



Government of the people's Republic of Bangladesh
Ministry of Housing and Public Works
Urban Development Directorate
82 Segunbagicha, Dhaka-1000

PREPARATION OF DEVELOPMENT PLAN FOR MEHERPUR ZILLA

REPORT ON ASSIGNMENT-2

Preparation of Action Area Plan Map containing sectors and extents

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Summary of Assignment-2

A. Summary of Assignment-2

This report summarizes the Assignment-2 according to the ToR by Junior GIS Consultant (Individual Consultant) for the “Preparation of Development Plan for Meherpur Zilla "project. The assignment has done by me is “Preparation of Action Area Plan Map containing sectors and extents”. The detail process is also summarized in the Report. For the Ward 8 Action Plan of Meherpur Municipality, several key assessments and planning steps were completed. Emotional-spatial mapping identified areas of positive and negative emotion using grid-based analysis, highlighting formal/informal zones and major issues. Socio-economic and institutional profiling covered livelihoods, education, health services, and the role of local institutions and NGOs. PRA and surveys revealed challenges related to daily activities, safety, and infrastructure. Based on community aspirations, a vision was set for a livable, inclusive, and sustainable ward aligned with the Master Plan. Proposed actions include road and drainage improvements, park development, enhanced safety and walkability, youth skill programs via MESDA, mobile health clinics, better waste management, and revitalization of emotionally negative spaces. These actions are prioritized across short-term, mid-term, and continuous timelines.

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Preparation of Action Area Plan Map containing sectors and extents

Situation Analysis:

Emotional – Spatial Mapping:

Summary of Emotional Data:

The emotional dynamics of Ward No. 8 in Meherpur Municipality reflect a diverse and complex spatial pattern of how residents emotionally perceive their everyday surroundings. Based on weighted emotional data—ranging from Disgust (1) to Love (7)—the ward displays both positive and negative emotional responses across different spatial intervals.

Ward No. 8 hosts several important civic, educational, and recreational facilities, including Meherpur Government College, Technical School, Fire Service Station, Nazrul School, Shishu Park, Hotel and Bazaar area, College Para (residential zone), as well as offices like the Department of Social Services and the Women’s Affairs Office. These diverse urban elements significantly shape the emotional experiences of residents in the area.

The variation in emotional responses is closely tied to the function and usage of each space:

- Educational institutions stimulate feelings of love, happiness, and sometimes sadness due to academic pressure.
- Service facilities like the fire station and government offices evoke love and happiness, or anger when access is limited.
- Recreational areas, particularly the Shishu Park, are associated with joy, surprise, and family bonding.
- Market and hotel zones generate excitement due to social and economic activity, but may also lead to sadness and anger because of crowding or noise.
- Residential neighborhoods often foster a sense of comfort and belonging, yet may reflect sadness if facilities are lacking.

Altogether, these variations form a nuanced emotional landscape of Ward No. 8, offering insights that are essential for inclusive and emotion-sensitive urban planning.

Major Emotional Activity Grid Analysis:

A total of 45 active grids were identified and categorized into two distinct groups based on the type and diversity of activities, as well as the emotional responses associated with those spaces:

Grids were classified as “Major” when they contained multiple high-value urban functions that contribute significantly to the emotional, social, and daily life of residents. These zones featured higher densities of positive emotional responses and frequent user engagement.

Key Functional Features in These Grids Include:

- Fire Service Station – Associated with protection and emergency response, generating feelings of safety and reliability.
- Meherpur Government College – A hub of education and aspiration, evoking pride and hope among youth and families.
- Government Girls’ High School & Nazrul School – Centers of daily student activity and community gathering.
- Technical School – Symbolizing skill development and future opportunities for local youth.
- Shishu Park – A major emotional hotspot for families, evoking joy, relaxation, and bonding.
- Stadium Road Area – Used for movement, community sports, and social events.
- DC Office – Provides administrative and civic services, promoting feelings of access and empowerment.

These 22 grids represent the functional and emotional heart of Ward 8. They support diverse urban experiences—learning, recreation, safety, civic participation—and are central to the social cohesion of the ward. As such, they warrant priority investment in infrastructure, maintenance, safety, and inclusive public design.

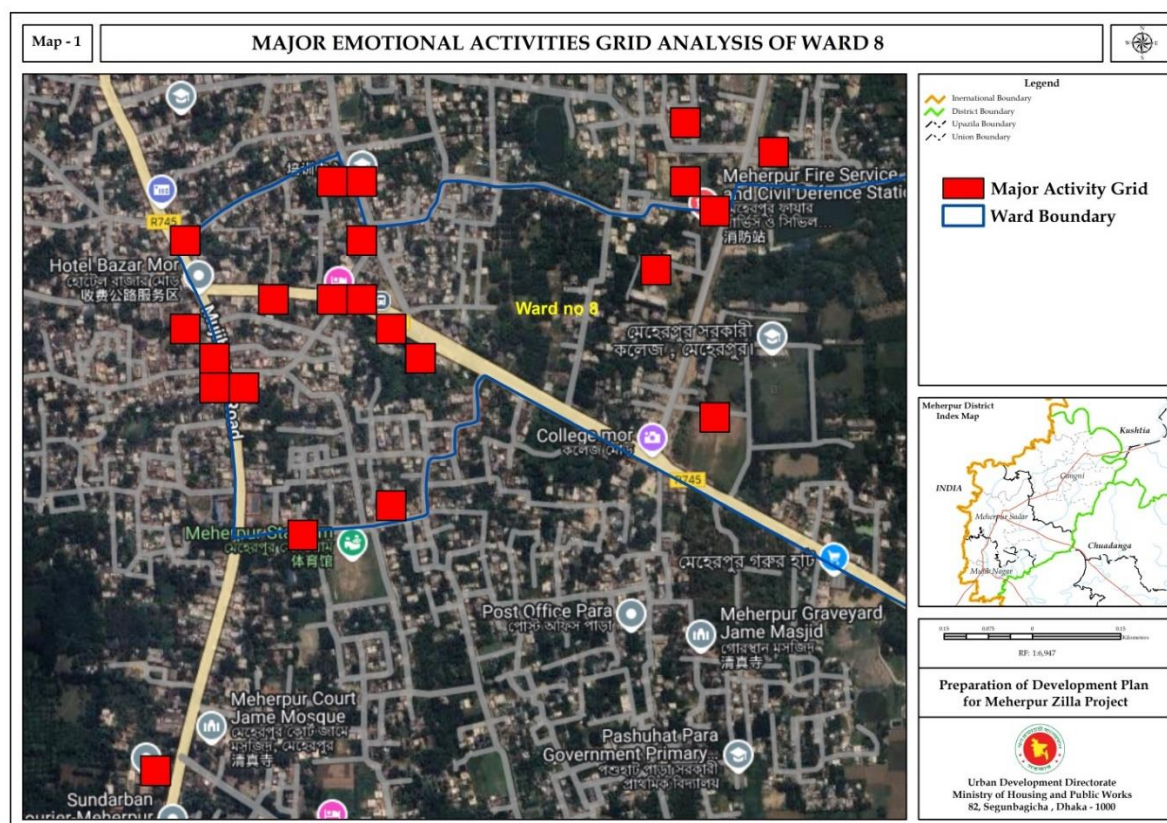


Figure 1: Major Emotional Activity Grid Analysis

Urban Challenges and Emotional Impact:

Ward No. 8 is a vital emotional and functional hub of Meherpur Municipality, home to key institutions like Meherpur Government College, Fire Service Station, Social Services Office, schools, parks, bazaars, and dense housing. While these facilities foster positive emotions, the ward faces serious urban challenges that negatively affect residents' daily lives.

Key Urban Issues and Emotional Impact:

- **Poor Road Infrastructure:** Damaged roads, inadequate drainage, lack of pedestrian facilities, and dust pollution cause daily stress, especially for vulnerable groups like women, children, and the elderly.
- **Neglected Water Bodies:** Unmaintained ponds and poor waste management contribute to environmental degradation and emotional discomfort.
- **High Urban Pressure:** Heavy use and limited upkeep lead to rapid infrastructure decline.
- **Lack of Inclusive Design:** Absence of safe walkways, shaded areas, and elderly-friendly features lowers livability.

Recommended Interventions for Ward Action Plan:

- Regular road repair and drainage improvement
- Pond restoration and proper waste management
- Walkable, inclusive public space development
- Routine infrastructure audits with community involvement

To improve both physical infrastructure and emotional well-being, Ward No. 8 needs integrated planning and maintenance. This will enhance the quality of life and make it a model for resilient urban development in Meherpur.

Emotional Weightage Analysis:

A grid-based emotional mapping (45 grids, each 50m x 50m) reveals distinct emotional intensities across Ward No.8, aiding people-focused urban planning.

Grid Classification by Emotional Weightage:

- **High Weightage (Red Grids):**
Score: 49–121.
Located near College Mor, Fire Service, and key institutions—areas with high public interaction and emotional significance.
- **Medium Weightage (Yellow Grids):**
Score: 21–49.
Functionally active but lacking design quality and emotional engagement.
- **Low Weightage (Green Grids):**
Score: 3–21.
Emotionally detached zones with poor infrastructure, lighting, and public facilities.

Planning Recommendations for Ward Action Plan:

- **Low Zones:**
Upgrade roads, lighting, and drainage; add community/green spaces.
- **Medium Zones:**
Enhance walkability, greenery, and mixed-use features.
- **High Zones:**
Maintain quality, prevent overcrowding, and replicate success; engage residents for ongoing relevance.

This emotional mapping highlights where to improve, enhance, or preserve, supporting a more emotionally responsive urban design in Ward No. 8.

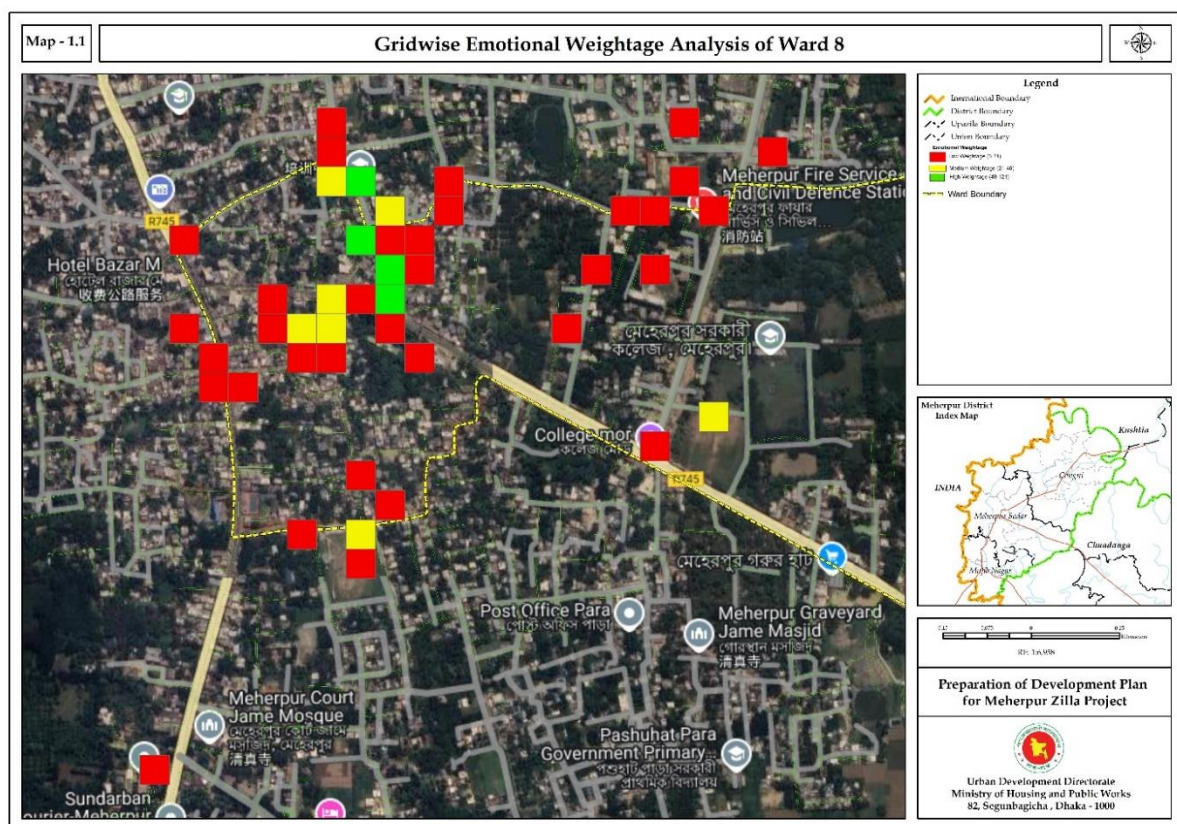


Figure 2: Major Emotional Activity Grid Analysis

Formal Informal Emotional Activity Grid Analysis:

This map shows the spatial distribution of emotional activities in Ward No. 8, divided into:

- **Green Grids (Formal Zones):** Structured areas like offices, schools, and banks.
- **Red Grids (Informal Zones):** Community spaces like tea stalls, markets, fields, and intersections.

Emotional activity is higher in **informal zones**, highlighting their role in daily social life. However, **formal areas** near institutions like the Fire Service and College Mor also show strong emotional engagement.

Planning Insight for Ward Action Plan:

Urban strategies must balance investment in both formal infrastructure and informal social spaces to support emotional well-being.

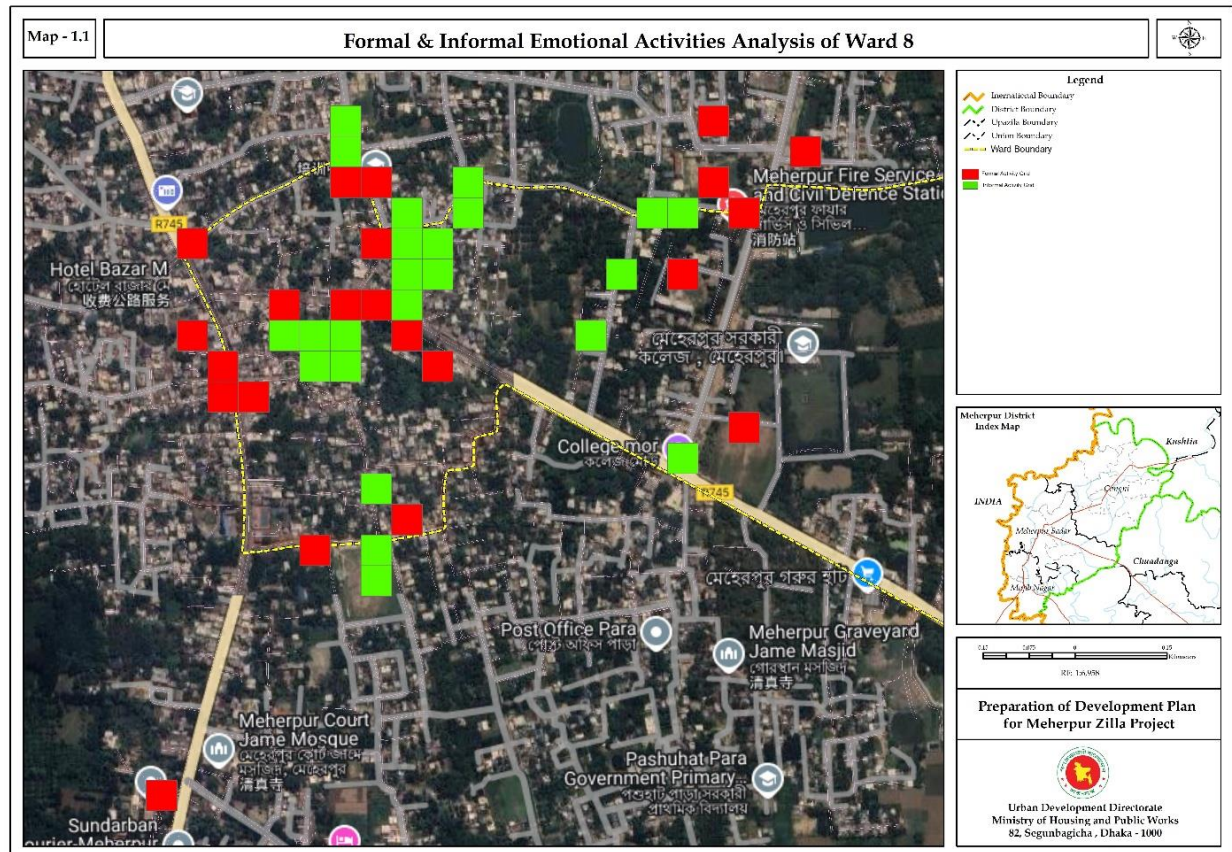


Figure 3: Formal Informal Emotional Activity Analysis.

Average Distance analysis of Ward 8:

Emotional mapping in Ward No. 8, based on 142 mental map points, shows a generally walkable urban environment. Distances to emotionally significant places range from **85.6m (BRTC)** to **742m (Deputy Commissioner's Office)**.

Key Findings:

- **Most locations** like schools, parks, fire service, and banks fall within **200–400 meters**, aligning with national standards for essential and daily services.
- **Moderate distances:** Bazar (196m), Taher Clinic (281m), Govt. College (362m), and College Mor (492.5m) are within or slightly above the comfort walkability range.

- **Longest distance:** Deputy Commissioner's Office (742m) exceeds national norms, posing accessibility challenges for some residents.

Standard Average Distances from House to Key Facilities (Bangladesh)

Facility	Distance (meters)
Primary/Secondary School	1500–2000 m
Park / Playground	1000–2000 m
Fire Service Station	2000–3000 m
Bank	2000–3000 m
Local Market / Bazar	1000 m
Clinic (e.g. Taher Clinic)	1000–2000 m
Government College	2000–3000 m
Deputy Commissioner's Office	2500–3000 m

Ward No. 8 largely meets national urban accessibility guidelines, but improved connectivity to distant emotional anchors, especially administrative hubs, can enhance inclusivity and resident well-being.

Hotspot Analysis of Positive and Negative Emotions of Ward No. 8:

A spatial hotspot analysis of emotional responses in Ward No. 8 reveals a clear distribution of positive and negative emotions linked to specific urban functions and locations.

Negative Emotion Hotspots:

The highest concentration of negative emotions is associated with road infrastructure and Taher Clinic. These areas reflect public dissatisfaction due to poor physical conditions, lack of accessibility, or inadequate service delivery.

Another key negative emotion cluster is located at the rear side of the Skill Development Training Center and Urban Social Services Office, suggesting neglect or a lack of community engagement in that segment.

Positive Emotion Hotspots:

In contrast, the majority of emotional responses across Ward No. 8 are positive, particularly in relation to offices, schools, colleges, and NGOs—spaces associated with structured services, education, and civic functions.

The Hotel Bazar Mor area emerges as a prominent hotspot of positive emotion, driven by vibrant social interactions, commercial activity, and ease of access.

Planning Recommendations for Ward Action Plan:

Understanding the emotional geography of Ward No. 8 helps guide targeted interventions. Enhancing infrastructure and services in negative emotion zones, while preserving and

replicating features from positive emotion hotspots, can contribute to a more emotionally resilient urban environment.

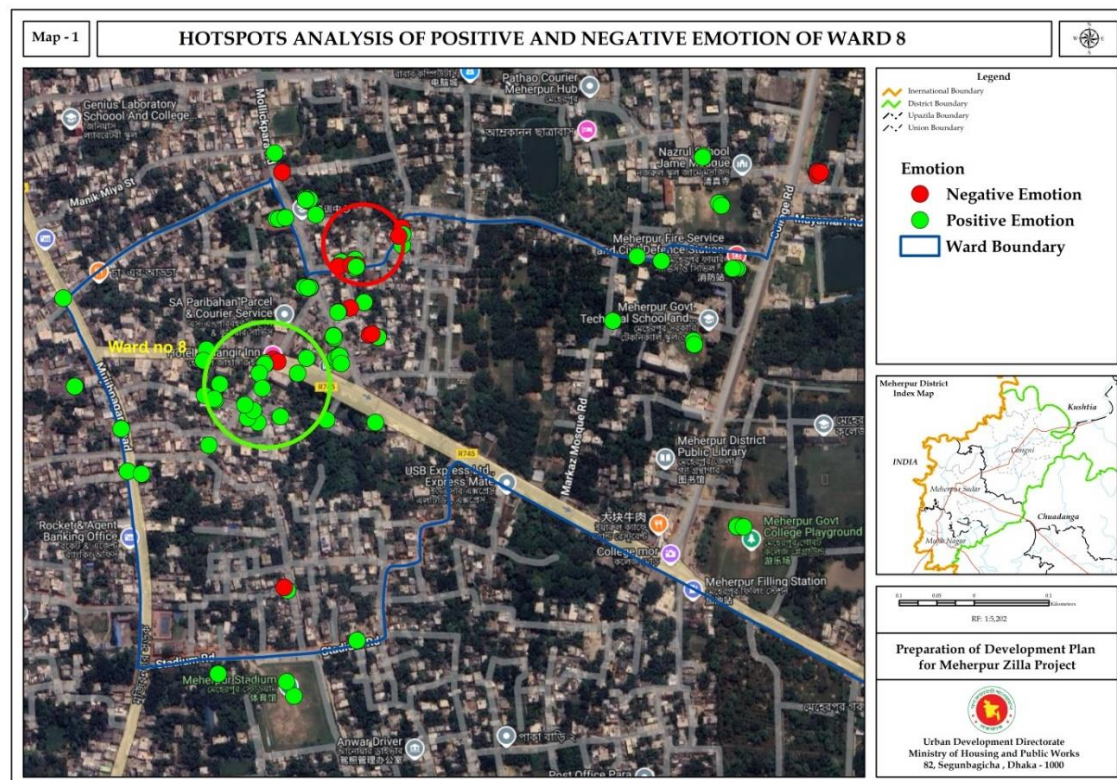


Figure 4: Hotspot analysis of Positive and Negative Emotion.

Emotional Gap Area Analysis:

In the emotional analysis of **Meherpur Municipality Ward No. 8**, spatial data was collected to identify locations associated with both positive and negative emotional experiences. Each emotional response was mapped and measured based on the average distance from the respondent's location to the point of activity. From this data, two distinct emotional zones were generated:

- The **Positive Emotion Circle** was constructed using the average distance of locations where respondents expressed positive emotions such as happiness, love, and surprise.
- The **Negative Emotion Circle** was drawn based on the average distance to locations associated with negative emotions, including fear, sadness, anger, and disgust.

These circles represent the zones of emotional influence, highlighting the spatial extent of emotional activity for both positive and negative experiences. Subsequently, these two circles were overlaid to create a **Combined Emotional Influence Zone**, which captures the broader emotional footprint of the ward.

Through this mapping process, certain parts of the ward were identified as falling **outside both emotional circles**, indicating areas where no significant emotional activity was recorded. These zones are referred to as **Emotional Gap Areas**. The absence of emotional

engagement in these spaces suggests a lack of recreational, social, or meaningful interaction points for the community.

To address this, these Emotional Gap Areas have been proposed as potential sites for **Urban Void Development**. Strategically transforming these underutilized or emotionally neutral spaces into vibrant, inclusive urban areas—such as community parks, green pockets, tea stalls, child play zones, or interactive public spaces—can foster emotional engagement and well-being. Such interventions not only revitalize neglected zones but also contribute to a more emotionally balanced and livable urban environment.

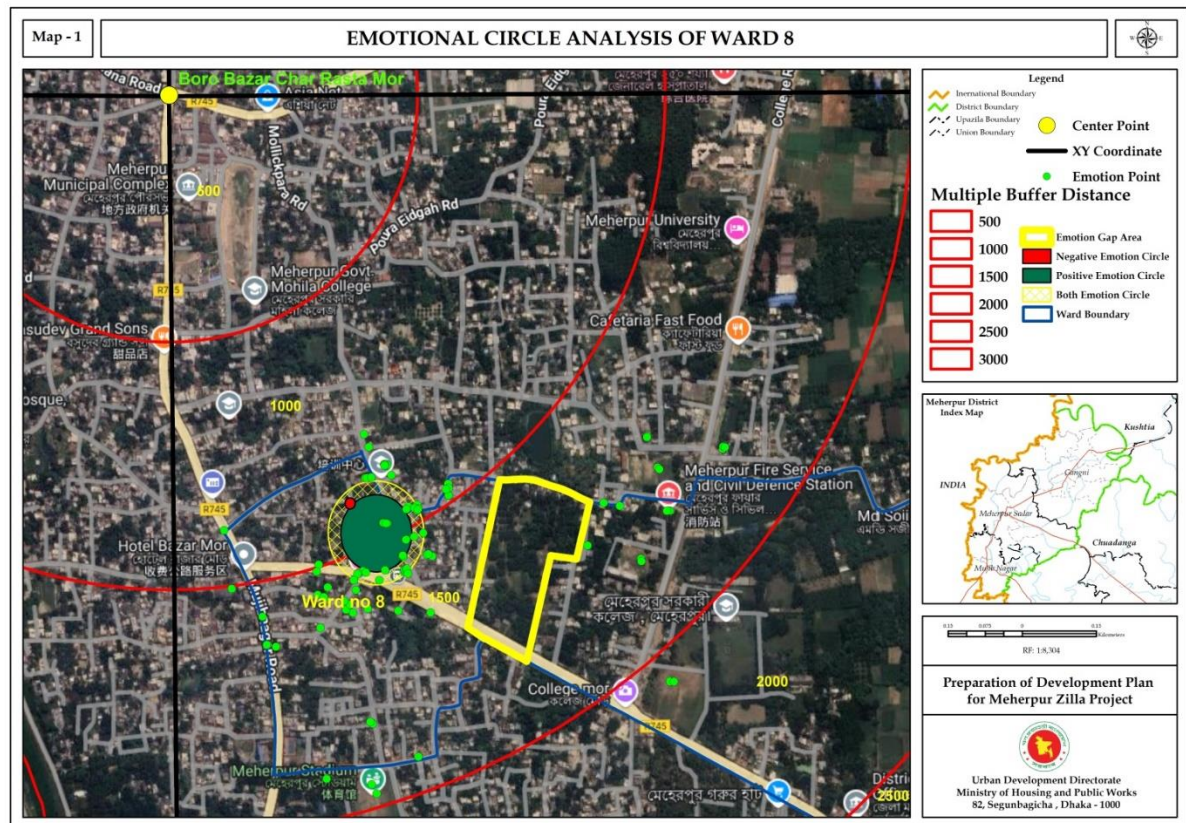


Figure 5: Emotional Circle Analysis of Ward 8

Socio Economic Analysis:

Exiting Transportation Mode analysis:

The transportation pattern in Meherpur Municipality Ward No. 8 illustrates a strong reliance on non-motorized and informal transport systems. The following table presents the ward-wise percentage distribution of transportation modes used by residents:

Transportation Mode	Percentage
By Foot	40.80%
By Rickshaw	33.33%
By Van	0%
By Cycle	8.84%
By Motorcycle	10.20%
By Car	0%
By Bus	0.68%
By Microbus	0%
By Easy Byke	6.12%

Table 1: Transportation Mode of Meherpur Municipality Ward 8

Key Observations for Ward Action Plan:

1. **Dominance of Non-Motorized Transport:** Walking (40.80%) and rickshaw use (33.33%) are the most prevalent modes of transportation, together accounting for over 74% of the total. This indicates short-distance travel and a pedestrian-friendly environment within the ward.
2. **Low Use of Formal Public Transport:** Bus usage is notably low at 0.68%, and there is no reported use of vans, cars, or microbuses, suggesting limited access to or availability of formal motorized public transport.
3. **Emerging Two-Wheeler Usage:** Motorcycles (10.20%) and bicycles (8.84%) reflect a moderate dependence on personal, low-cost vehicles for daily commuting.
4. **Paratransit Option:** Easy bikes account for 6.12%, representing a growing use of battery-operated or shared electric vehicles within the local transport network.

This distribution highlights the community's dependency on affordable, accessible, and short-distance transportation. It also underlines the need for improved and inclusive transport planning to introduce safer and more efficient public transit options in Ward No. 8.

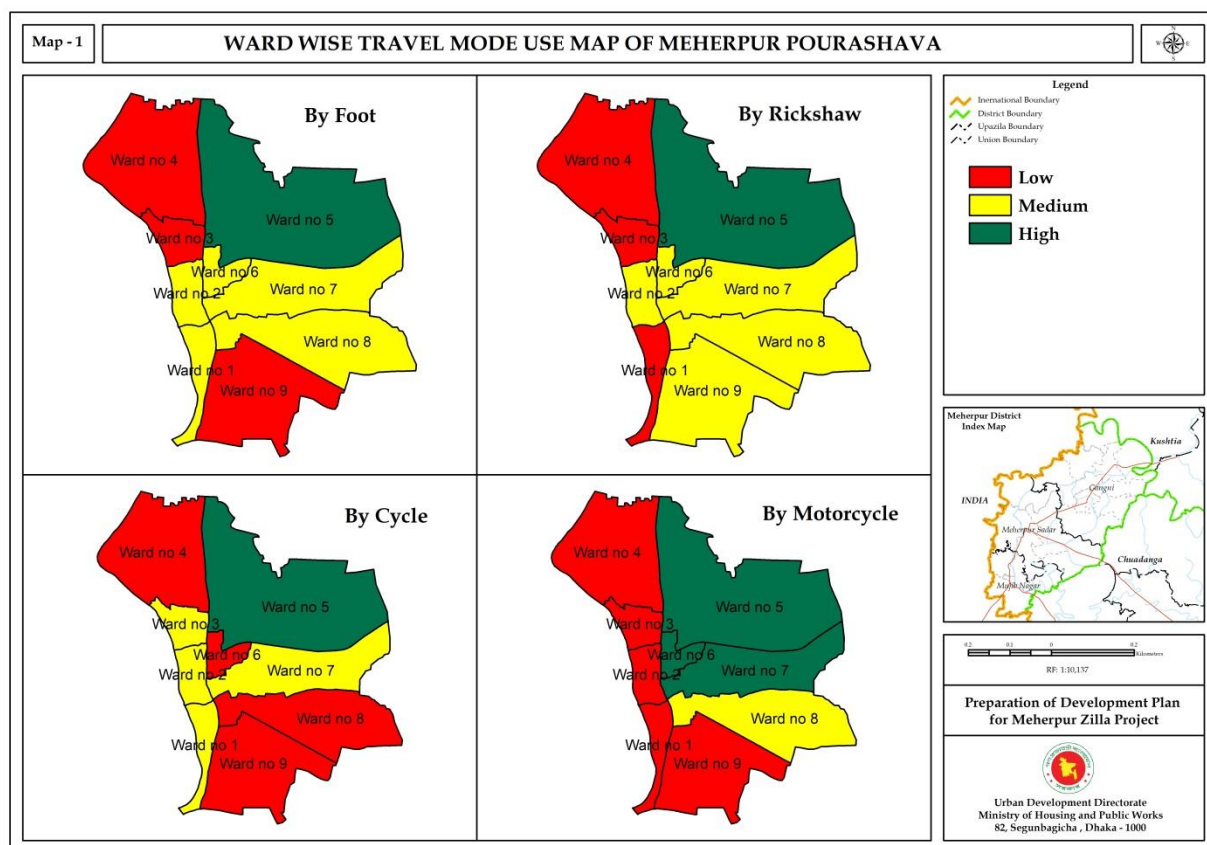


Figure 6: Ward wise Travel Mode Use Map

Motorized and Non-Motorized Transportation mode analysis:

An assessment of the transportation modes used by residents of Meherpur Municipality Ward No. 8 reveals a significant dependence on non-motorized forms of travel. The data is categorized into two major groups: **Non-Motorized** and **Motorized** transportation.

Transportation Mode	Non-Motorized
By Foot	40.80%
By Rickshaw	33.33%
By Van	0%
By Cycle	8.84%
By Easy Byke	6.12%
Total	89.09%

Transportation Mode	Motorized
By Motorcycle	10.20%
By Car	0%
By Bus	0.68%
By Microbus	0%
Total	10.88%

Table 2: Motorized and Non-motorized Transportation Modes of Meherpur Municipality Ward 8

Key Implications for Ward Action Planning:

- **High Dependence on Non-Motorized Transport:** The overwhelming use of walking and rickshaws suggests the need for improved pedestrian infrastructure, shaded walkways, and safer rickshaw routes.
- **Limited Formal Public Transport:** With bus and motor vehicle use below 1%, there is a clear opportunity to introduce or enhance accessible, affordable public transport services.
- **Scope for Sustainable Mobility:** Promoting low-emission vehicles, enhancing cycling infrastructure, and integrating easy bikes into the local transport framework can support greener mobility goals.

This modal distribution underscores the importance of prioritizing non-motorized transport improvements and gradually integrating efficient motorized options to ensure inclusive mobility for all residents in Ward No. 8.

Gender-wise Transportation Mode Usage

An analysis of transportation mode usage by gender in Ward No. 8 of Meherpur Municipality provides insights into travel behavior and access patterns for both females and males. The following tables present the number of users by each mode of transport.

Transportation Mode	Female Use Count	Transportation Mode	Male Use Count
By Foot	39	By Foot	21
By Rickshaw	34	By Rickshaw	15
By Van	0	By Van	0
By Cycle	2	By Cycle	11
By Motorcycle	6	By Motorcycle	9
By Car	0	By Car	0
By Bus	1	By Bus	0
By Microbus	0	By Microbus	0
By Easy Byke	6	By Easy Byke	1

Table 3: Gender-Wise Transportation Mode of Meherpur Municipality Ward 8

Key Observations:

- **Higher Female Dependency on Walking and Rickshaws:** A significant number of female respondents reported walking (39) and using rickshaws (34), compared to 21 and 15 male users, respectively.
- **Cycling and Motorcycle Usage More Common among Males:** Males showed higher usage of cycles (11) and motorcycles (9), compared to only 2 and 6 female users.
- **Easy Bike Use Present in Both Genders:** Easy bike usage was reported by 6 females and 1 male, showing a moderate preference, especially among women.
- **Limited Use of Public and Formal Transport:** Very few respondents used buses (1 female), and none reported using vans, cars, or microbuses.

Planning Implications for Ward Action Planning:

The data suggests a need for gender-responsive mobility planning, focusing on:

- Enhancing pedestrian infrastructure and rickshaw safety.
- Promoting cycling with women-friendly bicycle lanes.
- Expanding affordable and safe public transport options for both genders.

This gender-disaggregated transport data will support the development of inclusive and accessible transportation strategies under the Ward No. 8 development action plan.

Purpose of Daily Travel Analysis:

An assessment of daily travel patterns in Ward No. 8 reveals that the majority of resident's travel for essential and routine purposes. The three most prominent travel purposes identified are:

1. Education-Related Travel (Highest Frequency)

A significant portion of daily travel is undertaken for educational purposes. This includes students commuting to schools, colleges, and training centers, as well as guardians accompanying children. The high percentage of education-related movement indicates the presence of several educational institutions within or near the ward, and reflects a community that prioritizes learning and academic engagement.

2. Travel for Market and Shopping Needs

The second most common reason for travel is visiting local markets for household shopping, groceries, and daily essentials. This suggests the presence of active marketplaces or bazar areas that serve as important commercial hubs for the residents. Such frequent travel reflects both economic activity and the dependence on walkable or short-distance commercial zones.

3. Travel for Treatment and Healthcare

The third most cited purpose is traveling to clinics, pharmacies, and hospitals for medical treatment. This includes visits for general check-ups, emergency care, and purchasing medicine. The travel patterns show the importance of accessible healthcare facilities and the role they play in shaping local mobility behavior.

Implications for Ward Action Planning:

- **Educational Zones:** Safe and efficient transportation infrastructure (such as walkways, signage, and bicycle lanes) should be enhanced around schools and institutions.
- **Market Access:** Improved connectivity to local markets through pedestrian-friendly streets and rickshaw lanes can support both commerce and daily convenience.
- **Healthcare Accessibility:** Ensuring smooth and rapid access to healthcare centers—especially for vulnerable populations—is vital. This includes better signage, accessible routes, and affordable transport options like easy bikes or rickshaws.

This travel behavior analysis provides crucial insights for planning safe, accessible, and functional transportation systems aligned with the daily needs of Ward No. 8 residents.

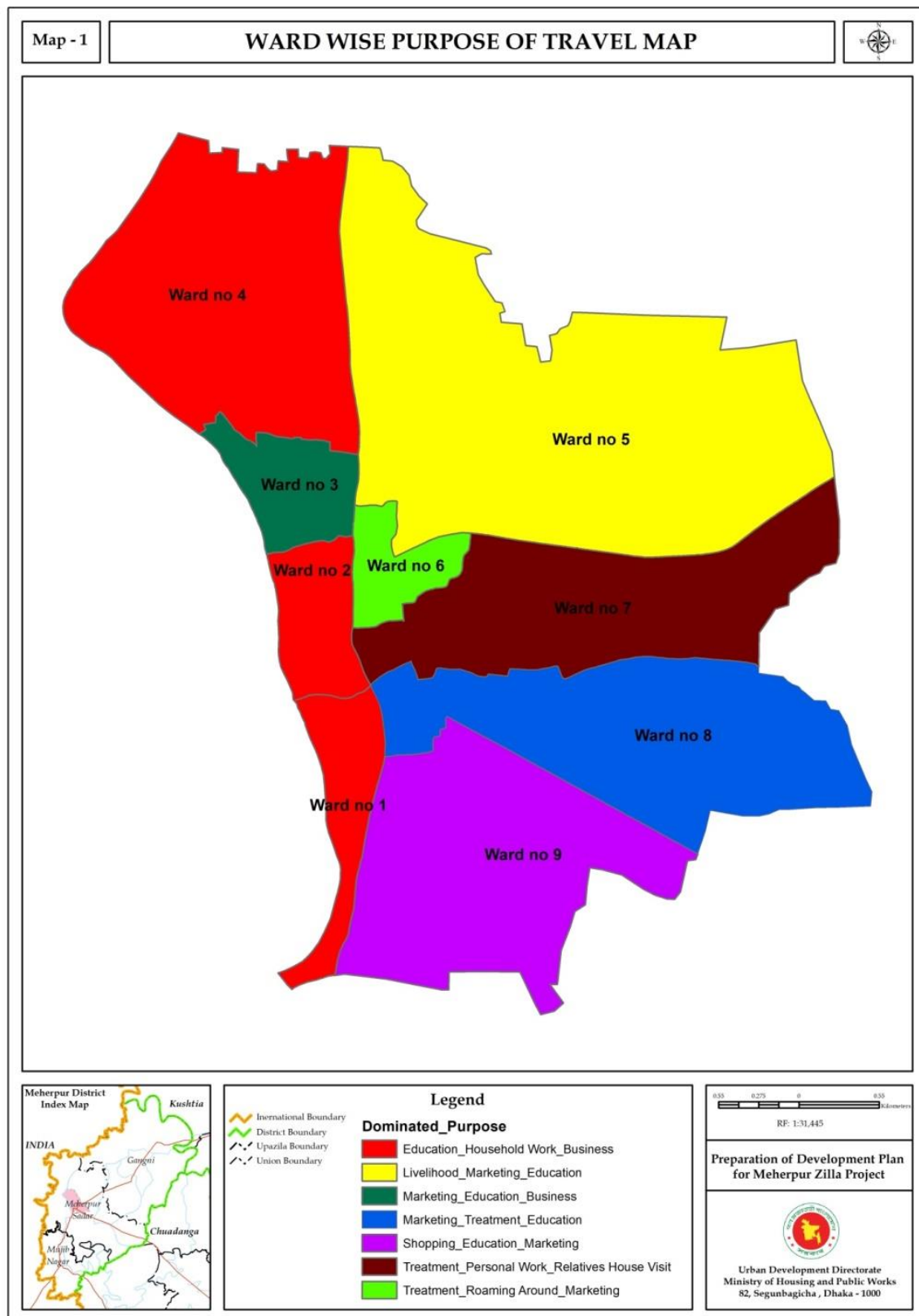


Figure 7: Ward-wise Travel Purpose of Meherpur Municipality

Exiting Occupation analysis:

The occupational structure of Ward No. 8 in Meherpur Municipality presents a diverse and balanced distribution across multiple sectors. According to the collected data, the ward has a notable presence of **service holders (22%)**, **drivers (22%)**, and **farmers (17%)**, indicating a blend of formal employment, transport-based livelihoods, and agricultural engagement. The **business sector** also represents a significant portion (28%), reflecting active small-scale or local entrepreneurial activities.

Occupation	Percentage
Service Holder	22%
Business	28%
Driver	22%
Farmer	17%
Worker	11%
Education	0%
Medical Service	0%
Religious	0%

Table 4: Exiting Occupation of Meherpur Municipality Ward 8

In contrast to other wards, Ward No. 8 shows **no recorded percentage in education, medical services, or religious occupations**, which may suggest that residents in these fields work outside the ward, are limited within the area. This occupational mix suggests a ward that is functionally mixed, with strong ties to both urban services and traditional livelihoods, requiring a well-rounded approach in local development planning.

Interpretation and Ward Action Planning Implications:

- **Mixed-Use Livelihood Zone:** The combination of service employment, agriculture, and transportation-based occupations signifies a ward with both urban and peri-urban characteristics.
- **Institutional Gap:** The lack of education and health service providers indicates a **critical institutional void**, affecting access to education and healthcare for residents.
- **Dependency on Adjacent Wards:** These ward likely functions as a **residential or employment zone**, while neighboring wards serve as institutional or service hubs.
- **Planning Priority:** Future development plans should prioritize **establishing primary education facilities and basic healthcare centers** to reduce dependency, improve access, and support a more self-sufficient community structure.

This profile positions Ward No. 08 as a key area for balanced urban-rural integration, while also highlighting the need for targeted infrastructure and service investments.

Employment Structure Analysis:

Ward No. 08 demonstrates a relatively strong position in terms of formal employment within Meherpur Municipality. With **28% of its workforce engaged in formal occupations** and **72% in informal sectors**, it ranks **second-highest** among all wards in terms of formal employment share—only slightly behind Ward No. 09 (29%).

This data suggests that Ward No. 08 has a more balanced employment structure compared to most other wards, which are predominantly informal in nature. The presence of a significant number of service holders (as reflected in occupational data) supports this trend toward formality, indicating better access to structured, salaried jobs. This could be attributed to proximity to institutional centers, better connectivity, or access to employment opportunities beyond the ward itself.

Key Interpretation for Ward Action Plan:

- **Relatively Formalized Economy:** Ward 08 stands out for its comparatively higher share of formal jobs, making it one of the more economically structured wards in the Municipality.
- **Still Informality-Dominated:** While stronger than others, the informal sector still makes up the majority (72%), indicating the need for continued investment in job formalization, skill training, and institutional support.
- **Policy Implication:** Development efforts should aim to build on the ward's existing formal employment base by encouraging small enterprises to formalize, supporting youth employment programs, and enhancing vocational training.

This balanced mix positions Ward No. 08 as a **transitional economic zone** within the Municipality, with potential to serve as a model for gradual formal sector growth.

Index Analysis:

Modern urban planning focuses on both physical development and residents' well-being. This study uses three key indices to evaluate the quality of life in Meherpur Municipality:

- **PQLI:** Measures basic health and education.
- **QLI:** Captures overall life satisfaction across services.
- **CCI:** Assesses cultural assets and participation.

Index Definitions

- **PQLI:** Based on Infant Mortality Rate, Life Expectancy, and Literacy Rate (0–100 scale).
- **QLI:** Measures satisfaction with health, education, safety, and transport.
- **CCI:** Evaluates cultural capital in five forms—embodied, objectified, institutionalized, infrastructural, and participatory.

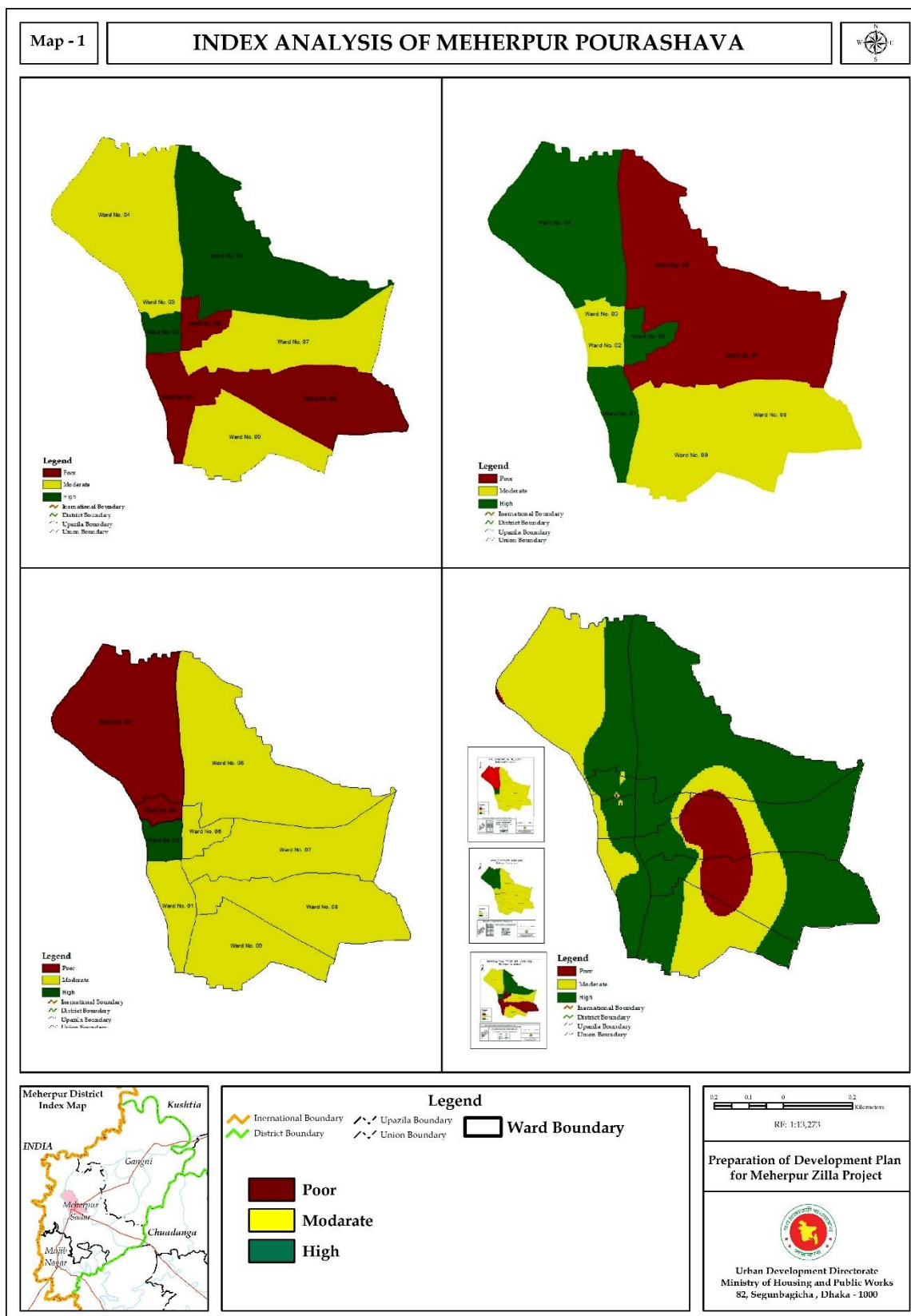


Figure 8: Index Analysis of Meherpur Municipality

The figure categorizes the wards based on three indicators—literacy rate, life expectancy, and infant mortality rate—grouping them into three PQLI categories: Poor (Red), Moderate (Yellow), and High (Green).

Ward No. 08 falls under the **Poor** PQLI category, indicating low literacy rates, reduced life expectancy, or high infant mortality. This reflects poor physical quality of life and signals the need for focused development in health, education, and basic services.

Ward Action Planning Implementation for Poor PQLI:

- **Health:** Establish clinics and maternal-child health programs to reduce infant mortality.
- **Education:** Improve school infrastructure and promote literacy through community programs.
- **Infrastructure:** Upgrade water, sanitation, and transport to boost life expectancy.
- **Community Engagement:** Involve locals and monitor progress to ensure targeted, inclusive development.

The Quality-of-Life Index (QLI) map provides a comprehensive view of resident satisfaction levels across various wards based on survey data. The index is measured on a scale from 0 to 100 and is categorized into three levels: Poor (0–49), Moderate (50–74), and High (75–100), based on respondents' satisfaction scores.

Ward No. 08 falls within the **Moderate** QLI category, with a score of **61**. This indicates a fair level of resident satisfaction, though there is room for improvement in services and infrastructure to enhance the overall quality of life.

Ward Action Planning Implementation for Moderate QLI:

- **Service Improvement:** Upgrade healthcare, education, and utility services to boost satisfaction.
- **Infrastructure Development:** Improve roads, footpaths, and public spaces for better mobility and living conditions.
- **Community Facilities:** Add recreational and community centers to enhance daily life.
- **Feedback Mechanism:** Use resident surveys to identify priority areas and guide future improvements.

The figure represents the level of cultural engagement and resources across different wards. The CCI is based on survey responses indicating the presence and participation in cultural activities, institutions, and heritage, with scores categorized as Poor (0–49), Moderate (50–74), and High (75–100).

Ward No. 08 falls into the **Moderate** CCI category with a score of **58**, indicating a fair level of cultural engagement. While some cultural activities and resources are present, there is scope to strengthen community participation and improve cultural infrastructure.

Ward Action Planning Implementation for Moderate CCI:

- **Cultural Infrastructure:** Develop or upgrade community centers, libraries, and cultural venues.

- **Programs & Events:** Organize festivals, art workshops, and heritage events to boost participation.
- **Youth Engagement:** Involve schools and youth clubs in cultural activities.
- **Awareness & Access:** Promote inclusive access to cultural programs and support local traditions.

The Integrated Quality of Life Index (IQLI) is calculated by averaging three key indices—PQLI, QLI, and CCI—which together reflect overall living conditions, service availability, and cultural engagement in each ward. The classification into High, Moderate, and Poor categories helps identify development priorities.

Ward No. 08

- **PQLI:** 46
- **QLI:** 66
- **CCI:** 58
- **IQLI:** 57

Key areas in this ward include Poshu Hat Para (South), Sheikh Para (South), and Rayer Para. Ward No. 08 is in a critical state, with inadequate infrastructure, limited quality services, and low community participation. Focused and strategic development efforts are urgently needed to improve conditions here.

Ward Action Planning Implementation:

- **Infrastructure:** Upgrade basic facilities like roads, water, and sanitation.
- **Service Quality:** Improve healthcare, education, and public utilities.
- **Cultural Engagement:** Enhance community programs and cultural spaces to boost participation.
- **Targeted Development:** Prioritize key areas (Poshu Hat Para, Sheikh Para, Rayer Para) for focused investment.
- **Monitoring:** Regularly assess progress to ensure effective improvements.

Issues Identified:

Based on emotional analysis, socio-economic survey data, and findings from PRA sessions, several key issues have been identified in Ward No. 8 of Meherpur Municipality. These issues reflect gaps in infrastructure, service delivery, and community well-being. Addressing these challenges through targeted planning and interventions will help ensure overall stability and balanced development of the ward.

From PRA (Participatory Rural Appraisal):

1. Water Logging Problem
2. Drainage Problem
3. No Structured Dustbin
4. Parking the bus in front of the Graveyard Road without parking in the Bus Terminal
5. Narrow road of the ward
6. Lack of Supply of Pure Drinking Water

From Emotion Analysis:

1. Poor Road Infrastructure
2. Neglected Water Bodies
3. Low Emotional Weightage Zone
4. Emotional Gap area

From Socio-Economic Data Analysis:

1. High Dependence on Non-Motorized Transport
2. Higher Female Dependency on Walking and Rickshaws
3. Relatively Formalized Economy
4. Poor Physical Quality of Life Index

Vision & Goals for the Ward

Based on the identified issues from emotional analysis, socio-economic survey data, and PRA sessions, the following **Vision and Goals** are proposed for the **Ward No. 8 Action Plan** of **Meherpur Municipality**:

Vision Statement

“To transform Ward No. 8 into a livable, inclusive, and resilient urban space where community well-being, sustainable infrastructure, and equitable access to services are prioritized through participatory and data-driven planning.”

Ward Action Planning Goals

- 1. Enhance Urban Infrastructure and Mobility**
 - Improve drainage and eliminate waterlogging through upgraded stormwater systems.
 - Rehabilitate poor road infrastructure and widen narrow streets where feasible.
 - Develop structured parking solutions, including regulation of informal bus parking.
- 2. Promote Environmental Sustainability**
 - Restore and maintain neglected water bodies as community assets.
 - Introduce structured and accessible waste management, including placement of dustbins.
 - Convert emotional gap areas into urban green/void spaces for recreation and positive engagement.
- 3. Ensure Equitable Access to Basic Services**
 - Expand access to safe drinking water through improved supply systems.
 - Address low Physical Quality of Life Index by upgrading community services and utilities.
- 4. Support Inclusive and Safe Mobility**
 - Improve infrastructure for non-motorized transport, especially pedestrian and rickshaw pathways.
 - Enhance road safety and connectivity with a gender-sensitive approach for female commuters.
- 5. Foster Community Cohesion and Emotional Resilience**

- Design emotionally engaging public spaces to uplift underweighted emotional zones.
 - Use emotional hotspot and gap mapping to guide public realm improvements.
6. **Align with Master Plan & Build Institutional Capacity**
- Ensure all interventions are aligned with the broader Municipality Master Plan.
 - Involve community members actively in planning and monitoring processes to ensure long-term ownership and sustainability.

Proposed Actions by Theme

Theme	Proposed Actions	Priority
Infrastructure	- Repair and widen narrow roads- Improve drainage system to prevent waterlogging- Install proper street lighting	High
Public Spaces	- Develop parks and community green zones in emotional gap areas- Add seating and shaded areas for rest- Beautify neglected water bodies	Medium
Safety & Access	- Create safe pedestrian walkways, especially for women and the elderly- Install proper signage- Restrict informal bus parking through designated terminal use	High
Youth Engagement	- Conduct vocational and skill development training via MESDA- Promote cultural and recreational activities for youth	Medium
Health & Sanitation	- Organize regular mobile health camps- Improve solid waste collection and place structured dustbins in key areas	High
Emotion Zones	- Convert low emotional weightage and gap zones into active, positive spaces- Enhance hotspots with art, greenery, and social interaction opportunities	Medium

Table 5: Proposed Action for Meherpur Municipality Ward 8

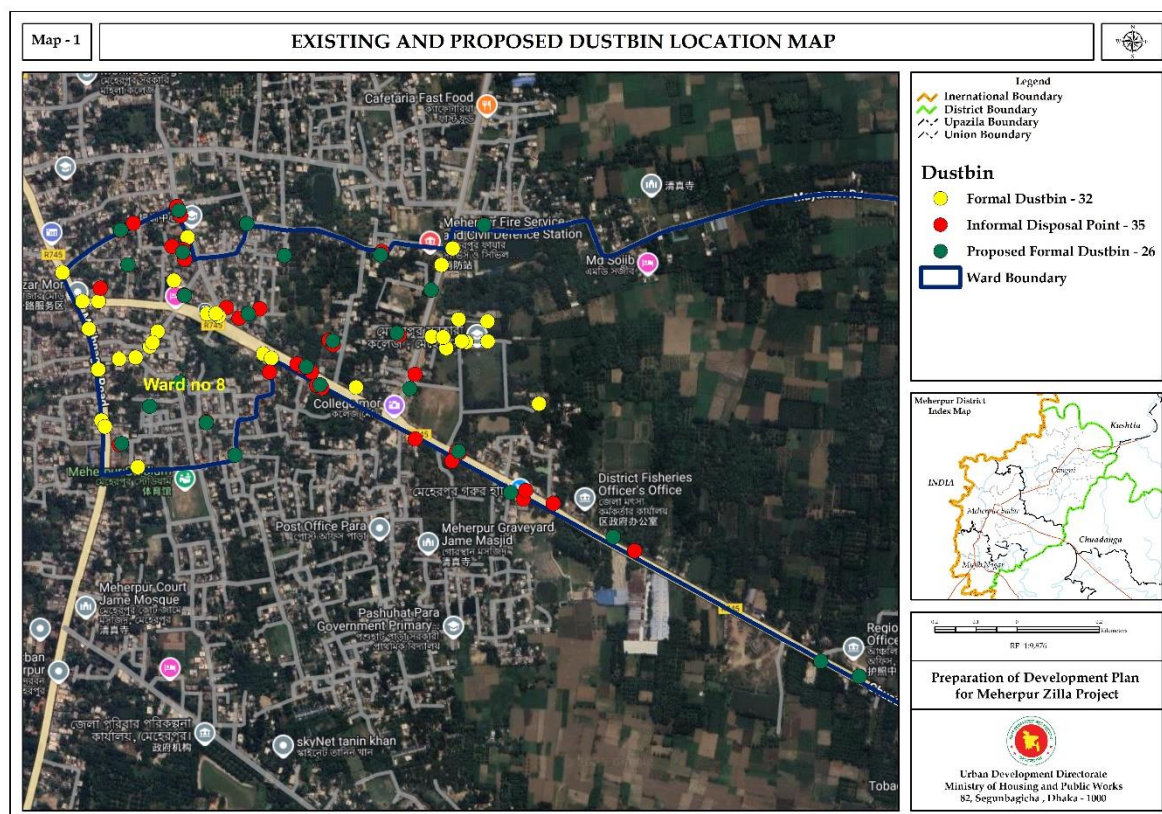


Figure 9: Existing and Proposed Dustbin Location Map

In **Ward No. 8 of Meherpur Municipality**, a total of **32 formal dustbins** have been identified for solid waste disposal. However, the presence of **35 informal waste disposal points** indicates gaps in the existing waste management infrastructure.

To address this issue and promote a cleaner, more organized urban environment, the action plan proposes the installation of **26 additional formal dustbins** strategically across the ward. These new dustbin locations have been selected based on current waste generation patterns and the need to eliminate informal dumping sites.

Key institutional and public areas such as the **District Fisheries Office, Regional Passport Office, BRAC Office, Technical School and College**, and **Hotel Bazar Mor** are among the priority zones covered under this proposed intervention. The implementation of this plan aims to enhance sanitation, reduce environmental hazards, and support sustainable solid waste management practices throughout the ward.

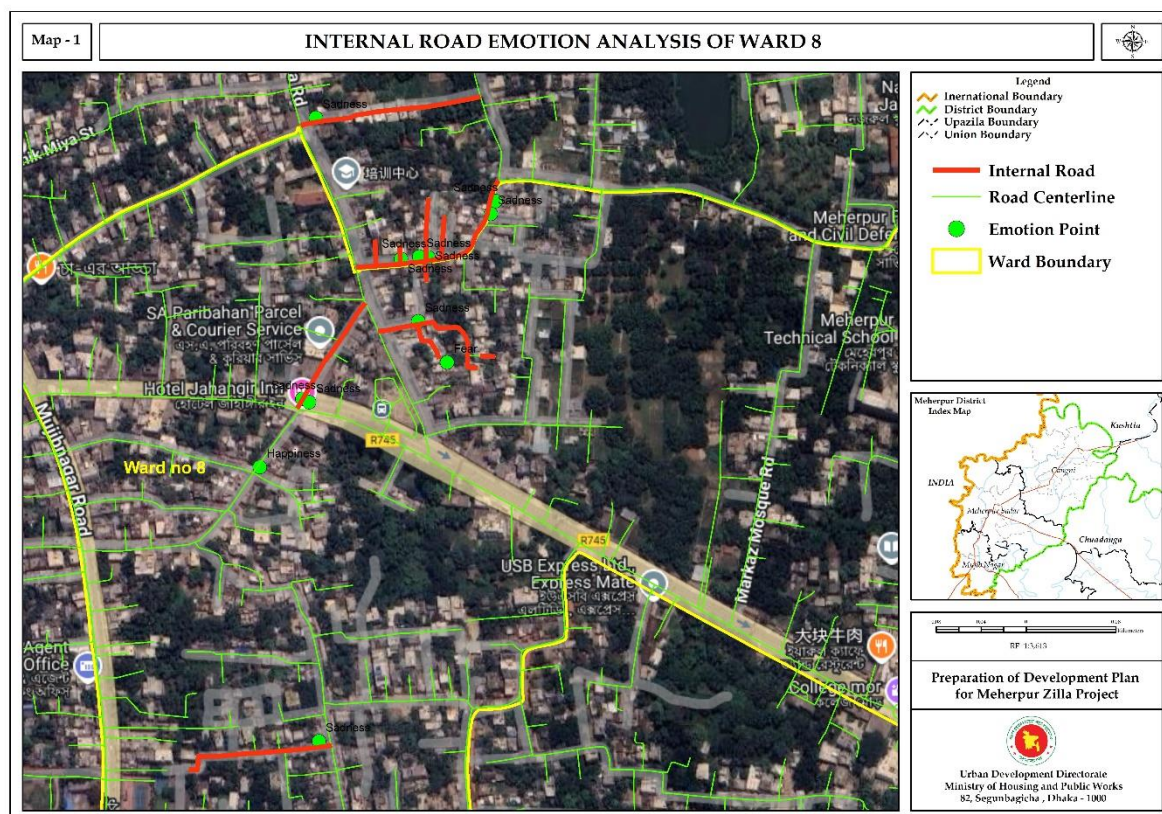


Figure 11: Internal Road Emotional Analysis

In Ward No. 8 of Meherpur Municipality, emotional mapping based on field surveys reveals a significant pattern of **negative emotional responses**, particularly **sadness**, linked to the condition of several **internal roads** within the ward. Residents—both male and female—consistently reported that **the poor quality of these internal roads** has led to daily inconvenience, physical discomfort, and emotional distress.

Many of these internal roads suffer from **severe surface damage**, such as potholes, eroded edges, and unpaved stretches, especially during the rainy season when **waterlogging and mud accumulation** exacerbate the situation. Additionally, **lack of proper drainage, narrow road width, and inadequate street lighting** contribute to a sense of insecurity, particularly among women, children, and elderly residents.

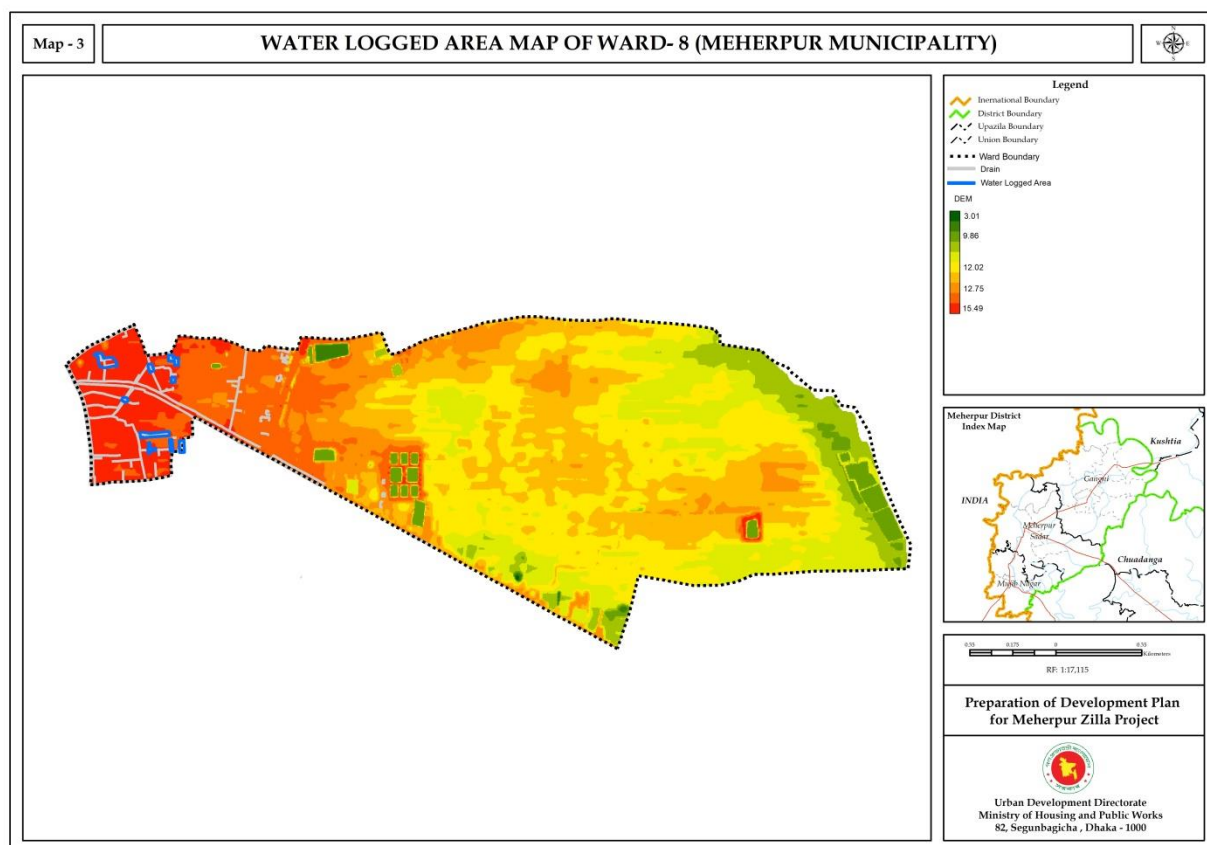


Figure 12: Water-Logged Area Analysis

In Ward 8 of Meherpur Municipality, Digital Elevation Model (DEM) data has been utilized to identify waterlogged areas. The analysis revealed 9 specific locations that experience frequent waterlogging due to the improper flow of drain water. These areas have been marked in blue on the map for visual representation.

A key finding from the DEM analysis indicates that the elevation of the drainage network is not consistently maintained. As a result, water fails to flow in the intended direction, causing accumulation at multiple junctions—particularly at three to four critical drain intersections.

Furthermore, informal solid waste disposal contributes significantly to drainage blockage. Waste dumped directly into drains obstructs the water flow, exacerbating waterlogging in the ward.

To mitigate these issues, the following measures are recommended:

- Construction of covered drains with proper elevation design to ensure efficient water flow.
- Installation of additional formal dustbins across the ward.
- Regular maintenance and monitoring of solid waste collection systems.
- Prevention of informal dumping through community awareness and enforcement.

Implementing these interventions will significantly reduce waterlogging and enhance the overall drainage infrastructure in Ward 8.

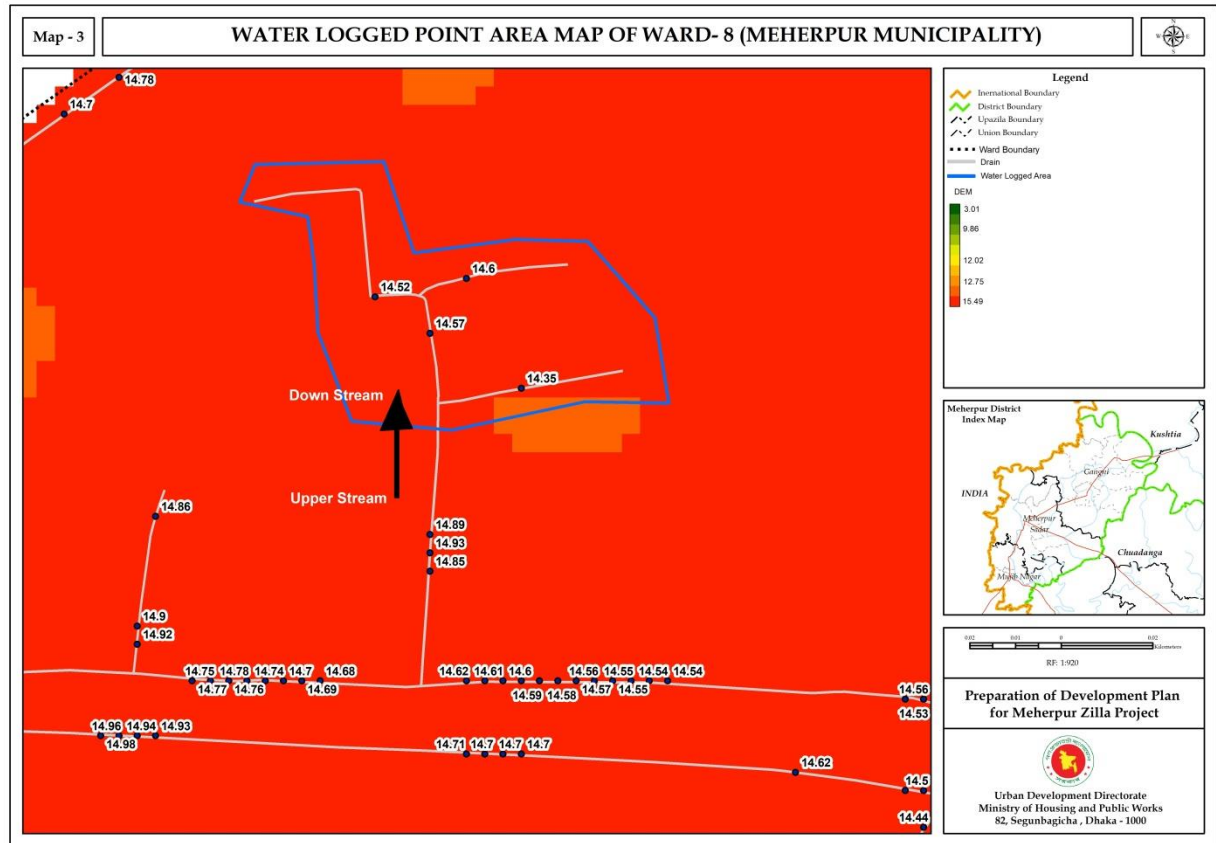


Figure 13: Individual Water-Logged Area Analysis

The analysis of the DEM (Digital Elevation Model) data reveals several individual waterlogged areas along the drainage system. It is evident that the elevation of the drain is not properly maintained, resulting in disrupted water flow. For instance, the elevation values fluctuate inconsistently—rising from 14.85 to 14.93 and then falling to 14.89. Such irregular elevation patterns hinder the natural flow of water through the drainage network. Additionally, the drain terminates at a dead end without any proper outlet or continuation, further contributing to waterlogging in the area.