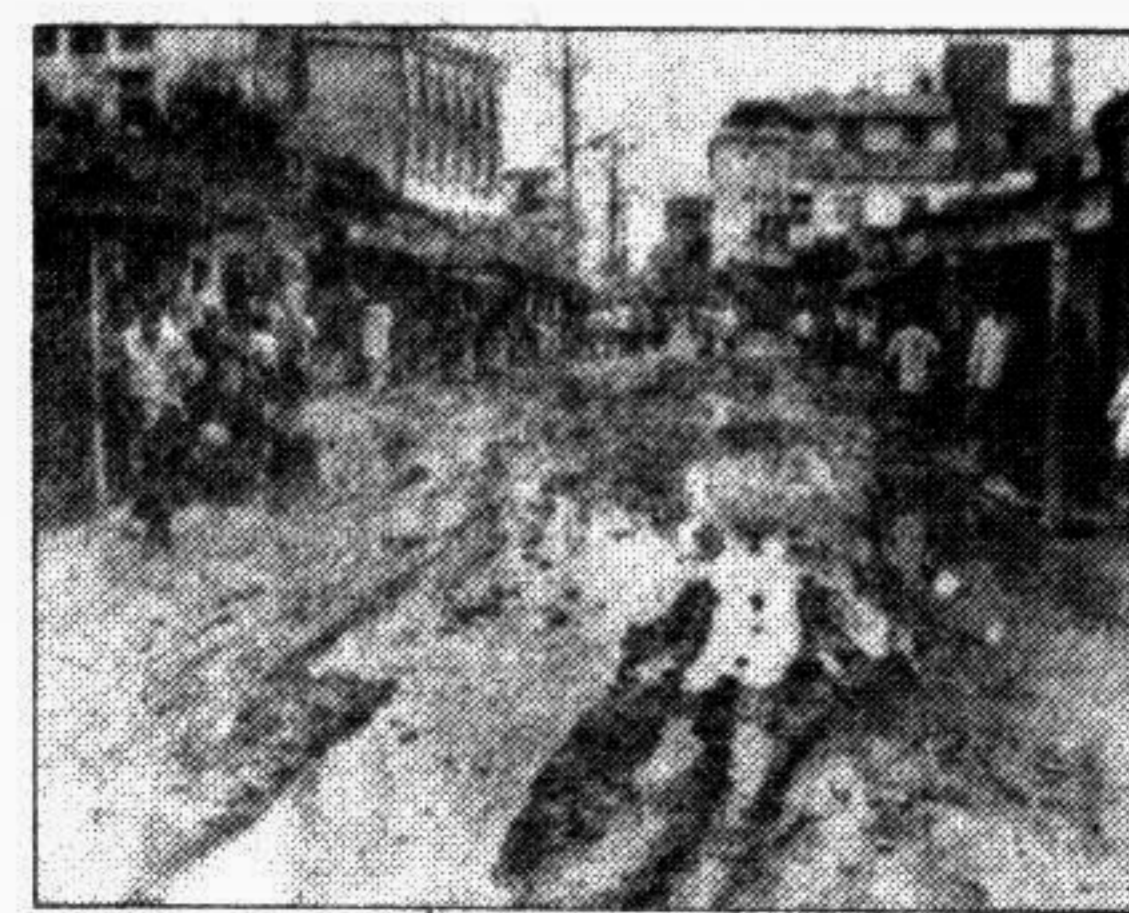
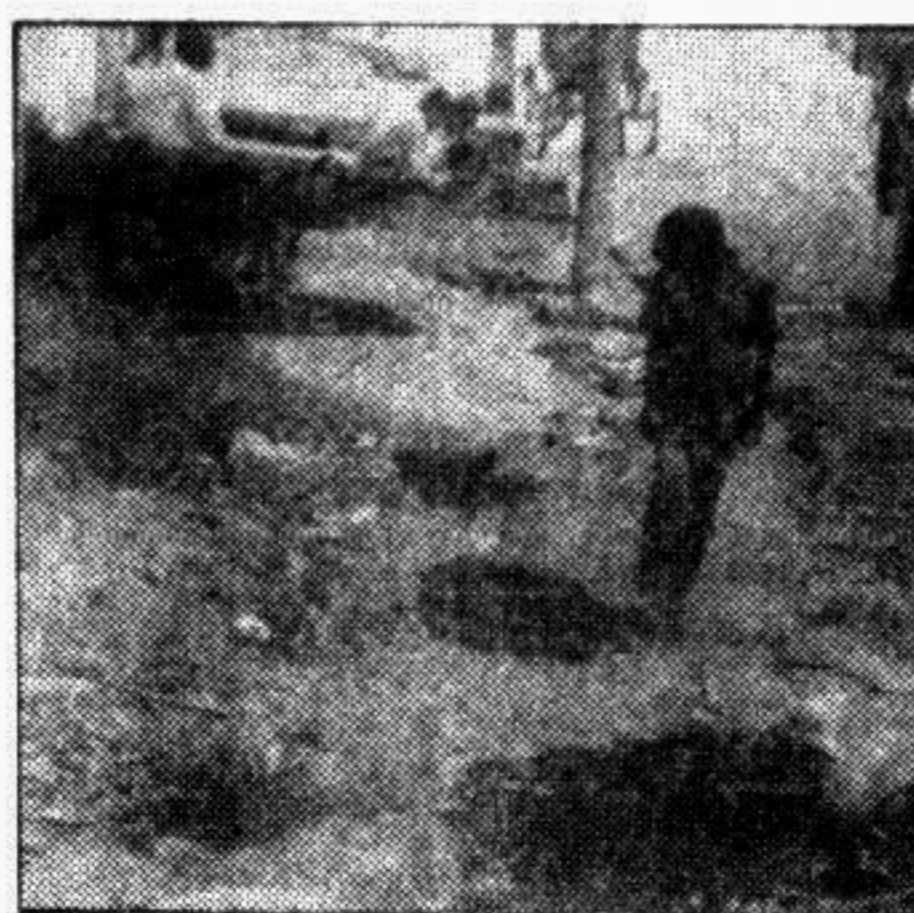


# On the Streets of Dhaka!

which will create public pressure on the concerned public bodies so that we can implement the decisions we have taken.

Whatever we may be told about this or that plan of the government or of the DCC, the overall feeling is that conditions of the city is deteriorating everyday. To stem the rot, we cannot depend on the government alone. As owners of the city, the citizens must take up some voluntary actions for the cleanliness, security and beautification of the areas where they live.

It is our hope that the recommendations put forward by the five working groups, as detailed below and the photo-feature that we publish here will, together, trigger collective actions towards solving the problems of our city.



Improvement of traffic management system and efficient networking. In the streets of Dhaka the non-motorised vehicles are not covered by the existing law, and do not fall within the jurisdiction of BRTA and Traffic Police, which also contributes to the rise of traffic violations. The following suggestions were made to improve the situation.

1. Formulate a unified traffic law.
2. Establish a separate full scale Traffic Engineering Department with well-qualified personnel.
3. Strengthen and modernise the traffic department.
4. Update, enforce and monitor the process of granting building permission and building by-laws.
5. Planned allocate car, auto rickshaw and rickshaw parking areas, and enforce them strictly.
6. Keep the intersections free from illegal parking.
7. Introduce stiffer penalties for traffic rules violations.

10. Build mass transit system along the flood protection embankment around Dhaka.
  11. Construct ring roads, by-passes, alternative routes etc for traffic diversion.
  12. Build fly-overs, particularly at intersections, underpass, over-bridge etc.
  13. Increase the number of roads and their width.
  14. Increase the terminal facilities and regulate proper parking garage facilities for the public transport.
  15. Set up venues for public meetings.
  16. Train and regularise the rickshaw pullers and create avenues for their alternative employment.
  17. Locate hawkers only in specific areas and possibly on specific days.
- The Working Group consisted of: Dr Nooruddin Ahmed (team leader), A S M Ismail, Javed Patwari, Dr Mahbubur Rahman, Sayed Nooruddin Ahmed, Quazi Jahangir Alam and Solaiman Mullick.

### Working Group on Law and Order

This group suggested the strict enforcement and implementation of all rules, regulations and ordinances that currently exist.

1. Introduce laws immediately that can be used to regulate non-motorised vehicles. Existing laws apply only to motorised vehicles.
  2. Resist encroachment on roads and footpaths, and clear the already occupied ones.
  3. Make the roads free to be used by vehicles and footpaths to be available solely for the use of pedestrians.
  4. Set up an authority to consider the rehabilitation of the people affected by the drive against encroachment.
  5. Develop a system to maintain the roads and footpaths clear and free from encroachment. DCC must discharge its responsibility in that regard.
  6. Ban the use of roads for political and religious gatherings and provide alternative venues for such activities.
  7. Undertake appropriate measures to ensure smooth flow of traffic when any procession passes through the streets.
  8. Ensure severe punishment for traffic rules violators causing fatalities.
  9. Legal procedure for investigation and trial of street crimes committed with arms and explosives should be completed quickly.
  10. Undertake publicity campaign to educate the public about traffic regulations and road signs. Include them in the school curricula, for greater public benefit.
  11. Increase the number of recently introduced speed enforcement squad.
- Working Group consisted of: Prof M Abdur Rauf (team leader), Prof M Mohabbat Khan, Wailur Rahman, Shahidur Rahman and Dr Fuad Mullick.

### Working Group on Social Aspects

Recommendations on the social aspects as proposed by the Working Group are based on the socio-economic classification of the inhabitants of Dhaka — rich, middle-class and the poor.

1. Discourage the use of individual cars by the upper income group people in the busy and central areas of the city.
  2. Introduce quality buses for the people of middle income group and encourage mass transit facilities.
  3. Introduce metered taxis and auto-rickshaws.
  4. Minimise and localise the use of rickshaws.
  5. Open side lanes along the major arterial roads.
  6. Introduce the use of ordinary buses, tempos and commuter trains for the lower income group people and also encourage the use of bicycles and pedestrians among them.
  7. Introduce urban water transport for greater public benefit along the river Buriganga, following the experience of urban water transport facilities of Bangkok.
  8. Plan the accommodation of hawkers and ensure provision of space at appropriate locations.
  9. Increase residential density in the upper income areas.
- The Working Group consisted of: Prof Nazrul Islam of DU (team leader), Prof Nurul Islam, Iftekhar Ahmed, Husneara Kamal, Shafiqul A Ahmed, and Mazbar Rahman.

