

EXECUTIVE SUMMARY

- The urbanization process has been firmly established in the state of Punjab in the post independence period. State is experiencing rapid growth and development. Unfortunately, most of the development taking place in the urban settlements is largely haphazard and unplanned. Available infrastructures are well below the norms adversely impacting the quality of life in the settlements. In order to rationalise the growth and development of urban centres and put them on the trajectory of planned development, Govt. of Punjab has decided to frame Master Plans for these towns for a period spanning over next 2 decades. Master Plan of Kapurthala has been prepared under the provision of the Punjab Regional and Town Planning and Development Act, 1995 (as amended 2006).
- Kapurthala has the distinction of being one of the historical town with history spanning over 7 centuries. It is also one of the 20 district headquarters of the state. Kapurthala has richest man made heritage in the state of Punjab largely influenced by the French architecture. It is the only district in the state, which does not have contiguous/compact boundary.
- For preparing the Master Plan of Kapurthala, Govt. of Punjab has declared an area of 8236 ha comprising of 31 settlements including Kapurthala town vide notification no. 12/9/2008-4HG1/293 dated 9-4-2008. The scope of LPA was subsequently enlarged vide notification no. 12/9/2008-4HG1/2736 dated 16-10-2009 to include 12 more settlements. LPA for which the Master Plan has been prepared has 43 settlements including urban settlement of Kapurthala and 42 rural settlements, which include Hussainpur Census Town. The area of Kapurthala LPA now stands as 11098 ha with population of 1, 34,580. The two urban settlements, namely Kapurthala Municipal Council and Hussainpur Census Town, inhabit 75% of the LPA population. On the other hand, 2 among the 41 villages are uninhabited.
- Kapurthala is a class II town with population placed at 85,686 as per 2001 Census. The town has recorded a growth rate of 33% during the last decade as against 29% during 1981-91. Considering the pattern of growth, town is likely to join the select band of Class I towns by 2011. It ranks 16th in terms of population in the state and 2nd in the district after Phagwara. Known erstwhile as the capital of the Princely State of Kapurthala, the town is famous for its rich cultural heritage present in the form of old buildings and structures.
- Kapurthala located in the Doaba region has high degree connectivity with other important cities including Jalandhar and Amritsar. The road network of LPA region consists of 6 Major District Roads (MDRs), 3 Other District Roads (ODRs) and 4 Scheduled Roads. The Right of Way of these roads ranges between 5 m and 30 m. However, within the urban limits the road

width ranges between 5 m and 18 m. Narrow roads within the urban limits pose numerous problems in traffic and transportation. Town is also served by Ferozepur-Jalandhar Rail Line passing through Kapurthala town. The town lacks air transport facility as the nearest airport is in Amritsar, which is 75 kms away.

- Major factors leveraging the growth of town include Rail Coach Factory in Hussainpur, Urban Estate, Science City, PTU, and NIRE. Major factors hindering its growth are its location away from the NH1 and its close proximity to Jalandhar. The work force participation rate of Kapurthala is placed at 35%.
- Kapurthala is better placed in terms of housing with number of houses placed at 19452 as against 15488 households. 92.5% houses are pucca, whereas only 7.5% are semi pucca and katcha. No. of urban poor are placed at 18187, constituting 1/5th of the town population. Slum population is located in 22 slums spread over different parts of the town.
- In terms of existing landuse, residential area occupies the largest proportion (37.4%), followed by Public and Semi Public (17%), Traffic and Transportation (15.7%), Commercial (8.9%), Industrial (5.2%) and Recreational (2.2%) of developed area.
- Water supply is based on ground water covering 91% of the area and 95% of the population. The total water supply on daily basis is 19 MLD, with high transmission losses placed at 29%. The water is supplied at the rate of 140 lpcd as against the prescribed norms of 135 lpcd. The town lacks Water Treatment Plant with treatment limited at the level of tubewell.
- Town is better placed in terms of sewerage disposal since it has its own Sewerage Treatment Plan (STP). The treatment capacity of STP is 25 MLD which is sufficient to meet the projected demand till 2031 as the waste water generation is placed at 16.2 MLD. In terms of coverage, only 82% area and 65% of the town population has sewerage facility.
- Only 65% of the old town area has drainage network. Lack of proper drainage network leads to flooding during rainy season. Solid Waste Management is also not based on scientific principles leading to air and water pollution.
- Most of the road network is encroached leading to traffic and transportation problems. There is mixing of inter and intra city traffic due to location of bus stand within the core of the town. Town has an acute shortage of parking. Absence of Railway Over Bridges (ROBs) leads to delay and congestion, particularly on the Kapurthala-Jalandhar Road. There is absence dedicated parking for the trucks, tempos and three wheelers. Town lacks direct connectivity to NH 1. Road hierarchy is not well defined and road geometry is poor.
- Town has uneven distribution of healthcare facilities with number of beds placed below prescribed norms. Town lacks bio medical waste management. There is inadequacy of

open/recreational spaces. Most of the open spaces are locked in the individual/institutional buildings. There is uneven distribution of socio-cultural facilities and inadequacy of community buildings. Fire services are poorly placed.

- Number of planned colonies are limited with majority of construction taking place in a haphazard and unplanned manner.
- The town has a rich wealth of heritage in terms of Jagatjit Palace, Panch Mandir, Jagatjit Club, Moorish Mosque, Elysee Palace, Darbar Hall, Shalimar Garden, Royal Cenotaphs, State Gurudwara, Jubilee Hall, State Guest House, Ghanta Ghar, Jallowkhana, Mir Mazar, etc. Town has also rich natural heritage in terms of Kanjli Wetlands. Most of the buildings are poorly conserved and largely misused/vandalized.
- Town has large extent ground water, noise and air pollution due to excessive use of DG Sets, vehicular exhaust, solid waste mismanagement and industrial effluents.
- In the absence of Master Plan, town growth and development is largely haphazard, unplanned and sub standard, lacking basic infrastructure and services. Quality of life for majority of residents is of the lower order.
 - Preparation of Master Plan was based on the participatory process involving members of the Think Tank and the District Administration. Detailed studies of the town were carried out physically besides accessing data/studies already available with the parastatal agencies. The demographic data was sourced from Census reports.
 - Based on detailed studies SWOT analysis was carried out to bring out the strength of the town, identify weaknesses which hamper the growth of the town, taking into account the opportunities offered by the administrative structure and historical perspective of the town besides overcoming the emerging threats. The studies made, analysis carried out and interaction held with experts and stakeholders formed the basis of preparation of the Master Plan.
 - The objectives of the Master Plan outlining the future orderly growth of the town for next two decades (2011-2031) have been identified in terms of rationalizing future growth and development, rationalizing traffic and transportation network, creating more open spaces, creating self contained communities and providing adequate physical and social infrastructure besides bridging gaps in the available services.
 - In order to make Kapurthala as a vibrant urban settlement, vision and mission statement for the town has been prepared providing for Kapurthala to be Heritage city

and Knowledge hub of the state based on its available strength in terms of quality technical institutions and the heritage/tourism.

- The population estimates made on the basis of 5 different methods places the population of Kapurthala urban area and LPA as under:

Sl. No.	Settlement	2001	2011	2021	2031	%age Increase 2001-2031
1	Municipal Council	85686	111408	144851	188334	120%
2	LPA Villages	48894	69143	97778	138271	183%
3	Local Planning Area	134580	180551	242629	326605	143%

- The total population of Kapurthala is estimated to be of the order of 1.88 lakhs in 2031, for which the detailed Master Plan proposals have been prepared. The proposed Master Plan provides for the total Developed Area of 1883 ha as against existing 1160 ha, in order to decongest the core area, to provide additional area for the future population, higher level of open spaces, better amenities and services, larger areas under road network, and better options for economic development in terms of IT Industry beside expansion of RCF.
 - Master Plan also provides for
 - Adequate land for housing of the economically weaker section.
 - Organised commercial complexes, including Commercial Centre proposed at Nurpur Dona Village.
 - District Administrative Complex in Nurpur Dona village adjacent to Commercial Centre.
 - New District Jail at Jhal Thikriwala village.
 - Larger area for industries cum warehousing has been proposed includes Industrial Focal Point, IT Park and other industrial activities, etc.
 - Recreational Zone around Kanjli Wetlands and Rivulet Kali Bein.
 - Ring Roads to rationalize inter and intra city traffic and to provide better connectivity of the town to NH1.
 - Creating a well defined hierarchy of traffic and transportation network spread over 8 distinct categories with width varying from 2.5 m to 60 m.
 - Upgrading the existing road network to increase their capacity.
 - Improving road geometry for 11 identified junctions.
 - Proposing 2 ROB's covering Ring Road.

--- Shifting the existing Bus Stand from Fattu Dyinga Road to outside municipal boundary along Jalandhar roads.

--- Logistic Park along the railway line and adjacent to the Industrial Zone.

--- Parking Lots as integral part of the commercial area development.

--- A detailed plan for heritage development in order to make Kapurthala a heritage town.

- Master Plan proposals are proposed to be implemented through a well defined system of zoning regulations.
- The total investment estimated to implement the infrastructure proposals defined in the Master plan up to 2031 have been placed at Rs. 1198.40 crores which includes 448.50 crores for the roads, Rs 58.55 crores for water supply, Rs 96.67 crores for Sewerage, Rs. 465.00 crores for Storm Water Drainage, Rs 25.49 crores for solid waste management besides Rs 104.18 crores for the improvement of electricity. The funds for the town is to be generated through various innovative options including funds made available by Govt. of India , state govt., stakeholders and involving public-private partnership. In addition operational efficiency and better governance are proposed to be leveraged to generate resources, minimize expenditure and generate more revenues.