



What have We Done to

What have we done to our roads!

The pictures that we publish here clearly show some of the reasons why we have such terrible traffic jams in the city. It appears that the city streets are being put to all sorts of use, other than for the purpose they are meant for. How could things come to such a pass? We believe that years of mismanagement, neglect and political use of authority have led to the present chaos. During our Open Discussion on "Streets of Dhaka" as a part of our "Save Dhaka" campaign, numerous suggestions were brought out as to how we can improve the living conditions in our beloved city. Ideas are many. However, the challenge where everything appears to get stuck is *implementation*. The Daily Star's "Save Dhaka" campaign is geared towards raising public awareness about the problems, and creating a momentum

Recommendations of the Open Discussion on "The Streets of Dhaka"

The Daily Star "Open Discussion" held last Monday, 31 July '95, had set up Five Working Groups to prepare recommendations on different aspects of improving the conditions of Dhaka's streets. Below we publish the recommendations.

Working Group on Management and Implementation

The Management and Implementation Group in its recommendations proposed to set up:

1. Coordinating authority with sufficient powers to coordinate and authorise all street related development activities with representation from WASA, DESA, TITAS, RAJUK, DMP, T&T, DCC, BR and R&H etc. The authority should be empowered to formulate strategic plans and action calendars.
2. A monitoring cell under the authority to oversee the implementation process of the projects.
3. Community Action Groups at the grassroots level in different areas to identify local problems and maintain liaison with the central coordinating authority.
4. Standardised traffic management system based on scientific research.

5. A system of adequate planning in the construction of shops, high raised apartments, cinema halls etc.

The Working Group consisted of: Dr Sohrabuddin Ahmed of BUET (team leader), Prof Mazhar Ali, Prof Dr Rosie Majid, Superintendent Engr K Z Azam, Chief Engr Abdul Muqueet, Dr Zebun Nasrin Ahmed, Dr Hasib Mohammad Ahsan, ADC North, DMP, and Mazharul Huq.

Working Group on Planning

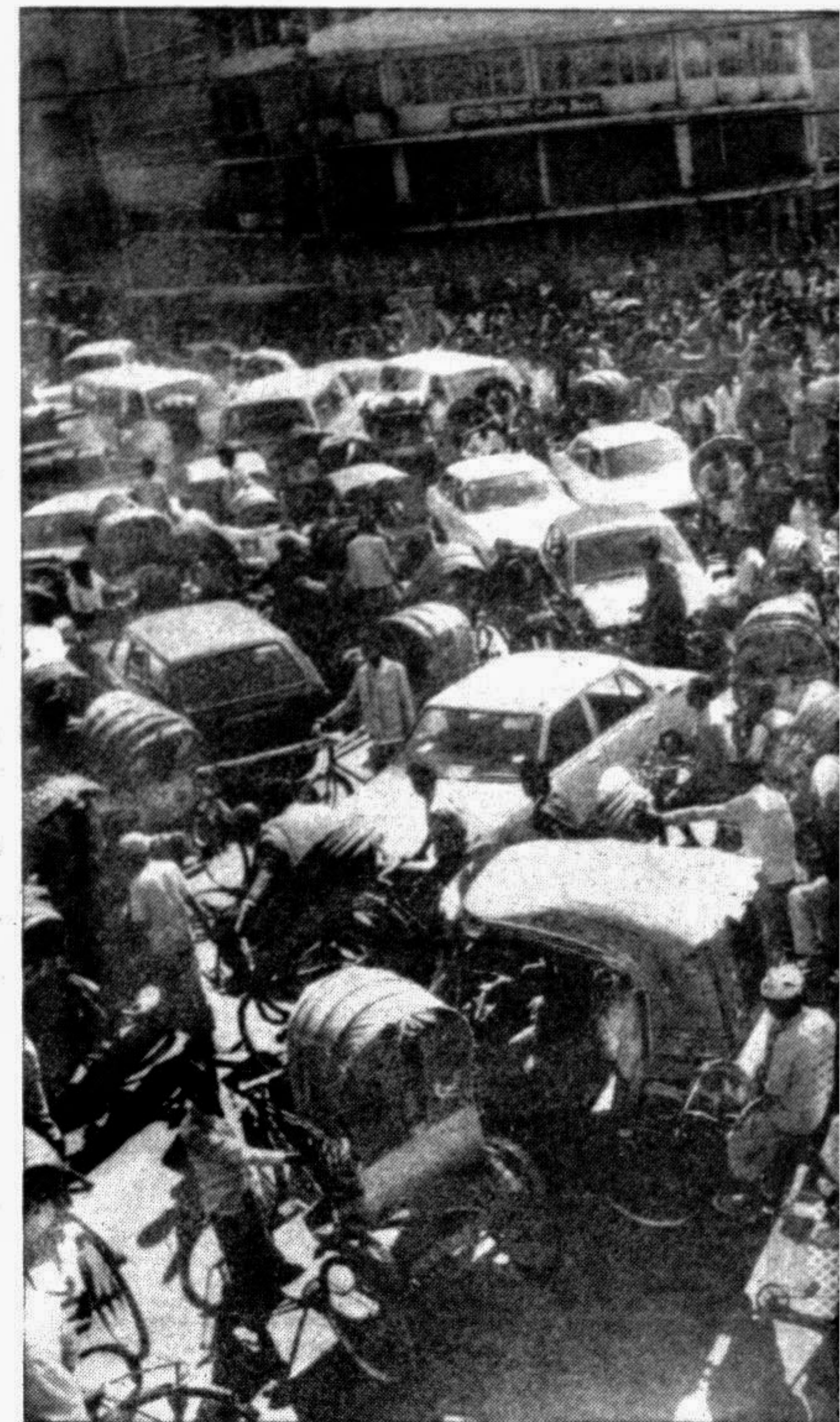
The group in its discussion highlighted the importance of road networking in the overall planning and management of the city. Allocation of a minimum 20 per cent of space for road system is considered to be very important. There is a need to balance the supply and demand ratio in terms of road width, number of vehicles, parkings.

1. Ensure the categorisation of roads (time, use and itemwise categorisation).

- a. Arterial Road.
- b. Sub-arterial Road.
- c. Local/Neighbourhood Road.

Category will be different in terms of width and layout.

2. Construct roads in strategic areas.
3. Construct more arterial roads or alternative arterial roads immediately to connect the natural growth poles.
4. Construct eastern and western "By Pass" to avoid the load of traffic as new bridges are coming up in the near future.
5. Introduce mass transit system to reduce the need for rickshaws.
6. Encourage public bus service than private ones. Especially mini buses should be discouraged.
7. Channelise rickshaws in neighbourhood roads and push them out from arterial and sub-arterial roads.
8. Construct roads on Buckland Band and another from Mirpur to Sadarghat on the embankment. Make a road through Cantonment starting from Barani to Mirpur, and another from Postagola to Hatkhola.
9. Set up an extension of North-South Road upto Sadarghat, of Panthopath from Maghbazar to Rampura. Construct a road from Medical College to Swari Ghat (near the new bridge). Construct an alternative road of Topkhana Road, from Ramna Gate to Notre Dame College.
10. Construct service roads to connect smaller lanes to avoid traffic jams in the arterial roads.
11. Set up bus bays and auto-rickshaw bays at required places like Sayedabad, Gulistan etc.
12. Introduce special lane and route at intersections for the "left turn" lane.



13. Ban the mobility of trucks within the city until specific hours.
14. Introduce physical barriers i.e. road dividers for proper traffic management.

15. Introduce pedestrian underpasses and grade separators.
16. Resist the construction of permanent stalls on the roads by the hawkers.

17. Introduce "Common Traffic Planning Cells" in collaboration with DCC, Rajuk and related organisations with Data Base and updated Information Bank.

The Working Group consisted of: Prof Gholam Rahman (team leader), Zakir Hussain, Nasreen Ahmed, Tanvir Nawaz, Khalida Rashid and Farida Nilufar.

Working Group on Traffic and Transportation

Suggestions put forward by this group broadly deals with the

