



TRANSPORTATION IN MPD 2041



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This thematic fact sheet introduces the Main Bhi Dilli Campaign's analysis and propositions for transportation within the MPD 2041. Transportation is the fulcrum that can transform the city's economy, by enabling access to social and economic opportunities. Delhi has seen an explosive increase in vehicle numbers from 4.9 million in 2005 to 10.9 million in 2018 (Delhi Economic Survey 2017-18) due to the increased dependence on personal motor vehicles in the absence of adequate, comfortable, affordable and efficient public transport services and walking and cycling facilities. Thus, the MPD 2041 must address the existing unmet transportation needs of the city to provide accessible, sustainable and efficient mobility to the residents of the city.

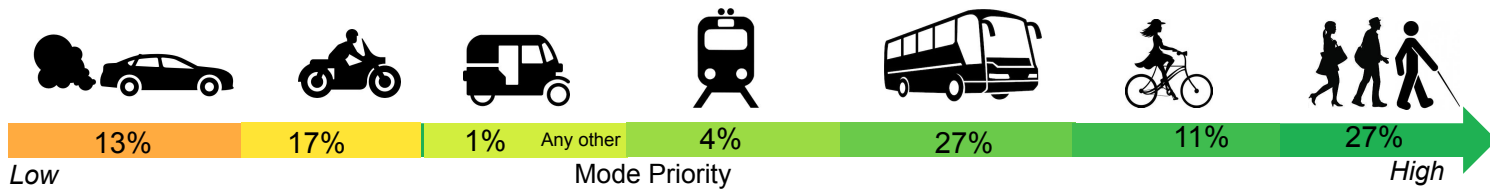
Main Bhi Dilli is a people's campaign aiming to envision and enable a more inclusive city. It is a collective of civil society organisations, activists, researchers and others who work on diverse issues of housing, livelihood, gender and other rights.

TRANSPORT IN THE CITY

Delhi has 579 personal motor vehicles (PMVs) per 1,000 population (2017-18), implying that every second person owns a vehicle in the city. Delhi is facing a severe air pollution and vehicular emissions contribute to 39% (PM_{2.5}) of the total pollution in the city (SAFAR, 2018).

In 2011, personal motorized vehicles served only 30% of trips to workplace, while constituting 86% of PMVs. On the other hand, buses- which constituted 0.8% of total passenger motorized vehicles- catered to 27% of trips from residence to workplace. Non-motorized transport is the predominant mode of travel in Delhi, with 38% (27% walked and 11% cycled) using NMT to commute to their workplace (Census of India, 2011).

Modal Share of Delhi for work trips (2011)*



19% of the trips to work are less than 1km and 48% are less than 5km, distances ideal for walking and cycling (Census 2011). 0.51 million people walked 2-10km to their workplace reflecting their time poverty and an annual loss of Rs 503 crores in earnings. Additionally, the city lacks safe, consistent, shaded, well-lit, universally accessible footpaths and cycle tracks. Delhi has the highest number of fatal road accidents (1629) in the country. In 2017, it witnessed 1,690 road crash fatalities, of which 28% were pedestrians and cyclists (MoRTH, 2018).

Buses cater to 62% of the total 6.67 million passenger trips per day by public transport (Economic Survey of Delhi, 2018-19). Delhi Transport Corporation provides bus services in Delhi along with DIMTS** which runs cluster buses since 2012. Delhi has a fleet size of 5,695 buses (DTC: 3,951 & DIMTS: 1,744) which caters to an average of 4.14 million passengers per day (DTC: 2.98 million/day & DIMTS: 1.16 million/day) (Economic Survey of Delhi, 2018-19). However, Delhi has 31 buses per lakh population compared to a conservative benchmark of 60 buses per lakh population (MoHUA) and requires at least 5,300 buses to fill the current shortage***.

The Delhi metro, which became operational in 2002, caters to 2.53 million passenger trips per day. DMRC also provides 174 Non-AC metro feeder buses on 32 routes to provide first and last mile connectivity (Economic Survey of Delhi, 2018-19). However, an ecosystem is lacking to ensure first and last mile connectivity.

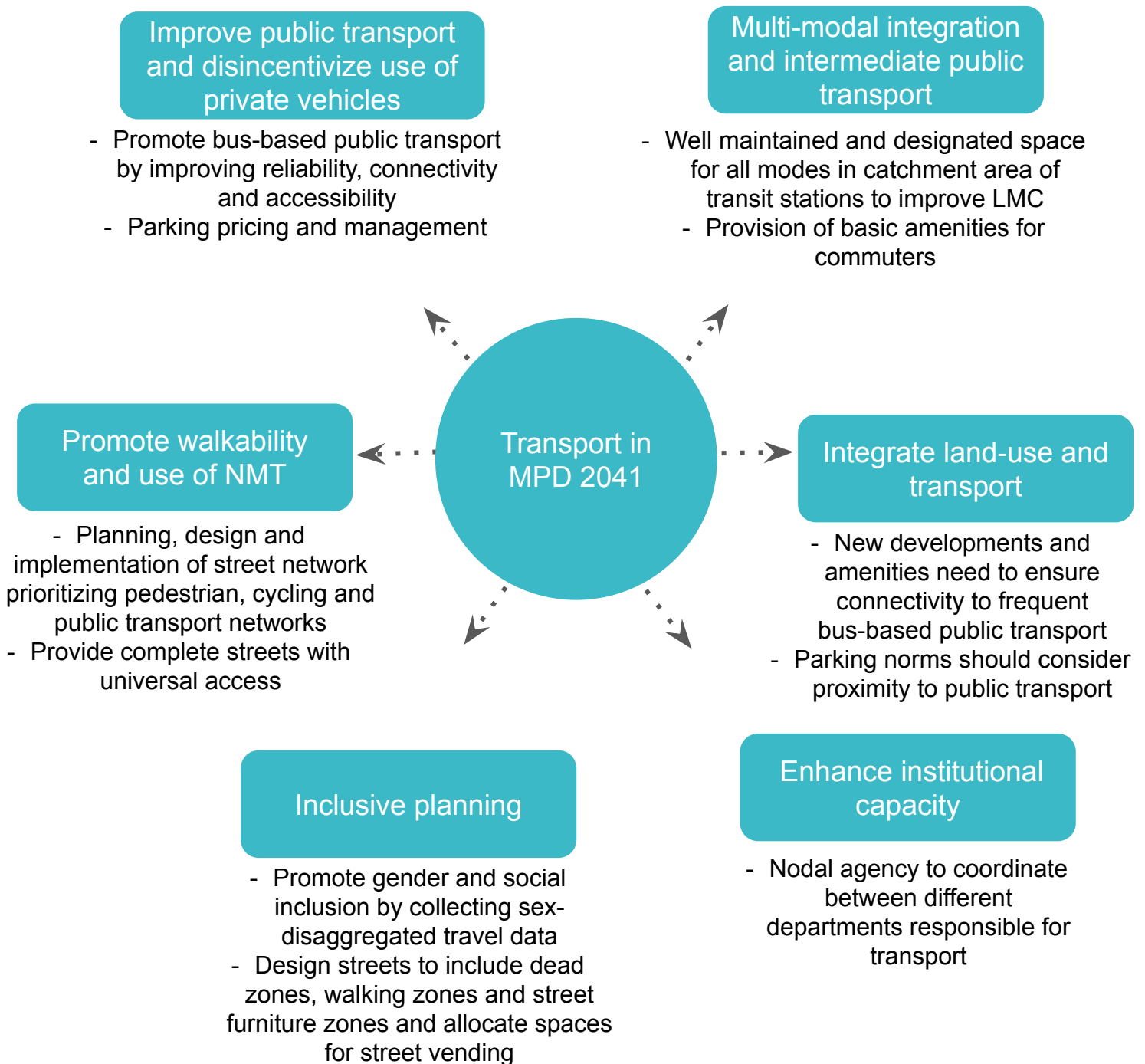
Transportation in Delhi is dealt by several departments – at both central and state level. For example, there are 12 road-owning agencies in Delhi. There is a need for coordination between different organizations responsible for public transport and NMT in Delhi.



*Mode of travel used by other workers, who constitute 95% of total workers; **DIMTS: Delhi Integrated Multi-modal Transit System
 ***Not including buses more than 7 years old

TRANSPORT AND PLANNING: MAPPING THE INTERSECTIONS

This thematic introduction indicates all the ways in which MBD campaign directly and indirectly addresses the issues of transportation in the city.



HOW CAN MPD '41 ENABLE A SAFE, CONNECTED, ACCESSIBLE AND LOW CARBON TRANSPORTATION SYSTEM?

1 MOBILITY PLANNING

- By 2041, 9 in 10 of all peak-hour journeys should be completed within 45 minutes by walk, cycle or public transport.
- At least 90% of the residents live within 5 minutes walking distance of frequent bus-based public transport.
- Create a sustainable urban mobility plan for the NCT of Delhi and integrate with the land-use and other proposals.
- Collect sex-disaggregated data on travel patterns, sexual harassment, perceptions and priority interventions.

2 COMPLETE STREETS

- Create a Complete Streets Master Plan:
 - o Identify corridors with priority for public transport, pedestrians and cyclists.
 - o Non-motorized network plan with a city-level network of cycle tracks.
 - o 500m around mass rapid transit, terminals and schools and designed as traffic-calmed zones (<20kmph).
 - o District and community centres, existing markets to be designed for pedestrian priority; and supported with traffic & parking management plans.
- Streets 12m and above: Pedestrian facilities will be designed with a dead zone, walking zone and street furniture zone. Spaces for street vendors will be provided within the SFZ. Streets will be universally accessible with consistent pedestrian lighting, sheltered IPT stands and include seating & drinking water.

3 BUS-BASED PUBLIC TRANSPORT

- Bus terminals should include waiting lounges for women and marginalized genders, nursing stations and public toilets for all.
- Improve travel times along bus transport corridors with 3000pphd.

5 LAST MILE CONNECTIVITY

- Improve last mile connectivity to the metro-rail stations, terminals.

6 DEMAND MANAGEMENT

- Delineate low emission zones and introduce congestion pricing to discourage the use of personal motor vehicles.
- Delineate parking management zones to manage on-street parking.
- Reduced parking norms for areas within 5 minutes walking distance of frequent public transport.
- Cap on registration of new personal motor vehicles and introduce auctions.

7 LAND-USE AND TRANSPORT INTEGRATION

- All new affordable housing, resettlement colonies will be located within 5 minutes walking distance of frequent public transport.
- Integrated living facilities for working women, students, one-stop centres, skill development and entrepreneurship/ employment centres located within 5 minutes walking distance of frequent public transport.
- JJ clusters, urban villages within the TOD zones will be upgraded with basic services, instead of redevelopment.
- Areas within 5 minutes walking distance from frequent public transport permit mixed land uses and adopt urban design guidelines to create vibrant public spaces.

8 INSTITUTIONAL STRUCTURE

- Unified metropolitan transport authority to coordinate between different departments.
- Create a sustainable urban transport fund to finance improvements in public transport and non-motorized transport.
- Gender Advisory Committee within UMTA to mainstream gender in transportation policies and investments.