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
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.
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.

- Mode 2001  2011
- Bus    11%    6%
- Rickshaw  45%  40%
- Auto rickshaw  18%  5%
- Car/jeep  14%  39%
- Tempo, Van  12%  10%
  and others

- 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
- Feasibility studies for Mass Transit Programmes
- Secondary town infrastructure project
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
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
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.
THANK YOU