

CHAPTER ONE

1 Introduction

1.1 Background

The socio-economic component intends to portray the social and economic structures and incorporate information on basic services, growth and socio-economic environments of the population that exists in locality. Planning for harmonious urban development, whether traffic and transportation, housing, roads, drains, market, open space/parks, health & education etc., a basic assessment of existing socio-economic situation is pre-requisite.



As planned development of Mymensingh Town is very much desirable now, therefore socio-economic study is needed to identify policies for possible interventions. On that ground, a sample socio-economic survey was carried out in October 2012 at 10 households within the municipality. The following descriptions and finding are developed based on that survey and their responses. We here acknowledge that the findings of this survey may not portray the actual scenario properly due to very poor sample size. However, it definitely owns a glimpse of Mymensingh.

1.2 Objectives of the Study

The main objective of the study is to piloting the sample questionnaire to determine how far the questionnaire would be adaptable by the respondents. The specific objectives of the study are as follows:

- To test the suitability of the questionnaire at field
- To identify how far the questions set in the questionnaire are understandable by the respondents
- To identify the appropriateness of the questions set in the questionnaire
- The most important objective of the study is to test the applicability of mail questionnaire in case of Bangladesh

- To find out a preliminary idea about socio-economic status of the project area

1.3 Methodology of the Study

The following methodology has been followed to conduct the study:

(A) Preparation of Questionnaire

A draft questionnaire has been designed containing questions relating to household information, occupation and income, migration, land and housing, physical and social infrastructural facilities, travel pattern, disaster and so on.

(B) Distribution of Sample questionnaire

The questionnaire had been sent to the 18 (eighteen) participants of Participatory Rapid Appraisal (PRA) session, which was organized on the 20 January, 2012 with the women at Shilpacharja Jainal Abedia Shangraha Shala, Mymensingh.

(C) Mailing of Questionnaire

The questionnaires were sent to the participants of PRA via postage mail with a return envelop. This is to be noted that this is the first attempt in Bangladesh to conduct survey through “Mailing questionnaire” Technique.

(D) Return of Questionnaire

Out of 18 questionnaires, 12 had been filled-in and returned to the Project Director, MSDP via return mail. This signifies that 66.67 percents respondents responded through mailing questionnaire.

(E) Analysis and Findings from the Study

The data was entered into computer and arranged in tabular form; and SPSS was used to analyze the data.

(F) Data Presentation and Preparation of Report

The report has been prepared on the basis of findings from analysis of surveyed data.

1.4 Mymensingh: A Brief

The Mymensingh is located at 24°45'14"N and 90°24'11"E (see Map - 1), was established and awarded city status in 1787. Its total area is 82 km² with an average 19 m (62 ft) elevation from sea level. In 2012, total population was 407,798 persons having a 5,000/km² population density. Since 1980s, fast urbanization has expanded the city area. The town is clearly marked by the old Brahmaputra River flowing along its north. Shambhuganj is situated on the other side of the Brahmaputra, connected by the Shambhuganj Bridge (Wikipedia, 2013). The climate of Mymensingh is moderate, much cooler than Dhaka, as it is closer to the Himalayas. The monsoon brings heavy rainfall sometimes for days and weeks. During the monsoon, the temperature varies 15 ~ 20 °C. The temperature falls below 15 °C in winter (December and January). The highest temperature, i.e. 40 °C (104 °F), is felt during April–May period.

CHAPTER TWO

2. Analysis and Findings from the Study

The analysis and findings from the study are discussed in the foregoing sub-sections:

2.1 Mymensingh as the City of Education

The City of Education – that 70% of the people perceive about Mymensingh. However, 20% also declare it as a satellite town of Dhaka Metropolitan. Agricultural crops production and trade is the main (68% claims) economic sector of Mymensingh. The city stands on the southern bank of Brahmaputra River, whereas the northern bank is rural in character. The people find the reasons behind this disparity are more administrative (44%) rather economic (22%).

2.2 Social Status

The Mymensingh still contains a good share of joint/combined family (20%) which is increasingly disappearing from urban areas (see Figure 1). The size of single family (80%) varies within 3~7 members where the combined family has 4~12 members. The average family sizes of single and combined family are 4.62 and 8 respectively.

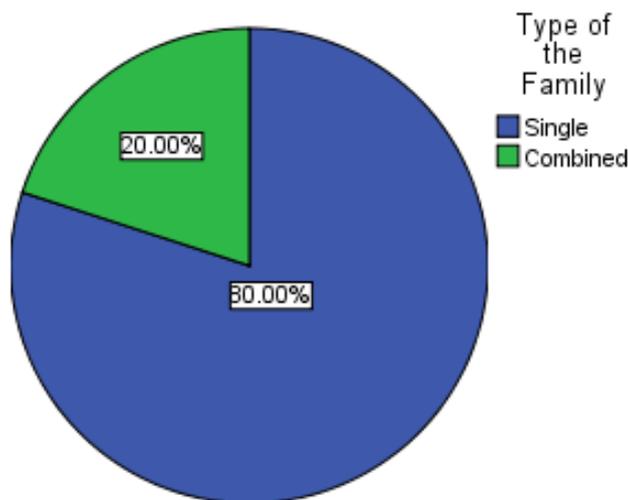


Figure 1: Types of family

2.3 Age-Sex Structure of the Respondents

The survey witnessed a fair balance in regional combination where 60% was Muslim and 40% was Hindu. The male-female ratio is 1:1.24 that the survey outcomes with. Among the population, majority is of child age (see Figure 2).

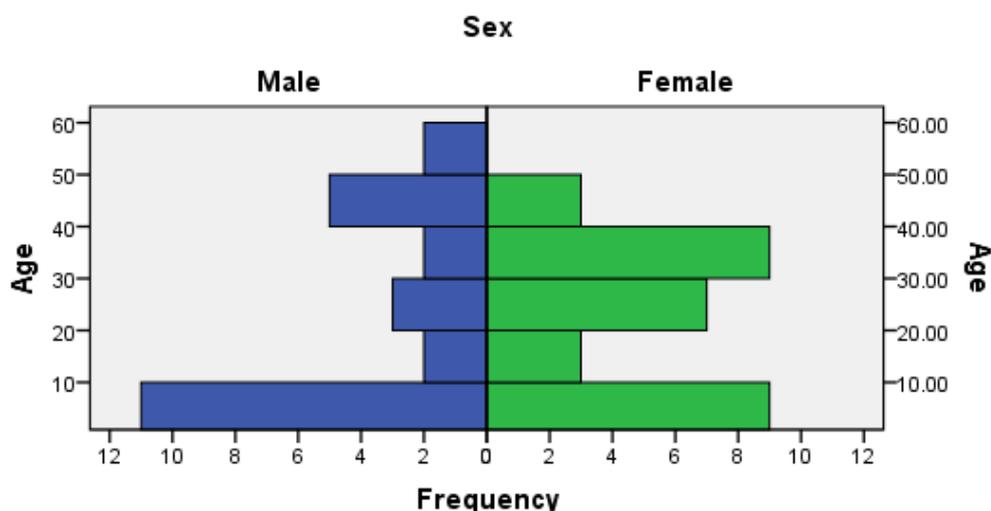


Figure 2: Age-Sex Structure

2.4 Literacy Rate of the Respondents

The literacy rate is very high (98%) in this area. Here 50% population is educated above Degree/Honors/Fazil level where 24% population is above Master's level. Among all, 40% Household Heads (HH) are above Master's level qualified and illiteracy is nil (0%). A detailed list of educational qualifications of the living population has shown in the Table 1.

Table 1: Educational qualification of the city populations

Category	Educational Level	Percent
Household head	High School	10%
	H.S.C/ Alim	10%
	Degree/Hon's/Fazil	30%
	Doctor / Engineering / Advocate	10%
	Master's and above	40%
	Total	100%
Other Household members	Illiterate	2.3%
	Primary	25%
	Lower Secondary	9.1%
	Secondary	6.8%
	SSC/Dakhil	4.5%
	HSC/Alim	4.5%
	Degree/Honors'/Fazil	20.5%
	Masters' Degree and Higher	20.5%
	Doctor/Engineering/Advocate	2.3%
	Others	4.5%
	Total	100%

The survey result outlines that the municipality has a very high migrated population (66.7%) and among the reasons of their migration 43% are because of higher education. Probably this is the perfect explanation of evolving Mymensingh as the *City of Education*.

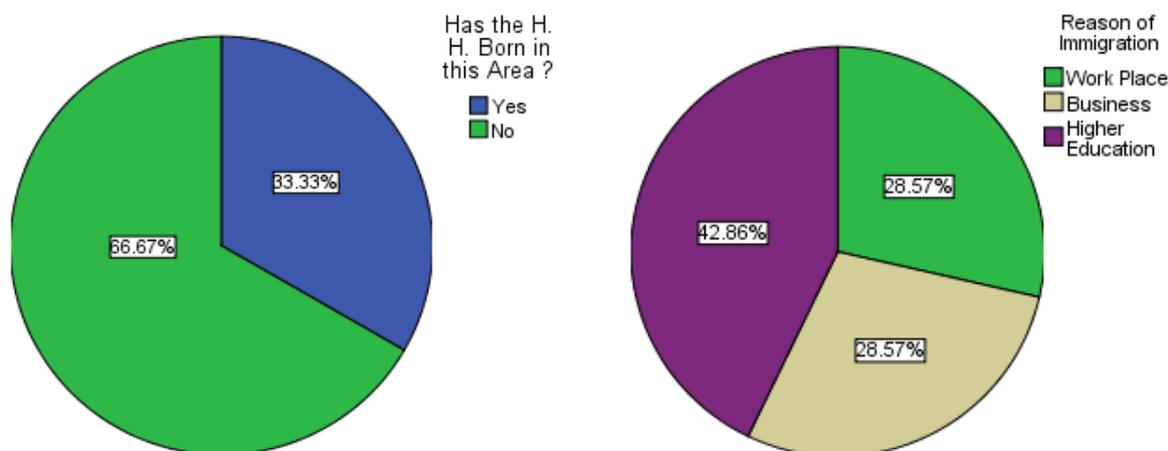


Figure 3: Origin & Migration Status

The rest population came here for business or job (see Figure 3)). Now 90% of the residents have declared to live here permanently due to city's offered facilities. Another good symbol is, most (70%) of the residents own either a chunk of land/flat or both in this area. That means majority residents already/potentially have access to habitation facility. Presently 50% of the residential units are Pucca and 20% are Semi-pucca structures.

2.5 Economic Status-Occupation and Income Level

The city economy is very much dependent on business sector. 50% HH has accepted business as their primary occupation. A good share (30%) of private organizational services has also been identified (see Table 2). A remarkable point is 40% family has 25,000 tk/month and more earnings from their respective occupations. Each of other income classes, ranging up to 20,000 tk/month, has equal 20% share.

Table 2: Income and occupation matrix of the city populations

Occupation of HH	Monthly Income of the Family (in thousand BDT)					
	0-10	10-12.5	12.5-15	15-20	20-25	25+
	% of total working population					
Government service						
Autonomous service						
Private service			10%	10%		10%
Business	10%		10%	10%		20%
Agriculture						
Transport labor						
Industrial Labor						
Construction						
Others	10%					10%

As the highest income group, the business profession has the lion's share (50%), whereas the other professions jointly have the remaining share. The Figure 4 portrays the above mentioned scenarios in graphs.

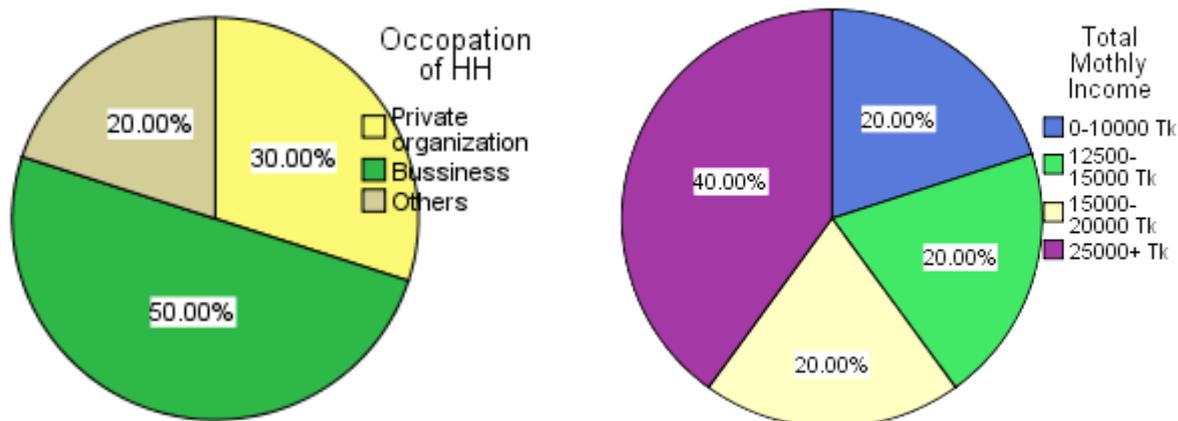


Figure 4: Occupation & Income Status

2.6 Relationship between Income and Education

If we analyze occupation and income relationship with educational qualifications, the Master's & above group is more successful. This group comprises 20% of 25,000+ and 40% of 12,500++ tk/month earning HH. Unto High school passed HH earns within the poorest range. In the expenditure pattern, it has observed that 30% household expenses 25,000+ tk/month in this area. Notably another 20% expend up to 10,000 tk/ month (see Table 3).

Table 3: Income and education matrix of the households

Education of HH	Occupation of HH	Monthly Income in thousand BDT					
		0-10	10-12.5	12-15	15-20	20-25	25+
		% of total					
High School	Private service						
	Business						
	Others	10%					
H.S.C/ Alim	Private service						
	Business			10%			
	Others						
Degree/Hon's/Fazil	Private service						
	Business	10%			10%		10%
	Others						
Doctor/Engineering/Advocate	Private service						
	Business						
	Others						10%
Master's and above	Private service			10%	10%		10%
	Business						10%
	Others						

2.7 Income-Expenditure Matrix

The expenditure pattern of the households has explored that 30% of the total households have 25,000+ expenditure per month against their income. Up to 10 and 12.5~15 thousand expenditure group have same 20% share in overall expenditure composition. Here 40% households have witnessed to spend 10,000+ tk/month for foodstuffs. For educational purposes 60% households are found to spend 2~4 thousands tk/month. A compositional sector-wise income-expenditure matrix has presented in the following Table 4 & 5. There it has found that 75% of the 25,000+ monthly income group is spending 10,000+ for foodstuffs. The medium income groups (12.5~20 thousand tk/month) have a common tendency to limit their expenses within first two classes of common expenditure ranges.

Table 4: Income and expenditure matrix of the households (segment-A)

Monthly Income (in 000)	Food expense (in 000)					Health expense (in 000)					House Rent expense (in 000)				
	0-2.5	2.5-5	5-7.5	7.5-10	10+	0-5	0.5-1	1-1.5	1.5-2	2+	0-5	5-7.5	7.5-10	10-15	15+
	% of group														
0-10		50%			50%		50%			50%	50%	50%			
10-12.5															
12.5-15		50%	50%			50%	50%				100%				
15-20			100%			50%		50%				100%			
20-25															
25+				25%	75%		25%	25%		50%	50%		25%	25%	

Table 5: Income and expenditure matrix of the households (segment -B)

Monthly Income (in 000)	Education expense (in 000)					Utilities expense (in 000)					Transport expense (in 000)				
	0-2	2-4	4-6	6-8	8+	0-2	2-4	4-6	6-8	8+	0-2	2-4	4-6	6-8	8+
	% of group														
0-10		50%			50%	50%	50%				50%			50%	
10-12.5															
12.5-15	50%	50%				100%					100%				
15-20		100%				100%					50%	50%			
20-25															
25+		50%			50%	25%	50%	25%					75%		25%

In terms of household assets, all have TV (80%with cable connection), fridge, and fan. 40% of them own motorcycle and 10% car also. 40% family has computer/laptop with internet access (20%).

2.8 Facilities & Services

Road as a major urban facility is fair in performance and condition. 67% population has ranked the service as good, whereas rest 33% said it poor in condition. The municipality area has very well distributed drainage network and all the households have drainage facility. 100% people use piped gas and electricity as their source of fuel and light respectively. Streetlights are sufficient and all are satisfied with the availability (for details, see Table 6).

Table 6: Availability and level of community facilities

Distance of Main Road from the House	Type of Drain		Availability of Light post		Condition of Main Road	
	Pucca	Katcha	Yes	No	Good	Bad
	Response in %					
0-50 ft	100%		100%		67%	33%
51-100 ft	100%		100%			100%
101-200 ft	100%		100%		100%	
201-500 ft	100%		100%		67%	33%

2.9 Waste Management

The waste management is mostly (50%) done by private associations that collect from door to door daily. Apart from this, 30% just throw waste outside the house and 20% use dustbin. Health and sanitation situation is also very good. 90% have access to hygienic sanitation system in the form Puccasanitary latrine.

2.10 Common Diseases and Receiving Health Care Services

Common diseases include dysentery, diarrhoea, cold and cough, skin disease, diabetes etc. The medical service is available within 0.5~1 mile for most (70%) household. To attain that service most of them use Rickshaw as main transportation mode. For health issues the visiting percentages of living population to different medication units are:

- Govt. Hospital: 50%
- Degree-holding Doctor: 30%
- Private Clinic: 40%
- Homeopath Doctor: 30%

2.11 Water Supply System

60% of the city inhabitants are not satisfied with water supply service, provided by the Mymensingh municipality. Still, 70% households in the municipality have found to have pipe connectivity for water distribution (see Figure 5) though sometimes the distribution is not regular (see Table 7).

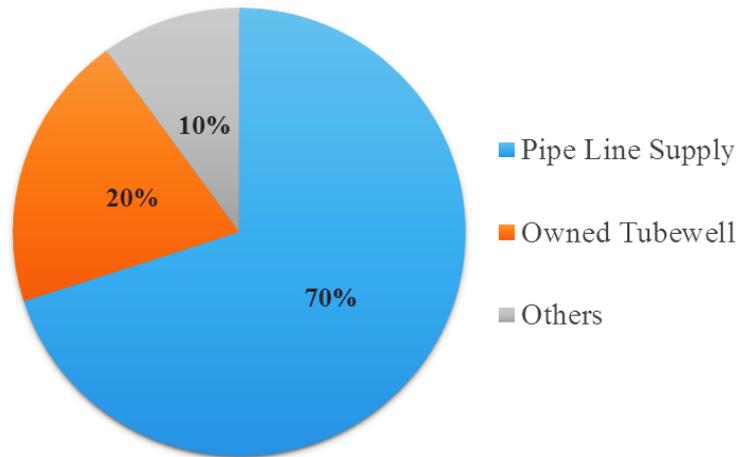


Figure 5: Source of water in use

Only 43% households are satisfied about the quality of water supply and for this they have taken alternative source of drinkable water source.

Table 7: Quality of available water supply service

Source of Water Supply	Quality of Water Supply					Problem in Water Collection			
	Drinkable	Un-drinkable	Arsenic	Odor	Others	Others	Long Time to Collect	Distant Source	Infrequent Supply
	Response in %								
Pipe Line Supply	43%	43%	0%	14%		29%	29%		43%
Common Tube well									
Khal/River									
Dug well									
Own Tube well	100%								
Pond									
Others	100%						100%		

2.12 Distances from Educational Institutes

Here 90% of the attending population finds their educational institutions within 1 mile distance from home that they reach either by rickshaw or on foot. But the institutions do not have adequate playground that is a concern of 47% students, and another 33% seeks for transportation facility from the institutions.

2.13 Recreational Facilities

For recreational purposes, the majority (29%) enjoy the beauty of flowing Brahmaputra River. Some 25% visits different parks in the municipality, usually within 1 mile by taking rickshaw.

2.14 Distance from Bazaar

Kitchen market or Bazaar is available within ½ mile for 90% households and their quality is average that 80% reports. Rickshaw is the main transportation being used (60%) for this purpose and secondly walking (30%).

2.15 Urban Problems

In the question of identify problems within the locality, the respondents have prioritized road and transportation related problems (19%) and then comes deterioration of law and order (13%). The Figure 6 illustrates the identified problems in the locality and their overall priorities.

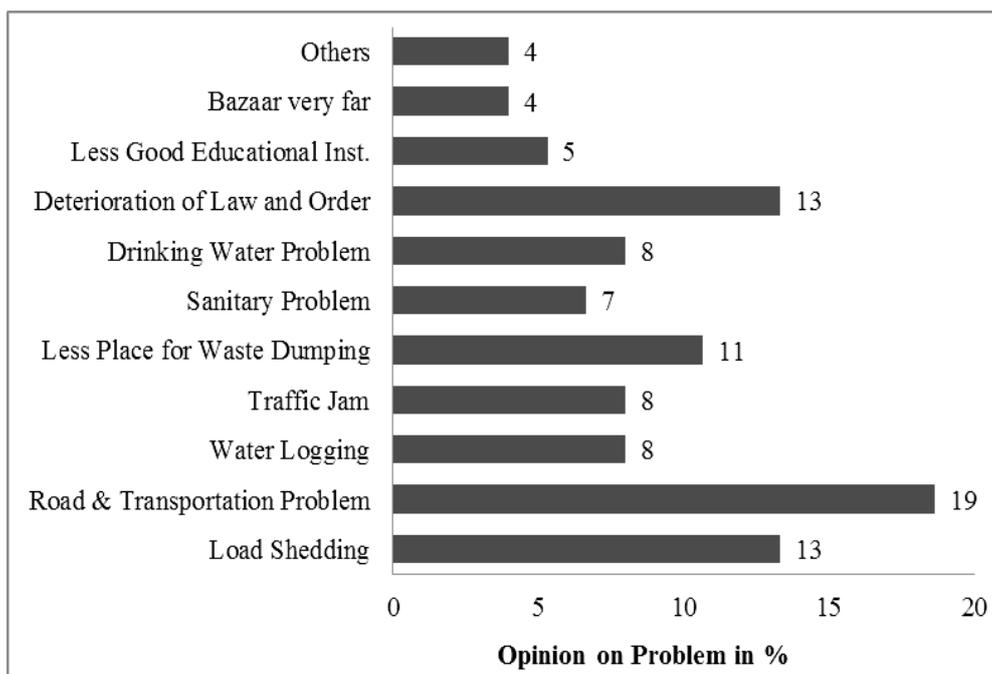


Figure 6: Problems in Locality

Roads are narrow in terms of their requirement which has been addressed (45%) as the main problem by the respondents. Regular traffic jam is a consequence of such narrow road and appeared as second main problem that 24% supported. Among different major problems 86% are very much road and transportation related. Besides these, the city experiences frequent water-logging and earthquake (90% opinioned for both).

2.16 Possible Way-out

The city inhabitants' wish list is short and can be fulfilled easily. Road network planning and traffic management is their prime demand to be fulfilled. For this -

- Proper repairing and monitoring of roads have been suggested
- Along with this, some suggested to shift the rail station from city core to a nearby area to reduce traffic jam
- Proper and routine cleansing of drains has been recommended to maintain clean city environment
- Preparation of city master plan has also been suggested for efficient development & management.

CHAPTER THREE

3 Conclusion

The land-use of Mymensingh municipality is changing fair rapidly that 50% of the respondents have witnessed. The main reason of this is to build new commercial and/or residential building in the fringe areas. Here 33% Pucca structures have not been designed by any professional designer. However, all the Pucca or Semi-pucca establishments have approved their building plan from the municipality and all are following building construction rules and regulations during construction (see Table 8).

Table 8: Development complaints within the city area

Type of Structure	Has the Building been Designed by a Designer?		Is the Building Plan Approved by Paurashava?		Has the Building been Built Following all Building Construction Rules?	
	Yes	No	Yes	No	Yes	No
	Response in %					
Pucca	67%	33%	100%		100%	
Semi-pucca		100%	100%		100%	
Katcha						
Jhupri						

The socio-economic study of the municipality has explored it as a socially sound and vibrant city with very strong trading economic base. The city is acting as a hub of trading with necessary facility in favor of that for the central upper northern part of Bangladesh. If the identified road and transportation related issues can be solved, the area will get more attention and economic inflow. The project is carrying this vision to uplift the socio-economic base of the city through a guided development pattern.



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