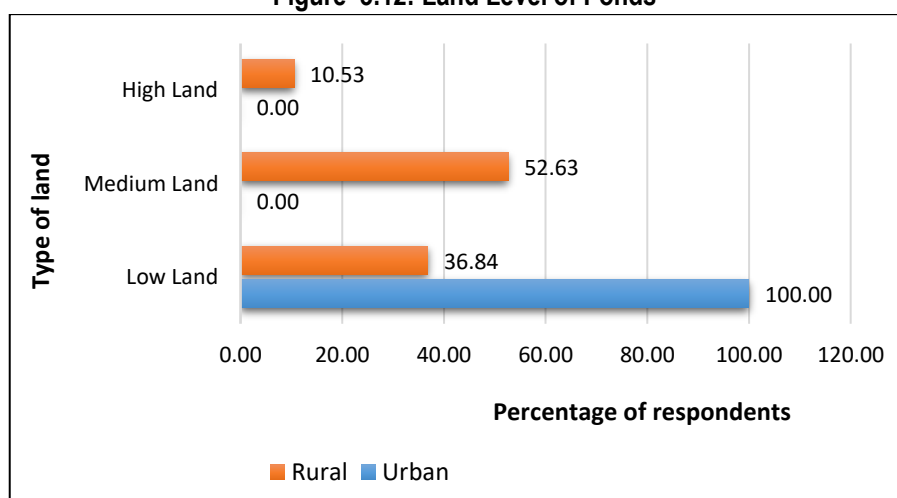
Table–3.5: Size of Pond Owned by Sample Households

Quantity of Land(Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	0	0.0	15	78.9	15	71.4
26 – 50	2	100.0	2	10.5	4	19.0
51 – 75	0	0.0	1	5.3	1	4.8
Above 100	0	0.0	1	5.3	1	4.8
Total	2	100.0	19	100.0	21	100.0

Source: Socio-economic Sample Survey, 2016

The ponds of 100 percent households in the urban areas and 36.84 percent households in the rural areas are on low land. On average 9.5 percent ponds are on high land (**Figure–3.12**).

Figure–3.12: Land Level of Ponds



Source: Socio-economic Sample Survey, 2016

3.3.6 Other Land Ownership

During survey many sample households have also been found to own land that do not fall in any of the above categories. These lands are usually, fallow or unutilized land. The survey findings show (**Table–3.6**) that, no households of the urban areas have got other lands, while only 09 households (1.08 percent) of the rural areas have got other lands of different measurements. For more details, please see **Table–3.6**.

Table–3.6: Quantity of Other Land Ownership by Sample Households

Quantity of Land (Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	0	0.0	4	44.4	4	44.4
26 – 50	0	0.0	2	22.2	2	22.2
Above 100	0	0.0	3	33.3	3	33.3
Total	0	0.0	9	100.0	9	100.0

Source: Socio-economic Sample Survey, 2016

3.4 Status of Environmental Pollution

Compared to urban area, environmental pollution is significantly low. The following sections of the Chapter describe the condition of pollution as revealed through sample survey.

3.4.1 Water Pollution

According to the statement of 29.10 percent the respondents from urban areas and 9.30 percent respondents from rural areas, surface water is polluted. They also mentioned the reasons for such pollution. They mentioned two most important reasons. These are use of chemical fertilizer and pesticide and household waste. Please see **Table–3.7**.

Table–3.7: Environmental Pollution – Surface Water Pollution

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether surface water polluted (Yes)	39	29.1	88	9.3	127	11.7
In case of pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to use of chemical fertilizer & pesticide	2	5.1	3	3.4	5	3.9
Household solid waste	37	94.9	82	93.2	119	93.7
Others	0	0.0	3	3.4	3	2.4
Total	39	100.0	88	100.0	127	100.0

Source: Socio-economic Sample Survey, 2016

3.4.2 Status of Land Pollution/Degradation

According to the statement of 18.70 percent the respondents from urban areas and 1.9 percent respondent's from rural areas, surface water is polluted. They also mentioned the reasons for such pollution. They mentioned two most important reasons as the source of pollution. These are, use of chemical fertilizer and pesticide in farm lands and disposal of industrial waste into the water body. (Table – 3.8).

Table –3.8: Environmental Pollution – Land/Soil Pollution

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether lands in the area are contaminated/ polluted (Yes)	25	18.7	18	1.9	43	4.0
In case of contamination/pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	0	0.0	1	5.6	1	2.3
Due to use of chemical fertilizer & pesticide	1	4.0	0	0.0	1	2.3
Household solid waste	24	96.0	17	94.4	41	95.3
Total	25	100.0	18	100.0	43	100.0

Source: Socio-economic Sample Survey, 2016

3.4.3 Sound Pollution

According to the statement of 14.20 percent the urban respondents and 3.80 percent respondents from rural areas, sound in their respective areas is also polluted to some extent. The gravity of the situation is more in the urban areas than in the rural areas. They mentioned one most important reason. Sound pollution is caused mainly by transport movement. For more details, please see Table–3.9.

Table –3.9: Environmental Pollution – Sound Pollution

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is sound pollution (Yes)	19	14.2	36	3.8	55	5.1
In case of sound pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	0	0.0	1	2.8	1	1.8
Due to use of transport movement	19	100.0	25	69.4	44	80.0
Others	0	0.0	10	27.8	10	18.2
Total	19	100.0	36	100.0	55	100.0

Source: Socio-economic Sample Survey, 2016

3.4.4 Status of Air Pollution

Existence of air pollution was recognized by 10.40 percent urban respondents and 1.80 percent rural respondents. They made responsible transport movement as the main source of air pollution. Please see **Table–3.10** for more information.

Table–3.10: Air Pollution

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is air pollution (Yes)	14	10.4	17	1.8	31	2.9
In case of air pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to use of transport movement	12	85.7	17	100.0	29	93.5
Others	2	14.3	0	0.0	2	6.5
Total	14	100.0	17	100.0	31	100.0

Source: Socio-economic Sample Survey, 2016

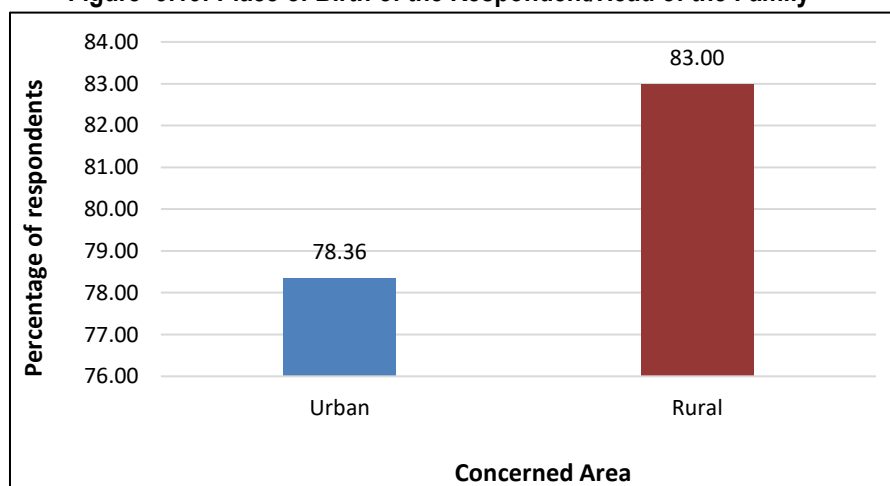
3.5 Migration Pattern of the Household Members

In the following sections of the report migration pattern of the household members have been described.

3.5.1 Place of Birth

Survey reveals that out of 134 urban sample household heads 78.36% were born in the concerned area. The figure for households in rural area is 83%. Please see **Figure–3.13** for details.

Figure–3.13: Place of Birth of the Respondent/Head of the Family



Source: Socio-economic Sample Survey, 2016

3.5.2 Origin of the Migrants

It has been found that, of the total migrants, 47.40 percent came from other Districts, while 6.30 percent came from other upazilas of the District and 13.20 percent came from other Unions of the Dohar Upazila. On the other hand, 33.20 percent came from other Villages of the Union they are living in. Please see **Table – 3.11** for more details.

Table – 3.11: Source of In-Migration

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
From other Village of the Union	9	31.0	54	33.5	63	33.2
From other Union of the Upazila	6	20.7	19	11.8	25	13.2
From other Upazila of the District	0	0.0	12	7.5	12	6.3
From other District	14	48.3	76	47.2	90	47.4
Total	29	100.0	161	100.0	190	100.0

Source: Socio-economic Sample Survey, 2016

3.5.3 Reason for Migration

Those who migrated to the concerned areas, were asked about the reasons for their in migration, in reply they mentioned several reasons. Some mentioned better employment opportunity (47.60 percent), followed by better education facility and service (in each case 14.30 percent as the reasons for migration). On the other hand, those who in-migrated to the concerned rural area from other areas told loss of homestead due to river bank erosion (52.60 percent) and better employment opportunity (12.30 percent) as the major reasons. For more details, please see **Table–3.12**.

Table –3.12: Reasons for Migration

Reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Service	3	10.3	10	6.2	13	6.8
Better education facility	0	0.0	1	0.6	1	0.5
Better employment avenue	12	41.4	27	16.8	39	20.5
Business/Trade facility	2	6.9	4	2.5	6	3.2
Due to marriage	2	6.9	8	5.0	10	5.3
Security & safety	1	3.4	4	2.5	5	2.6
For availing better public services	2	6.9	8	5.0	10	5.3
Loss of homestead due to river bank erosion river erosion	7	24.1	98	60.9	105	55.3
Others	0	0.0	1	0.6	1	0.5
Total	29	100.0	161	100.0	190	100.0

Source: Socio-economic Sample Survey, 2016

3.5.4 Out Migration

During conducting survey, 47.80 percent respondents from both the areas said that some of their family members went to other areas/countries for earning purpose. The figure for urban and rural areas stands at 43.30 percent and 48.50 percent respectively. From data it is evident that, compared to urban areas, bigger percentage of people from the rural areas are going to other areas/countries for earning purpose. For more details, please see **Table–3.13**.

Table–3.13: Whether Any of the Family Members Went to Other Areas/Country for Earning Purpose

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	58	43.3	459	48.5	517	47.8
No	76	56.7	488	51.5	564	52.2
Total	134	100.0	947	100.0	1,081	100.0

On further query, it has been found that, from urban areas, major percentage of household members (77.60 percent) went abroad, followed by own Upazila/District (17.20 percent), while in the case of rural areas, major percentage of household members (73.90 percent) went abroad, followed by own Upazila/District (22.20 percent). For more details, please see **Table–3.14**.

Table –3.14: Destinations of Out-migration

Destinations	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In other Upazila	0	0.0	5	1.1	5	1.0
Own Upazila/ Distric	10	17.2	102	22.2	112	21.7
Outside own District	1	1.7	15	3.3	16	3.1
In the City	4	6.9	23	5.0	27	5.2
In the village	0	0.0	5	1.1	5	1.0
Abroad	45	77.6	339	73.9	384	74.3

Source: Socio-economic Sample Survey, 2016

3.6 Visiting other Areas/Country

In reply to other question, as to whether any of the family members went to other areas/country for other purposes, 93.30 percent of the respondents from the urban area and 97.00 percent of the respondent from the rural areas replied affirmative (**Table–3.15**).

Table –3.15 Whether Any of the Family Members Went to Other Areas/Country for Any Purpose

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	125	93.3	919	97.0	1,044	96.6
No	9	6.7	28	3.0	37	3.4
Total	134	100.0	947	100.0	1,081	100.0

Source: Socio-economic Sample Survey, 2016

3.6.1 Destinations of Visit

From Urban areas, major percentage of household members (98.40 percent) visited own Upazilas/Districts in the urban area, followed by the City (8.00 percent), while in the case of rural areas, major percentage of household members (97.20 percent) migrated to own Upazila/District, followed by the City (13.10 percent). (Table – 3.16).

Table –3.16: Destinations of Visit for other Purposes

Destinations	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In other Upazila	3	2.4	88	9.6	91	8.7
Own Upazila/District	123	98.4	891	97.2	1,014	97.3
Outside own District	1	0.8	17	1.9	18	1.7
In the City	10	8.0	120	13.1	130	12.5
Village	0	0.0	21	2.3	21	2.0
Abroad	0	0.0	2	0.2	2	0.2

Source: Socio-economic Sample Survey, 2016

3.6.2 Reasons for Visiting other Areas/Country for any Purposes

The reasons for visiting other areas/country, as told by the respondents are shopping, treatment, education and recreation. As many as cent percent of the respondents from the Urban areas told that they visit other areas/country for shopping/treatment, while 98.70 percent of the respondents from the rural areas told that they visit other areas/country for treatment. On the other hand, 98.00 percent of the respondents from the rural areas told that they visit other areas/country for shopping purpose and 10.40 percent of the rural respondents told that they visit other areas/country for better education facility For more details, please see Table – 3.17.

Table –3.17: Reasons for Visiting other Areas/Country for any Purposes

Reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
For shopping	125	100.0	901	98.0	1,026	98.3
For treatment	125	100.0	907	98.7	1,032	98.9
For education	14	11.2	96	10.4	110	10.5
Recreation	1	0.8	38	4.1	39	3.7

Source: Socio-economic Sample Survey, 2016

3.7 Value of Assets of the Households

As the respondents said, they have assets like Dairy, Transport, Equipment, household durables etc. These have been converted in money term. As many as 41.80 percent of the respondents from the urban areas have assets worth Tk. 50,001 – Tk. 1,00,000, while 20.70 percent of the respondents from the urban areas have assets worth Tk.1,00,001 – Tk. 2,00,000. On the other hand, 19.40 percent of the respondents from the urban areas have assets worth Tk. 30,001 – Tk.50,000.

Table –3.18: Assets of the Households

Value of Assets	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 5,000 Tk.	1	0.7	9	1.0	10	0.9
5,001 - 10,000 Tk.	1	0.7	12	1.3	13	1.2
10,001 - 30,000 Tk.	10	7.5	128	13.5	138	12.8
30,001 - 50,000 Tk.	26	19.4	140	14.8	166	15.4
50,001 - 1,00,000 Tk.	56	41.8	299	31.6	355	32.8
1,00,001 - 2,00,000 Tk.	27	20.1	254	26.8	281	26.0
Above 2,00,000 Tk.	13	9.7	105	11.1	118	10.9
Total	134	100.0	947	100.0	1,081	100.0

Source: Socio-economic Sample Survey, 2016

As against these, 31.60 percent of the respondents from the Rural areas have assets worth Tk. 50,000 – Tk. 1,00,000, while 26.80 percent of the respondents from the Rural areas have assets worth Tk.1,00,001 – Tk. 2,00,000. On the other hand, 14.80 percent of the respondents from the Rural areas have assets worth Tk. 30,001 – Tk.50,000. For more details, please see **Table – 3.18**.

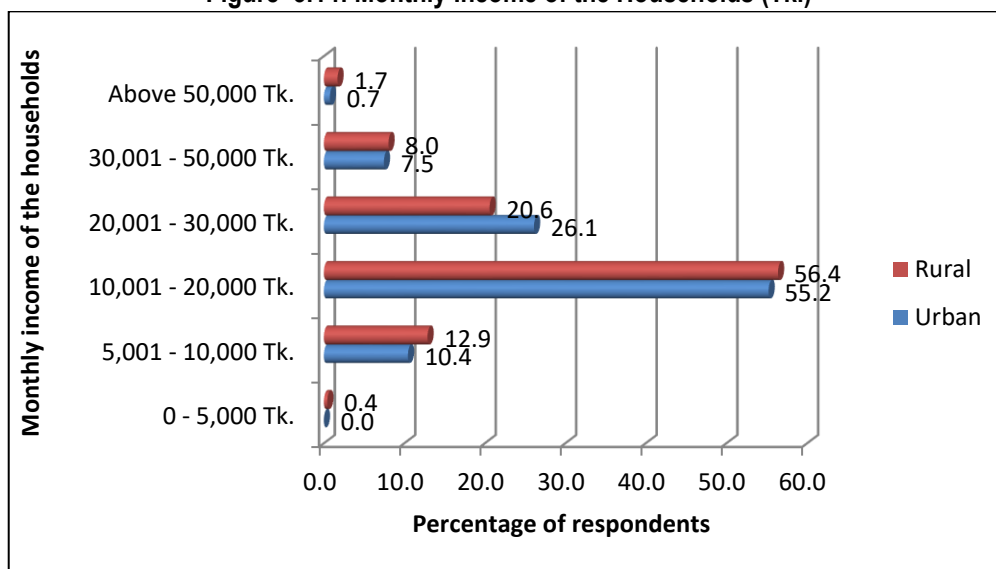
3.8 Household Income, Expenditure, Savings and Investment

3.8.1 Monthly Income of the Households

As many as 55.20 percent of the respondents from the Urban areas have monthly income ranging from Tk. 10,001 to Tk. 20,000, while 26.10 percent of the respondents from the Urban areas have monthly income ranging from Tk. 20,001 to Tk. 30,000. On the other hand, 10.40 percent of the respondents from the urban areas have monthly income ranging from Tk. 5,001 – Tk. 10,000.

As against these, 56.40 percent of the respondents from the rural areas have monthly income ranging from Tk. 10,001 to Tk. 20,000, while 20.60 percent of the respondents from the rural areas have monthly income ranging from Tk. 20,001 to Tk. 30,000. On the other hand, 12.90 percent of the respondents from the rural areas have monthly income ranging from Tk. 5,001 – Tk. 10,000. For more details, please see **Figure–3.14**.

Figure–3.14: Monthly Income of the Households (Tk.)



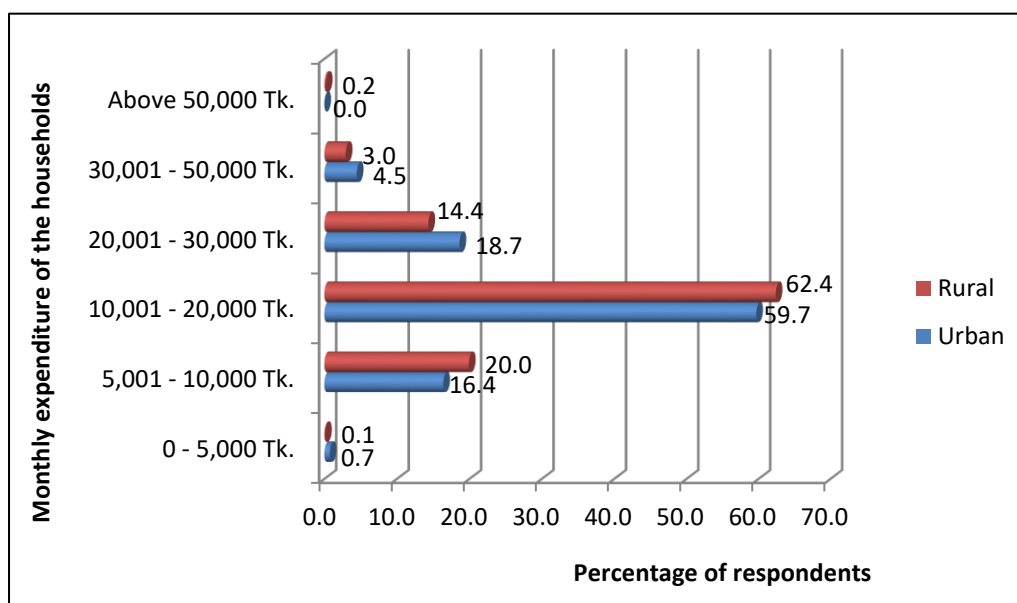
Source: Socio-economic Sample Survey, 2016

3.8.2 Monthly Expenditure of the Households

From sample survey, it has been found that, as many as 59.70 percent of the respondents from the Urban areas have monthly expenditure ranging from Tk. 10,001 to Tk. 20,000, while 18.70 percent of the respondents from the Urban areas have monthly expenditure ranging from Tk. 20,001 to Tk. 30,000. On the other hand, 16.40 percent of the respondents from the urban areas have monthly expenditure ranging from Tk. 5,001 – Tk. 10,000.

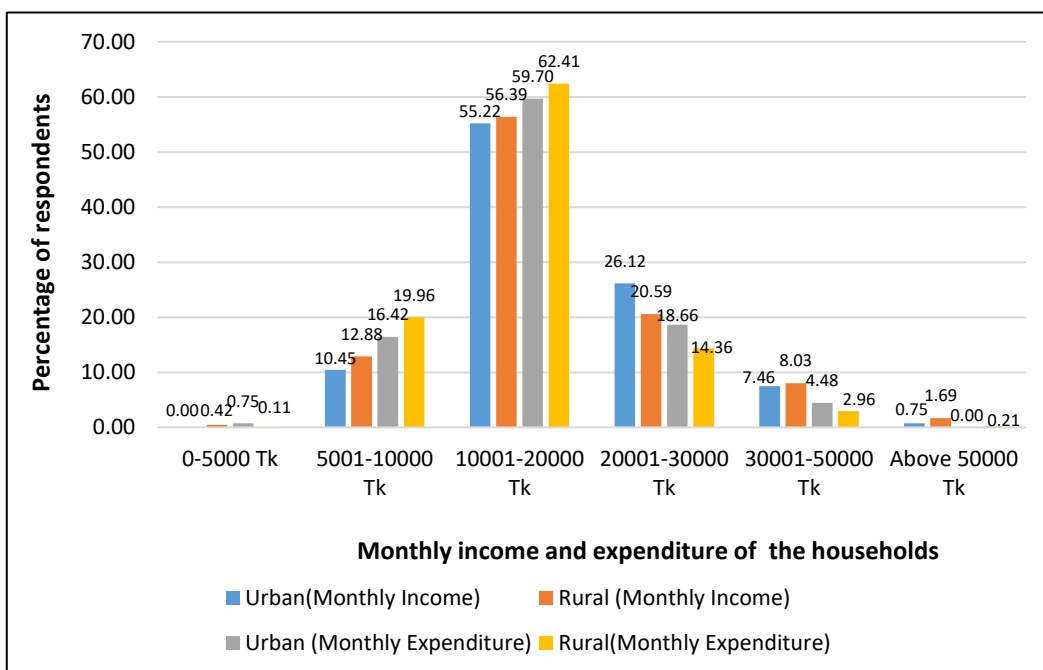
As against these, 62.40 percent of the respondents from the rural areas have monthly expenditure ranging from Tk. 10,001 to Tk. 20,000, while 20.00 percent of the respondents from the rural areas have monthly expenditure ranging from Tk. 5,001 to Tk. 10,000. On the other hand, 14.40 percent of the respondents from the rural areas have monthly expenditure ranging from Tk. 20,001 – Tk. 30,000. For more details, please see **Figure–3.15**. **Figure–3.16** shows the comparative monthly income and expenditure of the sample households.

Figure-3.15: Monthly Expenditure of the Households (Tk.)



Source: Socio-economic Sample Survey, 2016

Figure-3.16: Monthly Income and Expenditure of the Households (Tk.)



Source: Socio-economic Sample Survey, 2016

3.8.3 Annual Saving of the Households

From the survey, it was found that, 50.00 percent of the urban respondents and 60.90 percent of the rural respondents could save some money annually out of their income. The savings ranges have been mentioned below.

It has been found that, as many as 34.30 percent of the respondents from the Urban areas have saved money annually ranging from Tk. 10,001 to Tk. 20,000, while 32.80 percent of the respondents from the Urban areas have saved money annually ranging from Tk. 20,001 to Tk. 50,000. On the other hand, 14.90 percent of the respondents from the urban areas have saved money annually ranging from Tk. 50,001 – Tk. 1,00,000.

As against these, as many as 32.20 percent of the respondents from the Rural areas have saved money annually ranging from Tk. 20,001 to Tk. 50,000, while 23.20 percent of the respondents from the Rural areas have saved money annually ranging from Tk. 01 to Tk. 10,000. On the other hand, 22.40 percent of the respondents from the rural areas have saved money annually ranging from Tk. 10,001 – Tk. 20,000. For more details, please see **Table–3.19**.

Table –3.19: Annual Saving of the Households in Tk.

Annual Saving	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is any saving of the households (Yes)	67	50.0	577	60.9	644	59.6
If 'Yes' Annual saving in Tk.	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 10,000 Tk.	8	11.9	134	23.2	142	22.0
10,001 - 20,000 Tk.	23	34.3	129	22.4	152	23.6
20,001 - 50,000 Tk.	22	32.8	186	32.2	208	32.3
50,001 - 1,00,000 Tk.	10	14.9	90	15.6	100	15.5
Above 1,00,000 Tk.	4	6.0	38	6.6	42	6.5
Total	67	100.0	577	100.0	644	100.0
Average	34818		36098		35965	

Source: Socio-economic Sample Survey, 2016

3.8.4 Annual Investment of the Households

From the survey, it was found that, 5.20 percent of the urban respondents and 5.90 percent of the rural respondents could invest some money annually out of their income. The investment scenario has been mentioned below.

It has been found that, as many as 57.10 percent of the respondents from the Urban areas have made some investments annually amounting to more than Tk. 1,00,000.00, while 28.60 percent of the respondents from the Urban areas have made some investments annually ranging from Tk.50,001 to Tk. 1,00,000. On the other hand, 14.30 percent of the respondents from the urban areas have made some investments annually ranging from Tk. 10,001 – Tk. 20,000.

As against these, as many as 46.40 percent of the respondents from the Rural areas have made some investments annually amounting to more than Tk. 1,00,000.00, while 21.40 percent of the respondents from the Rural areas have made some investments annually ranging from Tk.50,001 to Tk. 1,00,000. On the

other hand, 21.40 percent of the respondents from the rural areas have made some investments annually ranging from Tk. 20,001 – Tk. 50,000. For more details, please see **Table–3.20**.

Table –3.20: Annual Investment of the Households in Tk.

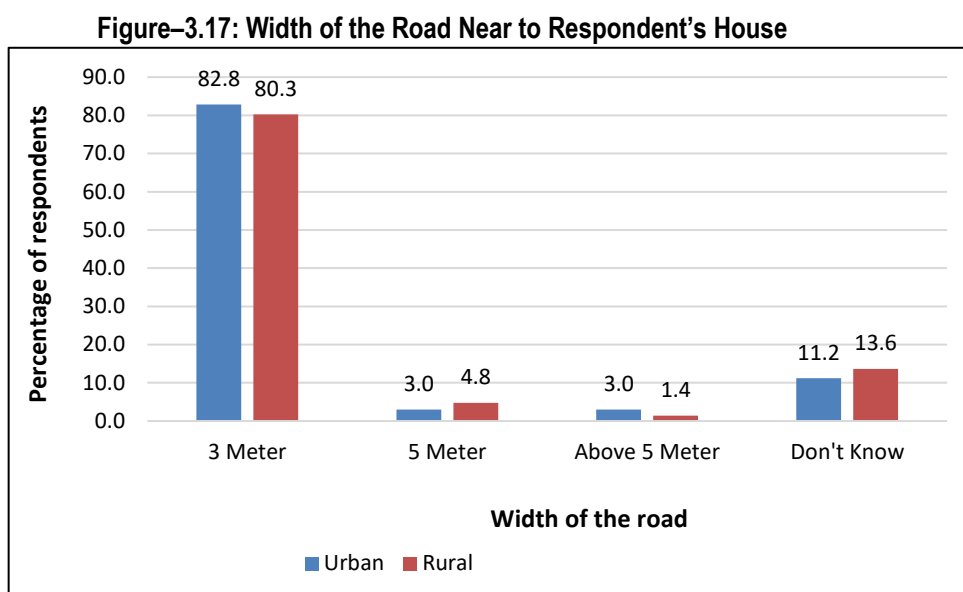
Annual Investment	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is any investment of the households (Yes)	7	5.2	56	5.9	63	5.8
If 'Yes' Annual investment in Tk.	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 10,000 Tk.	0	0.0	1	1.8	1	1.6
10,001 - 20,000 Tk.	1	14.3	5	8.9	6	9.5
20,001 - 50,000 Tk.	0	0.0	12	21.4	12	19.0
50,001 - 1,00,000 Tk.	2	28.6	12	21.4	14	22.2
Above 1,00,000 Tk.	4	57.1	26	46.4	30	47.6
Total	7	100.0	56	100.0	63	100.0
Average	125714		221429		210794	

Source: Socio-economic Sample Survey, 2016

3.9 Status of Basic Infrastructure and Access to the Households

3.9.1 Width of access road

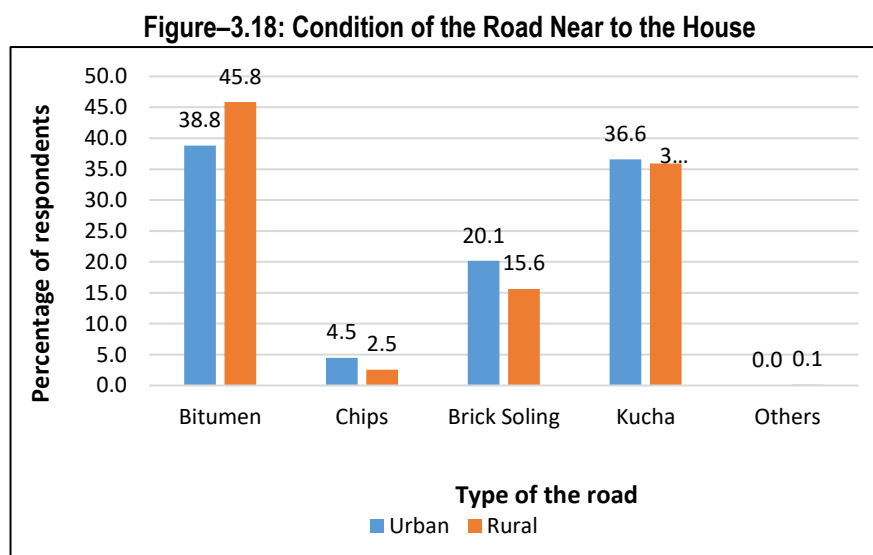
From the survey it has been found that, both, in urban and rural areas under DoharUpazila, the roads near to respondents' houses are narrow. The statistics reveal that, 82.80 percent of the urban households reported that roads close to their houses are within 03 meter wide, while in rural areas 80.30 percent of the households have their nearest roads within 03 meter width. Please see **Figure–3.17**.



Source: Socio-economic Sample Survey, 2016

3.9.2 Condition of Road

The survey also investigated the condition of road near to the respondent's house. It has been found that, in both urban and rural areas, the condition of road near to respondents' houses are of different types. About 38.80 percent of the households in urban areas reported that roads close to their houses are bituminous; 45.80 percent of the households in the rural areas gave the same statement. On average 45 percent households say that the roads close to their houses are bituminous. For information about other type of roads, please see **Figure–3.18** below.

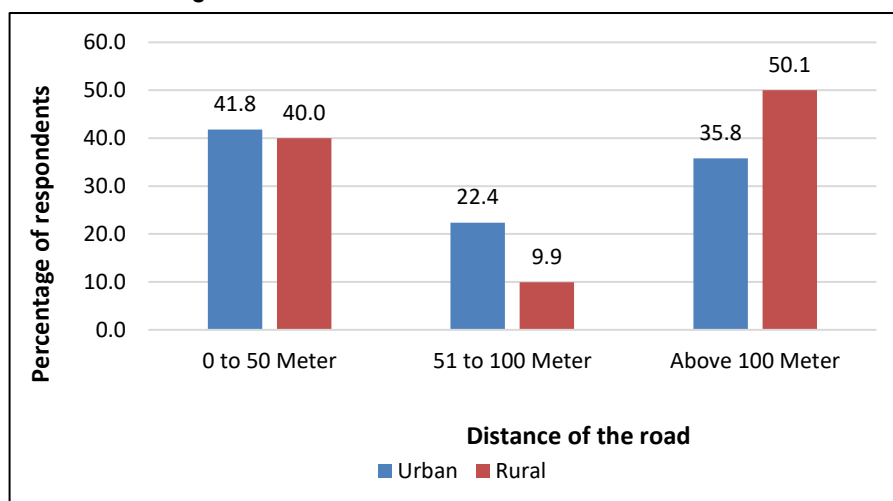


Source: Socio-economic Sample Survey, 2016

3.9.3 Distance of Main Road from the House

The distance of the nearest main road from respondent's house is fairly long in the rural areas than in the urban areas. In the urban areas, 41.8 percent houses are with 50 meters of the nearest main road. In the rural areas, the percentage is 40.0. On average 40.2 percent of the households have their houses within 50 meters from the main road. On the other hand, in the rural areas, 50.1 percent of respondents' houses are more than 100 meter away from the main road. For more details please see **Figure–3.19** below.

Figure–3.19: Distance of the Road from the House

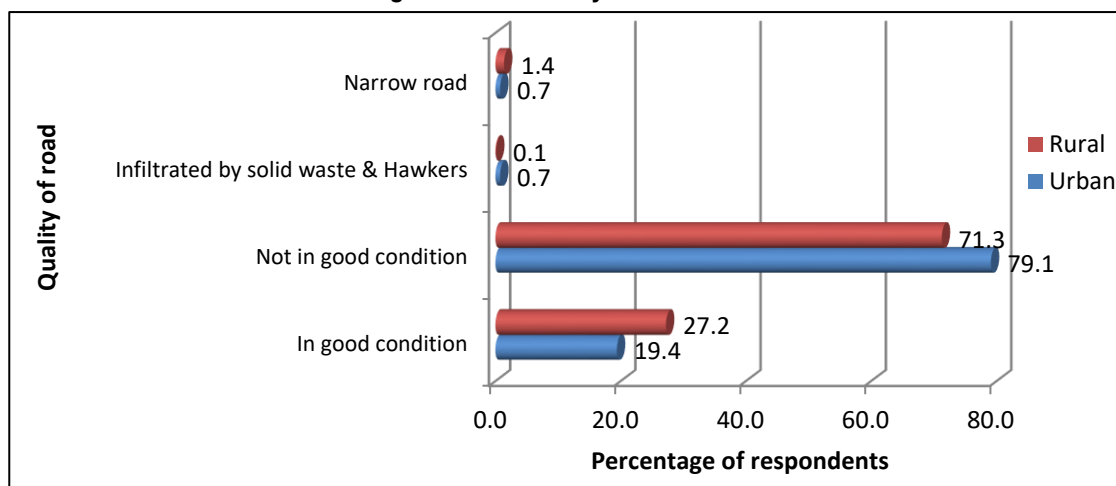


Source: Socio-economic Sample Survey, 2016

3.9.4 Quality of the Road

From the survey, it has been found that, according to 19.40 percent respondents from the urban area, the roads near to their houses are in good condition, which is 27.20 percent in the case of rural areas. On the other hand, 79.10 percent of the urban area respondents reported that the road condition as not in good shape, while in rural areas 71.30 percent of the respondents told that the road condition as not in good in their areas. A significant percentage of respondents from both Urban and Rural areas mentioned about traffic jam, narrowness of the roads and infiltration of solid waste and hawkers on the roads as the road problems. Please see **Figure–3.20** below for information.

Figure –3.20: Quality of the Road



Source: Socio-economic Sample Survey, 2016

3.9.5 Drainage System, Street Light and Road Mark/Traffic Signal

Regarding availability of drainage facility, 8.20 percent of the respondents from urban areas replied affirmative, which is only 0.20 percent of the total respondents in the case of rural areas. Regarding benefits derived from the drainage facilities, 54.50 percent of the urban respondents and 50.00 percent of the rural respondents respectively replied affirmative. But, 72.70 percent respondents from the urban areas and 50.00 percent respondents from the rural areas respectively mentioned that they blocks in drains that often causes water logging.

In reply to another question about the condition of drainage, 9.10 percent of the urban respondents termed the drainage condition as good, while 72.70 percent termed the condition as bad. On the other hand, 60.00 percent respondents from the rural areas termed the condition as good and 50.00 percent termed it bad. For more details, please see **Table–3.21**.

Table –3.21: Availability and Condition of Drainage Facility

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether drainage facility available in the area (Yes)	11	8.2	2	0.2	13	1.2
Whether get benefit from the drainage facility (Yes)	6	54.5	1	50.0	7	53.8
Whether drain is block somewhere (Yes)	8	72.7	1	50.0	9	69.2
Drainage Condition	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Good condition	1	9.1	1	50.0	2	15.4
So so	2	18.2	0	0.0	2	15.4
Bad condition	8	72.7	1	50.0	9	69.2
Total	11	100.0	2	100.0	13	100.0

Source: Socio-economic Sample Survey, 2016

Regarding Light Post on the roads, 26.10 percent of the respondents from the urban areas replied affirmative, while in the rural areas the percentage is 2.50 percent only, overall being 5.50 percent only.

Regarding Traffic Signal on the roads, there was at all no reply in both urban and rural areas. (**Table–3.22**)

Table–3.22: Drain, Light Post and Traffic Signal in the Road

Type of Drain	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Pucca	14	10.4	3	0.3	17	1.6
Kucha	5	3.7	13	1.4	18	1.7
No Drain	115	85.8	931	98.3	1,046	96.8
Total	134	100.0	947	100.0	1,081	100.0
Light Post & Traffic Signal (Yes)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Light Post	35	26.1	24	2.5	59	5.5
Traffic Signal	0	0.0	0	0.0	0	0.0

Source: Socio-economic Sample Survey, 2016

3.9.6 Water Logging

There is waterlogging, both, in urban and rural areas. From the survey, it has been assessed that, 11.20 percent respondents from the urban areas and 11.30 percent respondents from the rural areas complained of waterlogging in their respective areas. As reasons behind water logging, they mentioned absence of drainage facility, heavy rain, flood water and low land as the reasons for that. For more details, please see **Table-3.23**.

Table-3.23: Water Logging Status

Water logging	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether water logging occurs in the area (Yes)	15	11.2	107	11.3	122	11.3
Reasons behind water logging	Urban		Rural		Total	
	No.	%	No.	%	No.	%
No drainage facility	4	12.5	24	19.5	28	18.1
Heavy Rain	32	100.0	111	90.2	143	92.3
Flood water	0	0.0	17	13.7	17	10.9
Low land	0	0.0	13	10.6	13	8.4

Source: Socio-economic Sample Survey, 2016

3.9.7 Solid Waste Management

Regarding solid waste management service, only 3.70 percent of the urban area respondents and 3.60 percent of the rural area respondents and overall 3.6 percent respondents replied affirmative. In reply to another question, as to where they dump their household-generated solid waste, 68.70 percent respondents from the Urban areas and 57.60 percent respondents from the rural areas told that they dump solid waste in the holes, while 29.10 percent respondents from the urban areas and 40.80 percent respondents from the rural areas told that they dump solid waste scattered in any place. Very small number of them told that they dump solid waste in the Poura Dustbin. In reply to another question, most of them mentioned the distance of the dumping place to be 0 to 0.25 km from the houses. For more details, please see **Table-3.24**.

Table –3.24: Solid Waste Management Status

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is solid waste management (Yes)	5	3.7	34	3.6	39	3.6
Where family solid waste dumped	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In Pura Dustbin	0	0.0	7	0.7	7	0.6
In the Hole	92	68.7	545	57.6	637	58.9
Scattered	39	29.1	386	40.8	425	39.3
Others	3	2.2	9	1.0	12	1.1
Total	134	100.0	947	100.0	1,081	100.0
Distance of solid waste disposal place	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 1/4 km	134	100.0	942	99.5	1,076	99.5
1/4 - 1/2 km	0	0.0	5	0.5	5	0.5
Total	134	100.0	947	100.0	1,081	100.0

Source: Socio-economic Sample Survey, 2016

3.9.8 Sanitation

As many as cent percent of the urban area respondents and cent percent of the rural area respondents told that they have their own toilets, overall being cent percent. According to 61.90 percent respondents of the urban area respondents and 68.80 percent respondents of the rural areas, they have got sanitary latrines. On average, 68.00 percent of the households of the project area have sanitary latrines. As reported, according to 38.10 percent respondents of the urban area and 31.20 percent respondents of the rural areas, they have got non-sanitary latrines, overall being 32.00 percent. It has been found that, none use open space for toilet purpose. However, these reveal that, toilet facilities in both areas are not satisfactory. Please see **Table – 3.25** for more information

Table–3.25: Status of Sanitation

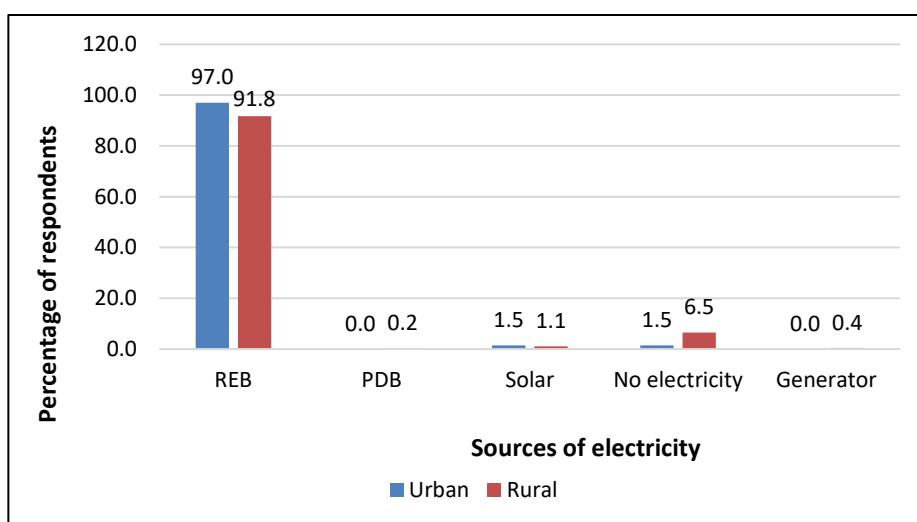
Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Have own Toilet (Yes)	134	100.0	947	100.0	1,081	100.0
Type of Toilet	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Sanitary	83	61.9	652	68.8	735	68.0
Non-sanitary	51	38.1	295	31.2	346	32.0
Total	134	100.0	947	100.0	1,081	100.0

Source: Socio-economic Sample Survey, 2016

3.9.9 Access to Electricity

The survey findings tell that, in the urban areas 1.50 percent respondents and in the rural areas 6.50 percent respondents do not have any electricity, which means that others have got electricity. One important thing is that, out of the total electricity coverage in the rural areas, as many as 1.10 percent coverage has been made with the help of solar energy, which is 1.50 percent in the urban areas. Please see **Figure–3.21** below.

Figure–3.21: Household's access to Electricity

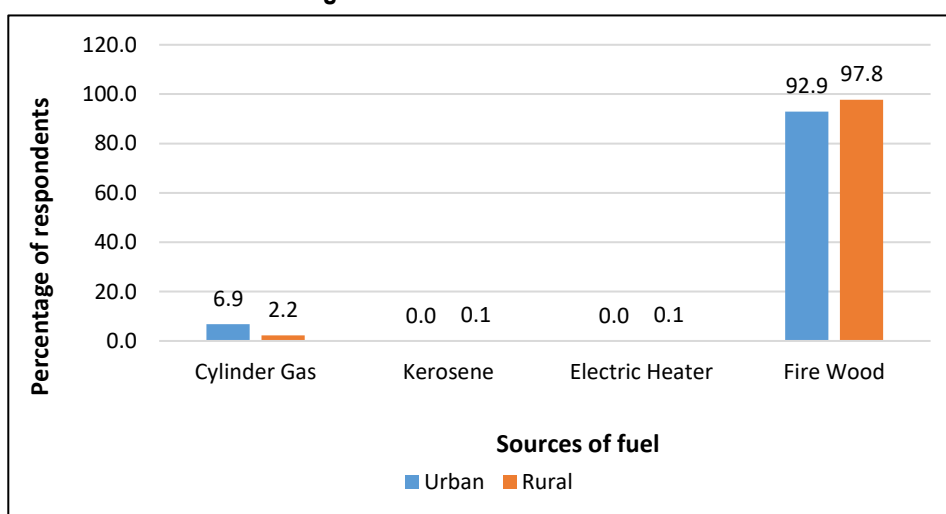


Source: Socio-economic Sample Survey, 2016

3.9.10 Source of Cooking Fuel

As found from interview with the respondents, both, in, urban and rural areas, till now their main source of fuel is fire wood. This is 92.90 percent in case of urban areas and 97.80 percent in case of rural areas. On average 93.50 percent of the study area households use fire wood as cooking fuel. The second important source is Cylinder gas, which is comparatively more in the urban areas than in the rural areas. For more details, please see **Figure–3.22**.

Figure–3.22 Sources of Fuel

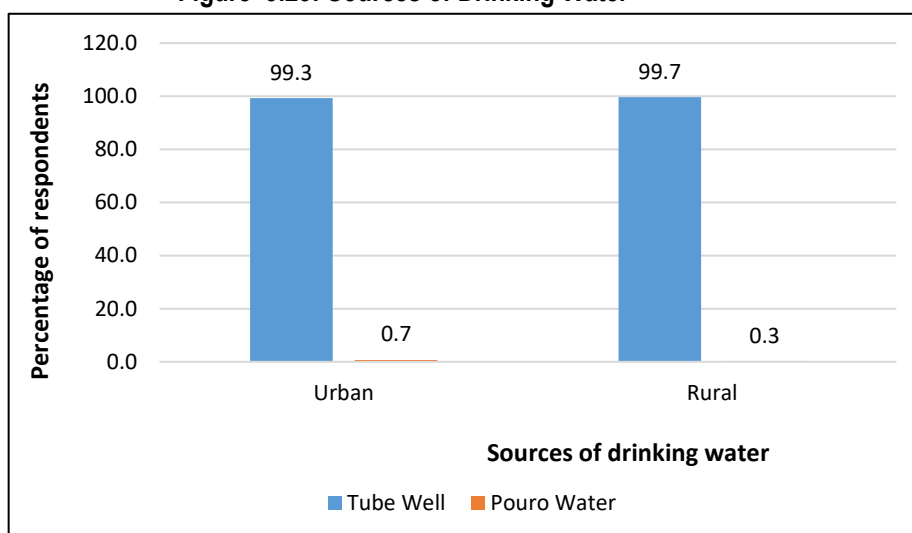


Source: Socio-economic Sample Survey, 2016

3.9.11 Sources of Drinking Water

The predominant source of drinking water in both urban and rural areas is hand tube well, which is 99.3 percent in the urban area and 99.7 percent in the rural area. For more details, please see **Figure–3.23**.

Figure–3.23: Sources of Drinking Water

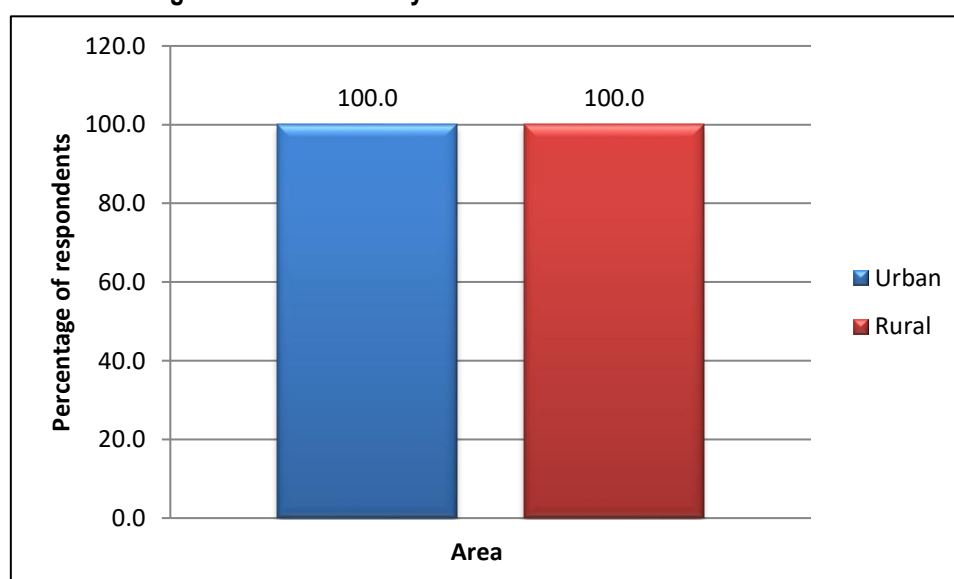


Source: Socio-economic Sample Survey, 2016

3.10 Availability of Public Sector Health Facility

Over 100 percent of the overall respondents admitted availability of public sector health facilities in their areas. Answer of about 100 percent of the urban area respondents and 100 percent of the rural area respondents was affirmative regarding availability of public sector health facility (**Figure–3.24**).

Figure–3.24: Availability of Government Health Facilities



Source: Socio-economic Sample Survey, 2016

3.10.1 Availing Service of Public Health Facility

Regarding the availing the services from of public sector health facilities, answer of 91.00 percent of the urban area respondents and 86.80 percent of the rural area respondents was affirmative (**Table–3.26**).

Table –3.26: Whether avail the Service of Public Sector Health Facility

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	122	91.0	822	86.8	944	87.3
No	12	9.0	125	13.2	137	12.7
Total	134	100.0	947	100.0	1,081	100.0

Source: Socio-economic Sample Survey, 2016

3.10.2 Distance of the Public Sector Health Facility

About the distance of public sector health facility from the house, 23.9 percent of the respondents from the urban areas told that they have to cover a distance from 0.50 to 01 km, while 45.50 percent of the respondents have to travel from 01 to 02 km. About 10.40 percent respondents have to travel less than 0.5 km. As against this, 72.30 percent of the respondents from the rural areas have to travel more than 03 km, while 12.70 percent have to cover from 02 to 03 km. Only .20 percent of the respondents have to travel less than 0.5 km to reach health facility. Please see **Table–3.27** for more information.

Table –3.27: Average Distance of the Public Sector Health Facility from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	14	10.4	2	0.2	16	1.5
Distance: 0.5 km	11	8.2	3	0.3	14	1.3
Distance: 0.5-01 km	32	23.9	35	3.7	67	6.2
Distance: 01-02 km	61	45.5	102	10.8	163	15.1
Distance: 02-03 km	10	7.5	120	12.7	130	12.0
Distance: Above 03 km	6	4.5	684	72.3	690	63.9
Total	134	100.0	946	100.0	1,080	100.0

Source: Socio-economic Sample Survey, 2016

3.10.3 Mode of Transport Used in Availing Services

Sample survey reveals that, both urban and rural areas, normally almost all sort of transports, like Rickshaw, Bus, Tempo, Auto Rickshaw etc. are used for availing of the health services. In the urban areas, the highest transport mode used is Tempo/Auto Rickshaw (44.00 percent), followed by walking (37.30 percent) and Rickshaw (18.70 percent). In the rural areas, the highest transport mode used is Tempo/ Auto Rickshaw (93.00 percent), followed by Rickshaw (3.30 percent). Please see **Table–3.28** for more information.

Table–3.28: Mode of Transport Used in Availing Public Sector Health Services

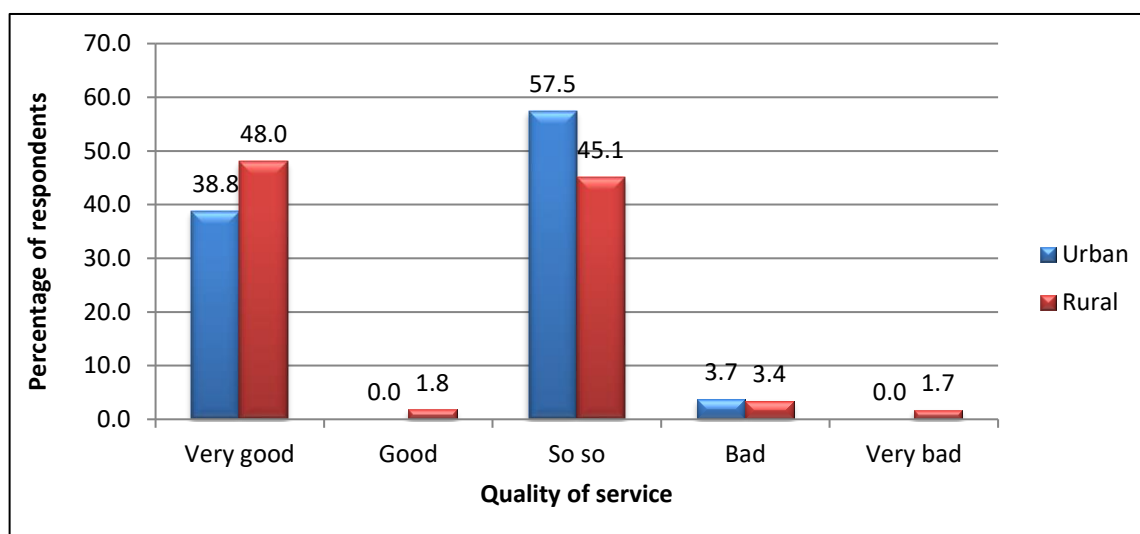
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	50	37.3	14	1.5	64	5.9
Rickshaw	25	18.7	31	3.3	56	5.2
Bus	0	0.0	21	2.2	21	1.9
Tempo/Auto Rickshaw/Nosimon	59	44.0	881	93.0	940	87.0
Total	134	100.0	947	100.0	1,081	100.0

Source: Socio-economic Sample Survey, 2016

3.10.4 Perception about Quality of Service in Public Sector Health Facility

So far as the quality of health service is concerned, to 38.80 percent of the urban area respondents termed it as very good, while to 48.00 percent of the rural area respondents found it very good. On the other hand, to 57.50 percent of the urban area respondents, it is so so. To 45.10 percent of the rural area respondents, it is so so. Contrary to that, to 3.70 percent of the urban area respondents, it is bad, while to 3.40 percent of the rural area respondents, it is bad. Please see **Figure–3.25** below for more information.

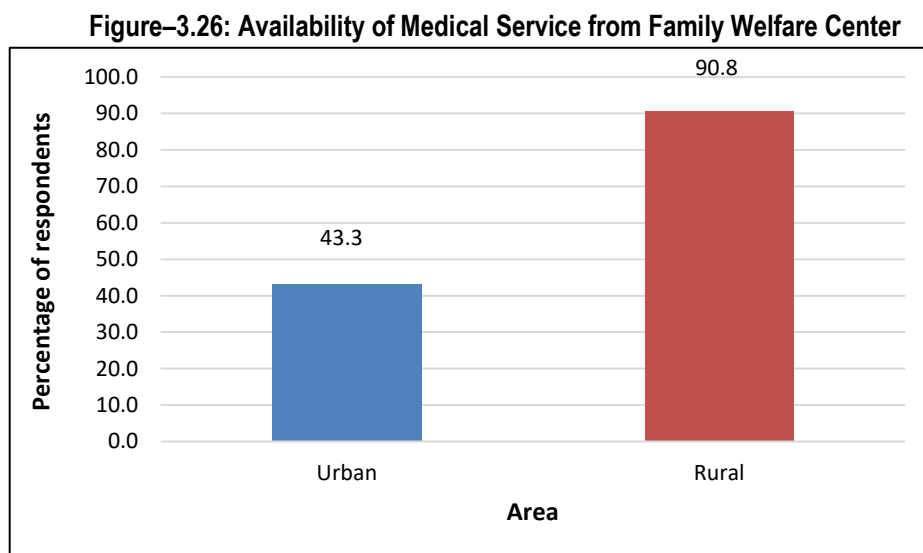
Figure–3.25: Quality of Service in Public Sector Health Facility



Source: Socio-economic Sample Survey, 2016

3.10.5 Availability of Medical Service from Family Welfare Center

Regarding the availability of services from the Family Welfare Center, on average 84.90% from both the areas replied affirmative. Please see **Figure–3.26** for more details.



Source: Socio-economic Sample Survey, 2016

3.10.6 Availing Service of Family Welfare Center

Regarding availing of the services from the Family Welfare Centers, the reply of 69.00 percent of the urban area respondents and 50.90 percent of the rural area respondents was negative, totaling 52.10 percent and others are affirmative (**Table–3.29**).

Table–3.29: Whether go for availing service from Family Welfare Center

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	40	69.0	438	50.9	478	52.1
No	18	31.0	422	49.1	440	47.9
Total	58	100.0	860	100.0	918	100.0

Source: Socio-economic Sample Survey, 2016

3.10.7 Distance of the Family Welfare Center from the House

Regarding distance of the Family Welfare Centers from the House, 15.50 percent of the respondents from the urban areas have to travel from 0.50 to 01 km, while 15.50 percent have to cover 0.50 km and 20.70 percent of the respondents have to cover less than 0.5 km. As against this, 19.10 percent of the respondents from the rural areas have to cover from 0.50 to 01 km, while 42.6 percent have to travel from 01 to 02 km; 3.0 percent have to cover less than 0.5 km. Please see **Table–3.30** for more information.

Table–3.30: Average Distance of the Family Welfare Center from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	12	20.7	26	3.0	38	4.1
Distance: 0.5 km	9	15.5	55	6.4	64	7.0
Distance: 0.5-01 km	9	15.5	164	19.1	173	18.8
Distance: 01-02 km	19	32.8	366	42.6	385	41.9
Distance: 02-03 km	5	8.6	143	16.6	148	16.1
Distance: Above 03 km	4	6.9	106	12.3	110	12.0
Total	58	100.0	860	100.0	918	100.0

Source: Socio-economic Sample Survey, 2016

3.10.8 Mode of Transport Used in Availing of Services

It has been found from the survey, both, in urban and rural areas that, normally almost all sorts of transports are used for availing the health services. In the urban areas, the highest transport mode used is Tempo/Auto Rickshaw (43.10 percent), followed by Rickshaw (19.00 percent). However, 37.90 percent go by walking. In the rural areas, the highest transport mode used is Tempo/Auto Rickshaw (73.10 percent), followed by Rickshaw (8.00 percent). Of course, as many as 17.10 percent go on foot. For more details, please see **Table–3.31**.

Table–3.31: Mode of Transport Used in Availing Services

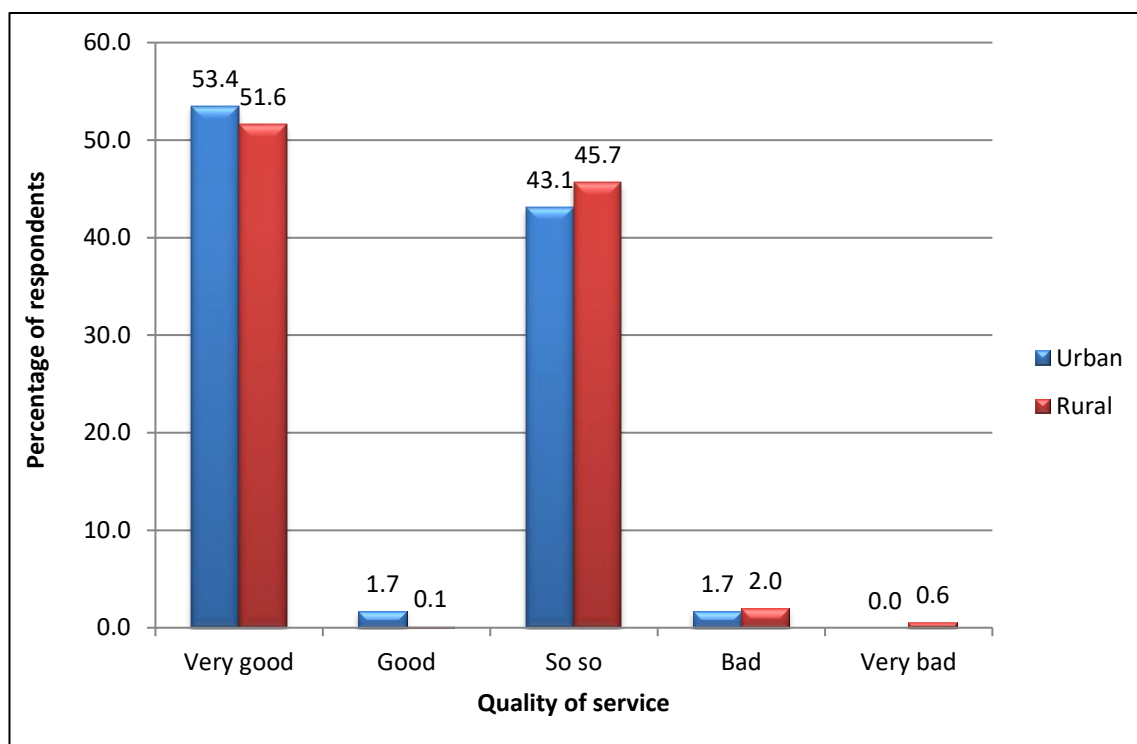
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	22	37.9	152	17.7	174	19.0
Rickshaw	11	19.0	69	8.0	80	8.7
Bus	0	0.0	10	1.2	10	1.1
Tempo/Auto Rickshaw/Nosimon	25	43.1	629	73.1	654	71.2
Total	58	100.0	860	100.0	918	100.0

Source: Socio-economic Sample Survey, 2016

3.10.9 Quality of Service in the Family Welfare Center

So far as the quality of service is concerned, to 53.40 percent of the urban area respondents; consider service as very good, while to 51.60 percent of the rural area respondents, and find the service very good. On the other hand, to 43.10 percent of the urban area respondents, it is so so, while to 45.70 percent of the rural area respondents, it is so so. Contrary to that, to 1.70 percent of the urban area respondents, find the service bad. Service is bad to 2.00 percent of the rural area respondents. For more details, please see **Figure–3.27**.

Figure–3.27: Standard of Service of the Family Welfare Center

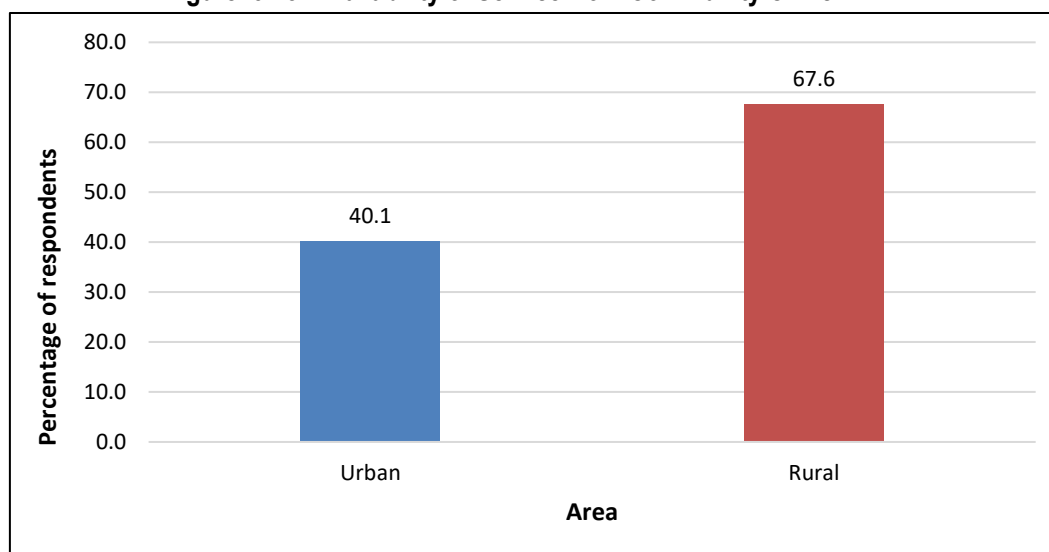


Source: Socio-economic Sample Survey, 2016

3.10.10 Public Services from Community Clinic

Regarding the availability of services from the Community Clinics, the reply of 40.10 percent of the urban area respondents and 67.60 percent of the rural area respondents was affirmative (**Figure– 3.28**).

Figure–3.28: Availability of Service from Community Clinic



Source: Socio-economic Sample Survey, 2016

3.10.11 Availing Service of Community Clinic

Regarding availing the services from the Community Clinics, the reply of 59.3 percent of the urban area respondents was negative, while the reply of 62.10 percent of the rural area respondents was affirmative. Please see **Table–3.32** for more information.

Table–3.32: Whether go for availing service from Community Clinic

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	11	40.7	517	62.1	528	61.5
No	16	59.3	315	37.9	331	38.5
Total	27	100.0	832	100.0	859	100.0

Source: Socio-economic Sample Survey, 2016

3.10.12 Distance of the Community Clinic from the House

Regarding distance of the Community Clinics from the House to avail services, 37.00 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 46.80 percent of the respondents have to cover from 01 to 02 km. On the other hand, 7.40 percent of the respondents have to cover less than 0.5 km and 3.40 percent have to cover less than 0.50 km on foot. As against this, 40.70 percent of the respondents from the rural areas have to travel 01 to 02 km, while 27.80 percent of the respondents have to cover from 01 to 02 km. Others have to cover more than 02 km. (**Table–3.33**).

Table–3.33: Average Distance of the Community Clinic from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	2	7.4	28	3.4	30	3.5
Distance: 0.5 km	1	3.7	123	14.8	124	14.5
Distance: 0.5-01 km	10	37.0	389	46.8	399	46.5
Distance: 01-02 km	11	40.7	231	27.8	242	28.2
Distance: 02-03 km	1	3.7	41	4.9	42	4.9
Distance: Above 03 km	2	7.4	19	2.3	21	2.4
Total	27	100.0	831	100.0	858	100.0

Source: Socio-economic Sample Survey, 2016

3.10.13 Mode of Transport Used in Availing Services

Almost all kinds of available transport modes are used to avail of the services of the Community Clinic. In urban areas, Rickshaw (63.00 percent) is the most widely used, followed by Tempo/Auto Rickshaw (18.50 percent). As many as 14.80 percent of the urban respondents go to the Clinic on foot. In the rural areas, the highest transport mode used is Tempo/Auto Rickshaw (34.40 percent), followed by Rickshaw (7.30 percent). However, 57.00 percent of the rural respondents go to the Clinic on foot. For more details, please see **Table –3.34**.

Table–3.34: Mode of Transport Used in Availing Services

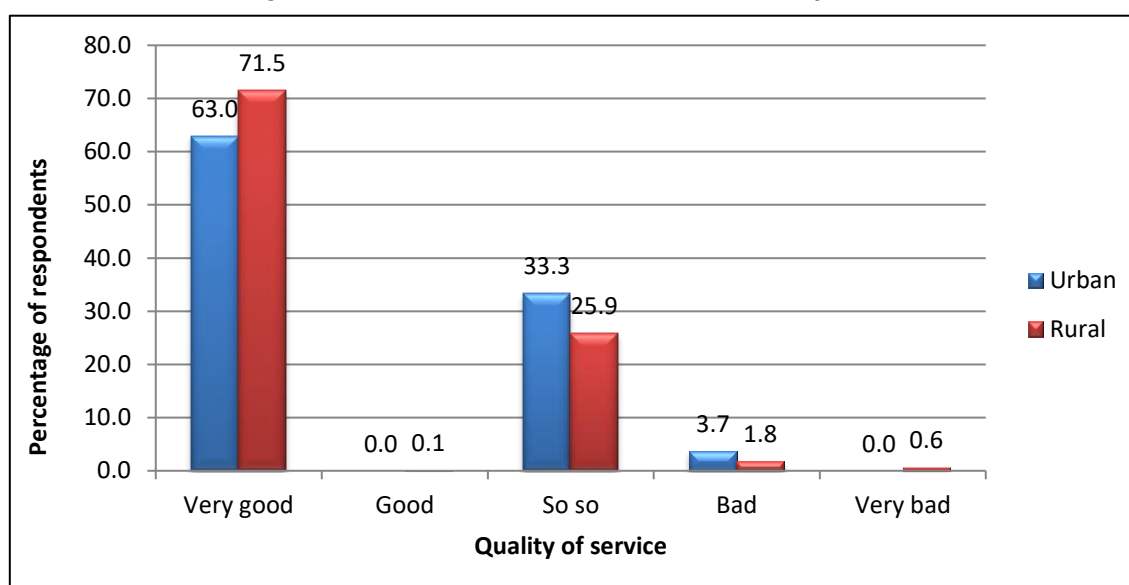
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	4	14.8	474	57.0	478	55.7
Using Bi-cycle	0	0.0	2	0.2	2	0.2
Rickshaw	17	63.0	61	7.3	78	9.1
Bus	1	3.7	8	1.0	9	1.0
Tempo/Auto Rickshaw/Nosimon	5	18.5	286	34.4	291	33.9
Total	27	100.0	831	100.0	858	100.0

Source: Socio-economic Sample Survey, 2016

3.10.14 Quality of Service in the Community Clinic

Survey reveals that, to 63.00 percent of the urban area respondents; service is very good, to 71.50 percent of the rural area respondents, it is very good. To 33.30 percent of the urban area respondents, the service is fairly acceptable, while to 25.90 percent of the rural area respondents, it is so so. Contrary to that, to 4.70 percent of the urban area respondents, the service is bad, while 1.80 percent of the rural area respondents, find the service bad. For more details, please see **Figure–3.29**.

Figure–3.29: Standard of Service of the Community Clinic



Source: Socio-economic Sample Survey, 2016

3.10.15 Availing Services of Private Health Facility

Private health facilities are available in the pourashava area of the upazila. Regarding availing the services of private health facility, response of 97.00 percent of the urban area respondents and 90.00 percent of the rural area respondents was affirmative (**Table–3.35**).

Table–3.35: Whether Availing of Service from Private Health Facility

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	128	97.0	822	90.0	950	90.9
No	4	3.0	91	10.0	95	9.1
Total	132	100.0	913	100.0	1,045	100.0

Source: Socio-economic Sample Survey, 2016

3.10.16 Distance of Private Health Facility from the House

Over 39 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 9.10 percent of the respondents have to cover 0.50 km. On the other hand, 34.80 percent of the respondents have to cover from 01 to 02 km. On the other hand, 9.80 percent have to cover less than 0.50 km on foot. In rural part, 36.30 percent of the respondents have to cover more than 03 km, while 24.10 percent of the respondents have to cover from 02 to 03 km. On the other hand, 22.00 percent have to cover 01 to 02 km. For more details please see **Table–3.36**.

Table–3.36: Average Distance of Private Health Facility from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	13	9.8	9	1.0	22	2.1
Distance: 0.5 km	12	9.1	34	3.7	46	4.4
Distance: 0.5-01 km	52	39.4	118	12.9	170	16.3
Distance: 01-02 km	46	34.8	201	22.0	247	23.6
Distance: 02-03 km	3	2.3	220	24.1	223	21.3
Distance: Above 03 km	6	4.5	331	36.3	337	32.2
Total	132	100.0	913	100.0	1,045	100.0

Source: Socio-economic Sample Survey, 2016

3.10.17 Mode of Transport Used in Availing Services

In the Urban areas, the highest transport mode used for going to private health facility is Tempo/Auto Rickshaw (37.90 percent), followed by Rickshaw (19.70 percent). About 42.40 percent go on foot. In the Rural areas, highest transport/mode used is Tempo/Auto Rickshaw (80.20 percent), followed by Rickshaw (5.90 percent). About 12.10 percent go on foot. For more information see **Table–3.37**.

Table–3.37: Mode of Transport Used in Availing Services

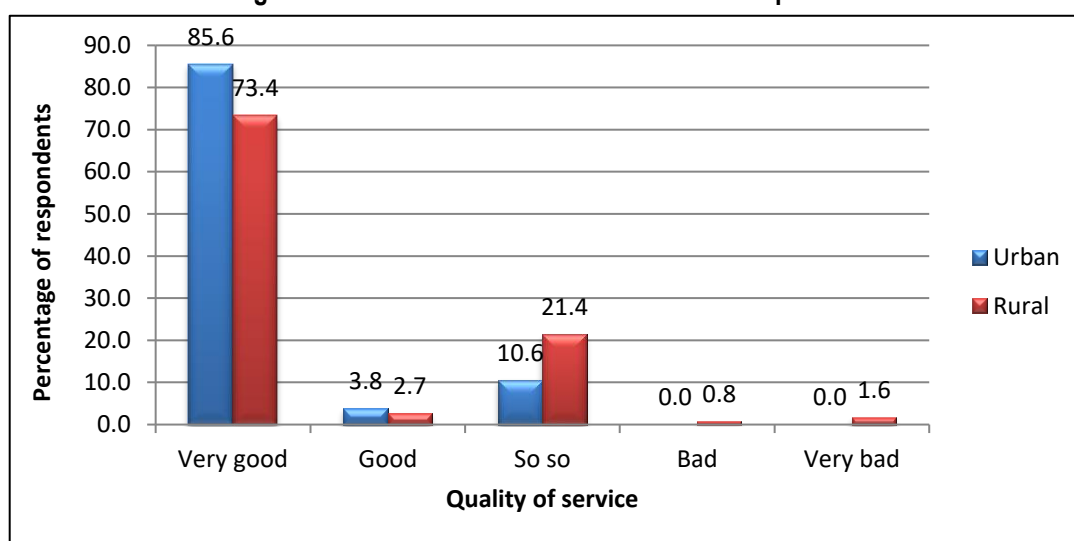
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	56	42.4	111	12.1	167	16.0
Rickshaw	26	19.7	54	5.9	80	7.6
Bus	0	0.0	16	1.8	16	1.5
Tempo/Auto Rickshaw/Nosimon	50	37.9	733	80.2	783	74.9
Total	132	100.0	914	100.0	1,046	100.0

Source: Socio-economic Sample Survey, 2016

3.10.18 Quality of Service in Private Hospital

To 85.60 percent of the urban area respondents the service is very good. It is very good to 73.40 percent of the rural area respondents. To 10.60 percent of the urban area respondents, the service is so so, while to 21.40 percent of the rural area respondents, it is so so. Contrary to that, to 1.60 percent of the rural area respondents, it is bad. For more details, please see **Figure–3.30**.

Figure–3.30: Standard of Service of Private Hospital

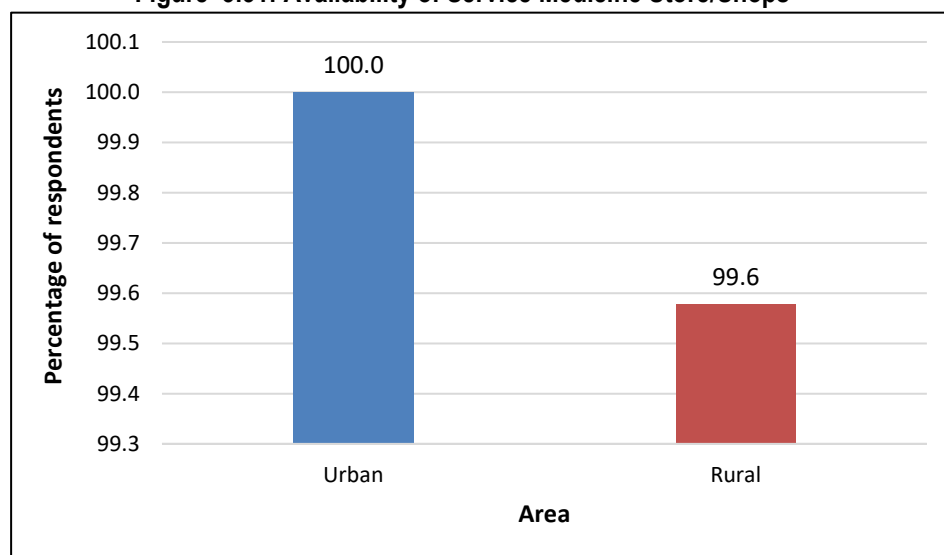


Source: Socio-economic Sample Survey, 2016

3.11 Availability of Services of Medicine Store/Shops

Regarding the availability of services from the Medicine Stores/Shops, the reply of cent percent of the urban area respondents and 99.60 percent of the rural area respondents was affirmative. For more details, please see **Figure–3.31**.

Figure–3.31: Availability of Service Medicine Store/Shops



Source: Socio-economic Sample Survey, 2016

About 37.30 percent of the urban respondents said that they had to travel 0.50 to 01 km for medicine store/shop; 4.50 percent said they had to cover 01 to 02 km and 17.20 percent of the respondents had to cover less than 0.5 km on foot to reach medicine store/shop. In rural areas, however, 36.70 percent of the respondents travel 0.5 to 01 km, 13.20 percent travel 01 to 02 km and 31.60 percent have to travel 0.5 km to reach medicine store/shop. Please see **Table–3.38** for more information.

Table–3.38: Average Distance of Medicine Store/Shops from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	23	17.2	122	13.0	145	13.5
Distance: 0.5 km	54	40.3	298	31.6	352	32.7
Distance: 0.5-01 km	50	37.3	346	36.7	396	36.8
Distance: 01-02 km	6	4.5	124	13.2	130	12.1
Distance: 02-03 km	1	0.7	33	3.5	34	3.2
Distance: Above 03 km	0	0.0	19	2.0	19	1.8
Total	134	100.0	942	100.0	1,076	100.0

Source: Socio-economic Sample Survey, 2016

They use almost any mode whenever necessary to reach medicine store/shop. But urban area respondents prefer Tempo/Auto Rickshaw (13.40 percent) most, followed by Rickshaw (6.70 percent). In rural areas, the highest transport mode used is Tempo/Auto Rickshaw (18.60 percent), followed by Rickshaw (5.00 percent). However, 75.10 percent in general go to the place on foot. For more details please see **Table–3.39**.

Table–3.39: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	106	79.1	708	75.1	814	75.6
Using Bi-cycle	1	0.7	5	0.5	6	0.6
Rickshaw	9	6.7	47	5.0	56	5.2
Bus	0	0.0	8	0.8	8	0.7
Tempo/Auto Rickshaw/Nosimon	18	13.4	175	18.6	193	17.9
Total	134	100.0	943	100.0	1,077	100.0

Source: Socio-economic Sample Survey, 2016

3.12 Availability of Service of Community Center

About 35.10 percent respondents from urban areas said that they use the services of local Community Centers, while 5.40 percent of the rural respondents said that they avail of the services of Community Center. (Table-3.40).

Table-3.40: Whether go for availing service from Community Center

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	47	35.1	51	5.4	98	9.1
No	87	64.9	896	94.6	983	90.9
Total	134	100.0	947	100.0	1,081	100.0

Source: Socio-economic Sample Survey, 2016

3.12.1 Distance of the Community Center from the House

Over 56.30 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 16.70 percent of the respondents have to cover from 01 to 02 km. On the other hand, 2.10 percent have to cover from 02 to 03 km. Further 20.80 percent have to cover less than 0.5 km on foot. As against this, 13.70 percent of the respondents from the rural areas have to cover more than 03 km, while 52.90 percent have to cover from 02 to 03 km. On the other hand, 5.90 percent of the respondents have to cover from 01 to 02 km. As many as 9.80 percent have to cover less than 0.5 km on foot (Table-3.41).

Table-3.41: Distance of the Community Center from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	10	20.8	5	9.8	15	15.2
Distance: 0.5 km	2	4.2	6	11.8	8	8.1
Distance: 0.5-01 km	27	56.3	3	5.9	30	30.3
Distance: 01-02 km	8	16.7	3	5.9	11	11.1
Distance: 02-03 km	1	2.1	27	52.9	28	28.3
Distance: Above 03 km	0	0.0	7	13.7	7	7.1
Total	48	100.0	51	100.0	99	100.0

Source: Socio-economic Sample Survey, 2016

3.12.2 Kitchen Market Service

There are kitchen market available around respondents houses, both, in urban and rural areas. Regarding distance of the facility, 39.20 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 23.80 percent of the respondents have to cover from 01 to 02 km. On the other hand, 0.80 percent have to cover from 02 to 03 km. About 16.20 percent have to cover less than 0.50 km on foot. As against this, 19.00 percent of the respondents from the rural areas have to cover more than 03 km, while 21.30 percent have to cover from 02 to 03 km. On the other hand, 23.10 percent have to cover from 01 to 02 0.5 km. For more details please see **Table–3.42**.

Table–3.42: Average Distance of the Kitchen Market from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	21	16.2	26	3.3	47	5.1
Distance: 0.5 km	22	16.9	95	12.0	117	12.7
Distance: 0.5-01 km	51	39.2	168	21.3	219	23.8
Distance: 01-02 km	31	23.8	182	23.1	213	23.2
Distance: 02-03 km	1	0.8	168	21.3	169	18.4
Distance: Above 03 km	4	3.1	150	19.0	154	16.8
Total	130	100.0	789	100.0	919	100.0

Source: Socio-economic Sample Survey, 2016

They use almost all modes of transport available for journey to the kitchen market. But in urban area 30.80 percent (the highest) prefer Tempo/Auto Rickshaw; Rickshaw is preferred by 11.50 percent. In the rural areas highest transport mode used is Tempo/Auto Rickshaw (67.00 percent), followed by Rickshaw (7.10 percent). For more details please see **Table–3.43**.

Table–3.43: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	75	57.7	200	25.3	275	29.9
Rickshaw	15	11.5	56	7.1	71	7.7
Bus	0	0.0	5	0.6	5	0.5
Tempo/Auto Rickshaw/Nosimon	40	30.8	529	67.0	569	61.8
Total	130	100.0	790	100.0	920	100.0

Source: Socio-economic Sample Survey, 2016

3.13 Availing Services of Police Outpost/Station

There are police outpost in urban and rural areas. According to 32.00 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 44.00 percent have to cover from 01 to 02 km. On the other hand, 8.80 percent have to cover 0.5 km. About 8.80 percent have to cover less than 0.5 km on foot. In rural areas, 29.50 percent of the respondents have to cover more than 03 km, while 22.70 percent have to travel from 02 to 03 km. On the other hand, 13.30 percent of the respondents have to cover from 0.5 to 01 km. For more information, please see **Table–3.44**.

Table–3.44: Average Distance of Police Box/Station from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	11	8.8	6	1.1	17	2.5
Distance: 0.5 km	11	8.8	24	4.3	35	5.1
Distance: 0.5-01 km	40	32.0	74	13.3	114	16.7
Distance: 01-02 km	55	44.0	162	29.1	217	31.9
Distance: 02-03 km	4	3.2	126	22.7	130	19.1
Distance: Above 03 km	4	3.2	164	29.5	168	24.7
Total	125	100.0	556	100.0	681	100.0

Source: Socio-economic Sample Survey, 2016

The users of the facility take any transport to avail of the facility. However, in urban area, 36.00 percent respondents (the highest) prefer Tempo/Auto Rickshaw as the mode of transport and 44.00 percent walk. In rural areas also the highest percentage of people use Tempo/Auto Rickshaw (84.40 %) to reach police outpost/ station (**Table–3.45**).

Table–3.45: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	55	44.0	52	9.4	107	15.7
Rickshaw	24	19.2	27	4.9	51	7.5
Bus	1	0.8	8	1.4	9	1.3
Tempo/Auto Rickshaw/Nosimon	45	36.0	469	84.4	514	75.5
Total	125	100.0	556	100.0	681	100.0

Source: Socio-economic Sample Survey, 2016

Regarding quality of service is concerned, 79.20 percent of the urban area respondents said it is very good, while to 76.30 percent of the rural area respondents, it is very good. For more details, please see **Figure – 3.32**.

Figure–3.32: Standard of Service of Police Box/Station



Source: Socio-economic Sample Survey, 2016

3.14 Availability of Park

Regarding availability of Parks, the reply of 97.8 percent of the urban area respondents was negative.

3.15 Access to Play Ground

About 80.60 percent of the urban area respondents said that they had access to play ground, while 71.60 percent of the rural area respondents said that they had access to play ground. (Table–3.46).

Table–3.46: Availability of Service from Play Ground

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	108	80.6	677	71.6	785	72.7
No	26	19.4	269	28.4	295	27.3
Total	134	100.0	946	100.0	1,080	100.0

Source: Socio-economic Sample Survey, 2016

Regarding distance of the Play Grounds from the house, 43.10 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 5.50 percent have to cover from 01 to 02 km. On the other hand, 31.20 percent have to cover 0.5 km. As many as 18.30 percent have to cover less than 0.5 km on foot. As against this, 34.60 percent of the respondents from the rural areas have to cover 0.50 km, while 39.30 percent have to cover from 0.50 to 01 km. On the other hand, 13.70 percent have to cover less than 0.5 km on foot. For more details please see Table–3.47.

Table-3.47: Average Distance of the Play Ground from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	20	18.3	93	13.7	113	14.4
Distance: 0.5 km	34	31.2	234	34.6	268	34.1
Distance: 0.5-01 km	47	43.1	266	39.3	313	39.8
Distance: 01-02 km	6	5.5	51	7.5	57	7.3
Distance: 02-03 km	0	0.0	26	3.8	26	3.3
Distance: Above 03 km	2	1.8	7	1.0	9	1.1
Total	109	100.0	677	100.0	786	100.0

Source: Socio-economic Sample Survey, 2016

3.16 Access to Banking Service

In urban areas banking services are easily available nearby the house. So access to service is easy and this is supported by 69.90 percent of the urban area respondents. In rural area 61.75 percent said that they use banking services (**Table – 3.48**).

Table – 3.48: Availability of Service from Bank

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	93	69.9	500	61.75	593	62.1
No	40	30.1	323	38.25	363	37.9
Total	133	100.0	823	100.0	956	100.0

Source: Socio-economic Sample Survey, 2016

In urban area 33.1 percent respondents said that banking services is available in between 01 to 02 km, while 29.5 percent rural area respondents said that the service is available in between 01 to 02 km. Please see **Table-3.49** for more information.

Table – 3.49: Average Distance of the Bank from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	20	15.0	16	2.0	36	3.8
Distance: 0.5 km	25	18.8	47	5.7	72	7.6
Distance: 0.5-01 km	39	29.3	189	23.0	228	23.9
Distance: 01-02 km	44	33.1	242	29.5	286	30.0
Distance: 02-03 km	0	0.0	163	19.9	163	17.1
Distance: Above 03 km	5	3.8	163	19.9	168	17.6
Total	133	100.0	820	100.0	953	100.0

Source: Socio-economic Sample Survey, 2016

The users of banking services, in urban area mostly use Tempo/Auto Rickshaw (27.8 percent), while in rural area the most widely used mode is Tempo/Auto Rickshaw (69.70 percent). For more details, please see **Table–3.50**.

Table –3.50: Mode of Transport Used in Availing Banking Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	72	54.1	179	21.8	251	26.3
Using Bi-cycle	0	0.0	1	0.1	1	0.1
Rickshaw	24	18.0	63	7.7	87	9.1
Bus	0	0.0	6	0.7	6	0.6
Tempo/Auto Rickshaw/Nosimon	37	27.8	572	69.7	609	63.8
Total	133	100.0	821	100.0	954	100.0

Source: Socio-economic Sample Survey, 2016

3.17 Access to Post Office

As sample survey shows, 33.10 percent of the urban area respondents and 37.00 percent of the rural area respondents use the services of post office that are available almost everywhere. On average the users of post office is 36.5 percent among the sample respondents (**Table–3.51**).

Table–3.51: Whether avail service from Post Office

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	44	33.1	319	37.0	363	36.5
No	89	66.9	542	63.0	631	63.5
Total	133	100.0	861	100.0	994	100.0

Source: Socio-economic Sample Survey, 2016

According to 42.90 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 29.30 percent have to cover from 02 to 03 km. About 11.30 percent have to cover less than 0.5 km on foot. As against this, 6.60 percent of the respondents from the rural areas have to cover more than 03 km, while 14.10 percent of the respondents have to cover from 02 to 03 km. On the other hand, 36.30 percent have to cover from 01 to 02 km and 30.60 percent have to cover from 0.50 to 01 km. For more details, please see **Table–3.52**.

Table-3.52: Average Distance of the Post Office from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	15	11.3	21	2.4	36	3.6
Distance: 0.5 km	13	9.8	85	9.9	98	9.9
Distance: 0.5-01 km	57	42.9	263	30.6	320	32.3
Distance: 01-02 km	39	29.3	312	36.3	351	35.4
Distance: 02-03 km	5	3.8	121	14.1	126	12.7
Distance: Above 03 km	4	3.0	57	6.6	61	6.1
Total	133	100.0	859	100.0	992	100.0

Source: Socio-economic Sample Survey, 2016

The respondents use all kinds of transports to reach post office. But urban area the most widely used mode is Tempo/Auto Rickshaw (30.80 percent), while in rural areas most widely used mode is Tempo/Auto Rickshaw (53.10 percent). However, in urban area 49.60 percent respondents walk to the post office. For more details, please see **Table-3.53**.

Table -3.53: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	66	49.6	330	38.4	396	39.9
Rickshaw	26	19.5	65	7.6	91	9.2
Bus	0	0.0	8	0.9	8	0.8
Tempo/Auto Rickshaw/Nosimon	41	30.8	456	53.1	497	50.1
Total	133	100.0	859	100.0	992	100.0

Source: Socio-economic Sample Survey, 2016

About service, 73.70 percent urban area respondents termed the postal service as very good, while to 71.30 percent of the rural area respondents, find the service very good. Please see **Figure-3.33** for more information.

Figure–3.33: Quality of Service in the Post Office



Source: Socio-economic Sample Survey, 2016

3.18 Fire Brigade Service

There is one fire station in the upazila located at the Pourashava. This station serves the entire upazila. 26.70 percent of the urban area respondents take the services of the fire service. In rural areas, 20.70 percent of the rural area respondents who used fire service (**Table–3.54**).

Table–3.54: Whether Avail Service of Fire Brigade

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	31	26.7	94	20.7	125	21.9
No	85	73.3	361	79.3	446	78.1
Total	116	100.0	455	100.0	571	100.0

Source: Socio-economic Sample Survey, 2016

3.18.1 Average Distance of Fire Brigade from the House

Regarding distance of Fire Brigade, 17.20 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 52.60 percent have to cover from 01 to 02 km. On the other hand, 12.90 percent have to cover from 02 to 03 km. About 7.80 percent have to cover more than 03 km. As against this, 6.20 percent of the respondents from the rural areas have to cover from 0.50 to 01 km, while 16.00 percent of the respondents have to cover from 01 to 02 km. On the other hand, 72.50 percent have to cover more than 03 km. Please see **Table–3.55** for more information.

Table–3.55: Average Distance of Fire Brigade from the House

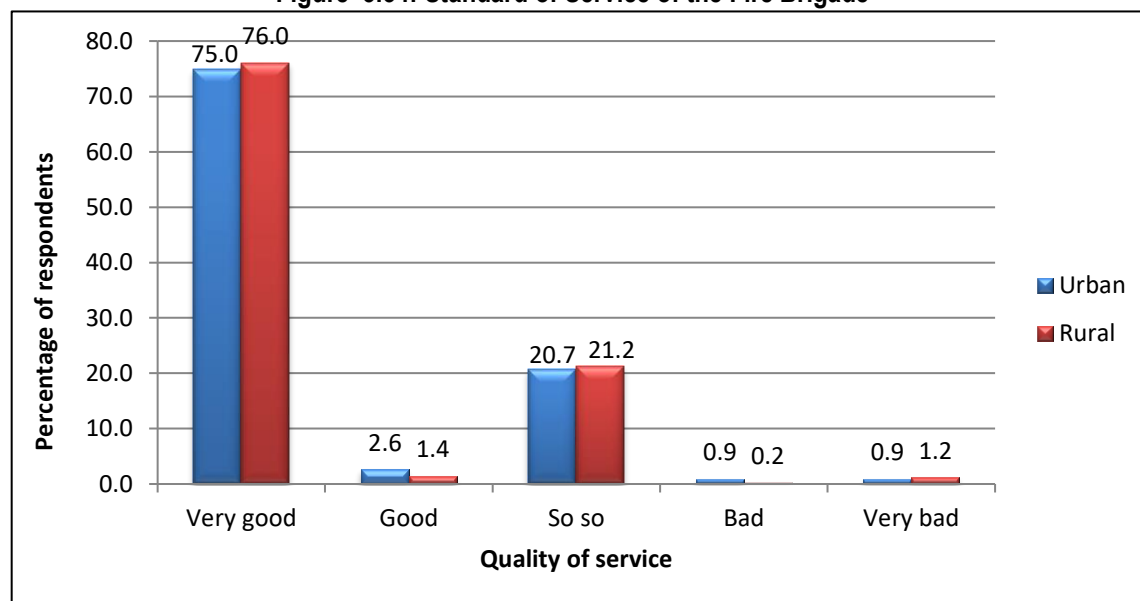
Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	2	1.7	6	1.3	8	1.4
Distance: 0.5 km	9	7.8	18	4.0	27	4.8
Distance: 0.5-01 km	20	17.2	28	6.2	48	8.5
Distance: 01-02 km	61	52.6	72	16.0	133	23.5
Distance: 02-03 km	15	12.9	52	11.6	67	11.8
Distance: Above 03 km	9	7.8	274	60.9	283	50.0
Total	116	100.0	450	100.0	566	100.0

Source: Socio-economic Sample Survey, 2016

3.18.2 Quality of Service

About 76.00 percent of the rural area respondents who used Fire Brigade Service termed the services as very good. Contrary to that, to 21.20 percent of the rural area respondents, the service is so so. For more details, please see **Figure–3.34**.

Figure–3.34: Standard of Service of the Fire Brigade



Source: Socio-economic Sample Survey, 2016

3.19 Access to Education Facilities

Among educational institutions, the upazila has 4 colleges, 25 secondary schools, 55 primary schools, 34 madrashas and 6 community schools.

3.19.1 Primary School

Of the urban area respondents, 70.90 percent avail of the primary school services, while for rural areas 67.20 percent of the rural area respondents avail the services as learnt from the survey. Overall 67.70 percent avail the primary school service. For more details, please see **Table–3.56**.

Table–3.56: Whether Avail Service from Primary School

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	95	70.9	632	67.2	727	67.7
No	39	29.1	308	32.8	347	32.3
Total	134	100.0	940	100.0	1,074	100.0

Source: Socio-economic Sample Survey, 2016

Regarding distance of primary school, 48.50 percent of the urban respondents and 37.70 percent of the rural respondents said that their children had to travel 05 to 1 km for school. In rural area, only 6 respondents said that the school was above 3 km away from their houses. For more information, please see **Table–3.57**.

Table–3.57: Average Distance of the Primary School from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	1	0.7	142	15.1	143	13.3
Distance: 0.5 km	58	43.3	308	32.8	366	34.1
Distance: 0.5-01 km	65	48.5	354	37.7	419	39.0
Distance: 01-02 km	7	5.2	101	10.7	108	10.1
Distance: 02-03 km	3	2.2	29	3.1	32	3.0
Distance: Above 03 km	0	0.0	6	0.6	6	0.6
Total	134	100.0	940	100.0	1,074	100.0

Source: Socio-economic Sample Survey, 2016

Children of the respondents both, in urban and rural areas use all kinds of transport for journey to school. In the urban area, the highest transport mode used is Tempo/Auto Rickshaw (6.70 percent). However, 87.30 percent go to school on foot. In the Rural areas, the highest transport mode used is Tempo/Auto Rickshaw (9.90 percent) and 87.30 percent travel on foot (**Table–3.58**)

Table –3.58: Mode of Transport Used for Travelling to Primary School

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	117	87.3	821	87.3	938	87.3
Using Bi-cycle	1	0.7	3	0.3	4	0.4
Rickshaw	7	5.2	18	1.9	25	2.3
Bus	0	0.0	5	0.5	5	0.5
Tempo/Auto Rickshaw/Nosimon	9	6.7	93	9.9	102	9.5
Total	134	100.0	940	100.0	1,074	100.0

Source: Socio-economic Sample Survey, 2016

3.19.1.1 Quality of Service of the Primary School

About 89.60 percent of the urban area respondents are satisfied with quality of service of the primary schools and termed it very good, while to 88.80 percent of the rural area respondents, it is very good. For more details, please see **Figure–3.35**.

Figure–3.35: Standard of Service of the Primary School



Source: Socio-economic Sample Survey, 2016

3.19.2 Access to Secondary School

There are secondary schools around the respondents' houses, both, in urban and rural areas. Over 39 percent of the urban respondents said that their children had to travel 0.50 to 01 km daily for school; 31.60 percent said that their children travel 01 to 02 km daily for school. About 9.00 percent travel less than 0.50 km. In rural areas, 36.00 percent children have to travel 0.5 to 01 km. Over 31 percent travel 01 to 02 km on foot to reach school. Please see **Table–3.59** for details.

Table–3.59: Distance of the Secondary School from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	12	9.0	62	6.6	74	6.9
Distance: 0.5 km	19	14.3	145	15.4	164	15.3
Distance: 0.5-01 km	53	39.8	338	36.0	391	36.4
Distance: 01-02 km	42	31.6	292	31.1	334	31.1
Distance: 02-03 km	3	2.3	73	7.8	76	7.1
Distance: Above 03 km	4	3.0	30	3.2	34	3.2
Total	133	100.0	940	100.0	1,073	100.0

Source: Socio-economic Sample Survey, 2016

About 52.6 percent of urban children and 60.4 percent rural children walk to their schools as the survey said. Other take various modes, like, rickshaw, bicycle, and tempo (**Table–3.60**)

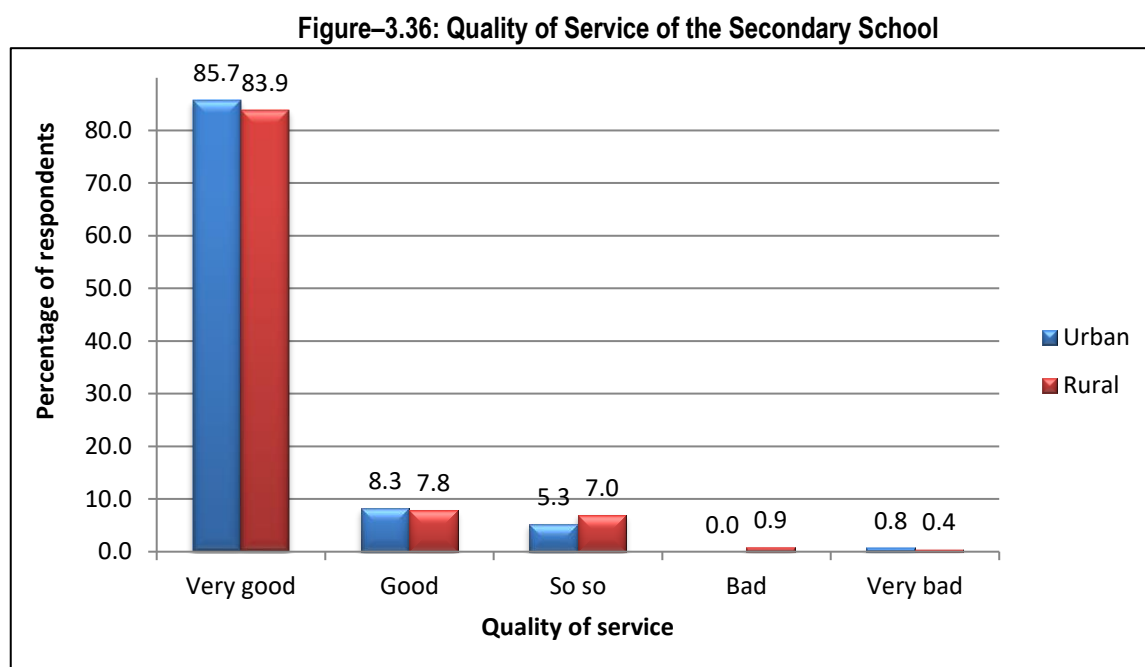
Table –3.60: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	70	52.6	567	60.4	637	59.4
Using Bi-cycle	0	0.0	6	0.6	6	0.6
Rickshaw	24	18.0	66	7.0	90	8.4
Bus	0	0.0	6	0.6	6	0.6
Tempo/Auto Rickshaw/Nosimon	39	29.3	294	31.3	333	31.1
Total	133	100.0	939	100.0	1,072	100.0

Source: Socio-economic Sample Survey, 2016

3.19.2.1 Quality of Service of the Secondary School

About 85.70 percent of the urban area respondents consider quality of education as very good, while in rural areas 83.90 percent respondent termed the quality as very good. For more details please see **Figure–3.36**.



Source: Socio-economic Sample Survey, 2016

3.19.2.2 Availing Services of Higher Secondary School/College

Among the urban areas respondents 39.40 percent avail of the services of higher secondary/college, and 28.40 percent of the rural area respondents avail of the service. Please see **Table–3.61** for more information.

Table–3.61: Whether Avail of the Service of Higher Secondary School/College

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	50	39.4	198	28.4	248	30.1
No	77	60.6	498	71.6	575	69.9
Total	127	100.0	696	100.0	823	100.0

Source: Socio-economic Sample Survey, 2016

It is revealed that 37.00 percent of the respondents from the urban areas travel from 0.50 to 01 km, and 38.60 percent travel from 01 to 02 km to reach their school. On the other hand, 7.9 percent walk less than 0.50 km to their school/college. As against this, 17.4 percent of the respondents from the rural areas have to travel 0.50 to 01 km, while 30.50 percent have to travel from 01 to 02 km for school/college. On the other hand, 2.9 percent walk to their schools/colleges. **Table–3.62** gives more information.

Table–3.62: Distance of the Higher Secondary/College from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	10	7.9	20	2.9	30	3.7
Distance: 0.5 km	15	11.8	35	5.0	50	6.1
Distance: 0.5-01 km	47	37.0	121	17.4	168	20.5
Distance: 01-02 km	49	38.6	212	30.5	261	31.8
Distance: 02-03 km	1	0.8	141	20.3	142	17.3
Distance: Above 03 km	5	3.9	165	23.8	170	20.7
Total	127	100.0	694	100.0	821	100.0

Source: Socio-economic Sample Survey, 2016

Those who travel on transport use various modes, like, Bi-cycle, Rickshaw, Bus, Tempo, Auto Rickshaw and Boat. In the Urban areas, the highest transport mode used for going to the Higher Secondary/College is Tempo/Auto Rickshaw (34.60 percent), followed by Rickshaw (18.10 percent). In the Rural areas, the highest transport mode used is Tempo/Auto Rickshaw (71.60 percent), followed by Rickshaw (6.90 percent). For more details, please see **Table–3.63**.

Table –3.63: Mode of Transport Used in Availing Services

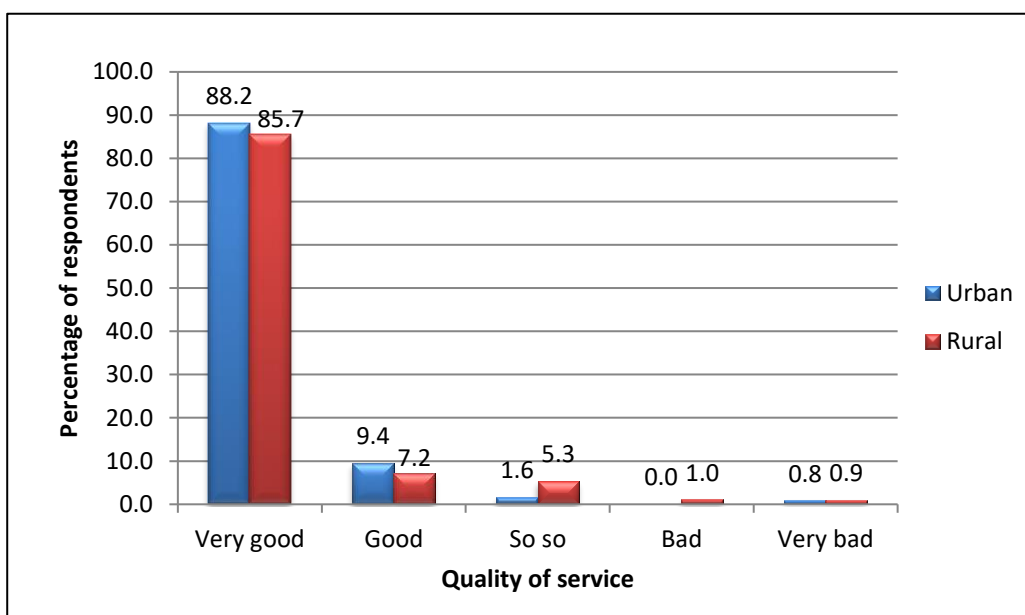
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	59	46.5	138	19.9	197	24.0
Using Bi-cycle	1	0.8	1	0.1	2	0.2
Rickshaw	23	18.1	48	6.9	71	8.6
Bus	0	0.0	10	1.4	10	1.2
Tempo/Auto Rickshaw/Nosimon	44	34.6	497	71.6	541	65.9
Total	127	100.0	694	100.0	821	100.0

Source: Socio-economic Sample Survey, 2016

3.19.2.3 Perception about Quality of Service

So far as the quality of service is concerned, to 88.2 percent of the urban area respondents; it is very good, while to 85.70 percent of the rural area respondents, it is very good. On the other hand, to 1.6 percent of the urban area respondents, it is so so, while to 5.3 percent of the rural area respondents, it is so so. For more details, please see **Figure–3.37**.

Figure–3.37: Standard of Service of the Higher Secondary/College



Source: Socio-economic Sample Survey, 2016

3.19.3 Availing Service of Degree College

The degree college is available in the upazila headquarters. Availing the services of the degree college by the respondents is low, both, in urban and rural areas but it is comparatively higher in urban areas. In urban area, 40.70 percent and in rural area 23.9 percent respondents said that they avail of the services of the degree college. On average only 26.70 percent avail the service, which is quite discouraging. For more details, please see **Table–3.64**.

Table–3.64: Whether Go for Service from Degree College/University

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	46	40.7	135	23.9	181	26.7
No	67	59.3	430	76.1	497	73.3
Total	113	100.0	565	100.0	678	100.0

Source: Socio-economic Sample Survey, 2016

Regarding distance of Degree College/University from the house, 28.30 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 46.90 percent have to cover from 01 to 02 km. On the other hand, 9.70 percent of the respondents have to cover 0.5 km. About 4.40 percent have to cover more than 03 km. As against this, 8.50 percent of the respondents from the rural areas have to cover from 0.50 to 01 km, while 21.50 percent have to cover from 01 to 02 km. On the other hand, 25.90 percent have to cover from 02 to 03 km and 37.90 percent have to cover above 03 km. For more details, please see **Table-3.65**.

Table-3.65: Average Distance from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	11	9.7	16	2.8	27	4.0
Distance: 0.5 km	11	9.7	19	3.4	30	4.4
Distance: 0.5-01 km	32	28.3	48	8.5	80	11.8
Distance: 01-02 km	53	46.9	121	21.5	174	25.7
Distance: 02-03 km	1	0.9	146	25.9	147	21.7
Distance: Above 03 km	5	4.4	214	37.9	219	32.3
Total	113	100.0	564	100.0	677	100.0

Source: Socio-economic Sample Survey, 2016

It has been found that the respondents from both Urban and rural areas, normally use almost all sorts of transport, like Rickshaw, Bus, Tempo and Auto Rickshaw are used for availing the services. In the urban areas, the highest transport mode used is Tempo/Auto Rickshaw (31.90 percent), followed by Rickshaw (19.50 percent). In the rural areas, the highest transport mode used is Tempo/Auto Rickshaw (83.80 percent), followed by Rickshaw (3.70 percent). For more details, please see **Table-3.66**.

Table -3.66: Mode of Transport Used in Availing Services

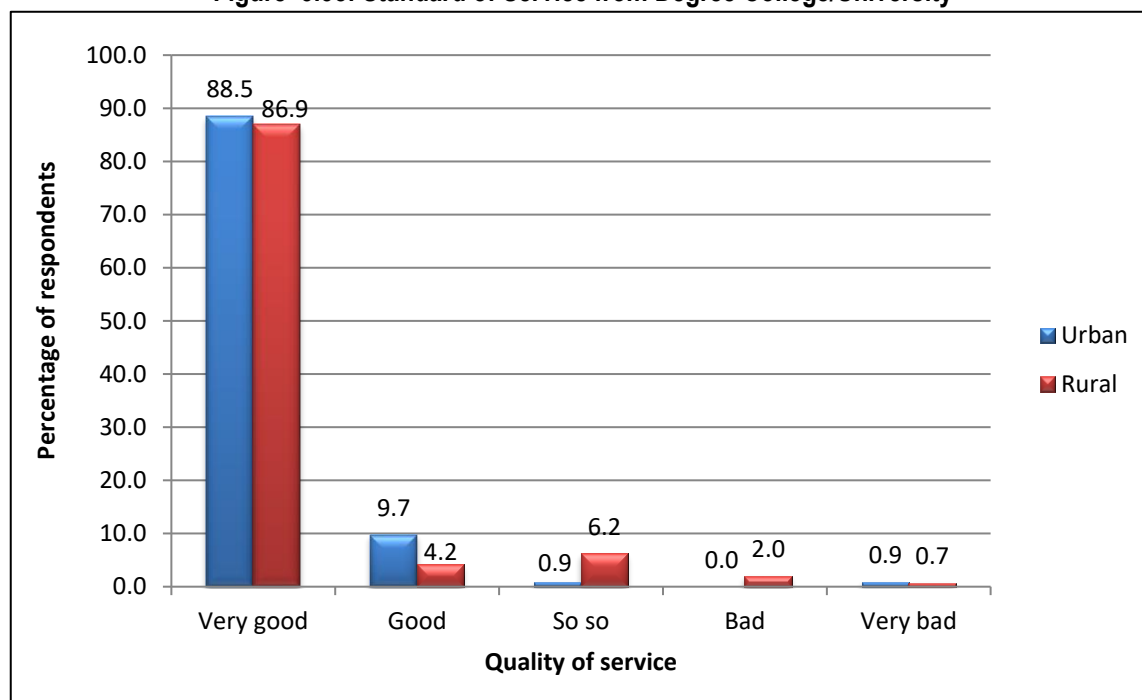
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	55	48.7	62	11.0	117	17.3
Rickshaw	22	19.5	21	3.7	43	6.4
Bus	0	0.0	8	1.4	8	1.2
Tempo/Auto Rickshaw/Nosimon	36	31.9	472	83.8	508	75.1
Total	113	100.0	563	100.0	676	100.0

Source: Socio-economic Sample Survey, 2016

3.19.3.1 Quality of Service

So far as the standard of service is concerned, to 88.50 percent of the urban area respondents; it is very good, while to 86.90 percent of the rural area respondents, it is very good. On the other hand, to 0.9 percent of the urban area respondents, it is so so, while to 6.20 percent of the rural area respondents, it is so so. For more details, please see **Figure-3.38**.

Figure–3.38: Standard of Service from Degree College/University



Source: Socio-economic Sample Survey, 2016

3.19.4 Access to Madrasha

There are 34 madrashas of different levels in the upazila. Regarding the availing the services of madrasha, the reply of 41.70 percent of the urban area respondents and 45.60 percent of the rural area respondents was affirmative (**Table–3.67**).

Table–3.67: Whether go for service to Madrasha

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	55	41.7	420	45.6	475	45.1
No	77	58.3	502	54.4	579	54.9
Total	132	100.0	922	100.0	1,054	100.0

Source: Socio-economic Sample Survey, 2016

3.19.4.1 Distance of Madrasha from the House

About 43.9 percent from the urban areas and 37.7 percent of the respondents from the rural areas said that their children had to travel 0.50 km for the madrasha. About 12.1 percent from urban area and 13.8 percent from rural area walk to their respective madrashas. For more details, please see **Table–3.68**.

Table–3.68: Average Distance of Madrasha from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	16	12.1	127	13.8	143	13.6
Distance: 0.5 km	39	29.5	223	24.2	262	24.9
Distance: 0.5-01 km	58	43.9	347	37.7	405	38.5
Distance: 01-02 km	16	12.1	162	17.6	178	16.9
Distance: 02-03 km	1	0.8	51	5.5	52	4.9
Distance: Above 03 km	2	1.5	11	1.2	13	1.2
Total	132	100.0	921	100.0	1,053	100.0

Source: Socio-economic Sample Survey, 2016

3.19.4.2 Quality of Service of Madrasha

About 87.90 percent of the urban area respondents and 87.80 percent of the rural area respondents consider the quality of service as very good in madrashas. Please see **Figure–3.39** for more information.

Figure–3.39: Quality of Service of Madrasha



Source: Socio-economic Sample Survey, 2016

3.20 Availability of Bus Stand

There is one bus terminal in Dohar Upazila. The households surveyed made comments on the distance of such bus stands.

3.20.1 Distance of Bus Stand from the House

Regarding distance of the Bus Stand/Terminal from the house, 40.00 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 19.20 percent have to cover 0.50 km. On the other hand, 24.80 percent have to cover from 01 to 02 km. As against this, 28.10 percent of the respondents from the rural areas have to cover from 0.50 to 01 km, while 22.10 percent have to cover from 01 to 02 km. On the other hand, 18.20 percent of the respondents from the rural areas have to cover more than 02 km. For more details, please see **Table–3.69**.

Table–3.69: Average Distance of Bus Stand from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	15	12.0	84	11.4	99	11.5
Distance: 0.5 km	24	19.2	149	20.2	173	20.0
Distance: 0.5-01 km	50	40.0	208	28.1	258	29.9
Distance: 01-02 km	31	24.8	163	22.1	194	22.5
Distance: 02-03 km	0	0.0	83	11.2	83	9.6
Distance: Above 03 km	5	4.0	52	7.0	57	6.6
Total	125	100.0	739	100.0	864	100.0

Source: Socio-economic Sample Survey, 2016

3.21 Graveyard

There are graveyards all around the upazila. However, all these graveyards are either family graveyards or community graveyards. There is no local government sponsored graveyard in the upazila. People usually use community based graveyards for burial of deadbody. Many families have family graveyard.

3.21.1 Distance of the Graveyard from the House

Regarding distance of the Graveyard from the house, 9.00 percent of the respondents from the urban areas have to cover less than 0.50 km on foot, while 45.10 percent have to cover 0.50 km. On the other hand, 41.40 percent have to cover 0.5 to 01 km. Besides, 4.50 percent have to cover more than 01 km. As against this, 16.50 percent of the respondents from the rural areas have to cover less than 0.50 km on foot, while 38.00 percent have to cover 0.50 km. On the other hand, 33.80 percent have to cover 0.5 to 01 km. Besides, 11.70 percent have to cover more than 01 km. For more details, please see **Table–3.70**.

Table–3.70: Average Distance of the Graveyard from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	12	9.0	145	16.5	157	15.5
Distance: 0.5 km	60	45.1	335	38.0	395	39.0
Distance: 0.5-01 km	55	41.4	298	33.8	353	34.8
Distance: 01-02 km	6	4.5	60	6.8	66	6.5
Distance: 02-03 km	0	0.0	35	4.0	35	3.5
Distance: Above 03 km	0	0.0	8	0.9	8	0.8
Total	133	100.0	881	100.0	1,014	100.0

Source: Socio-economic Sample Survey, 2016

3.22 Availability of Eid-gah

Eid-gahs are usually established on community initiatives for small Eid congregations of the local people. There are Eid-gahs all around the upazila. Sample survey shows, 94.60 percent of the urban area respondents and 95.7 percent of the rural area respondents go to Eid-gah for saying Eid prayer (**Table – 3.71**).

Table–3.71: Whether go for Prayer at Eid-gah

Eid-Gah Using Status	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	70	94.6	727	95.7	797	95.6
No	4	5.4	33	4.3	37	4.4
Total	74	100.0	760	100.0	834	100.0

Source: Socio-economic Sample Survey, 2016

3.22.1 Distance of Eid-gah from the House

Regarding distance of the Eid-gah from the house, 12.20 percent of the respondents from the urban areas have to cover less than 0.50 km on foot, while 39.20 percent have to cover 0.50 km. On the other hand, 47.30 percent have to cover 0.5 to 01 km. As against this, 25.80 percent of the respondents from the rural areas have to cover less than 0.50 km on foot, while 42.10 percent have to cover 0.50 km. On the other hand, 26.90 percent have to cover 0.5 to 01 km. For more details, please see **Table–3.72**.

Table-3.72: Distance of Eid-gah from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	9	12.2	195	25.8	204	24.5
Distance: 0.5 km	29	39.2	319	42.1	348	41.9
Distance: 0.5-01 km	35	47.3	204	26.9	239	28.8
Distance: 01-02 km	1	1.4	25	3.3	26	3.1
Distance: 02-03 km	0	0.0	9	1.2	9	1.1
Distance: Above 03 km	0	0.0	5	0.7	5	0.6
Total	74	100.0	757	100.0	831	100.0

Source: Socio-economic Sample Survey, 2016

3.23 Distance of Mosque

About 69.20 percent of the urban respondents and 58.70 percent of the rural respondents said, they have to travel less than 0.50 km for mosque. About 8.3 percent from urban respondents and 11.4 percent of the rural respondents travel 0.5 to 1 km to reach a mosque. Please see **Table-3.73** for details

Table-3.73: Distance of Mosque from the House

Distance from the House	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	92	69.2	551	58.7	643	60.0
Distance: 0.5 km	30	22.6	272	29.0	302	28.2
Distance: 0.5-01 km	11	8.3	107	11.4	118	11.0
Distance: 01-02 km	0	0.0	6	0.6	6	0.6
Distance: 02-03 km	0	0.0	1	0.1	1	0.1
Distance: Above 03 km	0	0.0	2	0.2	2	0.2
Total	133	100.0	939	100.0	1,072	100.0

Source: Socio-economic Sample Survey, 2016

3.24 Perception on the Local Area Problems

This section of the report reflects perception of the respondents about different local area problems they face in day to day life.

3.24.1 Transport Related Problem

On query over 57 percent urban area respondents and 65 percent rural area respondents complained of transport related problems they face every day (**Table-3.74**). Next, they pointed out the problem they face. Following are the details of problems:

Table-3.74: Transport-related Problems

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any transport-related problem? (Yes)	77	57.5	623	65.8	700	64.8
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Road is flooded	0	0.0	2	0.3	2	0.3
Bad condition of the Transports	12	15.6	7	1.1	19	2.7
Traffic Jam	6	7.8	0	0.0	6	0.9
High Fare	34	44.2	460	73.8	494	70.6
Less transport	36	46.8	492	79.0	528	75.4

Source: Socio-economic Sample Survey, 2016

3.24.2 Problems of Road

Survey reveals that 89.80 percent of the overall respondents of the upazila have allegations about roads. In urban area 94.80 percent of the respondents and in rural area 89.10 percent of the respondents complained about roads. The major problems (as per ranking) they complained are, bad condition of the road, mostly unpaved roads, narrow roads and traffic jam. Please look into the **Table-3.75** for more information.

Table-3.75: Problems of the Area - Road-related Problems

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any road-related problem? (Yes)	127	94.8	844	89.1	971	89.8
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Narrow road	38	29.9	307	36.4	345	35.5
Road condition is bad	82	64.6	493	58.4	575	59.2
Traffic Jam	15	11.8	2	0.2	17	1.8
Less transport	12	9.4	146	17.3	158	16.3
Less no. of Road	12	9.4	138	16.4	150	15.4
Maximum Road kucha	42	33.1	334	39.6	376	38.7

Source: Socio-economic Sample Survey, 2016

3.24.3 Waste Management Problem

About 99.30 percent of the urban respondents and 99.30 percent of the rural respondents complained about mismanagement of solid waste. Particularly, disposal of the waste, according the respondents is a major problem.

Table –3.76: Solid Waste Disposal Problem

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any solid waste disposal-related problem? (Yes)	133	99.3	940	99.3	1,073	99.3
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Dustbin not sufficient	5	3.8	11	1.2	16	1.5
Solid waste management problem	3	2.3	8	0.9	11	1.0
No specific solid waste disposal site	126	94.7	931	99.0	1,057	98.5

Source: Socio-economic Sample Survey, 2016

In both urban and rural areas, the major problems are attributed (as per ranking) to non-availability of any selected/fixed solid waste disposal site, insufficient Dustbin and lack of proper solid waste management and. For more details, please see **Table –3.76**.

3.24.4 Electricity Problem

According to 78 percent of the respondents electricity is a precarious problem. The problem seems to be more acute in urban area than in rural area. In urban area 10.8 percent and in rural area 18.3 percent alleged not have any electricity connection. Load-shedding has been reported by 94.6 percent of the urban area respondents (**Table–77**).

Table –3.77: Problems of Electricity

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any electricity-related problem? (Yes)	111	82.8	732	77.3	843	78.0
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
All do not have electricity	12	10.8	134	18.3	146	17.3
Load-shading	105	94.6	672	91.8	777	92.2
Others	2	1.8	14	1.9	16	1.9

Source: Socio-economic Sample Survey, 2016

3.24.5 Damage due to Flood & Mitigation Measures Taken

There has been complains about property damage due to flood by 1.4 percent of the respondents from the rural areas and no respondent from the urban areas. The damages they were subject to (as per ranking) are, damage of houses, cattle and even human lives. Please see **Table–3.78** for details.

Table –3.78: Damage due to Flood

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	0	0.0	13	1.4	13	1.2
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	0	0.0	1	11.1	1	11.1
Houses fully damaged	0	0.0	4	44.4	4	44.4
Cattle house damaged	0	0.0	1	11.1	1	11.1
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	0	0.0	1	14.3	1	14.3
Pillars made stronger	0	0.0	1	14.3	1	14.3
House repaired	0	0.0	7	100.0	7	100.0

Source: Socio-economic Sample Survey, 2016

Regarding mitigation measures that were taken by the concerned quarters/authority, including themselves in the rural areas (percentage ranking) were repairing of the house (100 percent) and house pillars made stronger (14.30 percent). Please see **Table–3.78** for more details.

3.24.6 Damage due to Heavy Rain& Mitigation Measures

In reply to a question, as to whether there has been any material damage due to heavy rain, 4.50 percent of the respondents from the urban areas and 8.40 percent of the sample respondents from the rural areas, replied affirmative. The types of heavy rain damage as they experienced/faced were (as per ranking) damage/loss of house, crops, land, labor working days and trees.

Table–3.79: Damage due to Heavy Rain

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	6	4.5	80	8.4	86	8.0
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Loss of working days	0	0.0	1	1.3	1	1.2
Houses fully damaged	2	33.3	36	45.0	38	44.2
Houses partly damage	0	0.0	2	2.5	2	2.3
Crops damaged	2	33.3	2	2.5	4	4.7
Land loss due to river bank erosion	2	33.3	76	95.0	78	90.7
Trees damaged	0	0.0	1	1.3	1	1.2
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	4	80.0	6	11.5	10	17.5
Repairing/Built new house	3	60.0	40	76.9	43	75.4
Others	0	0.0	6	11.5	6	10.5

Source: Socio-economic Sample Survey, 2016

Regarding mitigation measures that were taken from the concerned quarters/authority, including themselves in both Urban and Rural areas (percentage ranking) were repairing of the house, building new house at the old place. On the other hand, 60.00 percent of the urban respondents and 76.90 percent of the rural respondents reported to have not taken any effective action in repairing and reconstructing houses. For more information, please see **Table–3.79**.

3.24.7 Damage due to Fire & Mitigation Measures

It is reported that due to fire, 5.20 percent of the respondents from the urban areas and 1.90 percent of the sample respondents from the rural areas suffered damages. The types of fire damage as they experienced/faced were (as per ranking) damage of houses, financial loss, crops and lives.

Table–3.80: Damage due to Fire

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	7	5.2	18	1.9	25	2.3
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	0	0.0	2	11.8	2	8.3
Loss of working days	0	0.0	2	11.8	2	8.3
Houses partly damage	6	85.7	1	5.9	7	29.2
Crops damaged	0	0.0	13	76.5	13	54.2
Financial loss	2	28.6	1	5.9	3	12.5
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	7	100.0	3	100.0	10	100.0
House repaired	6	85.7	1	33.3	7	70.0

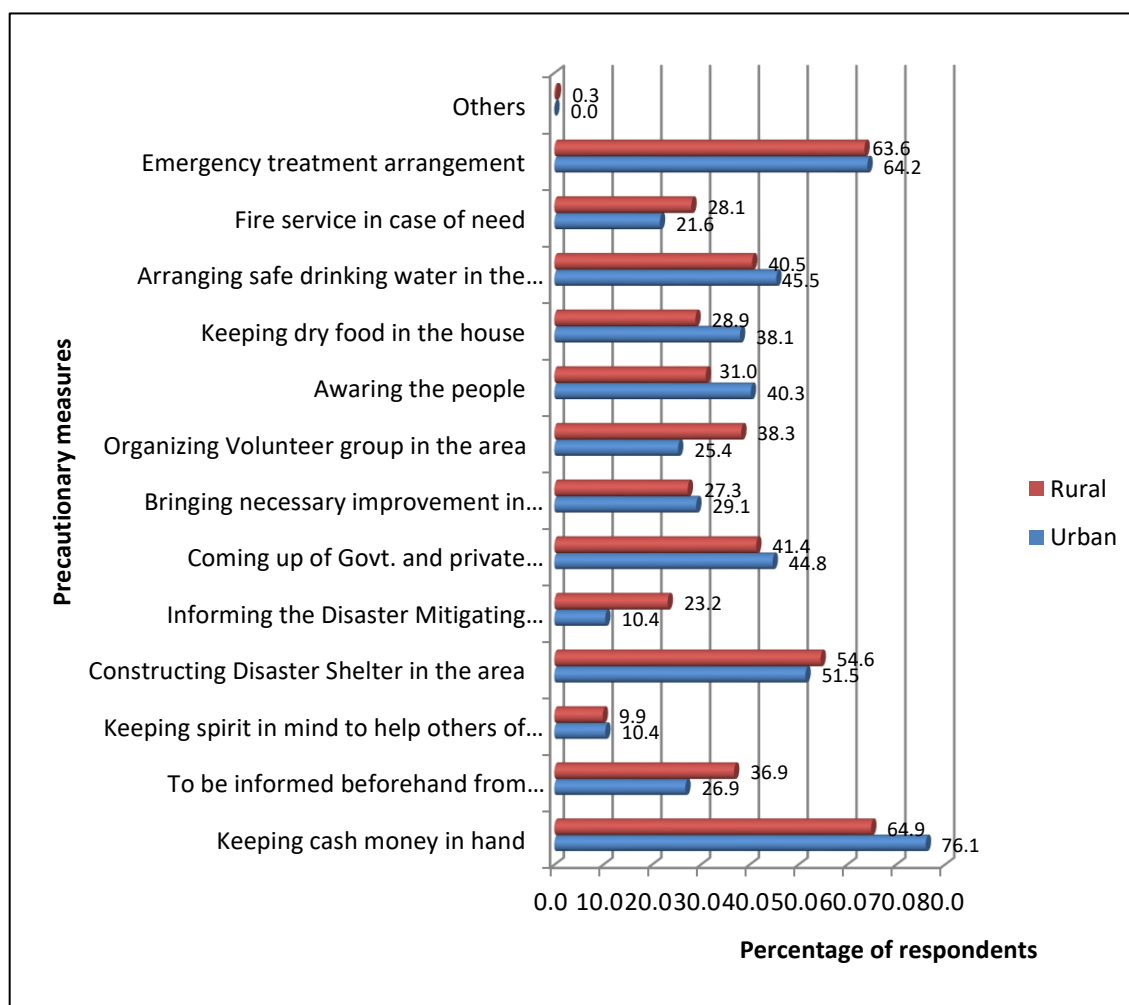
Source: Socio-economic Sample Survey, 2016

Regarding mitigation measures undertaken were, were repairing of the house. On the other hand, 100 percent of the urban respondents and 100 percent of the rural respondents reported to have not taken any effective action. For more information, please see **Table–3.80**.

3.25 Precautionary Measures Taken on Emergency Basis to Face Natural Disaster

It has been assessed through discussion with the sample respondents that, at the time of any natural disaster, people from both Urban and Rural areas, including the Government agencies take precautionary and protective measures. However, the extent of measures vary between urban and rural area people but only in degree and not in kind. In taking precautionary and protective measures, the urban area people and the Government emphasize upon keeping cash money in hand, emergency treatment arrangement in the area, constructing disaster shelter in the area, coming up of Govt. and private organizations to help assisting etc., while the rural area people and the Government emphasize upon keeping cash money in hand, emergency treatment arrangement in the area, constructing disaster shelter in the area, coming up of Govt. and private organizations to help assisting etc.. For more information, please see **Figure–3.40**.

Figure–3.40: Precautionary Measures that should be taken on Emergency Basis to face any Natural Disaster



Source: Socio-economic Sample Survey, 2016

3.26 Perception about the Scope of Tourism in the Upazila

Opinions were sought from the respondents about the scope of tourism development in the upazila. About 53.70 percent of the respondents from urban area and 61.70 percent of the respondents from the rural areas expressed positive opinion about developing tourism. They opined to preserve heritage, establish exclusive Tourist Zone in the upazila with recreation facilities. For more information, please see **Table–3.81**.

Table –3.81: Perception about the Scope of Tourism

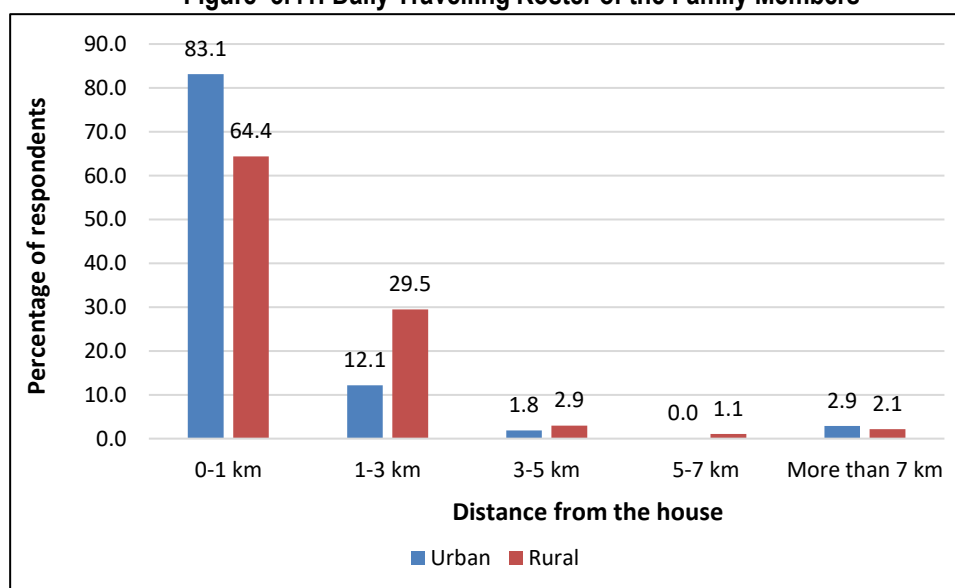
Perception Aspects/Issues	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is a possibility to develop Tourist Spot (Yes)	72	53.7	584	61.7	656	60.7
If there is a possibility, then indicate the type of possibility	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Establishing Heritage	53	73.6	409	70.0	462	70.4
Exclusive Tourist Zone	16	22.2	207	35.4	223	34.0
Others	5	6.9	18	3.1	23	3.5

Source: Socio-economic Sample Survey, 2016

3.27 Daily Travelling Roaster of Household Members

Every day, the family members need to travel to different distances for different purpose. It has been found that, from the urban areas, 83.10 percent travel 0 to 01 km, while from rural areas, 64.40 percent travel this distance. On the other hand, from the urban areas, 12.10 percent travel 01 to 03 km, while from rural areas, 29.50 percent travel this distance. Please see **Figure–3.41** for more details.

Figure–3.41: Daily Travelling Roster of the Family Members

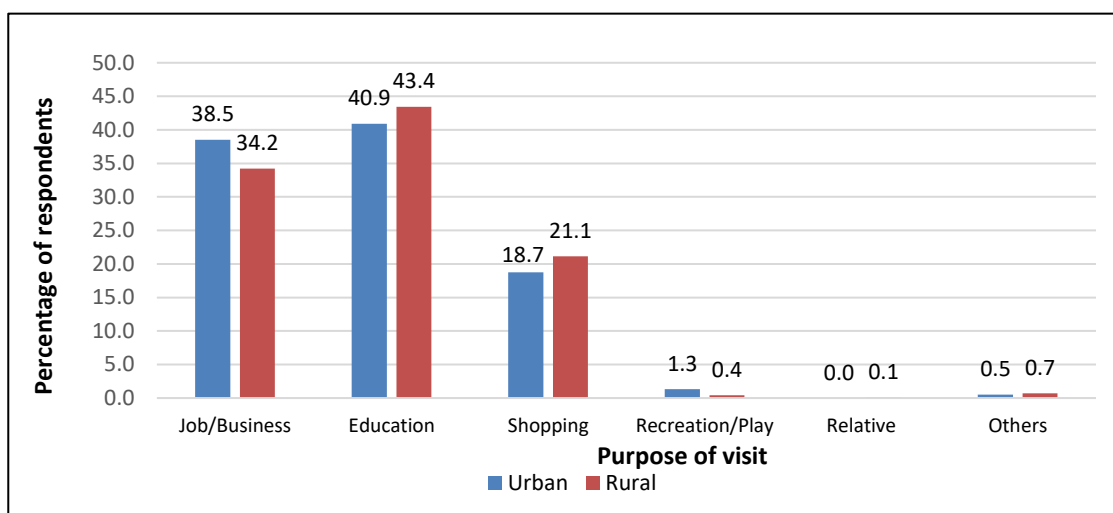


Source: Socio-economic Sample Survey, 2016

3.27.1 Purpose of Visit/Travel

It has been told by respondents from both urban and rural areas that, they visit different places for different purposes, like for job, business, education, shopping, play, recreation, visiting relatives and others. In both the areas, most important purposes for frequent visit are job, business, education and shopping. For further details, please see **Figure–3.42**.

Figure–3.42: Purpose of Visit/Travel

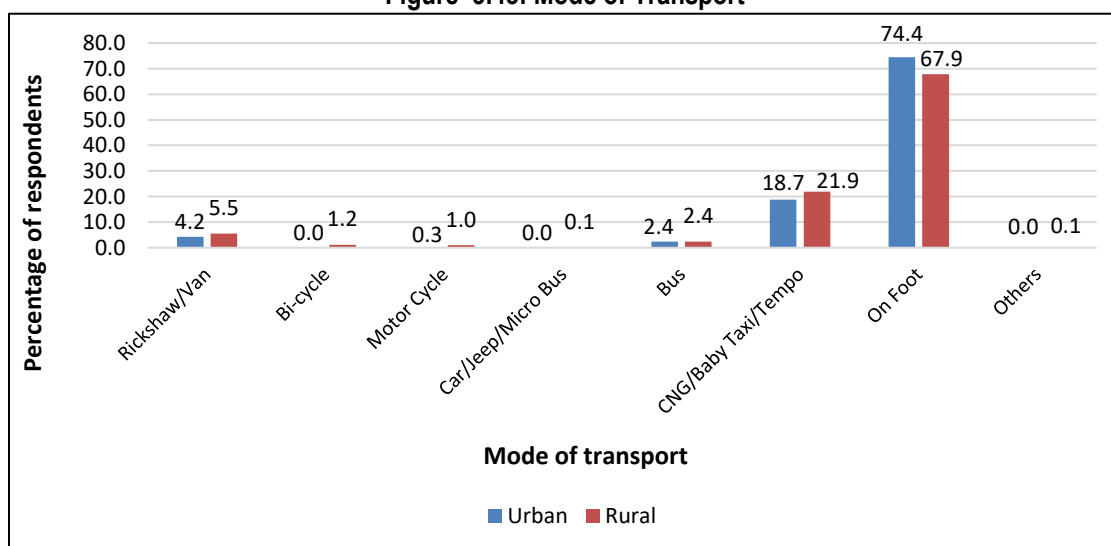


Source: Socio-economic Sample Survey, 2016

3.27.2 Mode of Transport Used for the Visit

The modes of transport that the respondents from both Urban and Rural areas frequently use for daily travel are CNG/Tempo, Rickshaw, Bi-cycle, Auto Rickshaw and Bus. However, more than 74 percent of the respondents from the urban areas and 67 percent of the respondents from the rural areas visit different places on foot. For further details, please see **Figure–3.43**.

Figure–3.43: Mode of Transport

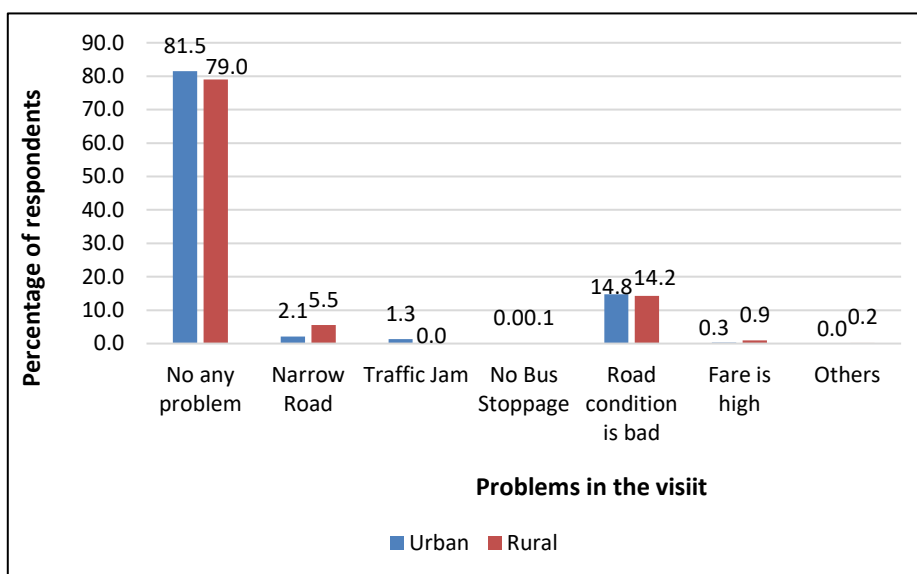


Source: Socio-economic Sample Survey, 2016

3.27.3 Problems in the Daily Travel

The most important/acute problems that the respondents from both Urban and Rural areas confront are bad condition of the roads, narrowness of the roads and high fare. Of course, about 80.00 percent of the respondents from both Urban and Rural areas did not mention any problem, whatsoever. For further details, please see **Figure–3.44**.

Figure–3.44: Problems in the Travel



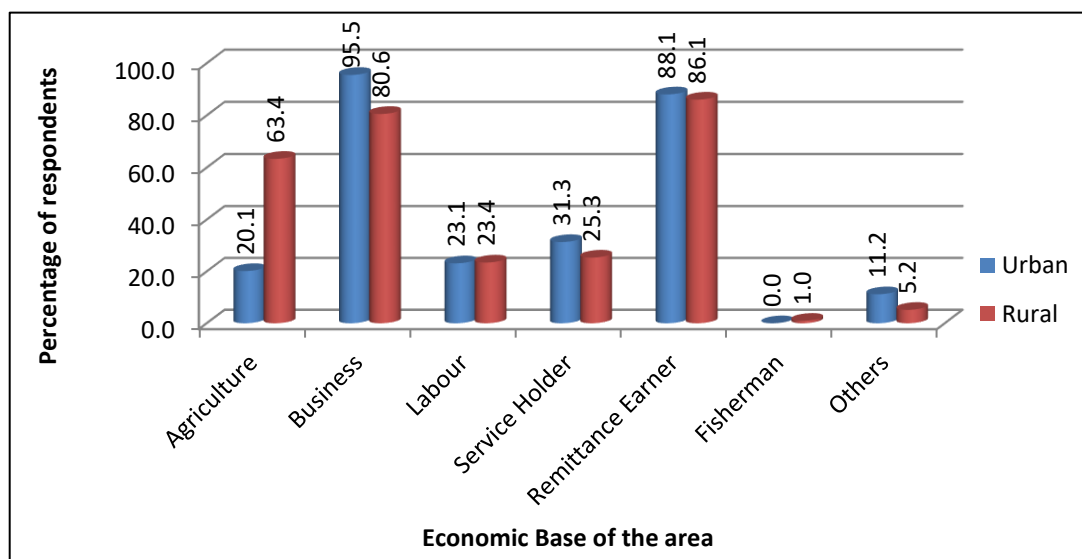
Source: Socio-economic Sample Survey, 2016

3.28 Perception and Remarks

3.28.1 Base of Economy of the Area

The rural area respondents expressed their perception about economic base of the upazila according to importance. According to priority these are, business, remittance from abroad, agriculture and skilled, semi-skilled and unskilled labor force and service-holders.

Figure–3.45: Base of Economy of this Area



Source: Socio-economic Sample Survey, 2016

As per perception of the urban people, the development priorities include business, remittance, service, labor force and agriculture. As per perception of the rural people, the economic base priorities include remittance, business, agriculture, service-holders and labor force. For more details, please see **Figure–3.45**.

3.28.2 Priority Sector/Sub-sector for Development of the Area

The respondents from, both, urban and rural areas have assigned sector/sub-sector priority for attaining desired development of the Upazila. The proposals are in order of priority.

Important sub-sectors: Road development, Hospital/Community Clinic, Drain, Electricity, Factory/ Garments, School/ Madrasha, College/ University, Agricultural development, Park/Play Ground and Gas supply.

Priorities as per Urban Respondents: Road development, Drain, Hospital/Community Clinic, School/Madrasha, Park/PlayGround, Factory/Garments, Agricultural development, Electricity and Gas.

Priorities as per Rural Respondents: Road development, Hospital/ Community Clinic, Electricity, Factory/ Garments, College/ University, Gas supply, Agricultural development and Play Ground. For more details, please see **Table–3.82**.

Table–3.82: Priority Sector/Sub-sector for Development of the Area

Priority Sector/Sub-sector for Development of the Area	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Hospital/ Community Clinic	69	51.5	782	82.6	851	78.7
Electricity	40	29.9	420	44.4	460	42.6
Bridge	5	3.7	125	13.2	130	12.0
Badh	5	3.7	166	17.5	171	15.8
College/ University	15	11.2	420	44.4	435	40.2
Drain	76	56.7	96	10.1	172	15.9
Factory/ Garments	58	43.3	420	44.4	478	44.2
Gas	34	25.4	260	27.5	294	27.2
School/ Madrasha	69	51.5	360	38.0	429	39.7
Roads Development	99	73.9	910	96.1	1009	93.3
Park/ Play Ground	66	49.3	148	15.6	214	19.8
Agriculture Development	52	38.8	190	20.1	242	22.4
Others	20	14.9	158	16.7	178	16.5

Source: Socio-economic Sample Survey, 2016

3.28.3 Opinion about Overall Development Status of the Area

According to the opinion of a small number of respondents from both urban and rural areas about development, they feel some developments have been attained particularly in roads sector. Development have been achieved in establishment of Factory, Hospital/ Community Clinical service and Electricity. However, there is a long way to go with development effort in all sectors/sub-sector, without which, Upazila's economic development will not be achieved, the respondents are of the opinion.

CHAPTER – 04

CONCLUDING ANALYSIS AND POLICY FRAMEWORK

4.1 Concluding Analysis

From the socio-economic survey findings, it has been revealed that, Dohar Upazila has been lagging behind in the economic development arena, consequent of which economic emancipation and social justice have not been attained as expected. Particularly, its physical infrastructures, vis-à-vis the services provided by its services sector have been found poor in providing necessary services to the Upazila people in general, and to the socio-economically vulnerable people, in particular. The irrigation facilities are poor, the health care system is not up to the standard, electricity coverage is small, the road condition is not satisfactory, the educational institutions are not providing quality education, technical education facilities are quite inadequate, migration to the Urban areas is dependent on push factors rather than pull factors, public utility services are still quite inadequate compared to need, and superimposed on all these deficiencies, significant difference is visualized between Urban and Rural areas in terms of availability of different support-services from the development institutions. Over and above, both Urban and Rural areas need substantial boost us from the economic agents of the Government.

4.2 Policy Framework for Development Planning

The policy will address Rural and Urban areas separately under an integrated program. The Plan (may be called 'Perspective Plan) should be designed for 20 years in four 05-year phases. While preparing the Policy Framework with a view to feed the development planning for Dohar Upazila, the following Sector/Sub-sector priority assignments need to adhere.

In this context, it may be mentioned that, all the Sectors/Sub-sectors mentioned below under both urban and rural areas of the Upazila are linked with each other in some forms and other. So, while prepare each phase budget, these Sectors/Sub-sectors should be proportionately emphasized upon.

Table-4.1: Sector/Sub-sector priority Assignments for Urban Areas:

1 st 05 Years	2 nd 05 Years	3 rd 05 Years	4 th 05 Years
Road development	Road development	Road development	Road development
Drainage facility	Drainage facility	Drainage facility	Drainage facility
Hospital/ Community Clinic	Hospital/ Community Clinic	Hospital/ Community Clinic	Hospital/ Community Clinic
School/Madrasha	School/Madrasha	School/Madrasha	School/Madrasha
Factory/ Garments	Factory/ Garments	Factory/ Garments	Factory/ Garments
Park/Play Ground	Park/Play Ground	Park/Play Ground	Park/Play Ground
Agricultural development	Agricultural development	Agricultural development	Agricultural development
Electricity	Electricity	Electricity	Electricity
Gas	Gas	Gas	Gas

Table-4.2: Sector/Sub-sector priority Assignments for Rural Areas:

1st 05 Years	2nd 05 Years	3rd 05 Years	4th 05 Years
Road development	Road development	Road development	Road development
Hospital/ Community Clinic	Hospital/ Community Clinic	Hospital/ Community Clinic	Hospital/ Community Clinic
Electricity	Electricity	Electricity	Electricity
Factory/ Garments	Factory/ Garments	Factory/ Garments	Factory/ Garments
College/ University	College/ University	College/ University	College/ University
Gas	Gas	Gas	Gas
Agricultural Development	Agricultural Development	Agricultural Development	Agricultural Development

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Annexure-I: Socio-economic Survey Questionnaire

গণপজাতন্ত্রী বাংলাদেশ সরকার
গহায়ন ও গণপূত মন্ডলয়
নগর উনয়ন অধিদপ্তর

পিপারেশন অফ ডেভলপমেন্ট পন্ম্যান ফর ফোরটিন উপজেলাস প্রকল্প
(প্যাকেজ নং-১: দোহার ও নবাবগঞ্জ উপজেলা, ঢাকা এবং শিবচর উপজেলা, মাদারীপুর)

পারিবারিক জরিপ প্রশ্নমালা

(জরিপ প্রক্রিয়াটি উত্তরদাতার কাছে পরিষ্কারভাবে বর্ণনা করমন এবং তার অনুমতি নিয়ে আরম্ভ করমন। সকল তথ্য শুধুমাত্র সরকারি কাজে ব্যবহার করা হবে।
আপনার দেয়া সকল তথ্য গোপন রাখা হবে।)

(আর্থ-সামাজিক জরিপ)

ক্রমিকঃ [শুধুমাত্র অফিসিয়াল ব্যবহারের জন্য]

তথ্য সংগ্রহকারীর নামঃ.....	কোডঃ <input type="text"/> <input type="text"/>	তারিখঃ <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
যাচাইকারীর নামঃ.....	কোডঃ <input type="text"/> <input type="text"/>	তারিখঃ <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
<input type="text"/>		
স্পট যাচাইকারীর স্বাক্ষর.....		দিন মাস বছর
জেলা ঃ.....	কোডঃ <input type="text"/>	উপজেলাঃ <input type="text"/>
ইউনিয়ন/পৌরসভাঃ..... <input type="text"/>	গ্রামঃ/মহল্লা..... <input type="text"/>	ওয়ার্ড নাম্বারঃ.... <input type="text"/>
ঠিকানা (বিস্তারিত) ল্যান্ডমার্ক:		
খানাটি কোন ধরনের এলাকায় অবস্থিতঃ <input type="text"/> ১ = শহর, ২=শহরতলী, ৩= গ্রাম		

ক্রমিক নং	প্রশ্ন	কোড	কোডের বিবরণ
ক) উত্তরদাতার প্রাথমিক তথ্যঃ			
০১	উত্তরদাতার নাম ঃ-----	<input type="text"/> <input type="text"/>	সদস্য নম্বর (খ নং প্রশ্ন হতে)
০২	লিঙ্গ	<input type="text"/>	১ = পুরুষ, ২ = মহিলা
০৩	ধর্ম	<input type="text"/>	১ = মুসলিম ২ = হিন্দু ৩ = খ্রিস্টান ৪ = বৌদ্ধ
০৪	বয়স (পূর্ণ বছরে)	<input type="text"/> <input type="text"/>	
০৫	উত্তরদাতার মোবাইল নম্বরঃ	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	

খ) পরিবারের সদস্যদের বিবরণ

আপনার পরিবারে বর্তমানে যে সকল সদস্য বসবাস করছেন তাদের নাম বলুন। (যেটাই করম্মন এবং সকল সদস্যদের নাম লিপিবদ্ধ করম্মন।

সদস্য নম্বর	নাম	বয়স (পূর্ণ বছরে)	মহিলা/ পুরুষ ১=পুরুষ; ২=মহিলা;	যদি বয়স ৫ বছর বা তার অধিক হয়		বর্তমান বৈবাহিক অবস্থা
				শিক্ষা [] সর্বোচ্চ কোন ক্লাশ পাশ করেছেন?	[] পেশা	
	১	২	৩	৪	৫	৬
০১		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>
০২		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>
০৩		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>
০৪		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>
০৫		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>
০৬		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>
০৭		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>
০৮		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>
০৯		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>
১০		<input type="text"/> <input type="text"/>	<input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/>

৪. শিক্ষা :	৫ = ডিগ্রি/ফাজিল/সমমান	৫.পেশা:	০৭ = গৃহিনী	৬. বৈবাহিক অবস্থা :
০ = স্কুলে যায়নি/কোন শ্রেণী পাশ নয়	৬ = স্নাতক (সম্মান)/সমমান	০১ = সরকারি চাকরি	০৮ = শিড়ার্থী	১ = কখনই বিয়ে করেনি/অবিবাহিত
১ = প্রাথমিক/ তার চেয়ে কম	৭ = মাস্টার্স/কামিল/সমমান	০২ = বেসরকারি চাকরি	০৯ = বেকার	২ = বিবাহিত (একত্রে বসবাস করছেন)
২ = মাধ্যমিক/ এসএসসির কম	৮ = শুধুমাত্র ধর্মীয় শিক্ষা	০৩ = ব্যবসা	১০ = দৃষ্টি শ্রমিক (ড্রাইভার, রাজমিস্ত্রী)	৩ = তালুকপ্রাপ্ত
৩ = এসএসসি অথবা সমমান	৯ = শিক্ষিত তবে কতটুকু জানিনা	০৪ = কৃষক	১১ = পেশাজীবী	৪ = বিধবা/বিপত্নীক
৪ = এইচএসসি অথবা সমমান	১০ = অন্যান্য (-----)	০৫ = জেলে	১২ = অন্যান্য (উল্লেখ করম্মন-----)	৫ = বিচ্ছিন্ন/পরিত্যক্ত

গ) আবাসন সংক্রান্ত তথ্য:			
ক্রঃ নং	প্রশ্ন	কোড	কোড লিস্ট
০১	পরিবার যে ঘরে বসবাস করে তার ধরন কি? (প্রধান ঘর কি না)		১=পাকা, ২= সেমি পাকা, ৩= কাচা, ৪=ঝুপড়ি
০২	আপনার ঘরের মালিকানার ধরণ কি? (প্রধান ঘরের মালিকানা কি না)		১=নিজে মালিক ২=ভাড়াকৃত ৩= বাবা/মায়ের মালিকানা ৪= স্বশ্রু/স্বশ্রুড়ির বাড়ি ৫=অন্যের ঘরে বিনা মূল্যে বসবাস ৬= (উল্লেখ করম্মন-----)
০৩	ভাড়াকৃত হলে, মাসিক ভাড়া কত? (বিলসহ)		(টাকায় লিখুন)

ঘ) জমির মালিকানা সংক্রান্ত তথ্য:					
০১	আপনার পরিবারের কি নিজস্ব জমি আছে?	১ = হ্যাঁ ২ = না		(না হলে পরের সেকশনে যান)	
০২	জমির ধরণ	জমির পরিমাণ (শতাংশে)	জমির মূল্য (টাকা/শতাংশ)	জমির ধরণ ১ = নিচু, ২ = মাঝারি, ৩ = উচু	জমির এলাকা ১ = শহর, ২ = শহরতলী, ৩ = গ্রাম
		১	২	৩	৪
ক	বসত ভিটা				
খ	আবাদি				
গ	বানিজ্যিক				
ঘ	বাগান				

ঙ	পুকুর				
চ	অন্যান্য (উল্লেখ করুন)				

ঙ) অবকাঠামোগত সুবিধাদি

১. রাস্তাঃ

বাড়ীর সম্মুখস্থ রাস্তার প্রস্থ (মিটার)	বাড়ীর সম্মুখস্থ রাস্তার ধরণ	প্রধান রাস্তার সুবিধাদি				
		বাসা থেকে প্রধান রাস্তার দূরত্ব	ড্রেন	লাইটপোস্ট ১=হ্যাঁ, ২=না	ট্রাফিক সিগন্যাল/ রোড মার্কিং	রাস্তার অবস্থা/ সমস্যা
১	২	৩	৪	৫	৬	৭

কোডঃ

১ঃ বাড়ী সম্মুখস্থ রাস্তার প্রস্থ ১= ৩ মিটার ২= ৫ মিটার ৩= ৫ মিটারের উপরে	২ঃ বাড়ী সম্মুখস্থ রাস্তার ধরণ ১= পিচ ঢালা ২= সুরকি বিছানো ৩= ইট বিছানো ৪= কাঁচা ৫= অন্যান্য (উল্লেখ করুন----- -)	৩ঃ প্রধান রাস্তার দূরত্ব ১= ০-৫০ মিটার ২= ৫১-১০০ মিটার ৩= ১০০ মিটারের উপরে	৭ঃ রাস্তার অবস্থা/সমস্যা ১=অবস্থা ভাল ২=অবস্থা ভাল নয় ৩= বর্জ্য ও হকার দ্বারা রাস্তা দখল ৪= যানঘট ৫=অপ্রশস্ত ৬= অন্যান্য (উল্লেখ করুন----- -)
৪ঃ ড্রেন ১= পাকা ২= কাঁচা ৩=নাই	৬. ট্রাফিক সিগন্যাল/রোড মার্কিং ১= আছে ২= নাই		

২) অত্যাৱশ্যকীয় সেৱা সংক্রান্ত তথ্যঃ

প্রশ্ন নং	প্রশ্ন	কোড	কোডের বিবরণ			
০১	আপনার এই এলাকায় কি ড্রেনেজ সুবিধা আছে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না (না হলে ৭ নং প্রশ্নে যান)			
০২	আপনার পরিবার কি ড্রেনেজ সুবিধা পান?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না			
০৩	কি ধরনের ড্রেনেজ ব্যবস্থা?	<input type="checkbox"/>	১ = কনক্রিট, ২ = ইটের, ৩ = মাটির			
০৪	ড্রেনের অবস্থা কি?	<input type="checkbox"/>	১ = ভাল, ২ = মোটামুটি, ৩ = খারাপ			
০৫	ড্রেন কি উপচে পড়ে এবং পরিবেশ দূষণ করে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না			
০৬	ড্রেন কি কোথাও বদ্ধ হয়ে যায়?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না			
০৭	আপনার এলাকায় কি জলাবদ্ধতা তৈরি হয়?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না (হ্যাঁ হলে ৮ নং প্রশ্নে যান, না হলে ৯ নং প্রশ্নে যান)			
০৮	যদি হ্যাঁ হয় এর কারণ এবং সময় কাল					
ক্রমিক নং	কারণ	আছে/ঘটে? ১ = হ্যাঁ, ২ = না	মাসের নাম লিখতে হবে		সময়	১: ঘটে/আছে-- না হলে <u>পরের লইনে যান</u> ৪ঃ সময় ১ = পুরো সিজন ২ = সপ্তাহব্যাপী ৩ = কয়েকদিন ৪ = কয়েক ঘন্টা
			হতে	পর্যন্ত		
		১	২	৩	৪	
	ড্রেনেজ সুবিধা না থাকা	<input type="checkbox"/>				
	অধিক বৃষ্টিপাত	<input type="checkbox"/>				
	বন্যার পানি	<input type="checkbox"/>				
	সরম ড্রেন	<input type="checkbox"/>				
	বদ্ধ ড্রেন	<input type="checkbox"/>				
	নীচু জমি	<input type="checkbox"/>				

প্রশ্ন নং	প্রশ্ন	কোড	কোডের বিবরণ
	অন্যান্য (----- -----)	<input type="checkbox"/>	
০৯	আপনার এলাকায় বর্জ্য ব্যবস্থাপনা আছে কি?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
১০	আপনার পরিবারের বর্জ্য কোথায় ফেলেন? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/>	১ = পৌর ডাস্টবিনে ২ = গর্তে ৩ = যেখানে সেখানে ৪ = অন্যান্য (উল্লেখ করুন -----)
১১	বর্জ্য ফেলার স্থানের দূরত্ব	<input type="checkbox"/>	১ = ০-১/৪ কি.মি., ২ = ১/৪-১/২ কি.মি. ৩ = ১/২ কি.মি. -এর অধিক
১২	আপনার পরিবারের কি নিজস্ব পায়খানা আছে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না (না হলে ১৪নং প্রশ্নে যান)
১৩	পায়খানা থাকলে তার ধরণ কি?	<input type="checkbox"/>	১ = সেনিটারী লেট্রিন ২ = নন-সেনিটারী লেট্রিন ৩ = খোলা জায়গা
১৪	আপনার পরিবারের বিদ্যুতের উৎস কি?	<input type="checkbox"/>	১ = পলম্বী বিদ্যুৎ ৪ = বিদ্যুৎ নেই ২ = পিডিবি ৫ = জেনারেটর ৩ = সৌর বিদ্যুৎ ৬ = অন্যান্য (-----)
১৫	আপনার পরিবারের রান্নার জ্বালানির উৎস কি?	<input type="checkbox"/>	১ = সিলিন্ডার গ্যাস ৪ = বৈদ্যুতিক হিটার ২ = বায়োগ্যাস ৫ = লাকড়ি/ভূষি ৩ = কেরোসিন ৬ = গোবর ৭ = অন্যান্য (-----)
১৬	আপনার পরিবারের খাওয়ার পানির উৎস কি ?	<input type="checkbox"/> <input type="checkbox"/>	১ = টিউব ওয়েল ২ = পৌর পানি ৩ = পুকুর/নদী

চ) পরিবেশ দূষণঃ

০১	আপনার এলাকার ভূ-উপরিভাগের পানি কি দূষিত হচ্ছে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
০২	যদি হ্যাঁ হয়, কি কারণে পানি দূষিত হচ্ছে? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/>	১ = শিল্পকারখানার কারণে ৩ = গৃহস্থলির বর্জ্য ২ = রাসায়নিক সার/কীটনাশক ব্যবহারে ৪ = অন্যান্য (উল্লেখ করুন -----)
০৩	আপনার এলাকার জমি কি দূষিত হচ্ছে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
০৪	যদি হ্যাঁ হয়, কি কারণে জমি দূষিত হচ্ছে? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/>	১ = শিল্পকারখানার কারণে ৩ = গৃহস্থলির বর্জ্য ২ = রাসায়নিক সার/কীটনাশক ব্যবহারে ৪ = অন্যান্য (উল্লেখ করুন -----)
০৫	আপনার এলাকায় কি শব্দ দূষণ হচ্ছে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
০৬	যদি হ্যাঁ হয়, কি কারণে শব্দ দূষণ হচ্ছে?	<input type="checkbox"/> <input type="checkbox"/>	১ = শিল্পকারখানার কারণে ২ = যানবাহনের কারণে ৩ = অন্যান্য (উল্লেখ করুন -----)
০৭	আপনার এলাকায় কি বায়ু দূষণ হচ্ছে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
০৮	যদি হ্যাঁ হয়, কি কারণে বায়ু দূষণ হচ্ছে? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/>	১ = শিল্পকারখানার কারণে ২ = যানবাহনের কারণে ৩ = অন্যান্য (উল্লেখ করুন -----)

ছ) পরিবারের সদস্যদের অস্বাস্থ্যগমন ও বহিঃগমন সংক্রান্ত তথ্য :

০১	খানা প্রধানের জন্মস্থান কি এই এলাকায়?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না (হ্যাঁ হলে ৫নং প্রশ্নে যান)
০২	উত্তর না হলে কোথা থেকে এখানে এসেছেন?	<input type="checkbox"/>	১ = এই এলাকার/ইউনিয়নের অন্য গ্রাম থেকে(নাম ----- -----) ২ = এই উপজেলার অন্য ইউনিয়ন থেকে(নাম ----- -----) ৩ = এই জেলার অন্য উপজেলা থেকে(নাম -----)
০৩	কত সালে এখানে এসেছেন?	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	

০৪	এই এলাকায় আসার কারণ কি? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	০১ = চাকরি ০২ = ভালো শিড়্যা ব্যবস্থা ০৩ = ভালো কাজের সুযোগ ০৪ = ব্যবসা/বানিজ্যের সুযোগ ০৫ = বৈবাহিক কারণে ০৬ = রাজনৈতিক কারণে ০৭ = নিরাপত্তা ০৮ = সব ধরনের সেবা পাওয়ার	০৯ = নদী ভাঙনে বসত বাড়ি বিলীন এবং জীবন ও জীবিকার অনিশ্চয়তা ১০ = বন্যায় বসত বাড়ি বিলীন এবং জীবন ও জীবিকার অনিশ্চয়তা ১১ = ঘূর্ণিঝড়ে বসত বাড়ি বিলীন এবং জীবন ও জীবিকার অনিশ্চয়তা ১২ = অন্যান্য (উল্লেখ করুন-----)
০৫	আয়মূলক কোনো কাজের উদ্দেশ্যে আপনার পরিবারের সদস্য কি এলাকার বাইরে/দেশের বাইরে যায়?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না (না হলে ৭নং প্রশ্নে যান)	
০৬	কোথায় যায়? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	১ = এই উপজেলার বাইরে অন্য উপজেলায় (নাম.....) ২ = নিজ উপজেলা/জেলা সদরে (নাম.....) ৩ = নিজ জেলার বাইরে (নাম.....) ৪ = বিভাগীয় বড় শহরে যেমন-ঢাকা (নাম.....) ৫ = গামে (নাম.....)	
০৭	আয়ের উদ্দেশ্যে ছাড়া অন্যান্য কারণে (যেমন-কেনাকাটা, চিকিৎসা, শিড়্যা/উচ্চশিড়্যা, বিনোদন ইত্যাদি) আপনার পরিবারের সদস্যরা কি এলাকার	<input type="checkbox"/>	১ = হ্যাঁ ২ = না (না হলে পরের সেকশনে যান)	
০৮	কোথায় যায়? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	১ = এই উপজেলার বাইরে অন্য উপজেলায় ২ = নিজ উপজেলা/জেলা সদরে ৩ = নিজ জেলার বাইরে ৪ = বিভাগীয় বড় শহরে যেমন ঢাকা ৫ = থামে ৬ = বিদেশে	
০৯	কি উদ্দেশ্যে যায়? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	১ = কেনাকাটা ২ = চিকিৎসা ৩ = শিড়্যা/উচ্চশিড়্যা ৪ = বিনোদন ৫ = অন্যান্য (-----)	

জ) পরিবারের সম্পদ : (সম্পদ সমূহের মোট মূল্য আনতে হবে)		
পরিবারের সম্পদ সমূহ (পশু সম্পদ, যানবাহন, যন্ত্রপাতি, গৃহস্থলির জিনিস, মজুদ ও অন্যান্য)		বর্তমান মূল্য (টাকায় লিখুন)

ঝ) পরিবারের মাসিক উপার্জনঃ (খাত অনুযায়ী আনতে হবে এবং মাসিক মোট উপার্জন বের করতে হবে)			
০১	কৃষি		(টাকার পরিমাণ)
০২	ব্যবসা		
০৩	চাকরি		
০৪	রেমিট্যান্স		
০৫	অন্যান্য পেশার আয়		
০৬	পরিবারের সকল সদস্য এবং সকল উৎস মিলে প্রতি মাসের উপার্জন কত? (মোট টাকা)		
ঞ) পরিবারের মাসিক ব্যয়ঃ			
০১	খাদ্য		(টাকার পরিমাণ)
০২	পোশাক		
০৩	চিকিৎসা		
০৪	শিক্ষা		
০৫	যাতায়াত		
০৬	অন্যান্য খরচ		
০৭	পরিবারের সকল সদস্য এবং সকল খাত মিলে একটি মাসের ব্যয় কত? (মোট টাকা)		

ট) পরিবারের সঞ্চয় ও পরিবারের বিনিয়োগঃ			
০১	পরিবারের কোন সঞ্চয় আছে কি?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না (না হলে ৩নং প্রশ্নে যান)
০২	পরিবারের বাৎসরিক সঞ্চয়ের পরিমাণ	টাকা
ঠ) পরিবারের বিনিয়োগঃ			
০৩	পরিবারের কোন বিনিয়োগ আছে কি?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না (না হলে পরের সেকশনে যান)
০৪	পরিবারের বাৎসরিক বিনিয়োগের পরিমাণ	টাকা

ড) নাগরিক সেবা/সুবিধা সমূহের প্রাপ্যতা :

ক্রমিক নং	সুবিধাসমূহ	প্রাপ্যতা ১ = আছে, ২ = নাই (না থাকলে পরের লইনে যান)	আপনারা কি সেখানে যান? ১ = হ্যাঁ, ২ = না	দূরত্ব	যাতায়াত মাধ্যম	সেবার মান
		১	২	৩	৪	৫
০১	সরকারী মেডিকেল হাসপাতাল/ ক্লিনিক (উপজেলা/জেলা সদর)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
০২	পরিবার কল্যাণ কেন্দ্র	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
০৩	কমিউনিটি ক্লিনিক	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
০৪	বেসরকারী হাসপাতাল/ক্লিনিক	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
০৫	ঔষধের দোকান	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
০৬	কমিউনিটি সেন্টার	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
০৭	মার্কেট	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
০৮	পুলিশবল্ল	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
০৯	পার্ক	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
১০	খেলার মাঠ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
১১	ব্যাংক	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
১২	পোস্টঅফিস	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

১৩	দমকল বাহিনী	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
১৪	প্রাথমিক বিদ্যালয়	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
১৫	মাধ্যমিক বিদ্যালয়	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
১৬	উচ্চ মাধ্যমিক/কলেজ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
১৭	ডিগ্রী কলেজ/অনার্স/মাস্টার্স কলেজ/বিশ্ববিদ্যালয়	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
১৮	মাদ্রাসা	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
১৯	ব্যায়ামাগার/ক্লাব	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
২০	সিনেমা হল/মিলনায়তন	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
২১	কাঁচা বাজার	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
২২	বাস স্ট্যান্ড	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
২৩	লাইব্রেরী	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
২৪	কবরস্থান/শ্মশান	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
২৫	ঈদগাহ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
২৬	মসজিদ/মন্দির/মঠ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
২৭	গণ শৌচাগার	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
২৮	অন্যান্য (উল্লেখ করুন)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
৩. দূরত্ব ১ = পায়ে হাটা দূরত্ব (০.৫ কিমি এর নিচে) ২ = ০.৫ কি: মি: ভেতরে ৩ = ০.৫ কি:মি:- ১ কি: মি:		৪. যাতায়াত মাধ্যম ১ = পায়ে হেটে ২ = বাই-সাইকেলে ৩ = রিক্সা		৫. সেবারমান ১ = ভাল ২ = খুব ভাল ৩ = মোটামুটি		৪ = ১ কি: মি: - ২ কি: মি: ৫ = ২ কি: মি -৩ কি: মি: ৬ = ৩ কি.মি. এর বেশী ৫ = টেম্পো/ অটোরিক্সা/নসিমন ৬ = ট্রেন ৭ = নৌকা

ঢ) এলাকার সমস্যা সমূহঃ

ক্র	প্রশ্ন	কোড	কোডের বিবরণ
০১	আপনার এলাকায় কি যানবাহন সম্পর্কিত কোন সমস্যা আছে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
০২	যদি হ্যাঁ হয়, কি ধরনের সমস্যা ? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	১ = অপ্রস্থ রাস্তা ২ = রাস্তা পল্লাবিত হয় ৩ = রাস্তা মাঝে মাঝে নষ্ট ৪ = যানজট ৫ = বেশী ভাড়া ৬ = গন পরিবহণ অপ্রতুল ৭ = অন্যান্য (-----)
০৩	আপনার এলাকায় কি রাস্তাঘাট সম্পর্কিত কোন সমস্যা আছে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
০৪	যদি হ্যাঁ হয়, কি ধরনের সমস্যা ? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/>	১ = সরম রাস্তা ২ = রাস্তা পল্লাবিত হয় এবং মাঝে মাঝে নষ্ট ৩ = যানজট ৪ = গন পরিবহণ অপ্রতুল ৫ = রাস্তার অভাব ৬ = বেশির ভাগ রাস্তা কাচা
০৫	আপনার এলাকায় কি বর্জ্য নিক্ষেপন কোন সমস্যা?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
০৬	যদি হ্যাঁ হয়, কি ধরনের সমস্যা ? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/>	১ = যথেষ্ট ডাস্টবিন নেই ২ = বর্জ্য ব্যবস্থাপনা ভাল না ৩ = কোন ব্যবস্থা নেই ৪ = অন্যান্য (-----)
০৭	আপনাদের এলাকায় কি বিদ্যুতের কোন সমস্যা আছে?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না

০৮	যদি হ্যাঁ হয়, কি ধরনের সমস্যা? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/>	১ = সবার বিদ্যুত সংযোগ নেই ২ = লোড শেডিং অনেক বেশি ৩ = অন্যান্য (-----)
০৯	আপনার বাড়ীর দেওয়াল কখনো ফেটেছে কিনা?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
১০	যদি হ্যাঁ হয়, তার কারণ কি? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/>	১ = ভূমিকম্প ২ = দুর্বল/পুরান দেওয়াল ৩ = কারণ অজ্ঞাত ৪ = অন্যান্য (-----)
১১	আপনার এলাকায় কখনো মাটি ডেবে/বসে গেছে কিনা?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
১২	যদি হ্যাঁ হয়, তার কারণ কি? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/>	১ = ভূমিকম্প ২ = কারণ অজ্ঞাত ৩ = অন্যান্য (-----)
১৩	অন্যান্য (উল্লেখ করুন-----)		

৩) প্রাকৃতিক দুর্যোগ, দুর্যোগে ক্ষতি ও মোকাবেলার জন্য গৃহীত পদক্ষেপ সমূহ

ক্রঃ নং	দুর্যোগের ধরণ	ড্রাতি হয়েছিল? হ্যাঁ = ১ না = ২	কি ধরণের ড্রাতি হয়েছিল (একাধিক হতে পারে)	ড্রাতির পরিমাণ (টাকায়)	মোকাবেলায় কি ধরণের পদক্ষেপ নিয়েছিলেন? (একাধিক হতে পারে)
		১	২	৩	৪
০১	বন্যা	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
০২	খরা	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
০৩	সাইক্লোন	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
০৪	নদী ভাঙ্গণ	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
০৫	অতিবৃষ্টি	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

ক্রঃ নং	দুর্যোগের ধরণ	ড়াতি হয়েছিল? হ্যা = ১ না= ২	কি ধরণের ড়াতি হয়েছিল (একাধিক হতে পারে)	ড়াতির পরিমাণ (টাকায়)	মোকাবেলায় কি ধরণের পদড়োপ নিয়েছিলেন? (একাধিক হতে পারে)
		১	২	৩	৪
০৬	জলাবদ্ধতা	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
০৭	ভূমিকম্প /ভূমি/পাহাড় ধস	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
০৮	ঝড়ো বাতাস	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
০৯	ধুলি ঝড়	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
১০	অগ্নিকাণ্ড	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
১১	সড়ক দুর্ঘটনা	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
১২	নৌকা/জাহাজডুবি	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
১৩	লবনাক্ততা	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
১৪	অন্যান্য (উল্লেখ করুন)	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
২. প্রভাব/ক্ষতির কোড: ০০= কোন প্রভাব/ক্ষতি হয় নি ০১ = খানা সদস্যের মৃত্যু ০২ = কার্যদিবস নষ্ট ০৩ = ঘরবাড়ি সম্পূর্ণভাবে নষ্ট ০৪ = বাড়ির কিছু অংশ নষ্ট ০৫ = গোয়াল ঘর নষ্ট			০৬ = জমির ফসল নষ্ট ০৭ = মুরগি/ গৃহপালিত পশুর ক্ষতি ০৮ = আর্থিক ক্ষতি ০৯= জমি/সম্পদ নদীগর্ভে ১০ = গাছ ১১ = অন্যান্য (-----)		
৪. কি ধরনের পদড়োপ নিয়েছিলেন: ০০ = কোন প্রস্তুতি নেইনি ০১ = ঘরের ভিটা উচু করা ০২ = ঘরের খুঁটি মেরামত ০৩ = ঘর মেরামত ০৪ =শুকনো খাবার জমানো			০৫ = টাকা জমানো ০৬ = সেবাদানকারীদের সাথে যোগাযোগ রাখা ০৭= মোমবাতি/ম্যাচ রাখা ০৮= বালি বা পানি জমা করা ০৯ = অন্যত্র বাড়ি তৈরী করেছেন ১০ = অন্যান্য (-----)		

৪) দুর্যোগ মোকাবেলায় সবচেয়ে জরুরী কি কি বা কোন কোন পদক্ষেপ গ্রহণ করা উচিত বলে মনে করেন?

- | | |
|--|--------------------------------------|
| ১= নগদ অর্থ হাতে রাখা | ৮= এলাকায় সেচ্ছাসেবক দল গঠন করা |
| ২ =রেডিও/টেলিভিশন/পত্রিকার মাধ্যমে আগে থেকে দুর্যোগেও খবর রাখা | ৯ = সচেতনতা বাড়ানো |
| ৩= দলগত ভাবে একে অপরের সহযোগিতা করা | ১০ = শুকনো খাবার রাখা |
| ৪= এলাকায় আশ্রয় কেন্দ্র তৈরি করা | ১১ = পানিয় জলের নিরাপদ ব্যবস্থা করা |
| ৫= দুর্যোগ নিবারণকারী সংস্থাসমূহকে দ্রুত খবর দেওয়া | ১২ = ফায়ার সার্ভিস |
| ৬= দুর্যোগ-আক্রান্তদের সরকারী/বেসরকারী ভাবে সহযোগিতা প্রদান | ১৩ = জরুরী চিকিৎসার ব্যবস্থা রাখা |
| ৭= এলাকার অবকাঠামোগত উন্নয়ন করা | ১৪ = অন্যান্য (উল্লেখ |

ত) পর্যটন :

১	আপনার এলাকায় পর্যটনের সম্ভাবনা আছে কি?	<input type="checkbox"/>	১ = হ্যাঁ ২ = না
২	সম্ভাবনা থাকলে কি ধরনের সম্ভাবনা আছে	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	১=হেরিটেজ পার্ক নির্মান করা যাবে ২= একাকুসিড টুরিস্ট জোন ৩= অন্যান্য (উল্লেখ করুন-----)
৩	আপনার এলাকায় পর্যটনের জন্য সম্ভাবনাময় স্থান	স্থানের নাম লিখুন	

খ. খানা সদস্যদের প্রতিদিনের ভ্রমণ সংক্রান্ত তথ্য :

পরিবারের সদস্যদের ভ্রমণ সংক্রান্ত তথ্যঃ

ক্রমিক নং	ভ্রমণ নং	ভ্রমণের উৎস (স্থান)	ভ্রমণের গন্তব্য (স্থান)	ভ্রমণের দূরত্ব	ভ্রমণের উদ্দেশ্য	ভ্রমণের সময়		বাহন	সমস্যা
						শুরু	শেষ		
	১	২	৩	৪	৫	৬	৭	৮	৯
০১									
০২									
০৩									
০৪									
০৫									
০৬									
০৭									
০৮									
০৯									
১০									

কোড :

৪ঃ দূরত্ব

১= ০-১ কি.মি.

২= ১-৩ কি.মি.

৩= ৩-৫ কি.মি.

৪= ৫-৭ কি.মি.

৫= ৭ কি.মি.- এর অধিক

৫ঃ ভ্রমণের উদ্দেশ্য

১= কর্মস্থলে গমন

২= স্কুল/কলেজ/বিশ্ববিদ্যালয়/শিক্ষা প্রতিষ্ঠান

৩= কেনাকাটা

৪= আনন্দ ভ্রমণ/বিনোদন/খেলাধুলা

৫=আত্মীয় গৃহে গমন

৬ = চিকিৎসা

৭= অন্যান্য (-----)

৮ঃ বাহনের নাম

১= রিক্সা/ভ্যান

২= সাইকেল

৩= মোটর সাইকেল

৪= কার/জীপ/মাইক্রোবাস

৫= বাস

৬= বেরীট্যাক্সী/টম্পো

৭= হেঁটে

৮= অন্যান্য (-----)

৯ঃ সমস্যা

০ = কোন সমস্যা নাই

১= রাস্তা সংকীর্ণ

২= সবসময় যানজট

৩= বাস স্টপেজ নেই

৪= দূর্ঘটনা

৫= মাঝে মাঝে রাস্তা ভাল নেই

৬= ভাড়া বেশি

৭= অন্যান্য (-----)

দ) আপনার এলাকার অর্থনৈতিক ভিত্তি কি কি?

০১.

০২.

০৩.

ধ) আপনার মতে উন্নয়নের ক্ষেত্রে অধিকার উল্লেখ করুনঃ

০১ =

০২ =

০৩=

০৪=

০৫=

ন) এলাকার উন্নয়নের ক্ষেত্রে আপনার সুপারিশ/পরামর্শ সমূহ উল্লেখ করুনঃ

০১ =

০২ =

০৩ =

০৪ =

০৫ =

Annexure-II: Data Tables

ANNEXURE I

ANNEXURE II

DATA TABLES

Table–2.1: Ward-Wise Distribution of Households

Stratum	No. of Households	No. of Respondents
Ward-1	998	22
Ward-2	1429	31
Ward-3	568	12
Ward-4	562	12
Ward-5	508	11
Ward-6	821	18
Ward-7	890	20
Ward-8	913	20
Ward-9	1367	30
Total	8056	176

Table–2.2: Union-Wise Sample Distribution and Sampling

SL No.	Name of Union	No. of Total Households	Proportion of the Households as Sample size
01	Bilaspur	2898	64
02	Kushumhati	4898	108
03	Mahmudpur	3510	77
04	Muksudpur	5218	115
05	Narisha	8537	188
06	Nayabari	3279	72
07	Roypara	5496	121
08	Sutar Para	7508	165
	Total	41344	910

Table-3.1: Sex Composition in Urban and Rural Areas

Gender	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Male	335	50.8	2,099	47.9	2,434	48.3
Female	325	49.2	2,282	52.1	2,607	51.7
Total	660	100.0	4,381	100.0	5,041	100.0
Av. Household Members:	4.57		4.63		4.62	

Table-1: Age Composition of Household Members in Urban and Rural Areas

Age	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 10 Years	147	22.3	854	19.5	1,001	19.9
11 - 18 Years	87	13.2	745	17.0	832	16.5
19 - 30 Years	163	24.7	946	21.6	1,109	22.0
31 - 40 Years	89	13.5	526	12.0	615	12.2
41 - 50 Years	65	9.8	526	12.0	591	11.7
51 - 60 Years	62	9.4	444	10.1	506	10.0
61 Years & Above	47	7.1	340	7.8	387	7.7
Total	660	100.0	4,381	100.0	5,041	100.0

Educational Qualification	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Illiterate	80	13.5	697	17.4	777	16.9
Primary or less	239	40.3	1,516	37.8	1,755	38.1
Less than SSC	164	27.7	1,205	30.0	1,369	29.7
SSC or same standard	48	8.1	301	7.5	349	7.6
HSC or same standard	31	5.2	169	4.2	200	4.3
Degree or same standard	11	1.9	45	1.1	56	1.2
Graduate or same standard	10	1.7	32	0.8	42	0.9
Masters or same standard	7	1.2	19	0.5	26	0.6
Religious education only	2	0.3	28	0.7	30	0.7

Educated but Don't know level	1	0.2	1	0.0	2	0.0
Total	593	100.0	4,013	100.0	4,606	100.0

Table-2: Literacy Status

Table-3: Occupational Status of Household Members in Urban and Rural Areas

Profession	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Govt. Job	4	0.7	21	0.5	25	0.5
Private Job	22	3.7	66	1.6	88	1.9
Business	83	14.0	286	7.1	369	8.0
Farmer	10	1.7	321	8.0	331	7.2
Fisherman	3	0.5	4	0.1	7	0.2
Day Labor	7	1.2	87	2.2	94	2.0
House wife	198	33.4	1,305	32.5	1,503	32.6
Student	153	25.8	1,133	28.2	1,286	27.9
Unemployed	76	12.8	485	12.1	561	12.2
Skilled Worker (Mason, Carpenter etc.)	32	5.4	271	6.8	303	6.6
Professional people	0	0.0	4	0.1	4	0.1
Others	5	0.8	30	0.7	35	0.8
Total	593	100.0	4,013	100.0	4,606	100.0

Table-4: Marital Status of the Household

Marital Status	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Unmarried	215	36.3	1,504	37.5	1,719	37.3
Married	356	60.0	2,293	57.1	2,649	57.5
Divorced	0	0.0	13	0.3	13	0.3
Widow	22	3.7	196	4.9	218	4.7
Separate	0	0.0	7	0.2	7	0.2
Total	593	100.0	4,013	100.0	4,606	100.0

Table 3.2: Type/Condition of Main Living House

Urban – Rural		Type of Housing Resided				
		Pucca	Semi Pucca	Kacha	Thatched House	Total
Urban	Number	15	21	98	0	134
	%	11.2	15.7	73.1	0.0	100
Rural	Number	88	101	755	3	947
	%	9.3	10.7	79.7	0.3	100
Total	Number	103	122	853	3	1,081
	%	9.5	11.3	78.9	0.3	100

Table-5: Homestead land Ownership Pattern

Land Ownership	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	113	84.3	833	88.0	946	87.5
No	21	15.7	114	12.0	135	12.5
Total	134	100.0	947	100.0	1,081	100.0

Table-6: Homestead Land Ownership of the sample Households in Urban and Rural Areas

Land Ownership	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	103	91.2	709	85.1	812	85.8
26 - 50	9	8.0	106	12.7	115	12.2
51 - 75	0	0.0	14	1.7	14	1.5
76 - 100	1	0.9	4	0.5	5	0.5
Total	113	100.0	833	100.0	946	100.0

Table-7: Height of Homestead Land

Type of Land	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Low Land	0	0.0	2	0.2	2	0.2
Medium Land	0	0.0	35	4.2	35	3.7
High Land	113	100.0	796	95.6	909	96.1
Total	113	100.0	833	100.0	946	100.0

Table-8: Cultivated Land Ownership in Urban and Rural Areas in Dohar Upazila in Decimal

Land Ownership	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	1	8.3	37	14.9	38	14.6
26 - 50	3	25.0	46	18.5	49	18.8
51 - 75	2	16.7	32	12.9	34	13.0
76 - 100	1	8.3	30	12.0	31	11.9
Above 100	5	41.7	104	41.8	109	41.8
Total	12	100.0	249	100.0	261	100.0

Table-9: Type of Cultivated Land

Type of Land	Urban		Rural		Total	
	No.	%	No.	%	No.	%

Low Land	7	58.3	130	52.2	137	52.5
Medium Land	5	41.7	101	40.6	106	40.6
High Land	0	0.0	18	7.2	18	6.9
Total	12	100.0	249	100.0	261	100.0

Table – 3.3: Commercial Land Ownership of Sample Households

Quantity of Land (Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	0	0.0	3	100.0	3	100.0
Total	0	0.0	3	100.0	3	100.0

Table – 3.4: Quantity of Orchard Ownership

Quantity of Land (Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	0	0.0	15	78.9	15	78.9
26 – 50	0	0.0	1	5.3	1	5.3
51 – 75	0	0.0	1	5.3	1	5.3
76 – 100	0	0.0	1	5.3	1	5.3
Above 100	0	0.0	1	5.3	1	5.3
Total	0	0.0	19	100.0	19	100.0

Table – 3.5: Size of Pond Owned by Sample Households

Quantity of Land(Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	0	0.0	15	78.9	15	71.4
26 – 50	2	100.0	2	10.5	4	19.0
51 – 75	0	0.0	1	5.3	1	4.8
Above 100	0	0.0	1	5.3	1	4.8
Total	2	100.0	19	100.0	21	100.0

Table-10: Land Level of Ponds

Type of Land	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Low Land	2	100.0	7	36.8	9	42.9

Medium Land	0	0.0	10	52.6	10	47.6
High Land	0	0.0	2	10.5	2	9.5
Total	2	100.0	19	100.0	21	100.0

Table – 3.6: Quantity of Other Land Ownership by Sample Households

Quantity of Land (Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	0	0.0	4	44.4	4	44.4
26 – 50	0	0.0	2	22.2	2	22.2
Above 100	0	0.0	3	33.3	3	33.3
Total	0	0.0	9	100.0	9	100.0

Table –3.7: Environmental Pollution – Surface Water Pollution

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether surface water polluted (Yes)	39	29.1	88	9.3	127	11.7
In case of pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to use of chemical fertilizer & pesticide	2	5.1	3	3.4	5	3.9
Household solid waste	37	94.9	82	93.2	119	93.7
Others	0	0.0	3	3.4	3	2.4
Total	39	100.0	88	100.0	127	100.0

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether lands in the area are contaminated/ polluted (Yes)	25	18.7	18	1.9	43	4.0
In case of contamination/pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	0	0.0	1	5.6	1	2.3
Due to use of chemical fertilizer & pesticide	1	4.0	0	0.0	1	2.3
Household solid waste	24	96.0	17	94.4	41	95.3

Total	25	100.0	18	100.0	43	100.0
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Table –3.8: Environmental Pollution – Land/Soil Pollution

Table –3.9: Environmental Pollution – Sound Pollution

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is sound pollution (Yes)	19	14.2	36	3.8	55	5.1
In case of sound pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	0	0.0	1	2.8	1	1.8
Due to use of transport movement	19	100.0	25	69.4	44	80.0
Others	0	0.0	10	27.8	10	18.2
Total	19	100.0	36	100.0	55	100.0

Table-3.10: Air Pollution

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is air pollution (Yes)	14	10.4	17	1.8	31	2.9
In case of air pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to use of transport movement	12	85.7	17	100.0	29	93.5
Others	2	14.3	0	0.0	2	6.5
Total	14	100.0	17	100.0	31	100.0

Whether born in the concerned area	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	105	78.4	786	83.0	891	82.4
No	29	21.6	161	17.0	190	17.6

Total	134	100.0	947	100.0	1,081	100.0
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Table-11: Place of Birth of the Respondent/Head of the Family

Table – 3.11: Source of In-Migration

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
From other Village of the Union	9	31.0	54	33.5	63	33.2
From other Union of the Upazila	6	20.7	19	11.8	25	13.2
From other Upazila of the District	0	0.0	12	7.5	12	6.3
From other District	14	48.3	76	47.2	90	47.4
Total	29	100.0	161	100.0	190	100.0

Table –3.12: Reasons for Migration

Reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Service	3	10.3	10	6.2	13	6.8
Better education facility	0	0.0	1	0.6	1	0.5
Better employment avenue	12	41.4	27	16.8	39	20.5
Business/Trade facility	2	6.9	4	2.5	6	3.2
Due to marriage	2	6.9	8	5.0	10	5.3
Security & safety	1	3.4	4	2.5	5	2.6
For availing better public services	2	6.9	8	5.0	10	5.3
Loss of homestead due to river bank erosion river erosion	7	24.1	98	60.9	105	55.3
Others	0	0.0	1	0.6	1	0.5
Total	29	100.0	161	100.0	190	100.0

Response	Urban	Rural	Total
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	No.	%	No.	%	No.	%
Yes	58	43.3	459	48.5	517	47.8
No	76	56.7	488	51.5	564	52.2
Total	134	100.0	947	100.0	1,081	100.0

Table –3.13: Whether Any of the Family Members Went to Other Areas/Country for Earning Purpose

Table –3.14: Destinations of Out-migration

Destinations	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In other Upazila	0	0.0	5	1.1	5	1.0
Own Upazila/ Distric	10	17.2	102	22.2	112	21.7
Outside own District	1	1.7	15	3.3	16	3.1
In the City	4	6.9	23	5.0	27	5.2
In the village	0	0.0	5	1.1	5	1.0
Abroad	45	77.6	339	73.9	384	74.3

Table –3.15 Whether Any of the Family Members Went to Other Areas/Country for Any Purpose

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	125	93.3	919	97.0	1,044	96.6
No	9	6.7	28	3.0	37	3.4
Total	134	100.0	947	100.0	1,081	100.0

Destinations	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In other Upazila	3	2.4	88	9.6	91	8.7

Own Upazila/District	123	98.4	891	97.2	1,014	97.3
Outside own District	1	0.8	17	1.9	18	1.7
In the City	10	8.0	120	13.1	130	12.5
Village	0	0.0	21	2.3	21	2.0
Abroad	0	0.0	2	0.2	2	0.2

Table –3.16: Destinations of Visit for other Purposes

Table –3.17: Reasons for Visiting other Areas/Country for any Purposes

Reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
For shopping	125	100.0	901	98.0	1,026	98.3
For treatment	125	100.0	907	98.7	1,032	98.9
For education	14	11.2	96	10.4	110	10.5
Recreation	1	0.8	38	4.1	39	3.7

Table –3.18: Assets of the Households

Value of Assets	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 5,000 Tk.	1	0.7	9	1.0	10	0.9
5,001 - 10,000 Tk.	1	0.7	12	1.3	13	1.2
10,001 - 30,000 Tk.	10	7.5	128	13.5	138	12.8
30,001 - 50,000 Tk.	26	19.4	140	14.8	166	15.4
50,001 - 1,00,000 Tk.	56	41.8	299	31.6	355	32.8
1,00,001 - 2,00,000 Tk.	27	20.1	254	26.8	281	26.0
Above 2,00,000 Tk.	13	9.7	105	11.1	118	10.9
Total	134	100.0	947	100.0	1,081	100.0

Table-12: Monthly Income of the Households (Tk.)

Monthly Income	Urban		Rural		Total	
	No.	%	No.	%	No.	%

0 - 5,000 Tk.	0	0.0	4	0.4	4	0.4
5,001 - 10,000 Tk.	14	10.4	122	12.9	136	12.6
10,001 - 20,000 Tk.	74	55.2	534	56.4	608	56.2
20,001 - 30,000 Tk.	35	26.1	195	20.6	230	21.3
30,001 - 50,000 Tk.	10	7.5	76	8.0	86	8.0
Above 50,000 Tk.	1	0.7	16	1.7	17	1.6
Total	134	100.0	947	100.0	1,081	100.0

Table-13: Monthly Expenditure of the Households (Tk.)

Monthly Expenditure	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 5,000 Tk.	1	0.7	1	0.1	2	0.2
5,001 - 10,000 Tk.	22	16.4	189	20.0	211	19.5
10,001 - 20,000 Tk.	80	59.7	591	62.4	671	62.1
20,001 - 30,000 Tk.	25	18.7	136	14.4	161	14.9
30,001 - 50,000 Tk.	6	4.5	28	3.0	34	3.1
Above 50,000 Tk.	0	0.0	2	0.2	2	0.2
Total	134	100.0	947	100.0	1,081	100.0

Annual Saving	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is any saving of the households (Yes)	67	50.0	577	60.9	644	59.6
If 'Yes' Annual saving in Tk.	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 10,000 Tk.	8	11.9	134	23.2	142	22.0

10,001 - 20,000 Tk.	23	34.3	129	22.4	152	23.6
20,001 - 50,000 Tk.	22	32.8	186	32.2	208	32.3
50,001 - 1,00,000 Tk.	10	14.9	90	15.6	100	15.5
Above 1,00,000 Tk.	4	6.0	38	6.6	42	6.5
Total	67	100.0	577	100.0	644	100.0
Average	34818		36098		35965	

Table –3.19: Annual Saving of the Households in Tk.

Table –3.20: Annual Investment of the Households in Tk.

Annual Investment	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is any investment of the households (Yes)	7	5.2	56	5.9	63	5.8
If 'Yes' Annual investment in Tk.	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 10,000 Tk.	0	0.0	1	1.8	1	1.6
10,001 - 20,000 Tk.	1	14.3	5	8.9	6	9.5
20,001 - 50,000 Tk.	0	0.0	12	21.4	12	19.0
50,001 - 1,00,000 Tk.	2	28.6	12	21.4	14	22.2
Above 1,00,000 Tk.	4	57.1	26	46.4	30	47.6
Total	7	100.0	56	100.0	63	100.0
Average	125714		221429		210794	

Table-14: Width of the Road Near to Respondent's House

Width of the road	Urban		Rural		Total	
	No.	%	No.	%	No.	%
3 Meter	111	82.8	760	80.3	871	80.6
5 Meter	4	3.0	45	4.8	49	4.5
Above 5 Meter	4	3.0	13	1.4	17	1.6
Don't Know	15	11.2	129	13.6	144	13.3

Total	134	100.0	947	100.0	1,081	100.0
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Table-15: Condition of the Road Near to the House

Type of the Road	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Bitumen	52	38.8	434	45.8	486	45.0
Chips	6	4.5	24	2.5	30	2.8
Brick Soling	27	20.1	148	15.6	175	16.2
Kucha	49	36.6	340	35.9	389	36.0
Others	0	0.0	1	0.1	1	0.1
Total	134	100.0	947	100.0	1,081	100.0

Table-16: Distance of the Road from the House

Distance of the Road	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 to 50 Meter	56	41.8	379	40.0	435	40.2
51 to 100 Meter	30	22.4	94	9.9	124	11.5
Above 100 Meter	48	35.8	474	50.1	522	48.3
Total	134	100.0	947	100.0	1,081	100.0

Table-17: Quality of the Road

Quality of the Road	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In good condition	26	19.4	258	27.2	284	26.3
Not in good condition	106	79.1	675	71.3	781	72.2
Infiltrated by solid waste & Hawkers	1	0.7	1	0.1	2	0.2
Narrow road	1	0.7	13	1.4	14	1.3
Total	134	100.0	947	100.0	1,081	100.0

Table –3.21: Availability and Condition of Drainage Facility

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%

Whether drainage facility available in the area (Yes)	11	8.2	2	0.2	13	1.2
Whether get benefit from the drainage facility (Yes)	6	54.5	1	50.0	7	53.8
Whether drain is block somewhere (Yes)	8	72.7	1	50.0	9	69.2
Drainage Condition	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Good condition	1	9.1	1	50.0	2	15.4
So so	2	18.2	0	0.0	2	15.4
Bad condition	8	72.7	1	50.0	9	69.2
Total	11	100.0	2	100.0	13	100.0

Table –3.22: Drain, Light Post and Traffic Signal in the Road

Type of Drain	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Pucca	14	10.4	3	0.3	17	1.6
Kucha	5	3.7	13	1.4	18	1.7
No Drain	115	85.8	931	98.3	1,046	96.8
Total	134	100.0	947	100.0	1,081	100.0
Light Post & Traffic Signal (Yes)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Light Post	35	26.1	24	2.5	59	5.5
Traffic Signal	0	0.0	0	0.0	0	0.0

Table – 3.23: Water Logging Status

Water logging	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether water logging occurs in the area (Yes)	15	11.2	107	11.3	122	11.3
Reasons behind water logging	Urban		Rural		Total	
	No.	%	No.	%	No.	%
No drainage facility	4	12.5	24	19.5	28	18.1
Heavy Rain	32	100.0	111	90.2	143	92.3
Flood water	0	0.0	17	13.7	17	10.9
Low land	0	0.0	13	10.6	13	8.4

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is solid waste management (Yes)	5	3.7	34	3.6	39	3.6
Where family solid waste dumped	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In Poura Dustbin	0	0.0	7	0.7	7	0.6
In the Hole	92	68.7	545	57.6	637	58.9
Scattered	39	29.1	386	40.8	425	39.3
Others	3	2.2	9	1.0	12	1.1
Total	134	100.0	947	100.0	1,081	100.0
Distance of solid waste disposal place	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 1/4 km	134	100.0	942	99.5	1,076	99.5

1/4 - 1/2 km	0	0.0	5	0.5	5	0.5
Total	134	100.0	947	100.0	1,081	100.0

Table –3.24: Solid Waste Management Status

Table-3.25: Status of Sanitation

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Have own Toilet (Yes)	134	100.0	947	100.0	1,081	100.0
Type of Toilet	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Sanitary	83	61.9	652	68.8	735	68.0
Non-sanitary	51	38.1	295	31.2	346	32.0
Total	134	100.0	947	100.0	1,081	100.0

Table-18: Household's access to Electricity

Sources of electricity in the house	Urban		Rural		Total	
	No.	%	No.	%	No.	%
REB	130	97.0	869	91.8	999	92.4
PDB	0	0.0	2	0.2	2	0.2
Solar	2	1.5	10	1.1	12	1.1
No electricity	2	1.5	62	6.5	64	5.9
Generator	0	0.0	4	0.4	4	0.4
Total	134	100.0	947	100.0	1,081	100.0

Sources of Fuel	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Cylinder Gas	3	2.2	65	6.9	68	6.3
Kerosene	0	0.0	1	0.1	1	0.1

Electric Heater	0	0.0	1	0.1	1	0.1
Fire Wood	131	97.8	880	92.9	1,011	93.5
Total	134	100.0	947	100.0	1,081	100.0

Table-19: Sources of Fuel

Table-20: Sources of Drinking Water

Sources of drinking water	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Tube Well	133	99.3	944	99.7	1,077	99.6
Pouro Water	1	0.7	3	0.3	4	0.4
Total	134	100.0	947	100.0	1,081	100.0

Table-21: Availability of Government Health Facilities

Standard of service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	134	100.0	947	100.0	1,081	100.0
Total	134	100.0	947	100.0	1,081	100.0

Table –3.26: Whether avail the Service of Public Sector Health Facility

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	122	91.0	822	86.8	944	87.3
No	12	9.0	125	13.2	137	12.7
Total	134	100.0	947	100.0	1,081	100.0

Table –3.27: Average Distance of the Public Sector Health Facility from the House

Table –3.28: Mode of Transport Used in Availing Public Sector Health Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	50	37.3	14	1.5	64	5.9
Rickshaw	25	18.7	31	3.3	56	5.2
Bus	0	0.0	21	2.2	21	1.9
Tempo/Auto Rickshaw/Nosimon	59	44.0	881	93.0	940	87.0
Total	134	100.0	947	100.0	1,081	100.0

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	14	10.4	2	0.2	16	1.5
Distance: 0.5 km	11	8.2	3	0.3	14	1.3
Distance: 0.5-01 km	32	23.9	35	3.7	67	6.2
Distance: 01-02 km	61	45.5	102	10.8	163	15.1
Distance: 02-03 km	10	7.5	120	12.7	130	12.0
Distance: Above 03 km	6	4.5	684	72.3	690	63.9
Total	134	100.0	946	100.0	1,080	100.0

Table-22: Quality of Service in Public Sector Health Facility

Standard of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	52	38.8	453	48.0	505	46.9
Good	0	0.0	17	1.8	17	1.6
So so	77	57.5	425	45.1	502	46.6
Bad	5	3.7	32	3.4	37	3.4
Very bad	0	0.0	16	1.7	16	1.5
Total	134	100.0	943	100.0	1,077	100.0

Availability of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%

Yes	58	43.3	860	90.8	918	84.9
No	76	56.7	87	9.2	163	15.1
Total	134	100.0	947	100.0	1,081	100.0

Table-23: Availability of Medical Service from Family Welfare Center

Table – 3.29: Whether go for availing service from Family Welfare Center

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	40	69.0	438	50.9	478	52.1
No	18	31.0	422	49.1	440	47.9
Total	58	100.0	860	100.0	918	100.0

Table – 3.30: Average Distance of the Family Welfare Center from the Hou

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	12	20.7	26	3.0	38	4.1
Distance: 0.5 km	9	15.5	55	6.4	64	7.0
Distance: 0.5-01 km	9	15.5	164	19.1	173	18.8
Distance: 01-02 km	19	32.8	366	42.6	385	41.9
Distance: 02-03 km	5	8.6	143	16.6	148	16.1
Distance: Above 03 km	4	6.9	106	12.3	110	12.0
Total	58	100.0	860	100.0	918	100.0

Table – 3.31: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	22	37.9	152	17.7	174	19.0
Rickshaw	11	19.0	69	8.0	80	8.7
Bus	0	0.0	10	1.2	10	1.1
Tempo/Auto Rickshaw/Nosimon	25	43.1	629	73.1	654	71.2
Total	58	100.0	860	100.0	918	100.0

Table-24: Standard of Service of the Family Welfare Center

Standard of service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	31	53.4	441	51.6	472	51.8
Good	1	1.7	1	0.1	2	0.2
So so	25	43.1	390	45.7	415	45.5
Bad	1	1.7	17	2.0	18	2.0
Very bad	0	0.0	5	0.6	5	0.5
Total	58	100.0	854	100.0	912	100.0

Table-25: Availability of Service from Community Clinic

Availability of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	54	40.1	639	67.6	693	64.2
No	80	59.9	307	32.4	387	35.8
Total	134	100.0	946	100.0	1,080	100.0

Table – 3.32: Whether go for availing service from Community Clinic

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	11	40.7	517	62.1	528	61.5
No	16	59.3	315	37.9	331	38.5
Total	27	100.0	832	100.0	859	100.0

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	2	7.4	28	3.4	30	3.5
Distance: 0.5 km	1	3.7	123	14.8	124	14.5
Distance: 0.5-01 km	10	37.0	389	46.8	399	46.5
Distance: 01-02 km	11	40.7	231	27.8	242	28.2
Distance: 02-03 km	1	3.7	41	4.9	42	4.9
Distance: Above 03 km	2	7.4	19	2.3	21	2.4

Total	27	100.0	831	100.0	858	100.0
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Table – 3.33: Average Distance of the Community Clinic from the House

Table –3.34: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	4	14.8	474	57.0	478	55.7
Using Bi-cycle	0	0.0	2	0.2	2	0.2
Rickshaw	17	63.0	61	7.3	78	9.1
Bus	1	3.7	8	1.0	9	1.0
Tempo/Auto Rickshaw/Nosimon	5	18.5	286	34.4	291	33.9
Total	27	100.0	831	100.0	858	100.0

Table-26: Standard of Service of the Community Clinic

Standard of service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	17	63.0	593	71.5	610	71.3
Good	0	0.0	1	0.1	1	0.1
So so	9	33.3	215	25.9	224	26.2
Bad	1	3.7	15	1.8	16	1.9
Very bad	0	0.0	5	0.6	5	0.6
Total	27	100.0	829	100.0	856	100.0

Table – 3.35: Whether Availing of Service from Private Health Facility

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	128	97.0	822	90.0	950	90.9
No	4	3.0	91	10.0	95	9.1
Total	132	100.0	913	100.0	1,045	100.0

Distance	Urban	Rural	Total
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	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	13	9.8	9	1.0	22	2.1
Distance: 0.5 km	12	9.1	34	3.7	46	4.4
Distance: 0.5-01 km	52	39.4	118	12.9	170	16.3
Distance: 01-02 km	46	34.8	201	22.0	247	23.6
Distance: 02-03 km	3	2.3	220	24.1	223	21.3
Distance: Above 03 km	6	4.5	331	36.3	337	32.2
Total	132	100.0	913	100.0	1,045	100.0

Table – 3.36: Average Distance of Private Health Facility from the House

Table –3.37: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	56	42.4	111	12.1	167	16.0
Rickshaw	26	19.7	54	5.9	80	7.6
Bus	0	0.0	16	1.8	16	1.5
Tempo/Auto Rickshaw/Nosimon	50	37.9	733	80.2	783	74.9
Total	132	100.0	914	100.0	1,046	100.0

Table-27: Standard of Service of Private Hospital

Standard of service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	113	85.6	669	73.4	782	75.0
Good	5	3.8	25	2.7	30	2.9
So so	14	10.6	195	21.4	209	20.0
Bad	0	0.0	7	0.8	7	0.7
Very bad	0	0.0	15	1.6	15	1.4

Total	132	100.0	911	100.0	1,043	100.0
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Table-28: Availability of Service Medicine Store/Shops

Availability of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	134	100.0	943	99.6	1,077	99.6
No	0	0.0	4	0.4	4	0.4
Total	134	100.0	947	100.0	1,081	100.0

Table – 3.38: Average Distance of Medicine Store/Shops from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	23	17.2	122	13.0	145	13.5
Distance: 0.5 km	54	40.3	298	31.6	352	32.7
Distance: 0.5-01 km	50	37.3	346	36.7	396	36.8
Distance: 01-02 km	6	4.5	124	13.2	130	12.1
Distance: 02-03 km	1	0.7	33	3.5	34	3.2
Distance: Above 03 km	0	0.0	19	2.0	19	1.8
Total	134	100.0	942	100.0	1,076	100.0

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	106	79.1	708	75.1	814	75.6
Using Bi-cycle	1	0.7	5	0.5	6	0.6
Rickshaw	9	6.7	47	5.0	56	5.2

Bus	0	0.0	8	0.8	8	0.7
Tempo/Auto Rickshaw/Nosimon	18	13.4	175	18.6	193	17.9
Total	134	100.0	943	100.0	1,077	100.0

Table –3.39: Mode of Transport Used in Availing Services

Table – 3.40: Whether go for availing service from Community Center

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	47	35.1	51	5.4	98	9.1
No	87	64.9	896	94.6	983	90.9
Total	134	100.0	947	100.0	1,081	100.0

Table – 3.41: Distance of the Community Center from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	10	20.8	5	9.8	15	15.2
Distance: 0.5 km	2	4.2	6	11.8	8	8.1
Distance: 0.5-01 km	27	56.3	3	5.9	30	30.3
Distance: 01-02 km	8	16.7	3	5.9	11	11.1
Distance: 02-03 km	1	2.1	27	52.9	28	28.3
Distance: Above 03 km	0	0.0	7	13.7	7	7.1
Total	48	100.0	51	100.0	99	100.0

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	21	16.2	26	3.3	47	5.1
Distance: 0.5 km	22	16.9	95	12.0	117	12.7
Distance: 0.5-01 km	51	39.2	168	21.3	219	23.8

Distance: 01-02 km	31	23.8	182	23.1	213	23.2
Distance: 02-03 km	1	0.8	168	21.3	169	18.4
Distance: Above 03 km	4	3.1	150	19.0	154	16.8
Total	130	100.0	789	100.0	919	100.0

Table – 3.42: Average Distance of the Kitchen Market from the House

Table – 3.43: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	75	57.7	200	25.3	275	29.9
Rickshaw	15	11.5	56	7.1	71	7.7
Bus	0	0.0	5	0.6	5	0.5
Tempo/Auto Rickshaw/Nosimon	40	30.8	529	67.0	569	61.8
Total	130	100.0	790	100.0	920	100.0

Table – 3.44: Average Distance of Police Box/Station from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	11	8.8	6	1.1	17	2.5
Distance: 0.5 km	11	8.8	24	4.3	35	5.1
Distance: 0.5-01 km	40	32.0	74	13.3	114	16.7
Distance: 01-02 km	55	44.0	162	29.1	217	31.9
Distance: 02-03 km	4	3.2	126	22.7	130	19.1
Distance: Above 03 km	4	3.2	164	29.5	168	24.7
Total	125	100.0	556	100.0	681	100.0

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	55	44.0	52	9.4	107	15.7

Rickshaw	24	19.2	27	4.9	51	7.5
Bus	1	0.8	8	1.4	9	1.3
Tempo/Auto Rickshaw/Nosimon	45	36.0	469	84.4	514	75.5
Total	125	100.0	556	100.0	681	100.0

Table –3.45: Mode of Transport Used in Availing Services

Table-29: Standard of Service of Police Box/Station

Standard of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	99	79.2	411	76.3	510	76.8
Good	0	0.0	4	0.7	4	0.6
So so	26	20.8	103	19.1	129	19.4
Bad	0	0.0	12	2.2	12	1.8
Very bad	0	0.0	9	1.7	9	1.4
Total	125	100.0	539	100.0	664	100.0

Table – 3.46: Availability of Service from Play Ground

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	108	80.6	677	71.6	785	72.7
No	26	19.4	269	28.4	295	27.3
Total	134	100.0	946	100.0	1,080	100.0

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%

Walking distance (less than 0.5 km)	20	18.3	93	13.7	113	14.4
Distance: 0.5 km	34	31.2	234	34.6	268	34.1
Distance: 0.5-01 km	47	43.1	266	39.3	313	39.8
Distance: 01-02 km	6	5.5	51	7.5	57	7.3
Distance: 02-03 km	0	0.0	26	3.8	26	3.3
Distance: Above 03 km	2	1.8	7	1.0	9	1.1
Total	109	100.0	677	100.0	786	100.0

Table – 3.47: Average Distance of the Play Ground from the House

Table – 3.48: Availability of Service from Bank

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	93	69.9	500	61.75	593	62.1
No	40	30.1	323	38.25	363	37.9
Total	133	100.0	823	100.0	956	100.0

Table – 3.49: Average Distance of the Bank from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	20	15.0	16	2.0	36	3.8
Distance: 0.5 km	25	18.8	47	5.7	72	7.6
Distance: 0.5-01 km	39	29.3	189	23.0	228	23.9
Distance: 01-02 km	44	33.1	242	29.5	286	30.0
Distance: 02-03 km	0	0.0	163	19.9	163	17.1
Distance: Above 03 km	5	3.8	163	19.9	168	17.6
Total	133	100.0	820	100.0	953	100.0

Table –3.50: Mode of Transport Used in Availing Banking Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	72	54.1	179	21.8	251	26.3
Using Bi-cycle	0	0.0	1	0.1	1	0.1
Rickshaw	24	18.0	63	7.7	87	9.1
Bus	0	0.0	6	0.7	6	0.6
Tempo/Auto Rickshaw/Nosimon	37	27.8	572	69.7	609	63.8
Total	133	100.0	821	100.0	954	100.0

Table – 3.51: Whether avail service from Post Office

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	44	33.1	319	37.0	363	36.5
No	89	66.9	542	63.0	631	63.5
Total	133	100.0	861	100.0	994	100.0

Table – 3.52: Average Distance of the Post Office from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	15	11.3	21	2.4	36	3.6
Distance: 0.5 km	13	9.8	85	9.9	98	9.9
Distance: 0.5-01 km	57	42.9	263	30.6	320	32.3
Distance: 01-02 km	39	29.3	312	36.3	351	35.4
Distance: 02-03 km	5	3.8	121	14.1	126	12.7
Distance: Above 03 km	4	3.0	57	6.6	61	6.1
Total	133	100.0	859	100.0	992	100.0

Table –3.53: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	66	49.6	330	38.4	396	39.9
Rickshaw	26	19.5	65	7.6	91	9.2
Bus	0	0.0	8	0.9	8	0.8
Tempo/Auto Rickshaw/Nosimon	41	30.8	456	53.1	497	50.1
Total	133	100.0	859	100.0	992	100.0

Table-30: Quality of Service in the Post Office

Standard of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	98	73.7	601	71.3	699	71.6
Good	1	0.8	4	0.5	5	0.5
So so	31	23.3	195	23.1	226	23.2
Bad	1	0.8	28	3.3	29	3.0
Very bad	2	1.5	15	1.8	17	1.7
Total	133	100.0	843	100.0	976	100.0

Table – 3.54: Whether Avail Service of Fire Brigade

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	31	26.7	94	20.7	125	21.9
No	85	73.3	361	79.3	446	78.1
Total	116	100.0	455	100.0	571	100.0

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	2	1.7	6	1.3	8	1.4
Distance: 0.5 km	9	7.8	18	4.0	27	4.8
Distance: 0.5-01 km	20	17.2	28	6.2	48	8.5
Distance: 01-02 km	61	52.6	72	16.0	133	23.5
Distance: 02-03 km	15	12.9	52	11.6	67	11.8
Distance: Above 03 km	9	7.8	274	60.9	283	50.0
Total	116	100.0	450	100.0	566	100.0

Table – 3.55: Average Distance of Fire Brigade from the House

Table-31: Standard of Service of the Fire Brigade

Standard of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	87	75.0	330	76.0	417	75.8
Good	3	2.6	6	1.4	9	1.6
So so	24	20.7	92	21.2	116	21.1
Bad	1	0.9	1	0.2	2	0.4
Very bad	1	0.9	5	1.2	6	1.1
Total	116	100.0	434	100.0	550	100.0

Table – 3.56: Whether Avail Service from Primary School

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	95	70.9	632	67.2	727	67.7
No	39	29.1	308	32.8	347	32.3
Total	134	100.0	940	100.0	1,074	100.0

Table – 3.57: Average Distance of the Primary School from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	1	0.7	142	15.1	143	13.3
Distance: 0.5 km	58	43.3	308	32.8	366	34.1
Distance: 0.5-01 km	65	48.5	354	37.7	419	39.0
Distance: 01-02 km	7	5.2	101	10.7	108	10.1
Distance: 02-03 km	3	2.2	29	3.1	32	3.0
Distance: Above 03 km	0	0.0	6	0.6	6	0.6
Total	134	100.0	940	100.0	1,074	100.0

Table –3.58: Mode of Transport Used for Travelling to Primary School

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	117	87.3	821	87.3	938	87.3
Using Bi-cycle	1	0.7	3	0.3	4	0.4
Rickshaw	7	5.2	18	1.9	25	2.3
Bus	0	0.0	5	0.5	5	0.5
Tempo/Auto Rickshaw/Nosimon	9	6.7	93	9.9	102	9.5
Total	134	100.0	940	100.0	1,074	100.0

Table-32: Standard of Service of the Primary School

Standard of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	120	89.6	829	88.8	949	88.9
Good	10	7.5	56	6.0	66	6.2
So so	4	3.0	35	3.7	39	3.7
Bad	0	0.0	10	1.1	10	0.9
Very bad	0	0.0	4	0.4	4	0.4

Total	134	100.0	934	100.0	1,068	100.0
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Table – 3.59: Distance of the Secondary School from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	12	9.0	62	6.6	74	6.9
Distance: 0.5 km	19	14.3	145	15.4	164	15.3
Distance: 0.5-01 km	53	39.8	338	36.0	391	36.4
Distance: 01-02 km	42	31.6	292	31.1	334	31.1
Distance: 02-03 km	3	2.3	73	7.8	76	7.1
Distance: Above 03 km	4	3.0	30	3.2	34	3.2
Total	133	100.0	940	100.0	1,073	100.0

Table –3.60: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	70	52.6	567	60.4	637	59.4
Using Bi-cycle	0	0.0	6	0.6	6	0.6
Rickshaw	24	18.0	66	7.0	90	8.4
Bus	0	0.0	6	0.6	6	0.6
Tempo/Auto Rickshaw/Nosimon	39	29.3	294	31.3	333	31.1
Total	133	100.0	939	100.0	1,072	100.0

Table-33: Quality of Service of the Secondary School

Standard of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	114	85.7	781	83.9	895	84.1
Good	11	8.3	73	7.8	84	7.9
So so	7	5.3	65	7.0	72	6.8
Bad	0	0.0	8	0.9	8	0.8
Very bad	1	0.8	4	0.4	5	0.5

Total	133	100.0	931	100.0	1,064	100.0
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Table – 3.61: Whether Avail of the Service of Higher Secondary School/College

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	50	39.4	198	28.4	248	30.1
No	77	60.6	498	71.6	575	69.9
Total	127	100.0	696	100.0	823	100.0

Table – 3.62: Distance of the Higher Secondary/College from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	10	7.9	20	2.9	30	3.7
Distance: 0.5 km	15	11.8	35	5.0	50	6.1
Distance: 0.5-01 km	47	37.0	121	17.4	168	20.5
Distance: 01-02 km	49	38.6	212	30.5	261	31.8
Distance: 02-03 km	1	0.8	141	20.3	142	17.3
Distance: Above 03 km	5	3.9	165	23.8	170	20.7
Total	127	100.0	694	100.0	821	100.0

Table –3.63: Mode of Transport Used in Availing Services

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	59	46.5	138	19.9	197	24.0
Using Bi-cycle	1	0.8	1	0.1	2	0.2
Rickshaw	23	18.1	48	6.9	71	8.6
Bus	0	0.0	10	1.4	10	1.2
Tempo/Auto Rickshaw/Nosimon	44	34.6	497	71.6	541	65.9
Total	127	100.0	694	100.0	821	100.0

Table-34: Standard of Service of the Higher Secondary/College

Standard of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	112	88.2	586	85.7	698	86.1
Good	12	9.4	49	7.2	61	7.5
So so	2	1.6	36	5.3	38	4.7
Bad	0	0.0	7	1.0	7	0.9
Very bad	1	0.8	6	0.9	7	0.9
Total	127	100.0	684	100.0	811	100.0

Table – 3.64: Whether Go for Service from Degree College/University

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	46	40.7	135	23.9	181	26.7
No	67	59.3	430	76.1	497	73.3
Total	113	100.0	565	100.0	678	100.0

Table – 3.65: Average Distance from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	11	9.7	16	2.8	27	4.0
Distance: 0.5 km	11	9.7	19	3.4	30	4.4
Distance: 0.5-01 km	32	28.3	48	8.5	80	11.8
Distance: 01-02 km	53	46.9	121	21.5	174	25.7
Distance: 02-03 km	1	0.9	146	25.9	147	21.7
Distance: Above 03 km	5	4.4	214	37.9	219	32.3
Total	113	100.0	564	100.0	677	100.0

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	55	48.7	62	11.0	117	17.3
Rickshaw	22	19.5	21	3.7	43	6.4
Bus	0	0.0	8	1.4	8	1.2
Tempo/Auto Rickshaw/Nosimon	36	31.9	472	83.8	508	75.1
Total	113	100.0	563	100.0	676	100.0

Table –3.66: Mode of Transport Used in Availing Services

Table-35: Standard of Service from Degree College/University

Standard of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	100	88.5	479	86.9	579	87.2
Good	11	9.7	23	4.2	34	5.1
So so	1	0.9	34	6.2	35	5.3
Bad	0	0.0	11	2.0	11	1.7
Very bad	1	0.9	4	0.7	5	0.8
Total	113	100.0	551	100.0	664	100.0

Table – 3.67: Whether go for service to Madrasha

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	55	41.7	420	45.6	475	45.1
No	77	58.3	502	54.4	579	54.9
Total	132	100.0	922	100.0	1,054	100.0

Table – 3.68: Average Distance of Madrasha from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	16	12.1	127	13.8	143	13.6
Distance: 0.5 km	39	29.5	223	24.2	262	24.9
Distance: 0.5-01 km	58	43.9	347	37.7	405	38.5
Distance: 01-02 km	16	12.1	162	17.6	178	16.9
Distance: 02-03 km	1	0.8	51	5.5	52	4.9
Distance: Above 03 km	2	1.5	11	1.2	13	1.2
Total	132	100.0	921	100.0	1,053	100.0

Table-36: Quality of Service of Madrasha

Standard of Service	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Very good	116	87.9	801	87.8	917	87.8
Good	12	9.1	46	5.0	58	5.6
So so	4	3.0	49	5.4	53	5.1
Bad	0	0.0	8	0.9	8	0.8
Very bad	0	0.0	8	0.9	8	0.8
Total	132	100.0	912	100.0	1,044	100.0

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	15	12.0	84	11.4	99	11.5
Distance: 0.5 km	24	19.2	149	20.2	173	20.0
Distance: 0.5-01 km	50	40.0	208	28.1	258	29.9
Distance: 01-02 km	31	24.8	163	22.1	194	22.5
Distance: 02-03 km	0	0.0	83	11.2	83	9.6

Distance: Above 03 km	5	4.0	52	7.0	57	6.6
Total	125	100.0	739	100.0	864	100.0

Table – 3.69: Average Distance of Bus Stand from the House

Table – 3.70: Average Distance of the Graveyard from the House

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	12	9.0	145	16.5	157	15.5
Distance: 0.5 km	60	45.1	335	38.0	395	39.0
Distance: 0.5-01 km	55	41.4	298	33.8	353	34.8
Distance: 01-02 km	6	4.5	60	6.8	66	6.5
Distance: 02-03 km	0	0.0	35	4.0	35	3.5
Distance: Above 03 km	0	0.0	8	0.9	8	0.8
Total	133	100.0	881	100.0	1,014	100.0

Table – 3.71: Whether go for Prayer at Eid-gah

Eid-Gah Using Status	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	70	94.6	727	95.7	797	95.6
No	4	5.4	33	4.3	37	4.4
Total	74	100.0	760	100.0	834	100.0

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	9	12.2	195	25.8	204	24.5
Distance: 0.5 km	29	39.2	319	42.1	348	41.9
Distance: 0.5-01 km	35	47.3	204	26.9	239	28.8
Distance: 01-02 km	1	1.4	25	3.3	26	3.1

Distance: 02-03 km	0	0.0	9	1.2	9	1.1
Distance: Above 03 km	0	0.0	5	0.7	5	0.6
Total	74	100.0	757	100.0	831	100.0

Table – 3.72: Distance of Eid-gah from the House

Table – 3.73: Distance of Mosque from the House

Distance from the House	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	92	69.2	551	58.7	643	60.0
Distance: 0.5 km	30	22.6	272	29.0	302	28.2
Distance: 0.5-01 km	11	8.3	107	11.4	118	11.0
Distance: 01-02 km	0	0.0	6	0.6	6	0.6
Distance: 02-03 km	0	0.0	1	0.1	1	0.1
Distance: Above 03 km	0	0.0	2	0.2	2	0.2
Total	133	100.0	939	100.0	1,072	100.0

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any transport-related problem? (Yes)	77	57.5	623	65.8	700	64.8
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Road is flooded	0	0.0	2	0.3	2	0.3
Bad condition of the Transports	12	15.6	7	1.1	19	2.7

Traffic Jam	6	7.8	0	0.0	6	0.9
High Fare	34	44.2	460	73.8	494	70.6
Less transport	36	46.8	492	79.0	528	75.4

Table - 3.74: Transport-related Problems

Table –3.75: Problems of the Area - Road-related Problems

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any road-related problem? (Yes)	127	94.8	844	89.1	971	89.8
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Narrow road	38	29.9	307	36.4	345	35.5
Road condition is bad	82	64.6	493	58.4	575	59.2
Traffic Jam	15	11.8	2	0.2	17	1.8
Less transport	12	9.4	146	17.3	158	16.3
Less no. of Road	12	9.4	138	16.4	150	15.4
Maximum Road kucha	42	33.1	334	39.6	376	38.7

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any solid waste disposal-related problem? (Yes)	133	99.3	940	99.3	1,073	99.3
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Dustbin not sufficient	5	3.8	11	1.2	16	1.5

Solid waste management problem	3	2.3	8	0.9	11	1.0
No specific solid waste disposal site	126	94.7	931	99.0	1,057	98.5

Table –3.76: Solid Waste Disposal Problem

Table –3.77: Problems of Electricity

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any electricity-related problem? (Yes)	111	82.8	732	77.3	843	78.0
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
All do not have electricity	12	10.8	134	18.3	146	17.3
Load-shading	105	94.6	672	91.8	777	92.2
Others	2	1.8	14	1.9	16	1.9

Table –3.78: Damage due to Flood

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	0	0.0	13	1.4	13	1.2
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	0	0.0	1	11.1	1	11.1
Houses fully damaged	0	0.0	4	44.4	4	44.4
Cattle house damaged	0	0.0	1	11.1	1	11.1
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	0	0.0	1	14.3	1	14.3
Pillars made stronger	0	0.0	1	14.3	1	14.3
House repaired	0	0.0	7	100.0	7	100.0

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	6	4.5	80	8.4	86	8.0
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Loss of working days	0	0.0	1	1.3	1	1.2
Houses fully damaged	2	33.3	36	45.0	38	44.2
Houses partly damage	0	0.0	2	2.5	2	2.3
Crops damaged	2	33.3	2	2.5	4	4.7
Land loss due to river bank erosion	2	33.3	76	95.0	78	90.7
Trees damaged	0	0.0	1	1.3	1	1.2
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	4	80.0	6	11.5	10	17.5

Repairing/Built new house	3	60.0	40	76.9	43	75.4
Others	0	0.0	6	11.5	6	10.5

Table – 3.79: Damage due to Heavy Rain

Table–3.80: Damage due to Fire

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	7	5.2	18	1.9	25	2.3
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	0	0.0	2	11.8	2	8.3
Loss of working days	0	0.0	2	11.8	2	8.3
Houses partly damage	6	85.7	1	5.9	7	29.2
Crops damaged	0	0.0	13	76.5	13	54.2
Financial loss	2	28.6	1	5.9	3	12.5
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%

Don't take any action	7	100.0	3	100.0	10	100.0
House repaired	6	85.7	1	33.3	7	70.0

Table-37: Precautionary Measures that should be taken on Emergency Basis to face any Natural Disaster

Precautionary Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Keeping cash money in hand	102	76.1	615	64.9	717	66.3
To be informed beforehand from different sources	36	26.9	349	36.9	385	35.6
Keeping spirit in mind to help others	14	10.4	94	9.9	108	10.0
Constructing Disaster Shelter	69	51.5	517	54.6	586	54.2
Informing the Disaster Mitigation Organizations	14	10.4	220	23.2	234	21.6
Coming up of Govt. and Private Organizations	60	44.8	392	41.4	452	41.8
Bringing necessary improvement in the infrastructure	39	29.1	259	27.3	298	27.6
Organizing Volunteer	34	25.4	363	38.3	397	36.7
Making people aware	54	40.3	294	31.0	348	32.2
Keeping dry food in	51	38.1	274	28.9	325	30.1
Arranging safe drink	61	45.5	384	40.5	445	41.2
Fire service in case	29	21.6	266	28.1	295	27.3
Emergency treatment	86	64.2	602	63.6	688	63.6
Others	0	0.0	3	0.3	3	0.3

Table –3.81: Perception about the Scope of Tourism

Perception Aspects/Issues	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is a possibility to develop Tourist Spot (Yes)	72	53.7	584	61.7	656	60.7
If there is a possibility, then indicate the type of possibility	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Establishing Heritage	53	73.6	409	70.0	462	70.4
Exclusive Tourist Zone	16	22.2	207	35.4	223	34.0
Others	5	6.9	18	3.1	23	3.5

Table-38: Daily Travelling Roster of the Family Members

Distance from the House	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0-1 km	315	83.1	1,660	64.4	1,975	66.8
1-3 km	46	12.1	760	29.5	806	27.2
3-5 km	7	1.8	76	2.9	83	2.8
5-7 km	0	0.0	28	1.1	28	0.9
More than 7 km	11	2.9	55	2.1	66	2.2
Total	379	100.0	2,579	100.0	2,958	100.0

Table-39: Purpose of Visit/Travel

Purpose of Visit	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Job/Business	146	38.5	883	34.2	1,029	34.8
Education	155	40.9	1,120	43.4	1,275	43.1
Shopping	71	18.7	545	21.1	616	20.8
Recreation/Play	5	1.3	11	0.4	16	0.5
Relative	0	0.0	2	0.1	2	0.1
Others	2	0.5	18	0.7	20	0.7
Total	379	100.0	2,579	100.0	2,958	100.0

Table-40: Mode of Transport

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Rickshaw/Van	16	4.2	141	5.5	157	5.3
Bi-cycle	0	0.0	31	1.2	31	1.0
Motor Cycle	1	0.3	26	1.0	27	0.9
Car/Jeep/Micro Bus	0	0.0	2	0.1	2	0.1
Bus	9	2.4	61	2.4	70	2.4
CNG/Baby Taxi/Tempo	71	18.7	565	21.9	636	21.5
On Foot	282	74.4	1,750	67.9	2,032	68.7
Others	0	0.0	3	0.1	3	0.1
Total	379	100.0	2,579	100.0	2,958	100.0

Table-41: Problems in the Travel

Problems in the Visit	Urban		Rural		Total	
	No.	%	No.	%	No.	%
No any problem	309	81.5	2,038	79.0	2,347	79.3
Narrow Road	8	2.1	142	5.5	150	5.1
Traffic Jam	5	1.3	0	0.0	5	0.2
No Bus Stoppage	0	0.0	3	0.1	3	0.1
Road condition is bad	56	14.8	367	14.2	423	14.3
Fare is high	1	0.3	24	0.9	25	0.8
Others	0	0.0	5	0.2	5	0.2
Total	379	100.0	2,579	100.0	2,958	100.0

Table-42: Base of Economy of this Area

Economic Base of the Area	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Agriculture	27	20.1	600	63.4	627	58.0
Business	128	95.5	763	80.6	891	82.4
Labour	31	23.1	222	23.4	253	23.4
Service Holder	42	31.3	240	25.3	282	26.1
Remittance Earner	118	88.1	815	86.1	933	86.3
Fisherman	0	0.0	9	1.0	9	0.8
Others	15	11.2	49	5.2	64	5.9

Table-3.82: Priority Sector/Sub-sector for Development of the Area

Priority Sector/Sub-sector for Development of the Area	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Hospital/ Community Clinic	69	51.5	782	82.6	851	78.7
Electricity	40	29.9	420	44.4	460	42.6
Bridge	5	3.7	125	13.2	130	12.0
Badh	5	3.7	166	17.5	171	15.8
College/ University	15	11.2	420	44.4	435	40.2
Drain	76	56.7	96	10.1	172	15.9
Factory/ Garments	58	43.3	420	44.4	478	44.2
Gas	34	25.4	260	27.5	294	27.2
School/ Madrasha	69	51.5	360	38.0	429	39.7
Roads Development	99	73.9	910	96.1	1009	93.3
Park/ Play Ground	66	49.3	148	15.6	214	19.8
Agriculture Development	52	38.8	190	20.1	242	22.4
Others	20	14.9	158	16.7	178	16.5