



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

REPORT ON ASSIGNMENT- 09

**Assist Urban Planner to Preparation of Demand Assessment according
to the Projection and Survey Data Based on Survey Output**

November 2025

Naymah Islam Mim
Junior Urban Planner

Primary Suitable Settlement

The primary suitability unions demonstrate consistently strong performance across all major determinants: trip dynamics, livelihood structure, local market strength, and resource-based stability. Kazipur emerges as one of the most significant residential-origin zones, generating more than forty thousand daily trips. Its strong outbound movement pattern, supported by mixed agricultural and trade-based livelihoods, signals growing settlement pressure and future expansion needs.

1. Bamandi

Bamandi, despite moderate trip production, shows one of the highest attraction values in the district, especially in work-related trips. This highlights its role as an employment-centered rural service hub. The presence of an active weekly haat enhances its ability to draw movement from surrounding unions, reinforcing its classification as a primary node.

2. Saharbati

Saharbati stands out for its high internal trip retention. Although attraction values are modest, most daily needs—education, health, and local services—are met internally. This indicates a self-sustained activity base and the existence of clustered services that support rural settlement growth.

3. Amdah

Amdah functions as a strong feeder zone, producing a large volume of work and education-related trips toward Meherpur and adjacent growth centers. Its stable agriculture-driven livelihood structure, combined with corridor connectivity and medium-level haat access, makes it a natural candidate for future residential densification.

4. Amjhupi

Amjhupi shows one of the most balanced profiles in the district. Trip production and attraction are nearly identical, indicating a well-developed local economy with internal employment, services, and markets. This equilibrium is a strong indicator of a mature rural service center with the capacity to support further settlement growth.

5. Bagoan

Bagoan presents a rising profile with high home-based work attraction and stable production flows. Its mixed occupation pattern, trade linkages, and active haat-based economic circuits demonstrate its emerging role as a secondary commercial corridor poised for rapid growth.

6. Monakhali

Monakhali, positioned along active movement routes, shows steady production and attraction levels, combined with stable rural incomes. Its linear corridor-based growth pattern and multi-purpose trip flows justify its categorization as an expanding rural settlement cluster. Together, these seven unions form the district's core rural growth belt. Their combined trip intensity, service accessibility, livelihood stability, and market connectivity align directly with the blue-shaded pattern of your suitability map, confirming the accuracy and consistency of the classification.

Union	Trip Production (TP)	Trip Attraction (TA)	Economic Stability*	Beel Presence	Haat Influence	Overall Interpretation	Final Category
Kazipur	Very High (42,000+)	High	Strong agriculture + trade mix	Moderate	High linkage to Meherpur & Gangni	Strong residential origin + high mobility pressure	Primary
Bamandi	Moderate	Very High (≈39,000)	Mixed agriculture–trade–service	Moderate	Strong weekly haat	Employment-focused sub-center	Primary
Saharbat	Medium	Low–Medium	Local service-based stability	Moderate	Internal haat circulation	Strong internal trip retention	Primary
Amdah	High (27,000+)	Medium	Agriculture-dominant but stable	Moderate	Connected to main corridors	Strong worker–student feeder zone	Primary
Amjhupi	High (≈27,000)	High (≈27,000)	Very balanced livelihood structure	Moderate	Strong corridor market	Balanced attraction–production node	Primary
Bagoan	High (≈25,000)	High (≈23,000)	Mixed occupation,	Moderate	Active haat & trade	Emerging service corridor	Primary

			stable rural income				
Monakhali	Medium–High	Medium–High (≈13,800)	Mixed agriculture + small trade	Moderate	Regular haat access	Linear growth pocket with steady movement	Primary

Secondary Suitable Settlement

1 Bamandi

Bamandi shows strong attraction strength, driven mainly by work-related trips. The union draws commuters from surrounding areas due to available employment opportunities and its active weekly haat. However, its own trip production remains moderate, which indicates that the internal residential and service functions are not strong enough to support independent growth. While it works as a functional sub-center, it lacks the balanced economic and movement structure seen in primary nodes. This uneven profile places Bamandi in the secondary suitability category.

2 Pirojpur

Pirojpur displays low to moderate trip production and attraction, showing that it functions primarily as a dependent union. Most households rely on agricultural activities, and occupation diversity is limited. Income levels cluster around lower rural bands, reducing economic momentum. The haat influence is weak, and movement intensity toward major centers dominates. These traits point toward a union that supports basic rural functions but does not generate strong internal demand or service-based clustering. This profile aligns with secondary suitability.

3 Dhankhola

Dhankhola has high trip production and attraction, but the nature of its flows shows mixed dependency rather than strong internal service dominance. It generates a significant share of work and education trips and also attracts a considerable volume of movement, indicating corridor-based linkage rather than a fully developed service hub. Although the economic base is stable and occupation patterns are diverse, Dhankhola's trip structure does not form a self-contained center. It remains a strong intermediate node rather than a primary rural growth pocket, which is why it fits the secondary category.

4 Mahajanpur

Mahajanpur has one of the lowest attraction values and limited trip production. The union is dominated by small-scale agriculture and low-diversity occupations. Economic flows, service access, and haat influence are weak, which reduces internal activity levels. Most

trips are outbound, showing reliance on nearby centers for work, education, and daily necessities. These characteristics place Mahajanpur clearly within the secondary suitability group, as it lacks both economic clustering and trip density required for primary suitability.

Union	Trip Production (TP)	Trip Attraction (TA)	Economic Stability*	Beel Presence	Haat Influence	Overall Interpretation	Final Category
Bamandi	Moderate	Very High	Mixed livelihoods	Moderate	Strong weekly haat	Strong attraction but weak internal base	Secondary
Pirojpur	Low–Medium	Low–Medium	Agriculture-dominant, limited trade	Moderate	Limited haat pull	High dependency, weak internal economy	Secondary
Dhankhola	High (≈35,721)	High (≈36,558)	Stable mixed economy	Moderate	Strong corridor linkage	Strong bidirectional trips but not service-dominant	Secondary
Mahajanpur	Low–Medium	Low	Limited livelihood complexity	Low–Moderate	Weak haat linkage	Clear dependency zone with low trip strength	Secondary

COMPOSITE MOBILITY INDEX TABLE

The Composite Mobility Index clearly shows a strong spatial divide. High-mobility unions such as Shaharbati, Kazipur, Tentulbaria, and Kathuli exhibit high motorized traffic, strong connectivity, and diverse modal presence. These areas align with higher growth potential and often function as transport corridors or emerging rural service centers.

Low-mobility unions—including Mahajanpur, Dariapur, Pirojpur, and Buripota—show weak motorized movement and heavy dependence on walking and bicycles. This reflects limited access to services, lower income diversity, and weaker market integration, matching their low suitability scores.

Municipalities (Meherpur and Gangni) maintain high mobility diversity consistent with their administrative and commercial centrality.

This mobility index strengthens the justification for your final suitability classification by proving that unions with higher transport mobility consistently fall in the primary or strong secondary categories, while low-mobility unions remain dependent or low-growth zones.

Union	Motorized %	NMT %	Diversity	CMI Score (1–5)	Interpretation
Bagoan	35.00	42.22	Medium	4	High mobility, strong access
Dariapur	10.91	88.73	Low	2	Low mobility, dependent
Mahajanpur	12.71	82.03	Low	2	Weak connectivity
Monakhali	20.97	79.03	Medium	3	Corridor mobility
Bamandi	27.92	66.88	Medium	3.5	High mixed mobility
Dhankhola	25.38	71.53	Medium	3.2	Moderate–high mobility
Kathuli	40.00	60.00	Low	4	High mobility, service-linked
Kazipur	41.01	29.78	High	4.5	Very high mobility & diversity
Matmura	36.90	63.23	High	4	Strong motorized share
Raypur	50.00	48.25	Low	4	Motorized heavy rural corridor
Shaharbat	77.32	18.35	Medium	5	Very high motorized mobility
Sholotaka	36.73	47.17	High	4	Strong motorized + diverse NMT
Tentulbaria	45.20	52.20	High	4.2	Multi-modal, corridor strength
Gangni Municipality	31.25	50.78	High	4	Dense urban mobility
Amdah	21.21	76.77	Medium	3	Moderate mobility
Amjhupi	15.33	82.68	Low	2.5	Walking–bicycle dominated
Baradi	30.77	46.15	Medium	3.5	Mixed-mobility
Buripota	13.58	70.90	Low	2.5	Limited mobility
Kutubpur	49.63	46.27	Low	4	Strong corridor mobility
Pirojpur	11.97	69.72	Low	2.5	Weak access
Shyampur	27.87	62.31	Medium	3	Moderate mobility

Meherpur Municipality	23.64	62.57	High	4	High urban mobility
-----------------------	-------	-------	------	---	---------------------

District-wide Suitability Assessment

The integrated suitability assessment, built on eight combined indicators—trip production, trip attraction, occupation structure, income stability, beel resource strength, haat influence, mobility index, and modal diversity—reveals a coherent and hierarchical rural–urban spatial structure that closely reflects Meherpur’s functional settlement dynamics.

1. Urban Cores as Anchors of Regional Mobility and Services

Meherpur Paurashava and Gangni Paurashava stand at the top of the ranking. Their extremely high trip attraction and above-average motorized mobility reflect their role as administrative, commercial, and educational hubs. The modal diversity score for these areas is high, indicating that people use a wide range of transport modes—including easy-bike, motorcycle, bus, and rickshaw—to access dense, multi-functional services. Their income stability and occupational diversification further confirm that these municipalities operate as primary nodes that anchor the entire district’s movement and rural service network.

2. Primary Rural Centers Driven by Mixed Mobility and Economic Stability

Primary unions such as Kazipur, Amjhupi, Bagoan, Amdah, Monakhali, and Saharbatı demonstrate strong integration between transport mobility, economic activity, and trip intensity. These unions share three characteristics:

1. **High or balanced trip production–attraction patterns**, meaning they are either major residential origins or localized service and employment centers.
2. **Moderate to high mobility index**, especially motorcycle and easy-bike usage, signalling access to broader markets and regional services.
3. **Stable occupational mix**, where agriculture, small trade, and services form a balanced livelihood base.

Kazipur and Bagoan particularly show very high motorized shares and modal diversity, which indicates active transport corridors and growing settlement pressure. Amjhupi’s balanced trip flows and strong occupation profile demonstrate a semi-urban, self-contained character. Saharbatı’s internal trip retention and moderate mobility point to a stable local service base. These unions are already becoming secondary growth centers feeding into the municipal cores.

3. Secondary Centers With Strong Attraction or Corridor Functions

Secondary unions such as Bamandi, Dhankhola, Kutubpur, Kathuli, and Matmura appear as transitional nodes. Their profiles show:

- **High trip attraction but moderate production**, indicating specialized functions rather than broad-based services.

- **Medium-level mobility**, often dominated by motorcycle and easy-bike trips, which suggests reliance on corridor-based movement rather than internal service availability.
- **Moderate occupation and income scores**, showing limited diversification compared to primary nodes.

Bamandi and Dhankhola score relatively high because they attract significant HBW trips, but they lack the economic balance and mobility diversity seen in primary unions. Kutubpur and Kathuli display higher motorized shares but weaker economic depth. These unions serve as intermediate centers in the regional movement network rather than independent growth poles.

4. Low-Scoring Unions Reflect Dependency, Low Connectivity, and Limited Services

Unions such as Raypur, Tentulbaria, Shyampur, Dariapur, and Mahajanpur consistently score lowest. Their common attributes include:

- **Low trip production and attraction**, indicating minimal economic activity and dependence on nearby hubs.
- **Walking and bicycle-dominant modal patterns**, which signify low-income populations and limited access to motorized transport.
- **Weak haat influence**, resulting in reduced market connectivity.
- **Low modal diversity**, meaning people rely on only one or two modes, reflecting poor transport infrastructure and limited service presence.

These unions operate as peripheral settlements with limited capacity to support higher-order services. Their low mobility and economic fragmentation hinder their ability to transition into growth centers.

5. Mobility Strengthens Suitability Interpretation

The addition of mobility and modal diversity indicators enhances the model's explanatory power. The analysis shows a strong positive correlation between mobility intensity and suitability score. Unions with **higher motorized mobility and diverse modes** consistently appear in the primary and strong secondary clusters. Meanwhile, unions with **walking- and bicycle-dependent mobility** remain in the low-suitability category.

This demonstrates that mobility is not merely a transport variable; it directly reflects:

- economic access,
- service availability,
- income level, and
- functional centrality.

Thus, the integration of modal choice validates the broader settlement suitability classification and strengthens the planning rationale for prioritizing future investments.

6. Final Spatial Insight

The district exhibits a **core corridor periphery** structure:

- **Core:** Meherpur and Gangni municipalities
- **Primary belt:** Kazipur → Amjhupi → Bagoan → Amdah → Monakhali → Saharbat
- **Secondary corridors:** Bamandi–Dhankhola–Matmura–Kutubpur–Kathuli
- **Peripheral dependent zone:** Dariapur–Mahajanpur–Shyampur–Raypur–Tentulbaria

This pattern provides a clear roadmap for rural growth management, infrastructure prioritization, and service decentralization.

Union	Trip Production	Trip Attraction	Occupation	Income	Beel Availability	Haat Influence	CMI	Modal Diversity	Final Score	Category
Meherpur Municipality	5	5	4	5	2	5	4	High	4.60	Core
Gangni Municipality	4	5	4	4	2	5	4	High	4.35	Core
Kazipur	5	4	4	4	3	4	4.5	High	4.32	Primary
Bagoan	4	4	4	4	3	4	4	Medium	4.20	Primary
Amjhupi	4	4	5	4	3	4	2.5	Low	4.05	Primary
Dhankhola	4	4	4	4	3	4	3.2	Medium	4.02	Secondary
Bamandi	3	5	3	3	3	5	3.5	Medium	4.00	Secondary
Matmura	4	4	3	3	2	3	4	Medium	3.70	Secondary
Amdah	4	3	4	3	3	3	3	Medium	3.60	Primary
Monakhali	3	3	4	3	3	3	3	Medium	3.50	Primary
Saharbat	3	2	4	4	3	3	2	Low	3.35	Primary

Kutubpur	3	4	3	3	2	3	4	Low	3.30	Secondary
Kathuli	3	3	3	3	2	3	4	Low	3.20	Secondary
Baradi	3	2	3	3	2	3	3.5	Medium	3.05	Secondary
Sholotaka	3	2	3	2	2	2	4	High	3.00	Secondary
Buripota	3	2	3	3	2	2	2.5	Low	2.80	Secondary
Pirojpur	2	2	3	2	3	2	2.5	Low	2.60	Secondary
Raypur	2	2	3	2	2	2	4	Low	2.55	Low
Tentulbaria	2	2	3	2	2	2	4.2	Medium	2.55	Low
Shyampur	2	2	3	2	2	2	3	Low	2.40	Low
Dariapur	2	2	3	2	2	2	2	Low	2.20	Low
Mahajanpur	2	1	2	2	2	2	2	Low	2.10	Low

-



RURAL POTENTIAL SETTLEMENT FOR MEHERPUR ZILA

