

RETHINKING URBAN SPACES DHAKA AND BEYOND



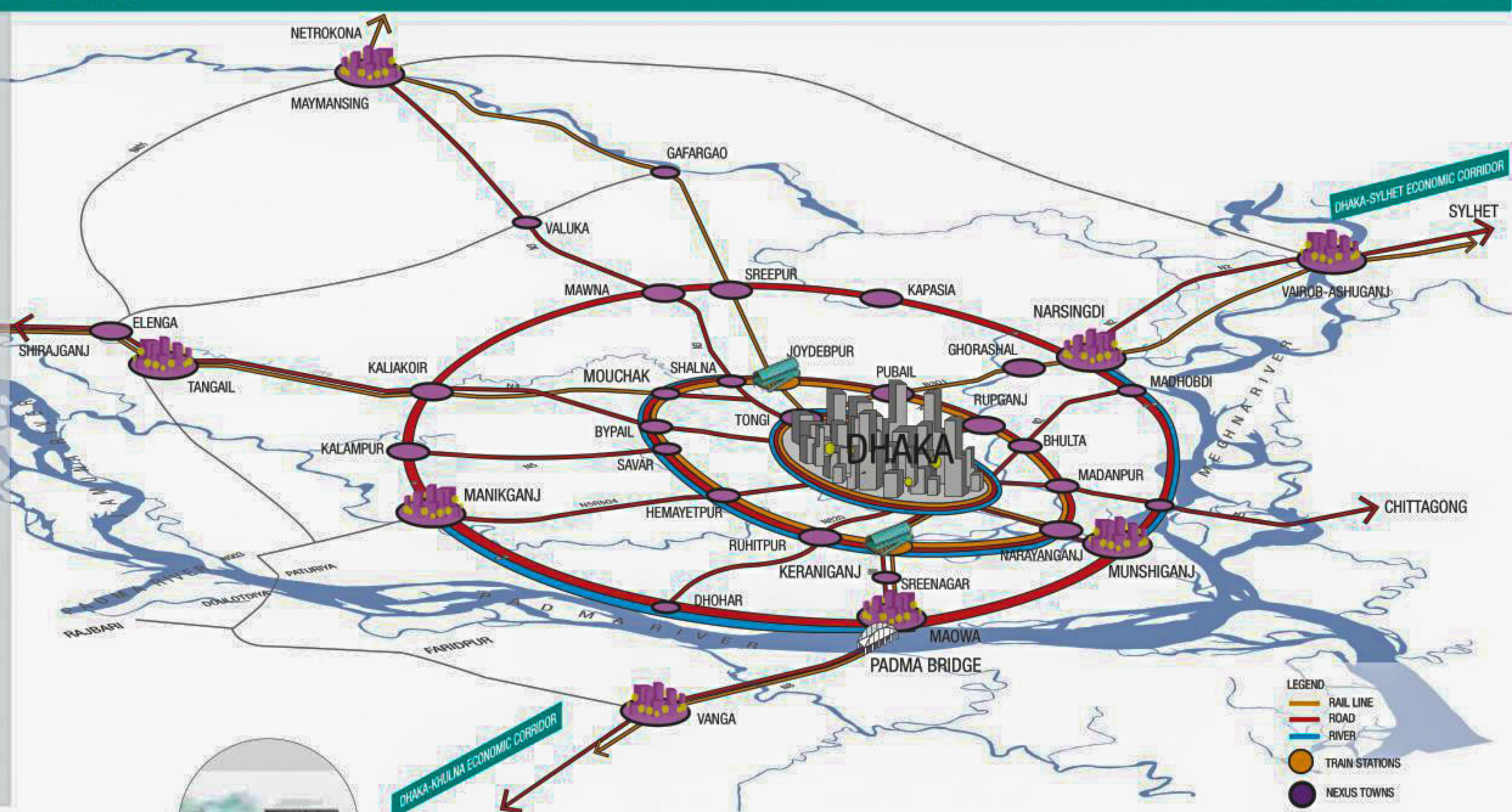
DHAKA THURSDAY
FEBRUARY 22, 2018
FALGUN 10, 1424 BS

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DHAKA NEXUS - A NETWORK OF TOWNS

Prepared by Bengal Institute

Dhaka is "growing" in its own happy rhythm, spurred on every now and then by fragmentary planning initiatives. This "growth" is neither relieving pressures at the centres nor creating a decent urban development for the city and its regions. We propose a "Dhaka Nexus" linking the core city with a greater region. Dhaka Nexus is a new network of liveable towns and settlements based on improved transportation and economic opportunities to facilitate their distribution of population and resources. The nexus system can support the creation of multiple and diverse kinds of settlements, catering to different needs and experiences. Better quality of urban life in the nodal towns, with less travel time, will encourage decongestion in existing Dhaka. Rail as principal infrastructural organisation supported by roadways and waterways. Three rail types: Regional, metro and light rail. Dhaka to have two major rail stations: Gazipur as North Station, and Keraniganj as South Station. New and old nodal towns, developed along transport corridors, and planned as highly liveable settlements. Each nodal town energised with new institutions, housing, civic facilities and economic opportunities. Economic axis along Dhaka-Bhairab in north-east, and Dhaka-Bhanga in south-west. Proper land-use in inter-nodal areas for safeguarding agricultural, wetland and ecologically sensitive areas.



THE KEY FEATURES

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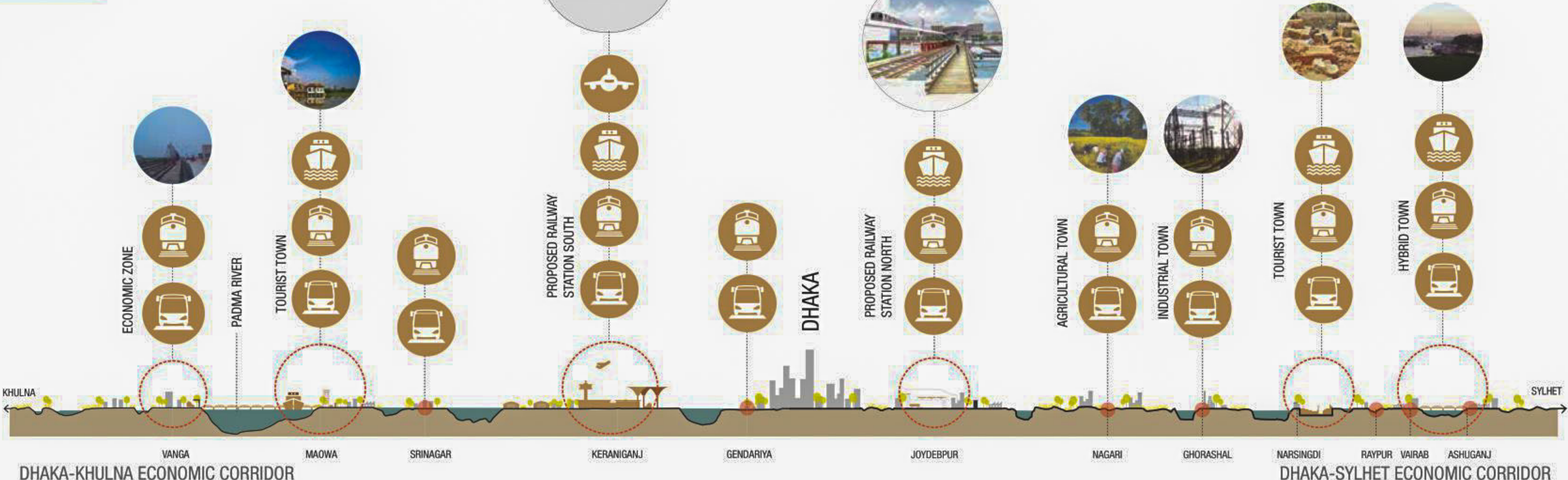
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Proper land-use in inter-nodal areas for safeguarding agricultural, wetland and ecologically sensitive areas.



DHAKA CIRCULAR LIGHT RAIL (LRT)

Prepared by Bengal Institute

In this city with 15 million people, movement of the private cars always gets priority in planning and development. Government has realised that only increasing roads cannot pull this city out of the current transportation crisis. In response, constructions of MRT 6 and BRT 3 have already started with some others in the pipeline. Our analysis shows that Dhaka needs more public transport besides the ongoing initiatives, especially in the core city. The proposed LRT (Elevated Light Rail) will be a 40km long circular line connecting the major areas of core Dhaka. Elevated Light Rail is an urban public transport using rolling stock similar to a tramway, but operating at a higher capacity on an exclusive right-of-way.

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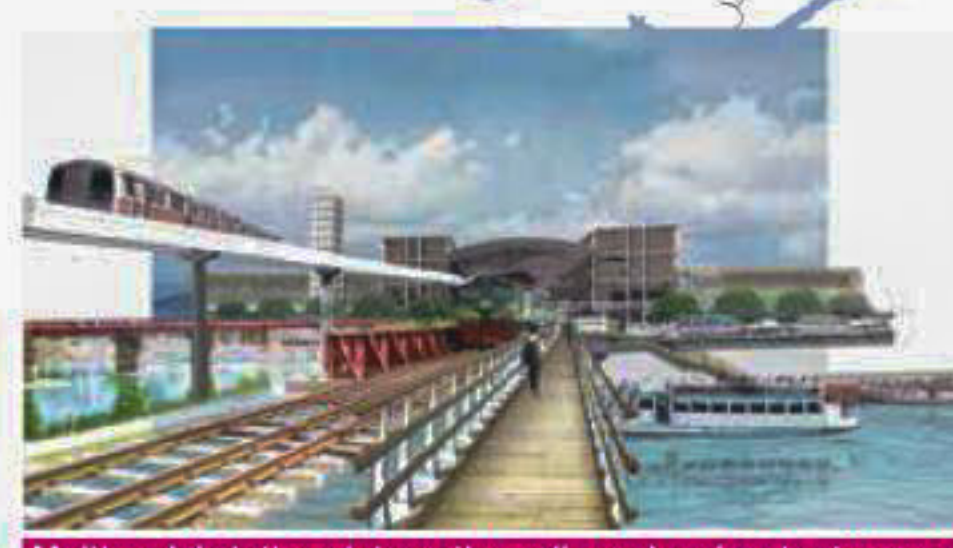
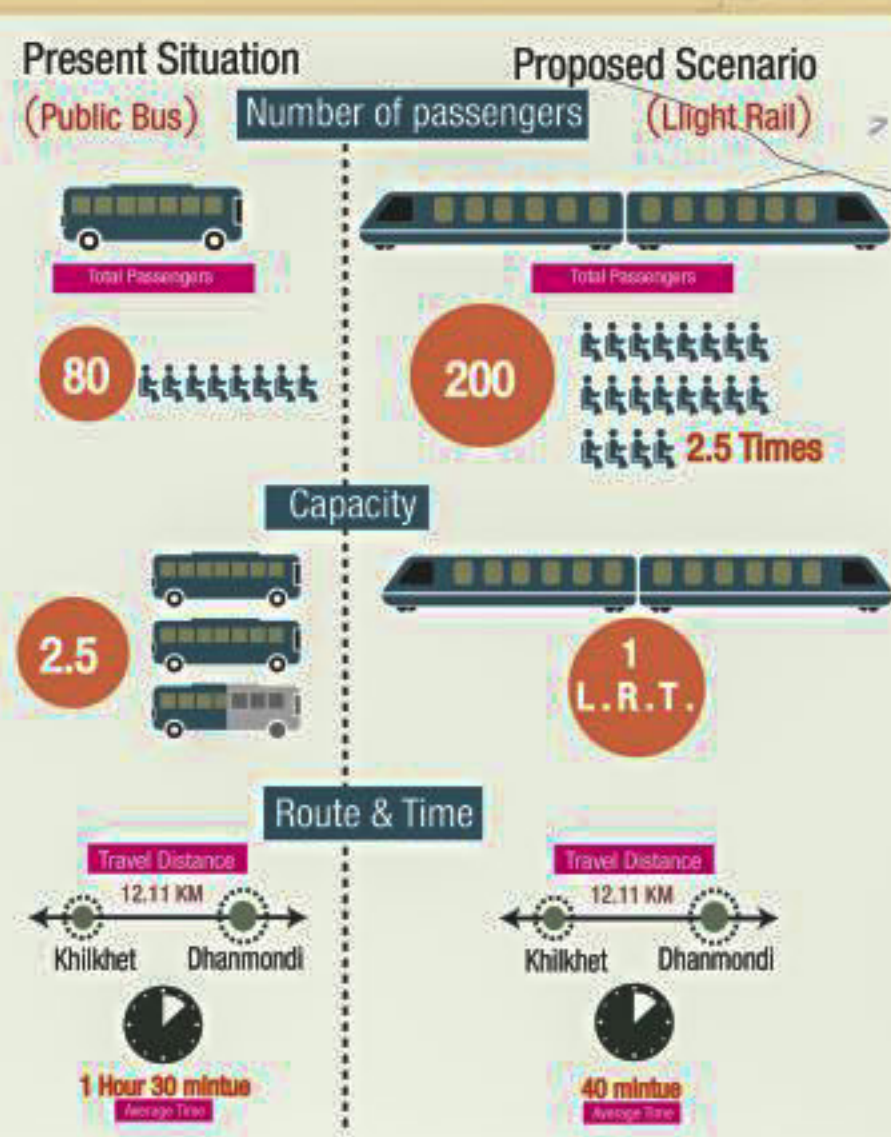
The circular LRT line will integrate with MRT, BRT and public buses to bring more choices to people's movement.

Because of the technology needed, LRT will be cheaper than MRT.

LRT will require limited land acquisition and can be executed quickly.

LRT stations can become hubs of new urban development.

LRT will prepare people for the upcoming MRT. Feeder loops will increase the expected ridership.



What is Light Rail (LRT)?

Light rail, light rail transit (LRT), or fast tram is urban public transport using rolling stock similar to a tramway, but operating at a higher capacity, and often on an exclusive right-of-way.

All figures are approximations

CONSTRUCTION TIME
3.5 YEARS

CAPITAL COST
9,000 crore BDT

PASSENGER
1 million/day

TOTAL LENGTH
40 Km

AVERAGE FARE
50 TK/USE

EXPECTED NET PROFIT
1400 crore BDT/Y

OPERATION AND MAINTENANCE
350 crore BDT/Y

