



**RURAL MUNICIPALITY TRANSPORT MASTER PLAN
TERMS OF REFERENCE
FOR
RURAL MUNICIPALITY TRANSPORT MASTER PLAN (RMTMP)
OF
PURBICHAUKI RURAL MUNICIPALITY OF DOTI DISTRICT**

1. Introduction

Local Self-Governance Act (LSGA) provisions formulation of local development plan according to needs-based, bottom-up and participatory approach. It has prominently defined tangible steps for formulation of such development plan. Underlying objective of this plan is to make investment for planned development within each of the local bodies' territory. Ultimately, development endeavors help attain sustainable livelihood and improved well-being of people. People's needs for sustainable livelihood and improved well-being are such that they require better access to information, markets and opportunities; they need better access to health, education and other goods and services. Accordingly, gradual investment in physical infrastructure development evolved urbanized and semi-urbanized settlements leading to improved access to various services, opportunities and resources by interior communities from state owned and private entities.

Ministry of Federal Affairs and General Administration stepped up to bring forward proposals to create new municipalities and rural municipalities from those urban and semi-urban settlements by combining prevalent Village Development Communities. Since these municipalities and rural municipalities are at an early stage of infrastructure development, they require ample mentoring and molding so that organized and beautiful cities are developed in due course of time. This will only be possible if and only if these municipalities can create planned transport network as it is 'Infrastructure of Infrastructures'. Therefore, present environment is conducive for development of appropriate and implementable transport framework for these municipalities.

In this context, this Terms of Reference (ToR) is prepared to hire consultants to prepare Municipal Transport Master Plan (RMTMP). The ToR aptly amalgamates the framework for RMTMP preparation with responsibility of the consultant to be hired in one package. Intended RMTMP can partially fulfill lacking part of LSGA, which is objective tool for prioritizing the projects.

2. Objectives

The **overall objective** of the consulting services is to prepare the **Rural Municipality Transport Master Plan (RMTMP/RMTPP) of Purbichauki Rural Municipality.**

As part of RMTMP preparation, accessibility planning could be an effective tool to assess the existing situation of the services and facilities. The interventions derived from accessibility planning will represent the real needs and priorities of the local people. The planning approach is participatory and bottom-up from the settlement level. The implementation of such projects will certainly be more participatory and owned by the local communities.



The RMTMP is designed to take account of the real needs of the people for infrastructure as per vision of the city development plan that will primarily be a **visionary plan**. Based on this visionary plan RMTMP shall be **harmonized with DoLIDAR's Approach manual** to maintain similarity so that municipal transport network can be overlaid to the respective DTMP/other RMTMPs to prepare local transport network.

2.1 The specific objectives, but not necessarily limited to the following, are:

- Finalize vision of city development plan.
- Analyze the accessibility situation.
- Identify and priorities the interventions based on the accessibility situation.
- Prepare Indicative Developmental Potential Map (IDPM)
- Prepare the Municipality Inventory Map (MIM) of Road networks.
- Collection of demands for new/rehabilitation transport linkages from Municipalities/Settlements based on city development plan.
- Prepare the Perspective Plan of transport services and facilities;
- Synchronize the draft Perspective Plans of adjoining ward/Municipalities/ districts
- Develop scoring criteria and its approval from Municipality.
- Prepare the five-year Rural Municipality Transport Master Plan (RMTMP)
- Prepare a realistic physical and financial implementation plan of prioritized roads for the RMTMP period; and
- Prepare Rural Municipal Transport Perspective Plan (RMTTPP)

3. Scope of Services

The consulting shall provide high quality professional services for the preparation of RMTMP/RMTTPP, with the reference to the annexes 1-5 and visionary city development plan. The scope of services to be carried out by the Consultant shall broadly include, but not be limited to, the following:

a) Assist in the Formulation of the Municipality Roads Coordination Committee (MRCC)

The main task of the MRCC is to provide support to the municipality in formulating, managing and monitoring Municipality road transport infrastructure policies, rules and regulations. Generally, the MRCC shall be composed of;

- President
- Chairperson MRCC
- Executive Officer of Rural municipality
- Member Two elected or nominated Rural Municipality members
- Member One representative from different political parties
- Member Chiefs of Lines agencies within the Rural municipality
- Member Representative from Women and ethnic minority groups Member
- DTO representative
- Member Planning section chief of Rural municipality
- Member MTS Chief Member Secretary

The consultant shall advise, assist and support the Rural Municipality to form the MRCC. It shall ensure involvement of the MRCC in the entire planning, decision-making, programming etc. processes in the preparation of the RMTMP. Initiating with one **introduction/orientation workshop** to the various stakeholders (MRCC, Ward representative and Tole Sudhar Committee's representatives) about the process and procedures and their respective roles during the Preparation of RMTMP/RMTTPP the consultant shall continue preparation of RMTMP.



b) Secondary Sources of Information and Review of the existing RMTMP

The consultant shall collect secondary information from the various district-based line agencies, project/programmes, INGOs/NGOs, and other regional and central level organizations as required. The consultant shall review the available existing RMTMP if any. All the roads identified from secondary sources shall be assessed and considered seriously for the forthcoming RMTMP. The RMTMP should be updated every 5 years.

c) Accessibility Data Collection and Analysis

Accessibility data shall be collected using GPS from settlement level by involving enumerators. Proper orientation training provided to the enumerator/s for efficient data collection within the prescribed time period. (Please refer Annex enumeratorsted information will be stored on a computer. Primaryperiodill be done to find the accessibility situation of the Municipality and identify the gaps with the reference of visionary of city development plan.

d) Prepare the Indicative Rural Municipality Development Potential Map (IDPM)

The consultant shall prepare the **Indicative Rural Municipality Development Potential Map (IDPM)** according to the vision of city development plan taking reference of the annexes 1-5. The base map will be prepared on a 1:25000 scale topographical map and digitized to prepare GIS Maps. The identification and ranking process of existing/potential areas and services (Please refer annex-5) shall be carried. The consultant shall validate the IDPM from the MRCC and Municipality.

e) Prepare the Rural Municipality Inventory Map (MIM) of Urban Road, Main Trails and Bridges

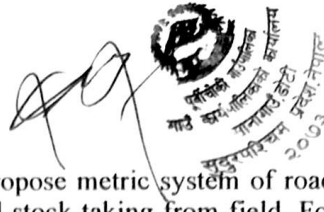
The consultant shall prepare **Rural Municipality Inventory Map (RMIM)** of the municipality linking to existing strategic and local road network such as national highways, trunk roads, district core road network (DRCN), main trails and main bridges, wherever pertinent and possible, by plotting on the 1:25000 topo-base maps. The consultant shall carry out, by mobilizing enumerator/s, reconnaissance/walkover surveys. MIM shall be prepared with reference to form annexed (Please refer annex-2). The consultant shall disseminate and discusses MIM with a wider audience through a municipality level **workshop**. Later, the MIM shall be discussed and verified through discussion with the municipality technical team and finalized from the municipality.

f) Collection of Demands for New/Upgrading/Rehabilitation Transport Linkages from Wards/Settlements

The consultant shall collect formal requests for new construction or rehabilitation of different linkages from wards and settlements, on their needs basis (Please refer annex-4). The demand shall be collected in the order of priority incase of more than one transport linkage is demanded from each ward. The collected demand shall be screened, synthesized, synchronized and harmonized at municipality level through a workshop. Similarly, the consultant shall obtain the socio-economic data of all requested transport linkages by involving enumerator. The consultant shall follow annex 5.

g) Developing Scoring Criteria and its Approval from Municipality

The Consultant shall mandatorily develop weight system for the scoring and prioritization criteria for screening and prioritized demanded following guidelines annexed (Please refer annex- 5), for all interventions. The scoring and prioritization criteria shall be approved by the municipality. All the demanded linkages shall be processed and undergo through the screening and prioritization process.



h) Road classification and nomenclature

The consultant shall prepare road classification criteria, propose metric system of road nomenclature and accordingly apply the same during data collection and stock taking from field. For this, annexed guideline shall be followed. (Please refer annexes 1&5)

i) Preparation of Perspective Plan of Interventions of Services and Facilities

The consultant shall prepare perspective plan of interventions of services and facilities, which are identified from the accessibility analysis and municipality level workshops. All the identified interventions shall be screened and rated on the basis of approved criteria. The consultant shall discuss with the municipality technical team and the MRCC relating to interventions of services and facilities for the improvement of the access situation and shall forward to Municipality Council meetings with recommendation. Accordingly, the final perspective plan of municipality roads will be developed. The perspective plan shall be shown in GIS maps also.

j) Analyse Fund Availability for Roads

The internal and external financial resources available in the municipality shall be reviewed by the consultant discussing with the municipality authorities so that the financial resources available for the transport interventions during the five year MTMP period can be estimated. Sources of funding include annual budget allocated in the municipality, the budget allocated through GoN central agencies such as DoLIDAR/MoFAGA etc. Other possible sources of funds could be from road tolls, royalties, land taxes etc. Prospects of funding from other external sources, including possible and committed funding from donors, are reviewed and shall be taken into account.

k) Preparation of the Municipality Transport Master Plan (RMTMP)

Considering the Perspective Plan, the consultant shall prioritize the Perspective Plan (Refer annex 5) Subsequently, the consultant shall prepare and/or update the five year MTMP of the municipality by selecting transport interventions (maintenance, upgrading and new construction of main trails, trail bridges and roads) from among top priority in the Perspective Plan starting from first and that could be implemented in the next five years period. This shall be based on cost estimates of maintenance, upgrading, rehabilitation and new construction of main trails, bridges and roads and available financial resources.

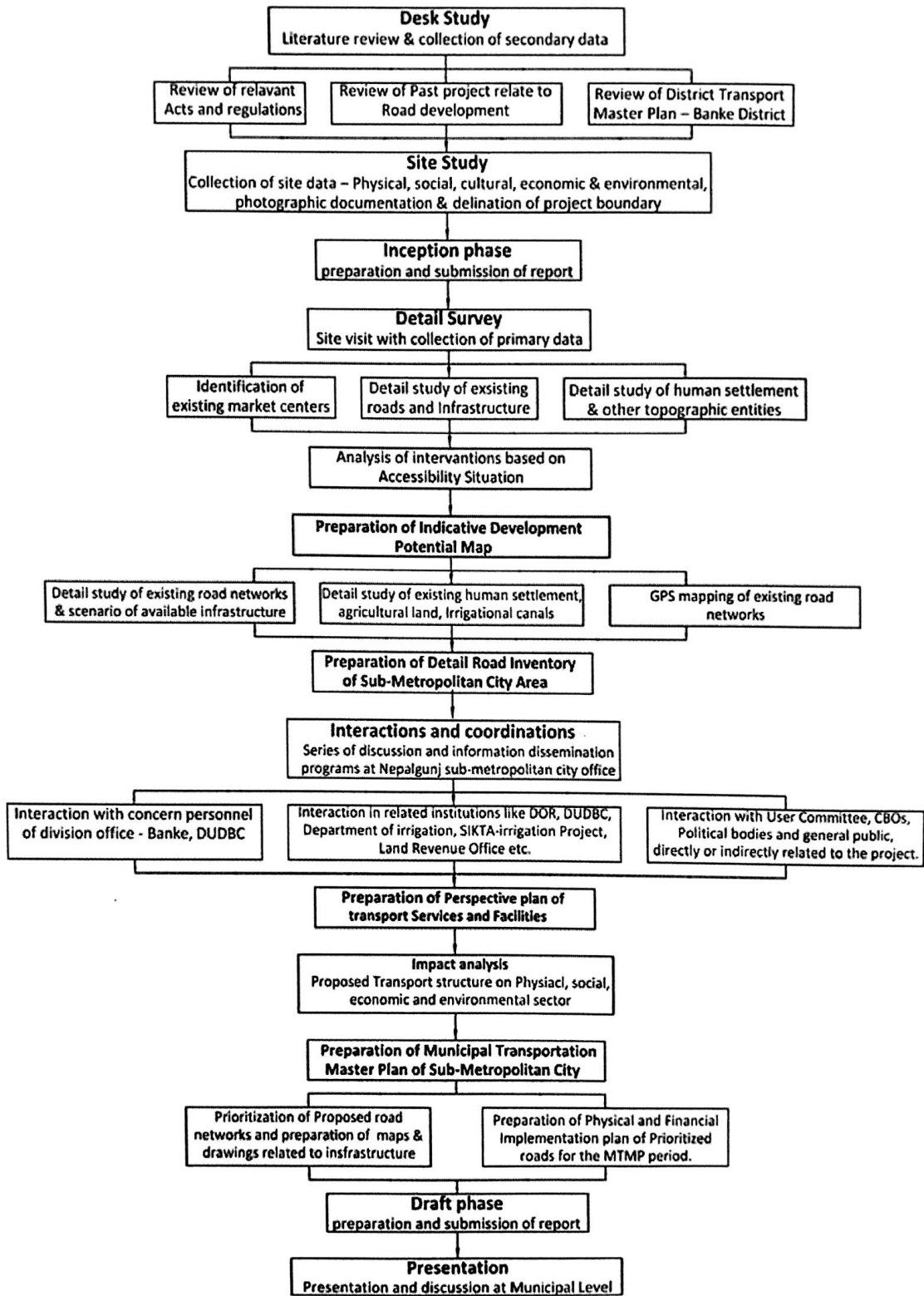
The consultant shall present the findings of the MTMP and MTPP to municipality and MRCC in a **workshop** and incorporate the suggestions and recommendations from the Municipality and MRCC in the final report.

Subsequently, the municipality will present the final MTMP report to the municipality council for formal approval that will be approved by municipality council with a strong commitment not to invest in non-MTMP roads.

l) Prepare a Realistic Physical and Financial Implementation Plan of Prioritized Roads for the MTMP Period

The consultant shall collect information on existing resources spent on transport infrastructure and possible available resources, and make a projection for the next five years period. From the total projected resources, the consultant shall discuss with the municipality to find out the appropriate proportion to be spent on on-going roads and new interventions (construction/rehabilitation/maintenance etc) proposed. Based on the five year projected funds availability the financial implementation plan shall be prepared. This step involves matching the estimated resources that are expected to be available to the municipality over the plan period, with the interventions for on- going roads and proposed ones. The total numbers of road and interventions proposed for the MTMP period shall match with the projected available resources and should avoid proposing a long list for the MTMP period. (Please refer annex 1)

METHODOLOGY CHART





LITERATURE REVIEW

The report has incorporated reviews of various reports and publications that were informative during the process of preparation of Municipal Solar Street Light Master Plan of Purbichauki Rural Municipality.

A. District Transport Master Plan (DTMP)- Doti

The DTMP serves as a major guideline for planning of road within the Doti district. The DTMP study has prioritized roads based on centrality index, agricultural potential, existing facilities available among other. Based on the study by DTMP of Doti District, the inventory of roads within the Doti District was carried out to get familiar with the subject matter. Prepared in 2013, the DTMP has shown the road network of Dhangadi under three major classifications:

- District Road - Class 'A'
- Rural Road - Class 'B'
- Village Road - Class 'C'

The district roads are black topped roads which link the major economical locations. The district government offices, health centers and social infrastructures are connected by the district roads. Rural roads are fairly gravel road which link the important locations of Wards like Wards office, mini markets, etc. The district strategic roads lie in the rural road. The village roads are earthen road which leads rural roads to different settlements. During rainy season, the condition of village road becomes worse due to ditches formation.

Various maps related to road classification produced by DTMP-Doti were also studied by the consultancy team during RMTMP preparation period.

B. District Transport Perspective Plan

Under District Transport Perspective Plan, prioritization for upgradation of the existing roads and opening up of new linkages have been done. The prioritization of the new linkages has been done by using scoring system as shown in Table 1.



Nepal Road Standards 2070 (Second Revision), shall apply to all Strategic Roads in rural areas being constructed within Nepal. The main objective of Nepal Road Standard-2070 is achieving consistency in road design and construction. These requirements can be relaxed in some very difficult situations by the Government of Nepal. Efforts in general should, however, be to aim at standards higher than the minimum indicated here. The geometric features of roads except cross sectional elements do not lend to stage construction. Geometric deficiencies are costly and sometimes impossible to rectify later on due to subsequent road development. Therefore, it is essential that geometric requirements should be kept in view right in the beginning. According to the document, roads in Nepal are classified as follows:

i) Administrative Classification

- National Highways
- Feeder Roads
- District Roads
- Urban roads

ii) Physical Classification (technical or the functional grading of road based upon the physical features)

- Class I
- Class II
- Class III
- Class IV

D. Nepal Urban Road Standard- 2071

Urban road standards is a prerequisite for planned development of urban roads. Although, Nepal Road Standards- 2071, revised 2070, has some provisions for urban roads, as the Strategic Road Network (SRN) connecting administrative centers and industries to the major trade routes has quite different function; the Nepal Road Standard alone cannot address urban issues. Urban issues are neither addressed by Nepal Rural Road Standards 2055, revised 2069, which is focused on farm to market and farm to settlement roads.

E. Conceptual Framework for Road Design

During the preparation of RMTMP, the study team also reviewed the conceptual framework for development of road as well as transport network. The major objective behind the review of section was to understand the physical, socio-cultural, economic and the ecological needs and impacts of road construction within the urban boundary. Similarly, various aspects that needs to be considered during the planning phase of road construction were studied (Table 2).

Table 1: Aspects to be considered during the planning phase of road construction

S.N.	Aspects	Consideration
1	Resettlement	For the implementation of proposed alternative routes from the study may need some scales of involuntary resettlement for road expansion and/or bridge construction and/or other road facilities including construction yards
2	Economic Activity	New traffic flow generated by the ring road may affect economic activities at the Study area and its surround as well as individual business along the ring road

3	Land Use	Newly generated economic potential by the ring road may cause changes of land use in the Study area and its surround.
4	Division of Communities	No division of communities will occur
5	Existing Social Infrastructures and Services	During the construction period, inconvenience for accessing to social infrastructures and services may occur on a small scale
6	The poor, indigenous and ethnic minorities	There may be possibility that Project Affected Persons (PAPs) includes poor and/or indigenous and/or ethnic minorities
7	Misdistribution of benefit and damage	Concerning involuntary resettlement and/or land expropriation, it may need considerations for misdistribution of benefit among all PAPs
8	Archaeological/ Cultural Heritage	Remarkable objective sites or structures in and around the current alternative routes were not found, except some temples along the alternative routes
9	Local Conflict of Interests	It may occur some conflicts regarding land acquisition and/or access to roads, economic opportunities, and so on.
10	Water Usage or Water Rights and Rights of Common	Considerations will be needed to secure existing water flow crossing roads through small bridges or culverts, especially in swampy areas
11	Health and Hygiene	No adverse impacts on health and hygiene will occur
12	Disaster/ Accident	No specific disasters and/or accidents are predicted
13	Noise/ Vibration	After the ring road completion, increased traffic volume and higher traffic speed may boost up noise and vibration. During the construction period, temporal noise/vibration is also expected.
14	Traffic Accident	The risk of traffic accident may be increased by improved traffic Flow

F. Passenger Car Unit (PCU)

Passenger Car Unit (PCU), is a metric used in Transportation Engineering, to assess traffic-flow rate on a highway. A PCU is essentially the impact that a mode of transport has on traffic variables (such as headway, speed, density) compared to a single car. It is measured in PCU/hour daily. For example, typical values of PCU are as follows.

Types of Vehicles	PCU
Car, light van, pick-up	1.0



Light Truck (2.5T)	1.5
Truck (10T)	3.0
Truck (15-25-40T)	4.0-5.0-6.0
Buses (40 passengers)	3.0
Buses (more than 40 passengers)	4.0
Bicycle/ Motorcycle	0.5
Hand Carts	2.0
Bullock-carts	8.0
Pedestrians (no separate footpath)	0.25
Porters (no separate footpath)	0.5

G. RMTMP Purbichauki Rural Municipality

As per RMTMP Guidelines 2014, roads are to be classified under four categories which is one of the major part of the RMTMP. The categorized road helps in smooth future growth of the city and prevents destruction of private and public property during road expansion in future. The categorization of the road is based on expected traffic volume and catchment area served by the road. These roads do not include Strategic Roads (Highway and Feeder Roads). The four categories of the road are as follows.

Class A: Class A roads include major roads serving high traffic volume and has or is expected to have high density of public transportation service. In most cases, these roads connect to strategic roads or to other VDCs. These roads often connect two relatively distant localities in urban areas. District level roads which are not classified as feeder are also in this category. The minimum width of roads of Class A type (Municipal Roads) as dictated by the guideline is 14m.

Class B: Class B roads are collector roads that carry lower volume of traffic and has either no public transport service or low density of public transport service. These roads often connect two neighboring nearby localities in urban areas. The minimum width of Class B Roads (Ward Roads) as dictated by the guideline is 10m.

Class C: Class C roads usually provide access to abutting residential and industrial properties. These roads cater to local traffic movement over short distances and feed traffic to bigger roads. Speed is usually restricted due to narrow widths and high number of intersection. The minimum width of Class C Roads (Main Trail Roads) as dictated by the guideline is 6m.

Class D: Class D roads are narrow roads mostly dead end leading to or collecting traffic from few residential units. In some cases, there are no possibilities of expansion. In case of Dhangadi, the inner roads within the settlement are Class D roads. The minimum width of Class D Roads (Other Trail Roads) as dictated by the guideline is 4m. In case of Dhangadi which lies in Mountain Region, one meter of drainage is to be provided on either side of the road. Thus the minimum width of Class A, Class B and Class C roads including drainage on both sides will be of 16m, 12m and 8m respectively.

Typical cross sections of SRN Roads

National Highways and feeder roads in Rural Municipality are the major arterial and sub-arterial links which serve for through traffic. DoR is responsible for RoW demarcation, planning, design and maintenance of these highways. Typical cross sections are shown in Figure 1, Figure 2 and Figure 3. These cross-sections are prepared based on the recommendations of NRS-2070 and NRRS-2012.

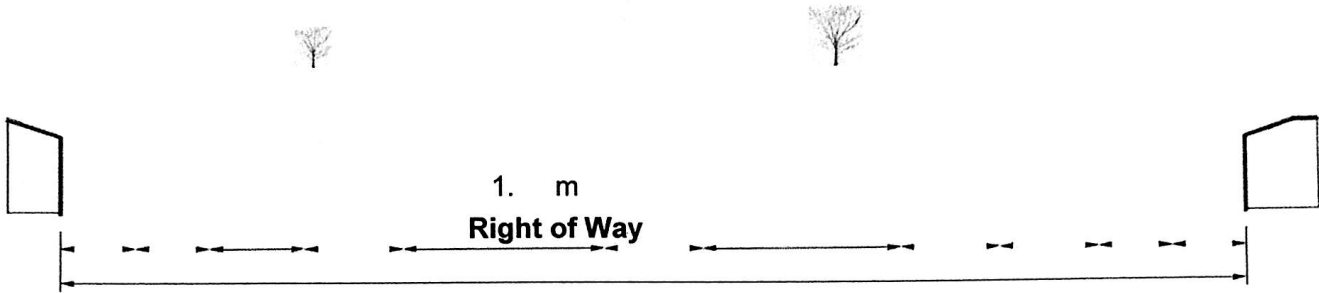


Figure 1 Typical Cross Section of Arterial (National Highway)

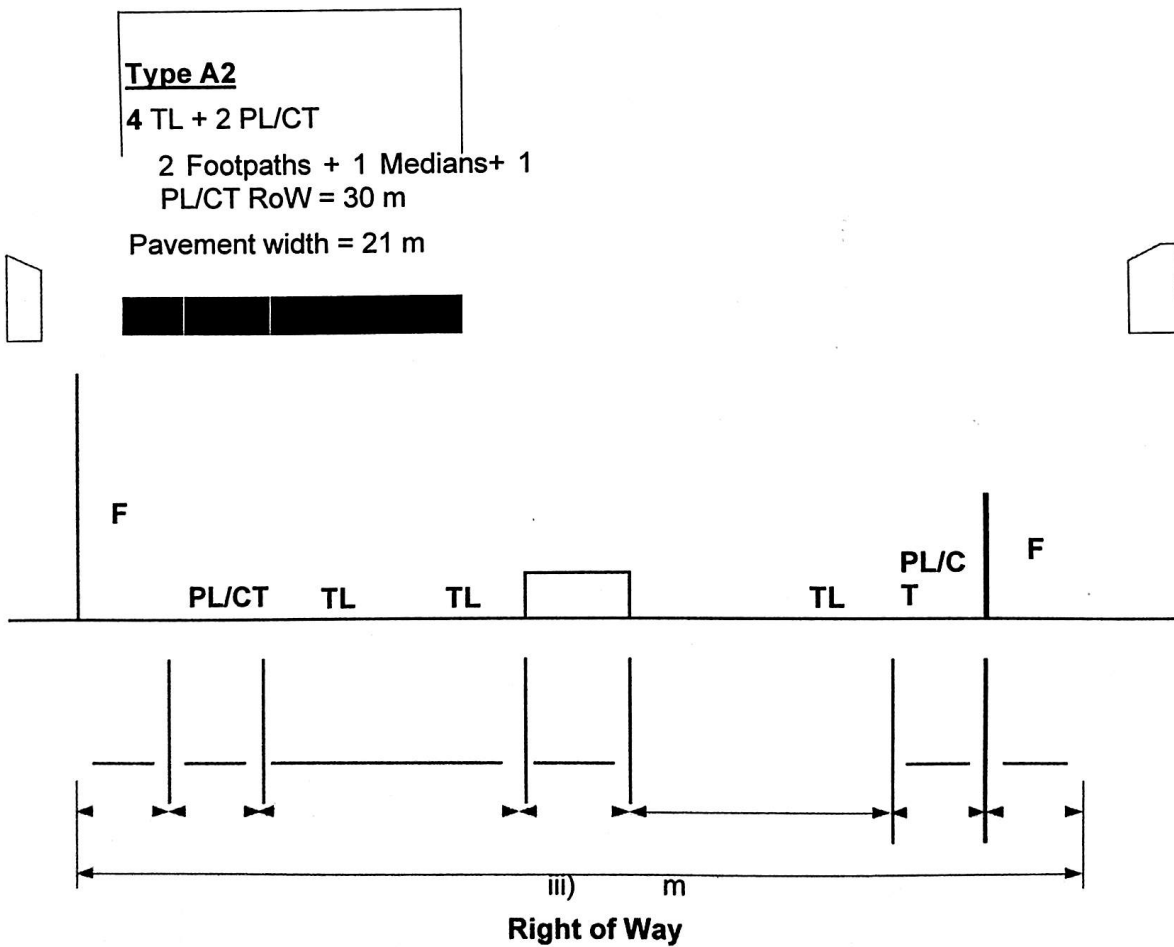


Figure 2 Typical cross section of Sub-arterial (Feeder Roads)



- Must have Masters Degree in any one of the following subjects: Regional/Transport Planning, Civil Engineering, Rural Development or Management.
- In case of Team Leader an engineer he/she must be registered in Nepal Engineering Council.

B) Civil Engineer (if Team Leader is other than engineer) should have

- More than 5 years experience in rural road engineering and preparation of DTMP/MTMPs according to DoLIDAR's Approach Manual is an advantage.
- Must have a bachelor's degree in Civil Engineering.
- Must be registered in Nepal Engineering Council.

c) Socio-economist (if Team Leader is from engineering field) should have

- More than 5 years experience in socio-economic surveys. Preparation of District Periodic Plan, District Transport Master Plan and/or District Annual Plan is an advantage.
- Must have completed Masters' Degree in Social Science or Economics.

d) GIS expert should have

- More than 5 years experience in GIS relating to mapping and analysis. Preparation of maps of District Transport Master Plans is an advantage.
- Must be bachelor in Engineering or Geography.
- Relevant training in GIS.

ii) Support Staff

a) Sub-engineer/Supervisor/draft person

b) Enumerators

5E. Duration of the Study and Reporting

The duration for the assigned task is three (1.5) months. The consultant shall submit the following reports:

i) Inception report: The consultant shall submit two (2) copies of the inception report within two (2) weeks after signing the contract. Inception must include detail methodology for formulating rural municipality's visionary plan, collection of secondary information, work plan and activities. The forms and formats/questionnaires shall be fine tuned and proposed appropriately if found lacking for this assignment. The formats and questionnaires shall be reviewed and approved by Municipality Technical section in coordination with planning section within the municipality. The municipality shall seek consultation and/or support from DoLIDAR /MoFALD at any time during the entire period.

ii) Field report: The consultant shall submit two (2) copies of the field report within one and a half (1.5) days from the date of signing of contract. The report shall indicate detail methodology applied for completion of fieldwork, associated problems encountered and adopted solutions.

iii) Draft report: The consultant shall submit four (4) copies of the draft report after 1 month from the date of signing the contract. The report should have two volumes. **Volume I** should contain the main report and all GIS maps and **Volume II** should contain various data and detail analysis for scoring and prioritization. All maps should be **multi-color** and the layers that shall include:

Map 1: Map of Nepal showing strategic road network and location of district

Map 2: Indicative Development Potential Map

Map 3: Rural municipality Road Inventory Map

Map 4: Land Use Map of the rural municipality

Map 5: Consolidated RMTTP Map showing all Road Class 'A', 'B' & 'C' as defined by municipality

Map 5a: RMTTP Map of Road Class 'A'



- Map 5b: RMTTP Map of Road Class 'B'
- Map 5c: RMTTP Map of Road Class 'C'
- Map 6: Consolidated RMTMP Map of showing all Road Class 'A', 'B' & 'C'
- Map 6a: RMTMP Map of Road Class 'A'
- Map 6b: RMTMP Map of Road Class 'B'
- Map 6c: RMTTP Map of Road Class 'C'
- Map 6d: Map showing Bridges

The consultant shall conduct one interactive one day workshop for acquiring comments/suggestions by involving related stakeholders.

A few samples of the desired maps can be referred from DoLIDAR approach manual.

iv) Final report: The consultant shall submit six (3) copies and one soft copy of final reports 1.5 months from the date of signing of contract. Final report shall incorporate comments and suggestions received on the draft reports and also from rural municipality workshops. The report should be also be submitted in two Volumes, as mentioned in the draft report. All six (6) sets of GIS maps should fit in A3 size paper with the nearest 25,000 thousand scale (i.e, 1:200000, 1:225,000, 1:250,000, 1:275,000 etc) and required layer as described in draft report. In addition, one (1) set of the hard copy of maps should be in topographic fine map sheets.

5F. Indicative Reporting Outline is as follows;

Foreword

Acknowledgement

Approval of the Rural Municipality Council on RMTMP

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Approach and Methodology

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Assessment of existing infrastructure situation (or RMTMP if existing) and visionary city development plan.

Constraints in the implementation of RMTMP

Ø Indicative Development Potential Map


Summary Rural Municipality Profile

List of Development Potential Areas

Briefs on Development Potential Areas

Ranked List of Growth Centres

Indicative Development Potential Map (IDPM)


Ø Rural Municipality Inventory Map of Road network
List of Rural municipality Roads (with coding)
Briefs on Rural municipality Roads (Salient features, condition, required intervention, population served, major potentiality, trade, other socio-economic benefits, etc.)
List of ward Roads (with coding)
Briefs on ward roads (Salient features, condition, required intervention, population served, agricultural production, trade, other socio-economic benefits, etc.)
List of Main Trails with coding)
Briefs on Selective Main Trails (Salient features, condition, required intervention, population served, agricultural production, trade, other socio-economic benefits, etc.)
Rural Municipality Inventory Map of Road network (RMIM)

Ø Perspective Plan of rural municipality Transport Network

Process and Procedure for collection of demand
Scoring System for Screening, Grading and Prioritization
List of Feasible New Linkages (with perspective weighted score and code)
Briefs on Feasible New Linkages (Salient features, population served, agricultural production, trade, other socio-economic benefits, etc.)
Possible inter-municipality/district linkages (write about the linkages that are synchronized with the linkages of adjacent municipality/districts)
Perspective Plan of rural municipality Transport Network with the respective score and ranking.

Ø First Five Year Rural Municipality Transport Master Plan

Five Year Projected Financial Plan
Sharing of Funds (Indicate the annual shares of funding for various interventions)
Year-wise Targets (Indicate the annual targets for various interventions)
Prioritized Rural Municipality Roads for RMTMP period (with code & required interventions)
Prioritized Ward Roads for RMTMP period (with code & required interventions)
Prioritized Main Trails for RMTMP period (with code & required interventions)
Prioritized Main I Bridges RMTMP period (with code & required interventions)
First Five Year District Transport Implementation Plan

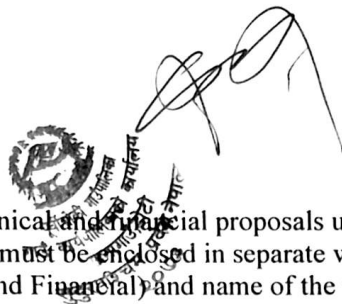
Ø Conclusion

Other Relevant Issues (please briefly discuss other important issues, if any) Conclusion

5G. Organisation of Workshops

The Consultant shall be responsible to organize and conduct all workshops mentioned in the ToR. All costs incurred for the workshops (including allowances for participants, stationeries, refreshments etc) shall be borne by the consultant as per the quoted cost.

5H. Proposal Submission



The consultants shall submit technical and financial proposals under two-envelope system. The technical and financial proposals must be enclosed in separate wax sealed envelopes, clearly mentioning the type of proposal (Technical and Financial) and name of the task on the envelope. Then both the sealed envelopes must be enclosed in an outer waxed sealed envelope, clearly stating the name of proposal, purchaser's address and the firms' name and address.

5I. Payment Schedule

The payment schedule will be as per the following:

After approval of inception report = 20% of the total contract amount.

After approval of the draft report = 30 % of the total contract amount.

After approval of the final report = 50% of the total contract amount.

Tax and security deposit will be deducted as per prevailing local governance financial rules and regulation.

DISCUSSIONS AND CONCLUSIONS

In Nepal the area occupied by urban area is increasing rapidly with the declaration of new municipalities. About half of the area within the Rural Municipality is occupied by open space and agriculture land, thus the planning at this stage is very important. As every plan starts with present scenarios, the team has determined present status of roads by conducting field inventory and the data are then coded in GIS software for developing the maps. Finally the inventory map was prepared and the land cover map has also been prepared. The potential development map and visionary plan has used for the preliminary classification of the roads. The classification of the road shall be validated through MRCC meetings. The proposed prioritization criteria have been validated through MRCC and municipal office. Again, the financial as well as implementation plan shall be prepared in the report.

The road density reveals that the accessibility of the road in Rural Municipality is near to that of minimum level as set by government. Most of the roads are graveled and earthen. All the roads are village roads. After being declared as a Rural Municipality, it is crucial to work for completion and operation of all the roads giving first priority to class A roads. The travel pattern of people in the Rural Municipality area is to go towards market centers. There is a possibility of connecting with neighboring Rural Municipality as well as neighboring district