Dhaka’s Transportation System: Overview and Challenges

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### Situation in Dhaka

<table>
<thead>
<tr>
<th>Myths</th>
<th>Initiatives</th>
<th>Facts</th>
<th>Results</th>
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<tr>
<td>Cycle rickshaw is cause of congestion</td>
<td>Rickshaw ban in some major roads including intersection</td>
<td>Still 38.7% of trips are made by rickshaw</td>
<td>Increased travel cost and time</td>
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<td>No new rickshaw licenses issued after 1988</td>
<td>More than 3,00,000 rickshaw are run in Dhaka</td>
<td>Increasing cars</td>
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<td>STP allocate only 10 million USD for NMT (Rickshaw including bicycle) of total budget 5.2 billion USD</td>
<td>More than ten lakh people are employed by rickshaw</td>
<td>Increasing pollution, fuel consumption, congestion, social discrimination etc.</td>
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<td>STP didn’t mention what they will do for rickshaw or bicycle</td>
<td>Save fuel and control pollution</td>
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<td>More people buying cars is good for the economy</td>
<td>Build more roads, elevated expressway, high-rise parking lot Provide more space for parking on road and building</td>
<td>Citizens bound to buy car due to lack of adequate facility for public transport, NMT and walking Only 1% citizens own car and 5% trip are made by car Car loans, ads Parking facility with low cost or without charge Car owners take advantage on all road</td>
<td>Increase national expense for building infrastructure Increasing cars, congestion, pollution, fuel consumption, accidents and social discrimination</td>
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- Myths: Myths about the benefits of increasing car ownership.
- Initiatives: Initiatives such as building more roads and parking facilities.
- Facts: Facts about the negative impacts of increasing car ownership, such as increased national expense, congestion, pollution, fuel consumption, accidents, and social discrimination.
- Results: Results of the initiatives, which exacerbate the negative impacts.

### Table Explanation:
- **Myths:** Contrary to popular belief, increasing car ownership is not beneficial.
- **Initiatives:** Despite efforts to increase infrastructure, the number of people owning cars has increased.
- **Facts:** The reality is that citizens are bound to buy cars due to lack of adequate public transport facilities.
- **Results:** The outcome is increased national expenses due to building infrastructure, increased congestion, pollution, fuel consumption, accidents, and social discrimination.

Despite initiatives, the situation in Dhaka remains challenging.
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<td>It is not possible to expand footpaths due to lack of space; accidents are caused by street level crossings, the solution is foot-over bridges</td>
<td>Footpath cut in some area under model project</td>
<td>Pedestrian take only 70sqcm. Pedestrian are ignored in policy and project</td>
<td>Statistically walking rate is decreasing People shift from walking to others mode</td>
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<td>STP allocates only 10 million USD for pedestrian of total budget 5.2 billion USD. STP didn’t mention when and how improve walking environment</td>
<td>Walking is major form of transport: 19% in DCC and 37% in DMA for primary trips, part of most trips Pedestrian fatalities increasing</td>
<td>Fewer pedestrians means more congestion, often increased travel time, higher costs</td>
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<td>Constructed foot over bridges</td>
<td>Footpaths occupied by car parking, garbage, construction materials and rubbish</td>
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<td>Erase zebra crossing from several area</td>
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<td>Public transport is not</td>
<td>No significant initiative to develop public</td>
<td>28.5% trips are made by bus in DCC and 24.4%</td>
<td>Condition of public transport is deplorable due to lack of priority/attention</td>
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<tr>
<td>convenient</td>
<td>transport</td>
<td>in DMA area</td>
<td></td>
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<tr>
<td></td>
<td>Working for construction</td>
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<td>BRT very slowly</td>
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<td>Try to build Metro Rail</td>
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Activities of WBB (Work for a Better Bangladesh)

- Research & publications
- Networking
- Communications/media
- Capacity building
- Advocacy
Our demands and messages

- Properly integrate the proposed BRT system with improved local transport, ensuring adequate and continuous FFT and pedestrian facilities.
- Give pedestrians priority in all initiatives to improve transportation system.
- Enact a range of measures to restrict the growth in cars, including limiting licenses, restrictions on imports, higher taxes on cars, etc.
Some results of our work: walking

• Our campaign gains serious public attention
• Some organizations, institutes, individuals now work on walking issue
• Positive media coverage
• Some experts and policy makers speak out about need to encourage, support pedestrians
Can advocacy succeed? Broader results

- More people demand walking-friendly environment
- Bans on cycle rickshaws have slowed
- Press coverage of traffic congestion has changed dramatically
- Statements about need to control cars
- New/higher taxes on private cars
- Initiative to improve railway
The challenge:
Could more groups internationally carry out advocacy campaigns to improve walking, cycling, rickshaw and public transport conditions, controlling private cars and promote pro-people urban policies?
Can we share ideas & experiences?