

Urban Mobility in Bangladesh Challenges and Strategies

UN-Habitat Bangladesh



Overview of Bangladesh

- ▶ **Urban population is about 30%**
- ▶ **Dhaka is ranked as one of the world's most unlivable cities**
- ▶ **45,508 people live per square kilometer in Dhaka core area.**
- ▶ **An estimated 300,000 to 400,000 migrants arrive annually**
- ▶ **Reach to 25 million in 2025 from 15 million now**



Migration on Mobility

- Searching for work
- Easy access to informal sector
- Higher income probability
- Education and other services
- Impact of climate change
- Visiting Dhaka every day for trade, business, health treatment, and persuasion (Tadbir), etc.



Status of urban Poor

- ▶ 5.5 million people were living in 9048 slum settlements. Of them 3.4 million people live in 4,996 clusters of slums in Dhaka in 2006
- ▶ Population density in slum is roughly 200 times greater than average
- ▶ About 1.5 million women are employed in more than 4,000 factories who also live in slums at a deplorable living condition



Movement/Occupancy of transports in Dhaka (2001,2011)

- | Mode | 2001 | 2011 |
|-----------------------|------|------|
| Bus | 11% | 6% |
| Rickshaw | 45% | 40% |
| Auto rickshaw | 18% | 5% |
| Car/jeep | 14% | 39% |
| Tempo, Van and others | 12% | 10% |
- ▶ About 80% use rickshaw because of availability and about 62% use because of door-to-door service.
 - ▶ About 58% of women regarded the present bus service as overcrowded



Speed and cost of Traffic in Dhaka

- ▶ Average Speed is 12 to 25 km/h.
- ▶ During peak hour traffic is intolerably slow in the central business district.
- ▶ It is difficult to schedule more than 1 meeting per day, and it often takes 1–2 hours to get just part way across town

- ▶ The poor families spent 16.5% of their monthly income for transport
- ▶ The richer people spent only 8.2% of their monthly income.
- ▶ Others spent about 12% of their monthly income

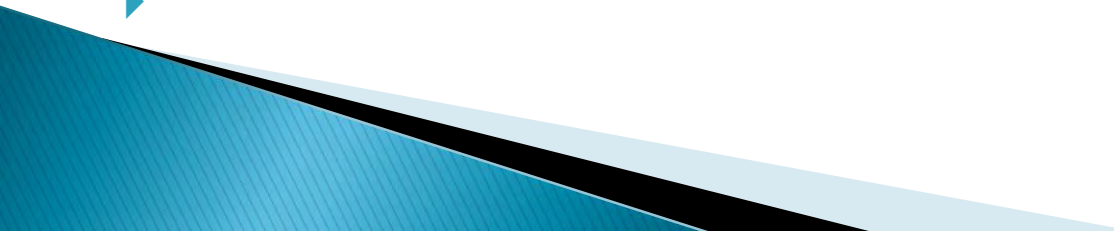
Development Initiatives

- ▶ **Greater Dhaka Metropolitan Area Integrated Transport Study (DITS), 1993**
- ▶ **Dhaka Metropolitan Development Plan (DMDP)**
- **Dhaka Urban Transport Project (DUTP), 1997–1999**
- **Strategic Transport Plan (STP), 2005**
- **Greater Dhaka Sustainable Urban Transport Project (DSUTP), 2010**
- **BRT and Corridor Restructuring Implementation Study and Preliminary Design Work for the Uttara–Mohakhali–Ramna–Sadarghat Corridor in Dhaka, 2010–2011**
- **Feasibility studies for Mass Transit Programmes**
- **Secondary town infrastructure project**

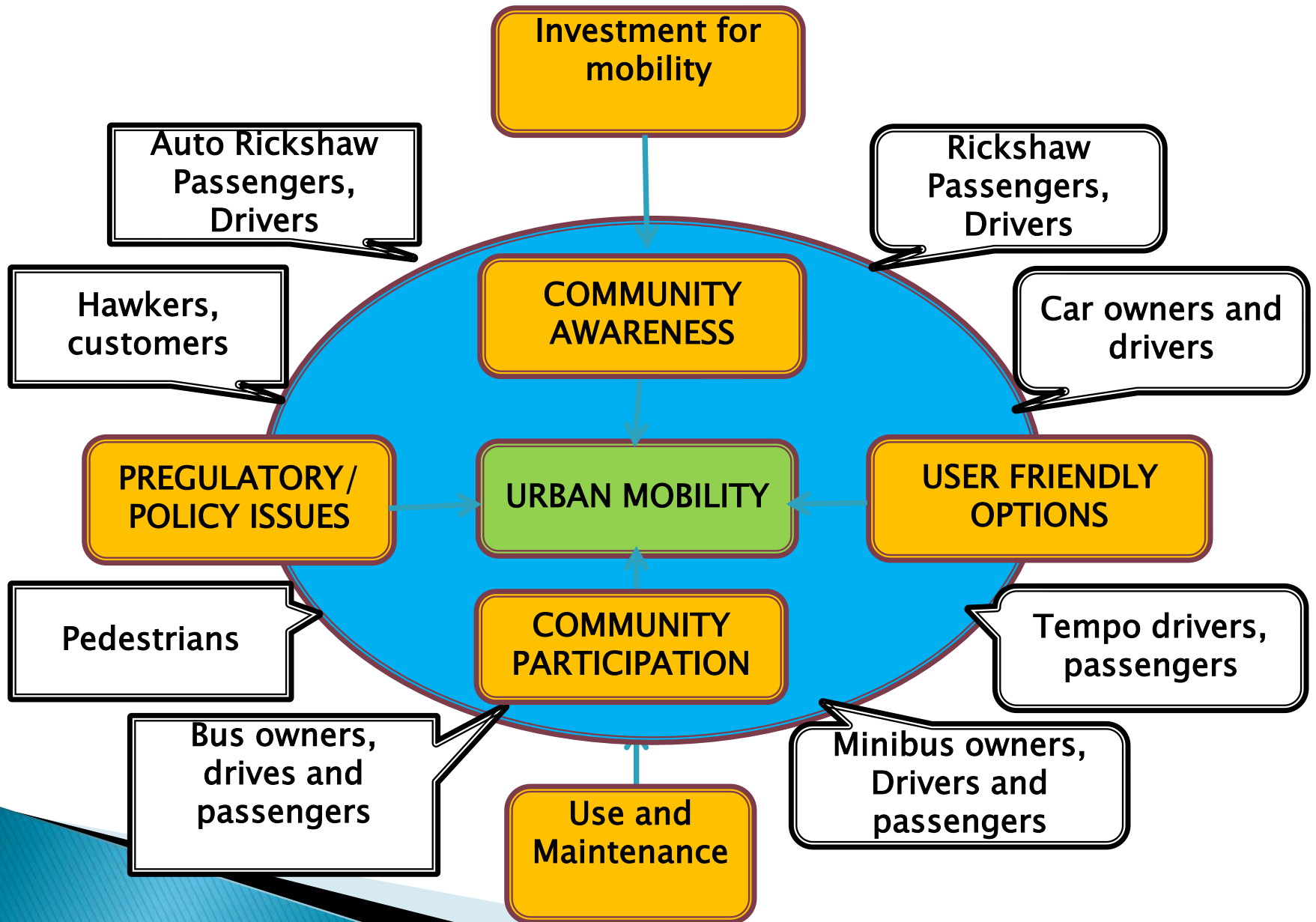
Agencies involved

- ▶ There are several authorities and agencies (RAJUK, CDA, KDA, RDA, UDD, PWD, LGED, CC., etc.), engaged in planning and implementing development projects for improving urban mobility.
- ▶ Bangladesh Road Transport Authority (BRTA)
- ▶ Traffic Department, DMP
- ▶ Dhaka Transport Coordination Board in 1998 now Dhaka Transport Coordination Authority (DTCA)

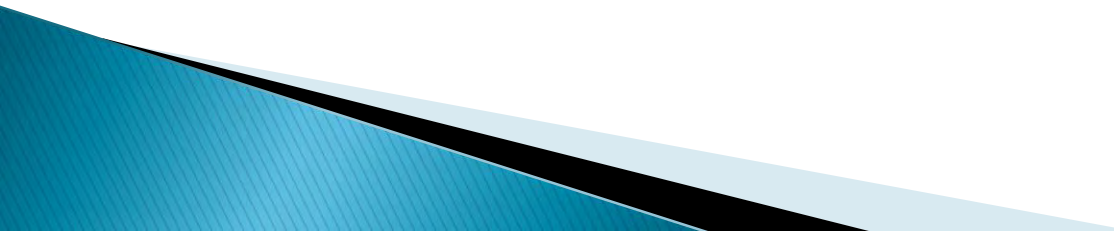
Challenges for urban Mobility

- ▶ **Human issues and participation**
 - ▶ **Implementation of legal provisions**
 - ▶ **Planning within unplanned & unregulated development environment**
 - ▶ **Address the need for poor who is 40% of total**
 - ▶ **Cost for infrastructure development**
 - ▶ **Mass transport system development**
 - ▶ **Minimize the time gap between demand and investment**
 - ▶
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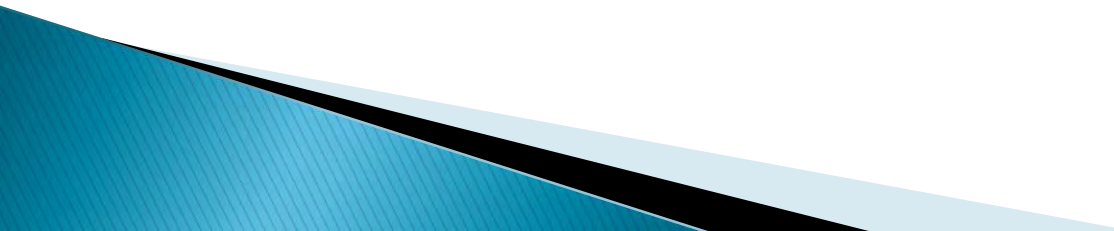
People's participation in Mobility



Immediate needs

- ▶ **Awareness of all stakeholders**
 - ▶ **Enhancing equitable access**
 - ▶ **Focusing to bring people and places**
 - ▶ **Enhance acceptability, convenience, reliability and efficiency**
 - ▶ **Institutional, regulatory and governance Measures**
 - ▶ **People's Participation at all levels**
 - ▶ **Honor and Share good practices**
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Conclusion

- ▶ **Community awareness and participation are integral part of investments, technologies, regulatory measures and use, operation & maintenance.**
 - ▶ **Let us ensure optimum utilization of the available facilities with respect to law, other users to save time, money and resources.**
 - ▶ **Our combined effort can make the difference in keeping the city functional and dynamic.**
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THANK YOU

