Walking and Cycling

Workshop on Air quality and sustainable transportation challenges in South Asian Countries
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Manjeet Dhakal, Program Director, Clean Energy Nepal
Kathmandu Valley: Challenges

Relatively smaller city- walkable and cyclable

- 2.7 million people (Census 2011) Estimated 4 million people in the city
Walking & Cycling

- Walking: 18.1% of daily passenger travel but account for about 45% of deaths from traffic accidents (KVMP, 2001)
- Bicycles - 4.3% of daily passenger travel but 9% of deaths due to road accidents

<table>
<thead>
<tr>
<th>Modes of Transport</th>
<th>Average Peak Hour Modal Split</th>
<th>% of daily passenger travel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Vehicles</td>
<td>No. of Passengers</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>5289</td>
<td>93872</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>11633</td>
<td>15123</td>
</tr>
<tr>
<td>Pass. Car + Taxi</td>
<td>4457</td>
<td>7593</td>
</tr>
<tr>
<td>Bicycle</td>
<td>5996</td>
<td>5996</td>
</tr>
<tr>
<td>Pedestrian</td>
<td></td>
<td>25349</td>
</tr>
<tr>
<td>Total</td>
<td>27375</td>
<td>147933</td>
</tr>
</tbody>
</table>

Non-motorized transport users are the largest group to be killed in road accidents
Walkability in Asian Cities

Assessment of Pedestrian Infrastructures and Services

Walkability study carried out in 3 cities of Nepal

Kathmandu, Bhaktapur, Pokhara
Walkability Index

Walkability Index of Bangkok is 121...(lower the index, better is the walkability)
Rating of Pedestrian facilities in the Cities

Respondents rates pedestrian facilities ‘bad’ or ‘Worst (Very bad)’

Kathmandu: 78%
Bhaktapur: 46%
Pokhara: 30%
Pedestrian Preference for crossing

Pokhara
- 58% ground crossing
- 31% skywalk
- 11% subways

Bhaktapur
- 80% ground crossing
- 14% skywalk
- 6% subways

Kathmandu
- 54% ground crossing
- 29% skywalk
- 18% subways

Majority prefer ground crossing
Skywalk (Overhead Bridge)???
92% of all the surveyed road stretches have no existing facilities for differently able persons.
How walkable friendly is the city ..

- Narrow and Congested
- Abrupt lowering of sidewalk
- Not Continuous and free of obstruction (electric poles, bins)
- Not cleaner and safer (potholes, no streetlights, waste)
- Vendor encroachment and Parking in sidewalk
- Lacks facilities/amenities for pedestrians
Recent road widening drive to reduce traffic congestion

The average number of pedestrian movement per hour is 882 in Naagpokhari and 690 in Putalisadak (CEN/CANN)
If there is no improvement in the pedestrian infrastructures, 62% of them plan to shift from walking to other mode of transportation, among those 62%, 72% will shift to private motor vehicles.

Pokhara: Mode of Transport plan to shift to 39.19% (Kathmandu) and 32.2% (Bhaktapur) of the respondents plan to shift from walking to other mode of transport.
Major Barriers

- Lack of awareness on importance and benefits of NMT system
- Lack policies and investment for pedestrian friendly infrastructures and guidelines
- Lack coordination among the stakeholders
- No urban transport/planning master plan
- Effective implementation and enforcement
- Weak institutional and human capacity
Poor Road Infrastructures | Vehicle Centric Development
Best Practices/Initiatives in Nepal
Tourism is Pedestrian

If a city wants to attract tourists, it has to have great quality public pedestrian spaces.
Kathmandu: Vehicle free zone (Pedestrianized) – A great place to hangout for city dwellers and tourists Metropolitan City has a vision to extend vehicle free zone area.
Pedestrianization in Bhaktapur core area of Bhaktapur as vehicle free zone from 2050 A. D. onwards
Pokhara: A long stretch of lakefront is being pedestrianized
• Few Kilometers of cycle track is built in Kathmandu
• Several Kilometers of cycle lane is being planned
Civil society/youth activism

Zero emission hour at ASCOL

Kathmandu Kora 2012
Information portal

Clean Air Network Nepal (CANN) was formed in 2004 to forge collaboration and networking among all the relevant stakeholders to tackle the air pollution problem in Nepal. CANN is working as an informal network of individuals, experts, national and international nongovernmental organizations, governmental organizations and private sector engaged in clean air business. more →

Welcome to CANN

Bicycling, a healthier option for environment and health

Clean Air Network Nepal (CANN)
What next?

- Road design, needs further discussion among stakeholder
- Road Safety Audit says "Design road for every road users"
- Maitighar-Tinkune & Bishnumati corridor Cycle lane?
- Isolated cycle track at Airport, do we have plan to link it "Cycle network"?
- National Transport Policy?
- Lack of coordination and blame game.
"In 1991, Meneka Gandi, who was then the Environment Minister, asked me what she should do to evoke maximum environmental awareness. I immediately answered, "Menaka drive a bicycle to work every day. Your house in Maharani Bagh is not far from Paryavaran Bhawan." She had laughed.

- Late Anil Agrawal, Founder CSE India (Slow Murder, 1996)
Thank you

"Bike to Work"

majority of our staff rides on bicycle everyday