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THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্তৃত্বৰ দ্বাৰা প্ৰকাশিত

PUBLISHED BY THE AUTHORITY

নং ৫২১ দিশপুৰ, সোমবাৰ, ৯ ডিচেম্বৰ, ২০১৩, ১৮ আঘোণ, ১৯৩৫ (শক)
No. 521 Dispur, Monday 9th December, 2013, 18th Agrahayan, 1935 (S.E.)

GOVERNMENT OF ASSAM
URBAN DEVELOPMENT (T) DEPARTMENT
DISPUR :: GUWAHATI-6

ORDERS BY THE GOVERNOR

NOTIFICATION

Dated Dispur, the 19th November, 2013

No. UDD(T) 97/2013/13 : In exercise of the powers conferred by section 14 of the Assam Town & Country Planning Act, 1959 (as amended) and the sub-section (1) of Section 10 of the Assam Town & Country Planning Act, 1959 (as amended), read with Sub Rule (1) and (2) of Rule 3 of the Assam Town & Country Planning (Publication of Master Plan and Zoning Regulations) Amendment Rules, 1964, the Governor of Assam is pleased to publish the following notification regarding the publication of the Revised Final Master Plan for Bongaigaon.

NOTIFICATION FOR PUBLICATION OF THE REVISED FINAL
MASTER PLAN FOR BONGAIGAON :

1. It is notified that the Revised Final Master Plan for Bongaigaon prepared by the Director, Town & Country Planning, Government of Assam and adopted by the State Government under section 14 of the Assam Town & Country Planning Act, 1959 for the area described in the Schedule below is hereby published.
2. The Revised Final Master Plan with all relevant papers and maps may be inspected free of cost during office hours at the office of the Director, Town & Country Planning, Government of Assam, Dispur, Guwahati-6, the Assistant Director, Town & Country Planning, District Office - Bongaigaon, office of the Deputy Commissioner, Bongaigaon ; Office of the Chairperson, Bongaigaon Municipal Board and office of the Chairman, Development Authority, Bongaigaon. Copies of the Master Plan are also available at the Office of the Director, Town & Country Planning, Dispur, Guwahati - 6 and Assistant Director, Town & Country Planning, District Office Bongaigaon for sale on payment..

SCHEDULE**Situation and Area :**

District	:	Bongaigaon
Sub-Division	:	Bongaigaon
Thana	:	Bongaigaon
Master plan Area	:	72.79 Sq. Km.
Municipal Area	:	14.31 Sq. Km.

REVENUE AREAS INCLUDED IN THE MASTER PLAN FOR BONGAIGAON

1. BONGAIGAON MUNICIPAL (BOARD) AREA (25 WARDS)
2. OTHER REVENUE AREAS

REVENUE CIRCLE	VILLAGES
BONGAIGAON	Dolaigaon Part-I, Dolaigaon Part-II, Dolaigaon Part-III, Salbari Part-I, Salbari Part-II, Bhowlaguri, Jogipara, Kharijadolaigaon Part-I, Kharijadolaigaon Part-II, Nayapara Part-I, Nayapara Part-II, Birjhora T.E Part-I, Birjhora T.E Part-2, Birjhora T.E Part-III, Birjhora T.E Part - IV, Jelkajhar Part - I, Jelkajhar Part-II, Bhakarivita Part-I, Bhakarivita Part-II, Bakharpara Part-I, Bakharpara Part-II, Machpara, Dosimapara, Borshangaon Part-I, Borshangaon Part-II, Gosaipara, Deuripara, Jakuapara Part-I, Jakuapara Part-II, Ulubari, Bhatipara Part-I, (Part), Majgaon Part-I, Majgaon Part-II (Part), Kashidoba (Part), Bakharapara, Hirapara and Chitkagaon.
SIDLI	Borpathar, Dhaligaon, Chungapota, Dholagaon, Tangaigaon and Tilpukhuri.

Note : There are no Mauza in the District.

DESCRIPTION OF BOUNDARIES :

- NORTH : Barpathar, Dhaligaon, Dolaigaon Municipal Area, Kharijdolaigaon Part-I & II and Nayapara Part-I & II.
- SOUTH : Majgaon Part-I & II, Bhatipara Part-, Jogipara, Gosaipara, Borshangaon Part-II, Dosimapara, Tangaigaon and Tilpukhuri.
- EAST : Nayapara Part-I, Chitkagaon, Jakuapara Part-II, Ulubari, Bhakharapara, Kashidoba Part.
- WEST : Tilpukhuri, Dholagaon, Chungapota, Barpathar.

(V.B PYARELAL),

Additional Chief Secretary to the Govt. of Assam,
Urban Development Department,

CHAPTER - I

INTRODUCTION

1.1 DEVELOPMENT OF BONGAIGAON

Bongaigaon is one of the oldest town in Assam located in the Northern Bank of Mighty Brahmaputra River. It is the Head Quarter of Bongaigaon District and surrounded by Chirang District in the North, Goalpara District in the South, Barpeta District in the North-East and Dhubri District in the West. Bongaigaon belongs to the Class II category town as per classification of 2001 census. Bongaigaon town committee was formed in the year 1961 and the Municipal Board came into existence in the year 1977 to look after the various civic needs of the growing community. The Bongaigaon Development Authority was created in the year 1993.

Bongaigaon is primarily an administrative as well as commercial town. Under the British Rule, Bongaigaon Railway Station came into existence in the year 1908, Bongaigaon main road was constructed during 1943-44 and Birjhora H.S. School was established in the year 1939. Bongaigaon Broad Gauge (BG) line was constructed in the year 1962. Industrial Training Institute Bongaigaon and Bongaigaon college was established in the year 1960 and 1964 respectively.

In 1961, the population of Bongaigaon town was 16,560 which gradually increased to 24,950 in 1971, 48,967 in 1991, 75,928 in 2001 and 94,295 in 2011. The increase in growth rate during the decade 1961-1971 is recorded as 48.29%. This may be due to establishment Bongaigaon Refinery and Petrochemicals Ltd. (BRPL) in the year 1972 (now it is in Chirang District). Establishment of Railway Loco shed and number of Govt. and semi Govt. establishments came in to Bongaigaon after establishment of B.R.P.L., which has created employment opportunities to a considerable extend and a result of this people of outside has been attracted to Bongaigaon.

The Municipal limit was also increased from 4.79 Sq. kms in 1991 to 14.31 Sq. kms. in 1995 and its population based on 1991 Census is 48,907. However for planning purposes the Master Plan for Bongaigaon covers an area of 72.79 Sq. kms. and its population in 2001 was 1,32,290, A survey conducted by Town & Country Planning, Bongaigaon District Office in the year 2011 shows the population figure to be approx. 1,62,291.

The evils of unplanned growth of our towns have caused enormous problems such as shortage of accommodation, traffic congestion, lack of sanitation and other shortages of community facilities and amenities. The population rise is naturally exerting a great pressure on the meager amenities that the town can provide. The growth of population and the importance of Bongaigaon as a commercially and industrially developed town had led the State Government to realize the importance of properly planned growth of the town and the preparation of the master plan for the purpose.

It might be said that a town or a city is composed of land, building, people, utilities means of transportation etc. and that the Master Plan is the arrangement of all these for optimum benefit of the people. In other words the Master Plan consist of co-ordinated plans for major streets, transportation facilities, parks, recreational facilities, School, Housing, Public Buildings, Commercial and Industrial areas. The landuse is arranged in such a way that would function most efficiently and economically and enhance the appearance of the town or cities at the same time. In preparing the Master Plan for Bongaigaon various surveys such as land use, socio-economic survey etc. were carried out to understand the existing conditions of the town, in order to suggest the line of actions to be taken to guide the future growth.

1.2 LOCATIONAL ASPECTS :

Bongaigaon town is situated in Bongaigaon District. It lies at an altitude of 62.6 metres above M.S.L with the coordinal points 26-28 degree East latitude and 90-34 degree North longitude Bongaigaon is one

of the few towns of the state which received due attention for development. after it was declared to be in a back-ward District of the state. Like-wise, the establishment of Bongaigaon Refinery and Petrochemical Ltd., establishment of Thermal project at Chalakati on the west of the town, advantage of convenient inter-connection by means of roads and railways with the rest of the important towns of the state as well as with the rest of the country, has given further impetus of the development of the town.

1.3 MASTER PLAN AREA :

The process of urban expansion of Bongaigaon has engulfed its surrounding villages. A proper and co-ordinated development is therefore necessary to avoid haphazard growth in and around the town.

The Planning area of Bongaigaon has been demarcated after studying the present trend of growth of the town, the physical feature of the surrounding areas, potential for future development of communication network in the region etc. The physical growth of the town is restricted towards North and West by the Chirang District Administrative boundary. At present the town is expanding rapidly towards South and South-East direction.

For planning purposes, an area of 72.79 Sq.Kms. is covered under the Master Plan for Bongaigaon, which contains population of 1,32,290 in 2001. A survey conducted by Town & Country Planning District Office, Bongaigaon in the year 2011 shows the population figure of 1,62,291.

CHAPTER - 2

2.1 HISTORY.

Bongaigaon was a large village on the Southern outskirts of the present municipal town Bongaigaon. For various reasons the name of the village had received its extension beyond its old geographical areas and it is presently known as Bongaigaon in different dimensions including the District itself. Attempts have been made to define its name both linguistically and geologically since last fifty years or so.

However with reference to the resolution taken on the public meeting held on 27th July 2013 organized by Bongaigaon Sanskritic Manch in presence of some leading citizens, historians and scholars of the localities, it was concluded that the genesis of the name of the town comes from the river, Aie and its alluvium deposits carried down by turbulent flood for centuries.

When a low lying area is raised high by riverine sand, pebbles and debris carried down by recurrent flood it is called 'bang', an Indo Mongolian word, which is 'Bam' in Assamese. 'Bang' is an artificially created highland and suitable for habitation and cultivation. So the composite word comes from 'Bang' and 'Aie', which is 'Bangai' and eventually pronounced as 'Bongai'.

2.2 PHYSIOGRAPHY :

Physiographically, Bongaigaon is a unique area such that in its Northern boundary lies the folded ranges of the Himalayas and towards its south lies the Shillong plateau consisting of Achean gneisses and schists. Some of the outliers are found even north of the river as isolated monadnocks near Jogighopa, Tukreswari, etc. In between those two lies the flood plain formed by the alluvial materials carried down by the mighty Brahmaputra River and its numerous tributaries. There are myriads of small islands (Chars) in the Brahmaputra river along Bongaigaon.

2.3 SOIL CONDITION :

The Northern area along the foothills has gritty and pebbly bhabar soil. The Brahmaputra plain consists of both old alluvium and new old alluvium. The riverine islands (chars) consist of heavy clay alluvium of recent origin. Soil on the edge of the Shillong plateau is lateritic type. The general characteristic of the soil is acidity which increases towards the Northern and Southern extremity of the District. The middle plain and char lands are very fertile and widely cultivated.

2.4 WATER BODIES :

The flood plain of the Brahmaputra River is criss-crossed by the numerous tributaries of the Brahmaputra on both sides of it. The major tributaries within Bongaigaon are the Tunia and Kujia rivers which flow from North to South towards Brahmaputra River. The Hatimutura Beel is also located at Majgaon within the Master Plan Area.

2.5 CLIMATE :

As per Dr. Kopen's, climatic typology, this region falls within the humid-meso-Gangatic-Type (CWG) characterized by rainfall in summer months and cloudy and foggy weather in winter months. Average rainfall in the District is 31.65 mm.

(a) Average monthly distribution of rainfall at Bongaigaon (in mms) (1999-2011) :-

Jan	Feb	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
6.38	8.06	12.80	19.96	45.49	85.63	70.58	30.94	29.29	23.67	27.00	20.00

(b) Maximum and Minimum temperature (in C) at Bongaigaon :-

Maximum :-

Jan	Feb	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Av.
20.20	24.5	31.2	32.00	33.4	35.5	37.0	35.4	33.0	30.0	26.5	21.9	30.05

Minimum :-

Jan	Feb	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Av.
8.50	12.50	17.70	20.3	22.8	24.50	24.8	25.7	26.3	23.30	15.2	10.7	19.36

Source :- Meteorological Centre, Guwahati.

2.6 FLORA AND FAUNA:

The District is rich in natural vegetation. Near Tarai conditions prevail on the Northern foothills with the Bhabar soil. Deciduous sal forests covering much of lower Assam are also found here in parts which gets a rainfall of 74 to 158 inches (186 cms to 388 cms). Riverine forest containing Khair (*Accasncatecha*) and Sisoo (*Dalbegin Sisoo*) trees are found in the foothills of Bhutan. Another type of riverine deciduous forest is confined to alluvial flats along tributaries of the Brahmaputra and is marked with such species as Simal (*Bomleaxmalabrian*), Koroi (*Albidzinprocera*) Kadam, (*Ankocephalascadamla*) etc. The char lands have swampy and muddy vegetation. The low-lying areas have thorny vegetation, cane and tall grasses, etc., especially in the comparatively low-laying areas. Dense forests are inhabited by wild animal like elephant, wild buffaloes etc. and different species of birds.

CHAPTER - 3

DEMOGRAPHIC FEATURES

3.1 POPULATION :

Considering the human resources of the District, it is seen that in 2011 the total population of this District was 7,32,639 persons out of the total population of 3,11,69,272 for the entire State. The District is predominantly rural with only 13,76 p.c. of its total population living in urban areas which is below the State average of 27.61 p.c. and all India average of 31.80 p.c. respectively.

The urban population of Bongaigaon District in 2011 is 94,295 against urban population of 7,32,639 persons of the state. The analysis of demographic features and economic functions of a town and its neighboring settlements is important in the study of growth pattern and forecasting future trend. The studies of Urban population, growth trend, density pattern, sex-ratio, occupational structures etc, are taken into account to assess and earmark land for different public uses such as amenities and facilities for the present and future population.

3.2 POPULATION GROWTH :-

Bongaigaon has been subjected to sudden increase in population owing to the establishment of railway workshop and offices, Oil Refinery etc. and also influx of refugee. So far the Municipal area is concerned, a significant variation in population is found since 1971. The following table shows the decadal variation of population from 1961 to 2011 of Municipal Area and Master plan area separately.

TABLE - 2.

POPULATION GROWTH OF BONGAIGAON MASTER PLAN AREA FROM 1961-2011.

Year	Municipal area (Including Railway)		Rural		Total MasterPlan Area	
	Population	P.C. of increase	Population	P.C. of increase	Population	P.C. of increase
1	2	3	4	5	6	7
1961	16,560	---	12,229	---	28,789	---
1971	24,950	50.66	17,742	45.08	42,692	48.29
1991	48,907	96.02	41,578	134.35	90,485	111.95
2001	75,928	55.25	56,362	35.56	1,32,290	46.20
2011	94,295	24.19	67,996	20.64	1,62,291	22.68

Source : 1961, 1971, 1991, 2001, population from Census of India and 2001 urban population from Census of India and Rural population from Survey conducted by T& CP Bongaigaon.

The Table above shows that during 1971-1991 the increase in population of Bongaigaon Municipal Area was maximum. The cause for the increase in population is due to the establishment of railway workshop and offices, Oil Refinery and other industries and also establishment of different Govt.offices.

3.3 DENSITY PATTERN :

Apart from the Municipal Area, the planning area as a whole is thinly populated. The gross density of population of Bongaigaon Municipality Area in 2001 was approx 64 persons per acre (ppa) and in 2011 it was 27 ppa approx. While that of planning area was approx 7 ppa and 9 ppa during the side periods. The low residential density in the planning area is primarily due to the inclusion of large rural areas within the Master Plan area. Table 3 indicates the variations of density in different zones during 2001 & 2011.

TABLE - 3

DENSITY OF POPULATION IN BONGAIGAON MASTER PLAN AREA.

Zone	2001			2011		
	Area in Acres	Population	Approximate Density (P.P.A.)	Area in Acres	Population	Approximate Density (P.P.A.)
1	2	3	4	5	6	7
Bongaigaon Municipal Area	1184.00	75,928	64	3536.00	94,295	27
Rural Area	16805.00	56,362	3	14,453.00	67,996	5
Total Master Plan Area	17,989.00	1,32,290	7	17,989.00	1,62,291	9

Source : 2001 figure is taken from census of India, Assam 2011 urban figure is taken from census of India, Assam and rural figure is taken from the survey conducted by T & CP, District Office, Bongaigaon.

3.4 SEX-RATIO :

Sex-ratio of an urban settlement is often influenced by the migrational trends of working force and the housing situation in that settlement. The table below shows that in 1971 the number of female per thousand male was 720. During 2001 and 2011, the situation improved and the figure stood at 910 and 943 females per thousand males. This reveals that the social life of the town is moving towards stabilization but the town's sex ratio is lower than the District itself which stood at 956 females per thousand male.

TABLE : 4

SEX RATIO VARIATION (Per 1000 males)

Year	Male	Female
1	2	3
1961	1,000	701
1971	1,000	720
1991	1,000	837
2001	1,000	910
2011	1,000	943

Source : Census of India.

3.5 AGE-SEX STRUCTURE :

The table below shows that the proportion of persons in the age-group 15/35 was comparatively higher than the other groups. The reasons for this is obviously due to immigration of working population from within the district itself and outside.

TABLE : 5

POPULATION BY Age-Group

Age Group	Population	Percentage to Total
1	2	3
0 ----- 4	1147	3.7
5 -----9	2573	8.3
10 -----14	2790	9.0
15 -----19	3596	11.6
20 -----24	3844	12.4
25 -----29	3906	12.6
30 -----34	3813	12.3
35 -----39	3008	9.7
40 ----- 44	2232	7.2
45 ----- 49	1550	5.0
50 -----54	775	2.5
55 -----59	682	2.2
60 Above	1085	3.5
Total	31001	100.0

Source : Field Survey, T & C.P, District Office Bongaigaon, Govt. of Assam.

3.6 MIGRATION :-

The trend of migration seems to be very high in Bongaigaon, with sharp rise in population from outside. This is due to the establishment of railway workshop and offices at Dangtola and expansion of broad gauge railway line. The town further experienced a population growth with the establishment of Bongaigaon Refinery and Petro-Chemical Ltd.

3.7 OCCUPATIONAL STRUCTURE :-

Out of the total population of 1,32,290 in 2001, 55,879 persons are employed in different occupation, percentage of workers being 42.24% of the total population. Out of the total workers 18.38% in primary sector, 35.05% in the secondary sector, and the rest area in the tertiary sector.

TABLE - 6

OCCUPATIONAL STRUCTURE 2001 (Bongaigaon Urban Area)

Particulars	Primary sector	Secondary sector	Tertiary sector
Male	8125	16626	20965
Female	2145	2962	5056
Total	10,270	19,588	26,021
%	18.38%	35.05%	46.57%

Source : Survey conducted by Town & Country Planning, Bongaigaon.

3.8 POPULATION PROJECTION :-

The Master Plan for Bongaigaon takes into consideration a time period extending upto 2031. It is very difficult to estimate the future population for such a long period. However, the following projection has been made based on the past rate of growth and anticipating various factors which may affect the future population.

It is expected that migration of people from rural areas to urban centers (in a developing country like ours where present urbanization rate is low) will take place in large scale because more and more people will be outgrow agricultural occupation. While arriving at this project figure, the following factors were taken into consideration ;

- (i) Natural growth of population of the town.
- (ii) Trend of migration of population from rural to urban area in this region as well as in the State of Assam.
- (iii) Impact of the newly constructed Naranarayana Setu on the river Brahmaputra, Connecting Jogighopa and Goalpara.
- (iv) Impact of various development project in the town including infrastructure development.
- (v) Establishment of railway loco-shed.
- (vi) Establishment of Bongaigaon Refinery and Petrochemical Ltd.

TABLE - 7

POPULATION PROJECTION OF BONGAIGAON MASTER PLAN AREA FROM 1961 TO 2031

Year	Population	Estimated population	Variation P.C
1961	28,789		
1971	42,692		48.29
1991	90,485		39.97
2001	1,32,290		24.09
2011	1,62,291		22.68
2021	-	1,99,099	22.68
2031	-	2,44,255	22.68

CHAPTER - 4

4.1 EXISTING PHYSICAL CONDITION :-

Urban spread is often conditioned by the natural landscape like hills, water bodies, forest and man-made impediments like railway line, major roads, canals etc. The growth of Bongaigaon town is restricted towards south and west due to the existence of Bhatipara hill range. Therefore any extension of the existing urban areas shall be possible towards south west and south direction. The natural growth of the town has been observed towards south-east part up to Majgaon. In the course of development of Bongaigaon, it is seen that the beautiful natural resources like hills, water bodies, etc., have not been fully utilized so far. The development proposals will have to fully utilize this potential in achieving elegant urban forms.

4.2 EXISTING LAND USE ANALYSIS :-

The competition among various uses of land is intense in urban areas. It is very essential to take note of the existing land use pattern in order to formulate policies so that every use of land finds its right place and they function together in harmonious way. A land use survey was conducted for the planning area of Bongaigaon in the year 2011.

Out of the total Master Plan Area of 72.79 Sq.km, only 54.90% area is developed, and 29.34% of planning area is Agricultural use. Out of the developed area the residential area constitutes as high as 60.18%, while railway is 14.78%, road is 11.72%, public and semi-public uses is 6.82%, recreational is 2.27%, commercial is 2.53% and industrial is 1.70% of the total developed area. The area under commercial, recreational and industrial uses are very low as per norms of balanced settlement. Area under water bodies, hill and forest and vacant land constitute 8.24%, which indicates the future growth and development of the settlement shall take place at the cost of agricultural land.

TABLE - 8

EXISTING LAND USE OF BONGAIGAON MASTER PLAN AREA

Sl. No.	Existing land use	Total area in Hectare	Percentage developed area	Percentage of total area
1	2	3	4	5
1	Residential	2405.06	60.18	33.04
2	Commercial	101.03	2.53	1.39
3	Industrial	68.23	1.70	0.94
4	Public & Semi Public	272.46	6.82	3.74
5	Railway	590.56	14.78	8.11
6	Road	468.50	11.72	6.44
7	Recreational	90.92	2.27	1.25
	Total developed area	3996.76	100%	
8	Agriculture	2135.9		29.34
9	Tea garden	546.77		7.51
10	Vacant	276.37		3.80
11	Water bodies/low lying area	202.45		2.78
12	Hill & Forest	120.75		1.66
	Total	7279.00		100%

Source : Field Survey conducted by T & CP. District Office Bongaigaon, 2011.

4.3 STATUS OF GOVT. LAND :-

As per record available from Circle Office Bongaigaon and Sidli, there are 1737.71 hectares of Govt. land within the planning area. The detail of Govt. land available is shown in the following table.

TABLE - 9
DETAILS OF GOVT. LAND

Sl. No.	Category of Land	Area of Land (Hectare)
1	Sali	59.17
2	Bari	215.23
3	Lahi	13.92
4	Abad Yogya	20.79
5	Gomath	223.76
6	Pharing	99.42
7	Road	167.08
8	Mandir/Masjid	18.705
9	Sobha Samittee	2.789
10	School	36.034
11	Offices/Other	78.522
12	Water bodies	124.71
13	Railway	590.56
14	Oil sector	15.60
15	Park & Open space	4.18
16	Tea garden	1.24
17	Hill and forest	58.17
18	Industry	7.83
	Total	1737.71 hectares (17.38 Sq. Km.)

Source : Circle Office, Bongaigaon.

Of the Government land, highest share of land is of the Railways, followed by 'gomath' and 'bari' lands.

CHAPTER - 5**5.1 HOUSING ENVIRONMENT :**

Housing is one of the vital sectors of a human settlement. Quantity and quality of housing reveals economic profile of the settlement. As housing constitutes the largest land use element it contributes to the overall urban form and make significant impact on it functioning. Site condition, water supply, drainage, road network, provision of amenities such as education, health, recreation, etc., are significant aspect of external housing environment. The dwelling unit space per person, nature of utilities within the house, tenure status, occupancy, age and structural conditions are vital aspect of internal housing condition. The housing survey conducted by the Town and Country Planning Bongaigaon in 2011 reflects the total housing scenario in the Master Plan Area.

5.2 STRUCTURAL CONDITIONS :

The Bongaigaon housing survey conducted in the year 2011 reveals that around 17% to 18% of the households still have kutchha houses, 28% to 38% household have Assam type building and 54% to 55% household have RCC building for Urban and Rural area respectively.

TABLE : 10 Type and Number of Houses (Bongaigaon Master Plan Area)

Sl. No.	Type of houses	Urban area (Bongaigaon Municipality area)		Rural area		Total Master Plan Area		Particulars
		No. of houses	% in total	No. of houses	% in total	No. of houses	% in total	
1	Kutchha house	2756	18.15	976	13.42	3552	16.62	Thatch roof Bamboo wall with mud plastering
2	Assam type house	4233	27.87	4358	59.93	8591	38.33	CGI/ Asbestos roof, brick partition wall/ split bamboo wall with plastering
3	R.C.C. house	8197	53.98	1938	26.65	10135	45.13	RCC column, roof and brick partition wall.

Source : Survey conducted by Town & Country Planning, Dist. Office Bongaigaon. (Assam)

5.3 HOUSE BUILDING ACTIVITIES :

The agencies involved in housing building activities at Bongaigaon are the public sector agencies and private sector agencies. In the public sector, Railway Authority, which is a Central Government agency, is constructing houses for their own employees. The State Government agencies are (1) P.W.D, (2) Police Department, (3) P.H.E. Department, (4) Electricity Board, (5) Bongaigaon Municipality, have constructed some houses for their employees. The public sector agencies are also not in a position to provide accommodation to all of their employees. Only the railways have their own organized housing colonies.

Except for Bongaigaon Municipality, other agencies in the State Government provides housing for their own employees only. The Bongaigaon Municipality has so far constructed a few houses for accommodation of the sweepers only. In private sector, house building activities are undertaken by the private individuals either for their own accommodation or for the purpose of renting.

Slum areas of the town exhibit relatively poor housing condition. Nearly all the thatched roof houses and about 405 Nos. of the Assam type houses of Bongaigaon are considered inhabitable which need replacement, as per survey.

CHAPTER - 6

TRAFFIC AND TRANSPORTATION

Functional efficiency of any urban settlement depends on the circulation pattern and therefore it is important to evolve an efficient circulation system. It is imperative that a study of the traffic flow of the entire Master Plan area, in term of road inventory, traffic inventory, passengers and goods movement at regional level and local level, is carried out. This study will provide necessary input to evolve a suitable circulation pattern and also provide with short term as well as long term measures an efficient traffic management.

6.1 REGIONAL TRANSPORTATION SYSTEM :

Bongaigaon is very well linked with all the towns of Assam and other parts of the country by means of roads as well as railways. The railway line is extended up to Tinsukia while another line is extended up to Guwahati via Goalpara.

The lateral road though which most on the inter-state vehicular traffic passes is located along the Northern side as well as Southern side of the Bongaigaon Master Plan Area.

The NH 31-A passes through North Salmara which is again linked with Bongaigaon by means of a P.W.D. Main Road. This advantageous location of Bongaigaon has given impetus for the development of industries as well as commercial activities.

6.2.1 ROADS AND STREET NETWORK :

Road pattern of the town is governed by the NH 31-A and the NH 31-C. The town stretches along these two roads which links it with the important towns of Assam and the other parts of the country. The P.W.D. main road passing through the town connects these two highways and carries all the incoming and outgoing vehicular traffic.

The road pattern of the town, particularly in its core, is close to grid-iron pattern. All the commercial activities take place along the main road of the town. Besides the P.W.D. main road, there are other important roads like Chapaguri road, Mahatma Gandhi Road, T.R. Phukan Road, Nehru Road, Gopinath Bordoloi Road, Shastri Road, Kanaklata Road, Damodar Mahanta Road, Mothuramohan Goshami Road, etc. Due to the lack of drainage facilities these roads get over flooded and create traffic problems during the rainy season.

The P.W.D. main road is the only road to which all other roads are connected. This road as it passes through heart of the town and which is the only link in between the town and the National highways, almost all the vehicular movement take place along this road and has created severe traffic problems.

TABLE - 11

Bongaigaon Diagnostic Analysis of Road Roadwidth Problem

Sl. No.	Name of Road	P.W.D. main Road	T.R. Phukan Road	G.B Road	Nataji Subhas Road	M.G Road	Lateral Road	Bopngai gaon Boitamari Road	P.W.D Road via Dangtola Bazar
1	2	3	4	5	6	7	8	9	10
2	(C.W.) Road width in Meters	12.20	9.00	8.50	8.50	7.65	18.00	9.00	13.50
3	Predominant use	Commercial	Commercial/residential	Residential	Commercial/residential	Commercial;	Industrial	Residential	Commercial/residential
4	Parking	Stray parking	Large scale	--	Stray	Stray	---	---	Stray
5	No. of Major Intersection	4	1	1	1	2	4	1	2
6	Traffic Type	Mixed with predominated slow moving	Fast and slow equally mixed	Fast and slow equally mixed	Fast and slow equally mixed	Fast and slow equally mixed	Mixed with predominated slow/fast moving	Fast and slow equally mixed	Fast and slow equally mixed
7	Accident	High	Ave	low	low	Ave	Ave	Low	Low
8	Traffic Control	Average	poor	poor	Poor	good	Average	poor	poor
9	Foot Path	Existing major length	Does not exist	Does not exist	Does not exist	Does not exist	Does not exist	Does not exist	Does not exist
10	Bottle Neck	Nil	At intersection point	At intersection point	At intersection point	At intersection point	Nil	At intersection point	At intersection point
11	Road Geometrics	Poor	poor	good	Poor	good	better	poor	poor

6.2.2 EXISTING ROAD CAPACITY :

The existing widths of all the important roads of the planning area have been surveyed and traffic volume survey was conducted. It is found that the widths of the roads are inadequate and the entire right of way is not fully utilized. Generally paved portion is meant for one motor vehicle only and all kinds of traffic compete to use this. Most of the roads would be improved if their rights of way are properly utilized by providing footpaths with underground pucca drains and completely paved carriageways. From the surveys conducted it is found that slow moving traffic is predominant in the C.B.D. areas which creates congestion and inconveniences for smooth flow of traffic (Table No. 10). The existing main P.W.D. Road carries a high proportion of regional through-traffic mainly trucks which further aggravate the congestion in the Central areas. In the central area of the town, motor vehicles, rickshaws, bicycles, bullock carts, animals and pedestrians, etc., jumbles through the same street. It is necessary to segregate slow moving modes from fast moving traffic.

The existing capacity of the P.W.D. main road is quite inadequate and as such a separate diversion road has to be proposed to carry all the heavy vehicular traffic through that road.

6.2.3 PARKING TERMINAL FACILITIES :

In order to study the traffic problem, it is very essential to examine suitability of location of the existing traffic terminal centre of the town in relation to the traffic modes. At present there are only two main traffic terminals, namely Bus Stand and Railway Station. There is no goods terminal centre in the town.

The existing private Bus Stand as well as the Assam State Transport Bus Station, though centrally located near old Bongaigaon Railway Station does not have adequate space needed to serve efficiently. The private Bus Stand is very inadequate and as such most of the buses are parked on the road leading to the Railway Station or other towns. Thus providing a suitable site for the private bus terminal could solve the problem to a large extent.

The loading unloading activities and forwarding agencies are scattered on the P.W.D. main road. The idle trucks are parked on the main road. The town is going to be industrially developed in the near future and as such it will be necessary to earmark a site for transport agencies and trucks stand.

6.2.4 ROAD INTERSECTION LEVEL CROSSING :

Most of the existing junctions, particularly in the busy area of the town, appear to have been organically developed, which instead of facilitating the movement of traffic, serve as obstacles. There are number of defective road junctions which not only retard the speed of the vehicles but also pose as a constant danger for road accidents.

The road junctions between the T.R. Phukan and the Mahatma Gandhi road is one of the most critical one. The buses from ASTC terminals alongwith other vehicles create traffic jam near this junction since existing capacity of these roads are not sufficient. Moreover this area is a very busy commercial centre. The other main faulty road junctions are one near Mayapuri Cinema Hall and Paglasthan Bazar.

The broad gauge railway line passes through the centre of the town and hence there are quite a number of level crossings. Both the Railway Station has over bridges for the pedestrian traffic only. There is one flyover connecting Bongaigaon and New Bongaigaon.

6.2.5 CRITICAL APPRAISAL :

With the growth of population, there will be a corresponding increase in the number of different types of vehicles in the town. As the town's new developments are to be on the outlying areas, the people in these areas will have to depend on public means of communications.

With the development of the town, the ratio of the car ownership is also increasing day by day. The present slow moving vehicles will most probably be replaced by fast moving vehicles in the course of coming twenty years. The existing road pattern which is mainly found to be catering for slow traffic, have to be planned and improved to meet future requirement of fast moving traffic. It is therefore expected that the city will have to cater to about five times the present number of vehicle in twenty years. Thus the character of traffic is also bound to change.

6.2.6 TRAFFIC VOLUME :

To study the traffic volume on some selected major point of the town, a survey was conducted by the District office Town & Country Planning, Bongaigaon. The volume study was done for the peak time of the day, viz, in the morning from 10.00 AM to 12.00 noon. The traffic survey reveals few important aspects regarding traffic characteristics of the town which can provide inputs for planning. The table no : 11 shows the predominance of the slow moving vehicles in all the roads within the Bongaigaon Master Plan area.

TABLE NO. - 12

Bongaigaon Peak Hour Traffic Volume in Passenger Car Unit (Morning peak hours 10.00 to 12.00 noon)

S I. No.	Name of Road	Car/Jeep	Bus	Truck	Scooter/ Motor cycle	Tempo	Cycle	Rick shaw	Thela	Total
1	2	3	4	5	6	7	8	9	10	11
1	Baitamari Road	25	2	6	45	8	45	8	4	143
2	Abhayapuri : North Salmara Road	40	3	15	60	12	25	15	8	178
3	P.W.D. Mainroad	120	3	nil	150	25	38	24	10	370
4	P.W.D. Mainroad Near Mayapuri Junction	180	12	2	216	50	75	65	16	616
5	P.W.D. Mainroad Near Paglasthand Junction	210	10	16	274	66	45	26	9	656
6	Road to New Bongaigaon Railway Station	83	2	8	139	32	13	8	4	289
7	Chapaguri Junction Towards Bongaigaon	243	16	5	268	72	64	17	14	699
8	Lateral Towards Sidli	350	36	42	330	68	28	2	14	870

Source : Traffic Survey Conducted by Town & Country Planning, Dist. Office Bongaigaon.

6.3 RAILWAYS :

Railways, as means of regional transportation, plays vital role in the development of Bongaigaon town. The town has great advantage of rail communication by means of Broad Gauge (B.G.) lines. The B.G. lines passes though the heart of the town thus connecting it with Guwahati and Upper Assam on the east and Dhubri and other parts of the country on the west. The newly extended B.G. line from New Bongaigaon to Guwahati via Goalpara has increased the potentiality for economic development of Bongaigaon.

6.4 GOODS AND MARSHALLING YARD :

The goods and marshaling yard at New Bongaigaon covers an area of about 4 sq.km. Transshipment of all sorts of incoming and outgoing commodities takes place here. Table below shows the different types of outgoing and incoming commodities (yearly average quantity) by means of B.G. line.

TABLE NO. - 13 Average B.G. Goods (in ward)

S.I. No.	Year	Cement (Qt.)	Salt (Qt.)	Sugar (Qt.)	A.C. Product (Qt.)	Iron (Qt.)	G. Pulses (Qt.)	Mise. (Qt.)
1	2	3	4	5	6	7	8	9
1	1997-1998	15,000	377346	52260	7650	321771	360720	56700
2	1998-1999	175640	223077	79979	9080	453465	318240	50040
3	1999-2000	18358	133378	118542	10350	475854	633360	65060
4	2000-2001	25433	201201	41077	11400	548042	287280	118978

Source : New Bongaigaon Railway Station.

TABLE NO. - 14 Average B.G. Goods (out ward)

S.I. No.	Year	Tea (Qt.)	Bambo (Qt)	Timber (Qt.)	Others (Qt.)	P.O.L. (QT.)
1	2	3	4	5	6	7
1	1997-1998	22560	30237	87566	41043	1937604
2	1998-1999	25464	21900	11538	14564	4745646
3	1999-2000	36500	35480	91570	20408	6541687
4	2000-2001	27680	47380	137907	22198	3472634

Source :- New Bongaigaon Railway Station.

TABLE NO. - 15 Average Inward No. of Passengers of Bongaigaon Rly. Station

Year	1997-1998	1998-1999	1999-2000	2000-2001
Passengers	4,88,498	4,95,672	523,406	5,793,304

TABLE NO. - 16 Average Outward No of Passengers of Bongaigaon Rly. Station

Year	1997-1998	1998-1999	1999-2000	2000-2001
Passengers	4,73,563	4,85,888	5,23,902	5,76,658

CHAPTER : 7**TRADE AND COMMERCE****7.1 COMMERCIAL ACTIVITIES :**

The business activities in Bongaigaon have not developed for a particular trade in a particular area but have spread widely along main through fares. The trade and commercial activity of the town is in rapid stride for the last few years. The rise in collection of commercial taxes indicates the increasing commercial activity at Bongaigaon.

7.2 WHOLESALE TRADE :

The wholesale trading is mostly concentrated near Mayapuri and North Bongaigaon. This has organically come up, functioning mostly along with retail shopping areas. Eventually problems of overcrowding, intermixing of goods traffic with other, haphazard godown development are found to be chronic problems for Bongaigaon. There are about 54 Nos of Wholesale-Commercial establishments, out of which food grain whole sale is predominant.

7.3 RETAIL TRADE :

There are altogether 2158 Nos. of retail trade centres at Bongaigaon. The retail activities are mostly concentrated on both sides of the road starting from Chapaguri to Swahidpath. The shopping activities are mainly concentrated on the Southern side of the railway station, at Mayapuri as well as North Bongaigaon. These area from the town's trade centres. Retail trade centres have developed haphazardly in the town along the major roads and this has created lot of problems. In order to facilitate the daily needs of household goods it is necessary to develop the retail centres at convenient places throughout the planning area.

7.4 MARKETS/SHOPPING CENTRES :

There are altogether seven markets in the town out of which one is bi-weekly and the remaining are daily markets. These markets are principal centre of essential commodities for the people of the town and its adjoining villages.

The Paglasthan market, North Bongaigaon market and Chapaguri market are located in northern side of the town. The Netajinagar market is located at ward 9 which is also in the northern part of the town. The swahidbedi market, Municipal market are towards the southern side of Bongaigaon Town. The bi-weekly market is near the heart of the town in ward 5, Another market at Bhowlaguri with great potentiality is located at near New Bongaigaon on the bank of river Tunia. The markets serves the population of the three existing townships viz-BRPL township, New Bongaigaon Railway township, Bongaigaon town area as well as all the adjoining villages within the master plan area. However, location wise as well as area-wise these markets seems to be insufficient.

There is no shopping center at Bongaigaon, which is very essential for this rapidly growing town. Suitable locations within the planning area should be earmarked for a few shopping centres catering to the needs of all the three townships as well as the surrounding villages.

7.5 COMMERCIAL INSTITUTIONS :

There is only one cinema house, namely Mayapuri, which is insufficient for the present population as well as future population. Up to 2031, a few more cinema houses will be required. At present there is one District library and one Town hall. In addition there are a good number of private Bibha Bhawans/Community halls in different places of the town.

CHAPTER : 8

INDUSTRIES

8.1 EXISTING INDUSTRIES :

Bonagigaon has not yet experienced any appreciable industrial growth in comparison to Guwahati or Tinsukia. However a few heavy and extensive industries like Bongaigaon Refinery and Petrochemicals Ltd., Bharatpur Oxygen, M/s Brahmaputra Carbon Ltd. Bongaigaon Aluminum factory, etc., have been established in recent years. Being a centre of commercial activities of the District, some medium and small -scale industries have grown up. These are Roller flour mills, rice mills, saw mills, etc.

There is a District industrial area in Bongaigaon, at New Bongaigaon. Most of the existing industrial area is scattered all over the town in the midst of residential and business areas. The rice, flour and oil mills, the soap factory, etc. are all incongruent developments in their current locations. The development of such scattered industries in the town has created problems for proper functioning of the town.

According to the Census of 2011, total number of persons employed in industry was 9,825 which was about 6% of the total workforce within the Master Plan area. But now with the increasing number of industries, percentage of industrial workers to the total workers have increased to a large extent. However Bongaigaon has still the scarcity of skilled labours as training facilities for the labourers is very negligible.

All the industrial establishments within Bongaigaon Master Plan area. classified under small scale industries have been categorized under six different heads. :

i. AGRO-BASE INDUSTRIES :

Rice/Atta Mills
 Biscuit/Breads
 Mustard Oil
 Chira - Muri Industries
 Cotton Ginning Mills
 Oil cake etc.
 Spices
 Dalmug

ii. FOREST BASED :

Paper Board Manufacture
 Scented Arc
 Particle Board
 Wooden Door/Window/Ventilation/Frame etc.
 Black-board etc.
 Sawmill

iii. MATERIAL BASED :

Trunk factory
 Bricks
 Tiles
 Pottery
 Black-smith
 Chalk pencil

iv. ENGINEERING BASED :

Automobile Servicing & Repairing
 Radio & Cycle repairing
 Type retrading
 Tube-volcanising

v. CHEMICAL BASED :

Candle stick
 Sodium, Silicate
 Soap
 Agarbatti
 Silver ornaments
 Alluminium/Brass/Coppe
 Wax-paper casing
 Ivory ornaments
 Perfume hair Oil
 Ink factory

vi. MISCELLANEOUS INDUSTRIES :

Confectionery
 Plastic items like rubber stamps etc.
 Readymade garments
 Perfume, Agarbatti, Jarda, Pan tablets etc.
 Watch repairing
 Ice-slab, Ice-cream etc.
 Garments

Musical instruments
 Umbrella handle
 Ice candy
 Mustard Oil/Oil-cake
 All sweets
 Dairy/Butter/Cream etc.
 Toy & Doll making
 Sewai manufacturing
 Cuttery-wate rope etc.
 Book-binding
 Tailoring
 Exercise Book
 Bags
 Ball Pens etc.
 Fruit preservation

8.2 REGISTERED INDUSTRIES :

Industries registered with Industries Department and their employee strength has been given in the table below.

TABLE-17

Total numbers of type of industries (small scale) with their number of employees :

Sl. No.	Type	No of units	Percentage
A)	Small Scale Industries		
1	Food products	21	10.85
2	Hosiery & garments	5	2.50
3	Can/wood product	1	0.52
4	Steel fabrication	18	9.35
5	Paper product & printing	19	9.75
6	Repairing & Services	40	20.78
7	Manufacturing Industries	30	15.57
8	Others	59	30.68
9	Total	192	100
B)	Medium Industries		
9	M/s Brahmaputra Carbon Ltd.	1	-
10	Aluminum factory (Manufacturing Aluminum Utensils)	1	-

Source : Data Collected From DICC, Bongaigaon

The study of industrial establishment by size of employment and type of produce clearly indicates that a large number of units can be housed in industrial flats. These flatted factories will certainly provide congenial atmosphere for work and will leave valuable land as space for movement, parking of vehicles and other uses requiring accommodation on ground floor. The type of units which can be accommodated in industrial flats is given below :

1. Confectionery. 2. Housing goods. 3. Printing & Publication. 4. Plastic goods & toys. 5. Electrical goods including Radio assembling 6. Soap making 7. Wooden furniture. 8. Bamboo-cane works. 9. Paper Board articles. 10. Agarbati making. 11. Silver Gold Ornaments making. 12. Readymade cloths. 13. Small Engineering. 14. Book binding etc.

8.3. INDUSTRIAL ESTATE :

The area occupied for the Industrial Estate near New Bongaigaon Railway Station is about 50 bighas. Out of this 30 bighas of land is utilized for sheds and the rest will be allotted as plots with infrastructure facilities.

8.4. PUBLIC SECTOR INDUSTRIES :

The Bongaigaon Refinery and Petrochemicals Ltd. (BRPL) only public sector industry nearly Bongaigaon Master Plan area presently located in Chirang District was registered during the year 1978.

The inception of this public-sector industry due to its locational advantage surprisingly changed the growth pattern of Bongaigaon Town. Due to this heavy industry a few ancillary industries have already come up and quite a number of other industries will be coming up in near future. The BRPL was located in the Bongaigaon District before creation of BTC, now its fall under Chirang District and outside of Bongaigaon Master Plan Area.

8.5. INDUSTRIAL POTENTIALITIES AND CONSTRAINTS :

The industrial growth of a town depends on the availability of industrial infrastructure which covers the availability of suitable land and human resources, power, water-supply position, markets, banking facilities etc.

A brief review of the various natural resources have lead us to believe that except mineral resources, there is no dearth of other resources in the District. Industries based on agriculture, forestry, sericulture etc. have ample scope of development within Bongaigaon Master Plan area.

Land and human resources are plenty at present at Bongaigaon. Though there is scarcity of skilled labour, introduction of a few technical institution can address this scarcity.

CHAPTER-9

URBAN INFRASTRUCTURE, SERVICES & UTILITIES

9.1. WATER SUPPLY :

Bongaigaon has no water supply system as yet. All the inhabitants generally depend on ring-wells and tube-wells for water. The major establishments like B.R.P.L., A.S.E.B., Railways etc. have their own water supply system. Piped and filtered water supply is immediately needed for the planning area as most of the populations are suffering from water bound diseases.

9.2. DRAINAGE AND SEWERAGE SYSTEM :

Like most of the towns in Assam, Bongaigaon has no sewerage and drainage system and as such problems of drainage and sewerage is becoming acute gradually. As most of the latrines are service type, night soil is carried manually. Although new house constructed have septic tanks they become inefficient within a short period due to inadequate water supply. The drainage water of sanitary latrines has no alternative but to percolate underground, which effects the soil adversely and may ultimately contaminate the ground water. Due to the lack of drainage system almost all the parts of the town gets over-flooded during the rainy season.

9.3. GARBAGE DISPOSAL :

Garbage collected by Municipal Authority is dumped in the low-lying area near railway track in Ward No. 12. As these are thickly populated area, this may create serious health problems. Municipal trucks should therefore be introduced to collect the garbage and dumped at a distant place.

9.4. ELECTRICITY:

The power requirements for this town are being made from A.S.E.B. source. Domestic consumption is about 36% of the total power supply. Industrial consumption is about 44% of which the predominant user is the railway workshop and the Bongaigaon petrochemicals.

9.5. POWER:

As per record in the Office of the Asstt. General manager, Bongaigaon Electrical Division, power shortage is felt in Bongaigaon town as well as in the District of Bongaigaon. The Assam power Distribution Company Ltd. (APDCL) has been entrusted for distribution of electrical energy (electricity) in Bongaigaon town and its sub urban areas. The distribution network of the area consists of approx., 31 Km of 33 KV line, 185 Km of 11 KV line, 410 Km of LT line, 2 Nos of 33/11KV substation and 268 Nos of distribution transformer Substation.

The total AV. Peak load hours demand of electricity is around 30 MW but the source 132/33KV Dhaligaon Grid substation supplies approximately 17.5 MW on average. This gap between demand and supply during the peak load hours causes shedding of loads around 12.50 MW. However this shortage of power is expected to be reduced considerably as renovation and modernization of power system along with capacity augmentation has already been take up different schemes like ADB financed scheme, trade development fund, Assam Vikash Yojana etc.

9.6. EDUCATION:

The distribution of educational centres is not at all satisfactory. Most of the educational institutions are within the town area. There are altogether 108 educational institutions within the Master Plan Area with student population of 25,855. In addition to general educational facilities, there is a technical school (I.T.I.) and Bongaigaon Polytechnic with student population of 750. Besides there are numbers of private vocational institutions, the enrollment of which are calculated to be approximately 6,580. Over all total student population within Bongaigaon Master Plan area is approximately 32,435.

The number of Higher Secondary School and Collage are not sufficient to cope with the present population. Most of the primary and secondary schools are accommodated in good condition with proper service facilities, i.e., playground, toilets and water supply, etc. The immediate need is only to improve basic essential facilities so as to increase the intake capacity in comparison to the private education institution. The table below shows the details of educational pattern of the town and total number of students with age group within the planning area.

TABLE NO. 18

EDUCATIONAL PATTERN WITHIN TOWN AREA

Sl. Nos.	Standard	No. of Insitutions	No. of Student	No. of Teachers	Student Teachers
1	L.P. School	40	5771	225	26 : 1
2	M.E./M.V. School	35	4295	180	24 : 1
3	High School	19	7418	295	25 : 1
4	Higher Secondary	7	2909	686	4 : 1
5	College	5	4712	100	47 : 1
6	Technical	2	750	63	12 : 1
	Total	108	25855	1549	17 : 1

It is seen from the tables that average number of children per school is quite good. The percentage of college-going student and secondary school is rather low.

9.7. HEALTH:

The Bongaigaon Civil Hospital with a total number of 200 beds, 4 Nos of PHC, 5 Nos of sub centre and 4 Nos of Pvt. Hospital exist within the Master Plan area besides there are 2 (two) Nos. of well-equipped Hospitals-one at Bongaigaon, other at New Bongaigaon, exclusively for the use of the Railway employees. The Bongaigaon Primary Health Centre is always over crowded with patients as most of the rural population within the planning area depends on this hospital. The existing numbers of beds, doctors, nurse etc. are extremely inadequate so definitely there is a need for specialized medical services at Bongaigaon. The following table shows hospital wise Nos of Doctors, beds Etc.

TABLE NO. 19

Table shows Hospital wise Nos of Doctors, bed etc.

Sl. No.	Name of hospitals	Total No of Doctors	No. of bed	Av. Patients treated in door per day	Av. Patients treated out door per day
1	Bongaigaon Civil Hospitals	21	200	30	285
2	Bongaigaon BPHC	2	Nil	Nil	65
3	Urban health Centre, Bongaigaon	-	Nil	Nil	-
4	Mulagaon MPHIC	1	Nil	Nil	30
5	Majgaon S/D	1	Nil	Nil	42.
6	South Bongaigaon Sub Centre	Nil	Nil	Nil	6
7	Panchapur MPHIC	1	Nil	Nil	59
8	Bhakaribhita Sub Centre	Nil	Nil	Nil	4
9	Mechpara Sub Centre	Nil	Nil	Nil	5
10	Rabhapara S/C	Nil	Nil	Nil	8
11	Swagat hospital & Research Centre, Bongaigaon	12	50	15	96
12	Lower Assam Hospital	21	85	20	60
13	Agarwalla Hospital	3	25	5	25.
14	Chilarai Hospital and Research Centre	5	18	6	14

Source : Office of the Joint Director, Health Services, Bongaigaon.

9.8. RECREATION AND OPEN SPACES :

At present the town hardly offers facilities for passive and active recreations. The town has only 79.00 Hectare of land under town level parks and open spaces. The city core has only two open space named gandhi Maidan and Borpara field for the public meetings and such other activities. More open spaces are to be provided for public use in future. The other important religious-cum-recreational places are the temples namely Bageswari, Mahabirthan, Satsang Ashram etc. The town has also one Indoor stadium and one library. There are 2 Nos of Eco parks-one near Circuit house and other at Sanyashipahar, which need to be more developed for public utilities in future. There is also one small swimming pool attached with indoor stadium at Borpara and one children park near Gandhi Maidam (opposite to Vidyapeeth high School) which is not sufficient. The two stadiums, one at Dolaigaon and other at Barshangaon, are in need of improvement along with all infrastructure to promote the sports activity.

9.9 MARKET :

Market plays a very important role in today's economic activity. Since the ultimate object of all finished products is to find a good market to satisfy the demand of consumers with varying capabilities, the existence of a well-developed market system is a necessary prerequisite for industrialization.

The large-scale industries like B.R.P.L. located outside the Master plan area, whose products have demand all over the globe and which can be met by company's own network of market organization, does not pose any problem from these industries. But the main problem is with the small and medium industries' products.

At present, Assam Government Marketing Corporation and some agencies of Guwahati and Kolkatta purchase directly from the producers. Besides these the All India Handicraft Board established at Gauripur (Dhubri) has been giving incentives in various ways to develop these industries. So, marketing is one of the problems faced by the industrial units. However, it can be assumed that, Bongaigaon due to its location advantage both by railways and roadways will have no severe marketing problems for its industrial products.

9.10 BANKING AND OTHER FINANCIAL INSTITUTIONS :

Along with the infrastructure facilities, the presence of sufficient number of banking and other financial organizations are also essential for fostering rapid industrialization. The sources of adequate funds and the availability of adequate banking facilities have a special role to play especially in a industrially backward region.

Bongaigaon has at present 26 (Twenty six) No. of banks and it is found that largest concentration on banks of the District is at Bongaigaon town. The Assam Financial Corporation provides medium and long term finances to small scale industries. It also disburses loans as agent of the State Government.

Among the promotional agencies, National Small Industries Corporation (A Govt. of India Undertaking) and Assam Small Industries Development Corporation Ltd. (A State Govt. Undertaking) supply machineries in hire-purchase system. The later also provides financial assistance such as Industrial loans to unemployed youths, seed money and they also help industrial units by share participation. As it is declared within a backward District, the concessional finance is available to the industrial units from Industrial Development Bank of India, Industrial Finance Corporation, and Industrial Credit and Investment Corporation of India.

Under the Khadi programme, the State Board has provided means of livelihood to a large section of the rural people throughout its khadi production centre and assisted societies and institutions. Directorate of Sericulture and Weaving, Assam has emphasized importance to cottage industry and thus provided assistance and facilities to create rural employment opportunities.

9.11 POST AND TELEGRAPH :

Bongaigaon has one central post office, one telegraph office and 6 (six) other sub-post offices located at North Bongaigaon and South Bongaigaon. The central post office and Telegraph office is located on Station Road near Bongaigaon (Old) railway Station. There is only one Telephone Exchange Functioning in the town on the main road near Paglasthan Market. In addition to that there are no of Pvt. Companies like Airtel, Air Cell, Vodafone etc, are facilitating their services to the people.

9.12 FIRE SERVICE :

There is only one fire protection service for the town situated at Deuripara near District Court. Beside there are two other fire service stations one at Bongaigaon Railway Colony and another at Dangtola specially for the Railways.

9.13 OTHER SERVICES :**9.13.1 POLICE STATION :**

The town is served by 2 (two) Police Station, which are located at Bagan Road and the other one is at North Bongaigaon. The office of the Superintendent of police is situated at near Paglasthan.

9.13.2 CREMATION AND BURIAL GROUNDS :

The entire planning area has only 6 (six) cremation grounds located at near Birjhora Tea Estate, One at Bakharaparanear Civil Hospital, One at Dolaigaon near DICC office, one at New Bongaigaon, one at Jelkajhar and other on at Jakuapara pt. :-II. There is a burial ground located at near old Bongaigaon Railway Colony.

9.13.3 VETERINARY HOSPITAL :

There is a Veterinary Hospital located at the main road at village Deuripara.

CHAPTER : 10**CITY FUNCTIONS AND FUTURE CITY NEEDS****10.1. MAJOR URBAN FUNCTIONS :-**

Based on the study conducted and the analysis made greater Bongaigaon can be inferred to have the following major functions major functions to decide its future growth.

- (i) To function as a District Head Quarter town.
- (ii) To function as Trade and Commercial Center in the District.
- (iii) To function and grow as Growth Center for small scale industries.
- (iv) To continue as an Educational Center.

10.2 PLAN CONCEPT :-

Growth of Bongaigaon town is restricted by the Chirang District boundary limit in North-West and Hillocks in West and as such the trend of development of the town is towards the East and West side in a typical ribbon development, along the PWD main Road. At present there is very limited organized open space in the form of park and play ground and ground and therefore it has been proposed to provide with organized open space in the Master plan Area. A large part of the proposed planning area is covered by the agriculture and Railway loco shed besides providing shopping areas in the town, two community level shopping centers also proposed in the eastern and western side of the Master plan area. It has been conceptually envisaged that the function and activity in the entire Master Plan area will be knitted together and it will function as one entity. The entire area is planned to achieve :-

- (a) Better and efficient workplace-living area relationship.
- (b) Safe and free movement of passengers and goods.
- (c) Better living environment.
- (d) Efficient urban infrastructure and civic amenities.

10.3 PLAN PERIOD :-

The growth of an urban centre is a continuous process. However any developmental plan requires a time frame for its implementation. Accordingly, the plan period adopted for this Master Plan Bongaigaon is up to 2031. Though projection and other future requirement are made up to 2031. Urban dynamism will carry over beyond this plan period and this exercise will in fact expected to lay the foundation for well plan Bongaigaon town contributing to the economy of the state.

10.4 FUTURE POPULATION GROWTH AND ITS CHARACTERISTICS :

An assessment of future population and its characteristics is a basic requirement for the preparation of a development plan for a town or a city. It is however difficult to work out exact estimate of future population because the factors on which the growth depends cannot be foreseen with accuracy. A study on population projection of greater Bongaigaon up to the plan period is made accordingly. Population projection is already stated in Chapter : 3.

CHAPTER 11**PROPOSED LAND USE PLAN :****11.1. AIMS AND OBJECTIVES :**

The major aims and objectives which are attempted to be achieved for greater Bongaigaon through this Master Plan are as follows :

- I. To improve the existing condition of Bongaigaon Master Plan area and to develop the urban infrastructure for a population of 2,44,255.
- II. To integrate the development of various areas of Bongaigaon Town with the adjoining areas in a regional setting.

- III. To distribute functionally the work centers and living areas, minimize travel distances and increase efficient function of activities.
- IV. To design a safe, easy and to ensure a functionally efficient transportation network for movement of goods and passengers.
- V. To accelerate the economic growth by increasing economic activities like industries, services and trade and commerce etc.
- VI. To create a harmonious and coherent inter relationship between various uses and activities.
- VII. To put forward a planned approach for overall future development of the town and gradual removal of existing none conforming land uses.

11.2 BASIC CONSIDERATIONS :

From the study of the existing land use pattern of the town, traffic and transportation scenario, physiographic, housing and other services and work center of the Master Plan area, the following basic points are considered as guiding factors while preparing the Master Plan for Bongaigaon town.

- A) Development as an administrative Centre like District Head Quarter to accommodate various public and semi-public offices of the state at regional level.
- B) Development of new shopping areas as well as improvement of existing once both for retail and whole sale purpose.
- C) Encouragement of establishment of small and medium type of industries.
- D) Provision of circulation pattern to provide link between different areas.
- E) Efficient use of Government land and properties by putting them to most effective use.
- F) Rational distribution of residential densities so as to minimize disparities.
- G) Provision of utilizes and services in an integrated manner.
- H) Ensure proper urban environment by improvement and up gradation of slum areas through environmental improvement schemes.

11.3. LAND USE PATTERN :

The land use pattern determines use zone and brings functional efficiency through road network in the town. The proposed land use pattern in Bongaigaon Master Plan area has been developed taking into consideration the minimum dislocation of existing land use pattern, inter-relating the highest order activities with planning unit activities and establishing work place and living area relationship.

Table No. 20 : Proposed Land Use of Bongaigaon Master Plan Area

Sl.No	Proposed Land Use	Total area in Hectare	PC to developed area (%)	PC to total area
1	2	3	4	5
1	Residential	2862.81	54.84	39.33
2	Commercial	310.88	5.96	4.27
3	Industrial	104.26	1.84	1.43
4	Public & Semi Public	428.99	8.21	5.89
5	Railway	590.57	11.47	8.11
6	Road	581.48	11.14	7.99
7	Recreational	341.38	6.54	4.69
8.	Total developed area	5220.36	100%	
9.	Agriculture	1410.47		19.38
10.	Green Belt/Hill Forest	446.30		6.13
11.	WaterBody/low lying area	202.45		2.78
	Total	7279.00		100%

11.3.1 RESIDENTIAL AREA :

The residential areas are to be developed as self-contained units with the provision of all community facilities. Service and work places within reasonable distances duly served with efficient circulation system undisturbed by through traffic. The living areas are proposed to be kept free from air pollution and other nuisance. Some of the present residential areas in the planning area which suffer from overcrowding and lack of amenities are to be given due treatment to make these areas livable. In order to meet the deficiency and to accommodate 2,44,255 of future population an area of 2862.81 Hectre has been earmarked which includes 2405.06 of existing residential area.

11.3.2 COMMERCIAL AREA :

The existing commercial areas of the planning area fall in the center of the old settlement and have come up mainly on P.W.D. main road, AOC road, Mahanta Gandhi road, Subhash road, T.R. Phukan road, GNB road. Most of these roads are congested and inaccessible for vehicular traffic and as well as are lacking in parking space and insufficient movement for loading and unloading facilities. It is therefore proposed to make these areas more functional by providing good accessibility and parking space. Besides strengthening the existing markets and shopping centres, a new shopping center is proposed along the college road. This will provide facilities for development of commercial center. In the Master Plan, a total area of 310.88 Hectare sharing 5.96% of the total developed area has been proposed for commercial activities.

11.3.3 INDUSTRIAL AREA :

In order to boost up urban economy and keeping in view the Government policy to develop Bongaigaon as an Industrial as well as commercial town it is considered appropriate to earmark suitable amount of sites so as to attract industrial units to the town. In the proposed development plan an area of 104.26 Hectare which forms 1.84% of the total land has been provided under Industrial use. Major Industrial sites have been envisaged near the new Bongaigaon railway colony along the regional route linking the city i.e. on the North of N.H. 31 (c) The areas proposed for Industrial development are well served by existing road system and other infrastructure like power etc.

11.3.4 PUBLIC AND SEMI-PUBLIC :

This category of land use consists of Government and semi-government offices, educational, health and social and cultural institutions, etc. The total area earmarked for this category is worked out to be 428.99 Hectare.

11.3.5 RECREATIONAL (PARKS, PLAYGROUNDS ETC.) :

Although there is ample scope for the development of parks, playgrounds etc. surrounding the municipal area, the town proper is devoid of any parks. A town needs ornamental parks for given it a decent appearance, larger for the passive areas for elders, playgrounds for children and playfield for youths, Gandhi Maidan situated at the centre of the town (east of M.G. road) is the only place where all sorts of recreational activities take place. This Maidan should be developed into a planned recreational centre.

A children park has already been developed near the Bidyapith School near Gandhi Maidan which also need to be improved with proper facilities. Two No of city level recreational park is proposed along the bank of river Tunia at Bhakarighita & Jelkajhar villages and another one is at

Dolaigaon.2 (two) Botanical parks is proposed at foot hill of Bageswari hill and at Sanyashipahar at Jelkajhar. One Lake-cum park is also proposed at Hatimutura towards the Southern side of Bongaigaon Master Plan area.

11.3.6 UTILITIES AND SERVICES :

11.3.6.1 WATER SUPPLY :

Within the plan period piped water supply scheme is proposed throughout the planning area through Public Health Department and Urban Water Supply and Sewerage Board. However, at present, the kacha ring wells are to be made pucca wells for supply of pure drinking water.

11.3.6.2 DRAINAGE & SEWERAGE :

The drainage system at Bongaigaon is defective and incapable of carrying and draining out the rain and waste water and as such during rainy season the whole municipal area gets over flooded. Underground pucca drains are proposed throughout the planning area and the rain and waste water should be discharged to the Tunia and Kujia River. Service latrines should be discouraged to improve the sanitary condition of the town. Soil and water pollution due may pose a great problem in future. It is therefore, proposed that a scheme for the disposal of sewage should be taken as a measure of long term planning. However Town and Country planning has already prepared scientific drainage Master Plan for Bongaigaon town but not yet implemented by the competent Authority which need to be take up for improvement of drainage system of the Town. At present the power is supplied by the State Electricity Board and is capable of fulfilling the needs. It is suggested that a co-ordinated grid scheme with necessary sub-station be prepared to meet the increasing demands.

CHAPTER 12

PROPOSED CIRCULATION PLAN

Planning for transportation system is a vital part of the whole physical plan. The following basic goals are expected to be achieved through the proposed road concept of the Bongaigaon Planning area :-

1. Quicker movement of goods and people within the planning area.
2. Direct linkage between the different traffic generating points for easy accessibility.

Proper road linkages with other important trade centers of the region and State is required. In order to remove the present transportation difficulties within the town, some minor scheme of road widening, re-construction of road junction, enforcement of traffic rules etc. should immediately be taken up. The following short term program are recommended :-

(a) The road junctions near Mayapuri Cinema hall, Paglasthan market, M.G. road and Thana road near old Bongaigaon station should be improved. The junction of the P.W.D. main road and Lateral road at Chapaguri should be converted into a round out for quicker and easy movement of vehicular traffic.

(b) Two (2) Nos. of Bus terminus within the Master Plan area are proposed. One at Kharijadolaigaon Pt.: -II in the existing plot of Bongaigaon Development authority and other on at South Bongaigaon vill :- Bhatipara Pt. which will function as IDBT (Inter District Bus terminus) also one city Bus terminus at the existing bus stand site at Borpara is proposed with adequate infrastructural facilities.

(c) Enforcement should be made on timing for loading and unloading of goods in the main shopping areas.

(d) One way vehicular traffic arrangement should be made in some of the narrow roads within the C.B.D.

- e) The M.G. road should be widened and black-topped.
- f) The streets along the municipal market should be cleared of unauthorized shops and vendors selling vegetables etc.

The P.W.D. main road connecting the lateral road NH. 31-C carries almost all the traffic load is not sufficient to cope up with the increasing traffic load. As such some major roads have been proposed to segregate the traffic from the main road. The ring road is proposed from NH 31 (C) Chaprakata Railway crossing connecting PWD road at Buniadi school shock via the villages Nayapara, Hirapara, Birjhora Tea Estate, Mechpara, Jakuapara and Ulubari in the Eastern side of the Town and starting from the Buniadi school showkh to N.H (31-C) (Dhjaligaon market) via the villages Jogipara, Gosaipara, Barshangaon, Jelkajhar, Bhowlaguri and Dhaligaon in the western side of the town is proposed as ring road (right of way - 100 ft). Two (2) over bridges over the railway track is proposed at Bhatipara and Bhowlaguri along the ring road.

Another over bridge over railway crossing at Jelkajhar (Near Sanyashipahar) along the PWD roads (primary road with right of way 80 ft) is proposed which at present is very essential for the free flow of traffic. Also an under pass is proposed at the Railway Junction of Officer's club road connecting Netajinagar (Babupara) road. The PWD main road (SH-2) passed through the master plan area which links with NH-37 in the South and NH-31 (C) in the North to be widened to right of way 24.50-30.00 mt (80'-100'). All the primary roads linked with the PWD (SH-2) and ring road are proposed to be widened to right of way 18.00 - 24.50 mt (60'-80'). The road from Bongaigaon to Boitamari should be widened to right of way 18.00-24.50 mt (60'-80') and black topped and considered to be primary/Major road. The Bongaigaon Dangtal roads both by the side of the railway track have been proposed as Secondary/Sector roads (right of way 60'-0"). The other existing roads within the planning area which are proposed to be connected through missing links and categorized as sub-sector/tertiary road (right of way 45'-0").

12.1 RING ROAD :

The ring road proposed provides good accessibility for vehicular traffic all round the entire planning area. The right of way of these roads is proposed 100'-0" or 30m, looking to their functions.

12.3 MAJOR ROAD/PRIMARY ROAD :

These major roads basically provide linkages for carrying heavy city traffic to major work centers, activity centers and recreational areas. The right of way of these roads is proposed 65'-0" to 80'-0" or 20 to 24.5 meters looking to their functions and intensity of traffic.

12.4 SECTOR ROAD/SECONDARY ROAD :

The sector roads to the fast moving traffic within the planning units and also aligned for inter-connecting the residential sectors with activity sectors. The proposed right of way of these roads varies from 18 meters or 60'. These roads are also to service as city bus routes and therefore, no residential building will have direct access to these roads but will be given this facility through controlled points.

12.5 SUB-SECTOR ROAD/TERTIARY ROAD :

These roads are primarily meant to serve the traffic needs of residential sectors and will, therefore, be connected to sector roads. The right of way for these roads is proposed to be 9.00 to 14 meters or 30' to 45".

12.6 LOCAL ROAD :

Local roads are meant for circulation within residential sectors and as such provide access to the building sites. These roads will carry all local service such as water supply, sewerage and power lines. In the proposed circulation plan these roads are not shown. The right of way for these roads shall range between 6 to 9 meters (20' to 30").

12.7. PEDWAYS :

Ped ways are an essential element in any circulation plan. There are a large number of person who cover short distances by walking. Moreover these are essentially required for children and old person so that they may safely cover the distances to shopping centre, library and reading rooms and schools. These ped ways are proposed to be linked with one sector to another. These are not shown in the circulaiaon plan.

CHAPTER 13**PLAN IMPLEMENTATION AND ENFORCEMENT****13.1 PLAN IMPLEMENTATION :**

The efforts for preparation of the Master Plan and zoning Regulations for Bongaigaon and its mere adoption by Government will not improve the quality of Urban life unless sustained efforts are made to enforce the Zoning Regulation and implement the plans future in building or rebuilding of a town or a city a major role is played by its citizens individually or collectively be undertaking construction, reconstruction and development of land for various urban uses. Co-operation of citizens in improving and building of a city is therefore indispensable.

13.2 MAJOR SCHEMES PROPOSED :**13.2.1 Residential Use**

(i) 2862.81 hectares of land, which is about 54.84% of the total developed area is earmarked for the residential use considering future population demands, out of that 7.45 hactares (55 B- 3K-6L) land are proposed for Residential complexes as well as Land Development and allotment (RLDS) for different Govt. employee under IDSMT scheme at Jhalkajhar.

(ii) Residential areas are further devided into 3 zones on the basis of densities.

13.2.2 Commercial Use

(i) Construction of super market at existing North Bongaigaon market complex ward No: 10, Bongaigaon Municipality.

(ii) Improvement of Fish market at Chilarai Daily market

(iii) Two Market complex one at Chilarai Bi weekly market in ward No.5, and other one is at Swahidbedi market to be developed as a sub-center.

(iv) One whole sale market is proposed at Kharijadolaigaon along the N.H.-31 (C).

13.2.3 Industrial Use

(i) Small scale & cottage industries are proposed in the planning area.

13.2.4 Public and Semi Public Use**(a) Education**

(i) Engineering college to be established

(ii) Micro Enterprise Institutions to be established.

(iii) At least 9 Nos of Lower primary school are to be established.

(iv) At least three (3) Nos of Integrated school with hostel facilities are to be established.

(v) For the physically handicapped students at least 5 Nos. of school are to be established with all infrastructure.

(b) Health

(i) Up gradation of existing Civil Hospital to a capacity of 500 beds along with Sophistia-cataead equipment's with special Eye unit.

- (ii) The improvement of all the health centre with in the master Plan area.
- (iii) At least six(6) Nos of intermediage hospitals with all modern infrastructures shall be provided.
- (iv) Three (3) Nos of polyclines are to be provided.

(c) Govt. Offices

- (i) Development of office complexes/District centre is proposed at Majgaon.

(d) Cultural Institutions

Development of Culural Institutions like Sangeet Kala Vidyalaya, Sanskritik Bhawan.

13.2.5 Public Utility and facility

- (i) Water supply : Construction of water treatment plan at near Bagheswari hill and one near Bongaigaon college.
- (ii) Drainage and Sewerage : Phase wise Construction of scientific drainage and sewerage system based on drainage Master plan is already prepared for Bongaigaon.
- (iii) Waste disposal : Proposed Solid waste disposal plant by scientific way at jakuapara.
- (iv) Park & Open space : Construction of Tourist complex at Hatimutura bill(Majgaon)
- (v) Bus terminus : Two (2) Nos of Bus terminus one at Kharijadolaigaon pt. :-II other one at South Bongaigaon vill-Bhatipara is ISBT. Also one city bus terminus at existing Busstand at Borpara wit adequate infrastructural facilitues. of BDA) and othe one at Bhatipara South Bongaigaon to function as IDBT. Also one city bus teminus at existing bus stand at Borpara with adequate infrastructural facilities.
- iv) Turck Terminus : Proposed at Near Chaprakata Railway crossing (Nayapara)

13.3 PUBLIC PARTICIPATION :

Prime pre requisite for implementation of any development plant is the public participation. Though the preparation process of the Master plan has the provision to involve the public, this need to be done more elaborately. Sufficient publicity of the Master plan need to be done so that the citizen are aware of this and as and when required the copies of the same should be made available. Finally the effort that has been put in for preparation of this Master plan shall be fruitful if this can in true sense fulfill the aspirations of the people of Bongaigaon and become an integral part of their social and cultural life.

CHAPTER : 14

ZONING REGULATIONS

14.1 ZONING PLAN:

The method of accomplishing the best arrangement of the different landuses of a town or city, is known as zoning. It is a part and parcel of the overall plan but does not mean any rigid arrangement. The esence of good zoning is utilization of the available land to the right use and the correct location of each zone so that there will be no contest and no nuisance.

14.2. ZONING REGULATION:

Zoning Regulations play a very important role in controlling and promoting urban development and redevelopment on rational lines. They are also useful in limiting urban growth and in a broad sense can also be used forlying down broad directions of growth in a regional plan. Zoning Regulation from 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 instruments of control and promotion of development and in fact it is the Zoning Regulations that an ordinary developer comes into contact with while undertaking the development within the frame work of any Master Plan. Thus these regulations can do a great service in correctly portraying the intention of Master Plan and promoting its objectives.

Zoning Regulations would help in controlling density of development and land use, in ensuring protection of open areas, light and ventilation standards and in providing for future expansion in each zone appropriate manner.

In order to achieve the desired goal and objective of the Master Plan, a Zoning plan is prepared earmarking broad landuse areas with definable boundaries as shown in the map. This Zoning Plan should be read in connection with the proposed land use plan and prescribed Zoning Regulation.

14.3 PLAN ADMINISTRATION :

The Master Plan and Zoning Regulations for Bongaigaon as presented here contains the broad policies and programs for improvement and development of greater Bongaigaon area up to the year 2031. 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, 1959 as amended from time to time. The Town & Country Planning Assam of the State Government besides preparation of the Master Plan Zoning regulations for Bongaigaon 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 Bongaigaon conform to the proposals contained in the Master Plan and Zoning Regulations.

Section 8 of Assam Town & Country Planning Act, 1959 empowers the Government to constitute a Development Authority for the Bongaigaon Master Plan area for enforcement, control and implementation of development proposals as envisages in the Bongaigaon Master Plan. As per section 13 of the same act all development to be undertaken within the Bongaigaon Master Plan. The Railway and Bongaigaon refinery (though it is located outside of the Master Plan) have played a major role in the development of Bongaigaon Town. Besides the above two agencies, many State and Central Government departments and authonomous bodies such as P.W.D. P.H.E.D., Industry , Education, Health etc., will also undertake construction works within their respective field of activity. This will also add to the process of implementation of the Master Plan. It will however, be desirable to co-ordinate these construction activities of various Government and Semi-Government Organizations not only in terms of location, design etc. but in terms of phasing and programming as well.

Planning is a continuing process and the preparation of a plan implies its translation into reality. The Master Plan for Greater Bongaigaon is not merely a blue print but an expression of the sustained desire of its people to make Bongaigaon a worth-while place to live, work and play.

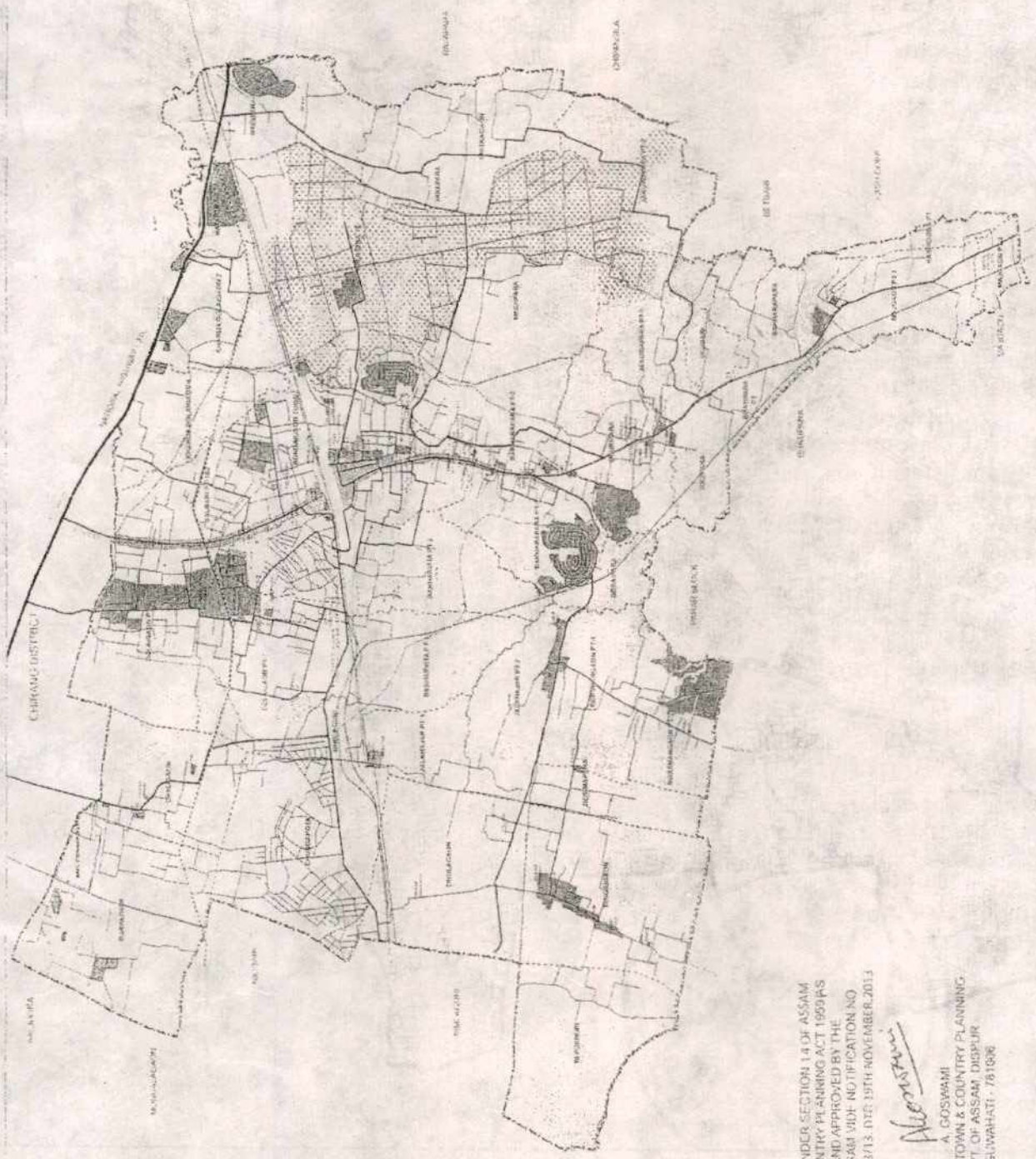
The successful implementation of this plan requires citizen participation in all phases of planning activity and in all functions which bring them together in pursuit of this common goal.

14.4 CONCLUSION :

The Master Plan and Zoning Regulations for Bongaigaon as presented here contains the broad policies and programs for improvement and development of greater Bongaigaon area up to the year 2031. The administration of this plan from its initiation to the realization will be carried out with in the frame work of the Assam Town & Country Planning Act, 1959 as amended from time to time. The Town & Country Planning Assam of the state Government besides preparation of the Master Plan Zoning regulations for Bongaigaon 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 Bongaigaon conform to the proposals contained in the Master Plan and Zoning Regulations. It is mentioned here that the Uniform Zoning Regulation approved by the Govt. of Assam, vide Govt. Notification No. T & CP 31/2000/54 dated the 12th June 2000 for all area of Assam having Master Plan except Guwahati will be applicable to the Bongaigaon Revised Master Plan area too.

V.B. PYARELAL,
Additional Chief Secretary to the Govt. of Assam,
Urban Development Department.

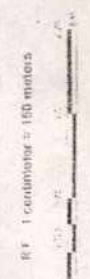
- Legend**
- MASTER PLAN BOUNDARY
 - MUNICIPAL BOUNDARY
 - NATIONAL HIGHWAY
 - PRIMARY ROAD
 - SECONDARY ROAD
 - TERTIARY ROAD
 - RAILWAY LINE
 - RAILWAY
 - GAZETTED
 - VILLAGE BOUNDARY
 - AGRICULTURE
 - COMMERCIAL
 - INDUSTRIAL
 - PLUNG & SEMI-PUBLIC
 - RAILWAY LAND
 - AGRICULTURAL
 - RECREATIONAL
 - TEA GARDEN
 - HILL FOREST
 - WAREHOUSE
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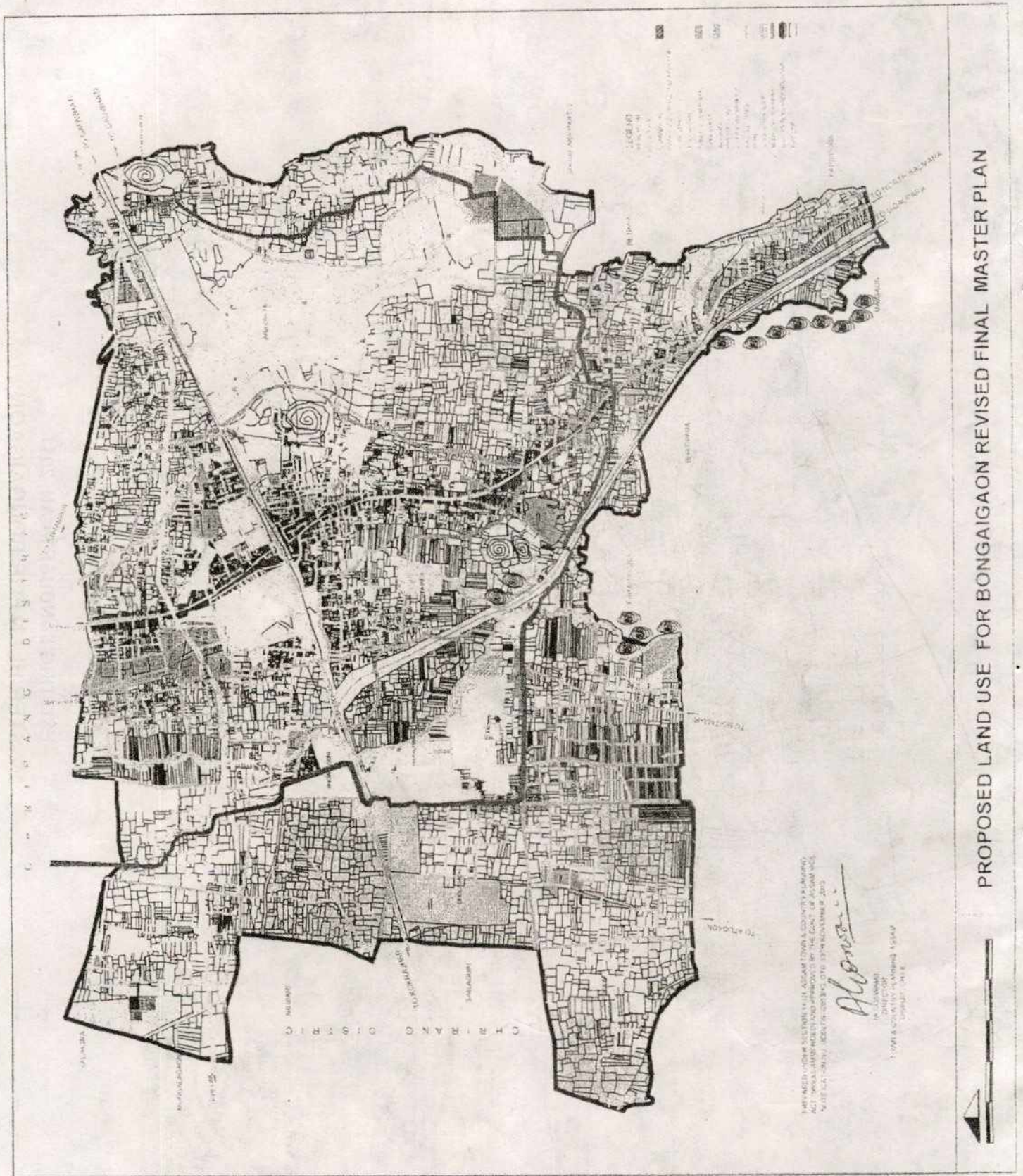


**EXISTING LANDUSE PLAN, 2011
MASTER PLAN FOR BONGAIGAON**

PREPARED UNDER SECTION 14 OF ASSAM
TOWN & COUNTRY PLANNING ACT 1909 AS
AMENDED AND APPROVED BY THE
GOVT. OF ASSAM WITH NOTIFICATION NO
LCH/187/2011/313, DTD: 19TH NOVEMBER, 2011

A. GOSWAMI
A. GOSWAMI
DIRECTOR, TOWN & COUNTRY PLANNING,
GOVT. OF ASSAM, DISPUR
GUWAHATI - 781006

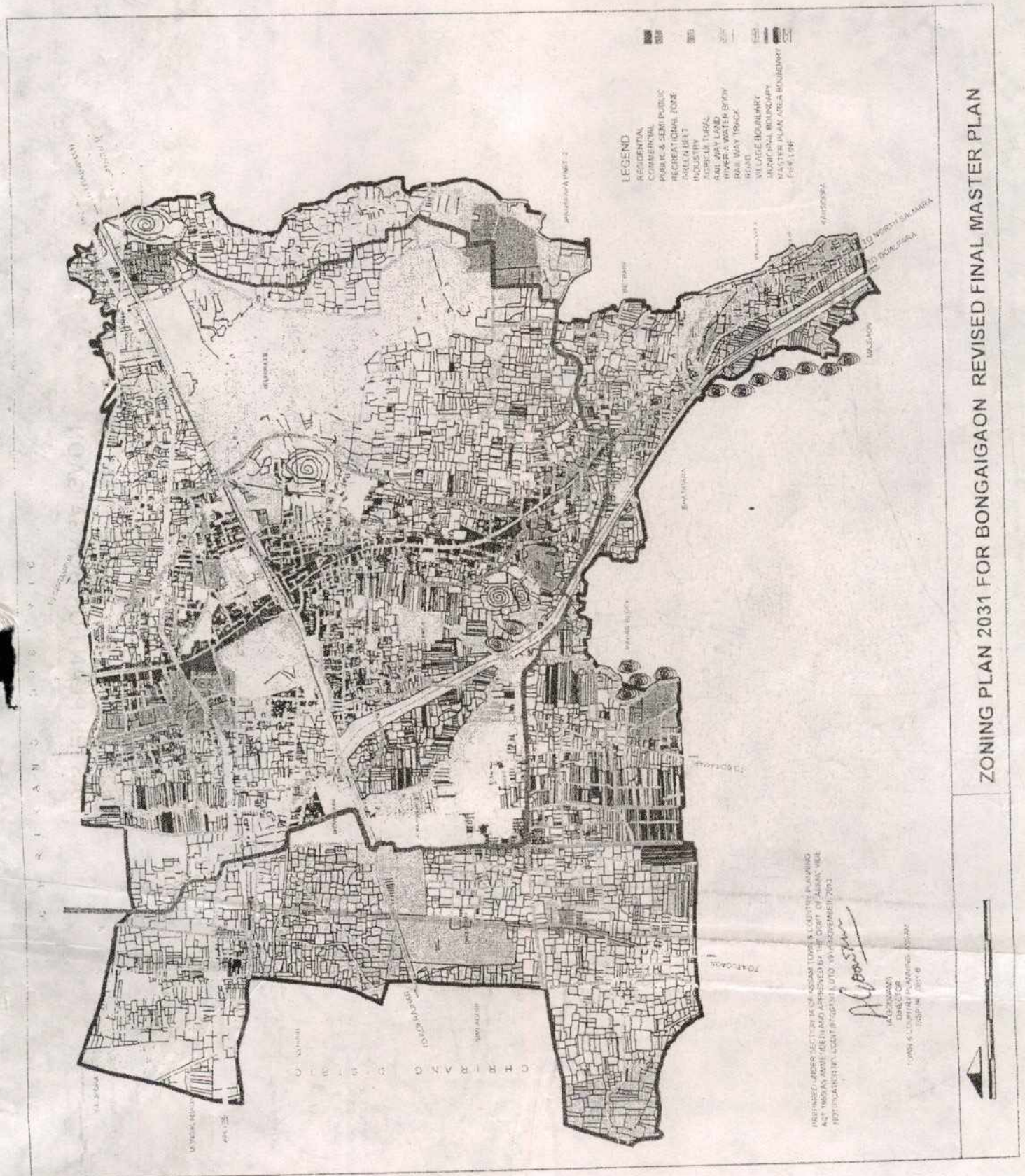


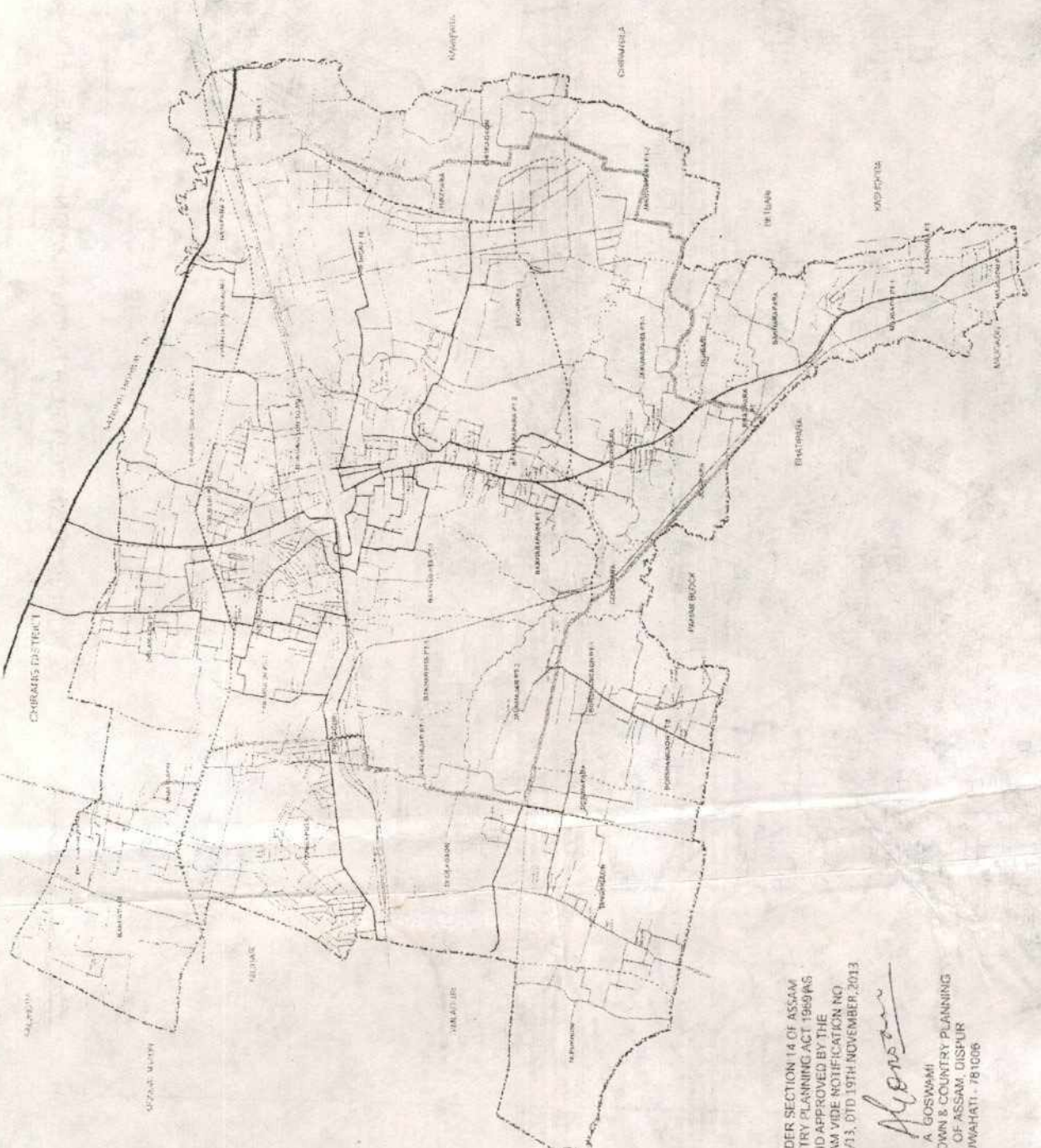


PROPOSED LAND USE FOR BONGAIGAON REVISED FINAL MASTER PLAN

PREPARED BY: MRS. S. S. SAHA, ASSISTANT TOWN & COUNTRY PLANNING
 OFFICER, BONGAIGAON MUNICIPALITY, BONGAIGAON, ASSAM
 DATE: 15/12/2013

S. S. Saha
 M. S. SAHA
 TOWN & COUNTRY PLANNING OFFICER
 BONGAIGAON MUNICIPALITY





- Legend**
- MASTERS PLAN BOUNDARY
 - NATURAL BOUNDARY
 - PRIMARY ROAD
 - SECONDARY ROAD
 - PROPOSED PRIMARY ROAD
 - PROPOSED SECONDARY ROAD
 - PROPOSED TERTIARY ROAD
 - SUBWAY LINE
 - RAILWAY LINE
 - VILLAGE BOUNDARY
 - IMP. TOWNSHIP (PART)

**PROPOSED ROAD CIRCULATION PLAN, 2081
MASTER PLAN FOR BONGAIGON**

PREPARED UNDER SECTION 14 OF ASSAM
TOWN & COUNTRY PLANNING ACT 1969/RS
AMENDED AND APPROVED BY THE
GOVT. OF ASSAM VIDE NOTIFICATION NO
UDDT/197/2013/13, DTD 19TH NOVEMBER, 2013.

A. Goswami
A. GOSWAMI
DIRECTOR, TOWN & COUNTRY PLANNING
GOVT. OF ASSAM, DISPUR
GUWAHATI - 781006

RF 1 centimeter = 150 meters