

**Presentation
On
Transport Infrastructure
Dhaka Structure Plan (2016-2035)**

**Md. Sirajul Islam
Chief Town Planner
RAJUK, Dhaka**

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Overview of Dhaka

Dhaka is the capital and largest city of Bangladesh. It lies along the east bank of the Buriganga River in the heart of the Bengal Delta. Dhaka is well known for its colorful history and rich cultural traditions with diverse religious and ethnic communities. Its fame attracted travelers from far and near throughout the ages. Today it has grown into a mega city. It is one of the world's most populated cities with a population of about 17 million and an area of 1624 sq. km. becoming the hub of the nation's industrial, commercial, cultural, educational and political activities. It is a major financial center of South Asia. It is also the 4th most densely populated city in the world with a population density of 9,874/sq. km.

DHAKA'S SPATIAL PLANNING INITIATIVES

Plan	Year	Total Area	Tenure
Dacca Master Plan	1959	830 sq. km	1960-1980
DMDP Structure Plan	1995	1528 sq. km	1995-2015
DMDP Urban Area Plan	1995	Existing & Immediate Potential Urban Areas	1995-2005
DMDP Detailed Area Plan	2010	1528 sq. km	2010-2015
Dhaka Structure Plan (Dhaka Metropolitan Region)	2015	1624 sq. km	2016-2035
Revised Dhaka Detailed Area Plan	Ongoing	1624 sq. km	2016-2035

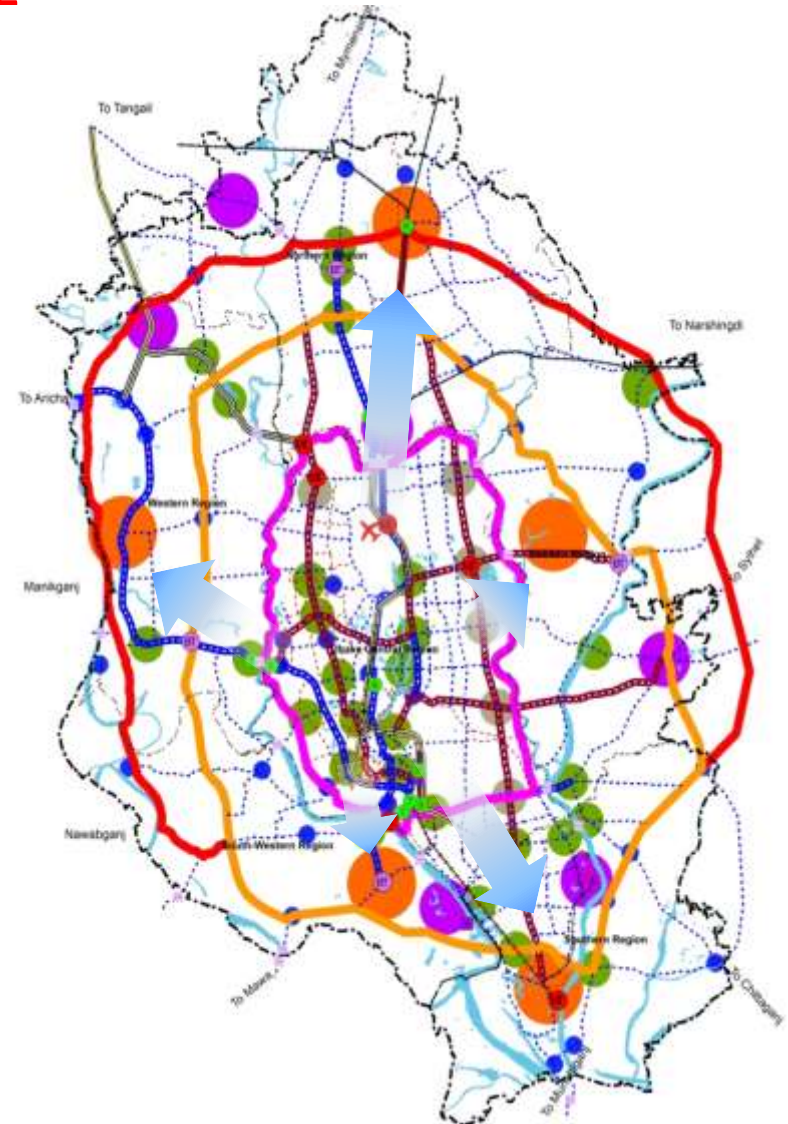
THE CORE IDEA OF DHAKA STRUCTURE PLAN (2016-2035)

The main theme of the proposed concept is to ***diffuse the major functions*** performed by the central city and ***redistributing it to different urban centres*** within its metropolitan territory. This will help create a ***hierarchical framework of different magnitudes of centres*** providing corresponding levels of services and employment opportunities.

■ Key Features

Change in the urban structure/spatial development pattern:

- From concentric to poly-centric structure
- Transit oriented

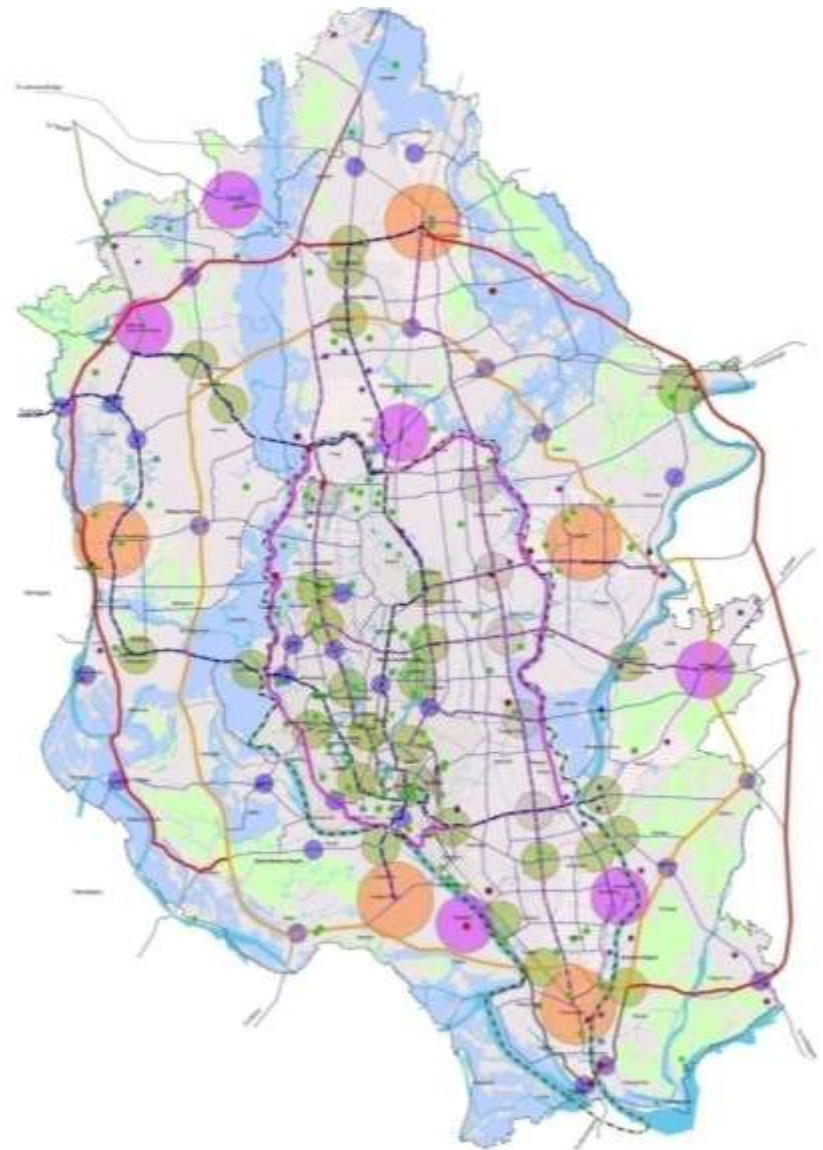


SPATIAL DEVELOPMENT STRATEGY

▪ Functional Land Use Zones within the Planning Territory

Area Type	Location	Nature	Future Growth
Central Urban Area	Dhaka CC North and South	Established urban area (urban LG unit boundary)	Urban Development Promoted
Outer Urban Area	Narayanganj CC, Gazipur (Old Pouroshava), Tongi (Old Pouroshava), Savar, Tarabo, Pouroshava etc.	Established urban area (urban LG unit boundary)	
Growth Management Area	Rest of the DMR area other than the previous two and the conservation and agriculture areas	Mainly developing areas where land is being transformed from rural uses like agriculture to urban uses e.g. residence, commerce, industry etc.	
Conservation Area	Flood flow zones, Water Retention Area, National & regional parks, Forest Area, large scale heritage sites;	Environmentally sensitive areas that need protection	Urban Development Restricted
Agriculture Area	Agricultural zone	Prime agriculture lands	

DHAKA STRUCTURE PLAN 2016-2035



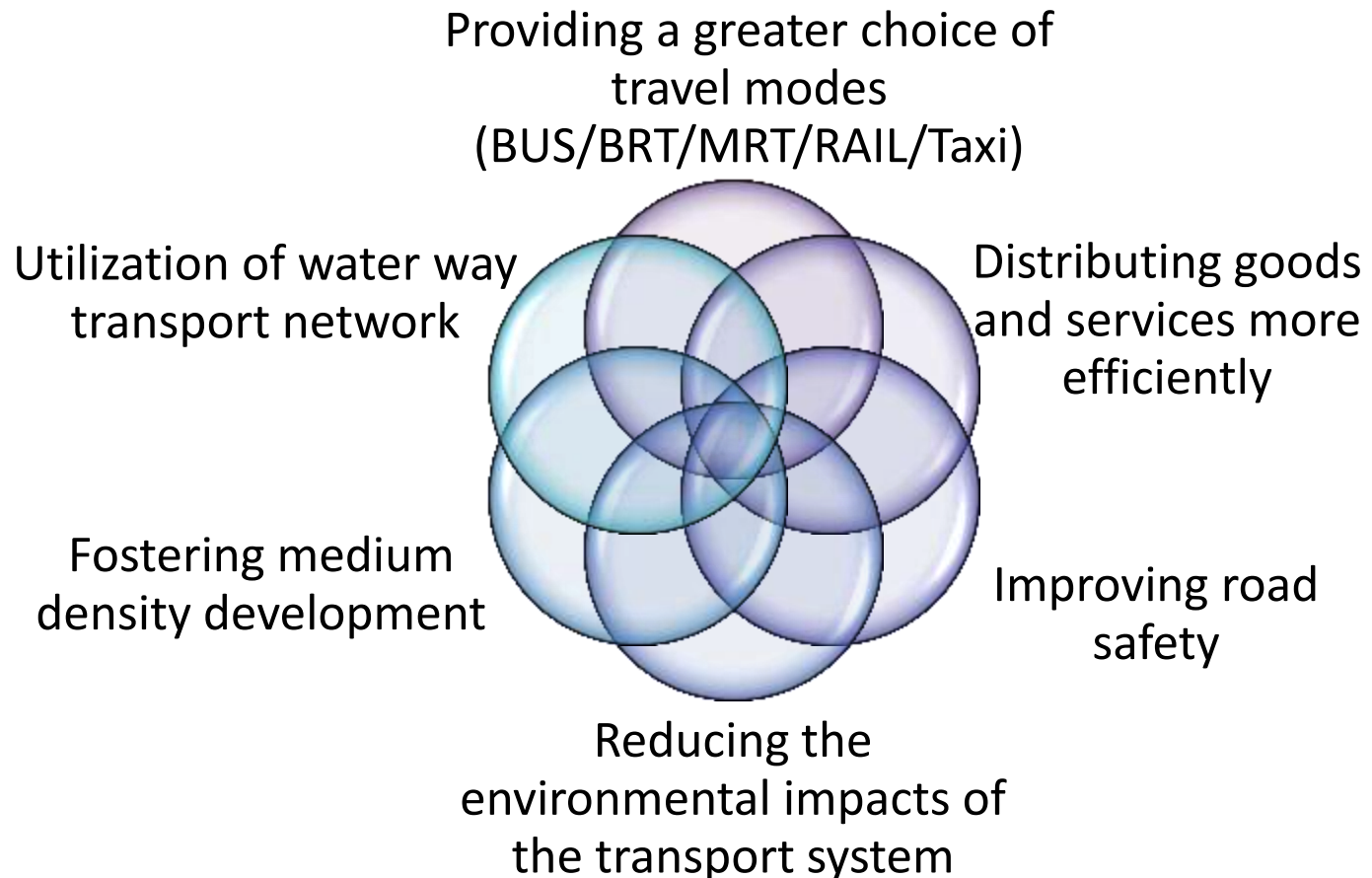
KEY SECTORS (Dhaka Structure Plan (2016-2035))

10 (Ten) key urban sectors have been addressed

- 1. LAND USE AND DEVELOPMENT MANAGEMENT**
- 2. TRANSPORTATION**
- 3. HOUSING**
- 4. ECONOMY AND EMPLOYMENT**
- 5. PUBLIC SERVICES**
- 6. ENVIRONMENT AND ECOLOGY**
- 7. OPEN SPACE**
- 8. URBAN DESIGN**
- 9. DISASTER**
- 10. IMPLEMENTATION AND GOVERNANCE**

TRANSPORTATION GOAL

- **SAFE, AFFORDABLE, SUSTAINABLE AND CONNECTED COMMUNITIES**



OBJECTIVE- TRANS 01:

TO PREPARE LONG TERM TRANSPORT NETWORK PLAN

The main objective of the strategy is to establish a long term major (Mainly primary and secondary) road network for the Dhaka Metropolitan region which will effectively serve the needs of the growing urban concentrations, by providing improved access to the main urban itself and linkage to areas with potential for growth.

Policy-Trans/1.1: Enhancing the Linkage between Land Use and Transport Network

Policy-Trans/1.2: Construction of Ring Road

Policy-Trans/1.3: Incremental Road Network Development

Policy-TRANS/1.4: Establishment of Hierarchy of Roads

Policy-Trans/1.5: Encourage Development of Sidewalk and Bicycle Route for Both Mobility and Recreation Purposes.

OBJECTIVE- TRANS 02:

TO MAKE PUBLIC TRANSPORT EFFICIENT AND SUSTAINABLE

Public transportation is the means of reducing traffic congestion, providing an economic boost to the areas of job relocation, and most importantly, contributing to a green environment by reducing carbon dioxide (CO₂) emissions. Social balance is also maintained by providing efficient and effective public transport because low income cannot afford to own and operate private car.

Policy-TRANS/2.1: Introduction of Urban Mass Transit (BRT and MRT)

Policy-TRANS/2.2: Promote Improved Bus Transport System, Network Restructuring and Route Franchising

Policy-TRANS/2.3: Integration of Waterway Transport with Bus Network.

Policy-TRANS/2.4: Introduction of Commuter Trains.

Policy-trans/2.5: Introduction of Efficient and Affordable Taxi Cab Service

OBJECTIVE- TRANS 03:

TO ENSURE EFFECTIVE TRAFFIC MANAGEMENT

Traffic management measures are necessary to optimize the existing infrastructure to improve flow capacities and to be more responsive to traffic demand at different times of the day.

Policy-TRANS/3.1: Integration of Travel Demand Management (TDM) in Planning Process

Policy-TRANS/3.2: Management of Rickshaw-based Transport (Rickshaw, Rickshaw-van, Carts etc.)

Policy-TRANS/3.3: Ensure Parking and Management for RAJUK Area

Ensure Traffic Impact Assessment (TIA) for Large Scale PhysPolicy-TRANS/3.4: ical Development Projects

Policy-Trans/3.5: Ensure the Road Facilities Fit for the Future

Policy-Trans/3.6: Bringing Reduction in Fatalities and Serious Injuries on Roads

Policy-Trans/3.7: Tackle Traffic Congestion Introducing Advanced Technologies

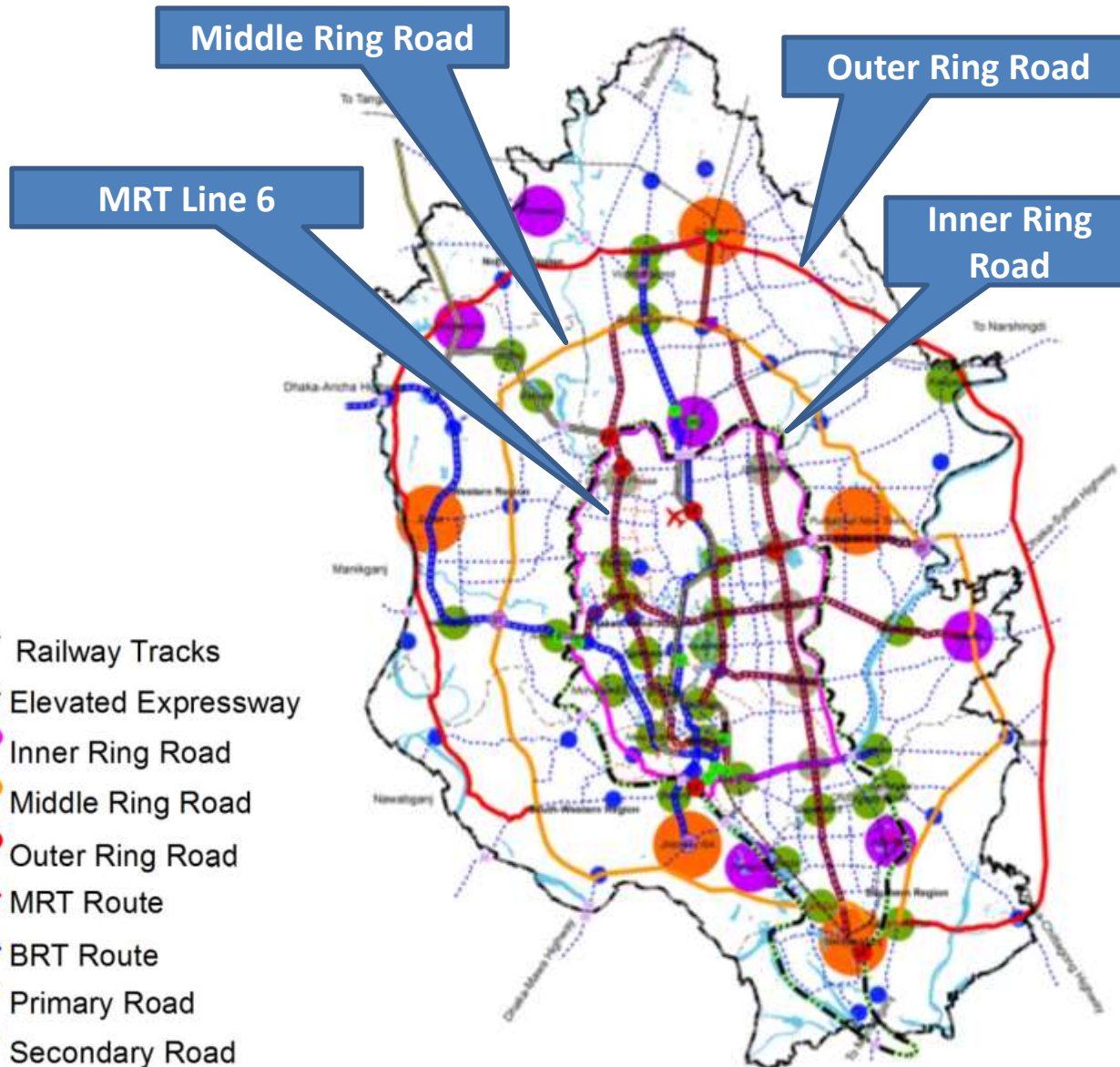
Transport Infrastructures

NETWORK PLAN MAP

Urban Centers

-  Regional Center
-  Sub Regional Center
-  Potential Sub Regional Center
-  Specialized Center
-  Local/Community Centre

-  Railway Tracks
-  Elevated Expressway
-  Inner Ring Road
-  Middle Ring Road
-  Outer Ring Road
-  MRT Route
-  BRT Route
-  Primary Road
-  Secondary Road



Tentative Infrastructure Cost

Proposed Infrastructure	Unit (Length / No.)	Tentative Cost (in Million US\$) ¹	Construction Phase
Three Ring Roads	273 Km	2,000	All Phase
I. Inner Ring Road	69 Km		Phase I
II. Middle Ring Road	110 Km		Phase I & II
III. Outer Ring Road	94 Km		Phase III
Primary Roads	761 Km	900	All Phase
Secondary Roads	121 Km	2,500	All Phase (Incremental)
Elevated Expressway (3 no.)	57 Km	4,000	Phase I and III
MRT	5 nos.	15,000	All Phase (Incremental)
BRT	3 nos.	1,500	All Phase (Incremental)
Bus Network ²		700	Phase I - II
Circular waterway - Phase II	40 km	100	Phase I - II
Commuter Railway Expansion	70 Km	2,100	Phase I - II
Bus Terminal (XXX units)	3 nos.	300	All Phase (Incremental)
Truck Terminal (XXX units)	3 nos.	150	All Phase (Incremental)
Inland Container Depot (Railway)	1 no.	500	Phase II
New Airport	1 no.	8,000	Phase IV
Multimodal Terminal	5 nos.	100	All Phase (Incremental)
Multistoried Parking	10 nos.	100	All Phase (Incremental)
TOTAL		37,950	

Incremental Road Network Development

Phase-I: 2016-2021

- **Purbachal Road** will provide regional east-west connectivity from Kuril and airport area to Purbachal new town, Bhulta and Narsingdi area thus providing new link to Dhaka-Sylhet highway and Dhaka-Chittagong highway.
- Extension of **Madani Avenue** will provide new east-west connectivity from Gulshan to newly developing Eastern fringe area and will continue to link with Dhaka-Sylhet highway at Bhulta in future.
- **Moghbazar-Mouchak Flyover** will improve smooth movement of motorized traffic over railway crossings in that area.
- **Jatrabari Road** will be widened to eight lanes upto Kanchpur Bridge to accommodate the busiest corridor of Dhaka-Chittagong highway.
- The **new additional four-lane Kanchpur and Meghna Bridge** will increase highway capacity three times of Dhaka-Chittagong highway between Jatrabari and Daudkandi.
- The **Third Shitalakhya Bridge** will provide new connectivity between Munshiganj, Narayanganj and Chittagong region.

Incremental Road Network Development (cont.)

Phase-I: 2016-2021

- **Bus Rapid Transit** (BRT Line 3 additional) project will be introduced from Gazipur to Airport and will become the first mass transit system of the country.
- **Mass Rapid Transit** (MRT Line 6) project will be introduced from Uttara and Mirpur to Motijheel and will also be the first rail-based mass rapid transit system of the country.
- The **Wholesale Market at KawranBazar** will be shifted to **Mohakhali** and **three new wholesale markets under construction at Mirpur (Gabtali), Jatrabari and Lalbag.**
- **Dhaka Elevated Expressway** (PPP) will provide grade-separated access within Dhaka city for motorized traffic from Jatrabari to Airport.
- **Dhaka Bypass** (PPP) will be widened to four lane under PPP and provide access-controlled travel from Madanpur to Gazipur.
- **Joydebpur to Elenga Highway** will be widened to four lanes to provide better access from Dhaka and Gazipur to Northwest part of the country.
- Development of Western Bypass from Mawa Road to Dhaka Bypass (part of proposed Middle Ring Road);

Incremental Road Network Development (cont.)

Phase-I: 2016-2021

- Construction of part of Middle Road from Mawa Road (Abdullahpur) to Chittagang Road via Fatullah and Kadam Rashul;
- Development of Eastern Bypass (Narayanganj to Gazipur);
- Construction of Road from Tongi to Signboard;
- Construction of Road from Sonargaon to Mohakhali along Rail line;
- Construction of Inner Ring Road
- **Construction of North-South Road** from Mirpur-12 to Masterbari Bus Stop point of Dhaka-Mymensingh Road via utara 3rd Phase, Sataish, Gacha, and Naujor
- Construction of Narayanganj Bypass from Fatullah via kaylarchat and Kadam Rashul to Proposed Middle Ring Road (Nabiganj Bus Stop Point)

Phase-II: 2021-2026

- Construction of 2nd Part of Middle Ring Road from Ashulia to Dhaka Bypass near Nawjor of Gazipur;

Phase-III: 2026 to beyond

- Construction of Outer Ring Road

THANK YOU