

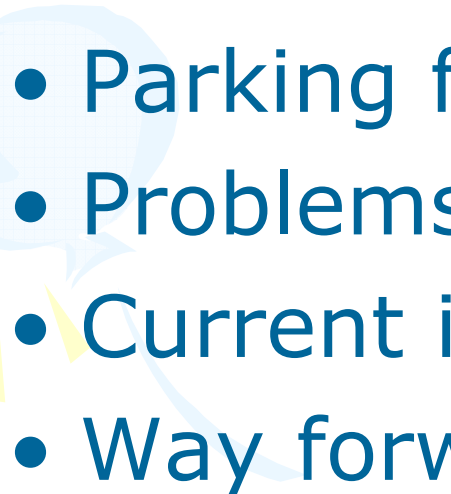
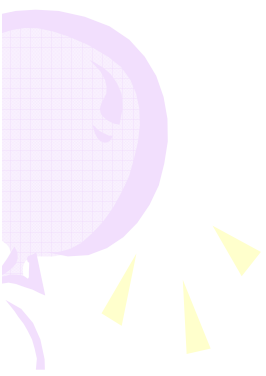


Car Restraint Policy in Kathmandu

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Introduction

Kathmandu Metropolitan City

- **Kathmandu Metropolitan City is the capital of Nepal**
- **Population- 671,846(census 2001)**
- **Estimated pop.- 1.0682 million (in 2011)**
- **Population Growth - 5.2%**
- **Area of KMC – 51.8 sq. km, Area of Kathmandu Valley – 670 sq.km.**
- **Commercial & Political Hub**
- **Politically divided into 35 wards**
- **No major industries within the city limit.**
- **Average distance from center point Ratnapark to any station is about 6km.**

Road Length and Vehicle Status

- Ring road 27.2 km. strategic road of four lane/ two lane is managed by Nepal Government. Only road below 8 metres wide comes under the jurisdiction of KMC
- All together about 1100 km road inside KMC.
- Ratnapark is the main junction for inner bus service and Gongabu Bus Park is another important bus station of long route bus service.
- Ratnapark- Koteshore, Ratnapark- Maharajganj, Ratnapark- Lagankhel(Lalitpur), Ratnapark- Jorpati, Ratnapark – Kalanki are most busiest route



Road Length and Vehicle

- Almost 800,000 vehicles plying in Kathmandu Valley. Of which cars are 109,200 and motorcycle are 448600.(JICA Survey).
- More than 80 fuel stations inside KMC. The size of land used by such station is considerably good to use as parking.



Parking Facilities

- Approximately 35 points are allowed to park in KMC. Most parking stations are in road.
- New departmental stores, Mall centre, cinema hall, Star Hotel, Convention center, Party Palace has its own parking facilities.
- Parking facility is a challenging job for KMC

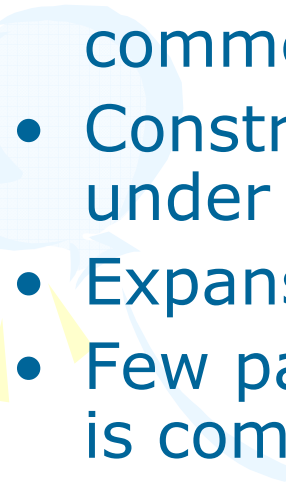


Problems

- Current parking facilities are not sufficient to cater the demand.
- Parliamentary Committee of Economic Affairs has instructed to shift the current parking system which is quite impossible without support from government.
- Growing number of small vehicles specially motorcycle and micro bus has created traffic mess in city.
- Undisciplined driving is another challenge for traffic management.
- No role of KMC in issuing road permit or parking as all these function comes under Nepal Government.
- Diversification of parking area into business in multi story commercial complex.





Current Initiation

- Promoting commercial parking by private sector. KMC exempts building fee for private parking above 1500 sq. feet and grant permission to operate such parking.
 - Necessary to build parking space for multi storied commercial building.
 - Construction of two story parking at old bus park under PPP is in process.
 - Expansion of road inside KMC.
 - Few parking stations alongside Bishnumati river is coming soon.
 - Promotion of bus service for evening time by KMC is going to start from 17th August.
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Is it time to introduce restraint policy ?

- No. of private car increased from last five year.
 - Mass public transportation Vs personal car
 - Import policy- probably most high tariff in the region but could not limit the import
 - Road and insurance tax is also high
 - Bank financing policy to buy car
 - Peak hour parking charge policy
 - Need to develop parking zone than restrain policy
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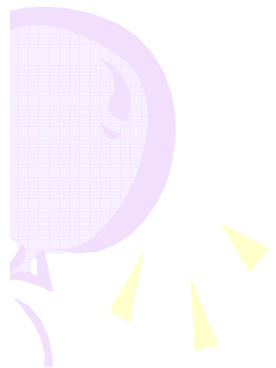
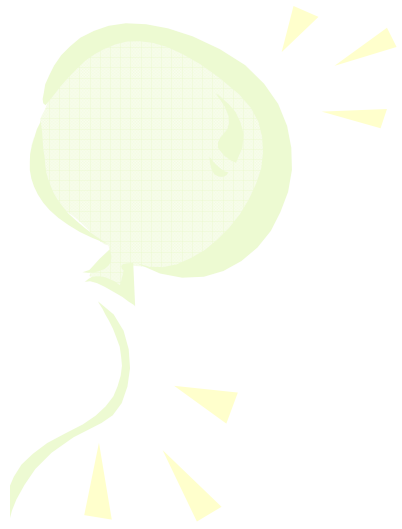
Way forward

- Encourage mass transportation system to minimize the service of car and motorcycle. This can be done only with the help from central government.
- KMC don't have enough fund, legal framework and capacity to manage it.
- Shifting of current fuel station outside ring road and development car parking and waiting station on that land. Required Nepal Government's support to provide budget to acquire that land.



Way forward.....

- Encourage private land for parking business. Easy finance at lower rate may be one option.
- Introduce high tax for private vehicle.
- Improve more road network. Open river corridor for alternative route.
- Bring non stop parking policy particularly in core city area.



Thank you.