

**Updated Infrastructure Development Plan (IDP)  
For FY 2017-18**

**Comilla City Corporation**

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## **1 Background of CoCC**

### **1.1.1 Background**

Comilla City Corporation is one of the fast growing City Corporation in Bangladesh, which stands on the bank of Gomti River. The city is also known as the hub of road communication of eastern part of Bangladesh. It is one of the ancient cities which comprised many archeological sites and witnessed many historic events. Comilla Cantonment is one of the oldest military bases and has increased the importance of the city by many folds.

### **1.1.2 History**

The history of Comilla town goes back to the 9th and 10th century A.D. when the old fortified town “Salban Vihars, Mainamati”, the area flourished as the center of Buddhist civilization. The Peasants’ movement against the king of Tripura in 1764, which originally formed under the leadership of Shamsheer Gazi, is a notable historical event of Comilla.

This district was established as Tripura district in 1790. The Comilla Sadar Municipality was set up in 1864’s and it has 154 years history.

Comilla Cantonment is an important and the oldest military bases in East Bengal. It was intensively used by the British Indian Army during World War II. There is a war cemetery in Comilla that was established after the World War II in remembrance of the Allied soldiers who died during World War I and II, mostly from Commonwealth states and the United States. A number of epitaphs for Japanese soldiers are there as well<sup>1</sup>.

Comilla PS was established in 1864. The Old Comilla Municipality, having a long heritage. With the increasing demand and importance, the status of City Corporation was declared on 10 July 2011.

## **1.2 General Information of CoCC**

Comilla City Corporation covers 53.04 Sq. Km with 27 wards. It includes former Comilla Sadar North and South Municipality.

### **1.2.1 Location**

The location of the Comilla City is 23.45 latitude and 91.2 longitude. It is situated on the bank of the Gumti River. It is connected by the capital city Dhaka (97 km) to north side and port city Chittagong (167 km) to south side by the National High way and Railway.

### **1.2.2 Demography**

As per population census 2011, the Comilla city had 337,516 inhabitants living in 68,181 number of households. Among the people, 158,407 (48.53%) were female and 167,979 (51.47%) were male. Among the wards, Ward 13 has the maximum population (47079) whereas the minimum population (6812) is in Ward 26. Ward 13 has the maximum number of households (10004) whereas Ward 26 has the minimum number of households (1655).

### **1.2.3 Land Use Pattern**

The land use pattern of the city is quite diverse in nature. Residential land use is dominant which is 54.44 % of the total area of the city. In addition, agricultural and water body use are also influential which are 11.85 % and 9.2 % respectively.

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<sup>1</sup>Whitaker's Cumulative Book List. J. Whitaker. 1961. Retrieved 27 April 2013.

Sl No.	Land use	Area (km <sup>2</sup> )	Acre (int)	Percentage
1	Agricultural	1.97	486.0	11.85
2	Circular Network	1.32	326.2	7.95
3	Commercial	1.00	246.0	6.00
4	Community Services	0.14	35.4	0.86
5	Educational Facilities	0.29	70.8	1.73
6	Govt. Offices	0.27	66.2	1.61
7	Industrial	0.20	50.3	1.23
8	Mixed Use	0.01	1.5	0.04
9	Non Govt. Offices	0.01	1.5	0.04
10	Open Space	0.42	103.5	2.52
11	Recreational Facilities	0.22	53.7	1.31
12	Religious	0.06	15.4	0.37
13	Residential	9.04	2233.1	54.44
14	Restricted	0.11	27.7	0.68
15	Transportation and Communication	0.03	7.2	0.18
16	Water Body	1.53	377.6	9.20
17	Total	16.60	4101.9	100.00

### 1.2.4 Topography

The topographical feature of CoCC is not uniform. The land of the City Corporation is also not flat. It has mixed topography. The elevation of the City Corporation varies from 9.29 m to 16.58 m. Ward no. 7 contains the highest value 16.58 m and ward no. 17 contains the lowest value 9.29 m.

## 2.2 Vision and Objectives of Infrastructure Development Plan for CoCC

The IDP is an integrated infrastructure development plan of the City Corporation. It is a system to manage or coordinate the entire infrastructure development in the territory of the City Corporation. It covers a wide range of infrastructure development issues in the City Corporation, including the City Corporation's development vision, socioeconomic development, urban planning and land use management, urban infrastructure and services, short and mid-term investment plan, financial planning and other development issues.

### 2.3 OBJECTIVES OF IDP PREPARATION

The objective of elaborating IDP is to enhance the function of inclusive city governance through the following actions;

- 1) To set vision and approaches of infrastructure development of the city corporations so that stakeholders share common understanding of how the CC should be developed
- 2) To enhance participation of broader range of stakeholders so that the administration of the CC becomes more transparent and more people feel responsible for the future of the CC
- 3) To put all the prospective infrastructure subprojects in the inclusive subproject list so that people can imagine a comprehensive status of the CC in the near future
- 4) To make clear linkage between administrative-fiscal reform and infrastructure development so that system of project funding, maintenance and operation of public service is significantly enhanced.
- 5) To appeal priority of specific sub-projects so that GOB and development partners can easily recognize importance of the proposed sub-projects. This facilitates good matching of development partner and recipient of CC.

## 2.4 BENEFITS OF IDP

For planned infrastructure development there should have an Infrastructure development plan. Following are the benefits of IDP.

- It will ensure planned, systematic, sustainable infrastructure development.
- It will ensure maximum utilization of resources.
- It will reduce the chance of infrastructure development scattered way.
- It will reduce water logging, traffic jam and other problems of civic services.
- It will ensure a clean, safe and environmental friendly city.

## 3. Existing Infrastructure of CoCC

### ✧ Road and Transportation

CoCC is the transit point between Dhaka-Chittagong trade route. CoCC is a hub of road communication for the eastern part of Bangladesh. The communication system is intact due to roads and water ways passing throughout the region, in particular, the eastern part is enriched with road communication. One of the oldest highways of the Indian Sub-continent, 'The Grand Trunk Road' passes through the city. At present, the most important Dhaka-Chittagong highway bypasses the city from the cantonment to Poduar Bazar. There are no toll roads in CoCC. Rickshaw pulled by rickshaw pullers and CNG's are widely used and very popular for short distance commute. In recent years the battery-driven auto rickshaw has become very popular.

RHD (Roads and Highways Department), City Corporation authority and LGED are the agencies which manage roads of the city corporation.

There are three bus terminals located in the city corporation area: Jangalia bus terminal, Chakbazar bus terminal and Sasongacha bus terminal.

In CoCC, existing traffic and transport infrastructure is not at a satisfactory level. No designated intercity bus service exists here. There are no parking facilities available for Auto Rickshaw, CNG, Rickshaw, and Trucks within the CC area.

### ✧ Bridge/Culvert

Bridges and culverts play a vital role in road transportation system. They connect the different areas which are divided by water bodies or rivers and canals. Culverts also connect the drains and help drain out the water. There are two bridges in CCC, one is located on the Gomti River in the ward no 16 named Tikka Chor Gomti Satu and another one is Rail Bridge on Gomti River. Besides this 279 culverts are located in different parts of the city corporation which connect the roads and drains. Among them Thomson Bridge and Monhorpur are the major culverts of the City Corporation. Both of them are 8m in width.

### ✧ Drainage System

In CoCC, the existing drainage system consists of both earthen canals and paved drains. The river Gomti is flowing through the northern periphery of the CoCC. The overall condition of the existing drains is not satisfactory. The main canal (Comilla Lake) is silted up due to sand and silt deposition. The out fall of the major canal is also silted up considerably. Also, there is blockage in the secondary and tertiary drains because of indiscriminate disposal of solid waste. Thus, most of the canals/drains need upgrading. In water-logging areas, during and after heavy rainfall, much inconvenience is experienced by City Corporation residents. The drainage master plan of CoCC is in underway.

### ✧ **Water Works**

A 146 km water pipe line exists in the City Corporation. There are 6 overhead tanks, the total capacity of which is 54 lac liters. Total no. of pump stations is 23, out of which 6 pumps are damaged. The no. of deep tube-wells is also 23. Daily pumping capacities of the pumps are about 60 lac liters. There are 5015 household water supply connections. Daily demand of water supply in the CC is 1 Crore liters.

### ✧ **Irrigation**

Around 25 % of the total land is cultivable. Aman, IRRI, Boro paddies and various vegetables are the main crops of this City Corporation. Boro Paddy, being the main agricultural crop of the extended city area, without irrigation it is not possible to produce any such crops. But the areas under other cultivation, forestry, household and neighborhood and non-agricultural use are yet to finalize. Therefore, the latest land use Map/Plan is unavailable.

### ✧ **Sewage System**

A specific, organized sewage system is still non-existent. Main sewerage line is connected to CC drains. For this reason, CC drains are becoming blocked day by day. 11 public toilets, 23,802 sanitary latrines and one sanitary landfill are present in the City Corporation. Septic tank/soak well of on-site sanitary latrines are often connected to nearby drains, canals and water body.

### ✧ **Solid Waste Management**

There is only one landfill site beside the City Corporation. Landfill site is at Jhakunipara; Bibirbazar road, Jagannathpur Union which is around 5 km away from CC. The area of the landfill site is around 10 acres.

CC has about 15 trucks, 1 bulldozer and 20–30 rickshaw vans for the purpose of waste collection. Among those 3 trucks are out of order and the bulldozer is in poor condition.

The household garbage is collected from house to house by the rickshaw vans. The collection charge is about 20-30 BDT per house. Besides this, about 155 garbage bins are placed here and there within the CC. Capacity of these bins are not adequate.

With the increase of population and rapid urbanization it is natural for the generation of solid waste to also increase. If these wastes are not properly managed, it can have detrimental effects on the environmental quality. So collection and management of solid waste is a great challenge for the city corporation authority.

### ✧ **Electricity Facilities**

Major sources of power generation of CoCC are Kaptai and Ashuganj power stations. City Corporation has no own power generation source. There are 3 substations at the city corporation. They are at: 1) Jangalia (capacity 11 KV), 2) Kotbari (capacity 11 KV) and at Balutopa (capacity 11 KV). The total length of connection is 110 Km.

There is a private power generation plant generated by Summit group at ward no. 23 in the city corporation. Its capacity is about 50 Megawatts.

#### 4. Priority of Infrastructure Categories

PIUCC discussed and agreed on the priority of the infrastructure sub-sectors as shown in Table 3-7. Also issues of these sub-sectors are identified.

**Table Error! No text of specified style in document.-1: Priority of Infrastructure**

SL	Topics	Issues
1	Water Supply	<ul style="list-style-type: none"> <li>➤ City Corporation is handing over their function of water supply in the CoCC territory to CoCC. Establishing a good management system is a big issue.</li> <li>➤ Water quality is average. Tapped water is not potable without boiling.</li> <li>➤ Water supply capacity of the system cannot manage the prospective demand increase.</li> </ul>
2	Solid waste	<ul style="list-style-type: none"> <li>➤ Current dumping site is quite small. Capacity is not enough and there are hygiene problems.</li> <li>➤ Waste collection capacity is not enough. CoCC probably just handles 80% of waste generated in CoCC. Remaining wastes littered or illegally dumped.</li> <li>➤ Reducing waste efforts (Reduce, Reuse and Recycle/ 3R) are not well practiced in CoCC and water volume is increasing rapidly</li> </ul>
3	Drainage	<ul style="list-style-type: none"> <li>➤ Drainage water ways are choked with silt and solid waste</li> <li>➤ Approved drainage master plan is not available to cover the entire CoCC.</li> </ul>
4	Street lighting	<ul style="list-style-type: none"> <li>➤ Number of street lights is not so enough for pedestrians to walk safe and sound.</li> </ul>
5	Sanitation	<ul style="list-style-type: none"> <li>➤ Public toilets are not enough in quantity</li> <li>➤ Human waste soaks into the soil through underground pit which causes contamination.</li> <li>➤ Citizens of CC doesn't use Soak well with septic tanks properly. Sometimes they don't use soak well, they just connect it to the nearest canal or drain directly.</li> </ul>
6	Traffic and Transportation	<ul style="list-style-type: none"> <li>➤ Traffic jam takes place very often</li> <li>➤ Traffic signals are not well maintained</li> </ul>

## 5.5 (Five) Year Infrastructure Development Goal

CoCC needs to achieve the outputs mentioned in the following list in five years;

No.	Topics	Output	Target	Remarks/ Demands
1	Water Supply	<ul style="list-style-type: none"> <li>➤ Ensured water supply.</li> <li>➤ Revenue Generated.</li> </ul>	<ul style="list-style-type: none"> <li>➤ 100% Water Supply</li> </ul>	<ul style="list-style-type: none"> <li>➤ Increase water supply for the whole CoCC area by surface water treatment plant and deep water supply.</li> </ul>
2	Solid waste	<ul style="list-style-type: none"> <li>➤ City will be neat and clean.</li> <li>➤ Water bodies will be free from wastes.</li> <li>➤ Revenue Collection.</li> </ul>	<ul style="list-style-type: none"> <li>➤ 100% waste collection.</li> <li>➤ Three Compost plan. (Bio gas, Fertilizer and Electricity)</li> <li>➤ Start 3R Concept (Reuse, Reduce, Recycle).</li> <li>➤ Separation at source.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Financial cost will be calculated.</li> <li>➤ 17% tax is collected from every household. 3 % is for lighting, 7% is for cleaning and 7% is holding tax.</li> </ul>
3	Drainage	<ul style="list-style-type: none"> <li>➤ No water logging.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Near 100% settlements will be free from water logging.</li> </ul>	<ul style="list-style-type: none"> <li>➤ As Bagicagao-Thakurpara-Ashoktola area is priority for drainage.</li> </ul>
4	Street lighting	<ul style="list-style-type: none"> <li>➤ Street light will remove darkness and walking will be made safe for pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>➤ 100% area will be covered.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Maximum area covered by CGP, MGSP, CoCC.</li> </ul>
5	Sanitation	<ul style="list-style-type: none"> <li>➤ Improvement of public health.</li> </ul>	<ul style="list-style-type: none"> <li>➤ 100% area will be covered by sanitary latrine and public toilets.</li> <li>➤ Reduced waterborne diseases.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Every Household will use Hygiene sanitary latrine by 2014 as declared by the Government.</li> </ul>
6	Traffic and Transportation	<ul style="list-style-type: none"> <li>➤ Many traffic Congestion is observed</li> </ul>	<ul style="list-style-type: none"> <li>➤ 0% waiting railway crossing.</li> <li>➤ 100% reduce of traffic problems</li> <li>➤ Widening the narrow road</li> <li>➤ Construct new ring road for easy and smooth communication.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Narrow road creates problems for the users.</li> </ul>