



Urban Development and Housing Department  
Government of Bihar

## City Development Plan (2010-30)

### HAJIPUR



### EXECUTIVE SUMMARY

CDP Prepared By:

**ERNST & YOUNG**

and



**Support Programme for Urban Reforms in Bihar**

(A Government of Bihar Initiative)

Supported by DFID, United Kingdom

**प्रेम कुमार**  
मंत्री  
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संदेश

मुझे यह घोषणा करते हुए अति प्रसन्नता हो रही है कि नगर विकास ने राज्य के प्रमुख 28 शहरों की नगर विकास योजना (CDP) तैयार की है। यह विभाग के लिए विशेष उपलब्धि है क्योंकि ये नगर विकास योजनाएँ (CDPs) राज्य में नगरीय आधारभूत संरचनाओं पर होने वाले व्यय के लिए मील का पत्थर साबित होगी।

समग्र विकास की धारणा से राज्य में नगरीय विकास में बड़ा लाभ मिलेगा। ये नगर विकास योजनाएँ (CDPs) विस्तृत विचार विमर्श के बाद वर्ष 2010 से 2030 तक के लिए बनाई गई हैं। विचार विमर्श द्वारा एक दृष्टिकोण परिभाषित हुआ है जिसे परियोजनाओं (Projects) के रूप में परिवर्तित किया जाएगा। नगर विकास योजनाओं (CDPs) में न केवल 20 वर्षों में आधारभूत संरचनाओं की जरूरतों को परिभाषित किया है बल्कि नगर सुधार की जरूरतों एवं परियोजनाओं के क्रियान्वयन के लिए धन राशि की उपलब्धता के लिए स्रोत को भी दर्शाया गया है। सभी नगर विकास योजनाओं (CDPs) में नगरीय स्तर पर वित्तीय सुधार पर जोर दिया है जो दीर्घ काल में न केवल विकास की जरूरतों को पूरा करने में लाभप्रद होगा बल्कि निजी क्षेत्र द्वारा निवेश को आकृष्ट करने में मदद करेगा। नगर विकास योजनाएँ (CDPs) राज्य को आर्थिक क्रिया कलापों के केन्द्र के रूप में नगरीय क्षेत्र के विकास के लिए पथप्रदर्शक होंगी।

ये नगर विकास योजनाएँ ब्रिटिश सरकार के अन्तराष्ट्रीय विकास विभाग (DFID) द्वारा वित्त पोषित संवर्धन परियोजना (SPUR) के तहत बनाई हैं। "संवर्धन" परियोजना वृहद आर्थिक क्रिया कलापों एवं सेवाओं जो गरीबों के विकास में सहायक हो सकती हैं को केन्द्र में रखते हुए आर्थिक वृद्धि एवं गरीबी उन्मूलन में विशिष्ट योगदान के लिए शहरी क्षेत्रों को मजबूती प्रदान करने पर केन्द्रित है।

जन प्रतिनिधि के रूप में मेरी हार्दिक इच्छा है कि बिहार अग्रणी राज्य की श्रेणी में खड़ा हो जैसे: प्राकृतिक एवं मानवीय संसाधन में अग्रणी, आर्थिक एवं मानवीय विकास में अग्रणी, ऐतिहासिक रूप से अग्रणी। अभी हम इस दिशा में एक छोटा सा कदम रख रहे हैं।

(प्रेम कुमार)




## संदेश



हमें यह घोशणा करते हुए अति प्रसन्नता हो रही है कि हाजीपुर के दीर्घकालीन विकास के लिए समेकित दृष्टिकोण के साथ शहर की नगर विकास योजना (CDP) बन चुकी है। इस नगर विकास योजना में समेकित दीर्घकालीन कार्यनीति (दृष्टिकोण-2030) जो कि आगे अल्पकालीन, मध्यकालीन एवं अन्तकालीन कार्यनीति में विभाजित की गई है के साथ ही नगर निवेश योजना (CIP) का भी समावेश है। इस योजना के आधार पर हाजीपुर नगर परिषद्, योजना में वर्णित प्राथमिकता आधारित चिन्हित परियोजनाओं के लिए भारत सरकार, राज्य सरकार, स्वयं के वित्तीय स्रोतों एवं अन्य वित्तीय स्रोतों से धन राशि प्राप्त कर सकेगा। नगर विकास योजना में विभिन्न क्षेत्रों की परिचालनीय कार्यनीति (Operational Strategy) एवं प्रत्येक व्यवहारिक क्षेत्र के क्रियान्वयन हेतु कार्य योजना शामिल है। इसके अतिरिक्त नगर विकास योजना (CDP) में शामिल वित्तीय क्रियान्वयन योजना (FOP) के अनुसार नगर परिषद्, चिन्हित परियोजनाओं के क्रियान्वयन के लिए वित्तीय संसाधन उपलब्ध करा सकेगा।

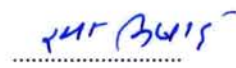
यद्यपि नगर विकास योजना तैयार करने के लिए उच्च स्तरीय तकनीकी कार्य किया गया है तथापि नगर विकास योजना विस्तृत विचार विमर्श के बाद तैयार की गई है जिसमें शहर के सामाजिक एवं आर्थिक विकास में भागीदारी सुनिश्चित करने के लिए जन प्रतिनिधियों, नगर निकायों के पदाधिकारियों, सम्बन्धित संस्थाओं, नीति निर्धारकों, निजी क्षेत्र की संस्थाओं, नागरिक समितियों एवं जन साधारण के विचारों को भागिल किया गया है। नगर विकास योजना में हाजीपुर शहर के भविष्य एवं विभिन्न क्षेत्र की परिचालनीय कार्यनीति (Operational Strategy) के बारे में एक दृष्टिकोण को प्रस्तुत किया गया है और क्रियान्वयन योग्य कार्य योजना को दर्शाया गया है।

यह नगर विकास योजना, ब्रिटिश सरकार के अन्तर्राष्ट्रीय विकास विभाग (DFID) द्वारा वित्त पोषित संवर्धन कार्यक्रम के तहत बनाई गई है। हाजीपुर नगर परिषद्, इस सहयोग के लिए DFID का आभारी है।



(उपसभापति)

हाजीपुर नगर परिषद्,



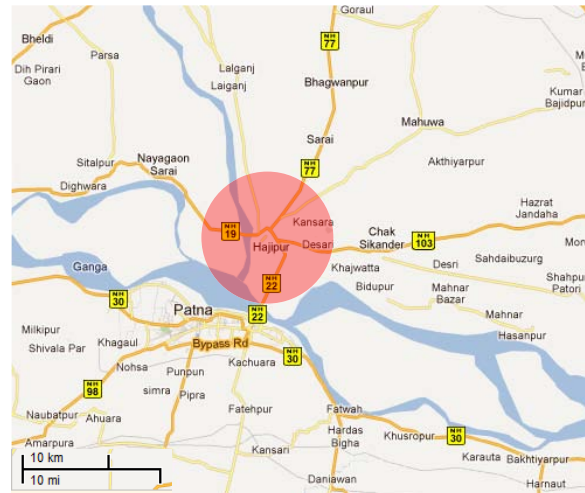
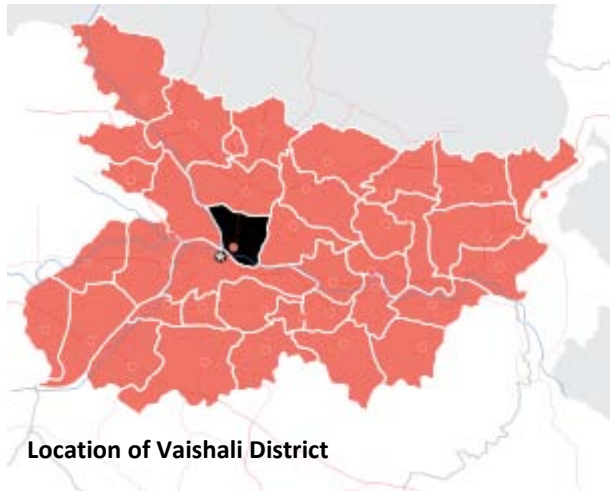
(सभापति)

हाजीपुर नगर परिषद्,



## Overview

**Hajipur**, the administrative headquarters of Vaishali District, comes under the Patna Administration Division. Hajipur became the Municipality in the year 2002. From 1869 to 2002 the city had Nagar Panchayat as the administrative unit. It is the largest city in the district with a population of 119,412 as per the 2001 census. The municipal area of Hajipur is about 19.64 sq. km.



Hajipur is well connected with other parts of the country by road. National Highway 19 pass through the city and National Highways 77 and 103 terminate in the city. Additionally, State Highways 48, 49 and 74 pass through the city. Hajipur is the headquarters of East Central Railways. Three rail lines connect it to Muzaffarpur, Chhapra, and Barauni. There is no airport at Hajipur, the nearest airport is at Patna (30 km) which is further connected to various other airports.

**The competitive advantage of Hajipur** lies in its large, educated large workforce, good connectivity and potential of the city as a key industrial and trade centre for the district. Hajipur is an important node in the region because of the presence of industrial area, proximity to Patna and connectivity to various other cities across the state. Hajipur Industrial Area is an important industrial centre in the northern Bihar. Many big companies are focusing on Hajipur as a potential destination for industrial activities such as Britannia which is planning to set up its bakery unit.

The city has a strong potential to grow as a trade centre for the region. Also, Hajipur is located on the Gangetic Plains which is very fertile, with the main crops in this region being maize.



## CITY VISION

Based on the current state assessment of the city and stakeholder consultations, focused group discussions undertaken, the vision for Hajipur City has been derived. In spite of being an important trade center in the past, the quality of living has stagnated over the last few decades with low level of industrialization, high level of pollution and lack of social infrastructure. Hence, for a sustained growth of its economic base and for the city to be attractive and improved quality of life, there is a need to position the city in a manner to sustain this level of growth and strengthen response mechanism of agencies to address growth demands. In these lines the following vision for the City has been derived.

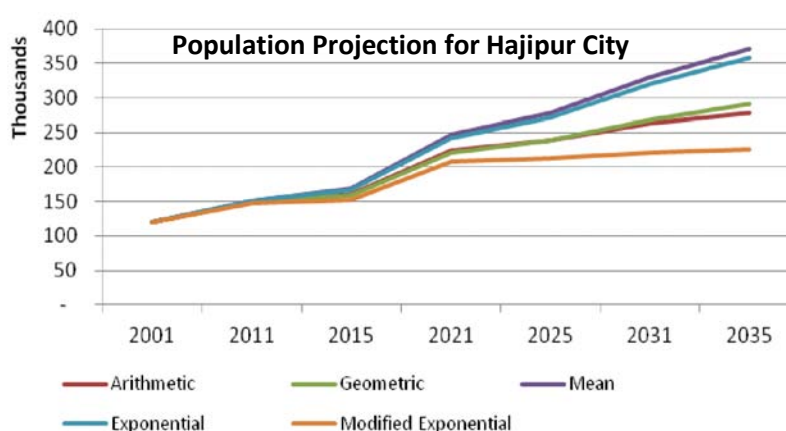
***“To establish a vibrant economy by developing industry and support infrastructure, along with responsive & accountable management of resources.”***

## Demography

During the 70s, the population of Hajipur town has grown at an alarming rate of 49.2 percent, whereas in the 90s, the population growth has been 36.2 percent. The population growth trends in Hajipur do not depict any particular trend – the decadal growth rates during 1951 to 1981 increased from 15% to 49%, while the rates showed reducing trends in the

last three decades. The high growth rates during the 1980s to 1990s were mainly due to the migration and Industry development happening in the vicinity of the city. The city witnessed a mean growth of 2.3 % year on year during the last eight decades (1921 to 2001).

The surrounding villages of Hajipur (Peri urban Areas) of the city are not expected to have impact on the future growth of the city. However, Dighi Kalan, Bishunpur Basant urf Suhai, Yusufpur Dighikhurd and Jagdishpur Gram Panchayats can be chosen for the urban extension. The decadal population for the period 1921 to 2001 has been used as the basis for determining the CAGR. In the last two decades, the annual growth rate has been about 3.3%. The estimated projection shows that the population of Hajipur would go up to 357,581 by year 2035.



## Sector Assessments & Growth Strategies

### A) Water Supply

The total potable water demand for the city of Hajipur is met by underground water source, balance being procured from other sources. Hajipur is located in a High and Medium Yield Ground Water Zone and generally the quality of ground water would be uniform. The average water table in the city is around 15 m. This is the main reason for the City to depend on the Ground Water for the regular drinking purposes. The existing 4 tube wells are in are in good condition and yield up to 1.28 MLD daily as against the total daily yield of 10 ML. It is evident that the short term requirements essentially include moderate source augmentation to ensure equitable supply of water from the identified sources. Presently, the per capita water supply is very less than the required standards of 135 lpcd. There is also an urgent need to lower the NRW from existing 55 % to 43 % by 2015 and coverage of 62% of the population which at present is 47%.

**Vision:** To ensure accessibility of safe drinking to all on equitable basis.

**Strategies:** Keeping the above-mentioned vision and based on the assessment of the existing and future demand, the detailed project requirements for augmentation of water supply system with the refurbishment of the existing system has been proposed. Some strategies include increase coverage through individual service connections, installation of bulk flow meters at the WTP and OHTs and also consumer level metering to know the exact quantity of water produced, to control Unaccounted for Water (UFW) and provide incentives to legalise unauthorized connections, targeting subsidies to the poor (important), to develop a process for management and monitoring of quality of water supplied and its implementation, setting up a Grievance Redressal Cell, Rain Water Harvesting, regulatory measures for ground water use, institutional accountability, etc.

Projects	Unit	Phase I (2011-16)		Phase II (2016-21)		Phase III (2021-30)	
		Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)
Rising mains	KM	5.2	2.87	6.5	6.98	2.9	9.96
Distribution Network	KM	29.5	6.94	36.7	16.86	16.4	24.07
Treatment Plant	MLD	-	-	35.0	46.72	3.0	11.92
Strengthening of Existing Network	Km	55.6	3.68	-	-	-	-
Metering and Control Mechanism	No.	12,281	1.45	33,802	5.84	26,023	6.82
Storage Capacity Augmentation	ML	-	-	6.0	21.81	7.0	50.42
Public Taps	No.	-	-	24.0	0.48	94.0	2.61
Source Augmentation		90.00	1.33	50.00	1.36	-	-
Planning Studies			0.25		-		-
<b>Sub Total</b>			<b>16.52</b>		<b>100.05</b>		<b>105.80</b>
<b>Grand Total</b>				<b>Rs. 222.37 crores</b>			

### B) Sewerage and Sanitation

## City Development Plan for Hajipur: EXECUTIVE SUMMARY

Hajipur has an open drainage network system and the entire city's drainage collection & conveyance system comprised of open drains of various size which runs along the streets of city. A large area of the city has no sewage network (even open drains), and the raw sewage or septic tank outflows are discharged into open drains which flow into the watercourses. Ultimately most of the sewage flows into the pokhars (mainly Lal Pokhra) and eventually gets collected.

It is evident that the present network coverage is inadequate and poses a potential threat to overall health and hygiene. At present there is no sewerage treatment plant (STP). Short term requirements essentially include a STP and safe disposal of the waste water into the river. The long term assessment reveals a huge gap in the scale of improvement that will be required to ensure proper sewage collection and disposal system in Hajipur. Infiltration of rainwater into the sewerage lines in most of the areas and absence of segregated sewerage and storm water drains cause problems, especially during the monsoons.

**Vision:** To establish an effective waste water collection, treatment and disposal system in order to promote safe and environmentally friendly atmosphere.

**Strategies:** Keeping the above-mentioned vision in consideration and based on the assessment of the existing and future demand, the detailed project requirements for augmentation of sewerage and sanitation system have been proposed. Some of the key strategies include preparation of City Sanitation Plan, achieving 100 percent underground drainage, design and implementation of communication strategy, construction of Sewerage Treatment Plant, the city suffers from high open defecation problem due to lack of proper sanitation facilities. There is a need to construct public toilets at appropriate places and special attention to be given to the slum areas.

Projects	Unit	Phase I (2011-16)		Phase II (2016-21)		Phase III (2021-30)	
		Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)
Primary and Secondary Network	KM	21.8	3.03	48.9	13.85	37.2	23.96
Sewerage Treatment Plant	MLD	-	-	30.0	35.88	15.0	42.10
Updation of Existing STP	No.	-	-	-	-	-	-
Toilet Blocks	Nos	13	0.69	25	2.71	25	6.71
Planning Studies			0.30				
<b>Sub Total</b>			<b>4.02</b>		<b>52.44</b>		<b>72.77</b>
<b>Grand Total</b>				<b>Rs. 129.23 crores</b>			

### C) Storm Water Drainage

Hajipur has been developed on natural features in course of time. There was a planned drainage network of drains built as trunk drains, branch drains and the lateral drains. However, these drains are almost defunct now due to the closure of the pipelines and encroachments at the outlets in different time periods. However, there are about four areas in the city, which witness water logging during heavy monsoon. There are four major trunk drains in the city with a total length of 26 km. The entire drainage network of 48.5 km length is primarily of Kutchra nature and open. The existing

## City Development Plan for Hajipur: EXECUTIVE SUMMARY

drainage network also lacks maintenance due to which the system is unable to sustain heavy water flows in the monsoons and frequent flood like situation and stagnation of water is observed.

**Vision:** To establish an effective rain water collection system thereby reducing the water logging during the monsoons and collection of the runoff for utilization during the dry seasons.

**Strategies:** Keeping the above-mentioned vision in consideration and based on the assessment of the existing and future demand, the detailed project requirements have been proposed. Some of the key strategies include upgradation and renovation of existing drains and public awareness to prevent throwing of garbage into the drains.

Projects	Unit	Phase I (2011-16)		Phase II (2016-21)		Phase III (2021-30)	
		Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)
Storm Water Collection Network	KM	7.0	1.22	18.8	6.23	19.3	15.96
De-silting of all drains		48.5	2.18	-	-	-	-
Planning Studies			0.35		-		-
<b>Sub Total</b>			<b>3.75</b>		<b>6.23</b>		<b>15.96</b>
<b>Grand Total</b>				<b>Rs. 25.94 crores</b>			

### **D) Solid Waste Management**

Approximately, a total of 42 ton per day waste is generated in the city, which works to a daily per capita of about 287 grams per day, comprising both the biodegradable and non-biodegradable components. The City Administration has a poor system of collection of waste with a collection efficiency of about 43%, the waste is seen on the unpaved and open sites in the City. Initially the local body planned to provide bins at 64 different locations across the city. These locations are the ones where the citizens dump the waste regularly on the roads.

**Vision:** To establish and maintain an effective and sustainable waste management practices in the city.

**Strategies:** Keeping the above-mentioned vision in consideration and based on the assessment of the existing and future demand, the detailed project requirements have been proposed. Some of the key strategies include highest priority needs to be accorded to segregation and storage at source irrespective of the area of generation so as to facilitate an organized and environmentally acceptable waste collection, processing and disposal, door-to-door Collection (100%), to increase the collection and transportation efficiency, involvement of proper equipments and manpower is important, treatments and disposal and sale of recyclable/ processed waste, there is no scientific disposal of solid waste in Hajipur. A proper site should be developed according to the Solid waste management rules, User Charge Collection, human resource management, identification of a suitable and potential private partner to treat and safely dispose the waste under Public Private Partnership, development and implementation of communication strategy, etc.

Projects	Unit	Phase I (2011-16)	Phase II (2016-21)	Phase III (2021-30)
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		Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)
Treatment & Disposal Site	TPD	30.0	1.16	90.0	7.63	20.0	4.75
Container Bins required	No.	50	0.52	20	0.57	30	2.04
New Vehicles	No.	24	4.23	18	6.57	24	22.03
Planning studies	No.		0.09		0.01	-	-
<b>Sub Total</b>			<b>6.00</b>		<b>14.78</b>		<b>28.82</b>
<b>Grand Total</b>					<b>Rs. 49.60 crores</b>		

### E) Roads, Traffic, and Transportation

The road network of Hajipur is about 118.1 km comprising National Highways, State Highways, municipal roads, and other roads. The roads in Hajipur are maintained by Public Works Department of the Municipality. Nearly 22% of the local body maintained roads are unpaved, while 78% comprises of concrete, asphalt & WBM roads. The city attracts a lot of traffic, especially the through traffic. NH-19 passes through Hajipur and two other National Highways originate in the city. The NH 103, which originates in the city runs towards Hazrat Jandaha-Mushrigharari and NH 77 branches out from NH 19 at the eastern part of the city and exits the city limits from the North towards Muzaffarpur.

The road network for Hajipur is insufficient and it needs to rearrange its hierarchy. Also absence of footpath, pavements, dividers etc. is one of the lacunae in street development. Through visual inspection, it is observed that some of the roads are not maintained properly and are to be resurfaced to improve the quality.

**Vision:** To improve the condition of the roads and provide adequate, safe and user friendly public transportation system in the city.

**Strategies:** Keeping the above-mentioned vision in consideration and based on the assessment of the existing and future demand, the detailed project requirements have been proposed. Some of the key strategies include road widening so as to reduce congestion. Improve road surface quality and undertake regular maintenance, traffic management through one way systems and one side parking, especially in dense areas; signalization of major traffic junctions, etc., junctions improvements, construction of cycle-rickshaw stands, parking development, etc.

Projects	Unit	Phase I (2011-16)		Phase II (2016-21)		Phase III (2021-30)	
		Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)
Road Network	KM	27.6	22.07	13.7	18.64	23.4	132.79
Footpaths to be constructed	KM	11.7	1.62	32.6	8.83	24.8	15.28
Flyovers	Nos	1	2.95	2	9.98	1	13.82
Parking	Nos	10	0.26	-	-	-	-
Bus Stand Redevelopment			2.10		-		-
Truck Terminal/Transport			3.00		-		

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Nagar							
New Buses	Nos	-	-	-	-	-	-
Junction Improvement	nos	12	0.04	2	0.01	-	-
Rickshaw Stands	nos	10	0.18	-	-	-	-
Tempo Stands	nos	10	0.18	-	-	-	-
Planning Studies			0.35		-		-
<b>Sub Total</b>			<b>32.75</b>		<b>37.46</b>		<b>161.89</b>
<b>Grand Total</b>					<b>Rs. 232.10 crores</b>		

### **F) Street Lighting and Fire Fighting**

In the past, Hajipur Municipal area did not have any street lights. However, in 2010 the district administration had installed about 20 solar powered street lights in all the wards (constituting about 780 in all the wards) and about 190 on various major roads in the city. The city has one fire station with basic facilities such as vehicles, tools, equipments and staff. However, the facilities are not as per the requirements. There are in total 3 fire vehicles and staff of 8 people.

### **G) Housing and Urban Poverty**

As per the Census 2001, the number of households and population living in the slums are 1,726 and 13,713 respectively. The total slum population is 6.1% of the total city population which is much lesser than the national average of 14.8%. . Provision of infrastructure in poor settlements is one of the key objectives along with housing for the poor. The housing for the poor includes the improvement of infrastructure. For the purpose to upgrade the deteriorated conditions of the people living in slums, government has taken steps in form of various schemes in the city.

**Vision:** To make Hajipur a “slum free city” by upgrading the service levels in the slums on par with the city.

**Strategies:** Keeping the above-mentioned vision in consideration and based on the assessment of the existing and future demand, the detailed project requirements have been proposed. Some of the key strategies include comprehensive survey and slum upgrading strategy, strengthening community based institutions to strengthen community participation, increase access to institutional funds for housing, establish support mechanisms for enterprise development, etc.

Projects	Unit	Phase I (2011-16)		Phase II (2016-21)		Phase III (2021-30)	
		Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)
Low Cost Housing	Nos	238	3.96	102	3.51	31	2.15
Planning Studies			0.15		-		-
<b>Sub Total</b>			<b>4.11</b>		<b>3.51</b>		<b>2.15</b>
<b>Grand Total</b>					<b>Rs. 9.77 crores</b>		

### **H) Social Infrastructure**

## City Development Plan for Hajipur: EXECUTIVE SUMMARY

The literacy rate in Hajipur is 58.4% in the year 2001, which is comparatively higher than 47.5% of state literacy and less than the national literacy rate of 65.38%. Most of the schools and colleges in the city lack an environment conducive to learning.

As per the data provided by Town Directory, Census of India, 2001 and UDPFI norms, most of the health facilities are deficient in Hajipur. There are around 6 cinema halls in Hajipur. There are 3 stadiums and one auditorium.

Projects	Unit	Phase I (2011-16)		Phase II (2016-21)		Phase III (2021-30)	
		Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)	Quantity	Cost (Rs. Crores)
Street Lights	Nos	-	-	-	-	120	0.01
Fire Stations	Nos	1	0.46	1	0.88	-	-
Fire Engines	Nos	4	0.51	3	0.74	-	-
Improvement of tourism spots	Nos	-	-	5	1.35	8	6.09
Improvement of tourism infrastructure	Nos	-	-	9	1.25	1	0.21
Education	Nos	-	0.10	-	0.25	-	0.25
Health	Nos	-	0.15	-	0.25	-	0.25
Institutional Development	Nos	-	0.75	-	1.10	-	1.00
Grievance redressal cell	Nos	-	0.25	-	0.50	-	0.50
Parks	Nos	3	0.38	3	0.76	4	2.76
Preservation of water bodies	Nos	6	0.78	4	1.14	3	2.39
Community Room			0.30		0.30		0.08
Recreational Club			0.02		0.03		-
Music, Dance Drama center			0.07		0.03		-
Meditation and Spiritual Centre			0.03		0.07		-
Night Shelters			0.16		0.24		-
Upgradation of existing Parks			0.30				
<b>Sub Total</b>			<b>4.26</b>		<b>8.89</b>		<b>13.54</b>
<b>Grand Total</b>					<b>Rs. 26.69 crores</b>		

### I) Environment and Social Amenities

Environment being one of the important aspects in the development has been neglected in the city. The water bodies have been used as the backyard and open spaces are literally being used as the dumping areas of the city. A strategy is adopted, which covers policy-level planning, reforms and institutional strengthening by proposing conservation of water bodies and infrastructure projects including development of parks and gardens; slaughter house; town hall, theatre, auditorium and library.

### **J) Urban Heritage and Tourism**

Hajipur has some of the major tourist attractions of Vaishali district either within the municipal boundary or at a close distance. As the town lies on the banks of Rivers Ganges and Ghaghra, it is crowded with pilgrims during the festival months.

Based on the assessment of the existing and future demand, the detailed project requirements for Social Infrastructure, Environment and Urban Heritage have been proposed.

## **Financial Position of the Local Body**

The finances of Hajipur Municipal Corporation have shown a significant surplus throughout the assessment period.

S No.	Items	2008-09	2009-10	2010-11	CAGR
<b>I</b>	<b>Revenue Account</b>				
1	Income	137	130	183	16%
2	Expenditure	100	119	114	6%
3	Surplus/Deficit	37	11	69	
<b>II</b>	<b>Capital Account</b>				
1	Income	339	181	909	64%
2	Expenditure	111	374	751	160%
3	Surplus/Deficit	228	(192)	158	

*All figures in Rs. Lakh*

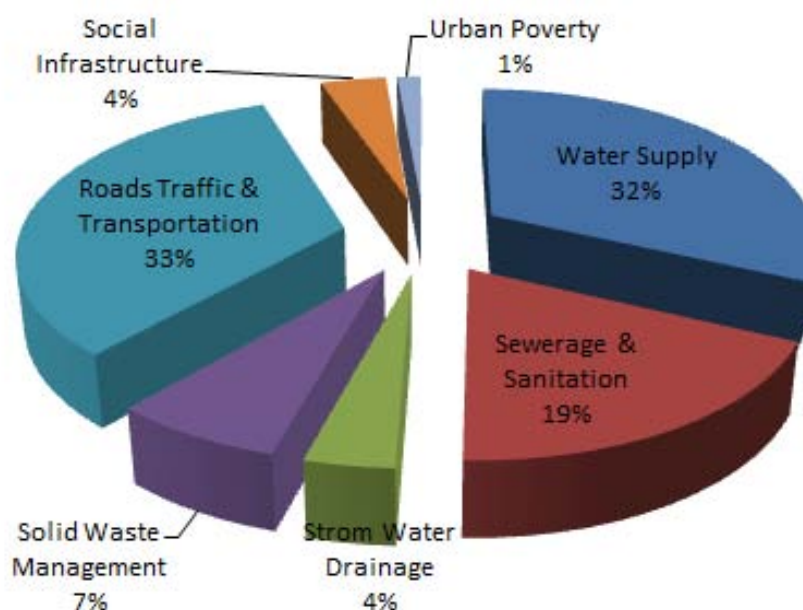
The finances of Hajipur Municipality have shown a surplus except in 2009-10. The revenue income of the Municipality had grown at a rate of 16%, while the growth in revenue expenditure during the same period was mere 6%. The operating ratio has been 0.76 during the assessment period indicating excess expenditure over the income.



## Capital Investment Plan (CIP)

The total funding over the life of the CDP period, i.e. up to year 2036, is estimated at **Rs. 695.70 crores**. Sector-wise details of the investments are worked out for the entire period; the following section represents the investments over the three phases i.e. Short Term, Mid Term and End Term, as illustrated in the table below. The scheduling or phasing of the City Investment Plan (CIP) is based on the analysis of fiscal resources for new investments and O&M, technical capacity for construction, and the choice of specific improvements to be taken up over a period of 5 years (FY2011-12 to FY2015-16). About 32% of the capital investment estimate is envisaged for the Water Supply System. Hajipur Municipality would be responsible for funding projects costing Rs. 22.08 crores which is 10% of total cost. The remaining 90% of the capital requirement is expected to be funded by the GoB and GoI, over the five-year period.

Capital Investment for Biharsharif (All Investments in INR Crores)	Phase I (2011-16)	Phase II (2016-21)	Phase III (2021-30)	TOTAL
	Investment	Investment	Investment	
Water Supply	16.52	100.05	105.80	222.37
Sewerage & Sanitation	4.02	52.44	72.77	129.23
Storm Water Drainage	3.75	6.23	15.96	25.94
Solid Waste Management	6.00	14.78	28.82	49.60
Roads Traffic & Transportation	32.75	37.46	161.89	232.10
Social Infrastructure	4.26	8.89	13.54	26.69
Urban Poverty	4.11	3.51	2.15	9.77
<b>Grand Total</b>	<b>71.41</b>	<b>223.36</b>	<b>400.93</b>	<b>695.70</b>



## Financial Operating Plan (FOP)

The investment capacity of Hajipur Municipality is assessed through a Financial Operating Plan (FOP) which gives a multi-year forecast of finances of the local body for the Short-term. In line with the phasing of identified investment from FY 2011-12 to FY2015-16, the FOP has been generated for the same period. A salient feature of the FOP is that all outstanding dues, including debt and non-debt liabilities, have been taken into account.

The FOP is generated to assess the investment-sustaining capacity of the Municipality, if it adopts project funding structures comprising grants under the JNNURM and GoB framework (accounting for 80 % and 10 % of the funding respectively) and internal resources and loans accounting for the rest.

Source	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Scenarios	Base Case Scenario	Growth Scenario (Only PPP)	Optimistic Scenario (Only reforms)	Potential Scenario (Best Case)
Assumptions	<ul style="list-style-type: none"> <li>Without any reforms</li> <li>No private Participation</li> <li>High dependency on State Government Grants</li> </ul>	<ul style="list-style-type: none"> <li>Without any reforms</li> <li>Reforms limited to Private Participation (PPP) in all areas</li> <li>High dependency on State Government Grants</li> </ul>	<ul style="list-style-type: none"> <li>Reforms in terms of user charges, etc</li> <li>No private Participation</li> <li>Less dependency on State Government Grants</li> </ul>	<ul style="list-style-type: none"> <li>Reforms in terms of user charges, etc</li> <li>Reforms limited to Private Participation (PPP) in all areas</li> <li>Less dependency on State Government Grants</li> <li>100% of the expected grants</li> </ul>
Grants	4,547	4,824	4,082	4,082
State Government			1,599	1,599
Central Government	4,547	4,824	1,665	1,665
Other sources			946	946
Private / PPP	-	642	-	642
Total	4,547	5,466	4,210	4,852
Open Market/FIs/Other Sources	4,300	3,050	3,550	2,325

*All Figures in Rs. Lakh*

## Overall Assessment

An overall assessment of the existing service delivery levels on various indicators. It is observed that the City of Hajipur has most of the service levels as Average and Below Average. This indicates that there is an urgent need to improve the overall service levels of the city.

S no	Indicator	Coding
1	Status of Infrastructure and Service Delivery Levels	
	a. Coverage of Water Supply	
	b. Per Capita Availability of Water	
	c. Continuity of Water Supply	
	d. Coverage of Individual Toilets	
	e. Door to Door Collection	
	f. Collection Efficiency of Solid Waste	
2	Financial Management	
	a. Operating Ratio	
	b. Growth in Revenue Income	
3	Poverty Level	
	Population Below Poverty Line (BPL)	
4	Organization Structure	
	Staffing pattern, availability of sufficient staff, competency level of existing staff for implementing proposed projects	
5	Leadership	
	Leadership quality, awareness and understanding regarding urban sector, proactive approach for implementing reform measures	
6	Economic Development Potential	
	Potential for Development, linkages to the state capital and other cities, status of existing infrastructure	
7	Environment Sustainability	
	Status of Environment, quality of water, air, soil, etc.	
8	Participation	
	Level of Participation from Citizen/Citizen Forums/Welfare Association in municipal affairs	
9	Compliance with Reforms	
	Status of reform implementation and preparedness for implementation	

### Legend

Alarming  Average  Below Average  Good

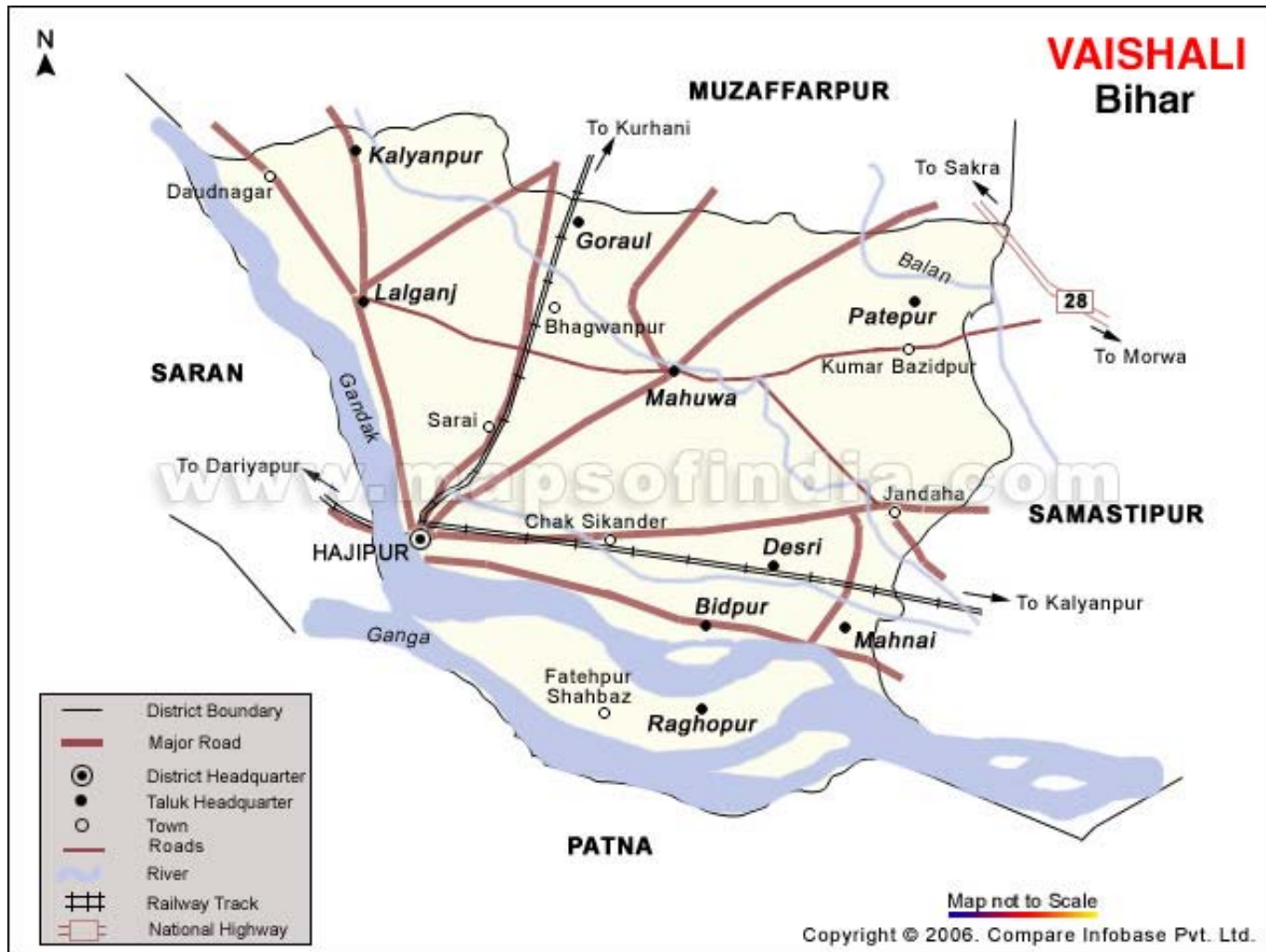
## Hajipur Municipal Limits



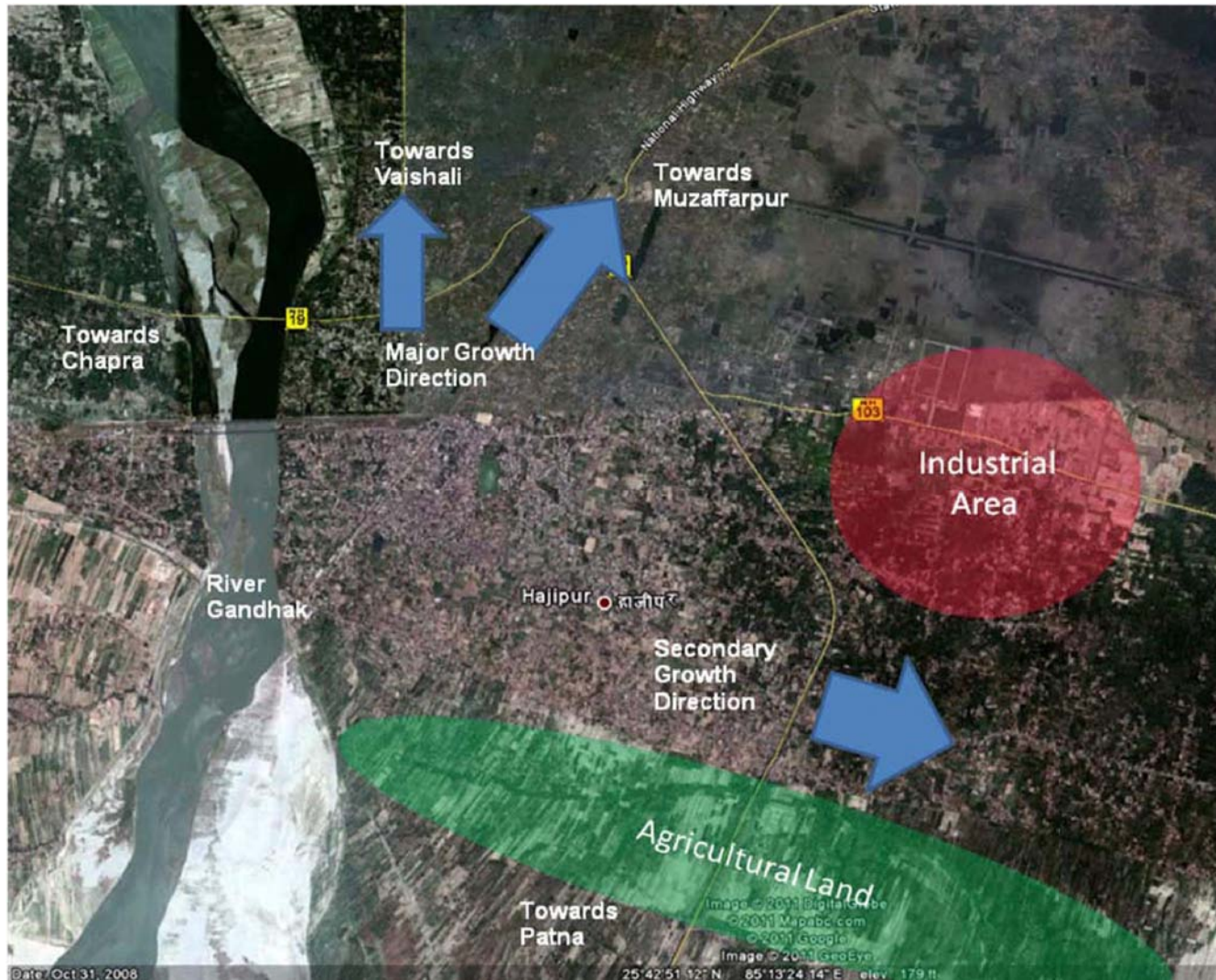
Source: Hajipur Municipality



# Road and Rail Linkages: Hajipur



### Growth Directions: Hajipur Town



## Location of Slums in Hajipur Town

