



THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্তৃত্বৰ দ্বাৰা প্ৰকাশিত

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No. 22 Dispur, Friday, 13th January, 2023, 23rd Pausa, 1944 (S. E.)

GOVERNMENT OF ASSAM
ORDERS BY THE GOVERNOR
DEPARTMENT OF HOUSING AND URBAN AFFAIRS

NOTIFICATION

The 21st November, 2022

ECF No. 249975/2022/38.- In exercise of the powers conferred by the Section 9 (nine) of the Assam Town & Country Planning Act, 1959 (Assam Act II of 1960) read with Sub-section (1) of Section 10 of the Assam Town & Country Planning Act, (as amended) the Governor of Assam is pleased to published the following notice regarding the publication of the Draft Master Plan for Lakhipur (Goalpara)-2041.

Notice for publication of the Draft Master Plan for Lakhipur (Goalpara)-2041.

1. It is notified that the Draft Master Plan for Lakhipur (Goalpara) prepared by the Directorate of Town & Country Planning, Government of Assam, Town & Country Planning Act, 1959 read with Sub-section 1 of Section 10 (Ten) of Assam Town & Country Planning Act, (as amended), for the area described in the schedule below is here by published.
2. Any person or persons affected by the Draft Master Plan may submit their objection or opinion in writing to the Director, Town & Country Planning, Government of Assam, Dispur, Guwahati-6 within two months from the date of publication.
3. The Draft Master Plan for Lakhipur (Goalpara) with all relevant papers and maps may be inspected free of cost during the Office hours at the Office of the Director,

Town & Country Planning, Government of Assam, Dispur, Guwahati-6, the Deputy Director, Town & Country Planning, Dist Office–Goalpara, the Circle Office, Lakhipur Revenue Circle, Lakhipur, Office of the Chairman, Lakhipur Municipal Board, Lakhipur. Copies of the Draft Master Plan for Lakhipur are available at the office of the Deputy Director, Town & Country Planning, Dist Office – Goalpara for sale on payment.

SCHEDULE

A) SITUATION AND AREA

District	:	Goalpara
Sub-Division	:	Lakhipur
Approx Draft Master Plan area	:	28.59 Sq. km
Approx Municipal area	:	5.18 Sq. km

B) DESCRIPTION OF THE BOUNDARIES.

North	:	Aolatoli, Niz Kursakati, Chakla Bill
South	:	Kurshapakori Pt-II and III, Lembupara
East	:	DhLMAR Reaserve, Medhipara Pt-II
West	:	Kharubhaj, Simolkandi, Takimari grazing Researve.

C) REVENUE AREA INCLUDED IN THE MASTER PLAN AREA OF ABHYAPURI.

- a) Lakhipur Town Committee area (10 wards)
- b) Revenue Circle and villages.

REVENUE CIRCLE	VILLAGES
Lakhipur Circle	Manaspara reserve, Manaspara Kaltapur, Likiri Para, Silapani, Faringapara, Bowalmari, Nidanpur Part (I), Sigri Part (I), Sigri Pt-II, Dhamar Bill, Nidanpur Pt-II

KAVITHA PADMANABHAN,
Commissioner & Secretary to the Government of Assam,
Department of Housing and Urban Affairs,
Dispur, Guwahati-6

CHAPTER-1: INTRODUCTION

Lakhipur is a town and sub-divisional headquarter of Goalpara district, Assam. It is situated at about 45 km towards the west from the district headquarter Goalpara town. Lakhipur sub-division was declared on 26 January 2016.

Lakhipur is connected to Jaleswar via road and further connected to Dhubri via river route. A number of villages namely Jaleswar, Chunari lies on the surroundings of this sub-division. Lakhipur is connected to the district headquarters Goalpara via two roads, one passing through Ambari and the other passing through Baida, Rongsai.

The town is in the developing phase and has basic medical facilities provided by the Lakhipur Primary Health Centre. One of the oldest schools is the Lakhipur Higher Secondary School. The school is located in the heart of the town and has been providing the basic education since the British ages. The town has also got a number of private schools and government schools around. Lakhipur College is the only college in the town and it provides the students of the town with an opportunity to complete graduation in the field of Arts.

The Lakhipur Police station is also dated back to 1911 A.D. and has been supervising in maintaining peace around the town.

Climate of Lakhipur is significant for excessive humidity, heat during summer becomes unbearable. Mostly after every hot day, there is huge possibility of rain in the evening. During rainy season, the air is surcharged with moisture and rainfall is extremely heavy. The winter is not so cold and the temperature dips to a minimum of around 12-13 degree Celsius. The rainy season starts early and continues up to October. The early monsoon is characterised by hailstorms.

CHAPTER-2 : POPULATION ANALYSIS

The growth and decay of any settlement is influenced by the nature and magnitude of functions discharged by the settlement; and its economics and social relationship with the hinterland. The settlement performs a certain set of functions, some of which are of local nature, whereas other have regional and natural dimensions. Leaving aside functions of national and state importance, the change in the population of a city, unless some special stimulus are injected, are often correlated to the corresponding change in the hinterland. A study of change in the population and its composition for such an area therefore enables to force the growth of the urban area during the period for which the Master Plan is envisaged.

2.1 GROWTH OF POPULATION

The population of Lakhipur Master Plan area has been categorized into three components for analysis which are urban, rural and total master plan area population. The decadal growth of population of Lakhipur Master Plan Area from 1991 to 2011 is shown in the table No.1. The population of the Master Plan Area has increased from 17,732 in 1991 to 41,078 in 2011.

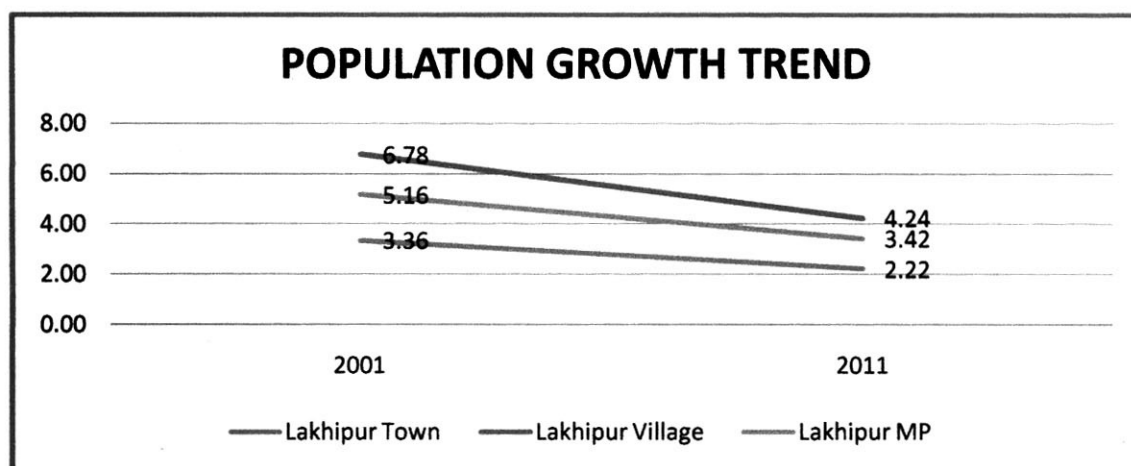


Fig: 1 Population Growth trend
Table: 1 Decadal Growth Population

Year	Lakhipur Town	Lakhipur Village	Lakhipur MP	CAGR	CAGR	CAGR
				Lakhipur Town	Lakhipur Village	Lakhipur MP
1991	9019	8713	17732			
2001	12547	16792	29339	3.36	6.78	5.16
2011	15633	25445	41078	2.22	4.24	3.42

The population growth in the Lakhipur Master Plan area is quite steady as the town has marginally experienced in migration. The growth trend is higher in the villages in comparison to the town which is a natural increase of population growth. Both the town and village areas have witnessed decline in population growth in the last decade.

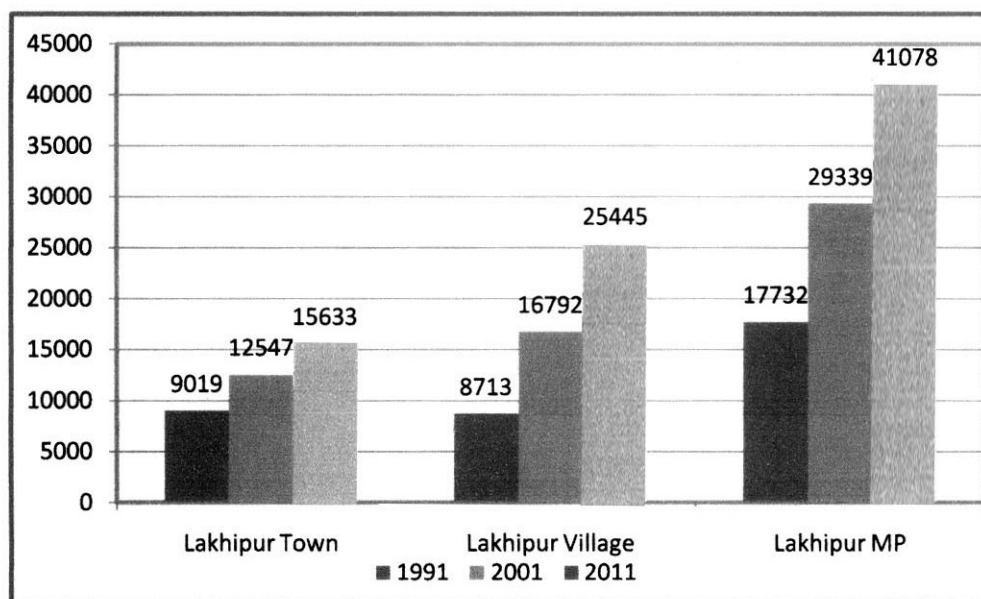


Fig: 2 Population Growth

2.2 SEX-RATIO

The sex ratio of Lakhipur Master plan area is 951.

2.3 OCCUPATIONAL STRUCTURE

The occupational structure of Lakhipur Master Plan Area is shown in Table No. 2

Table: 2 LMA, Occupational Structure Village area

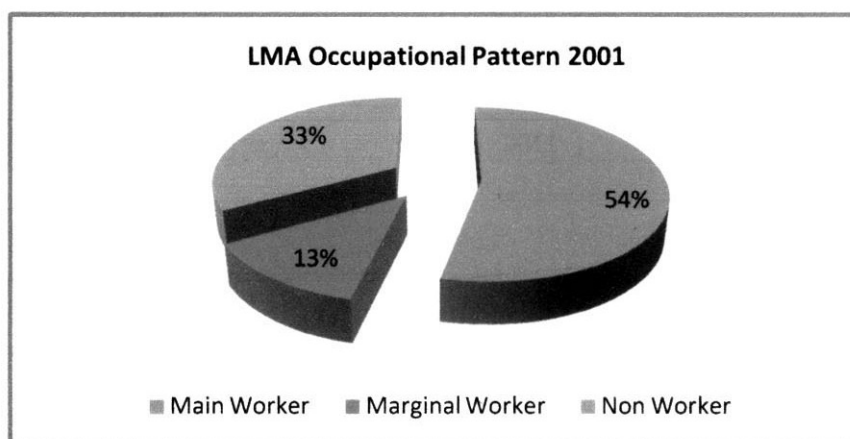
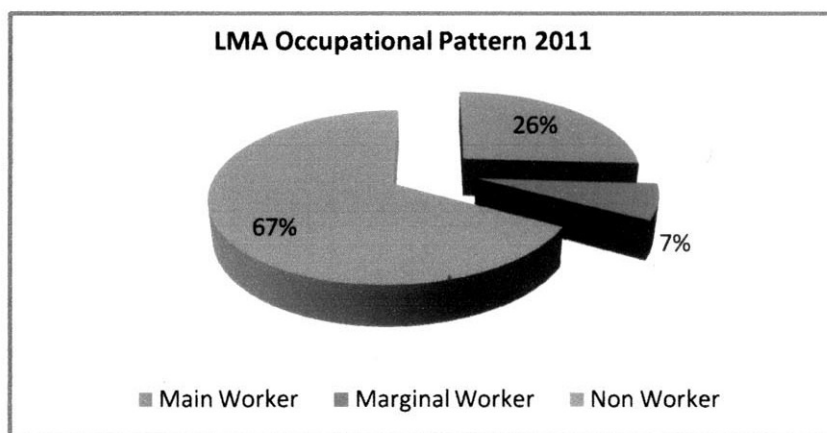
Workers type	2001	%age	2011	%age	%age of Growth
Main Worker	8094	14.3	6067	23.8	-25.0
Marginal Worker	16188	28.6	2099	8.2	-87.0
Non Worker	32376	57.1	17279	67.9	-46.6
Total	56658	100.0	25445	100.0	

Table: 3 LMA, Occupational Structure Urban area

Workers type	2001	%age	2011	%age	%age of Growth
Main Worker	58659	86.5	4557	29.1	-92.2
Marginal Worker	226	0.3	756	4.8	234.5
Non Worker	8932	13.2	10320	66.0	15.5
Total	67817	100.0	15633	100.0	

Table: 4 LMA, Occupational Structure Masterplan area

Workers type	2001	%age	2011	%age	%age of Growth
Main Worker	66753	53.6	10624	25.9	-84.1
Marginal Worker	16414	13.2	2855	7.0	-82.6
Non Worker	41308	33.2	27599	67.2	-33.2
Total	124475	100.0	41078	100.0	

**Fig: 3 Occupational Pattern 2001****Fig: 4 Occupational Pattern 2011**

2.4 POPULATION PROJECTION

Population projection exercise is one of the pre-requisite tasks in any city planning. Population of the LMA has been projected based on an assumed growth rate up to the horizon period. In most cases, the growth rates are arrived at by analyzing trends of natural growth rate of population. Having arrived at the growth rates and understanding the driving forces of such a growth rate, statistical techniques such as arithmetic increase, have been applied to project population for LMA. The following tables give the population projections based on each of this method.

Projection By Arithmetic Method	Lakhipur Town			
Year	Lakhipur Town	Increase	Year	Projected Pop
1991	9019		2011	26514
2001	12547	3528	2021	29821
2011	15633	3086	2031	33128
Average Increase Per Decade		3307	2041	36435

Projection By Arithmetic Method	Lakhipur MP Villages			
Year	Lakhipur MP Village	Increase	Year	Projected Pop
1991	8713		2011	13257
2001	16792	8079	2021	29439.5
2011	41078	24286	2031	45622
Average Increase Per Decade		16182.5	2041	61805

Projection By Arithmetic Method	Lakhipur Master Plan			
Year	Lakhipur Master Plan	Increase	Year	Projected Pop
1991	17732		2011	51048
2001	29339	11607	2021	62721
2011	41078	11739	2031	74394
Average Increase Per Decade		11673	2041	86067

The estimated population of Lakhipur Master Plan Area by 2041 is 86067.

CHAPTER-3 : LANDUSE

Land-use planning leads to land-use regulation, which typically encompasses zoning. Zoning regulates the types of activities that can be accommodated on a given piece of land, as well as the amount of space devoted to those activities, and the ways that buildings may be situated and shaped.

The term “planning”, which relates to land use, is historically tied to the practice of zoning. Conventional zoning has not typically regarded the manner in which buildings relate to one another or the public spaces around them, but rather has provided a pragmatic system for mapping jurisdictions according to permitted land use.

Land use planning practices evolved as an attempt to overcome the urban settlement challenges. It engages citizens and policy-makers to plan for development with more intention, foresight, and community focus.

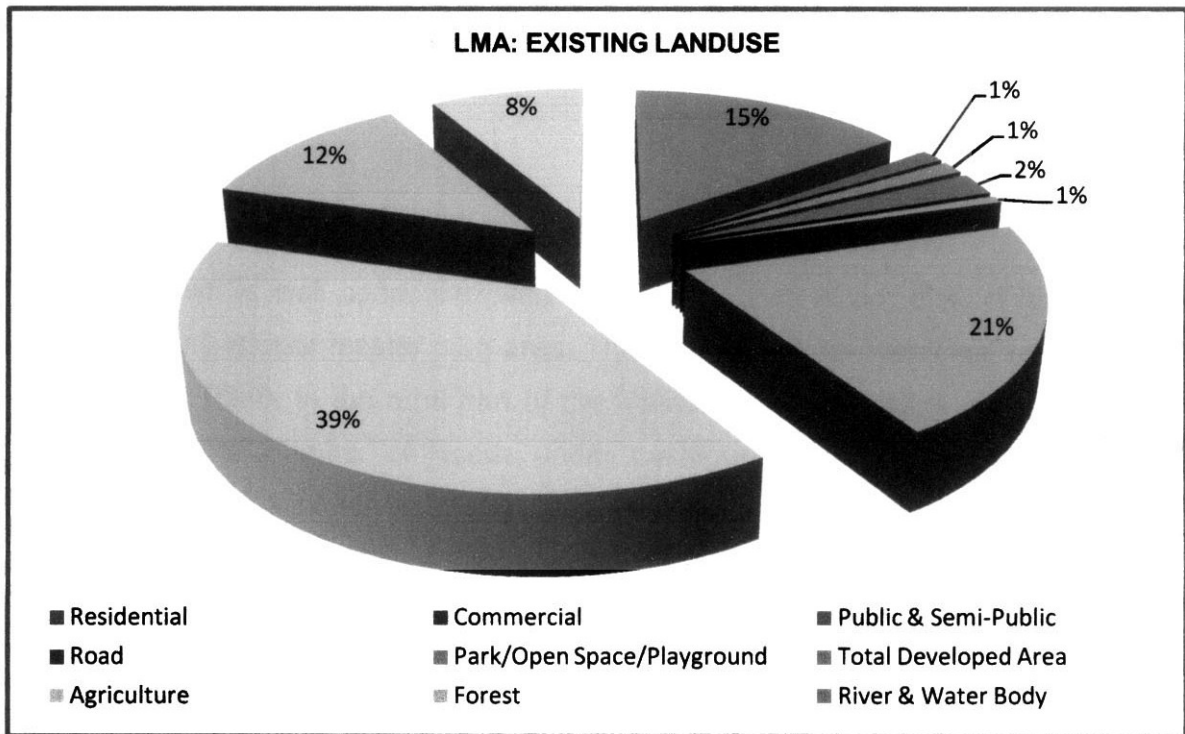
3.1 EXISTING LANDUSE ANALYSIS

Table: 5 LMA, Existing Land use

Category (Existing)	Area (Sqkm)	PC to Developed Area	PC to Total Area
Residential	5.42	73.54	18.96
Commercial	0.45	6.11	1.57
Public & Semi-Public	0.44	5.97	1.54
Road	0.80	10.85	2.80
Park/Open Space/Playground	0.26	3.53	0.91
Total Developed Area	7.37	100.00	25.78
Agriculture	13.90		48.62
Forest	4.32		15.11
River & Water Body	3.00		10.49
Grand Total	28.59		100.00

From the land use table it is seen that the residential land use has highest accounts of total land use and total developed area signifies that the master plan area has already experienced huge growth of population. The master plan area has good share of agricultural land which accounts 48.62 percent of the total area. Hence there is ample scope of future development and also; it provides the opportunity of having sufficient open spaces in a planned developed area of the master plan.

Fig: 5 Existing Landuse



CHAPTER-4 : TRAFFIC AND TRANSPORTATION

4.1 EXISTING TRANSPORTATION SYSTEM

Lakhipur town is well connected with roadways. There is not distinct hierarchy of roads in the Lakhipur master plan area. The Town has both municipal road and the roads under PWD. In the rural part of the Master plan the existing roads are under PWD. The total number of Roads under Lakhipur Municipality is 41 which is approximately 56 kilometre.

4.2 TRAFFIC VOLUME

4.2.1 CLASSIFIED TRAFFIC VOLUME SURVEY

Traffic volume surveys are to be conducted along the major transport routes and at the major intersection. This would be carried out in order to generate idea about the traffic volume along the major routes and at the major intersections, the peak hour timing and the peak hour traffic and also the total day and the peak hour traffic composition.

Table: 6 LMA, Classified Traffic Volume Survey of Lakhipur Master Plan (In Bound)

		Fast Moving				Slow Moving				Total
Sl. No.	Name of the Point	Car/Jeep	Bus	Truck/Mini Truck	Scooter/Bike	Auto/Tempo	Rickshaw	Cycle	Thela	
1	Lakhipur Iron Gate Point	473	85	64	1038	735	120	282	61	2858
2	Lakhipur Kadamtola to Thanamore	85	3	19	465	250	5	108	2	937
3	Lakhipur Bazar Point	105	36	40	545	375	5	45	15	1166
4	Folimary Point	139	18	14	361	112	13	238	28	923
5	Bamunpara Tiniali	28	0	12	558	362	0	163	7	1130
Grand Total		830	142	149	2967	1834	143	836	113	7014

Fig: 6 LMA Traffic Composition (In Bound)

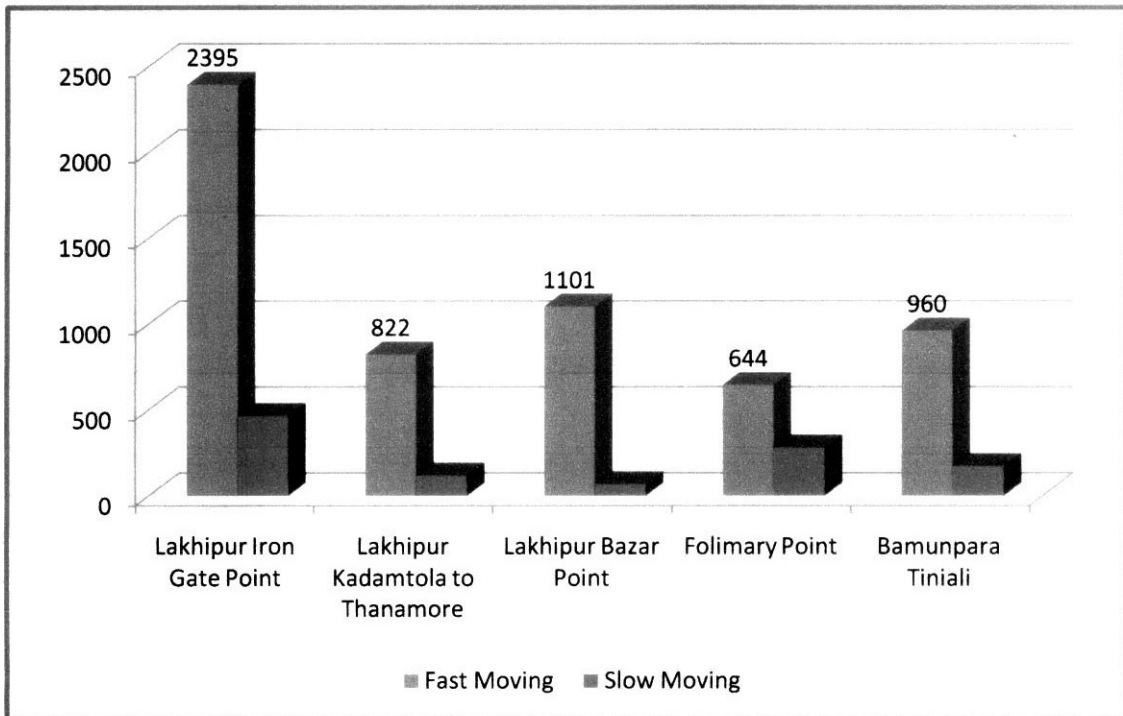


Fig: 7 Section-Wise Vehicular Movement (In Bound)

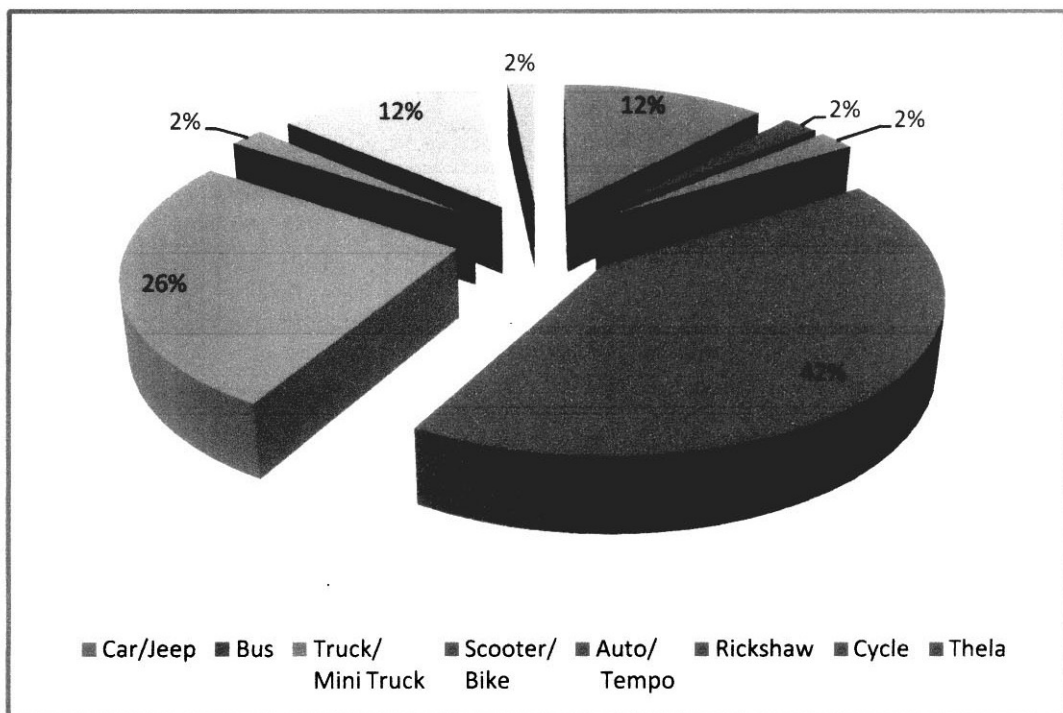


Table: 7 LMA Classified Traffic Volume Survey of Lakhipur Master Plan (Out Bound)

Fast Moving						Slow Moving				Total
Sl. No.	Name of the Point	Car/Jeep	Bus	Truck/Mini Truck	Scooter/Bike	Auto/Tempo	Rickshaw	Cycle	Thela	
1	Lakhipur Iron Bridge Point	494	92	83	1063	777	88	298	68	2963
2	Lakhipur Kadamtola to Thanamore Point	133	2	84	601	428	7	229	36	1520
3	Lakhipur Bazar Point	110	55	57	865	690	58	95	65	1995
4	Folimary Point	168	17	87	361	103	18	273	27	1054
5	Bamunpara Tiniali	19	0	20	473	422	0	149	8	1091
Grand Total		924	166	331	3363	2420	171	1044	204	8623

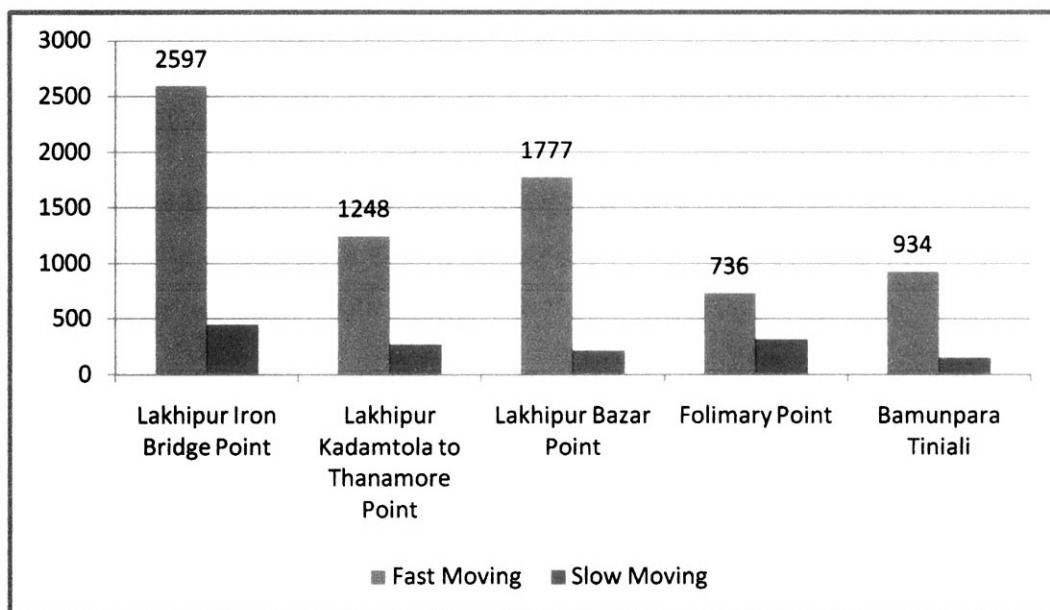
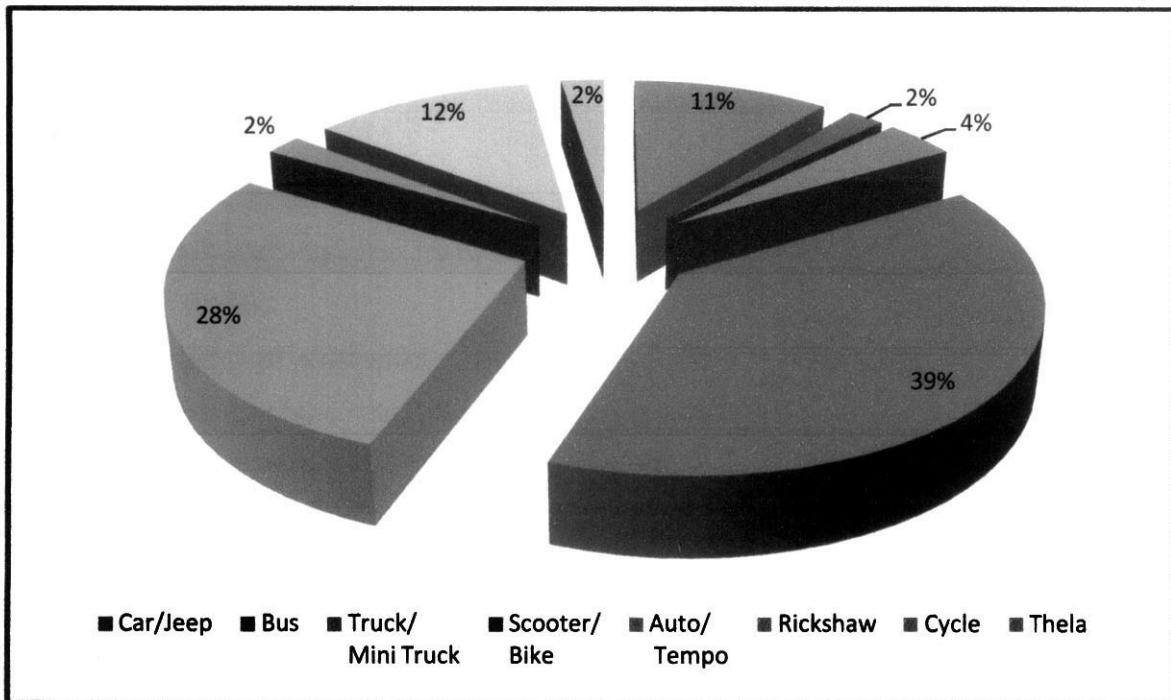
Fig: 8 LMA Traffic Composition (Out Bound)

Fig: 9 LMA Section-Wise Vehicular Movement (In Bound)



4.3 CITY ROAD NETWORK

No specific road network has been designed as the condition of the present roads need to be taken care of and after a period of five years a fresh plan will be taken up for this alternative network to improve the transportation system.

4.4 THE EXISTING ROADS

The existing roads are proposed to be upgraded in terms of ROW, capacity and other geometrics. The new roads need to be planned and designed for a higher level of service. Within the core area the roads will lose their characteristics and are to be developed as all-purpose roads. The primary arterial roads have a ROW varying between 15 to 30 m. In addition the city level roads comprise sub-arterial roads (10.5 - 18 m RoW), and collector roads (7.5-10 m R/W).

4.5 IMPROVEMENT OF INTERSECTIONS

The transport system plan includes improvement of intersection geometrics including provision of channelisers, acceleration/deceleration lanes, traffic signs, lighting etc and provision of appropriate traffic control systems. It is recommended

that all the major intersections, especially those on the arterial and sub-arterials be signalised.

4.6 PEDESTRIAN FACILITIES

Walking is a predominant mode in the town. The transport system plan promotes and facilitates walking. The main strategies and measures proposed as part of the plan are as under:

- Provision of sidewalks on primary arterials, sub-arterials and collectors on both sides of the road and on at least one side on local roads
- Cross pedestrian facilities to be provided as per the warrants recommended by Indian Roads Congress.
- Sidewalks on all the major roads to be designed for level of service “C”
- Improvement measures in terms of pedestrian controlled facilities at intersections, grade separators and widening of sidewalks in the Central Area and along major corridors

4.7 PARKING POLICY

Every vehicle trip ends in a demand for parking of the vehicle at its trip ends. The parking of vehicles needs extensive and exclusive land area. Otherwise parking would spill over to other use areas like road carriageway and footpaths, open spaces. In turn they affect safety and environmental quality.

The escalating demand and varied needs of parking in the town area can only be met and organized in the framework of a comprehensive Parking Policy. Parking policy needs to move from ‘non-restrictive’ to ‘restrictive’ policy. ‘Restrictive’ policy would include from banning of parking to restricted provision, regulation and pricing of parking spaces.

4.8 LANE MARKINGS AND SIGNAGE

- All on-street parking spaces need to be clearly defined by lane markings.
- Adequate and appropriate signage’s to be installed at all places on the street network to identify ‘parking’ and ‘no parking’ areas.
- Off-street parking places to be clearly identified by signs and distinguishing marks.

CHAPTER-5 : PHYSICAL INFRASTRUCTURE

5.1 NORMS OF WATER SUPPLY

Per capita water supply for designing of various schemes as suggested in “Manual on Water Supply and Treatment” of the Central Public Health Engineering Organization, Government of India is as follows:

- a) 70 lpcd for Towns provided with piped water supply but without sewerage system;
- b) 135 lpcd for Cities provided with piped water supply where sewerage system is existing/contemplated;
- c) 150 lpcd for Metropolitan and Mega Cities provided with piped water supply where sewerage system is existing/contemplated.

For Lakhipur Master Plan Area 135 lpcd is assumed for water demand estimation keeping in view of partial existence of sewerage system or laying of complete sewerage system in future

Table: 9 Gross water Demand

Unit	Projected Population	Gross Water Demand (in MLD) 2041
Lakhipur Town	36435	4.92
Lakhipur Village	61805	8.34
Lakhipur Masterplan Area	86067	11.62

Source: Calculated By Town & Country Planning Assam, Dist Office Goalpara

5.2 DRAINAGE & SEWERAGE

There is no proper drainage network in Lakhipur town. Total numbers of drain in Lakhipur is 82 which is approximately 112 kilometre. Drains are partially pucca and and the rest are Kutcha. The existing drainage network of Lakhipur town is mostly needs proper improvement in near future because of the growing demand. The town does not have a sewerage system. Households have their own septic tank with the tank effluent discharged directly into the roadside Kutcha drain.

5.3 PROJECTED WASTEWATER GENERATION

As per CPHEO guide line the entire water of a community should normally contribute to the total flow in a sanitary sewer. However, the observed Dry Weather Flow

quantities usually are slightly less than the per capita water consumption, since some water is lost in evaporation, seepage in to ground, leakage etc. In arid regions, mean sewage flows may be as little as 40 percent of water consumption. In well developed areas, flows may be as high as 90% due to industrial wastes, changed water use habits etc. Generally 80% of the water supply may be expected to reach the sewer unless there is data available to the contrary.

Considering the various aspects of the guide line, the per capita wastewater generation for Lakhipur Master Plan Area is estimated as 80% of the projected water supply. Unit wise discharge of the wastewater is given in the Table.

Table: 10 Waste Water demand

Unit	Projected Population	Generated Waste Water Demand
Lakhipur Town	36435	3.15
Lakhipur Village	61805	5.34
Lakhipur Masterplan Area	86067	7.44

CHAPTER-6 : SOCIAL INFRASTRUCTURE

The Lakhipur town has a number of academic institutes. There are a few numbers of private academic institutes also.

6.1 NORMS FOR PROVISION OF SCHOOL LEVEL EDUCATIONAL FACILITIES

The Urban Development and Plan Formulation and Implementation guide lines provide the following norms for setting educational facility according to requirement of the population and level of enrolment.

Table: 11 Norms for School Level Educational Facility

No.	Educational Facility	Pop/Unit (approx)	Strength
1	Pre-primary School	2500	250
2	Primary School(I-V)	3,000-5,000	500
3	Senior Secondary School(VI-XII)	7,500	1000
4	College	1.25	1000-1500

Source: UDRPFI Guide Line.

On the basis of the norm provided in the above table, the requirement of educational facilities for Lakhipur Master Plan area has been chalked out for the projected population year of 2041.

Table: 12 LMA, Estimated School Level Educational Facility

No.	Educational Facility	Estimated Requirement (Year 2041)
1	Pre-primary School	27
2	Primary School(I-V)	13
3	Senior Secondary School(VI-XII)	9
4	College	.....

Source: UDRPFI Guide Line.

The strength intake of the institutes are lesser as per the given criteria hence there are requirement of more numbers of educational institute. The service area of the institutes are seemed to be beyond the Master Plan boundary.

6.2 **HEALTH**

The health facility is not adequate for the Lakhipur Master Plan Area. As per URDPFI norm the total requirement of health infrastructure for the year of 2041 there will be requirement of one Intermediate Hospital (200 beds) per one lakh population, one intermediate hospital (80 beds) per one lakh population, one nursing home per one lakh population and 3 numbers of dispensaries for an estimated population of 68,384 for the Greater Lakhipur area.

CHAPTER-7 : HOUSING

7.1 HOUSING CONDITION: ANALYSIS OF EXISTING HOUSING STOCK

L.M.A.

Total number of building permission accorded by the Lakhipur Municipality for the year 2021-22 is 126 which consist of RCC and Assam Type construction.

Table: 13 LMA, Household and PC of Growth

	2001			2011			Percentage Growth (2001 to 2011)
	Population	Number Of HH	Person Per HH	Population	Number Of HH	Person Per HH	
LMA	29339	5185	5.66	41078	7731	5.31	49.1
Urban Area	12547	2300	5.46	15633	2927	5.34	27.3
Rural Area	16792	2885	5.82	2545	4804	0.53	66.5

Source: Census of India 2001, 2011

It is seen from the table that the growth of household has increased significantly which is 49.1 percent for Lakhipur MP. On the other hand the number of per person household has decreased from 5.66 to 5.31. The per-person household rate has seen a decreasing trend both in rural and urban areas of the master plan.

7.2 HOUSEHOLD ESTIMATION

The household for the projected year 2041 has been estimated with an average size of 5.31 which is 16198 against the population of 86,067.

Table: 14 Estimated Households for 2021, 2041

Year	Estimated House Hold		
	LMA	Town Area	Village
2021	11804	5583	55571
2031	14001	6203	86117
2041	16198	6822	116664

CHAPTER-8 : PROPOSED LAND USED PLAN

Table: 15 Proposed Landuse

Sl. No.	Land use type	Area (Sqkm)	Total Proposed Land use (In Sq Km) (Existing + Proposed)
1	Residential	5.16	0
2	Residential Proposed	6.14	11.30
3	Commercial	0.45	0
4	Commercial Proposed	0.27	0.72
5	Industrial Proposed	0.39	0.39
6	Park/Open Space/Playground	0.23	0.23
7	Public & Semi-Public	0.44	0
8	Public & Semi-Public Proposed	0.32	0.76
9	Road	0.80	0.80
10	Total Developed Area	14.20	14.20
11	Agriculture	7.07	7.07
12	Forest	4.31	4.31
13	River & Water Bodies	3.00	3.00
	Grand Total	28.58	28.58

Fig: 10 LMP Land use Distribution 2041

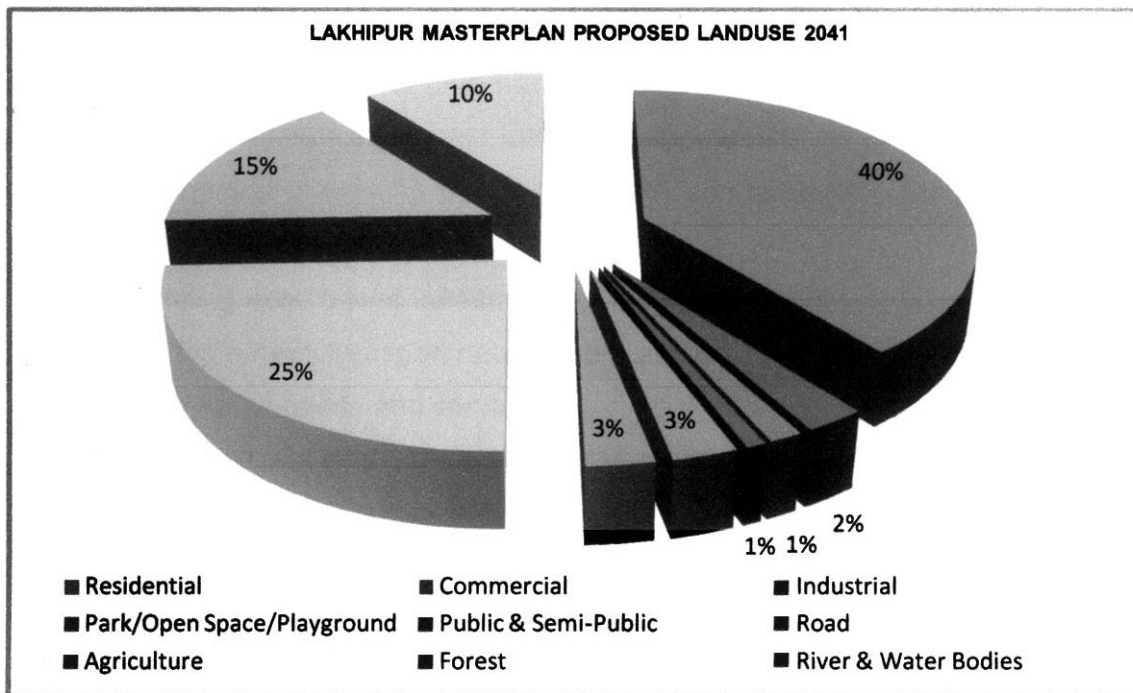


Table: 16 Land use Distribution LMA

Landuse	UDPFI Norms	Norms for LMA	Area in Sq KM	PC to Develop area	PC to Total area	Area in Hectare	Land in Hectare allocation per 1000 Population
Residential	45-50	48	11.30	79.6	39.54	1130	13.13
Commercial	2 to3	5	0.72	5.1	2.52	72	0.84
Industrial	8 to 10	10	0.39	2.7	1.36	39	0.45
Public & Semi Public	6 to 8	8	0.76	5.4	2.66	76	0.88
Parks & Play ground and open space	12 to 14	14	0.23	1.6	0.80	23	0.27
Transport & Communication and utilities	10 to 12	15	0.80	5.6	2.80	100	1.16
		Total	14.20	100.0	.....	1420	16.7
River/ Water Bodies	.....	.....	3.00	.....	10.50	300	0.0
Agriculture/	.....	.....	7.07	.....	24.74	707	0.0
Forest Jungle			4.31		15.08	431	0.0
Total		100	28.58	100.0	100.0	2858	16.73

Source: Calculated By Town & Country Planning Assam, Dist Office Goalpara

The Land Use Plan – 2041 for LMA has been prepared considering:

- i) Accommodating existing and future development.
- ii) Improvement of existing condition of LMA and to develop the urban structure with a population of 86,067 by 2041.
- iii) Proposing need based infrastructural facilities.
- iv) Ensuring orderly transport network for easy accessibility of people and smooth movement of goods and services
- v) Restructuring of land uses based on sectoral studies.
- vi) Setting up of zoning regulation on the proposed land use basis for controlled growth and development of economic activity and maintaining and upgrading quality of life.

The proposed land use plan has been prepared taking into consideration the minimum dislocation of existing land uses inter – relating the highest order of activities with planning areas and establishing home work place relationship. The plan prepared will determinate a physical base for massive new growth through a major programme of land acquisition and Installation of infrastructures.

CHAPTER-9 : PROPOSED TRANSPORTATION PLAN

9.1 CITY ROAD NETWORK

The Lakhipur Masterplan 2041 recommends to develop a hierarchy based arterial road network system comprising primary arterial, sub-arterial and collector roads.

The main functional roads recommended are:

- City Radials/Axial
- Alternative Corridors
- All Purpose Roads in Central Area.

There is no such No specific road network designed as the condition of the present roads need to be taken care of and after a period of five years a fresh plan has to be taken up for this alternative network to improve the transportation system.

9.2 PROPOSED ROAD NETWORK

No such road network has been proposed except betterment has been recommended. Black topping and a minimum of 7.5 meter ROW need to be maintained at all levels while preparing the Local area plan. By preparing LAP, macro level details will be met up , rather taking the entire town pattern at the outset.

9.3 THE EXISTING ROADS

The existing roads are proposed to be upgraded in terms of ROW, capacity and other geometrics. The new roads need to be planned and designed for a higher level of service from their entry into BRMP to their meeting with the CBD orbital Road. Within the core area the roads will lose their characteristics and are to be developed as all-purpose roads. The primary arterial roads have a ROW varying between 15 to 30 m. In addition the city level roads comprise sub-arterial roads (10.5 - 18 m RoW), and collector roads (7.5-10 m R/W).

9.4 IMPROVEMENT OF INTERSECTIONS

The transport system plan includes improvement of intersection geometrics including provision of channelisers, acceleration/deceleration lanes, traffic signs, lighting etc. and provision of appropriate traffic control systems. It is recommended that all the major intersections, especially those on the arterial and sub-arterials be signalised.

The proposed intersection to be developed are mentioned below

- a) Lakhipur Iron Gate Point
- b) Lakhipur Kadamtola to Thanamore
- c) Lakhipur Bazar Point,
- d) Folimary Point,
- e) Bamunpara Tiniali.

9.5 PEDESTRIAN FACILITIES

Walking is a predominant mode in the town. The transport system plan promotes and facilitates walking. The main strategies and measures proposed as part of the plan are as under:

- Provision of sidewalks on primary arterials, sub-arterials and collectors on both sides of the road and on at least one side on local roads
- Cross pedestrian facilities to be provided as per the warrants recommended by Indian Roads Congress.
- Sidewalks on all the major roads to be designed for level of service "C"
- Improvement measures in terms of pedestrian controlled facilities at intersections, grade separators and widening of sidewalks in the Central Area and along major corridors.

9.6 PARKING PROPOSAL

Every vehicle trip ends in a demand for parking of the vehicle at its trip ends. The parking of vehicles needs extensive and exclusive land area. Otherwise parking would spill over to other use areas like road carriageway and footpaths, open spaces. In turn they affect safety and environmental quality.

The escalating demand and varied needs of parking in the town area can only be met and organized in the framework of a comprehensive Parking Policy. Parking policy needs to move from 'non-restrictive' to 'restrictive' policy. 'Restrictive' policy

would include from banning of parking to restricted provision, regulation and pricing of parking spaces.

The on street parking has been proposed in the following road.

- a) Lakhipur Iron Gate Point
- b) Lakhipur Kadamtola to Thanamore
- c) Lakhipur Bazar Point,
- d) Folimary Point,
- e) Bamunpara Tiniali.

9.7 LANE MARKINGS AND SIGNAGE

- All on-street parking spaces need to be clearly defined by lane markings.
- Adequate and appropriate signage's to be installed at all places on the street network to identify 'parking' and 'no parking' areas.
- Off-street parking places to be clearly identified by signs and distinguishing marks.

CHAPTER-10 : CITY BEAUTIFICATION PLAN

The sub components of the Proposed City beautification plan are as follow:

- a. **Facade renovation:** It is s generally one exterior side of a building, usually the front. It is intended to restructure the commercial establishments along the main road of Lakhipur town in to similar architectural design and colour. Every establishment along the main road will be accounted. The small commercial kiosks or shops are also proposed to give a common architectural design.
- b. **Children's traffic park at Lakhipur Town:** A traffic park or children's traffic park is a park in which children can learn the rules of the road.

Traffic parks are frequently created as an attraction within a larger park. In other cases, they are single-use parks and often small in scale.

Children are allowed to use bicycles or pedal-powered cars to navigate the streets and operate according to traffic laws. Typically, traffic parks are scaled-down versions of real street networks, with the lane and street-width proportional to the smaller vehicles. Often they include operating traffic signals and during busy times are even staffed with traffic police.

One of the intentions of the traffic park is to improve awareness of traffic safety among school-aged children. Many traffic parks enable children to gain hands-on experience crossing streets and with bicycle or other pedestrian safety challenges in a highly controlled environment devoid of actual motor vehicles.

- c. **Walking zone at different location of Lakhipur Town.**
- d. **Footpath:** Footpath or sidewalk is a portion of the street reserved only for pedestrian. It is proposed to provide walk able, clean, colorful and safe pedestrians free from encroachment and utility obstruction along the major roads of Lakhipur Masterplan area.

- e. **Cycle track:** Cycle tracks are reserved portion of the street only for cyclists. These are essential components of wide streets which safeguard cyclists from fast moving vehicles and encourage the use of cycles. Cycle track is proposed at different suitable location of Lakhipur Masterplan area.

CHAPTER-11 : PLAN IMPLEMENTATION

11.1 Zoning Plan

Zoning means the method of accomplishing a suitable arrangement of different land use components of a town. Although it is an integral part of the overall plan yet it does not mean the only arrangement. Good zoning ensures right use of available land. In order to achieve the goals and objectives of the plan a zoning plan is prepared earmarking different use areas with suitable boundaries. This Zoning plan should be read in conjunction with the land use plan and zoning regulations appended herewith.

11.2 Zoning Regulations

Zoning Regulations play a very important role in controlling and promoting urban development and redevelopment in rational lines. They are also useful in limiting urban growth and in a broader sense can also be used for laying down broad directives in regional plan. Zoning regulations form an integral part of any Master Plan and these have been used extensively to control development of urban areas.

Zoning Regulations have been widely accepted as legal instrument of control and promotion of development and in fact it is the Zoning regulation that an ordinary developer comes into contact with while undertaking the development within the framework of any Master Plan. Thus, these regulations can do a great service in portraying the intension of the Master Plan and promotion its objectives.

Zoning Regulations would help in controlling density of development and land use in each zone in appropriate manner. Zoning Regulations for Lakhipur Master Plan Area will follow the uniform zoning regulation as approved and notified by the Government vide No.226, Dispur the 16th December, 2000 published in the Assam Gazette Extra-Ordinary on 16th December, 2000.

11.3 PLAN ADMINISTRATION

The Master Plan and Zoning Regulation for Lakhipur as presented here contains the broad policies and programmes for improvement and development of greater Lakhipur area up to the year 2041. The administration of this plan from its initiation

to the realization will be carried out within the frame work of the Assam Town & Country Planning Act, of 1956 as amended from time to time.

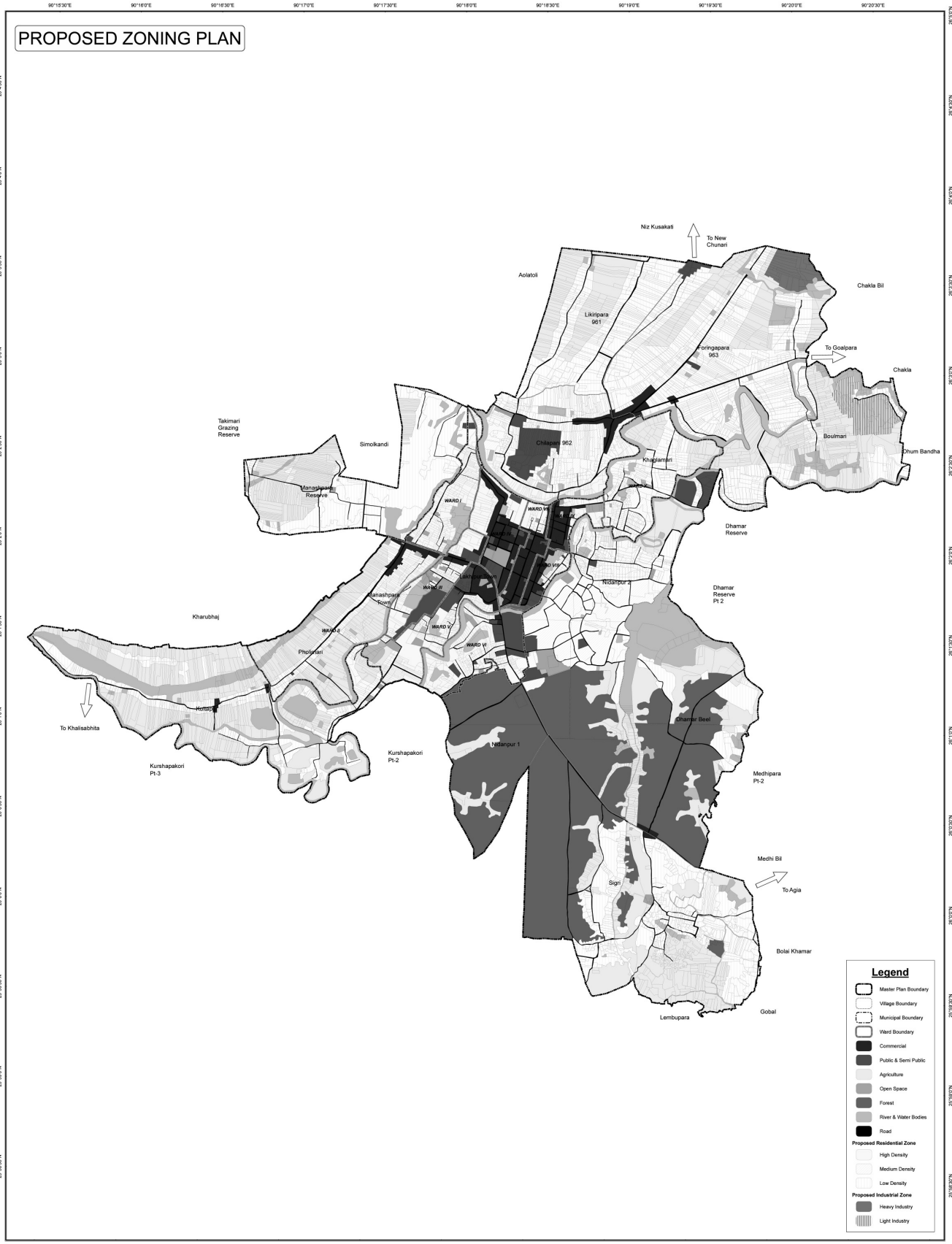
The Town & Country Planning Organization of the State Government besides preparation of the Master Plan and zoning Regulation for Lakhipur will provide necessary guidance by rendering technical advice and by arranging proper scrutiny of the development schemes so as to ensure that the proposed development of Lakhipur conform to the proposals contained in the Master Plan and Zoning Regulations.


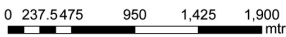
11.4 FISCAL PLAN

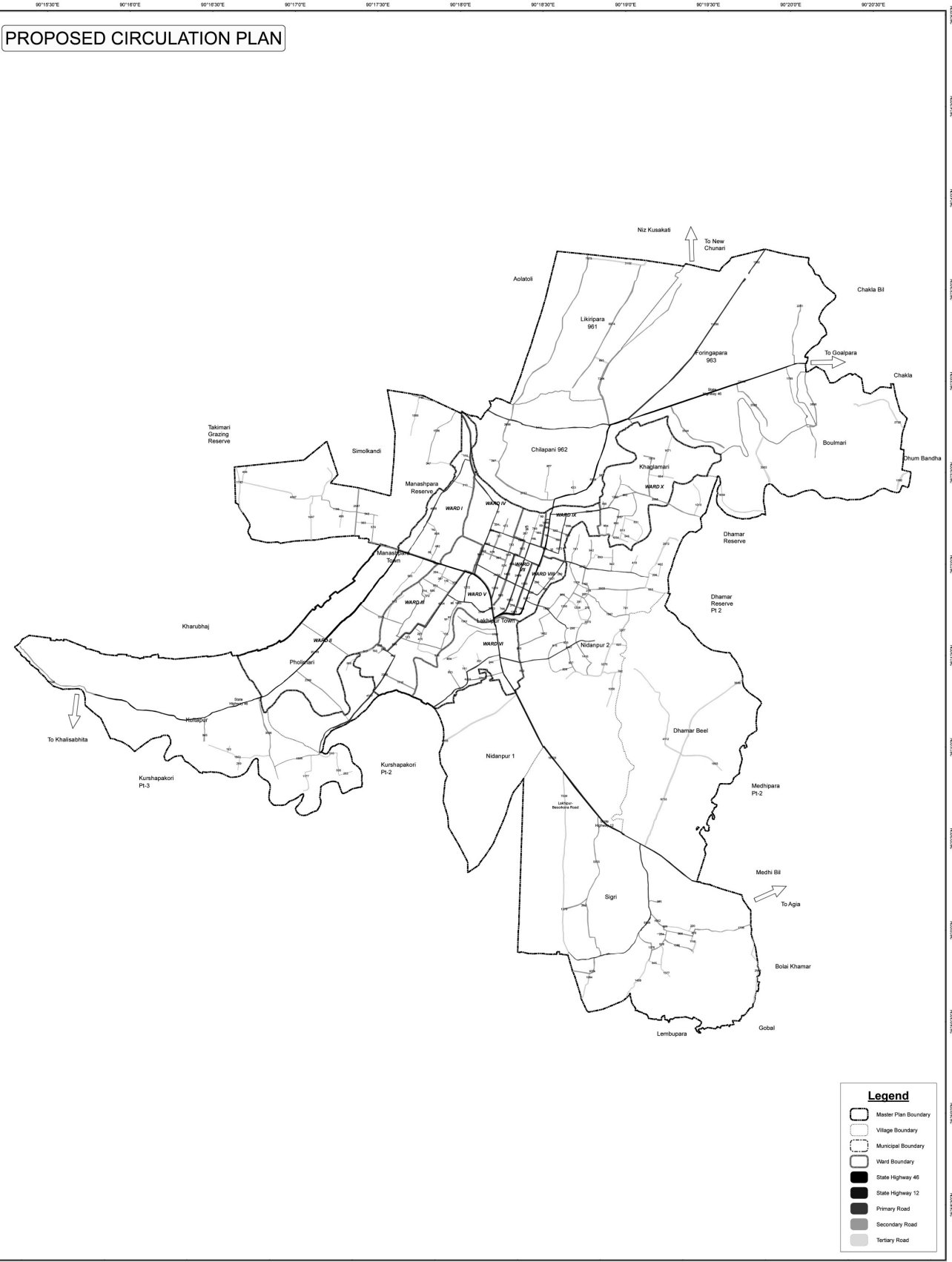
There may be some changes of this Draft Master Plan for Lakhipur and therefore, no fiscal plan has been worked out at this stage. The final Master Plan when completed, would provide a basis for preparation of five yearly development programmes and yearly fiscal plans for implementation.

11.5 CONCLUSION

Planning is a continuous process and the preparation of plan implies its actual translation into reality. The Master Plan for Greater Lakhipur is not just a land use classification elaboration but a vision document to make Lakhipur a more sustainable city. Community participation in decision making process in the implementation of the Master Plan will make it a success.



	<p>1 cm = 170 meters</p> 	<p>LAKHIPUR MASTER PLAN 2041 (DRAFT)</p>	<p>Prepared By : TOWN & COUNTRY PLANNING, ASSAM DISTRICT OFFICE GOALPARA</p>
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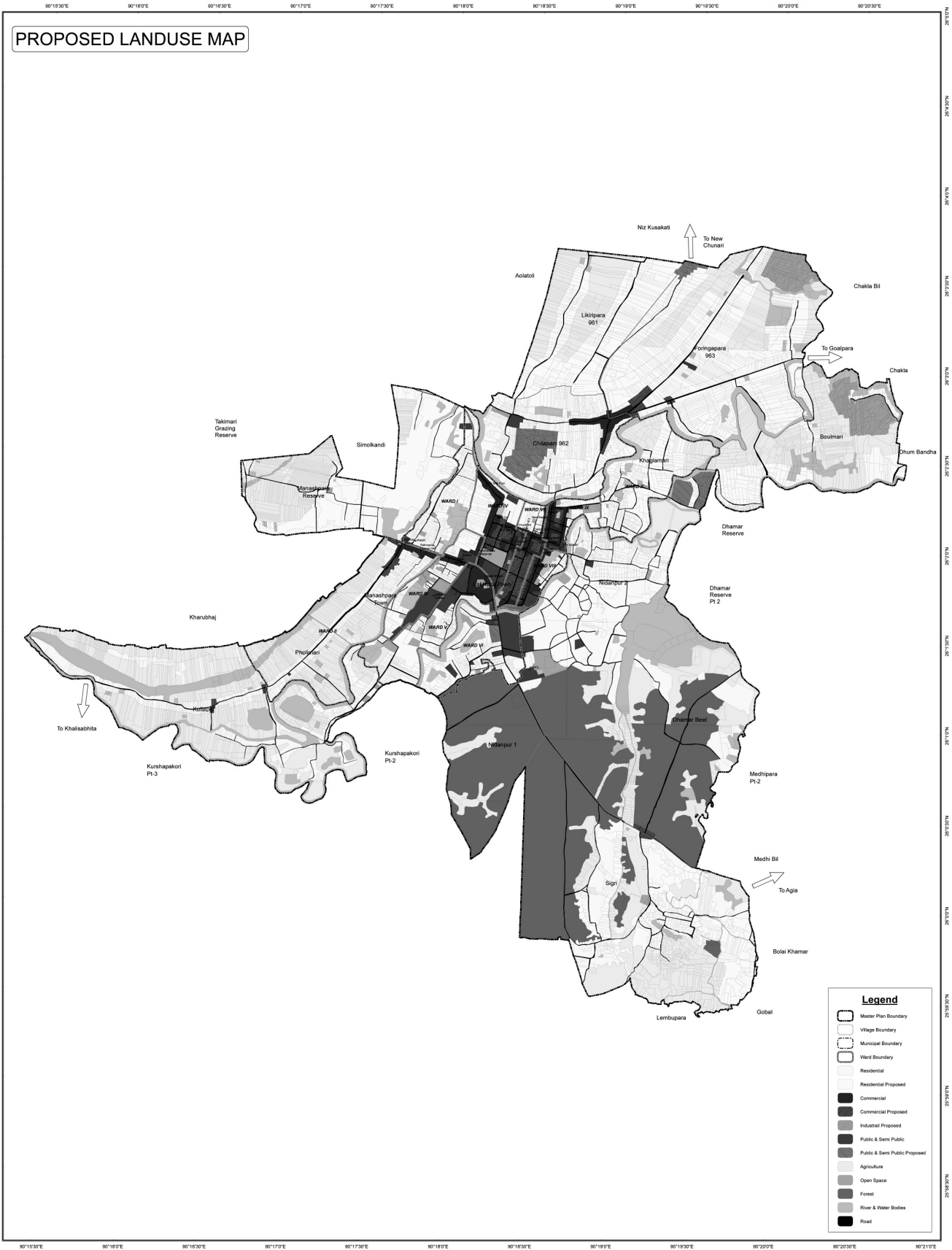



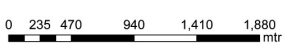
1 cm = 170 meters

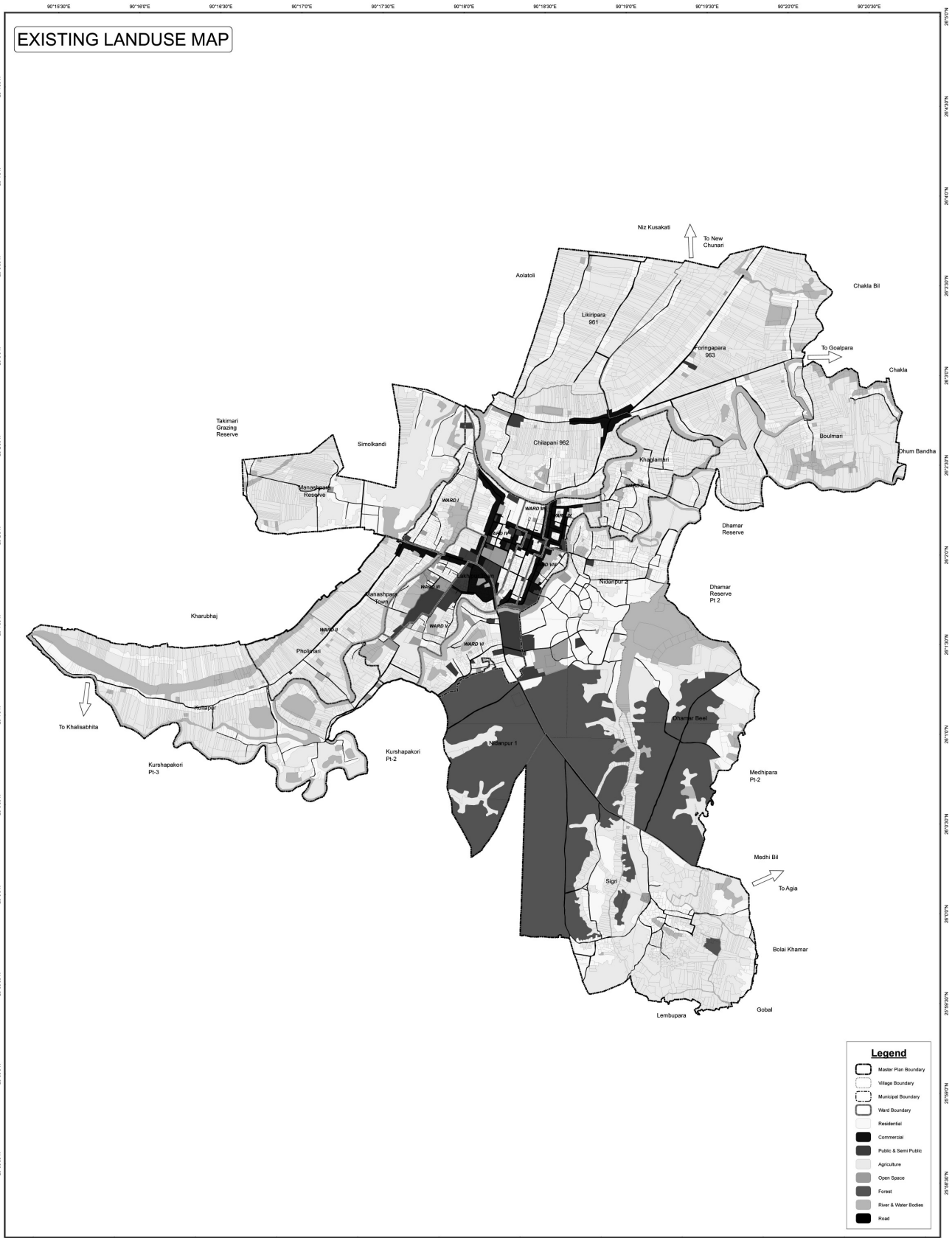
0 237.5 475 950 1,425 1,900 mtr

**LAKHIPUR MASTER PLAN 2041
(DRAFT)**

**Prepared By :
TOWN & COUNTRY PLANNING, ASSAM
DISTRICT OFFICE GOALPARA**



	<p>1 cm = 170 meters</p> 	<p>LAKHIPUR MASTER PLAN 2041 (DRAFT)</p>	<p>Prepared By : TOWN & COUNTRY PLANNING, ASSAM DISTRICT OFFICE GOALPARA</p>
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Legend

- Master Plan Boundary
- Village Boundary
- Municipal Boundary
- Ward Boundary
- Residential
- Commercial
- Public & Semi Public
- Agriculture
- Open Space
- Forest
- River & Water Bodies
- Road

1 cm = 170 meters

0 240 480 960 1,440 1,920 mtr

LAKHIPUR MASTER PLAN 2041 (DRAFT)

Prepared By : TOWN & COUNTRY PLANNING, ASSAM DISTRICT OFFICE GOALPARA

