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City Report

(Draft)

<Sylhet City Corporation, Bangladesh>

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Theme:

**Next Generation Solution for Clean Air and Sustainable
Transport-Towards a Livable Society in Asia**



Sylhet City Report

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1. What are the major challenges and constraints faced by your city in implementing sustainable transport policies and measures?

The roads in Sylhet city are non-commendable. That is, the widths of the Primary roads are approximately 12.50 meter and Secondary roads are 8.00 meter. The widths of Excess roads¹ are 3.50-4.00 meter. On both sides of the primary roads there exists almost 40% footpath. The widths of the footpaths are 1.25 meter. But there are no footpaths on the sides of the secondary and excess roads. There are no traffic signals on the roads. The width of the primary road's intersection is also less. The Sylhet City Corporation has been upgraded from Sylhet Pauroshova² in 2002 but still the area of the City Corporation is equal to that of previous Pourashava. The total area of the City Corporation is 26.24 SKM. The population of the mentioned area is about 500,000. In comparison with population and area, the number of roads in our city is less.

2. What is the mode of share (%) in public transportation system? What action you have taken to promote public transport system such as BRT, MRT and LRT in your city?

The share in public transportation system within the City is very less. Most of the transports that are seen within the city are privately owned.

¹ Primary road means major roads of the city, secondary road means linkage roads within different areas of the city and excess roads mean those narrow roads which exist even after the end of the existing secondary roads.

² Pauroshova is a Lower level Local Government Tier than City Corporation.

Public owned transports are available in the inter-district communications level and these are visible in the national highways.

The Sylhet City Corporation has taken an attempt to create a circular transport system outskirts of the city so that people have an easy and low cost access in the city. This pilot project is under consideration and needs private investment also.

3. Is NMT (non-motorized transport) an integral part of your transport policy, planning, and development? What action you have taken to promote NMT (safe bicycle and pedestrian facilities) in your cities?

NMT (Non-motorized transport) planning and development is our priority program. This program is very important to protect our city dwellers from environment pollution. For NMT, a separate road lane has been constructed by S.S Pipe³ and chain in our city from 'Surma Point to Court Point and from Surma Point to Head Post Office Point'. This has not been initiated in any other city of the country. Now all Rickshaws (human hauler) & bicycles use this road. Almost 40% footpath has been constructed on both sides of primary roads and rest will be constructed soon.

4. Is your city implementing or in a process of developing any transport Master Plan? If so how far the transport Master Plan is people and environment- friendly, with special attention to the needs

³ SS Pipes mean Stainless Steel Pipes. These pipes are heavy and can be used for fabrications.

of those in vulnerable situations, women, children, persons with disabilities and older persons?

The Master Plan of Sylhet City Corporation has been published on 17 November, 2011. For transport management, road and drain development, we have organized workshops and seminars to enhance the program. The experts and engineers of different departments such as, Public Works Department (PWD), Road & Highway Department (RHD), Local Government Engineering Department (LGED), Power Development Board (PDB), Bangladesh Tele Communication Limited (BTCL), Gas & different NGOs are also included in the process. Recently this committee has taken few decisions as well.

For the construction of Circular Road in the surroundings of the City, a feasibility study has been started. To make an environment friendly City, steps have been taken to reconstruct unused ponds in different areas of the city. These ponds are very much useful to the city dwellers.

For women, children, autistic and senior citizens, 5 Health Care Centers have been constructed and treatment is being provided. In the Master Plan, there are provisions for integrating accessibility for the disable, elderly, women and children while constructing Health Centers. But the fact is that most of the building are constructed having without better access facilities for the senior citizens and citizens in needs. But

regular and special EPI⁴ Programs are being organized and children are getting the benefits through the urban health services projects. Steady campaigns are being held for creating awareness among the people.

5. What are the current parking policies and traffic restraint measures of your city?

The parking system in the city is not satisfactory. In comparison with the number of vehicles, Parking Places are very few. For the shortage of land, City Corporation is unable to construct any planned parking system.

There is no particular parking area in Sylhet City. The width of the roads is less in comparison with the number of vehicles. Many shopping mall, hospitals, schools, residential buildings have been constructed beside these roads. A few of these buildings & shopping malls have parking lot but is still not adequate. Vehicles are parked mostly in the roads or in front of shopping malls, schools and hospitals.

Still now the traffic polices use whistles, sticks and hand gestures for controlling the traffic in roads. Automatic signal methods have not been constructed fully. Traffic control system is being maintained manually.

⁴ EPI means Expanded Programs for Immunization. Officially started in 1979 but seriously considered after 1985 when Bangladesh made an commitment to United Nations (UN) for universal child immunization by 1990.

But recently, in light of the Master Plan, City Corporation approves the construction of commercial and high rise buildings plans only if the plans have proper parking facilities.

6. How does your city implement road safety policies and measures? Is there any improvement in traffic safety since Kyoto Declaration (2007)?

- To reduce road accidents speed breakers have been constructed in front of schools, colleges to control the speed of vehicles. These speed breakers have been painted in different colors. More footpaths are now being constructed as well. We are planning on constructing foot over bridges in important points. Keeping in mind the width of the primary roads, dividers are being created for one-way road.
- To lessen trucks movement in the main areas of the Sylhet City, a time schedule has been prepared for their entrance.
- Hundreds of trucks are entering into the city everyday to collect sands and stones from the border areas of Sylhet District. But there is no *Central Truck Terminal* at the outskirts of the City. The Sylhet City Corporation with the support of Local Government Division has taken an initiative to establish a Central Truck Terminal with a cost of 30 Crore Taka within Two Years (2014-2016). Construction work has already been started

and the Honorable Finance Minister visited the project area several times.

Sylhet City Corporation is now closely working with other important Government Department i.e. District Administration, Metropolitan Police Department to ensure safe and secure traffic system. The Traffic Department of the Police is also an integral part of the process. The following steps have been taken to implement the Kyoto Declaration

(a) To create awareness among the people about traffic rules regular meeting has been conducted in important points of the city.

(b) In crossing the roads, security personnel and traffic police help the students, women, children and senior citizens.

(c) Steps are being taken against the drivers and vehicles without license, fitness and legal papers in accordance with the government ordinance.

Could you provide the number of traffic accidents and fatalities for last 7 years (2007-2014)?

List of Sub-district (Thana) based Sylhet City area's road accidents of the last seven years (2007-2014):

No.	Thana's Name	Year								Total
		2007	2008	2009	2010	2011	2012	2013	2014	
1.	Kotwali Thana	43	46	31	26	15	02	04	01	168
2.	South Surma Thana	25	26	08	15	13	12	03	04	106
3.	Jalalabad Thanka	--	--	--	--	01	05	08	01	15
4.	Airport Thana	--	--	--	--	01	02	01	02	06
5.	Shahparan (R:) Thana	--	--	--	--	01	01	02	01	05
6.	Mogla Bazar Thana	--	--	--	--	01	01	04	03	09
	Total	68	72	39	41	32	23	22	12	309

(Source: Information obtained from Sylhet Metropolitan Police (SMP) Department).