

# Walking and Cycling

**Workshop on Air quality and sustainable transportation challenges  
in South Asian Countries**

26 July, 2012 Kathmandu, Nepal

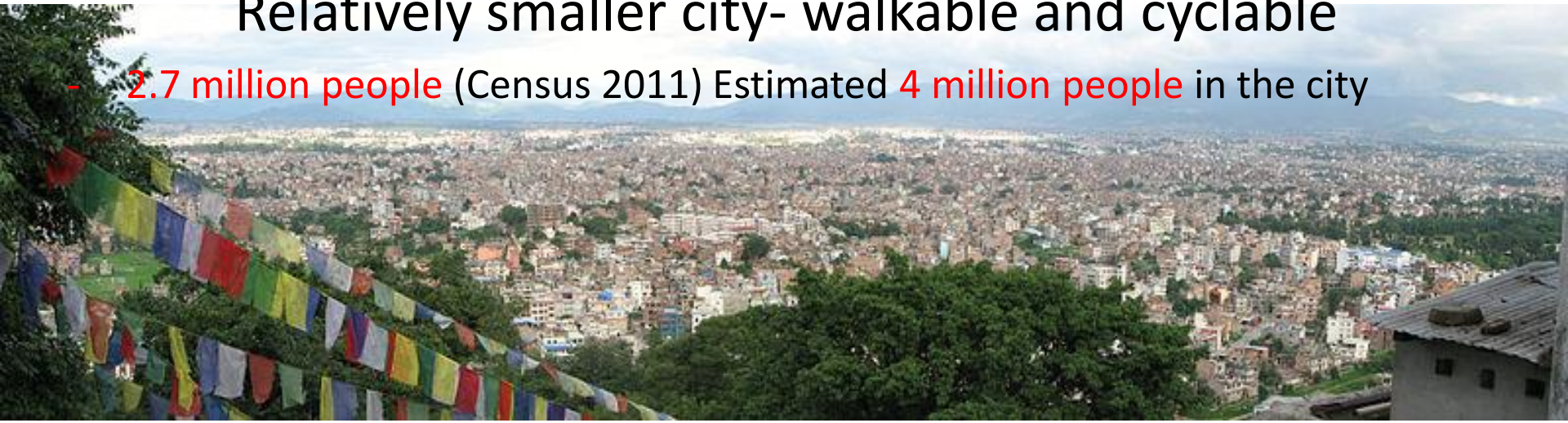
**Manjeet Dhakal , Program Director , Clean Energy Nepal**



# Kathmandu Valley: Challenges

Relatively smaller city- walkable and cyclable

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



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# 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

| Modes of Transport    | Average Peak Hour Modal Split |                   |            |              | % of daily passenger travel |
|-----------------------|-------------------------------|-------------------|------------|--------------|-----------------------------|
|                       | No. of Vehicles               | No. of Passengers | % Vehicles | % Passengers |                             |
| Public Transportation | 5289                          | 93872             | 19.3       | 63.5         | 56.5                        |
| Motorcycles           | 11633                         | 15123             | 42.5       | 10.2         | 5.8                         |
| Pass. Car + Taxi      | 4457                          | 7593              | 16.3       | 5.1          | 5.3                         |
| Bicycle               | 5996                          | 5996              | 21.9       | 4.1          | 4.3                         |
| <b>Pedestrian</b>     |                               | <b>25349</b>      |            | <b>17.1</b>  | <b>18.1</b>                 |
| Total                 | 27375                         | 147933            | 100        | 100          | 100                         |

?

Modal Split in Kathmandu Valley

**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**

**Kathmandu  
Bhaktapur &  
Pokhara**



**Bhaktapur**

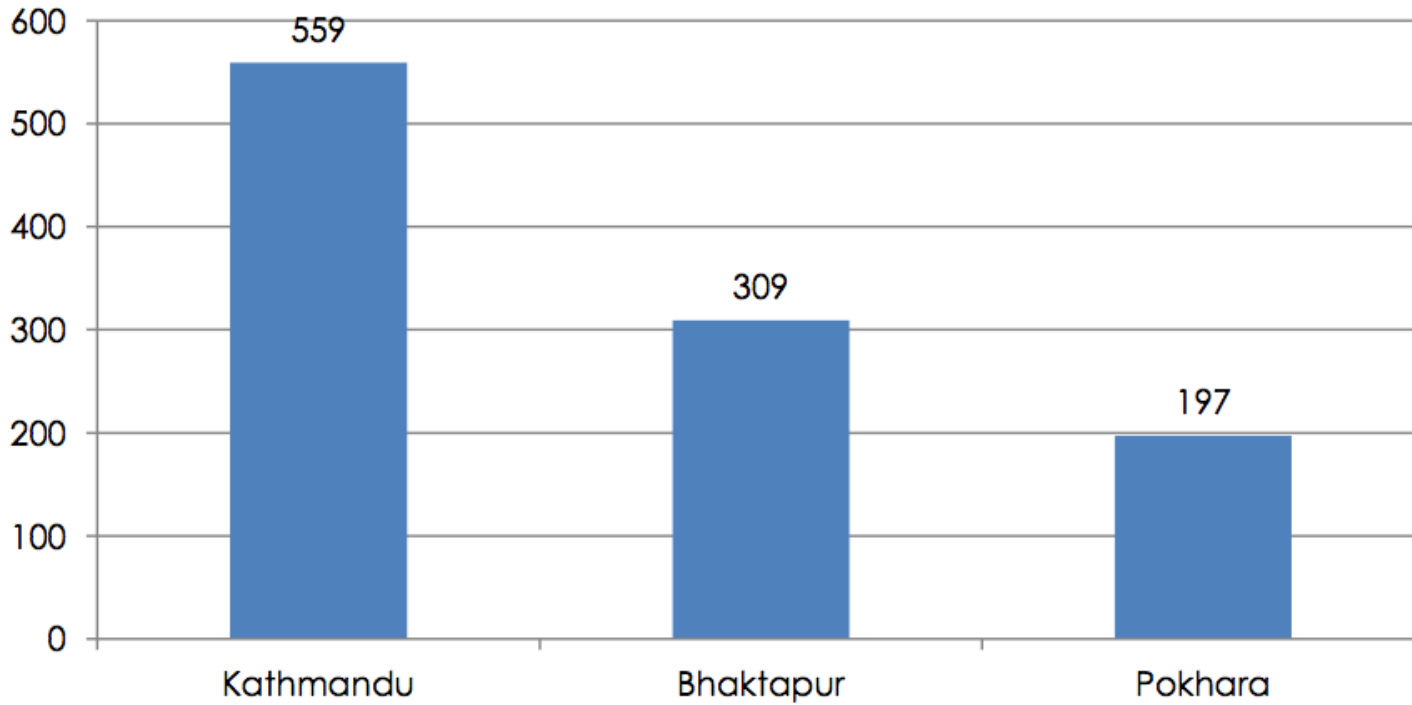


**Pokhara**



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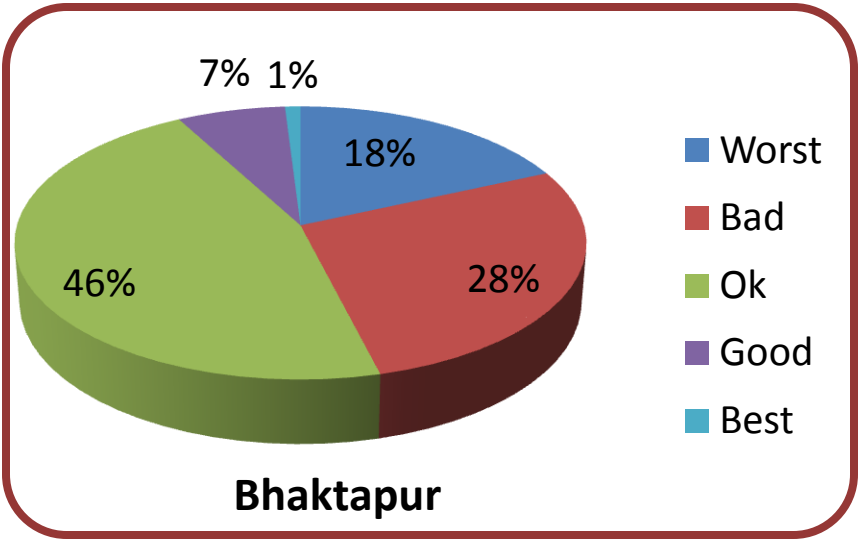
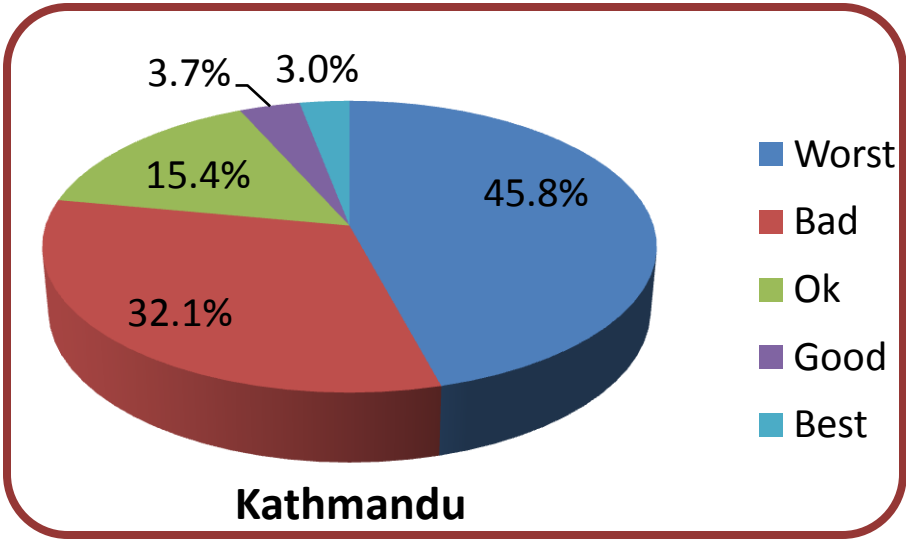
# Walkability Index



**Walkability Index of Bangkok is 121...(lower the index, better is the walkability)**

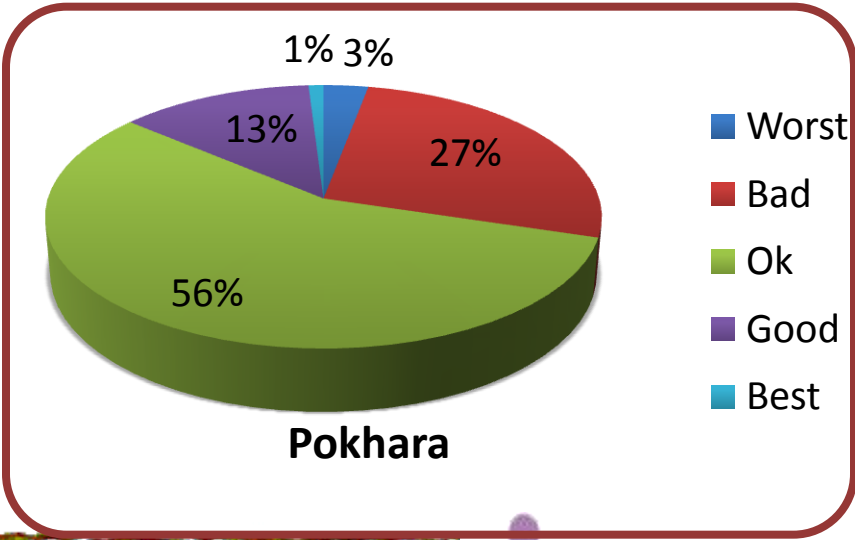


# Rating of Pedestrian facilities in the Cities

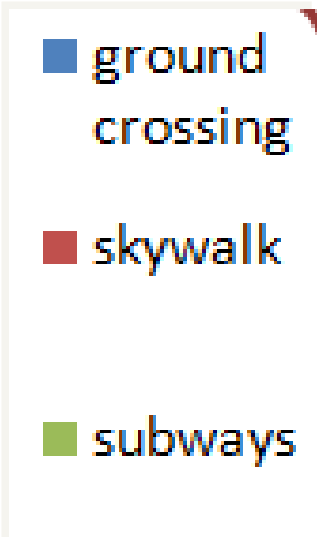
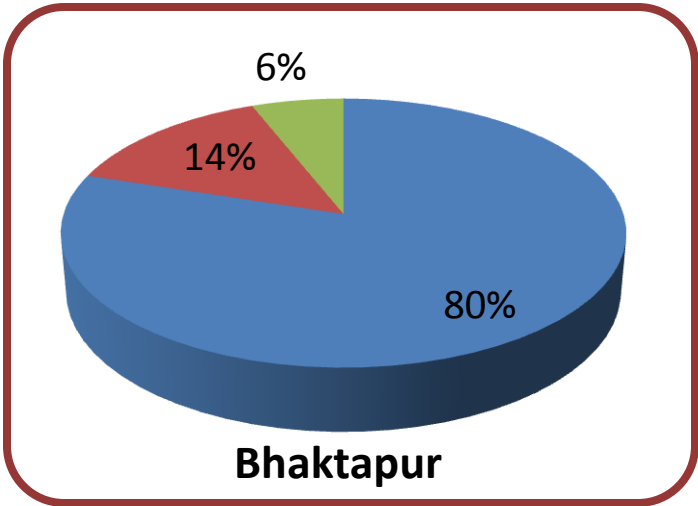
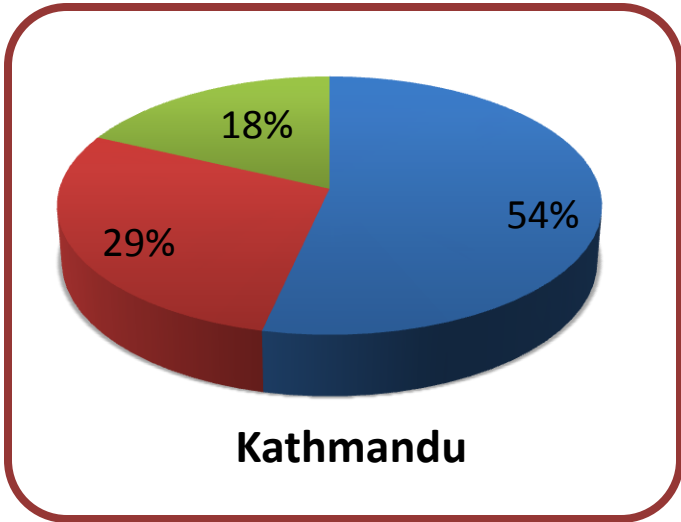
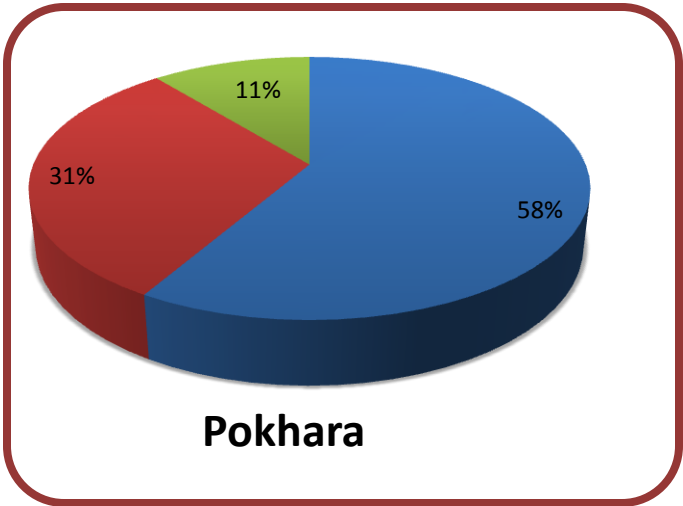


Respondents rates pedestrian facilities 'bad' or 'Worst (Very bad)'

Kathmandu: 78%  
Bhaktapur: 46%  
Pokhara: 30%



# Pedestrian Preference for crossing



Majority prefer ground crossing  
Skywalk (Overhead Bridge)???





# How walkable friendly is the city



92 % of all the surveyed road stretches have no existing facilities for differently able persons.



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# 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





The average number of pedestrian movement per hour is 882 in Naagpokhari and 690 in Putalisadak (CEN/CANN)



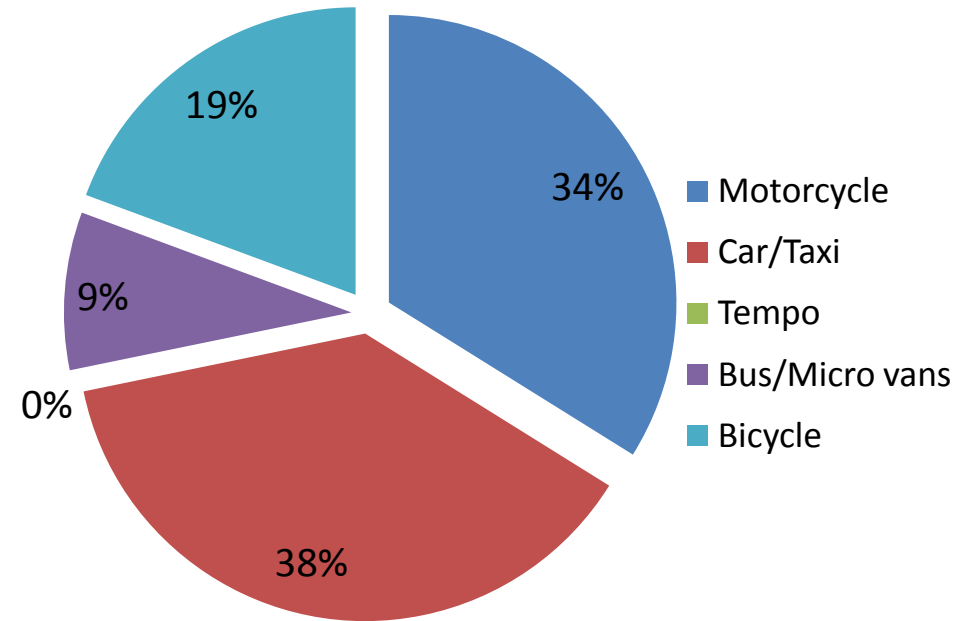
Recent road widening drive to reduce traffic congestion





# If no improvement than what?

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

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- 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







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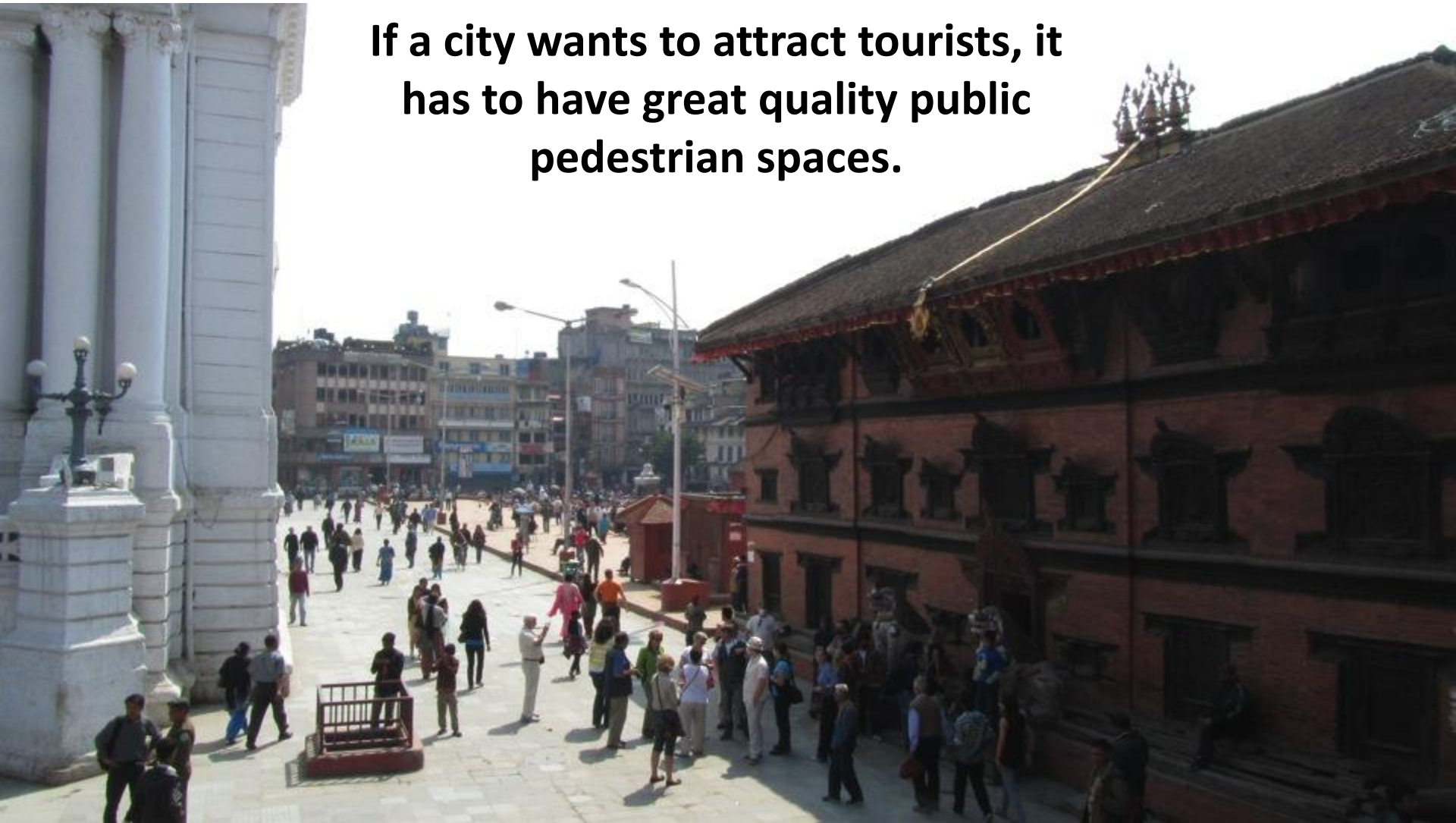
# Best Practices/Initiatives in Nepal



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# 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



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**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



# What next?

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- 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 Gandhi, 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*

