



Urban Development and Housing Department
Government of Bihar

City Development Plan (2010-30)

CHAPRA



EXECUTIVE SUMMARY

CDP Prepared By:

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and



Support Programme for Urban Reforms in Bihar

(A Government of Bihar Initiative)

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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 घोषणा करते हुए अति प्रसन्नता हो रही है कि छपरा 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 छपरा नगर परिषद 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 परिषद 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 शामिल किया गया है। नगर विकास योजना में छपरा 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। छपरा नगर परिषद, इस सहयोग के लिए DFID का आभारी है।



(उपसभापति)

छपरा नगर परिषद,

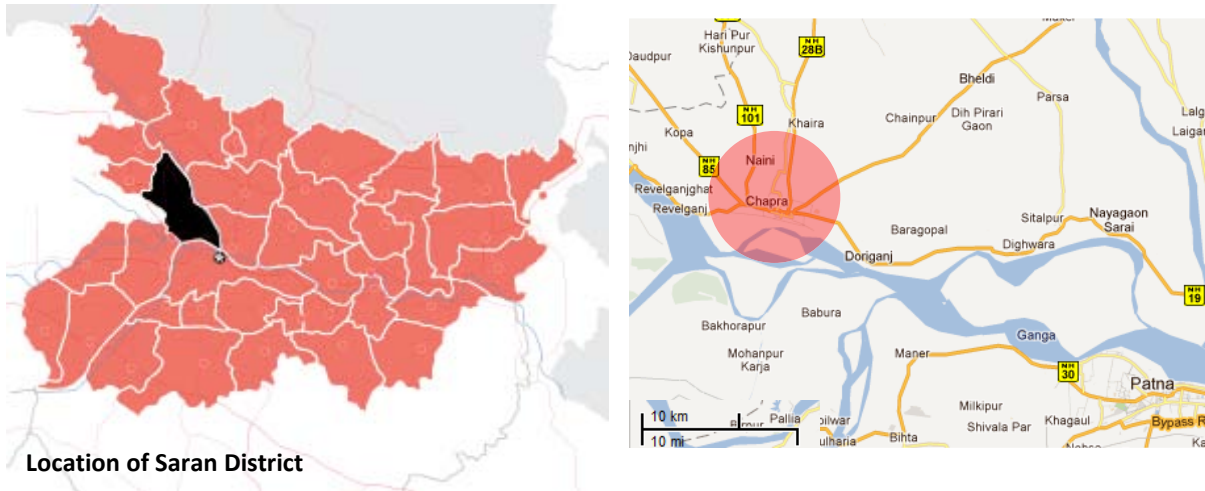


(सभापति)

छपरा नगर परिषद,

Overview

Chapra, the administrative headquarters of Saran District is also the head quarters of Saran Administrative Division. Chapra became a Municipality in 1864. It is the largest city in the district with a population of 179,190 as per the 2001 census.



Location of Saran District

The municipal area of Chapra is about 16.96 sq km. Chapra is well connected with other parts of the country by road. NH 19 passes through the town and NHs 28B, 85, 101, and 102 terminate in the town. In addition to this, State Highways 45, 46 and 53 also pass through the town. Chapra can also be accessed via Siwan, Varanasi and other important places in Bihar and surrounding states. Chapra is well connected with Patna, Varanasi and other places in the region which are further connected to various other places in India. The town has two railway stations, Bhagwan Bazar (Chapra Main station) and the other at Chapra Kachahari and several passenger trains run on daily basis to various towns.

The competitive advantage of Chapra city is in its trade and agri activities in the surrounding areas. The town has many small-scale, medium scale and cottage industries such as brass utensil manufacturing, soap industry, food processing, etc. Small scale industries include food processing such as oil mills, biscuit factories, Biri making, etc. Cottage industries include basket making, rope making, pottery, etc.

Chapra has potential to grow as a support centre for the trade in the district. Due to the presence of many industries and agri activities in the region and good connectivity with key cities in Bihar, the city has potential to develop warehousing facilities in the region. The city can complement the agri activities and movement of goods through the town. The vision for Chapra is to establish an economy supported by trade and agro based industry through development of support infrastructure and management of existing and potential resources.

Geometrically NH 19 is the main axis of the town. The River Ganga in the south and the railway line in the north form natural barriers for Chapra and therefore its linear growth. No development is seen across the railway line mainly on account of poor connectivity.

CITY VISION

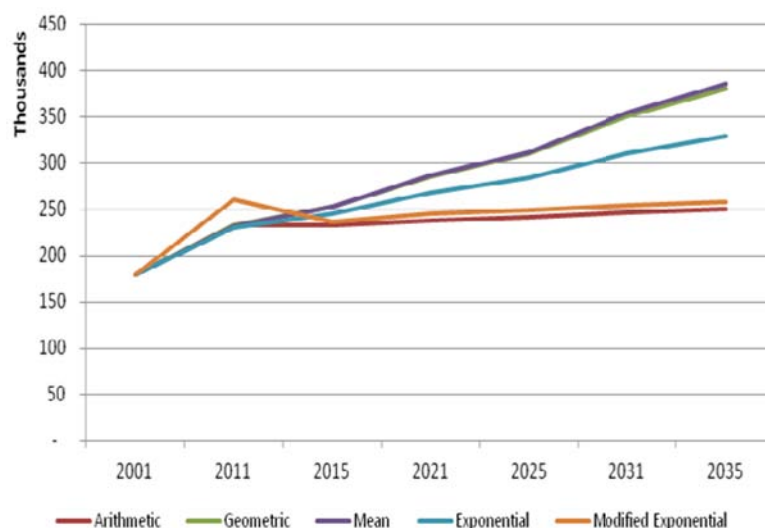
Based on an assessment of the current status of services in the city and participatory consultations across various stakeholder groups, the Vision identified for the town is as follows: ***“To establish a vibrant economy in the town by promoting trade and agro based industries and development of infrastructure with responsive and accountable management of resources on equitable basis”***. Based on this Vision, sector-specific approaches have been adopted in framing the action plan.

Demography

The population of Chapra town was 179,190 as per the 2001 census. The population has grown from 136,877 in 1991, with the growth rate of 22.7% in last decade (1991-2001). The population of Chapra is spread over an area of 16.96 sq. km., with a gross density of 10,565 persons per sq km. The population growth trends in Chapra do not depict any particular trend – the decadal growth rates during 1951 to 2001

varied from 16 to 35%. The high growth rates during the 1970s and 1990s were mainly due to increase of economic activities in the vicinity of the town. The mean growth year on year in the last eight decades has been 1.8%. There is a proposal to increase the municipal boundary to partially include six gram panchayats covering an area of 11.90 sq km of which about 6.51 sq km is under agriculture – this area is likely to get integrated within the municipal limits by 2012.

The projected year-wise population of Chapra till 2035, using arithmetic, geometric, means, exponential and modified exponential methods is depicted in the figure. The decadal population for the period 1951 to 2001 has been used as the basis for determining the CAGR. There has been significant increase in the rate of population growth since 1951. In the last two decades, the annual growth rate has been about 2.7%. The estimated projection shows that the population of Chapra would go up to 384,739 by year 2035. The demographic trends in the town as compared to the district are shown in the table.



Sector Assessments & Growth Strategies

A) Water supply

About 90% of the total demand for potable water in Chapra is met from ground water. The present supply of water is around 10 MLD. The existing storage capacity of 3.0 ML is adequate for the present population. It is palpable from the demand supply gap assessment that the short term requirements essentially include moderate augmentation of treatment components and distribution service levels to ensure equitable supply of water. There is also an urgent need to lower the NRW from existing 40 % to 28 % by 2015 and achieve O&M cost recovery up to 80% by 2015 along with the coverage of 43% of the population which at present is 18%.

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

Strategies: Some of the proposed strategies include increased coverage through individual service connections, improved water distribution system by controlling leakages, and installing bulk domestic water meters to control Unaccounted for Water (UFW) and provide incentives to legalise unauthorized connections; installation of bulk flow meters at the WTP and OHTs and also consumer level metering, targeting subsidies to the poor, 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. Table below lists the project components for improvement and augmentation of the water supply system and their corresponding priorities.

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	8.3	4.42	14.0	14.66	1.6	5.81
Distribution Network	KM	33.1	8.10	56.2	26.85	6.3	10.64
Treatment Plant	MLD	-	-	50.0	59.99	2.0	8.71
Strengthening of Existing Network	Km	44.2	2.92	-	-	-	-
Metering and Control Mechanism	No.	10,379	1.23	32,176	5.47	15,996	4.41
Storage Capacity Augmentation	ML	2.0	3.33	8.0	25.44	5.0	37.91
Public Taps	No.	22.0	0.26	70.0	1.20	98.0	2.73
Source Augmentation		90.00	1.33	50.00	1.36	-	-
Planning Studies			0.25		-		-
Sub Total			21.84		134.97		70.21
Grand Total				Rs. 227.02 crores			

B) Sewerage and Sanitation

Chapra does not have any underground sewerage system. As a consequence the sewage flows into open drains and nallahs and eventually into water bodies in and around the city. It is evident that the present network coverage is inadequate and poses a potential threat to overall health and hygiene. Sewerage treatment plant (STP) and the sewage collection system are the first things to be developed. 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 and the scale of improvement that will be required to ensure proper sewage collection and disposal system. 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.

Strategies: Some of the key strategies include preparation of City Sanitation Plan, achieving 100 percent underground drainage, public awareness, construction of Sewerage Treatment Plant, construction of public toilets at appropriate places and special attention to be given to the slum areas. Table below lists the project components for improvement and augmentation of the sewerage and sanitation system and their corresponding priorities.

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	16.9	2.44	38.0	10.61	41.2	29.84
Sewerage Treatment Plant	MLD	-	-	29.0	37.81	10.0	25.63
Updation of Existing STP	No.	7.6	0.25	-	-	-	-
Toilet Blocks	Nos	29	1.54	14	1.53	20	5.52
Planning Studies			0.30		-		-
Sub Total			4.53		49.95		60.99
Grand Total				Rs. 115.47 crores			

C) Storm water drainage

Chapra town is not generally prone to water logging. However, there are about four areas in the town, which get water logged during heavy monsoon. Infiltration of rainwater/sewerage into the existing open nalas in all the areas and absence of segregated sewerage and storm water system creates bottlenecks in the system mainly during the monsoons.

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: Some of the key strategies include upgradation and renovation of existing drains and public awareness to prevent throwing of garbage into the drains. Table below lists the project components for improvement and augmentation of the storm water drainage system and their corresponding priorities.

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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	14.3	2.39	30.8	10.02	1.5	1.84
De-silting of Khanua Nala and other major drains		70.1	3.15	-	-	-	-
Planning Studies			-		-		-
Sub Total			5.54		10.02		1.84
Grand Total			Rs. 17.40 crores				

D) Solid waste management

It is estimated that Chapra town generates an average of 50 MT of solid waste per day. This waste is collected with the help of 141 sweepers. The estimated collection efficiency is 30%, and waste is seen on the unpaved and open sites.

Vision: To establish and maintain effective and sustainable waste management practices.

Strategies: Some of the key strategies include highest priority to be accorded to segregation and storage at source irrespective of the area of generation so as to facilitate an organized and acceptable waste collection, processing and disposal, to increase the collection and transportation efficiency, involvement of proper equipments and manpower. Table below lists the project components for improvement and augmentation of the solid waste management system and their corresponding priorities.

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)
Treatment & Disposal Site	TPD	-	-	90.0	6.48	-	-
Container Bins required	No.	50	0.52	-	-	10	0.55
New Vehicles	No.	18	3.16	11	3.90	10	9.07
Planning studies	No.		0.09		0.01	-	-
Sub Total			3.77		10.39		9.62
Grand Total			Rs. 23.78 crores				

E) Roads, Traffic, and Transportation

The existing road network of the town is around 154 km with per capita road length of 0.76 km per 1000 population. Around 90% of the road length is fully paved. The average traffic volume in the town is high especially on NH-19 which passes through the town. The road network is insufficient, and the condition of the roads is not up to the desired level due to improper maintenance. Inadequate parking leads to on-street parking affecting the travelling speed by causing conflict

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between slow and fast traffic. Lack of public transport system forces the citizens to depend on private vehicles and thus increasing the traffic on the roads.

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

Strategies: 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. Table below lists the project components for improvement and augmentation of the Roads, Traffic and Transportation and their corresponding priorities.

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	25.2	21.26	7.5	13.83	9.2	62.93
Footpaths to be constructed	KM	17.6	2.33	35.2	9.44	35.2	23.40
Flyovers	Nos	-	-	5	26.89	-	-
Parking	Nos	11	0.29	-	-	-	-
Bus Stand Development at Shyamchak			2.00		1.00		-
New Bus Stand at Ratanpura			2.50		1.25		-
Truck Terminal/Transport Nagar			0.50		3.00		
New Buses	Nos	8	1.10	4	0.72		
Junction Improvement	nos	12	0.04	10	0.05	-	-
Rickshaw Stands	nos	12	0.22	-	-	-	-
Tempo Stands	nos	10	0.18	-	-	-	-
Planning Studies			0.35		-		-
Sub Total			30.77		56.18		86.33
Grand Total			Rs. 173.28 crores				

F) Street Lighting and Fire Fighting

As per Census 2001, there are about 39 street lights in Chapra but these are non functional presently. The Fire Department owns and operates only two fire tenders. The department does not possess any specialized equipment that is required for fire-fighting and rescue operations.

G) Housing and Urban Poverty

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According to the 2001 census, the total slum population in Chapra is about 10,358, which constitutes about 5.8% of the total population. Possibilities of absorption in industrial, allied as well as service sectors in trade and business activities, hawking, retailing, carting etc. have attracted the rural poor to the city which contribute to the slum growth.

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

Strategies: 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, and establish support mechanisms for enterprise development.

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	149	2.67	37	0.83	-	-
Planning Studies			0.15		-		-
Sub Total			2.82		0.83		-
Grand Total			Rs. 3.65 crores				

H) Social Infrastructure

Chapra is an important center in the District in terms of educational facilities with a range of primary, secondary, higher secondary schools and colleges. There are many health institutes including government hospitals, private hospitals, clinics and dispensaries, homeopathic and ayurvedic clinics, etc.

There are around 3 public parks in Chapra. There is one stadium and 6 public libraries. Apart from these, there are few smaller parks and grounds in the premises of some schools, colleges and few residential areas. However, these areas are not properly maintained and also do not have proper accessibility as well.

Based on the assessment of the existing and future demand, the detailed project requirements for Social Infrastructure, Environment and Urban Heritage have been proposed. Table below lists the project components for improvement and augmentation of the Social Infrastructure, Environment and Urban Heritage and their corresponding priorities.

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	479	0.57	520	0.99	50	0.41
Fire Stations	Nos	1	0.42	1	1.26	-	-
Fire Engines	Nos	4	0.48	1	0.36	1	0.81
Improvement of tourism spots	Nos	-	-	5	1.35	5	3.59
Improvement of tourism infrastructure	Nos	-	-	9	1.25	1	0.21

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Education	Nos	5	0.10	10	0.25	10	0.25
Health	Nos	-	0.15	-	0.25	-	0.25
Institutional Development	Nos	-	0.75	-	1.10	-	1.00
Grievance redressal cell	Nos	-	0.10	-	-	-	-
Parks	Nos	3	1.34	3	2.67	4	9.66
Preservation of water bodies	Nos	6	3.11	4	4.57	3	9.55
Community Room			0.30		0.30		0.08
Recreational Club			0.08		-		-
Music, Dance Drama centre			0.15		-		-
Meditation and Spiritual Centre			0.10		-		-
Night Shelters			0.40		-		-
Upgradation of existing Parks (along with Water Bodies)			0.55		1.10		-
Planning Studies		-	-	-	-	-	-
Sub Total			8.60		15.45		25.81
Grand Total				Rs. 49.86 crores			

Financial Position of the Local Body

The finances of Chapra municipality have shown a significant surplus throughout the assessment period.

S No.	Items	2004-05	2005-06	2006-07	2007-08	2008-09	CAGR
I	Revenue Account						
1	Income	162	158	120	756	207	6.3%
2	Expenditure	250	131	106	217	191	-6.4%
3	Surplus/Deficit	(88)	27	14	539	16	
II	Capital Account						
1	Income	137	158	320	335	101	-7.4%
2	Expenditure	522	157	121	831	254	-16.5%
3	Surplus/Deficit	(57)	134	305	(274)	38	

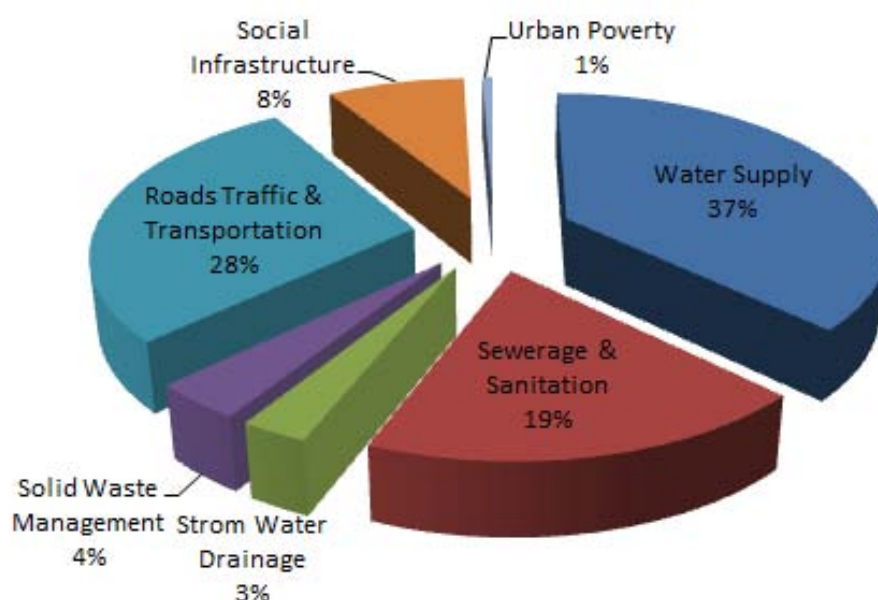
All figures in Rs. Lakh

Chapra Municipality has performed well as far as revenue account is concerned. It may be noted that operating ratio has been below unity (on an average) during the last five years period. Revenue through property tax contributes a mere 6.3% (average of five years) of the total revenue income. Both revenue account and capital account has been accruing a substantial amount of surplus except in few years showing a fluctuating trend.

Capital Investment Plan (CIP)

The total funding over the life of the CDP period, i.e. up to year 2036, is estimated at **Rs. 610.46 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 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 (2011-2012 to 2015-16). About 28% of the capital investment estimate is envisaged for the Water Supply System. Underground sewerage system and road, traffic and transportation are the other major sectors with an envisaged utilisation of 6% and 40%, respectively. The estimated requirement for the other sectors is about 26%. However, Chapra municipality would be responsible for projects costing only Rs.25.85 crores. The remaining would be funded by the Central and State Government over the period of five year.

Capital Investment for Chhapra (All Investments in INR Crores)	Phase I (2011-16)	Phase II (2016-21)	Phase III (2021-30)	TOTAL
	Investment	Investment	Investment	
Water Supply	21.84	134.97	70.21	227.02
Sewerage & Sanitation	4.53	49.95	60.99	115.47
Storm Water Drainage	5.54	10.02	1.84	17.40
Solid Waste Management	3.77	10.39	9.62	23.78
Roads Traffic & Transportation	30.77	56.18	86.33	173.28
Social Infrastructure	8.60	15.45	25.81	49.86
Urban Poverty	2.82	0.83	-	3.65
Grand Total	77.87	277.79	254.80	610.46



Financial Operating Plan (FOP)

The investment capacity of Chapra municipality is assessed through a FOP which gives a multi-year forecast of finances of the local body for the short term period. The FOP is generated to assess the investment-sustaining capacity of the municipality. The level of investment that the municipality can sustain is then determined by studying the overall surpluses/year-to-year opening balance and debt service coverage ratio (DSCR).

The revenue improvement and expenditure control measures coupled with the availability of grants enhances the investment capacity of the municipality. Even after the implementation of the reforms, grants from the government and raising the funds through PPP and other sources, the ULB would have to raise Rs. 25.25 lakh mainly for servicing O&M requirements.

Head	2011-12	2012-13	2013-14	2014-15	2015-16
Scenario 1: Base Case Scenario					
Grants	99	105	111	118	125
Loans/Borrowings	750	3,575	1,725	2,500	2,850
Scenario 2: Moderate Scenario					
13th Finance Commission	5	14	-	-	19
State Government	170	768	252	312	358
Central Government	113	962	135	172	206
RAY	11	78	82	98	104
CBULB	15	15	15	15	15
Viability Gap Funding (VGF)	1	4	3	6	2
Others	14	112	17	18	20
Grants	328	1,953	503	621	724
Loans/Borrowings	200	1,150	325	625	375
Scenario 3: Best Case Scenario					
13th Finance Commission	5	14	-	-	19
State Government	170	768	252	312	358
Central Government	113	962	135	172	206
RAY	11	78	82	98	104
CBULB	15	15	15	15	15
Viability Gap Funding (VGF)	1	4	3	6	2
Others	14	112	17	18	20
Grants	328	1,953	503	621	724
Beneficiary Contribution	0	42	40	49	50
Other sources/PPP	24	149	45	354	303
Loans/Borrowings	175	1,050	350	500	450

All Figures in Rs. Lakh

Overall Assessment

An overall assessment of the existing service delivery levels on various indicators. It is observed that in Chapra town most of the service levels are Average and Below Average.

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,	
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 

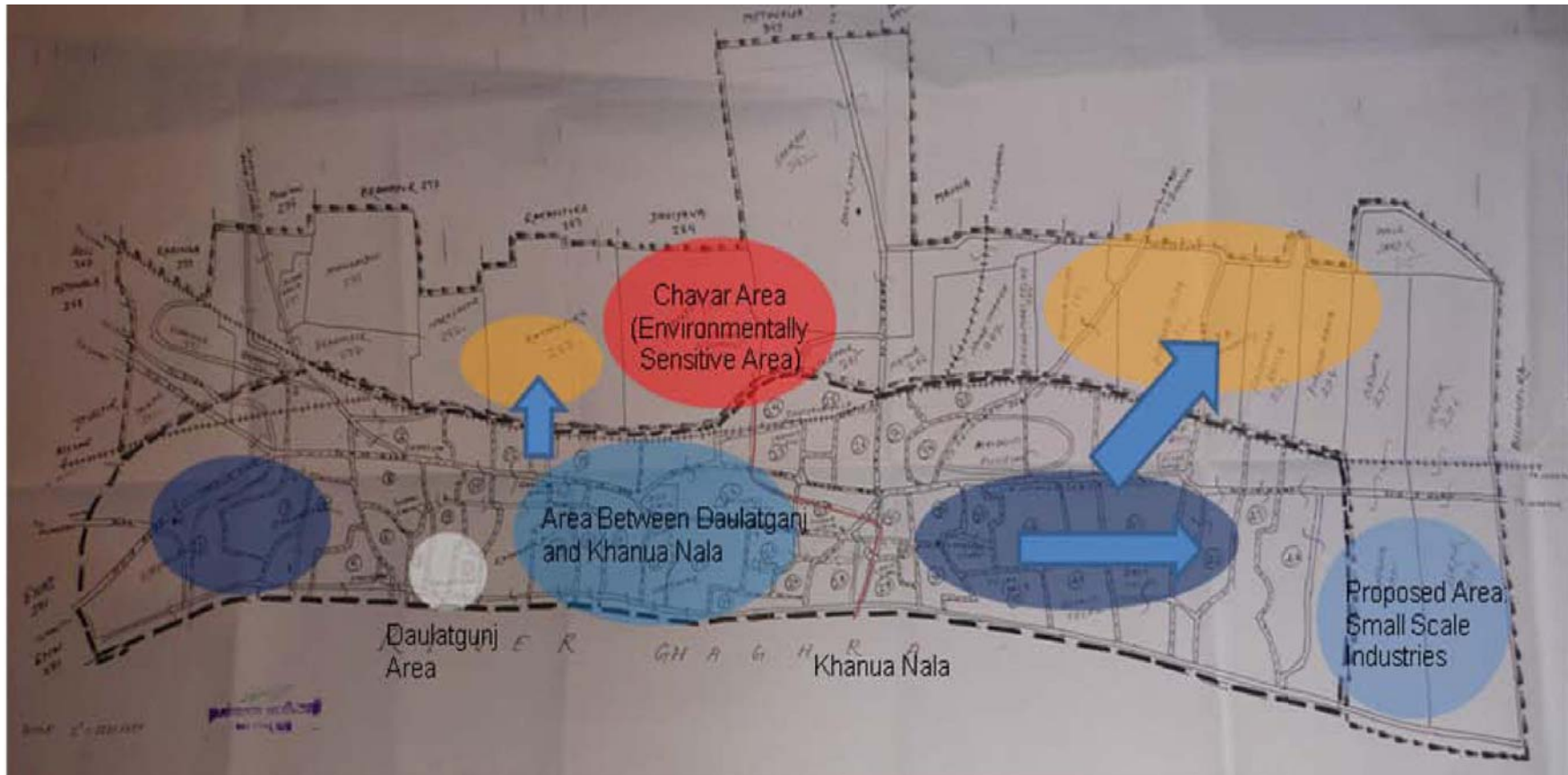
Road Linkages: Chhapra



Rail Linkages: Chhapra



Growth Directions: Chhapra

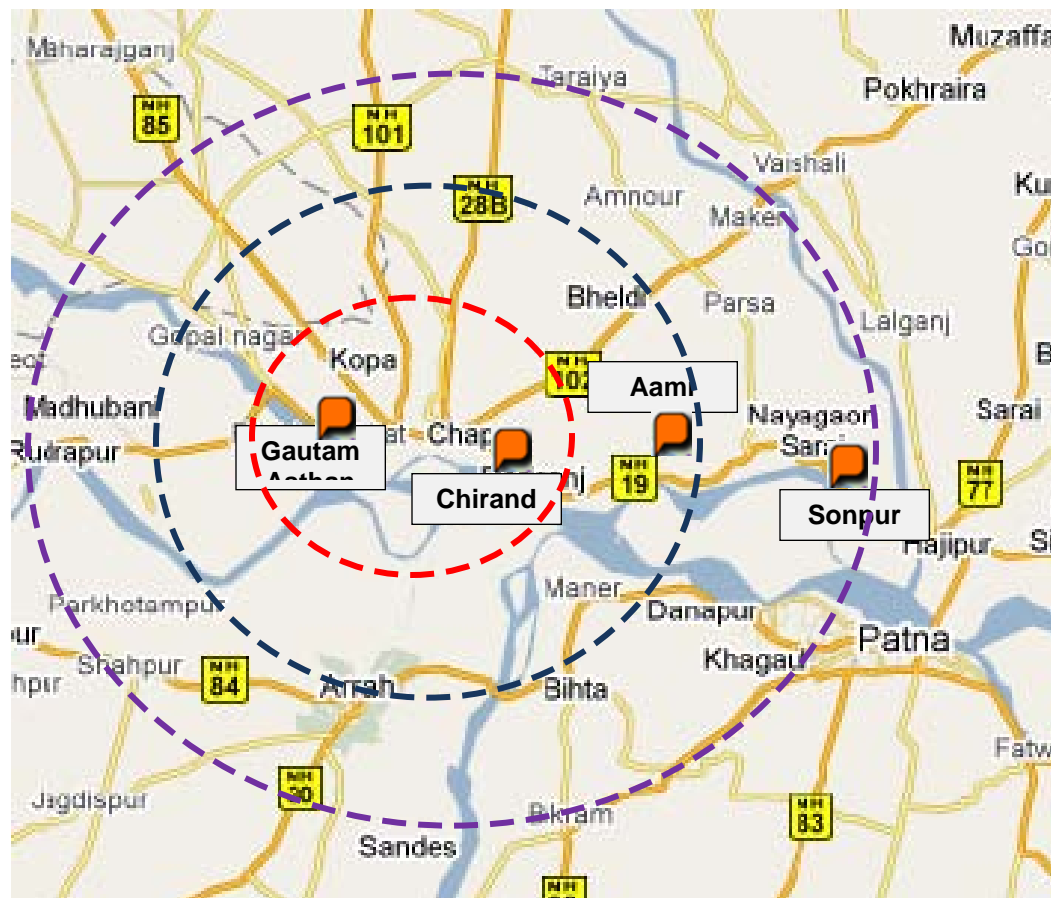


Daulatgunj Area: Initial Settlement of Chapra (Businessmen related to Revelgunj and other related trade activities)

Khanua Nala: Major Drain of the city: even boats used to sail into this nala and unload goods on either side of the nala: Now encroached in many areas

Area between Daulatgunj and Khanua Nala: This area is the major activity area of the city.

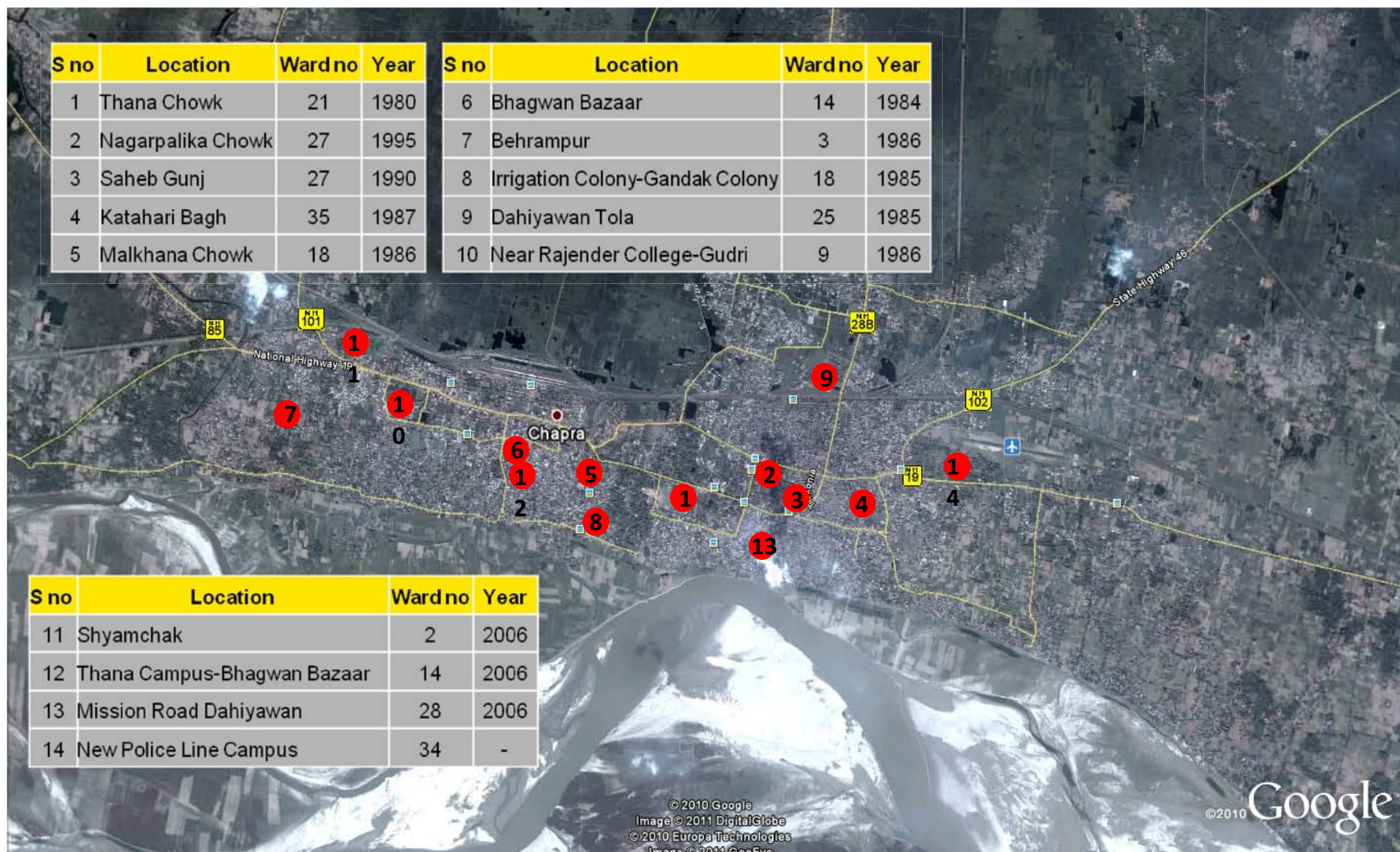
Tourist Destinations around Chhapra



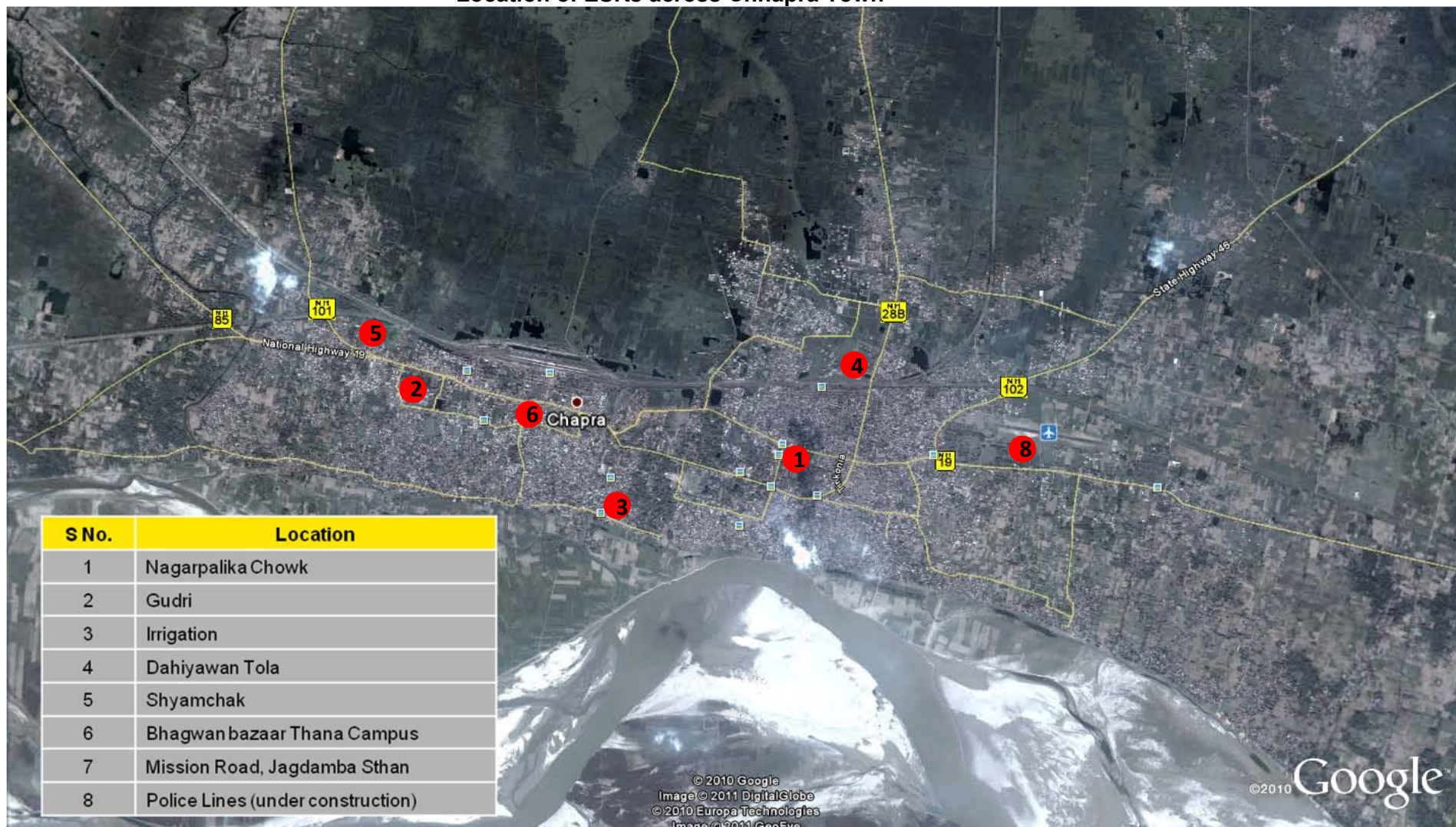
- - - - - Within 15 kms range
 - - - - - Within 40 kms range

- - - - - Within 60 kms range

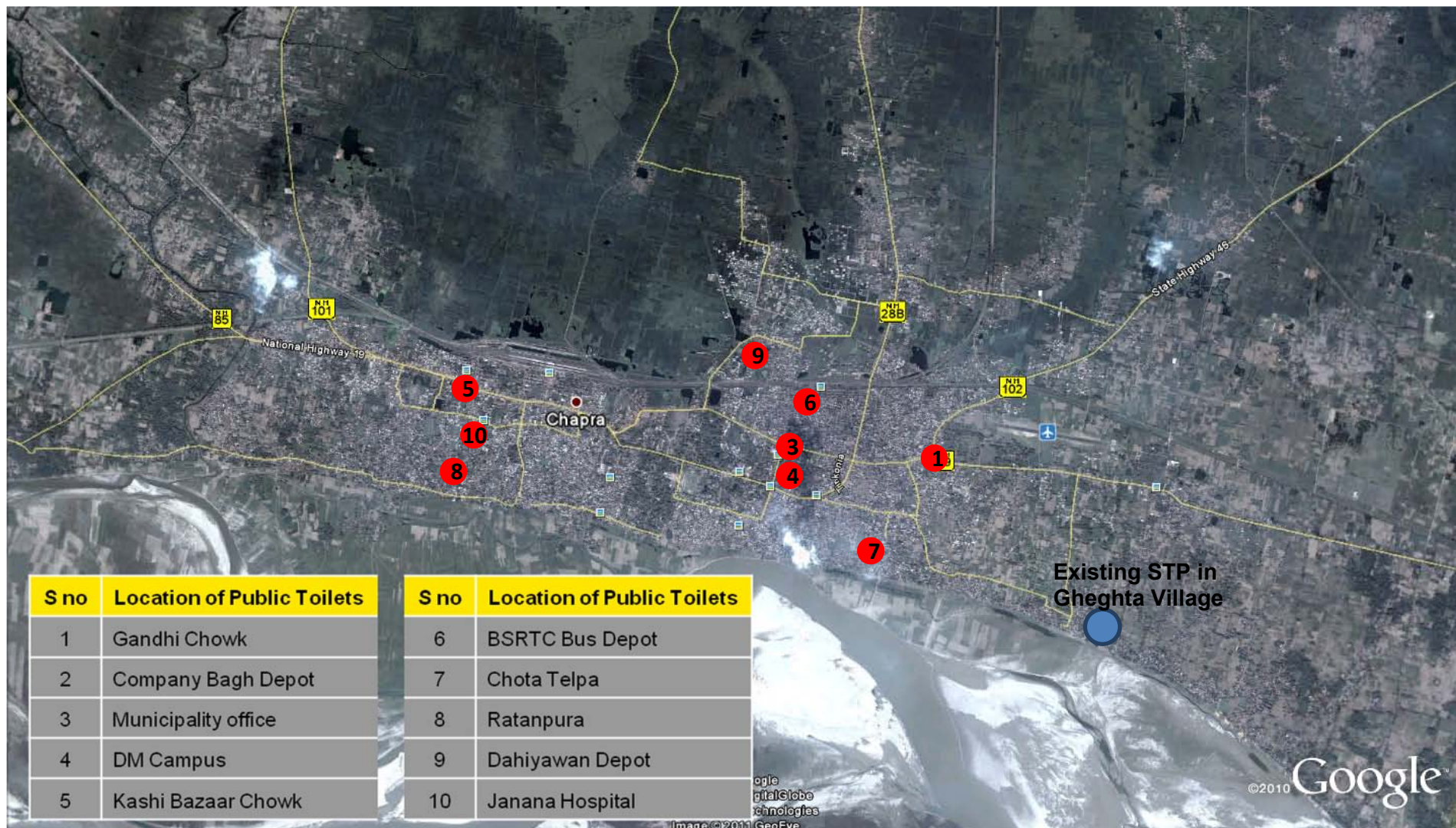
Location of Tube wells across Chhapra Town



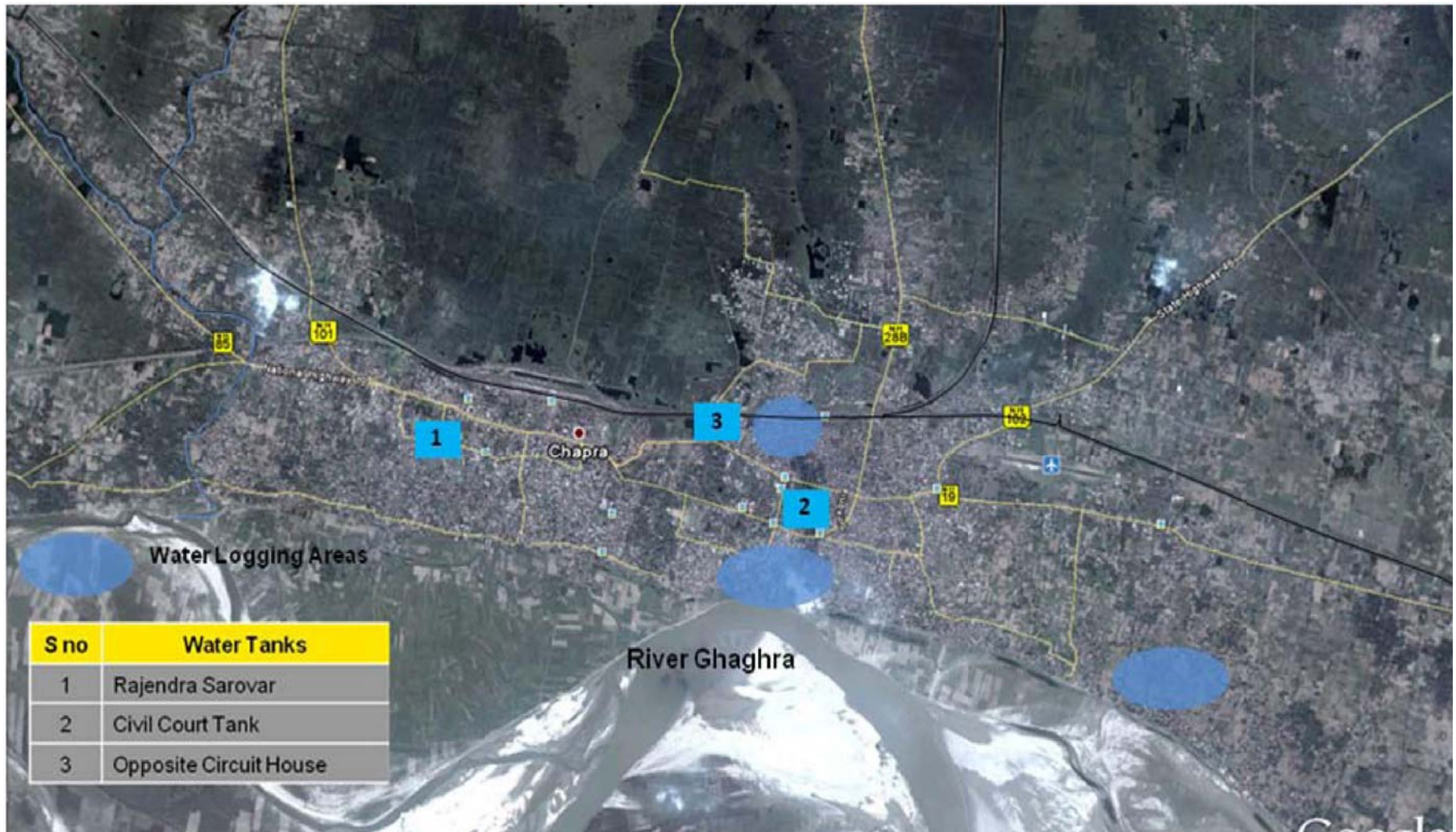
Location of ESRs across Chhapra Town



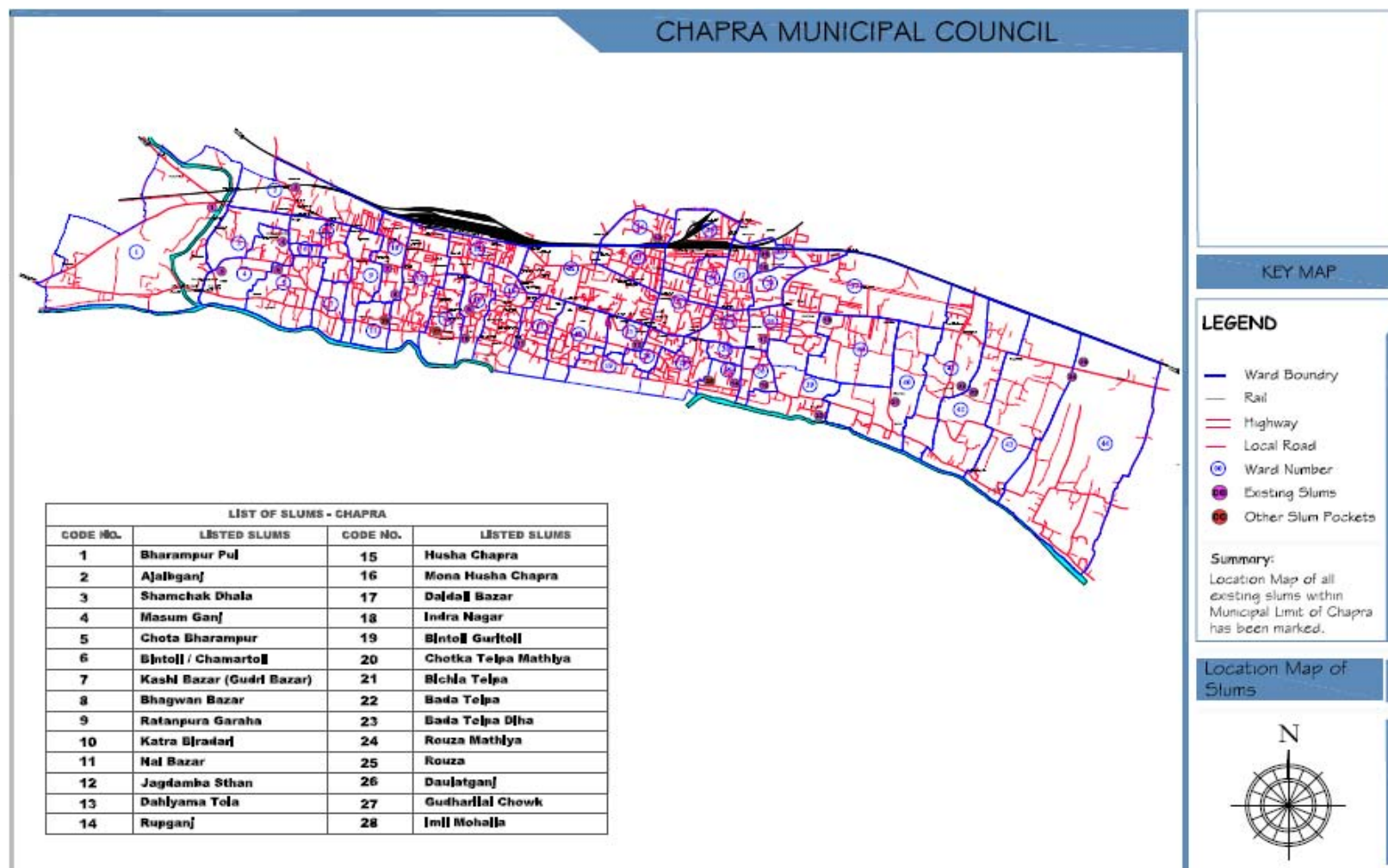
Location of Existing STP in Gheghtha Village and Location of Public Toilets: Chhapra



Areas prone to Water Logging in Chhapra Town



Location of Slums in Chhapra Town



Source: SPUR Survey, December 2010