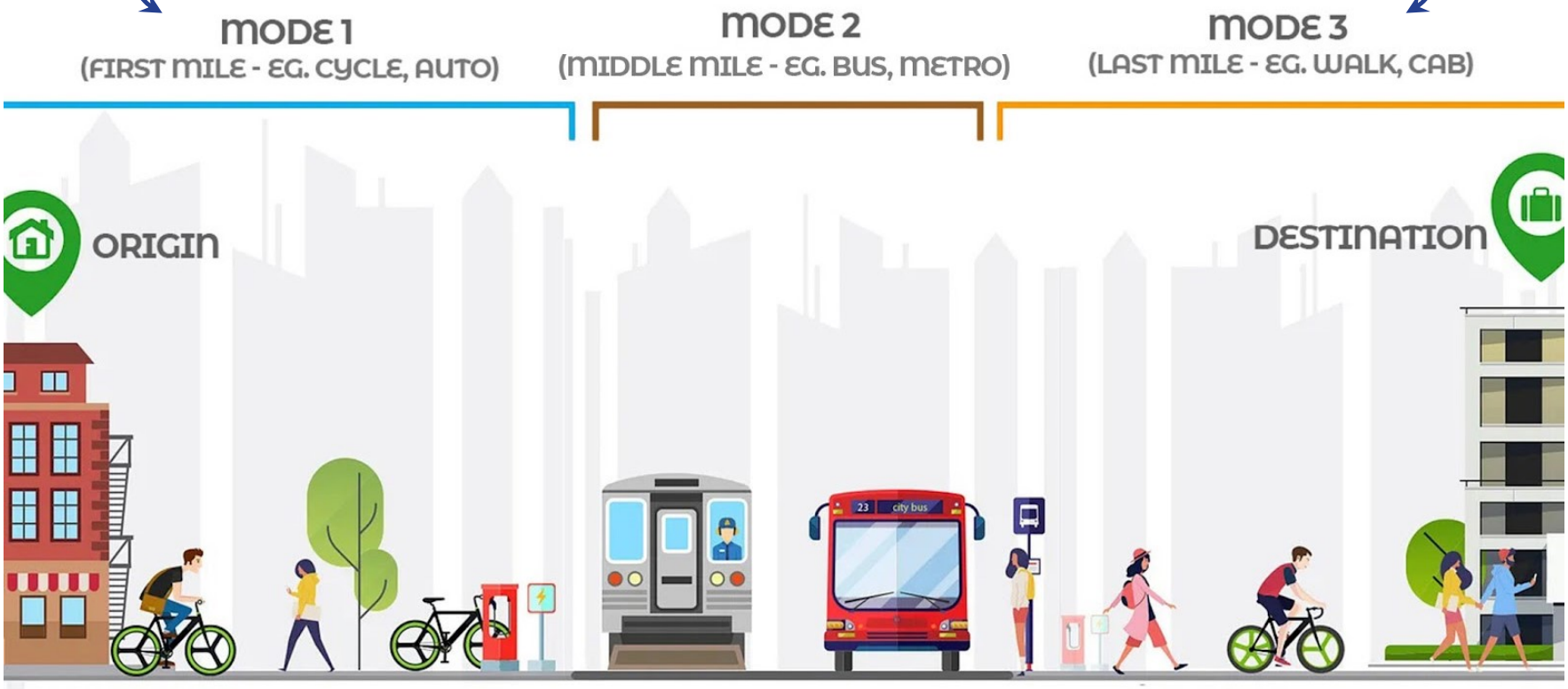
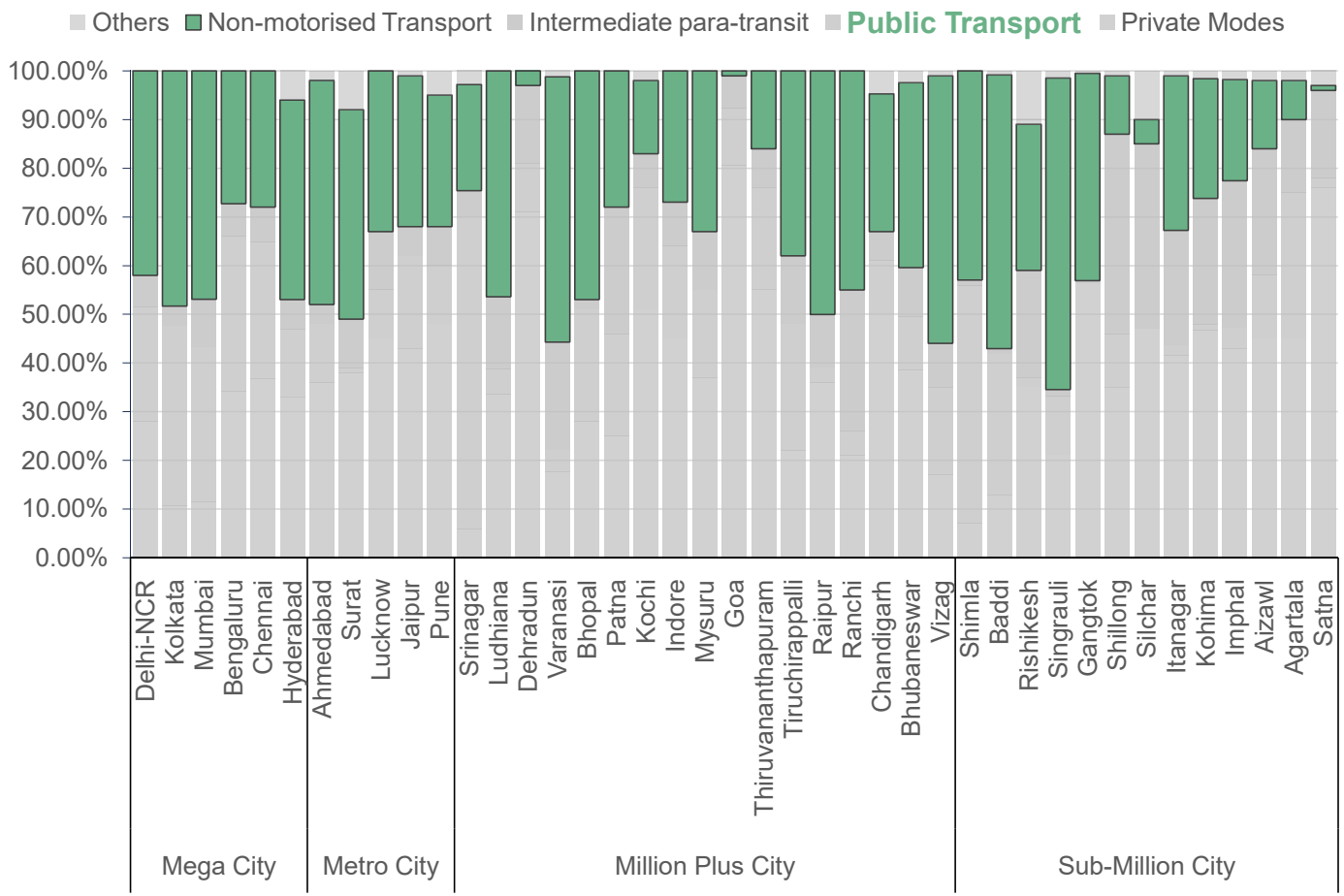
Importance of Accessibility and Last-Mile

Making the case for non-motorised transport

ACCESSIBILITY in urban mobility is about these

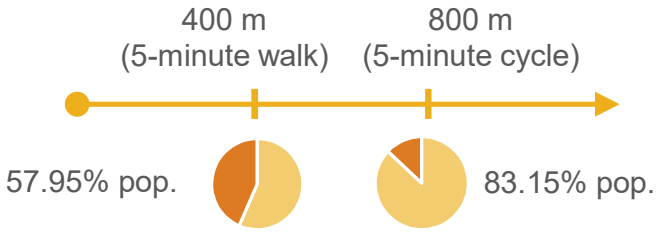


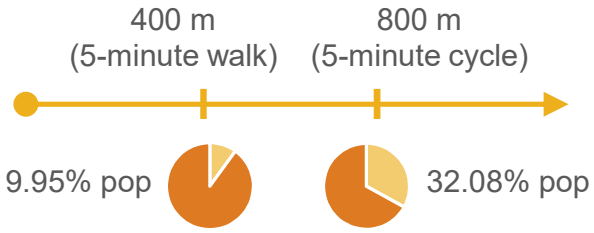


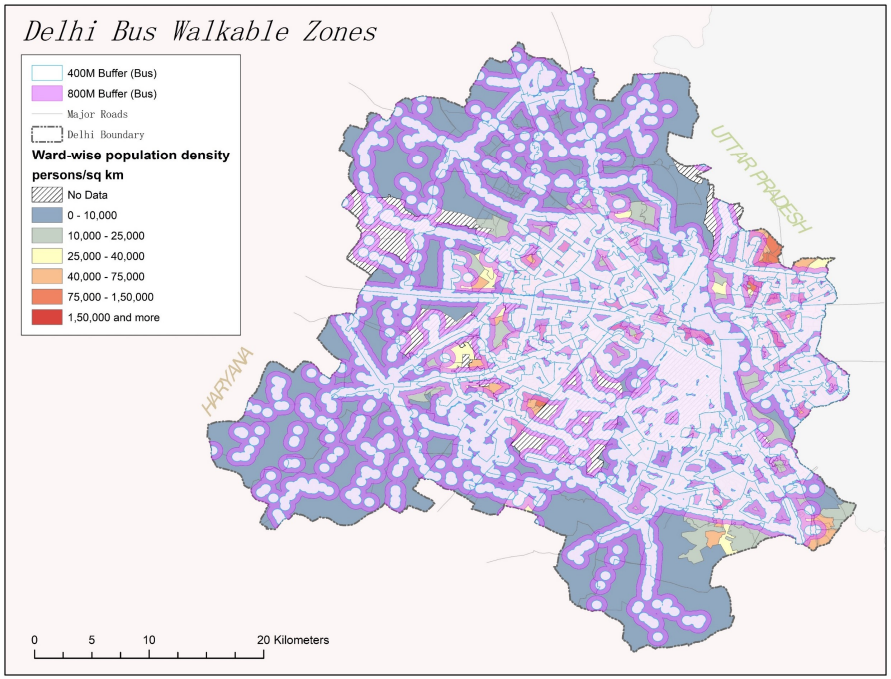
Non-motorised transport already holds promise of massive upscale if suitable infrastructure is provided.

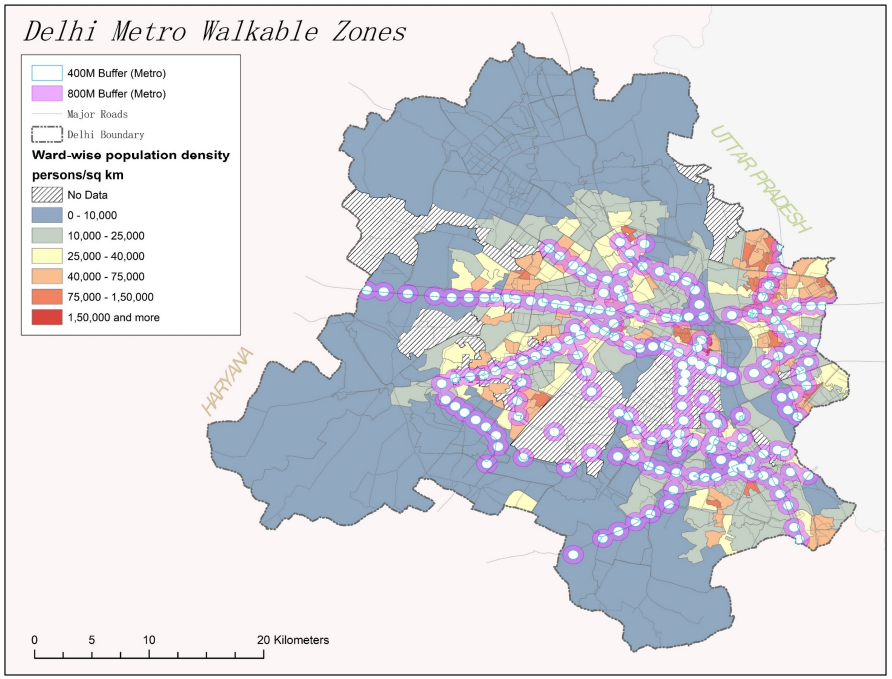
Walkable / Cyclable Distances

Delhi's Public Transport









Trip Diary Survey

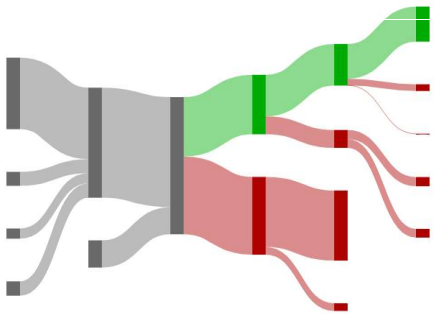
Commuters in Delhi

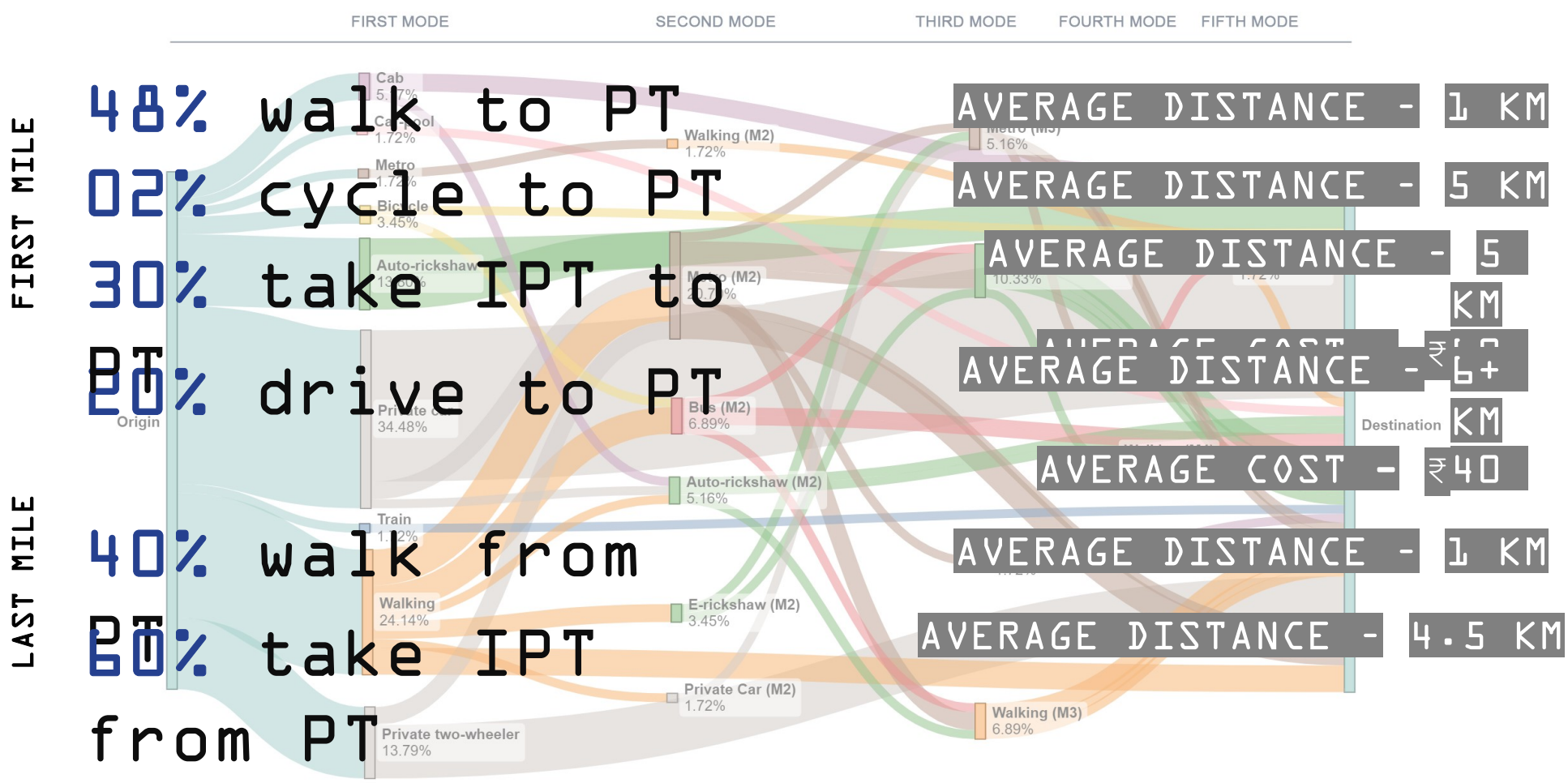
Four Key Questions

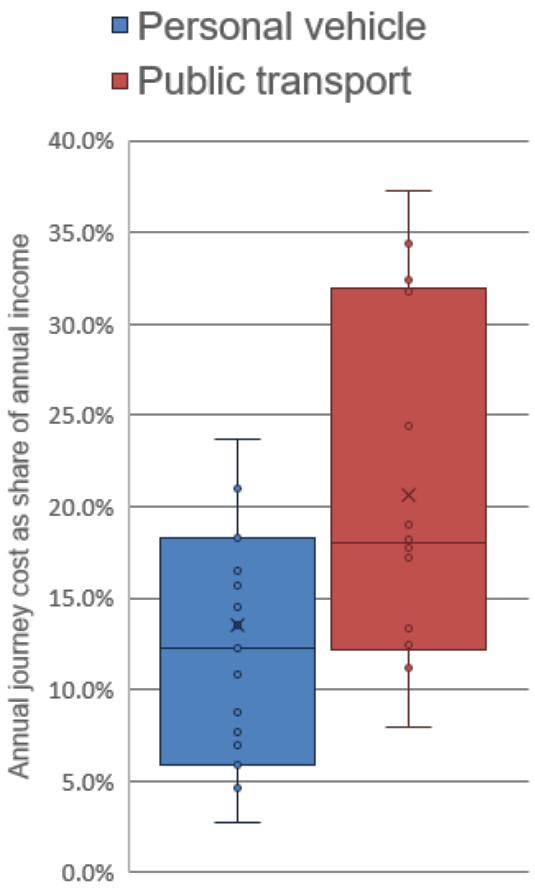
MODES

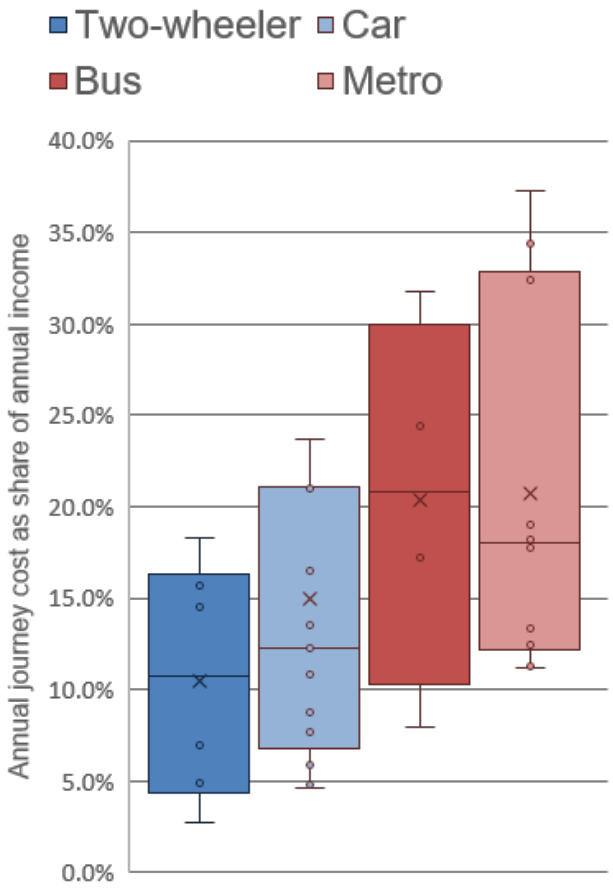
DISTANCE
TIME
COST

Journey Cost Analysis




FIRST MODE
SECOND MODE
THIRD MODE
FOURTH MODE
FIFTH MODE
FIRST MILE
LAST MILE
48% walk to PT
02% cycle to PT
30% take IPT to PT
20% drive to PT
40% walk from PT
60% take IPT from PT
Origin
Destination
Cab
Metro
Bicycle
3.45%
Auto-rickshaw
Private Car
34.48%
Train
Walking
24.14%
Private two-wheeler
13.79%
Walking (M2)
1.72%
Metro (M2)
Bus (M2)
6.89%
Auto-rickshaw (M2)
5.16%
E-rickshaw (M2)
3.45%
Private Car (M2)
1.72%
5.16%
10.33%
Walking (M3)
6.89%
AVERAGE DISTANCE - 1 KM
AVERAGE DISTANCE - 5 KM
AVERAGE DISTANCE - 5 KM
AVERAGE DISTANCE - ₹6+
AVERAGE COST - ₹40
AVERAGE DISTANCE - 1 KM
AVERAGE DISTANCE - 4.5 KM





PUBLIC TRANSPORT is **NOT CHEAPER** when TOTAL COST OF JOURNEY factored in

The median value of public transport fare is ₹2.97/km, significantly lower the median of fuel cost for private transport journey is ₹6.36/km.

However, the median value increases substantially for public transport, compared to private transport costs while considering the total journey cost.

Interquartile range (IQR) for public transport is 12-32% while for private is 6-18%.

The potential of a network is yet to be acknowledged by most cities. Without it the NMT option is redundant:

- It reduces convenience and safety, especially for vulnerable users like children, elderly, and persons with disabilities.
- And increases accident rates involving pedestrians and cyclists due to high-speed – low-speed traffic clashes

Money spent on “beautification” or isolated “showcase” corridors see low ridership, gets misinterpreted as low demand

Area Based Development can help the cause: Think LEZ, PMAP

1&3) Street redesigns: NMT infrastructure, complete streets, car-free zones

2) Public transport service improvements: Higher frequency, more routes, multimodal integration

4) Land-use reforms: Parking management plans, Transit oriented development

5) Stricter sub-zones: congestion zones, Zero emission zones