

# **The bicycle in the lives of the urban poor**

## **CASE STUDY : DELHI**

**Anvita Anand, Geetam Tiwari**

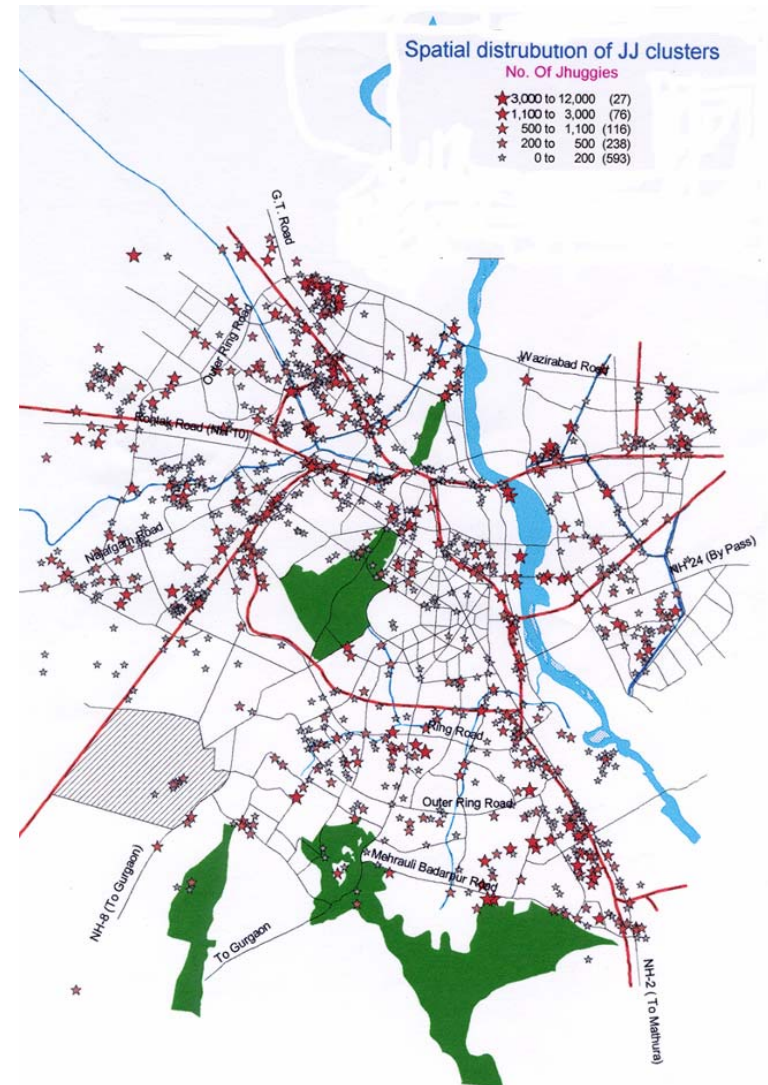
**Transportation Research and Injury Prevention Programme  
Indian Institute of Technology, Delhi**

**Rajendra Ravi**

**Institute for Democracy and Sustainability  
1-A, Goela lane, Civil lines, Delhi**

# Urban poor in Delhi

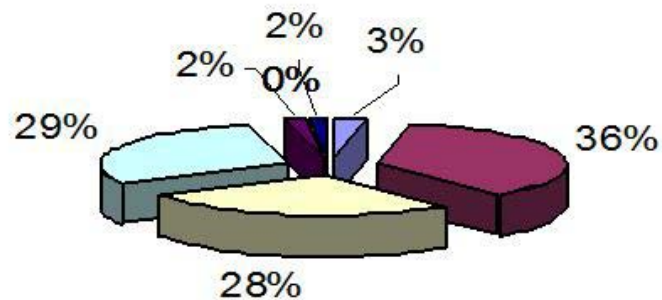
**75% of the population of Delhi lives in slums, resettlement colonies and unauthorized colonies**



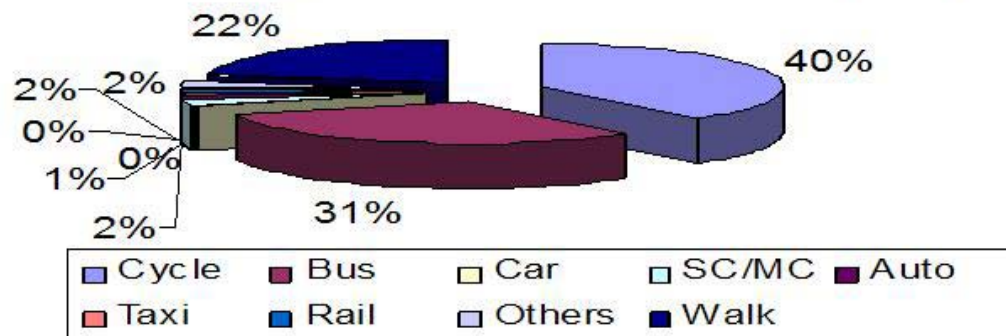
Distribution of Jhuggi Jhopri Clusters in Delhi

# Differential travel demand

**Trip Pattern of high income people**

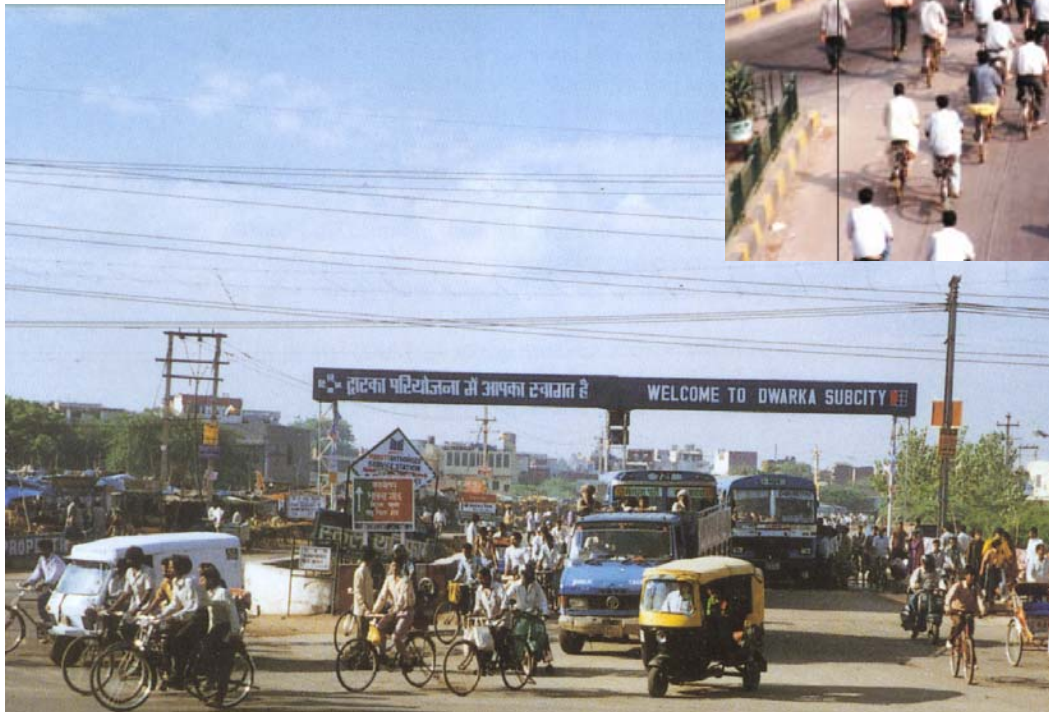


**Trip pattern of low income people**

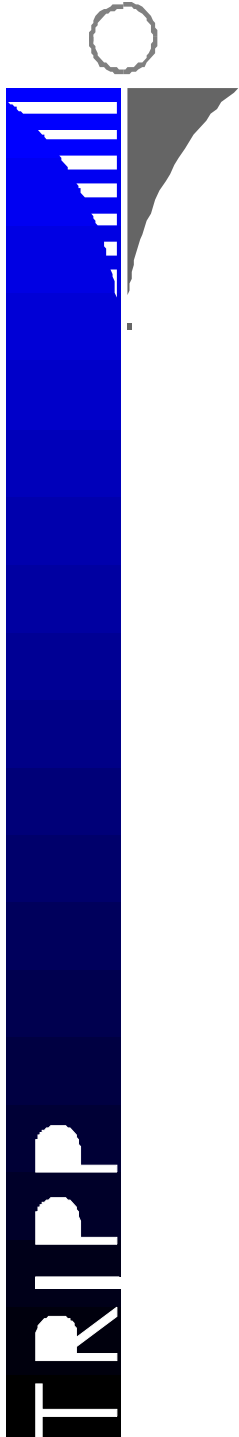


# Bicycles on the streets

8 percent, or more, of the total trips, in Delhi are made on bicycle.



Many travel more than 15 km in each direction, to work and back.



## A dual dependence

The bicycle is important in the lives of the urban poor in two ways:

- It provides ***access*** to livelihood
- It becomes a ***means*** of livelihood

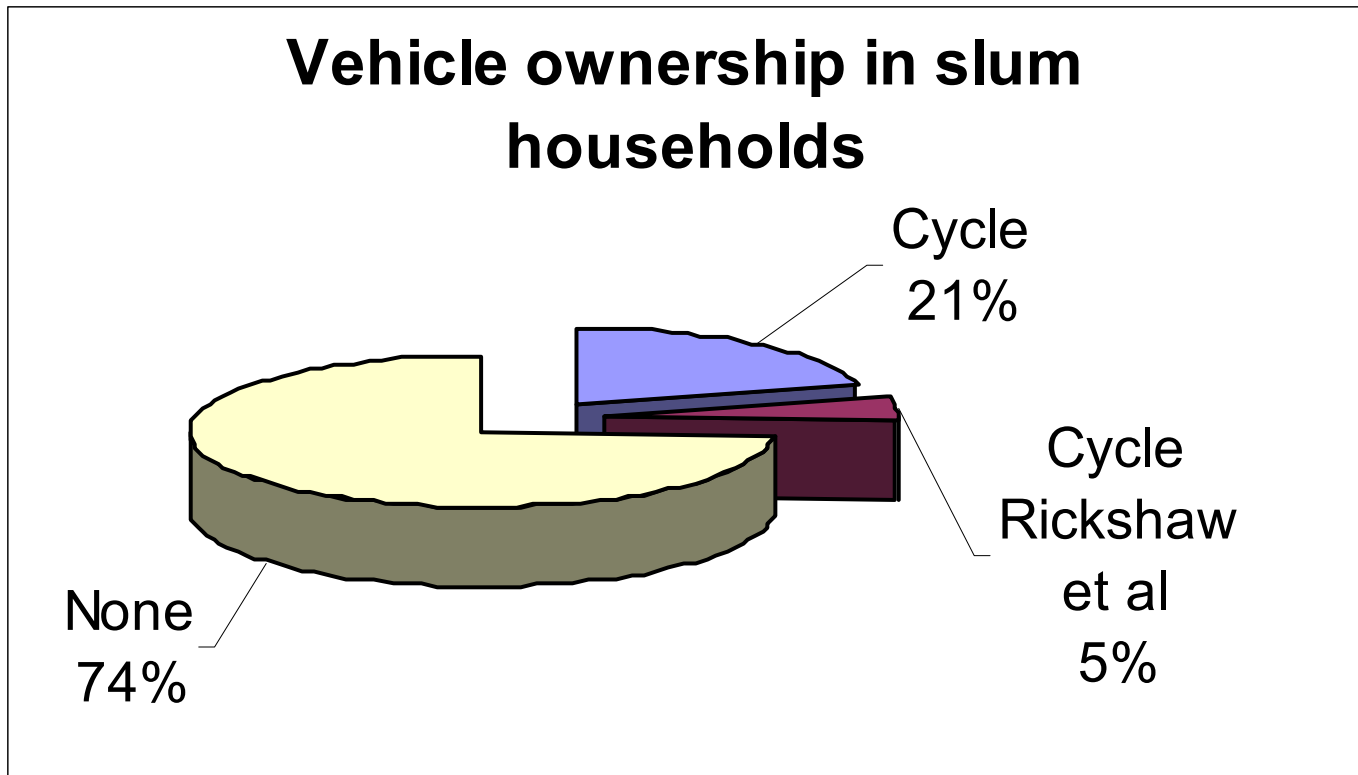


## Case studies

The survey results of two surveys have been used to illustrate the dual dependence

- Household surveys of families living in slum settlements in Delhi [TRIPP]
- Surveys of the urban working class in Delhi [IDS-TRIPP]

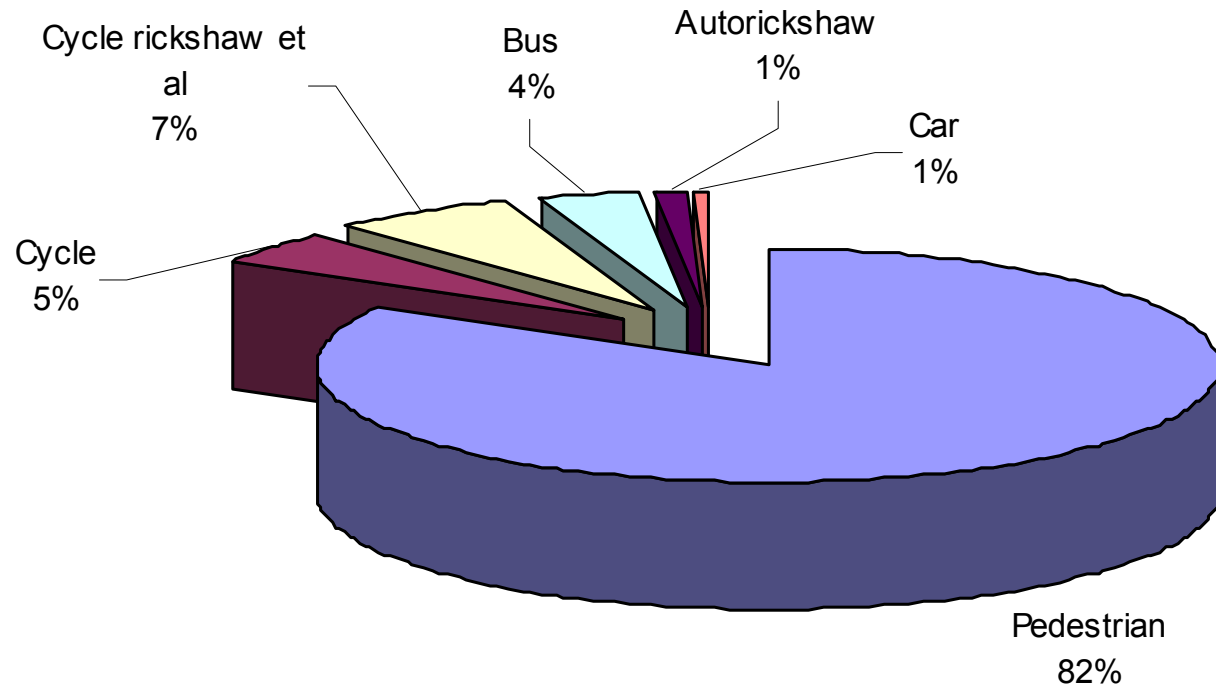
# Urban poor households



Poor households own only NMVs of which the bicycle is predominant

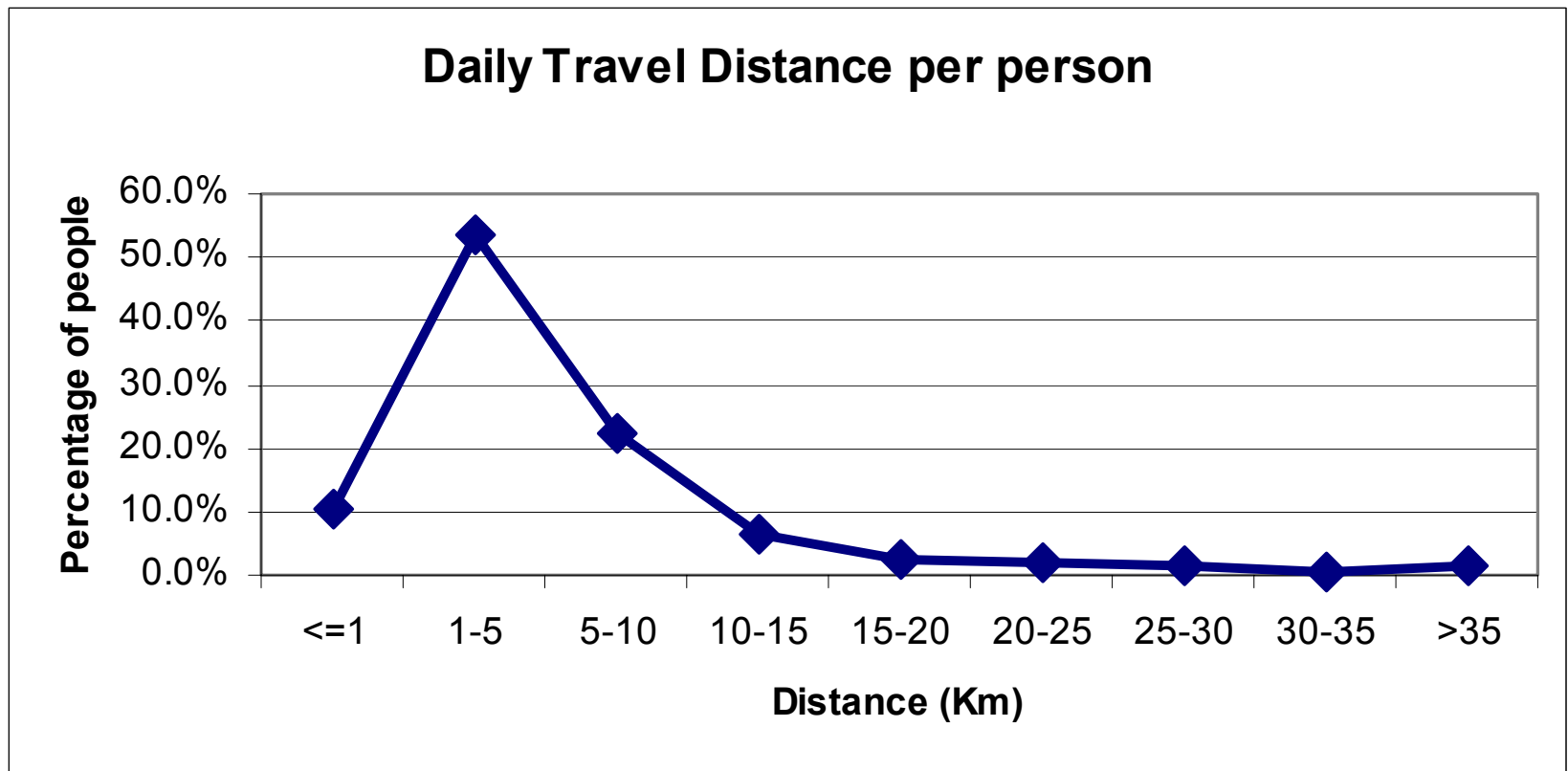
# Urban poor households

## Mode of travel for the urban poor



**82% of the urban poor walk to destinations and 12% use NMVs**

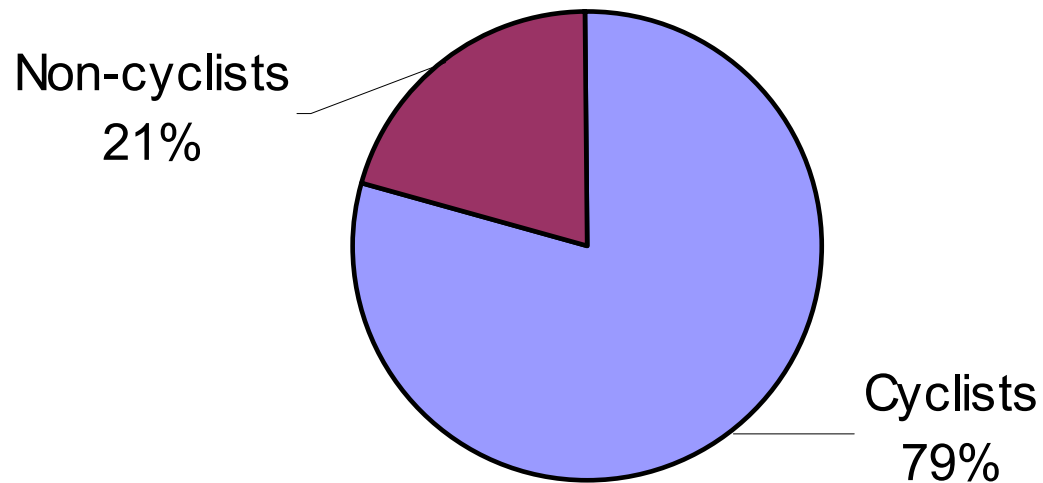




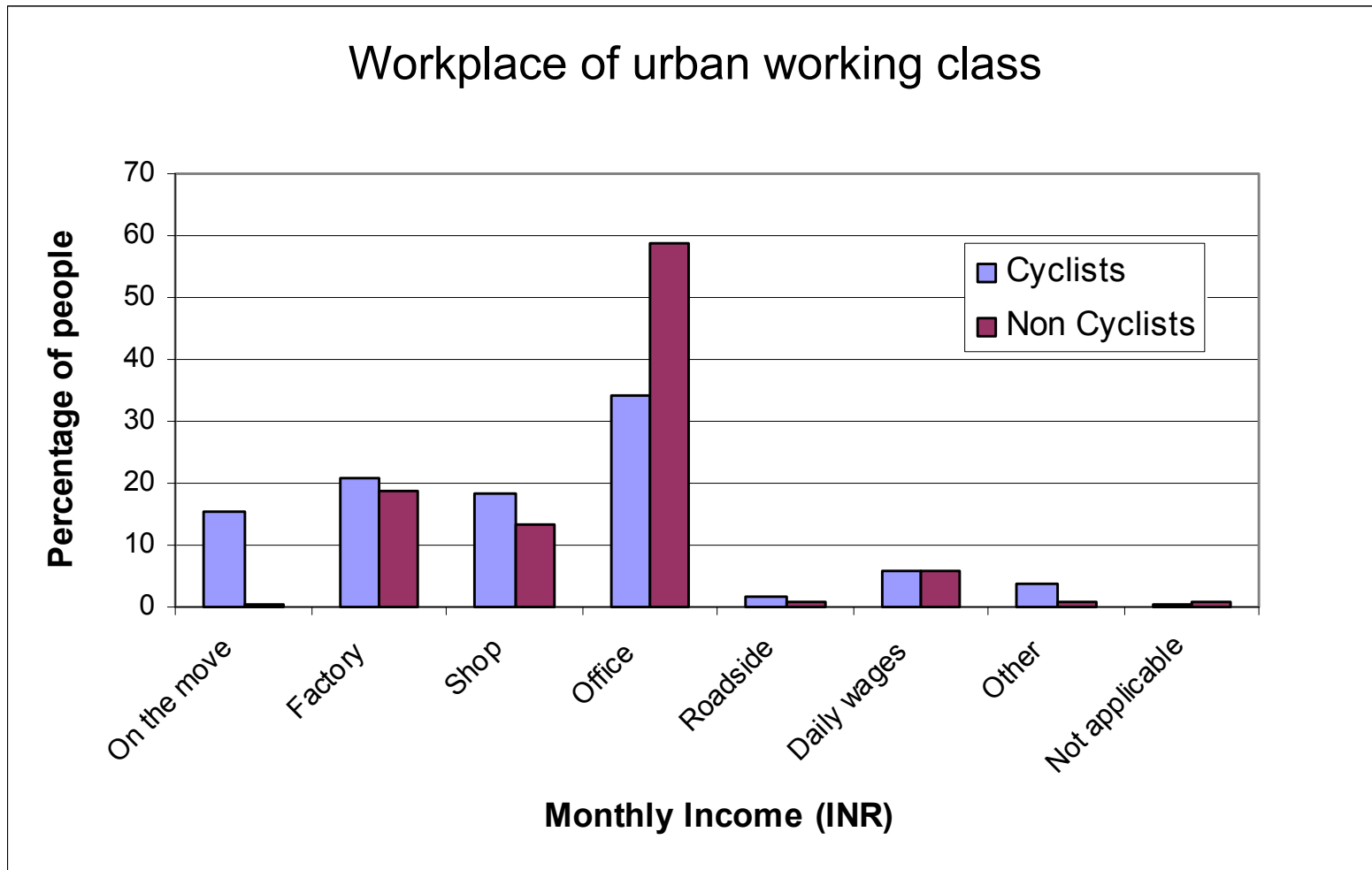
**85% people travel upto 10 km per day**

# The urban working class

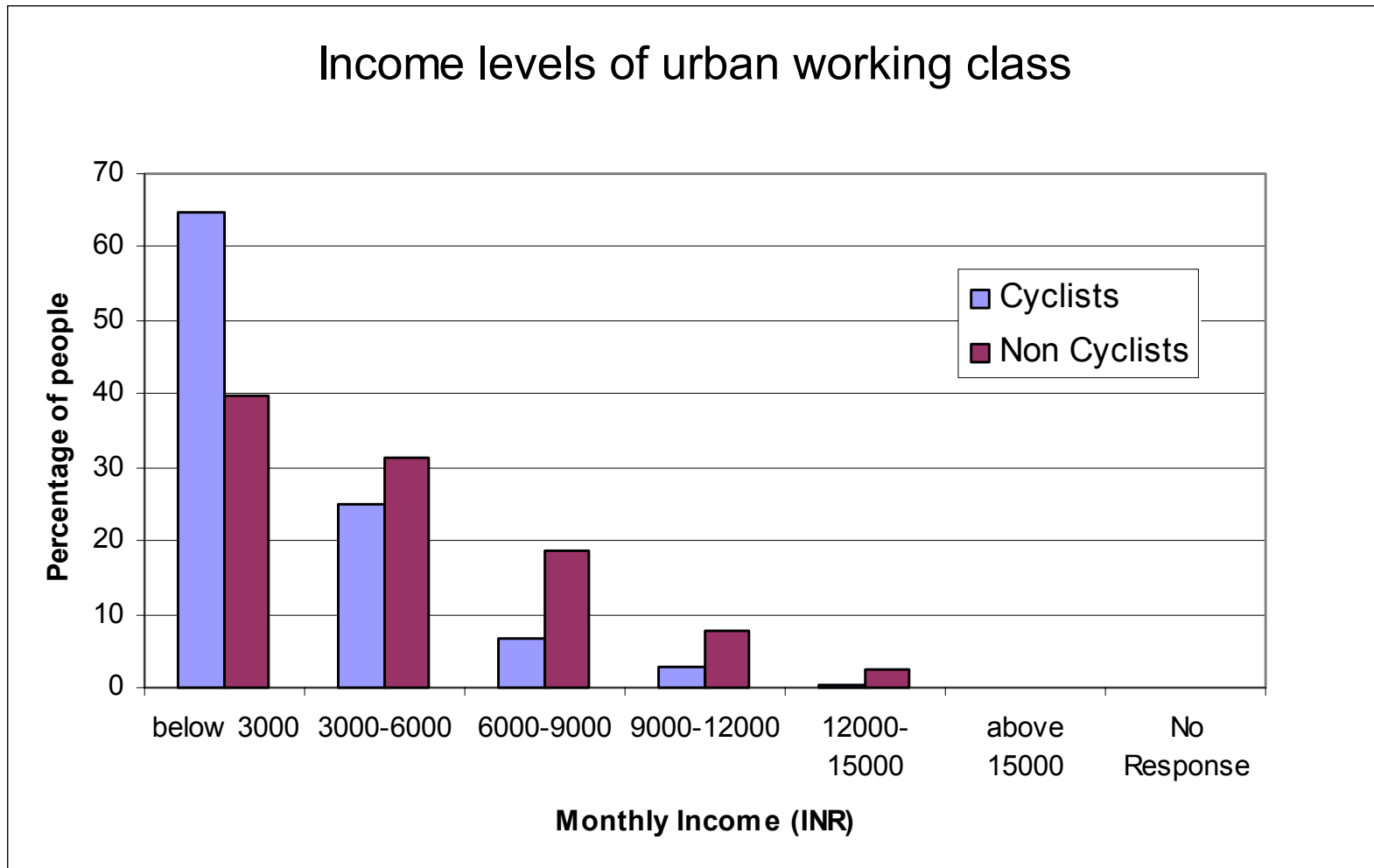
## Use of bicycle by urban working class



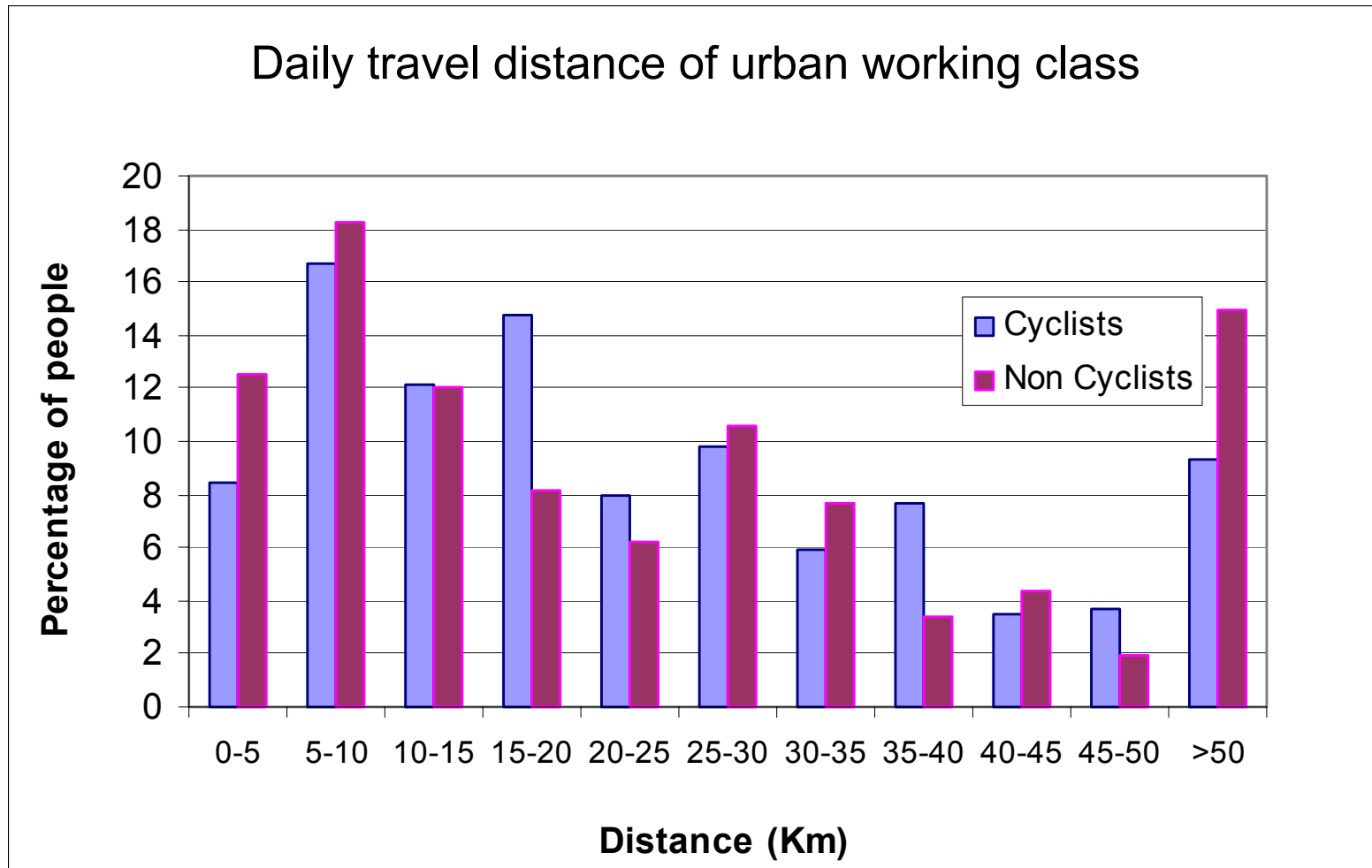
**79% of the lower income working class  
bicycles to work**



**The people who move around in the city for work use bicycles. People who do not use the bicycle travel to fixed destinations like offices**



**There are more bicyclists amongst the lowest income groups**



**Cyclists travel as less distances as pedestrians and as long distances as bus-users – travel distance has little effect on cycle use**



# Cycle as means of livelihood

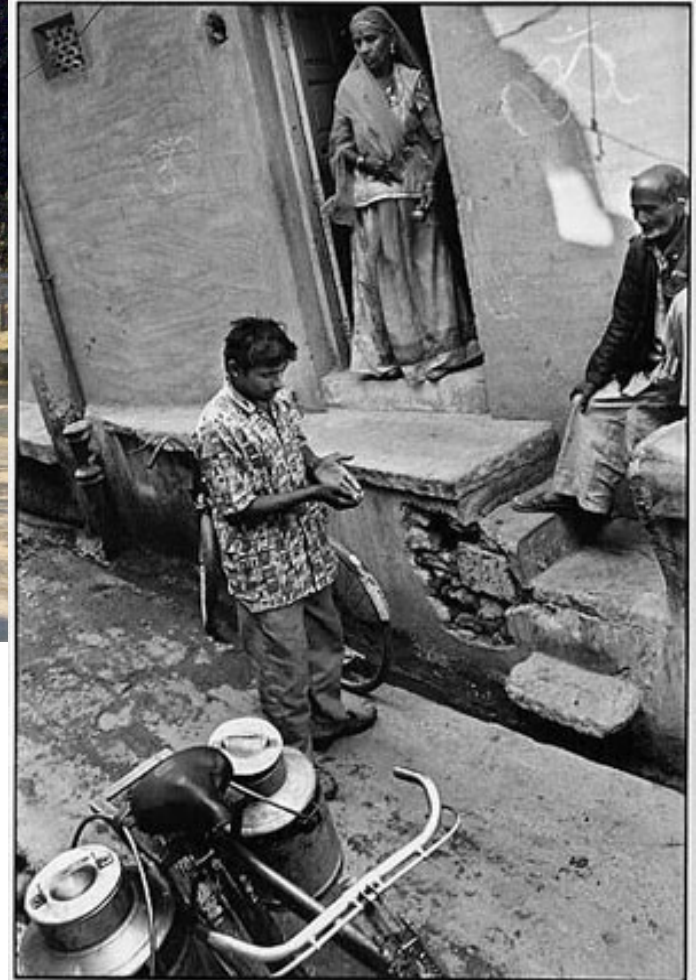
## **Examples of Occupations dependent on the Cycle for continuous mobility**

**Government Services** like Postman, Telegraph, Telephone repair man, Malaria department, Electric and Water department, Sweeper, Sanitary worker

**Home-based service providers** like Gardner (park / residences), Rag Picker, Sweeper, Mat maker, Stove-Cooker Repairing, Key maker, Barber

**Delivery men** of Stationary, Newspaper, General store item, Gas Cylinder, Milk, Courier, Medicines supplier, Bidi / Cigarette supplier

**Vendors** of Cloth, cooked food, fruits, Condiments vendor, Manihari items

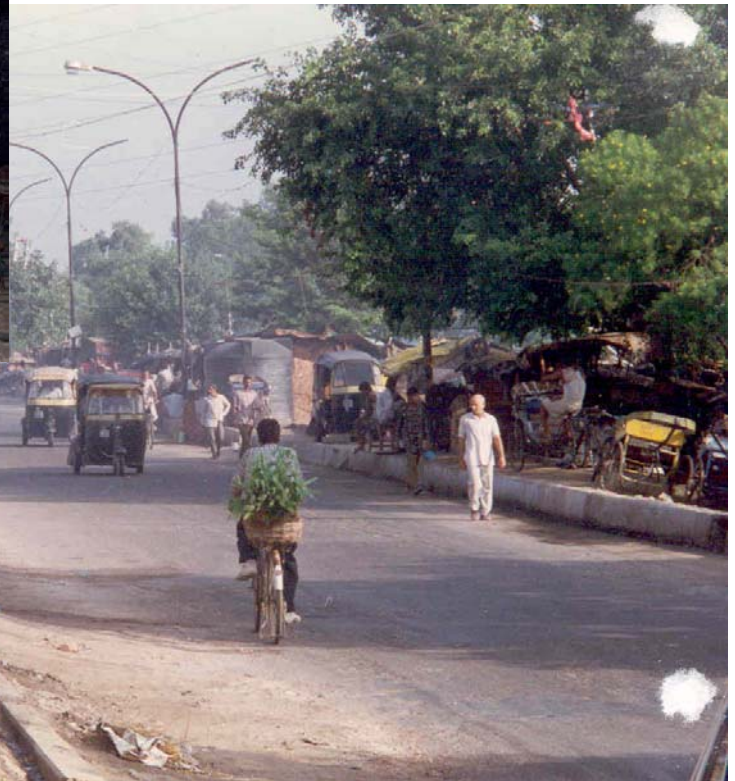


**Milkmen – on the door-steps and on the street**

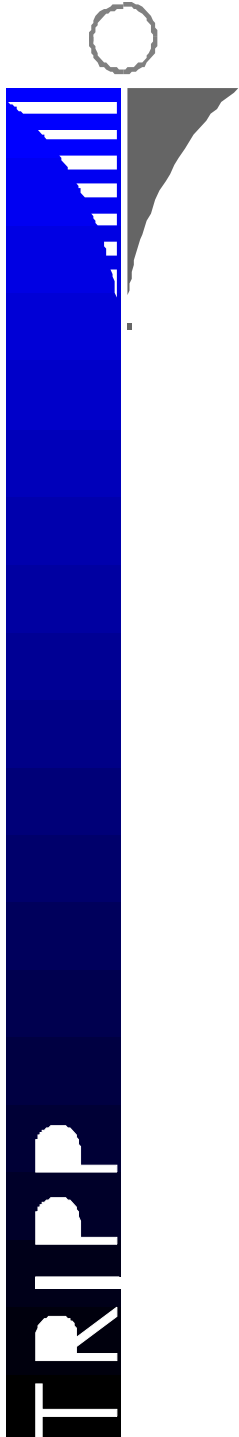


**Delivery services –  
informal and formal**





**Vendors – carrying and selling**



**Thank you**