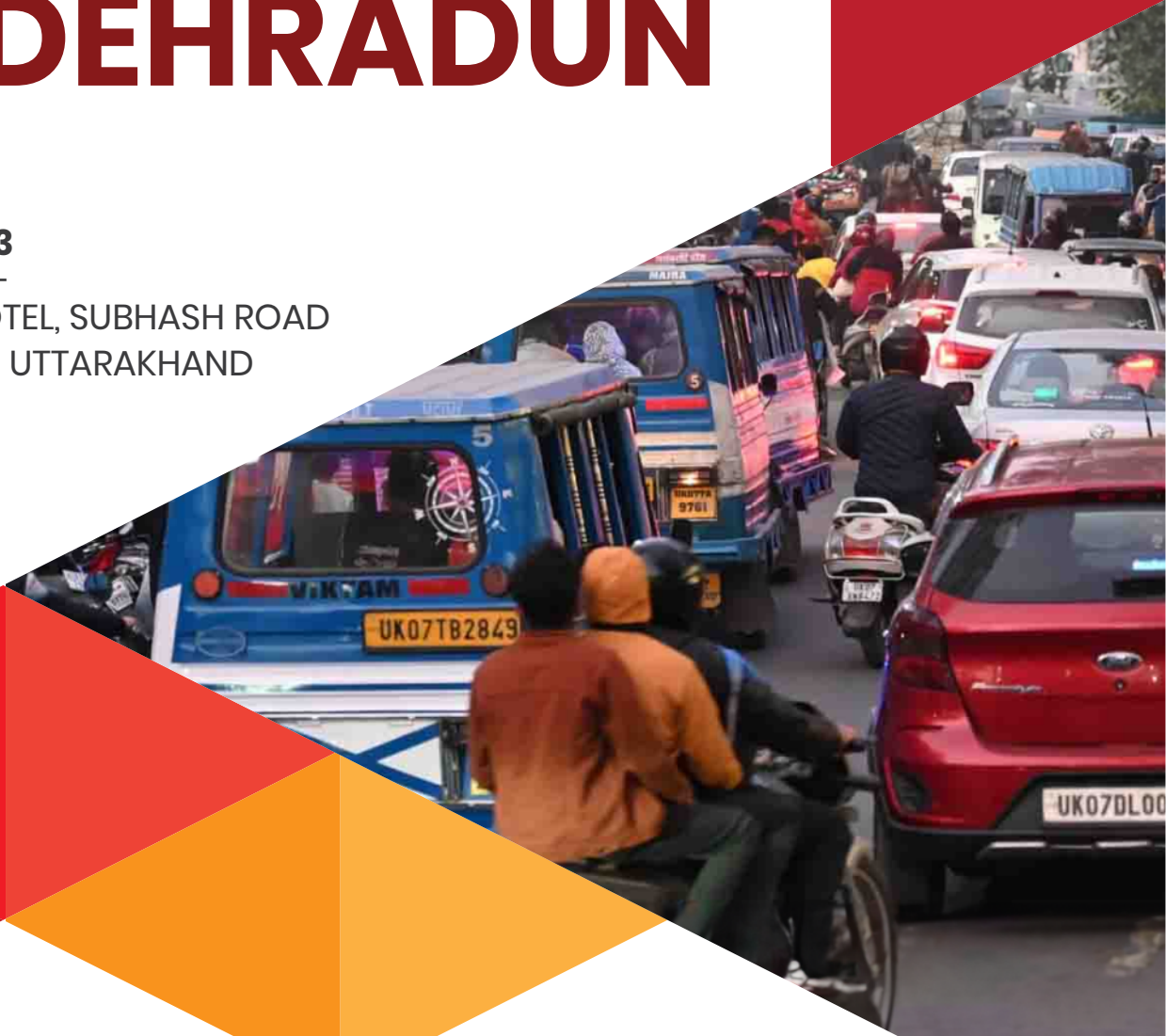


A report on
SDC ROUNDTABLE DIALOGUE

PUBLIC TRANSPORT IN DEHRADUN

AUG 7, 2023

PACIFIC HOTEL, SUBHASH ROAD
DEHRADUN, UTTARAKHAND





Introduction

The challenges of inadequate and poor public transport, limited parking spaces, and massive increases in traffic jams in Uttarakhand's capital city of Dehradun requires the immediate attention of its political and bureaucratic leadership. With increased population, rapid spread of urbanization, and greater disposable incomes, the above challenges have increased exponentially during the past few years. As if this weren't enough, the unrelenting focus of governments to promote unbridled tourism has exacerbated the already dire situation.

When it comes to public transport in Dehradun, it must be stated unequivocally that adequate, timely, and safe public transport has failed to take off in the city. Irrespective of several efforts made by leaders and bureaucrats, ground results are missing. Given the acute paucity of public transport, there is an unsustainable surge in the number of private vehicles in the city. To make matters worse, the limited network of roads and flyovers is unable to cater efficiently to the mobility demands in Dehradun.

It is against this background that the rapidly growing city of Dehradun needs to find answers to the chronic challenge of developing a city-specific model of public transport. This work of exploring for solutions cannot be left to bureaucrats and officials alone. Since public transport impacts every citizen of Doon, it is imperative that public representatives and citizens get deeply involved in conceptualizing the mobility vision for the city.

Background

Social Development for Communities (SDC) Foundation has been at the forefront when it comes to addressing various public challenges in Dehradun. These include environmental and climate conservation, waste management, sustainable urbanization, and various other facets that directly impact the day-to-day life of the people of Dehradun.

Driven by its vision to have a range of stakeholders from the government and civil society on a common platform, SDC Foundation organized a Roundtable Dialogue on the issue of Public Transport in Dehradun. This report is an outcome of the above discussion.

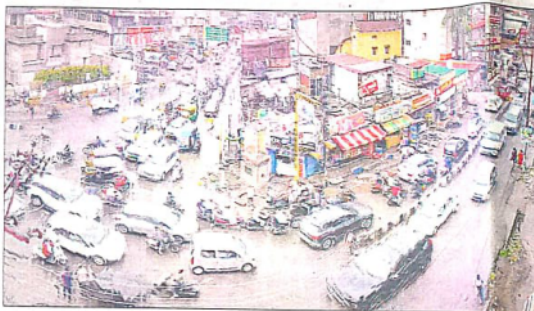


अब तो घुट रहा है सड़कों का दम, जल्द नई प्लानिंग की जरूरत



दून के पब्लिक ट्रांसपोर्ट में व्यापक सुधार की जरूरत

dehradun@next.co.in
DEHRADUN (9 Aug): बढ़ती आबादी, इंटिक नाम और प्राइवेट क्लॉकस को संभाला जा रहा है। दून की पब्लिक ट्रांसपोर्ट व्यवस्था में बड़े तंत्र पर सुधार की जरूरत है। इसके लिए कॉन्सिल्टिंग फ़र्म यावर को आवरणकता महसूस की जा रही है, काहिर है कि अलग ट्रांसपोर्ट के मुद्दे पर पब्लिक अवेयरनेस भी लानी होगी, एसडीसी फाउंडेशन के सरकार और समाज के प्लान स्ट्रेटिजी के साथ आयोजित देहरादून में पब्लिक ट्रांसपोर्ट राउंडटेबल डायलॉग में कुछ इन तरह के कई विचार और सुझाव सामने आए,



बेहतर ट्रांसपोर्ट की मांग

दून रोजीटम वेलफेयर एसोसिएशन के अध्यक्ष और नगर निगम फाउंडेटर पाल सिंह मीठी ने कहा कि बेहतर ट्रांसपोर्ट समय की मांग है, लेकिन, इसमें राजनीतिक इच्छा शक्ति का अभाव व विभागों के बीच तालमेल का अभाव है, अधिकारियों की जिम्मेदारियों तय नहीं हैं, कदाभी न कहा कि ट्रांसपोर्ट के नाम पर शासन का सारा फोकस रोडवेज पर है,

12 लाख आबादी, 10 लाख वाहन

एसडीसी फाउंडेशन के फाउंडर, सोशल एक्टिविस्ट अनूप नौतियाल ने कहा कि राज्य गठन से अब तक दून सिटी आबादी कई गुना बढ़ चुकी है, 2041 तक दून की आबादी करीब 24 से 25 लाख तक होने का अनुमान जताया जा रहा है, उतराखंड गठन के करीब 23 सालों के सफर में मेट्रो से लेकर मिट्रो, पॉड टैक्सी तक कई ऑप्शन पर चर्चा सुनी,

मेट्रो नियो ही अहम समाधान

उतराखंड मेट्रो के डीवीएम (सिविल) अरुण कुमार भट्ट ने बताया कि 2019 में दून के लिए कॉन्सिल्टिंग मोबिलिटी प्लान (सीएमपी) तैयार किया था, जो शहर को ट्रांसपोर्ट व्यवस्था में सुधार का रोडमैप है, दून को ज्यादातर प्रमुख सड़कें अपनी शत-प्रतिशत क्षमता का दोहन कर चुकी हैं, इसलिए हमें नए विकल्प पर काम करना ही होगा, दून में नियो मेट्रो इसका एक अहम समाधान होगा, यह प्रोजेक्ट अभी केंद्र सरकार के सामने विचारार्थ है, सेकंड फेज में नियो मेट्रो फाउंडर के तौर पर पॉड टैक्सि का भी प्लान तैयार किया जा रहा है,

पॉलिटिकल विल पॉवर जरूरी

मेट्रो जैसी बड़ी रेल परियोजनाओं के अनुभव साझा करते हुए उतराखंड मेट्रो के पीआरओ गीतल शर्मा ने बताया कि ये परियोजनाएं राजनीतिक इच्छाशक्ति पर भी निर्भर करती हैं, इसलिए जनप्रतिनिधियों को भूमिका अहम ही जाती है, दून में ज्यादातर सड़कें 12 मीटर तक ही चौड़ी हैं इसलिए हमें स्काई वॉक या अडरग्राउंड ट्रांसपोर्ट सिस्टम विकसित करना होगा, शहर की 12 लाख की आबादी के अलावा यहां आने वाले पर्यटकों का भी आकलन करना होगा, मेट्रो महिंता सुरक्षा के लिहाज से भी वेद अहम है,

ट्रांसपोर्ट डेवलप करने पर जोर

पर्यावरणविद डॉ. सोम्या प्रसाद ने दून में अम जनता के लिए पब्लिक ट्रांसपोर्ट की कमी और महंगे विचार पर प्रकाश डाला, ऑटो, ई-रिक्शा की मनमानी पर अंकुश लगे, बस शेड्यूल व भरोसेमंद पब्लिक ट्रांसपोर्ट विकसित करने पर जोर दिया, खासतौर पर सरकारी अस्पतालों के आसपास बस, ऑटो स्टॉप होने चाहिए,

- ट्रांसपोर्ट सिस्टम पर नजर**
- करीब 170 सिटी बस
 - 30 इलेक्ट्रिक बस
 - 500 टाटा मोजक
 - 800 रिक्शा
 - 2500 ऑटो
 - 4500 ई-रिक्शा

Context Setting



Panelist
Anoop Nautiyal
Founder
SDC Foundation,
Uttarakhand



In 2000, at the time of the formation of the state of Uttarakhand, the population of Dehradun city was in the range of 6 to 6.5 lakh. At that time, the city's expansion was also limited. Since then, Dehradun has transitioned from Nagar Palika to Nagar Nigam, and become a capital city. It is estimated that the population has now crossed 12 lakh, and the city has expanded several times over. The population of outer areas, from Selaqui to Raipur, is also connected to Dehradun's population. This has led to increased congestion and traffic in the city.

According to the Master Plan of the Mussoorie Dehradun Development Authority (MDDA), Dehradun's population is projected to reach 23.5 to 24 lakh by 2041. Due to inadequate public transportation, per capita private vehicle ownership is extremely high. With a weak public transport system and limited roads, this becomes a major cause of traffic jams.

People in Dehradun have been reading and hearing about various mobility options during the past few years – from metro to neo metro, to light rail transit to pod taxis – but the lack of concrete initiatives has diluted public trust in these announcements. It is thus critical that the political and bureaucratic leadership in the state government takes ownership of the issue of public transport in Dehradun and comes up with actionable solutions and fixed timelines.

Speaker Spotlight

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Panelist

Shailesh Tiwari

*RTO (Enforcement)
Dehradun*



Public transport has grown organically in Dehradun. Once, there were 16 routes for 300 city buses, but now only 11 routes remain. We are making efforts to improve the existing public transportation system in Dehradun. The city has an extensive transport network, which includes nearly 170 city buses, 30 electric buses of Dehradun Smart City Limited, 500 Tata Magic vehicles, 800 Vikram vehicles, 2,500 autos, and 4,500 e-rickshaws. With a population of around 12 lakh, there are nearly 10 lakh vehicles in Dehradun.

No matter where you live in the city, some form of public transportation is available. Plans are being developed for circular routes, such as Kuthal Gate- Clement Town, Raipur- Jhajhra, and Ballapur- Kuwanwala, in the coming time. Steps are also being taken to reduce movement of e-rickshaws on key roads.

The city ideally requires approximately 350 buses, with around 30 seats each. These should be 9-meter buses. Until the metro arrives, the existing system needs to be improved. When planning the metro, consideration must also be given to the integration of other transportation options available on the route to avoid existing road congestion. It must also be borne in mind that the metro will not cover the entire city area; thus, there is a need to develop various modes of public transport widely and across the city of Dehradun.

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Panelist

Dr. Soumya Prasad

*Research Associate
Nature Science Institute
Dehradun*



Public transportation is not readily available for the general public in Dehradun. Auto-rickshaws and e-rickshaws charge arbitrary and exorbitant fares. There is an acute need for a regulated meter system. The public transport system of Dehradun should support and keep the poorest of the poor in mind.

Bus shelters need to be constructed for commuters, and reliable public transportation is crucial for any city. This is especially true for areas around government hospitals such as Doon Hospital and Gandhi Shatabdi, where we need adequate bus and auto stops.

E-vehicles should be promoted. Understanding the needs and patterns of transportation through technology and data is essential. There are many apps that can be used to track movement of vehicles in the city. This will help in better organization of public transport facilities. Pedestrians should also be provided with safe and comfortable rights of way.

Speaker Spotlight

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Panelist

Arun Kumar Bhatt

DGM (Civil)

Uttarakhand Metro Rail Urban

Infrastructure and Building

Construction Corporation Limited



The formation of Metro Corporation in Uttarakhand took place in 2017. The same year, the Central government mandated a Comprehensive Mobility Plan (CMP) before initiating any metro project in a state. In line with this, a CMP was prepared for Dehradun, Haridwar, Rishikesh Metropolitan area in 2019, outlining improvements for the cities' transportation system.

Since the metro proposal aims to connect Dehradun to Haridwar and Rishikesh, the government also designated Dehradun, Haridwar, and Rishikesh as a Metropolitan Area. It is important to highlight here that many of Dehradun's main roads have reached their saturation point in terms of capacity, necessitating the exploration of new options. In fact, the road capacities had exceeded in 2018 as per the CMP study. In this scenario, the metro offers a significant solution.

There are two routes, one from North-South ISBT to Gandhi Park, and another one from East-West FRI to Raipur that have been proposed in our project. The average metro speed will be around 35 km/hr, compared to the current average speeds of 10-12 km/hr on road due to the current traffic situation.

The Metro Neo project for Dehradun is under consideration by the Central government. Our studies indicate that the Metro Neo system could be a significant solution for Dehradun. Plans for personalized Rapid Transit System Pod Taxis are also being developed as a feeder for the Metro Neo project in the second phase.

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Panelist

Ajeet Singh

Editor

Aslibharat.Com



Despite having several legislative constituencies in Dehradun, public transportation has never been an electoral issue despite the abysmal state of road spaces and unending traffic woes. Similarly, the dependency on private vehicles is extremely high in Dehradun.

The improvement of urban transportation will only happen when it becomes a political priority. Interdepartmental coordination is lacking, and officers are not held accountable. Public participation is essential for improving the city's traffic and transportation system.

The issue of public transport should also be seen from the lens of urban governance in the city of Dehradun and, overall, Uttarakhand. Responsibility and accountability for the development of timely public transport needs to be fixed by the state government. This will hopefully ensure the development of a much-needed public transport blueprint.

I would also like to lay stress on promoting walkability and cycling in Dehradun. Sadly, no attention has been paid to these mobility options. I am grateful that the Roundtable is providing me with an opportunity to raise this demand for an improved walking and cycling environment in the city.

Speaker Spotlight

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Panelist

Davinder Pal Singh Monty

President

Dehradun Residents Welfare

Association and Councillor

Dehradun Nagar Nigam



Lack of adequate public transport is a burning issue for Dehradun. Improved public transportation is a demand of the times, but a clear lack of political will is evident. Departmental coordination is lacking, and officers' responsibilities are not well-defined. Public involvement is necessary to improve the city's traffic and transportation system.

I am sad to see how the Smart City project has shaped up in Dehradun in the past few years. Smart City projects have also added to traffic congestion in the city. Traffic challenges also increase since many schools start and close at the same time. This needs to be managed better by various city authorities. I sincerely hope that the metro project, once it starts, does not go the way of the Smart City project in Dehradun.

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Panelist

Gopal Sharma

PRO

Uttarakhand Metro Rail Urban

Infrastructure and Building

Construction Corporation Limited



Public demands create political pressures. Political will is a crucial factor in implementing major rail projects like the metro. This makes the participation of public representatives crucial in terms of advocacy of public transport solutions of scale in any city. We have many examples of how cities across the country have invested in infrastructure to improve mobility and public transport. As an example, the case study of Jodhpur in Rajasthan and how robust mobility has positively impacted the city is an inspiring one.

Given that most of Dehradun's roads are only up to 12 meters wide and road widening is not possible, the only options are either to go underground or upwards. This needs to be kept in mind while developing the transport systems in Dehradun. In addition to catering to the city's 12 lakh population, the needs of visitors and future growth must also be considered.

Another significant societal aspect with the metro is its unrelenting focus on ensuring women's safety. In comparison to other modes of public transport, the metro is far more user-friendly, particularly for women, the old, the disabled, and children. We hope that the political leadership of Uttarakhand will extend crucial support and the people of Dehradun will actively rally behind the environment-friendly metro solution for the city.

Summary & Way Forward

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Panelist

Sanjeev Kandwal

Senior Journalist



The entire focus of the government regarding public transport seems to be on roadways, thus neglecting the holistic development view of urban transportation. In the past 20 years, apart from city buses, we have not added anything significant to the public transport network in Dehradun. Public transport not only needs to be more widely accessible and affordable, but also more convenient.

Due to a lack of adequate transport options, people are forced to use private vehicles. Compounding the challenge is the issue of frequent rains, which are often more than normal in Dehradun. In such circumstances, due to unavailability of public transportation, people have no choice but to rely on their own vehicles.

The slow progress of numerous government projects and the prevalence of encroachments on the roads adversely affect the right to way. Roads such as the so-called "Smart Roads" have been under construction for the past four years. Despite the removal of encroachments on a large scale and the demolition of people's homes and shops in 2018, the "additional road width" is yet to be integrated into the overall width of the roads. The widespread prevalence of electricity poles, ducts and utilities leads to congestion and chaos on the roads.

The overarching issue is that public transport has never been a part of the political discourse either in Dehradun or even in Uttarakhand, for that matter. Hence sincere efforts towards improvement in this direction have been lacking. Finally, there is a need to work in an integrated fashion – connecting the dots on the rapidly increasing urban population, a chaotic and limited city landscape, and in adding people's perspectives in preparing workable plans for public transport in Dehradun.

विमर्श

एसडीसी फाउंडेशन की ओर से आयोजित राउंडटेबल डायलॉग में किया गया मंथन

दून में मेट्रो और मल्टी मॉडल ट्रांसपोर्ट जरूरी

देहरादून, वरिष्ठ संवाददाता। 'दून में सड़कों की क्षमता खत्म हो चुकी है, यहां बढ़ती आबादी और ट्रैफिक जाम की समस्या को देखते हुए तत्काल प्लानिंग की जरूरत है। मेट्रो रेल और मल्टी मॉडल ट्रांसपोर्ट की आवश्यकता है।' यह बात बुधवार को एसडीसी फाउंडेशन की ओर से 'देहरादून में पब्लिक ट्रांसपोर्ट' पर राउंडटेबल डायलॉग में वक्ताओं ने कही। इसमें दून के पब्लिक ट्रांसपोर्ट में सुधार पर मंथन हुआ।

सुभाष रोड स्थित पैसाफिक होटल में आयोजित डायलॉग में फाउंडेशन के संस्थापक अनूप

नौटियाल ने कहा कि राज्य गठन से अब तक देहरादून शहर की आबादी कई गुना बढ़ चुकी है। 2041 तक यह 24 से 25 लाख तक हो जाएगी। हमने इतने साल में मेट्रो से लेकर नियो मेट्रो और पॉड टैक्सी तक कई विकल्पों की चर्चा सुनी, पर ठोस पहल नहीं होने से लोगों का इन बातों से भरोसा उठ गया है। पर्यावरणविद डॉ. सौम्या प्रसाद ने दून में आम जनता के लिए पब्लिक ट्रांसपोर्ट की कमी और महंगे किराए का मुद्दा उठाया। दून रेजीडेंट्स वेलफेयर एसो. अध्यक्ष देवेन्द्र पाल सिंह मोटी ने बेहतर ट्रांसपोर्ट को समय की मांग बताया।

सर्कुलर रूट की बना रहे हैं योजना : तिवारी

आरटीओ (प्रवर्तन) शैलेश तिवारी ने बताया कि देहरादून में वर्तमान में करीब 12 लाख की आबादी पर शहर में लगभग 10 लाख वाहन हैं। भविष्य के लिए कुठालगेट-वलेमनटाउन, रायपुर-झाझरा और बल्लुपुर-कुआवाला तक सर्कुलर रूट की प्लानिंग कर रहे हैं। कई मुख्य सड़कों पर ई-रिक्शा को प्रतिबंधित भी किया जा रहा है। दून में पब्लिक ट्रांसपोर्ट के लिए हमें 30 सीटर की करीब 350 बसों की जरूरत है। जब तक मेट्रो आता है, मौजूदा सिस्टम को ठीक किया जाना चाहिए।

नए विकल्प पर काम करना होगा : भट्ट

उत्तराखंड मेट्रो के डीजीएम (सिविल) अरुण कुमार भट्ट ने बताया कि दून की ज्यादातर प्रमुख सड़कें अपनी शत-प्रतिशत क्षमता का दोहन कर चुकी हैं। इसलिए हमें नए विकल्प पर काम करना ही होगा। देहरादून में नियो मेट्रो इसका एक अहम समाधान होगा। मेट्रो जैसी बड़ी रेल परियोजनाओं के अनुभव साझा करते हुए उत्तराखंड मेट्रो के पीआरओ गोपाल शर्मा ने बताया कि ये परियोजनाएं राजनीतिक इच्छाशक्ति पर भी निर्भर करती हैं।

Acknowledgements

Social Development for Communities (SDC) Foundation expresses its deep gratitude to the participants in the discussion. We are especially grateful to the officials of Uttarakhand Metro Rail Urban Infrastructure and Building Construction Corporation Limited; Shri Arun Kumar Bhatt, DGM (Civil) and Shri Gopal Sharma, PRO for sharing their valuable insights on how they are visioning the operation of the Metro Neo in Dehradun.

We are equally grateful to Shri Shaliesh Tiwari, RTO Enforcement, Dehradun for providing an overview of the existing frameworks of public transport and the various steps being taken to build capacities and offer improved services to citizens.

We are extremely thankful to all members of civil society - Dr. Soumya Prasad, Shri Davinder Pal Singh Monty and Shri Ajeet Singh - who attended the Roundtable Dialogue and enriched the same with their varied and valuable insights. We express our special gratitude to the veteran journalist Shri Sanjeev Kandwal who patiently took all notes and finally concluded by summarizing the proceedings of the day.

We are also indebted to the many media organizations and news portals that covered the event in their newspapers and digital platforms. We are grateful to the Pacific Hotel and its Senior Manager, Shri Deepak Rawat who extended all support in the conduct of the Dialogue.

About SDC Foundation

Social Development for Communities (SDC) Foundation is a Dehradun, Uttarakhand-based not-for-profit, engaged in communication, capacity building and community mobilization. Founded in 2017, SDC has been working closely on issues of sustainable development and governance. SDC Foundation works with a range of stakeholders including government institutions, academic institutions, private corporations, local businesses, think tanks, international development agencies, media and citizen groups on a diverse range of issues that are critical for Uttarakhand.

Photos and Media Coverage



पाँड टैक्सी और भूमिगत रास्तों से ही सुधरेगा शहर का ट्रैफिक

एसडीसी फाउंडेशन की पहल पर शहर के सार्वजनिक परिवहन पर हुआ मंथन

साई मिश्रा रिपोर्ट

देहरादून। एसडीसी फाउंडेशन की पहल पर उत्तराखण्ड मेट्रो रेल कारपोरेशन (एचएआरसी), दिल्ली के अर्थशास्त्री और सार्वजनिक परिवहन विशेषज्ञों ने एक सार्वजनिक वार्ता पर मंथन किया। कहा गया कि शहर में सड़कों का चौड़ा करना ही शहर को सुधरेगा। 12 साल की अवधि पर करीब 10 लाख वाहन हैं। प्रत्येक वाहन में चार लोग हैं। ऐसे में सड़कों पर वाहनों का जमावड़ा बढ़ता है। वास्तविकता यह है कि शहर में सड़कें चौड़ी नहीं हैं, पॉड टैक्सियों और भूमिगत रास्तों को और बढ़ावा देने की जरूरत है।



सार्वजनिक परिवहन पर मंथन में विचार और सुझाव देने एकसूत्री। (सा. - साई मिश्रा)

तीन सर्कुलर रूट की प्लानिंग कर रहा परिवहन विभाग

■ आरटीओ (एचएआरसी) के अनुसार, देहरादून के सड़कों पर सार्वजनिक परिवहन वाहनों की संख्या बढ़ाने के लिए 12 साल की अवधि में करीब 10 लाख वाहन हैं। प्रति 100 मीटर चौड़ी सड़क पर, 30 प्रतिशत वाहन, 500 मीटर, 800 मीटर, 2500 मीटर, 4500 मीटर की दूरी पर वाहन चलेंगे।

12 लाख की आबादी पर करीब 10 लाख हैं वाहनों की संख्या

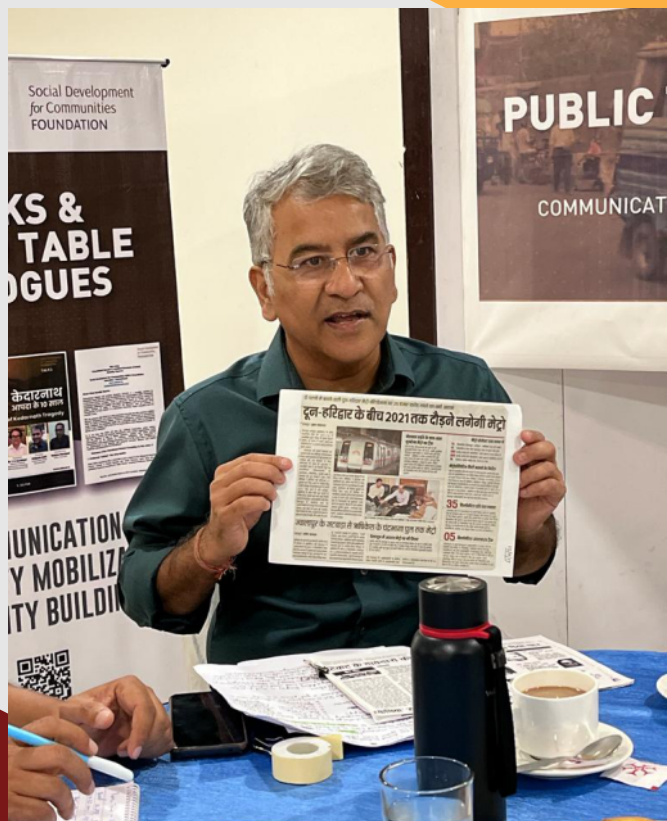
के अनुसार, उक्त तीन सर्कुलर और सीधी सड़कें पब्लिक ट्रांसपोर्ट करने में मदद देंगी।

स्मार्ट सिटी के कार्यों की धीमी गति पर डीएम नाराज

■ देहरादून। डीएम सोनिया ने स्मार्ट सिटी परियोजनाओं के निर्माण कार्य की धीमी गति पर नाराजगी व्यक्त की। वेडनेसडे को, उन्होंने शहर के विकास और परिवहन पर मंथन के दौरान कहा कि शहर में सड़कों का चौड़ा करना ही शहर को सुधरेगा। 12 साल की अवधि पर करीब 10 लाख वाहन हैं। प्रत्येक वाहन में चार लोग हैं। ऐसे में सड़कों पर वाहनों का जमावड़ा बढ़ता है। वास्तविकता यह है कि शहर में सड़कें चौड़ी नहीं हैं, पॉड टैक्सियों और भूमिगत रास्तों को और बढ़ावा देने की जरूरत है।

घायलों की मदद करने वालों को कर पुरस्कार

■ डीएम ने सड़क दुर्घटना घायलों की मदद करने वालों को कर पुरस्कार देने का फैसला किया है। उन्होंने कहा कि शहर में सड़कों का चौड़ा करना ही शहर को सुधरेगा। 12 साल की अवधि पर करीब 10 लाख वाहन हैं। प्रत्येक वाहन में चार लोग हैं। ऐसे में सड़कों पर वाहनों का जमावड़ा बढ़ता है। वास्तविकता यह है कि शहर में सड़कें चौड़ी नहीं हैं, पॉड टैक्सियों और भूमिगत रास्तों को और बढ़ावा देने की जरूरत है।



Urban transportation in Doon needs holistic attention from govt- experts

PNS ■ DEHRADUN

In view of the increasing population, traffic congestion and proliferation of private vehicles, Dehradun is in dire need of a significant improvement in the public transportation system. When it comes to public transport, the main focus of the government is on roadways alone while the issue of urban transportation needs more holistic attention. These opinions were presented by experts in the Public Transport in Dehradun Roundtable Dialogue organised by Social Development for Communities (SDC) Foundation. The founder of SDC Anoop Nautiyal said that Dehradun's population has grown manifold since the State's inception and by the year 2041, the city's population is expected to reach 25 lakhs. Dehradun has been struggling with traffic problems and the lack of focus and accountability in developing a dedicated public urban transport system has only added to the problem. Various options ranging from metro system to neo metro to pod taxis have been discussed over the years but the lack of concrete initiatives has weakened the confidence of the people on these

plans, added Nautiyal. The deputy general manager (Civil) of Uttarakhand Metro Rail Corporation, Arun Kumar Bhatt also opined that most of the major roads in Dehradun have reached their saturation point, necessitating exploration of new options. He said that the Comprehensive Mobility Plan prepared for Dehradun in 2019 is serving as a roadmap for improving the city's transport system in future. He stated that the neo-metro system could be a significant solution for Dehradun and this project is currently under consideration by the central government. The noted Environmental expert Soumya Prasad also highlighted issues of inadequate public transport and high fares for the general public in Dehradun. She emphasised on the importance of developing reliable public transport with bus shelters and promoting e-vehicles besides addressing arbitrary practices in auto rickshaw and e-rickshaw services. The regional transport officer (Enforcement) Shalish Tiwari, one of the experts on the panel, highlighted ongoing efforts of the transport department to improve

the city's current public transport system. He informed that there are nearly 10 lakh vehicles with a population of about 12 lakh in the city. He said that the city has an extensive transport network including about 170 city buses, 30 electric buses, 500 Tata Magic vehicles, 2,500 auto rickshaws and 4,500 e-rickshaws. The department is also making plans for circular routes like Kuthalgate-Clement Town, Rajpur-Jhajha and Ballapur-Kuwana for better transportation. The city requires approximately 350 buses with around 30 seats each for public transport. Until alternatives like the metro arrive in Dehradun, the existing system needs improvement, added Tiwari. The experts also said that skywalks or underground transport systems need to be developed here as most of the roads are up to 12 metres wide only. The needs of the growing population and tourists must be considered while making transportation-related plans. They said that the government also needs to emphasise on the urban transportation system as it mainly focuses on Roadways in the name of transportation.

Social Development for Communities FOUNDATION

SDC ROUNDTABLE DIALOGUE

PUBLIC TRANSPORT IN DEHRADUN

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