Mobility challenges in Dhaka and initiatives

30 April 2013

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“Door to door mobility and accessibility of people and goods not vehicle”
Potentialities in Dhaka

76% trips are under 5 KM and within 2 KM half of them in Dhaka

Source: HDRC

[Diagram showing percentage of trips by distance and mode of transport in DCC and DMA.]

Source: DHAKA URBAN TRANSPORT NETWORK DEVELOPMENT STUDY (DHUTS) IN BANGLADESH, March 2010
Challenges in Dhaka

Pedestrians are ignored

Footpath cut in some area under model project

STP allocated only 10 million USD for pedestrian’s of total budget 5.2 billion USD.

STP didn’t mention when and how improve walking environment.

Constructed foot-over-bridges

Erase zebra crossing from several area
Challenges in Dhaka

Pedestrian’s are ignored

Footpath availability:
- Both sides of street: 37%
- One side of street: 19% and
- No footpath: 44%

39% of respondents noted that they could not walk where they wanted to, because there was no footpath

Source: Dhaka’s BRT Walkability Strategy, WBB Trust, 2011
Challenges in Dhaka

Pedestrian’s are ignored

Footpath quality:
Dirt & sand: 55%;
Footpath smooth: 18%; and
Footpath condition fair or poor: 82%

“The worst/bad”: 79%

Source: Dhaka’s BRT Walkability Strategy, WBB Trust, 2011
Challenges in Dhaka

Pedestrian’s are ignored

Street crossing facilities:
Police enforcement: 1%
Signs: 0.6%
Foot over-bridge or underpass: 0.2%
Zebra crossing: 0.1%
No crossing safety: 97%

Source: Dhaka’s BRT Walkability Strategy, WBB Trust, 2011
Challenges in Dhaka

FFT are ignored

Rickshaw banned from some roads
No new rickshaw licenses issued after 1988
STP allocate only 10 million USD for NMT (Rickshaw; bicycle and other’s) of total budget 5.2 billion USD
STP didn’t mention what they will do for NMT’s (rickshaw; bicycle etc.)
Challenges in Dhaka

The Eight Rickshaw-Free Corridors in Dhaka

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of the corridor</th>
<th>NMT Phase out time (Target time)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mirpur Road (Kalabagan-Azimpur)</td>
<td>31-8-2004</td>
</tr>
<tr>
<td>2</td>
<td>New Elephant Road/Bhasani road/Science Lab-Shahabagh-Matshibhaban-Presa Club-College road</td>
<td>31-8-2004</td>
</tr>
<tr>
<td>3</td>
<td>Rokeya Sarani (Mirpur 10-Taltala-Agaran-Farmgate)</td>
<td>31-5-2005</td>
</tr>
<tr>
<td>4</td>
<td>New Eskaton Road/Circular Road (Bangla motor-Moghbazar-Mouchak-Mallbagh-Rajbarigh)</td>
<td>31-7-2005</td>
</tr>
<tr>
<td>5</td>
<td>Technical (Technical-Mirpur 1-Mirpur 2-Kachukhet-Banani)</td>
<td>30-9-2005</td>
</tr>
<tr>
<td>6</td>
<td>Porgati Sharani DIT Road (Kurli-Baridhara-Badda-Rampura-Mallbagh-Mouchak)</td>
<td>30-11-2005</td>
</tr>
<tr>
<td>7</td>
<td>Zohor Rahan Sharani/Hatkhola road (Azimpur-Fulbari-Takaltal-Saidabad)</td>
<td>30-12-2005</td>
</tr>
<tr>
<td>8</td>
<td>North-South Road/English road (Mallbagh-Kakrail-Purana Pallon-Zero point-Fulbaria)</td>
<td>31-7-2006</td>
</tr>
</tbody>
</table>
Challenges in Dhaka

Public Transport’s are ignored

Lack of quality public bus service
Lack of access
Not reliable and punctual
No significant initiative to develop public transport
Working for construction BRT very slowly
Challenges in Dhaka

Prioritized Private Cars

Build more roads, elevated expressway, high-rise parking lot

Provide more space for parking on road and building
Challenges in Dhaka

Results

Increased:
Congestion;
Pollution;
Fuel consumption;
Pedestrian accidents;
Travel cost-time;
Social discrimination etc; and
National expense for building infrastructure
International Experience

Length of road per person 1990

Table 2. What Congestion Means to Your Town, 2007 Urban Area Totals

<table>
<thead>
<tr>
<th>Urban Area</th>
<th>Travel Delay (1000 Hours)</th>
<th>Rank</th>
<th>Excess Fuel Consumed (1000 Gallons)</th>
<th>Rank</th>
<th>Congestion Cost ($ million)</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Large Average (14 areas)</td>
<td>156,300</td>
<td></td>
<td>118,454</td>
<td></td>
<td>3,549</td>
<td></td>
</tr>
<tr>
<td>Los Angeles-Long Beach-Santa Ana CA</td>
<td>485,022</td>
<td>1</td>
<td>366,960</td>
<td>1</td>
<td>10,328</td>
<td>1</td>
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<tr>
<td>New York-NJ Newark NY NJ CT</td>
<td>370,328</td>
<td>2</td>
<td>238,934</td>
<td>2</td>
<td>6,150</td>
<td>2</td>
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<tr>
<td>Chicago IL-IN</td>
<td>189,201</td>
<td>3</td>
<td>129,365</td>
<td>3</td>
<td>4,207</td>
<td>3</td>
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<tr>
<td>Atlanta GA</td>
<td>135,336</td>
<td>6</td>
<td>96,636</td>
<td>6</td>
<td>2,981</td>
<td>4</td>
</tr>
<tr>
<td>Miami FL</td>
<td>145,608</td>
<td>4</td>
<td>101,727</td>
<td>4</td>
<td>2,955</td>
<td>5</td>
</tr>
<tr>
<td>Dallas-Fort Worth-Arlington TX</td>
<td>140,744</td>
<td>5</td>
<td>96,477</td>
<td>5</td>
<td>2,849</td>
<td>6</td>
</tr>
<tr>
<td>Washington DC-VA-MD</td>
<td>133,862</td>
<td>7</td>
<td>80,801</td>
<td>8</td>
<td>2,762</td>
<td>7</td>
</tr>
<tr>
<td>San Francisco-Oakland CA</td>
<td>129,393</td>
<td>8</td>
<td>94,295</td>
<td>7</td>
<td>2,675</td>
<td>8</td>
</tr>
<tr>
<td>Houston TX</td>
<td>123,916</td>
<td>9</td>
<td>88,239</td>
<td>9</td>
<td>2,482</td>
<td>9</td>
</tr>
<tr>
<td>Detroit MI</td>
<td>116,981</td>
<td>10</td>
<td>76,425</td>
<td>10</td>
<td>2,472</td>
<td>10</td>
</tr>
<tr>
<td>Philadelphia PA-NJ-DE-MD</td>
<td>112,074</td>
<td>11</td>
<td>71,282</td>
<td>11</td>
<td>2,316</td>
<td>11</td>
</tr>
<tr>
<td>Boston MA-NH-RI</td>
<td>91,052</td>
<td>12</td>
<td>60,886</td>
<td>13</td>
<td>1,996</td>
<td>12</td>
</tr>
<tr>
<td>Phoenix AZ</td>
<td>80,458</td>
<td>14</td>
<td>57,200</td>
<td>14</td>
<td>1,891</td>
<td>13</td>
</tr>
<tr>
<td>Seattle WA</td>
<td>73,638</td>
<td>15</td>
<td>50,541</td>
<td>15</td>
<td>1,691</td>
<td>15</td>
</tr>
</tbody>
</table>
International Experience

Proportion of workers using public or non-motorised transport 1990

- US Cities: 14%
- Australian Cities: 19%
- Canadian Cities: 26%
- European Cities: 57%
- Wealthy Asian Cities: 61%
- Developing Asian Cities: 56%
International Experience

As former Mayor of Bogotá, Enrique Penalosa rightly remarked,

“There are two ways to destroy a city. One is through nuclear bombing, and the other is with elevated roads”
International Experience

Transmilenio

Bogotá
International Experience

Dhaka

Bogotá
International Experience

High parking charge in New York
International Experience

London Mayor introduced congestion charge for car entry
International Experience

High import tax on car in Singapore

Same vehicle - huge price differences
2008 Honda Civic sedan VTi-S AT (1.8L AT)

- USA: US$15,010 suggested starting price = S$ 21,300
- Australia: AUD$23,790 = S$ 30,645
- Thailand: THB 768,000 = S$ 34,612
- UK: £14,880 = S$ 41,945
- Mumbai, India: INR 1,218,700 = S$ 43,910
- Malaysia: RM 113,800 = S$ 49,908
- Singapore: S$ 77,800 (including $8,000 COE)

Source: Time Out Magazine Singapore, March 2008
International Experience

Beijing introduced odd and even number system on eve of Olympic 2008
International Experience

Copenhagen, Denmark started car-free street from 1962

DEVELOPMENT OF CAR-FREE STREETS AND SQUARES 1962-1996

Illustrated on this page are 34 years of gradual transformation of Copenhagen city center. By 1996, the city center had some 95,000 m² set aside for pedestrian activities, a six-fold increase from the first stage in 1962. The bar graph above shows that the creation of pedestrian streets was actually finished by 1973. Effort has been concentrated subsequently on reclaiming and improving the city squares – the potential oases of the city.
Civil Societies Movement in Dhaka
Civil Societies Movement in Dhaka
Civil Societies Movement in Dhaka
Civil Societies Movement in Dhaka
Changes in Dhaka

Positive

Government form separate rail ministry and increased budget

Increased tax on private cars:

1500 CC: 2009-10: 3000; 2012-13: 1500;

2000 CC: 2009-10: 4000; 2012-13: 30,000;

2800> CC: 2009-10: 8000; 2012-13: 1,00,000;

Revived zebra crossing in some places
What are the solutions for Dhaka

Developing walking environment: including expand and maintenance footpath; provide at grade street crossing facilities

Developing integrated public bus system with, rickshaw, cycle, pedestrian and others mode

FFT are ignored
What are the solutions for Dhaka

Build 3rd and 4th rail line and introduce new commuter rail
What are the solutions for Dhaka

Integrate river and canal and
Introduce water transport
Thanks