LOCAL GOVERNMENT
ENGINEERING DEPARTMENT

Upazila Town (Non-Municipal) Master Plan Preparation and Basic Infrastructure Development Project (UTMIDP)

SURVEY REPORTS, WORKING PAPERS AND REPORTS ON PRA SESSIONS AND KII

RAMU UPAZILA, COX'S BAZAR

Review & Update of 03 (Three) Upazilas' (Ramu, Bagmara and Saghata) Development Plan (Master Plan) under UTMIDP

Package No: UTMIDP/UMPR - 1

VOLUME II

DRAFT 1

REPORT ON SOCIO-ECONOMIC SURVEY, ECONOMIC ACTIVITY SURVEY, AND TRAFFIC AND TRANSPORTATION SURVEYS

NOVEMBER 2024

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Ref: SCPL/LGED/UTMIDP/UMPR-1/40/2024

19 November 2024

Md. Sayfuddin
Project Director
Upazila Town (Non-municipal) Master Plan Preparation and Basic Infrastructure Development Project (UTMIDP)
02, Monipuri Para (5th Floor) Tejgaon, Dhaka 1215.

Subject: Submission of Survey Reports (Draft-1), Survey Folder Map and Executive Summary (Bangla) of Ramu, Bagmara and Saghata Upazila.

Project: Review & Update of 03 (Three) Upazilas' (Ramu, Bagmara and Saghata) Upazila Development Plan (Master Plan)" Under UTMIDP. (*Package No: UTMIDP/UMPR-01*).

Dear Sir,

As per the contract agreement, we are here submitting the Draft 1 of Survey Reports, Survey Folder Map and Executive Summary (Bangla) of Ramu (Cox's Bazar), Bagmara (Rajshahi) and Saghata (Gaibandha) Upazila. This submission comprises the following:

- Survey Reports (Each Upazila-08 copies)
  - **Volume 1:** Report on Engineering and Land/Space Use Survey, Geotechnical and Seismological Survey, and Hydrographic Survey
  - **Volume 2:** Socio-Economic Survey, Economic Activity Survey, and Traffic & Transportation Survey
  - **Volume 3:** Working Papers
  - **Volume 4:** Community Engagement Report (PRA sessions and KII)
- Folder Map (Each Upazila-08 copies)
  - Existing Landuse Map
  - Existing Transport, Drainage Map
  - Existing Utility, ICT and service Map
- Bangla Executive Summary (Each Upazila-01 copies)

We hope that the submission will fulfill the requirements as per the project.

Yours Sincerely,

For Sheltech (Pvt) Ltd. and Sheltech Consultants (Pvt) Ltd. (JV)
in Association with Planning, Design and Research Consultant (PDRC)

Dr. Muhammad Ariful Islam
(Authorize Representative)
Executive Director, SCPL

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Executive Summary

Executive Summary

Ramu is the second biggest Upazila of Cox's bazar District. It is the potential agricultural and eco-tourism Upazila under Cox's Bazar district. It is 25km away from Cox's Bazar sador Upazila. Ramu is typical Buddhist excellent village compare with other places of Bangladesh specifically Ramkot Hindu Temple, Ramkot Buddhist Keyang, Lamarpara Buddhist Keyang, Captain Cox Banglo etc. are the historical place of Ramu. There are so many Buddhist temple/monastery in Ramu Upazila.

The preparation of the comprehensive development plans (i.e., master plans) of Upazilas of Bangladesh is the urgent need of the time. To this effect, the Government of Bangladesh has undertaken a project to review and update the comprehensive development plan for Ramu Upazila that had been prepared by Urban Development Directorate (UDD) earlier. However, the present Volume II report on Socio-Economic Survey, Economic Activity Survey and Traffic and Transportation Surveys has been prepared in compliance to reporting requirements of the Terms of Reference.

It is to be noted here that there are specifically three issues/aspects of the concerned surveys embodied in the Volume II having separate objectives, methodologies, survey results and findings, gap analysis between the survey findings of UDD and the consultants engaged by LGED and concluding observations. The following paragraphs depict the all the above mentioned points.

Socio-Economic Survey

The socio-economic survey was aimed at collecting demographic, socio-cultural and economic data and information of the sampled households living in the planning area of Ramu Upazila. The specific objectives were to assess the accessibility of the people to the services and facilities and infrastructure; to information on obtain information of occupation pattern, sources of income level and items of expenditures, basic needs of the people in terms of improving the living conditions of the people and so on. The methodology adopted here included were Questionnaire Design, Pre-testing/Pilot Survey of Questionnaire, Sample Size Selection, Survey Schedule, Engagement of Survey Team, Orientation/Training of Survey Team, Survey Team Mobilization, Quality Control Measures and Survey Monitoring, Survey Team's Household Data Collection, Database Preparation, Survey Data Processing, Interpretation and Report Preparation.

The main findings of the socio-economic survey of Ramu Upazila encompassed in the urban area highest 58.75% respondent of the age group 30-49 and in the rural area it's figure is 38.33% at the same age group, in the urban area highest male respondent 78.73% and in the rural area its percentage 82.73%, education level of the respondent in the urban area is 28.75% highest that can only sign and in the rural area its percentage is 60.28%, in the urban area 85.75% Muslim and in the rural area it is 94.29%, in the urban area married respondent is 89.12% and in the rural area it is 80.76%, Overall highest 35% respondents are construction labor, 15.91% respondents are businessman and 14.32% respondents are housewife, Overall 74.32 percent respondents live in their own houses and 25.45 percent respondent live in the temporary house and 0.23% respondent lives in the rented houses, Overall 87.27 percent respondents have own sanitary latrine and 12.37 percent respondents have no sanitary latrine, In Ramu Upazila the overall the highest 62.50% respondent's income level is below

20,000tk per month and 31.59 percent respondent's income level is Tk. 2,000-40,000 per month. Overall monthly highest 68.18 percent expenditure status Tk 1,000 to 20,000 per month, Overall 61.90 percent respondents are migrating for employment purpose and 38.10 percent respondents are migrating for education purpose, 61 person (95.31%) stay in the foreign country for employment purpose, 11.36 percent respondents used computer/laptop and a big number of respondents family members (88.64%) are not used computer/laptop, Only 8.64 percent respondents' family have one expertise person for operating the laptop, About 95.45% of the families have zero members with disability.

Overall 87.27 percent respondents have own sanitary latrine and 12.37 percent respondents have no sanitary latrine, Overall 25 percent respondents get adequate water supply and 33.86 percent respondents are totally absent from water supply facilities, Totally overall 68.18 percent respondents are absent from the drainage network facilities and only 0.68 percent respondents get facilities of drainage system network activities, Overall 56.82 percent respondents are totally absent from solid waste management facilities and only 5.91 percent respondents have adequate solid waste management facilities, Only 1.14 percent respondents are getting the dust bin facilities, Overall 82.05 percent respondents are totally absent from footpath facilities and 2.27 percent respondents give their opinion on adequate foot path facilities, Overall 53.18 percent respondents have adequate deep tube well facility. In Urban respondent, about 72.50% of total population are totally deprived of public toilet facility where adequate facility is available only to 1.25%. Only 15% of the total population reported adequate numbers of drainage system in their locality which is very low compared to the size of the union and population, only 9.09% of the population are fully deprived of such services.

Economic Activity Survey

Further, a questionnaire survey has been conducted in Ramu Upazila to understand the nature of formal and informal economic activities in the planning area. Preparation of questionnaire, editing, piloting, finalization and printing of questionnaire have been done by the firm in consultation with PCO. The questionnaire shall cover trade, commerce, shopping and other related activities in the planning area. Trade encompassing banking and other financial institutions, shopping centers and shop, and commercial establishments differentiated into wholesale and retail shopping have also been recorded.

From the questionnaire survey it is found that there are total number of 40 participants. Among the group the highest type of Industry that records the small Industry which is 80%. The second type of industry is conducting Medium Industry which 20% of the total. Out of 40 respondents, 82.86% people voted for the enterprise of Private Ownership, Among the 40 respondent, Most of 37% people are involving Wood related Industry job. 28.57% People involving Brick Industry which is second largest.14.29% people involving with Rice mills also. 2.86%. Most of the people take the loan from the bank which is almost 57.14%, 62.86% owner of the industry are appointed Employee which range is 1-5, Out of the 40 respondent, only 62.86% respondents to gain their Raw materials from Outside Upazila, 77.14% goods marketing from local Upazila market which is largest amount. 77.14% disposal solid beside the road side. Within 40 respondent, only 45.71% people are received environmental release letter from DOE and 48.57% people are not find any Environmental release letter from DoE, 66.37 percent respondent involved informal service activities and 33.33 percent informal activities involved with agriculture activities. 94% people are not interested for migration. But

6% people want to migration or migrated for better life. 57.78% respondents express their source is Own Family/Relatives, In the informal sector 48% respondent income range is 5001-10000 which is bigger than other. 19% income is more than 10000 and 12% is less than 3000. 42% respondents they spend their income for monthly expenditure which ranges is 5001-10000. In the informal sector, 79% peoples are living rented houses and 21% people living in Owned houses. 61% peoples borrow the shop and 29% shop is their own. 39% people rent the shops, which ranges is less than 1000 taka. 21% people spent 1000-2000 taka for monthly rent Purpose. Hat/Bazar source of water supply is tube well(84 %), 96 percent Hats/Bazars are not available of public toilet facility, 100 percent Hat/Bazar has not availability of waste disposal system in their bazar.

In the Ramu Upazila 64 percent Hats/Bazar is manage by bunion Parishad and 36 percent Hats/Bazar is manage by Upazila Parisdhad. 76 percent Bazars are covered with the Growth Centre and 24 percent bazar are general bazar. 40 percent hat/Bazar/Growth Centre's monthly turnover is 51-100 lakh taka, 100 percent Hats/Bazars/Markets have not satisfactory level of drainage of Hat/Bazar/Markets.

Traffic and Transportation Surveys

The Traffic and Transportations surveys have also been to be carried out in Ramu Upazila in compliance to the ToR. The primary objective of these surveys was to make an inventory of road, railway and waterway network. The following are main issues and aspects have been addressed in the Survey/Study to collect data/information for Traffic and Transportation Study. The survey findings revels that at the Football Chattar Intersection the highest traffic volume is Auto Rickshaw/ Auto Van (38.38%), Second highest, Tempo/CNG /Baby taxi (30.26%). The highest 47% respondents origin of the trip is within the ward and 38% respondents destination is also within the ward. 43% respondent purpose of trip is for Market/shopping and 21% respondent purpose of trip is for workplace. In terminal survey, it is found that there is no bus terminal at Ramu Upazila.

Conclusion

Apart from these, spatial implications of these survey results have also been studied. Moreover, a gap analysis of these surveys results has been made so as to verify the differences of the UDD findings and the consultants' findings engaged by LGED. In fact, it can be said that the above mentioned surveys' results and findings would be instrumental in review and update of Ramu Upazila Master Plan prepared by UDD.

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List of Abbreviations

ADB	Asian Development Bank
AHP	Analytic Hierarchy Process
AP	Action Plan
AT	Aerial Triangulation
BBS	Bangladesh Bureau of Statistics
BEZA	Bangladesh Economic Zones Authority
BIDS	Bangladesh Institute of Development Studies
BIWTA	Bangladesh Inland Water Transport Authority
BM	Bench Mark
BNBC	Bangladesh National Building Code
BR	Bangladesh Railway
BS	Bangladesh Survey
BTM	Bangladesh Transverse Mercator
BWDB	Bangladesh Water Development Board
DC	Deputy Commissioner
DEM	Digital Elevation Model
DEWATS	Decentralized Wastewater Treatment System
DLRS	Directorate of Land Records and Survey
DoE	Department of Environment
DPHE	Department of Public Health Engineering
DPW	Digital Photogrammetric Workstation
DRR	Disaster Risk Reduction
DTM	Digital Terrain Model
ECA	Ecologically Critical Area
ESA	Environmentally Sensitive Area
FAR	Floor Area Ratio
FGD	Focus Group Discussion
FSM	Fecal Sludge Management
FYP	Five Year Plan
GCP	Ground Control Point
GIS	Geographic Information System
GoB	Government of Bangladesh
ILDI	Infrastructure Led Development Initiative
IPCC	Intergovernmental Panel on Climate Change

IR	Inception Report
KII	Key Informant Interviews
KPI	Key Point Installation
LGED	Local Government Engineering Department
MCDM	Multi-Criteria Decision-Making
MSL	Mean Sea Level
NIR	Near Infrared
PCO	Project Coordination Office
PD	Project Director
PDRC	Planning Design and Research Consultants
PMC	Project Management Committee
PRA	Participatory Rural Appraisal
PTMC	Project Technical Management Committee
PVA	Participatory Vulnerability Assessment
RAJUK	Rajdhani Unnayan Kartripakhha
RAP	Rural Area Plan
RFP	Request for Proposal
RGB	Red, Green, Blue
RHD	Roads and Highways Department
RL	Reduce Level
RS	Revisional Survey
RSLUP	Risk Sensitive Land Use Planning
RTK-GPS	Real time kinematics- Global Positioning System
SCPL	Sheltech Consultants (Pvt.) Ltd.
SDG	Sustainable Development Goal
SoB	Survey of Bangladesh
SP	Structure Plan
SRDI	Soil Resources Development Institute
STS	Secondary Transfer Station
SWM	Solid Waste Management
TAZ	Traffic Analysis Zone
TDR	Transfer of Development Right
TIN	Triangular Irregular Networks
ToR	Terms of Reference
UAP	Urban Area Plan
UAV	Unmanned Aerial vehicle

UDD	Urban Development Directorate
UMP	Upazila Master Plan
UMPR	Upazila Master Plan Review
UNO	Upazila Nirbahi Officer
UPDC	Upazila Planning and Development Committee
UTMIDP	Upazila Town Master Plan Preparation and Infrastructure Development Project
WAP	Ward Action Plan
WASH	Water, Sanitation and Hygiene
WBI	World Bank Institute
WMCA	Water Management Cooperative Associatio

Chapter One: Introduction

CHAPTER ONE: INTRODUCTION

Ramu Upazila is situated in the Cox's Bazar District under the Division of Chittagonj. It is 25km away from Cox's Bazar sador Upazila. Ramu is the second biggest Upazila of Cox's bazar and Chittagong division in Bangladesh. Ramu is trpical Buddhist excellent village compare with other places of Bangladesh specifically Ramkot Hindu Temple, Ramkot Buddhist Keyang, Lamarpara Buddhist Keyang etc are the historical place of Ramu. The modern Cox's bazar derives its name from captain Cox died in (1798) an ary officer who served British India. For his historical background we found that according to the district gazetteers the name of Ramu has been originated from the name of the kingdom of Ramu, the country of Magus and when this area was ruled by the Arakanese there was a fort here.

Ramu is the potential agricultural and eco tourism Upazila under Cox's Bazar district. The land of this Upazila is intensively used for agricultural purpose. It is located at 21.4583°N and 92.1000°E. Total area is area of 391.71 km2. Ramu had an average literacy rate of 36.58%, compared to the national average of 51.8%. In Ramu Upazila according to the BBS 2011, the religious distributions are 93.30percent muslim, 3.34pereent Buddhism, 3.28pereent Hinduism and others 0.08pereent. There are so many Buddhist temple/monastery in Ramu Upazila.

The Upazila is bounded on the north by Chakoria, east by Naikhyongchari Upazila of Bandarban District, south by Ukhiya Upazila and west by Cox's Bazar Sador Upazila (BBS, 2011). Ramu thana was transformed into an upazila in 1983 This Upazila consists of 11 unions, 39populated mauzas and 102 villages (BBS, 2011). It is reported that natural disaster like flash flood, mountain/hill collapse, decreasing ground water in dry season, heavy rain, seasonal water logging and hail-storm damage crops of this Upazila. The study is to determine the present socio economic scenario of Ramu Upazila and the assessment of the potential sustainable future development of the Upazila. Most of the areas of the Upazila are developed from transformed alluvial deposit by Bakkhali river system. The land scape of the Upazila is complex with hilly& forest and seasonally flash flooded. For review of the master plan, socio economic data is very important for identify existing scenario and future provision of the Upazila. Socioeconomic status (SES) encompasses not only income but also educational attainment, occupational prestige, and subjective perceptions of social status and social class. SES reflects quality-of-life attributes and opportunities afforded to people within society and is a consistent predictor of a vast array of psychological outcomes. In the socio economic survey demographic and socio-economic variables are independent variables and which will attain to generate different data for the Socio economic survey of Ramu Upazila. In order to be able to compare the attitudes and behaviours of the respondents are very essential of these independent demographic and socio economic survey data.

In the volume II report different survey data as socio economic survey, economic activity (formal and informal) survey, traffic and transportation survey analyses for reviewing and updating the master plan of Ramu Upazila. Different socio economic secondary data also collected from BBS for analyzing and preparing the report.

Chapter Two: Socio-Economic Survey Findings

CHAPTER TWO: SOCIO ECONOMIC SURVEY FINDINGS

2.1 Introduction

The main objective of socio-economic survey is to analyze the existing demographic, social, cultural, environmental, infrastructural, utility services condition of the area and the traffic and transportation of the project area. The survey aims to bring about significant improvement in the quality of life of the Upazila people through provisioning of basic services and facilities both in urban and rural areas according to need. The socio-economic survey aims to gather demographic, socio-cultural and economic information from selected households to understand the existing conditions under which people are living. Key focal points include population density, challenges and sources related to water, gas, electricity, sanitation, transportation, fuel, recreational amenities, as well as the financial dynamics such as income, expenditure, poverty and health of the residents. These analyses are required to consider likely growth factors affecting the region in particular and estimate broad population over the next 20 years. To achieve the outlined study objectives, secondary sources have also been employed apart from primary survey. The purpose of the socio-economic study is to uncover the intricacies of local dynamics and the developmental landscape within communities. This exploration is crucial for understanding future societal requirements and demands across various planning aspects, including services and infrastructure in both urban and rural areas. In view of the above mentioned context, comprehensive sample survey was conducted in all Unions of Ramu Upazila to assess the present situation and to find out possible coping ways to solve the problems in associated with the review and update of the Ramu Upazila Master Plan.

2.2 Objectives of the survey

The objectives of the study is to assess the socio economic survey cross sectional data and information for providing quantative information on the existing status of:

- Demographic and socio-economic characteristics of households and populations;
- Union services provisions including infrastructure and social facilities;
- To assess the existing essential services and facilities of area and finally
- To identy to the gap anlyis from UDD survey and LGED present study and finally provide some concrete recommendations for the development of Ramu Upazila.

The survey planned to evaluate the insights levels of the populationon knowledge, attitude and practice and their preferences and priorities related to the essential services and facilities & development issues. It is considered that the findings on such issues derived through a qualitative investigation and survey are very much significant for incorporating in the development plan.

2.3 Socio-Demography Survey Methodology

Data on socio-economic conditions has been collected from both secondary and primary sources. General information on demography, family size, age, religion, education, employment and occupation pattern, land ownership pattern, land value, land utilization, income level, health, and recreation facilities, etc. has been collected from the primary sources

through a specially designed socio-economic questionnaire survey. The household survey task adhered to a standard survey methodology outlined in this chapter, providing a comprehensive overview of the methods employed in the study.

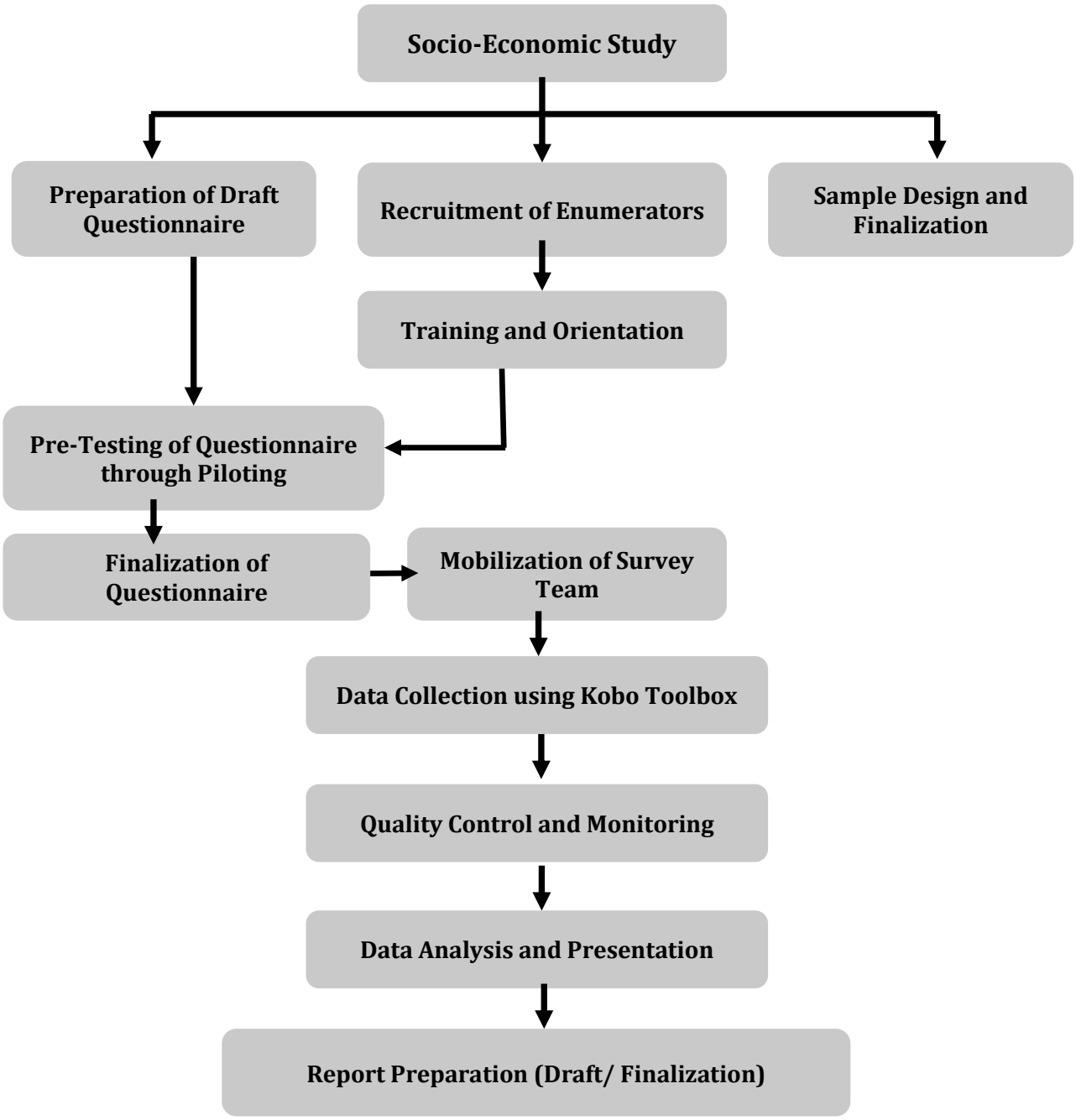


Figure 2-1: Flow Chart of the Working Procedure

2.3.1 Questionnaire Design

A comprehensive pre-coded structured questionnaire was developed by consultant for the socio-economic survey. The questionnaire, designed to meet the project's Terms of Reference, underwent adjustments suggested by the Socio-economic expert and other consultants for improved functionality in the field and finally approved by the PCO. According to ToR, the sample size should be such that all kinds of statistical analysis can be performed at least with

95% confidence level. There should be enough samples from all unions of the Upazila so that statistical analysis can be conducted at union level. The household survey is conducted using questionnaire. Kobo Toolbox was used to collect all the data which includes surveying 400 households for all the fourteen union. The outcomes of our socio-economic survey present a thorough perspective on the overall well-being of the Upazila. Adhering to the Terms of Reference, various dimensions, including economic, demographic, religious, educational, occupational, and recreational aspects have been meticulously explored. To ensure precision, questionnaire has been modified in consultation with our expert team, enriching the data with insights. This commitment to a comprehensive and Review & Update of Ramu Upazila Development Plan (Master Plan) under UTMIDP Survey Report Volume II reliable assessment aims to support informed decision-making and sustainable development initiatives in the Upazila. As per ToR, list of variables for socio-economic survey are given below in the Table 2-1.

Table 2-1: List of Variables for Socio-economic Survey

Item	Illustrated
Demographic Information	Household size; age, gender, religion of the H/H members; no of physically and mentally challenged member; migration history of H/H members in last five years.
Education Status	Education status of H/H members
Occupation Pattern	Primary and Secondary occupation of H/H members.
Income/ Expenditure Level	Amount and sources of income, expenses in different head (food, rent, education, transport, ICT etc.), Loan (type, amount, source)
Asset Ownership	Ownership of the asset of the H/H by type and Quantity. The lists of assets to be considered and their definition should be finalized by a team consisting of Team Leader.
Water source	Location, number, type, quantity for potable and other use etc.
Sanitation Condition	Type, number, location
Waste Generation and Disposal	Types of waste generated place of disposal etc.
Energy consumption	Energy source, purpose of use, consumption amount etc.
ICT use	Source, type, time spent in use etc.

Source: Terms of Reference (ToR) for Review and Update of Ramu Upazila Master Plan Prepared by UDD.

2.3.2 Pilot Survey of Questionnaire

It is important to ensure the questionnaire's effectiveness, clarity and reliability before its final use. To achieve this, a pilot test or trial test of the questionnaire was conducted in the project area. The trial test served the purpose of identifying potential issues, ambiguities, or challenges that both surveyors and respondents could face when filling out the questionnaire. The insights gained from this pilot test were subsequently utilized to refine and modify the questionnaire.

Pilot Testing Process: The pilot test was carried out in the Ramu Upazila with a sample of individuals who represented the target population of the study. In the pilot test the surveyors were first time introduced with Kobo Toolbox and they carried out the task according to instructions and identified the problems faced during survey. The pilot test employed a

convenience sampling method, selecting participants whose demographic characteristics matched the intended survey respondents. The questionnaire was administered to these participants, and their responses were observed. Any difficulties they faced in understanding or answering the questions were noted for further refinement.

Findings from Trial Test: The trial test yielded valuable insights that highlighted certain issues with the initial version of the questionnaire. Some problems related to language understanding, suggestions from local were incorporated and various occupation types were added to solve the questionnaire related problems and further finalize it for the survey.

Questionnaire Modification: Following the pilot test findings, the questionnaire underwent several modifications to address identified issues and improve its overall effectiveness. The modified Socio-economic Questionnaire has been attached in Appendix.

2.3.3 Sample Size Selection

Sample size acts as a representation of the larger population. It is important that the sample matches the population. The sample size needs to correlate to the actual population in order to produce statistically relevant results that can be attributed in the statistical analysis. Determining the sample size for a study is challenging considering the various factors. There are a variety of factors and variables to consider, including population size, confidence level, the margin of error, standard deviation, etc.

According to Population Census, 2011 by BBS there are 47,904 households and total population 2,66,640 in Ramu Upazila. The projected population and number of households for each union has been calculated for the year 2024. In 2024 the number of households was estimated to be around 69,125. The following table shows the distribution of the households surveyed in relation to the total households by different income groups and spatial distribution of surveyed households by unions.

Table 2-2: Union-Wise Population Households and Sample Size

Union Name	Population (2024)	Number of Households	Union-Wise Sample Size
Eidgar	28000	5076	40
Gargonia	36000	5399	40
Kacchopia	50000	6398	40
Kawerkhop	40000	6044	40
Fatekharkul	32314	7984	40
Jowarinala	40000	7222	40
Rajarkul	35000	5465	40
Dakhin Mithachory	25000	6750	40
Khunia Palong	70000	10941	40
Chakmarkul	20058	3204	40
Rashidnagar	26000	4642	40
Total	**402372**	**69125**	**440**

Source: BBS 2011, Community Report, Cox's Bazar, 2014

The following is the statistical formula to be used to determine the sample size based on stratified sample survey method. For Ramu Upazila the formula has been used as follows:

$$N_0 = \frac{Z^2 pq}{e^2}$$

Where:

N_0 = the sample size

Z^2 = the abscissa of the normal curve that cuts off an area alpha at the tails (1-alpha equals the desired confidence level, e.g., 95%) which is found in statistical tables which contain the area under the normal curve.

e= the desired level of precision

p = the estimated proportion of an attribute that is present in the population and q= the (1-p)

The present analysis assumed that the sampling distribution of the estimated mean is approximately normal in shape. Given a confidence level of 95%, the critical z-score for the analysis was z = 1.96 and precision level: e= 5; using p=.5 (maximum validity since we do not know the validity of the proportion). The analysis assumed sampling without replacement, so computations included a finite population correction. Since the population is large, so we will use the above formula to determine the representative sample size.

2.3.4 Survey Schedule

A detailed schedule for the survey work was submitted to the PCO of LGED. According to that schedule, the socio-economic survey was started on 25 March 2024 which took 10 days to complete the household survey in all the unions of Ramu Upazila.

2.3.5 Engagement of Survey Team

In the selection of the survey team, consultant considered both prior experience in similar survey activities and educational qualifications of the investigators. Additionally, the team received guidance from a designated field supervisor. The appointed team members for the socio-economic survey were chosen from the survey team of Upazila Statistics Department, Ramu Upazila.

2.3.6 Training of Survey Team

On March 24, 2024, a significant milestone was achieved in the socio-economic survey through a successful training session at the conference room of Upazila Engineer, LGED, Ramu. The training equipped surveyors with essential skills, including methodologies, data collection techniques and ethical considerations. The interactive session aimed to ensure a clear understanding of roles and responsibilities, fostering enthusiasm and commitment among the team. This foundational training is expected to empower surveyors to gather accurate socio-economic data, contributing significantly to broader research objectives.

Figure 2-2: Training on Socio Economic Survey at Ramu Upazila.

2.3.7 Household Data Collection

After a thorough training session, the survey team commenced the data collection phase. Equipped with acquired knowledge and skills, the surveyors visited households in the target area, demonstrating commitment and diligence. Conducting door-to-door interviews, the team-maintained professionalism and adhered to ethical guidelines, ensuring the accuracy and integrity of the collected socio-economic information. This hands-on fieldwork not only

allowed practical application of training but also facilitated building trust and cooperation within the community.

Figure 2-3: Household Data Collection and Monitoring by Project Staff

2.3.8 Database Preparation

Following the completion of field-level survey activities, a comprehensive database was created to align with the survey questionnaire. Kobo Tool box was used to generate Excel sheets automatically for this database. A coding system was implemented in specific fields to streamline the data input process. All data were stored in Microsoft Excel.

2.3.9 Survey Data Processing

All the data collected from the field were managed using Microsoft Excel software. The entire dataset was computerized to facilitate the efficient preparation of the desired presentation for the relevant data. In this section, socio-economic data have been presented in three formats: tabular form, graphical representation, and textual/report form.

Tabular Form: Tabular format means presenting information in rows and columns, rather than paragraphs, to break down specific data into a quickly scan able layout. It is easy to analysis and understand large datasets. Findings of the summary are mainly depicted here in tabular form.

Graphical Representation: Graphical representation is a form of visually displaying data through various methods like graphs, diagrams, charts, and plots. It helps in sorting,

visualizing, and presenting data in a clear manner through different types of graphs. Statistics mainly use graphical representation to show data. The analysis of findings is basically depicted in a graphical form. Pie chart, Bar chart and Column chart are used to analyze the collected data.

Textual/Report form: All the table, graph, chart is described in report form with the analysis of the dataset.

2.4 Socio-Economic Survey

Understanding Communities and Livelihoods of the Ramu Upazila, A socio-economic survey serves as a vital source of statistical data, providing insights into various aspects of households and communities. Here are some key points about socio-economic surveys.

2.4.1 Demographic Information

Demographics encompass statistical data that provide insights into the socioeconomic conditions and attributes of a group of people of Ramu Upazila. Demographic factors include age (e.g., youth, middle-aged, elderly), gender, ethnicity, educational attainment, and household income. In summary, demographics provide a rich tapestry of information about who we are, how we live, and how our communities evolve. Whether it's planning healthcare services, designing marketing campaigns, or shaping public policy, demographic insights are invaluable.

2.4.1.1 Household Information

According to BBS(2011), There are 47,904 households in Ramu Upazila, with an average household size is approximately 5.5. There are around 1,35,000 male and 1,31,640 femals in the total population of 2,66,640. Khuniapalong has the largest population among all the Unions, whereas Chakmarkul Union has the lowest population. Additionally, Chakmarkul Union shows the highest level (6.3) of average household size.

Table 2-3: Union-Wise Households and Populations

Union	Households	Populations			Average Household Size	
		Male	Female	Total	Sources	
					BBS	Primary
Idgar	3437	9105	9210	18315	5.3	4.70
Gargonia	4179	11232	11419	22651	5.4	4.53
Kachhapia	5049	14310	14026	28336	5.6	5.45
Kauarkhop	4373	12024	11980	24004	5.5	3.95
Fatekharkul	5759	15608	14961	30569	5.3	6.35
Jowarinala	4787	13621	13702	27323	5.7	4.20
Rajarkul	3750	10382	9771	20153	5.2	4.75
Dakshin Mithachhari	4466	13166	12832	25998	5.8	5.03
Khuniapalong	6466	18497	17818	36315	5.5	5.88
Chakmarkul	2611	8686	7752	16438	6.3	5.25
Rashid Nagar	3027	8369	8169	16538	5.4	4.28
Total	**47904**	**135000**	**131640**	**266640**	**5.5**	**4.94**

Source: BBS 2011, Community Report, Cox's Bazar, 2014

2.4.1.2 Age Group of Households

Respondents' Households: The survey findings expose that highest number of respondents from the urban areas (58.75%) falls under 30–49-year age group, which is 38.33% in the case of rural areas. The second highest number (13.75%) in the urban area falls 25–29-year age group, which is 26.11 percent in the case of rural areas and it is 50-59 age group. Overall, 42.05% falls under 30–49-year age group and 23.64% falls under 50–59-year age group.

Table 2-4: Age Composition of the Respondents of Urban and Rural Areas

Age Group	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
15-19	0	0.00	4	1.11	4	0.91
20-24	4	5.00	33	9.17	37	8.41
25-29	11	13.75	29	8.06	40	9.09
30-49	47	58.75	138	38.33	185	42.05
50-59	10	12.50	94	26.11	104	23.64
60-64	5	6.25	23	6.39	28	6.36
65+	3	3.75	39	10.83	42	9.55
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

Total Household members: According to the survey data, the highest percentage of household members (22.82%) falls within the 30-49 years' age group. Conversely, the lowest percentage (2.85%) belongs to the 60-64 years' age group. Here have to improve the health awareness and enrich the local helth support. As the Upazila experiences a peak population period, it's essential to anticipate the future needs of this ageing population, particularly in terms of healthcare support.

Table 2-5: Household Members Age Group Statistics

Age Group	Household Members		Total	
	Male	Female	Number	Percentage
0-4	71	68	139	6.39
5-9	92	87	179	8.23
10-14	114	116	230	10.58
15-19	150	144	294	13.52
20-24	150	98	248	11.41
25-29	115	89	204	9.38
30-49	260	236	496	22.82
50-59	138	112	250	11.50
60-64	32	24	56	2.58
65+	40	38	78	3.59
Total	**1162**	**1012**	**2174**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

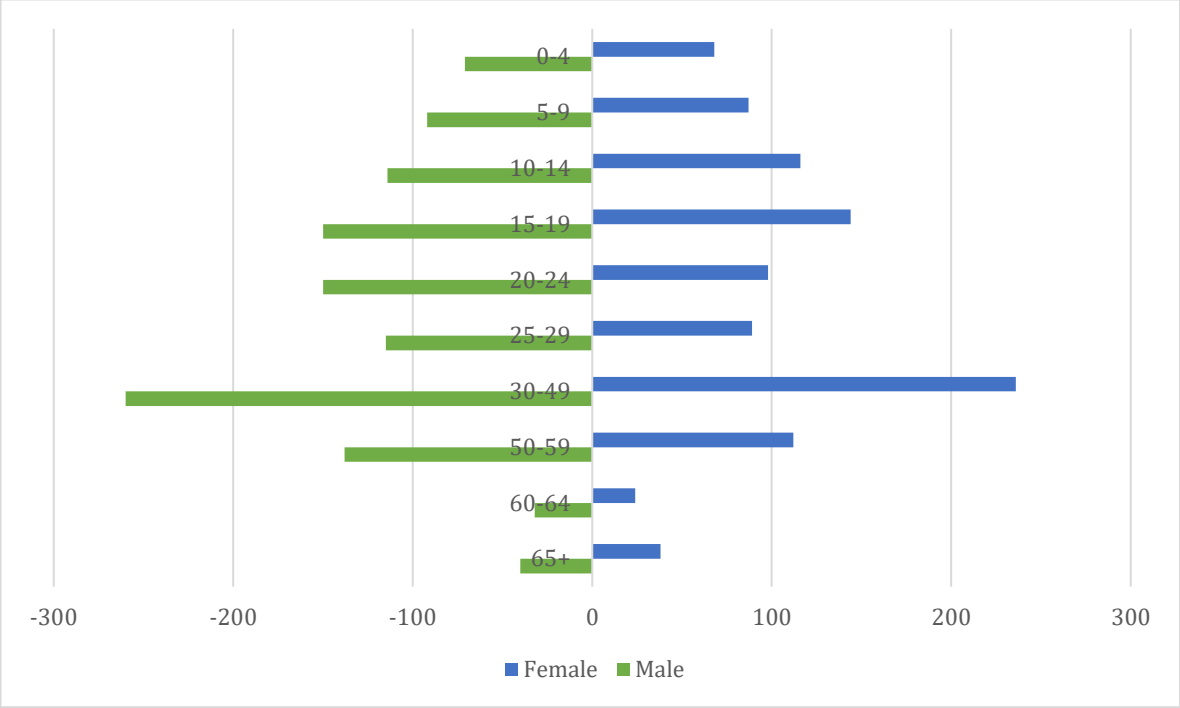


Figure 2-4: Population Pyramid of Ramu Upazila Based on Socio-economic survey

2.4.1.3 Sex of the Household Heads

The total number of respondents is 440 out of it, the urban respondent 80 (18.88 percent) and the number of rural respondents is 360 (81.81 Percent). In the urban areas, 78.73 percent of the respondents are male of which 21.27 percent respondents are female. On the other hand, in rural areas, 84 percent of respondents are male and 16 percent of respondents are female. Overall 82.73 percent and 17.27 percent were male and female respectively.

Table 2-6: Sex Composition of the Respondent in Urban and Rural Areas

Sex of the Respondent	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Male	63	78.73	301	84	364	82.73
Female	17	21.27	59	16	76	17.27
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.1.4 Sex Ratio of Household Members

The sex ratio of the household members of Ramu Upazila was specifically based on a sample survey of the primary data collection. The survey table reveals that in the Ramu Upazila female and male sex composition is 1:1.14 and the average family size is 4.94.

Table 2-7: Sex Composition of the Household Members of Urban and Rural Areas

The sex ratio of the Household Members	Number	Percentage
Male	1162	53.45
Female	1012	46.55
Total	2174	100.00

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.1.5 Religious Status of the Respondents

In the urban area, 85.75 percent of respondents are Muslim 11.19 percent of respondents are Hindu and 3.06 percent are Buddhist communities. On the other hand in rural areas, 94.29 percent of respondents are Muslim 3.34 percent of respondents are Hindu community and 2.37 percent respondents are Buddhist community. Overall 92.73 percent of respondents are Muslims and 4.77% of respondents are Hindu & 2.50 percent of respondents are Buddhist community people.

Table 2-8: Religious Status of the Respondent of Urban and Rural Areas

Religious Status	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Muslim	69	85.75	339	94.29	408	92.73
Hindu	9	11.19	12	3.34	21	4.77
Buddist	2	3.06	9	2.37	11	2.50
Total	**80**	**100**	**360**	**100.00**	**440**	**100**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.1.6 Marital Status of the household members

The survey tables reveal that in the urban area, 89.12 percent of respondents are married, 3.77 percent of respondents are unmarried and 6.28 percent of respondents are widows. On the other hand, in rural areas, 80.76 percent of respondents are married, 12.49 percent respondents are unmarried and 6.11 percent of respondents are widows. Overall 82.27 percent of respondents are married, 10.91 percent of respondents are unmarried, 6.14 percent of respondents are widows and only 0.68 percent of respondents are separated.

Table 2-9: Marital Status of the Respondent in Urban and Rural Areas

Marital Status	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Unmarried	3	3.77	45	12.49	48	10.91
Married	71	89.12	291	80.76	362	82.27
Widow	5	6.28	22	6.11	27	6.14
Divorce	0	0.00	0	0.00	0	0.00
Separate	1	0.84	2	0.65	3	0.68
Total	**80**	**100%**	**360**	**100**	**440**	**100**

Source: Socio-economic Survey, Ramu Upazila, 2024

The survey data reveals that 0.30% of marriages in Ramu Upazila involve early marriage, with 5.11% of females getting married between the ages of 15 to 19. This indicates a persistent lack of awareness and ongoing gender discrimination within the society. Contributing factors include low income, social instability, the influence of social media, and the spread of rumours.

Table 2-10: Marriage Status of age group by sex

Age group	Male		Female		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
10-14	3	0.59	0	0.00	3	0.30
15-19	6	1.19	25	5.11	31	3.12
20-24	25	4.94	48	9.82	73	7.34
25-29	34	6.72	77	15.75	111	11.16
30-49	236	46.64	216	44.17	452	45.43
50-59	135	26.68	93	19.02	228	22.91

Age group	Male		Female		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
60-64	31	6.13	16	3.27	47	4.72
65+	36	7.11	14	2.86	50	5.03
Total	**506**	**100.00**	**489**	**100.00**	**995**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.1.7 Number of Physically and Mentally Challenged Members

The above-depicted table shows the disability status of the area studied. This gives an idea of the tendency of getting disabled in a family. About 95.45% of the families have zero members with a disability which is the brightest side of this upazila. Although there are 4.09% of families with a single member who is disabled where 4.17% are rural area statistics and 3.74% are urban area statistics. The rate of being disabled of more than 2 members is nearly zero as there are only 2 families found who have consecutively, 2 members and 5 members being disabled. These are the uncommon and rare cases which cannot be considered as major cases.

Table 2-11: Table: Disability status of the Respondents

No disabled member	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
0	77	95.98	343	95.34	420	95.45
1	3	3.74	15	4.17	18	4.09
2	0	0.00	1	0.28	1	0.23
5 or 5+	0	0.28	1	0.22	1	0.23
Total	**80**	**100**	**360**	**100**	**440**	**100**

Source: Socio-economic Survey, Ramu Upazila, 2024

The above table shows the category of disability status where different types of disability categories have been shown. In this representation table, the highest rated category is physical disability where a major portion of 77.01% of the urban population is attacked by physical disability. 20% of the population have a mental disability and 10% of the total population have vision impairment. Among the 22.99% of mental disability category, the highest amount of disabled patient holder group is the urban area whereas rural area has a slightly lower 19.28% of mentally disabled persons.

Table 2-12: Category of Disability status of the respondents

Disable Category	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Speech impediment	0	0.00%	1	6.21%	1	5.00%
Vision Impairment	0	0.00%	2	12.42%	2	10.00%
Hearing disability	0	0.00%	1	6.21%	1	5.00%
Physical disability	3	77.01%	9	55.89%	12	60.00%
Mental disability	1	22.99%	3.1044	19.28%	4	20.00%
Total	**4**	**100%**	**16**	**100%**	**20**	**100%**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.1.8 Migration History

In Ramu Upazila, the household migration rate is approximately 1.3%. Many households migrate from different areas to improve their wages and living standards. Additionally, some households relocate due to marriage and family separation.

Here some household members migrated nationally and internationally also. Nationally mostly migrated 1.36 percent at Dhaka, Chattogram, Cox's Bazar, Feni, Comilla, and Rangpur to improve their wages. Few are them migrated for better education and better opportunities.

In Ramu Upazila, the international migration rate is 1.1%, with individuals seeking better wages and opportunities abroad. Preferred destinations include Saudi Arabia, Qatar, Oman, Dubai, Malaysia, and China. Despite this, the migration rate remains low due to the region's Tourism base, agro-based economy and the generational continuity of families. The fertile agricultural land supports diverse crop cultivation, encouraging most of the population to remain and enhance their learning and knowledge locally.

The survey tables 2-13 reveal that in the urban area, 83.33 percent of respondents are migrating for employment purposes, and 16.67 percent of respondents are migrating for education purposes. On the other hand in the rural area, 53.33 percent of respondents are migrating for employment purposes and 46.67 percent of respondents are migrating for education purposes. Overall 61.90 percent of respondents are migrating for employment purposes and 38.10 percent of respondents are migrating for education purposes.

Table 2-13: Migration Reasons of the Respondents

Migration Reasons	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Employment	5	83.33	8	53.33	13	61.90
Education	1	16.67	7	46.67	8	38.10
Total	**6**	**100.00**	**15**	**100.00**	**21**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

The survey table reveals that 3 people (100%) stay in the foreign country for employment purpose. On the other hand, in the rural area, 58 persons (95.08%) stay in foreign countries for employment purposes. Overall, 61 people (95.31%) stay in the foreign country for employment purposes.

Table 2-14: Family members in the foreign Country status of the respondents

No Family Members	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
0	64	0.8	0	0	377	85.68
1	15	19	44	100	59	13.41
2	1	0.012	0	0	4	0.91
Total	**80**	**100**	**44**	**100**	**440**	**100**

Source: Socio-economic Survey, Ramu Upazila, 2024

Table 2-15: Reasons for Stay in foreign country status of the respondents

Causes	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
For Employment	3	100.00	58	95.08	61	95.31
Total	**3**	**100.00**	**61**	**100.00**	**64**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.2 Education Status

2.4.2.1 EThe education Level of the Respondents

The survey table reveals that in the urban area, 28.75 percent of respondents only can sign, and 10% of respondents are illiterate, on the other hand in the rural areas 60.28 percent of respondents only can sign, 15 percent respondent respondents are itinerated, 10.83 percent respondents are S.S.C or same level. So it is concluded that overall 54.55 percent of respondents only can sign, 13.18 percent of respondents have S.S.C or the same level, 14.09 percent of respondents are illiterate, and 9.09 percent of respondents have H.S.C or the same level of education. Only 2.27 percent of respondents have a masters and above education level.

Table 2-16: Education Level of the Respondent in Urban and Rural Areas

Literacy/Education Level	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Illiterate	8	10.00	54	15.00	62	14.09
Only can sign	23	28.75	217	60.28	240	54.55
S.S.C/ Same level	19	23.75	39	10.83	58	13.18
H.S.C/ Same level	14	17.50	26	7.22	40	9.09
Graduation/Same level	8	10.00	2	0.56	10	2.27
Masters and above	6	7.50	4	1.11	10	2.27
Others (Islam/Madrasa)	2	2.50	18	5.00	20	4.55
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.2.2 Education Status of Household Members Based on the Sample Survey

Most of the habitants drop out after primary education, and a very small number of females go for higher education. Only 15.87 percent of people finished their initial learning at a religious institute. A total of 15.87 percent of females studied at religious institutes. For the contemporary study, most of the females are not going to touch. Also, decrease gradually which is alarming for this area. Take measures to improve the educational status, especially adolescent girls to improve into higher studies.

Table 2-17: Education status by sex

Literacy/Education Level	Male		Female		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Illiterate	167	14.37	183	18.08	350	16.10
Only can sign	459	39.50	400	39.53	859	39.51
S.S.C/ Same level	200	17.21	182	17.98	382	17.57

Literacy/Education Level	Male		Female		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
H.S.C/ Same level	103	8.86	61	6.03	164	7.54
Graduation/Same level	31	2.67	10	0.99	41	1.89
Masters and above	23	1.98	10	0.99	33	1.52
Others (Islam/Madrasa)	179	15.40	166	16.40	345	15.87
Total	**1162**	**100**	**1012**	**100**	**2174**	**100**

Source: Socio-economic Survey, 2024

2.4.3 Occupation Pattern

2.4.3.1 Occupational Status

Different types of occupations were found in the socio-economic survey at Ramu Upazila. Of the urban respondents 28.71 percent respondents are businessmen, and 11.23 percent respondents are Day labourers. In the rural area, 40.57 percent of respondents are farmers, 13.06 percent of respondents are businessmen and 15.16 percent of respondents are a housewife. Overall 35 percent of respondents are construction labourers, 15.91 percent of respondents are businessmen and 14.32 percent of respondents are housewives.

Table 2-18: Occupation Status of the Respondents

Occupation	Urban		Rural		Total	
	Number	Number	Number	Percentage	Number	Percentage
Farmer	8	9.99	146	40.57	154	35.00
Construction labour	1	1.25	0	0.00	1	0.23
Day labor	9	11.23	24	6.67	33	7.50
Businessman	23	28.71	47	13.06	70	15.91
Construction labour	3	3.74	5	1.39	8	1.82
Non Govt. service	2	2.50	11	3.06	13	2.95
Teacher	4	4.99	9	2.50	13	2.95
Doctor	1	1.25	1	0.28	2	0.45
Carpenter	2	2.50	2	0.56	4	0.91
Driver	3	3.74	4	1.11	7	1.59
Guard	0	0.56	2	0.43	2	0.45
NGO worker	2	2.50	3	0.83	5	1.14
Rickshaw driver	0	0.56	2	0.43	2	0.45
Easy bike driver	1	1.25	6	1.67	7	1.59
Initiator	0	0.28	1	0.22	1	0.23
Free launcher	0	0.00	1	0.28	1	0.23
Journalist	1	1.25	0	0.00	1	0.23
Advocate	1	1.25	0	0.00	1	0.23
Social worker	1	1.25	1	0.28	2	0.45
Engineer	1	1.25	0	0.00	1	0.23
Tailor	1	1.25	1	0.28	2	0.45
Foreigner	2	2.50	9	2.50	11	2.50
Students	3	3.74	16	4.45	19	4.32
Unemployed	3	3.74	14	3.89	17	3.86

Occupation	Urban		Rural		Total	
	Number	Number	Number	Percentage	Number	Percentage
Housewife	7	8.74	56	15.56	63	14.32
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.3.2 Primary and Secondary Occupational Status of the Household Members

Agriculture and related occupations, such as farming, fishing, and day labor, constitute a significant portion of the primary and secondary workforce. This suggests a strong agricultural base in Ramu Upazila. A large percentage of the population is engaged in education (students) or domestic work (housewives), reflecting the demographic composition of the area. While there are some individuals involved in industrial occupations like construction labor and business, the overall representation of these sectors is relatively low, suggesting a less industrialized economy. Occupations in the service sector, such as transport labor, private service, and teaching, are present but not as dominant as agriculture and related occupations.

Table 2-19: Primary and Secondary Occupational Status

Occupation	Primary		Secondary	
	Number	Percentage	Number	Percentage
Mason	15	0.69	3	0.37
Farmer	201	9.25	105	12.95
Construction labour	4	0.18	0	0.00
Day labor	78	3.59	32	3.95
Fisherman	1	0.05	0	0.00
Govt. Services	5	0.23	1	0.12
the weaver	0	0.00	0	0.00
Businessman	119	5.47	35	4.32
Child	139	6.39	0	0.00
Transport labour	1	0.05	0	0.00
Private service	36	1.66	3	0.37
Teacher	25	1.15	5	0.62
Doctor	2	0.09	0	0.00
Carpenter	10	0.46	1	0.12
Nurse	4	0.18	0	0.00
Driver	17	0.78	3	0.37
Guard	2	0.09	0	0.00
Wash labor	0	0.00	0	0.00
NGO worker	13	0.60	8	0.99
Rickshaw driver	4	0.18	3	0.37
Easy bike driver	13	0.60	7	0.86
Motor mechanic	3	0.14	0	0.00
Hawker	1	0.05	1	0.12
Initiator	1	0.05	8	0.99
Free launcher	2	0.09	3	0.37
Journalist	1	0.05	0	0.00

Occupation	Primary		Secondary	
	Number	Percentage	Number	Percentage
Advocate	2	0.09	0	0.00
Social worker	2	0.09	1	0.12
Engineer	1	0.05	0	0.00
Tailor	10	0.46	6	0.74
Non-Residence	58	2.67	14	1.73
Students	712	32.75	257	31.69
Unemployed	116	5.34	76	9.37
Housewife	539	24.79	172	21.21
Others (Specify)	37	1.70	67	8.26
Total	2174	100.00	811	100.00

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.4 Income/Expenditure Level

2.4.4.1 Income and Education Status of the Respondents

From the survey table, it is found that 7.19 percent of respondents' education status is Master and above 48 percent's income is BDT 20001 to 40000 and 33 percent of income range is below 20000Taka. 40.63 percent of respondents only can sign and whose 62.00 percent of respondents' income range is below BDT20000 per month and 35.00 percent of respondents' income range is BDT 20001 to 40000 per month.

Table 2-20: Income and Education Status of the Respondents

Education status	Below 20000		20001-40000		40001-60000		60001-80000		80001-100000		10000 above		Total	
	Frequency	%	Frequency	%	Frequency	%	Frequency	%	Frequency	%	Frequency	%	Frequency	%
Illiterate	34	54.84	17	27.42	7	11.29	4	0.06		0		0	62	14.09
Only can sign	109	45.42	90	37.50	27	0.11	11	0.05	1	0.42	2	0.83	240	54.55
S.S.C/ Same level	21	36.21	23	39.66	12	0.21	1	0.02	1	1.72		0	58	13.18
H.S.C/ Same level	8	20.00	17	42.50	12	30.00	2	5.00	1	2.50		0	40	9.09
Graduation/Same level	2	20.00	8	80.00	0	0.00		0		0		0	10	2.27
Masters and above	3	23.08	4	30.77	6	46.15		0		0		0	13	2.95
Others (Islam/Madrasa)	11	64.71	6	35.29	0	0		0		0		0	17	3.86
Total	188		165		64		18		3		2		440	100.00

Source: Socio-economic Survey, 2024

2.4.4.2 Monthly Income Status of the Respondents

The table reveals that in the urban area, the highest number (51.25%) of respondents' income level is below 20,000 takas per month and 41.25% of respondents' monthly income level is 20,001tk to 40,000tk per month. On the other hand, in the rural areas, 59.27 percent of respondents' income level is also below 20,000tk per month and 36.66 percent of respondents' income level is 20,001to 40,000tk per month. In Ramu Upazila, the overall highest 62.50% of respondents' income level is below 20,000tk per month and 31.59 percent respondents' income level is tk 20001-40000 per month.

Table 2-21: Table: Monthly Income Status of the Respondents

Monthly Income (Taka)	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
1000-20000	41	51.25	291	59.27	275	62.50
20001-40000	33	41.25	180	36.66	139	31.59
40001-60000	4	5.00	17	3.46	21	4.77
60001-80000	1	1.25	1	0.20	2	0.45
80001-100000	0	0.00	1	0.20	1	0.23
100000-500000	1	1.25	1	0.20	2	0.45
Total	**80**	**100.00**	**491**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazithe la, 2024

2.4.4.3 Income from Agriculture Status of the Respondents

The above table shows the income status of agricultural sector. In the urban area income range bellow 50000tk and 50,001to 1, 00,000tk its percentage is 47.37percent. On the other hand in the rural areas highest income range is below 50,000tk and its percentage is 78.57 percent.

Overall 72 percent of respondent income range is below 50000tk from the agriculture sector and 24 percent of respondents income range is Tk 50, 001-1, 00,000.

Table 2-22: Table: Income from Agriculture status of the respondents

Income level	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Bellow 50,000	9	47.37%	55	78.57%	64	72%
50,001-1,00,000	9	47.37%	12	17.14%	21	24%
1,00,001-2,00,000	1	5.26%	3	4.29%	4	4%
Total	**19**	**100%**	**70**	**100%**	**89**	**100%**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.4.4 Income from Livestock Status of the Respondents

The above table shows the income status of the livestock sector. In the urban area income range is below 50,000tk and its percentage is 95.32 percent. On the other hand in the rural areas highest income range is below 50,000tk and its percentage is 88.60 percent. Overall

91.73 percent of respondent income range is below 50000tk from the livestock sector and 5.26 percent of respondents' income range is Tk 50, 001-1, 00,000 from the livestock sector.

Table 2-23: Income from Livestock status of the respondents

Income level	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Bellow 50,000	59	95.32	63	88.60	122	91.73
50,001-1,00,000	2	3.23	5	7.03	7	5.26
1,00,001-2,00,000	1	1.09	2	3.27	3	2.26
2,00,001-300000	0	0.36	1	1.09	1	0.75
Total	**62**	**100.00**	**71**	**100.00**	**133**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.4.5 Income from Fisheries Status of the Respondents

The above table shows the income status from Fisheries sector. In the urban and rural areas, 100 percent of respondents' income ranges below 50,000tk. Overall 100 percent of respondent's income range is below 50,000tk from the livestock sector.

Table 2-24: Income from Fisheries status of the respondents

Income level	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Bellow 50,000	1	100.00%	1	100.00%	2	100.00%
Total	**1**	**100.00%**	**1**	**100.00%**	**2**	**100.00%**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.4.6 Income from Poultry Sector Status of the Respondents

The above table shows income status from Poultry sector. In Ramu Upazila the urban. Rural and overall 100 percent of respondents income level is below 50,000 from the poultry sector.

Table 2-25: Income from Poultry sector status of the respondents

Income level	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Bellow 50,000	0	100%	1	100%	1	100%
Total	**0**	**100%**	**1**	**100%**	**1**	**100%**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.4.7 Monthly Expenditure Status of the Respondents

The survey findings expose that in the urban areas 62.50 percent of respondent's monthly expenditure is tk 1000 to 20000 per month and 30 percent of respondents' monthly expenditure is tk 20001-40000 per month. On the other hand, in the rural areas, the highest 69.44 percent of respondent's monthly expenditure level is Tk1000 to 20,000. The overall monthly highest 68.18 percent expenditure status tk 1000 to 20000 per month.

Table 2-26: Monthly Expenditure Status of the Respondents

Monthly Expenditure (Taka)	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
1000-20000	50	62.50%	250	69.44%	300	68.18%
20001-40000	24	30.00%	102	28.33%	126	28.64%
40001-60000	4	5.00%	7	1.94%	11	2.50%
60001-80000	1	1.25%	0	0.00%	1	0.23%
100000-500000	1	1.25%	1	0.28%	2	0.45%
Total	**80**	**100%**	**360**	**100%**	**440**	**100%**

Source: Socio-economic Survey, Ramu Upazila, 2024

The survey table reveals that in the urban area, 76.19 percent of respondents expend tk 1-100 for household water collection and 19.05 percent of respondents expend tk 200-300 for household water collection. On the other hand in the rural area, 75.14 percent responded expend tk 1-100 and 20.34 percent respondent expend tk 200-300. Overall 75.34 percent of respondents expend tk below 100 and only 2.74 percent of re4spondents expend more than 500 tk.

Table 2-27: Expenditure for household water collection status of the respondents

Expenditure (Tk)	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
1-00	32	76.19	133	75.14	165	75.34
200-300	8	19.05	36	20.34	44	20.09
400-500	1	2.38	3	1.69	4	1.83
500+	0	0.00	2	1.13	2	2.74
Total	**41**	**100.00**	**174**	**100.00**	**215**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.4.8 Expenses Category of the Respondents

Different state of expense categories show the pattern of the household members' regular uses. Here are the typical scenarios of their demands. The highest expense category is food items which is 43.00 percent and the 2nd highest expense category is cloth items which is 18.35 percent and the lowest 0.12 percent of respondents' expense category is the accommodation sector.

Table 2-28: Expenditure retio of households

Expenses category	Percentage
Food	43.00
Cloth	18.35
Accommodation	0.12
Education	9.49
Health	11.65
Transport	6.27
ICT	5.64
Other	5.49
Total	100.00

Source: Socio-economic Survey, 2024

2.4.4.9 Status of loan taken by the Household

In Ramu Upazila, 68.41% of the population does not take loans from any institution. The remaining 31.59% of households do take loans, either from formal institutions or through informal means such as local lenders or relatives. The data indicates that bank loan intensity is higher in this areas compared to micro-credit, reflecting varying financial needs and access to credit facilities.

Table 2-29: Loan taken by Household

Loan Status	Total	
	Number	Percentage
Bank Loan	53	38.12
Grameen Bank	37	26.62
Lender/Trader	15	10.79
Cooperative	16	11.51
NGO	18	12.95
	139	**100.00**

Source: Socio-economic Survey, 2024

2.4.5 Asset Ownership

2.4.5.1 Ownership of assets of the Household by type and quantity

In the urban areas, 74.32 percent respondents have owned houses, 0.23 percent respondents live in rented houses. On the other hand, in rural areas, 74.45 percent of respondents live in their own houses, and only 0.00 percent respondents live in rented houses. In the urban areas, only 25.45 percent of respondents live in temporary places and the scenario in the rural area is only 25.55 percent.

Table 2-30: Current House Ownership Status of the Respondent

Type of House Ownership	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Owned	56	73.68	271	74.45	327	74.32
Rented	1	1.32	0	0.00	1	0.23
Temporary Places	19	25.00	93	25.55	112	25.45
Total	**76**	**100.00**	**364**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, 2024

2.4.6 Water Source

2.4.6.1 Type of Water Source

The majority of respondents, both urban (86.80%) and rural (87.30%), reported having adequate deep tube well facilities. Overall 53.18 percent of respondents have adequate deep tube well facility.

Table 2-31: Drinking Water Sources of the Respondents

Drinking Water Source	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Deep tube well	40	49.78	194	53.94	234	53.18
Shallow tube well	31	38.58	118	32.81	149	33.86
Deep tubewell/ Shallow tube well/ Tap water	1	1.24	3	0.83	4	0.91
Shallow tube well, Tap water	0	0.56	2	0.43	2	0.45
Deep tube well Rainwater	1	1.24	4	1.11	5	1.14
Deep tube well, Shallow tube well	4	4.98	29	8.06	33	7.50
Deep tube well, Tap Water	3	3.34	9	2.59	12	2.73
Rainwater reserve	0	0.28	1	0.22	1	0.23
Total	80	100.00	360	100.00	440	100.00

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.6.2 Have Any Arrangement to Preserve the RainWater

The chart shows the existence of a rainwater harvesting system in the households of the target population. Out of the total number, 96% of the population doesn't have any kind of rainwater harvesting equipment and mechanism whereas only 4% of the population have such arrangements. In both cases, the proportion is much higher for rural area rather tan urban area. So, it can be stated that rural area is still far behind regarding water resource conservation. Such areas are only dependent upon the supply of water and deep-water storage.

Table 2-32: Have any arrangements to preserve the rainwater

Situation	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	3	4	16	4	19	4
No	77	96	344	96	421	96
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.6.3 Collection Behaviour from Water Source

The data indicates that in both urban and rural areas, the responsibility for household water collection primarily falls on females (77.15%). This is particularly pronounced in rural areas, where 75.84 % of respondents report that only females collect water, followed by 77.15% in urban areas. 18.86% of respondents Male and Female both collects water where urban (13.86%) percentage is higher than the rural (20.08%).

Table 2-33: Household water collected status of the respondents

Collected person	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Male and Female both	11	13.69	72	20.08	83	18.86
Only Child	0	0.28	1	0.22	1	0.23
Only Female	62	77.15	272	75.84	334	75.91
Male Female & Child	4	4.98	3	0.84	7	1.59
Only Male	3	3.90	11	3.03	14	3.18
Female Child	1	1.24	0	0.00	1	0.23
Total	**80**	**100.00**	**359**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.6.4 Water Collection Time from Water Source Status of the Respondents

The majority of respondents, both in urban and rural areas, are able to collect water from their sources in less than 30 minutes. This indicates relatively efficient access to water, with 100% of urban respondents and 100% of rural respondents falling into this category.

2.4.6.5 Drinking Water Purification Status of the Respondents

The survey table reveals that in the urban area, 75 percent of respondents have not applied any filter for water purification and the scenario in the rural area is 51 percent. Overall 78.18 percent of respondents do not apply any filter for water purification.

Table 2-34: Drinking water purification status of the respondents

Water Purification Type	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Cloth Filter	4	5.00%	12	44.44%	16	3.64%
Boiled Water	5	6.25%	12	44.44%	17	3.86%
Cloth Filter/ Boiled water	1	1.25%	1	3.70%	2	0.45%
Cloth Filter/ Boiled water/ Filter	1	1.25%	2	7.41%	3	0.68%
Boiled water/ Not applicable	0	0.00%	1	3.70%	1	0.23%
Boiled water/Filter	0	0.00%	1	3.70%	1	0.23%
Do not apply any filter	60	75.00%	284	51.85%	344	78.18%
Water is not purified by straining through a cloth	1	1.25%	2	7.41%	3	0.68%
Water is not purified by filtering through cloth	0	0.00%	1	3.70%	1	0.23%
Water purification is not done by boiling water	2	2.50%	6	22.22%	8	1.82%

Water Purification Type	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Water purification is not done by boiling the water and straining it through a cloth	0	0.00%	1	3.70%	1	0.23%
Water purification is not done by boiling the water and filtering it	0	0.00%	1	3.70%	1	0.23%
Not applicable if water is not purified	0	0.00%	2	7.41%	2	0.45%
Water is not purified by adding alum	0	0.00%	1	3.70%	1	0.23%
Water purification is not done by mixing alum with purification tablets in water	0	0.00%	1	3.70%	1	0.23%
No purify/ Filter	2	2.50%	6	22.22%	8	1.82%
Not applied	1	1.25%	11	40.74%	12	2.73%
Only Filter	3	3.75%	15	55.56%	18	4.09%
Total	**80**	**14%**	**27**	**100%**	**440**	**100%**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.6.6 If piped water supply, agree to pay and receive

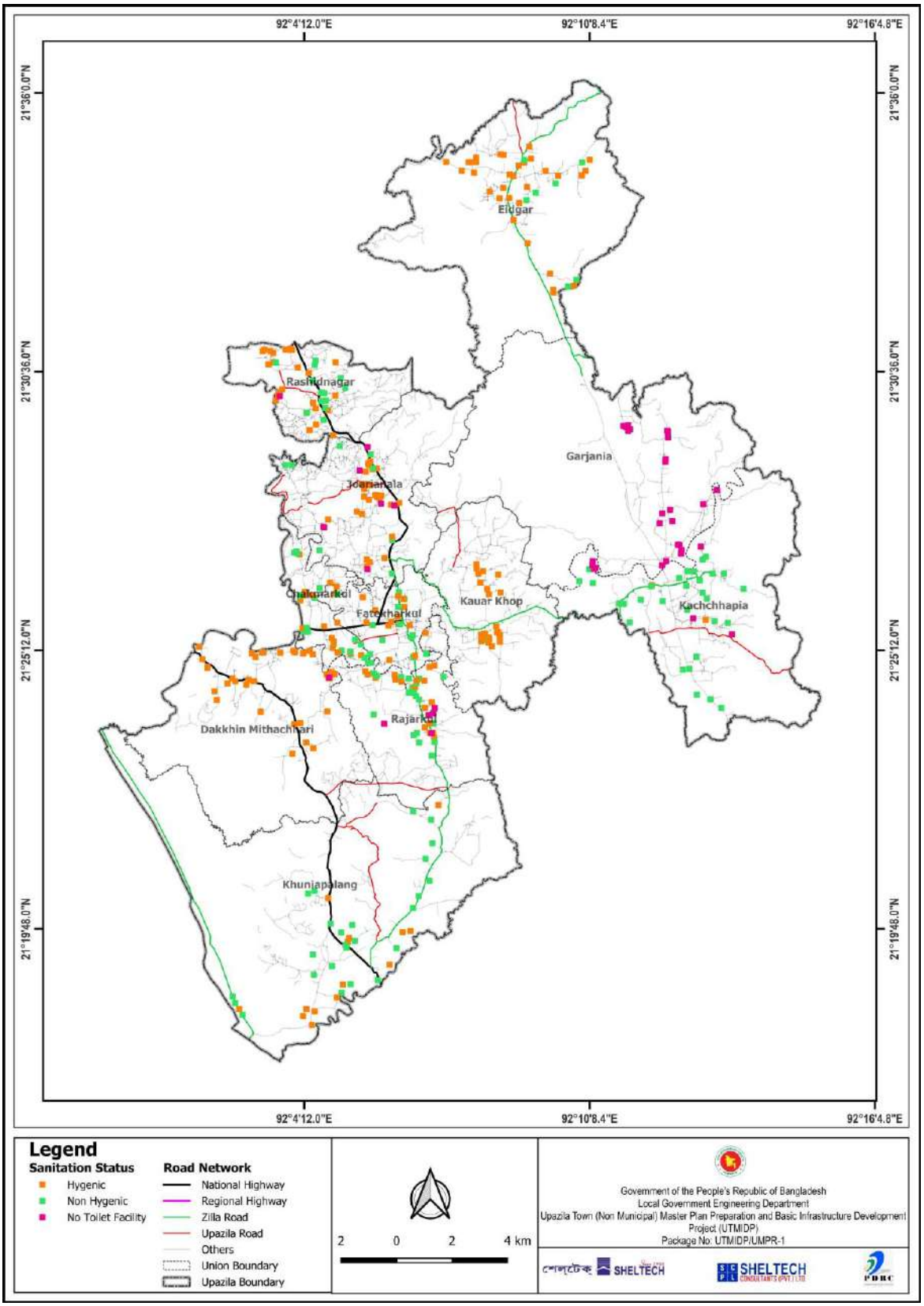
The above chart is the interpretation of the piped water supply and its perception of humans. A total number of 56% don't want piped water supply and refuse to pay additional fees for that. Among the "No" category group, 56% of people are from rural areas and 55% of people are from urban areas. The rest of the 44% of the total population gave positive signs for the piped water supply and agreed to pay fees for those services if it is to be established in the near future. Among them, 44% represents the rural area population and 45% represents the urban area population. So, a majority of the population is against the commissioned piped water supply.

Table 2-35: If piped water supply, agree to pay and receive

Situation	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	36	45	157	44	193	44
No	44	55	203	56	247	56
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.7 Sanitary Condition



Map 2-1: Ramu Upazila Sanitary Condition Based on Socio-economic Survey

2.4.7.1 Type of sanitation status

In urban areas 90 percent respondents have their own hygiene latrine and 10 percent respondents have not hygiene latrine. On the other hand in a rural area, 86.67 percent of respondents have their hygiene latrine and 13.33 percent of respondents have no sanitary latrine. Overall 87.27 percent of respondents have their sanitary latrine and 12.37 percent of respondents have no sanitary latrine.

Table 2-36: Current Sanitation Hygiene Level of the Respondents

Household own latrine	Urban		Urban		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	72	90.00	312	86.67	384	87.27
No	8	10.00	48	13.33	56	12.73
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.7.2 Hygiene Toilet

The table presents a snapshot of sanitation conditions in both urban and rural settings based on a socio-economic survey. Approximately (12.73%) of households lack access to proper toilets. The majority of households (87.27%) enjoy access to proper latrine facilities.

Combining both urban and rural data, (39.58%) of households still lack hygienic latrine units. The remaining (60.41%) enjoy the benefits of a hygienic toilet.

2.4.7.3 Drainage System Network Status of the Respondents

The survey table reveals that in the urban area, 60 percent of respondents are totally absent from drainage system network facilities, 1.25 percent respondent get adequate drainage network facilities. In the rural area, 70 percent of respondents are totally absent from drainage system network. Only 0.56 percent of respondents get adequate drainage system network facilities. Totally overall 68.18 percent of respondents are absent from the drainage network facilities and only 0.68 percent respondents get facilities of drainage system network activities.

Table 2-37: Drainage System Network status of the respondents

Drainage System Network	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Totally absent	48	60.00	252	70.00	300	68.18
Very Few	27	33.75	42	11.67	69	15.68
Exist but very inadequate	4	5.00	64	17.78	68	15.45
Adequate	1	1.25	2	0.56	3	0.68
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.8 Waste generation and disposal

Type of Waste Generation: A significant portion of the waste generated is organic, including kitchen waste, agricultural waste, fish scales, and liquid waste. This suggests a strong agricultural and rural component in the area. Liquid waste constitutes the largest portion of the waste stream, indicating a need for proper wastewater management and treatment facilities. Ash, likely from domestic and industrial activities, is also a significant contributor to the overall waste stream.

Promoting composting and other organic waste management practices can help reduce the environmental impact of organic waste disposal and create valuable resources. Investing in proper wastewater treatment facilities is essential to prevent pollution of water bodies and protect public health. Improving solid waste management infrastructure, such as dustbins, recycling centers, and landfills, is necessary to prevent illegal dumping and improve sanitation. Encouraging industries to adopt sustainable practices and manage their waste responsibly can help reduce the environmental impact of industrial activities. Educational programs should be implemented to raise awareness about the importance of proper waste disposal and the negative consequences of improper practices.

Table 2-38: Drainage System Network status of the respondents

Source of Waste	Average Waste per KG/Day
Ash	1.94
Agricultural Waste	2.47
Kitchen waste	1.57
Fish scales	1.00
Liquid waste	2.37

Source: Solid-Waste Management Survey, Ramu Upazila, 2024

Place of Disposal: The most common method is disposing of waste along roadsides, accounting for a significant 69.30% of the total. This indicates a lack of proper waste management infrastructure or awareness about appropriate disposal practices in the area. A significant portion of the population (28.95%) chooses to dispose of waste in open spaces. This practice can contribute to pollution, unsightly landscapes, and health hazards. Ponds account for a relatively small percentage (1.75%) of the total, suggesting that proper waste disposal facilities are limited or not widely used. The table reveals that a significant portion of organic waste is disposed of along roadsides (69.30%), indicating a lack of composting or other sustainable organic waste management practices.

There is a pressing need for more adequate waste collection and disposal infrastructure, including dustbins, recycling centers, and proper landfills. Educational programs should be implemented to raise awareness about the importance of proper waste disposal, the negative consequences of improper practices, and the benefits of sustainable waste management. Encouraging community participation in waste management initiatives, such as clean-up campaigns and waste segregation, can be effective. Promoting composting and other organic waste management practices can help reduce the environmental impact of organic waste disposal. Stricter enforcement of waste disposal regulations can help prevent illegal dumping and promote responsible behavior. By addressing these issues, Ramu Upazila can improve its environmental conditions, reduce pollution, and promote public health.

Table 2-39: Solid waste Disposal status

Solid waste Dispose Behaviour	Percentage	
	Organic	Non-organic
Pond	1.75	0.95
Openspace	28.95	18.10
Roadside	69.30	80.95
	100.00	**100.00**

Source: Solid-Waste Management Survey, Ramu Upazila, 2024

2.4.9 Energy Consumption

2.4.9.1 Electricity Sources of the Respondents

PDB is the dominant source: 64.46% of the total electricity consumption is supplied by PDB, indicating it's the primary provider in the region. Palli Biddyut serves a significant portion: Rural electrification programs like Palli Biddyut contribute 30.68% to the total consumption, suggesting they play a crucial role in providing electricity to rural areas. Solar energy is a minor contributor: Solar energy accounts for only 4.86% of the total consumption, suggesting it's still a relatively small-scale source of electricity in the area.

Grid Infrastructure: The widespread presence of the PDB's grid infrastructure likely enables it to reach a larger portion of the population, making it the dominant source.

Rural Electrification Efforts: Palli Biddyut's substantial contribution highlights the importance of rural electrification programs in expanding electricity access to underserved areas.

Solar Energy Adoption: The relatively low percentage of solar energy usage might be due to factors such as high initial costs, limited government incentives, or technical challenges in rural areas.

Table 2-40: Source of Electricity Supply

Source	Total	
	Number	Percentage
Palli bidyut	139	30.68
PDB	292	64.46
Solar Energy	22	4.86
Total	640	100.00

Source: Socio-economic Survey, 2024

2.4.9.2 Energy Consumption Status of the respondents

In Ramu Upazila, from the energy survey it reveals that 28.07 percent respondents used leaf and straw and monthly consumed status is 138.75kg per month, 71.93 percent respondents used LPG and monthly consumed status is 12.58kg per month.

2.4.10 ICT Use

2.4.10.1 Internet Usage Status

The above depicted table shows the internet usage of all the family members. The opinion is taken whether the families are in touch with internet technology or not. Such depiction expresses internet availability. Around 88% of total families have internet connection where, the rate for families residing in areareasea is higher and family residing in areaareasa is lower

in proportion. The rest of the 12% of total population are deprived of such amazing technology. The number is very low and the rural areas are ahead in numbers than urban areas.

Table 2-41: Family member used internet status

Used Opinion	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	68	85.00	319	88.61	387	87.95
No	12	15.00	41	11.39	53	12.05
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.10.2 Type of Internet Usage Status

In Ramu Upazila, the ICT survey finds different types of internet uses where 97.94 percent respondents use only mobile data, 1.03 percent respondents use only broadband interent. Overall 1.03 perent respondents use both broadband and mobile data.

2.4.10.3 Source of Internet Usage Status

In Ramu Upazila, the ICT survey reveals different types of Internet and ICT sources which are Teletalk, Gramene Phone, Banglalink, Robi/Airtel and Local Service Provider.

2.4.10.4 Number. of Individuals Using Internet

The above stated table depicts the internet usage by the number of members in a family. Such data represents a various interpretation. Among them, the major portion of 36.59% is 2 members that uses internet alone in the family. The second major proportion is internet used by one single member which is 30% of the total families. It has been noticed that the tendency of using internet by all the family members or member more than 5 in family is highly unlikely as the percentage is very low, around 1.14% of the total survey sample.

Table 2-42: No of family member used internet status of the Respondents

No of Family member	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
0	8	10.00	44	12.22	52	11.82
1	29	36.25	104	28.89	133	30.23
2	30	37.50	131	36.39	161	36.59
3	8	10.00	62	17.22	70	15.91
4	3	3.75	16	4.44	19	4.32
5 or 5+	2	2.50	3	0.83	5	1.14
Total	80	100.00	360	100.00	440	100.00

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.10.5 Purpose of the Using Status

The above stated table depicts the purpose of internet usage by the respondents. The analysis of such data shows that, a great amount of people uses the internet for study, games and recreation purpose which is 27.95% in total. The percentage of entertainment purpose usages is usually 27.78% of total population in rural area and 28.75% in urban area. The most used purpose is for entertainment which is almost 30% of the total sample. The ratio of entertainment purpose among rural and urban area is also high which is almost 32% and 22%.

So, it interprets that the tendency of entertainment out of any high usual technology is generally very high in rural area as rural people takes everything very lightly. Around 11% is non user as some remoter areas are deprived of fiber connection and cellular network tower. The least popular categories are study, freelancing, and communication.

Table 2-43: Internet use status of the respondents

Used Purpose	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Study	1	1.25	3	0.83	4	0.91
Freelancing	1	1.25	0	0.00	1	0.23
Recreation	18	22.50	116	32.22	134	30.45
Game & Recreation	4	5.00	41	11.39	45	10.23
Study & Game	1	1.25	3	0.83	4	0.91
Study & Recreation	19	23.75	52	14.44	71	16.14
Study, Game & Recreation	23	28.75	100	27.78	123	27.95
Communication	2	2.50	7	1.94	9	2.05
Non-user	11	13.75	38	10.56	49	11.14
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.10.6 Internet and Telecommunication Network Status of the Respondents

The survey table denotes that in the urban area 56.25 percent respondents have adequate internet and telecommunication network facility and 6.25 percent respondents are totally absent from internet and telecommunication network facilities. In the rural area only 26.39 percent respondents have adequate internet and telecommunication network facility. Overall 31.82 percent respondents get adequate internet and telecommunication network facility.

Table 2-44: Internet and Telecommunication Network status of the respondents

Internet and Telecommunication Network	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Totally absent	5	6.25	46	12.78	51	11.59
Very Few	11	13.75	141	39.17	152	34.55
Exist but very inadequate	19	23.75	78	21.67	97	22.05
Adequate	45	56.25	95	26.39	140	31.82
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.10.7 Information on Technology used by household

The survey findings reveal that in the urban areas 15 percent of respondents used Computer/laptop, and majority 85 percent respondents not used Computer/laptop. On the other hand, in the rural areas 91.95 percent respondents not used computer and laptop and only 10.56 percent used Computer/laptop. Overall 11.36 percent respondents used computer/laptop and a big number of respondents family members (88.64%) are not used computer/laptop.

Table 2-45: Table: Family member used Computer/Laptop status of the respondents

Used Opinion	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	12	15.00	38	10.56	50	11.36
No	68	85.00	322	89.44	390	88.64
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

The above table revels that in the urban area 80 percent respondent family member none technically used lap top. In the urban area 11.25 percent respondent family only one person technically used laptop. On the other hand, in the rural area 89.72 percent respondent's family members none have expertise for technically used laptop. In the rural area 8.06 percent respondent family have expertise of one member to technically used laptop. Overall 87.95 percent respondents have given their opinion that none of their family members technically used laptop. Only 8.64 percent respondents' family have one expertise person for operating the laptop.

Table 2-46: No of family member technically used laptop of the Respondents

No of Family member	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
0	64	80.00	323	89.72	387	87.95
1	9	11.25	29	8.06	38	8.64
2	4	5.00	8	2.22	12	2.73
3	1	1.25	0	0.00	1	0.23
4	1	1.25	0	0.00	1	0.23
5 or 5+	1	1.25	0	0.00	1	0.23
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

2.4.10.8 Knowledge About Master Plan

The above depicted table is about status of people's knowledge on whether they know about master plan project or not. Out of total target population, 76% came to be unknown with the ongoing project. The rest of the 24% is aware of the project's details.

Table 2-47: Knowledge about Master plan Project Preparation status of the respondents

Knowledge Category	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	25	31.25	80	22.22	105	24
No	55	68.75	280	77.78	335	76
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

The table shows the embankment status of the area. Out of total target population, A major proportion of 61% of people said that embankment exists in the vulnerable sections of river. Although 39% reported the absence of embankment. This expresses a vulnerable situation of the river and riverside inhabitants.

Table 2-48: Embankment situation of the respondents

Embankment situation	Percentage
Yes	39
No	61
Total	**100**

Source: Socio-economic Survey, Ramu Upazila, 2024

Chapter Three: Economic Activity Survey

CHAPTER THREE: ECONOMIC ACTIVITY SURVEY

3.1 Introduction

Ramu is the second biggest Upazila of Cox's bazar and Chittagong division in Bangladesh. Ramu is trpical Buddhist excellent village compare with other places of Bangladesh specifically Ramkot Hindu Temple, Ramkot Buddhist Keyang, Lamarpara Buddhist Keyang etc are the historical place of Ramu. The modern Cox's bazar derives its name from captain Cox died in (1798) army officer who served British India. For his historical background we found that according to the district gazetteers the name of Ramu has been originated from the name of the kingdom of Ramu, the country of Magus and when this area was ruled by the Arakanese there was a fort here. Ramu is the potential agricultural and eco tourism Upazila under Cox's Bazar district. The land of this Upazila is intensively used for agricultural purpose. There are so many Buddhist temple/monastery in Ramu Upazila. It is consists of large area with eleven unions. Basically Ramu is an agriculture based Upazila. Apart from farmers, people of other occupations also live in the Upazila with various social, economic, tourism and cultural diversity. The river bakkhali plays a vital role for formal and informal economic activities & irrigation for agriculture production of Ramu Upazila. The issue of economic survey was mentioned in the Terms of Reference (ToR) of the project.

Main objective of this survey is to study and analyze the existing economic condition of Ramu Upazila. And the economic opportunities and challenges of the Upazila Economic activities are the backbone of prosperity. They are the sources income and livelihood that decide ifestyle of the people. Three types of surveys were conducted to study the economic condition of the Upazila. They are Formal, Informal activities, Hat/Bazar/Growth Centre/Marketplace.

3.2 Formal Economic Activities

Formal economic sector includes small, medium, large industries, bank, cottage industry, different kinds of registered shops, insurance company, NGO, CBO etc. Formal economy means the enterprises are registered, pay taxes and they formally contribute to the economy.

3.1.1 Methodology

3.1.1.1 Sample Size Selection

A stratified random sampling method was employed to ensure representation from various demographic groups within the Upazila. A total of 35 respondents were interviewed for formal economic survey in all Unions. A structured questionnaire was developed to collect data on consumer demographics, utilization of economic services, reasons for choice, and satisfaction levels.

3.1.1.2 Questionnaire Survey

Questionnaire was prepared inorder to conduct the foraml economic activities survey. The questionnaire cover trade, commerce, shopping and other related activities in the Planning area. Trade encompassing banking and other financial institutions, shopping centers, commercial establishments are also taken into consideration to understand the economic scenario. These questionnaire include information about location, type (structure, product), capacities, number of people engaged in formal activities etc. The questionnaire was finalized

after consultation with the PCO. Kobo Toolbox was used for the Review & Update of the Ramu Upazila Development Plan (Master Plan) under UTMIDP Survey Report Volume II designing the required questionnaire. The questionnaire is attached in the Appendix.

3.1.1.3 Survey Schedule

According to the schedule, a formal economic activity survey was conducted from 1st April 2024 to 14th April 2024. Interviewees/ respondents from different industries, marketplace, hat, bazar, and street sellers were interviewed.

3.1.1.4 Field up Survey Team

During the selection of the socio-economic survey investigator team, the consultant considered both prior experience in similar survey activities and educational qualifications. Additionally, the team received guidance from designated field supervisors. Proper training was imparted before the assignment was carried out in the field. Team members were briefed on the survey objectives, methods and ethical considerations apart from the process of interviewing and understanding the questions.

3.1.1.5 Data Tools Used

Data were collected using the Kobo Toolbox. Following the completion of field-level survey activities, a comprehensive database was created aligned with the survey questionnaire. Kobo Toolbox was used to generate Excel sheets automatically for this database. All data were stored in Microsoft Excel.

3.1.1.6 Data Processing and Analysis

Survey data is subjected to quantitative analysis using Microsoft Excel software. Data are presented in tabular, graphical charts (Bar, Pie, Column) and in report form.

3.1.2 Major Findings

3.1.2.1 Economic Activity Scenario

The below table shows the economic activity status of Ramu Upazila. The highest number of people are engaged in household activities as a huge percentage of women are involved in household work. In Khuniapalong Union the highest number people are engaged in different economic sectors. In Chakmarkul Union the employed population is the lowest. The same status goes for household work activities (Highest Khuniapalong UP and Lowest Chakmarkul UP). A segment of the population does not work and very few people are looking for jobs at Ramu Upazila. This table is based on the 2011 census when the female population engaged in employment was comparatively lower than what is today. At present increase the rate of female employment, has also increased in productive activities and contributing the family.

Table 3-1: Distribution of Population by Activity Status

Union Name	Activity Status							
	Employed		Looking for Job		Household Work		Do not Work	
	Male	Female	Male	Female	Male	Female	Male	Female
Idgar	2056	176	13	18	159	2530	592	583
Gargonia	2898	179	87	33	52	3170	833	749
Kachhapia	3470	151	68	35	405	4074	816	880
Kauarkhop	2746	219	65	14	439	3319	652	727
Fatekharkul	2076	196	12	3	50	2686	635	891
Jowarinala	3203	111	75	19	110	3747	856	799
Rajarkul	2199	231	17	9	21	2435	540	826
Dakshin Mithachhari	3079	126	98	11	147	3475	577	598
Khuniapalong	4845	403	419	43	281	6000	982	1030
Chakmarkul	1338	58	14	17	51	1698	488	479
Rashid Nagar	2199	70	78	16	59	2352	490	504

Source: BBS 2011, Community Report, July 2013

The below table shows the fields of employment. From the table, the highest perentage of people are involved in agricultureal activities. In Khuniapalong Union, the highest percentage of population is engaged in agricultural activities. Significant number of people are also engaged in industrial sector. The highest number of population at Khuniapalong Union were engaged in service sector and the second highest number is Fatekharkul Union. The Industrial sector proportion is low compared to other two sectors as there are not very large or massive industries located in Ramu Upazila.

Table 3-2: Distribution of Population by Employment

Union Name	Field of Employment					
	Agriculture		Industry		Service	
	Male	Female	Male	Female	Male	Female
Idgar	1491	78	42	3	523	95
Gargonia	2783	126	10	2	105	51
Kachhapia	3043	119	82	2	345	30
Kauarkhop	2273	172	96	8	377	39
Fatekharkul	608	42	517	45	951	109
Jowarinala	2633	56	133	9	437	46
Rajarkul	1518	119	216	15	465	97
Dakshin Mithachhari	2155	47	95	9	829	70
Khuniapalong	3382	121	409	52	1054	230
Chakmarkul	681	11	403	20	254	27
Rashid Nagar	1957	52	42	4	200	14

Source: BBS 2011, Community Report, July 2013

3.1.2.2 Formal Economy Survey

Type: The following stated table is an analyzed data regarding the type of Industry. Only three types of Industry have been recorded those are: Heavy Industry, Medium Industry, Small Industry. There are total number of 40 participants. Among the group the highest type of Industry that records the small Industry which is 80%. The second type of industry is conducting Medium Industry which 20% of the total. As the upazila Ramu has mostly got rural touch, these types of formal activities are the highest. These also represents the least attractive types of Industry that people will get enrolled.

Table 3-3: Type of Industry

Type of Industry	No	Percentage
Medium Industry	7	20.00%
Small Industry	28	80.00%
Total	**35**	**100.00%**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following table presenting is regarding types of Ownership of Enterprise. The survey is conducted based on Private Ownership, Ltd. Company, Partnership Company. Out of 40 respondents, 82.86% people voted for the enterprise of Private Ownership. Less amount people are conducting a partnership Company which is 17.14%. Above three category, Ltd Company have not identified. We see that most are people are involving with private ownership enterprise at Ramu Upazila.

Table 3-4: Type of Ownership of Enterprise

Type of Industry	No	Percentage
Private Ownership	29	82.86
Partnership Company	6	17.14
Total	35	100.00

Source: Economic Activity Survey, Ramu Upazila, 2024

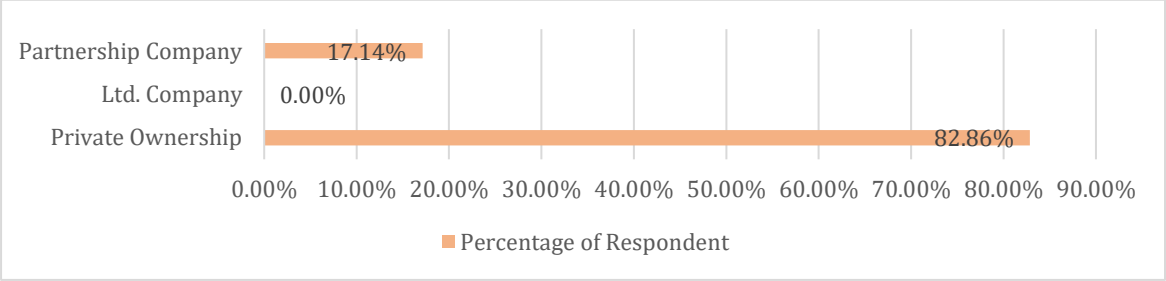


Figure 3-1: Type of Ownership of Enterprise

The following table presenting is regarding types of Formal Economic Enterprise. Among the respondent there are several industries are shown such as Ceramic Industry, Brick Industry, Rice mill, Metal Product, Wood related Industry, Furniture, Others (Please Specify). Among the 40 respondent, Most of 37% people are involving Wood related Industry job. 28.57% People involving Brick Industry which is second largest.14.29% people involving with Rice mills also. 2.86% people are involved in Metal Product industry which is less amount.

Table 3-5: Type of Formal Economic Enterprise

Type of Industry	No	Percentage
Ceramic Industry	1	3
Brick Industry	10	28.57
Rice mill	5	14.29
Metal Product	1	2.86
Wood related Industry	13	37
Others	5	14.29
Total	35	100

Source: Economic Activity Survey, Ramu Upazila, 2024

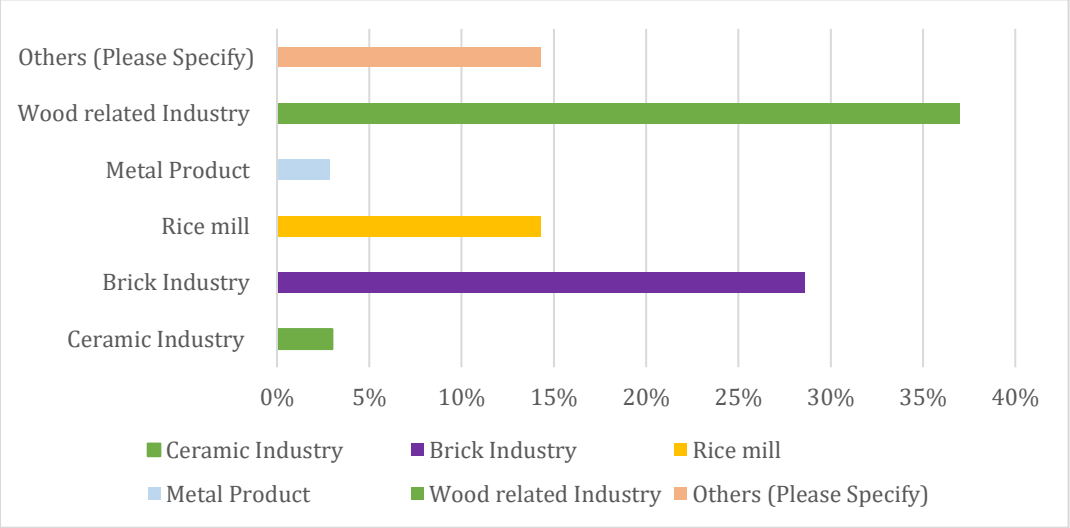


Figure 3-2: Type of Formal Economic Enterprise

The above table represent the Product types of Formal Economic Enterprise. Different products of formal economic enterprises are produced as like Furniture and wooden product, Brick field, Wooden Product, Rice mill, Rice and flower mill etc. In the formal sector the highest furniture and wooden product 40%, Brick field 28.57%, Rice mill 11.43 percent and the lowest Equipment Distribtion 2.86%.

Table 3-6: Product Type of Formal Economic Enterprise

Product Type of formal sector enterprise	No	Percentage
Workshop of Iron sheet	1	2.86
Furniture and wooden product	14	40.00
Brick Field	10	28.57
Glass/Tiles/Ring Slub	1	2.86
Wooden Product	2	5.71
Rice Mill	4	11.43
Rice and Flower Mill	2	5.71
Equipment Distribution	1	2.86
	35	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

The above table denotes the size of formal economic activities. Form the formal economic activities the highest space occupied by brick field and its average area is 370 decimal. Others formal industries occupied average area are rice and flower mill 100 decimal, Rice and Chilli Grinding Mill 40 decimal, The lowest area occupied by Equipment distribution and Wooden product 10 decimal decimal.

Table 3-7: Average Area of Formal Economic Enterprise

Formal Sector Enterprise	No	Average Area (Decimle)
workshop of Iron sheet	1	20.00
Furniture and wooden product	14	13.96
Brick Field	10	370.00
Glass/Tiles/Ring Slub	1	20.00
Wooden Product	2	10.00
Rice Mill	4	18.75
Rice and Flower Mill	1	100.00
Rice and Chilli Grinding Mill	1	40.00

Formal Sector Enterprise	No	Average Area (Decimle)
Equipment Distribution	1	10.00

Source: Economic Activity Survey, Ramu Upazila, 2024

The below table denotes the average financial capital of formal economic activities. The highest capital invested by the brick field. Other formal industry as Rice mill, Rice and flower mill also invested high amount of financial capital.

Table 3-8: Average Capital of Formal Economic Activities

Formal Sector Enterprise	No	Average Capital
workshop of Iron sheet	1	20000000
Furniture and wooden product	14	2817857
Brick Field	10	96000000
Glass/Tiles/Ring Slub	1	30000000
Wooden Product	2	400000
Rice Mill	4	8500000
Rice and Flower Mill	1	800000
Rice and Chilli Grinding Mill	1	1000000
Equipment Distribution	1	15000000

Source: Formal Economic Survey, 2024

The above table reveals the capital source of formal economic activities. From the sample survey it is observed that the highest capital originate from Bank loan and second source of capital orginated from personal savings. Some one also receiving capital from family savings.

Table 3-9: Capital Source of Formal Economic Activities

Formal Sector Enterprise	Family Savings	Personal Savings	Bank Loan	Grand Total
workshop of Iron sheet	0	1	0	1
Furniture and wooden product	7	2	5	14
Brick Field	0	2	8	10
Glass/Tiles/Ring Slub	0	0	1	1
Wooden Product	0	1	1	2
Rice Mill	0	0	4	4
Rice and Flower Mill	1	0	0	1
Rice and Chilli Grinding Mill	0	1	0	1
Equipment Distribution	0	0	1	1
Grand Total	**8**	**7**	**20**	**35**

Source: Formal Economic Survey, 2024

Energy Consumption: The below table shows the Amount of Electricity. According to the respondent they use so much electricity which increased their business cost. 57.14% time their electricity cost across above 1000taka. 25.71% time it's 1-500 taka and very less amount is 17.14% their cost is 501-1000taka. Day by day they use more electricity which increased the cost. So they should use solar energy for consume energy.

Table 3-10: Amount of Electricity used

Amount (watt)	No	Percentage
101-500	9	25.71
501-1000	6	17.14
>1000	20	57.14
Total	**35**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

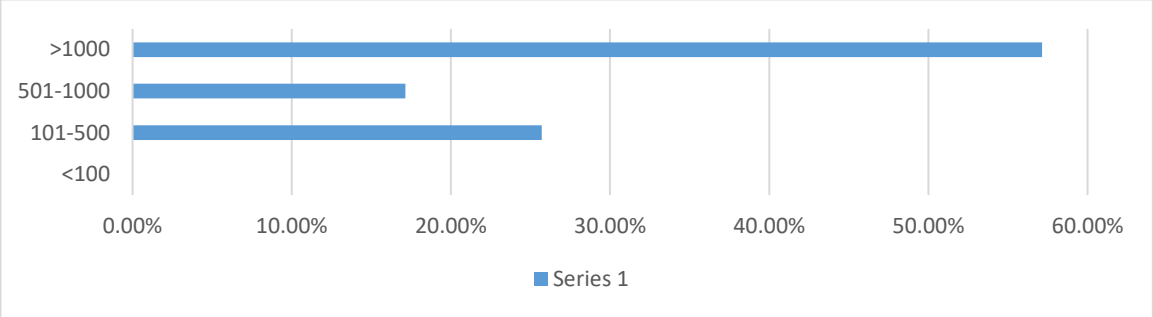


Figure 3-3: Amount of Electricity used

The below table shows how much solar energy used for production purpose within 35 respondents Survey. It's surprise that no one use the Solar energy and no knowledge about this topic. Solar energy is renewable energy it controls consume energy. So the respondent of the ramu Upazila Should need to use Solar energy.

Table 3-11: Solar energy used for production purpose

Category	No	Percentage
No	35	100.00
Total	35	100.00

Source: Economic Activity Survey, Ramu Upazila, 2024

The following table shows what kind of infrastructure-related problems occurred several times among 40 respondents. They face several infrastructural related problems like as Inadequate Transport System, Problems of raw material supply, Solid waste disposal problems, Inadequate raw materials & unavailable electricity, Unavailable of Electricity. According to this, they faced 31.43% of the Inadequate Transport System which is greater than others. 25.71% faced Problems with raw material Supply and a very small amount of 8.57% faced Unavailable Electricity, Inadequate raw materials & unavailable electricity. These Infrastructure problems increased their business cost.

Table 3-12: What kind of infrastructure-related problems occurred several times?

Infrastructural Related Problems	No	Percentage
Inadequate Transport System	11	31.43
Problem of raw material supply	9	25.71
Solid waste disposal problems	5	14.29
Inadequate raw materials & unavailable electricity	3	8.57
Inadequate solid waste management & unavailable electricity	4	11.43
Unavailable of Electricity	3	8.57
Total	**35**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

The under table shows the source of raw Material. Out of the 35 respondent, only 62.86% respondents to gain their Raw materials from Outside Upazila which is largest amount according to respondents.There are only 37.14% people are taken raw material from Inside Upazila. There are no data identified od imported material. So when they taken raw material from outside upazila it increased the cost. They are dependent for material in the outside of upazila. This also says that there are no local product industries that have been established and such local product usuages must be promoted and established.

Table 3-13: Source of Raw Materials

Raw Materials Source	No	Percentage
Inside Upazila	13	37.14
Out Side Upazila	22	62.86
Total	35	100.00

Source: Economic Activity Survey, Ramu Upazila, 2024

The following table shows the marketing Manufacturing Goods of the Respondents of Ramu Upazila Formal Activities. 77.14% goods from local upazila market which is largest amount. They also taken raw material from Nearest Upazila Market which is 14.29%. and District market product is 5.71% But they less dependent for manufactured goods which is only 2.86%. So it articulate that they are mostly dependent for local upazila Market.

Table 3-14: Marketing Manufactured Goods

Raw Materials Source	No	Percentage
Local Upazila Market	27	77.14
Nearest Upazila Market	5	14.29
District Market	2	5.71
National Market (Divisional)	1	2.86
Total	35	100.00

Source: Economic Activity Survey, Ramu Upazila, 2024

The under table shows the raw material and finished product marketing transport mode. They are transport their products by Road, Rail, River, Flight. 97% time the respondent transport their raw material and Finished products by road which is main transported way. Therefore, 3% time they use rail for transported products. By road it increased the cost ,if they will use rail it may be decrease the cost.

Table 3-15: Raw material and finished product marketing transport mode

Transport Mode	No	Percentage
Road	34	97
Rail	1	3
Total	35	100

Source: Economic Activity Survey, Ramu Upazila, 2024

The subsequent table shows the Source of water for manufacturing. All of time they are dependent on groundwater source for manufacturing. The groundwater is always safe for health which reduce desease. The canal water and river water contains pollutant which is harmful for health.

Table 3-16: Source of water for manufacturing

Water Source	No	Percentage
Ground water	35	100
Total	**35**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

Source of Capital: The following table presenting is regarding Source of the Capital Based on 40 respondents. For Established their business, most of the people take the loan from the bank which is almost 57.14% this rate is so much higher than others. Only 22.86% people used their family savings for their business and 20% people used their personal savings. It is so much risk to take loan from bank for business purpose and arise mental pressure.

Table 3-17: Source of Capital

Capital Source	No	Percentage
Personal Savings	7	20.00
Family Savings	8	22.86
Bank Loan	20	57.14
Total	35	100.00

Source: Economic Activity Survey, Ramu Upazila, 2024

Number of People Engagement: The following chart describe the number of employees in the industry according 40 respondents. 62.86% owner of the industry are appointed employee which range is 1-5. 8.57% owner of the industry are appointed eemployee which range is 6-10.and 28.57% owner of the industry are appointed employee which range is above 10. According to respondent most of the industry is small for their reason they appointed less number of employee.

Table 3-18: Number of Employees

Employee No	No	Percentage
< 5	22	62.86
6 to 10	3	8.57
>10	10	28.57
Total	35	100.00

Source: Economic Activity Survey, Ramu Upazila, 2024

The under table shows the Technical Training System for workers. Within this 35 respondent they have no technical training system for workers. It's a concern issue for safety and others. So they should given proper training system for the workers.

Table 3-19: Technical Training System for Workers

Technical Training System	No	Percentage
No	35	100
Total	35	100

Source: Economic Activity Survey, Ramu Upazila, 2024

The under table shows the worker Accommodation. Within 35 respondents, 48.57% time their accommodation type is Own Housing of Industrial Establishment. 37.14% respondent rent the house and very low amount of respondent have own established. So the own housing of industrial establishment rate is higher than others.

Table 3-20: Worker Accommodation

Accommodation Type	No	Percentage
Own Housing of Industrial Establishment	17	48.57
Own	5	14.29
House Rent	13	37.14
Total	35	100.00

Source: Economic Activity Survey, Ramu Upazila, 2024

The below table shows the health checkup for employees. From the data within 35 employees, they are given lees amount opportunity for health checkup of the workers which is 2.86%. 97.14% owner not provide any proper health checkup system for the workers. It's a major issue for health checkup of the workers so every owner needs to provide medical facility of the workers.

Table 3-21: Health checkup for employees

Health checkup for employees	**No**	**Percentage**
Yes	1	2.86
No	34	97.14
Total	**35**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

Waste Management: The subsequent table shows Solid Waste Disposal place. The amount of the 40 respondents,they disposal solid waste beside road, Open field, Canal, River, Agricultural etc.77.14% time they disposal solid beside the road and only 22.86% time they disposal solid on the sell of the waste. When they dump the solid beside road it increased the pollution. It is not a good practice for solid so they need to reuse/recycle the solid waste for better environment.

Table 3-22: Solid waste disposal place

Disposal Place	**No**	**Percentage**
Beside Road	27	77.14
Sell the waste	8	22.86
Total	**35**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following table shows solid waste disposal place ownership category according with the 40 respondents' data. 71% place are Govt. place which is so much higher than others. 23% is private place and also less amount of 6% is Own dumping ground. Govt. Place is 3 time greater than private ownership.The govt, place are not properly clean. So people need to establish own dumping pace.

Table 3-23: Solid waste disposal place ownership category

Ownership Category	**No**	**Percentage**
Own dumping ground	2	6
Government Place	25	71
Private ownership	8	23
Total	**35**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below table shows arrangement of liquid waste refining. Within 35 respondents, they have no liquid waste refining system. They need to establish a liquid refining system or give a proper guide how to use it for prevent pollution.

Table 3-24: Have any arrangement of liquid waste refining?

Refining System	**No**	**Percentage**
No	35	100.00
Total	**35**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following table shows the liquid waste disposal place with 35 respondents. For disposal liquid waste they use Canel,River,Marshy land. 71% time they disposal the liquid waste in the marshy land which is bigger than others. 23% time they disposal liquid waste in the Sink. And only 6% time they discharge in the canal. When they discharge it the canal or land it can polluted the environment. So they need to proper management of Liquid waste.

Table 3-25: Liquid waste disposal place

Disposal Place	No	Percentage
Canal	2	6
Marshy land	25	71
Sink	8	23
Total	**35**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below table shows that how much they again used the solid waste. Among the 35 respondents of the surveys, they are not used the waste for again. If waste can use again or others purpose it prevent pollution and can proper manage Environmental Managemental System. So they need to used waste again or given training them how to waste are use again.

Table 3-26: Waste Recycle Status?

Waste again used	No	Percentage
No	35	100.00
Total	**35**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following table shows that how many percentages of waste separated for again used according to 40 peoples. The 80% waste are separated for again used is only 20%. 20% waste are separated in the range of 21% to 50%. There are rare amount of solid are separated for again used.So they need to increased the waste to separated for again used which can protect the environment.

Table 3-27: How many percentages of waste separated for Recycle

% of Waste for separated for again used	No	Percentage
<20%	28	80
21% to 50%	7	20
Total	**35**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

Environmental Safeguard Status: The subsequent table show the complete environmental assessment within 35 respondents based on their industry. It's surprising that they have not completed EIA. For running a industry, it need to completed EIA for better environment so they should completed the EIA properly.

Table 3-28: Have Completed Environmental Impact Assessment?

Completed EIA	No	Percentage
No	35	100.00
Total	**35**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following table shows the received environmental release letter from DOE. Within 35 respondent, only 45.71% people are received environmental release letter from DOE and 48.57% people are not find any Environmental release letter from DoE.

Table 3-29: Have received environmental release letter from DOE?

Environmental release letter from DOE	No	Percentage
Yes	16	45.71
No	17	48.57
Others	2	5.71
Total	**35**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

Problem Identification: The following table shows that respondents faced the problem by the enterprises. According data from the respondents they faced the Infrastructural problems, Production problems, Marketing problems, Investment situation problems, Bureaucrat problems, Crisis of Fuel, Raw material crisis, Labour Crisis, Extortion/Suffering. Whinin these types of problems they faced 20% investment solutions Problems which is largest than other. They also faced Bureaucrat problems, Marketing problems, Infrastructural problems are like as smiler amount which is 14,28% and 17.14%. they facle very low amount of Extortion/Suffering problems and Raw material crisis which is 2.86%. They need to mitigated the problems for their industry.

Table 3-30: Problems faced by the Enterprises

Problems type	No	Percentage
Infrastructural problems	5	14.29
Production problems	2	5.71
Marketing problems	5	14.29
Investment situation problems	7	20.00
Bureaucrat problems	6	17.14
Crisis of Fuel	5	14.29
Raw material crisis	1	2.86
Labour Crisis	3	8.57
Extortion/Suffering	1	2.86
Total	**35**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

The subsequent table shows what types of the problems they seen in the maximum number. Within 40 respondents they faced Corruption, Syndicate, Broker/Middleman, Lack of skill labor, Lack of capital. 31.43% time they faced the problem by Syndicate which is large amount. 22.86% they face the problem of Lack of capital,20% and 14.29% they faced Broker/Middleman and Lack of skill labor. Syndicate problem is the biggest problem in our country for business. Government? Local authority need to mitigate those problem for business purpose.

Table 3-31: What kind of problems maximum time seen?

Problems	No	Percentage
Extortion	3	9
Corruption	1	2.86
Syndicate	11	31.43
Broker/Middleman	7	20.00
Lack of skill labor	5	14.29
Lack of capital	8	22.86
Total	**35**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

3.2 Growth Centre/Hat/Bazar

Growth center/hat/bazar survey has also been conducted in order to examine all the economic activities take place in those Growth center/hat/bazar and challenges occurred during trading.

3.2.1 Methodology

3.2.1.1 Sample Size Selection

A stratified random sampling method was employed to ensure representation from various demographic groups within the Upazila. A total of 50 respondents were interviewed for Growth center/hat/bazar survey in all Unions. A structured questionnaire was developed to collect data on consumer demographics, utilization of economic services, reasons for choice, and satisfaction levels.

3.2.1.2 Questionnaire Survey

Questionnaire was prepared inorder to conduct the foraml economic activities survey. The questionnaire cover theManagement of Hat /Bazar/Growth Centre, Sitting arrangement of the Selleres, Catogery of bazar, Water supply source, Catogery of Bazar, Monthly trun over form Hat/Bazar, Public toilet status, Availability of electricity, Availability of waste disposal, Responsibility of waste management and other related activities in the Planning area. The questionnaire was finalized after consultation with PCO. Kobo Toolbox was used for Review & Update of Ramu Upazila Development Plan (Master Plan) under UTMIDP Survey Report Volume II designing the required questionnaire. Questionnaire is attached in Appendix.

3.2.1.3 Survey Schedule

According to the schedule, Growth Center/Hat/Bazar activity survey was conducted from 1st April 2024 to 14th April 2024. Interviewees/ respondents from different marketplace, hat, bazar, street sellers were interviewed.

3.2.1.4 Field Up Survey Team

During selection of the socio-economic survey investigator team, consultant considered both prior experience in similar survey activities and educational qualifications. Additionally, the team received guidance from designated field supervisors. Proper training was imparted before the assignment was carried out in the field. Team members were briefed on the survey objectives, methods and ethical considerations apart from the process of interviewing and understanding the questions.

3.2.1.5 Data tools Used

Data were collected using Kobo Toolbox. Following the completion of field-level survey activities, a comprehensive database was created aligned with the survey questionnaire. Kobo Toolbox was used to generate Excel sheets automatically for this database. All data were stored in Microsoft Excel.

3.2.1.6 Data Processing and Analysis

Survey data is subjected to quantitative analysis using Microsoft Excel software. Data are presented in tabular, graphical charts (Bar, Pie, Column) and in report form.

3.2.2 Major Findings

Hat/Bazar Management: The following table revelas that 64percent Hat/Bazar manage by Union Parishad and rest 36 percent hat/Bazar mange by Upazila Parishad.

Table 3-32: Management of the Hats/Bazars

Management Departments	No	Percentage
Upazila Parishad	18	36.00
Union Parishad	32	64.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

Shops number in the bazar vary depending on the bazar or hat size and location. The survey table represents that 58 percent hat/bazar has more than 300 shops, 20 percent hat/bazar has less than 50 shops, 16 percent hat/bazar has 51-100shops, 4 percent hat bazar has 101-200 nos shops and only 2 percent hat/bazar has 201-300no of shops. Shops stay in the hat/bazar for a little period and sell their product. The buyers are present in the hat/bazar for buying their product. In the hat/bazar, so many economic activity enrolled.

Table 3-33: Number of Shops in Bazar

No of Shops	No	Percentage
<50	10	20.00
51-100	8	16.00
101-200	2	4.00
201-300	1	2.00
>300	29	58.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

From the following survey table, it is found that 74 percent hat/bazar arranged weekly basis and 26 percent arrange daily basis. Overall, the data show that the importance of providing weekly seating of Hat/Bazar is very important.

Table 3-34: Seating Arrangement of Sellers

Sellers Seating Arrangement	No	Percentage
Daily	13	26
Weekly	37	74
Total	**50**	**100**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

The subsequent survey table revels that 76 percent Bazars are covered with the Growth Centre and 24 percent bazar are general bazar. For economic up liftman hat /bazar is very important.

Table 3-35: Category of Bazars

Type of Hat /Bazar	No	Percentage
General Bazar	12	24
Growth Centre	38	76
Total	**50**	**100%**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

Capital Status: Monthly trading turnover varies according to bazar size and existing business occurred in these bazars. The following survey table represent that 40 percent hat/Bazar/Growth Centre's monthly turnover is 51-100 lakh taka, 12 percent

Hat/Bazar/Growth Centre's monthly turnover is 21--50 lakh taka. Only 2 percent Hat/Bazar/Market monthly turn over is more than 10 crore taka and 1 to 20 lakh taka respectively. So it represent that huge economic activity consolidate in the Bazars/Hat/Growth center.

Table 3-36: Monthly Turnover of the Bazars/Hat/Growth center

Monthly Turn Over (In Taka)	No	Percentage
<1 Lakh	10	20.00
1-20Lakh	1	2.00
21-50Lakh	6	12.00
51-99 Lakh	12	24.00
1 Crore-10 Crore	20	40.00
>10 Crore	1	2.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

From the following survey table it is found that 40 percent hat/bazar monthly tole collection is more than 10 crore taka, 24 percent hat/bazar monthly tole collection is 8-10lakh taka and less than one lakh taka respectively. Only 12 percent hat bazar monthly tole collection is 4 to 7 lakh taka. So it is a source of government revenue by leasing the Hats/Bazar.

Table 3-37: Monthly Rent or Tole Collection from Hats/Bazars

Monthly Rent or Tole Collection	No	Percentage
<1 Lakh	12	24
1-3Lakh	0	0
4-7Lakh	6	12
8-10Lakh	12	24
>10+	20	40
Total	**50**	**100**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

Existing Utility Services: The following survey table shows that all Hat/Bazar source of water supply is tube well (84 percent). Every shop of different Hat/ Bazar depends on a Tube well for water. There is no alternative source of water as pond or Pipeline water available in the Hat/Bazar of Ramu Upazila. 16 percent of hat/bazar has no available water supply source near the Hat/ Bazar.

Table 3-38: Water Supply Availability Source of the Hat/ Bazar

Source of Water Supply	No	Percentage
Tube well	42	84.00
Not Available	8	16.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

The following survey table represent that 4 percent of the Hats/ Bazars are available of Sanitary Latrine and 96 percent Hats/Bazars are not available of Public Toilet facility. This creates problems in the Hats/Bazars as use of hygienic toilet.

Table 3-39: Public Toilet Availability of the Hats/ Bazars

Public Toilet Category	No	Percentage
Sanitary Toilet	2	4.00
Not Available	48	96.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

From the following survey table it is represent that 98 percent Market/Hat/Bazar has no availability of drainage facility and only 2 percent Market/Hat/Bazar has available of drainage facility. For discharge of rain water drainage facility is very important for very Market/Hat/Bazar.

Table 3-40: Availability of drain at the Market/Hat/Bazar

Availability	No	Parentage
Yes	1	2.00
No	49	98.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

The subsequent survey table represents that 100 percent of drain flood water never fooled in Market/ Hats/Bazars. This is very important for free water logging for Markets/ Hats/Bazars.

Table 3-41: Is flood water fooled by the drain

Availability	No	Parentage
No	50	100.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

Waste Management: The following survey table represents that 100 percent Hat/Bazar has not availability of waste disposal system in their bazar. They dump waste haphazardly without any designated place. So west disposal facility is very important in all Hats/Bazars of the Ramu Upazila for maintaining clean and hygienic environment in the Hats /Bazars.

Table 3-42: Availability of Waste Disposal

Availability of waste Disposal	No	Percentage
No	50	100
Total	**50**	**100**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

The subsequent survey table represents that 22 percent Hat/Bazar west management responsibility carried by lease holder, 18 percent Hat/Bazar west management responsibility carried by Market/Hat/Bazar Committee. On the other hand 60 Hat/Bazar west management responsibility by others as like the Bazar bonik somity.

Table 3-43: Responsibility of Waste Management

Responsible Authority	No	Percentage
Lease Holder	11	22.00
Market/Hat/Bazar Committee	9	18.00
Others	30	60.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

From the following survey table, it is represent that 26 percent hat bazar manage solid waste by own person, 20 percent hat bazar has no arrangement for solid waste management and 52 percent hat bazar manage solid waste by other way as like bonik somity.

Table 3-44: Way of Solid waste management

Solid waste Management way	No	Percentage
By own person	13	26.00
By own van	1	2.00

Solid waste Management way	No	Percentage
No arrangement	10	20.00
Others	26	52.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

The subsequent survey table revels that 48 percent Hat/Bazar dumped their waste in the road side. Another 18 percent hat/Bazar dumped their waste in the road side/low land/river/canal. 14 percent hat/bazar dump the solid waste river or canal. Only 10 percent hat/bazar dispose their solid was in other places.

Table 3-45: Waste Disposal Place

Waste Disposal Place	No	Parentage
Road side/low land/river or canal	9	18.00
Dumped at Selected place	4	8.00
Dumped at Road side	24	48.00
Nearest Dustbin	1	2.00
Dumped in River or Canal	7	14.00
Others	5	10.00
Total	**50**	**100.00**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

Communication: The following survey table represents that 100 percent Market/Hat/Bazar communication system is by road way. Commodity goods transport in different Market/Hat/Bazar by road way.

Table 3-46: Communication system to the Market/Hat/Bazar

Communication by	No	Parentage
By road way	50	100
Total	**50**	**100**

Source: Hat/Bazar/Market Field Survey, Ramu Upazila, 2024

3.3 Informal Economic sector

Informal economic activities are not registered under specific forms of national legislation which includes private unincorporated enterprises. Informal sector enterprises may be more likely to operate from the entrepreneur's home, from a market stall, or from some temporary locations on streets. They include vendors in street, hawkers, rickshaw pullers, drivers, unregistered labors.

3.3.1 Methodology

3.3.1.1 Sample Size Selection

A stratified random sampling method was employed to ensure representation from various demographic groups within the Upazila. A total of 90 respondents were interviewed for informal economic survey in all Unions. A structured questionnaire was developed to collect data on consumer demographics, utilization of economic services, reasons for choice, and satisfaction levels.

3.3.1.2 Questionnaire Survey

Questionnaire was prepared inorder to conduct the inforaml economic activities survey. The questionnaire cover types of informal activities, sector of informal activities, location of informal activities, sector of informal activities, sex status of informal activities, source of capital, ownership of shops, period of informal activities, source of loan etc. in the Planning area. The questionnaire was finalized after consultation with PCO. Kobo Toolbox was used for Review & Update of Ramu Upazila Development Plan (Master Plan) under UTMIDP Survey Report Volume II designing the required questionnaire. Questionnaire is attached in Appendix.

3.3.1.3 Survey Schedule

According to the schedule, informal economic activity survey was conducted from 1st April 2024 to 14th April 2024. Interviewees/respondents from different shops, marketplace, hat, bazar, street sellers were interviewed.

3.3.1.4 Field up Survey Team

During selection of the socio-economic survey investigator team, consultant considered both prior experience in similar survey activities and educational qualifications. Additionally, the team received guidance from designated field supervisors. Proper training was imparted before the assignment was carried out in the field. Team members were briefed on the survey objectives, methods and ethical considerations apart from the process of interviewing and understanding the questions.

3.3.1.5 Data tools Used

Data were collected using Kobo Toolbox. Following the completion of field-level survey activities, a comprehensive database was created aligned with the survey questionnaire. Kobo Toolbox was used to generate Excel sheets automatically for this database. All data were stored in Microsoft Excel.

3.3.1.6 Data Processing and Analysis

Survey data is subjected to quantitative analysis using Microsoft Excel software. Data are presented in tabular, graphical charts (Bar, Pie, Column) and in report form.

3.4.2 Major Findings

Type: From the subsequent table it is observed that the informal economic activities mostly street food seller 48.89 percent and the second highest is hacker 14.11 percent, 4.44 percent is small business, 3.33 percent is house keeper. Mostly low income people involved with the informal activities and sustain their livelihood. Different people engage with the diverse informal activities with different proportion and its contribution in the national economy is increasing day by day. Globally informal economy means economic activity that takes place outside the formally regulated structures. Typically, informal economic enterprises are small, often based around households. These usually do not pay taxes, nor do they enjoy social protections. While their activities are not necessarily illegal, they are not covered by the framework of national laws in the country. Policymakers and stakeholders should recognize this complexity to formulate targeted strategies that address the distinct challenges and opportunities associated with each category, fostering a more inclusive and responsive approach to support the informal workers.

Table 3-47: Types of Informal Activities

Activity Types	No	Percentage
Hacker	37	41.11
Street food seller	44	48.89
Small business	4	4.44
House keeper	3	3.33
Others (Please Specify)	2	2.22
Total	90	100.00

Source: Economic Activity Survey, Ramu Upazila, 2024

The subsequent survey table revels that 66.37 percent respondent involved informal service activities and 33.33 percent informal activities involved with agriculture activities. This sectoral distribution underscores a diverse economic structure with considerable emphasis on services while still acknowledging the significance of service and agriculture sector.

Table 3-48: Sector of Informal Activities

Sectors	No	Percentage
Agriculture	30	33.33
Service	60	66.37
Total	**90**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

Location: The below depicted table describes the delineates places where informal activities are conducted in Baghmara Upazila Entrepreneurial endeavors conducted from the entrepreneur's home constitute a less portion at 20% which reflecting the prevalence of home-based businesses in informal economies. Market stalls also serve as significant hubs, contributing very small portion at 18%. Temporary places activities constitute a substantial portion at 42% which is greater than others. and on-the-road activities follows the second portion at 20% which emphasizing the mobile and dynamic nature of a considerable portion of informal economic engagements. This arrangement underscores the diversity in locations

where informal activities thrive, ranging from the entrepreneur's home to more mobile setups like market stalls and on-the-road enterprises.

Table 3-49: Location of Informal Activities

Location	No	Percentage
From Entrepreneur's Home	18	20
From Market Stall	16	18
From Temporary Place	38	42
On the Road	18	20
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

People Engaged: The following table shows that the sex status of the respondents of informal activities. The respondents of male is greater than female respondent with follow at 97%. Majority of informal activities are doing by male.

Table 3-50: Sex Status of the Respondents

Sex Types	No	Percentage
Male	87	97
Female	3	3
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following table reflects that the age status of respondents of informal activities. In this survey most age level is 30-49 which follow at 57.78% and lowest age level is 15-19 which rate is 3.33%.

Table 3-51: Age Status of the Respondents

Age Category	No	Percentage
15-19	3	3.33
20-24	6	6.67
25-29	17	18.89
30-49	52	57.78
50-59	12	13.33
Total	**90**	**100.00**

Source: Economic Activity Survey, Ramu Upazila, 2024

The subsequent table reflects the education status of the respondents. Most of education status of the respondent are illiterate which follows 42.22% and 27.78% respondents are Primary pass.23.33% is S.S.C pass and only 2.22% is H.S.C pass.

Table 3-52: Education Status of the Respondent

Education Level	No	Percentage
Illiterate	38	42.22
Primary	25	27.78
8th Grade	4	4.44
S.S.C	21	23.33
H.S.C	2	2.22
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below depicted table describes the migration status. 94% people are not interested for migration. But 6% people want to migration or migrated for better life.

Table 3-53: Migration behaviuor of the respondent

Migration Status	No	Percentage
Yes	5	6
No	85	94
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following depicted table describes The Causes of migration. For poverty/Unemployment ,60% of people choose migration. And 40% of people chose migration to change working place.

Table 3-54: If Yes, Causes of Migration

Migration Causes	No	Percentage
Working place	2	40
Unemployment/Poverty	3	60
Total	**5**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below depicted table describes the temporal Natural of informal activities. 57% nature of Informal activities is Temporary and seasonal is 27% and others is 17%.

Table 3-55: Temporal Natural of Informal Activities

Nature of Informal Activities	No	Percentage
Temporary	51	57
Occasional	24	27
Seasonal	15	17
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below-depicted table describes the periods of informal activities. All year around they are involving Informal Activities.

The following table shows the time to engage in the profession of the informal sector. 46% of people are engaged in this informal sector from 4 to 7 years and less number is 1% which follows at a time duration of 16 Years to 20 Years.

Table 3-56: Years/Time to Engage in the Profession

Time Duration	No	Percentage
<1 Years	5	6
1 Year to 3 Years	19	21
4 Years to 7 Years	41	46
7 Years to 10 Years	14	16
11 Years to 15 Years	10	11
16Years -20Years	1	1
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below depicted table describes the training conditions of the respondent in the informal activities. Most of respondent are involved training within 1 years which rate is 54% and 6% of respondents are taken training within 7 years to 15 years.

Table 3-57: Training Condition of the Respondent

Time Duration	No	Percentage
<1 Years	49	54
1 Year to 3 Years	25	28
4 Years to 7 Years	6	7
7 Years to 10 Years	5	6
11 Years to 15 Years	5	6
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following depicted table describes the Status of the respondent from training received. There are no need for any Training activities.

The subsequent depicted table describes the class of Consumers. High, Middle and Lower class consumer is only 4 % other 72% consumer is Not specific.

Table 3-58: Class of Consumer

Consumer Class	No	Percentage
High Class & Middle Class boath	4	4
Lower Class	5	6
Not Specific	65	72
Higher, Middle & Lower	16	18
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

Capital: The below depicted table describes the place of financial activities. Most of time (66%) they are trying within Upazila Sadar and other times (34%) they are going outside of Upazila Sador.

Table 3-59: Place of your financial activities

Nature of Informal Activities	No	Percentage
Within Upazila sador	59	66
Outside of Upazila Sador	31	34
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below depicted table describes the sources of Capital. 57.78% time their source is Own Family/Relatives, 37.78% is Without Investment or Straggling and 1.11% is Inheritance.

Table 3-60: Source of Capital

Capital Source	No	Percentage
Inheritance	1	1.11
Own Family/Relatives	52	57.78
Loan	3	3.33
Without Investment or Straggling	34	37.78
Total	**90**	**100%**

Source: Economic Activity Survey, Ramu Upazila, 2024

The subsequent depicted table describes the category of staying of the financial activities. The 34% job category is permanent, Temporary category is 23%, Mobile Transport Category and head Load Travel is 21%.

Table 3-61: Category of Staying of the Financial Activities

Category	No	Percentage
Permanent	31	34
Temporary	21	23
Mobile Transport	19	21
Head Load Travel	19	21
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below depicted table describes the status of debt. Most of time people are having debt which rate is 58% and 42% people not rely on Debt.

Table 3-62: Status of Debt

Having Debt	No	Percentage
Yes	52	58
No	38	42
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following depicted table describes the sources of Loan. They are taken Loan from Govt. bank, Non-Govt. bank, Cooperatives, Moneylender, relatives/Friends and NGO. For taken loan, most of the time they are rely on Relatives/ Friends. And very few times they depend on Govt. Bank.

Table 3-63: Source of Loan

Loan Source	No	Percentage
Govt. Bank	4	4
Non Govt. Bank	12	13
Cooperatives	21	23
Moneylender	16	18
Relatives/Friends	31	34
NGO	6	7
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below depicted table describes the purpose of Loan. Most of the time they are taken loan for House repairing which is 33%. 23% are taken loan for furniture purchase. And less amount of 3% is taken loan for Land Purchase.

Table 3-64: Purpose of Loan

Purpose of Loan	No	Percentage
Business	17	19
Furniture purchase	21	23
House repairing	25	28
Marital issue	10	11
Treatment	6	7
Livestock purchase	8	9
Land Purchas	3	3
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following depicted table describes the status of the respondent Monthly income. 48% respondent income range is 5001-10000 which is bigger than other. 19% income is More than 10000. And 12% is less than 3000.

Table 3-65: Status of Respondent Monthly Income

Monthly Income	No	Percentage
<3000	11	12
3000-5000	19	21
5001-10000	43	48
More than 10000	17	19
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The subsequent depicted table describes the Status of Respondent Monthly Expenditure. 42% time they spend their income for monthly expenditure which ranges is 5001-10000. And they spend less amount money for monthly expenditure which range is more than 10000.

Table 3-66: Status of Respondent Monthly Expenditure

Monthly Expenditure	No	Percentage
<3000	19	21
3000-5000	29	32
5001-10000	38	42
More than 10000	4	4
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below depicted table describes the Sector wise expenditure status of the respondent. Most of the time they spend money for food which is 20%. Houses rent and cloth which is 18%. Less amount (4%) is ICT. So, their most of income are spent for major Four sectors such as House rent, Food, Transportation and treatment.

Table 3-67: Sector wise expenditure status of the respondent

Expenditure Sector	No	Percentage
Food-----%	18	20
Cloth------%	16	18
House rent -----%	16	18
Education--------%	12	13
Treatment---------%	15	17
Transport ---------%	9	10
ICT----------%	4	4
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following depicted table describes the Monthly Rent status of the Respondent shop. 39% of people rent houses whose ranges are less than 1000 taka. 21% of people spent 1000-2000 taka for monthly rent Purpose.

Table 3-68: Monthly Rent status of the Respondent shop

Monthly Rent Status	No	Percentage
<1000	39	43
1000-2000	21	23
2001-3000	23	26

Monthly Rent Status	No	Percentage
3001-4000	2	2
>4000	5	6
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

Asset Ownership: The subsequent depicted table describes the Ownership of Residence. 79% peoples are living Rented houses and 21% people living in Owned houses.

Table 3-69: Ownership of Residence

Residence ownership	No	Percentage
Owned	19	21
Rented	71	79
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following depicted table describes the status of ownership of the shop. 61% of people borrow the shop and 29% of shops are their own.

Table 3-70: Ownership of the Shop

Ownership Status	No	Percentage
Owned	29	32
Rented	61	68
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

Problem Identification: The following depicted table describes that most of problems faced at workplaces in formal activities. Most of time they faced Infrastructural Problem which is 33%. Therefore, they faced Adverse Problem, Sanitation Problems, Police Harassment, Extortion, Business Recession, Sanitation Problems and others.

Table 3-71: Problems Faced at Workplace

Monthly Rent Status	No	Percentage
Infrastructural Problem	33	37
Adverse Weather	17	19
Eviction Problem	12	13
Police Harassment	11	12
Extortion	6	7
Business Recession	9	10
Sanitation Problems	2	2
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below table shows risk observed in formal sector. Lack of Social Security System, Yearly or Illness, Lack of leave, Lack of written employment contract, Casual/Temporary Nature of work are affected of informal sectors. The most significance risk is Casual/Temporary Nature of work which portion is 76% and lowest risk is Lack of leave.

Table 3-72: Risk observed in informal sector

Migration Causes	No	Percentage
Lack of Social Security System	16	18
Yearly or Illness	3	3
Lack of leave	3	3
Casual/Temporary Nature of work	68	76
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The following depicted table describes why peoples change their occupation. 74% times they want to more profit, 5% times financial effect and disadvantages status.

Table 3-73: Reasons for Change of Occupation

Reasons	No	Percentage
Financial loss	2	5
Desire for more profit	32	74
Disadvantaged status	2	5
Others	7	16
Total	**43**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

The below depicted table describes the Measure to Promote Informal Activities. Here Employment opportunities is higher measure standard which is followed at 54%. Health security is stands 9% which is less ratio.

Table 3-74: Measure to Promote Informal Activities

Measures	No	Percentage
Employment Opportunities	54	60
Adequate Loan Facilities	27	30
Health Security	9	10
Total	**90**	**100**

Source: Economic Activity Survey, Ramu Upazila, 2024

Chapter Four: Traffic and Transportation Survey

CHAPTER FOUR: TRAFFIC AND TRANSPORTATION SURVEY

4.1 Introduction

Ramu is the potential agricultural and eco-tourism Upazila under Cox's Bazar district. The land of this Upazila is intensively used for agricultural and some others for tourism purpose. It is located at 21.4583°N and 92.1000°E. The total area is the area of 391.71 km2. Ramu had an average literacy rate of 36.58%, compared to the national average of 51.8%. In Ramu Upazila according to the BBS 2011, the religious distributions are 93.30 percent Muslim, 3.34 pereent Buddhism, 3.2 8pereent Hinduism and others 0.08 pereent. There are so many Buddhist temples/monastery in Ramu Upazila. For the review and update of Ramu Upazila master plan, efficient and effective transportation is given priority for the people living in urban areas as well as rural area.

A traffic and transport survey was conducted for the assessment of existing transportation conditions, available transport modes and related facilities, user perspective etc. It is important to understand the present traffic pattern and existing problems to prepare the master plan for Ramu Upazila. A comprehensive Traffic and transportation survey can help in understanding the current transportation issues in the upazila. This also acts as the input to the development of the transport plan of the upazila. Thus the assessment of the detailed features and characteristics of the transport infrastructure, mode and transport users of this Upazila is of very important for meeting the existing transport demand and future challenges. Ramu Upazila is one of the biggest upazila in Coxbazar district. Efficient and effective transportation is also a fundamental prerequisite for the people as well well-planned transportation system that provides efficient movement of goods from one place to another. So is very important to create connectivity of Ramu Upazila with Cox's Bazar district headquarters.

4.2 Objectives of the Survey

The objective of the traffic survey is to

a) To know the existing transportation networks and facilities.;
b) To findout the scenario of average daily traffic, peak hour traffic and off-peak hour traffick;
c) To know the pattern of traffick generation, traffick distribution, amd movement, major origin and destination points.
d) To know the pedestrian flow in increasing the capacity of the road
e) Collect traffic data to analyze the characteristics and identify major transport problems and needs in Ramu upazila.
f) To grasp the differences between traffic and transportation condition from the previous development plan of Ramu upazila
g) To provide a detailed transport study for future references.

Survey Description:

For the updated and review of master plan of Saghat Upazila under the current project the consultant has been assigned conduct 8 types of surveys according to the Terms of reference. The conducted surveys are shown in the following:

1. Traffic Volume Survey
   - Traffic count at midblock (Traffic volume counts survey)
   - Turning movement counts at critical intersections
2. Pedestrian Count Survey
3. Origin – Destination survey (Roadside Interview Survey)
4. Vehicle Occupancy Survey
5. Public Transport Passenger Interview Survey
6. Pedestrian Interview Survey
7. Travel time survey
8. Terminal Survey
   - Bus Station Survey
   - Truck Terminal Survey
   - Train Station Survey
   - Boat ghat and Waterways Survey
9. Parking Survey
   - Demand Survey
   - User survey
10. Transportation inventory Survey
11. Household travel survey

Types of Survey Related to Traffic and Transporationn

Based on the TOR the following catogries of suvey were identified to be conducted in the Upazila area.

Traffic Volume Count Survey:

Traffic Volume is the number of vehicles crossing a section of road per unit time at any selected period. Traffic volue is used as a quantity measure of flow; the commonly used units are vehicles per day and vehicles per hour.

One of the fundamental measures of traffic on a road is the volume of traffic using the road in a given interval of time. It is also termed as flow and it is expressed in vehicles per hour or vehicle per day. When the traffic is compossed of a number of vehicles, it is the normal practice to convert the flow into equivalent passenger-Car Unit (PCU), by using certain equivalency factors. The flow is then expressed as PCUs per hour or PCUs per day.

This covers the different vehicles types including:

a. Motorized vehicles like truck, bus, car/microbus, auto rickshaw and motorcycle, and
b. Non-motorized vehicles including rickshaw/van, bicycle/push cart etc.

Origin- Destination (O-D)Survey

Origin-destination (O-D) surveys provide a detailed picture of the trip patterns and travel choices of a city's or region's residents. These surveys collect valuable data related to households, individuals and trips. This information allows stakeholders to understand: Travel patterns and characteristics Measure trends Provide input to travel demand model development forecasting and planning for area-wide transportation needs and services progress in implementing transportation policies. In a transportation study, it is often necessary to know the exact destination of the trip. It is not only necessary to know how many trips are made, but also group these trips with reference to the zones of their origin and destination. This carried out through roadside interview of passengers covering the followings important aspects of transportation planning.

- Sex of passengers,
- Age of passengers
- Origin of trip
- Destination of trip
- Purpose of trip
- Mode of travel of respondent
- Travel time and travel cost

Regional Transportation Network Survey

This was carried out through direct interviews of drivers covering the following important aspects of transportation planning.

- Trip going out
- Trip destination point
- Trip coming in
- Average number of passengers/ weights of goods carried by per mode.

Pedestrain Survey

As pedestrian is an important element or a part of moving vehicle, it is necessary to know the pedestrian flow in measuring the capacity of road, that's why the traffic survey has included the pedestrian count. This covers the different vehicles types including

- *Origin of trips*
- *Destination of trips*
- *Trip distribution pattern*
- *Purpose of trips*

Bus Passenger Survey

This covers the different vehicles types including

- Purpose of travel
- Age group and age-sex distribution
- Distance of travel
- Trips per week

Train Passenger Survey

This covers the different vehicles types including

a. Purpose of the trips
b. Origin and Destination of the trips
c. Trips per week
d. Travel distance with travel time
e. Travel distance with travel cost.

Survey Locations:

The survey locations are selected by careful consideration of the upazila road network and local road traffic. A team surveyed the upazila to understand the existing traffic and transportation conditions while observing the overall scenario. The expert visited the upazila and interacted with some local people to understand their opinions and views about present road and traffic conditions. Additionally, a discussion with upazila engineer helped understanding the critical issues to keep under consideration while selecting the survey locations. Based on the gathered information and understandings, survey locations and survey stations/points were set. The locations were set considering existing traffic conditions as well as any plan for future infrastructure development activities. The survey locations were shared with PMO office and updated accordingly with the received suggestions. A total of Eight (8) points are selected to conduct different types of Traffic and transportation survey. The survey is tentatively scheduled to start on 19 May, 2024. The distribution of survey locations/point are detailed in table 2.

Table 4-1: Distribution of different survey according to locations/point

Pt	Name	Description	TVS		PCS	OD	PTPS	PIS	Parking	Terminal	Bus/ Train
			IC	MB							
1	Football Chattar	Football Chattar Intersection	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	Maricha Bazar	Ramu-Maricha Bazar Intersection	Yes		Yes	Yes	Yes				
3	Choumohuni	Fakira Bazar Intersection	Yes				Yes		Yes	Yes	Yes
4	Chainda Bazar	Kathir matha Notun Bazar, Cox's Bazar Teknaf Road		Yes				Yes			
5	Rashidnagar UP	Mamun miah bazar Chittagong-Cox's Bazar Road		Yes	Yes	Yes					

Pt	Name	Description	TVS		PCS	OD	PTPS	PIS	Parking	Terminal	Bus/ Train
			IC	MB							
6	Idgarh Bazar	Idgarh-Kaccapia road		Yes	Yes		Yes				
7	Kaccapia Bazar	Gorjonia Bazar In front of Kaccapia UP		Yes	Yes		Yes				
8	Panjekana Bazar	Ramu Maricha road		Yes				Yes			

Determination of Sample Size and Methods

The sample size refers to the number of observations or units chosen from a larger population for a study. It's a critical factor in ensuring the reliability of study results.

The initial sample size was determined by the following formula

$$n = \frac{z^2pq}{d^2}$$

Where, z is the normal variation and which has 1.96 for 95% confidence interval

p is the target proportion. In this case, we have assumed p= 0.5

p+q =1, therefore q=0.5

And d is the desired error which is 0.1

The initial sample size is therefore

$$n_o = \frac{(1.96)^2 \times 0.5 \times 0.5}{(0.1)}$$

$$=96.04$$

These sample size was adjusted by using the following formula:

$$n = \frac{n_0}{1 + \frac{n_0}{N}}$$

Where n is requiring sample size and N is no of Population of Upazila.

Here, Ramu Upazila has the population of 2,66,640. After applying the above formula, it is found that minimum 96 samples will be surveyed for each category of survey. Considering the formula, the sample size of traffic and transportation surveys has been determined

Survey Details:

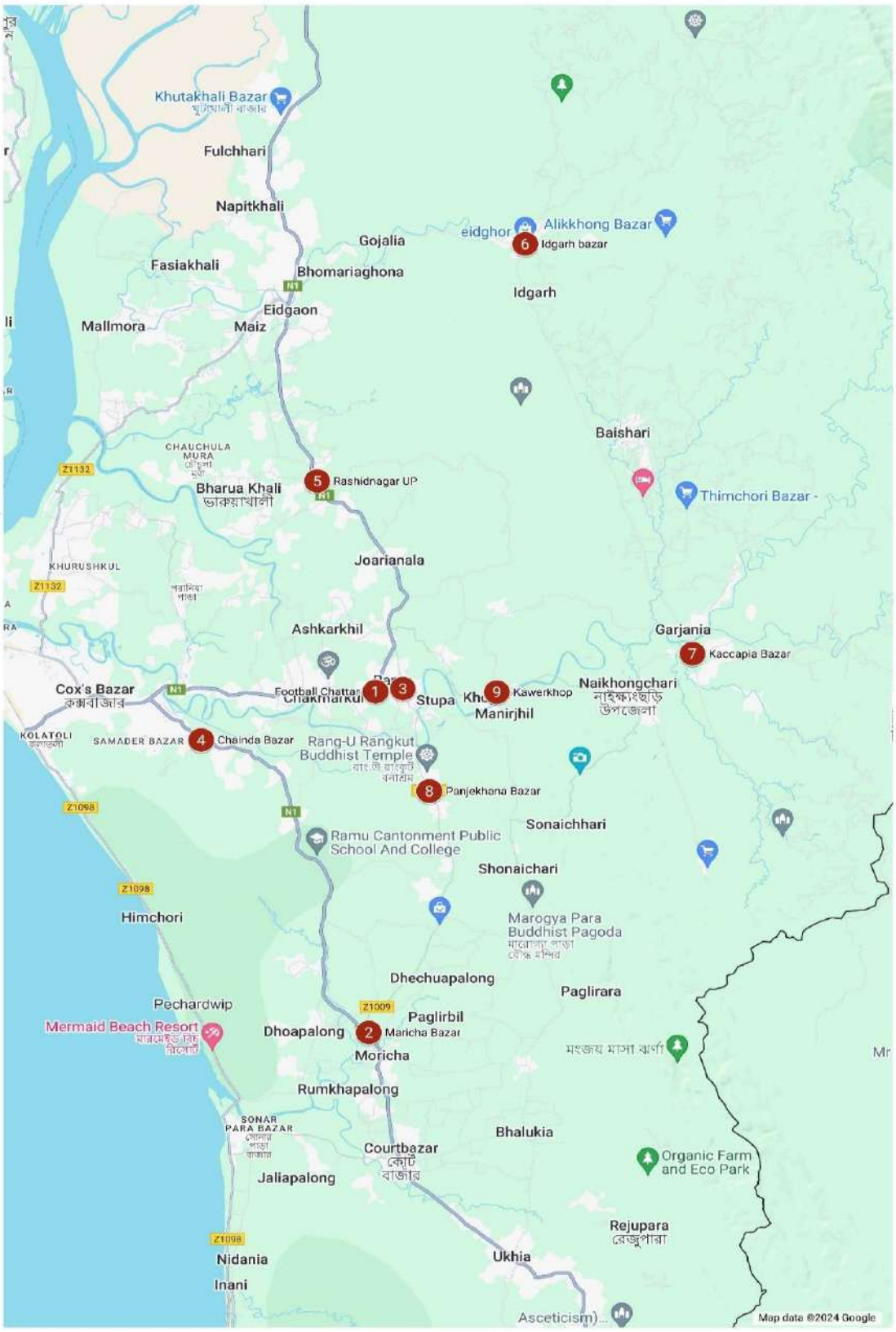
Table 4-2: Contents and details of Traffic Volume Survey

No.	Type of survey	Purpose	Method	Details		
				Locations	Days / number	Time
1.	Traffic Volume Survey (TVS)	Traffic count at midblock (Traffic volume counts survey): To obtain Traffic movement summary at specific road sections.	Traffic counts by direction and by type of vehicle at survey points along arterial roads in every 15 minutes. Types of vehicles varies with road type. For example, vehicle classification of RHD will be used for RHD roads and vehicle classification for LGED roads will be used for LGED roads. The survey will be conducted by Manual Traffic Counts method.	Four (04) survey points at midblock	Three (03) days including 1 "hat day"	6am-10pm
2.	Traffic Volume Survey (TVS)	Turning movement counts at intersections: Counting the vehicles moving to different directions at four legged/three-legged intersection.	Traffic counts by type of vehicles to every direction at the specific intersections in every 15 minutes. Will be conducted by Manual Traffic Counts method.	Three (03) intersections	Three (03) days including 1 "hat day"	6am-10 pm
3.	Pedestrian Count Survey (PCS)	To obtain pedestrian movement summary during workdays and weekends.	Pedestrian counts by directions in every 15 minutes.	Four (04) survey points, two (02) intersections and Two (02) points at midblock	3 days including 1 "hat day"	6 am-10 pm

No.	Type of survey	Purpose	Method	Details		
				Locations	Days / number	Time
4.	Origin–Destination survey: Roadside Interview Survey (RSI)	To obtain vehicle origin, destination, trip purpose, etc. Survey points surrounding the major thoroughfare compose cordon line which accommodates most Traffic of surrounding areas.	Interview with drivers and passengers at specific survey points	Two (02) survey points, Eight (08) directions	One (01) day	6 am-10 pm
5	Occupancy Survey	Data of occupancy will be collected from same vehicles surveyed in O-D survey	Interview and observations in O-D Survey	Same locations of O-D survey	One (01) day	6 am-10 pm
6	Public Transport Passenger Interview Survey (PTPS)	To get general information of the passengers who are using public transports and their views about their experience in using public transport. The public transports are: bus, train, boat etc.	Interview with passengers of public transport at survey points.	Two (02) survey locations	150 samples to be covered	6 am-10 pm
7	Pedestrian Interview Survey (PIS)	To understand pedestrian perception about their travelling experience along the survey point.	Interview with pedestrian at selected survey points	Three (03) survey locations	150 samples to be covered	6 am-10 pm

No.	Type of survey	Purpose	Method	Details		
				Locations	Days / number	Time
8	Travel Time Survey (TTS)	To analyze vehicle speed affected by delays caused by different reasons.	Investigation of travel time of different modes including car and another popular mode	Survey routes: Three (03)	1 working day, 3 round trips	6 am-10 pm
9	Bus Terminal/Train Station Survey (if any)	Understanding the existing condition of the bus terminal/train stations of the upazila by observing the condition of the train stations and gathering responses from the users (where applicable).	Collecting data of existing facilities in the bus terminal/train stations, identifying the problems through observation and interview.	two (02) bus terminal and One (01) train station	1 survey in each location	
10	Parking Survey	Demand Survey: To understand the parking condition and demand for parking at specific locations.	Identifying the parking areas and their type. Understanding the parking volume by counting the vehicles according to their types in every 30 minutes.	Two (02) survey locations	1 day	7 am-09 pm
		User survey: Interview of the parking area users.	Asking the users about their parking details and perception of overall parking condition.	Two (02) survey locations	Minimum 50 samples	7 am-09 pm
11	Transportation inventory Survey	To collect data on existing road condition and other necessary details.	Through physical feature survey and secondary data sources.			
12	Household travel survey	To understand the travel patterns of the members of the households residing in the upazila.	Interviewing the households. Data will be collected along with socioeconomic survey.	Will be conducted with socio-economic survey	Will be conducted with socioeconomic survey	

Details of Traffic and Transportation Surveys:



Map 4-1: Survey points for Traffic and Transportation survey at Ramu

1. Traffic Volume Survey:

Traffic count survey consists of the following two kinds of survey,

- Traffic count on selected roads and
- Traffic count at selected intersections.

The main objectives of this survey are to obtain the existing Traffic volume on the selected roads, to analyze the existing Traffic condition and to obtain turning movement of vehicles at major intersections.

Three (03) locations are selected for Traffic count on selected road intersection and five (05) locations are selected for road section Traffic counting.

Survey Method

Traffic count survey will be conducted by manual count of the traffic at selected points.

4.2.1 Survey Procedure

For Traffic count at selected intersections and for midblock, movement of vehicles at different directions will be counted by trained enumerators. The enumerators shall be work in group to minimize the error of counting vehicle in each of the direction. As far as the duration of the survey concern, the consultant has arrange the enumerators group in different shift to allow the enumerators get sufficient break in between the shifts of their survey time.

Two types of vehicle classification will be followed as per the discussion with the PCO. For the survey location/points on LGED roads, ten (10) class vehicle classification will be followed according to the "Road design standards of LGED, 2021". The ten (10) class vehicle classification is provided in table 3. For the survey location/points on RHD roads, fifteen (15) class vehicle classification will be followed according to the "Manual Classified Traffic Count Instruction Guide, 2001". The fifteen (15) class vehicle classification is provided in table 4. In necessary cases, classification might be adjusted.

Table 4-3: Ten (10) class vehicle classification by LGED

Vehicle type	Description
Truck	All trucks
Bus	All kind of buses
Utility vehicles	delivery van/covered van/land rover/jeep
Car	All types of cars used either for personal or taxi services.
Tempo/CNG/Baby Taxi	Auto-Tempo and Auto-Vans, CNG
Auto rickshaw	Auto rickshaws, Battery operated rickshaws
Pedal/Van rickshaw	Rickshaw vans
Motor cycle	All two wheeled motorized vehicles.
Bicycle	All pedal cycles.
Animal cart & and human drawn/push cart	Bullock/horse/All animal and push cart

Source: Road design standards of LGED, 2021

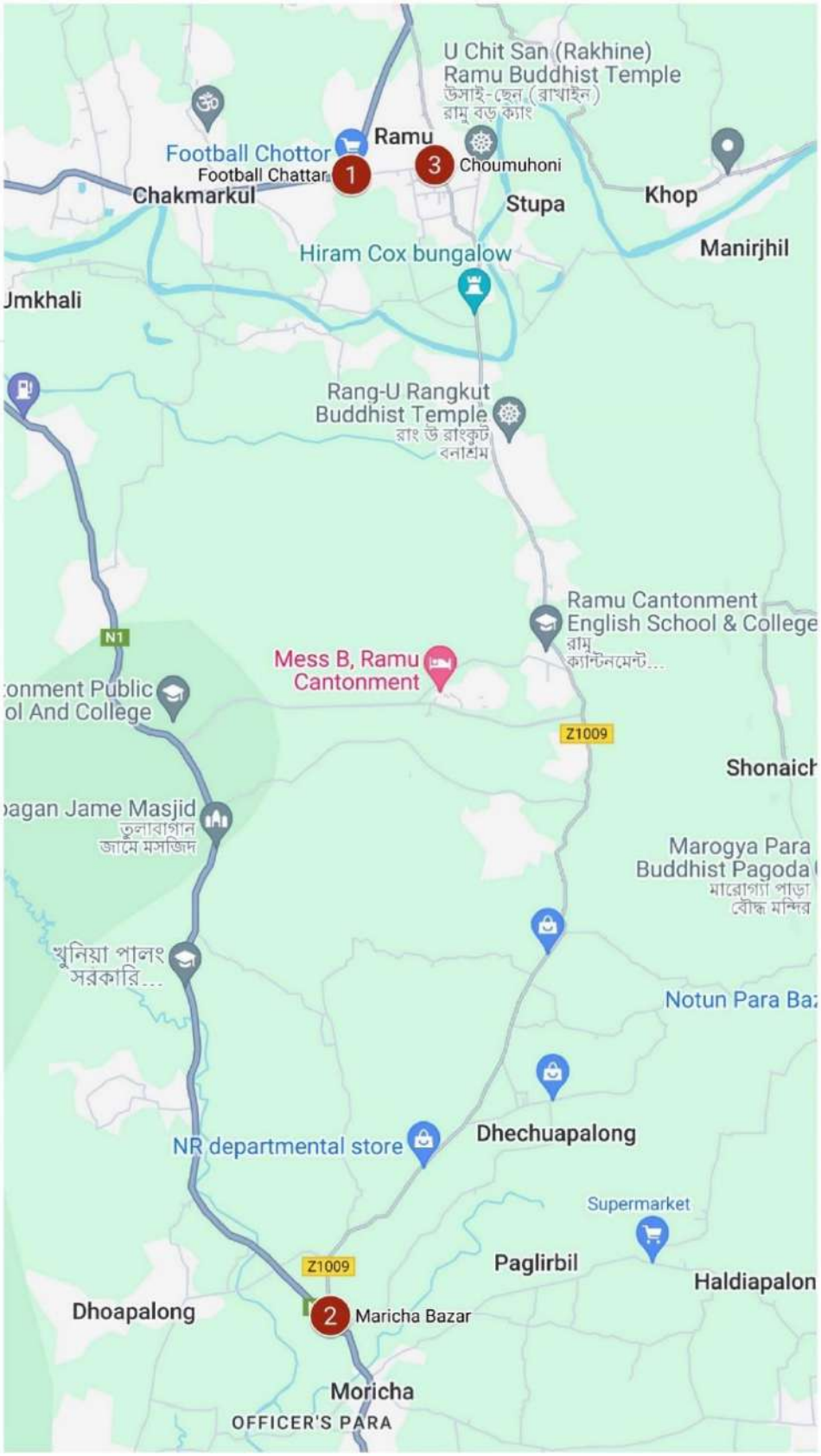
The survey will be conducted for minimum three (03) days. In special cases, days might increase. At least one "hat day" will be considered in applicable cases to understand the Traffic condition during busy days of the upazila. Survey will be conducted for 16 hours, from 6 am in the morning to 10 pm at night.

Government holidays, school holidays, festivals, or any other exceptional situations that might affect general Traffic volume won't be scheduled for conducting survey. Survey data form for volume survey at RHD roads and LGED roads are provided in annexe 1.

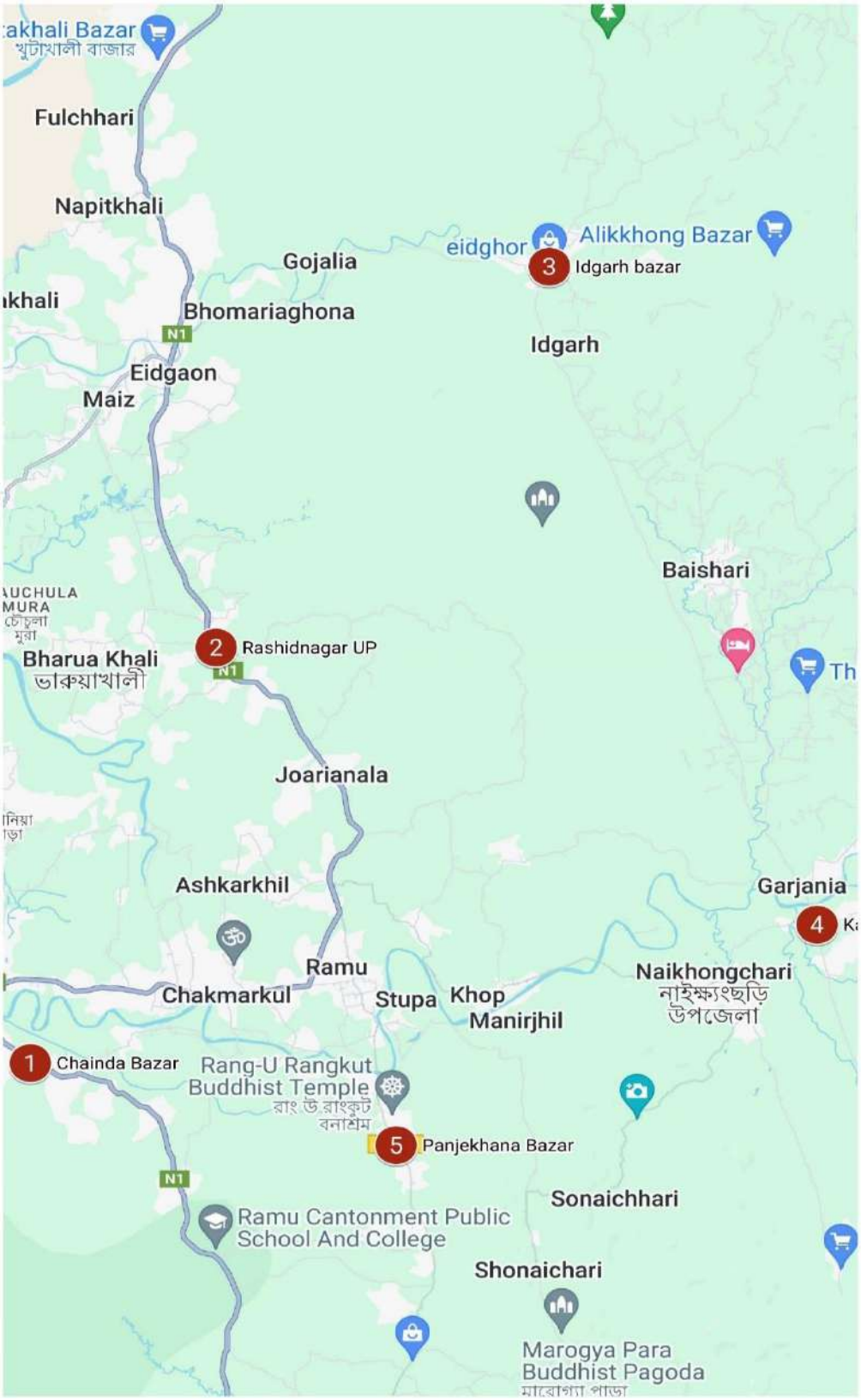
Table 4-4: Fifteen (15) class vehicle classification by RHD

Vehicle type	Description
Heavy Truck	Three or more axles. Includes multi-axle tandem trucks, container carriers and other articulated vehicles.
Medium Truck	All 2-axle rigid trucks over three tones payload. Agricultural tractors and trailers are also included in this category.
Light Truck	Small trucks up to 3 tones payload.
Large Bus	More than 40 seats on 36-foot or longer chassis. Includes double-decker buses.
Minibus	Between 16 and 39 seats.
Microbus	Up to 16 seats.
Utility	Pick-ups, jeeps and four-wheel drive vehicles, like Pajero's and Land Rover's.
Car/Taxi	All types of cars are used either for personal or taxi services.
Baby-taxi	Includes Babytaxi and Mishuks
Tempo	Auto-Tempo and Auto-Vans.
Motor Cycle	All two-wheeled motorised vehicles.
Bicycle	All pedal cycles.
Rickshaw Standard	Three-wheeled cycle rickshaws (not rickshaw vans)
Rickshaw Van	Rickshaw vans
Cart	All animal and manually drawn/pushed carts.

Source: Manual Classified Traffic Count Instruction Guide, 2001



Map 4-2: Survey locations for Traffic Count Survey at intersections



Map 4-3: Locations for Traffic Count Survey on selected road sections

4.3 Pedestrian Count Survey:

The Pedestrian Count Survey will be conducted along with the Traffic Count Survey. It will be conducted to obtain the pedestrian movement summary along the roads at five (05) selected points. Among the five (05) points, two (02) points are at intersections and three (03) points are on road sections.

Survey Method

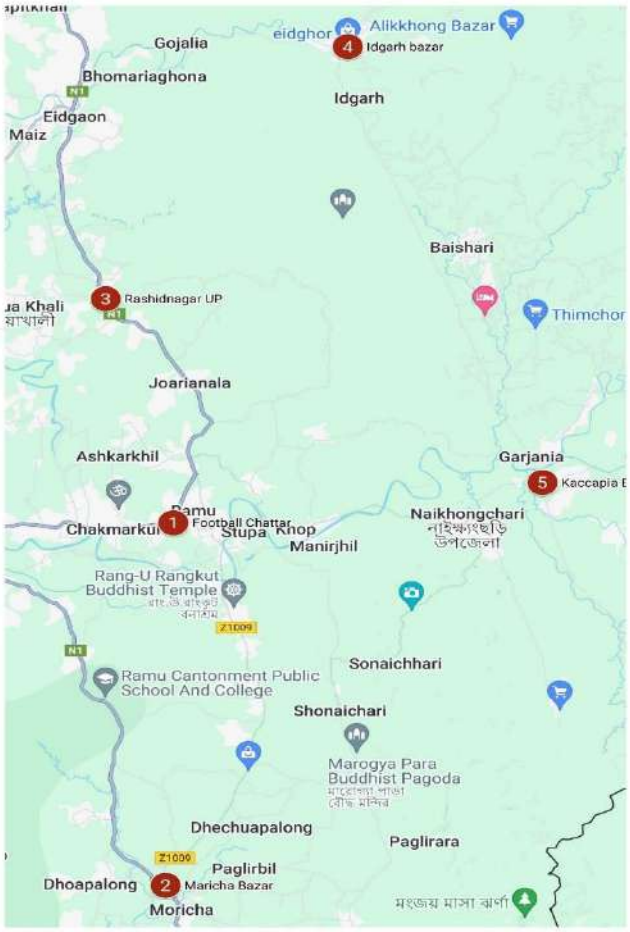
Pedestrian count survey will be conducted the same way as the Traffic count survey.

4.3.1 Survey Procedure

Survey procedure for pedestrian count survey is the same as Traffic count survey. Data will also be logged in the same form as Traffic count survey which is provided in annex 1.

The survey will be conducted for minimum three (03) days. In special cases, days might increase. Hat days will be considered in applicable cases to understand the Traffic condition during busy days of the upazila. Survey will be conducted for 15 hours, from 6 am in the morning to 9 pm at night.

Government holidays, school holidays, festivals, or any other exceptional situations that might affect general Traffic volume won't be scheduled for conducting survey.



Map 4-4: Locations for pedestrian count survey

4.4 Roadside Interview Survey (O-D survey)

The Roadside Interview Survey will be conducted as part of the Origin-Destination Survey. Origins are the places where a trip starts from. Destinations are the places where a trip ends.

The RSI will be done by stopping the vehicles at the selected survey points to interview the passengers of the vehicle. This survey will help in obtaining vehicle origin, destination, vehicle types, trip purpose, occupants' number, passenger capacity etc. The selected survey points surrounding the major thoroughfare compose the cordon line which accommodates most Traffic of surrounding areas. Survey data form for origin-destination survey is provided in annex 2.

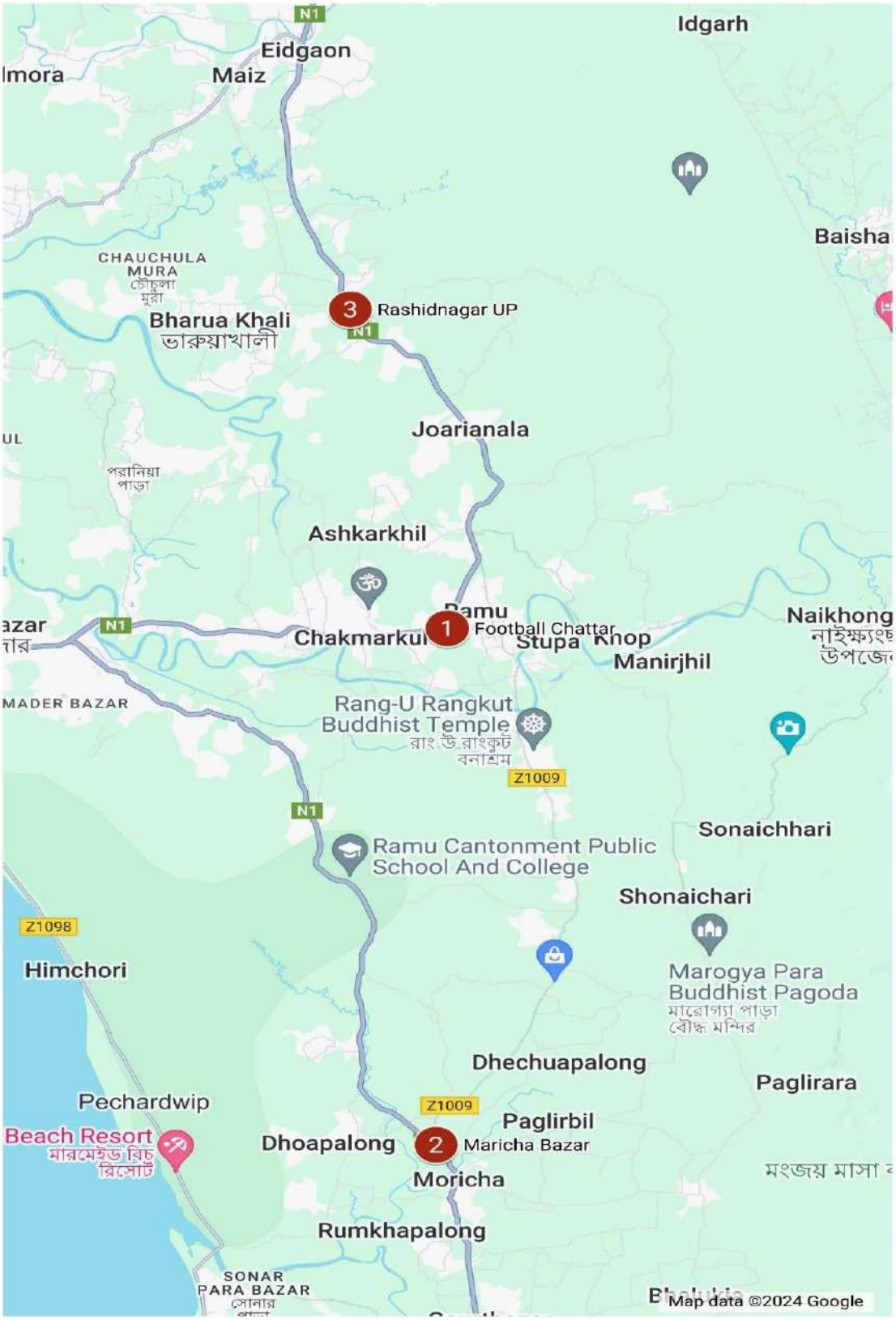
Three (03) points are selected for conducting the origin-destination survey.

Survey procedure:

The surveyors will stop the vehicles to obtain responses from the passengers of the vehicles. It is expected to get responses from all kinds of vehicles that move through the road. This will help to get a nearly accurate representation of the Traffic condition of the survey points.

If the stopped vehicle is a,

- para-transit, one passenger will be interviewed.
- private vehicle and passenger are present, the passenger will be interviewed
- private vehicle and no passenger are present: the driver will be interviewed - public transport vehicle, two or three passengers will be interviewed.



Map 4-5: Locations of Roadside Interview Survey

4.4 Public Transport Passenger Survey (PTPS):

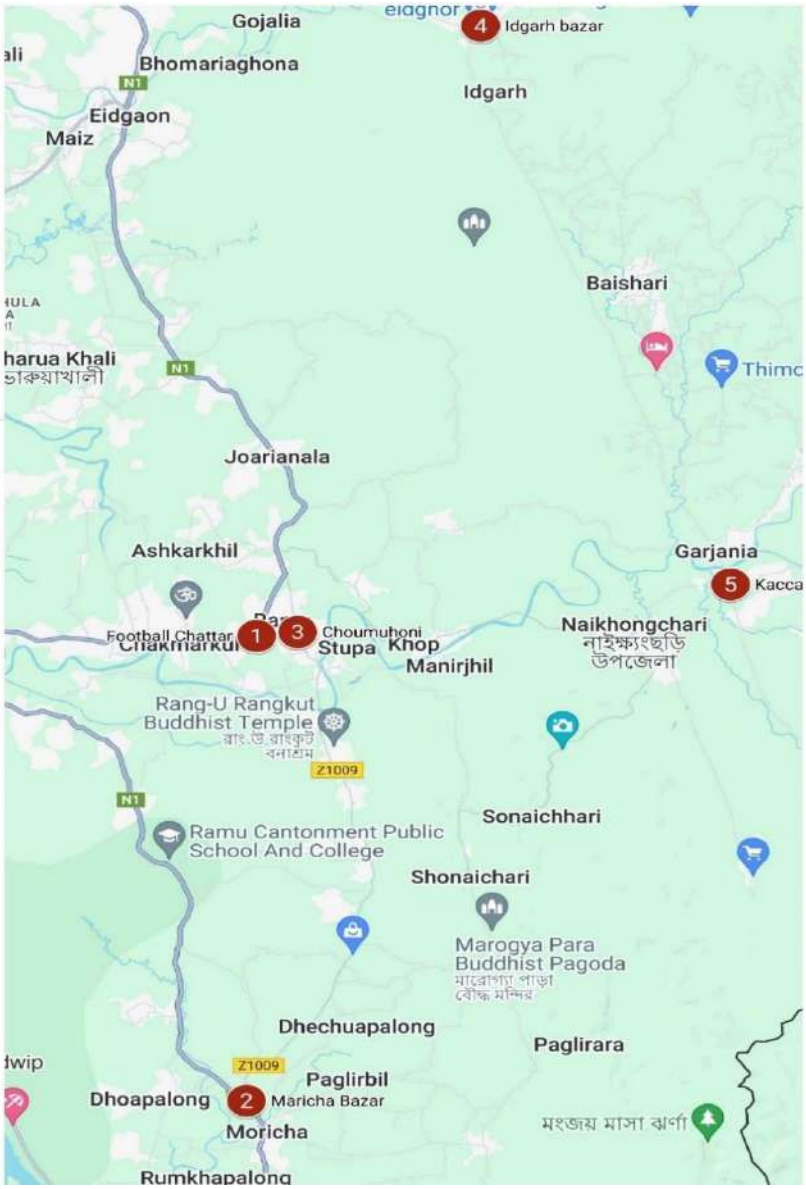
The public transport passenger survey targets the people who travel using public transport. The surveyors will interview the passengers of public transport at five survey points to get responses about their travel information.

Five (05) points are selected for conducting the origin-destination survey.

Survey data form for public transport passenger survey is provided in annex 3.

Survey procedure:

Surveyors will interview people from the bus stops and other places where public transportations stop.



Map 4-6: Locations for Public Transport Passenger Survey (PTPS)

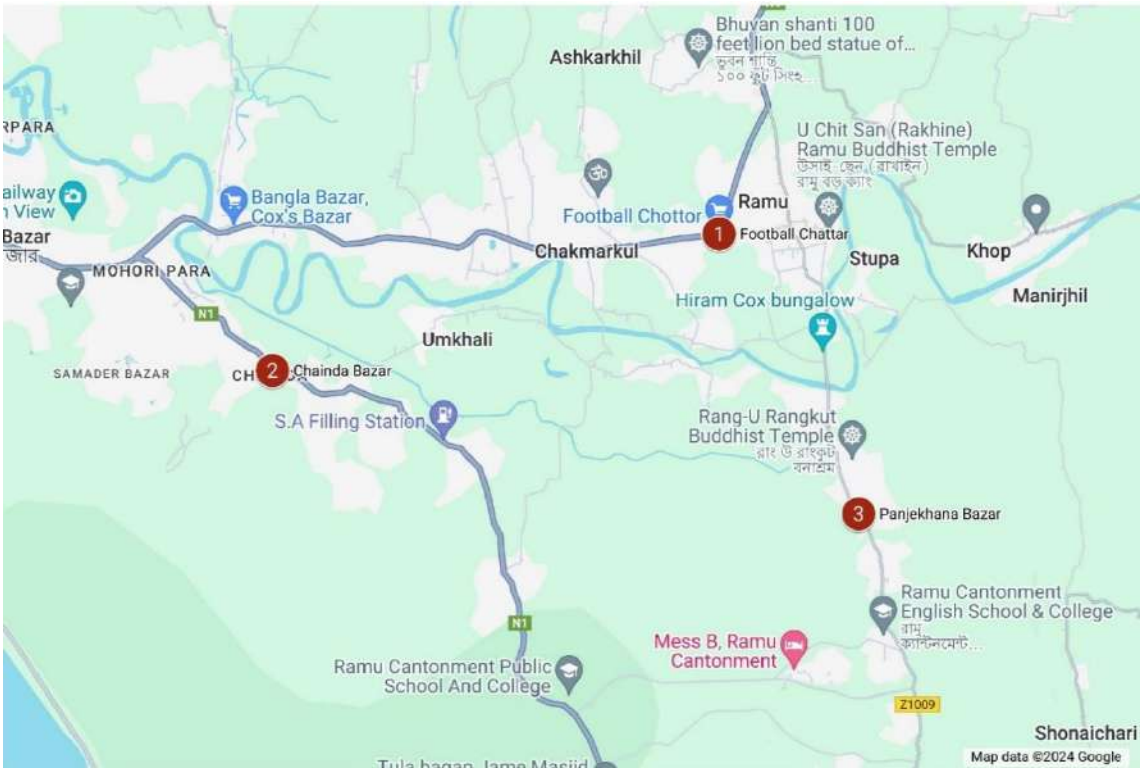
4.5 Pedestrian Interview Survey (PIS):

The pedestrian interview survey will help in understanding the people's commuting experience on walkability on the upazila roads.

Survey method:

There are three points where pedestrians will be interviewed by the surveyors using a questionnaire. The pedestrian interview survey form is provided in Annex 4.

Surveys will be conducted for two days, one ordinary working day and on Friday. This will be done to understand the difference between pedestrian movement patterns on working days and weekend. It is planned to collect at least 150 samples from three points of the upazila over a span of two days. It will be tried to interview diversify groups of people to receive responses.



Map 4-7: Locations for Pedestrian Interview Survey

4.6 Parking Survey:

Parking survey aim to collect comprehensive data regarding parking space availability, types, and demand characteristics within the upazila. The primary objectives of these surveys include obtaining pertinent background information and establishing baseline data on key aspects such as demand level, utilization rates, peak demand hours, and variations in parking demand over time.

Two (02) locations are selected for conducting parking surveys.

4.4.1 Survey Method

This survey involves two types of data collection method.

One is to collect data on the parked vehicles. This involves physically counting parked vehicles at 30 minutes interval at the selected locations within the upazila. Surveyors typically use survey sheets to record the number of vehicles parked in various areas.

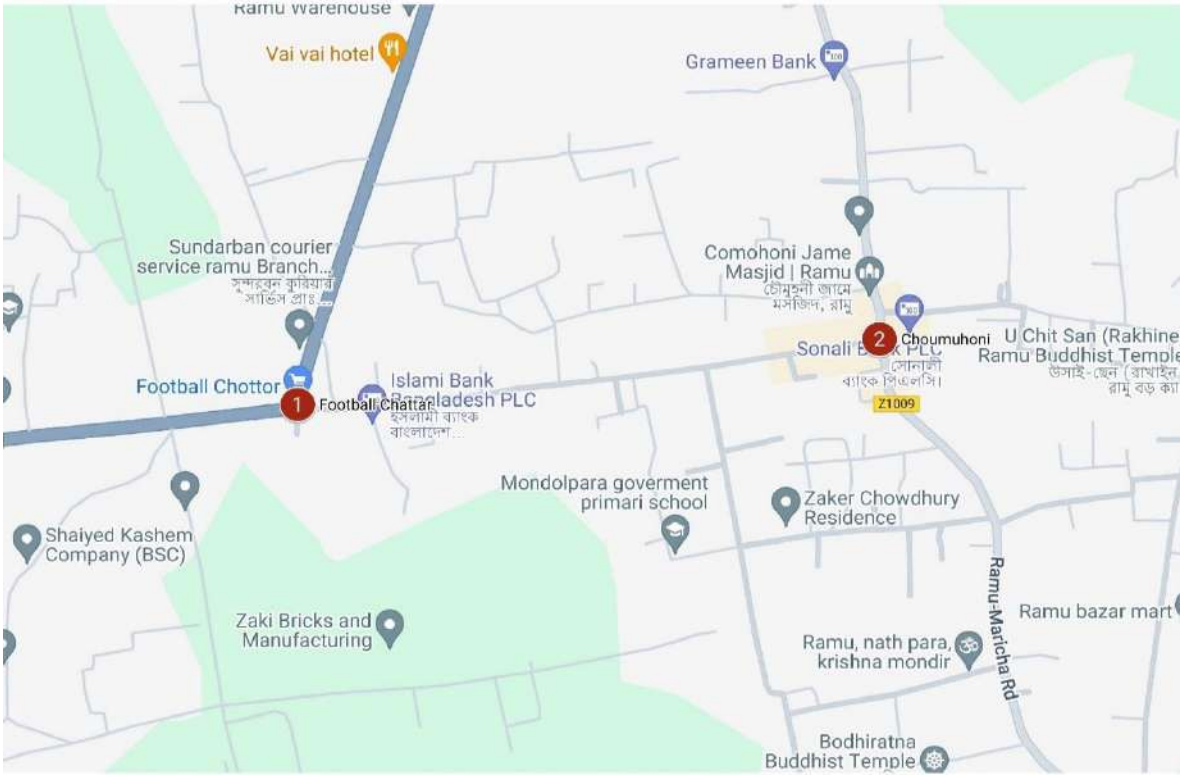
The other is to take interview of the users of the parking areas, which are typically the vehicle drivers.

4.4.2 Survey Procedures

Parking survey will be conducted for one day per selected areas. The survey will be conducted for 15 hours, from 6.00 am through 9.00 pm.

The selected locations where roadside areas are used for parking, both side of the streets will be demarcated as individual parking spaces. Any vehicles seen parked in the parking areas where other vehicles are generally parked will be counted and recorded according to the specified vehicle classification. Observation will be conducted in every 30 minutes.

The parking survey form is provided in Annex 5.

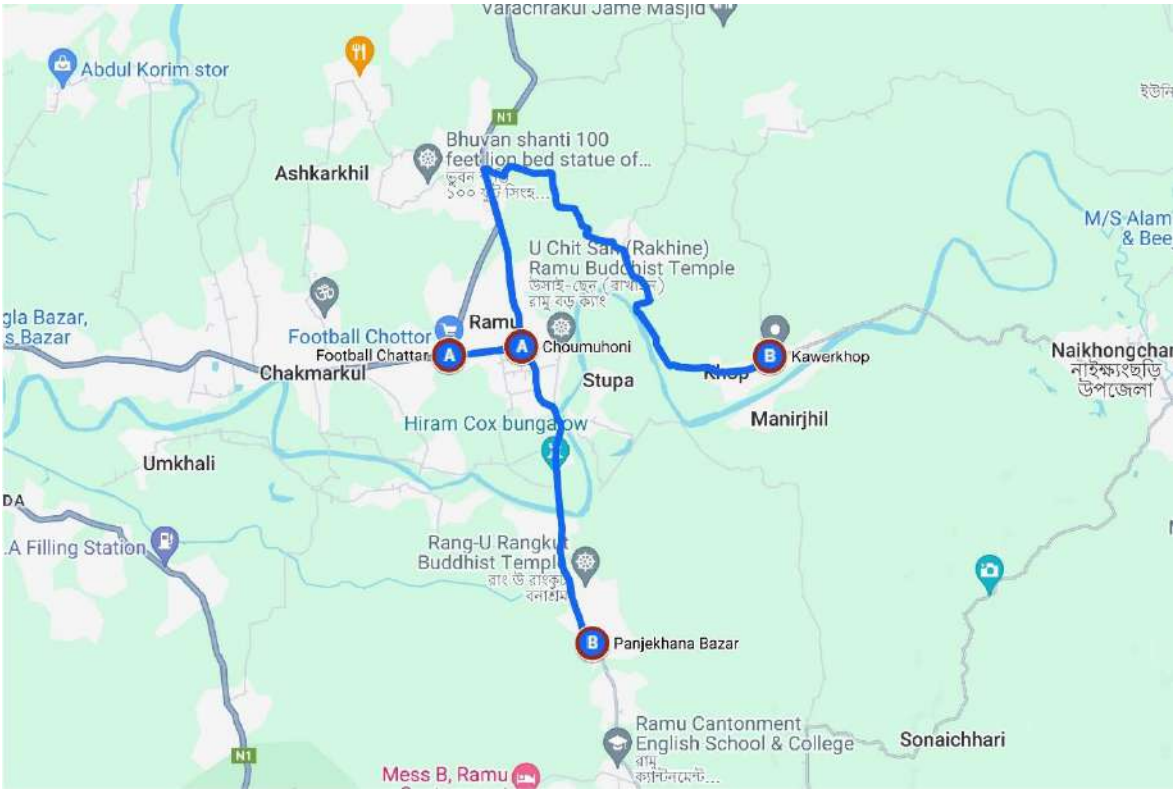


Map 4-8: Locations for Parking Survey

4.7 Travel Time Survey:

Travel time survey will be conducted in three (03) routes by a standard passenger vehicle. The routes are, Roure A, Route B, Route C. All three routes and their checkpoints are shown in Figure 6. The vehicle will follow the selected route and the selected sections of the road.

The travel time survey form is provided in Annex 6.



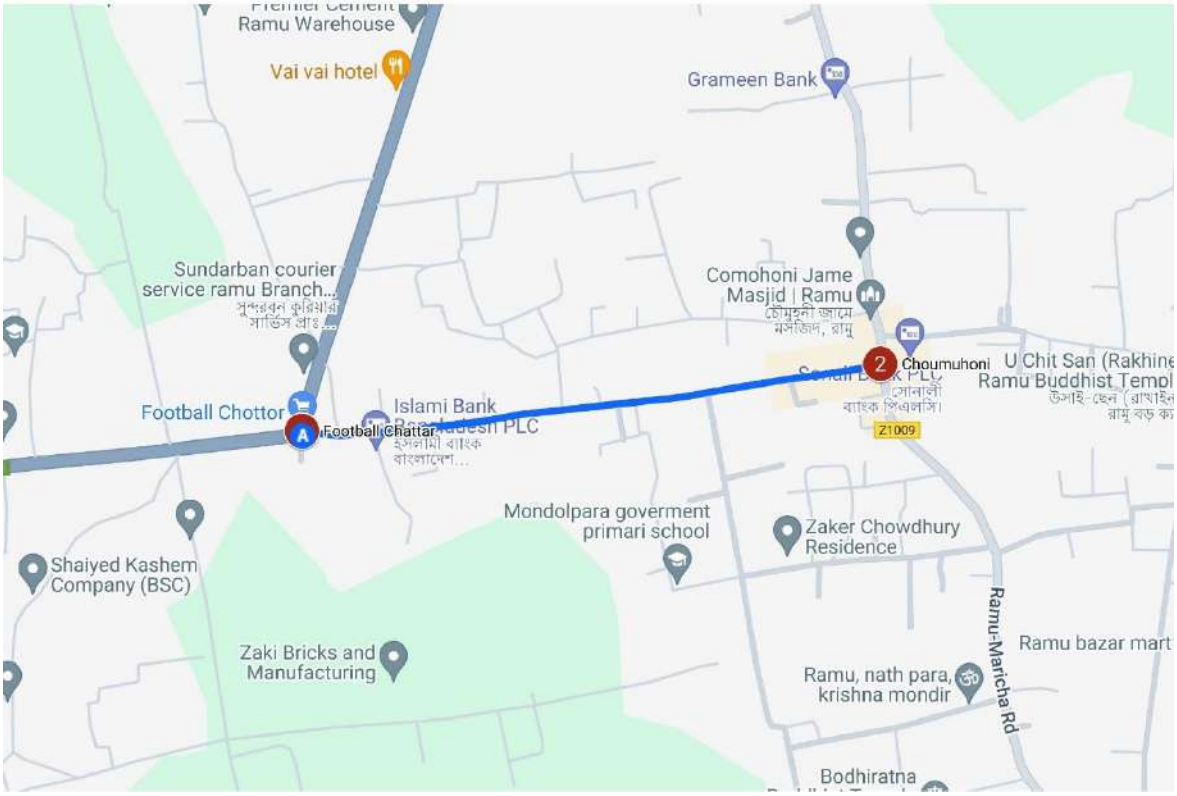
Map 4-9: Survey routes for Travel Time Survey

Survey procedure

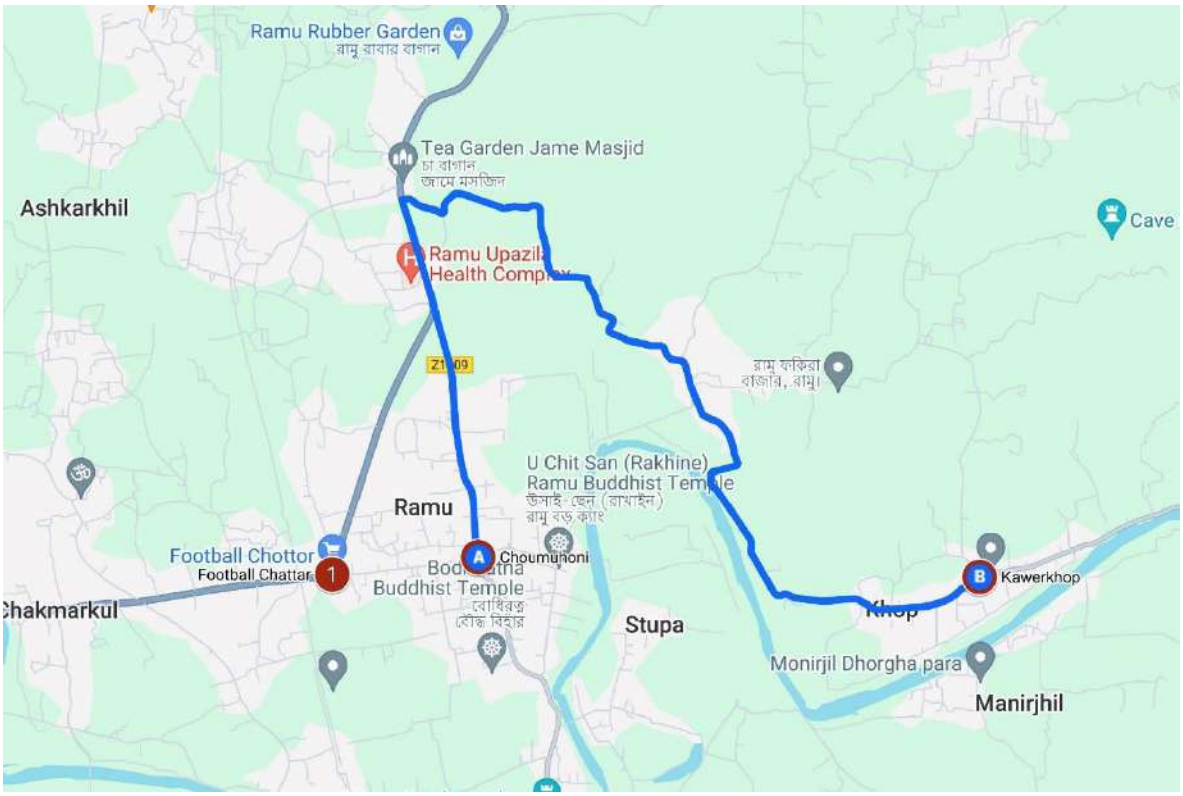
The survey will be conducted using one primary vehicle and one secondary vehicle. The primary vehicle is private car. Private cars will run in all the survey routes. If there is any other popular mode in the upazila, that might play a pivotal role in the transportation condition of the upazila in future, then one of these vehicles will be considered to run in the access roads. These popular modes, being the secondary vehicles, won't be considered to run on highways. Each vehicle will run through each route:

i) Three times a week.
ii) One day of a week.

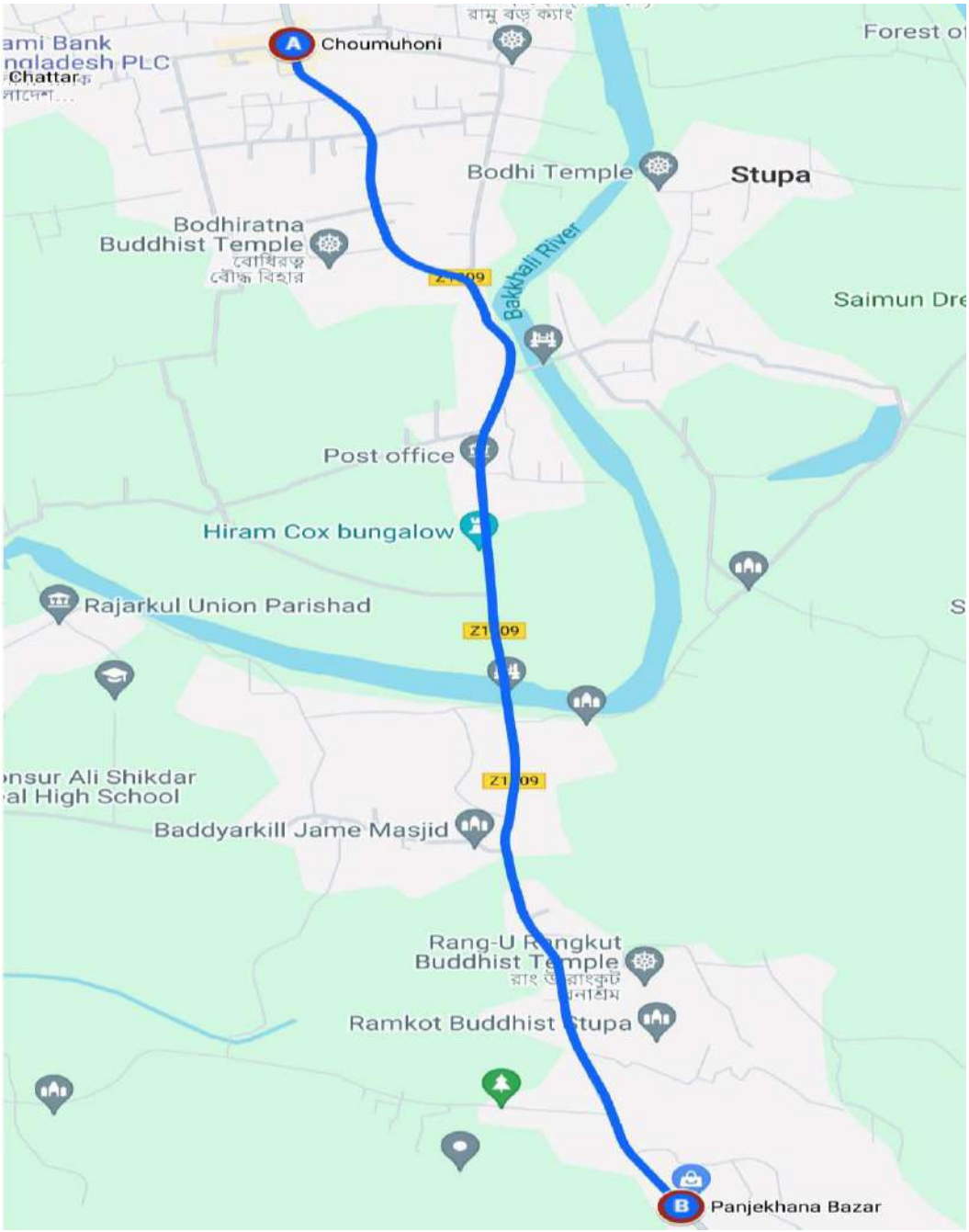
The method of the survey involves driving the chosen routes to make a round trip on the selected routes in car in order to track the amount of time it takes to get from one place to another as well as any delays. The cars will start from location A (marked in map) and run through the route to reach location B (marked in map) and again return to location A. Time to reach A-B point and B A point will be measured using stop watches and noted down in survey form. Time to cross each checkpoint will be noted down in the survey form. Every time Delay at any point will be noted with duration, location, and reason. The description of each route is provided in the following.



Map 4-10: Route A of travel time survey



Map 4-11: Route B of travel time survey



Map 4-12: Route C for Travel Time Survey

4.8 Field Survey Approach

The consultant team conducted several visits within the area and identified major road linkages and also identified the major intersections and crossing points for conducting the proposed survey. The major inter section covered by survey is shown in the Map. For conducting the survey, roads were selected as amin arterial or transit route within the area and vehicles/traffic were grouped as motorized vehicles and non-motorized vehicles.

4.9 Days and Hours of Traffic Survey

The survey was conducted at one location of each of the selected roads in a day and the location was sselectd considering the important section of the rioad. The count was conducted in both directions for successive 12 hour periods between 6 am to 6pm.

4.10 Recording Information

A manual method was used to record the traffic as it passes the selected location. Trained enumerators were deployed for counting and recording the data using a tally-marking system. For accurate counting, a day was divided into 2 shifts of 6 hours each between 6 am to 12 pm and 12 pm to 6 pm. Two groups of enumerators and a supervisor for each shift were deployed for uninterrupted counting of traffic.

4.11 Orientation and Training to the Survey Team

Day-long orientation training was conducted by the consultant team at the site office located in the Upazila centre so that all the traffic and transportation team members become well conversant with the purpose and methodology of the whole survey work as well as their responsibilities of the work to perform the activities efficiently in the field. The following issues/aspects were discussed in the orientation training program:

- Objectives of the traffic and transportation survey
- Methodology of the survey
- Assigned duties and responsibilities of team members
- Monitoring and quality control of the survey
- Details of survey formats and tools
- Techniques to be followed during the survey
- Recording of data
- Reporting to the respective survey supervisor.

4.12 Selection of Survey Procedure

Considering the aspects of TOR of the assignment and the transport characteristics of the study area, the following factors were considered for conducting the transportation survey;

- To find out the roads and river way condition, assessibility condition
- To find out the pattern of traffic generation, traffic distribution, trip assignment, trend of growth to find out the congestion points and other transportation related problems.

4.13 Quality Control of Field Survey

A consultant team consisting of team leader, transportation planner/coordinator, supervisor and investigators were engaged for traffic survey and data collection. The consultant engaged 3 experienced and trained coordinators for day to day supervision and monitoring of field survey works by the supervisors. The transport planners worked as coordinator to coordinate the overall survey activities including maintaining liaison with the supervisors and enumerators for smooth and effective conduction of survey.

4.14 Data entry, analysis and presentation

Traffic count surveys were manually counted following tally marking system and recorded in the survey formats. All data including O-D survey and regional transportation survey were processed using Kobo software. All the responses of the respondent were coded systematically for easy entry of respondent's responses in the computer program for analysis and interpretation. The findings of the survey are presented in statistical tabular and graphical forms based on the requirements and objectives of the survey.

4.15 Survey Data Processing

Using statistical software such as Kobo, data has been processed and presented into three forms/styles viz. tabular form, graphical and textual/report form.

Survey Findings

Traffic Volume Survey at Major Intersections (Roadways Kinks)

The Major critical junction/intersection points and their road linkages within the areas are mainly the following:

1. Football Chattar Intersection
2. Ramu Maricha Bazar Intersection
3. Fakira Bazar Inter Section
4. Kathirmatha Notun Bazar, Cox's Bazar Teknaf Road (MB)
5. Mamunmiah Bazar, Chittagong Cox's Bazar Road (MB)
6. Idgarh-Kaccapia Road(MB)
7. Gorjonia Bazar in front of Kaccapia UP (MB)
8. Ramu Maricha Road(MB)

Intersections Wise Average Daily Traffic Volume:

Traffic and transport management survey was conducted at three selected intersections and four Mid-block (MB) points as as indicated in the map. These intersections comprise several important links that are the dominant traffic-generating links of the area. Traffic volume survey locations are presented on the map. The surveyed intersections with their lane are presented in Figures and average daily traffic volume is presented in the following Tables:

1. Football Chattar Intersection

Football Chattar Intersection is one of the major intersections on the Ramu – Cox's Bazar road and it is also one of the major intersections on the Chittagong Cox's Bazar road. The common modes of transport on this road are Auto-Van, CNG, Motorcycle, Bus/Mini Bus and Truck among the motorized transport and Rickshaw, Rickshaw Van and Bicycle among the non-motorized transport.

Table 4-5: Daily Traffic Volume of Football Chattar Intersection:

Traffic Type	Traffic Count	
Vehicle	**Total**	**Percentage (%)**
Motorizaed		
Motorcycle	648	21.76%
Tempo/CNG /Baby taxi	901	30.26%
Auto Rickshaw/ Auto Van	1143	38.38%

Traffic Type	Traffic Count	
Vehicle	**Total**	**Percentage (%)**
Car / Taxicab	67	2.25%
Utility (Develery Van/ Covered Van/ Land rover/ Jeep)	11	0.37%
Microbus	29	0.97%
Bus	56	1.88%
Truck (All trucks)	95	3.19%
Others	28	0.94%
Sub-Total	**2978**	**100.00**
Non-Motorized		
Pedestrian	1967	79.44%
Bicycle	387	15.63%
Rickshaw / Van	103	4.16%
Push cart	19	0.77%
Sub-Total	**2476**	
Total	**5454**	**100.00**

Source: Traffic Survey, 2024

Figure 4-1: Daily Traffic Volume of Football Chattar Intersection

2. Fakira Bazar Intersection:

Fakira Bazar Intersection is one of the major intersections of the Choumohuni barar at Ramu Upazila. The common modes of transport on this road are Auto-Van, CNG, Motor cycle, Bus/Mini Bus and Truck among the motorized transport and Rickshaw, Rickshaw Van and Bicycle among the non-motorized transport.

Table 4-6: Daily Traffic Volume of Fakira Bazar Intersection (Choumohuni Morh)

Traffic Type	Traffic Count	
Vehicle	**Total**	**Percentage (%)**
Motorizaed		
Motorcycle	991	27.00
Tempo/CNG /Baby taxi	802	21.85
Auto Rickshaw/ Auto Van	1445	39.37
Car / Taxicab	61	1.66

Traffic Type	Traffic Count	
Utility (Develery Van/ Covered Van/ Land rover/ Jeep)	21	0.57
Microbus	45	1.23
Bus	117	3.19
Truck (All trucks)	165	4.50
Others	23	0.63
Sub-Total	3670	100.00
Non-Motorized		
Pedestrian	1922	83.10
Bicycle	178	7.70
Rickshaw / Van	196	8.47
Push cart	17	0.73
Sub-Total	2313	
Total	5983	100.00

Source: Traffic Survey, 2024

Figure 4-2: Daily Traffic Volume of Fakira Bazar Intersection (Choumohuni Morh)

3. Chainda Bazar/Kathirmatha Notun Bazar, Cox's Bazar Teknaf Road (MB)

Kathirmatha Notun Bazar, Cox's Bazar Teknaf Road is one of the major point of Ramu Upazila road. The common modes of transport on this road are Auto-Van, CNG, Motor cycle, Bus/Mini Bus and Truck among the motorized transport and Rickshaw, Rickshaw Van and Bicycle among the non-motorized transport.

Table 4-7: Daily Traffic Volume of Kathirmatha Notun Bazar, Cox's Bazar Teknaf Road (MB)

Traffic Type	Traffic Count	
Vehicle	**Total**	**Percentage (%)**
Motorizaed		
Motorcycle	1189	27.00
Tempo/CNG /Baby taxi	962	21.85
Auto Rickshaw/ Auto Van	1734	39.37
Car / Taxicab	73	1.66
Utility (Develery Van/ Covered Van/ Land Rover/ Jeep)	25	0.57
Microbus	54	1.23
Bus	140	3.19
Truck (All trucks)	198	4.50
Others	28	0.63
Motorcycle	1189	27.00
Sub-Total	**4404**	**100.00**
Non-Motorized		
Pedestrian	2306	83.10

Traffic Type	Traffic Count	
Bicycle	214	7.70
Rickshaw / Van	235	8.47
Push cart	20	0.73
Sub-Total	**2776**	
Total	**7180**	**100.00**

Source: Traffic Survey, 2024

Figure 4-3: Daily Traffic Volume of Kathirmatha Notun Bazar, Cox's Bazar Teknaf Road (MB)

4. Idgarh Bazar (Mid Block)

Idgarh Bazar is on Idgarh-Kaccapia road. It is one of the major point of communication with Ramu Upazila. The common modes of transport on this road are Auto-Van, CNG, Motor cycle, among the motorized transport and Rickshaw, Rickshaw Van and Bicycle among the non-motorized transport.

Table 4-8: Daily Traffic Volume Idgarh-Kaccapia Road (Mid Block)

Traffic Type	Traffic Count	
Vehicle	**Total**	**Percentage (%)**
Motorizaed		
Motorcycle	548	22.61
Tempo/CNG /Baby taxi	684	28.22
Auto Rickshaw/ Auto Van	997	41.13
Car / Taxicab	55	2.27
Microbus	17	0.70
Bus	18	0.74
Truck (All trucks)	72	2.97
Others	33	1.36
Sub-Total	**2424**	**100.00**
Non-Motorized		
Pedestrian	1554	85.67
Bicycle	177	9.76
Rickshaw / Van	74	4.08
Push cart	9	0.50
Sub-Total	**1814**	
Total	**4238**	**100.00**

Source: Traffic Survey, 2024

Figure 4-4: Daily Traffic Volume Idgarh-Kaccapia Road (Mid Block)

5. Garzania Bazar in front of Kaccapia UP (MB)

Gorjonia Bazar in front of Kaccapia UP is one of the major point of communication in Ramu Upazila. The common modes of transport on this road are Auto-Van, CNG, Motor cycle, Bus/Mini Bus and Truck among the motorized transport and Rickshaw, Rickshaw Van and Bicycle among the non-motorized transport.

Table 4-9: Daily Traffic Volume of Gorjonia Bazar in front of Kaccapia UP (Mid Block)

Traffic Type	**Traffic Count**	
Vehicle	**Total**	**Percentage (%)**
Motorizaed		
Motorcycle	578	22.25
Tempo/CNG /Baby taxi	737	28.36
Auto Rickshaw/ Auto Van	1076	41.42
Car / Taxicab	51	1.96
Microbus	20	0.76
Bus	22	0.83
Truck (All trucks)	79	3.06
Others	36	1.37
Sub-Total	2597	100.00
Non-Motorized		
Pedestrian	1636	85.52
Bicycle	187	9.79
Rickshaw / Van	79	4.15
Push cart	11	0.55
Sub-Total	1913	
Total	4565	100.00

Source: Traffic Survey, 2024

Figure 4-5: Daily Traffic Volume of Gorjonia Bazar in front of Kaccapia UP (Mid Block)

Intersections Wise Average Hourly Traffic Volume

To find out total hourly discharging of traffic during the day, day long traffic survey has been conducted in each of the major junction point. The hourly distribution of traffic flow in each of the junction point is presented in following tables and Figures based on the survey findings.

Table 4-10: Hourly Traffic Volume at Football Chattar Intersection

Traffic Flow (From-to)	Motorized Traffic	Non-Motorized Traffic	Total
6 am – 7 am	239	213	452
7 am – 8 am	255	178	433
8 am – 9 am	333	249	582
9 am – 10 am	267	244	511
10 am – 11 am	190	298	488
11am – 12 pm	356	235	591
12 pm– 1 pm	267	276	543
1 pm – 2 pm	189	256	445
2 pm – 3 pm	279	278	557
3 pm – 4 pm	432	378	810
4 pm – 5 pm	519	218	737
5 pm –6 pm	489	312	801
Total	3815	3135	6950

Table 4-11: Hourly Traffic Volume at Fakira Bazar Inter Section

Traffic Flow (From-to)	Motorized Traffic	Non-Motorized Traffic	Total
6 am – 7 am	451	319	770
7 am – 8 am	250	291	541
8 am – 9 am	473	366	839
9 am – 10 am	384	425	809
10 am – 11 am	520	389	909
11am – 12 pm	590	343	933
12 pm– 1 pm	511	397	908
1 pm – 2 pm	414	280	694
2 pm – 3 pm	388	367	755
3 pm – 4 pm	594	434	1028
4 pm – 5 pm	745	514	1259

Traffic Flow (From-to)	Motorized Traffic	Non-Motorized Traffic	Total
5 pm –6 pm	680	555	1235
Total	**6000**	**4680**	**10680**

Table 4-12: Hourly Traffic Volume at Chainda Bazar/Kathirmatha Notun Bazar, Cox's Bazar Teknaf Road (MB)

Traffic Flow (From-to)	Motorized Traffic	Non-Motorized Traffic	Total
6 am – 7 am	405	365	770
7 am – 8 am	307	341	648
8 am – 9 am	504	409	913
9 am – 10 am	421	451	872
10 am – 11 am	451	434	885
11am – 12 pm	609	389	998
12 pm– 1 pm	539	427	966
1 pm – 2 pm	451	422	873
2 pm – 3 pm	433	426	859
3 pm – 4 pm	615	489	1104
4 pm – 5 pm	728	534	1262
5 pm –6 pm	690	599	1289
Total	**6153**	**5286**	**11439**

Table 4-13: Hourly Traffic Volume at Idgarh Bazar (MB)

Traffic Flow (From-to)	Motorized Traffic	Non-Motorized Traffic	Total
6 am – 7 am	349	317	666
7 am – 8 am	261	291	552
8 am – 9 am	432	352	784
9 am – 10 am	368	388	756
10 am – 11 am	391	376	767
11am – 12 pm	530	333	863
12 pm– 1 pm	465	369	834
1 pm – 2 pm	389	365	754
2 pm – 3 pm	372	372	744
3 pm – 4 pm	527	418	945
4 pm – 5 pm	631	465	1096
5 pm –6 pm	601	511	1112
Total	**5316**	**4557**	**9873**

Table 4-14: Hourly Traffic Volume at Gorjonia Bazar in front of Kaccapia UP (MB)

Traffic Flow (From-to)	Motorized Traffic	Non-Motorized Traffic	Total
6 am – 7 am	372	336	708
7 am – 8 am	280	314	594
8 am – 9 am	459	374	833
9 am – 10 am	387	417	804
10 am – 11 am	413	398	811
11am – 12 pm	556	356	912
12 pm– 1 pm	492	390	882
1 pm – 2 pm	412	385	797
2 pm – 3 pm	395	390	785
3 pm – 4 pm	561	443	1004
4 pm – 5 pm	669	494	1163
5 pm –6 pm	632	539	1171
Total	**5628**	**4836**	**10464**

Origin - Destination Survey (Roadway)

Origin Destination survey were conducted on passengers of passenger vehicle in the 3 same selected locations of Football Chattar Intersection. The passengers origin and destination point are considers based on the passenger movement from one mahallah/ward to others mahalla/ward which indicated the movement within the Upazila and also outside the Upazila for different purposes. This section mainly described the findings of passenger's interview regarding the origin, destination and purpose etc. of the trips.

Table 4-15: Sex Wise Distribution of Passenger

Sex	No	Percentage
Male	145	80.56
Female	35	19.44
Total	180	100

Source: Traffic Survey,2024

The table depicts sex wise population dihstribution of the OD survey passengers. A total of 180 surveys were taken. Among which, 85.56% were found to be male customer and 19.44% were female cutomers. So a male dominance in mass transportation sector has been noticed.

Figure 4-6: Origin - Destination Survey (Roadway)

Age Wise Distribution of Passengers

The data analysis shows the age-wise distribution of passengers. The age group 31-40 has the highest number of passengers, with 55 individuals (31% of the total). This is followed by the age group 21-30, with 34 passengers (19% of the total). The age group with the lowest number of passengers is 61-70, with only 8 individuals (4% of the total). In terms of gender distribution, males account for 145 passengers and females account for 35 passengers.

Table 4-16: Age group istribution of passenger

Sl No	Age Group	Male	Percentage	Female	Percentage	Total	Percentage
1	11-20	34	23	8	23	42	23
2	21-30	25	17	9	26	34	19
3	31-40	49	34	6	17	55	31

Sl No	Age Group	Male	Percentage	Female	Percentage	Total	Percentage
4	41-50	18	12	7	20	25	14
5	51-60	11	8	5	14	16	9
6	61-70	8	6	0	0	8	4
Total		**145**	**100**	**35**	**100**	**180**	**100**

Source: Traffic Survey,2024

The table depicts the origin place of the trips to be made. A total of 180 samples were being surveyed. It has been evident that the highest trips that has been generated from are the places within union which is 47% of the total population. Also it has been seen that 15% of respondent started trip from place within upazila. Only 3% of the trips were made from the places which are from the outside of the city. About 5% of origin destinatins were the places within district.

Table 4-17: Origin of Trip

SL NO	Origin of Trips	No	Percentage
1	Within Ward	85	47
2	Within Union	53	29
3	Within Upazila	27	15
4	Within District	9	5
5	Out Side of the District	6	3
Total		**180**	**100**

Source: Traffic Survey,2024

The data analysis shows the distribution of trips based on their destination. The majority of trips, 69 in total, were made within the union, accounting for 38% of the total trips. This was followed closely by trips made within the ward, with 63 trips, representing 35% of the total. Trips made within the upazila accounted for 31 trips, making up 17% of the total. Trips made within the district accounted for 9 trips, representing 5% of the total. The least common destination for trips was outside of the district, with only 8 trips accounting for 4% of the total. In total, there were 180 trips included in the data analysis.

Table 4-18: Destination of Trips:

SL NO	Destination of Trips	No	Percentage
1	Within Ward	69	38
2	Within Union	63	35
3	Within Upazila	31	17
4	Within District	9	5
5	Out Side of the District	8	4
Total		**180**	**100**

Source: Traffic Survey,2024

The data analysis reveals that the most common purpose of trips was going to the workplace, accounting for 24% of the total trips. This was followed by trips to the market or for shopping, which constituted 43% of the total trips. Trips back home ranked third with 22% of the total trips. Trips to educational institutes accounted for 11% of the total trips, making it the fourth most common purpose. Trips for medication purposes made up 1% of the total trips, while trips for recreation purposes represented 3% of the total trips. The "Others" category had the smallest percentage with only 1% of the total trips, indicating that it was a less common reason for traveling.

Table 4-19: Purpose of Trips

SL NO	Purpose of Trips	No	Percentage
1	Enducation Institute	11	6
2	Back to Home	39	22
3	Market/shopping	78	43
4	Medication	1	1
5	Others	2	1
6	Recreation	6	3
7	Workplace	43	24
Total		**180**	**100**

Source: Traffic Survey,2024

Pedestrian Count Survey (PCS)

As pedestrian is an important element or a part of moving vehicles, it is necessary to know the pedestrian flow in measuring the capacity of the road, that's why the traffic survey has included the pedestrian count.

The Pedestrian Count survey was conducted for 3 days in some selected locations such as Football Chattar Intersection, Ramu Maricha Bazar Intersection, Mamunmia Bazar-Chittagong Cox's Bazar Road, Idgrah Kaccapia Road and Gorjonia Bazar in front of Kaccapia UP. The survey was accomplished by enumerators who were locally recruited adequately oriented and trained by an experienced coordinator.

For the efficiency of the survey work, a standard format has been prepared by the assigned consultants considering all relevant issues such as about their purpose of journey; their origin and destination; travel distance, etc.

Figure 4-7: Pedestrian Count Survey (PCS)

Passenger Interview Survey (PIS):

Pedestrian Interview survey has been conducted in important nodes of the study area. Major findings of pedestrian interview survey are described bellow:

Purpose of Trips by Bus/CNG Passenger

This is the most common trip purpose, accounting for 43% of all trips. This suggests that a significant portion of the population engages in shopping activities. Education is also a major trip purpose, with 11% of respondents visiting educational institutions. Workplace commuting is another important reason for travel, with 21% of respondents traveling to their

workplaces. A variety of other purposes are represented, including recreation, seeking medical attention, and other miscellaneous activities.

Table 4-20: Purpose of Trips for Bus/CNG Passenger

SL NO	Purpose of Trips	No	Percentage
1	Enducation Institute	11	11.00
2	Home	1	1.00
3	Market/shopping	43	43.00
4	Medication	4	4.00
5	Others	12	12.00
6	Recreation	8	8.00
7	Workplace	21	21.00
Total		100	100.00

Source: Traffic Survey,2024

The data provides insights into the activities that drive travel in Ramu Upazila. This information can be used to inform transportation planning and infrastructure development. The data may reveal potential issues, such as traffic congestion during peak shopping hours or inadequate transportation options for educational institutions. The data can be used to analyze travel behavior, such as the factors that influence trip purpose, trip frequency, and mode of transportation.

Overall, the table provides valuable information about the travel patterns in Ramu Upazila. Further analysis and research are needed to gain a more comprehensive understanding of the region's travel needs and to inform effective transportation planning and policy decisions.

Respondents use bus/CNG for marketing purpose which is the highest ration (43%). The lowest usage purpose is travelling back to home which has been found 1% of the total respondent. Recreation purpose has only 8% of the total usage.

Figure 4-8: Passenger Interview Survey (PIS)

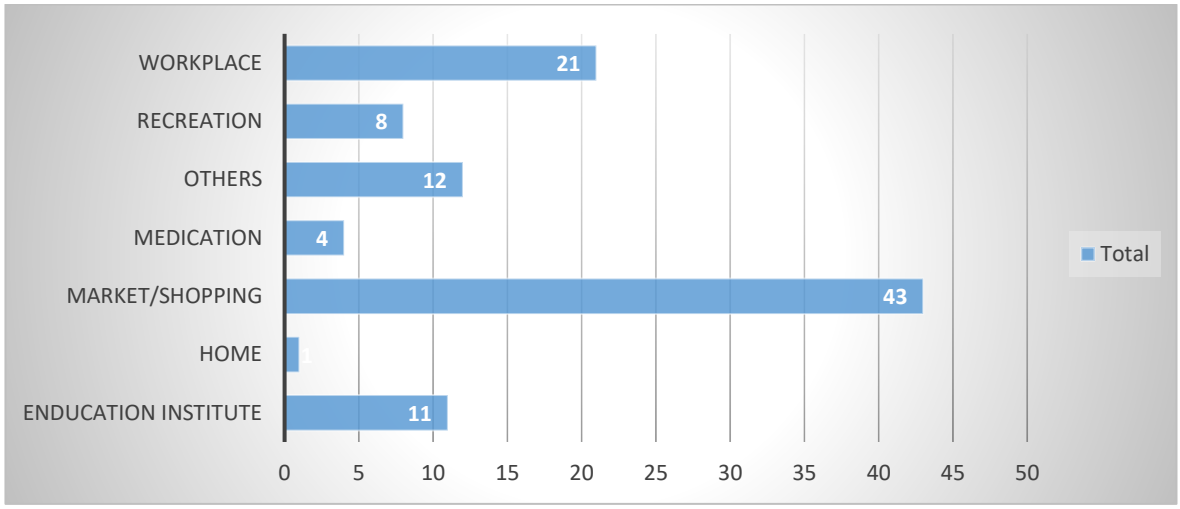


Figure 4-9: Purpose of the Trip

Age Group of the Passenger

The majority of respondents (45%) fall within the 21-30 age range, followed by the 11-20 age group (10%). This suggests a significant portion of the population is young. The survey reveals a significant gender imbalance, with a much higher number of male respondents (90%) compared to female respondents (10%). This could be attributed to various factors, such as cultural norms, occupational differences, or data collection biases. While the overall gender ratio is skewed towards males, certain age groups exhibit more balanced proportions. For instance, the 21-30 age group has a relatively higher percentage of female respondents (70%). The survey data shows a limited representation of individuals aged 61 and above, with only 7% of respondents falling in this category. This could be due to factors such as lower internet penetration or reduced mobility among older adults.

Table 4-21: Age group the Passenger

Sl No	Age Group	Male	Percentage	Female	Percentage	Total	Percentage
1	11-20	10	11.11	0	0.00	10	10.00
2	21-30	38	42.22	7	70.00	45	45.00
3	31-40	13	14.44	0	0.00	13	13.00
4	41-50	16	17.78	2	20.00	18	18.00
5	51-60	6	6.67	1	10.00	7	7.00
6	61-70	7	7.78	0	0.00	7	7.00
Total		**90**	**100.00**	**10**	**100.00**	**100**	**100.00**

Source: Traffic Survey,2024

The age and gender distribution of the population can provide insights into traffic patterns and peak hours. For example, a higher proportion of young adults might lead to increased traffic during commuting times. The data can inform the planning of transportation infrastructure, such as road networks, public transport systems, and pedestrian facilities, to cater to the specific needs of different age groups and genders. The significant gender gap in the survey highlights the need for further research to understand the underlying reasons and explore strategies to promote gender equality in transportation and other aspects of public life.

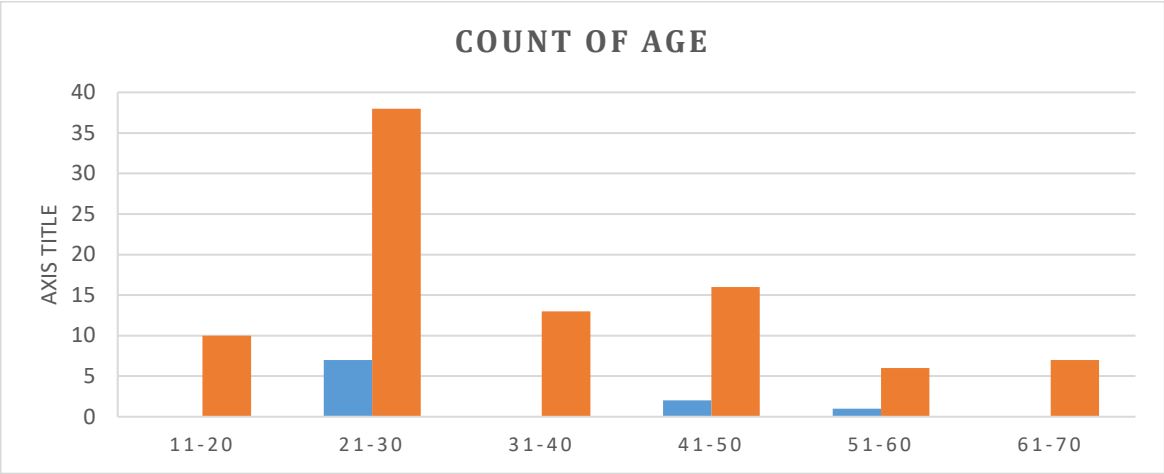


Figure 4-10: Age group of the respondent

The demographic landscape of Ramu Upazila may be evolving over time due to factors such as migration, birth rates, and mortality rates. Regular surveys and data analysis are necessary to track these changes and inform policy decisions.

The traffic survey data for Ramu Upazila provides valuable insights into the age and gender composition of the population. These findings can be used to inform transportation planning, infrastructure development, and efforts to promote gender equality. Further research and analysis are needed to address the limitations of the current data and to gain a more comprehensive understanding of the demographic characteristics and traffic patterns in the region.

Sex of the Passenger

On the table 90% of the respondent are male and rest of the 10% respondents are female.

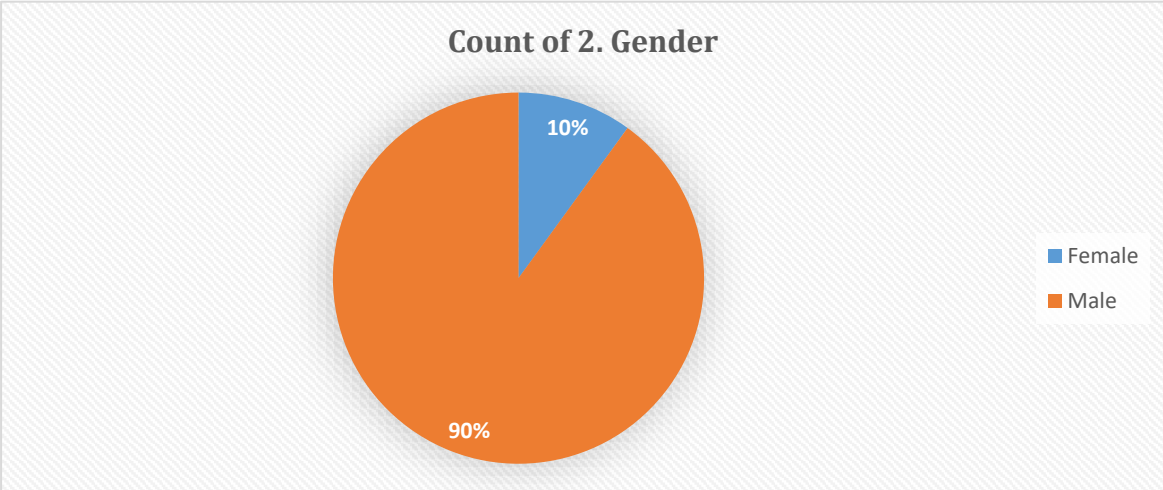


Figure 4-11: Sex Ratio of the Respondent

Public Transport Passenger Survey

Public transport passenger survey was conducted to know the pattern of travel of bus passenger of Ramu Upazila. Bus passenger survey has conducted at Football Chattar Intersection, Ramu Maricha Bazar Intersection, Fakira Bazar Intersection, Idgarh Kaccapia Road, Gorjonia Bazar in front of Kaccapia UP of Ramu Upazila where the enumerators were able to get information within short time (1 day). The survey was accomplished by enumerators who were locally recruited and adequately oriented and trained by an experienced coordinator.

Figure 4-12: Public Transport Passenger Survey

Purpose of Trip

Purpose of Trips by Bus/CNG Passenger

The most common trip purpose is "Market/Shopping," accounting for 43% of all trips. This suggests that a significant portion of the population engages in shopping activities. A considerable number of trips are made for "Education Institute" (11%), indicating a strong focus on education in the region. "Workplace/Commute" is another significant trip purpose, making up 21% of all trips. This suggests a significant portion of the population commutes to their workplaces. A variety of other trip purposes are represented, including "Recreation" (8%), "Medication (Hospital)" (4%), and "Others" (12%).

Table 4-22: Purpose of the Trip

SL NO	Purpose of Trips	No	Percentage
1	Enducation Institute	11	11.00
2	Back to Home	1	1.00
3	Market/shopping	43	43.00
4	Medication (Hospital)	4	4.00
5	Others	12	12.00
6	Recreation	8	8.00
7	Workplace/Commute	21	21.00
Total		**100**	**100.00**

Source: Traffic Survey,2024

The trip purpose data can provide insights into the activities that drive travel in Ramu Upazila. The prominence of shopping and education suggests that these sectors play a significant role in the local economy and social life. The data can inform the planning of transportation infrastructure, such as road networks, public transport systems, and parking facilities, to cater to the specific travel needs associated with different trip purposes. The data may reveal potential issues, such as traffic congestion during peak shopping hours or inadequate transportation options for educational institutions. The data can be used to analyze travel behavior, such as the factors that influence trip purpose, trip frequency, and mode of transportation.

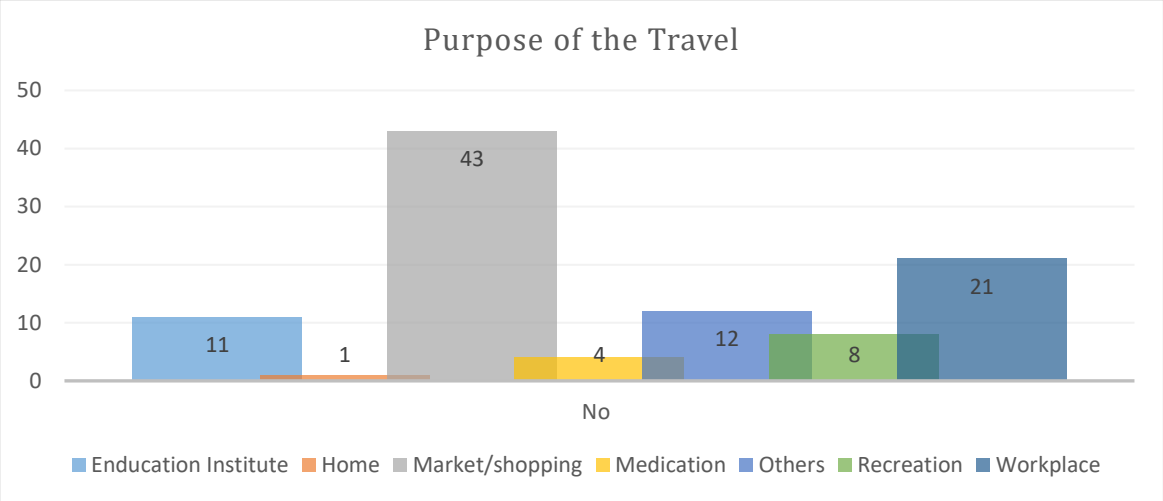


Figure 4-13: Tracel Purpose of the Respondent

Trip purposes may change over time due to factors such as economic growth, urban development, and changes in transportation infrastructure. Regular surveys and data analysis are necessary to track these changes and inform policy decisions.

The trip purpose data for Ramu Upazila provides valuable insights into the activities that drive travel in the region. These findings can be used to inform transportation planning, infrastructure development, and efforts to address traffic congestion and improve mobility. Further research and analysis are needed to address the limitations of the current data and to gain a more comprehensive understanding of trip purposes in Ramu Upazila.

Age Group of the Passenger

The majority of respondents (58%) fall within the 21-40 age range. This suggests a significant portion of the population is young to middle-aged. The survey reveals a significant gender imbalance, with a much higher number of male respondents (85%) compared to female respondents (15%). This could be attributed to various factors, such as cultural norms, occupational differences, or data collection biases. While the overall gender ratio is skewed towards males, certain age groups exhibit more balanced proportions. For instance, the 21-30 age group has a relatively higher percentage of female respondents (53.33%). The survey data shows a limited representation of individuals aged 61 and above, with only 4% of respondents falling in this category. This could be due to factors such as lower internet penetration or reduced mobility among older adults.

The age and gender distribution of the population can provide insights into traffic patterns and peak hours. For example, a higher proportion of young adults might lead to increased traffic during commuting times. The data can inform the planning of transportation infrastructure, such as road networks, public transport systems, and pedestrian facilities, to cater to the specific needs of different age groups and genders. The significant gender gap in the survey highlights the need for further research to understand the underlying reasons and explore strategies to promote gender equality in transportation and other aspects of public life.

Table 4-23: Age group of the Passenger

Sl No	Age Group	Male	Percentage	Female	Percentage	Total	Percentage
1	>71	1	1.18	0	0.00	1	1.00
2	11-20	21	24.71	2	13.33	23	23.00
3	21-30	29	34.12	8	53.33	37	37.00
4	31-40	19	22.35	2	13.33	21	21.00
5	41-50	12	14.12	3	20.00	15	15.00
6	51-60	1	1.18	0	0.00	1	1.00
7	61-70	2	2.35	0	0.00	2	2.00
Total		**85**	**100.00**	**15**	**100.00**	**100**	**100.00**

Source: Traffic Survey,2024

The demographic landscape of Ramu Upazila may be evolving due to factors such as migration, birth rates, and mortality rates. Regular surveys and data analysis are necessary to track these changes and inform policy decisions.

The traffic survey data for Ramu Upazila provides valuable insights into the age and gender composition of the population. These findings can inform transportation planning, infrastructure development, and efforts to promote gender equality. Further research and analysis are needed to address the limitations of the current data and to gain a more comprehensive understanding of the demographic characteristics and traffic patterns in the region.

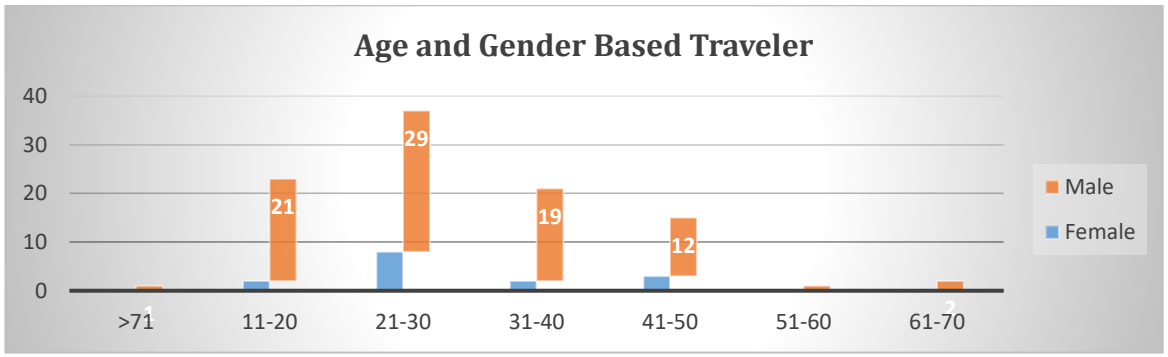


Figure 4-14: Age and Gender Based Traveler

Sex of the Passenger

From the table it is evident that there are only 15% of male but 85% of female population.

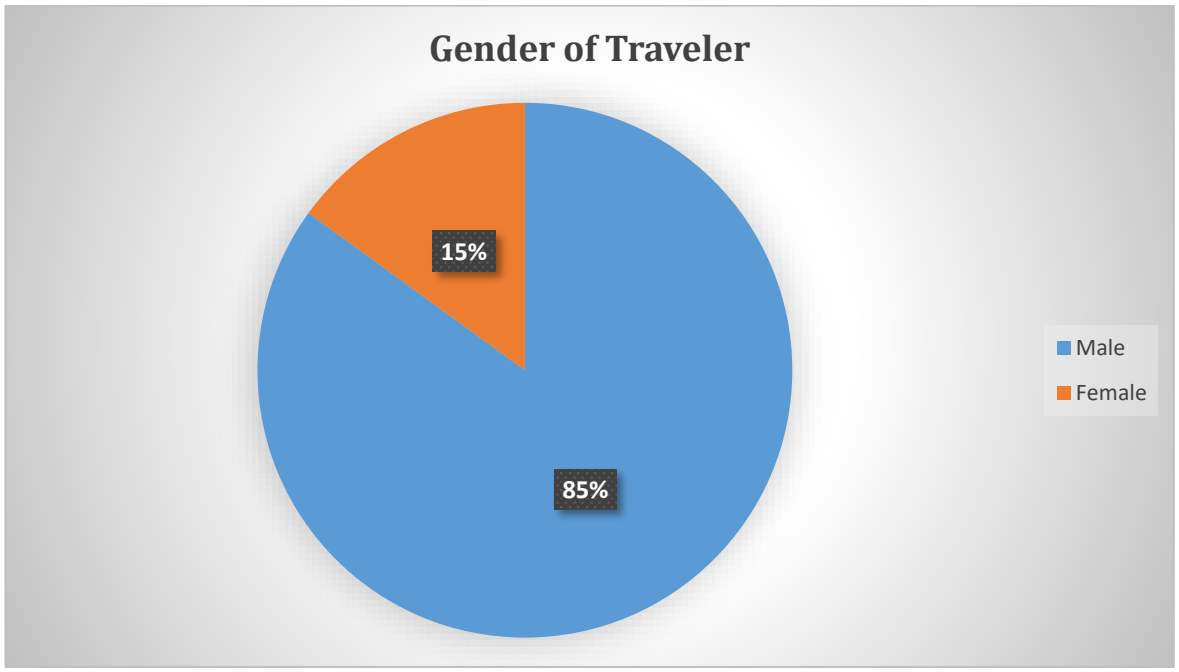


Figure 4-15: Percentage of Gender Based Traveler

Distance of Trips

The majority of respondents (33%) report making 6-9 trips per week, indicating a moderate level of travel frequency. A significant portion (30%) make 3-6 trips per week, suggesting a relatively consistent travel routine. A smaller group (8%) make fewer than 1 trip per week, while 13% make 1-3 trips. This indicates that a portion of the population has limited travel needs or preferences. Only 7% of respondents make 12-15 trips per week, and a mere 9% make 9-12 trips. This suggests that longer, more frequent trips are less common.

Table 4-24: Weekly Trip Distance of the Passenger

Sl	No of Trips per week	No	Percentage
1	<1	8	8
2	12-15	7	7
3	1-3	13	13
4	3-6	30	30
5	6-9	33	33
6	9-12	9	9
	Grand Total	**100**	**100**

Source: Traffic Survey,2024

The trip frequency data can provide insights into peak travel times and congestion patterns. For example, a higher proportion of respondents making 6-9 trips per week might contribute to peak traffic during commuting hours. The data can inform the planning of transportation infrastructure, such as road networks, public transport systems, and parking facilities, to accommodate the specific travel needs of the population. The data may reveal potential issues, such as congestion during peak hours or inadequate transportation options for certain

segments of the population. The data can be used to analyze travel behavior, such as the factors that influence trip frequency, trip purpose, and mode of transportation.

The sample size of 100 respondents may not be representative of the entire population of Ramu Upazila. A larger sample size would provide a more accurate understanding of travel patterns. The method used to collect the data (e.g., online survey, face-to-face interviews) can influence the representativeness of the sample. Travel patterns may be influenced by factors such as economic conditions, urban development, and changes in transportation infrastructure. Regular surveys and data analysis are necessary to track these changes and inform policy decisions.

The trip frequency data for Ramu Upazila provides valuable insights into the travel patterns of the population. These findings can be used to inform transportation planning, infrastructure development, and efforts to address traffic congestion and improve mobility. Further research and analysis are needed to address the limitations of the current data and to gain a more comprehensive understanding of travel patterns in the region.

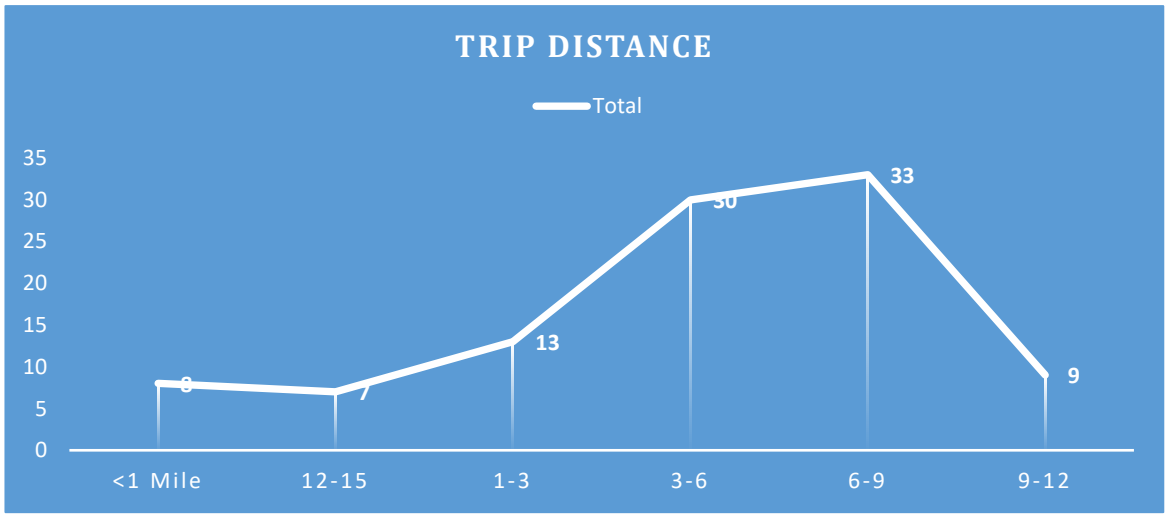


Figure 4-16: Trip Distance

Passengers Occupation

The three most common occupations among respondents are Business (21%), Farmer (21%), and Student (24%). This suggests a significant portion of the population is involved in these sectors. While agriculture and education are prominent, a variety of other occupations are represented, including Drivers, Government Employees, Non-Government Employees, and Housewives. The distribution of occupations is relatively balanced, with no single category dominating the workforce.

The data provides insights into the economic activities prevalent in Ramu Upazila. The prominence of agriculture and business suggests that these sectors play a significant role in the local economy. The high percentage of students indicates a strong emphasis on education in the region. The data can be used to analyze the composition of the labor force and identify potential skill gaps or areas for economic development. The representation of various occupations can provide clues about the social demographics of the population, such as gender, age, and education levels.

Table 4-25: Passenger Occupational Status

SL	Labels of Occupation	Counts	Percentage
1	Business	21	21
2	Driver	7	7
3	Farmer	21	21
4	Gov_employee	1	1
5	Housewife	7	7
6	Non_Gov_employee	11	11
7	Student	24	24
Total		**100**	**100**

Source: Traffic Survey,2024

The occupational landscape may be evolving over time due to factors such as economic growth, industrialization, and technological advancements. Regular surveys and data analysis are necessary to track these changes and inform policy decisions.

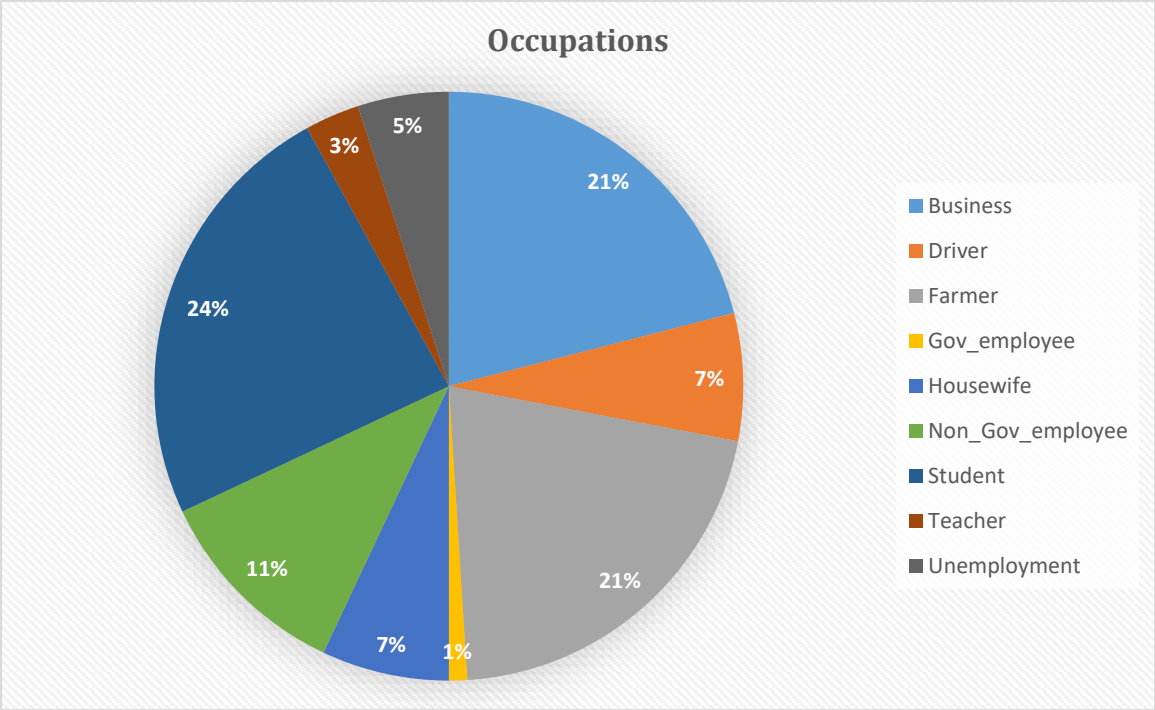


Figure 4-17: Passenger Occupational Status

The occupation data for Ramu Upazila provides valuable insights into the workforce composition and economic activities in the region. These findings can be used to inform economic development strategies, educational planning, and social policies. Further research and analysis are needed to address the limitations of the current data and to gain a more comprehensive understanding of the occupational landscape in Ramu Upazila.

4.4.3 Road and Other Facility Status

The below table denotes the status of road availability of the responmdents. In the urban area 36.25 percent respondents have very few road availability. On the other hand in the rural area it is 38.61 percent. Overall 8.86 percent respondents express about totally absent of availability of road and 32.05percent respondents express adequate road available in the locality.

Table 4-26: Road Availability status of the respondents

Availability of Road	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Totally absent	9	11.25	30	8.33	39	8.86
Very Few	29	36.25	139	38.61	168	38.18
Exist but very inadequate	23	28.75	69	19.17	92	20.91
Adequate	19	23.75	122	33.89	141	32.05
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

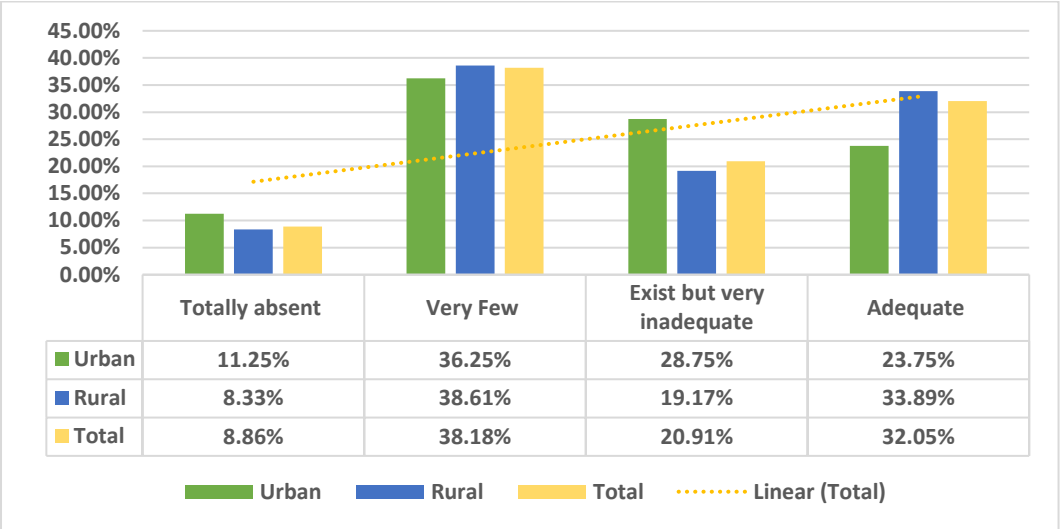


Figure 2-18: Road Availability Status Of The Respondents

The above stated table represents data on road condition status of the area of the respondent. Around 41.59% of the total population said that they have very few facilities and the road condition been not very much satisfactory. Only 27.05% of the total population said to have adequate road facilities and materials which denotes a very satisfactory roadway condition. Among that, a lower proportion of 25.56% are from rural area while 33.75% are from urban area. 2.27% of the population don't have any roadways. Around 0.83% of rural area and 8.75% of urban area population falls into this category.

Table 4-27: Road Condition status of the respondents

Road Condition	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Totally absent	7	8.75%	3	0.83%	10	2.27%
Very Few	21	26.25%	162	45.00%	183	41.59%
Exist but very inadequate	25	31.25%	103	28.61%	128	29.09%
Adequate	27	33.75%	92	25.56%	119	27.05%
Total	**80**	**100.00%**	**360**	**100.00%**	**440**	**100.00%**

Source: Socio-economic Survey, Ramu Upazila, 2024

From the given table, we can analyze the fuel availability condition in both urban and rural areas. In terms of fuel availability condition, 13.75% of urban areas and 5.00% of rural areas reported that fuel was totally absent. This indicates a significantly higher lack of fuel in urban areas compared to rural areas. On the other hand, 33.75% of urban areas and 36.67% of rural areas reported having very few fuel resources. This suggests that both urban and rural areas

face challenges in accessing an adequate quantity of fuel. Furthermore, 25.00% of urban areas and 26.11% of rural areas reported that fuel resources exist but are very inadequate. This indicates that while fuel is present, it does not meet the demand and needs of the population in both urban and rural areas. Lastly, 27.50% of urban areas and 32.22% of rural areas reported having adequate fuel resources. This suggests that a relatively smaller proportion of both urban and rural areas have sufficient fuel availability. Overall, the data shows that there is a significant shortage of fuel resources in both urban and rural areas. Efforts need to be made to address this issue and ensure a reliable and adequate supply of fuel for the population.

Table 4-28: Fuel Availability of the respondents

Fuel Availability Condition	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Totally absent	11	13.75	18	5.00	29	6.59
Very Few	27	33.75	132	36.67	159	36.14
Exist but very inadequate	20	25.00	94	26.11	114	25.91
Adequate	22	27.50	116	32.22	138	31.36
Total	80	100.00	360	100.00	440	100.00

Source: Socio-economic Survey, Ramu Upazila, 2024

Based on the table, out of a total of 80 respondents in the urban area, 15 indicated that mass transport is totally absent, representing 18.75% of the urban respondents. On the other hand, 31 respondents stated that mass transport is very few, accounting for 38.75% of the respondents in the urban area. In the rural area, out of a total of 360 respondents, 78 respondents mentioned that mass transport is totally absent, constituting 21.67% of the rural respondents. Additionally, 113 respondents indicated that mass transport is very few in the rural area, making up 31.39% of the rural respondents. In terms of the level of adequacy, 28 respondents in the urban area reported that mass transport is adequate, representing 35% of the urban respondents. Similarly, in the rural area, 104 respondents stated that mass transport is adequate, accounting for 28.89% of the rural respondents. Overall, the total percentage of respondents indicating that mass transport is totally absent, very few, exist but very inadequate, and adequate are 21.14%, 32.73%, 16.14%, and 30% respectively.

Table 4-29: Status of Adequate Mass Transport Facilities of the respondents

Mass Transport	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Totally absent	15	18.75%	78	21.67%	93	21.14%
Very Few	31	38.75%	113	31.39%	144	32.73%
Exist but very inadequate	6	7.50%	65	18.06%	71	16.14%
Adequate	28	35.00%	104	28.89%	132	30.00%
Total	**80**	**100.00%**	**360**	**100.00%**	**440**	**100.00%**

Source: Socio-economic Survey, Ramu Upazila, 2024

The above depicted table showcases the status of the available transport vehicle for traveling for more distance from bus stand and rail station. Around 34.55% of the total population said the adequate transport facility is totally to be absent where 33.61% were from rural area and 38.75% are from urban area population's opinion which is also the major proportion.

Table 4-30: Availability of Transport vehicle for traveling for more distance from bus stand and Rail station.

Adequate Transport Vehicle	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Totally absent	31	38.75%	121	33.61%	152	34.55%
Very Few	34	42.50%	95	26.39%	129	29.32%
Exist but very inadequate	2	2.50%	71	19.72%	73	16.59%
Adequate	13	16.25%	73	20.28%	86	19.55%
Total	**80**	**100.00%**	**360**	**100.00%**	**440**	**100.00%**

Source: Socio-economic Survey, Ramu Upazila, 2024

The above table says about the existing specific stand and workshop status of various areas. The majority of the population said that there is no specific stand and workshop for automobiles and any repair shops for the transportation vehicle. The proportion of total absence is higher for the urban area (73.75%) and lower for the rural area (49.44%). On the other hand, only 10.68% of the total population admits to have adequate facilities where the proportion of adequacy is higher for rural area with 12.50% and too lower for the urban area which is just 2.50%.

Table 4-31: Specified Stand and workshop status of the respondents

Condition	Urban		Rural		Total	
	Number	Percentage	Number	Percentage	Number	Percentage
Totally absent	59	73.75	178	49.44	237	53.86
Very Few	17	21.25	94	26.11	111	25.23
Exist but very inadequate	2	2.50	43	11.94	45	10.23
Adequate	2	2.50	45	12.50	47	10.68
Total	**80**	**100.00**	**360**	**100.00**	**440**	**100.00**

Source: Socio-economic Survey, Ramu Upazila, 2024

Parking Survey

The survey focused on two specific parking areas: Choumuhuni and Football Chattar. These areas experienced significant congestion of CNGs and auto rickshaws, particularly between 9 AM and 12 PM and 3 PM and 7 PM. Motorcycle traffic was also high from 11 AM to 2 PM and 3 PM to 5 PM.

Due to the lack of designated parking spaces, most respondents (80%) parked their vehicles along the roadside, primarily for convenience due to their workplaces. The most commonly used vehicles included CNGs, motorcycles, battery-powered rickshaws, and others.

Travel Time Survey

The travel time survey between Football Chattar and Choumuhuni, as well as Choumuhuni and Cantorment, revealed that delays were primarily caused by pedestrian crossings, street parking, and narrow roads. However, these delays were generally minimal, ranging from 2 to 5 minutes.

Terminal Survey

Bus Terminal

There is no bus terminal under Ramu Upazila. Ramu Upazila have direct transport communication with Dhaka. But it has good connections with the nearest district and regional centres like Chittagong and Cox's Bazar. Buses are being parked in the roadside area which creates traffic jam and people face hindrance while walking. The bus usually stays beside the roadside and Junction of the edge.

Table 4-32: Existing temporary terminal matrix & Facilities of Ramu Upazila

Terminal Type	Tarminal Name	Location	Area	Average number of buses arrive each number	Average number of buses depart each day	Relevant problems
Bus	Football Chattar	Ramu Bipass	Road side bus stand	60	60	Overcrowding of passengers and buses; Lack of seating, shelter, restrooms
Bus	Choumuhani bus stand	Choumuhani	Road side	10	10	Overcrowding of passengers and buses; Lack of seating, shelter, restrooms

Source: Traffic Survey,2024

Football Chattar/Ramu Bipass: The Ramu Upazila bypass road is home to a bustling bus stop that serves as a hub for transportation to various destinations across Bangladesh. While it doesn't have the amenities of a traditional bus terminal, it sees frequent departures of 60 to 70 buses daily. Travellers can find connections to cities like Cox's Bazar, Chittagong, Feni, Cumilla, Sylhet, Mymensingh, Dhaka, Rangpur, Bogura, Rajshahi, Khulna, Barishal, Satkhira, and more. Despite its convenience, the lack of proper infrastructure can occasionally lead to traffic congestion. Ticket purchases are handled through temporary counters set up at the stop.

Choumuhani Bus Stand: The bus stop is a roadside location without a designated parking area. Buses stop along the road, leading to a daily turnover of 8 to 10 vehicles. During the night, the number of parked buses increases significantly, with between 5 and 10 buses halting there. The stop primarily caters to tourist buses and local buses serving shorter distances.

The under table denotes the travel matrix of different bus operators.

Table 4-33: Travel matrix of different bus operators.

Bus Operators	Route No.	Number of available buses	Average number of buses depart each day	Average number of passengers per bus	Departure Schedules
Hanif	Chattagram	36	6	36	8.00-6.10
Local	Dhaka	36	6	36	8.00-10.00
Saudia	Chattagram	36	6	30	8.00-8.00
Marsha	Chattagram	40	20	40	7.00-9.00

Bus Operators	Route No.	Number of available buses	Average number of buses depart each day	Average number of passengers per bus	Departure Schedules
Local	Dhaka	36	2	36	10.00-9.00
Saudia	Dhaka	36	8	36	9.00-10.00
Saintmartin	Dhaka	36	8	36	9.00-11.00
Greenline	Dhaka	36	4	36	9.00-10.00
Cox Tourist Bus	Chaumohoni to Cox's Bazar	24	2	25	7.00-7.00

Source: Traffic Survey,2024

The below table denotes the bus fair of different bus operators from Cox's bazar and Chaumohoni, Ramu Upazila.

Table 4-34: Travel matrix bus fair in different bus operators

Route No.	Bus Operator	Destination	Fair
Coxbazar-Dhaka	Shyamoli	Dhaka	900-1400
Coxbazar-Dhaka	Greenline	Dhaka	1800-2200
Coxbazar-Dhaka	Hanif	Dhaka	900-2200
Coxbazar-Dhaka	Marsha	Dhaka	850-1400
Chaumohoni-Cox's Bazar	Cox Tourist Bus	Cox's Bazar	30

Source: Traffic Survey,2024

Truck Terminal

Till now, there is no truck terminal in Ramu Upazila. As a result, trucks are using the roadside existing hat/bazar area as a truck stand. Trucks are being parked in the roadside area which creates traffic jam and people face hindrens while walking.

Tempo/CNG Station

There is no tempu stand. Tempus are being parked in the roadside area which creates huge traffic jam and people face hindrance while walking. Students face problems while moving to school and college.

Rickshaw/Van Stand

There is no specific rickshaw stand. Rickshaws/van are being parked in the roadside area and the junction of the road edge which creates huge traffic jam and people face hindrens while walking. Students face problems while moving to school and college.

Railway Station

Ramu Railway Station is going to be a crucial transportation hub located in the Cox's Bazar district of Bangladesh. It serves as a vital link between the mainland and the popular tourist destination of Cox's Bazar. The station plays a significant role in connecting the region to other parts of the country, facilitating trade, tourism, and local commuting. With its modern facilities and convenient location, Ramu Railway Station has become an essential part of the local infrastructure, contributing to the development and growth of the surrounding area. The station stands on 5 acres and daily 2 trains stop in this strain. One is Up Cox's Bazar to Chittagong and another one is Chittagong to Cox's Bazar down. Everyday 20 to 30 tickes sell in this station. All types of the facilities are available in this station but here need to put lugadge storage facilities. Mostly problem is local train not to tunning regularly. Mode of choice in minimum. It should enhance.

Ramu Railway Station station has different conveniences amenities which are narrated bellow:

1. Ticket Counter
2. Platforms for Boarding
3. Wash room/Toilet
4. Waiting room
5. Garbage dumping facility
6. Shop
7. Facility for physically disabled person
8. Store
9. Parking facility
10. Tap water and drinking water supply
11. Enough lighting
12. Information center
13. CCTV

Table 4-35: En route stoppage of different train

Serial No.	Origin	Destination	Stoppages En route
1	Cox's Bazar	Chattagram	Ramu
2	Chattagram	Cox's Bazar	Ramu

Source: Traffic Survey,2024

Table 4-36: Travel matrix of train departure and arrival time.

Serial No.	Destination	Departure Time	Arrival Time
1	Cox's Bazar	2:30	2:10
2	Chattagram	4:30	10:50

Source: Traffic Survey,2024

Table 4-37: Matrix of Train Fair from Ramu to Cox's bazar and Ramu to Chakoria.

Serial No.	Destination	Fare		
		First Class	Second Class	AC
1	Cox's Bazar	0	20	0
2	Chokoria	0	20	0

Source: Traffic Survey,2024

Chapter Five:
Gap Analysis

CHAPTER FIVE: GAP ANALYSIS

In the process of review and update of master of Ramu Upazila prepared by UDD, it is very contextual and relevant to compare major findings/observations of socio-economic survey, economic activity survey and traffic and transportation surveys which have been conducted by UDD that of by the consultants engaged by LGED. Spatially, all the above-mentioned surveys resul and findings are useful in portraying existing socio-economic and living conditions of the people of the Upazila in terms of their demographic, involvement/engagement of socio-economic activities, accessibility to different utility services encompassing there of problems, opportunities, views/opinions. Similarly, the findings of traffic and transportation surveys provide information of the people's movement behavioral patterns and the problems and constraints faced. However, all the survey's findings and results would be duly analyzed and assessed in reviewing and updating the master plan of Ramu Upazila.

5.1 Gap Analysis

The following Tables show the major findings of Socio-Economic Survey, Economic Activity Survey and Traffic and Transportation Surveys conducted in Ramu Upazila prepared by UDD and the Consultants engaged by LGED.

Table 5-1 GAP Analysis of Socio-Economic Survey of Ramu Upazila

UDD	Consultant Engaged by LGED	Remarks
For Urban and Rural Areas		
▪ The majority of the population falls within the age range of 18 to 60 years, regardless of gender. These individuals constitute the working-age group. ▪ In urban areas, 8% of the population falls within the age group below 18 years, whereas in rural areas, this percentage increases to 25%. ▪ In both urban and rural areas, male population was larger than females. ▪ Married population was higher in rural areas than that of urban areas. ▪ Irrespective of urban and rural areas, about half of the population were below the primary level education. ▪ About the job engagement, in urban areas most the people's main occupations were job, business and day labor type; in rural areas were engaged in agricultural related activities ▪ The average household level monthly income of the people was	▪ The survey findings expose that highest number of respondents from the urban areas (42.05%) falls under 30–49-year age group, which is 38.33% for rural area and 58.75% for urban area. ▪ There are no underaged population found in the area. ▪ Male population is larger which is 82.73% of the total population. Women are only 17.27%. ▪ Highest number of people is married (82.27%). The rate is higher in rural area (80.76%) than urban area (89.12%). ▪ More than half of the population are below the high school education level (54.55%). ▪ In rural area, majority of the people are engaged in farming (40.57%) and business (13.09%) where in the urban area main occupations is business (28.71%) ▪ Average household income (62.50%) for both urban (51.25%) and rural (59.27%) is between taka 1000 to taka 20,000.	It is to be noted here that there are significant changes occurred in the socio-economic status of the households of Ramu Upazila in terms of demographic characteristics – age structure, marital status, level of engagement in jobs, income and expenditure structure, educational level, availability of utility services, people's movement/travel i.e., connectivity patterns by roads. Level of satisfaction of the people with the Governmental facilities. The comparisons between rural and urban areas are

UDD	Consultant Engaged by LGED	Remarks
around Taka 15,000.00 both in urban and rural areas of Ramu ▪ In rural areas, the average monthly expenditure at the household level was below Taka 10,000.00 while in the urban areas it was more than Taka 10,000.00. ▪ About half of the population both in urban and rural areas lived in semi-pucca houses. But in rural area more people lived in semi-pucca houses than that of the urban areas. ▪ The main communication mode was the road. ▪ More rural people were deprived of electricity connections than that of the urban areas ▪ There was frequent load shedding of supply electricity both in urban and rural areas ▪ The percentage of using open latrines were more in rural areas compared to urban areas ▪ Both in urban and rural areas most of the households managed their waste through their own management ▪ There was no organized solid waste disposal system in Ramu Upazila ▪ In urban areas of Ramu the government medical facilities were available but in the rural areas the government medical facilities were rare.	▪ Average household expenditure (68.18%) for both urban (62.50%) and rural (69.44%) is between taka 1000 to taka 20,000. ▪ The main communication is the road but only 32.05% are adequate with proper facility. ▪ Around 85% of total population are totally deprived of electricity and rate of absence is larger in rural area (85.71%) than urban area (81.82%). ▪ In urban areas 87.27 percent respondents have their own Hygiene latrine and 12.73 percent respondents have not hygiene latrine. On the other hand, in rural area 86.67 percent respondents have own Hygiene latrine and 13.33 percent respondents have no sanitary latrine. ▪ Only 6.25 percent respondents are getting adequate solid waste management facilities in the urban area and in the rural area it is little bit on 5.83 percent. ▪ Survey reveals that in the urban 69.02 percent and in the rural area 78.27 percent respondents are totally absent from dustbin facilities. Overall 76.59 percent respondents are totally absent from dustbin facilities. Only 1.14 percent respondents are getting the dust bin facilities.	also note-worthy. There are also notable deprivations of receiving utility services by the households. However, all these issues and aspects would be duly analyzed so as to translate spatially those in reviewing and updating the master plan.

Table 5-2 Gap Analysis of Economic Surveys of Ramu Upazila

UDD	Consultant Engaged by LGED	Remarks
▪ In the informal economic genre, lower middle-class groupings predominate in terms of population (47.5%). There are roughly 41.5% lower class consumers.	▪ Although the highest proportion of data which is around 72% is not specific that in which class group they can be put into. Around 18% of the population are higher, lower and middle class. The rest of the classes are very much minor.	The following are notable differences between the findings of UDD and that of the consultants' engaged LGED in respect of economic activity of Ramu Upazila:: ▪ Dominancy of informal sector economic activities

UDD	Consultant Engaged by LGED	Remarks
▪ Professional experience data has not been collected via surveys. ▪ The report excludes the distinct informal economic sectors. ▪ Talked about ownership status and unofficial trading hubs. ▪ During the monsoon, about 57.50% of informal activities occur. ▪ A study on the number of traders who obtained loans from any type of financial institution; around 32.5% of the sample group did so. ▪ Is devoid of information about the organization or people that provide the loans. ▪ Offers data on traders' earnings over a period of two to twelve months.	▪ Years have engaged in profession in informal sector have been found (Which is 46% for 4-7 years group). ▪ Ran through an analysis among the existing informal economic sector and found out which sector is dominant (Street Food Seller 48.89% and Hawker 41.11%). ▪ Source of capital has been analyzed but no information was taken regarding ownership information. ▪ Information regarding loan has also been checked and the numbers of loan takers have risen to 58%. Rest of the 42% did not take loan. ▪ Provides monthly income per month.	▪ Ownership of formal sector economic activities ▪ Level of income between formal and informal sectors economic activities ▪ Level of possession/Investment of capital between formal and informal sectors business activities.

Table 5-3 Gap Analysis of Traffic and Transportation Surveys of Ramu Upazila

UDD	Consultant Engaged by LGED	Remarks
▪ Both motorized and non-motorized vehicles had same influence in different sections of travels of the people in Ramu Upazila. ▪ Auto rickshaw, motor bike and rickshaw were main mode of transport representing 17 per cent, 25 per cent and 32 per cent respectively. ▪ The people leaned to travel internally within Unions, other Upazilas and Districts.	▪ The highest traffic volume is (motorized) Auto Rickshaw/ Auto Van 38.38%, Second Highest is Tempo/CNG /Baby taxi 30.26% and non (motorized) Pedestrian is 79.44% at Ramu Upazila of Footbal Chattar Intersection. ▪ Heavy traffic volume is 810 within the time period of 3pm to 4pm second highest traffic volume is 801 within the time period of 5pm to 6pm at Ramu Upazila of Footbal Chattar Intersection.	The following are the significant changes noticed between the survey findings of UDD and the consultants engaged by LGED: ▪ Dominancy of motorized vehicles ▪ Mode of vehicles used by the people have been structurally

UDD	Consultant Engaged by LGED	Remarks
▪ There were 7 types of mode of transport in Ramu Upazila. These were 38 per cent of people choose auto/rickshaw/tempo to reach their destinations and this was highest demanding mode, the second one is more cycle depicting 25 per cent ▪ Most of the people travelled for work purposes and the next purposes of travel were businesses, shopping, education and other social purposes ▪ **Problems faced:** High speed of motor cycles, reckless driving, illegal vehicles, high cost of travels, narrow roads, no awareness about safe driving ▪ **People demanded:** Access roads, public vehicles, bus stoppages ▪ About 37 per cent of the passengers were between 21 to 30 years age ranges; 28 per cent were 31 to 40 rears ages ▪ People used to pay Taka 50 to cover the distance of 10 km. ▪ Most of buses had more than 30 persons carrying capacity	▪ The origin and destination survey the sex wise distribution of passenger is male 80.56% and female 19.44 percent. ▪ Age wise distribution of passengers 31-40 age group is 31% and 11-20 age group is 23%, 21-30 age group is 19% and 61-70 age group is only 4%. ▪ Origin of trips within ward is 38%, within union is 35%, within Upazila is 17%, within District 5% and Out Side of the District is 4%. ▪ Purpose of Trips for Market/shopping ▪ is 43%, Workplace/Commute is 24%, For home is 22% and only for recreation is 3%. ▪ Distance of the trip is 6 to 9km is 33%, 3to 6km 30%, 1 to 3km is 13% and only 12-15km is 7%. ▪ 24% passengers occupation is students, 21% passengers occupation is business and farmer. 11% passenger's occupation is non-government employee, 7% passenger's occupation is housewife and only 1 % passenger's occupation is Govt. employee. ▪ In the terminal survey, it is found that there is no bus and truck terminal at Ramu Upazila. ▪ There is no CNG station in Ramu Upazila. Maximum CNG/Tempo/Babi Taxi park beside the road, it creates the traffic jam creates problems for pedestrian's movement.	changed over the year ▪ Volume of heavy traffic has been increased ▪ Purposes of visits by the people have also been changed – Percentages of business purpose has been increased ▪ There are variations in the distances of travels The differences of the findings of traffic and transportation surveys would be thoroughly analyzed and thereof spatial implications would be duly reflected in reviewing and updating the master plan of Ramu Upazila.

Chapter Six: Conclusion

CHAPTER SIX: CONCLUSION

People's involvement has become crucial in planning and development, extending to spatial plan preparation. Initially rooted in rural development, adapting these methods to urban planning projects requires substantial modification. The success of such initiatives also depends on people's awareness and willingness to participate, a significant consideration for this specific project. The lack of regular outreach or dissemination programs by LGED or other respective authorities often leads to finalized and approved plans remaining inactive. Especially in outlying areas, there's a limited understanding of urban plans and their implications beyond the central city. To enhance participation in this context, a customized strategy aligned with the project's objectives is essential, as discussed earlier. Regardless of the participation methodologies employed, the key is to keep the ultimate goals in mind: ensuring the plan is people-oriented, reflective of their views, sensitive to local contexts, and fosters a sense of ownership among stakeholders. People's participation in the master plan is a valuable avenue for incorporating their issues, needs, demands, and recommendations into the planning process. This approach aligns with the bottom up planning perspective, allowing the community to directly influence and shape the development of the master plan. It fosters a more inclusive and responsive planning process that takes into account the diverse perspectives and priorities of the people who will be directly affected by the plan. Community engagement is crucial in master plan preparation as it brings diverse perspectives, local knowledge, and ownership to the process. Involving residents ensures the plan aligns with their unique needs and priorities, enhancing its contextual relevance. This approach also fosters trust, transparency, and collaboration between planners and the community. Recognizing social, cultural, and environmental nuances is key for crafting a sustainable and socially responsible master plan. Ultimately, active community participation leads to more informed decisions, smoother implementation, and a plan that genuinely serves the community's best interests.

However, the issues and concerns and thereof opinions/solutions/recommendations raised by the cross section community members/stakeholders in the PRA sessions as well as KIIs are very much useful and instrumental in translating/ventilating people's aspirations and expectations in preparing ther master plan of Ramu Upazila.

Appendix

APPENDIX

Transportation Survey of Ramu Upazilla

Figure A-1: Transportation Survey of Ramu Upazilla

Annexure

ANNEXURE

Socio Economic Survey Questionnaire

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (এলজিইডি)

মাস্টার প্ল্যান প্রণয়ন ও মৌলিক অবকাঠামো (মিউনিসিপ্যাল-নন) উপজেলা শহর উন্নয়ন প্রকল্প

প্যাকেজ নংঃ UTMIDP/.....

..... উপজেলা মহাপরিকল্পনা প্রণয়ন প্রকল্প

আর্থ-সামাজিক জরিপ ২০২৪

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (এলজিইডি) কর্তৃক "উপজেলা শহর (নন- মিউনিসিপ্যাল) মাস্টার প্রণয়ন ও মৌলিক অবকাঠামো উন্নয়ন প্রকল্পের অধীনে উপজেলার মহাপরিকল্পনা প্রণয়নের উদ্দেশ্যে Sheltech (Pvt.) Ltd. এবং Sheltech Consultants (Pvt.) Ltd., পরামর্শক প্রতিষ্ঠান হিসেবে নিয়োজিত হয়েছে। প্রকল্পের কাজের অংশ হিসাবে এই জরিপ (Survey) কার্যক্রম পরিচালনা করা হচ্ছে। জরিপ কাজে আপনার অংশগ্রহণ অত্র উপজেলা সম্পর্কিত সঠিক তথ্য পেতে ও পরিকল্পনা প্রণয়নে গুরুত্বপূর্ণ অবদান রাখবে। আপনার তথ্য শুধুমাত্র প্রকল্পের কার্যক্রমের জন্য ব্যবহৃত হবে ও এর যথাযথ গোপনীয়তা রক্ষা করা হবে।

ক্রমিক নংঃ..... তারিখঃ ..... সময়ঃ .....

জিআইএস কোডঃ .....

সাক্ষাৎকার গ্রহণকারীর পরিচিতিঃ

নামঃ..... স্বাক্ষর.....

ঠিকানাঃ .....

তথ্য নিরীক্ষাঃ

- ☐ তথ্য সংগ্রহকারী ----------
- ☐ তথ্য নিরীক্ষক---------- তারিখঃ ----------
- ☐ সকল তথ্য নেয়া হয়েছে হ্যাঁ ☐ না ☐
- ☐ অসম্পূর্ণ

সুপারভাইজারের স্বাক্ষর

১। উত্তরদাতার মৌলিক তথ্য

☐ ইউনিয়নের নাম .....
☐ ওয়ার্ড নং .....
☐ গ্রাম/মহল্লার নাম .....
☐ হোল্ডিং নম্বর .....
☐ মোবাইল ফোন নম্বর .....
☐ উত্তরদাতার নাম .....

১.১। খানা সদস্যের তথ্যঃ

খানার প্রকার, জনসংখ্যা ও অন্যান্য বৈশিষ্ট্য: (উত্তরদাতা থেকে শুরু করুন)

সদস্য কোড	খানা প্রধানের সাথে সম্পর্ক	বয়স	লিঙ্গ	শিক্ষা	ধর্ম	মূল পেশা	সহায়ক পেশা	বৈবাহিক অবস্থা
	২- কোড	৩- কোড	৪- কোড	৫- কোড	৬- কোড	৭- কোড	৮- কোড	৯- কোড
১.								
২.								
৩.								
৪.								
৫.								
৬.								
৭.								
৮.								
৯.								
১০.								

কোড:

২-খানা প্রধানের সাথে সম্পর্ক	**৩- বয়স**	**৪- লিঙ্গ**	**৫-শিক্ষা**	**৬-ধর্ম**
১. খানা প্রধান	১. ০-৪	১. পুরুষ	১. নিরক্ষর	১. ইসলাম
২. স্ত্রী/স্বামী	২. ৫-৯	২. মহিলা	২. শুধু সাক্ষর করতে পারে	২. হিন্দু
৩. পুত্র/কন্যা	৩. ১০-১৪	৩. হিজড়া	৩. পঞ্চম শ্রেণি/ সমমান	৩. খ্রিস্টান
৪. পিতা/মাতা	৪. ১৫-১৯		৪. অষ্টম শ্রেণি/ সমমান	৪. বৌদ্ধ
৫. ভাই/বোন	৫. ২০-২৪		৫. এসএসসি/ সমমান	৫. অন্যান্য (উল্লেখ করুন) .....
৬. পুত্রবধূ	৬. ২৫-২৯		৬. এইচএসসি/ সমমান	
৭. নাতি/নাতনী	৭. ৩০-৪৯		৭. স্নাতক/ সমমান	
৮. অন্যান্য	৮. ৫০-৫৯		৮. স্নাতকোত্তর এবং তদূর্ধ্ব	
	৯. ৬০-৬৪		৯. অন্যান্য (উল্লেখ করুন).....	
	১০. ৬৫+			

৭ এবং ৮- মূল পেশা এবং সহায়ক পেশা				**৯-বৈবাহিক অবস্থা**
১. কৃষক	১০. বেসরকারি চাকুরি	১৯. রিকশাচালক	২৬. উকিল	১. অবিবাহিত
২. রাজমিস্ত্রি	১১. শিক্ষক	২০. মোটর/ ইজিবাইক চালক	২৭. সমাজসেবক	২. বিবাহিত
৩. দিনমজুর	১২. ডাক্তার		২৮. প্রকৌশলী	৩. বিধবা/ বিপত্নীক
৪. জেলে	১৩. কাঠমিস্ত্রি		২৯. দর্জি	৪. তালাক প্রাপ্ত
	১৪. নার্স		৩০. প্রবাসী	৫. পৃথক

৫. সরকারি চাকুরি ৬. তাঁতি ৭. ব্যবসায়ী ৮. নির্মাণ শ্রমিক ৯. পরিবহণ শ্রমিক	১৫. ড্রাইভার ১৬. দারোয়ান ১৭. পরিচ্ছন্নকর্মী ১৮. এনজিওকর্মী	২১. মোটর মেকানিক ২২. হকার ২৩. উদ্যোক্তা ২৪. আউটসোর্সিং/ ফ্রিল্যান্সিং ২৫. সাংবাদিক/ সংবাদকর্মী	৩১. ছাত্র/ছাত্রী ৩২. বেকার ৩৩. গৃহিণী ৩৪. অন্যান্য (উল্লেখ করুন).....	৬. পরিত্যক্ত

১.২। খানার মালিকানার তথ্যঃ

খানা মালিকানার ধরণ

☐ মালিকানা ☐ ভাড়া ☐ অস্থায়ী বাসস্থান

ভাড়া হলে, মাসিক ভাড়া কত?.....

মালিকানা হলে, জমির পরিমাণঃ ..... মূল্যঃ.....

১.৩ খানার শৌচাগারঃ

আপনার খানার নিজস্ব শৌচাগার আছে কী ? ☐ হ্যাঁ ☐ না

যদি হ্যাঁ হয়, তবে এটি কি স্বাস্থ্য সম্মত শৌচাগার? ☐ হ্যাঁ ☐ না

১.৪ খানার তথ্যঃ

বাড়ির সদস্য সংখ্যা ☐ ০ (খালি) ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫ (বা তদূর্ধ্ব)

বাড়ির কক্ষ সংখ্যা ☐ ০ (খালি) ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫ (বা তদূর্ধ্ব)

১.৫ খানার আর্থিক তথ্যঃ

পরিবারের আয় / মাস:..... টাকা

পরিবারের খরচ/ মাস: ..... টাকা

ঋণের উৎস-

☐ ব্যাংক ☐ গ্রামীণ ব্যাংক ☐ সমিতি (উল্লেখ করুন) .....

☐ মহাজন ☐ ঋণ নেই ☐ অন্যান্য (উল্লেখ করুন) .....

নিম্নের কোন খাতে আপনার পরিবারের ব্যয় কত (%)?

☐ খাদ্য : .....(%)

☐ বস্ত্র : .....(%)

☐ বাসাভাড়া : .....(%)

☐ শিক্ষা : .....(%)

☐ চিকিৎসা : .....(%)

☐ পরিবহণ : .....(%)

☐ প্রযুক্তি : .....(%)

☐ অন্যান্য (উল্লেখ করুন) : .....(%)

১.৬ এলাকায় বসবাসের তথ্যঃ

এই এলাকায় আপনার বসবাস কাল .....

যদি স্থানান্তরিত হয়ে এলে, কোন এলাকা থেকে এসেছেন .....

স্থানান্তরিত হওয়ার কারণ উল্লেখ করুন - ১. কর্মসংস্থানের জন্য ২. শিক্ষা ৩. উন্নত জীবনযাপন ৪. অন্যান্য (উল্লেখ করুন)

.....

১.৭ স্থানান্তরিত গোষ্ঠীর তথ্যঃ

আপনার এলাকার মধ্যে migrated (স্থানান্তরিত) হয়ে আসা জনগোষ্ঠী আছে কিনা? ☐ হ্যাঁ ☐ না

আপনার পরিবারে কতজন ঢাকায়/ চট্টগ্রাম/ অন্যান্য জেলায় থাকে ?

☐ ০ (খালি) ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫ বা তদূর্ধ্ব

কোন জেলায় থাকে? (উল্লেখ করুন) .....

কী উদ্দেশ্যে থাকে? ১. কর্মসংস্থানের জন্য ২. শিক্ষা ৩. উন্নত জীবনযাপন ৪. অন্যান্য (উল্লেখ করুন) .....

আপনার পরিবারের কতজন বিদেশে থাকে?

☐ ০ (খালি) ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫ বা তদূর্ধ্ব

কোন দেশে থাকে? (উল্লেখ করুন) .....

বিদেশে থাকার উদ্দেশ্য উল্লেখ করুন –

১. কর্মসংস্থানের জন্য ২. শিক্ষা ৩. উন্নত জীবনযাপন ৪. অন্যান্য (উল্লেখ করুন) .....

১.৮ খানার প্রযুক্তি ব্যবহারের তথ্যঃ

আপনার পরিবারের সদস্যগণ প্রযুক্তিখাত (কম্পিউটার/ল্যাপটপ) ব্যবহার করে কিনা? ☐ হ্যাঁ ☐ না

কত জন সদস্য প্রযুক্তিখাত (কম্পিউটার/ল্যাপটপ) ব্যবহার করে? ☐ ০ (খালি) ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫ বা তদূর্ধ্ব

আপনার পরিবারের সদস্যগণ ইন্টারনেট ব্যবহার করে কিনা? ☐ হ্যাঁ ☐ না

কত জন সদস্য ইন্টারনেট ব্যবহার করে? ☐ ০ (খালি) ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫ বা তদূর্ধ্ব

কোন কাজে ইন্টারনেট সংযোগ ব্যবহার করে?

☐ পড়াশোনা ☐ খেলাধুলা ☐ বিনোদন ☐ অন্যান্য (উল্লেখ করুন).....

আপনার পরিবারে ডিশ সংযোগ আছে কিনা? ☐ হ্যাঁ ☐ না

১.৯ প্রতিবন্ধী সম্বন্ধীয় তথ্যঃ

আপনার পরিবারে কি কোনো প্রতিবন্ধী মানুষ আছে? থাকলে কয়জন?

☐ ০ (খালি) ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫ বা তদূর্ধ্ব

তারা কী ধরনের প্রতিবন্ধী?

☐ বাকপ্রতিবন্ধী ☐ দৃষ্টি প্রতিবন্ধী ☐ শ্রবণ প্রতিবন্ধী ☐ শারিরীক প্রতিবন্ধী ☐ মানসিক প্রতিবন্ধী

☐ অটিস্টিক ☐ অন্যান্য (উল্লেখ করুন) .....

প্রতিবন্ধী মানুষের জন্য পর্যাপ্ত সুযোগ সুবিধা ব্যবস্থাপনায় আপনার মতামতঃ

.....

.....

২। শিক্ষা

	সন্তুষ্টির মান	অসন্তুষ্ট হলে কারণ উল্লেখ করুন (কোড)
প্রাথমিক শিক্ষা ব্যবস্থায় আপনার সন্তুষ্টির মান	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট	
মাধ্যমিক শিক্ষা ব্যবস্থায় আপনার সন্তুষ্টির মান	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট	
উচ্চ মাধ্যমিক শিক্ষা ব্যবস্থায় আপনার সন্তুষ্টির মান	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট	
স্নাতক/স্নাতকোত্তর শিক্ষা ব্যবস্থায় আপনার সন্তুষ্টির মান	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট	

কোডঃ ১. নিকটবর্তী শিক্ষা প্রতিষ্ঠানের অপর্যাপ্ততা ২. অপর্যাপ্ত যোগাযোগ ব্যবস্থা ৩. অনিরাপদ সংযোগ সড়ক
৪. অপর্যাপ্ত অবকাঠামো ৫.শিক্ষার উচ্চ খরচ ৬. উন্নত শিক্ষা প্রযুক্তির অভাব ৭. নিরাপত্তাজনিত উদ্বেগ
৮. শ্রেণিকক্ষের ধারণক্ষমতার বেশি শিক্ষার্থী ৯. অন্যান্য (উল্লেখ করুন): .....

৩। স্বাস্থ্য

	সন্তুষ্টির মান	অসন্তুষ্ট হলে কারণ উল্লেখ করুন (কোড)
প্রাথমিক স্বাস্থ্য সেবা প্রাপ্তিতে আপনার সন্তুষ্টির মান	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট	
মাতৃত্বকালীন ও শিশু স্বাস্থ্য সেবা প্রাপ্তিতে আপনার সন্তুষ্টির মান	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট	
মানসিক স্বাস্থ্য সেবা প্রাপ্তিতে আপনার সন্তুষ্টির মান	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট	
আধুনিক স্বাস্থ্য সেবা প্রাপ্তিতে আপনার সন্তুষ্টির মান	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট	
প্রাণী সম্পদ স্বাস্থ্য ব্যবস্থায় আপনার সন্তুষ্টির মান	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট	

কোডঃ
১. নিকটবর্তী স্বাস্থ্যকেন্দ্রের অপর্যাপ্ততা ২. ডাক্তার, সেবক-সেবিকা, প্রশিক্ষিত আয়/ধাত্রীর অভাব ৩. হাসপাতালে অপর্যাপ্ত শয্যার সংখ্যা
৪. স্বাস্থ্যখাতে ব্যয় বেশি ৫. অপর্যাপ্ত পরীক্ষা কেন্দ্র/ডায়াগনস্টিক সেন্টার ৬. অপর্যাপ্ত ইউনিয়ন স্বাস্থ্য ও পরিবার কল্যাণ কেন্দ্র

৭. কমিউনিটি ক্লিনিকের অপর্যাপ্ততা ৮. অপর্যাপ্ত যোগাযোগ ব্যবস্থা ৯. অপর্যাপ্ত প্রাণী সম্পদ হাসপাতাল
১০.অনিরাপদ সংযোগ সড়ক ৯. রিহাব/মাদক নিরাময় কেন্দ্রের অভাব ১০. ব্যায়ামাগার/শরীরচর্চা কেন্দ্রের অপর্যাপ্ততা
১১. অপর্যাপ্ত অ্যাম্বুলেন্স সার্ভিস ১২. অন্যান্য (উল্লেখ করুন):.....

৪. কৃষি

৪.১ গৃহস্থালি সম্পদের তথ্যঃ

জমি	পরিমাণ	মোট মূল্যমান (টাকা)
কৃষিজমি		
অকৃষিজমি		
অন্যান্য জমি		

৪.২ গবাদি পশুর তথ্যঃ

আপনার কোন গবাদি পশু আছে? ☐ হ্যাঁ ☐ না
যদি গবাদি পশু থাকে, তাহলে কয়টি আছে (উল্লেখ করুন).....
গবাদি পশু থেকে বাৎসরিক আয়?.....

৪.৩ কৃষি উৎপাদনের তথ্যঃ

কোন ধরনের কৃষিপণ্য উৎপাদন করেন?
☐ ধান ☐ গম ☐ মাছ ☐ সবজি/ ফল ☐ অন্যান্য (উল্লেখ করুন) .....

৪.৪ কৃষি থেকে আয়ঃ

কৃষি কাজ থেকে বাৎসরিক আয়?
কৃষিতে (পরিমাণ/টাকা) .....
গবাদিপশুতে (পরিমাণ/ টাকা) .....
মাছ চাষে (পরিমাণ/ টাকা) .....
পোল্ট্রি (পরিমাণ/ টাকা) .....

৪.৫ দুর্যোগ থেকে ক্ষতিঃ

দুর্যোগের কারণে বাৎসরিক ক্ষতি (বিগত ৫ বছরে)
কৃষিতে (পরিমাণ/টাকা) .....
গবাদিপশুতে (পরিমাণ/ টাকা) .....
মাছ চাষে (পরিমাণ/ টাকা) .....
পোল্ট্রি (পরিমাণ/ টাকা) .....

৪.৬ কৃষি খাতে সহায়তাঃ

কৃষি উন্নয়নে কী সহায়তা পান? ☐ হ্যাঁ ☐ না

কেমন ধরনের সহায়তা পান?

☐ আর্থিক অনুদান ☐ ক্ষুদ্রঋণ ☐ কারিগরি সহায়তা ☐ কৃষি কাজে ব্যবহৃত সরঞ্জাম ☐ অন্যান্য (উল্লেখ করুন).....

কোথা থেকে সহায়তা পান?

☐ **ব্যাংক** ☐ **সমিতি (উল্লেখ করুন)**.....

☐ **গ্রামীণ ব্যাংক** ☐ **মহাজন** ☐ অন্যান্য **(উল্লেখ করুন)**.....

৪.৭ কৃষি পণ্য বাজারজাত ও সংরক্ষণ

কৃষি পণ্য কিভাবে বাজারজাত করা হয়?

☐ স্থানীয় বাজারে/হাটে ☐ উপজেলা বাজারে ☐ জেলা বাজারে ☐ স্থানীয় রপ্তানিকারকের মাধ্যমে ☐ অন্যান্য (উল্লেখ করুন).....

কৃষি পণ্য কীভাবে সংরক্ষণ করা হয়?

☐ প্রাকৃতিক সংরক্ষণ ☐ রাসায়নিক সংরক্ষণ ☐কোল্ড স্টোরেজ ☐ অন্যান্য (উল্লেখ করুন).....

৫। অবকাঠামো এবং পরিষেবাসমূহ

৫.১ নাগরিক পরিষেবা মূল্যায়ন

আপনার আশেপাশে (১০ মিনিট হাঁটা দূরত্ব) নিম্নলিখিত পরিষেবাগুলির প্রাপ্যতা মূল্যায়ন করুন

০ = সম্পূর্ণ অনুপস্থিত ১ = অপর্যাপ্ত ২ = মোটামুটি ৩ = বিদ্যমান এবং সম্পূর্ণ কার্যকর

পানি সরবরাহ ব্যবস্থা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
বিশুদ্ধ খাবার পানি	☐ ০ ☐ ১ ☐ ২ ☐ ৩
বিদ্যুৎ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
সৌরশক্তি	☐ ০ ☐ ১ ☐ ২ ☐ ৩
পাইপলাইন গ্যাসের প্রাপ্যতা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ইন্টারনেট এবং টেলিযোগাযোগ নেটওয়ার্ক	☐ ০ ☐ ১ ☐ ২ ☐ ৩
স্বাস্থ্যসম্মত টয়লেট	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ড্রেনেজ সিস্টেম নেটওয়ার্ক	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ডাস্টবিন	☐ ০ ☐ ১ ☐ ২ ☐ ৩
কঠিন বর্জ্য সংগ্রহের ব্যবস্থা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
সংলগ্ন রাস্তার অবস্থা	☐ ০ ☐ ১ ☐ ২ ☐ ৩

বাস রুট	☐ ০ ☐ ১ ☐ ২ ☐ ৩
রেলপথ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
জলপথ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ফুটপাথ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
সড়কবাতি	☐ ০ ☐ ১ ☐ ২ ☐ ৩
সিএনজি/রিকশা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
অন্যান্য (উল্লেখ করুন):.....	☐ ০ ☐ ১ ☐ ২ ☐ ৩
৫.২ পানি সম্বন্ধীয় তথ্যঃ	
খাবার পানির উৎস	১. গভীর নলকূপ ২. অগভীর নলকূপ ৩. ট্যাপের পানি ৪. বৃষ্টির পানি সংরক্ষণ ৫. পুকুর বা নদীর পানি ৪. অন্যান্য (উল্লেখ করুন) - .....
আপনার খানায় ব্যবহৃত পানীয় জলের গুণগতমান কি রকম?	১. আর্সেনিকযুক্ত ২. আর্সেনিকমুক্ত/দূষিত নয় ৩. আয়রন ৪. লবণাক্ত ৫. পরিষ্কার/স্বচ্ছ ৬. ময়লাযুক্ত ৭. দুর্গন্ধযুক্ত ৮. ম্যাংগানিজ ৯. ক্লোরাইড ১০. ফসফেট ১১. অন্যান্য (উল্লেখ করুন) ....
বিদ্যমান পানীয় জলের উৎস হতে পানি সংগ্রহ করতে কতটুকু সময় লাগে?	মিনিট.....
আপনার খানার জন্য প্রয়োজনীয় পানীয় জল কে বা কারা সংগ্রহ করে থাকেন?	১. পুরুষ সদস্য ২. মহিলা সদস্য ৩. অপ্রাপ্ত বয়স্ক শিশু ৪. অন্যান্য (উল্লেখ করুন) .....
বর্তমানে আপনার খানায় যে পানি পান করা হচ্ছে সে পানি বিশুদ্ধকরণ করা হয়ে থাকলে তা কীভাবে বিশুদ্ধ করা হচ্ছে?	১. পানি বিশুদ্ধকরণ করা হয় না ২. পানি ফুটিয়ে ৩. ফিটকিরি মিশিয়ে ৪. পানিতে বিশুদ্ধকরণ ট্যাবলেট মিশিয়ে ৫. কাপড় দিয়ে ছেঁকে ৬. ফিলটার করে ৭. সৌর জীবাণুমুক্তকরণ ৮. অন্যান্য (উল্লেখ করুন) ..... ৯. প্রযোজ্য নয়
বর্তমানে আপনার খানার জন্য পানি সংগ্রহের কাজে মাসিক সর্বমোট কত টাকা ব্যয় হয়?	টাকা.....
পাইপ দ্বারা আপনার বাড়ির কাছাকাছি নিরাপদ পানীয়জল সরবরাহ করা হলে আপনি মাসিক টাকা দিতে রাজী আছেন?	☐ হ্যাঁ ☐ না
যদি রাজি থাকেন তাহলে কত টাকা দিতে ইচ্ছুক?	টাকা.....

আপনার বাড়িতে বৃষ্টির পানি সংগ্রহের ব্যবস্থাপনা আছে? ☐ হ্যাঁ ☐ না

যদি হ্যাঁ, বিস্তারিত বলুন .....

.....

বৃষ্টির পানি মূলত কোন কাজে ব্যবহার করেন?

☐ পানি পান ☐ কৃষি, সেচ ☐ পশু পালন ☐ রান্নাবান্না

☐ অন্যান্য (উল্লেখ করুন) .....

৫.৩ বিদ্যুৎ সম্বন্ধীয় তথ্য	
বিদ্যুৎ সরবরাহ উৎস	১. পিডিবি ২. পল্লি বিদ্যুৎ ৩. সৌর বিদ্যুৎ ৪. জেনারেটর ৫. অন্যান্য (উল্লেখ করুন) .....
বিদ্যুৎ ব্যবহারের প্রতিবন্ধকতাগুলি কী কী ? ০ = সম্পূর্ণ অনুপস্থিত ১ = খুব কম ২ = মোটামুটি ৩ = পর্যাপ্ত	
বিদ্যুৎ কভারেজ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
অন্যান্য (উল্লেখ করুন):	☐ ০ ☐ ১ ☐ ২ ☐ ৩
গ্রীষ্মকালে দৈনিক কত ঘণ্টা লোডশেডিং হয়	☐ <১ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ >৪
শীতকালে দৈনিক কত ঘণ্টা লোডশেডিং হয়	☐ <১ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ >৪
৫.৪ জ্বালানি সম্বন্ধীয় তথ্য	
জ্বালানির উৎস	(১) সিলিন্ডার গ্যাস (২) বায়োগ্যাস (৩) ঘুটে-মুঠে (৪) কেরোসিন (৫) জ্বালনি কাঠ (৬) হিটার (৭) সৌরশক্তি (৮) লাইন গ্যাস (৯) বন্ধু চুলা ১০. অন্যান্য (উল্লেখ করুন) .....
গ্যাস সরবরাহের উৎস	☐ এলপিজি ☐ সিলিন্ডার
জ্বালানি গ্যাস সরবরাহ ব্যবহারের প্রতিবন্ধকতাগুলি কী কী? ০ = সম্পূর্ণ অনুপস্থিত ১ = খুব কম ২ = মোটামুটি ৩ = পর্যাপ্ত	
গ্যাস সরবরাহ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
অন্যান্য (উল্লেখ করুন):	☐ ০ ☐ ১ ☐ ২ ☐ ৩
৫.৫ বর্জ্য সম্বন্ধীয় তথ্য	
৫.৭ আপনার পরিবারের গৃহস্থালির বর্জ্য কীভাবে অপসারিত হয়? (১) ডাস্টবিন (২) ডাস্টবিনের পাশে (৩) খাল/নদীতে (৪) বাড়ির পাশে (৫) ইউনিয়ন পরিষদ কর্তৃক সংগৃহীত হয় (৬) মাটির গর্তে (৭) যত্রতত্র ফেলা হয় (৮) নীচু জমিতে (৯) অন্যান্য (উল্লেখ করুন)	

৫.৬ পরিবহণ সম্বন্ধীয় তথ্য	
যোগাযোগ বা পরিবহনের ক্ষেত্রে মূল্যায়ন করুন? ০ = সম্পূর্ণ অনুপস্থিত ১ = খুব কম ২ = মোটামুটি ৩ = পর্যাপ্ত	
রাস্তাঘাট	☐ ০ ☐ ১ ☐ ২ ☐ ৩
রাস্তার মান	☐ ০ ☐ ১ ☐ ২ ☐ ৩
জ্বালানির প্রাপ্যতা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
গণপরিবহনের প্রাপ্যতা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
পরিবহণ ব্যবস্থা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
বাস স্ট্যান্ড, রেল স্টেশন এর অতিরিক্ত দূরত্ব ভ্রমণের জন্য যানবাহনের প্রাপ্যতা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
সুনির্দিষ্ট স্ট্যান্ড বা ওয়ার্কশপ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
প্রতিযোগিতামূলক মনোভাব	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ড্রাইভিং দক্ষতা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
যানবাহনের ফিটনেস	☐ ০ ☐ ১ ☐ ২ ☐ ৩
অন্যান্য (উল্লেখ করুন):	☐ ০ ☐ ১ ☐ ২ ☐ ৩

৬। দৈনিক ভ্রমণ

৬.১ প্রতিদিনের ভ্রমণ সংখ্যাঃ

প্রতিদিনের ভ্রমণ বৃত্তান্ত

খানা সদস্য নং	কাজের জন্য ভ্রমণ						বাজারের জন্য ভ্রমণ					
	ভ্রমণ সংখ্যা	দূরত্ব	যানবাহন/ মাধ্যম	খরচ	ফার্স্ট মাইল	লাস্ট মাইল	ভ্রমণ সংখ্যা	দূরত্ব	যানবাহন/ মাধ্যম	খরচ	ফার্স্ট মাইল	লাস্ট মাইল
১/												
২/												
৩/												

৪/												
৫/												
৬/												
৭/												
৮/												
৯/												
১০/												

খানা সদস্য নং	শিক্ষার জন্য ভ্রমণ						অন্যান্য ভ্রমণ					
	ভ্রমণ সংখ্যা	দূরত্ব	যানবাহন/ মাধ্যম	খরচ	ফার্স্ট মাইল	লাস্ট মাইল	ভ্রমণ সংখ্যা	দূরত্ব	যানবাহন/ মাধ্যম	খরচ	ফার্স্ট মাইল	লাস্ট মাইল
১/												
২/												
৩/												
৪/												
৫/												
৬/												
৭/												
৮/												
৯/												
১০/												

* ভ্রমণ = ১০ মিনিটের অধিক হাঁটা পথের দূরত্ব

দূরত্বঃ ১ = <১ কি মি; ২ = ১-২ কি মি; ৩ = ২-৫ কি মি; ৪ = >৫ কি মি

যানবাহন/মাধ্যমঃ ১ = হাঁটা; ২ = রিকশা/ভ্যান; ৩ = সাইকেল; ৪ =মটর সাইকেল; ৫ = সিএনজি/টেম্পু/মিশুক; ৬ = বাস; ৭ = প্রাইভেট কার ৮ = ব্যাটারি চালিত রিকশা; ৯ = নৌকা

যানবাহন/মাধ্যম নির্বাচন

৬.২ যানবাহন/মাধ্যম নির্বাচন করার সময় কী কী বিষয় বিবেচনায় রাখেন?

☐ ভ্রমণ খরচ ☐ সময়ের স্বল্পতা ☐ বাহনের সহজলভ্যতা ☐ নিরাপত্তা ☐ আরামদায়ক ভ্রমণ ☐ জরুরি ভ্রমণ

☐ ব্যক্তিগত স্বাস্থ্য বিবেচনা ☐ আবহাওয়া ☐ অন্যান্য (উল্লেখ করুন): .....

খানার যানবাহন সংখ্যা

৬.৩ আপনার খানার মালিকানাধীন যানবাহন আছে?

☐ হ্যাঁ ☐ না

যদি হ্যাঁ হয়, বর্ণনা করুণ

যানবাহন / মাধ্যম	সংখ্যা
রিকশা/ভ্যান	
সাইকেল	
সিএনজি/টেম্পু/মিশুক	
বাস	
প্রাইভেট কার	
ব্যাটারি চালিত রিকশা	
নৌকা	

৭। পরিবেশ, সামাজিক এবং সাংস্কৃতিক

৭.১ সামাজিক ও সাংস্কৃতিক পরিষেবার মূল্যায়ন

আপনি আপনার আশেপাশে (১০ মিনিট হাঁটা দূরত্ব) নিম্নলিখিত পরিষেবাগুলির প্রাপ্যতা মূল্যায়ন করুন

০ = সম্পূর্ণ অনুপস্থিত ১ = খুব কম ২ = মোটামুটি ৩ = পর্যাপ্ত

পাবলিক স্কোয়ার, খোলা জায়গা, পার্ক ইত্যাদি	☐ ০ ☐ ১ ☐ ২ ☐ ৩
খেলার মাঠ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
জলাশয়	☐ ০ ☐ ১ ☐ ২ ☐ ৩
স্থানীয় বাজার	☐ ০ ☐ ১ ☐ ২ ☐ ৩
রেস্টুরেন্ট, দোকান, ইত্যাদি	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ধর্মীয় উপাসনালয়	☐ ০ ☐ ১ ☐ ২ ☐ ৩
গণ গ্রন্থাগার	☐ ০ ☐ ১ ☐ ২ ☐ ৩
থিয়েটার এবং সিনেমা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
অডিটরিয়াম	☐ ০ ☐ ১ ☐ ২ ☐ ৩
গবাদি পশুর বাজার	☐ ০ ☐ ১ ☐ ২ ☐ ৩

লাইব্রেরি	☐ ০ ☐ ১ ☐ ২ ☐ ৩
স্পোর্টস ক্লাব	☐ ০ ☐ ১ ☐ ২ ☐ ৩
কালচারাল ক্লাব	☐ ০ ☐ ১ ☐ ২ ☐ ৩
পাবলিক টয়লেট	☐ ০ ☐ ১ ☐ ২ ☐ ৩
কসাইখানা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
কমিউনিটি সেন্টার	☐ ০ ☐ ১ ☐ ২ ☐ ৩
যুবকল্যাণ সমিতি	☐ ০ ☐ ১ ☐ ২ ☐ ৩
অন্যান্য সাংস্কৃতিক বা সামাজিক সুবিধা (উল্লেখ করুন):.....	☐ ০ ☐ ১ ☐ ২ ☐ ৩
৭.২ পরিবেশের মূল্যায়ন	
আপনার আশেপাশে পরিবেশগত প্রতিবন্ধকতাগুলো মূল্যায়ন করুন - ০ = সম্পূর্ণ অনুপস্থিত ১ = খুব কম ২ = মোটামুটি ৩ = পর্যাপ্ত	
শব্দ দূষণ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
বায়ু দূষণ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
পানি দূষণ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
অন্যান্য (উল্লেখ করুন):	☐ ০ ☐ ১ ☐ ২ ☐ ৩

৮। সাধারণ সেবাসমূহ

আপনি আপনার আশেপাশে (১০ মিনিট হাঁটা দূরত্ব) নিম্নলিখিত পরিষেবাগুলির প্রাপ্যতা মূল্যায়ন করুন ০ = সম্পূর্ণ অনুপস্থিত ১ = খুব কম ২ = মোটামুটি ৩ = পর্যাপ্ত	
বাজার	☐ ০ ☐ ১ ☐ ২ ☐ ৩
সুপারমার্কেট, খাবারের দোকান, ইত্যাদি	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ক্লিনিক এবং চিকিৎসা কেন্দ্র	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ব্যাংকিং সেবা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
বাস স্টপ	☐ ০ ☐ ১ ☐ ২ ☐ ৩

যাত্রী ছাউনি	☐ ০ ☐ ১ ☐ ২ ☐ ৩
শেলটার	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ফায়ার সার্ভিস	☐ ০ ☐ ১ ☐ ২ ☐ ৩
থানা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
পুলিশ বক্স/আউটপোস্ট	☐ ০ ☐ ১ ☐ ২ ☐ ৩
মসজিদ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
গির্জা/মন্দির/মঠ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
কবরস্থান/ শ্মশান	☐ ০ ☐ ১ ☐ ২ ☐ ৩
পোস্ট অফিস	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ক্লাব/সাংস্কৃতিক কেন্দ্র	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ইদগাহ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
খেলার মাঠ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
গণশৌচাগার	☐ ০ ☐ ১ ☐ ২ ☐ ৩
জরুরি আশ্রয় কেন্দ্র	☐ ০ ☐ ১ ☐ ২ ☐ ৩
শরীরচর্চা কেন্দ্র	☐ ০ ☐ ১ ☐ ২ ☐ ৩
অন্যান্য (উল্লেখ করুন):.....	☐ ০ ☐ ১ ☐ ২ ☐ ৩
সাধারণ সেবা ব্যবস্থায় সামগ্রিক সন্তুষ্টিস্তর	☐ অসন্তুষ্ট ☐ মোটামুটি সন্তুষ্ট ☐ সন্তুষ্ট

৯। পানি নিষ্কাশন

আপনার এলাকায় বৃষ্টির পানি নিষ্কাশন প্রধানত কীভাবে হয় ? ☐ নদী ☐ খাল ☐ পুকুর ☐ কৃষিজমি ☐ ড্রেন
☐ অন্যান্য (উল্লেখ করুন) .....

ড্রেনের অবস্থা মূল্যায়ন করুন:
০ = সম্পূর্ণ অনুপস্থিত ১ = খারাপ ২ = মোটামুটি ৩ = ভাল

রাস্তার পাশের কাঁচা ড্রেন	☐ ০ ☐ ১ ☐ ২ ☐ ৩

রাস্তার পাশে পাকা ড্রেন	☐ ০ ☐ ১ ☐ ২ ☐ ৩
নিম্নভূমিতে নিষ্কাশন	☐ ০ ☐ ১ ☐ ২ ☐ ৩
অন্যান্য (উল্লেখ করুন):.....	☐ ০ ☐ ১ ☐ ২ ☐ ৩

১০। দুর্যোগ

১০.১ আপনার আশেপাশের এলাকায় নিম্নলিখিত দুর্যোগের ফ্রিকোয়েন্সি মূল্যায়ন করুন
০ = সম্পূর্ণ অনুপস্থিত ১ = খুব কম ২ = কম ৩ = মধ্যম ৪ = উচ্চ ৫ = খুব উচ্চ

খরা	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
তাপপ্রবাহ/দাবদাহ	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
লবণাক্ততা	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
অতিবৃষ্টি	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
শিলাবৃষ্টি	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
নদী ভাঙন	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
অগ্নিকাণ্ড	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
দাবানল	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
জলাবদ্ধতা	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
সড়ক দুর্ঘটনা	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
দাঙ্গা/নাশকতা	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
পদদলন/স্ট্যাম্পিড	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
বজ্রপাত	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
৫ ভূমিকম্প	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
৬ ভূমিক্ষয়	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
৭ ভূমিধ্বস	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
আর্সেনিক দূষণ	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
টর্নেডো	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫

ঘূর্ণিঝড়/জলোচ্ছ্বাস	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
বন্যা	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫
অন্যান্য (উল্লেখ করুন):	☐ ০ ☐ ১ ☐ ২ ☐ ৩ ☐ ৪ ☐ ৫

১০.২ দুর্যোগ ব্যবস্থাপনা

দুর্যোগ মোকাবেলায় কারা কাজ করে? সংস্থার নামঃ

.....

দুর্যোগ পূর্ববর্তী অবস্থায় কি কি পদক্ষেপ নেওয়া হয়?

☐ মসজিদে মাইকিং করা ☐ মোবাইলে sms দেওয়া ☐ পাড়া-মহল্লায় মাইকিং করা ☐স্কুলে জানিয়ে দেয়া
☐অন্যান্য .....

দুর্যোগ চলাকালীন সময়ে কি কি পদক্ষেপ নেওয়া হয়?

☐ প্রয়োজনীয় খাবার ও পানি সরবরাহ করা ☐ নিরাপদ আশ্রয়ে সরিয়ে নিয়ে যাওয়া ☐অন্যান্য .....

দুর্যোগ পরবর্তী কি কি পদক্ষেপ নেওয়া হয়

☐ প্রয়োজনীয় খাবার ও পানি সরবরাহ করা ☐ ত্রাণ বিতরণ করা ☐ আর্থিক সাহায্য প্রদান করা ☐ অন্যান্য .....

জরুরি আশ্রয় কেন্দ্রে নারী-পুরুষ ও শারীরিক অক্ষমতা সম্পন্ন ব্যক্তির জন্য পৃথক কক্ষের সুবিধা বিদ্যমান কি না?

☐ হ্যাঁ ☐ না

জরুরি আশ্রয় কেন্দ্রে দুর্যোগ চলাকালীন সময়ে নারীদের শারীরিক নিরাপত্তার জন্যে কি ব্যবস্থা গ্রহণ করা হয়?

☐ ব্যবস্থা আছে ☐ ব্যবস্থা নেই

যদি ব্যবস্থা নেয়া হয়, তাহলে কি ব্যবস্থা নেয়া হয়

.....

যদি ব্যবস্থা নেয়া না হয়, তাহলে কি সমস্যার সম্মুখীন হয়ে থাকে?

.....

কত ভাগ মানুষ জরুরি আশ্রয় কেন্দ্রে অংশগ্রহণ কর?

.....

যারা আশ্রয় কেন্দ্রে যেতে অনিচ্ছুক তার কারণ কী?

☐ ধারণক্ষমতা স্বল্প ☐ প্রয়োজনীয় সুযোগ-সুবিধা নেই ☐ আশ্রয় কেন্দ্রটি দুর্যোগ প্রবণ এলাকায় অবস্থিত
☐ অন্যান্য .....

নং	দুর্যোগের নাম	ক্ষয়ক্ষতির পরিমাণ	স্থায়িত্ব কাল
১।		মৃত্যুঃ গৃহস্থালিঃ কৃষিঃ মৎসঃ	
২।		মৃত্যুঃ গৃহস্থালিঃ কৃষিঃ মৎসঃ	
৩।		মৃত্যুঃ	

		গৃহস্থালিঃ কৃষিঃ মৎসঃ	
৪।		মৃত্যুঃ গৃহস্থালিঃ কৃষিঃ মৎসঃ	
৫।		মৃত্যুঃ গৃহস্থালিঃ কৃষিঃ মৎসঃ	

দুর্যোগ মোকাবেলায় কি কি পদক্ষেপ গ্রহণ করা যেতে পারে?
নীতিমালা পর্যায়ে: .....
প্রাতিষ্ঠানিক পর্যায়েঃ .....
স্থানীয় পর্যায়েঃ .....
সম্প্রদায়/পারিবারিক পর্যায়েঃ .....

১১। পর্যটন

আপনার এলাকায় কোনো পর্যটন আকর্ষণ আছে কি? ☐ হ্যাঁ ☐ না

আপনার এলাকায় পর্যটন আকর্ষণ থাকলে কোন সময়ে পর্যটকদের আগমন বেশি এবং কম?

বেশি ..... কম .....

পর্যটকদের ধরন?

১.সারাদিন ব্যাপী অবস্থান ২. রাত্রি যাপনসহ অবস্থান ৩. স্বল্পমাত্রায় অবস্থান

পর্যটন স্পট এর দূরত্ব

☐ <১ কি মি ☐ ১-২ কি মি ☐ ২-৫ কি মি ☐ >৫ কি মি

পর্যটন স্পটে লজিস্টিক সুবিধা আছে কিনা? ☐ হ্যাঁ ☐ না

যদি থাকে তাহলে কী কী লজিস্টিক সুবিধা আছে?

☐ আবাসিক সুবিধা ☐ বসার ব্যবস্থা ☐ টয়লেট ☐ পরিবহণ সেবা ☐ বিভিন্ন খাবারের দোকান

☐ ছাউনি ☐ অন্যান্য (উল্লেখ করুন) .....

পর্যটনের সম্ভাবনার ধরণঃ

.....
.....
.....

এলাকায় পর্যটনের জন্য সম্ভাবনাময় স্থানঃ

.....
.....
.....

পর্যটন প্রসারে প্রতিবন্ধকতাসমূহঃ

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প্রতিকারের উপায়ঃ

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.....
.....

১২। প্রাতিষ্ঠানিক সচেতনতা

১২.১ ওয়ার্ড সভার তথ্যঃ

১২.১ আপনি বা আপনার পরিবারের কেউ কি ওয়ার্ড সভায় অংশ নেন? ☐ হ্যাঁ ☐ না

যদি হ্যাঁ হয় তাহলে বিগত ০১ বছরে কতগুলো সভায় অংশ নিয়েছেন (উল্লেখ করুন).....

১২.২ সভায় নেয়া সিদ্ধান্তগুলো কী বাস্তবায়িত হয়? ☐ হ্যাঁ .....(%) ☐ না .....(%)

১২.৩ ইউনিয়ন কর্তৃক প্রদত্ত পরিষেবাগুলি মূল্যায়ন করুন

০ = সম্পূর্ণ অনুপস্থিত ১ = খারাপ ২ = মোটামুটি ৩ = ভাল

১২.২ ইউনিয়ন প্রদত্ত পরিষেবাঃ

পরিষ্কার পরিচ্ছন্নতা ও বর্জ্য ব্যবস্থাপনা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
স্বাস্থ্য ও পরিবার পরিকল্পনা সেবা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
স্যানিটেশন	☐ ০ ☐ ১ ☐ ২ ☐ ৩
দুর্যোগ ব্যবস্থাপনা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
শিক্ষামূলক উদ্যোগ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
বৃক্ষরোপন	☐ ০ ☐ ১ ☐ ২ ☐ ৩
পানীয় জল সরবরাহ/ব্যবস্থা স্থাপন	☐ ০ ☐ ১ ☐ ২ ☐ ৩
সনদ বিতরণ	☐ ০ ☐ ১ ☐ ২ ☐ ৩
পরিবহণ সেবা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
কৃষি সহায়তা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
বিভিন্ন ধরনের শুমারি পরিচালনা করা (ভিক্ষুক, বৃদ্ধ, পথশিশু ইত্যাদি)	☐ ০ ☐ ১ ☐ ২ ☐ ৩

ভাতা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
গ্রাম আদালত	☐ ০ ☐ ১ ☐ ২ ☐ ৩
ওয়ার্ড সেবা/মাসিক সভা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
গ্রামীণ অবকাঠামো উন্নয়ন	☐ ০ ☐ ১ ☐ ২ ☐ ৩
পঞ্চবার্ষিক উন্নয়ন পরিকল্পনা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
জননিরাপত্তা	☐ ০ ☐ ১ ☐ ২ ☐ ৩
UDC (ইউনিয়ন ডিজিটাল সেন্টার) সংক্রান্ত সেবা	☐ ০ ☐ ১ ☐ ২ ☐ ৩

১২.৩ মহাপরিকল্পনা সম্বন্ধীয় তথ্যঃ

এলাকার জন্য মহাপরিকল্পনা প্রকল্পের বিষয়টি সম্পর্কে আপনি জানেন কি? ☐ হ্যাঁ ☐ না

যদি হ্যাঁ হয় এটা কি এলাকার উন্নয়ন করবে? ☐ হ্যাঁ ☐ না ☐ অনিশ্চিত

এলাকার উন্নয়নের ব্যাপারে কোনো মতামত বা পরামর্শ আছে কি? (তিনটি উল্লেখ করুন):

অবকাঠামো	
পরিবেশ	
অর্থনৈতিক উন্নয়ন	
কৃষি	
দুর্যোগ	
পানি সরবরাহ ও নিষ্কাশন	
শিক্ষা	
স্বাস্থ্য	

ICT Questionnaire Household

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (এলজিইডি)

মাস্টারপ্ল্যান প্রণয়ন ও মৌলিক অবকাঠামো (মিউনিসিপ্যাল-নন) উপজেলা শহর উন্নয়ন প্রকল্প

প্যাকেজ নংঃ UTMIDP/UMPP.....

.....উপজেলা মহাপরিকল্পনা প্রণয়ন প্রকল্প

তথ্য ও প্রযুক্তি বিষয়ক জরিপ ২০২৪

(সেকশন কঃ বাসাবাড়ি)

উত্তরদাতার প্রাথমিক তথ্য

তথ্য সংগ্রাহকের নাম				**তারিখ**	
উত্তরদাতার নাম					
উপজেলা				**ইউনিয়ন**	
ওয়ার্ড নং				**গ্রামের নাম**	
বাড়ির ধরন	■ পাকা	■ আধা কাঁচা		■ কাঁচা	
মোট খানার সংখ্যা					
শিক্ষাগত যোগ্যতা	■ এসএসসি	■ এইচএসসি	■ স্নাতক	■ অন্যান্য	
বয়স	■ < ১৮	■ ১৮-২৮	■ ২৮-৩৮	■ তদূর্ধ্ব	
লিঙ্গ	■ পুরুষ	■ মহিলা	■ অন্যান্য		
পেশা	■ কৃষক	■ ব্যবসায়ী	■ বেসরকারী চাকুরী	■ সরকারী চাকুরী	■ গৃহিণী
মাসিক আয়	■ <১৫ হাজার	■ ১৫-২৫ হাজার	■ ২৫-৩৫ হাজার	■ ৩৫-৪৫ হাজার	■ তদূর্ধ্ব
পরিবারের মোট সদস্য সংখ্যা	পুরুষ ☐	মহিলা ☐			

১	**আপনার পরিবারের সদস্যগণ প্রযুক্তিখাত (কম্পিউটার/ ল্যাপটপ) ব্যবহার করে কিনা?**	
	○ হ্যাঁ	○ না
২	**কতজন সদস্য প্রযুক্তি (কম্পিউটার/ ল্যাপটপ) ব্যবহার করে?**	
	○ ০ ○ ১ ○ ২ ○ ৩ ○ ৪ ○ ৫ বা তদূর্ধ্ব	
৩	**আপনার পরিবারের সদস্যগণ ইন্টারনেট ব্যবহার করে কিনা?**	
	○ হ্যাঁ	○ না

৪	**হ্যাঁ, হলে আপনার বাড়িতে কি ধরণের ইন্টারনেট সংযোগ দেয়া আছে?**	
	☐ তার সংযুক্ত ব্রডব্যান্ড ☐ তার বিহীন মোবাইল ডাটা	☐ উভয়ই
৫	**আপনার বাড়িতে কাদের কাছ থেকে ব্রডব্যান্ড ইন্টারনেট সেবা নিচ্ছেন?**	
	☐ স্থানীয় সার্ভিস প্রোভাইটার ☐ সরকারী সংস্থা/বিটিসিএল	☐ উভয়ই
৬	**আপনার এলাকায় কতগুলো প্রতিষ্ঠান ইন্টারনেট সেবা দিয়ে থাকে?**	
	○ ০ ○ ১ ○ ২ ○ ৩ ○ ৪ ○ ৫ বা তদূর্ধ্ব	
৭	**কতজন সদস্য ইন্টারনেট ব্যবহার করে?**	
	○ ০ ○ ১ ○ ২ ○ ৩ ○ ৪ ○ ৫ বা তদূর্ধ্ব	
৮	সদস্যরা কোন কাজে ইন্টারনেট ব্যবহার করে?	
	☐ পড়াশোনা ☐ খেলাধুলা	☐ বিনোদন ☐ অন্যান্য [ই-কমার্স, ই-ট্রান্সফার, স্বাস্থ্য সেবা, ফ্রিল্যান্সিং, মিটিং ইত্যাদি]
৯	**আপনার পরিবাবের কোনো সদস্য বিগত ৫ বছরের মধ্যে কম্পিউটার/ইন্টারনেট/আই.টি/ফ্রীল্যান্সিং সংক্রান্ত কোনো ট্রেনিংয়ে অংশ গ্রহণ করেছে কিনা?**	
	○ হ্যাঁ	○ না
১০	**হ্যাঁ হলে, কি কি ট্রেনিংয়ে অংশ গ্রহণ করেছে?**	
	☐ কম্পিউটার হার্ডওয়্যার ☐ নেটওয়ার্ক ও ইন্টারনেট ☐ আই.টি	☐ গ্রাফিক ডিজাইন ☐ ফ্রীল্যান্সিং ☐ অন্যান্য
১১	**আপনার বাড়িতে টিভি আছে কিনা?**	
	○ হ্যাঁ	○ না
১২	**বাড়িতে ইন্টারনেট যুক্ত স্মার্ট টিভি ব্যবহৃত হচ্ছে কিনা?**	
	○ হ্যাঁ	○ না
১৩	**আপনার বাড়িতে ডিশ সংযোগ আছে কিনা?**	
	○ হ্যাঁ	○ না
১৪	**আপনার বাড়ির ডিশ সংযোগ কিভাবে করা আছে?**	
	○ স্থানীয় ক্যাবল অপারেটর এর মাধ্যমে ○ নিজস্ব সেট-টপ বক্সের মাধ্যমে	
১৫	**আপনার বাড়িতে কি রেডিও ব্যবহৃত হয়?**	
	○ হ্যাঁ	○ না
১৬	**হ্যাঁ, হলে রেডিওতে কি কি ব্যান্ড কাজ করে?**	
	☐ বাংলাদেশ বেতার ☐ এফ এম রেডিও	

	☐ উভয়ই	
১৭	**আপনার বাড়িতে কি মোবাইল ফোন ব্যবহৃত হয়?**	
	○ হ্যাঁ	○ না
১৮	**হ্যাঁ, হলে কি ধরণের মোবাইল সেট ব্যবহার করেন?**	
	☐ ফিচার ফোন ☐ স্মার্ট ফোন	☐ উভয়ই
১৯	**আপনার বাড়ি থেকে নিকটস্থ মোবাইল টাওয়ারের দূরত্ব কত?**	
	☐ ২০০ মিটারের মধ্যে ☐ ২০১ থেকে ৫০০ মিটারের মধ্যে	☐ ৫০১ মিটার থেকে ১ কিলোমিটারের মধ্যে ☐ ১ কিলোমিটারের বেশী
২০	**এটি কোন অপারেটরের টাওয়ার?**	
	☐ টেলিটক ☐ জিপি ☐ বাংলালিংক	☐ রবি ☐ অন্যান্য
২১	**আপনার বাড়িতে মোবাইল নেটওয়ার্কের অবস্থা কেমন?**	
	○ কোনো নেটওয়ার্ক নাই ○ মোটামুটি	○ অতি অল্প ○ খুব ভালো
২২	**আপনার আশেপাশে ১ কিলোমিটারের মধ্যে কোন কোন অপারেটরের টাওয়ার আছে?**	
	☐ টেলিটক ☐ জিপি ☐ বাংলালিংক	☐ রবি ☐ অন্যান্য
২৩	**আপনার বাড়িতে কি অনলাইনের মাধ্যমে কোনো পণ্য বা সেবা ক্রয় বিক্রয় করেন?**	
	○ হ্যাঁ	○ না
২৪	**আপনার বাড়িতে কি শিক্ষা খাতে ইন্টারনেট ব্যবহৃত হয়?**	
	○ হ্যাঁ	○ না
২৫	**আপনার বাড়িতে কি স্বাস্থ্য খাতে কোন ইন্টারনেট ব্যবহৃত হয়?**	
	○ হ্যাঁ	○ না
২৬	**আপনি কি টেলিফোনের মাধ্যমে চিকিৎসকের পরামর্শ নেন?**	
	○ হ্যাঁ	○ না
২৭	**আপনি কি কৃষি খাতে ইন্টারনেট বা কোন ওয়েব সার্ভিস বা এ্যাপ ব্যবহার করেন?**	
	○ হ্যাঁ	○ না
২৮	**আপনি কি সরকারি কোনো অথরিটি বা সার্ভিস সেন্টার থেকে নিম্নোক্ত সেবা গুলো নেন?**	
	☐ ওয়েব সাইট থেকে তথ্য সংগ্রহ ☐ অফিসিয়াল ফরম ডাউনলোড	☐ অনলাইনে আবেদন জমা
২৯	**নিচের কোন কোন সরকারি সর্ভিস গুলো আপনি অনলাইনে গ্রহণ করেছেন?**	

	☐ পাসপোর্ট সার্ভিস ☐ সিটিজেন ও রেসিডেন্সি সার্ভিস ☐ ড্রাইভিং লাইসেন্স ☐ জন্ম নিবন্ধন ☐ মৃত্যু নিবন্ধন ☐ বিবাহ নিবন্ধন ☐ আয়কর ☐ সরকারি জমি ক্রয়/ বিক্রয় ☐ আমদানী/ রপ্তানী আবেদন পত্র/ ফি প্রদান	☐ সরকারি কালেকশন ☐ পুলিশ/ অপরাধ বিষয়ক পরিসংখ্যান ☐ যুব ও ক্রিয়া বিষয়ক ☐ স্কুল ও শিক্ষা বিষয়ক ☐ স্বাস্থ্য বিষয়ক তথ্য ☐ সরকারি চাকুরীর বিজ্ঞপ্তি ☐ সাংস্কৃতিক কার্যক্রম ☐ অন্যান্য উল্লেখ করুন
৩০	**আপনার এলাকায় কি সরকারি কোনো ডিজিটাল সেন্টার আছে?**	
	○ হ্যাঁ	○ না
৩১	**সরকারি ডিজিটাল সেন্টারে গিয়ে থাকলে সেখানে কি কি সেবা পেয়েছেন?**	
	☐ জাতীয়তা/ নাগরিক সনদ পত্র ☐ লাইসেন্স সংক্রান্ত	☐ জন্ম/ মৃত্যু/ বিবাহ নিবন্ধন সংক্রান্ত ☐ অন্যান্য উল্লেখ করুন
৩২	**আপনার পরিবাবের সদস্যদের সাইবার ক্রাইম ও নিরাপত্তা ঝুঁকি সম্পর্কে কোনো ধারণা রয়েছে কিনা?**	
	○ হ্যাঁ	○ না
৩৩	**হ্যাঁ হলে, সাইবার ক্রাইম ও নিরাপত্তা ঝুঁকি মোকাবেলায় আপনার করণীয় বিষয়গুলি কি কি?**	

ICT Questionnaire Office

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (এলজিইডি)

মাস্টারপ্ল্যান প্রণয়ন ও মৌলিক অবকাঠামো (মিউনিসিপ্যাল-নন) উপজেলা শহর উন্নয়ন প্রকল্প

প্যাকেজ নংঃ UTMIDP/UMPP.....

.....উপজেলা মহাপরিকল্পনা প্রণয়ন প্রকল্প

তথ্য ও প্রযুক্তি বিষয়ক জরিপ ২০২৪

(সেকশন খঃ অফিস)

উত্তরদাতার প্রাথমিক তথ্য

তথ্য সংগ্রাহকের নাম			তারিখ	
উত্তরদাতাগণের নাম				
পদবী				
প্রতিষ্ঠানের নাম				
উপজেলা				

১. সাধারণ তথ্য (উক্ত উপজেলা)

ক. কতগুলি ডিজিটাল সেন্টার আছে?	
খ. ডিজিটাল সেন্টারে সেবা গ্রহীতার সংখ্যা কতজন?	
গ. কতগুলি আইসিটি ট্রেনিং সেন্টার আছে?	
ঘ. কতজন লোক/ প্রতিষ্ঠান অনলাইনে ব্যবসা/ বাণিজ্য পরিচালনা করে থাকে?	
ঙ. কতগুলি ইন্টারনেট সেবা দানকারী প্রতিষ্ঠান রয়েছে?	
চ. বিভিন্ন ব্যাংকের মোট কতগুলি এ.টি.এম. বুথ রয়েছে?	
ছ. ব্যাংকের শাখাগুলিতে ব্যাংকিং সফ্টওয়্যার ব্যবহৃত হচ্ছে কিনা?	
জ. হ্যাঁ হলে, কোন কোন ব্যাংক গ্রাহক সেবা প্রদানে ব্যাংকিং সফ্টওয়্যার ব্যবহার করছে?	

ঝ. ব্যাংকের শাখাগুলিতে অনলাইন ব্যাংকিং (লেনদেন, মানি ট্রান্সফার, কাস্টমার সার্ভিস) সেবা চালু আছে কিনা?	
ঞ. ব্যাংকের শাখাগুলিতে সাইবার ক্রাইম ও নিরাপত্তা ঝুঁকি মোকাবেলার জন্য পর্যাপ্ত ব্যবস্থা গ্রহণ করা হয়েছে কিনা?	
ট. হ্যাঁ হলে, ব্যাংকের শাখাগুলিতে সাইবার ক্রাইম ও নিরাপত্তা ঝুঁকি মোকাবেলার জন্য উল্লেখযোগ্য কি কি পদক্ষেপ গ্রহণ করা হয়েছে?	
ঠ. ইউটিলিটি বিল অনলাইনে প্রদান করা যাচ্ছে কিনা?	
ড. ইউটিলিটি সার্ভিস সংক্রান্ত অভিযোগ অনলাইনে প্রদান করা যাচ্ছে কিনা?	
ঢ. মোট কত বর্গকিলোমিটার এলাকায় ফাইবার অপটিক ক্যাবল সংযুক্ত হয়েছে?	
ণ. জমি-জমা সংক্রান্ত কি কি সেবা অনলাইনে পাওয়া যাচ্ছে?	
ত. থানা গুলিতে পর্যাপ্ত সংখ্যক কম্পিউটার ও ইন্টারনেট সংযোগ আছে কিনা?	
থ. আইনী/পুলিশি কি কি সেবা অনলাইনে প্রদান করা হচ্ছে?	
দ. বাস/ট্রেন/অন্যান্য যানবাহনের টিকিট অনলাইনে প্রদান করা হচ্ছে কিনা?	

২. প্রকল্প (তথ্য ও প্রযুক্তি সম্পর্কিত)

নং	প্রকল্পের নাম	সেক্টর/ খাত	বাস্তবায়নকাল	উদ্দেশ্য	বাস্তবায়নকারী সংস্থা	আউটপুট/প্রভাব	বর্তমান অবস্থা
১							
২							

নং	প্রকল্পের নাম	সেক্টর/ খাত	বাস্তবায়নকাল	উদ্দেশ্য	বাস্তবায়নকারী সংস্থা	আউটপুট/প্রভাব	বর্তমান অবস্থা
৩							
৪							
৫							
৬							
৭							
৮							
৯							
১০							

নং	প্রকল্পের নাম	সেক্টর/ খাত	বাস্তবায়নকাল	উদ্দেশ্য	বাস্তবায়নকারী সংস্থা	আউটপুট/প্রভাব	বর্তমান অবস্থা
১১							
১২							
১৩							
১৪							
১৫							
১৬							
১৭							

Hat Bazar Survey Questionnaire

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (এলজিইডি)

উপজেলা শহর (নন-মিউনিসিপ্যাল) মাস্টার প্লান প্রণয়ন ও মৌলিক অবকাঠামো উন্নয়ন প্রকল্প

প্যাকেজ নংঃ UTMIDP/ .....

.....উপজেলা মহাপরিকল্পনা প্রণয়ন প্রকল্প

আনুষ্ঠানিক অর্থনৈতিক কর্মকান্ড জরিপ ২০২৪

(মার্কেট প্লেস/কাঁচাবাজার/হাট)

ক্রমিক নংঃ..... তারিখ ..... সময়ঃ.....

সাক্ষাৎকার প্রদানকারীর নাম.....

সাক্ষাৎকার প্রদানকারীর পেশা/ পরিচয়ঃ .....

স্বাক্ষর..... ঠিকানাঃ.....

তথ্য সংগ্রহকারীর নাম:.....

তথ্য নিরীক্ষকের নাম:.....

নিরীক্ষণের তারিখ.....

সকল তথ্য নেয়া হয়েছে? ☐ হ্যাঁ ☐ না

১. মার্কেট/হাট/বাজারের নামঃ.....

লোকেশন / ঠিকানাঃ.....

২. মার্কেট/হাট/বাজারের আয়তনঃ.....একর/বিঘা/কাঠা/শতাংশ/বর্গফিট

৩. এই মার্কেট/হাট/বাজার কোন সংস্থার কর্তৃত্বাধীন?

☐ ব্যক্তিগত মালিকানাধীন ☐ ইউনিয়ন পরিষদ ☐ উপজেলা পরিষদ
☐ স্থানীয় সরকার প্রকৌশল বিভাগ ☐ জেলা পরিষদ ☐ পৌরসভা ☐ সমবায় সমিতি ☐ অন্যান্য.....

৪. এই মার্কেট/হাট/বাজার কিভাবে পরিচালিত হয়?

☐ সমিতির মাধ্যমে ☐ জেলা পরিষদ কর্তৃক ☐ উপজেলা পরিষদ কর্তৃক ☐ ইউনিয়ন পরিষদ কর্তৃক ☐ ইজারাদার কর্তৃক ☐ মালিক কর্তৃক ☐ পৌরসভা কর্তৃক
☐ অন্যান্য.....

৫. ইজারাদার দ্বারা পরিচালিত হলে বর্তমান অর্থ বছরে ইজারার পরিমাণ (টাকা).....টাকা

৬.১ গত ৫ বছরের ইজারা / খাস আদায় -

আদায়ের ধরনঃ ☐ ইজারা..... ☐ খাস..... ☐ কোনটাই নয়

৬. হাট/বাজারেঃ ব্যক্তি মালিকানাধীন জমির পরিমান কত? (..... একর)

৭. বাজারেঃ খাস জমির পরিমান কত? (..... একর)

৮. চন্দিনা ভিটার সংখ্যা .....

৯. চন্দিনা ভিটার পরিমাণ (একর/কাঠা/শতাংশ/বর্গফুট).....

১০. তোহা বাজারের জমির পরিমাণ (একর/কাঠা/শতাংশ/বর্গফুট).....

১১. মার্কেট/হাট/বাজারে কত সংখ্যক দোকান আছে?.....

১১.১ বাজারের ধরণঃ ☐ দৈনিক ☐ সাপ্তাহিক ☐ সপ্তাহে দুই/তিন দিন

১১.২ বাজারের প্রকারঃ ☐ সাধারন বাজার ☐ গ্রোথ সেন্টার

☐ বিশেষ বাজার (বিশেষ বাজার হলে অনুকূল ঋতু / মাসঃ.....)

১১.৩ বাজারের ধরনঃ ☐ খুচরা বাজার ☐ পাইকারি বাজার ☐ উভয়

১২. দোকান প্রতি মাসিক ভাড়া কত? ..... টাকা

১৩. কত ধরনের ব্যবসা হয় এই মার্কেট/হাট/বাজারে? (সম্ভব হলে আইটেমগুলির পাশে দোকানের সংখ্যা লিখুন)

☐ মুদি দোকান	☐ ক্রোকারি সামগ্রী	☐ মাংস বিক্রির দোকান	☐ স্টেশনারি দোকান
☐ হাড়ি-পাতিলের দোকান	☐ গরু/ছাগলের হাঁট	☐ কনফেকশনারি দোকান	☐ সেলুন
☐ প্লাস্টিক আসবাব ও সামগ্রী	☐ মোবাইল বিক্রয় ও মেরামত	☐ সবজির বাজার	☐ মাইক ও সাউন্ড সিস্টেম
☐ মোবাইল কার্ড ও ফ্লেক্সিলোড	☐ মাছের বাজার	☐ ঘড়ি ও চশমার দোকান	☐ ইলেকট্রনিক সামগ্রী
☐ চাপকল ও এর যন্ত্রাংশ	☐ কামারের দোকান	☐ জুতার দোকান	☐ রেস্তোরাঁ
☐ কাপড়ের দোকান	☐ টেইলার্স	☐ হার্ডওয়্যার সামগ্রী	☐ পাইপের দোকান
☐ স্যানিটারি সামগ্রী	☐ নির্মান সামগ্রী	☐ লণ্ড্রী	☐ ফার্মেসি
☐ স্বর্ণের দোকান	☐ গ্যাসের দোকান	☐ রড ও সিমেন্ট	☐ মোটর সাইকেল মেরামত
☐ কৃষি উপকরণ (সার / বীজ)	☐ পার্লার / সেলুন	☐ পান / সুপারি	☐ মণিহারী সামগ্রী
☐ ফুলের দোকান	☐ ফলের দোকান	☐ ডেকোরেটর	☐ স্টুডিও
☐ টি স্টল	☐ খেলনা	☐ শুঁটকী	☐ মিল (চাল/ আটা/ মসলা)
☐ ফার্নিচার	☐ স-মিল	☐ ওয়েল্ডিং	☐ ব্যাংক/ এজেন্ট
☐ অন্যান্য (উল্লেখ করুন).....			

১৪. হাঁট বারের সংখ্যাঃ ☐ ১ ☐ ২ ☐ ৩ ☐ ৭

১৫. এই মার্কেট/হাট/বাজারে খাবার পানি সরবরাহ –

☐ টিউবওয়েল ☐ পুকুর ☐ পাইপ লাইন ☐ সরবরাহ নাই

১৬. আইস ফ্যাক্টরি/বরফকল আছেঃ ☐ হ্যাঁ ☐ না

১৭. পশু জবাই এর জন্য নির্দিষ্ট জায়গা (Slaughter-House) আছে কি? ☐ হ্যাঁ ☐ না

১৭.১. হ্যাঁ হলে ☐ লোকেশান..... ☐ জমির পরিমান.....

☐ কাঁচা ☐ পাকা

১৮. জবাইকৃত পশুর বর্জ্য কিভাবে অপসারিত হয়?

☐ ব্যক্তিগত ভাবে ☐ সরকার কর্তৃক ☐ স্বেচ্ছাসেবক কর্তৃক (নামঃ_____)

১৯. এই মার্কেট/হাট/বাজারে বিদ্যুৎ সরবরাহ – ☐ আছে ☐ নাই

২০. এই মার্কেট/হাট/বাজারে গণ শৌচাগার ব্যবস্থা –

☐ স্যানিটারি টয়লেট ☐ পিট ল্যাট্রিন ☐ ব্যবস্থা নাই

২১. এই মার্কেট/হাট/বাজারে মাসিক লেনদেনের পরিমাণ (টাকা).....টাকা

২২. মাসে কি পরিমাণ ভাড়া বা টোল আদায় হয়?.....টাকা

২৩. বর্জ্য অপসারণের দায়িত্ব কার?

☐ ইজারাদার	☐ দোকানদার মালিক সমিতি	☐ সিটি কর্পোরেশন	☐ মার্কেট/হাঁট/বাজার কমিটি
☐ দোকানদার / মালিক	☐ বেসরকারি সংস্থা	☐ পৌরসভা	☐ উপজেলা পরিষদ
☐ জেলা পরিষদ	☐ অন্যান্য (উল্লেখ করুন)		

২৪. কীভাবে বর্জ্য অপসারিত হয়?

☐ নিজস্ব লোক দ্বারা	☐ নিজস্ব ভ্যানে করে	☐ কমিউনিটি ভ্যানে করে	☐ বেসরকারি সংস্থার ভ্যানে করে
☐ ট্রাকে করে	☐ পৌরসভার গাড়িতে	☐ উপজেলার গাড়িতে	☐ জেলার গাড়িতে
☐ বর্জ্য অপসারণের ব্যবস্থা নেই	☐ অন্যান্য (উল্লেখ করুন)		

২৫. জবাইকৃত পশুর বর্জ্য কোথায় অপসারিত হয়?

☐ ডাস্টবিন	☐ সরকারী কর্তৃপক্ষ দ্বারা সংগৃহীত	☐ নদী	☐ পুকুর	☐ খোলা জায়গা	☐ রাস্তার পাশে
☐ গর্ত	☐ স্বেচ্ছাসেবক দ্বারা সংগৃহীত	☐ খাল	☐ ড্রেন	☐ অন্যান্য.....	

২৬. অন্যান্য বর্জ্য কোথায় ফেলা হয়?

☐ নিকটস্থ ডাস্টবিনে	☐ বর্জ্য ফেলার নির্দিষ্ট স্থানে.....	☐ রাস্তার পাশে	☐ নিচু/পতিত জমিতে
☐ নদীতে বা খালে	☐ ল্যান্ডফিলে (লোকেশনঃ .....)		
☐ অন্যান্য (উল্লেখ করুন)			

২৭. মার্কেট/হাট/বাজারে যাতায়াতের ব্যবস্থা -

☐ সড়কপথ ☐ নৌপথ ☐ রাস্তা নাই

২৮. বাজারে কি পর্যাপ্ত ড্রেনেজ ব্যবস্থা আছে? ☐ হ্যাঁ ☐ না

২৯. বাজারের ড্রেনেজ ব্যবস্থায় কি বন্যার পানি প্রবাহিত হয়? ☐ হ্যাঁ ☐ না

৩০. বাজারের বর্তমান ড্রেনেজ ব্যবস্থায় সন্তোষজনক কিনা? ☐ হ্যাঁ ☐ না

৩১. আপনার প্রতিষ্ঠানে নিম্নবর্ণিত প্রতিবেদন থাকলে সরবরাহ করার অনুরোধ করা হলোঃ

- বাৎসরিক প্রতিবেদন
- মার্কেটের লে-আউট প্লান
- পরিবেশ সংক্রান্ত প্রতিবেদন
- প্রতিষ্ঠান পরিচালনার বাজেট
- প্রতিষ্ঠানের উন্নয়ন, ট্রেনিং বা কর্মকর্তা কর্মচারীদের গুনগত মান উন্নয়নের জন্য নীতিমালা
- ভূমি উন্নয়ন, পানি নিষ্কাশন, পয়ঃনিষ্কাশন, পরিবহন সংক্রান্ত প্রতিবেদন

৩২. পরিচালনা কমিটি/সমিতির বক্তব্য –

৩২.১. মার্কেট/হাট/বাজার ব্যবস্থাপনায় কোন সমস্যা থাকলে উল্লেখ করুনঃ

.....

৩২.২. আপনি মার্কেট/হাট/বাজার-এ অপরিকল্পিত কঠিন বর্জ্য ব্যবস্থাপনার ফলে কোন ধরনের সমস্যার সম্মুখীন হন?

.....

.....

৩২.৩. সমস্যা উত্তরণের সম্ভাব্য সমাধান বা দিক নির্দেশনামূলক কিছু বলুনঃ

.....

.....

৩২.৪. মার্কেট / হাঁট / বাজারের উন্নয়নে গৃহীত / প্রশিক্ষিত ভবিষ্যত উন্নয়ন পরিকল্পনা

.....

.....

Formal Economic Activity Survey Questionnaire

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (এলজিইডি)

উপজেলা শহর (নন-মিউনিসিপ্যাল) মাস্টার প্লান প্রণয়ন ও মৌলিক অবকাঠামো উন্নয়ন প্রকল্প

প্যাকেজ নংঃ UTMIDP/ .....

.....উপজেলা মহাপরিকল্পনা প্রণয়ন প্রকল্প

আনুষ্ঠানিক অর্থনৈতিক কর্মকাণ্ড জরিপ ২০২৪

(শিল্পকারখানা)

ক্রমিক নংঃ..... তারিখ ..... সময়ঃ.....

সাক্ষাৎকার প্রদানকারীর নাম.....

শিল্পপ্রতিষ্ঠান / কারখানার সাথে সম্পর্ক .....

স্বাক্ষর..... ঠিকানাঃ.....

তথ্য সংগ্রহকারী:.....

তথ্য নিরীক্ষক:.....

নিরীক্ষণের তারিখ: .....

সকল তথ্য নেয়া হয়েছে? ☐ হ্যাঁ ☐ না

ক. শিল্পকারখানা (বৃহৎ / মাঝারি / ক্ষুদ্র)

১। শিল্পকারখানা/ প্রতিষ্ঠানের নাম-

.....

২। শিল্পকারখান/ প্রতিষ্ঠানের অবস্থান:

ক. উপজেলা সদর / পৌরসভার বাইরে খ. উপজেলা সদর / পৌরসভার ভিতরে

গ. অন্যকিছু হলে উল্লেখ করুন.....

৩। শিল্পকারখান/ প্রতিষ্ঠানের ঠিকানা.....

৪। মালিকানার ধরণ- ☐ ব্যক্তিগত মালিকানা ☐ লিমিটেড কোম্পানি ☐ অংশীদারি প্রতিষ্ঠান

৫। মালিক/ব্যবস্থাপনা পরিচালক/ব্যবস্থাপনা অংশীদারের নাম .....

৬। প্রতিষ্ঠানের ধরণ

☐ রাইস মিল	☐ কোল্ড স্টোরেজ	☐ চামড়া/ চামড়াজাতপণ্য	☐ সিমেন্ট কারখানা
☐ আটা/ ময়দা মিল	☐ বরফ/ আইসক্রিম কারখানা	☐ দোকান	☐ নির্মাণ সামগ্রী

☐ ডাল মিল	☐ তামাক প্রক্রিয়াজাতকরণ	☐ সিলিন্ডার গ্যাস বিপণন	☐ ইট ভাটা
☐ ভোজ্য তেল কল	☐ হস্ত শিল্প	☐ যন্ত্রপাতি বিপণন	☐ সিরামিক পণ্য উৎপাদন কারখানা
☐ পোল্ট্রি	☐ কুটির শিল্প	☐ মেটাল প্রোডাক্ট	☐ ব্যাংক
☐ মৎস্য খামার	☐ সুতা ও বস্ত্র শিল্প	☐ অটোমোবাইল	☐ ট্রেডিং হাউস
☐ গবাদি পশুর খামার	☐ তৈরি পোশাক/ টেক্সটাইল	☐ প্লাস্টিক শিল্প	☐ বীমা
☐ দুগ্ধ প্রক্রিয়াকরণ	☐ করাত কল	☐ ঔষধ শিল্প	☐ লন্ড্রি
☐ মৎস্য প্রক্রিয়াজাতকরণ	☐ কাষ্ঠজাত দ্রব্য	☐ সার কারখানা	☐ ছাপাখানা
☐ খাদ্য প্রক্রিয়াজাতকরণ	☐ আসবাবপত্র	☐ রাসায়নিক দ্রব্যাদি	☐ অন্যান্য (উল্লেখ করুন)..... ...

৭। প্রতিষ্ঠানের আয়তনঃ..... একর / কাঠা / শতাংশ / বর্গফিট/বিঘা

৮। শিল্পকারখানা / প্রতিষ্ঠানের মাসিক আয় কত টাকা? .....টাকা

৯। প্রতিষ্ঠানের মূলধন .....টাকা

১০। মূলধন এর উৎস -

☐ ব্যক্তিগত সঞ্চয় ☐ পারিবারিক সঞ্চয় ☐ ব্যাংক ঋণ ☐ আত্মীয় স্বজন থেকে প্রাপ্ত ঋণ ☐ রেমিটেন্স ☐ স্থানীয় মহাজন থেকে প্রাপ্ত ঋণ ☐ সমবায় প্রতিষ্ঠান ☐ সম্পদ বিক্রি

খ. জনবল সংক্রান্ত

১১। জনবলের সংখ্যা (সর্বমোট).....জন পুরুষঃ.....জন মহিলাঃ.....জন

১২। প্রশাসনিক কর্মকর্তা ও কর্মচারীর সংখ্যাঃ.....জন

১৩। শ্রমিক ও অনান্য কর্মচারীর সংখ্যাঃ.....জন

গ. কাঁচামাল সংক্রান্ত

১৪। ব্যবহৃত কাঁচামালঃ.....

১৫। কাঁচামালসমূহের উৎসঃ

কাঁচামালের উৎস	পরিমানের %	দেশ/স্থানের নাম	কাঁচামাল
উপজেলার ভিতর			
উপজেলার বাইরে			
আমদানিকৃত			

ঘ. উৎপাদিত পণ্য সংক্রান্ত

১৬। উৎপাদিত প্রাথমিক পণ্যঃ .....

১৭। উৎপাদিত সহ-পণ্য (Co-product): .....

১৮। উৎপাদিত উপ-পণ্য (By-product): .....

১৯। উৎপাদিত পণ্য বাজারজাতকরণ

বিবরণ	পরিমান (%)		
	প্রাথমিক পণ্য	সহ-পণ্য	উপ-পণ্য
স্থানীয় উপজেলা বাজার			
নিকটবর্তী উপজেলা বাজার			
জেলা বাজার			
জাতীয় বাজার (বিভাগীয়)			
রপ্তানির জন্য স্থানীয় রপ্তানিকারককে সরবরাহ			
সরাসরি রপ্তানি (বিদেশ)			
পুনর্ব্যবহার			
জ্বালানি			

২০। প্রতিষ্ঠানে উৎপাদিত পণ্যের পরিমাণ (বাৎসরিক)

.....পিস ..... টন ..... গজ/মিটার

২১। উৎপাদিত পণ্যের মূল্য (বাৎসরিক) ..... টাকা

ঙ. পরিবহন সংক্রান্ত

২২। কাঁচামাল ও উৎপাদিত পণ্য বাজারজাতকরণে ব্যবহৃত পরিবহন মাধ্যমঃ

☐ সড়কপথ ☐ রেলপথ ☐ নৌ-পথ ☐ বিমান-পথ

২৩। সড়কপথের বাহন

☐ বাস ☐ ট্রাক ☐ পিকআপ ☐ মাইক্রোবাস ☐ মোটরসাইকেল ☐ কার ☐ অটো ☐ রিক্সা ☐ ভ্যান ☐ বাইসাইকেল ☐ অন্যান্য (উল্লেখ করুন).....

চ. ইউটিলিটি সংক্রান্ত

২৪। উৎপাদন খাতে ব্যবহৃত পানির উৎস কি? ☐ ভূগর্ভস্থ পানি ☐ নদীর/খালের পানি

২৫। উৎপাদন খাতে প্রতিদিন কি পরিমান পানি ব্যবহৃত হয়? .....লিটার/ ঘনমিটার /গ্যালন ২৬। প্রতি মাসে কি পরিমান বিদ্যুৎ ব্যবহৃত হয়? .....ওয়াট

২৭। উৎপাদন খাতে সৌর বিদ্যুৎ ব্যবহার হয় কি? ☐ হ্যা ☐ না

২৮। যদি সৌর বিদ্যুৎ ব্যবহৃত হয়, সেক্ষেত্রে মোট চাহিদার কত শতাংশ পূরণ করে?.....

ছ. বর্জ্য ব্যবস্থাপনা সংক্রান্ত

২৯। দৈনিক কঠিন বর্জ্য উৎপাদনের পরিমাণ ..... টন

৩০। দৈনিক তরল বর্জ্য উৎপাদনের পরিমাণ ..... ঘনমিটার

৩১। কঠিন বর্জ্য অপসারণের স্থান -

☐ রাস্তার পাশে ☐ খোলা মাঠ ☐ খাল ☐ নদী ☐ কৃষি জমি ☐ বর্জ্য ডাম্পিং স্থান ☐ অন্যান্য (উল্লেখ করুন) .....

৩২। কঠিন বর্জ্য অপসারণ স্থানের মালিকানা

☐ নিজস্ব ডাম্পিং গ্রাউন্ড ☐ সরকারি স্থান ☐ বেসরকারি মালিকানাধীন জায়গা ☐ অন্যান্য (উল্লেখ করুন) .....

৩৩। তরল বর্জ্য পরিশোধন ব্যবস্থা আছে কি না? ☐ হ্যাঁ ☐ ন।।

৩৪। তরল বর্জ্য অপসারণের স্থান

☐ খাল ☐ নদী ☐ জলাভূমি ☐ ডোবা ☐ পুকুর

☐ অন্যান্য (উল্লেখ করুন) .....

৩৫। বর্জ্য পুনঃব্যবহার করা হয়? ☐ হ্যাঁ ☐ না

৩৬। দৈনিক কত শতাংশ বর্জ্য পুনঃব্যবহারের জন্য আলাদা করা হয়? ..... %

জ. প্রশিক্ষণ সংক্রান্ত

৩৭। প্রতিষ্ঠানের জনবলের পেশাগত প্রশিক্ষণের ব্যবস্থা আছে কি? ☐ হ্যাঁ ☐ না

৩৮। থাকলে প্রশিক্ষণের ধরন?

☐ সরকারি প্রতিষ্ঠানে শিক্ষানবিস ☐ বেসরকারি প্রতিষ্ঠানে শিক্ষানবিস ☐ এন. জি. ও ☐ সংশিষ্ট পেশার প্রশিক্ষণ কেন্দ্র ☐ কোম্পানির খরচে বৈদেশিক প্রশিক্ষণ

ঝ. স্বাস্থ্য সংক্রান্ত

৩৯। প্রতিষ্ঠানের শ্রমিক-কর্মচারীদের স্বাস্থ্য পরীক্ষার ব্যবস্থা আছে কি? ☐ হ্যাঁ ☐ না

৪০। স্বাস্থ্য পরীক্ষার ব্যবস্থা থাকলে কি ধরনের স্বাস্থ্য পরীক্ষার ব্যবস্থা?

☐ প্রতিষ্ঠানের নিজস্ব ডাক্তার প্রতিদিন নির্দিষ্ট সময়ে প্রতিষ্ঠানের স্বাস্থ্য সেবায় নিয়োজিত

☐ ডাক্তারের নিজস্ব চেম্বারে দেখেন ☐ প্রতিষ্ঠানের ভেতর ছোট হাসপাতাল আছে ☐ স্বাস্থ্য সেবার জন্য আলাদা আর্থিক ভাতা পান

ঞ. পরিবেশ সংক্রান্ত

৪১। আই.ই.ই (ইনিসিয়াল এনভায়রনমেন্টাল এক্সামিনেশন) / ই.আই.এ (এনভায়রনমেন্টাল ইমপ্যাক্ট এসেসমেন্ট) করেছেন কি না? ☐ হ্যাঁ ☐ না

৪২। প্রতিষ্ঠান থেকে সৃষ্ট পরিবেশ দূষণ রোধের ব্যবস্থার বিবরণঃ

.....

৪৩। শিল্প কারখানার পরিবেশ বিষয়ক ছাড়পত্র আছে কিনা (বিবরণসহ)

.....

ট. আবাসন সংক্রান্ত

৪৪। কর্মকর্তা/কর্মচারীদের বাসস্থান সম্পর্কিত তথ্য-

☐ শিল্প প্রতিষ্ঠানের নিজস্ব আবাসন ☐ কর্মকর্তা/কর্মচারীর নিজস্ব বাসস্থান ☐ বাড়িভাড়া

৪৫। প্রতিষ্ঠানের নিজস্ব স্টাফ কোয়ার্টার আছে কী? ☐ হ্যাঁ ☐ না

ঠ. শিল্পকারখানার সমস্যা

৪৬। শিল্পকারখানাতে কোন ধরণের সমস্যা বেশি দেখা যায়?

☐ অবকাঠামোগত সমস্যা ☐ উৎপাদনগত সমস্যা ☐ বাজারজাতকরণ সমস্যা

☐ বিনিয়োগের পরিবেশগত সমস্যা ☐ আমলাতান্ত্রিক জটিলতা ☐ জ্বালানি সংকট

☐ কাঁচামাল সংকট ☐ শ্রমিক সংকট ☐ চাঁদাবাজি / হয়রানি

☐ অন্যান্য (উল্লেখ করুন)……..

৪৭। কোন ধরণের অবকাঠামোগত সমস্যা বেশি দেখা যায়?

☐ অপ্রতুল যোগাযোগ ব্যবস্থা ☐ কাঁচামাল সরবরাহে সমস্যা ☐ বিদ্যুতের অপর্যাপ্ততা

☐ বর্জ্য অপসারণ সমস্যা ☐ অন্যান্য (উল্লেখ করুন)……..

৪৮। কোন ধরণের উৎপাদনগত সমস্যা বেশি দেখা যায়?

☐ ত্রুটিপূর্ণ যন্ত্রাদি ☐ জ্বালানি সংকট ☐ দক্ষ শ্রমিকের অভাব ☐ প্রয়োজনীয় মূলধনের অভাব ☐ শ্রমিক অসন্তোষ ☐ অন্যান্য (উল্লেখ করুন)……

৪৯। কোন ধরণের বাজারজাতকরণ সমস্যা বেশি দেখা যায়?

☐ যানবাহনের অভাব ☐ অপর্যাপ্ত বাজার ☐ পর্যাপ্ত ক্রেতার অভাব

☐ অন্যান্য (উল্লেখ করুন)……

৫০। কোন ধরণের বিনিয়োগের পরিবেশগত সমস্যা বেশি দেখা যায়?

☐ প্রয়োজনীয় মূলধনের অভাব ☐ অযৌক্তিক কর বসানো ☐সামাজিক/রাজনৈতিক অস্থিরতা

☐ ব্যাংক থেকে ঋণ পেতে সমস্যা ☐ অন্যান্য (উল্লেখ করুন)……

৫১। কোন ধরণের সমস্যা বেশি দেখা যায়?

☐ চাঁদাবাজি ☐ দূর্নীতি ☐সিন্ডিকেট ☐ দালাল/ মধ্যস্থতা

☐ অন্যান্য (উল্লেখ করুন)……

৫২। উল্লিখিত সমস্যা সমাধানের পরামর্শ থাকলে তার বিবরণ……

৫৩। উপজেলার সম্ভাবনাময় খাতসমূহ কী কী?

……

৫৪। ভবিষ্যৎ সম্ভাবনা এর জন্য করনীয় কী কী প্রস্তাব গ্রহণ করতে হবে?

……

Informal Economic Activity Survey Questionnaire

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (এলজিইডি)

উপজেলা শহর (নন-মিউনিসিপ্যাল) মাস্টার প্লান প্রণয়ন ও মৌলিক অবকাঠামো উন্নয়ন প্রকল্প

প্যাকেজ নংঃ UTMIDP/ .....

.....উপজেলা মহাপরিকল্পনা প্রণয়ন প্রকল্প

অনানুষ্ঠানিক অর্থনৈতিক কর্মকাণ্ড জরিপ ২০২৪

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (এলজিইডি) কর্তৃক "উপজেলা শহর (নন- মিউনিসিপ্যাল) মহাপরিকল্পনা প্রণয়ন ও মৌলিক অবকাঠামো উন্নয়ন প্রকল্পের অধীনে উপজেলার মহাপরিকল্পনা প্রণয়নের উদ্দেশ্যে Sheltech (Pvt.) Ltd. এবং Sheltech Consultants (Pvt.) Ltd., পরামর্শক প্রতিষ্ঠান হিসেবে নিয়োজিত হয়েছে। প্রকল্পের কাজের অংশ হিসাবে এই জরিপ (Survey) কার্যক্রম পরিচালনা করা হচ্ছে। জরিপ কাজে আপনার অংশগ্রহণ অত্র উপজেলা সম্পর্কিত সঠিক তথ্য পেতে ও পরিকল্পনা প্রণয়নে গুরুত্বপূর্ণ অবদান রাখবে। আপনার তথ্য শুধুমাত্র প্রকল্পের কার্যক্রমের জন্য ব্যবহৃত হবে ও এর যথাযথ গোপনীয়তা রক্ষা করা হবে।

ক্রমিক নংঃ..... তারিখ ..... সময়ঃ.....

সাক্ষাৎকার প্রদানকারীর পরিচিতি
সাক্ষাৎকার প্রদানকারীর নামঃ.....
স্বাক্ষরঃ.....
ঠিকানাঃ.....
তথ্য নিরীক্ষা
তথ্য সংগ্রহকারীর নামঃ.....
তথ্য নিরীক্ষকের নামঃ.....
নিরীক্ষনের তারিখঃ ..... সাক্ষরঃ.....
সকল তথ্য নেয়া হয়েছে? ☐ হ্যাঁ ☐ না

ক. উত্তদাতার মৌলিক তথ্য				
১।	উত্তরদাতার লিঙ্গ	☐ পুরুষ	☐ মহিলা	☐ হিজড়া
২।	উত্তরদাতার বয়স	☐ ০-৪	☐ ৫-৯	☐ ১০-১৪
		☐ ১৫-১৯	☐ ২০-২৪	☐ ২৫-২৯
		☐ ৩০-৪৯	☐ ৫০-৫৯	☐ ৬০-৬৪
		☐ ৬৫+		
৩।	শিক্ষাগত যোগ্যতা	☐ নিরক্ষর	☐ কেবল সাক্ষর পারে	☐ প্রাথমিক/সমমান

	☐ ৮ম গ্রেড/ সমমান	☐ এসএসসি / সমমান	☐ এইচএসসি / সমমান
	☐ স্নাতক/ সমমান এবং তদূর্ধ্ব		

খ. অভিগমন/স্থানান্তরের তথ্য

৪। আপনি কি অভিগমন (অন্য জায়গা থেকে স্থানান্তর) করেছেন?
☐ হ্যাঁ ☐ না

৫। কোথা (জেলা বা উপজেলা) থেকে অভিগমন/ স্থানান্তর করেছেন? .....

৬। কবে/ কত বছর পূর্বে অভিগমন/ স্থানান্তর করেছেন? .....

৭। যদি হ্যাঁ হয়, অভিগমনের কারন কী?
☐ কর্মস্থল ☐ বেকারত্ব/ দারিদ্র্য
☐ বৈবাহিক কারন ☐ সামাজিক অস্থিরতা
☐ ব্যবসা ☐ নদী ভাঙন
☐ অন্যান্য (উল্লেখ করুন).....

গ. অনানুষ্ঠানিক পেশার বিবৃতি

৮। অনানুষ্ঠানিক কর্মকান্ডের ধরণ?
☐ স্বনিয়োজিত অনিবন্ধিত প্রতিষ্ঠান ☐ অনিবন্ধিত প্রতিষ্ঠান কর্মী
☐ পারিবারিক কাজে নিয়োজিত ☐ নিবন্ধিত প্রতিষ্ঠানে চুক্তিবিহীন কর্মী

৯। কোন ধরণের অনানুষ্ঠানিক পেশার সাথে জড়িত?

☐ হকার	☐ **বর্জ্য সংগ্রহকারী**
☐ ক্ষুদ্র কৃষিপণ্য উৎপাদনকারী	☐ রাস্তার পাশের খাদ্য বিক্রেতা
☐ অনিবন্ধিত মাইক্রো এন্টারপ্রাইজ/ ছোট ব্যবসা	☐ অনিয়মিত শ্রমিক
☐ অনানুষ্ঠানিক অর্থ ঋণদাতা	☐ গৃহকর্মী
☐ বাড়িতে তৈরি এবং কারুশিল্প পণ্য বিক্রেতা	☐ দিনমজুর (কৃষি)
☐ ফ্রিল্যান্সার	☐ দিনমজুর (অকৃষি)
☐ নির্মাণ শ্রমিক	☐ অন্যান্য (উল্লেখ করুন)

১০। সহায়ক পেশাঃ.....

১১। কাজ সম্পর্কিত খাত- ☐ কৃষি ☐ সেবা ☐ শিল্প

১২। আপনার অনানুষ্ঠানিক কর্মে নিচের কোনটি বেশি দেখা যায়?
☐ সামাজিক নিরাপত্তা ব্যবস্থার অভাব ☐ বার্ষিক বা অসুস্থতা ছুটির প্রাপ্যতার অভাব
☐ লিখিত নিয়োগ চুক্তির অভাব ☐ নৈমিত্তিক/ অস্থায়ী প্রকৃতির কাজ
☐ অন্যান্য (উল্লেখ করুন).....

১৩। কত বছর/সময় এই পেশার সাথে যুক্ত?..... .....

১৪। বিক্রিত পণ্যের ধরণ: ....

১৫। আপনার অর্থনৈতিক কর্মকান্ড এর অবস্থানের ধরণ?
☐ উদ্যোক্তার বাসায় ☐ রাস্তায়
☐ স্থায়ী দোকানে ☐ অস্থায়ী দোকানে
☐ যানবাহনে ভ্রাম্যমান ☐ হেডলোডে ভ্রাম্যমান

১৬। কর্মকান্ডের কাল ☐ সারা বছর ☐ মৌসুমি

১৭। মৌসুমি হলে, কোন মৌসুম? ☐ শুষ্ক ☐ বর্ষা

১৮। কর্ম মৌসুমের ব্যাপ্তিকাল .....দিন ।

১৯। আপনার অর্থনৈতিক কর্মকাণ্ড পরিচালনার স্থান?

☐ উপজেলা সদর ☐ উপজেলা সদরের বাইরে

২০। আপনার প্রতিষ্ঠান/ব্যবসায় নিয়োজিত কর্মীর সংখ্যা:

পারিবারিক (লোকসংখ্যা)	
চুক্তিভিত্তিক (লোকসংখ্যা)	
মোট (লোকসংখ্যা)	

২১। ভোক্তা শ্রেণি?

☐ উচ্চবিত্ত ☐ মধ্যবিত্ত

☐ নিম্নবিত্ত ☐ নির্দিষ্ট নয়

ঘ. অনানুষ্ঠানিক পেশার পরিচালনার বিবৃতি

২২। দোকানের মালিকানা ☐ নিজস্ব ☐ ভাড়াটে ☐ ভাড়া প্রযোজ্য নয়

২৩। ভাড়াটে হলে মাসিক ভাড়া (টাকা): ....

২৪। স্বনিয়োজিত পেশা হলে মূলধনের পরিমাণ (টাকা) ....

২৫। মূলধনের উৎস?

☐ উত্তরাধিকার সূত্রে ☐ যৌতুক

☐ নিজ পরিবার/ আত্মীয়স্বজন ☐ বিনিয়োগকারি

☐ ঋণ ☐ অনুদান

☐ নিজেদের সমবায় ☐ অন্যান্য (উল্লেখ করুনঃ.....)

২৬। ব্যবসা পরিচালনার জন্য কি কোনো অনানুষ্ঠানিক খরচ আছে (চাঁদা/ঘুষ)?

☐ হ্যাঁ ☐ না

২৭। হ্যাঁ হলে, খরচের পরিমাণ (টাকা: মাসিক/দৈনিক/সাপ্তাহিক/বাৎসরিক/এককালীন):.....

২৮। কর্মক্ষেত্রে আপনি কি ধরণের সমস্যার মুখোমুখি হন?

☐ অবকাঠামোগত সমস্যা ☐ বিরূপ আবহাওয়া

☐ উচ্ছেদ আতঙ্ক ☐ চাঁদাবাজি

☐ পুলিশের হয়রানি ☐ ব্যবসায়িক মন্দা

☐ স্যানিটেশন ☐ অন্যান্য (উল্লেখ করুনঃ.....)

২৯। সমস্যা সমাধানের জন্য কি করা যেতে পারে?

.....

ঙ. প্রশিক্ষণের বিবৃতি

৩০। আপনি কি প্রশিক্ষণ প্রাপ্ত? ☐ হ্যাঁ ☐ না

৩১। কর্মক্ষেত্রে আপনি কি ধরণের সমস্যার মুখোমুখি হন?

☐ **প্রাতিষ্ঠানিক** প্রশিক্ষন ☐ কারিগরি প্রশিক্ষন

☐ **অপ্রাতিষ্ঠানিক** প্রশিক্ষন ☐ অন্যান্য (উল্লেখ করুনঃ.....)

চ. আয় ও ব্যয়ের বিবৃতি

৩২। মোট মাসিক আয় কত?.....টাকা

৩৩। মোট মাসিক ব্যয় কত?.....টাকা

৩৪। নিম্নের কোন খাতে আপনার পরিবারের ব্যয়?

খাদ্য .....(%)	বস্ত্র .....(%)
বাসাভাড়া .....(%)	শিক্ষা .....(%)
চিকিৎসা .....(%)	পরিবহন .....(%)
প্রযুক্তি .....(%)	অন্যান্য .....(%)

ছ. ঋণের বিবৃতি

৩৫। আপনার কি কোন ঋণ আছে? ☐ হ্যাঁ ☐ না

৩৬। হ্যাঁ হলে ঋণের উৎস কি?

☐ সরকারি ব্যাংক ☐ বেসরকারি ব্যাংক
☐ সমবায় সমিতি ☐ মহাজন
☐ আত্মীয়স্বজন/ বন্ধু ☐ এনজিও
☐ অন্যান্য (উল্লেখ করুন).....

৩৭। ঋণ থাকলে টাকার পরিমাণ?.....টাকা

৩৮। সুদের হার (%)?.....টাকা

৩৯। ঋণ নেয়ার উদ্দেশ্য

☐ ব্যবসা ☐ আসবাবপত্র ক্রয়
☐ ঘরবাড়ি মেরামত ☐ বিবাহ
☐ চিকিৎসা ☐ গবাদি পশু ক্রয়
☐ জমি ক্রয় ☐ কৃষিখাত
☐ অন্যান্য (উল্লেখ করুন).....

জ. পেশা পরিবর্তনের বিবৃতি

৪০। আপনি কি পেশা পরিবর্তন করেছেন? ☐ হ্যাঁ ☐ না

৪১। যদি হ্যাঁ হয়, পূর্বের পেশার ধরণ .....

৪২। পূর্বের পেশা পরিবর্তনের কারন?

☐ আর্থিক ক্ষতি ☐ আরও লাভের আকাঙ্ক্ষা
☐ দুর্ঘটনা-সম্পর্কিত পরিবর্তন ☐ সুবিধাবঞ্চিত অবস্থা
☐ অন্যান্য (উল্লেখ করুন).....

৪৩। ভবিষ্যতে কি অন্য পেশায় যেতে চান? ☐ হ্যাঁ ☐ না

৪৪| ভবিষ্যৎ পরিকল্পনা: .....

৪৫। স্বনিয়োজিত পেশা হলে মূলধনের পরিমাণ (টাকা)
.....

৪৬। মূলধনের উৎস?

☐ উত্তরাধিকার সূত্রে ☐ যৌতুক
☐ নিজ পরিবার/ আত্মীয়স্বজন ☐ বিনিয়োগকারি
☐ ঋণ ☐ অনুদান
☐ নিজেদের সমবায় ☐ অন্যান্য (উল্লেখ করুনঃ.....)

৪৭। ঋণ / অনুদানের ধরণ .....

৪৮। আপনার আর্থসামাজিক (আর্থিক, সামাজিক, নাগরিক সুযোগ-সুবিধা) উন্নয়নের জন্য কি সাহায্য প্রয়োজন?
.....

ROADSIDE INTERVIEW (ORIGIN-DESTINATION) SURVEY QUESTIONNAIRE

Local Government Engineering Department (LGED)

Upazila Town (Non Municipal) Master Plan Preparation and Basic Infrastructure Development Project (UTMIDP)

Package No.: UTMIDP/UMPP_____

Master Plan Preparation of _____ Upazila

ROADSIDE INTERVIEW (ORIGIN-DESTINATION) SURVEY, 2024

Location: Weather: sunny/rainy/windy/stormy/cloudy/partly cloudy Date:

Interviewer: Supervisor:

Direction:

	ALL VEHICLES								Bus or Local Public Transport		Goods Vehicle		
SL.	Hour	Vehicle Type	Gender	Origin		Destination		No. of Occupants	Pass Cap	No. of Pass	Goods Type	Capacity	Load
				Place (Zila, Upazila, Union)	Type	Place (Zila, Upazila, Union)	Type						
	1	**2**	**3**	**4.1**	**4.2**	**5.1**	**5.2**	**6**	**7**	**8**	**9**	**Ton**	**Ton**
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													

	ALL VEHICLES								Bus or Local Public Transport		Goods Vehicle		
SL.	Hour	Vehicle Type	Gender	Origin		Destination		No. of Occupants	Pass Cap	No. of Pass	Goods Type	Capacity	Load
				Place (Zila, Upazila, Union)	Type	Place (Zila, Upazila, Union)	Type						
	1	**2**	**3**	**4.1**	**4.2**	**5.1**	**5.2**	**6**	**7**	**8**	**9**	**Ton**	**Ton**
15													
16													
17													
18													
19													
20													

Code

For Column No. 1		For Column No. 2		For Column No. 3	
1	6 AM to 7 AM	1	Bicycle	1.	Male
2	7 AM to 8 AM	2	Motorcycle	2.	Female
3	8 AM to 9 AM	3	Rickshaw/ Rickshaw van	3	Third gender
4	9 AM to 10 AM	4	CNG/Auto Rickshaw/Auto Van		
5	10 AM to 11 AM	5	Tempu/Leguna/Human Hauler		
6	11 AM to 12 PM	6	Car/ Taxicab/SUV		
7	12 PM to 1 PM	7	Utility (Pick up, Jeep)		
8	1 PM to 2 PM	8	Microbus		
9	2 PM to 3 PM	9	Medium bus (16~39 seats)		
10	3 PM to 4 PM	10	Large bus/ Double decker		
11	4 PM to 5 PM	11	Light truck/ 3 ton or less		
12	5 PM to 6 PM	12	Medium truck/2-axle Truck		
13	6 PM to 7 PM	13	Heavy truck/ Trailer/ Container/ 3 axle Truck		
14	7 PM to 8 PM	14	Mahindra		
15	8 PM to 9 PM	15	Others		

For Column No. 4.1 & 5.1 (Name of the Place)			For Column No. 4.2 & 5.2 (Type of Origin/Destination)		For Column No. 9	
Zilla	Upazilla	Union	0.	No reply (refusal)		
1.	1.	1.	1.	Home	1	Perishable (fish, fresh fruit etc.)
		2.	2.	Work	2	Other agricultural produce
		3.	3.	Education	3	Livestock
		4.	4.	Social	4	Logs or lumber
		5.	5.	Medical	5	Processed food or drink
		6.	6.	Shopping	6	Machinery, equipment
		7.	7.	Others	7	Other manufactured goods
		8.			8	Bulk coal, ore, gravel etc.
		9.			9	Construction materials
		10.			10	Fuel or chemicals
		11.			11	Miscellaneous or unknown

Inventory Survey Questionnaire

Local Government Engineering Department (LGED)

Upazila Town (Non Municipal) Master Plan Preparation and Basic Infrastructure Development Project (UTMIDP)

Package No.: UTMIDP/UMPP_____

Master Plan Preparation of _____ Upazila

TRANSPORTATION INVENTORY, 2024

LAND TRANSPORTATION

BUS	
Number of bus operators	
Company 1:	
Name	
No. of Buses	
Capacity of buses	
Origin	
Destination	
Schedule	
No. of trips per day	
Average no. of passengers per trip	
Company 2:	
Name	
No. of Buses	
Capacity of buses	
Origin	
Destination	
Schedule	
No. of trips per day	
Average no. of passengers per trip	
Via	
Company Name	
No. of Buses	
Capacity of buses	
Origin	
Destination	
Schedule	
No. of trips per day	
Average no. of passengers per trip	
IDENTIFICATION OF PROBLEM AREAS	
Major traffic congestion areas	
Location 1:	

Location 2:	
Location 3:	
Location 4:	
Location 5:	
Location 6:	
Location 7:	
Accident data	
Location, Casualty, Year	

WATER TRANSPORTATION

BOAT	
Is there any boat transportation	
Is there any designated 'ghat' for boat transportation?	
How many major ghat?	
Locations of major ghat	
How many minor ghat?	
Locations of minor ghat	
For any major ghat,	
Ghat 1:	
Ghat name	
Number of boats	
Origin	
Destination	
Fare	
Schedule	
No. of trips per day	
Average no. of passengers per trip	
Service time	
Ghat 2:	
Ghat name	
Number of boats	
Origin	
Destination	
Fare	
Schedule	
No. of trips per day	
Average no. of passengers per trip	
Service time	
Ghat 3:	
Ghat name	
Number of boats	
Origin	
Destination	
Fare	
Schedule	
No. of trips per day	
Average no. of passengers per trip	
Service time	

FREIGHT TRANSPORTATION

TRUCK TERMINAL	
Presence of any truck terminal	
If yes, location	
Capacity	
Origin	
Destination	
Carrying goods (inward bound)	
Carrying goods (outward bound)	
No. of trips per day	
Service period	
Presence of any truck stand	
If yes, location	
Types and capacity	
Origin	
Destination	
Carrying goods (inward bound)	
Carrying goods (outward bound)	
No. of trips per day	
Service period	

RAIL TRANSPORTATION

TRAIN STATION	
Presence of any rail station	
If yes, location	
Service period	

Parking User Survey Questionnaire

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (LGED)

উপজেলা শহর (নন-মিউনিসিপ্যাল) মাষ্টারপ্ল্যান প্রণয়ন ও মৌলিক অবকাঠামো উন্নয়ন প্রকল্প (UTMIDP)

পাকেজ নং: UTMIDP/UMPP_____

_____ উপজেলা মহাপরিকল্পনা প্রণয়ন প্রকল্প

পার্কিং সাক্ষাৎকার জরিপ, ২০২৪

প্রশ্নমালা নংঃ	তারিখঃ
সাক্ষাৎস্থলঃ	সময়ঃ
পার্কিং এর ধরনঃ রাস্তার ধারে/ পার্কিং লট/ গ্যারেজ	

১. বাহনঃ

☐রিক্সা ☐ব্যাটারিচালিত রিক্সা ☐সিএনজি ☐গাড়ী

☐মোটর সাইকেল ☐পিক আপ/কাভার্ড ভ্যান ☐বাস ☐মাইক্রো বাস

☐মাহিন্দ্রা ☐টেম্পু/লেগুনা ☐ট্রাক ☐অন্যান্য

২. উত্তরদাতার নামঃ_____ মোবাইল নাম্বারঃ_____

ঠিকানাঃ_____

৩. লিঙ্গঃ ☐ পুরুষ ☐মহিলা ☐হিজড়া (তৃতীয় লিঙ্গ)

৪. বয়সঃ

☐<১১ বছর ☐১১-২০ বছর ☐২১-৩০ বছর ☐৩১-৪০ বছর

☐৪১-৫০ বছর ☐৫১-৬০ বছর ☐৬১-৭০ বছর ☐>৭১ বছর

৫. ভ্রমণের উদ্দেশ্য?

- ○ কর্মস্থল
- ○ শিক্ষা প্রতিষ্ঠান
- ○ চিকিৎসা গ্রহণ
- ○ বাড়ি/ বাসা
- ○ বিনোদন
- ○ বাজার/কেনাকাটা
- ○ অন্যান্য_____

৬. এই স্থানে কয়টায় এসেছেন?_____

৭. এই স্থান থেকে কয়টায় চলে যাবেন?_____

৮. আপনার যানবাহনটি কতক্ষণ ধরে পার্ক করে রেখেছেন?_____

৯. এই স্থানে পার্কিং করার হার কেমন?_____

১০. এই স্থানে পার্কিং এর কারণ কি?_____

১১. সাধারণত কতক্ষণ পার্ক করে রাখা হয়?_____

১২. পার্কিং এর জন্য কোন টাকা দিতে হয় কি?_____

১৩. যদি দিতে হয়, তার পরিমান কত (টাকায়)?_____

১৪. যদি দিতে হয়, কাকে দিতে হয়?_____

১৫. এই এলাকায় পার্কিং এর জন্য কোন নির্দিষ্ট স্থান আছে কি?

☐হ্যাঁ ☐না

১৬. না থাকলে, নির্দিষ্ট স্থানের প্রয়োজন আছে বলে মনে করেন কি?

☐হ্যাঁ ☐না

১৭. পার্কিং এর জন্য নির্দিষ্ট স্থান কোথায় হলে ভাল হয় বলে মনে করেন?

_____

১৮. বর্তমান পার্কিং ব্যবস্থায় কি আপনি সন্তুষ্ট?

☐হ্যাঁ ☐না

সাক্ষাৎকার গ্রহণকারীর নামঃ_____

স্বাক্ষরঃ_____ সুপারভাইসরের

নামঃ_____ স্বাক্ষরঃ_____

Pedestrain Interview Survey Questionnaire

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (LGED)

উপজেলা শহর (নন-মিউনিসিপ্যাল) মাষ্টারপ্ল্যান প্রণয়ন ও মৌলিক অবকাঠামো উন্নয়ন প্রকল্প (UTMIDP)

পাকেজ নং: UTMIDP/UMPP_____

_____ উপজেলা মহাপরিকল্পনা প্রণয়ন প্রকল্প

পথচারী সাক্ষাৎকার জরিপ, ২০২৪

প্রশ্নমালা নংঃ	তারিখঃ
সাক্ষাৎস্থলঃ	সময়ঃ

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১. উত্তরদাতার নামঃ_____ মোবাইল নাম্বারঃ_____
ঠিকানাঃ_____

২. লিঙ্গঃ ☐ পুরুষ ☐মহিলা ☐হিজড়া (তৃতীয় লিঙ্গ)

৩. শারীরিক অক্ষমতাঃ ☐হ্যাঁ ☐না

৪. বয়সঃ

☐<১১ বছর ☐১১-২০ বছর ☐২১-৩০ বছর ☐৩১-৪০ বছর

☐৪১-৫০ বছর ☐৫১-৬০ বছর ☐৬১-৭০ বছর ☐>৭১ বছর

৫. পেশাঃ

- ○ সরকারি চাকরিজীবী
- ○ বেসরকারি চাকরিজীবী
- ○ ব্যবসায়ী
- ○ শিক্ষক
- ○ শিক্ষার্থী
- ○ কৃষি
- ○ গৃহিণী
- ○ যানবাহন চালক
- ○ বেকার
- ○ অন্যান্য_____

৬. পারিবারিক আয়

- ○ <১১,০০০ টাকা
- ○ ১১,০০০-২০,০০০ টাকা
- ○ ২১,০০০-৩০,০০০ টাকা
- ○ ৩১,০০০-৪০,০০০ টাকা
- ○ ৪১,০০০-৫০,০০০ টাকা
- ○ >৫০,০০০ টাকা

৭. কোন স্থান থেকে যাত্রা শুরু করেছেন?

_____মহল্লা/গ্রাম,_____ইউনিয়ন,_____উপজেলা,_____ জেলা

৮. কোন স্থানে যাত্রা শেষ করবেন?

_____মহল্লা/গ্রাম,_____ইউনিয়ন,_____উপজেলা,_____ জেলা

৯. ভ্রমণের উদ্দেশ্য?

- ○ কর্মস্থল
- ○ শিক্ষা প্রতিষ্ঠান
- ○ চিকিৎসা গ্রহণ
- ○ বাড়ি/ বাসা
- ○ বিনোদন
- ○ বাজার/কেনাকাটা
- ○ অন্যান্য_____

১০. এই ধরনের ভ্রমন সংঘটনের হার কেমন?

- ○ প্রতিদিন
- ○ সপ্তাহে ২-৫ দিন
- ○ সপ্তাহে ১ বার
- ○ মাসে ২-৩ বার
- ○ মাসে ১ বার
- ○ মাসে ১ বারের কম
- ○ অন্যান্য_____

১১. এই ভ্রমণে কেমন খরচ হয়/হবে?_____ টাকা

১২. এই ভ্রমণে মোট কত সময় লেগেছে? _____ মিনিট/ ঘন্টা

১৩. এই ভ্রমণের জন্য মোট কত দূরত্ব অতিক্রম করতে হয়েছে বা হবে?

১। <১ কি.মি. ২। ১-৩ কি.মি. ৩। ৩-৬ কি.মি. ৪। ৬-৯ কি.মি. ৫। ৯-১২ কি.মি. ৬। ১২-১৫ কি.মি. ৭। >১৫ কি.মি.

১৪. এই ভ্রমণের জন্য হেঁটে কত দূরত্ব অতিক্রম করতে হয়েছে বা হবে?

১। <১ কি.মি. ২। ১-৩ কি.মি. ৩। ৩-৬ কি.মি. ৪। ৬-৯ কি.মি. ৫। ৯-১২ কি.মি. ৬। ১২-১৫ কি.মি. ৭। >১৫ কি.মি.

১৫. রাস্তা পারাপারে কোন ধরনের সমস্যার মুখোমুখি হতে হয় কি?

☐হ্যাঁ ☐না

১৬. হ্যাঁ হলে, কি ধরণের সমস্যার মুখোমুখি হতে হয়?_____ _____

১৭. হেঁটে চলাচল নিরাপদ মনে করেন কি?

☐হ্যাঁ ☐না

১৮. নিরাপদ না মনে করলে, কেন মনে করেন না?_____ _____

১৯. রাস্তা পারাপারের জন্য জেব্রা ক্রসিং না থাকলে, জেব্রা ক্রসিঙের প্রয়োজন আছে বলে মনে করেন কি?

☐হ্যাঁ ☐না

২০. জেব্রা ক্রসিং কোথায় দিলে ভাল হবে বলে মনে করেন?_____ _____

২১. এই এলাকায় কোন ওভারব্রীজ আছে কি?_____ _____

২২. ফুটপাত না থাকলে, এই এলাকার ফুটপাতের প্রয়োজন আছে বলে মনে করেন কি?

☐হ্যাঁ ☐না

২৩. ফুটপাত থাকলে, মান কেমন (১ থেকে ৫ এর মধ্যে, ১=খুবই অসন্তুষ্ট, ২=অসন্তুষ্ট ৩=নিরপেক্ষ, ৪=সন্তুষ্ট, ৫= খুবই সন্তুষ্ট)?_____ _____

২৪. মন্তব্য_____

সাক্ষাৎকার গ্রহণকারীর নামঃ_____ স্বাক্ষরঃ_____

সুপারভাইজরের নামঃ_____ স্বাক্ষরঃ_____

Public Transport Passenger Survey Questionnaire

স্থানীয় সরকার প্রকৌশল অধিদপ্তর (LGED)

উপজেলা শহর (নন-মিউনিসিপ্যাল) মাষ্টারপ্ল্যান প্রণয়ন ও মৌলিক অবকাঠামো উন্নয়ন প্রকল্প (UTMIDP)

পাকেজ নং: UTMIDP/UMPP_____

_____ উপজেলা মহাপরিকল্পনা প্রণয়ন প্রকল্প

গণপরিবহন যাত্রী সাক্ষাৎকার জরিপ, ২০২৪

প্রশ্নমালা নংঃ	তারিখঃ
সাক্ষাৎস্থলঃ	সময়ঃ
বাহনঃ বাস/ ট্রেন/ নৌকা/ টেম্পু/_____	

---

১. উত্তরদাতার নামঃ_____ মোবাইল নাম্বারঃ_____

ঠিকানাঃ_____

২. লিঙ্গঃ ☐ পুরুষ ☐মহিলা ☐হিজড়া (তৃতীয় লিঙ্গ)

৩. শারীরিক অক্ষমতাঃ ☐হ্যাঁ ☐না

৪. বয়সঃ

☐<১১ বছর ☐১১-২০ বছর ☐২১-৩০ বছর ☐৩১-৪০ বছর

☐৪১-৫০ বছর ☐৫১-৬০ বছর ☐৬১-৭০ বছর ☐>৭১ বছর

৫. পেশাঃ

- ○ সরকারি চাকরিজীবী
- ○ বেসরকারি চাকরিজীবী
- ○ ব্যবসায়ী
- ○ শিক্ষক
- ○ শিক্ষার্থী
- ○ কৃষি
- ○ গৃহিণী
- ○ যানবাহন চালক
- ○ বেকার
- ○ অন্যান্য_____

৬. পারিবারিক আয়

- ○ <১১,০০০ টাকা
- ○ ১১,০০০-২০,০০০ টাকা
- ○ ২১,০০০-৩০,০০০ টাকা
- ○ ৩১,০০০-৪০,০০০ টাকা
- ○ ৪১,০০০-৫০,০০০ টাকা
- ○ >৫০,০০০ টাকা

৭. কোন স্থান থেকে যাত্রা শুরু করেছেন?

_____মহল্লা/গ্রাম,_____ইউনিয়ন,_____উপজেলা,_____ জেলা

৮. আপনি আনুমানিক কখন যাত্রা শুরু করেছেন?.....

৯. কোন স্থানে যাত্রা শেষ করবেন?

_____মহল্লা/গ্রাম,_____ইউনিয়ন,_____উপজেলা,_____ জেলা

১০. ভ্রমণের উদ্দেশ্য?

- ○ কর্মস্থল
- ○ শিক্ষা প্রতিষ্ঠান
- ○ চিকিৎসা গ্রহণ
- ○ বাড়ি/ বাসা
- ○ বিনোদন
- ○ বাজার/কেনাকাটা
- ○ অন্যান্য_____

১১. এই ধরনের ভ্রমন সংঘটনের হার কেমন?

- ○ প্রতিদিন
- ○ সপ্তাহে ২-৫ দিন
- ○ সপ্তাহে ১ বার
- ○ মাসে ২-৩ বার
- ○ মাসে ১ বার
- ○ মাসে ১ বারের কম
- ○ অন্যান্য_____

১২. এই ভ্রমণের সময় আপনি কতবার যানবাহন বদল করেছেন?

- ○ ১ (বাহনের নামঃ_____)
- ○ ২ (বাহনের নামঃ_____)
- ○ ৩ (বাহনের নামঃ_____)
- ○ ৪ (বাহনের নামঃ_____)

১৩. যাত্রা শুরুতে আপনি কোন ধরনের বাহন ব্যবহার করেছেন?

১। হাঁটা ২। রিকশা ৩। অটো রিকশা/লেগুনা ৪।মোটর সাইকেল ৫।বাস ৬। নৌকা ৭। অন্যান্য

১৪. যাত্রা শুরুর ভ্রমণে খরচ কতো?_____ টাকা

১৫. যাত্রা শেষে ব্যবহৃত বাহন?

১। হাঁটা ২। রিকশা ৩। অটো রিকশা/লেগুনা ৪।মোটর সাইকেল ৫।বাস ৬। নৌকা ৭। অন্যান্য

১৬. যাত্রা শেষের ভ্রমণে খরচ কতো? _____ টাকা

১৭. এই বাহনের জন্য কতো সময় অপেক্ষা করেছেন?

১। <৬ মিনিট ২। ৬-১০ মিনিট ৩। ১১ ৩০-২৬ ২৫ মিনিট ৬।-২১ ২০ মিনিট ৫।-১৬ ১৫ মিনিট ৪।- < মিনিট ৭।৩০ মিনিট

১৮. এই বাহনে ভ্রমণে ভাড়া বাবদ কতো খরচ হবে? _____টাকা

১৯. এই বাহনে ভ্রমণ করতে কতো সময় লাগে?

১। <৬ মিনিট ২। ৬-১০ মিনিট ৩। ১১-১৫ মিনিট ৪। ১৬-২০ মিনিট ৫। ২১ ৩০-২৬ ২৫ মিনিট ৬।- < মিনিট ৭।৩০ মিনিট

২০. এই বাহনে আনুমানিক কতো দূরত্ব অতিক্রম করা হবে?

১। <১ কি.মি. ২। ১-৩ কি.মি. ৩। ৩-৬ কি.মি. ৪। ৬-৯ কি.মি. ৫। ৯-১২ কি.মি. ৬। ১২-১৫ কি.মি. ৭। >১৫ কি.মি.

২১. কর্মদিবস গুলোতে কোথায় অবস্থান করেন?

_____মহল্লা/গ্রাম,_____ইউনিয়ন,_____উপজেলা,_____ জেলা

২২. সন্তুষ্টি (১=খুবই অসন্তুষ্ট, ২= অসন্তুষ্ট, ৩= নিরপেক্ষ, ৪= সন্তুষ্ট, ৫=খুবই সন্তুষ্ট)

	১	২	৩	৪	৫
বাস/ট্রেন পাওয়ার সহজলভ্যতা					
সময়ানুবর্তিতা					
পরিষ্কার পরিচ্ছন্নতা					
নিরাপত্তা					
সংশ্লিষ্টদের আচরণ					
ভাড়া					
বাস স্ট্যান্ডের/ট্রেন স্টেশনের অবস্থা					
আসনের আরামদায়কতা					
মহিলা, শিশু ও বয়োজ্যেষ্ঠ বান্ধব					

২৩. মন্তব্য_____

সাক্ষাৎ গ্রহণকারীর নামঃ_____ সুপারভাইজারের নামঃ_____

স্বাক্ষরঃ_____ স্বাক্ষরঃ_____

Bus Terminal Survey Questionnaire

Local Government Engineering Department (LGED)
Upazila Town (Non Municipal) Master Plan Preparation and Basic Infrastructure Development Project (UTMIDP)
Package No.: UTMIDP/UMPP_____

Master Plan Preparation of _____ Upazila

TERMINAL SURVEY, 2024

Location: Date: Time:

Terminal type: Bus/ Truck

1. Terminal name:
2. Location:
3. Area:
4. Owner:
5. Capacity of the terminal (number of buses):
6. Number of buses found on the day of survey:
7. Average number of buses arrive each day:
8. Average number of buses depart each day:
9. Number of buses halt at night:
10. Operating details

No.	Bus operator	Route no.	Number of available buses	Average number of buses depart each day	Average number of passengers per bus	Departure schedules
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			

No.	Bus operator	Route no.	Number of available buses	Average number of buses depart each day	Average number of passengers per bus	Departure schedules
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			
			_ _ seat:			

11. Destination-Fare matrix

Route no	Bus operator	Destination	Fare

12. Available utilities:

☐Electricity
☐Gas
☐Water supply
☐Sewage
☐Others

13. Facilities and amenities in Terminal:

☐Toilet
☐Garbage dumping facility
☐Rest room
☐Facility for physically disabled person
☐Store
☐Parking facility
☐Bus berth
☐Enough lighting
☐CCTV
☐Reporting/Workshop
☐Ticket counter
☐Petrol/fuel pump
☐Information Centre
☐Digital display of bus timing
☐CNG/Auto-Rickshaw parking within bus terminal
☐Bank/ATM
☐Baggage trolly
☐Other amenities……

14. What are the relevant problems and their probable solution?

	Problem	**Solution**

15. How is the demand for buses?
16. Is there any issue of spilling? Do buses stand outside the terminal due to high demand?
17. Recommendations for expansion/improvement (if any):
18. Is there any need for a bus terminal in the Upazila? Where can be the locations?
19. Is there any safety/security issue?
20. Any other comments:

Train Station Survey Questionnaire

Local Government Engineering Department (LGED)
Upazila Town (Non Municipal) Master Plan Preparation and Basic Infrastructure Development Project (UTMIDP)
Package No.: UTMIDP/UMPP_____

Master Plan Preparation of _____ Upazila

Train Station Survey- Fact Sheet

1. Location:
2. Area in acre:
3. Number of Train routes:

Route no.	Origin	Destination	Stoppages Enroute

4. Daily number of users who are buying tickets from the station (approximately):
5. Train schedule (Departure from station):

Route no.	Destination	Departure Time	Arrival time

6. Train schedule (Arrived at station):

Route no.	Origin	Departure Time	Arrival time

7. Destination-Fare matrix

Route no	Destination	Fare		
		First class	Second class	AC

8. Boarding and alighting information:
9. Amenities in Station:
   - ☐Ticket counter
   - ☐Toilet
   - ☐Garbage dumping facility
   - ☐Platforms for boarding
   - ☐Waiting room
   - ☐Facility for physically disabled person
   - ☐Store
   - ☐Parking facility
   - ☐Shop
   - ☐Tap water and drinking water supply
   - ☐Enough lighting
   - ☐CCTV
   - ☐Wash room/Toilet
   - ☐Information center
   - ☐Other amenities……
10. What are the relevant problems?
11. Probable solution to the problem?
12. Any other comments:

TRAFFIC COUNT SURVEY AND PEDESTRIAN COUNT SURVEY (RHD ROADS) QUESTIONNAIRE

Local Government Engineering Department (LGED)
Upazila Town (Non Municipal) Master Plan Preparation and Basic Infrastructure Development Project (UTMIDP)
Package No.: UTMIDP/UMPP_____

Master Plan Preparation of _____ Upazila

TRAFFIC COUNT SURVEY AND PEDESTRIAN COUNT SURVEY, 2024

Road type: RHD road
Location: Date: Number of lanes:
Weather condition: sunny/rainy/windy/stormy/cloudy/partly cloudy Type of roadway:

Time	Direction:															
	Non-motorized			Motorized												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Pedestrian	Bicycle	Rickshaw / Van	Motor cycle	CNG	Auto Rickshaw / Auto Van	Tempu / Leguna / Maxi	Car / Taxicab	Utility (Pick up, Jeep, SUV)	Microbus	Medium bus (16~39 seats)	Large bus / Double decker / Articulated bus	Light truck / 3 ton or less	Medium truck/2-axle Truck	Heavy truck/ Trailer/ Container/ 3 axle Truck	Others
06:00:00-06:15:00																
06:15:00-06:30:00																
06:30:00-06:45:00																
06:45:00-07:00:00																

Time	Direction:															
	Non-motorized			Motorized												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Pedestrian	Bicycle	Rickshaw / Van	Motor cycle	CNG	Auto Rickshaw / Auto Van	Tempu / Leguna / Maxi	Car / Taxicab	Utility (Pick up, Jeep, SUV)	Microbus	Medium bus (16~39 seats)	Large bus / Double decker / Articulated bus	Light truck / 3 ton or less	Medium truck/2-axle Truck	Heavy truck/ Trailer/ Container/ 3 axle Truck	Others
07:00:00-07:15:00																
07:15:00-07:30:00																
07:30:00-07:45:00																
07:45:00-08:00:00																
08:00:00-08:15:00																
08:15:00-08:30:00																
08:30:00-08:45:00																
08:45:00-09:00:00																
09:00:00-09:15:00																
09:15:00-09:30:00																
09:30:00-09:45:00																
09:45:00-10:00:00																
10:00:00-10:15:00																
10:15:00-10:30:00																
10:30:00-																

Time	Direction:															
	Non-motorized			Motorized												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Pedestrian	Bicycle	Rickshaw / Van	Motor cycle	CNG	Auto Rickshaw / Auto Van	Tempu / Leguna / Maxi	Car / Taxicab	Utility (Pick up, Jeep, SUV)	Microbus	Medium bus (16~39 seats)	Large bus / Double decker / Articulated bus	Light truck / 3 ton or less	Medium truck/2-axle Truck	Heavy truck/ Trailer/ Container/ 3 axle Truck	Others
10:45:00																
10:45:00-11:00:00																
11:00:00-11:15:00																
11:15:00-11:30:00																
11:30:00-11:45:00																
11:45:00-12:00:00																
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13:15:00-13:30:00																
13:30:00-13:45:00																
13:45:00-14:00:00																
14:00:00-14:15:00																

Time	Direction:															
	Non-motorized			Motorized												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Pedestrian	Bicycle	Rickshaw / Van	Motor cycle	CNG	Auto Rickshaw / Auto Van	Tempu / Leguna / Maxi	Car / Taxicab	Utility (Pick up, Jeep, SUV)	Microbus	Medium bus (16~39 seats)	Large bus / Double decker / Articulated bus	Light truck / 3 ton or less	Medium truck/2-axle Truck	Heavy truck/ Trailer/ Container/ 3 axle Truck	Others
14:15:00-14:30:00																
14:30:00-14:45:00																
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Time	Direction:															
	Non-motorized			Motorized												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Pedestrian	Bicycle	Rickshaw / Van	Motor cycle	CNG	Auto Rickshaw / Auto Van	Tempu / Leguna / Maxi	Car / Taxicab	Utility (Pick up, Jeep, SUV)	Microbus	Medium bus (16~39 seats)	Large bus / Double decker / Articulated bus	Light truck / 3 ton or less	Medium truck/2-axle Truck	Heavy truck/ Trailer/ Container/ 3 axle Truck	Others
18:00:00																
18:00:00-18:15:00																
18:15:00-18:30:00																
18:30:00-18:45:00																
18:45:00-19:00:00																
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20:30:00-20:45:00																
20:45:00-21:00:00																
21:00:00-21:15:00																
21:15:00-21:30:00																

Time	Direction:															
	Non-motorized			Motorized												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Pedestrian	Bicycle	Rickshaw / Van	Motor cycle	CNG	Auto Rickshaw / Auto Van	Tempu / Leguna / Maxi	Car / Taxicab	Utility (Pick up, Jeep, SUV)	Microbus	Medium bus (16~39 seats)	Large bus / Double decker / Articulated bus	Light truck / 3 ton or less	Medium truck/2-axle Truck	Heavy truck/ Trailer/ Container/ 3 axle Truck	Others
21:30:00-21:45:00																
21:45:00-22:00:00																

Classification of Vehicles will be as follows:

Non-motorized	Motorized
1. Pedestrian 2. Bicycle 3. Rickshaw/ Rickshaw van	4. Motorcycle 5. CNG 6. Auto Rickshaw/Auto Van 7. Tempu/Leguna/Maxi 8. Car/ Taxicab 9. Utility (Pick up, Jeep, SUV) 10. Microbus 11. Medium bus (16~39 seats) 12. Large bus/ Double decker/ Articulated bus 13. Light truck/ 3 ton or less 14. Medium truck/2-axle Truck 15. Heavy truck/ Trailer/ Container/ 3 axle Truck 16. Others (ambulance, fire engine, towing car, construction vehicle, armored car, animal-driven car etc.

TRAFFIC COUNT SURVEY AND PEDESTRIAN COUNT SURVEY (LGED ROADS) QUESTIONNAIRE

Local Government Engineering Department (LGED)
Upazila Town (Non Municipal) Master Plan Preparation and Basic Infrastructure Development Project (UTMIDP)
Package No.: UTMIDP/UMPP_____

Master Plan Preparation of _____ Upazila

TRAFFIC COUNT SURVEY AND PEDESTRIAN COUNT SURVEY, 2024

Location: Date: Number of lanes:

Weather condition: sunny/rainy/windy/stormy/cloudy/partly cloudy Type of roadway:

Time	Direction:												
	Non-motorized				Motorized								
	1	2	3	4	5	6	7	8	9	10	11	12	13
	Pedes trian	Bi cycle	Rickshaw / Van	Push cart	Motor cycle	Tempo/CNG/ Baby taxi	Auto Rickshaw / Auto Van	Car / Taxicab	Utility (Delivery van/ Covered van/Land rover/Jeep)	Micro bus	Bus	Truck (All trucks)	Others
06:00:00-06:15:00													
06:15:00-06:30:00													

06:30:00-06:45:00													
06:45:00-07:00:00													
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21:45:00-22:00:00													

Classification of Vehicles will be as follows:

Non-motorized	Motorized
1. Pedestrian 2. Bicycle 3. Rickshaw/ Rickshaw van 4. Push cart	5. Motorcycle 6. Tempu/CNG/Baby taxi 7. Auto Rickshaw/Auto Van 8. Car/ Taxicab 9. Utility (Delivery van/ Covered van/Land rover/Jeep) 10. Micro bus 11. Bus 12. Truck (All trucks) 13. Others

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SCPL SHELTECH CONSULTANTS (PVT.) LTD.

PDRC