



**Government of the People's Republic of Bangladesh  
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)**

**FINAL SURVEY REPORT  
SOCIO-ECONOMIC SURVEY  
OF  
SHIBCHAR UPAZILA, MADARIPUR**

**November, 2016**

**Desh Upodesh Ltd. in Association with AIBL & TechSuS**

## LETTER OF TRANSMITTAL

To,

--- December, 2016

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**Subject: Submission of Draft Shibchar Upazila Socio-economic Survey Report**

Please find attached to this letter, the draft Socio-economic Survey Report of Shibchar Upazila of Package-01 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

Shibchar Upazila has an area of 321.88 sq km and comprised of 19 Unions, 506 Villages and one Pourashava. As per Population Census of 2011, population of the Upazila was 3,18,220, including 3,06,034 (96.17%) Muslims, 12,165 (3.82%) Hindus, some Buddhists and Christians. It has a population density of 989 persons per square km and literacy rate 43.50%. The Upazila has 770.70 km of road network with 145 km pucca road, 125 km semi-pucca road and 501 km earthen. It has 1,350 km of water ways. About 45.4% households have electricity connection and 95% of the Upazila households have access to safe drinking water, where the main source of drinking water is tube-well (96.90%). The Upazila has one Health Complex with 50 beds, 15 Union Health and Family Welfare Centers, 03 Union Sub-health Centers, 38 Community/Private Clinics, 72 Satellite Clinics, 01 NGO Clinic and 04 Family Planning Centers.

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 63.95%, non-agricultural laborer 2.16%, industry 0.81%, commerce 14.57%, transport and communication 2.18%, service 6.16%, construction 1.22%, religious service 0.15%, rent and remittance 0.71% and others 8.09%. The main crops of the Upazila are, Boro paddy, Aman paddy, Potato, Jute, Mustard and Pulses. Main fruits of the Upazila are Mango, Guava, Papaya, Jackfruit, Coconut, Litchi, Banana etc. The Upazila has 59,273 acres of total cropped area, of which 42,988 acres are permanent cropped area, 842 acres temporary cropped area and 14,975 acres are permanent fallow land. The Upazila has 81,787 acres of single cropped land, 53,222 acres of double cropped land and 14,494 acres of triple cropped land.

Urban area male and female sex composition is 50.6:49.4, and average family size is 4.57 number, while in the rural areas, this composition is 49.7:50.3 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, farming, private job, technical job and day-labor, while for rural people the main professions are, are farming, business, day labor and technical job. About 91.9 percent of the urban households and 96.1 percent of the rural households have homestead lands. About 84 percent of the households in the urban areas own cultivated land within 50 decimal, while in the rural areas, 71.60 of the households own cultivated land within the range of 51 to 100 and above decimal. As many as 52.30 percent of the respondents from the urban areas have monthly income ranging from Tk. 10,001 to Tk. 20,000, while 50.50 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 86 sample respondents from the urban areas and 1,003 sample respondents from the rural areas, 75.60 percent of the urban respondents and 94.30 percent of the Rural respondents were born in the concerned areas of the Upazila.

About 50.00 percent of the roads in the urban areas are made of bitumen, which is only 19.10 percent in the rural areas. About 25.60 percent in the Urban areas and 44.20 percent in the Rural areas are Kucha. 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 95.30 percent of the urban area respondents and 99.50 percent of the rural area people have their own toilets and 61.00 percent of the Urban area and 41.10 percent of the rural area people have sanitary latrines. In the urban areas 7.0 percent respondents and in the rural areas 14.30 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 98.80 percent of the urban area respondents and 99.20 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 50.60 percent of the urban area respondents to 42.70 percent of the rural area respondents. Private medical service is satisfactory to 89.50 percent of the urban area people and to only 13.20 percent of the rural area people. About 99 percent of the urban area and 98 percent of the rural area people are satisfied with.

According to 38.40 percent of the urban respondents and 72.40 percent of the rural respondents, there are several transport-related problems, like, less number of transport compared to need, high fare, bad condition of the roads and narrow roads. The problems of roads as identified by the people during survey are, narrow roads, maximum kucha roads, less number of roads and flood effect. According to 74.40 percent of the urban respondents and 86.60 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 in the municipal area.

Regarding flood, cyclone etc related damage, 16.30 percent of the respondents from the urban areas and 18.40 percent of the sample respondents from the rural areas were sufferers. The respondents from, both, from urban and rural areas suggested some precautionary measures, at the time of any natural disaster, which include constructing Disaster Shelter in the area, aware people about disaster, keeping cash money in hand, keeping dry food in the house etc.

Importance of priority Sectors for development, as per urban respondents are, development of Road, Factory/ Garments, Drain, Hospital/ Community Clinic, Gas, Capacity-building Institutions, Park/Play Ground, Agricultural development and Electricity. Importance of priority Sectors for development, as per rural respondents: Road development, Hospital/ Community Clinic, Electricity, Factory/ Garments, Capacity-building Institutions, School/College/ University, Play Ground and Gas.

From the socio-economic survey findings, it has been revealed that, Shibchar Upazila has been lagging behind in the economic development arena, consequently economic emancipation and social justice have not been attained as expected. Particularly, its physical infrastructure, 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 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-Sectorial Technical and Economic Cooperation
DUL	Desh Upodesh Limited
GDP	Gross Domestic Product
SAARC	South Asian Association of Regional Cooperation
TechSus	Technical Support Services Limited
USD	US Dollar

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## CHAPTER – 01

### INTRODUCTION

#### 1.1 Background of the Project

Bangladesh is ranked as an emerging global market and one of the Frontier Five in the world (*Wikipedia, 2015, [https://en.wikipedia.org/wiki/Frontier\\_markets](https://en.wikipedia.org/wiki/Frontier_markets)*). It earned an 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](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 break-through 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 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

Shibchar Upazila under Madaripur District has an area of 321.88sq km, and is located in between 23°15' and 23°30' north latitudes and in between 90°05' and 90°17' east longitudes (Banglapedia, 2015). The Upazila has Sadarpur Upazila and the Padma River on the north, Madaripur Sadar and Rajoir Upazilas on the south and Zanzira Upazila on the east. The Upazila is comprised of 19 Unions and 506 Villages under 19 unions. There is also a Paurashava in the Upazila. (Banglapedia, 2015) Please see **Figure-01**.

The exact reason for naming of the Upazila is unknown. But, it was learnt that, it was named according to the Hindu God Shib. This Upazila is famous for great Islamic reformist and freedom fighter of Bengal HAJI SHARIATULLAH (1781-1840) who was born in this Upazila at village Shamail. He was the initiator of Faraizi Movement in this region in the nineteenth century that subsequently spread all over East Bengal. His son Muhsinuddin Ahmad Alias DUDUMIYAN (1819-1862) re-established the '*Panchayet System*' in the Faraizi dominated region; he also formed a *lathial bahini* (affray fighters) for self-defense.

### 1.2.1 Demography

According to 2001 Population Census, the population of Shibchar Upazila was 3, 24,438; including male 1,65,125 and female 1,59,313.. In 2011 population grew to 3,18,220, where Muslims were 3,06,034 (96.17%), Hindus were 12,165 (3.82%), Buddhists were 13, Christians were 08 and others were 09. Literacy rate of the upazila was 43.50% . The population density in 2011 was 989 persons per square km. Population census data show in 2011 population of the upazila slightly decreased compared to 2001. (Banglapedia, 2015)



Figure-01: Map of Shibchar Upazila

### 1.2.2 Road Communication

According to population census report 2011, the Upazila has, in all, 770.70 km of road network with 145 km pucca road, 125 km semi-pucca road and 501 km of earthen road. It has also 1,350 km of water ways during monsoon, while 75 km water way can be used round the year. **Shibchar Upazila** is well linked with surrounding Upazilas and Districts, including the capital city of Dhaka via Mawa Ghat. From Dhaka one can reach Shibchar Town in 03 hours (through ferry), including 1.45 hours crossing the river by Speed Boat. It is well connected with Madaripur and Shariatpur District headquarters. Dhaka-Khulna Highway passes through the Upazila. By using the road, one can easily move to Barisal and Patuakhali in the south and Khulna, Satkhira and Jessore in the north and north-west, apart from Faridpur and Magura Districts. (Banglapedia, 2015)

### 1.2.3 Education

Average literacy rate in the Upazila, as in 2001 was 34.2% with male 38.5% and female 29.8%. In 2011, literacy rate rose to 43.50%, literacy rate was 16.6% in 1981 and 26.9% in 1991. The Upazila has 01 Primary School for every 1,890 population, while nationally there is one Primary School for every 1,380 population.

Among educational institutions, the Upazila has 06 Colleges, 38 Secondary Schools, 175 Primary Schools, 02 Satellite Schools, 11 Community Schools, 79 Madrashas. Reputed educational institutions are,

Barhamganj Government College (1964), Rijia Begum Mohila College (1985), Elias Ahmed Chowdhury College (2001), Bayratala Ideal College (2001), Nurul Amin College and Datta Para TN Academy (1934), Bhadrasan GC Academy, Nandakumar Institution (1910), Rajarchar High School (1972), Kanthalbari High School (1962), Sheikh Fazilatunnesa High School (1974), RM High School (1930), Takerhat High School (1952), Bhandarikandi AM High School (1953), Panchchar High School (1920), Munsikadirpur High School (1950), Utrail High School, Khankandi Syed Ashraf Ali High School, Bahadurpur Shariatia Alia' Madrasa. (*Banglapedia*, 2015)

#### 1.2.4 Utility Services

- a. **Electricity:** In Shibchar Upazila, 45.4% households have electricity connection. In the Upazila, 83 Villages so far have been provided with electricity connection. About 87,067 households have so far been brought under electricity connection.
- b. **Drinking Water:** About 95% of the Upazila households have access to safe drinking water. The sources of drinking water are, tube-well 96.90%, tape 0.5% and other sources (Population Census Report, 2011).
- c. **Major Offices and Services:** Shibchar Upazila has one Fire Station and four Police Camps. In order to render better serve the people of the Upazila with land issues, there are Land *Tahshil* offices in each Union. Apart from that, there is 01 Filling Station.
- d. **Water Bodies and other Facilities:** In addition to the existence of two rivers there are 2,622 ponds in the Upazila indicating the Upazila as low in topography. There are couples of cyclone shelters as well. However, the recorded playground is insufficient in number.

#### 1.2.5 Health Facilities

The Upazila has one Health Complex with 50 Beds, 15 Union Health and Family Welfare Centers, 03 Union Sub-health Centers, 38 Community/Private Clinics, 72 Satellite Clinics, 01 NGO Clinic and 04 Family Planning Centers. (*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. Cottage industries, like, Goldsmith, Blacksmith, Weaving, Handloom, Embroidery, Wood work and Bamboo work are found in the Upazila. The Upazila has 15 Handloom Factories, of which only 05 Factories are in operation. No notable industrial concern exists in the Upazila. There are about 215 cottage industries of different kinds, as mentioned above in the Upazila, in which 1,075 persons are engaged as workers. Among them 60% are household based and in rest 40%, the labor is hired from outside the family. Engagement of people in this Handloom Factories is negligible. Only 15 people are employed there.

More than two hundred cottage industries are there in the Upazila where more than thousand people are employed. Among them 60% are household based and in rest 40%, the labor is hired from outside the family. (*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 63.95%, non-agricultural laborer 2.16%, industry 0.81%, commerce 14.57%, transport and communication 2.18%, service 6.16%, construction 1.22%, religious service 0.15%, rent and remittance 0.71% and others 8.09%. (*Banglapedia, 2015*)

The Upazila has 03 Hatcheries and 01 Artificial Breeding Centre; 96 Poultry Farms and 22 Dairy Farms (*Upazila at a Glance*). Main sales of the Upazila are Jute and paddy, from which also substantial income comes for the Upazila habitats. Trading in the Upazila is carried out through 67 Hats and Bazaars, including 06 Growth Centers. (*Banglapedia, 2015*)

### 1.2.8 Agriculture

The main crops of the Upazila are Boro paddy, Aman paddy, Potato, Jute, Mustard and Pulses. Extinct or near extinct crops are Aus paddy and Tobacco. Main fruits of the Upazila are Mango, Guava, Papaya, Jackfruit, Coconut, Litchi, Banana etc.

The Upazila has 59,273 acres of total cropped area; of which 42,988 acres of permanent cropped area, 842 acres of temporary cropped area and 14,975 acres are permanent fallow land. The Upazila has 81,787 acres of single cropped land, 53,222 acres of double cropped land and 14,494 acres of triple cropped land.

Regarding ownership of agricultural land, 65.77 percent of the land belongs to the land owners, 34.23 percent of the people is landless and 46.31 percent of the people are agricultural land owner. (*Source: Madaripur District Statistics; Population Census 2011, BBS*)

Total land area under cultivation of major crops and vegetation like paddy, wheat and tomato covers 26836 acres. There is a shortfall of irrigation facilities in the Upazila since only 43% lands are under regular irrigation.

### 1.2.9 Livestock and Poultry

In the case of livestock rearing, it is found that cows and buffalos are the top choice of the dwellers in the villages of the Upazila. About 50 percent of the rural households rear goats. Apparently, sheep rearing is very rare in the Upazila

In the case of poultry rearing, the major poultries are Hen, Cock, Duck and other birds. The number of poultry birds indicates that, most of the households who reported to rear poultry, do it for commercial purposes. (*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 Shibchar 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  $\alpha$  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 Shibchar Upazila Sampling**

#### **2.3.3.1 Household Sampling for Pourashava**

Shibchar 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 Shibchar 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 87 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	860	13
Ward-2	412	7
Ward-3	583	9
Ward-4	1387	22
Ward-5	618	10
Ward-6	457	7
Ward-7	457	7
Ward-8	383	6
Ward-9	370	6
<b>Total</b>	<b>5,527</b>	<b>87</b>

### 2.3.3.2 Household Sampling for Unions of the Upazila

Since most of the Upazila areas were covered by Union Parishads there were huge number of rural households. Total number of Unions in Shibchar Upazila is 19. 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	Bandarkhola	2,094	33
02	Banshkandi	4,249	67
03	Bayratala-Daskshin	1,864	29
04	Bayratala-Uttar	2,693	43
05	Bhadrasan	2,409	38
06	Bhandarikandi	2,376	38
07	Char Jannat	3,557	56
08	Datta Para	5,242	83
09	DitiyaKhanda	2,513	40
10	Kadirpur	3,172	50
11	Kanthali Bari	4,136	65
12	Kutubpur	4,302	60
13	Matborer Char	5,411	85
14	Nilakhi	2,798	44

SL No.	Name of Union	No. of Total Households	Proportion of the Households as Sample size
15	Panch Char	3,995	63
16	Sannyasirchar	3,836	61
17	Shibchar	1,128	18
18	Sirual	3,662	58
19	Umedpur	5,159	81
	<b>Total</b>	<b>53,427</b>	<b>1,003</b>

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 was 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 investigators 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 area of survey was too extensive and scattered, so it took longer time to find out the respondent's house and conduct the interview.
- The respondent were found reluctant to speak of their income. The enumerators had difficulty in extracting the real income of the households.
- In remote rural areas transport was not easily available, so the enumerators faced trouble during movement.
- 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

##### 3.1.1 Sex Composition of Sample Household Members in Urban and Rural Areas

The survey reveals that, in the urban area male and female sex composition is 50.6:49.4, and average family size is 4.57 number, while in the rural areas, this sex composition is 49.7:50.3 and average family size is 4.63 number, overall family size being 4.62 number. For more details, please see **Table–3.1**.

**Table–3.1: Sex Composition in Urban and Rural Areas**

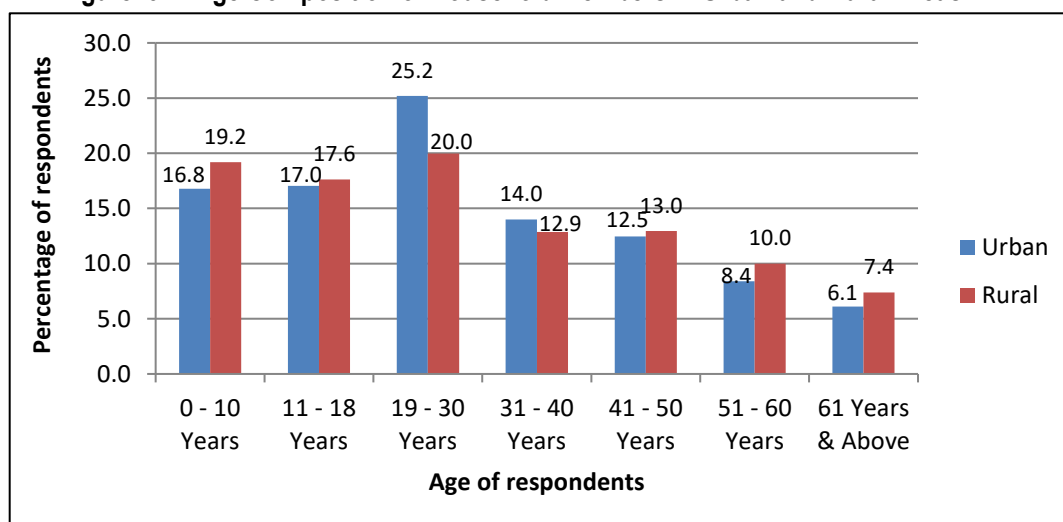
Gender	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Male	199	50.6	2,310	49.7	2,509	49.8
Female	194	49.4	2,335	50.3	2,529	50.2
<b>Total</b>	<b>393</b>	<b>100.0</b>	<b>4,645</b>	<b>100.0</b>	<b>5,038</b>	<b>100.0</b>
<b>Av. Household Members:</b>	<b>4.57</b>		<b>4.63</b>		<b>4.62</b>	

Source: Socio-economic Sample Survey, 2016

##### 3.1.2 Age Composition of Household Members in Urban and Rural Areas

According to the sample household members belonging to different age groups, both in Urban and Rural areas 19-30 years age groups tops the list (Urban 25.2 percent and Rural 20.0 percent and overall 20.4 percent), followed by 0-10 years age group (Urban 16.8 percent and Rural 19.2 percent and overall 19.0 percent). Lowest percentage lies with 61 and above age group (Urban 6.1 percent and Rural 7.4 percent and overall 7.3 percent). For more details, please see **Figure–3.1**.

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

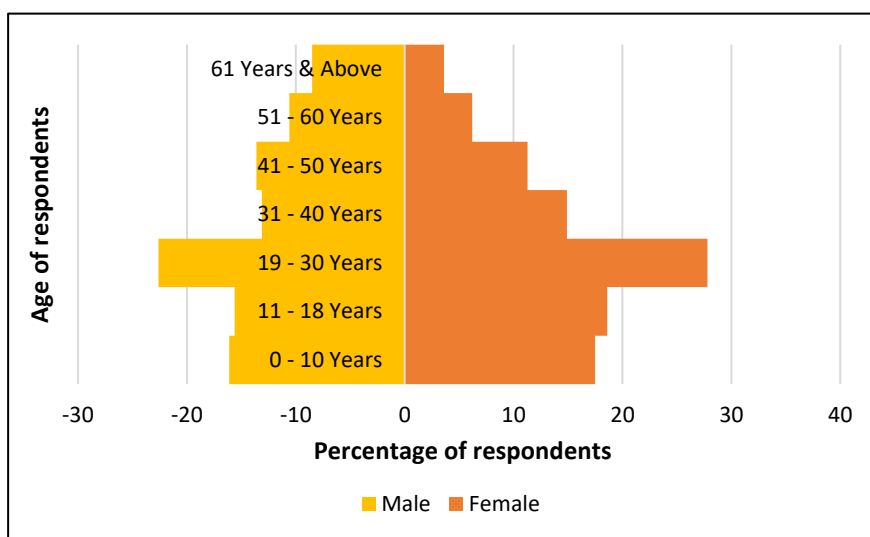


Source: Socio-economic Sample Survey, 2016

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

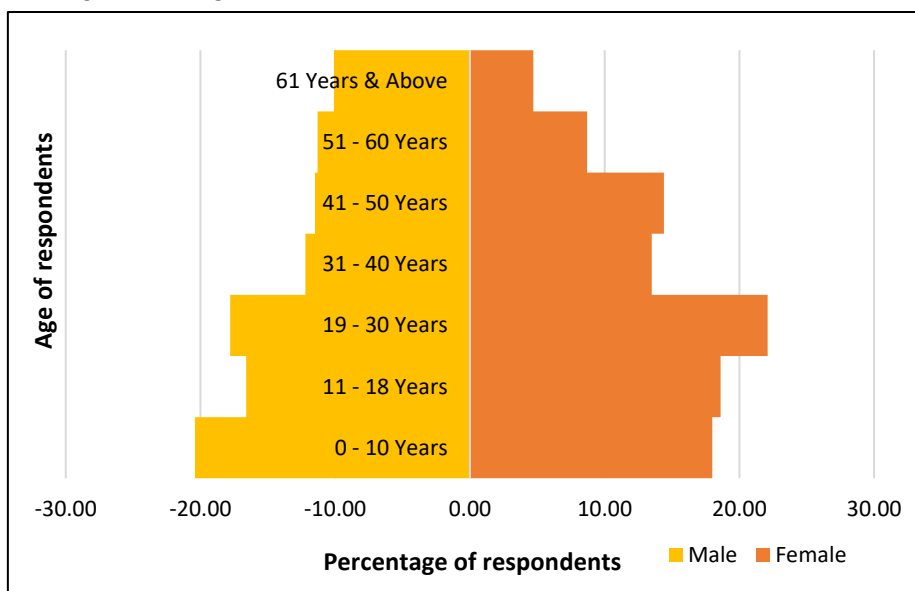
So far as age-sex composition of both Rural and Urban people are concerned, predominant percentage falls within the range of 19 to 30 years, followed by 11 to 18 years. Next percentage lies with 0 to 10 years. Compared to rural area the range of 19-30 age group is greater in urban areas. For further 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**



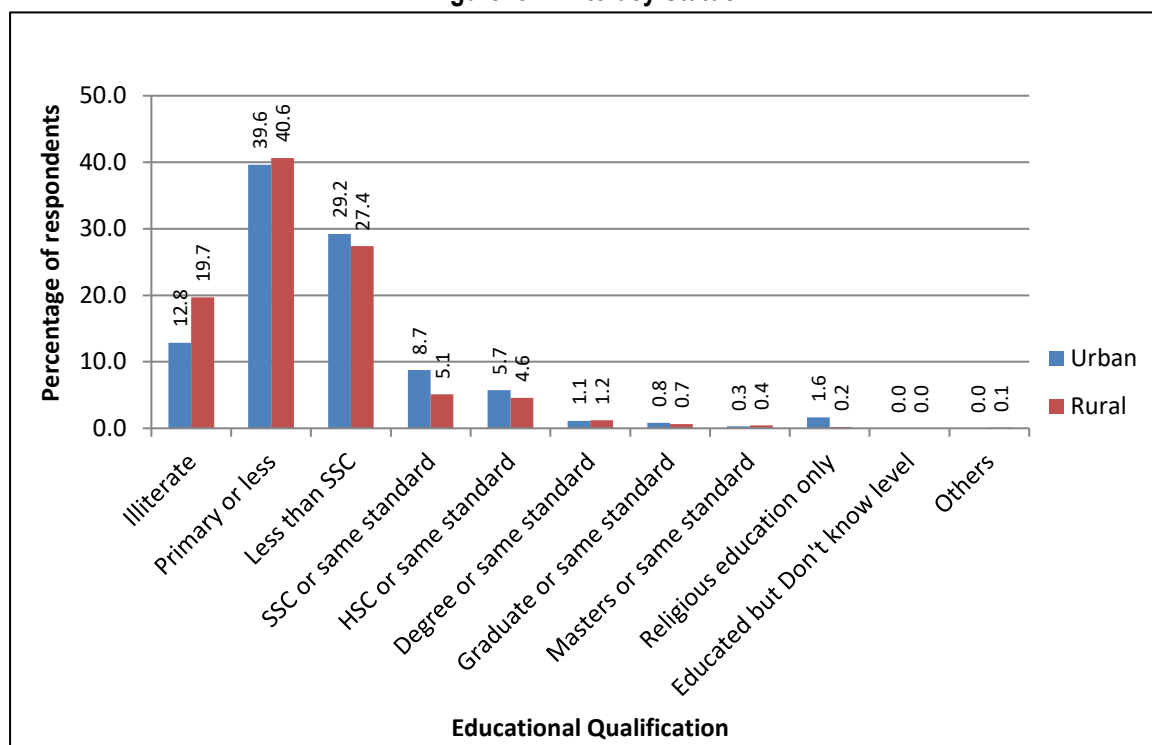
Source: Socio-economic Sample Survey, 2016



### 3.1.4 Education Level of the Household Members

The percentage of illiterate people of the sample households in the urban areas is 12.80, as against 19.70 in the rural areas, overall percentage being 19.10. The highest percentage of people is found having primary or less literacy status, 39.60 percent in the urban areas and 40.60 percent in the rural areas. Among the sample house holds 27.40 percent have been found passed SSC in rural areas and 29.20 percent in urban area. Please see **Figure–3.4** for more details.

**Figure–3.4: Literacy Status**

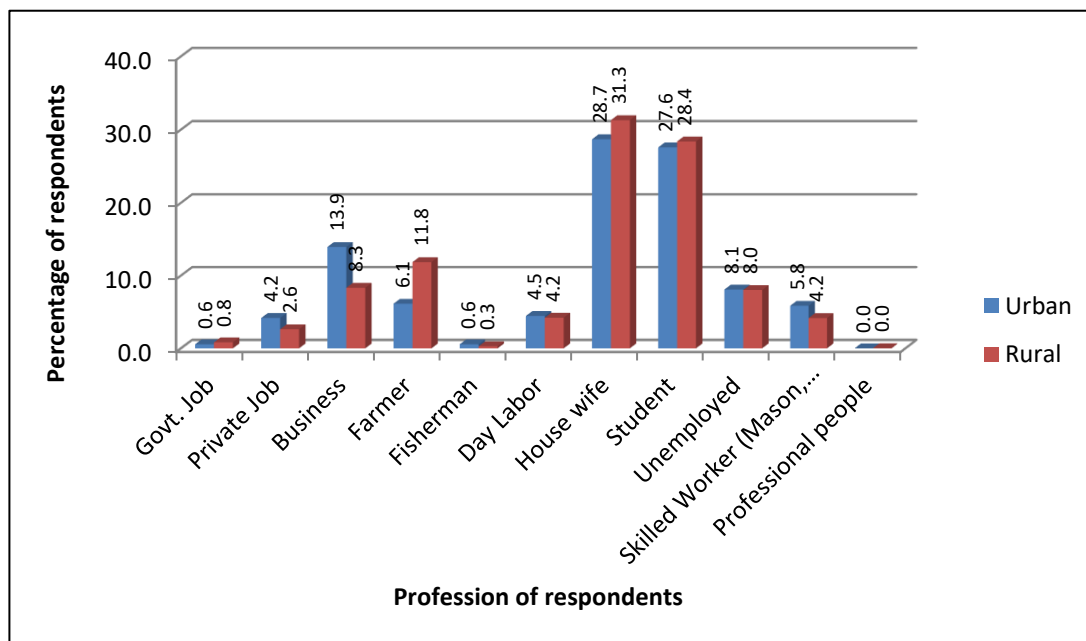


Source: Socio-economic Sample Survey, 2016

### 3.1.5 Occupation of Household Members

The major occupations (as the main source of income) that the Urban population of Shibchar Upazila are engaged to business, farming, private job, technical job and day-labor, while concerning Rural people are farming, business, day labor and business. Other activities that people of both urban and rural areas are engaged to study/education and domestic work. The percentage of unemployed workforce is around 08 percent in both the cases. For more details, please see **Figure–3.5**.

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

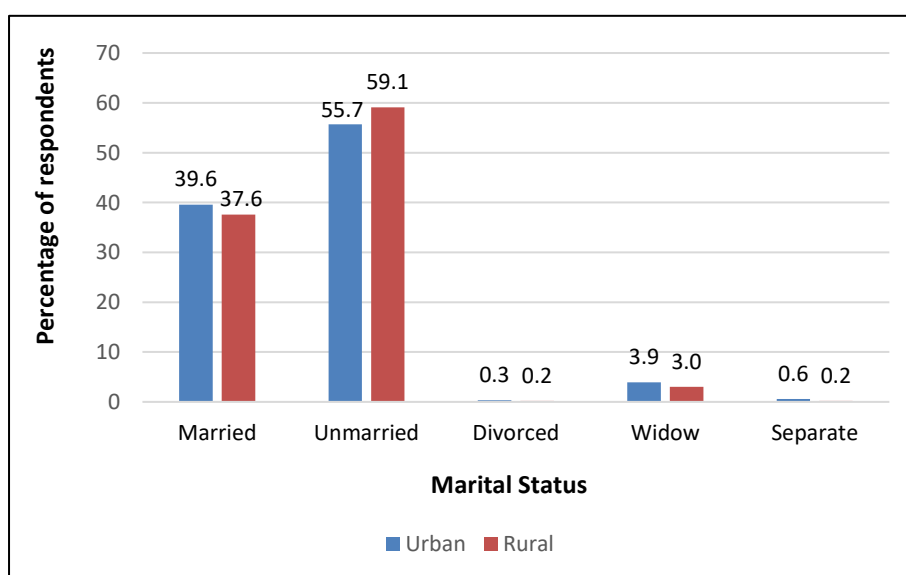


Source: Socio-economic Sample Survey, 2016

### 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 (39.60 percent) compared to the Rural area people (37.60 percent), overall being 37.80 percent. A good percentage of widows have been found in the Project area (Overall 03 percent, as against 3.9 percent in the urban areas and 3.0 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 areas, 78.80 percent of the respondent households have Tin Shed as the main living house, while 88.81 percent of the respondent households in the rural areas have Tin Shed living house. On the other hand, 12.80 percent of the respondent households in the urban areas have Semi-pucca living house, while 7.50 percent of the respondent households in the rural areas have Semi-pucca living house. Small percentage of respondent households have pucca and straw living house. Please see **Table–3.2** for more information.

**Table–3.2: Type/Condition of Main Living House**

Urban – Rural		Type of Housing Resided				
		Straw	Tin Shed	Semi Pucca	Pucca	Total
Urban	Number	03	68	11	05	87
	%	3.50	78.70	12.80	5.00	100
Rural	Number	31	891	76	05	1,003
	%	3.10	88.81	7.50	0.50	100
Total	Number	34	959	87	10	1,090
	%	3.12	87.98	7.98	0.92	100

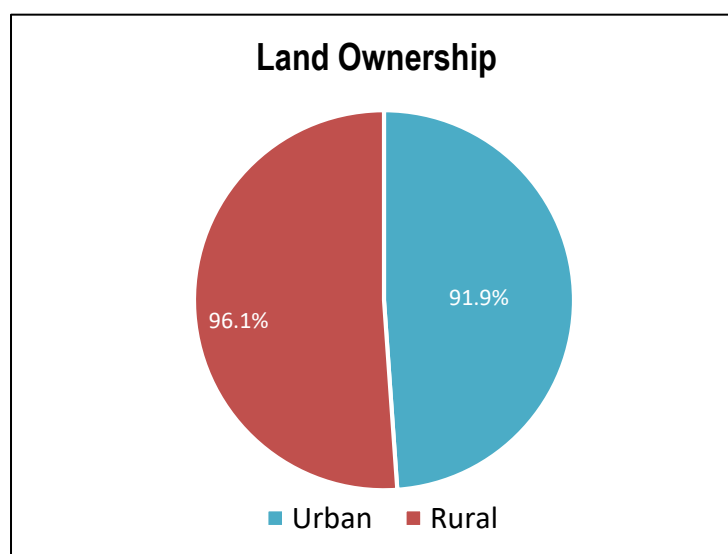
Source: Socio-economic Sample Survey, 2016

### 3.3 Land Ownership by Type of Land

#### 3.3.1 Homestead Land Ownership

The survey findings reveal that, 91.9 percent of the urban households and 96.1 percent of the rural households have homestead lands, overall being 95.80 percent. For more details, please see **Figure–3.7**.

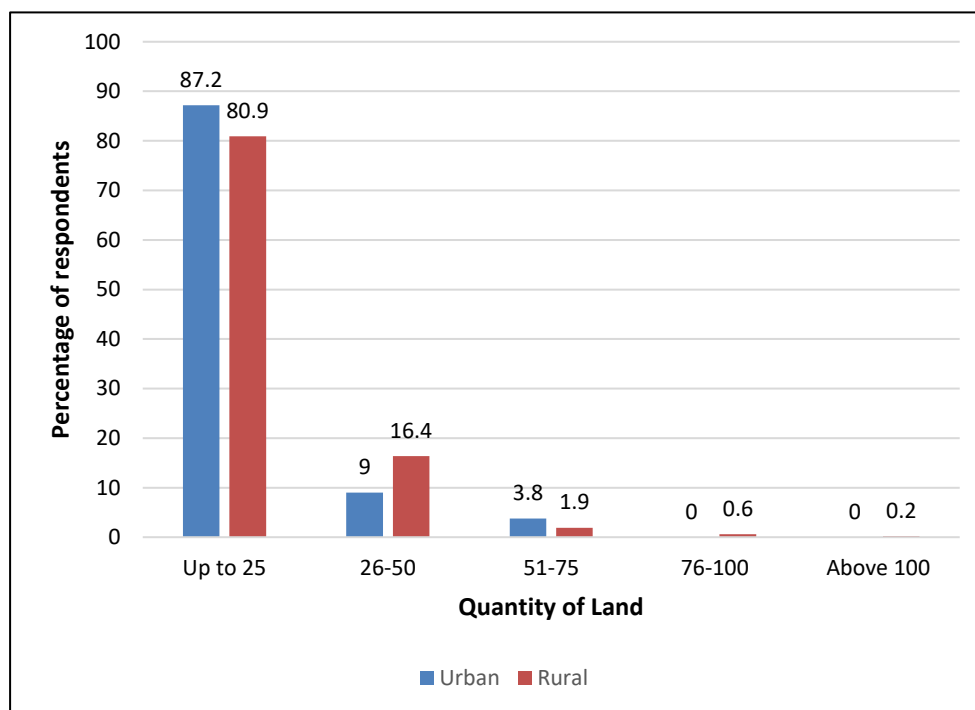
**Figure–3.7: Homestead land Ownership Pattern**



Source: Socio-economic Sample Survey, 2016

Most of the households in the upazila own small area of homestead land. In urban area 87.20 percent households have homestead land within 25 decimal, while in rural area 80.90 percent households have the same amount of homestead land. On average, 81.40 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**.

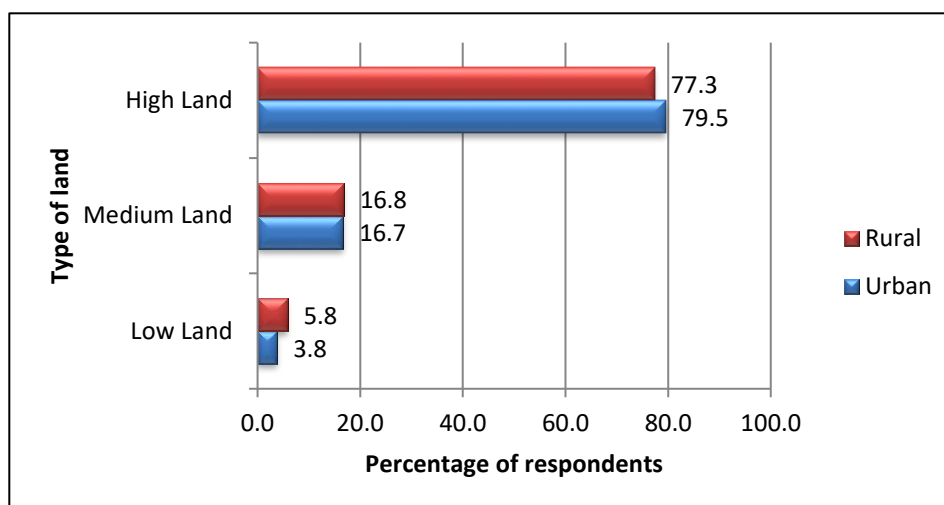
**Figure–3.8: Homestead Land Ownership of the sample Households in Urban and Rural Areas**



Source: Socio-economic Sample Survey, 2016

On average, 77.50 percent households homestead lands are located on high land. The homestead lands of 79.50 percent households in the urban areas and 77.30 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**

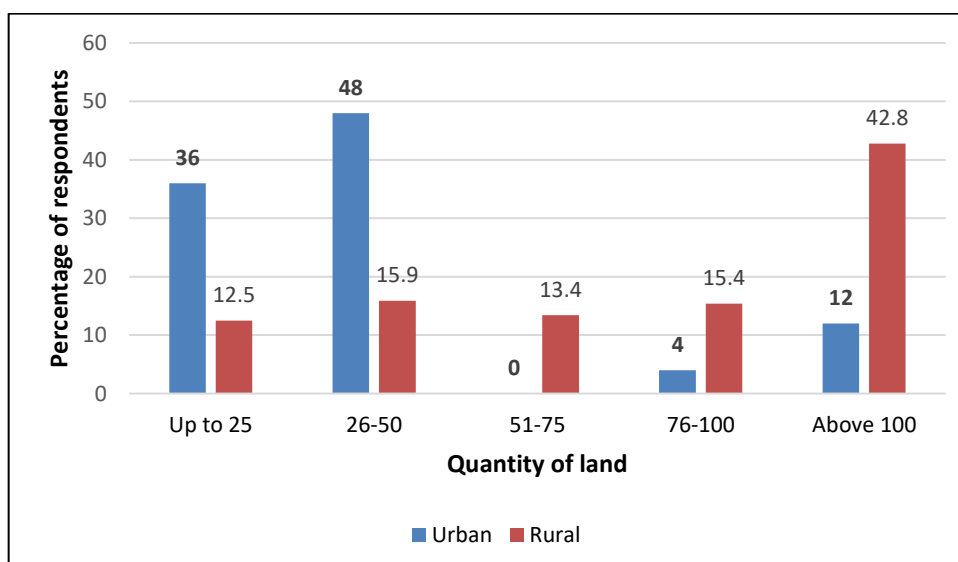


Source: Socio-economic Sample Survey, 2016

### 3.3.2 Cultivated Land Ownership

The survey findings show that, most of the urban households own cultivable land. About 48.0% of them own 26 to 50 decimal of cultivable land; 36% have land up to 25 decimal. In the rural areas, where 42.80% of the households own cultivated land above 100 decimal; 15.9% 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.

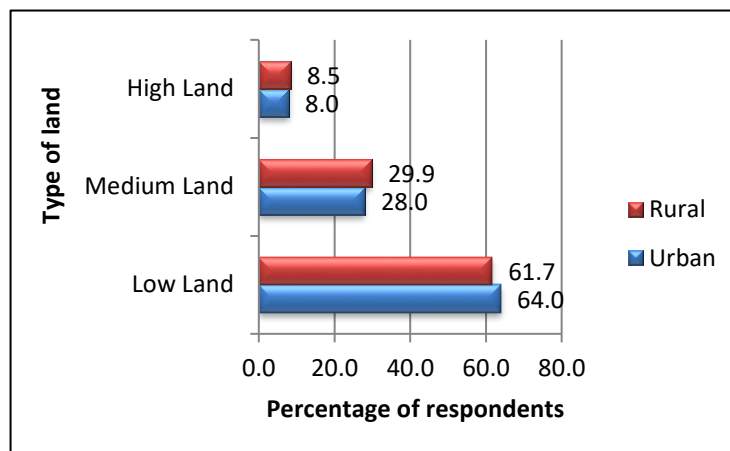
**Figure–3.10: Cultivated Land Ownership in Urban and Rural Areas in Shibchar Upazila in Decimal**



Source: Socio-economic Sample Survey, 2016

It has been found from the Sample survey that, the cultivable lands of 64.70 percent urban households and 61.7 percent rural households are low. About 8% rural and 8.5% urban households' farm lands are high (**Figure–3.11**). Low lands are good for paddy cultivation as it can retain water, highly needed for paddy.

**Figure–3.11: Type of Cultivated Land**



Source: Socio-economic Sample Survey, 2016

### 3.3.3 Commercial Land Ownership

Sample survey has identified only 6 households (2 in urban area and 4 in rural area) to have commercial land. The three rural households have up to 25 decimal of commercial land, while the 2 households have commercial land up to 25 decimal. One person have been found in rural area who owns land between 26 to 50 decimal. Commercial lands are usually located in bazar areas or on the road. 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	2	100.0	3	75.0	5	83.3
26 – 50	0	0.0	1	25.0	1	16.7
51 – 75	0	0.0	0	0.0	0	0.0
76 – 100	0	0.0	0	0.0	0	0.0
Above 100	0	0.0	0	0.0	0	0.0
<b>Total</b>	<b>2</b>	<b>100.0</b>	<b>4</b>	<b>100.0</b>	<b>6</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.3.4 Orchard Land Ownership

The survey findings reveal that, all the orchards are located in the urban areas, and most of the households in the urban areas own orchard land within 75 decimal. No separate land for orchard have been found in rural areas (**Table–3.4**).

**Table–3.4: Quantity of Orchard Ownership**

Quantity of Land (Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	20	58.8	0	0.0	20	58.8
26 – 50	8	23.5	0	0.0	8	23.5
51 – 75	4	11.8	0	0.0	4	11.8
76 – 100	0	0.0	0	0.0	0	0.0
Above 100	2	5.9	0	0.0	2	5.9
<b>Total</b>	<b>34</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>34</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

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

### 3.3.5 Pond Ownership

Out of total sample households surveyed only 25 households, both in urban and rural areas, have been found to have pond. The survey findings also reveal that, cent percent of the households of the urban areas who own ponds are within 25 decimal, while the ponds of 95.70 percent of the households of the rural areas who own ponds are within 75 decimal. Please see **Table–3.5** for details.

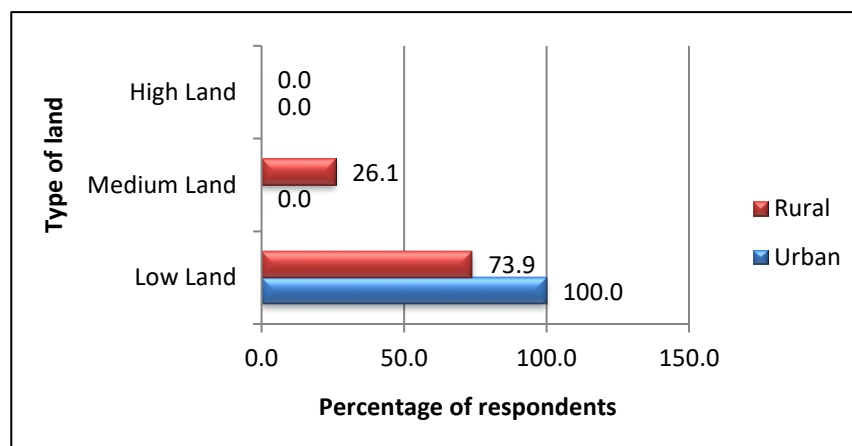
**Table–3.5: Size of Pond Owned by Sample Households**

Quantity of Land(Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	2	100.0	19	82.6	21	84.0
26 – 50	0	0.0	2	8.7	2	8.0
51 – 75	0	0.0	1	4.3	1	4.0
76 – 100	0	0.0	0	0.0	0	0.0
Above 100	0	0.0	1	4.3	1	4.0
<b>Total</b>	<b>2</b>	<b>100.0</b>	<b>23</b>	<b>100.0</b>	<b>25</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

The ponds of cent percent households in the urban areas and 73.90 percent households in the rural areas are on low land. On average 76.00 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

In addition to lands mentioned above, the 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, only one sample household in urban area and 28 sample households in rural area have other land. The household owning other type of land in the urban areas have land within 25 decimal, while in the case of rural areas, 50.00 percent of the households have other land are within 25 decimal. Detail information is presented in **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	1	100.0	14	50.0	15	51.7
26 – 50	0	0.0	1	3.6	1	3.4
51 – 75	0	0.0	2	7.1	2	6.9
76 – 100	0	0.0	3	10.7	3	10.3
Above 100	0	0.0	8	28.6	8	27.6
<b>Total</b>	<b>1</b>	<b>100.0</b>	<b>28</b>	<b>100.0</b>	<b>29</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

## 3.4 Status of Environmental Pollution

### 3.4.1 Water Pollution

According to the statement of 46.50 percent the respondents from urban areas and 22.49 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 household waste into the water body. 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)	40	46.5	225	22.4	265	24.3
In case of pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	0	0.0	1	0.4	1	0.4
Due to use of chemical fertilizer & pesticide	25	62.5	173	76.9	198	74.7
Household solid waste	15	37.5	36	16.0	51	19.2
Others	0	0.0	15	6.7	15	5.7
<b>Total</b>	<b>40</b>	<b>100.0</b>	<b>225</b>	<b>100.0</b>	<b>265</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.4.2 Status of Land Pollution/Degradation

According to the statement of 38.40 percent the respondents from urban areas and 18.30 percent respondents from rural areas land/soil of their respective areas are polluted. They mentioned use of chemical fertilizer and pesticide in the farm lands and household waste disposal in water body responsible for land pollution (Table–3.8).

**Table–3.8: Environmental Pollution – Land/Soil Pollution**

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether lands/soils in the area are contaminated/polluted (Yes)	33	38.4	184	18.3	217	19.9
In case of contamination/pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to use of chemical fertilizer & pesticide	25	75.8	173	94.0	198	91.2
Household solid waste	8	24.2	10	5.4	18	8.3
Others	0	0.0	1	0.5	1	0.5
<b>Total</b>	<b>33</b>	<b>100.0</b>	<b>184</b>	<b>100.0</b>	<b>217</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.4.3 Sound Pollution

According to the 39.50 percent the urban respondents and 5.10 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. Urban area 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)	34	39.5	51	5.1	85	7.8
In case of sound pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	1	2.9	1	2.0	2	2.4
Due to transport movement	33	97.1	49	96.1	82	96.5
Others	0	0.0	1	2.0	1	1.2
<b>Total</b>	<b>34</b>	<b>100.0</b>	<b>51</b>	<b>100.0</b>	<b>85</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.4.4 Status of Air Pollution

Existence of air pollution was recognized by 31.40 percent urban respondents and 4.30 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)	27	31.4	43	4.3	70	6.4
In case of air pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	1	3.7	1	2.3	2	2.9
Due to transport movement	26	96.3	39	90.7	65	92.9
Others	0	0.0	3	7.0	3	4.3
<b>Total</b>	<b>27</b>	<b>100.0</b>	<b>43</b>	<b>100.0</b>	<b>70</b>	<b>100.0</b>

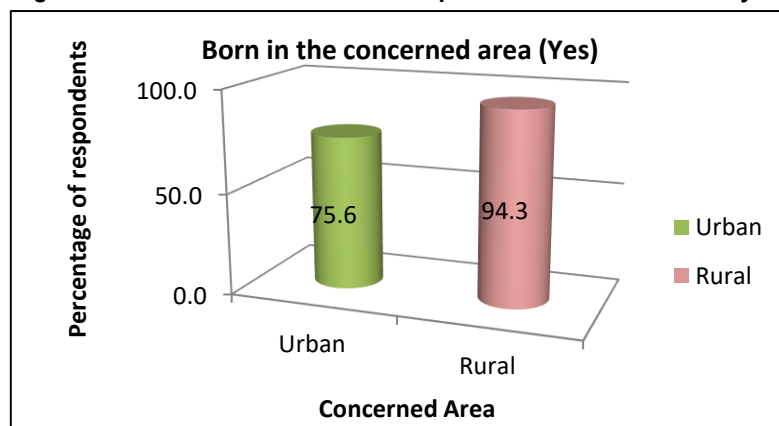
Source: Socio-economic Sample Survey, 2016

### 3.5 Migration Pattern of the Household Members

#### 3.5.1 Place of Birth

Survey reveals that out of 87 urban sample household heads 75.60% were born in the concerned area. The figure for rural area is 94.3%. 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, 29.50 percent came from other Districts, while 7.7 percent came from other Upazilas of Madaripur District and 25.60 percent came from other Unions of the Shibchar Upazila. On the other hand, 37.20 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**

Places of Origin	Urban		Rural		Total	
	No.	%	No.	%	No.	%
From other Village of the Union	3	14.3	26	45.6	29	37.2
From other Union of the Upazila	6	28.6	14	24.6	20	25.6
From other Upazila of the District	2	9.5	4	7.0	6	7.7
From other District	10	47.6	13	22.8	23	29.5
<b>Total</b>	<b>21</b>	<b>100.0</b>	<b>57</b>	<b>100.0</b>	<b>78</b>	<b>100.0</b>

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, 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 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	14.3	3	5.3	6	7.7
Better education facility	3	14.3	1	1.8	4	5.1
Better employment avenue	10	47.6	7	12.3	17	21.8
Business/Trade facility	2	9.5	1	1.8	3	3.8
Due to marriage	1	4.8	6	10.5	7	9.0
For availing better public services	1	4.8	3	5.3	4	5.1
Loss of homestead due to river bank erosion river erosion	1	4.8	30	52.6	31	39.7
Loss of homestead due to flood	0	0.0	1	1.8	1	1.3
Others	0	0.0	5	8.8	5	6.4
<b>Total</b>	<b>21</b>	<b>100.0</b>	<b>57</b>	<b>100.0</b>	<b>78</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.5.4 Out Migration

During conducting survey, 54.30 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 39.50 percent and 55.50 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	35	39.5	557	55.5	591	54.3
No	52	60.5	446	44.5	498	45.7
<b>Total</b>	<b>87</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1090</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

On further query, it was found that, from urban areas, major percentage of household members (41.20 percent) out migrated to own Upazilas/Districts in the country, followed by the other City (26.50 percent), while in the case of rural areas, major percentage of household members (41.30 percent) migrated to the other City, followed by the 'abroad' (35.20 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	5	14.7	34	6.1	39	6.6
Own Upazila/ District	14	41.2	115	20.6	129	21.8
Outside own District	6	17.6	38	6.8	44	7.4
In the City	9	26.5	230	41.3	239	40.4
In the village	2	5.9	20	3.6	22	3.7
Abroad	6	17.6	196	35.2	202	34.2
Others	0	0.0	8	1.4	8	1.4

Source: Socio-economic Sample Survey, 2016

### 3.6 Visiting other Areas/Country

In reply to the question, as to whether any of the family members went to other areas/country for other purposes, 77.90 percent of the respondents from the Urban area and 96.70 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	67	77.9	970	96.7	1037	95.2
No	19	22.1	33	3.3	52	4.8
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

#### 3.6.1 Destinations of Visit

From urban areas, major percentage of household members (74.60 percent) visited own Upazilas/Districts in the urban area, followed by the other Upazila (46.30 percent), while in the case of rural areas, major percentage of household members (82 percent) visited own Upazilas/Districts (**Table–3.16**).

**Table–3.16: Destinations of Visit for other Purposes**

Destinations	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In other Upazila	31	46.3	255	26.3	286	27.6
Own Upazila/District	50	74.6	795	82.0	845	81.5
Outside own District	14	20.9	210	21.6	224	21.6
In the City	4	6.0	46	4.7	50	4.8
Village	7	10.4	214	22.1	221	21.3
Others	1	1.5	14	1.4	15	1.4

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 94.00 percent of the respondents from the urban areas told that they visited other areas/country for treatment, while 83.60 percent of the respondents from the urban areas told that they visited other areas/country mainly for shopping. On the other hand, 26.90 percent of the respondents from the urban areas told that they visited other areas/country for education purpose. Contrary to that, as many as 94.50 percent of the respondents from the rural areas told that they visited other areas/country for treatment, while 93.4 percent of the respondents from the rural areas told that they visit other areas/country for shopping. 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	56	83.6	906	93.4	962	92.8
For treatment	63	94.0	917	94.5	980	94.5
For education	18	26.9	176	18.1	194	18.7
Recreation	5	7.5	127	13.1	132	12.7
Others	1	1.5	8	0.8	9	0.9

Source: Socio-economic Sample Survey, 2016

### 3.7 Assets of the Household

As the respondents said, they have assets like, dairy, transport, equipment, household durables etc. These have been converted in money term. As many as 27.90 percent of the respondents from the urban areas have assets worth Tk. 30,000 – Tk. 50,000, while 22.10 percent of the respondents from the urban areas have assets worth Tk. 50,001 – Tk. 1,00,000. On the other hand, 20.90 percent of the respondents from the urban areas have assets worth Tk. 10,001 – Tk. 30,00.

**Table–3.18: Assets of the Households**

Value of Assets	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 5,000 Tk.	1	1.2	30	3.0	31	2.8
5,001 - 10,000 Tk.	3	3.5	64	6.4	67	6.2
10,001 - 30,000 Tk.	18	20.9	261	26.0	279	25.6
30,001 - 50,000 Tk.	24	27.9	226	22.5	250	23.0
50,001 - 1,00,000 Tk.	19	22.1	264	26.3	283	26.0
1,00,001 - 2,00,000 Tk.	17	19.8	125	12.5	142	13.0
Above 2,00,000 Tk.	4	4.7	33	3.3	37	3.4
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

As against these, 22.50 percent of the respondents from the rural areas have assets worth Tk. 30,000 – Tk. 50,000, while 26.30 percent of the respondents from the rural areas have assets worth Tk. 50,001 – Tk. 1,00,000. On the other hand, 26.00 percent of the respondents from the rural areas have assets worth Tk. 10,001 – Tk. 30,000. For more details, please see **Table–3.18**.

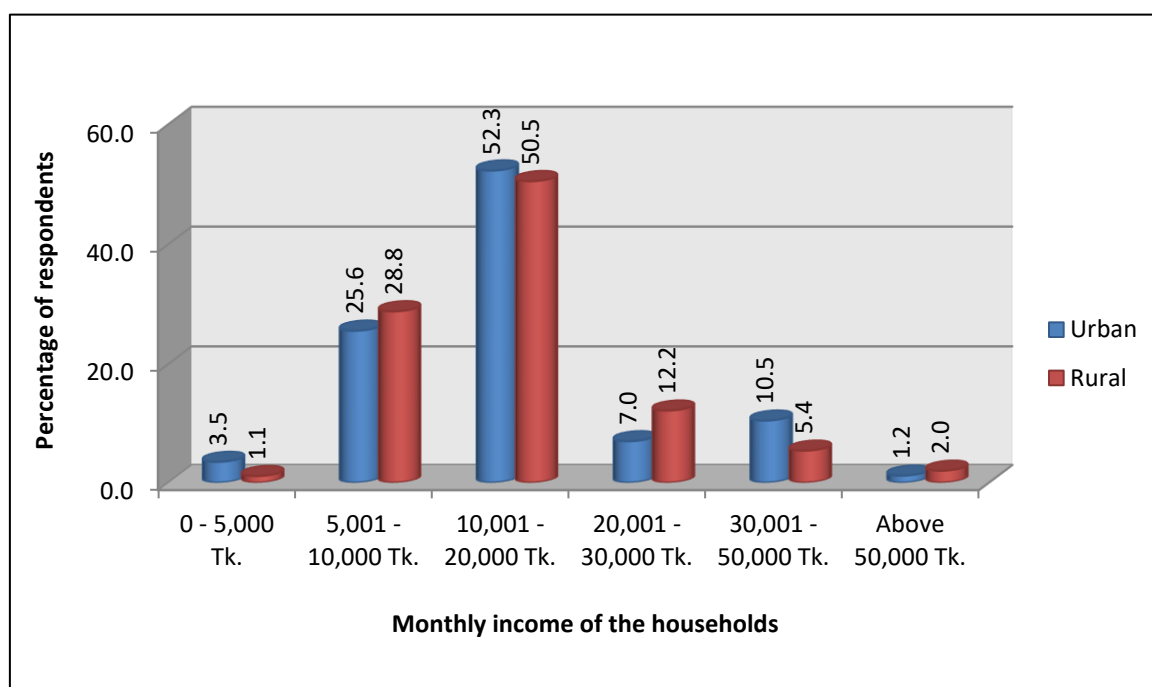
### **3.8 Household Income, Expenditure, Savings and Investment**

#### **3.8.1 Monthly Income of the Households**

As many as 52.30 percent of the respondents from the Urban areas have monthly income ranging from Tk. 10,001 to Tk. 20,000, while 25.60 percent of the respondents from the Urban areas have monthly income ranging from Tk.5,001 to Tk. 10,000. On the other hand, 10.50 percent of the respondents from the urban areas have monthly income ranging from Tk. 30,001 – Tk. 50,000.

As against these, 50.50 percent of the respondents from the rural areas have monthly income ranging from Tk. 10,001 to Tk. 20,000, while 28.80 percent of the respondents from the Rural areas have monthly income ranging from Tk. 5,001 to Tk. 10,000. On the other hand, 12.20 percent of the respondents from the rural areas have monthly income ranging from Tk. 20,001 – Tk. 30,000. For more details, please see **Figure – 3.14**.

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



Source: Socio-economic Sample Survey, 2016

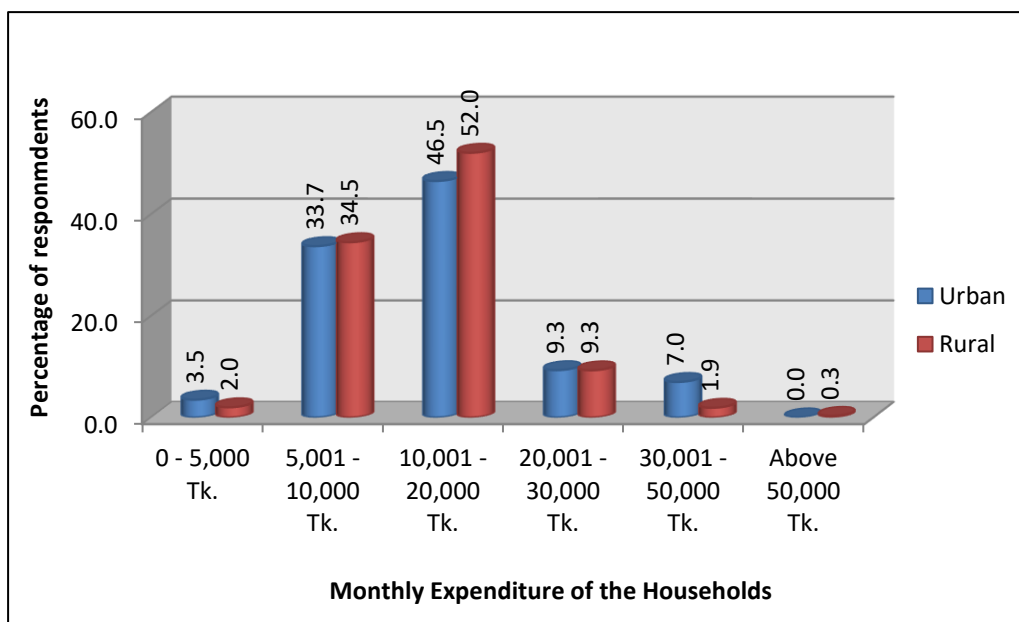
### 3.8.2 Monthly Expenditure of the Households

From Sample survey, it has been found that, as many as 46.50 percent of the respondents from the Urban areas have monthly expenditure ranging from Tk. 10,001 to Tk. 20,000, while 33.70 percent of the respondents from the Urban areas have monthly expenditure ranging from Tk. 5,001 to Tk. 10,000. On the other hand, 9.30 percent of the respondents from the urban areas have monthly expenditure ranging from Tk. 30,001 – Tk. 50,000.

As against these, 52.00 percent of the respondents from the rural areas have monthly expenditure ranging from Tk. 10,001 to Tk. 20,000, while 34.50 percent of the respondents from the Rural areas have monthly expenditure ranging from Tk.5,001 to Tk. 10,000. On the other hand, 9.3 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.

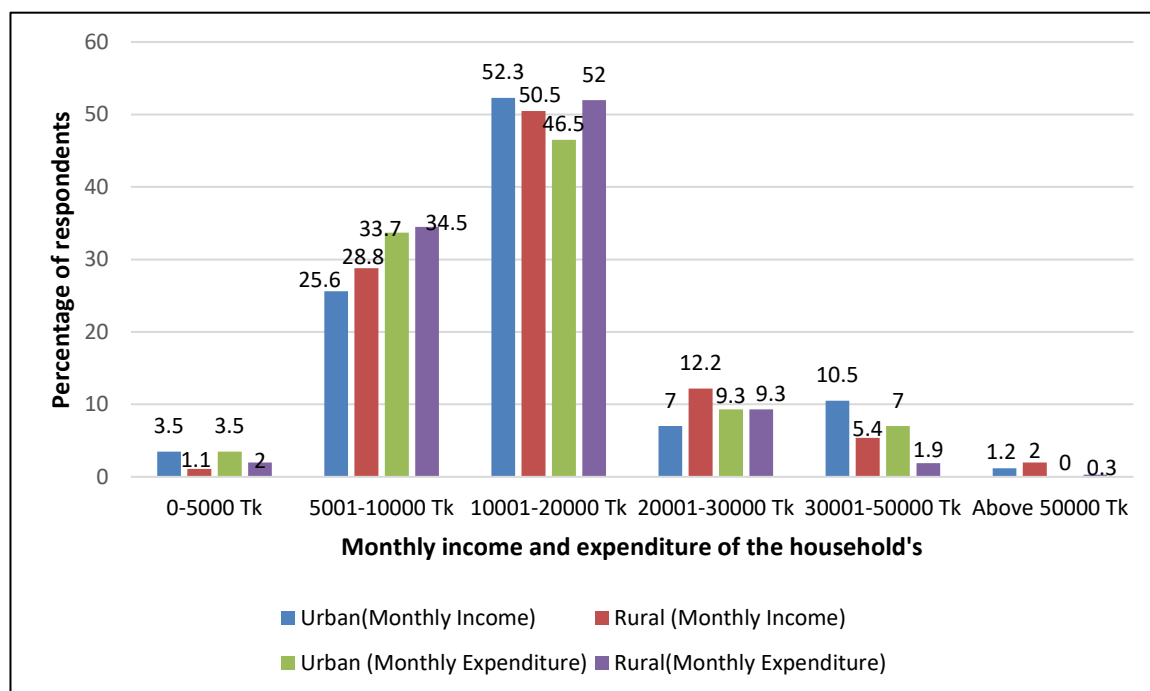


**Figure–3.15: Monthly Expenditure of the Households (Tk.)**



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 has been found that, 47.70 percent of the urban respondents and 45.80 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 43.90 percent of the respondents from the Urban areas have saved money annually ranging from Tk. 01 to Tk. 10,000, while 14.60 percent of the respondents from the Urban areas have saved money annually ranging from Tk.10,001 to Tk. 20,000. On the other hand, 22.20 percent of the respondents from the urban areas have saved money annually ranging from Tk. 20,001 – Tk. 50,000.

As against these, as many as 29.80 percent of the respondents from the Rural areas have saved money annually ranging from Tk. 01 to Tk. 10,000, while 21.40 percent of the respondents from the Rural areas have saved money annually ranging from Tk.10,001 to Tk. 20,000. On the other hand, 29.00 percent of the respondents from the rural areas have saved money annually ranging from Tk. 20,001 – Tk. 50,000. 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)	41	47.7	459	45.8	500	45.9
If 'Yes' Annual saving in Tk.	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 10,000 Tk.	18	43.9	137	29.8	155	31.0
10,001 - 20,000 Tk.	6	14.6	98	21.4	104	20.8
20,001 - 50,000 Tk.	9	22.0	133	29.0	142	28.4
50,001 - 1,00,000 Tk.	5	12.2	59	12.9	64	12.8
Above 1,00,000 Tk.	3	7.3	32	7.0	35	7.0
<b>Total</b>	<b>41</b>	<b>100.0</b>	<b>459</b>	<b>100.0</b>	<b>500</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.8.4 Annual Investment of the Households

From the survey, it has been found that, 25.60 percent of the urban respondents and 11.00 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 31.80 percent of the respondents from the Urban areas have made some investments annually amounting to more than Tk. 1,00,000.00, while 18.20 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, 22.70 percent of the respondents from the urban areas have made some investments annually ranging from Tk. 20,001 – Tk. 50,000.

As against these, as many as 39.10 percent of the respondents from the Rural areas have made some investments annually amounting to more than Tk. 1,00,000.00, while 11.80 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, 23.60 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)	22	25.6	110	11.0	132	12.1
If 'Yes' Annual investment in Tk.	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 10,000 Tk.	3	13.6	12	10.9	15	11.4
10,001 - 20,000 Tk.	3	13.6	16	14.5	19	14.4
20,001 - 50,000 Tk.	5	22.7	26	23.6	31	23.5
50,001 - 1,00,000 Tk.	4	18.2	13	11.8	17	12.9
Above 1,00,000 Tk.	7	31.8	43	39.1	50	37.9
<b>Total</b>	<b>22</b>	<b>100.0</b>	<b>110</b>	<b>100.0</b>	<b>132</b>	<b>100.0</b>
<b>Average</b>	<b>2,11,364</b>		<b>1,83,405</b>		<b>1,88,065</b>	

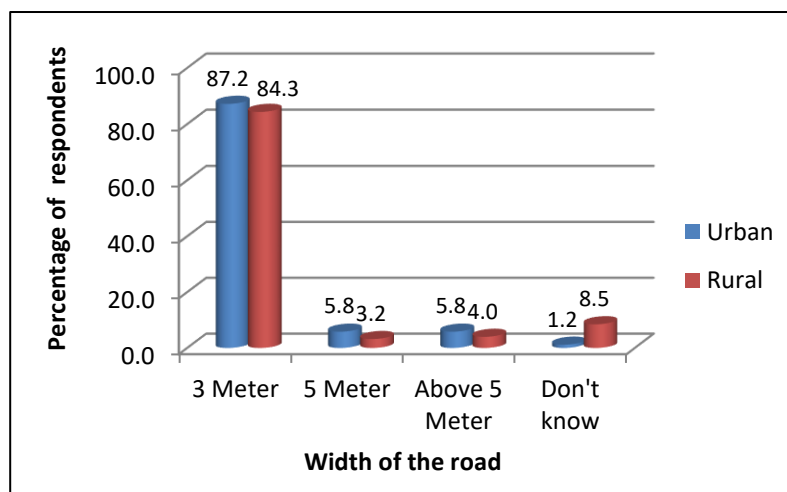
Source: Socio-economic Sample Survey, 2016

### 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, the roads near to respondents' houses are narrow. The statistics reveal that, 87.20 percent of the urban households reported that roads close to their houses are within 03 meter wide, while in rural areas 84.30 percent of the households have their nearest roads within 03 meter width. Please see **Figure–3.17**.

**Figure–3.17: Width of the Road Near to Respondent's House**

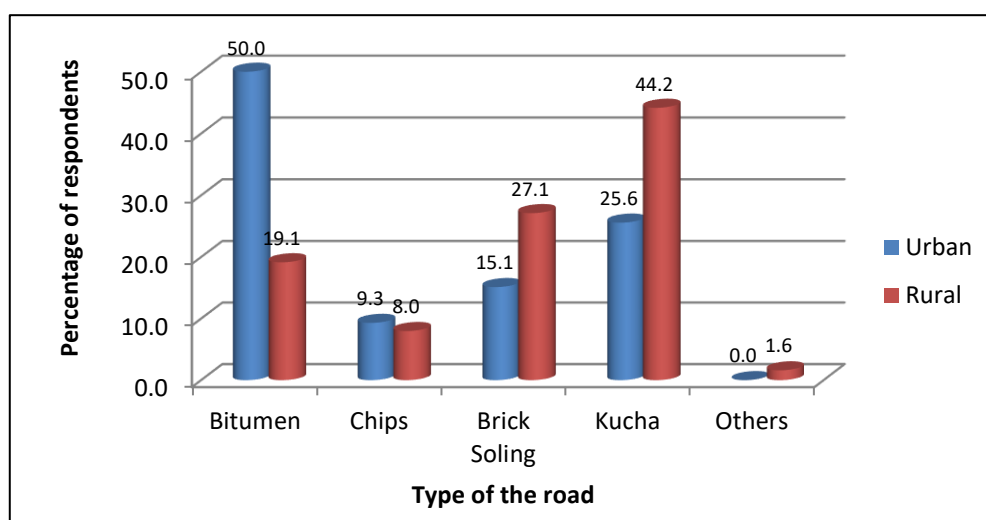


Source: Socio-economic Sample Survey, 2016

#### 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 50.00 percent of the households in urban areas reported that roads close to their houses are bituminous,; only 19.10 percent of the households in the rural areas gave the same statement. On average 21.60 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.

**Figure –3.18: Condition of the Road Near to the House**

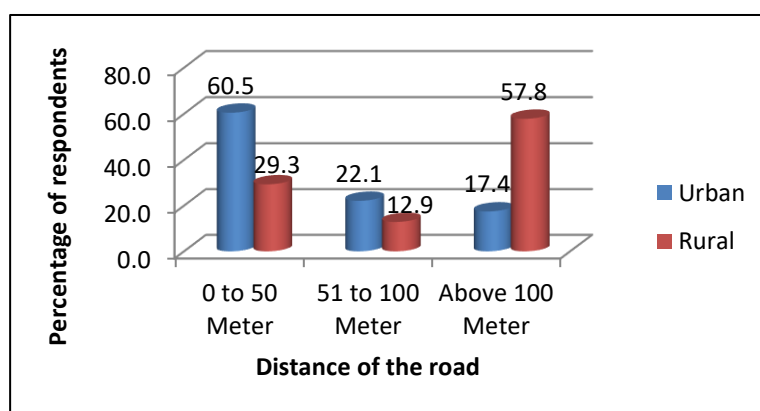


Source: Socio-economic Sample Survey, 2016

### 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, 60.50 percent houses are with 50 meters of the nearest main road. In the rural areas, the percentage is 29.30. On average 31.80 percent of the households have their houses within 50 meters from the main road. On the other hand, in the rural areas, 57.80 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**

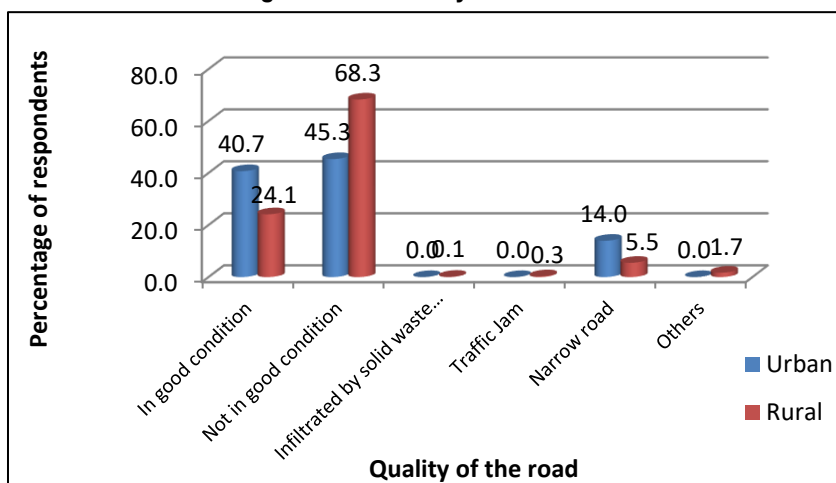


Source: Socio-economic Sample Survey, 2016

### 3.9.4 Quality of the Road

From the survey, it has been found that, according to 40.70 percent respondents from the urban area, the roads near to their houses are in good condition, which is 24.10 percent in the case of rural areas. On the other hand, 45.30 percent of the urban area respondents reported that the road condition as not in good shape, while in rural areas 68.30 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

While surveying in the Sample, regarding availability of drainage facility, 88.40 percent respondents reported not to have any drain near to their houses. Only 11.60 percent of the respondents replied affirmative. Regarding benefits derived from the drainage facilities, cent percent of the urban respondents replied that they were benefitted from drainage facility. But, 30 percent of them mentioned that there was block somewhere in the drainage system.

Regarding condition of drains, 30.00 percent of the urban respondents termed the drainage condition as good, while 30.00 percent termed the condition as bad. On the other hand, 40.00 percent termed the condition as not so good. For more details, please see **Table–3.21**.

It has also been found from the Sample survey that, there is no man-made drain in the rural areas. All drainage is done through natural canals.

**Table–3.21: Availability and Condition of Drainage Facility**

Particulars	Urban	
	No.	%
Whether drainage facility available in the area (Yes)	10	11.6
Whether get benefit from the drainage facility (Yes)	10	100.0
Whether drain is blocked somewhere (Yes)	3	30.0
Drainage Condition	Urban	
	No.	%
Good condition	3	30.0
Not so Good condition	4	40.0
Bad condition	3	30.0
<b>Total</b>	<b>10</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

Regarding Light Post on the roads, 58.10 percent of the respondents from the urban areas replied affirmative. There is no provision of street lighting in rural areas. Regarding Traffic Signal on the roads, only 5 have been found in the urban area (**Table–3.22**)

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

Drain	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Pucca	10	11.6	0	0.0	10	0.9
Kucha	1	1.2	13	1.3	14	1.3
No Drain	75	87.2	990	98.7	1065	97.8
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>
Light Post & Traffic Signal (Yes)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Light Post	50	58.1	0...	0	500	100
Traffic Signal	5	5.8	0	0	5	100

Source: Socio-economic Sample Survey, 2016

### 3.9.6 Water Logging

There is waterlogging, both, in urban and rural areas. The problem is more severe in urban areas. From the survey, it has been assessed that, 15.10 percent respondents from the urban areas and 9.50 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)	13	15.1	95	9.5	108	9.9
Reasons behind water logging	Urban		Rural		Total	
	No.	%	No.	%	No.	%
No drainage facility	7	53.8	19	20.0	26	24.1
Heavy Rain	8	61.5	79	83.2	87	80.6
Flood water	2	15.4	29	30.5	31	28.7
Low land	0	0.0	15	15.8	15	13.9

Source: Socio-economic Sample Survey, 2016

### 3.9.7 Solid Waste Management

Regarding solid waste management service, only 2.30 percent of the urban area households replied affirmative. There is no solid waste management system in rural areas. In most small pourashavas there is hardly any system of solid waste management except cleaning roads. There are very limited number of poura dustbins where households dump their waste. In reply to another question, as to where they dump their household-generated solid waste, 51.20 percent respondents from the urban areas told that they dump solid waste in the ditches, while 42.20 percent respondents dump solid waste scattered in any place. In rural areas wastes are dumped either in holes or thrown around the homestead indiscriminately. Very small number of them told that they dump solid waste in the Poura Dustbin in urban part of the project area.

Most of them households 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 System (Yes)	2	2.3	00	00	2	0.18
Where family solid waste is dumped	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In Poura Dustbin	1	1.2	0	0	1	1.0
In the Ditch	44	51.2	523	52.1	567	52.1
Scattered	38	44.2	470	46.9	508	46.6
Others	3	3.5	0	0.0	3	0.3
Total	86	100.0	1003	100.0	1089	100.0
Distance of solid waste disposal place	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 1/4 km	86	100.0	1001	99.8	1087	99.8
1/4 - 1/2 km	0	0.0	2	0.2	2	0.2
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016



### 3.9.8 Sanitation

As many as 95.30 percent of the urban area respondents and 99.50 percent of the rural area respondents told that they have their own toilets. It means about 99 percent of the total households have their own toilets. According to 61.00 percent respondents of the urban area and 41.10 percent respondents of the rural areas, they have got sanitary latrines. On average, 42.60 percent of the households of the project area have sanitary latrines. As reported, according to 3.70 percent respondents of the urban area and 3.60 percent respondents of the rural areas, they still use open space for defecation purpose. Please see **Table–3.25** for more information.

**Table–3.25: Status of Sanitation**

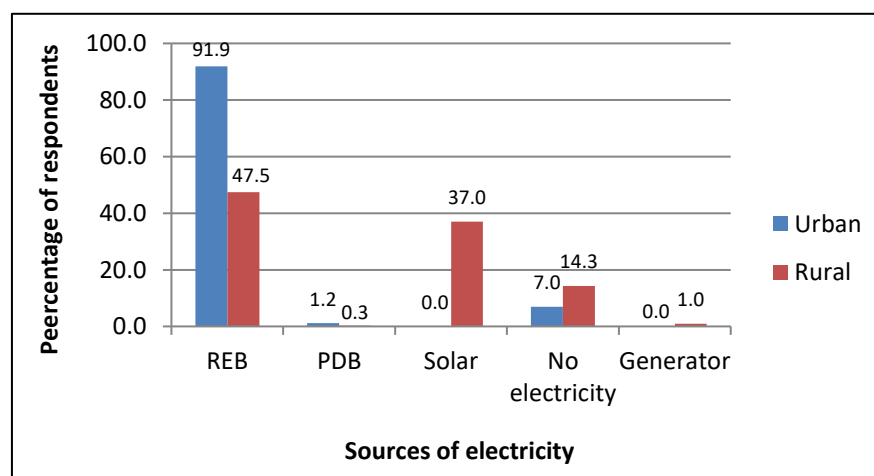
Toilet	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Have own Toilet (Yes)	82	95.3	998	99.5	1080	99.2
Type of Toilet	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Sanitary	50	61.0	410	41.1	460	42.6
Non-sanitary	29	35.4	552	55.3	581	53.8
In open space	3	3.7	36	3.6	39	3.6
<b>Total</b>	<b>82</b>	<b>100.0</b>	<b>998</b>	<b>100.0</b>	<b>1080</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.9.9 Access to Electricity

The survey findings tell that, in the urban areas 7.0 percent sample respondents and 14.30 percent sample respondents in rural areas do not have any electricity, which means that 93% in urban areas and 85.7% in rural areas enjoy the benefits of electricity. One important thing is that, out of the total electricity coverage in the rural areas, as many as 37.00 percent coverage has been made with the help of solar energy. But the problem with network based electricity is that the supply is irregular. Please see **Figure–3.21** below.

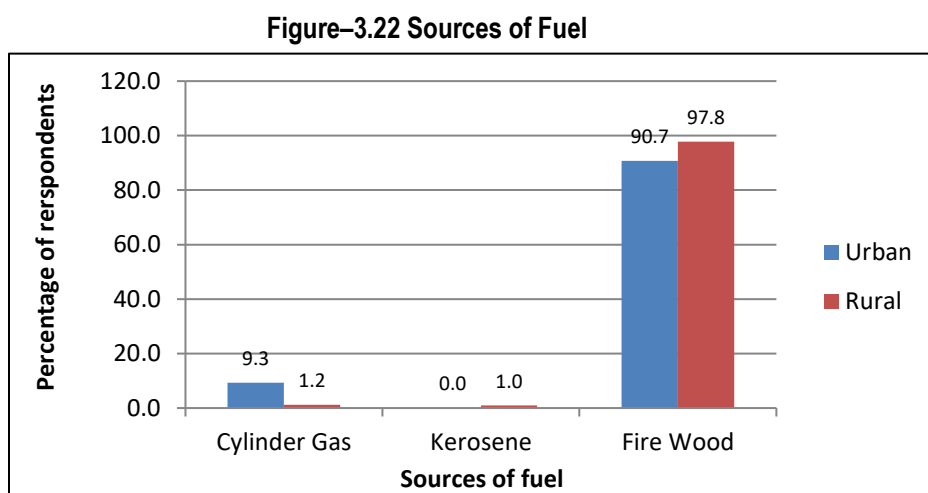
**Figure–3.21: Household's access to Electricity**



Source: Socio-economic Sample Survey, 2016

### 3.9.10 Source of Cooking Fuel

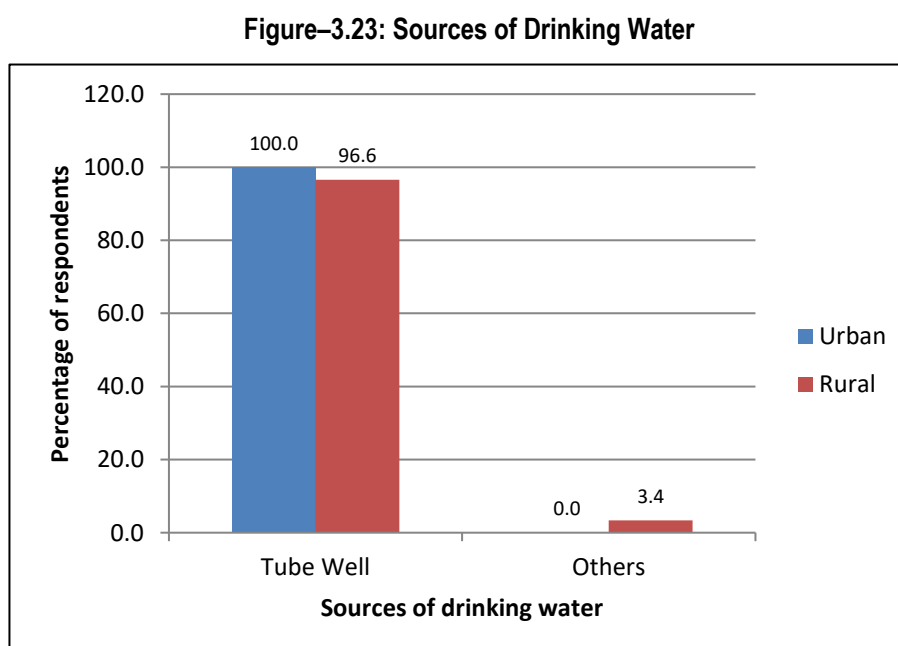
As found from interview with the respondents, both, in urban and rural areas, till now their main source of household cooking fuel is fire wood. This is 90.70 percent in case of urban areas and 97.80 percent in case of rural areas. On average 87.20 percent of the study area households use fire wood as cooking fuel. The second important source is Cylinder gas, which is comparatively more in the urban areas than in rural areas. For more details, please see **Figure–3.22**.



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 100.00 percent in the urban area and 96.60 percent in the rural area. For more details, please see **Figure–3.23**.

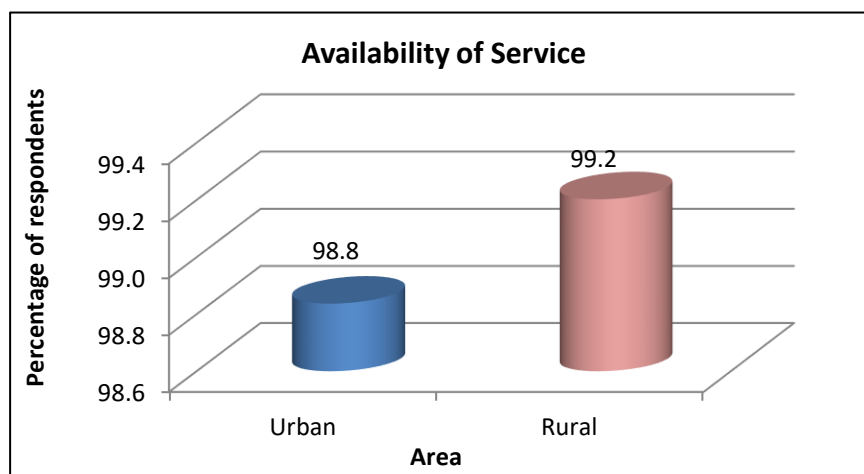


Source: Socio-economic Sample Survey, 2016

### 3.10 Availability of Public Sector Health Facility

Over 99 percent of the overall respondents admitted availability of public sector health facilities in their areas. Answer of about 99 percent of the urban area respondents and 99.20 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 84.70 percent of the urban area respondents and 78.20 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	72	84.7	778	78.2	850	78.7
No	13	15.3	217	21.8	230	21.3
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>995</b>	<b>100.0</b>	<b>1080</b>	<b>100.0</b>

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, 41.20 percent of the respondents from the urban areas told that they have to cover a distance from 0.50 to 01 km, while 14.10 percent of the respondents have to travel from 01 to 02 km. About 21 percent respondents have to travel less than 0.5 km. As against this, 86.70 percent of the respondents from the rural areas have to travel more than 03 km, while 5.60 percent have to cover from 02 to 03 km. Only 1.70 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)	18	21.2	17	1.7	35	3.2
Distance: 0.5 km	10	11.8	9	0.9	19	1.8
Distance: 0.5-01 km	35	41.2	10	1.0	45	4.2
Distance: 01-02 km	12	14.1	40	4.0	52	4.8
Distance: 02-03 km	8	9.4	56	5.6	64	5.9
Distance: Above 03 km	2	2.4	863	86.7	865	80.1
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>995</b>	<b>100.0</b>	<b>1080</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.10.3 Mode of Transport Used in Availing Services

Sample survey reveals, both urban and rural areas, that normally almost all sorts of transport, like Bi-cycle, Rickshaw, Bus, Tempo, Auto Rickshaw, and Boat are used for availing the health services. In the urban areas, the highest transport mode used is Rickshaw (40.0 percent), followed by walking (34.10 percent) and Tempo/Auto Rickshaw (24.70 percent). Rickshaw is a comfortable and cheaper mode of transport. In the rural areas, the highest transport mode used is Tempo/Auto Rickshaw (73.70 percent), followed by Bus (12.90 percent). Please see **Table–3.28**.

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

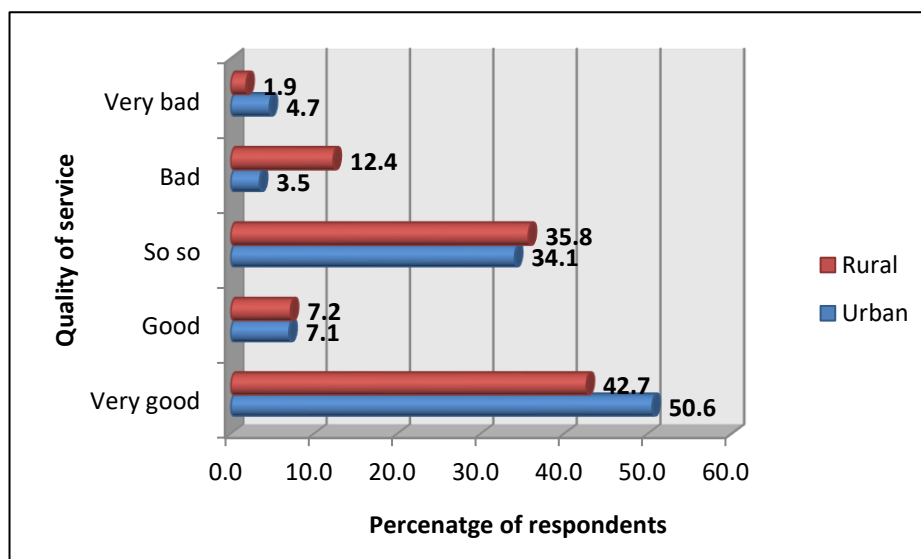
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	29	34.1	30	3.0	59	5.5
Using Bi-cycle	1	1.2	1	0.1	2	0.2
Rickshaw	34	40.0	60	6.0	94	8.7
Bus	0	0.0	128	12.9	128	11.9
Tempo/Auto Rickshaw/Nosimon	21	24.7	733	73.7	754	69.8
Boat	0	0.0	43	4.3	43	4.0
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>995</b>	<b>100.0</b>	<b>1080</b>	<b>100.0</b>

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 service is concerned, to 50.60 percent of the urban area respondents termed it as very good, while to 42.70 percent of the rural area respondents found it very good. On the other hand, to 34.10 percent of the urban area respondents, it is so so. To 35.80 percent of the rural area respondents, it is so so. Contrary to that, to 3.50 percent of the urban area respondents, it is bad, while to 12.40 percent of the rural area respondents, it is bad. For more details, please see **Figure–3. 25** below.

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

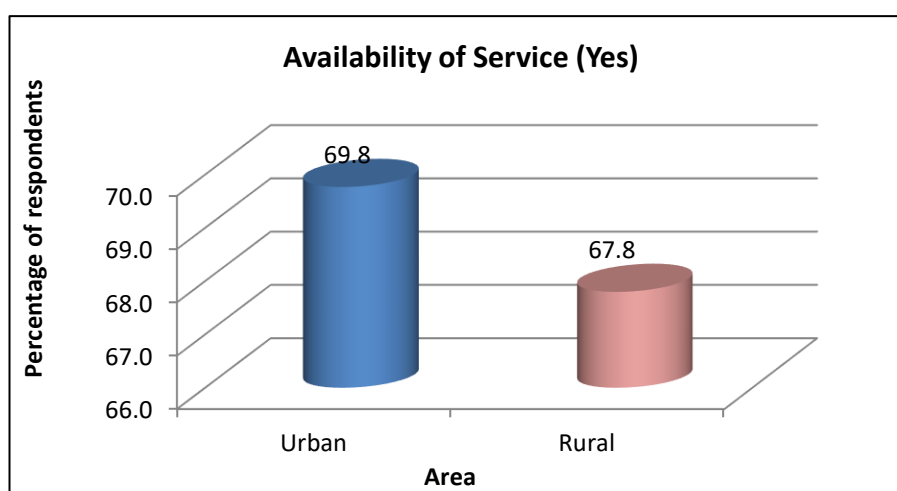


Source: Socio-economic Sample Survey, 2016

### 3.10.5 Availability of Medical Service from Family Welfare Center

Regarding the availability of services from the Family Welfare Center, on average 68% from both the areas replied affirmative. Please see **Figure–3.26** for more details.

**Figure–3.26: Availability of Medical Service from Family Welfare Center**



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 71.79 percent of the urban area respondents and 41.50 percent of the rural area respondents was negative, totaling 43.90 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	17	28.3	398	58.5	415	56.1
No	43	71.7	282	41.5	325	43.9
<b>Total</b>	<b>60</b>	<b>100.0</b>	<b>680</b>	<b>100.0</b>	<b>740</b>	<b>100.0</b>

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, 43.30 percent of the respondents from the urban areas have to travel from 0.50 to 01 km, while 21.70 percent have to cover 0.50 km and 25.00 percent of the respondents from the urban areas have to cover less than 0.5 km. As against this, 29.40 percent of the respondents from the rural areas have to cover from 0.50 to 01 km, while 19.10 percent have to travel from 01 to 02 km; 11.20 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)	15	25.0	76	11.2	91	12.3
Distance: 0.5 km	13	21.7	180	26.5	193	26.1
Distance: 0.5-01 km	26	43.3	200	29.4	226	30.5
Distance: 01-02 km	5	8.3	130	19.1	135	18.2
Distance: 02-03 km	1	1.7	61	9.0	62	8.4
Distance: Above 03 km	0	0.0	33	4.9	33	4.5
<b>Total</b>	<b>60</b>	<b>100.0</b>	<b>680</b>	<b>100.0</b>	<b>740</b>	<b>100.0</b>

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 Rickshaw (35.0 percent), followed by Tempo/Auto Rickshaw (8.30 percent). However, 50.00 percent go by walking. In the rural areas, the highest transport mode used is Tempo/Auto Rickshaw (19.70 percent), followed by Rickshaw (9.60 percent). Of course, overall as many as 67.30 percent go on foot. For more details, please see **Table–3.31**.

**Table–3.31: Mode of Transport Used in Availing Services**

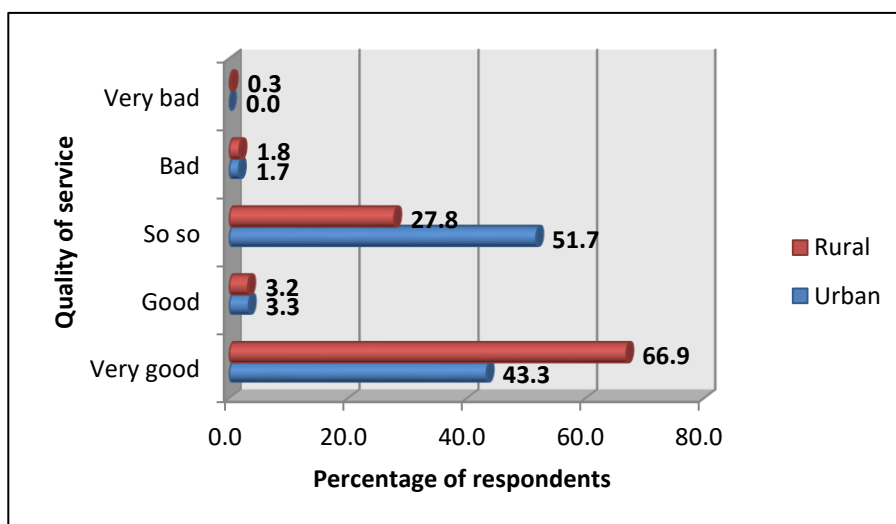
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	30	50.0	468	68.8	498	67.3
Using Bi-cycle	4	6.7	8	1.2	12	1.6
Rickshaw	21	35.0	65	9.6	86	11.6
Bus	0	0.0	3	0.4	3	0.4
Tempo/Auto Rickshaw/Nosimon	5	8.3	134	19.7	139	18.7
Boat	0	0.0	2	0.3	2	0.3
Total	60	100.0	680	100.0	740	100.0

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 43.30 percent of the urban area respondents consider service as very good, while to 66.90 percent of the rural area respondents, find the service very good. On the other hand, to 51.70 percent of the urban area respondents, it is so so, while to 27.80 percent of the rural area respondents, it is so so. Contrary to that, 1.70 percent of the urban area respondents find the service bad, Service is bad to 1.80 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**

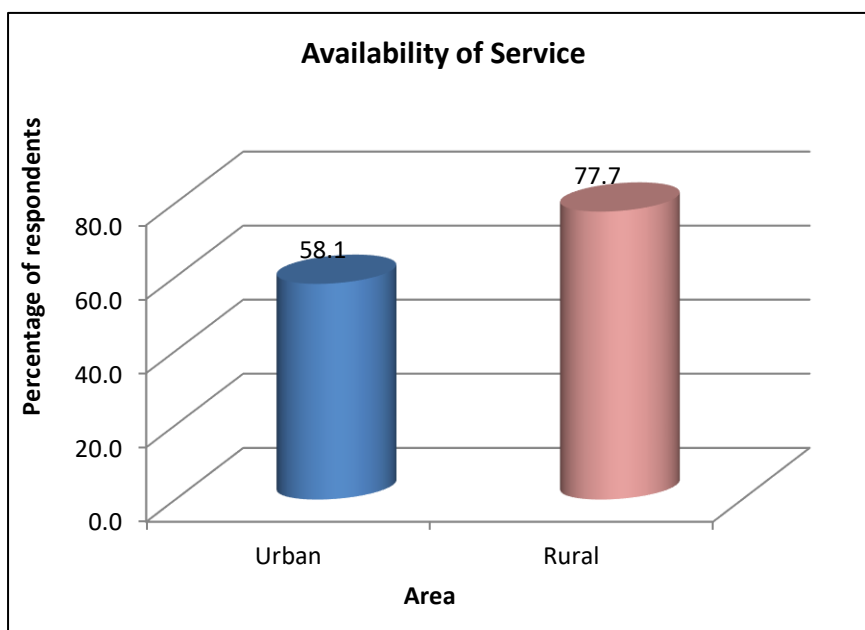


Source: Socio-economic Sample Survey, 2016

### 3.10.10 Public Services from Community Clinic

Regarding the availability of services from the Community Clinics, the reply of 58.10 percent of the urban area respondents and 77.70 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 82.00 percent of the urban area respondents was negative, while the reply of 72.10 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	9	18.0	562	72.1	571	68.9
No	41	82.0	217	27.9	258	31.1
<b>Total</b>	<b>50</b>	<b>100.0</b>	<b>779</b>	<b>100.0</b>	<b>829</b>	<b>100.0</b>

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, 42.00 percent of the respondents from the urban areas told that they have to take a journey from 0.50 to 01 km to avail the service. About 12.00 percent of urban area respondents have to cover from 01 to 02 km; 16.00 percent of the respondents travel less than 0.5 km and 26.00 percent told to cover less than 0.50 km on foot. In case of rural area, 28.90 percent of the respondents have to cover 0.5 to 01 km, while 21.30 percent respondents travel from 01 to 02 km; only 24.00 percent of the respondents from the rural areas told to cover less than 0.5 km on foot to reach the facility. (**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)	13	26.0	187	24.0	200	24.1
Distance: 0.5 km	8	16.0	116	14.9	124	15.0
Distance: 0.5-01 km	21	42.0	225	28.9	246	29.7
Distance: 01-02 km	6	12.0	166	21.3	172	20.7
Distance: 02-03 km	2	4.0	59	7.6	61	7.4
Distance: Above 03 km	0	0.0	26	3.3	26	3.1
<b>Total</b>	<b>50</b>	<b>100.0</b>	<b>779</b>	<b>100.0</b>	<b>829</b>	<b>100.0</b>

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 services of the Community Clinic. In urban areas, Rickshaw (46.0 percent) is most widely used, followed by Bi-cycle (2.00 percent). As many as 52.00 percent of the urban respondents go to the Clinic on foot. In the rural areas, the highest transport mode used is Tempo/Auto Rickshaw (14.10 percent), followed by Rickshaw (7.60 percent). However, 75.60 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**

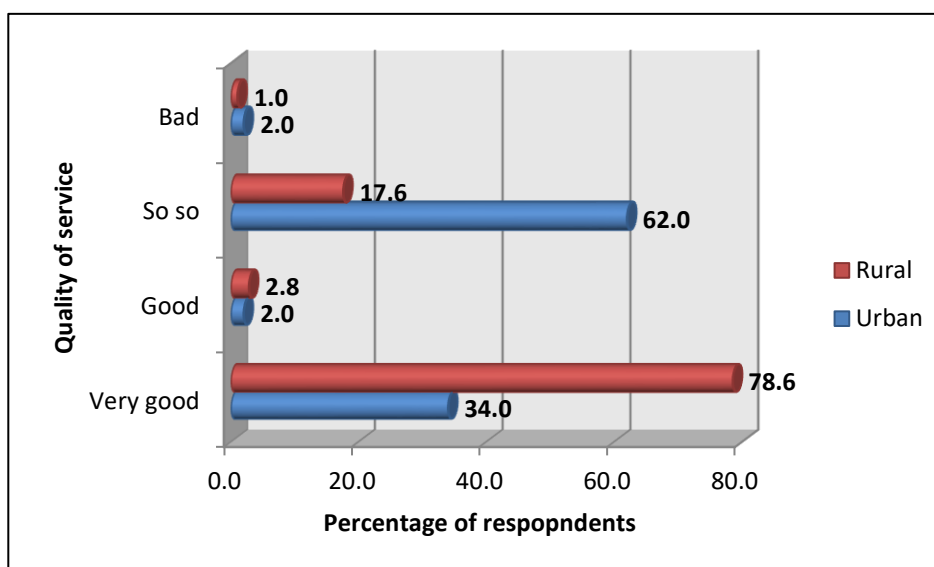
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	26	52.0	589	75.6	615	74.2
Using Bi-cycle	1	2.0	8	1.0	9	1.1
Rickshaw	23	46.0	59	7.6	82	9.9
Bus	0	0.0	2	0.3	2	0.2
Tempo/Auto Rickshaw/Nosimon	0	0.0	110	14.1	110	13.3
Boat	0	0.0	11	1.4	11	1.3
<b>Total</b>	<b>50</b>	<b>100.0</b>	<b>779</b>	<b>100.0</b>	<b>829</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.10.14 Quality of Service in the Community Clinic

Survey reveals that, to 34.00 percent of the urban area respondents; service is very good, to 78.60 percent of the rural area respondents, it is very good. To 62.00 percent of the urban area respondents, the service is fairly acceptable, while to 17.60 percent of the rural area respondents, it is so so. Contrary to that, to 2.00 percent of the urban area respondents, the service is bad, while 1.00 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 50.60 percent of the urban area respondents and 65.20 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	39	50.6	86	65.2	125	59.8
No	38	49.4	46	34.8	84	40.2
<b>Total</b>	<b>77</b>	<b>100.0</b>	<b>132</b>	<b>100.0</b>	<b>209</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.10.16 Distance of Private Health Facility from the House

Over 35 percent of the respondents from the urban areas have to cover from 0.50 to 01 km; 24.70 percent have to travel 0.50 km and 11.70 percent of the respondents have to cover from 02 to 03 0.5 km and , 24.70 percent travel less than 0.50 km on foot to avail private health facility service. In rural part, 29.50 percent of the respondents cover more than 03 km, while 14.40 percent of the respondents cover from 02 to 03 km. On the other hand, 16.70 percent of the respondents from the rural areas told 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)	19	24.7	29	22.0	48	23.0
Distance: 0.5 km	19	24.7	7	5.3	26	12.4
Distance: 0.5-01 km	27	35.1	16	12.1	43	20.6
Distance: 01-02 km	3	3.9	22	16.7	25	12.0
Distance: 02-03 km	9	11.7	19	14.4	28	13.4
Distance: Above 03 km	0	0.0	39	29.5	39	18.7
<b>Total</b>	<b>77</b>	<b>100.0</b>	<b>132</b>	<b>100.0</b>	<b>209</b>	<b>100.0</b>

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 Rickshaw (32.50 percent), followed by Tempo/Auto Rickshaw (16.90 percent). About 47 percent go on foot. In the Rural areas, the highest transport mode used is Tempo/Auto Rickshaw (38.70 percent), followed by Rickshaw (22.70 percent) and on foot 34.10 percent. For more information see **Table–3.37**.

**Table–3.37: Mode of Transport Used in Availing Services**

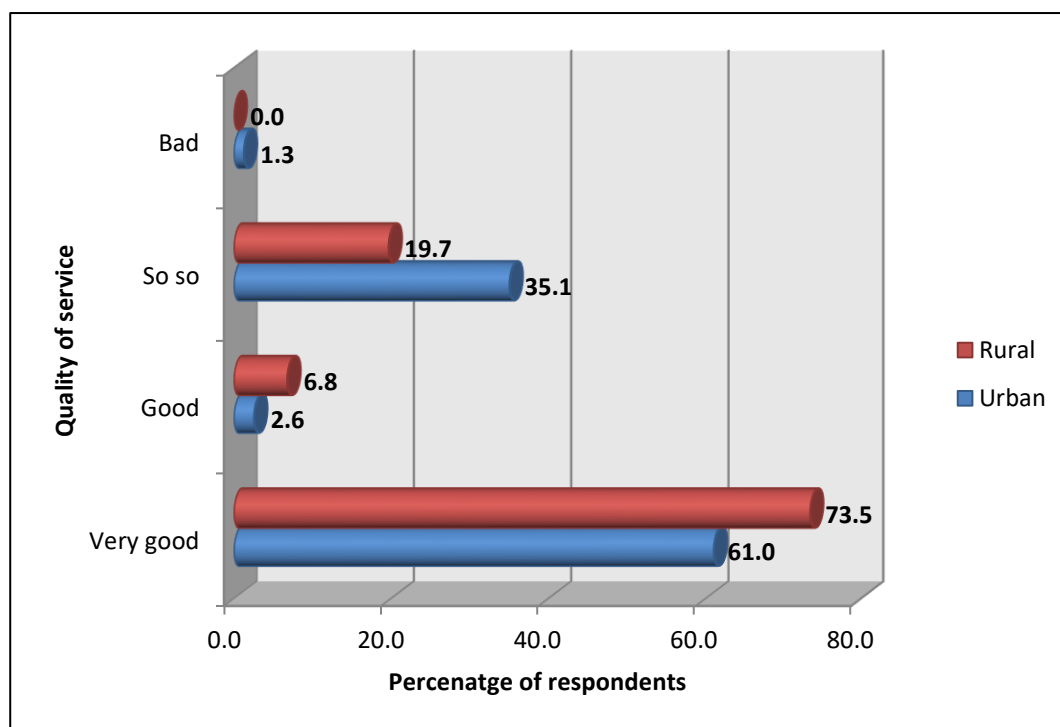
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	36	46.8	45	34.1	81	38.8
Using Bi-cycle	3	3.9	1	0.8	4	1.9
Rickshaw	25	32.5	30	22.7	55	26.3
Bus	0	0.0	5	3.8	5	2.4
Tempo/Auto Rickshaw/Nosimon	13	16.9	51	38.7	64	30.6
<b>Total</b>	<b>77</b>	<b>100.0</b>	<b>132</b>	<b>100.0</b>	<b>209</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.10.18 Quality of Service in Private Hospital

To 61.00 percent of the urban area respondents the service is very good. It is very good to 73.50 percent of the rural area respondents. To 35.10 percent of the urban area respondents, the service is so so, while to 19.70 percent of the rural area respondents, it is so so. Contrary to that, to 1.30 percent of the urban area respondents, it is bad. For more details, please see **Figure–3.30**

**Figure–3.30: Standard of Service of Private Hospital**

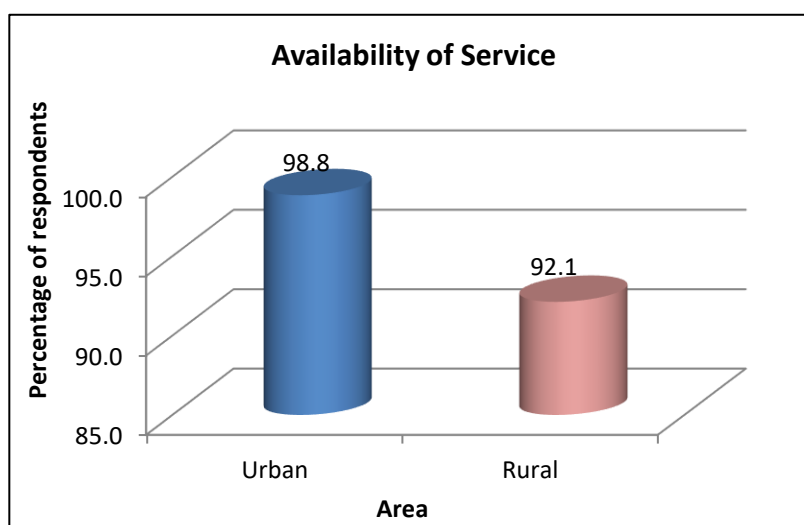


Source: Socio-economic Sample Survey, 2016

### 3.11 Availability of Services of Medicine Store/Shops

Regarding availability of services from the Medicine Stores/Shops, the reply of 98.80 percent of the urban area respondents and 92.10 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 27.00 percent of the urban respondents said that they had to travel 0.50 to 01 km for medicine store/shop; 17.60 percent said they had to cover 01 to 02 km and 29.40 percent of the respondents had to cover less than 0.5 km on foot to reach medicine store/shop. In rural areas, however, 25.50 percent of the respondents travel 0.5 to 01 km, 22.50 percent travel 01 to 02 km and 15.00 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)	25	29.4	220	23.8	245	24.3
Distance: 0.5 km	19	22.4	139	15.0	158	15.7
Distance: 0.5-01 km	23	27.1	236	25.5	259	25.7
Distance: 01-02 km	15	17.6	210	22.7	225	22.3
Distance: 02-03 km	3	3.5	74	8.0	77	7.6
Distance: Above 03 km	0	0.0	45	4.9	45	4.5
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>924</b>	<b>100.0</b>	<b>1009</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

They use almost any mode whenever necessary to reach medicine store/shop. But urban area respondents prefer Rickshaw (20.0 percent) most, followed by Tempo/Auto Rickshaw (15.30 percent). In rural areas, the highest transport mode used is Tempo/Auto Rickshaw (14.90 percent), followed by Rickshaw (11.30 percent). However, 71.60 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	54	63.5	662	71.6	716	71.0
Using Bi-cycle	1	1.2	6	0.6	7	0.7
Rickshaw	17	20.0	104	11.3	121	12.0
Bus	0	0.0	1	0.1	1	0.1
Tempo/Auto Rickshaw/Nosimon	13	15.3	138	14.9	151	15.0
Boat	0	0.0	13	1.4	13	1.3
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>924</b>	<b>100.0</b>	<b>1009</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.12 Availability of Service of Community Center

Over 87 percent respondents from urban areas said that they use the services of local Community Centers, while 60 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	6	13.0	4	40.0	10	17.9
No	40	87.0	6	60.0	46	82.1
<b>Total</b>	<b>46</b>	<b>100.0</b>	<b>10</b>	<b>100.0</b>	<b>56</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

#### 3.12.1 Distance of the Community Center from the House

Over 30.00 percent of the respondents from the urban areas have to cover 0.50 to 01 km, 6.5 percent have to cover 01 to 02 km and 10.90 percent of the respondents cover 02 to 03 km to reach Community Center. As against this, 20.00 percent of the respondents have to cover more than 03 km, while 30.00 percent of the respondents have to cover from 02 to 03 km; 10.00 percent of the respondents have to travel 01 to 02 km and 30.00 percent told that they had to cover less than 0.5 km to reach the Community Center (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)	18	39.1	3	30.0	21	37.5
Distance: 0.5 km	6	13.0	1	10.0	7	12.5
Distance: 0.5-01 km	14	30.4	0	0.0	14	25.0
Distance: 01-02 km	3	6.5	1	10.0	4	7.1
Distance: 02-03 km	5	10.9	3	30.0	8	14.3
Distance: Above 03 km	0	0.0	2	20.0	2	3.6
<b>Total</b>	<b>46</b>	<b>100.0</b>	<b>10</b>	<b>100.0</b>	<b>56</b>	<b>100.0</b>

Source: Sample Survey Conducted , 2016

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, 25.90 percent of the urban respondents told that they had to travel 0.50 to 01 km away from house. While 16.00 percent of the respondents told that they had to travel 01 to 02 km., on the other hand, 33.30 percent travel 01 to 03 km and about 21.00 percent travel less than 0.50 km on foot to reach market. As against this, 37.60 percent of the respondents from the rural areas told to cover more than 03 km, while 11.70 percent told to cover from 02 to 03 km. On the other hand, 16.30 percent of the respondents from the rural areas told 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)	17	21.0	32	11.3	49	13.5
Distance: 0.5 km	15	18.5	23	8.2	38	10.5
Distance: 0.5-01 km	21	25.9	42	14.9	63	17.4
Distance: 01-02 km	13	16.0	46	16.3	59	16.3
Distance: 02-03 km	14	17.3	33	11.7	47	12.9
Distance: Above 03 km	1	1.2	106	37.6	107	29.5
Total	81	100.0	282	100.0	363	100.0

Source: Sample Survey Conducted , 2016

Source: Socio-economic Sample Survey, 2016

They use almost all modes of transport available for journey to the kitchen market. But in urban area 39.50 percent (the highest) prefer Rickshaw; Tempo/Auto Rickshaw is preferred by 21.00 percent. In the rural areas highest transport mode used is Tempo/Auto Rickshaw (48.60 percent), followed by Rickshaw (22.00 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	28	34.6	75	26.6	103	28.4
Using Bi-cycle	4	4.9	1	0.4	5	1.4
Rickshaw	32	39.5	62	22.0	94	25.9
Bus	0	0.0	7	2.5	7	1.9
Tempo/Auto Rickshaw/Nosimon	17	21.0	137	48.6	154	42.4
<b>Total</b>	<b>81</b>	<b>100.0</b>	<b>282</b>	<b>100.0</b>	<b>363</b>	<b>100.0</b>

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 26.40 percent urban respondents the Police Outpost/Station is 0.50 to 01 km from their houses; 11.30 percent respondents said it was 01 to 02 km; 26.40 percent said they have to travel 0.5 km to the police outpost/station. About 24.50 percent told it was less than 0.5 km on foot. In rural areas, 14.00 percent respondents told to have the facility and was more than 03 km, 13.40 percent said it was 02 to 03 km from their houses; 29.30 percent said they have to cover 0.5 to 01 km to reach the facility. 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)	13	24.5	19	12.1	32	15.2
Distance: 0.5 km	14	26.4	18	11.5	32	15.2
Distance: 0.5-01 km	14	26.4	46	29.3	60	28.6
Distance: 01-02 km	6	11.3	31	19.7	37	17.6
Distance: 02-03 km	5	9.4	21	13.4	26	12.4
Distance: Above 03 km	1	1.9	22	14.0	23	11.0
<b>Total</b>	<b>53</b>	<b>100.0</b>	<b>157</b>	<b>100.0</b>	<b>210</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

The users of the facility take any transport to avail of the facility. However, in urban area, 39.60 percent respondents (the highest) prefer Rickshaw as the mode of transport and 37.70 percent walk. In rural areas also the highest percentage of people use rickshaw (28.70%) to reach police outpost/ station (**Table – 3.45**).

**Table–3.45: Mode of Transport Used in Availing Services**

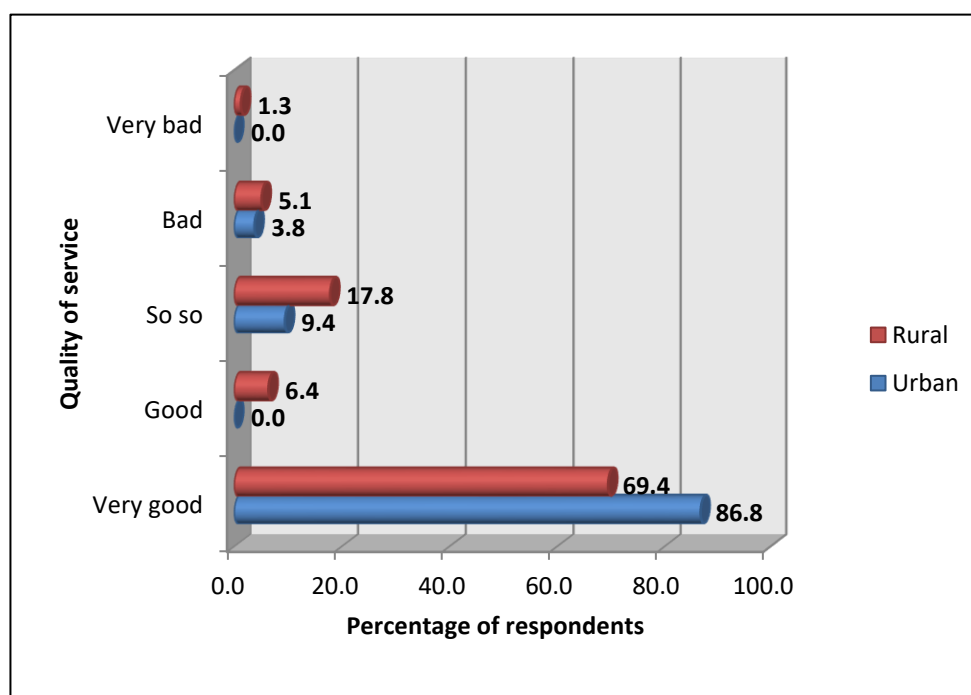
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	20	37.7	67	42.7	87	41.4
Using Bi-cycle	4	7.5	1	0.6	5	2.4
Rickshaw	21	39.6	45	28.7	66	31.4
Bus	2	3.8	2	1.3	4	1.9
Tempo/Auto Rickshaw/Nosimon	6	11.3	39	24.8	47	21.5
Boat	0	0.0	3	1.9	3	1.4
<b>Total</b>	<b>53</b>	<b>100.0</b>	<b>157</b>	<b>100.0</b>	<b>210</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

Regarding quality of service is concerned, 86.80 percent of the urban area respondents said it is very good, while to 69.40 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 services from the Parks, the reply of 93.80 percent of the urban area respondents was negative.

### 3.15 Access to Play Ground

About 71 percent of the urban area respondents said that they had access to play ground, while only 32.80 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	61	70.9	329	32.8	390	35.8
No	25	29.1	674	67.2	699	64.2
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

Regarding distance of the play grounds from the house, 34.40 percent of the urban respondents said that they had to travel 0.50 to 01 km to reach the playground; 13.10 percent said that they had to travel 01 to 02 km; 19.70 percent said that they had to cover less than 0.5 km. While 32.80 percent told that they had to walk less than 0.5 km on foot. As against this, 24.30 percent of the respondents from the rural areas have to cover 0.50 km; 23.40 percent of the respondents cover 0.50 to 01 km and 32.80 percent of the respondents have to travel 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	32.8	108	32.8	128	32.8
Distance: 0.5 km	12	19.7	80	24.3	92	23.6
Distance: 0.5-01 km	21	34.4	77	23.4	98	25.1
Distance: 01-02 km	8	13.1	55	16.7	63	16.2
Distance: 02-03 km	0	0.0	7	2.1	7	1.8
Distance: Above 03 km	0	0.0	2	0.6	2	0.5
<b>Total</b>	<b>61</b>	<b>100.0</b>	<b>329</b>	<b>100.0</b>	<b>390</b>	<b>100.0</b>

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 97.70 percent of the urban area respondents. But banking service is not so easy in rural areas due to low density and limitation of commercial activities. In rural area only 20.60 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	84	97.7	207	20.6	291	26.7
No	2	2.3	796	79.4	798	73.3
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

In urban area 33.3 percent respondents said that banking services is available in less than 5 km, while 21 percent rural area respondents said that the service is available within less than 5 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)	28	33.3	33	15.9	61	21.0
Distance: 0.5 km	8	9.5	14	6.8	22	7.6
Distance: 0.5-01 km	21	25.0	31	15.0	52	17.9
Distance: 01-02 km	10	11.9	54	26.1	64	22.0
Distance: 02-03 km	17	20.2	29	14.0	46	15.8
Distance: Above 03 km	0	0.0	46	22.2	46	15.8
<b>Total</b>	<b>84</b>	<b>100.0</b>	<b>207</b>	<b>100.0</b>	<b>291</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

The users of banking services, in urban area mostly use Rickshaw (33.30%), while in rural area the most widely used mode is Tempo/Auto Rickshaw (16.70 percent). In rural areas banks are mostly located in bazaar areas that are scattered located and fast moving transport to cover long distances. 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	34	40.5	67	32.4	101	34.7
Using Bi-cycle	4	4.8	0	0.0	4	1.4
Rickshaw	28	33.3	57	27.5	85	29.2
Bus	4	4.8	0	0.0	4	1.4
Tempo/Auto Rickshaw/Nosimon	14	16.7	81	39.2	95	32.7
Boat	0	0.0	2	1.0	2	0.7
<b>Total</b>	<b>84</b>	<b>100.0</b>	<b>207</b>	<b>100.0</b>	<b>291</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.17 Access to Post Office

There are 22 post offices in the entire Shibchar Upazila as ascertained from the Upazila Office data sheet. As sample survey shows, 14.50 percent of the urban area respondents and 43.30 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 40.30 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	11	14.5	276	43.3	287	40.3
No	65	85.5	361	56.7	426	59.7
<b>Total</b>	<b>76</b>	<b>100.0</b>	<b>637</b>	<b>100.0</b>	<b>713</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

According to 30.30 percent of the respondents from the urban areas the post office is located between 0.50 km to 01 km; 7.90 percent of the respondents said the location was between 01 to 02 km; 15.80 percent said it was between 02 to 03 km. About 34.20 percent told that they had to cover less than 0.5 km on foot to reach the post office. As against this, 6.60 percent of the respondents from the rural areas told to have covered more than 03 km, while 17.70 percent of the respondents from the rural areas told cover from 02 to 03 km. On the other hand, 31.60 percent of the respondents said to cover from 01 to 02 km and 20.90 percent told to cover from 0.50 to 01 km to avail of the post office services. 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)	26	34.2	77	12.1	103	14.4
Distance: 0.5 km	9	11.8	71	11.1	80	11.2
Distance: 0.5-01 km	23	30.3	133	20.9	156	21.9
Distance: 01-02 km	6	7.9	201	31.6	207	29.0
Distance: 02-03 km	12	15.8	113	17.7	125	17.5
Distance: Above 03 km	0	0.0	42	6.6	42	5.9
<b>Total</b>	<b>76</b>	<b>100.0</b>	<b>637</b>	<b>100.0</b>	<b>713</b>	<b>100.0</b>

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 Rickshaw (31.60%), while in rural areas most widely used mode is Tempo/Auto Rickshaw (22.60%). However, in urban area 53.90 percent respondents walk to the post office. For more details, please see **Table-3.53**.

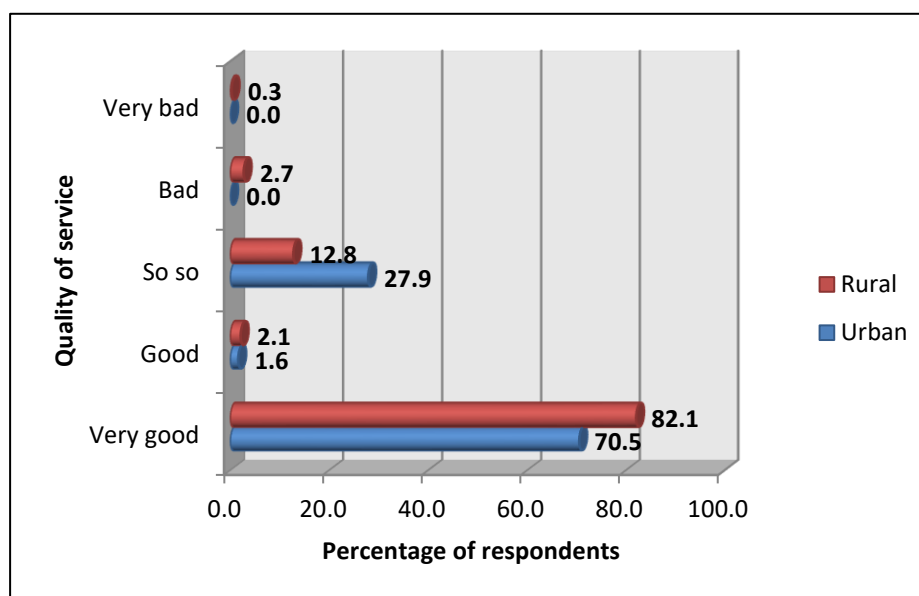
**Table–3.53: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	41	53.9	346	54.3	387	54.3
Using Bi-cycle	5	6.6	5	0.8	10	1.4
Rickshaw	24	31.6	133	20.9	157	22.0
Bus	0	0.0	2	0.3	2	0.3
Tempo/Auto Rickshaw/Nosimon	6	7.9	144	22.6	150	21.1
Boat	0	0.0	7	1.1	7	1.0
<b>Total</b>	<b>76</b>	<b>100.0</b>	<b>637</b>	<b>100.0</b>	<b>713</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

About service, 67.10 percent urban area respondents termed the postal service as very good, while to 75.40 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 in Ward 5 of the Pourashava. This station serves the entire upazila. However, during emergency service is called from adjacent upazilas and zillas. None of the respondents ever taken services of the fire service. In rural areas, however, 5 households have been found who used fire service (**Table–3.54**).

**Table–3.54: Whether Avail Service of Fire Brigade**

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	0	0.0	5	26.3	5	10.0
No	31	100.0	14	73.7	45	90.0
<b>Total</b>	<b>31</b>	<b>100.0</b>	<b>19</b>	<b>100.0</b>	<b>50</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

#### 3.18.1 Average Distance of Fire Brigade from the House

Regarding distance of Fire Brigade, over 32 percent of the respondents from the urban areas said it was located between 0.50 to 01 km from their houses, while 19.40 percent of the respondents said they had to travel 0.50 km; 22.60 percent said they had travel 02 to 03 km to reach fire station and about 9.70 percent had to cover 01 to 02 km. As against this, 52.60 percent of the respondents from the rural areas told to cover from 0.50 to 01 km, while 31.60 percent of the respondents said to cover from 01 to 02 km and 10.50 percent of the respondents have to cover less than 0.5 km to reach fire station. Please see **Table–3.55** for more information.

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

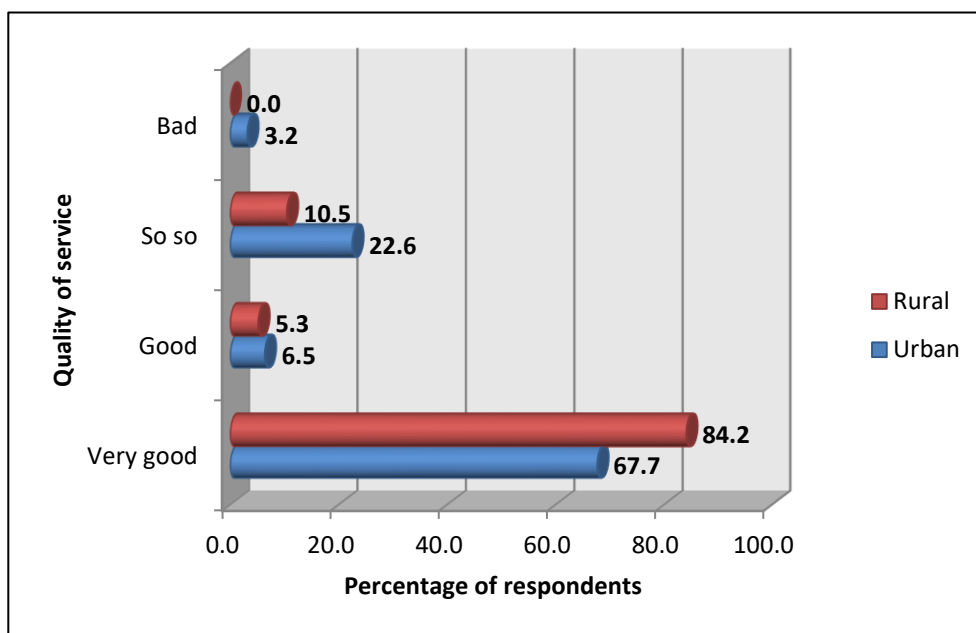
Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	4	12.9	2	10.5	6	12.0
Distance: 0.5 km	6	19.4	1	5.3	7	14.0
Distance: 0.5-01 km	10	32.3	10	52.6	20	40.0
Distance: 01-02 km	3	9.7	6	31.6	9	18.0
Distance: 02-03 km	7	22.6	0	0.0	7	14.0
Distance: Above 03 km	1	3.2	0	0.0	1	2.0
<b>Total</b>	<b>31</b>	<b>100.0</b>	<b>19</b>	<b>100.0</b>	<b>50</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

#### 3.18.2 Quality of Service

About 84.2 percent of the rural area respondents who used Fire Brigade Service termed the services as very good. Contrary to that, to 10.5 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 6 colleges, 38 secondary schools, 175 primary schools, 2 satellite schools, 11 community schools.

#### 3.19.1 Primary School

Of the urban area respondents, 49.40 percent avail of the primary school services, while for rural areas 64.40 percent of the rural area respondents avail the services as learnt from the survey. Overall 63.20 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	42	49.4	632	64.4	674	63.2
No	43	50.6	350	35.6	393	36.8
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>982</b>	<b>100.0</b>	<b>1067</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

Regarding distance of primary school, 44.70 percent of the urban respondents and 36.30 percent of the rural respondents said that their children had to travel less than 0.50 km for school. In rural area, only 5 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)	38	44.7	356	36.3	394	36.9
Distance: 0.5 km	14	16.5	186	18.9	200	18.7
Distance: 0.5-01 km	25	29.4	263	26.8	288	27.0
Distance: 01-02 km	7	8.2	142	14.5	149	14.0
Distance: 02-03 km	1	1.2	32	3.3	33	3.1
Distance: Above 03 km	0	0.0	3	0.3	3	0.3
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>982</b>	<b>100.0</b>	<b>1067</b>	<b>100.0</b>

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 Rickshaw (10.60 percent). However, 77.60 percent go to school on foot. In the Rural areas, the highest transport mode used is Rickshaw (4.20 percent) and 90.30 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	66	77.6	887	90.3	953	89.3
Using Bi-cycle	6	7.1	6	0.6	12	1.1
Rickshaw	9	10.6	41	4.2	50	4.7
Tempo/Auto Rickshaw/Nosimon	4	4.7	38	3.9	42	3.9
Boat	0	0.0	10	1.0	10	0.9
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>982</b>	<b>100.0</b>	<b>1067</b>	<b>100.0</b>

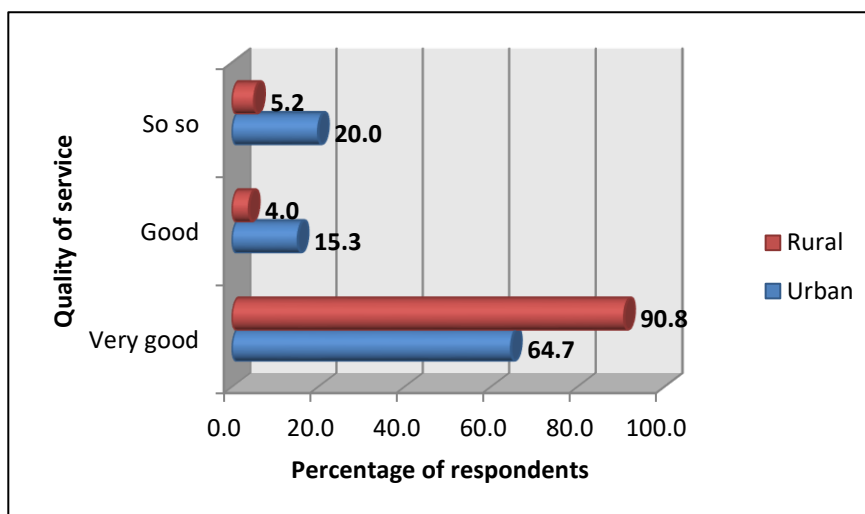
Source: Socio-economic Sample Survey, 2016

### 3.19.1.1 Quality of Service of the Primary School

About 65 percent of the urban area respondents are satisfied with quality of service of the primary schools and termed it very good, while to 90.80 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 30.20 percent of the urban respondents said that their children had to travel 0.50 to 01 km daily for school; 20.90 percent said that their children travel 0.50 km daily for school. Over 41 percent travel less than 0.50 km. In rural areas, 23.60 percent children have to travel 0.5 to 01 km. Over 22 percent travel less than 0.50 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)	27	31.4	183	22.2	210	23.1
Distance: 0.5 km	18	20.9	135	16.4	153	16.8
Distance: 0.5-01 km	26	30.2	194	23.6	220	24.2
Distance: 01-02 km	8	9.3	170	20.7	178	19.6
Distance: 02-03 km	7	8.1	81	9.8	88	9.7
Distance: Above 03 km	0	0.0	60	7.3	60	6.6
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>823</b>	<b>100.0</b>	<b>909</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

About 63 percent of urban children and 72 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**

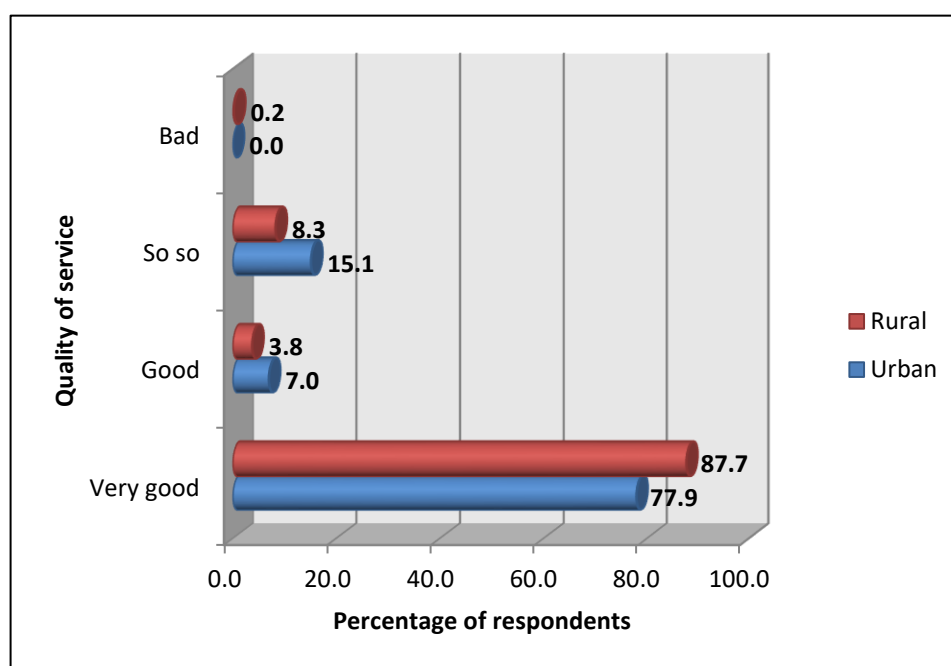
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	54	62.8	592	71.9	646	71.1
Using Bi-cycle	8	9.3	4	0.5	12	1.3
Rickshaw	13	15.1	88	10.7	101	11.1
Bus	2	2.3	3	0.4	5	0.6
Tempo/Auto Rickshaw/Nosimon	9	10.5	126	15.3	135	14.9
Boat	0	0.0	10	1.2	10	1.1
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>823</b>	<b>100.0</b>	<b>909</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.19.2.1 Quality of Service of the Secondary School

About 78 percent of the urban area respondents consider quality of education as very good, while in rural areas 87.7 percent respondent termed the quality as very good. For more details please see **Figure–3.36**.

**Figure–3.36: Quality of Service of the Secondary School**



Source: Socio-economic Sample Survey, 2016

### 3.19.2.2 Availing Services of Higher Secondary School/College

Among the urban areas respondents 93.00 percent avail of the services of higher secondary/college, and 17.20 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	10	12.5	48	27.7	58	22.9
No	70	87.5	125	72.3	195	77.1
<b>Total</b>	<b>80</b>	<b>100.0</b>	<b>173</b>	<b>100.0</b>	<b>253</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

It is revealed that 25.00 percent of the respondents from the urban areas travel from 0.50 to 01 km, and 22.50 percent travel 0.50 km to reach their school. On the other hand, 31.3 percent walk less than 0.50 km to their school/college. As against this, 23.70 percent of the respondents from the rural areas have to travel 0.50 to 01 km, while 17.30 percent have to travel 0.50 km for school/college. On the other hand, 15.60 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)	25	31.3	26	15.60	51	20.2
Distance: 0.5 km	18	22.5	30	17.3	48	19.0
Distance: 0.5-01 km	20	25.0	41	23.7	61	24.1
Distance: 01-02 km	7	8.8	27	15.6	34	13.4
Distance: 02-03 km	10	12.5	25	14.5	35	13.8
Distance: Above 03 km	0	0.0	24	13.9	24	9.5
<b>Total</b>	<b>80</b>	<b>100.0</b>	<b>173</b>	<b>100.0</b>	<b>253</b>	<b>100.0</b>

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 is Rickshaw (25.00 percent), followed by Tempo/Auto Rickshaw (12.50 percent). In the Rural areas, the highest transport mode used is Tempo/Auto Rickshaw (22.00 percent), followed by Rickshaw (20.20 percent). For more details, please see **Table– 3.63**.

**Table–3.63: Mode of Transport Used in Availing Services**

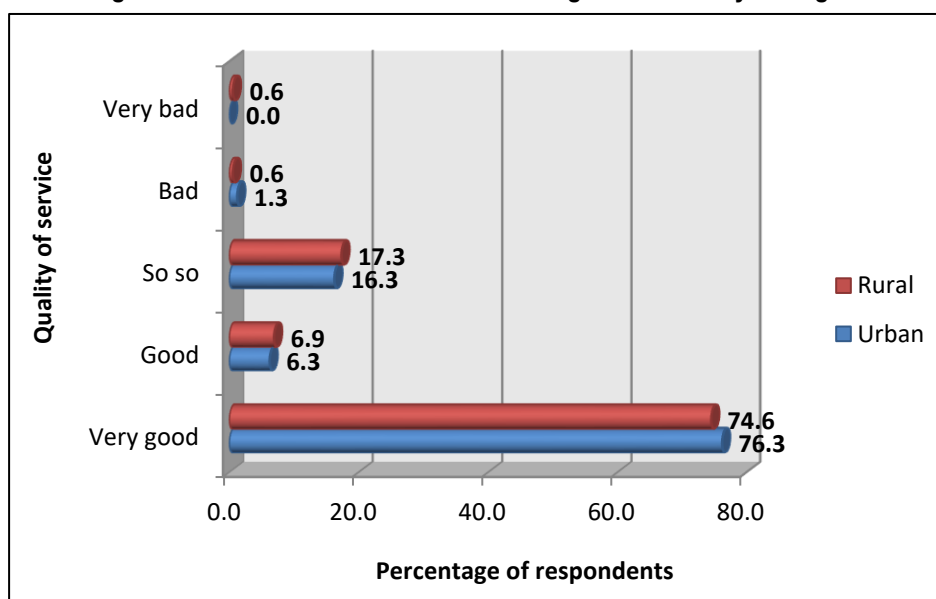
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	40	50.0	88	50.9	128	50.6
Using Bi-cycle	6	7.5	5	2.9	11	4.3
Rickshaw	20	25.0	35	20.2	55	21.7
Bus	4	5.0	6	3.5	10	4.0
Tempo/Auto Rickshaw/Nosimon	10	12.5	38	22.0	48	19.0
Boat	0	0.0	1	0.6	1	0.4
<b>Total</b>	<b>80</b>	<b>100.0</b>	<b>173</b>	<b>100.0</b>	<b>253</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.19.2.3 Perception about Quality of Service

So far as the quality of service is concerned, according to 76.30 percent of the urban area respondents, it is very good, while to 74.60 percent of the rural area respondents, quality is very good. On the other hand, to 16.30 percent of the urban area respondents, it is so while to 17.30 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 Access to 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, 32.80 percent and in rural area only 9.5 percent respondents said that they avail of the services of the degree college. On average only 21.30 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	21	32.8	6	9.5	27	21.3
No	43	67.2	57	90.5	100	78.7
<b>Total</b>	<b>64</b>	<b>100.0</b>	<b>63</b>	<b>100.0</b>	<b>127</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

Regarding distance of Degree College/University from the house, 27.00 percent of the respondents from the urban areas have to cover from 0.50 to 01 km, while 14.30 percent have to cover from 02 to 03 km. On the other hand, 11.10 percent have to travel from 01 to 02 km. About 3.20 percent have to cover more than 03 km. As against this, 21.90 percent of the respondents from the rural areas have to cover from 0.50 to 01 km, while 18.80 percent have to cover from 01 to 02 km. On the other hand, 12.50 percent of the respondents have to travel from 02 to 03 km and 23.40 percent travel 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)	19	30.2	9	14.1	28	22.0
Distance: 0.5 km	9	14.3	6	9.4	15	11.8
Distance: 0.5-01 km	17	27.0	14	21.9	31	24.4
Distance: 01-02 km	7	11.1	12	18.8	19	15.0
Distance: 02-03 km	9	14.3	8	12.5	17	13.4
Distance: Above 03 km	2	3.2	15	23.4	17	13.4
<b>Total</b>	<b>63</b>	<b>100.0</b>	<b>64</b>	<b>100.0</b>	<b>127</b>	<b>100.0</b>

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 locally available transport, like Bi-cycle, Rickshaw, Bus, Tempo and Auto Rickshaw to go the college. In the urban areas, highest transport mode used is Rickshaw (27.00 percent), followed by Tempo/Auto Rickshaw (12.70 percent). In urban area, however, 52.40 percent walk to the college, while in rural areas 42.2 percent walk. For more details, please see **Table–3.66**.

**Table–3.66: Mode of Transport Used in Availing Services**

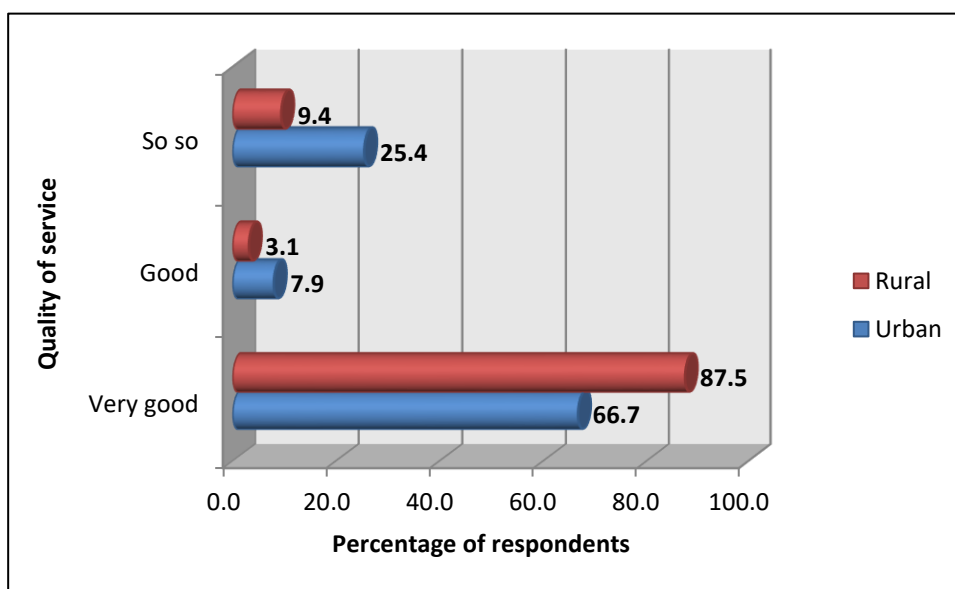
Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	33	52.4	27	42.2	60	47.2
Using Bi-cycle	3	4.8	1	1.6	4	3.1
Rickshaw	17	27.0	10	15.6	27	21.3
Bus	2	3.2	4	6.3	6	4.7
Tempo/Auto Rickshaw/Nosimon	8	12.7	22	34.4	30	23.6
<b>Total</b>	<b>63</b>	<b>100.0</b>	<b>64</b>	<b>100.0</b>	<b>127</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.19.3.1 Quality of Service

So far as the quality of service is concerned, to 66.70 percent of the urban area respondents, it is very good, while to 87.50 percent of the rural area respondents, it is very good. On the other hand, to 25.40 percent of the urban area respondents, it is so so, while to 9.40 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 17 madrashas of different levels in the upazila. Regarding the availing the services of madrasha, the reply of 12.70 percent of the urban area respondents and 43.20 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	8	12.7	249	43.2	257	40.2
No	55	87.3	327	56.8	382	59.8
<b>Total</b>	<b>63</b>	<b>100.0</b>	<b>576</b>	<b>100.0</b>	<b>639</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

#### 3.19.4.1 Distance of Madrasha from the House

About 20.6 percent of the respondents from the urban areas and 20.8 percent of the respondents from the rural areas said that their children had to travel 0.50 km for the madrasha. About 38.1 percent from urban area and 21.9 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**

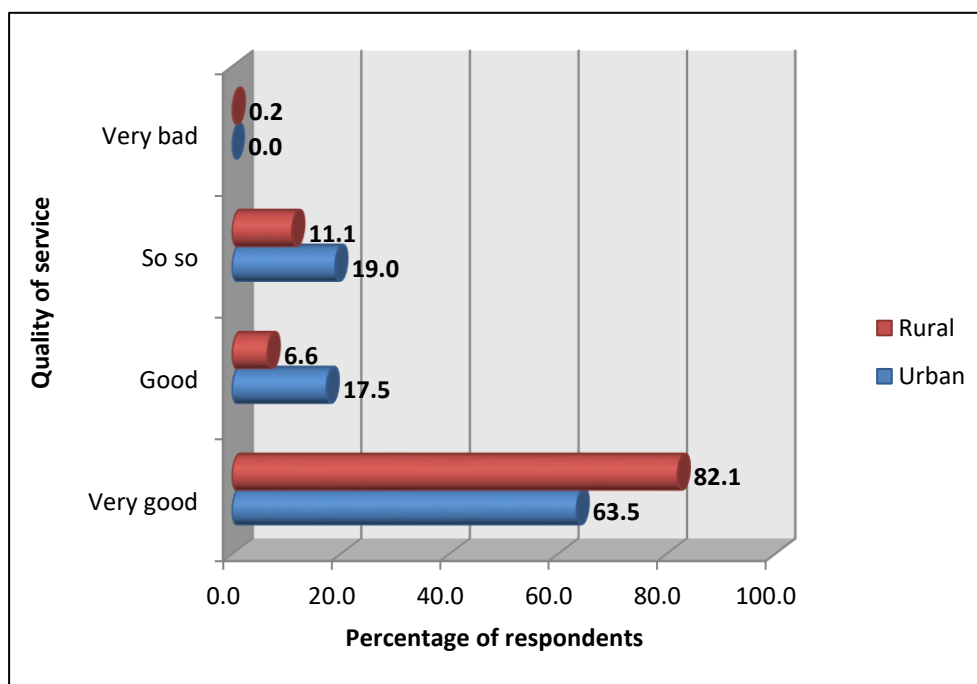
Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	24	38.1	126	21.9	150	23.5
Distance: 0.5 km	13	20.6	120	20.8	133	20.8
Distance: 0.5-01 km	10	15.9	161	28.0	171	26.8
Distance: 01-02 km	8	12.7	126	21.9	134	21.0
Distance: 02-03 km	3	4.8	35	6.1	38	5.9
Distance: Above 03 km	5	7.9	8	1.4	13	2.0
<b>Total</b>	<b>63</b>	<b>100.0</b>	<b>576</b>	<b>100.0</b>	<b>639</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.19.4.2 Quality of Service of Madrasha

About 63.50 percent of the urban area respondents and 82.10 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 no bus terminal in Shibchar Upazila. There is also no formal bus stand along the roads where buses move. Informal bus stands are usually located on important locations, like, bazar, or in road intersections. The households surveyed made comments on the distance of such bus stands.

#### 3.20.1 Distance of Bus Stand from the House

Regarding coverage of distance of the Bus Stand from the house to avail services, 31.30 percent of the respondents from the urban areas said that they have to cover 0.50 to 01 km, while 20.00 percent of the respondents have to cover 0.50 km. On the other hand, 15 percent of the respondents have to cover 01 to 02 km and 10.00 percent of the respondents have to travel 02 to 02 km. About 23 percent of the respondents from the rural areas have to travel 0.50 to 01 km, 8.80 percent of the respondents have to travel 01 to 02 km and 25.70 percent have to travel more than 02 km to the bus stand. 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	18.8	74	17.6	89	17.8
Distance: 0.5 km	16	20.0	64	15.2	80	16.0
Distance: 0.5-01 km	25	31.3	96	22.8	121	24.2
Distance: 01-02 km	12	15.0	79	18.8	91	18.2
Distance: 02-03 km	8	10.0	52	12.4	60	12.0
Distance: Above 03 km	4	5.0	56	13.3	60	12.0
<b>Total</b>	<b>80</b>	<b>100.0</b>	<b>421</b>	<b>100.0</b>	<b>501</b>	<b>100.0</b>

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 use community based graveyards.

#### 3.21.1 Distance of the Graveyard from the House

According to 42.40 percent of the respondents from the urban areas, they have graveyard in less than 0.50 km from the house; 27.30 percent have to travel 0.5 to 01 km to avail the service of graveyard. Besides, 10.60 percent told to have covered more than 01 km. In rural areas, however, 32.20 percent of the respondents have graveyard in less than 0.50 km. About 22 percent have to travel 0.5 to 01 km to the graveyard. Besides, 27.40 percent told to have covered 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)	28	42.4	94	32.2	122	34.1
Distance: 0.5 km	13	19.7	50	17.1	63	17.6
Distance: 0.5-01 km	18	27.3	65	22.3	83	23.2
Distance: 01-02 km	6	9.1	52	17.8	58	16.2
Distance: 02-03 km	1	1.5	26	8.9	27	7.5
Distance: Above 03 km	0	0.0	5	1.7	5	1.4
<b>Total</b>	<b>66</b>	<b>100.0</b>	<b>292</b>	<b>100.0</b>	<b>358</b>	<b>100.0</b>

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, 48.30 percent of the urban area respondents and 95.20 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	28	48.3	461	95.2	489	90.2
No	30	51.7	23	4.8	53	9.8
<b>Total</b>	<b>58</b>	<b>100.0</b>	<b>484</b>	<b>100.0</b>	<b>542</b>	<b>100.0</b>

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, 43.10 percent of the urban respondents and 34.3 percent of the respondents from the urban areas have to travel less than 0.50 km. On the other hand, 22.40 percent of the respondents from the urban areas and 22.70 percent from rural areas have to cover 0.5 to 01 km to the Eid-gah. For more details, please see **Table–3.72**.

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

Distance of Eid-gah from the House	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	25	43.1	166	34.3	191	35.2
Distance: 0.5 km	11	19.0	153	31.6	164	30.3
Distance: 0.5-01 km	13	22.4	110	22.7	123	22.7
Distance: 01-02 km	6	10.3	49	10.1	55	10.1
Distance: 02-03 km	3	5.2	5	1.0	8	1.5
Distance: Above 03 km	0	0.0	1	0.2	1	0.2
<b>Total</b>	<b>58</b>	<b>100.0</b>	<b>484</b>	<b>100.0</b>	<b>542</b>	<b>100.0</b>

Source: Socio-economic Sample Survey, 2016

### 3.23 Mosque/Temple/Church

There are plenty of mosques around the upazila and small number of church and temple. People usually use local mosques for regular prayer.

#### 3.23.1 Distance of Mosque

About 70.20 percent of the urban respondents and 70.6 percent of the rural respondents said, they have to travel less than 0.50 km for mosque. About 3 percent from urban respondents and 2.3 percent of the rural respondents travel 1 to 2 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)	59	70.2	675	70.6	734	70.6
Distance: 0.5 km	15	17.9	177	18.5	192	18.5
Distance: 0.5-01 km	7	8.3	78	8.2	85	8.2
Distance: 01-02 km	3	3.6	22	2.3	25	2.4
Distance: 02-03 km	0	0.0	4	0.4	4	0.4
<b>Total</b>	<b>84</b>	<b>100.0</b>	<b>956</b>	<b>100.0</b>	<b>1040</b>	<b>100.0</b>

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 38 percent urban area respondents and 72 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)	33	38.4	726	72.4	759	69.7
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Narrow road	2	6.1	53	7.3	55	7.2
Road is flooded	1	3.0	2	0.3	3	0.4
Bad condition of the Road	8	24.2	78	10.7	86	11.3
Traffic Jam	1	3.0	0	0.0	1	0.1
High Fare	16	48.5	348	47.9	364	48.0
Less transport	24	72.7	475	65.4	499	65.7
Others	0	0.0	34	4.7	34	4.5

Source: Socio-economic Sample Survey, 2016

#### 3.24.2 Problems of Road

Survey reveals that 91.60 percent of the overall respondents of the upazila have allegations about roads. In urban area 70.90 percent of the respondents and in rural area 93.40 percent of the respondents complained about roads. The major problems (as per ranking) they complained are, narrow road, flood effected roads, inadequate number of roads and mostly unpaved roads. 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)	61	70.9	937	93.4	998	91.6
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Narrow road	39	63.9	308	32.9	347	34.8
Road is flooded	26	42.6	261	27.9	287	28.8
Traffic Jam	4	6.6	16	1.7	20	2.0
Less transport	8	13.1	119	12.7	127	12.7
Less no. of Road	12	19.7	307	32.8	319	32.0
Maximum Road kucha	6	9.8	333	35.5	339	34.0
Others	1	1.6	66	7.0	67	6.7

Source: Socio-economic Sample Survey, 2016

### 3.24.3 Waste Management Problem

About 74.40 percent of the urban respondents and 86.60 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)	64	74.4	869	86.6	933	85.7
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Dustbin not sufficient	18	28.1	3	0.3	21	2.3
Solid waste management problem	18	28.1	8	0.9	26	2.8
No specific solid waste disposal site	47	73.4	861	99.1	908	97.3

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, lack of proper solid waste management and insufficient Dustbin. For more details, please see **Table–3.76**.

### 3.24.4 Electricity Problem

According to over 86 percent of the respondents electricity is a precarious problem. The problem seems to be more acute in rural area than in urban area. In urban area 20.40 percent and in rural area 49.5 percent alleged not have any electricity connection. Load-shedding has been reported by 88.9 percent of the urban area respondents (**Table–3.77**).

**Table–3.77: Problems of Electricity**

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any electricity-related problem? (Yes)	54	62.8	888	88.5	942	86.5
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
All do not have electricity	11	20.4	440	49.5	451	47.9
Load-shading	48	88.9	320	36.0	368	39.1
Others	0	0.0	219	24.7	219	23.2

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 16.30 percent of the respondents from the urban areas and 18.40 percent of the sample respondents from the rural areas.

The damages they were subject to (as per ranking) are, damage of crops, damage of houses, financial loss and loss of working days. 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)	14	16.3	185	18.4	199	18.3
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	0	0.0	2	1.1	2	1.0
Loss of working days	3	20.0	4	2.1	7	3.4
Houses fully damaged	3	20.0	46	24.5	49	24.1
Houses partly damaged	2	13.3	28	14.9	30	14.8
Cattle house damaged	0	0.0	1	0.5	1	0.5
Crops damaged	4	26.7	95	50.5	99	48.8
Livestock & poultry damaged	0	0.0	3	1.6	3	1.5
Financial loss	4	26.7	4	2.1	8	3.9
Land loss due to river bank erosion	0	0.0	4	2.1	4	2.0
Trees damaged	1	6.7	1	0.5	2	1.0
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	7	50.0	138	74.6	145	72.9
Floor was raised	1	7.1	5	2.7	6	3.0
Pillars made stronger	3	21.4	4	2.2	7	3.5
House repaired	3	21.4	25	13.5	28	14.1
Arranged dry food	0	0.0	1	0.5	1	0.5
Arranged necessary implements	0	0.0	2	1.1	2	1.0
Built new house at old place	2	14.3	21	11.4	23	11.6
Others	0	0.0	1	0.5	1	0.5

Source: Socio-economic Sample Survey, 2016

Regarding mitigation measures that were taken by 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, house pillars made stronger and floor level raised. About 50.00 percent of the urban respondents and 74.60 percent of the rural respondents reported to have not taken any effective action for mitigation of flood damage. For more information please see **Table–3.78**.

#### **3.24.6 Damage due to Drought and Mitigation Measures Taken**

In reply to a question, as to whether there has been any material damage due to drought, 3.80 percent of the sample respondents from the rural areas replied affirmative. They experienced damage of crops, financial loss and loss of working days. For more information, please see **Table–3.79**.

**Table–3.79: Damage due to Drought**

<b>Damages/Mitigation Measures</b>	<b>Rural</b>		<b>Total</b>	
	<b>No.</b>	<b>%</b>	<b>No.</b>	<b>%</b>
Whether damage occurred (Yes)	38	3.8	38	100
<b>Type of Damage Occurred</b>	<b>Rural</b>		<b>Total</b>	
	<b>No.</b>	<b>%</b>	<b>No.</b>	<b>%</b>
Loss of working days	0	0.0	1	2.4
Crops damaged	37	97.4	39	92.9
Financial loss	4	10.5	6	14.3
<b>Mitigation Measures Taken</b>	<b>Rural</b>		<b>Total</b>	
	<b>No.</b>	<b>%</b>	<b>No.</b>	<b>%</b>
Don't take any action	38	3.8	38	100

Source: Socio-economic Sample Survey, 2016

No mitigation measures were taken by either by the concerned quarters/authority, or by themselves.

### **3.24.7 Damage due to Cyclone and Mitigation Measures Taken**

It is reported that due to cyclone, 10.50 percent of the respondents from the urban areas and 4.50 percent of the sample respondents from the rural areas suffered damages. The damages they suffered include, damage of house, damage of crops, financial loss and loss of working days. For more information, please see **Table–3.80**.

**Table–3.80: Damage due to Cyclone**

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	9	10.5	45	4.5	54	5.0
Type of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	1	11.1	1	2.2	2	3.7
Loss of working days	0	0.0	3	6.7	3	5.6
Houses fully damaged	4	44.4	6	13.3	10	18.5
Houses partly damaged	5	55.6	25	55.6	30	55.6
Cattle house damaged	1	11.1	1	2.2	2	3.7
Crops damaged	0	0.0	13	28.9	13	24.1
Financial loss	5	55.6	13	28.9	18	33.3
Land loss due to river bank erosion	0	0.0	2	4.4	2	3.7
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	0	0.0	28	62.2	28	51.9
Floor was raised	1	11.1	2	4.4	3	5.6
Pillars made stronger	4	44.4	4	8.9	8	14.8
House repaired	5	55.6	11	24.4	16	29.6
Arranged dry food	1	11.1	0	0.0	1	1.9
Arranged necessary implements	1	11.1	0	0.0	1	1.9
Built new house at old place	0	0.0	1	2.2	1	1.9

Source: Socio-economic Sample Survey, 2016

Regarding mitigation measures undertaken were, repairing of the house, building new house at the old place and house made with stronger foundation. However, 62.20 percent of the rural respondents reported to have not taken any effective action as mitigation. For more details, please see **Table–3.80**.

### 3.24.8 Damage due to River Bank Erosion and Mitigation Measures

Regarding property damage due to river erosion, 1.20 percent of the respondents from the urban areas and 14.50 percent of the sample respondents from the rural areas said that they were subject to damage (**Table–3.81**). They were subject to loss of land, damage of house, damage of crops and financial loss.

**Table–3.81: Damage due to River Bank Erosion**

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	1	1.2	145	14.5	146	13.4
Type of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	0	0.0	2	1.4	2	1.4
Loss of working days	0	0.0	2	1.4	2	1.4
Houses fully damaged	0	0.0	35	24.1	35	24.0
Houses partly damaged	0	0.0	22	15.2	22	15.1
Crops damaged	1	100.0	32	22.1	33	22.6
Financial loss	1	100.0	24	16.6	25	17.1
Land loss due to river bank erosion	1	100.0	106	73.1	107	73.3
Trees damaged	0	0.0	1	0.7	1	0.7
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	1	100.0	113	77.9	114	78.1
Floor was raised	0	0.0	2	1.4	2	1.4
Pillars made stronger	0	0.0	2	1.4	2	1.4
House repaired	0	0.0	3	2.1	3	2.1
Arranged money	0	0.0	1	0.7	1	0.7
Arranged necessary implements	0	0.0	2	1.4	2	1.4
Built new house at old place	0	0.0	24	16.6	24	16.4

Source: Socio-economic Sample Survey, 2016

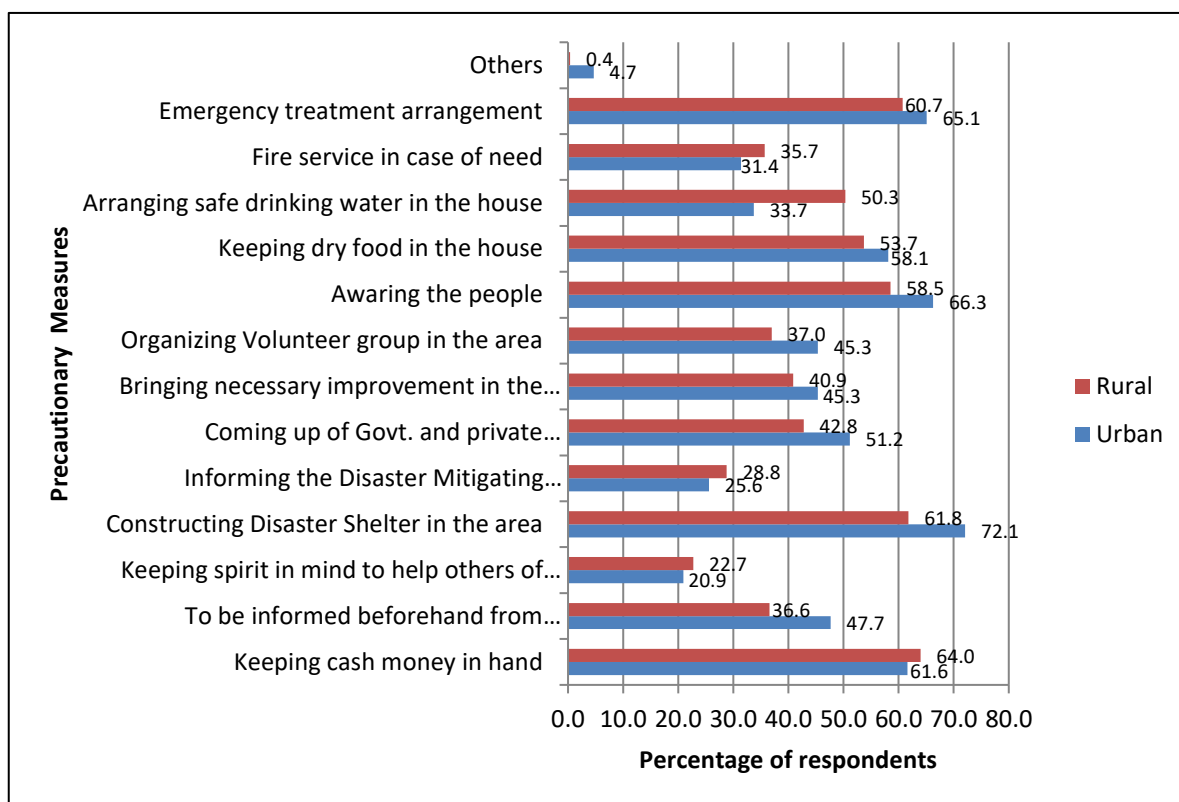
As mitigation measures, they build new houses elsewhere. However, 100.00 percent of the urban respondents and 77.90 percent of the rural respondents reported to have not taken any effective action as mitigation measure. For more information, please see **Table–3.81**.

### 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 areas but only in degree and not in kind. In taking precautionary and protective measures against such disaster, the urban area people and the Government emphasize upon constructing cyclone shelter. To make aware people about cyclone and flood through mikes and personal contact, keep emergency volunteers and supplies ready, inform concerned government agencies and NGOs for rescue preparation. 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 58.10 percent of the respondents from urban area and 64.20 percent of the respondents from the rural areas expressed positive opinion about developing tourism. They opined to preserve local heritage, establish exclusive Tourist Zone in the upazila with recreation facilities. For more information, please see Table–3.82.

**Table–3.82: Perception about the Scope of Tourism**

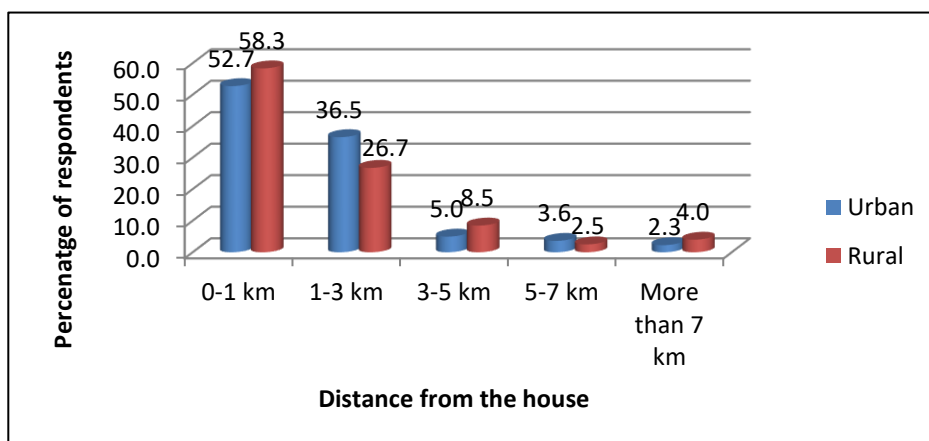
Perception Aspects/Issues	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is a possibility to develop Tourist Spot (Yes)	50	58.1	644	64.2	694	63.7
If there is a possibility, then indicate the type of possibility	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Establishing Heritage	40	80.0	459	71.3	499	71.9
Exclusive Tourist Zone	7	14.0	177	27.5	184	26.5
Others	3	6.0	51	7.9	54	7.8

Source: Socio-economic Sample Survey, 2016

### 3.27 Daily Travelling Roster of Household Members

Every day, the family members need to travel to different destinations for different purposes. It has been found that, from the urban areas, 52.70 percent travel 0 to 01 km, while from rural areas, 58.30 percent travel daily the secure distance. On the other hand, from the urban areas, 36.50 percent respondent's travel 01 to 03 km, while from rural areas, 26.70 percent make daily travels of the same distance. Please see **Figure–3.41** for more details.

**Figure–3.41: Daily Travelling Roster of the Family Members**

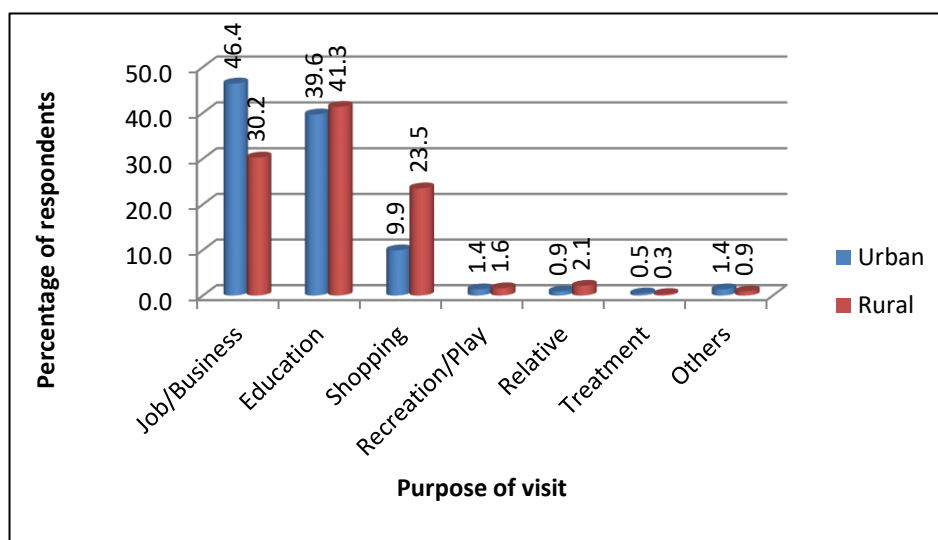


Source: Socio-economic Sample Survey, 2016

#### 3.27.1 Purpose of Visit/Travel

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

**Figure–3.42: Purpose of Visit/Travel**

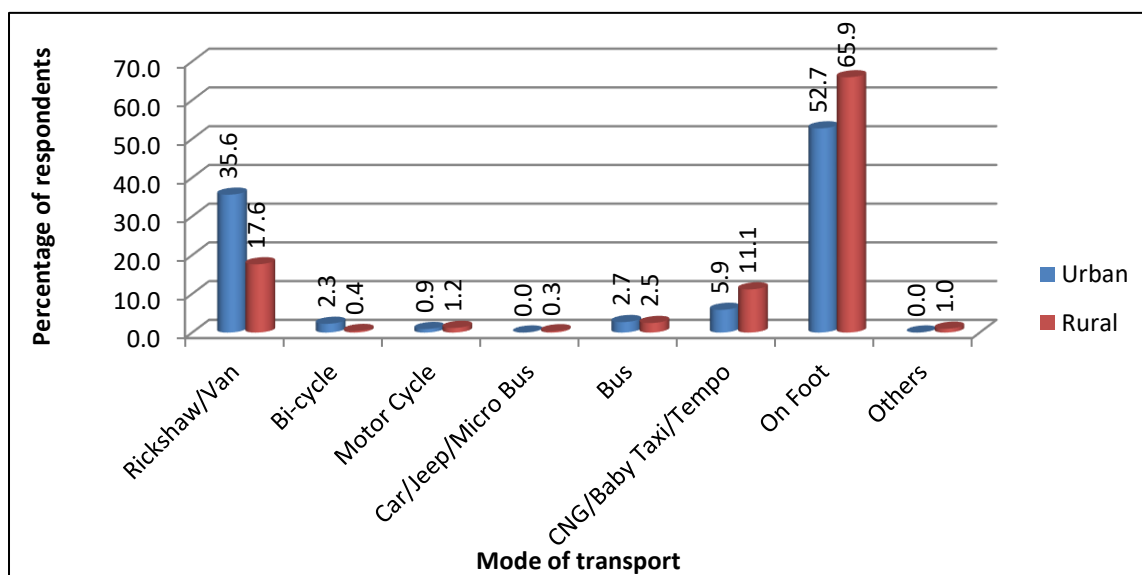


Source: Socio-economic Sample Survey, 2016

### 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 Rickshaw, Bi-cycle, Tempo, Auto Rickshaw and Bus. However, more than 50.00 percent of the respondents from both Urban and Rural areas visit different places on foot. For further details, please see **Figure–3.43**.

**Figure–3.43: Mode of Transport**

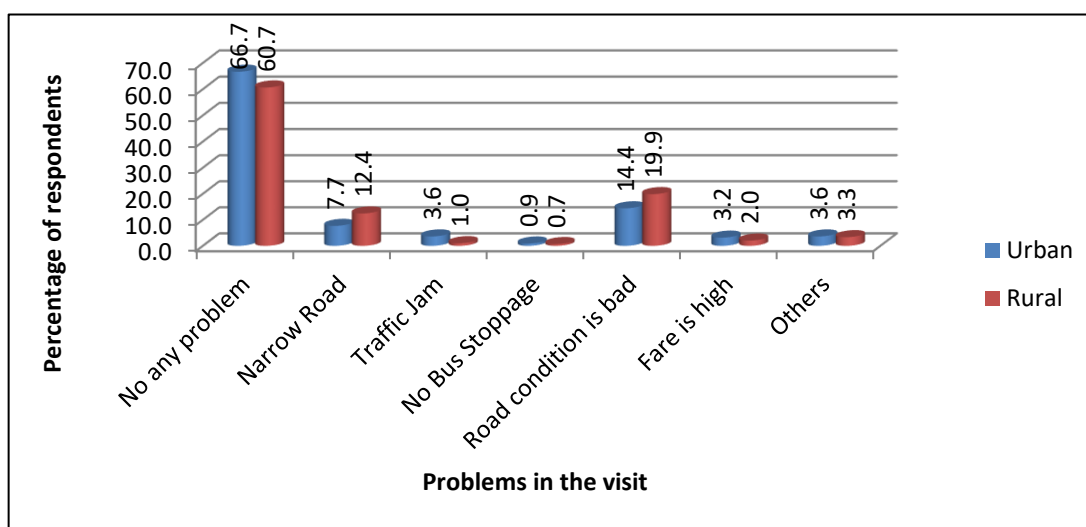


Source: Socio-economic Sample Survey, 2016

### 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 in transport vehicles. Of course, more than 50.00 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**



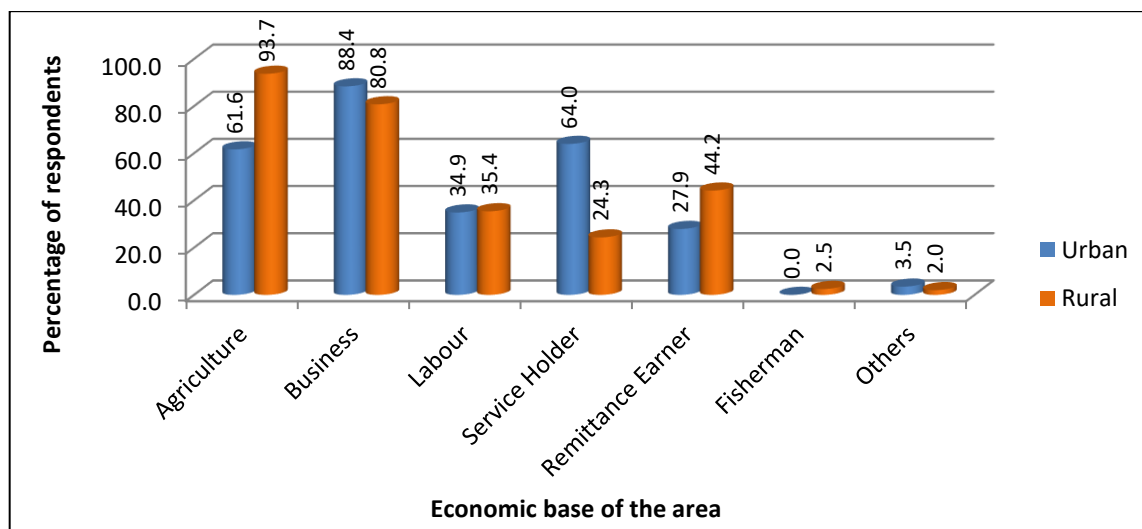
Source: Socio-economic Sample Survey, 2016

### 3.28 Perception and Remarks

#### 3.28.1 Base of Economy of the Area

From perception point of view of the respondents from both urban and rural areas, the priority assignment for local development has been pointed to agricultural development, followed by business, remittance from abroad earned by Bangladeshi living abroad 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 promotion of business, service, agriculture and labor force and remittance utilization. As per perception of the rural people, the priorities include development of agriculture, business, remittance utilization, engagement of skilled, semi-skilled and unskilled labor force and service-holders. 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, Electricity, Factory/ Garments, Capacity-building Institutions, School/College/ University and Gas supply.

**Priorities as per Urban Respondents:** Road development, Factory/ Garments, Drain, Hospital/ Community Clinic, Gas, Capacity-building Institutions, Park/Play Ground, Agricultural development and Electricity.

**Priorities as per Rural Respondents:** Road development, Hospital/ Community Clinic, Electricity, Factory/ Garments, Capacity-building Institutions, School/College/ University, Play Ground and Gas supply. For more details, please see **Table-3.83**.

**Table-3.83: 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	19	22.1	469	46.8	488	44.8
Electricity	9	10.5	376	37.5	385	35.4
Bridge	0	0.0	74	7.4	74	6.8
Embankment	1	1.2	74	7.4	75	6.9
School/College/ University	4	4.7	171	17.1	175	16.1
Drain	34	39.5	38	3.8	72	6.6
Factory/ Garments	38	44.2	340	33.9	378	34.7
Gas	21	24.4	108	10.8	129	11.8
Capacity-building Institutions	18	20.9	181	18.1	199	18.3
Roads Development	52	60.5	699	69.8	751	69.0
Park/Play Ground	14	16.3	101	10.1	115	10.6
Agriculture Development	13	15.1	62	6.2	75	6.9
Others	14	16.3	187	18.7	201	18.5

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 the present status of sector/sub-sector development in the Upazila, 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.

## CHAPTER – 04

### CONCLUDING ANALYSIS AND POLICY FRAMEWORK

#### 4.1 Concluding Analysis

From the socio-economic survey findings, it has been revealed that, Shibchar 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 Shibchar 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 <sup>st</sup> 05 Years	2 <sup>nd</sup> 05 Years	3 <sup>rd</sup> 05 Years	4 <sup>th</sup> 05 Years
Road development	Road development	Road development	Road development
Factory/ Garments	Factory/ Garments	Factory/ Garments	Factory/ Garments
Drainage facility	Drainage facility	Drainage facility	Drainage facility
Hospital/ Community Clinic	Hospital/ Community Clinic	Hospital/ Community Clinic	Hospital/ Community Clinic
Gas	Gas	Gas	Gas
Capacity-building Institutions	Capacity-building Institutions	Capacity-building Institutions	Capacity-building Institutions
Park/Play Ground	Park/Play Ground	Park/Play Ground	Park/Play Ground
Agricultural development	Agricultural development	Agricultural development	Agricultural development
Electricity	Electricity	Electricity	Electricity

*Source: Socio-economic Field Survey by the Consultant, 2016*

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

<b>1<sup>st</sup> 05 Years</b>	<b>2<sup>nd</sup> 05 Years</b>	<b>3<sup>rd</sup> 05 Years</b>	<b>4<sup>th</sup> 05 Years</b>
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
Capacity-building Institutions	Capacity-building Institutions	Capacity-building Institutions	Capacity-building Institutions
School/College/ University	School/College/ University	School/College/ University	School/College/ University
Play Ground	Play Ground	Play Ground	Play Ground
Gas	Gas	Gas	Gas

*Source: Socio-economic Field Survey by the Consultant, 2016*

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# **Annexure-I: Socio-economic Survey Questionnaire**

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
গৃহায়ন ও গণপূর্ত মন্ত্রণালয়  
নগর উন্নয়ন অধিদপ্তর

প্রিপারেশন অফ ডেভেলপমেন্ট প্ল্যান ফর ফোরটিন উপজেলাস প্রকল্প  
(প্যাকেজ নং-১: দোহার ও নবাবগঞ্জ উপজেলা, ঢাকা এবং শিবচর উপজেলা, মাদারীপুর)

পারিবারিক জরিপ প্রশ্নমালা

(জরিপ প্রক্রিয়াটি উত্তরদাতার কাছে পরিস্কারভাবে বর্ণনা করুন এবং তার অনুমতি নিয়ে আরম্ভ করুন। 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"/>
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 = খ্রিষ্টান 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। (যাচাই করুন এবং সকল সদস্যদের নাম লিপিবদ্ধ করুন।)

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						
০২						
০৩						
০৪						
০৫						
০৬						
০৭						
০৮						
০৯						
১০						

৪. শিক্ষা :	৫ = ডিগ্রি/ফাজিল/সমমান	৫.পেশাঃ	০৭ = গৃহিনী	৬. বৈবাহিক অবস্থা :
০ = স্কুলে যায়নি/কোন শ্রেণী পাশ নয়	৬ = স্নাতক (সম্মান)/সমমান	০১ = সরকারি চাকরি	০৮ = শিক্ষার্থী	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 = দক্ষ শ্রমিক (ড্রাইভার, রাজমিস্ত্রী)	৩ = তালাকপ্রাপ্ত
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 করুন-----)	৫ = বিচ্ছিন্ন/পরিত্যক্ত
		০৬ = দিন মজুর		

গ) আবাসন সংক্রান্ত তথ্যঃ

ক্রঃ নং	প্রশ্ন	কোড	কোড লিস্ট
০১	পরিবার যে ঘরে বসবাস করে তার ধরন কি? (প্রধান ঘর কি না)	<input type="checkbox"/>	১=পাকা, ২= সেমি পাকা, ৩= কাঁচা, ৪=ঝুপড়ি
০২	আপনার ঘরের মালিকানার ধরণ কি? (প্রধান ঘরের মালিকানা কি না )	<input type="checkbox"/>	১=নিজে মালিক ২=ভাড়াকৃত ৩= বাবা/মায়ের মালিকানা ৪= শ্বশুর/শ্বশুরি বাড়ি ৫=অন্যের ঘরে বিনা মূল্যে বসবাস ৬= (উল্লেখ করুন-----)
০৩	ভাড়াকৃত হলে, মাসিক ভাড়া কত? (বিলসহ)		(টাকায় লিখুন)

ঘ) জমির মালিকানা সংক্রান্ত তথ্যঃ

০১	আপনার পরিবারের কি নিজস্ব জমি আছে?		১ = হ্যাঁ      ২ = না <input type="checkbox"/> (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			<input type="checkbox"/>	<input type="checkbox"/>
খ	আবাদি			<input type="checkbox"/>	<input type="checkbox"/>
গ	বানিজ্যিক			<input type="checkbox"/>	<input type="checkbox"/>
ঘ	বাগান			<input type="checkbox"/>	<input type="checkbox"/>
ঙ	পুকুর			<input type="checkbox"/>	<input type="checkbox"/>
চ	অন্যান্য (উল্লেখ করুন)			<input type="checkbox"/>	<input type="checkbox"/>

৬) অবকাঠামোগত সুবিধাদি

১. রাস্তাঃ

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

কোডঃ

<b>১ঃ বাড়ী সম্মুখস্থ রাস্তার প্রস্থ</b> ১= ৩ মিটার ২= ৫ মিটার ৩= ৫ মিটারের উপরে	<b>২ঃ বাড়ী সম্মুখস্থ রাস্তার ধরণ</b> ১= পিচ ঢালা ২= সুরকি বিছানো ৩= ইট বিছানো ৪= কাঁচা ৫= অন্যান্য (উল্লেখ করুন-----)	<b>৩ঃ প্রধান রাস্তার দূরত্ব</b> ১= ০-৫০ মিটার ২=৫১-১০০ মিটার ৩= ১০০ মিটারের উপরে	<b>৭ঃ রাস্তার অবস্থা/সমস্যা</b> ১=অবস্থা ভাল ২=অবস্থা ভাল নয় ৩= বর্জ্য ও হকার দ্বারা রাস্তা দখল ৪= যানঘট ৫=অপ্রশস্ত ৬= অন্যান্য (উল্লেখ করুন-----)
<b>৪ঃ ড্রেন</b> ১= পাকা ২= কাঁচা ৩=নাই	<b>৬. ট্রাফিক সিগন্যাল/রোড মার্কিং</b> 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 দূষন 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 পরের লইনে যান ৪ঃ সময় ১ = পুরো সিজন্ 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"/>				
	সরু ড্রেন	<input type="checkbox"/>				
	বদ্ধ ড্রেন	<input type="checkbox"/>				
	নীচু জমি	<input type="checkbox"/>				
	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"/> <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)	

প্রশ্ন নং	প্রশ্ন	কোড	কোডের বিবরণ
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 = পল্লী বিদ্যুৎ    ৪ = বিদ্যুৎ নেই ২ = পিডিবি    ৫ = জেনারেটর ৩ = সৌর বিদ্যুৎ    ৬ = অন্যান্য (-----)
১৫	আপনার পরিবারের রান্নার জ্বালানির উৎস কি?	<input type="checkbox"/>	১ = সিলিভার 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 অন্তঃগমন 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.....) ৪ = অন্য জেলা থেকে(নাম.....) ৫ = অন্য দেশ থেকে(নাম.....)
০৩	কত সালে এখানে এসেছেন?	<input type="checkbox"/> <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    ০৯ = নদী ভাঙ্গনে বসত বাড়ি ০২ = ভালো শিক্ষা ব্যবস্থা    বিলীন এবং জীবন ও জীবিকার ০৩ = ভালো কাজের সুযোগ    অনিশ্চয়তা ০৪ = ব্যবসা/বানিজ্যের সুযোগ    ১০ = বন্যায় বসত বাড়ি বিলীন ০৫ = বৈবাহিক কারণে    এবং জীবন ও জীবিকার অনিশ্চয়তা ০৬ = রাজনৈতিক কারণে    ১১ = ঘূর্ণিঝড়ে বসত বাড়ি বিলীন ০৭ = নিরাপত্তা    এবং জীবন ও জীবিকার অনিশ্চয়তা ০৮ = সব ধরনের সেবা পাওয়ার সুবিধা    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= গ্রামে (নাম.....) ৬ = বিদেশে (নাম.....) ৭= অন্যান্য (-----)
০৭	আয়ের উদ্দেশ্য ছাড়া অন্যান্য কারণে (যেমন-কেনাকাটা, চিকিৎসা, শিক্ষা/উচ্চশিক্ষা, 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= গ্রামে      ৬ = বিদেশে ৭= অন্যান্য (-----)
০৯	কি উদ্দেশ্যে যায়? (একাধিক উত্তর হতে পারে)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	১ = কেনাকাটা      ২ = চিকিৎসা      ৩ = শিক্ষা/উচ্চশিক্ষা 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	
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	
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 কল্যান 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	পুলিশবক্স	<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 নীচে)  
২ = ০.৫ কি: মি: ভেতরে  
৩ = ০.৫ কি:মি:- ১ কি: মি:

৪ = ১ কি: মি: - ২ কি: মি:  
৫ = ২ কি: মি -৩ কি: মি:  
৬ = ৩ কি.মি. এর বেশী

৪. যাতায়াত

মাধ্যম

১ = পায়ে হেঁটে  
২ = বাই-  
সাইকেলে  
৩ = রিক্সা  
৪ = বাস  
৫ = টেম্পো/ অটোরিক্সা/  
নসিমন  
৬ = ট্রেন  
৭ = নৌকা

৫. সেবারমান

১ = ভাল  
২ = খুব ভাল  
৩ = মোটামুটি  
৪ = খারাপ  
৫ = খুব  
খারাপ

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"/>	১ = অপ্রস্থ রাস্তা ২ = রাস্তা প্লাবিত 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 = সরু রাস্তা ২ = রাস্তা প্লাবিত হয় এবং মাঝে মাঝে নষ্ট ৩ = যানজট ৪ = গন পরিবহণ অপ্রতুল ৫ = রাস্তার অভাব ৬ = বেশির ভাগ রাস্তা কাঁচা ৭ = অন্যান্য (-----)
০৫	আপনার এলাকায় কি বর্জ্য নিষ্কাশন 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	ক্ষতি হয়েছিল? হ্যাঁ = ১    না = ২	কি ধরণের ক্ষতি হয়েছিল (একাধিক হতে পারে)	ক্ষতির 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"/>
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	ধূলি 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 পদক্ষেপ  
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

২ =রেডিও/টেলিভিশন/পত্রিকার মাধ্যমে আগে থেকে দুর্যোগেও খবর রাখা

৩= দলগত ভাবে একে অপরের সহযোগিতা করা

৪= এলাকায় আশ্রয় কেন্দ্র তৈরি করা

৫= দুর্যোগ নিবারণকারী সংস্থাসমূহকে দ্রুত খবর দেওয়া

৬= দুর্যোগ-আক্রান্তদের সরকারী/বেসরকারী ভাবে সহযোগিতা প্রদান

৭= এলাকার অবকাঠামোগত উন্নয়ন করা

৮= এলাকায় সেচ্ছাসেবক দল গঠন করা

৯ = সচেতনতা বাড়ানো

১০ = শুকনো খাবার রাখা

১১ = পানীয় জলের নিরাপদ ব্যবস্থা করা

১২ = ফায়ার সার্ভিস

১৩ = জরুরী চিকিৎসার ব্যবস্থা রাখা

১৪ = অন্যান্য (উল্লেখ করুন-----)

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 নির্মাণ করা যাতে ২= এক্সক্লুসিভ টুরিস্ট জোন ৩= অন্যান্য (উল্লেখ করুন-----)
৩	আপনার এলাকায় পর্যটনের জন্য সম্ভাবনাময় স্থান	স্থানের নাম লিখুন	

থ. 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= বেবীট্যাক্সী/টেম্পো

৭= হেঁটে

৮= অন্যান্য (-----)

৯ঃ সমস্যা

০ = কোন সমস্যা নাই

১= রাস্তা সংকীর্ণ

২= সবসময় যানজট

৩= বাস স্টপেজ নেই

৪= দূরত্বনা

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 অগ্রাধিকার 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 II

### DATA TABLES

**Table – 2.1: Ward-Wise Distribution of Households**

<b>Stratum</b>	<b>No. of Households</b>	<b>No. of Respondents</b>
Ward-1	860	13
Ward-2	412	7
Ward-3	583	9
Ward-4	1387	22
Ward-5	618	10
Ward-6	457	7
Ward-7	457	7
Ward-8	383	6
Ward-9	370	6
<b>Total</b>	<b>5,527</b>	<b>87</b>

**Table – 2.2: Union-Wise Sample Distribution and Sampling**

<b>SL No.</b>	<b>Name of Union</b>	<b>No. of Total Households</b>	<b>Proportion of the Households as Sample size</b>
01	Bandarkhola	2,094	33
02	Banshkandi	4,249	67
03	Bayratala-Daskshin	1,864	29
04	Bayratala-Uttar	2,693	43
05	Bhadrasan	2,409	38
06	Bhandarikandi	2,376	38
07	Char Jannat	3,557	56
08	Datta Para	5,242	83
09	DitiyaKhanda	2,513	40
10	Kadirpur	3,172	50
11	Kanthali Bari	4,136	65
12	Kutubpur	4,302	60
13	Matborer Char	5,411	85
14	Nilakhi	2,798	44
15	Panch Char	3,995	63
16	Sannyasirchar	3,836	61
17	Shibchar	1,128	18
18	Sirual	3,662	58
19	Umedpur	5,159	81
	<b>Total</b>	<b>60,230</b>	<b>1,003</b>

**Table – 3.1: Sex Composition in Urban and Rural Areas**

Gender	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Male	199	50.6	2,310	49.7	2,509	49.8
Female	194	49.4	2,335	50.3	2,529	50.2
<b>Total</b>	<b>393</b>	<b>100.0</b>	<b>4,645</b>	<b>100.0</b>	<b>5,038</b>	<b>100.0</b>
<b>Av. Household Members:</b>	<b>4.57</b>		<b>4.63</b>		<b>4.62</b>	

**Table-1: Age Composition in Urban and Rural Areas (Percentage of respondents)**

Age	Urban	Rural	Total
0 - 10 Years	16.8	19.2	19.0
11 - 18 Years	17.0	17.6	17.6
19 - 30 Years	25.2	20.0	20.4
31 - 40 Years	14.0	12.9	12.9
41 - 50 Years	12.5	13.0	12.9
51 - 60 Years	8.4	10.0	9.9
61 Years & Above	6.1	7.4	7.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table-2: Literacy Status (Percentage of respondents)**

<b>Educational Qualification</b>	<b>Urban</b>	<b>Rural</b>	<b>Total</b>
Illiterate	12.8	19.7	19.1
Primary or less	39.6	40.6	40.5
Less than SSC	29.2	27.4	27.5
SSC or same standard	8.7	5.1	5.4
HSC or same standard	5.7	4.6	4.7
Degree or same standard	1.1	1.2	1.2
Graduate or same standard	0.8	0.7	0.7
Masters or same standard	0.3	0.4	0.4
Religious education only	1.6	0.2	0.3
Educated but Don't know level	0.0	0.0	0.0
Others	0.0	0.1	0.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table-3: Occupational Status of Household Members in Urban and Rural Areas (Percentage of respondents)**

<b>Profession</b>	<b>Urban</b>	<b>Rural</b>	<b>Total</b>
Govt. Job	0.6	0.8	0.8
Private Job	4.2	2.6	2.7
Business	13.9	8.3	8.8
Farmer	6.1	11.8	11.4
Fisherman	0.6	0.3	0.3
Day Labor	4.5	4.2	4.2
House wife	28.7	31.3	31.1
Student	27.6	28.4	28.3
Unemployed	8.1	8.0	8.0
Skilled Worker (Mason, Carpenter etc.)	5.8	4.2	4.3
Professional people	0.0	0.0	0.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table-4: Marital Status of the Household (Percentage of respondents)**

<b>Marital Status</b>	<b>Urban</b>	<b>Rural</b>	<b>Total</b>
Married	39.6	37.6	37.8
Unmarried	55.7	59.1	58.8
Divorced	0.3	0.2	0.2
Widow	3.9	3.0	3.0
Separate	0.6	0.2	0.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table 3.2: Type/Condition of Main Living House**

Urban – Rural		Type of Housing Resided				
		Straw	Tin Shed	Semi Pucca	Pucca	Total
Urban	Number	03	68	11	05	87
	%	3.50	78.70	12.80	5.00	100
Rural	Number	31	891	76	05	1,003
	%	3.10	88.81	7.50	0.50	100
<b>Total</b>	<b>Number</b>	<b>34</b>	<b>959</b>	<b>87</b>	<b>10</b>	<b>1,090</b>
	<b>%</b>	<b>3.12</b>	<b>87.98</b>	<b>7.98</b>	<b>0.92</b>	<b>100</b>

**Table-5: Homestead land Ownership Pattern (Percentage of respondents)**

Land Ownership	Urban	Rural	Total
Yes	91.9	96.1	95.8
No	8.1	3.9	4.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table-6: Homestead Land Ownership of the sample Households in Urban and Rural Areas (Percentage of respondents)**

Land Ownership	Urban	Rural	Total
Up to 25	87.2	80.9	81.4
26 - 50	9.0	16.4	15.8
51 - 75	3.8	1.9	2.0
76 - 100	0.0	0.6	0.6
Above 100	0.0	0.2	0.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>



**Table-7: Height of Homestead Land (Percentage of respondents)**

Type of Land	Urban	Rural	Total
Low Land	3.8	5.8	5.7
Medium Land	16.7	16.8	16.8
High Land	79.5	77.3	77.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table-8: Cultivated Land Ownership in Urban and Rural Areas in Shibchar Upazila in Decimal  
(Percentage of respondents)**

Land Ownership	Urban	Rural
Up to 25	36	12.5
26-50	48	15.9
51-75	0	13.4
76-100	4	15.4
Above 100	12	42.8
<b>Total</b>	<b>100</b>	<b>100</b>

**Table-9: Type of Cultivated Land (Percentage of respondents)**

Type of Land	Urban	Rural	Total
Low Land	64.0	61.7	61.8
Medium Land	28.0	29.9	29.8
High Land	8.0	8.5	8.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 3.3: Commercial Land Ownership of Sample Households**

Quantity of Land(Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	2	100.0	3	75.0	5	83.3
26 – 50	0	0.0	1	25.0	1	16.7
51 – 75	0	0.0	0	0.0	0	0.0
76 – 100	0	0.0	0	0.0	0	0.0
Above 100	0	0.0	0	0.0	0	0.0
<b>Total</b>	<b>2</b>	<b>100.0</b>	<b>4</b>	<b>100.0</b>	<b>6</b>	<b>100.0</b>

**Table – 3.4: Quantity of Orchard Ownership**

Quantity of Land (Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	20	58.8	0	0.0	20	58.8
26 – 50	8	23.5	0	0.0	8	23.5
51 – 75	4	11.8	0	0.0	4	11.8
76 – 100	0	0.0	0	0.0	0	0.0
Above 100	2	5.9	0	0.0	2	5.9
<b>Total</b>	<b>34</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>34</b>	<b>100.0</b>

**Table – 3.5: Size of Pond Owned by Sample Households**

Quantity of Land(Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	2	100.0	19	82.6	21	84.0
26 – 50	0	0.0	2	8.7	2	8.0
51 – 75	0	0.0	1	4.3	1	4.0
76 – 100	0	0.0	0	0.0	0	0.0
Above 100	0	0.0	1	4.3	1	4.0
<b>Total</b>	<b>2</b>	<b>100.0</b>	<b>23</b>	<b>100.0</b>	<b>25</b>	<b>100.0</b>

**Table – 10: Land Level of Ponds (Percentage of respondents)**

Type of Land	Urban	Rural	Total
Low Land	100.0	73.9	76.0
Medium Land	0.0	26.1	24.0
High Land	0.0	0.0	0.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

Quantity of Land (Decimal)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 25	1	100.0	14	50.0	15	51.7
26 – 50	0	0.0	1	3.6	1	3.4
51 – 75	0	0.0	2	7.1	2	6.9
76 – 100	0	0.0	3	10.7	3	10.3
Above 100	0	0.0	8	28.6	8	27.6
<b>Total</b>	<b>1</b>	<b>100.0</b>	<b>28</b>	<b>100.0</b>	<b>29</b>	<b>100.0</b>

**Table –3.7: Environmental Pollution – Surface Water Pollution**

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether surface water polluted (Yes)	40	46.5	225	22.4	265	24.3
In case of pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	0	0.0	1	0.4	1	0.4
Due to use of chemical fertilizer & pesticide	25	62.5	173	76.9	198	74.7
Household solid waste	15	37.5	36	16.0	51	19.2
Others	0	0.0	15	6.7	15	5.7
<b>Total</b>	<b>40</b>	<b>100.0</b>	<b>225</b>	<b>100.0</b>	<b>265</b>	<b>100.0</b>

**Table –3.8: Environmental Pollution – Land/Soil Pollution**

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether lands/soils in the area are contaminated/polluted (Yes)	33	38.4	184	18.3	217	19.9
In case of contamination/pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to use of chemical fertilizer & pesticide	25	75.8	173	94.0	198	91.2
Household solid waste	8	24.2	10	5.4	18	8.3
Others	0	0.0	1	0.5	1	0.5
<b>Total</b>	<b>33</b>	<b>100.0</b>	<b>184</b>	<b>100.0</b>	<b>217</b>	<b>100.0</b>

**Table –3.9: Environmental Pollution – Sound Pollution**

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is sound pollution (Yes)	34	39.5	51	5.1	85	7.8
In case of sound pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	1	2.9	1	2.0	2	2.4
Due to transport movement	33	97.1	49	96.1	82	96.5
Others	0	0.0	1	2.0	1	1.2
<b>Total</b>	<b>34</b>	<b>100.0</b>	<b>51</b>	<b>100.0</b>	<b>85</b>	<b>100.0</b>

**Table-3.10: Air Pollution**

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is air pollution (Yes)	27	31.4	43	4.3	70	6.4
In case of air pollution, the reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Due to industrial hub	1	3.7	1	2.3	2	2.9
Due to transport movement	26	96.3	39	90.7	65	92.9
Others	0	0.0	3	7.0	3	4.3
<b>Total</b>	<b>27</b>	<b>100.0</b>	<b>43</b>	<b>100.0</b>	<b>70</b>	<b>100.0</b>

**Table – 11: Place of Birth of the Respondent/Head of the Family (Percentage of respondents)**

Whether born in the concerned area	Urban	Rural	Total
Born in the concerned area (Yes)	75.6	94.3	92.8
No	24.4	5.7	7.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 3.11: Source of In-Migration**

Places of Origin	Urban		Rural		Total	
	No.	%	No.	%	No.	%
From other Village of the Union	3	14.3	26	45.6	29	37.2
From other Union of the Upazila	6	28.6	14	24.6	20	25.6
From other Upazila of the District	2	9.5	4	7.0	6	7.7
From other District	10	47.6	13	22.8	23	29.5
<b>Total</b>	<b>21</b>	<b>100.0</b>	<b>57</b>	<b>100.0</b>	<b>78</b>	<b>100.0</b>

**Table –3.12: Reasons for Migration**

Reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Service	3	14.3	3	5.3	6	7.7
Better education facility	3	14.3	1	1.8	4	5.1
Better employment avenue	10	47.6	7	12.3	17	21.8
Business/Trade facility	2	9.5	1	1.8	3	3.8
Due to marriage	1	4.8	6	10.5	7	9.0
For availing better public services	1	4.8	3	5.3	4	5.1
Loss of homestead due to river bank erosion river erosion	1	4.8	30	52.6	31	39.7
Loss of homestead due to flood	0	0.0	1	1.8	1	1.3
Others	0	0.0	5	8.8	5	6.4
<b>Total</b>	<b>21</b>	<b>100.0</b>	<b>57</b>	<b>100.0</b>	<b>78</b>	<b>100.0</b>

**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	35	39.5	557	55.5	591	54.3
No	52	60.5	446	44.5	498	45.7
<b>Total</b>	<b>87</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1090</b>	<b>100.0</b>

**Table –3.14: Destinations of Out-migration**

Destinations	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In other Upazila	5	14.7	34	6.1	39	6.6
Own Upazila/ District	14	41.2	115	20.6	129	21.8
Outside own District	6	17.6	38	6.8	44	7.4
In the City	9	26.5	230	41.3	239	40.4
In the village	2	5.9	20	3.6	22	3.7
Abroad	6	17.6	196	35.2	202	34.2
Others	0	0.0	8	1.4	8	1.4

**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	67	77.9	970	96.7	1037	95.2
No	19	22.1	33	3.3	52	4.8
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

**Table –3.16: Destinations of Visit for other Purposes**

Destinations	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In other Upazila	31	46.3	255	26.3	286	27.6
Own Upazila/District	50	74.6	795	82.0	845	81.5
Outside own District	14	20.9	210	21.6	224	21.6
In the City	4	6.0	46	4.7	50	4.8
Village	7	10.4	214	22.1	221	21.3
Others	1	1.5	14	1.4	15	1.4

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

Reasons	Urban		Rural		Total	
	No.	%	No.	%	No.	%
For shopping	56	83.6	906	93.4	962	92.8
For treatment	63	94.0	917	94.5	980	94.5
For education	18	26.9	176	18.1	194	18.7
Recreation	5	7.5	127	13.1	132	12.7
Others	1	1.5	8	0.8	9	0.9

**Table –3.18: Assets of the Households**

Value of Assets	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 5,000 Tk.	1	1.2	30	3.0	31	2.8
5,001 - 10,000 Tk.	3	3.5	64	6.4	67	6.2
10,001 - 30,000 Tk.	18	20.9	261	26.0	279	25.6
30,001 - 50,000 Tk.	24	27.9	226	22.5	250	23.0
50,001 - 1,00,000 Tk.	19	22.1	264	26.3	283	26.0
1,00,001 - 2,00,000 Tk.	17	19.8	125	12.5	142	13.0
Above 2,00,000 Tk.	4	4.7	33	3.3	37	3.4
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

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

Monthly Income	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 5,000 Tk.	3	3.5	11	1.1	14	1.3
5,001 - 10,000 Tk.	22	25.6	289	28.8	311	28.6
10,001 - 20,000 Tk.	45	52.3	507	50.5	552	50.7
20,001 - 30,000 Tk.	6	7.0	122	12.2	128	11.8
30,001 - 50,000 Tk.	9	10.5	54	5.4	63	5.8
Above 50,000 Tk.	1	1.2	20	2.0	21	1.9
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

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

Monthly Expenditure	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 5,000 Tk.	3	3.5	20	2.0	23	2.1
5,001 - 10,000 Tk.	29	33.7	346	34.5	375	34.4
10,001 - 20,000 Tk.	40	46.5	522	52.0	562	51.6
20,001 - 30,000 Tk.	8	9.3	93	9.3	101	9.3
30,001 - 50,000 Tk.	6	7.0	19	1.9	25	2.3
Above 50,000 Tk.	0	0.0	3	0.3	3	0.3
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

**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)	41	47.7	459	45.8	500	45.9
If 'Yes' Annual saving in Tk.	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 10,000 Tk.	18	43.9	137	29.8	155	31.0
10,001 - 20,000 Tk.	6	14.6	98	21.4	104	20.8
20,001 - 50,000 Tk.	9	22.0	133	29.0	142	28.4
50,001 - 1,00,000 Tk.	5	12.2	59	12.9	64	12.8
Above 1,00,000 Tk.	3	7.3	32	7.0	35	7.0
<b>Total</b>	<b>41</b>	<b>100.0</b>	<b>459</b>	<b>100.0</b>	<b>500</b>	<b>100.0</b>



**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)	22	25.6	110	11.0	132	12.1
If 'Yes' Annual investment in Tk.	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Up to 10,000 Tk.	3	13.6	12	10.9	15	11.4
10,001 - 20,000 Tk.	3	13.6	16	14.5	19	14.4
20,001 - 50,000 Tk.	5	22.7	26	23.6	31	23.5
50,001 - 1,00,000 Tk.	4	18.2	13	11.8	17	12.9
Above 1,00,000 Tk.	7	31.8	43	39.1	50	37.9
<b>Total</b>	<b>22</b>	<b>100.0</b>	<b>110</b>	<b>100.0</b>	<b>132</b>	<b>100.0</b>
<b>Average</b>	<b>2,11,364</b>		<b>1,83,405</b>		<b>1,88,065</b>	

**Table – 14: Width of the Road Near to Respondent's House (Percentage of respondents)**

Width of the road	Urban	Rural	Total
3 Meter	87.2	84.3	84.6
5 Meter	5.8	3.2	3.4
Above 5 Meter	5.8	4.0	4.1
Don't know	1.2	8.5	7.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 15: Condition of the Road Near to the House (Percentage of respondents)**

Type of the Road	Urban	Rural	Total
Bitumen	50.0	19.1	21.6
Chips	9.3	8.0	8.1
Brick Soling	15.1	27.1	26.2
Kucha	25.6	44.2	42.7
Others	0.0	1.6	1.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table–16: Distance of the Road from the House (Percentage of respondents)**

Distance of the Road	Urban	Rural	Total
0 to 50 Meter	60.5	29.3	31.8
51 to 100 Meter	22.1	12.9	13.6
Above 100 Meter	17.4	57.8	54.6
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table–17: Quality of Road (Percentage of respondents)**

Condition of the Road	Urban	Rural	Total
In good condition	40.7	24.1	25.4
Not in good condition	45.3	68.3	66.5
Infiltrated by solid waste & Hawkers	0.0	0.1	0.1
Traffic Jam	0.0	0.3	0.3
Narrow road	14.0	5.5	6.2
Others	0.0	1.7	1.6
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table –3.21: Availability and Condition of Drainage Facility**

Particulars	Urban	
	No.	%
Whether drainage facility available in the area (Yes)	10	11.6
Whether get benefit from the drainage facility (Yes)	10	100.0
Whether drain is blocked somewhere (Yes)	3	30.0
Drainage Condition	Urban	
	No.	%
Good condition	3	30.0
Not so Good condition	4	40.0
Bad condition	3	30.0
<b>Total</b>	<b>10</b>	<b>100.0</b>

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

Drain	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Pucca	10	11.6	0	0.0	10	0.9
Kucha	1	1.2	13	1.3	14	1.3
No Drain	75	87.2	990	98.7	1065	97.8
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>
Light Post & Traffic Signal (Yes)	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Light Post	50	58.1	0...	0	500	100
Traffic Signal	5	5.8	0	0	5	100

**Table – 3.23: Water Logging Status**

Water logging	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether water logging occurs in the area (Yes)	13	15.1	95	9.5	108	9.9
Reasons behind water logging	Urban		Rural		Total	
	No.	%	No.	%	No.	%
No drainage facility	7	53.8	19	20.0	26	24.1
Heavy Rain	8	61.5	79	83.2	87	80.6
Flood water	2	15.4	29	30.5	31	28.7
Low land	0	0.0	15	15.8	15	13.9

**Table –3.24: Solid Waste Management Status**

Particulars	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is solid waste management System (Yes)	2	2.3	00	00	2	0.18
Where family solid waste is dumped	Urban		Rural		Total	
	No.	%	No.	%	No.	%
In Poura Dustbin	1	1.2	0	0	1	1.0
In the Ditch	44	51.2	523	52.1	567	52.1
Scattered	38	44.2	470	46.9	508	46.6
Others	3	3.5	0	0.0	3	0.3
Total	86	100.0	1003	100.0	1089	100.0
Distance of solid waste disposal place	Urban		Rural		Total	
	No.	%	No.	%	No.	%
0 - 1/4 km	86	100.0	1001	99.8	1087	99.8
1/4 - 1/2 km	0	0.0	2	0.2	2	0.2
Total	86	100.0	1003	100.0	1089	100.0

**Table-3.25: Status of Sanitation**

Toilet	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Have own Toilet (Yes)	82	95.3	998	99.5	1080	99.2
Type of Toilet	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Sanitary	50	61.0	410	41.1	460	42.6
Non-sanitary	29	35.4	552	55.3	581	53.8
In open space	3	3.7	36	3.6	39	3.6
Total	82	100.0	998	100.0	1080	100.0

**Table – 18: Household's access to Electricity (Percentage of respondents)**

Sources of electricity in the house	Urban	Rural	Total
REB	91.9	47.5	51.0
PDB	1.2	0.3	0.4
Solar	0.0	37.0	34.1
No electricity	7.0	14.3	13.7
Generator	0.0	1.0	0.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 19: Sources of Drinking Water (Percentage of respondents)**

Sources of drinking water	Urban	Rural	Total
Tube Well	100.0	96.6	96.9
Others	0.0	3.4	3.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 20: Availability of Government Health Facilities (Percentage of respondents)**

Standard of service	Urban	Rural	Total
Availability of Service	98.8	99.2	99.2
No	1.2	0.8	0.8
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	72	84.7	778	78.2	850	78.7
No	13	15.3	217	21.8	230	21.3
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>995</b>	<b>100.0</b>	<b>1080</b>	<b>100.0</b>

**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)	18	21.2	17	1.7	35	3.2
Distance: 0.5 km	10	11.8	9	0.9	19	1.8
Distance: 0.5-01 km	35	41.2	10	1.0	45	4.2
Distance: 01-02 km	12	14.1	40	4.0	52	4.8
Distance: 02-03 km	8	9.4	56	5.6	64	5.9
Distance: Above 03 km	2	2.4	863	86.7	865	80.1
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>995</b>	<b>100.0</b>	<b>1080</b>	<b>100.0</b>

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

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	29	34.1	30	3.0	59	5.5
Using Bi-cycle	1	1.2	1	0.1	2	0.2
Rickshaw	34	40.0	60	6.0	94	8.7
Bus	0	0.0	128	12.9	128	11.9
Tempo/Auto Rickshaw/Nosimon	20	23.5	727	73.1	747	69.2
Train	1	1.2	6	0.6	7	0.6
Boat	0	0.0	43	4.3	43	4.0
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>995</b>	<b>100.0</b>	<b>1080</b>	<b>100.0</b>

**Table–21: Quality of Service in Public Sector Health Facility (Percentage of respondents)**

Standard of Service	Urban	Rural	Total
Very good	50.6	42.7	43.3
Good	7.1	7.2	7.2
So so	34.1	35.8	35.6
Bad	3.5	12.4	11.7
Very bad	4.7	1.9	2.1
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 22: Availability of Medical Service from Family Welfare Center (Percentage of respondents)**

Availability of Service	Urban	Rural	Total
Availability of Service	69.8	67.8	68.0
No	30.2	32.2	32.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	17	28.3	398	58.5	415	56.1
No	43	71.7	282	41.5	325	43.9
<b>Total</b>	<b>60</b>	<b>100.0</b>	<b>680</b>	<b>100.0</b>	<b>740</b>	<b>100.0</b>

**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)	15	25.0	76	11.2	91	12.3
Distance: 0.5 km	13	21.7	180	26.5	193	26.1
Distance: 0.5-01 km	26	43.3	200	29.4	226	30.5
Distance: 01-02 km	5	8.3	130	19.1	135	18.2
Distance: 02-03 km	1	1.7	61	9.0	62	8.4
Distance: Above 03 km	0	0.0	33	4.9	33	4.5
<b>Total</b>	<b>60</b>	<b>100.0</b>	<b>680</b>	<b>100.0</b>	<b>740</b>	<b>100.0</b>

**Table – 3.31: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	30	50.0	468	68.8	498	67.3
Using Bi-cycle	4	6.7	8	1.2	12	1.6
Rickshaw	21	35.0	65	9.6	86	11.6
Bus	0	0.0	3	0.4	3	0.4
Tempo/Auto Rickshaw/Nosimon	5	8.3	133	19.6	138	18.6
Train	0	0.0	1	0.1	1	0.1
Boat	0	0.0	2	0.3	2	0.3
Total	60	100.0	680	100.0	740	100.0

**Table–23: Standard of Service of the Family Welfare Center (Percentage of respondents)**

Standard of service	Urban	Rural	Total
Very good	43.3	66.9	65.0
Good	3.3	3.2	3.2
So so	51.7	27.8	29.7
Bad	1.7	1.8	1.8
Very bad	0.0	0.3	0.3
Total	100.0	100.0	100.0

**Table – 24: Availability of Service from Community Clinic (Percentage of respondents)**

Availability of Service	Urban	Rural	Total
Availability of Service	58.1	77.7	76.1
No	41.9	22.3	23.9
Total	100.0	100.0	100.0

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

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	9	18.0	562	72.1	571	68.9
No	41	82.0	217	27.9	258	31.1
Total	50	100.0	779	100.0	829	100.0



**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)	13	26.0	187	24.0	200	24.1
Distance: 0.5 km	8	16.0	116	14.9	124	15.0
Distance: 0.5-01 km	21	42.0	225	28.9	246	29.7
Distance: 01-02 km	6	12.0	166	21.3	172	20.7
Distance: 02-03 km	2	4.0	59	7.6	61	7.4
Distance: Above 03 km	0	0.0	26	3.3	26	3.1
<b>Total</b>	<b>50</b>	<b>100.0</b>	<b>779</b>	<b>100.0</b>	<b>829</b>	<b>100.0</b>

**Table –3.34: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	26	52.0	589	75.6	615	74.2
Using Bi-cycle	1	2.0	8	1.0	9	1.1
Rickshaw	23	46.0	59	7.6	82	9.9
Bus	0	0.0	2	0.3	2	0.2
Tempo/Auto Rickshaw/Nosimon	0	0.0	110	14.1	110	13.3
Boat	0	0.0	11	1.4	11	1.3
<b>Total</b>	<b>50</b>	<b>100.0</b>	<b>779</b>	<b>100.0</b>	<b>829</b>	<b>100.0</b>

**Table – 25: Standard of Service of the Community Clinic (Percentage of respondents)**

Standard of service	Urban	Rural
Very good	34.0	78.6
Good	2.0	2.8
So so	62.0	17.6
Bad	2.0	1.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

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

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	39	50.6	86	65.2	125	59.8
No	38	49.4	46	34.8	84	40.2
<b>Total</b>	<b>77</b>	<b>100.0</b>	<b>132</b>	<b>100.0</b>	<b>209</b>	<b>100.0</b>

**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)	19	24.7	29	22.0	48	23.0
Distance: 0.5 km	19	24.7	7	5.3	26	12.4
Distance: 0.5-01 km	27	35.1	16	12.1	43	20.6
Distance: 01-02 km	3	3.9	22	16.7	25	12.0
Distance: 02-03 km	9	11.7	19	14.4	28	13.4
Distance: Above 03 km	0	0.0	39	29.5	39	18.7
<b>Total</b>	<b>77</b>	<b>100.0</b>	<b>132</b>	<b>100.0</b>	<b>209</b>	<b>100.0</b>

**Table –3.37: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	36	46.8	45	34.1	81	38.8
Using Bi-cycle	3	3.9	1	0.8	4	1.9
Rickshaw	25	32.5	30	22.7	55	26.3
Bus	0	0.0	5	3.8	5	2.4
Tempo/Auto Rickshaw/Nosimon	13	16.9	50	37.9	63	30.1
Train	0	0.0	1	0.8	1	0.5
<b>Total</b>	<b>77</b>	<b>100.0</b>	<b>132</b>	<b>100.0</b>	<b>209</b>	<b>100.0</b>

**Table – 26: Standard of Service of Private Hospital (Percentage of respondents)**

Standard of service	Urban	Rural	Total
Very good	61.0	73.5	68.9
Good	2.6	6.8	5.3
So so	35.1	19.7	25.4
Bad	1.3	0.0	0.5
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 27: Availability of Service Medicine Store/Shops (Percentage of respondents)**

Availability of Service	Urban	Rural	Total
Availability of Service	98.8	92.1	92.7
No	1.2	7.9	7.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**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)	25	29.4	220	23.8	245	24.3
Distance: 0.5 km	19	22.4	139	15.0	158	15.7
Distance: 0.5-01 km	23	27.1	236	25.5	259	25.7
Distance: 01-02 km	15	17.6	210	22.7	225	22.3
Distance: 02-03 km	3	3.5	74	8.0	77	7.6
Distance: Above 03 km	0	0.0	45	4.9	45	4.5
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>924</b>	<b>100.0</b>	<b>1009</b>	<b>100.0</b>

**Table –3.39: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	54	63.5	662	71.6	716	71.0
Using Bi-cycle	1	1.2	6	0.6	7	0.7
Rickshaw	17	20.0	104	11.3	121	12.0
Bus	0	0.0	1	0.1	1	0.1
Tempo/Auto Rickshaw/Nosimon	13	15.3	138	14.9	151	15.0
Boat	0	0.0	13	1.4	13	1.3
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>924</b>	<b>100.0</b>	<b>1009</b>	<b>100.0</b>

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

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	6	13.0	4	40.0	10	17.9
No	40	87.0	6	60.0	46	82.1
<b>Total</b>	<b>46</b>	<b>100.0</b>	<b>10</b>	<b>100.0</b>	<b>56</b>	<b>100.0</b>

**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)	18	39.1	3	30.0	21	37.5
Distance: 0.5 km	6	13.0	1	10.0	7	12.5
Distance: 0.5-01 km	14	30.4	0	0.0	14	25.0
Distance: 01-02 km	3	6.5	1	10.0	4	7.1
Distance: 02-03 km	5	10.9	3	30.0	8	14.3
Distance: Above 03 km	0	0.0	2	20.0	2	3.6
<b>Total</b>	<b>46</b>	<b>100.0</b>	<b>10</b>	<b>100.0</b>	<b>56</b>	<b>100.0</b>
<i>Source: Sample Survey Conducted , 2016</i>						

**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)	17	21.0	32	11.3	49	13.5
Distance: 0.5 km	15	18.5	23	8.2	38	10.5
Distance: 0.5-01 km	21	25.9	42	14.9	63	17.4
Distance: 01-02 km	13	16.0	46	16.3	59	16.3
Distance: 02-03 km	14	17.3	33	11.7	47	12.9
Distance: Above 03 km	1	1.2	106	37.6	107	29.5
<b>Total</b>	<b>81</b>	<b>100.0</b>	<b>282</b>	<b>100.0</b>	<b>363</b>	<b>100.0</b>
<i>Source: Sample Survey Conducted , 2016</i>						

**Table – 3.43: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	28	34.6	75	26.6	103	28.4
Using Bi-cycle	4	4.9	1	0.4	5	1.4
Rickshaw	32	39.5	62	22.0	94	25.9
Bus	0	0.0	7	2.5	7	1.9
Tempo/Auto Rickshaw/Nosimon	17	21.0	137	48.6	154	42.4
<b>Total</b>	<b>81</b>	<b>100.0</b>	<b>282</b>	<b>100.0</b>	<b>363</b>	<b>100.0</b>

**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)	13	24.5	19	12.1	32	15.2
Distance: 0.5 km	14	26.4	18	11.5	32	15.2
Distance: 0.5-01 km	14	26.4	46	29.3	60	28.6
Distance: 01-02 km	6	11.3	31	19.7	37	17.6
Distance: 02-03 km	5	9.4	21	13.4	26	12.4
Distance: Above 03 km	1	1.9	22	14.0	23	11.0
<b>Total</b>	<b>53</b>	<b>100.0</b>	<b>157</b>	<b>100.0</b>	<b>210</b>	<b>100.0</b>

**Table –3.45: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	20	37.7	67	42.7	87	41.4
Using Bi-cycle	4	7.5	1	0.6	5	2.4
Rickshaw	21	39.6	45	28.7	66	31.4
Bus	2	3.8	2	1.3	4	1.9
Tempo/Auto Rickshaw/Nosimon	5	9.4	38	24.2	43	20.5
Train	1	1.9	1	0.6	2	1.0
Boat	0	0.0	3	1.9	3	1.4
<b>Total</b>	<b>53</b>	<b>100.0</b>	<b>157</b>	<b>100.0</b>	<b>210</b>	<b>100.0</b>

**Table – 28: Standard of Service of Police Box/Station (Percentage of respondents)**

Standard of Service	Urban	Rural	Total
Very good	86.8	69.4	73.8
Good	0.0	6.4	4.8
So so	9.4	17.8	15.7
Bad	3.8	5.1	4.8
Very bad	0.0	1.3	1.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 29: Whether go to the Park**

Response	Urban	
	No.	%
Yes	1	6.3
No	15	93.8
<b>Total</b>	<b>16</b>	<b>100.0</b>

**Table – 3.46: Availability of Service from Play Ground**

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	61	70.9	329	32.8	390	35.8
No	25	29.1	674	67.2	699	64.2
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

**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	32.8	108	32.8	128	32.8
Distance: 0.5 km	12	19.7	80	24.3	92	23.6
Distance: 0.5-01 km	21	34.4	77	23.4	98	25.1
Distance: 01-02 km	8	13.1	55	16.7	63	16.2
Distance: 02-03 km	0	0.0	7	2.1	7	1.8
Distance: Above 03 km	0	0.0	2	0.6	2	0.5
<b>Total</b>	<b>61</b>	<b>100.0</b>	<b>329</b>	<b>100.0</b>	<b>390</b>	<b>100.0</b>

**Table – 3.48: Availability of Service from Bank**

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	84	97.7	207	20.6	291	26.7
No	2	2.3	796	79.4	798	73.3
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>1003</b>	<b>100.0</b>	<b>1089</b>	<b>100.0</b>

**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)	28	33.3	33	15.9	61	21.0
Distance: 0.5 km	8	9.5	14	6.8	22	7.6
Distance: 0.5-01 km	21	25.0	31	15.0	52	17.9
Distance: 01-02 km	10	11.9	54	26.1	64	22.0
Distance: 02-03 km	17	20.2	29	14.0	46	15.8
Distance: Above 03 km	0	0.0	46	22.2	46	15.8
<b>Total</b>	<b>84</b>	<b>100.0</b>	<b>207</b>	<b>100.0</b>	<b>291</b>	<b>100.0</b>

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

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	34	40.5	67	32.4	101	34.7
Using Bi-cycle	4	4.8	0	0.0	4	1.4
Rickshaw	28	33.3	57	27.5	85	29.2
Bus	4	4.8	0	0.0	4	1.4
Tempo/Auto Rickshaw/Nosimon	14	16.7	79	38.2	93	32.0
Train	0	0.0	2	1.0	2	0.7
Boat	0	0.0	2	1.0	2	0.7
<b>Total</b>	<b>84</b>	<b>100.0</b>	<b>207</b>	<b>100.0</b>	<b>291</b>	<b>100.0</b>

**Table – 3.51: Whether avail service from Post Office**

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	11	14.5	276	43.3	287	40.3
No	65	85.5	361	56.7	426	59.7
<b>Total</b>	<b>76</b>	<b>100.0</b>	<b>637</b>	<b>100.0</b>	<b>713</b>	<b>100.0</b>

**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)	26	34.2	77	12.1	103	14.4
Distance: 0.5 km	9	11.8	71	11.1	80	11.2
Distance: 0.5-01 km	23	30.3	133	20.9	156	21.9
Distance: 01-02 km	6	7.9	201	31.6	207	29.0
Distance: 02-03 km	12	15.8	113	17.7	125	17.5
Distance: Above 03 km	0	0.0	42	6.6	42	5.9
<b>Total</b>	<b>76</b>	<b>100.0</b>	<b>637</b>	<b>100.0</b>	<b>713</b>	<b>100.0</b>



**Table –3.53: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	41	53.9	346	54.3	387	54.3
Using Bi-cycle	5	6.6	5	0.8	10	1.4
Rickshaw	24	31.6	133	20.9	157	22.0
Bus	0	0.0	2	0.3	2	0.3
Tempo/Auto Rickshaw/Nosimon	6	7.9	142	22.3	148	20.8
Train	0	0.0	2	0.3	2	0.3
Boat	0	0.0	7	1.1	7	1.0
<b>Total</b>	<b>76</b>	<b>100.0</b>	<b>637</b>	<b>100.0</b>	<b>713</b>	<b>100.0</b>

**Table – 30: Quality of Service in the Post Office (Percentage of respondents)**

Standard of Service	Urban	Rural	Total
Very good	70.5	82.1	80.3
Good	1.6	2.1	2.1
So so	27.9	12.8	15.1
Bad	0.0	2.7	2.3
Very bad	0.0	0.3	0.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 3.54: Whether Avail Service of Fire Brigade**

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	0	0.0	5	26.3	5	10.0
No	31	100.0	14	73.7	45	90.0
<b>Total</b>	<b>31</b>	<b>100.0</b>	<b>19</b>	<b>100.0</b>	<b>50</b>	<b>100.0</b>

**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)	4	12.9	2	10.5	6	12.0
Distance: 0.5 km	6	19.4	1	5.3	7	14.0
Distance: 0.5-01 km	10	32.3	10	52.6	20	40.0
Distance: 01-02 km	3	9.7	6	31.6	9	18.0
Distance: 02-03 km	7	22.6	0	0.0	7	14.0
Distance: Above 03 km	1	3.2	0	0.0	1	2.0
<b>Total</b>	<b>31</b>	<b>100.0</b>	<b>19</b>	<b>100.0</b>	<b>50</b>	<b>100.0</b>

**Table – 31: Standard of Service of the Fire Brigade (Percentage of respondents)**

Standard of Service	Urban	Rural	Total
Very good	67.7	84.2	74.0
Good	6.5	5.3	6.0
So so	22.6	10.5	18.0
Bad	3.2	0.0	2.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 3.56: Whether Avail Service from Primary School**

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	42	49.4	632	64.4	674	63.2
No	43	50.6	350	35.6	393	36.8
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>982</b>	<b>100.0</b>	<b>1067</b>	<b>100.0</b>

**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)	38	44.7	356	36.3	394	36.9
Distance: 0.5 km	14	16.5	186	18.9	200	18.7
Distance: 0.5-01 km	25	29.4	263	26.8	288	27.0
Distance: 01-02 km	7	8.2	142	14.5	149	14.0
Distance: 02-03 km	1	1.2	32	3.3	33	3.1
Distance: Above 03 km	0	0.0	3	0.3	3	0.3
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>982</b>	<b>100.0</b>	<b>1067</b>	<b>100.0</b>

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

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	66	77.6	887	90.3	953	89.3
Using Bi-cycle	6	7.1	6	0.6	12	1.1
Rickshaw	9	10.6	41	4.2	50	4.7
Tempo/Auto Rickshaw/Nosimon	4	4.7	38	3.9	42	3.9
Boat	0	0.0	10	1.0	10	0.9
<b>Total</b>	<b>85</b>	<b>100.0</b>	<b>982</b>	<b>100.0</b>	<b>1067</b>	<b>100.0</b>

**Table – 32: Standard of Service of the Primary School (Percentage of respondents)**

Standard of Service	Urban	Rural	Total
Very good	64.7	90.8	88.8
Good	15.3	4.0	4.9
So so	20.0	5.2	6.4
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**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)	27	31.4	183	22.2	210	23.1
Distance: 0.5 km	18	20.9	135	16.4	153	16.8
Distance: 0.5-01 km	26	30.2	194	23.6	220	24.2
Distance: 01-02 km	8	9.3	170	20.7	178	19.6
Distance: 02-03 km	7	8.1	81	9.8	88	9.7
Distance: Above 03 km	0	0.0	60	7.3	60	6.6
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>823</b>	<b>100.0</b>	<b>909</b>	<b>100.0</b>

**Table –3.60: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	54	62.8	592	71.9	646	71.1
Using Bi-cycle	8	9.3	4	0.5	12	1.3
Rickshaw	13	15.1	88	10.7	101	11.1
Bus	2	2.3	3	0.4	5	0.6
Tempo/Auto Rickshaw/Nosimon	9	10.5	126	15.3	135	14.9
Boat	0	0.0	10	1.2	10	1.1
<b>Total</b>	<b>86</b>	<b>100.0</b>	<b>823</b>	<b>100.0</b>	<b>909</b>	<b>100.0</b>

**Table – 33: Quality of Service of the Secondary School (Percentage of respondents)**

Standard of Service	Urban	Rural	Total
Very good	77.9	87.7	86.8
Good	7.0	3.8	4.1
So so	15.1	8.3	8.9
Bad	0.0	0.2	0.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	10	12.5	48	27.7	58	22.9
No	70	87.5	125	72.3	195	77.1
<b>Total</b>	<b>80</b>	<b>100.0</b>	<b>173</b>	<b>100.0</b>	<b>253</b>	<b>100.0</b>

**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)	25	31.3	26	15.60	51	20.2
Distance: 0.5 km	18	22.5	30	17.3	48	19.0
Distance: 0.5-01 km	20	25.0	41	23.7	61	24.1
Distance: 01-02 km	7	8.8	27	15.6	34	13.4
Distance: 02-03 km	10	12.5	25	14.5	35	13.8
Distance: Above 03 km	0	0.0	24	13.9	24	9.5
<b>Total</b>	<b>80</b>	<b>100.0</b>	<b>173</b>	<b>100.0</b>	<b>253</b>	<b>100.0</b>

**Table –3.63: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	40	50.0	88	50.9	128	50.6
Using Bi-cycle	6	7.5	5	2.9	11	4.3
Rickshaw	20	25.0	35	20.2	55	21.7
Bus	4	5.0	6	3.5	10	4.0
Tempo/Auto Rickshaw/Nosimon	10	12.5	38	22.0	48	19.0
Boat	0	0.0	1	0.6	1	0.4
<b>Total</b>	<b>80</b>	<b>100.0</b>	<b>173</b>	<b>100.0</b>	<b>253</b>	<b>100.0</b>

**Table – 34: Standard of Service of the Higher Secondary/College (Percentage of respondents)**

Standard of Service	Urban	Rural	Total
Very good	76.3	74.6	75.1
Good	6.3	6.9	6.7
So so	16.3	17.3	17.0
Bad	1.3	0.6	0.8
Very bad	0.0	0.6	0.4
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	6	9.5	21	32.8	27	21.3
No	57	90.5	43	67.2	100	78.7
<b>Total</b>	<b>63</b>	<b>100.0</b>	<b>64</b>	<b>100.0</b>	<b>127</b>	<b>100.0</b>

**Table – 3.65: Average Distance from the House**

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	19	30.2	9	14.1	28	22.0
Distance: 0.5 km	9	14.3	6	9.4	15	11.8
Distance: 0.5-01 km	17	27.0	14	21.9	31	24.4
Distance: 01-02 km	7	11.1	12	18.8	19	15.0
Distance: 02-03 km	9	14.3	8	12.5	17	13.4
Distance: Above 03 km	2	3.2	15	23.4	17	13.4
<b>Total</b>	<b>63</b>	<b>100.0</b>	<b>64</b>	<b>100.0</b>	<b>127</b>	<b>100.0</b>

**Table –3.66: Mode of Transport Used in Availing Services**

Mode of Transport	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking	33	52.4	27	42.2	60	47.2
Using Bi-cycle	3	4.8	1	1.6	4	3.1
Rickshaw	17	27.0	10	15.6	27	21.3
Bus	2	3.2	4	6.3	6	4.7
Tempo/Auto Rickshaw/Nosimon	8	12.7	22	34.4	30	23.6
<b>Total</b>	<b>63</b>	<b>100.0</b>	<b>64</b>	<b>100.0</b>	<b>127</b>	<b>100.0</b>

**Table – 35: Standard of Service from Degree College/University (Percentage of respondents)**

Standard of Service	Urban	Rural	Total
Very good	66.7	87.5	77.2
Good	7.9	3.1	5.5
So so	25.4	9.4	17.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 3.67: Whether go for service to Madrasha**

Response	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	8	12.7	249	43.2	257	40.2
No	55	87.3	327	56.8	382	59.8
<b>Total</b>	<b>63</b>	<b>100.0</b>	<b>576</b>	<b>100.0</b>	<b>639</b>	<b>100.0</b>

**Table – 3.68: Average Distance of Madrasha from the House**

Distance	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	24	38.1	126	21.9	150	23.5
Distance: 0.5 km	13	20.6	120	20.8	133	20.8
Distance: 0.5-01 km	10	15.9	161	28.0	171	26.8
Distance: 01-02 km	8	12.7	126	21.9	134	21.0
Distance: 02-03 km	3	4.8	35	6.1	38	5.9
Distance: Above 03 km	5	7.9	8	1.4	13	2.0
<b>Total</b>	<b>63</b>	<b>100.0</b>	<b>576</b>	<b>100.0</b>	<b>639</b>	<b>100.0</b>

**Table-36: Quality of Service of Madrasha (Percentage of respondents)**

Standard of Service	Urban	Rural	Total
Very good	63.5	82.1	80.3
Good	17.5	6.6	7.7
So so	19.0	11.1	11.9
Very bad	0.0	0.2	0.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**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	18.8	74	17.6	89	17.8
Distance: 0.5 km	16	20.0	64	15.2	80	16.0
Distance: 0.5-01 km	25	31.3	96	22.8	121	24.2
Distance: 01-02 km	12	15.0	79	18.8	91	18.2
Distance: 02-03 km	8	10.0	52	12.4	60	12.0
Distance: Above 03 km	4	5.0	56	13.3	60	12.0
<b>Total</b>	<b>80</b>	<b>100.0</b>	<b>421</b>	<b>100.0</b>	<b>501</b>	<b>100.0</b>

**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)	28	42.4	94	32.2	122	34.1
Distance: 0.5 km	13	19.7	50	17.1	63	17.6
Distance: 0.5-01 km	18	27.3	65	22.3	83	23.2
Distance: 01-02 km	6	9.1	52	17.8	58	16.2
Distance: 02-03 km	1	1.5	26	8.9	27	7.5
Distance: Above 03 km	0	0.0	5	1.7	5	1.4
<b>Total</b>	<b>66</b>	<b>100.0</b>	<b>292</b>	<b>100.0</b>	<b>358</b>	<b>100.0</b>

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

Eid-Gah Using Status	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Yes	28	48.3	461	95.2	489	90.2
No	30	51.7	23	4.8	53	9.8
<b>Total</b>	<b>58</b>	<b>100.0</b>	<b>484</b>	<b>100.0</b>	<b>542</b>	<b>100.0</b>



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

Distance of Eid-gah from the House	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Walking distance (less than 0.5 km)	25	43.1	166	34.3	191	35.2
Distance: 0.5 km	11	19.0	153	31.6	164	30.3
Distance: 0.5-01 km	13	22.4	110	22.7	123	22.7
Distance: 01-02 km	6	10.3	49	10.1	55	10.1
Distance: 02-03 km	3	5.2	5	1.0	8	1.5
Distance: Above 03 km	0	0.0	1	0.2	1	0.2
<b>Total</b>	<b>58</b>	<b>100.0</b>	<b>484</b>	<b>100.0</b>	<b>542</b>	<b>100.0</b>

**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)	59	70.2	675	70.6	734	70.6
Distance: 0.5 km	15	17.9	177	18.5	192	18.5
Distance: 0.5-01 km	7	8.3	78	8.2	85	8.2
Distance: 01-02 km	3	3.6	22	2.3	25	2.4
Distance: 02-03 km	0	0.0	4	0.4	4	0.4
<b>Total</b>	<b>84</b>	<b>100.0</b>	<b>956</b>	<b>100.0</b>	<b>1040</b>	<b>100.0</b>

**Table–3.74: Transport-related Problems**

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any transport-related problem? (Yes)	33	38.4	726	72.4	759	69.7
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Narrow road	2	6.1	53	7.3	55	7.2
Road is flooded	1	3.0	2	0.3	3	0.4
Bad condition of the Road	8	24.2	78	10.7	86	11.3
Traffic Jam	1	3.0	0	0.0	1	0.1
High Fare	16	48.5	348	47.9	364	48.0
Less transport	24	72.7	475	65.4	499	65.7
Others	0	0.0	34	4.7	34	4.5

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

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any road-related problem? (Yes)	61	70.9	937	93.4	998	91.6
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Narrow road	39	63.9	308	32.9	347	34.8
Road is flooded	26	42.6	261	27.9	287	28.8
Traffic Jam	4	6.6	16	1.7	20	2.0
Less transport	8	13.1	119	12.7	127	12.7
Less no. of Road	12	19.7	307	32.8	319	32.0
Maximum Road kucha	6	9.8	333	35.5	339	34.0
Others	1	1.6	66	7.0	67	6.7

**Table –3.76: Solid Waste Disposal Problem**

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any solid waste disposal-related problem? (Yes)	64	74.4	869	86.6	933	85.7
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Dustbin not sufficient	18	28.1	3	0.3	21	2.3
Solid waste management problem	18	28.1	8	0.9	26	2.8
No specific solid waste disposal site	47	73.4	861	99.1	908	97.3

**Table –3.77: Problems of Electricity**

Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Is there any electricity-related problem? (Yes)	54	62.8	888	88.5	942	86.5
If 'Yes' the Problems	Urban		Rural		Total	
	No.	%	No.	%	No.	%
All do not have electricity	11	20.4	440	49.5	451	47.9
Load-shading	48	88.9	320	36.0	368	39.1
Others	0	0.0	219	24.7	219	23.2

**Table –3.78: Damage due to Flood**

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	14	16.3	185	18.4	199	18.3
Types of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	0	0.0	2	1.1	2	1.0
Loss of working days	3	20.0	4	2.1	7	3.4
Houses fully damaged	3	20.0	46	24.5	49	24.1
Houses partly damaged	2	13.3	28	14.9	30	14.8
Cattle house damaged	0	0.0	1	0.5	1	0.5
Crops damaged	4	26.7	95	50.5	99	48.8
Livestock & poultry damaged	0	0.0	3	1.6	3	1.5
Financial loss	4	26.7	4	2.1	8	3.9
Land loss due to river bank erosion	0	0.0	4	2.1	4	2.0
Trees damaged	1	6.7	1	0.5	2	1.0
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	7	50.0	138	74.6	145	72.9
Floor was raised	1	7.1	5	2.7	6	3.0
Pillars made stronger	3	21.4	4	2.2	7	3.5
House repaired	3	21.4	25	13.5	28	14.1
Arranged dry food	0	0.0	1	0.5	1	0.5
Arranged necessary implements	0	0.0	2	1.1	2	1.0
Built new house at old place	2	14.3	21	11.4	23	11.6
Others	0	0.0	1	0.5	1	0.5

**Table –3.79: Damage due to Drought**

Damages/Mitigation Measures	Rural		Total	
	No.	%	No.	%
Whether damage occurred (Yes)	38	3.8	38	100
Type of Damage Occurred	Rural		Total	
	No.	%	No.	%
Loss of working days	0	0.0	1	2.4
Crops damaged	37	97.4	39	92.9
Financial loss	4	10.5	6	14.3
Mitigation Measures Taken	Rural		Total	
	No.	%	No.	%
Don't take any action	38	3.8	38	100

**Table –3.80: Damage due to Cyclone**

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	9	10.5	45	4.5	54	5.0
Type of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	1	11.1	1	2.2	2	3.7
Loss of working days	0	0.0	3	6.7	3	5.6
Houses fully damaged	4	44.4	6	13.3	10	18.5
Houses partly damaged	5	55.6	25	55.6	30	55.6
Cattle house damaged	1	11.1	1	2.2	2	3.7
Crops damaged	0	0.0	13	28.9	13	24.1
Financial loss	5	55.6	13	28.9	18	33.3
Land loss due to river bank erosion	0	0.0	2	4.4	2	3.7
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	0	0.0	28	62.2	28	51.9
Floor was raised	1	11.1	2	4.4	3	5.6
Pillars made stronger	4	44.4	4	8.9	8	14.8
House repaired	5	55.6	11	24.4	16	29.6
Arranged dry food	1	11.1	0	0.0	1	1.9
Arranged necessary implements	1	11.1	0	0.0	1	1.9
Built new house at old place	0	0.0	1	2.2	1	1.9

**Table –3.81: Damage due to River Bank Erosion**

Damages/Mitigation Measures	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether damage occurred (Yes)	1	1.2	145	14.5	146	13.4
Type of Damage Occurred	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Family members died	0	0.0	2	1.4	2	1.4
Loss of working days	0	0.0	2	1.4	2	1.4
Houses fully damaged	0	0.0	35	24.1	35	24.0
Houses partly damaged	0	0.0	22	15.2	22	15.1
Crops damaged	1	100.0	32	22.1	33	22.6
Financial loss	1	100.0	24	16.6	25	17.1
Land loss due to river bank erosion	1	100.0	106	73.1	107	73.3
Trees damaged	0	0.0	1	0.7	1	0.7
Mitigation Measures Taken	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Don't take any action	1	100.0	113	77.9	114	78.1
Floor was raised	0	0.0	2	1.4	2	1.4
Pillars made stronger	0	0.0	2	1.4	2	1.4
House repaired	0	0.0	3	2.1	3	2.1
Arranged money	0	0.0	1	0.7	1	0.7
Arranged necessary implements	0	0.0	2	1.4	2	1.4
Built new house at old place	0	0.0	24	16.6	24	16.4

**Table – 37: Precautionary Measures (Percentage of respondents)**

Precautionary Measures	Urban	Rural	Total
Keeping cash money in hand	61.6	64.0	<b>63.8</b>
To be informed beforehand from different sources	47.7	36.6	<b>37.5</b>
Keeping spirit in mind to help others of the community	20.9	22.7	<b>22.6</b>
Constructing Disaster Shelter in the area	72.1	61.8	<b>62.6</b>
Informing the Disaster Mitigating Organizations on emergency basis	25.6	28.8	<b>28.6</b>
Coming up of Govt. and private organizations to help assist the disaster prone people	51.2	42.8	<b>43.4</b>
Bringing necessary improvement in the infrastructure facilities of the area	45.3	40.9	<b>41.2</b>
Organizing Volunteer group in the area	45.3	37.0	<b>37.6</b>
Awareing the people	66.3	58.5	<b>59.1</b>
Keeping dry food in the house	58.1	53.7	<b>54.1</b>
Arranging safe drinking water in the house	33.7	50.3	<b>49.0</b>
Fire service in case of need	31.4	35.7	<b>35.4</b>
Emergency treatment arrangement	65.1	60.7	<b>61.1</b>
Others	4.7	0.4	<b>0.7</b>

**Table –3.82: Perception about the Scope of Tourism (Percentage of respondents)**

Perception Aspects/Issues	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Whether there is a possibility to develop Tourist Spot (Yes)	50	58.1	644	64.2	694	63.7
If there is a possibility, then indicate the type of possibility	Urban		Rural		Total	
	No.	%	No.	%	No.	%
Establishing Heritage	40	80.0	459	71.3	499	71.9
Exclusive Tourist Zone	7	14.0	177	27.5	184	26.5
Others	3	6.0	51	7.9	54	7.8

**Table – 38: Daily Travelling Roster of the Family Members (Percentage of respondents)**

Distance from the House	Urban	Rural	Total
0-1 km	52.7	58.3	57.9
1-3 km	36.5	26.7	27.5
3-5 km	5.0	8.5	8.2
5-7 km	3.6	2.5	2.6
More than 7 km	2.3	4.0	3.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 39: Purpose of Visit/Travel (Percentage of respondents)**

<b>Purpose of Visit</b>	<b>Urban</b>	<b>Rural</b>	<b>Total</b>
Job/Business	46.4	30.2	31.4
Education	39.6	41.3	41.2
Shopping	9.9	23.5	22.5
Recreation/Play	1.4	1.6	1.6
Relative	0.9	2.1	2.0
Treatment	0.5	0.3	0.3
Others	1.4	0.9	0.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 40: Mode of Transport (Percentage of respondents)**

<b>Mode of Transport</b>	<b>Urban</b>	<b>Rural</b>	<b>Total</b>
Rickshaw/Van	35.6	17.6	18.9
Bi-cycle	2.3	0.4	0.5
Motor Cycle	0.9	1.2	1.2
Car/Jeep/Micro Bus	0.0	0.3	0.3
Bus	2.7	2.5	2.5
CNG/Baby Taxi/Tempo	5.9	11.1	10.7
On Foot	52.7	65.9	64.9
Others	0.0	1.0	0.9
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 41: Problems in the Travel (Percentage of respondents)**

<b>Problems in the Visit</b>	<b>Urban</b>	<b>Rural</b>	<b>Total</b>
No any problem	66.7	60.7	61.1
Narrow Road	7.7	12.4	12.1
Traffic Jam	3.6	1.0	1.2
No Bus Stoppage	0.9	0.7	0.7
Road condition is bad	14.4	19.9	19.5
Fare is high	3.2	2.0	2.1
Others	3.6	3.3	3.3
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table – 42: Base of Economy of this Area (Percentage of respondents)**

<b>Economic Base of the Area</b>	<b>Urban</b>	<b>Rural</b>	<b>Total</b>
Agriculture	61.6	93.7	91.2
Business	88.4	80.8	81.4
Labor	34.9	35.4	35.4
Service Holder	64.0	24.3	27.5
Remittance Earner	27.9	44.2	42.9
Fisherman	0.0	2.5	2.3
Others	3.5	2.0	2.1



**Table–3.83: 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	19	22.1	469	46.8	488	44.8
Electricity	9	10.5	376	37.5	385	35.4
Bridge	0	0.0	74	7.4	74	6.8
Embankment	1	1.2	74	7.4	75	6.9
School/College/ University	4	4.7	171	17.1	175	16.1
Drain	34	39.5	38	3.8	72	6.6
Factory/ Garments	38	44.2	340	33.9	378	34.7
Gas	21	24.4	108	10.8	129	11.8
Capacity-building Institutions	18	20.9	181	18.1	199	18.3
Roads Development	52	60.5	699	69.8	751	69.0
Park/Play Ground	14	16.3	101	10.1	115	10.6
Agriculture Development	13	15.1	62	6.2	75	6.9
Others	14	16.3	187	18.7	201	18.5