KATHMANDU SUSTAINABLE URBAN TRANSPORT - Walkability

Dr. Uttar Regmi
Kathmandu Metropolitan City Office
27 Dec. 2013
Policy Options for Sustainable Urban Transport

- Requires a comprehensive multi-sectoral approach

Strategies and possible Policy recommended of Bangkok Declaration 2020. held on 23-25 August
Bangkok, Thailand

Strategy-1, **Avoid** unnecessary travel and reduce trip distance.

Strategy-2, **Shift** towards more sustainable modes.

Strategy-3, **Improve** transport practices and technologies.

Strategy-4, People First Policy with a focus to **Protect** people and environment.
Although the Bagmati zone extends beyond Kathmandu Valley, most registered vehicles are used within the Valley.
Vehicles register in 2013 Oct.

- As in Oct 2013 total no. registered vehicles in Bagmati Zone: 731600
- No of Motorcycle: 566785
- Others vehicles: 164000
- Increasing of Vehicle per year: 17%
Public Transport (PT) characteristics

• 5,300 PT vehicles
• Over 1,000 operators
• Approximately 200 PT Routes within the Valley.
Project Objectives

- Improvement of Public Transport
- Improvement of Traffic Management
- Improvement in Walkability in City Center
- Improvement in Air Quality Monitoring
KSUTP

Project Sub-component

• Pedestrianization

• Sidewalk Improvement
Project area

- Bishnumati Link Road, to be completed by ADB as part of project
- Southern extension to the Bishnumati Link Road, to be constructed by DOR, as condition to loan
- Sorhakhutte Pati to Lainchur to be investigated as alternative route to Lekhnath Marg
- Lainchur to Kupondol, via Dhobi Khola to be investigated to complete Inner Ring Road
- Junctions at Kupondol and Baikhu to be constructed as part of southern extension.
Project area

Pedestrianization

Pedes route map

About 8km
Project area and location
Project area

Sidewalk

Length=15km
Guiding principles

- Walking friendly
- People with disability (PWD)
- Aesthetic
- Conservation of greenery
High-quality public space and sidewalks are more important than anything else for cities’ transportation
The importance of Pedestrianization and facilities
Human beings are made for walking
For cars

For people
All trips start with walking.
The majority of trips in Asian cities are done on foot.
1. Non motorized transport goes first

i.e. plan for bicycles, even if no cycleway is planned
Increased land value up to 30%
Car-Free Days

Non-Motorized Transport Training
EcoMobility Festival and Congress

Suwon, Rep. of Korea
2 September 2013
What can you do with car-free days?
In the city core, some routes operated by new Electric vehicles from parking place.
Parking policy and Management
Provision in Building Bye Laws

With the intention to manage personal vehicle to owned building in current building bye laws there is provision

For the parking space on the ground floor FAR is not counted for building permit process (effective for all types of building, Res. Institutional, business etc..)
KMC’s policy for Parking

• In case of providing public parking at building area 150 sq.m. or more, house permit fee for that area will be refunded (NRs. 108 -256/ sq.m.)

• Refund /rebate in house permit fee for development and construction of public parking building.

• Providing and managing 73 places free parking roadside parking for 90 minutes, **KMC’s objective is remove parking from black top finally.**

• Revenue collected from parking 5 for motorcycle and 10 for car, last year’s income 4.5 million

• Need to workout Parking strategy.
PPP investigations for car parking

• Study on PPP modality on the car parking facilities on-going
  – Tudikhel,
  – Social welfare Council,
  – Along the Bishnumati Corridor.

  (with the target to develop city core as a car free zone)

• With the support of ADB under KSUTP preparing PPP guide line doc.

• Motivating and convincing to private sector for to build multi level parking building.

• Redevelopment of the Old Bus Park has already been initiated by KMC
PARKING LAYOUT CONCEPT OPTIONS AT LAINCHAUR

TOTAL AREA: 7267 sq.m.
TOTAL VEHICLE:
CARS: 161 nos.
MOTORCYCLES: 311 nos.
LEVEL 1

TOTAL AREA: 7267 sq.m.
TOTAL VEHICLE:
CARS: 161 nos.
MOTORCYCLES: 311 nos.
LEVEL 2
Pedestrianization

Chowk improvements

Indrachowk
Pedestrianization
Chowk improvements

Thamel
Pedestrianisation
Chowk improvements

Chhatrapati
Design proposals: Pedestrainization
Chowk improvements

Ason
Design proposals: Pedestrainization

Chowk improvements

Typical Four Way cross sections
Design proposals: SideWalk

Singhdurbar Stretch
Design proposals: SideWalk

Plants and cover
Differently disable consideration

detectable materials
priority to pedestrian movement than vehicular movement
• Tactile strips
Thanks

email dr.uttar@yahoo.com