

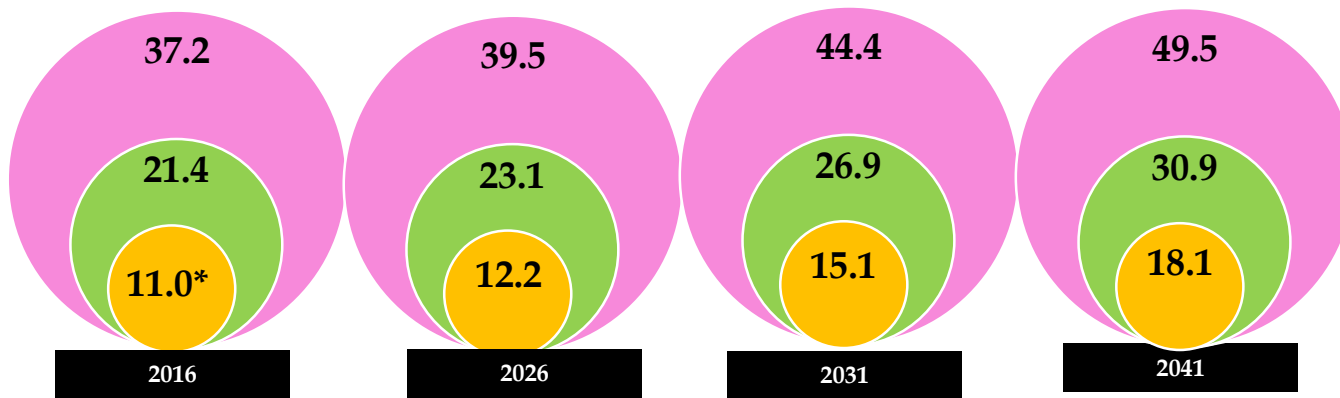
Non-Motorized Transport (NMT) needs New & Modified Treatment (NMT)

**Mrs. Vijaya Lakshmi K.
Managing Director
Hyderabad Unified Metropolitan Transport Authority
(HUMTA)**

Hyderabad Metropolitan Development Authority (HMDA)

Salient Features of HMA

- ❑ Area - 7228 Sq. Kms
- ❑ Road Network - 5,400 kms
- ❑ Population in millions: ❑ Employment in millions:
 - ❑ 2016 - 10.88 Millions ❑ 2016 - 4.7 (WFPR: 0.43)
 - ❑ 2041 - 18.1 Million ❑ 2041 - 9.3 (WFPR: 0.51)



HMA Population as % of State **29.6%**

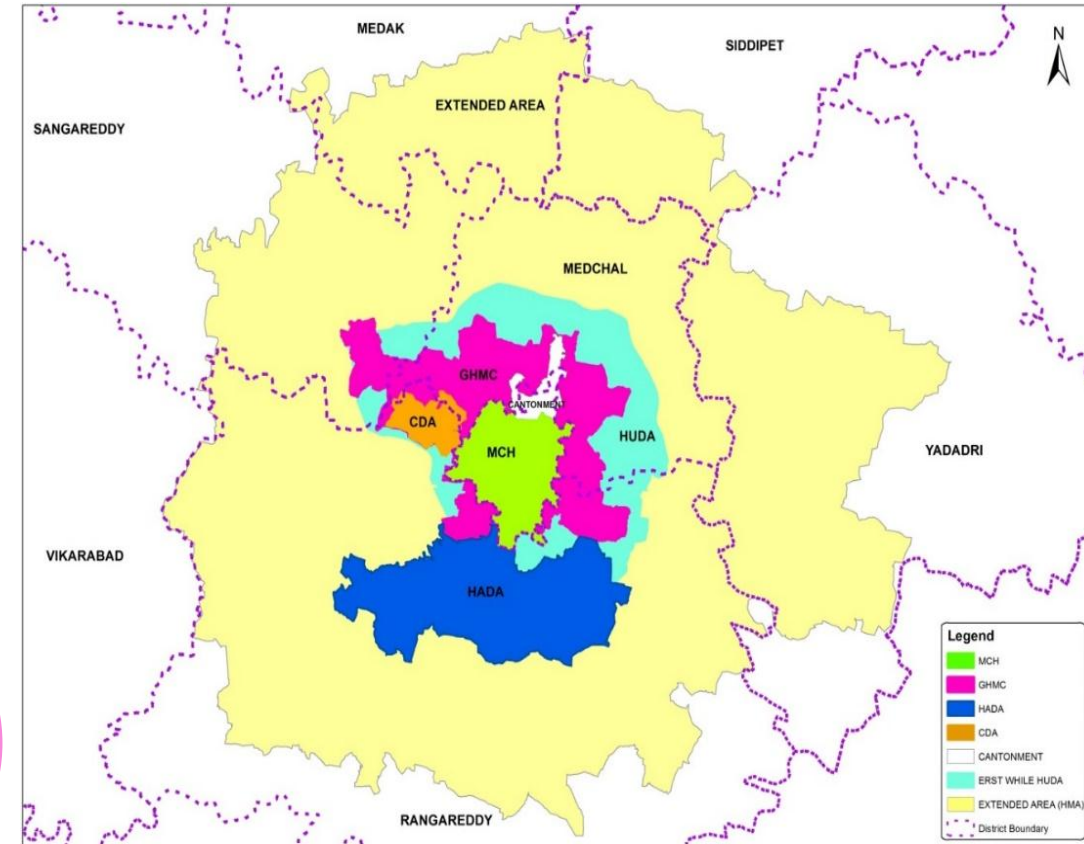
HMA Population as % of HMA Districts **51.4%**

Districts

- Telangana
- HMA Districts
- HMA

* In Millions

07-11-2020



Districts - Then

1. Hyderabad
2. Part of Rangareddy
3. Part of Medak
4. Part of Nalgonda
5. Part of Mahbubnagar

Districts - Now

1. Hyderabad
2. Medchal
3. Part of Rangareddy
4. Part of Medak
5. Part of Siddipet
6. Part of Sangareddy
7. Part of Yadadri

Jurisdictions of HMA

CHALLENGES

- ❑ Safety of Pedestrians and Cyclists
- ❑ Absence of Continuous and Exclusive Right of way -
 - ❑ Encroachments,
 - ❑ Hawkers,
 - ❑ Bus Stops & Utilities
 - ❑ Illegal Parking
- ❑ No Signage / Road Markings for Guidance



CHALLENGES (CONT..)

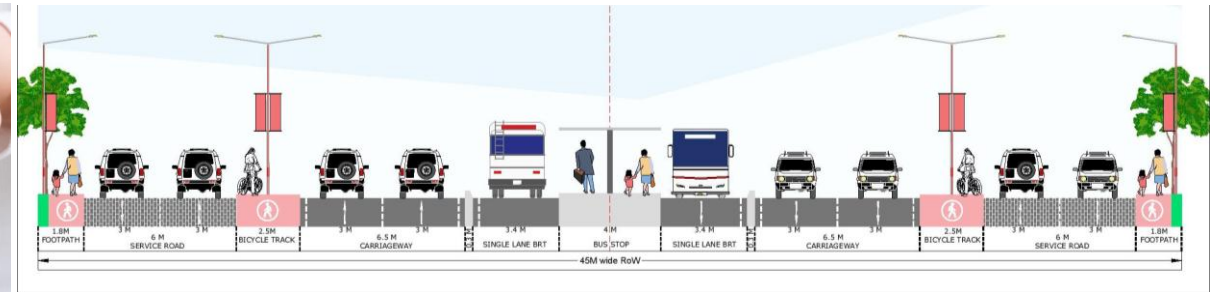
- ❑ Poor Quality & Quantity of footpaths & roads
- ❑ Lack of Sensitivity towards pedestrians
- ❑ Focus on Motorized Transport
- ❑ Climate and Terrain
- ❑ Low Priority to NMT compared to Investment Intensive Infrastructure
- ❑ Involvement of Multiple Agencies
- ❑ Requires Standardization of RoW





HUMTA FUNCTIONS

- PLANNING,
- POLICY,
- INTEGRATION
- IMPLEMENTATION
- FUNDING
- PROMOTE NMT
- STANDARDIZATION



MODAL SPLIT (2016)

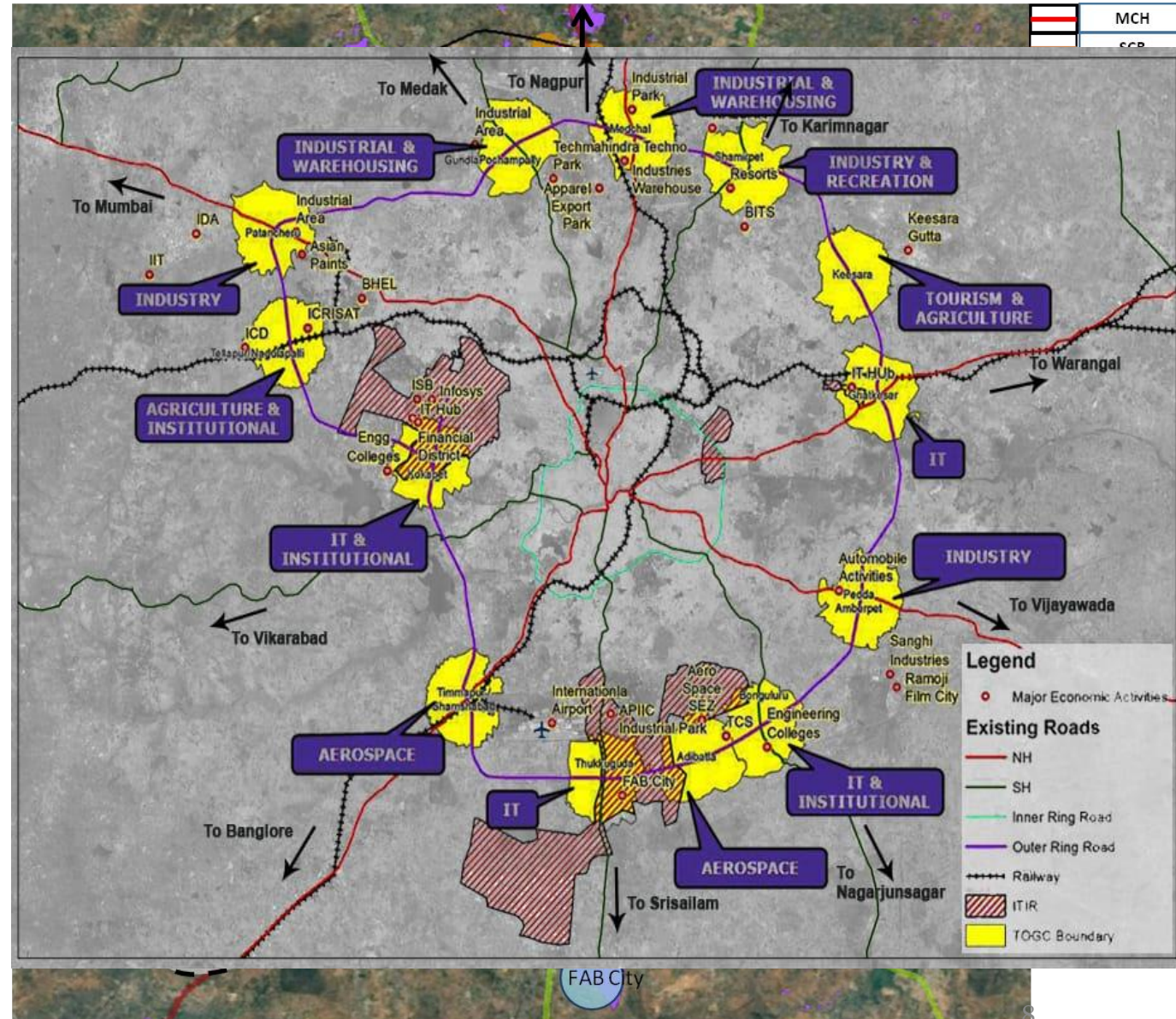
- ❑ In 1980s the cycle trips used to cater to 35% to 40% of the mode share (HATS Study)
- ❑ As per CTS for HMA: NMT Mode Share for 2016 - 28%
- ❑ 1/4th of Person Trips belongs to NMT.
- ❑ NMT needs Fair Share of RoW .
- ❑ Currently 0 to 4% of RoW is for NMT.

Table 1: Passenger Travel Demand (daily Trips) without & With NMT

Mode	Without NMT (2016)	With NMT (2016)
MMTS	2.17%	2%
Bus	29.47%	20%
Metro/ Metrolite/ LRT	-	-
Car	9.18%	7%
2W	41.63%	30%
Auto	8.13%	6%
Taxi	9.42%	7%
NMT	-	28%
Person Trips (lakhs/day)	124	173

POTENTIAL AREAS FOR INTEGRATED DEVELOPMENT

- ❑ Lake City
- ❑ Educational Hub
- ❑ Knowledge Hub
- ❑ Financial District at Hitech City
- ❑ Upcoming Development areas like Kokapet
- ❑ Future TOD Areas
- ❑ North South Mobility Corridor
- ❑ Last Mile/ First Mile connectivity
- ❑ Urban Nodes



STANDARDIZATION OF CROSS SECTIONS

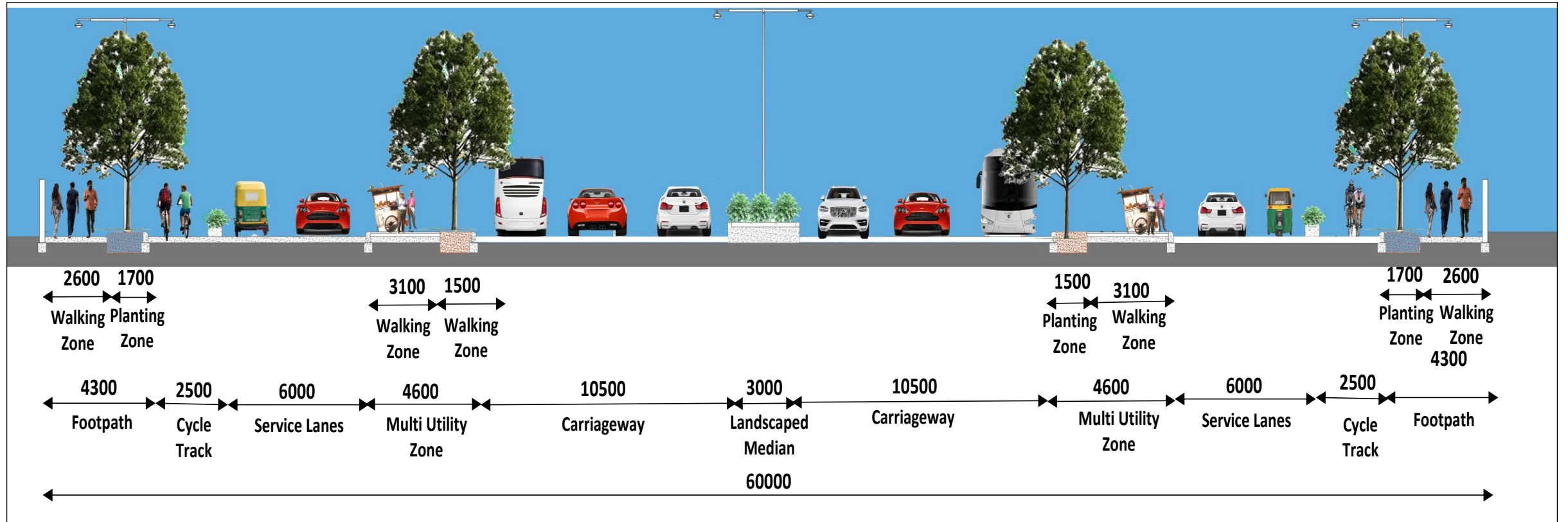


Figure 1: Proposed Cross Section for 60 m RoW

IMPACT OF COVID 19 ON TRANSPORT

- ❑ Impact is expected to be short term
- ❑ PV preferred over PT transport

❑ Right Opportunity to Promote NMT facilities

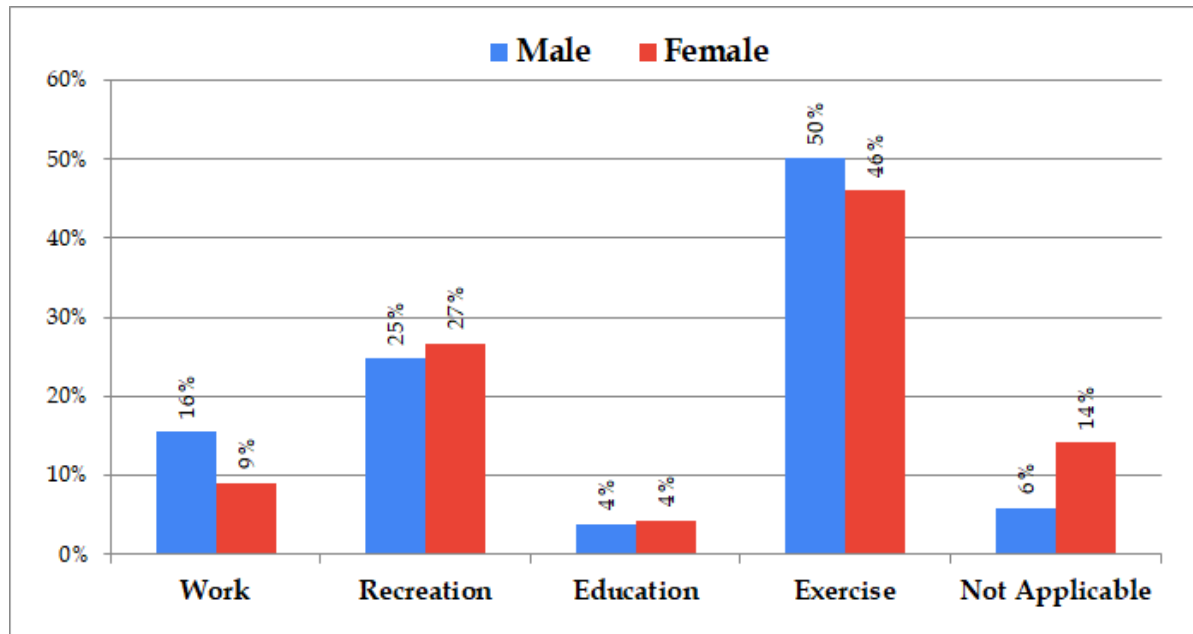
- ❑ Effective in Social Distancing
- ❑ Cost Effective
- ❑ Good for Health / Recreation
- ❑ In long term a Sustainable Solution

❑ Enhances Modal share of NMT

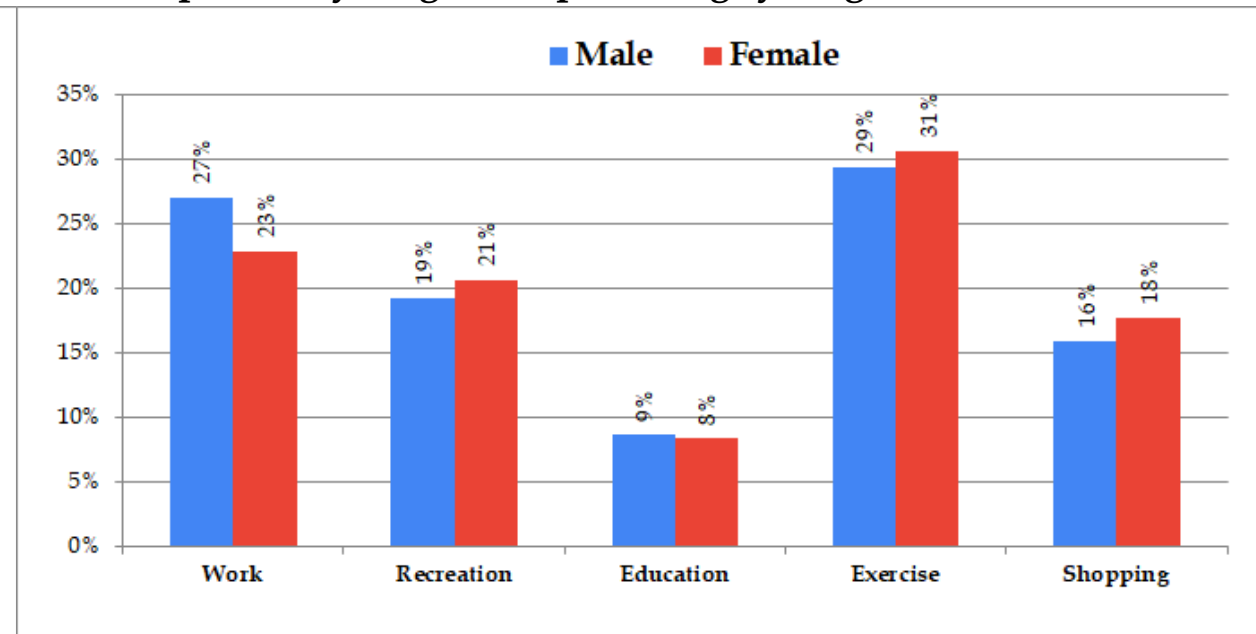


MAJOR FINDINGS FROM ONLINE PERCEPTION SURVEY (SAMPLES: 6307)

Purpose of cycling: Without providing cycling infrastructure



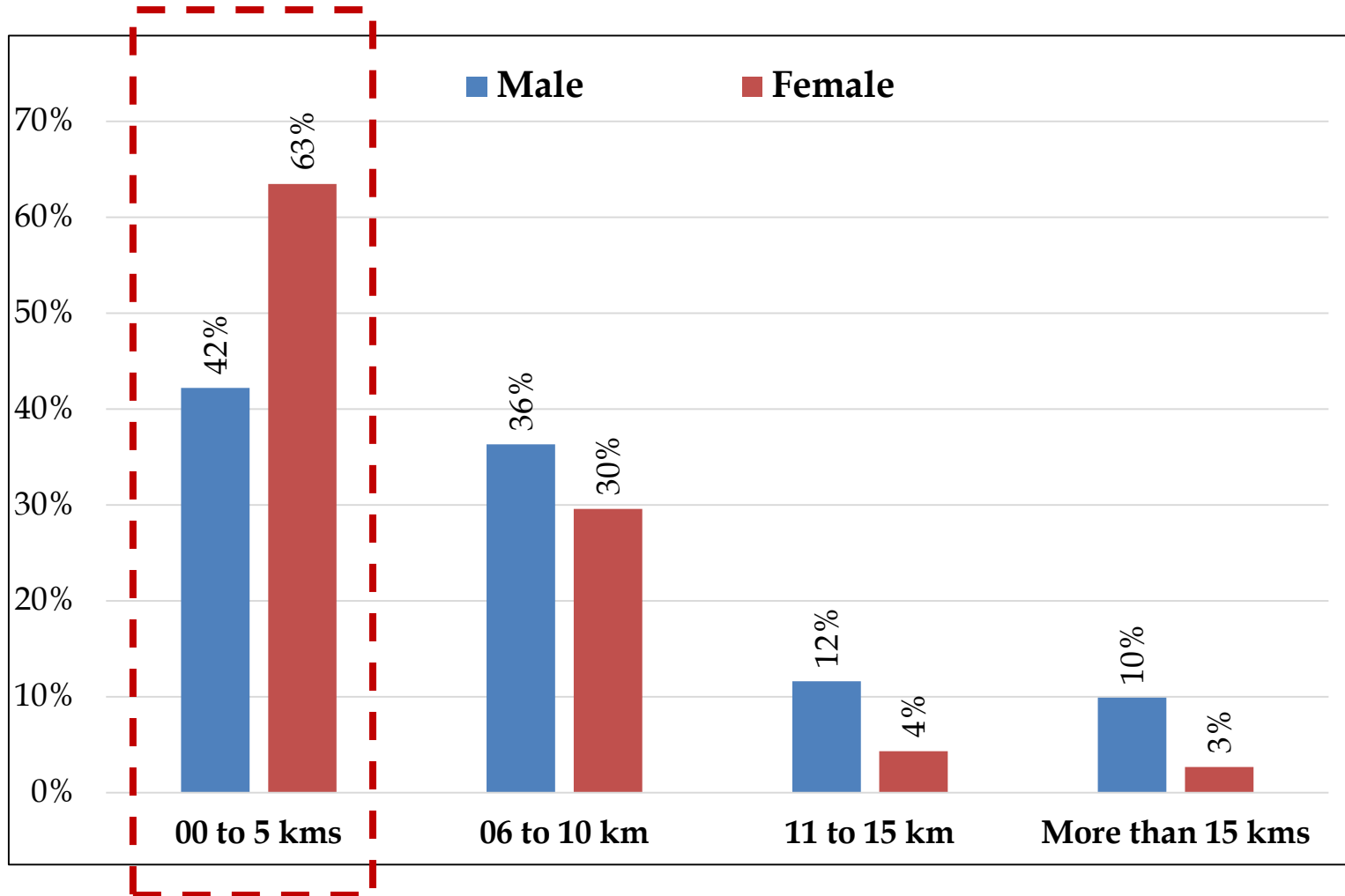
Purpose of cycling: With providing cycling infrastructure



- Cycling for Work purpose increased by ~10%
- Education purpose increased by ~5% after providing cycling infrastructure in city
- **Women** share has increased for cycling by providing cycling infrastructure

MAJOR FINDINGS FROM ONLINE PERCEPTION SURVEY (Cont...)

Travel preference of cyclist

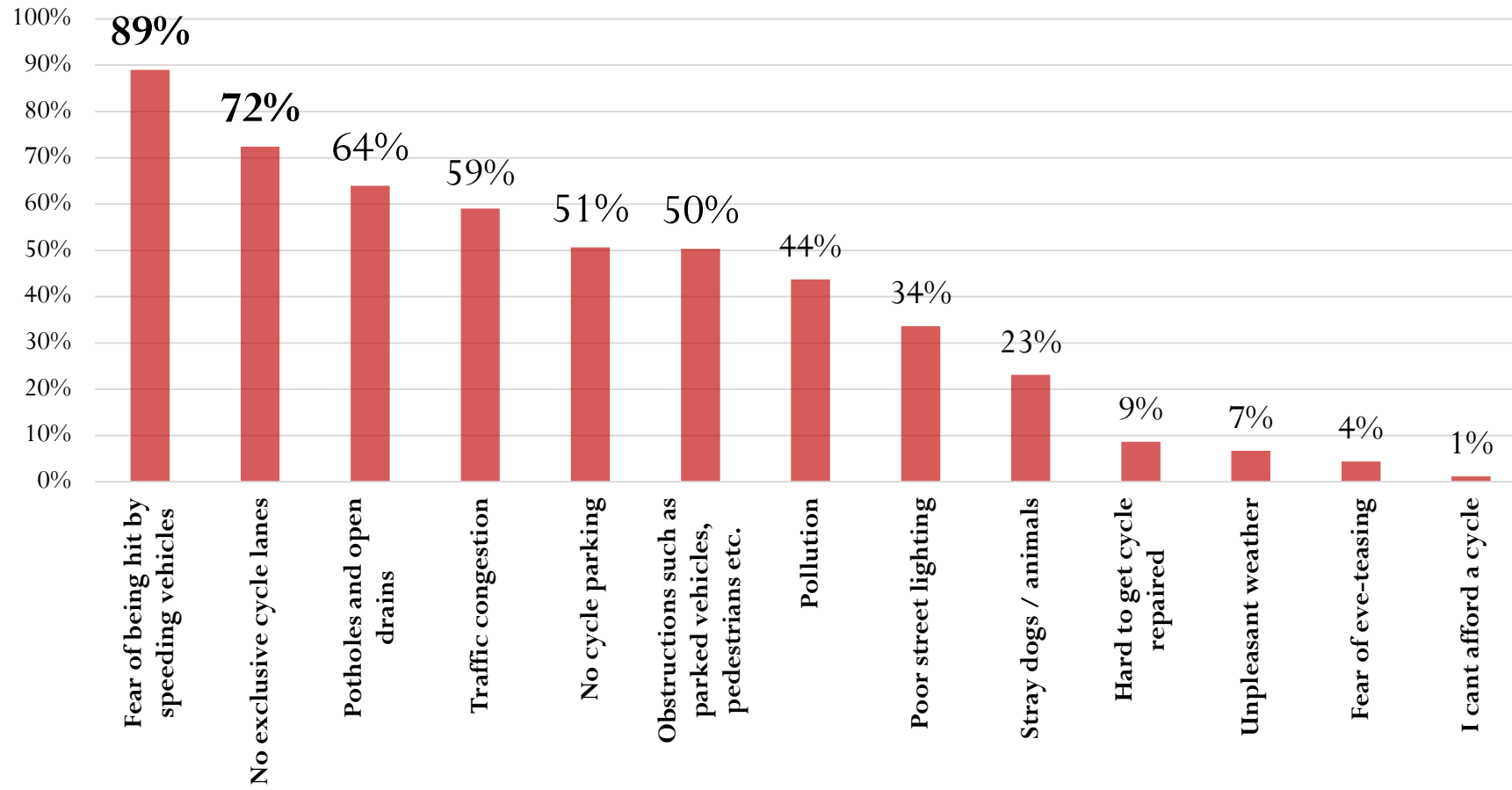


- 42 % Male and 63% Female respondents are interested to travel 0 to 5 km.

MAJOR FINDINGS FROM ONLINE PERCEPTION SURVEY

(Cont...)

Barriers to cycling in the city



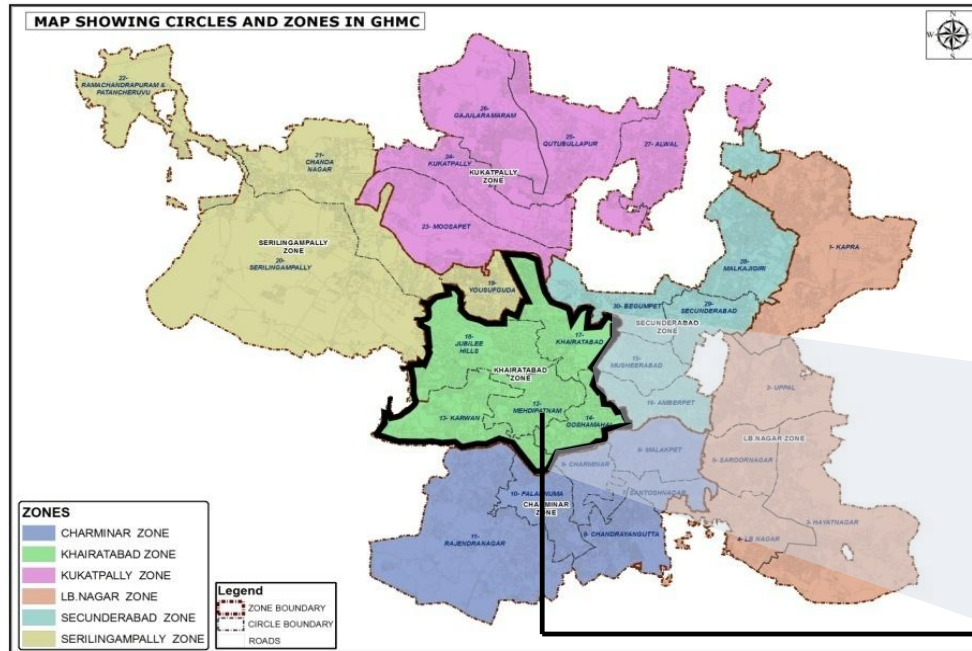
Top concerns by respondents

- Speeding vehicles
- No exclusive cycle lanes
- Potholes and open drains
- Traffic congestion
- Obstructions (parking etc.)
- No cycle parking

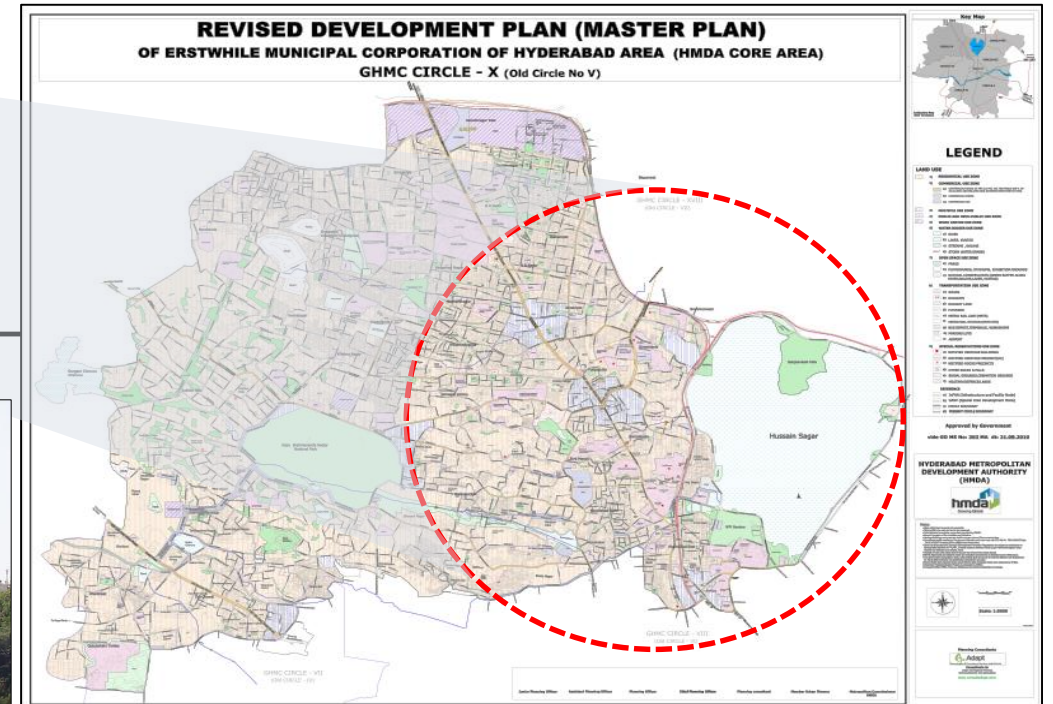
Potential interventions

- Segregated cycle tracks
- Traffic calmed streets
- Better riding surface
- Secure cycle parking

HUMTA INITIATIVES TO PROMOTE NMT IN HMA

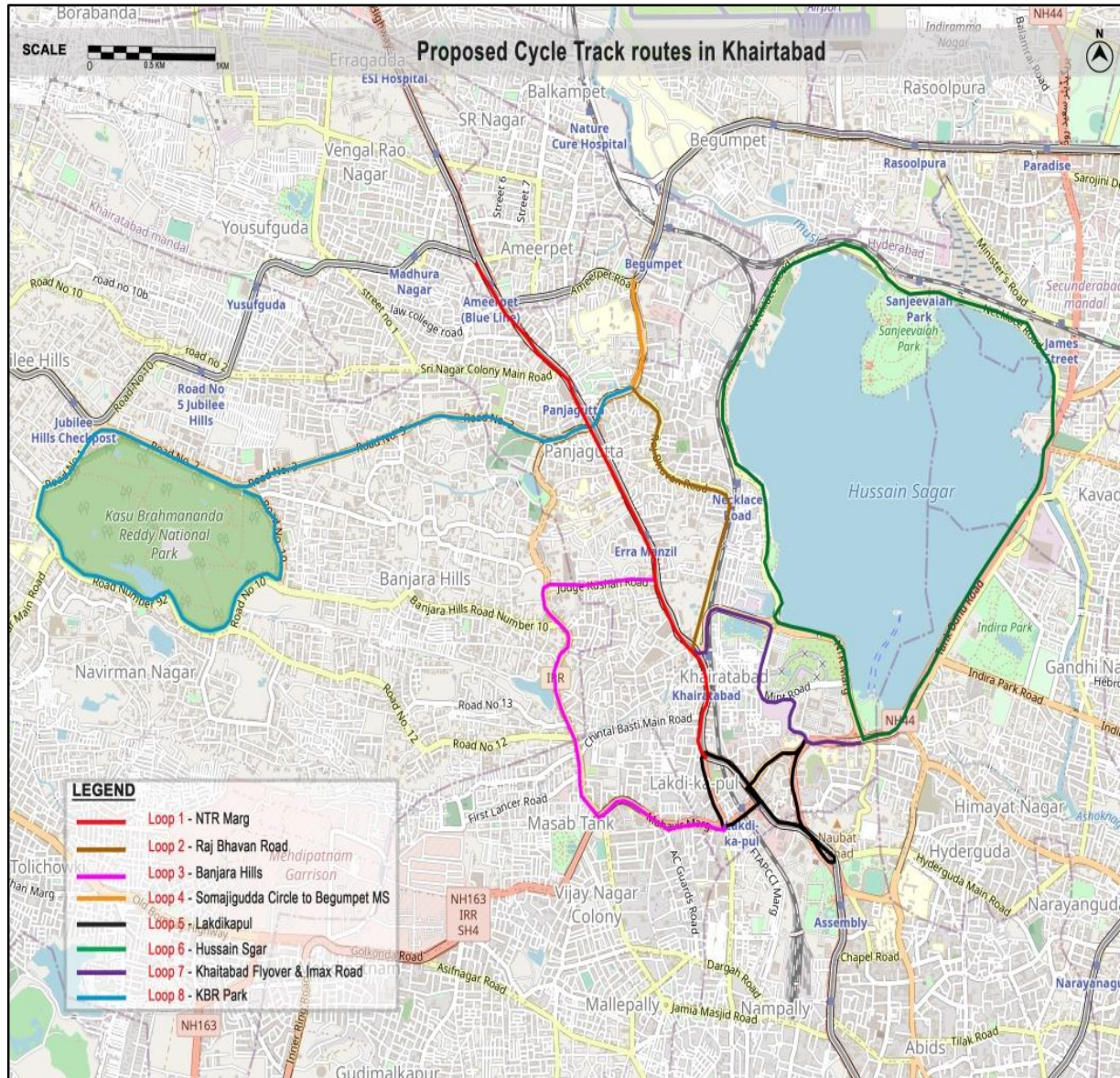


- India Cycles4Change Challenge - Initiative by MoHUA
- Hyderabad one among the 100+ cities in India



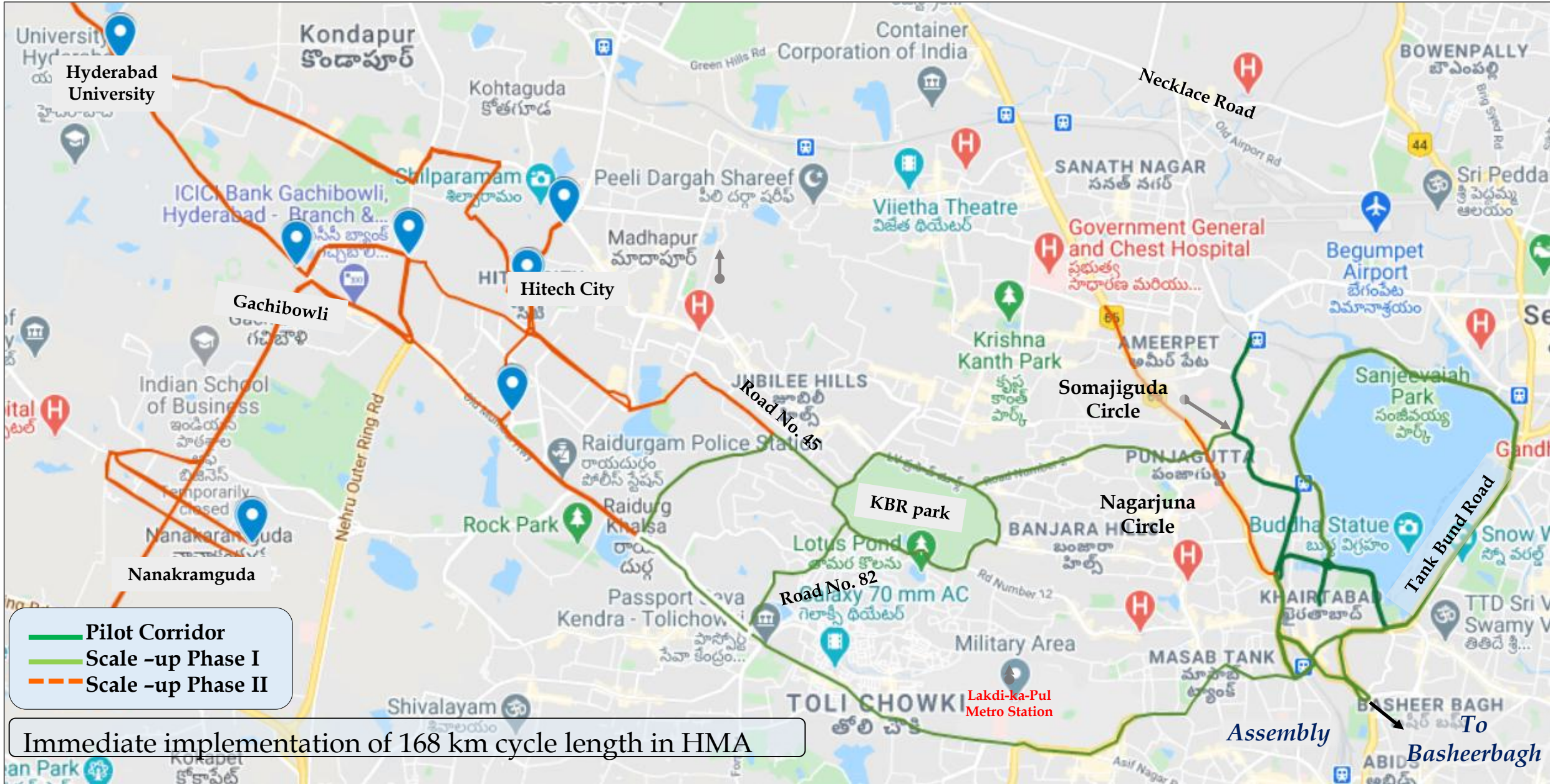
Khairatabad Zone

CYCLE TRACKS : PILOT PROJECT AREA - KHAIRATABAD



Track #	Track Name	Route Details	Length in Km
Track 1	Mumbai Highway (NH 65)	Swarna Jayanthi Complex - Khairatabad MS - GHMC central zone office	4.50
Track 2	Raj Bhavan Road	Khairatabad Jn. - Raj Bhavan road - Somajiguda circle - PVR Central Punjagutta	2.50
Track 3	Banjara Hills	Banjara Hills Main road - Inner Ring Road - Lakdikapul Bridge	3.50
Track 4	Somajiguda Circle to Begumpet MS	Somajiguda circle - Begumpet Metro Station	1.00
Track 5	Lakdikapul	Nirakari Satsang Bhavan - Iqbal Minar Circle - Ravindra Bharti X-Roads - Lakdikapul MS - Nirakari Satsang Bhavan	2.00
Track 6	Hussain Sagar Lake	Secunderabad Sailing Club - Sanjeevaiah Park - Necklace Road - NTR marg - Lumbini Park	6.50
Track 7	Khairatabad Flyover & IMAX Road	Khairatabad Jn. - Flyover - IMAX Road - Road No. 8 - Lumbini Park	2.50
Track 8	Towards KBR Park	Somajiguda Circle- Punjgutta Jn. - Nagarjuna Circle-KBR Main gate	8.60
		Total Length	31.50

SCALE UP PLANS in HMA







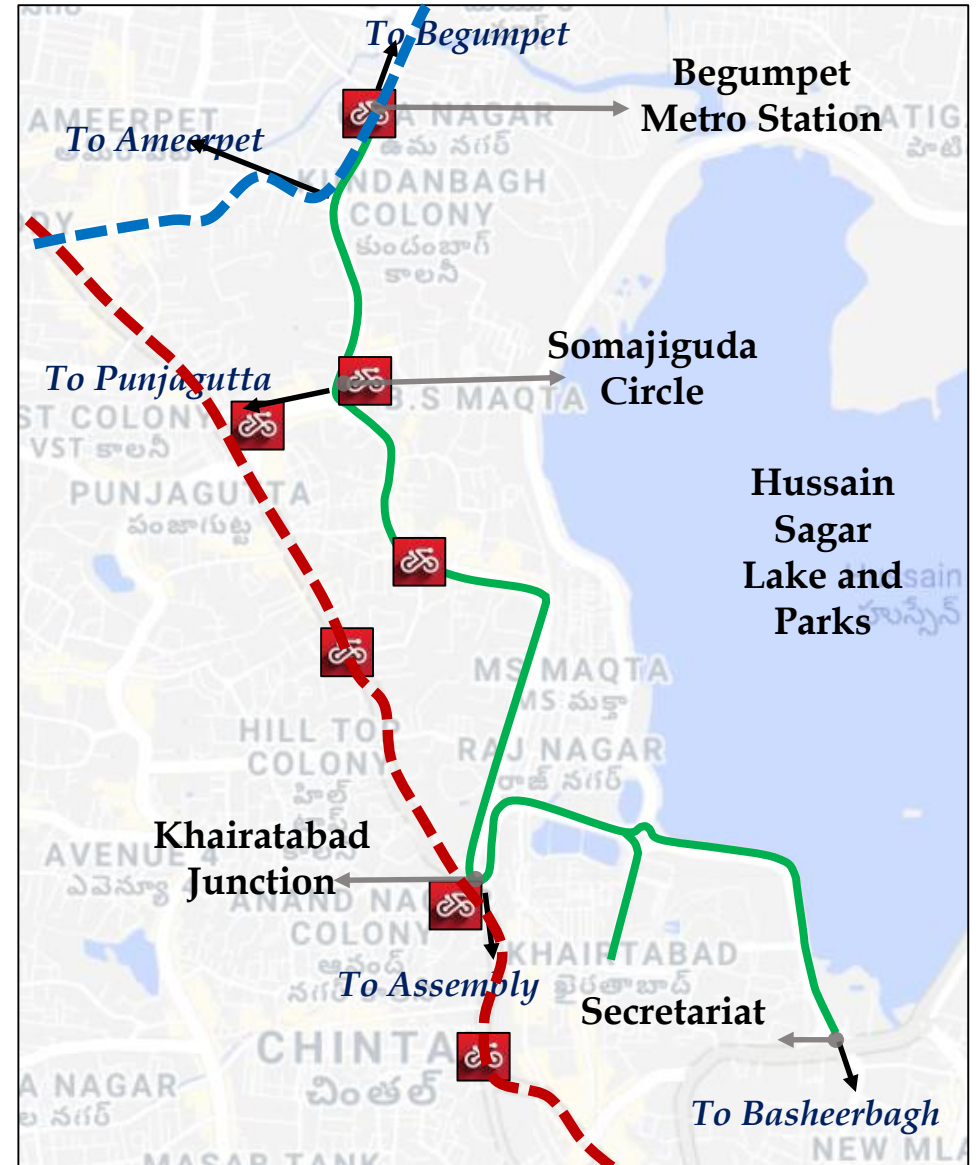
PILOT PROJECT CORRIDOR

Begumpet Metro Station to Secretariat via Raj Bhavan Road and NTR Marg - 5.8 km

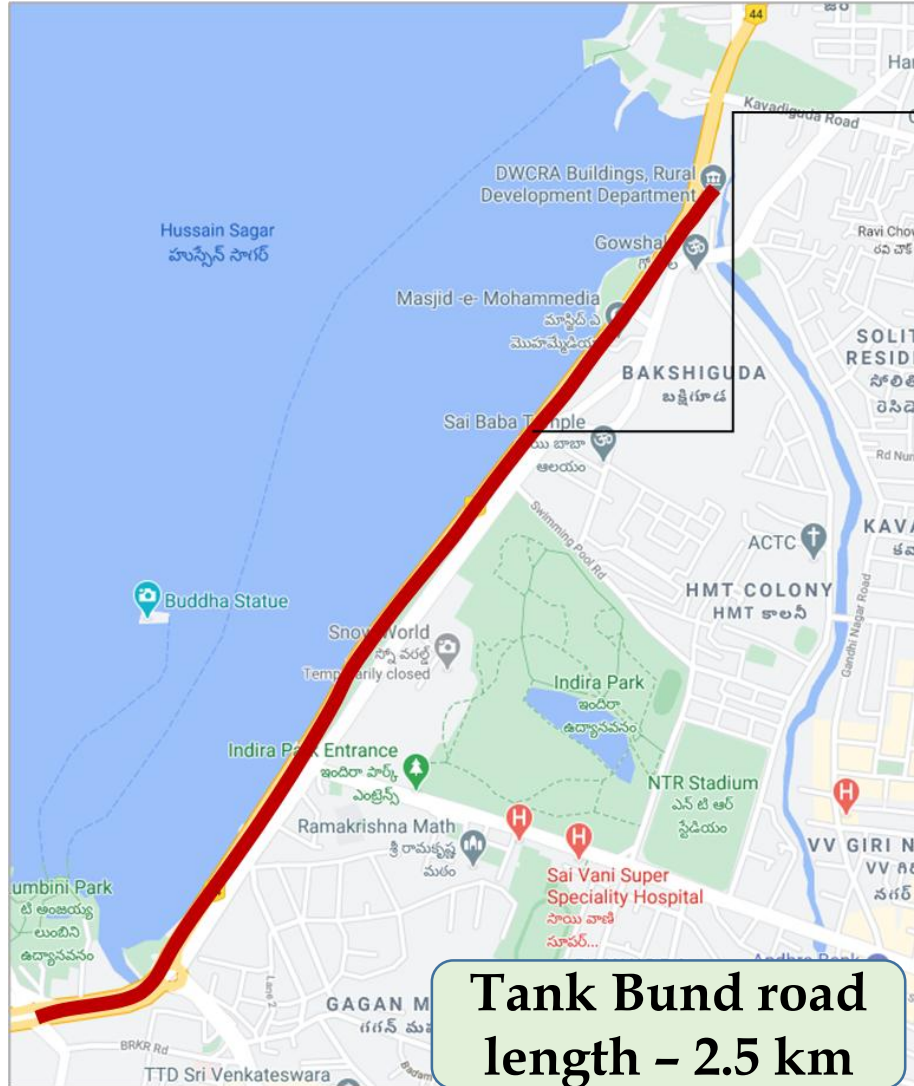
Serves as Last Mile Connectivity to Metro Stations - Blue Line and Red Line

Connects various Land Uses viz. Commercial and Administrative, Recreational Spaces to Neighborhoods

-  Pilot Corridor (5.8 km)
-  Smart bike docking stations
-  Metro Corridor Red Line
-  Metro Corridor Blue Line



TANK BUND ROAD



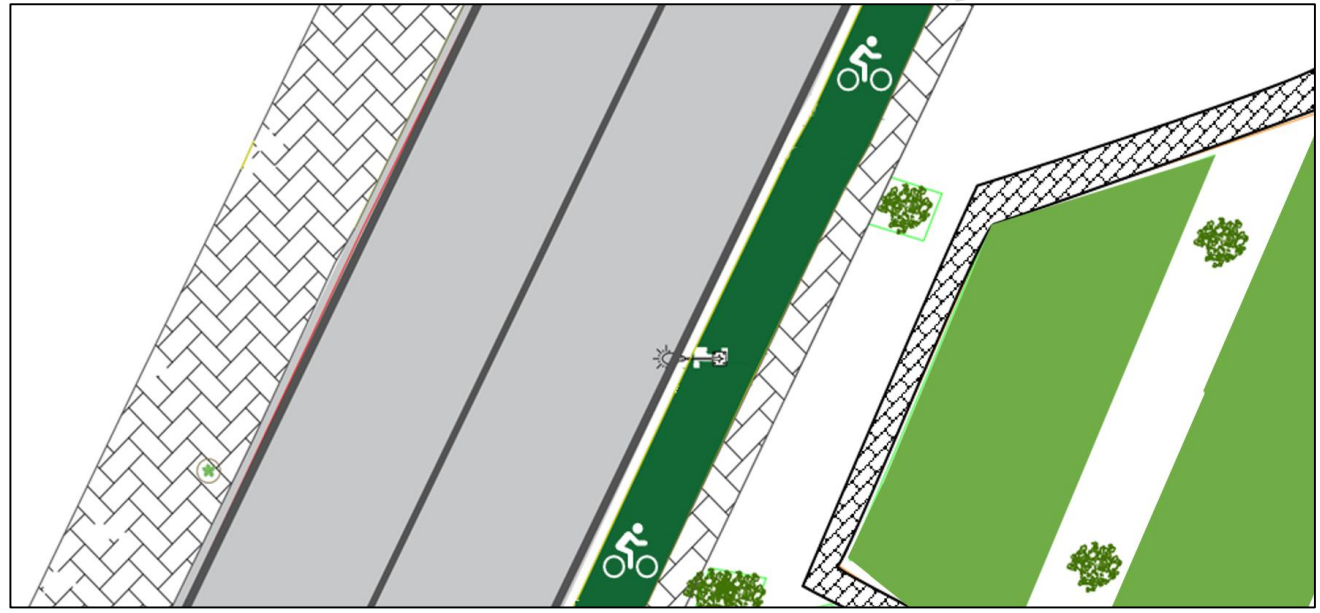
Satellite view at marked location



LHS: Footpath ~ 4m

- Currently Footpath along the Tank bund is approx. 4 m on both sides.
- Cycle track for both direction having 2.5 m is suggested along with the roadside Park.

RHS: Cycle Track - 2.5 m
Footpath - 1.5 m



Surveys and Campaign



HANDLE BAR SURVEY with
Cycle Enthusiasts



Campaigns along with
Traffic Police, Cycle
Enthusiasts and
Stakeholders



Stakeholder Consultations



ACTIONS TAKEN

- ❑ Traffic Survey
- ❑ Handle Bar Survey
- ❑ Stakeholder Consultations with Greater Hyderabad Municipal Corporation(GHMC) & Traffic Police
- ❑ Concept plans prepared – along with Signages, Road Markings and Cycle Docking Stations
- ❑ Cycle Repair Clinics
- ❑ Cycling Events & Community Engagement – Hospitals & Departmental Stores
- ❑ Junction Designs for cycle movements, Road Safety Audit and Traffic Simulation in Progress

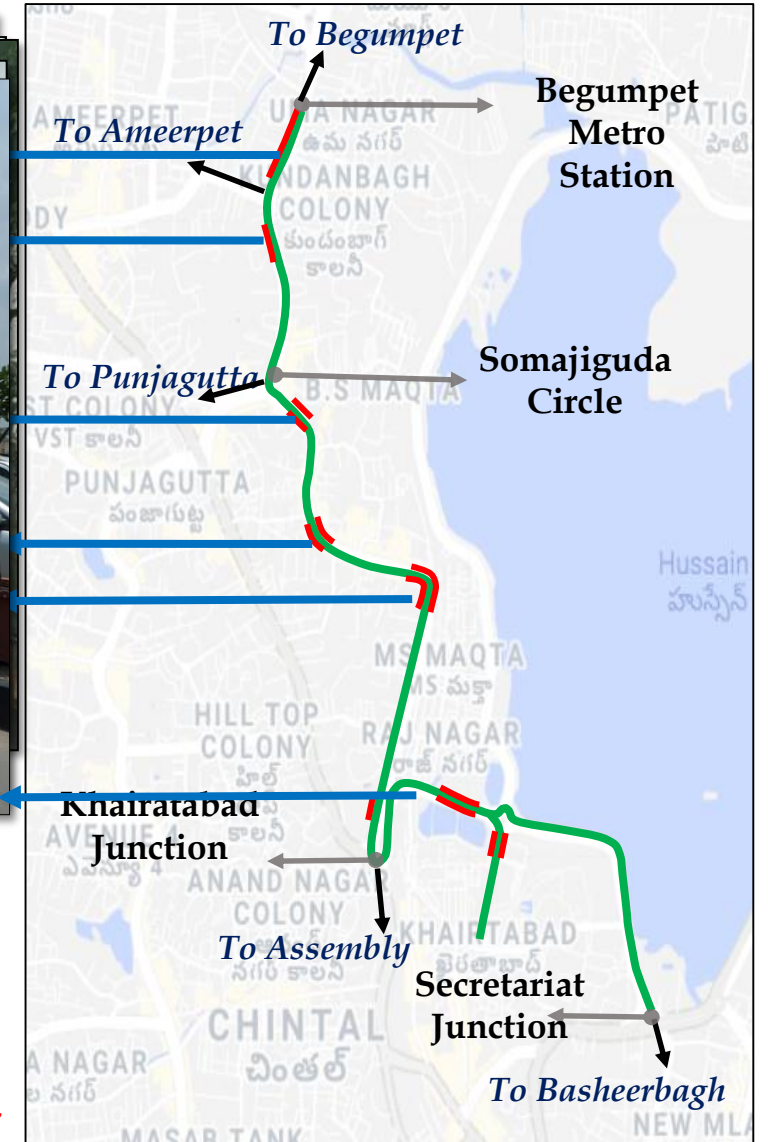


MAJOR BOTTLENECKS AROUND THE PILOT CORRIDOR

Pain points in Pilot corridor		
S.No.	Landmark	Total (in Km)
1	White house	0.170
2	Before CM Camp office	0.100
3	Near Kotak Bank	0.200
4	Before Yasodha Hospital	0.100
5	Yasodha Hospital	0.200
6	Park Plaza Junction	0.200
7	ASCI College	0.100
8	Khairatabad Flyover	1.100
9	Imax Road	0.200
Total Length of Pain Points (in Km)		2.370
Pilot Corridor Length (in Km) in one direction		5.800
Pilot Corridor Length (in Km) in both directions		11.600
Percentage of pain points in the Pilot corridor		20 %



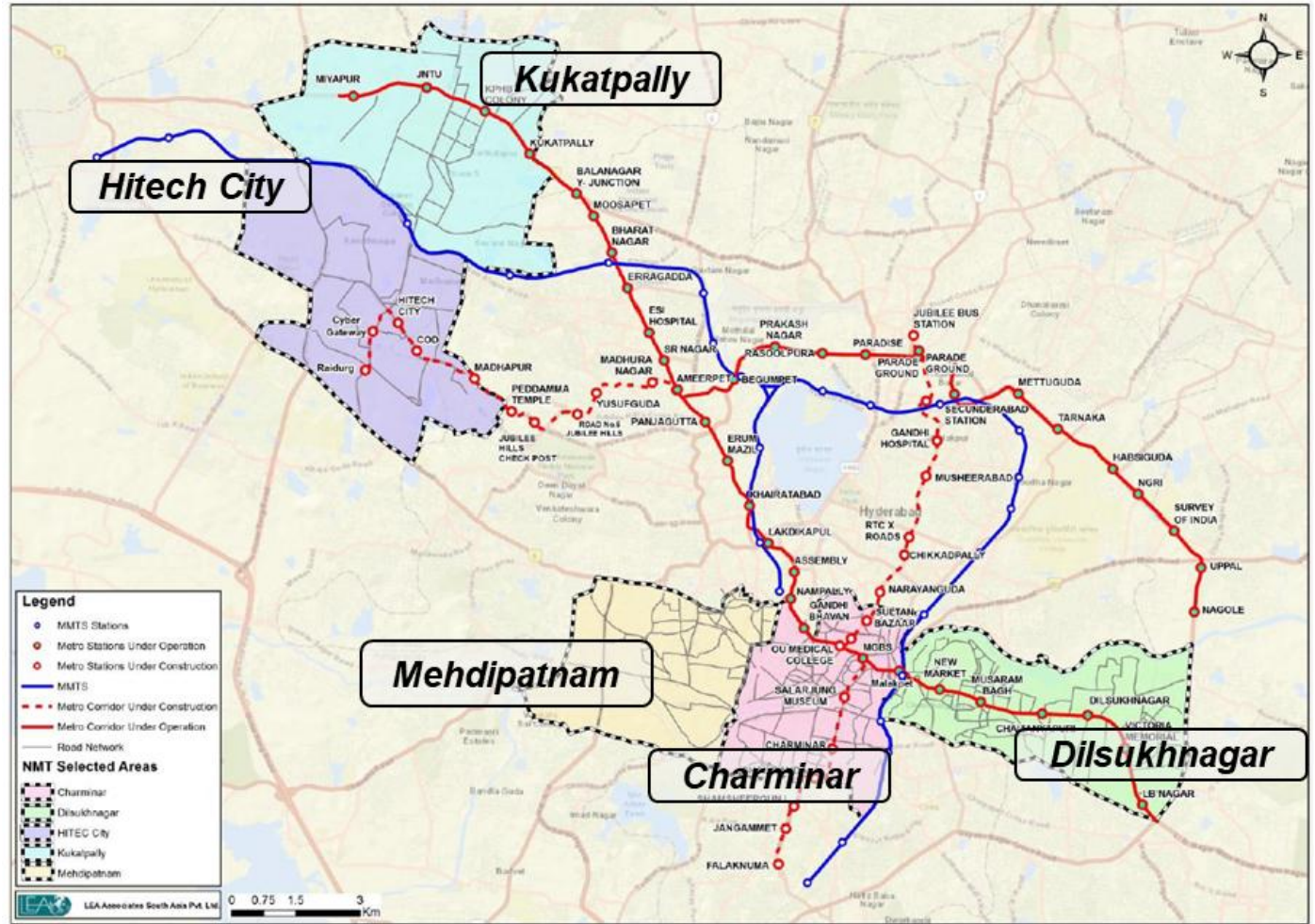
Location: Yasodha Hospital House
 Location: Khairatabad Flyover
 Concerns: 1. Carriageway Reduction
 2. No Street Parking
 3. No Pedestrian Facility



Corridor having Carriageway width less than 7 meters after leaving 1.5 meters for cycling Track

SCALE UP PLAN FOR NMT IN HMA

- 1 Kukatpally
- 2 Hi Tech City
- 3 Mehdiapatnam
- 4 Charminar
- 5 Dilsukhnagar



By 2031 – As Last Mile Connectivity 450 km in addition all major new corridors

NORTH-SOUTH MOBILITY CORRIDOR & CHARMINAR ACCESSIBILITY STUDY - NEW GENERATION TRAMWAY

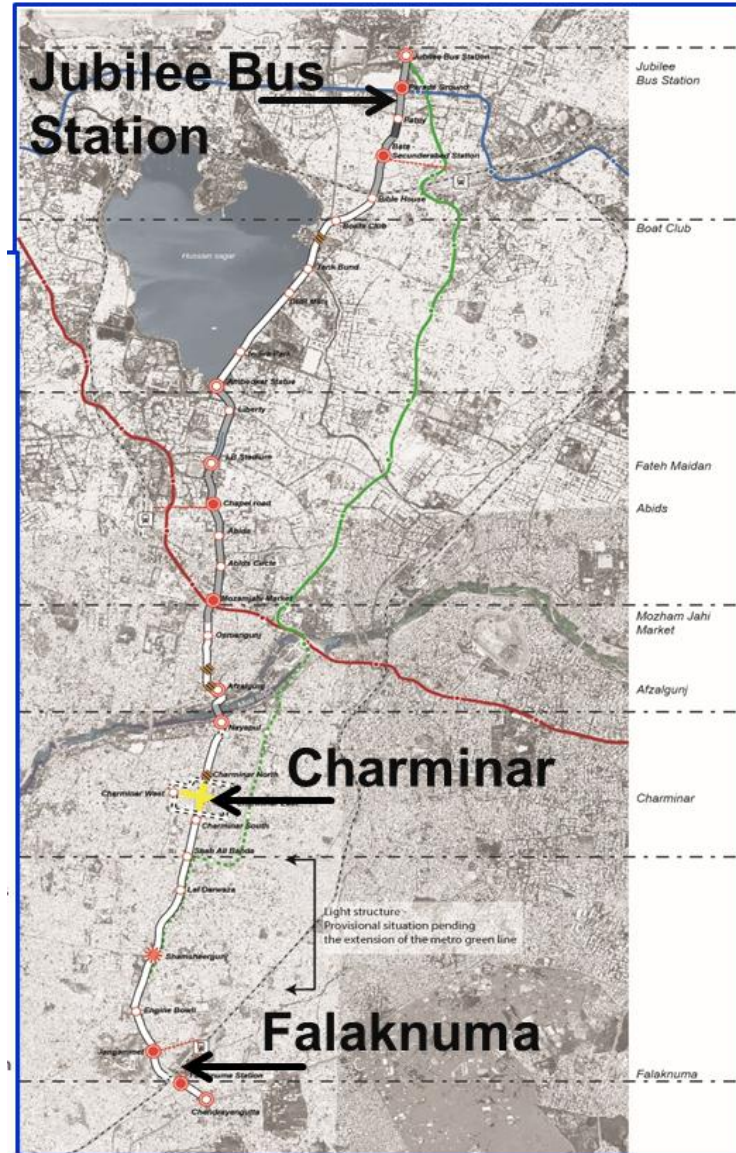


Before

Pathergatti Road



After



Before

Musi River - Bridge



After

MODAL SPLIT (2026, 2031 AND 2041)

❑ Passenger Travel Demand (daily Trips) Without & With NMT

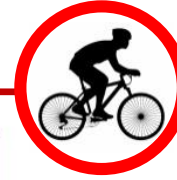
Year	MMTS		Bus		Metro/ Metrolite/ LRT		Car		2W		Auto		Taxi		Person Trips (lakhs/day)	
	Without NMT	With NMT	Without NMT	With NMT	Without NMT	With NMT	Without NMT	With NMT	Without NMT	With NMT	Without NMT	With NMT	Without NMT	With NMT	Without NMT	With NMT
2026	2.58%	2%	35.87%	24%	7.26%	5%	11.04%	7%	24.72%	17%	8.82%	6%	9.72%	7%	167	248
2031	2.56%	2%	31.94%	20%	14.49%	9%	3.06%	2%	27.50%	17%	9.12%	6%	11.34%	7%	203	325
2041	4.57%	3%	27.07%	15%	25.17%	14%	2.11%	1%	21.98%	12%	8.66%	5%	10.44%	6%	262	474

NMT initiatives is expected to increase the 28% NMT Mode Share in 2016 to

- ✓ 2026 - 33%,
- ✓ 2031 - 38%
- ✓ 2041 - 45%

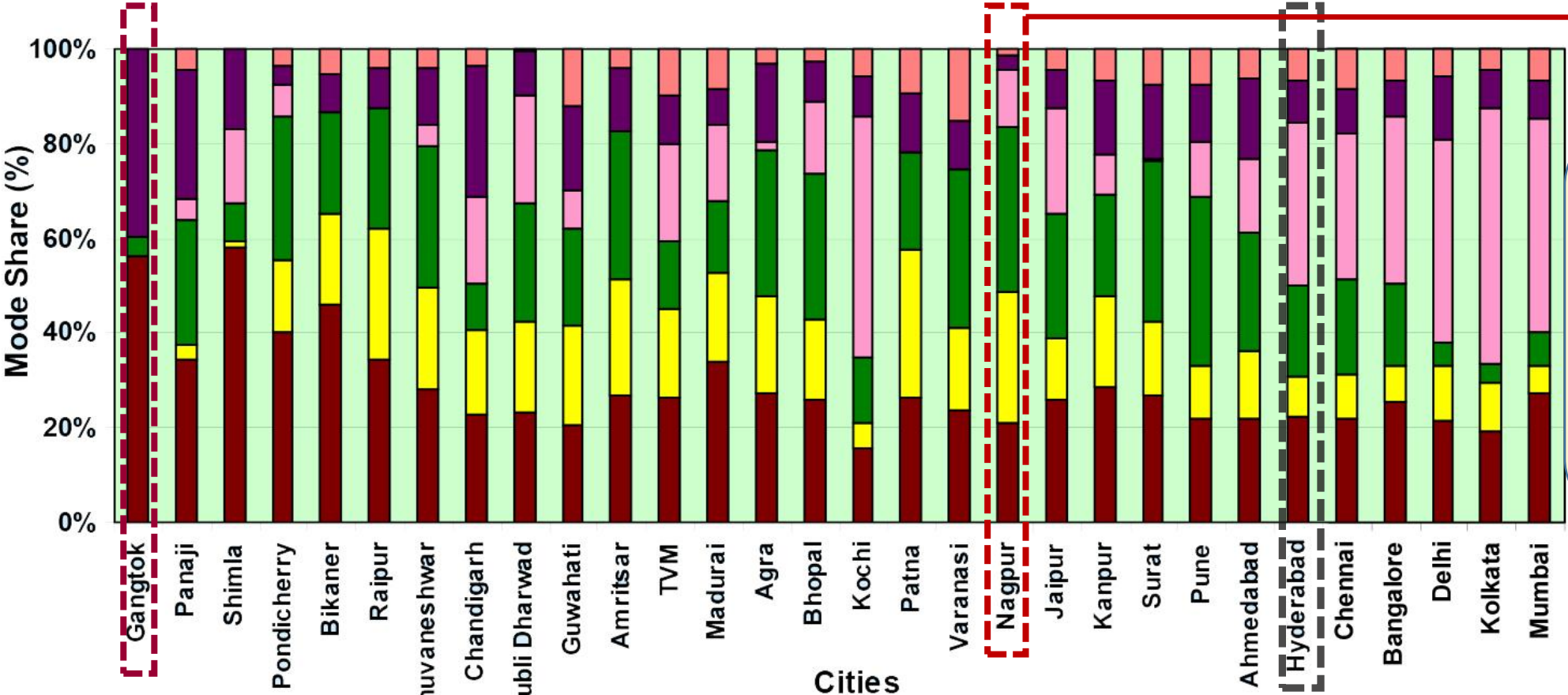
PUBLIC TRANSPORT and NON MOTORIZED TRANSPORT FACILITIES ARE COMPLIMENTARY

COMPARISON OF MODAL SHARE OF TRIPS IN 30 INDIAN CITIES



Nagpur - 28%

- 20 % to 60 % for NMT
- More than 1/3 in most cities
- Fair Share for NMT in Urban Space



Gangtok - 56%

Walk Cycle TW PT Car Auto Rickshaw

Source - Study of Traffic and Transportation Policies and Strategies in Urban India, MoHUA, 2008)

SUGGESTIONS

- ❑ Each State should have NMT policy.
- ❑ Create Institutional framework/ Task Force for NMT.
- ❑ Funding / Budgeting to be ensured.
- ❑ Master Plans to include adequate RoW & Pedestrian Zones / Plazas
- ❑ Separate Utility Corridors in upcoming areas.
- ❑ Awareness on Safety will promote NMT not only in post COVID scenario but in the long run.



SUGGESTIONS (CONT...)

- ❑ ToD area, Urban Nodes to be planned with NMT network plans and Last mile-First mile connectivity.
- ❑ NMT network plans in each Activity Hub as Last mile-First mile connectivity.
- ❑ Umbrella Agency like UMTA for standardization of the cross sections and to ensure implementation.
- ❑ Create Infrastructure for safe cycling and walking through **Integrated Planning.**
- ❑ **At least 15 to 20% RoW for NMT facilities.**





Acknowledgements:

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Thank You!

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