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AC (PLG) MPPR  
Dairy No. 524  
Date 05/06/12



Read Control Dy. No. 4/5/12  
R&D Section  
Delhi Development Authority  
राज निवास  
दिल्ली-११००५४  
RAJ NIWAS  
DELHI-110054

Comm. (Plg) - II  
Dairy No. 419  
Date 04.06.2012

Central for Science and Environment (CSE) has raised some issues and appealed to the Hon'ble Lt. Governor to incorporate certain important facets in the MPD-2021. Copy of the self-explanatory letter dated 5<sup>th</sup> May 2012 of CSE is enclosed herewith for your ready reference.

2. Hon'ble LG has desired that MPD 2021 should deal with the important aspects of usage of Bicycles. Planning to that effect, to have more Bicycle Tracks in the National Capital should be essential in view of the recent rising cost of the fuel and pollution due to increase in number of Cars/vehicles. Law to protect walk-ways and Cycle Tracks from being encroached should also be emphasized and addressed in the MPD. There has to be focus on Policy of Public Transport, Cycle Track Infrastructure throughout the city alongwith walkways as considerable number of people commute only by walking in the National Capital. It has also been highlighted that increasing number of cars is one of the major cause of decline in the people carrying capacity of the road.

3. In view of the above facts, it has been desired that these aspects be carefully studied and put up to the Management Action Group (MAG) on Transport and Advisory Body under L.G. for urgent consideration.

Encl: As above

OFFICE OF THE DIR (Plg.)  
MPR/TC, D.D.A. N. DELHI-2  
Dy. No. 3930  
Dated 6/6/12

(Ranjan Mukherjee)  
OSD to Lt. Governor

Dr. S.P. Bansal,  
Commissioner (Planning)-II,  
DDA, Vikas Minar,  
New Delhi.

U.O. 47(10)/RN/2012/RM/MAG/7993

Dtd: 01 June'2012

R. Singh  
for file  
4/6/12

AC (MPPR)

Director (UTMEC)  
Director (MPR)

pl Pickup for reply to OSD to LG, Delhi  
urgent  
AD (Plg) I  
6/6

# CENTRE FOR SCIENCE AND ENVIRONMENT

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May 5, 2012

18204  
15/5/12

Shri Tejender Khanna  
Lt. Governor, Delhi  
Lt. Governor's Secretariat  
Raj Niwas  
New Delhi 110 054

LEAVES  
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TREES  
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INDIA —  
MAHUA,  
KHEJDI,  
ALDER,  
PALMYRA  
AND  
OAK

Dear Mr. Khanna,

I would like to take this opportunity to share with you our recent assessment of the state of walking and cycling in our cities. It is stunning that even today over 30 to 60 per cent of all travel trips in Indian cities are cycle and walk trips that are zero emitters. But by 2030 on an average Indians will travel thrice as many kilometers as they travel today. Any slide in walk and cycle share can increase pollution and fuel guzzling phenomenally. Scaling up of public transport will also require significant expansion of walking and cycling infrastructure. We need strong policy to ensure that those on buses, on pedal and on foot are not marginalized.

It is extremely encouraging that local urban communities are organizing themselves to assert their right to walk and cycle. The iconic movements include the 'Dial a Rickshaw' initiative in Fazilka, Punjab, bamboo cycle initiative in Manipur, cycle rickshaw bank in Guwahati, Namma cycle in Bangalore, Pedal Yatra in Gurgaon, public bike sharing initiatives in Pune and other cities among others. Slowly, specially designed walking infrastructure and urban spaces is also taking shape in cities like Pune, Delhi, Nanded among others. This grassroot action will drive change in India. But this needs scale, support and multipliers. This nascent beginning is still niche and is without strong policy support.

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14/5/12  
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to Secretary  
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Therefore, we have assessed the challenges especially in the capital city of Delhi that is in grip of severe mobility crisis. The brief summary of our assessment is highlighted in the enclosed article 'On Foot and Pedal' in fortnightly Down To Earth, and are as follow:

**Delhi needs to be prepared for massive increase in travel demand:** The total daily travel trips in Delhi will nearly double by 2021 to meet the travel needs of 23 million people. But there is no binding action plan to build safe and well designed infrastructure for mass movement of people. Delhi Master Plan targets 80 per cent public transport ridership by 2020. This will demand enormous expansion of pedestrian and cycling facilities as feeders. Delhi roads will need adequate holding space.

**Delhi has one of the highest walk and cycle trips in the country:** Despite the odds, in absolute numbers, Delhi tops in daily cycling trips and is second only to Mumbai in walking trips. Even in car-dominated roads like the Outer Ring Road, the share of cycles is quite close to that of autos – 7 per cent and 9 per cent, respectively. The Wilber Smith study for the Union Ministry of Urban Development in 2008 showed that while the total number of daily car trips in Delhi was about 3 million, that of walking and cycling was 8 million – 2.5 times more. Cycling trips at 2.8 million are almost equal to car trips. This staggering number is not noticed for policy action. The obsession with seamless, signal free travel for motorized vehicles through flyovers, expressways and elevated ways is disrupting direct shortest routes of the walkers and cyclists and increasing distances and travel time for them. This is discouraging walking and cycling and public transport usage.

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**Some road stretches show higher number of cycles than cars:** RITES survey on arterial roads show that in places like Uttam Nagar and Subhash Nagar on Shivaji Marg, and Jyoti Nagar East etc on Loni Road the numbers of cycle and cycle rickshaw outnumber cars. For instance, on the Subhash Nagar stretch, there are 18,000 non-motorised vehicles vs 4,000 cars.

**With growing car numbers people carrying capacity of roads is declining.** On Swarn Jayanti Marg in Dhaula kuan, the share of cars is as much 68 percent; on the Outer Ring Road, this share is nearly half of all traffic. But this lowers people throughput. While average occupancy of car is 1.5 persons that of bus are 60-70 persons in peak hours. More crowding of cars therefore will reduce people carrying capacity of roads. Cars occupy more space but carry less people compared to the bus. As RITES survey shows cars carry about 14 per cent of the daily trips. But cycles and cycle rickshaws together carry nearly 15 per cent. But they remain invisible.

**Shocking: Delhi records highest pedestrian fatalities in road accidents:** This has emerged from the data of the National Crime Records Bureau Report. This is too high a price to support manic motorization and this homicide of zero emitters. Delhi is killing people by design. High speed signal free traffic, roads designed to give advantage to cars, lack of safe spaces has increased friction with motorized vehicles. People are being forced to walk on roads and jaywalk as their routes are being cut off by one-way and signal free roads and footpaths taken over by parked cars. Subways and foot over bridges are not the answer. People and public transport must always remain at grade.

**Dedicated and well designed walk and cycle lanes have elevated human dignity and respect for walkers and cyclists. But this needs improvement and expansion:** CSE has conducted a random survey of new cycle and walking lanes created during the Commonwealth Games. Five locations include the BRT stretch from Ambedkar Nagar to Pragati Maidan; Vikas Marg from ITO to Laxmi Nagar, Tughlakabad Stretch from Jamia Hamdard to Pul Prahladpur; Noida Link road-Akshardham to New Ashok Nagar; Marginal Bund Road near Shastri Nagar. The lessons are as follow:

- **The cycle and walk lanes in the BRT corridor scores best in engineering design and usability:** BRT has provided legitimate and well designed space for walker and cyclists. This has special features for them that include specially designed low lights and signages; amenities like toilets, street furniture, crossing facilities, pelican signals for safe crossing, disabled friendly engineering design among others. This has induced bicycle traffic and during peak hours on days close to 2,000 bicycles are seen crossing this lane. But these lanes need immediate protection from encroachment.
- **Room for improvement:** Overall the new walk and cycle lanes created during Commonwealth Games add up to about 45 km. But these were seen more as street scaping ventures than usable cycling walking thoroughfare. The devil is in the design. In many places the design itself has created barrier. For example, entry into dedicated lanes is obstructed. Adequate short exits point from lanes has not been provided at frequent intervals. No traffic calming at the entry of the lanes; High speed motorized traffic impedes entry into the cycle lanes. Junctions are poorly designed on wide motorized roads. The lanes are discontinuous. For future expansion these will have to be remedied.
- **Encroachment of walk and cycle lanes by cars and two-wheelers:** Cyclists often prefer to stay on the motorized and congested roads as two-wheelers intrude at high

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speed endangering walkers and cyclists on lanes. There is no penalty on the motor vehicle owners for encroaching into these lanes.

- **Walking and cycling access to Metro stations is poor:** This impedes multi-modal connectivity that is needed to improve metro and BRT usage. .

**In other countries public policy increasing share of walking and cycling:** European cities and Japan are actively promoting non-motorised transport. Even US cities like New York are planning the turn around. Dutch cities are restricting infrastructure for motorized vehicles and scaling up infrastructure for cycle and walk. In some Dutch cities roads with four motorized lanes have been reduced to two and six lane roads are banned inside cities. With compact city design and restraints on commercial development at the periphery of towns, travel distances are being reduced. In more than 50 per cent of the roads in these cities the speed limit of motorized vehicles is capped at 30 km/hour. In Japan's Saga city time sharing plan gives priority to cycles and restricts car use during peak hours.

The lesson for us is that rich cities where car mobility has peaked causing pollution and fuel guzzling, are now bringing back walking and cycling. Dutch cities have already reversed the trend. India with its inherent advantage in high share of walking and cycling and public transport ridership should bypass the car centric phase and leapfrog to walking and cycling future.

**The way forward:** We are concerned that road engineering interventions once made cannot be changed easily but it will permanently decide the design of the network and influence travel choices of people. Policy focus must shift to public transport, walking and cycling infrastructure.

- Reallocate and increase road space for safe, dedicated and continuous pedestrian and cycling networks.
- Implement bicycle master plan in time bound manner based on the street design guidelines to improve safety, usability, and comfort of walkways and cycle tracks. Mandate walkability audits of walk and cycle lanes.
- Discourage/minimize signal free corridors, foot over-bridge and subways to provide safe at-grade pedestrian and cycle crossings at required intervals.
- Integrate walking and cycling plan with multi-modal integration plan (including public bike sharing) and implement in all targeted locations.
- Need policy for zero tolerance for accidents
- Need laws and penalty to protect walkways and cycle tracks from encroachment.
- Implement measures to reduce traffic volumes and traffic calming measures

We look forward to your support to give people more options for travel and prevent chronic dependence on cars to make our cities more liveable. I hope you will find this useful. We look forward to your thoughts and comments.

With best wishes

Anumita Roychowdhury  
Executive Director

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