Possibilities Of Non-Motorised Transportation (NMT)- A Case Study For Mumbai Metropolitan Region (MMR)

INTRODUCTION

Non-Motorised Transportation (also known as active transportation and human powered transportation) includes walking and bicycling, and variants such as small-wheeled transport (cycle rickshaws, skates, skateboards, push scooters and hand carts) and wheelchair travel. These modes provide both recreation and transportation, and are especially important for short trips up to 7 kms, which take up the largest share of trips in urban areas.

The potential of non-motorised transport modes to contribute to the urban quality of life is increasingly being recognized and is being successfully applied in some of the developed countries. Developing countries are also looking for ways to reduce congestion and pollution by considering Non-Motorised transportation (NMT) system.

WHY NMT?

- low cost infrastructure
- higher user safety
- environmental friendly
- low cost for users
- healthy for users
- low cost vehicles
- reduces green house gases emission

PROBLEMS WITH PREVIOUS NMT PROJECTS
Three years after the Mumbai Metropolitan Region Development Authority (MMRDA) spent big bucks and inaugurated the cycling track at Bandra-Kurla Complex (BKC), the agency is now preparing to dismantle a portion of it to make way for a dedicated bus lane.

The project, which cost a whopping Rs.6.48 crore, has been a complete failure with hardly anyone using the path for cycling. The 1.5-km patch of the southbound lane will now be taken apart for another project. Confirming the same, Metropolitan Commissioner UPS Madan said, “We have plans to start a dedicated bus lane service from MTNL junction in BKC up to Kalanagar signal. For that, we may have to remove the portion of the track on BKC Road.”

A senior MMRDA official confessed on the condition that he would not be named, “It was a wrong decision to construct a cycling track in BKC. It wasn’t required at all, since people here hardly use bicycles.” The project was the brainchild of then Additional Metropolitan Commissioner SVR Srinivas; he is now additional municipal commissioner at the BMC.

**SELECTION OF STUDY AREA**

MMR is considered as study area, under MMR we are selecting MIRA-BHYANDER and AIROLI.

We have considered the following factors while selecting the area of study:

- Availability of road space
- Traffic volume
- Traffic average speed
- Trip distance and its origin and destination point
- Willingness to adopt the facility
RECOMMENDATION

- Proper preliminary and detailed survey
- Proper communication between user platform and design team
- Proper planning and adaption from previous successful projects
- Case study of previous failed projects
- No trail and error method should be implemented
- Study of requirement of the project

CONCLUSION

By considering the various factors we come to the conclusion that there is increasing need of NMT in the developing countries. Hence need of project should be considered and proper planning and survey should be done.
REFERENCES

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- NMT- http://www.climatetechwiki.org/technology/nmt