Urban Transport Research to Practice: Delhi 1990-2018

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• 1990s  Field observations, analysis, academic publications and reports *(safe access concerns for all)*

• 2000 onwards: academic experiments, stakeholder consultations, partnerships with practitioners, consultants, NGOs, close interaction with National and State government, pilot stretch implementation, *evaluation of safety and security for all*

• 2010 onwards: Conflicts and discussions with “stakeholders, experts, media”; National guidelines for urban roads, Non Motorised modes*(IRC code for Bicycle planning, Traffic Calming), BRT Planning Guide*, *CMP Tool to include gender differentiated data*

Glass is half full or half empty??
Understanding Delhi streets: Student projects, academic publications, reports for the government

- Mismatch between road design and usage
- Poor utilization of space (~50%)
- 3 lane wide road is used as 2 lane road
Travel patterns of men and women differ across geographical locations, city size and income groups. In general, women travel shorter distances, are more dependent on non-motorized modes of transport and public transport.

‘lack of mobility vs sustainability concerns’
‘choice users vs captive users’
Bicycle Master Plan for Delhi (www.tripp.iitd.ac.in)

• TRIPP, IIT Delhi prepared Bicycle Master Plan for Delhi in 1998 for Transport Department of Delhi.

• The final report was submitted in August 1998. The report was based on extensive research involving survey of traffic and travel patterns, landuse patterns and detailed layout plan for two selected corridors.

• The report contained eight chapters, network plan for NMT, cross sections for “inclusive streets and roads”, central bus lanes, including vendor spaces
Stakeholder consultations- all government departments involved, resident welfare associations along the corridor, schools along the corridor,
No government campaigns, no special capacity building of the municipal/PWD/bus operators staff
It's one of the most controversial infrastructure projects in the country but for all those who said that the Delhi Bus Corridor system was an out and out failure, here is a reality check.

A poll conducted by NDTV shows that there is a sharp divide in opinion on the success of the project between those who use buses on the corridor and those who drive cars on the same stretch.

Car vs. bus drivers
- A whopping 75 per cent of bus drivers say the BRT is a huge improvement for buses.
- 61 per cent of car drivers say driving is easier now that buses have their own lane bus drivers.
- 82 per cent of them say the new bus lanes for them make driving easier.

2012 court supports the project...“all Delhi roads will have to be designed like this”
2016 new state government removes the central bus lanes and bus stops, bicycle lane and pedestrian paths are retained
Role of NGO’s
Media
“Experts”
Conflict between short term improvements and long term harm!

Safety/security Gender access focus on CCTV/technology only!!!