Walkability in Nepal

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Kathmandu Valley: Challenges

Relatively smaller city - walkable and cyclable
- 2.7 million people (Census 2011)
- Estimated 4 million people in the city

- Nepal’s urbanization rate (6.4%) is the highest in Asia
- Kathmandu Valley: >31% of the urban population
- Rapid growth of private vehicles (over 600,000 vehicles registered largely cars/motorbikes)
• Kathmandu one of the most polluted cities in the world
• 3rd worst performing country in terms of air pollution (impacts on human health)
• Vehicular emission- the major contributor to air pollution.
• Annual health cost of country attributed to urban air pollution is US$ 21 Million (0.29% of GDP)
• 7000 premature deaths, 2106 cases of bronchitis and 93,400 private clinic visits
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

<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>
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<tr>
<td>Pedestrian</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

Kathmandu
Bhaktapur
Pokhara
Walkability Index of Bangkok is 121...(lower the index, better is the walkability)
Respondents rates pedestrian facilities ‘bad’ or ‘Worst (Very bad)’

Kathmandu: 78%
Bhaktapur: 46%
Pokhara: 30%
Majority prefer ground crossing

Skywalk (Overhead Bridge)???
Pokhara: Top Five Priorities for Pedestrians’ Facilities Improvement
92% of all the surveyed road stretches have no existing facilities for differently able persons.
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
Recent road widening drive to reduce traffic congestion
Poor Road Infrastructures | Vehicle Centric Development
• Narrow and Congested
• Not Continuous and free of obstruction (electric poles, bins)
• Abrupt lowering of sidewalk
• Not cleaner and safer (potholes, no streetlights, waste)
• Vendor encroachment and Parking in sidewalk
• Lacks facilities/amenities for pedestrians
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

Whole 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
Thank You
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