ADB Transport Forum
Manila, 25-27 May 2010

KATHMANDU SUSTAINABLE URBAN TRANSPORT PROJECT

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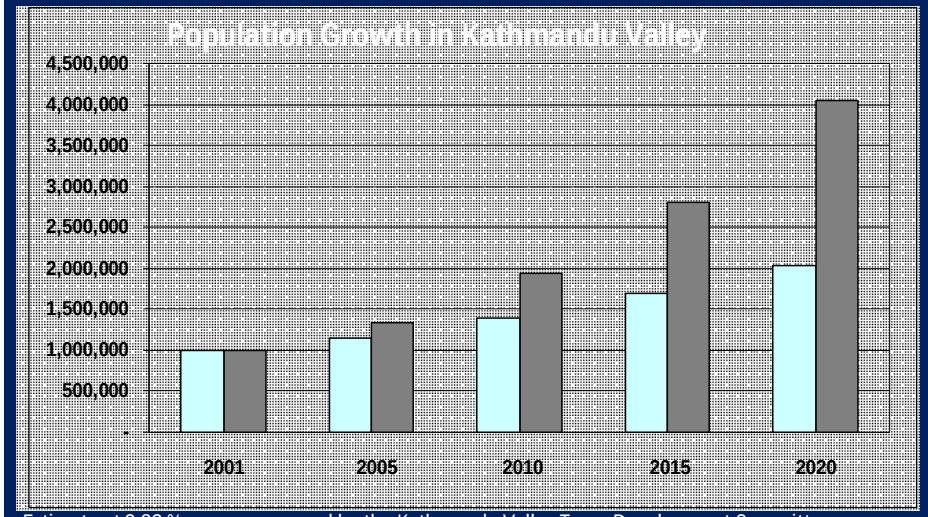
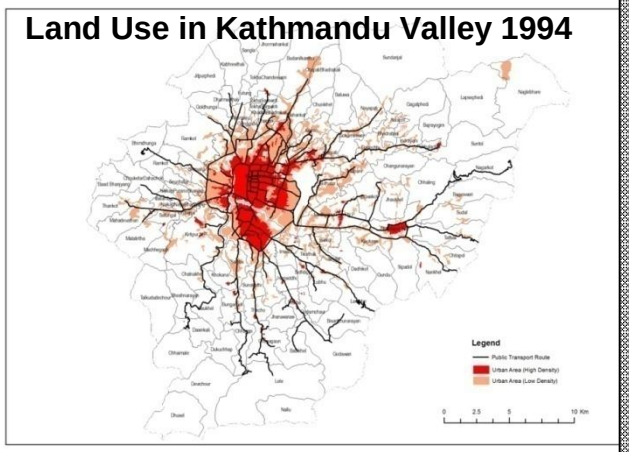
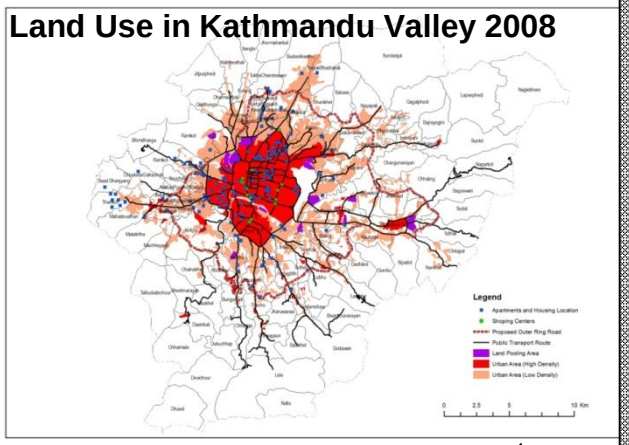
Kathmandu Valley: Capital

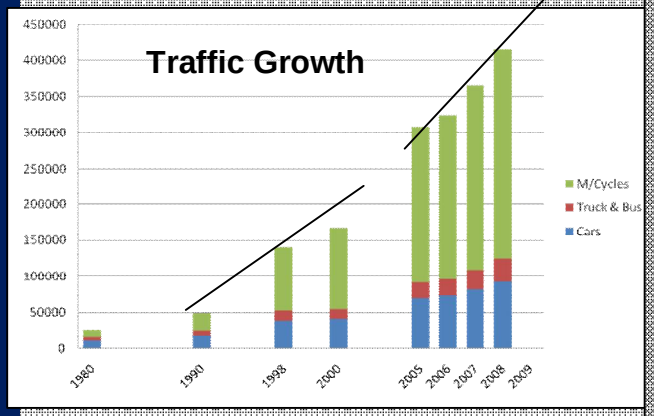


Estimate at 3.83 % per annum used by the Kathmandu Valley Town Development Committee, Development Plan for 2020), or using double the rate (7.7%) based on informal guesses.

1. Vehicle increase is 13% per annum
2. 55% of those entering the central area occupy 10% of vehicles
3. 74% of vehicles are motorcycles
4. Only 17% of households own a car
5. Air quality above limit by 66%



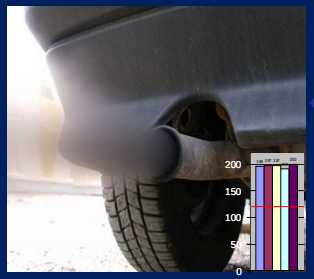




Kathmandu Mobility - At a Glance

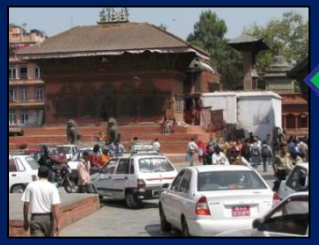
Disorganized Public Transport

Inequitable Sharing



Worsening Air Quality

Demand for Capacity



Unrestricted Vehicle Movement

Chaotic & Congested Traffic

Private Investment: Public Transport

Underlying fact

VISION

Options of Urban Transportation

- **Widening/Upgrading Roads – Expensive/High Cost of Land**
- **Change the Pattern of Journeys**
- **Changing the Time of Travel**
- **Changing the Mode of Travel**

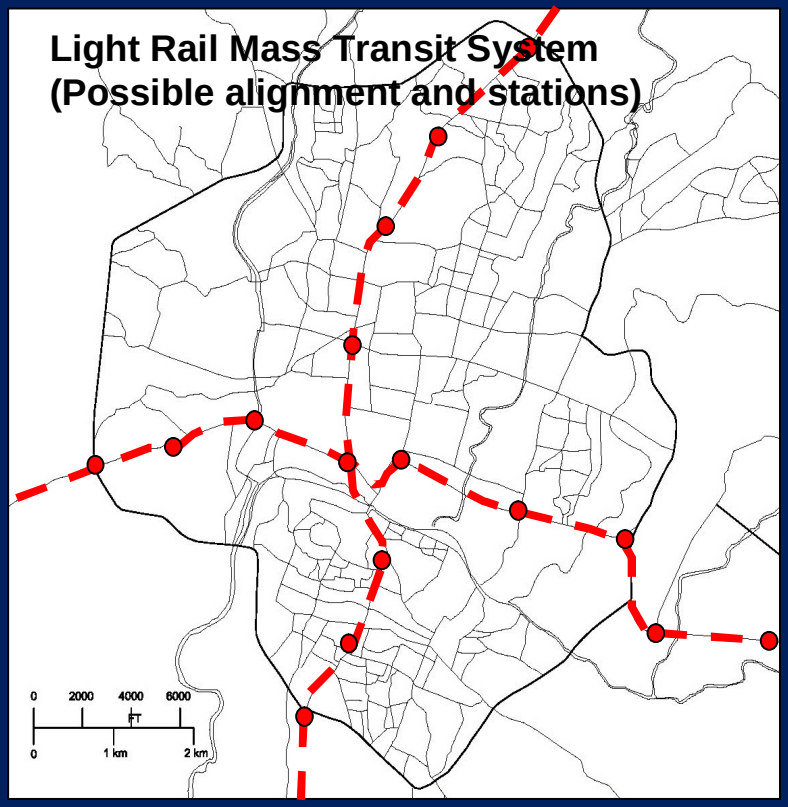
- **Encourage travel by public transport or foot,**
- **Discourage the use of private motorised vehicles,**
- **Improve movement (all modes),**
- **Improve air quality,**
- **Improve transport equity.**

Achieving the Vision

Short Term

- Promotion of Public Transport
- Improved Traffic Management
- Pedestrianisation
- Improved Air Quality
- Improve Transport Equity

Long Term Vision

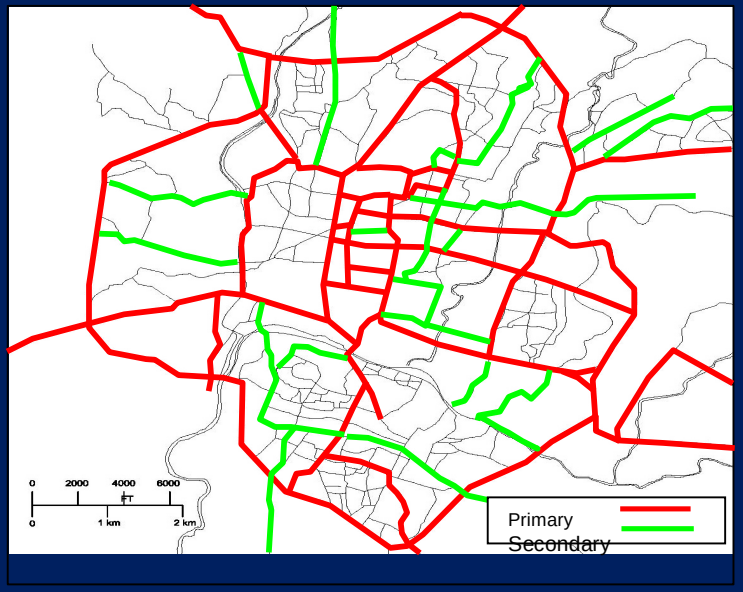


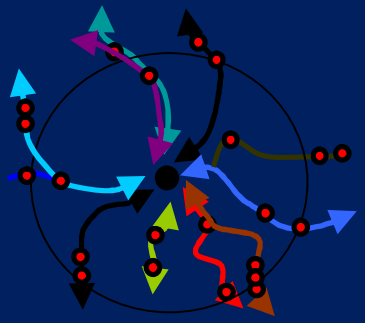
PROMOTION OF PUBLIC TRANSPORT

Agenda

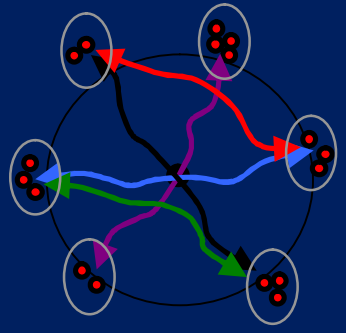
1. Establish Hierarchy of Routes
2. Assign appropriate vehicles to routes
3. Make bus travel attractive
   - Express and
   - premium services
4. Franchise Routes

Identification of Routes





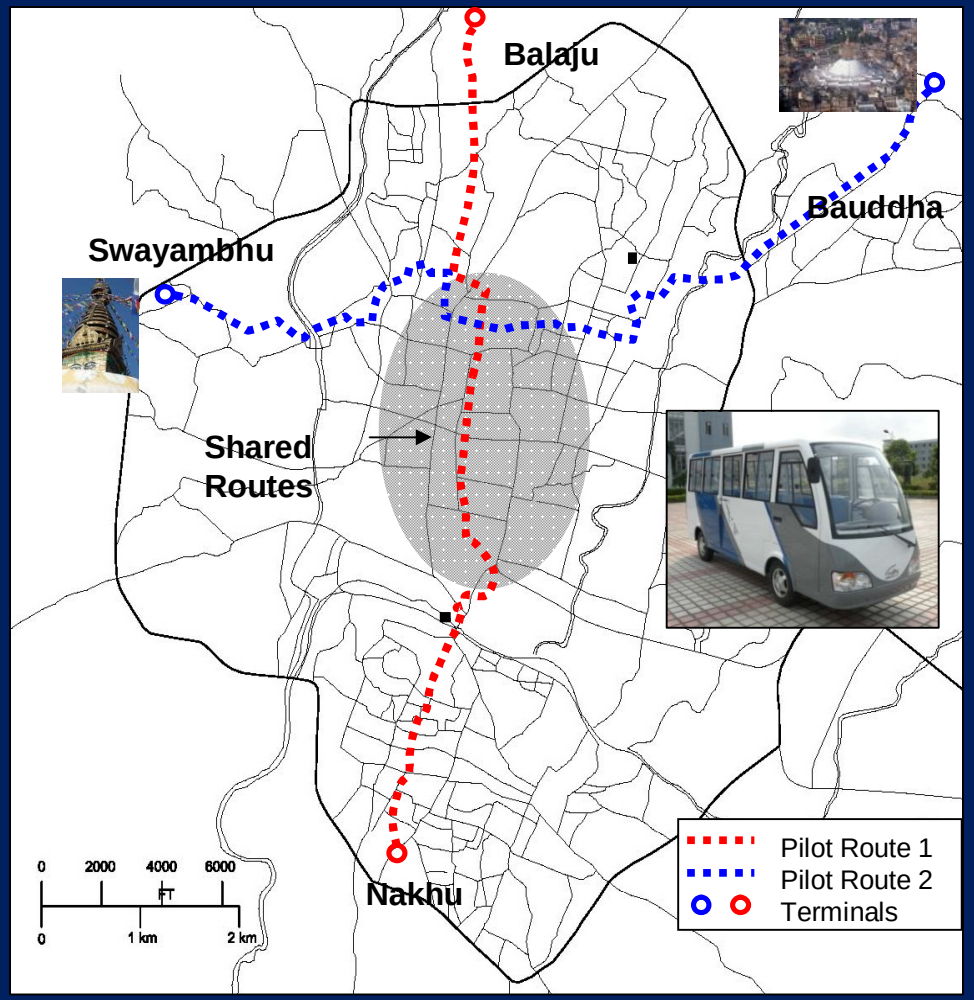
Before rationalisation



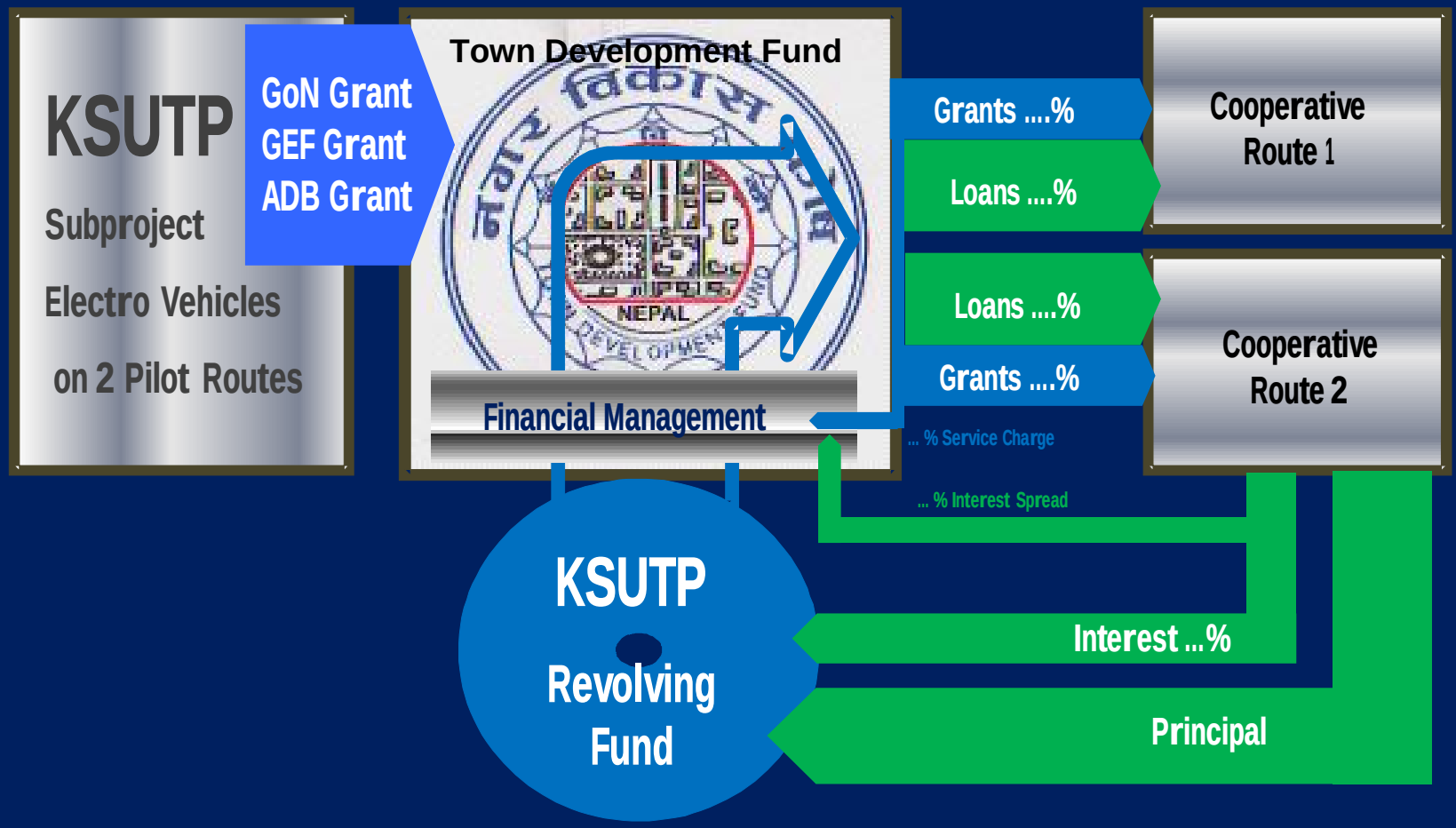
After rationalisation

PILOT BUS ROUTES

- GEF US$ 2.8 million to upgrade to Electric /Low Emission Vehicles
- PPP Arrangements to Incentivize Private Operators
- Project Financing Civil Works & Necessary Equipments (AIS/TM)



Financing Mechanism -Transport Cooperatives

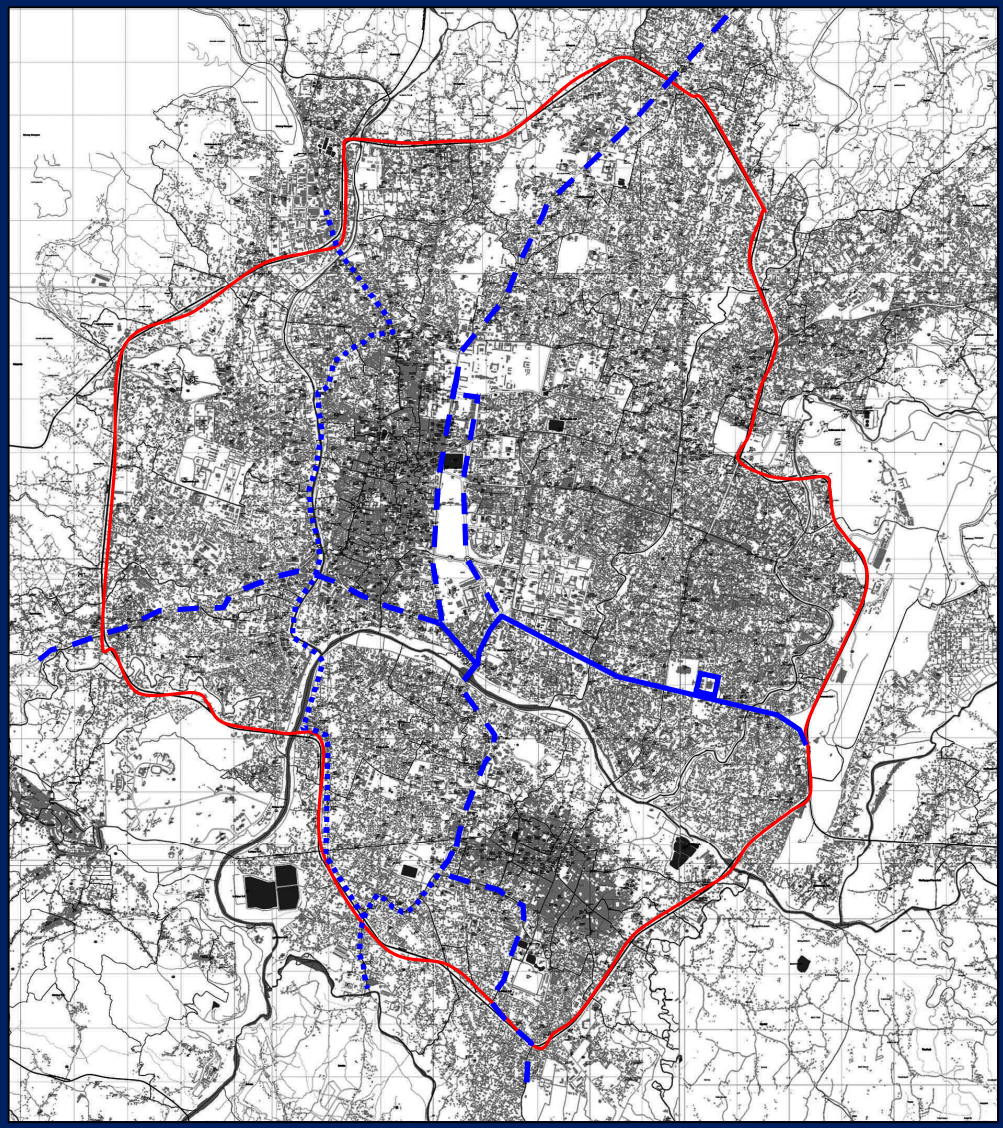


RE-INTRODUCE THE TROLLEY BUSES

- Operate N-S and W-E on Main Roads
- Government Extends Overhead Cables
- Private Sector Operates

Advantages

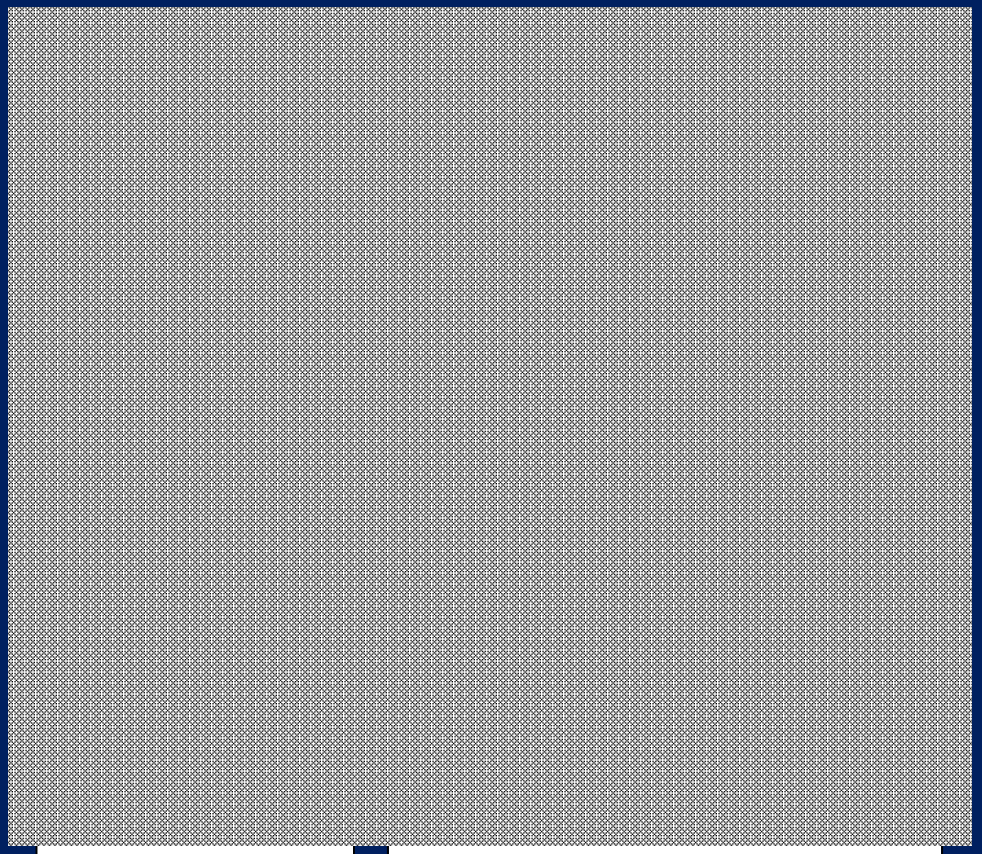
- Zero Emissions
- High Capacity
- Low Operating Costs



TRAFFIC MANAGEMENT

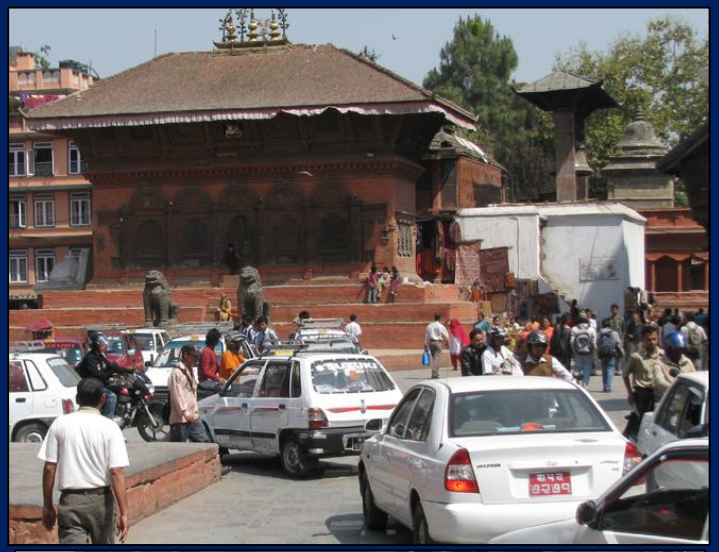
- Limit private vehicles entering central area
- Provide an alternative route for through traffic
- Improve design and operations of junctions
- Designate urban clearways (no parking)
- Support the traffic police
- Revise/improve regulations and enforce
- Conduct campaigns for better driving

PROVIDE AN ALTERNATIVE ROUTE FOR THROUGH TRAFFIC

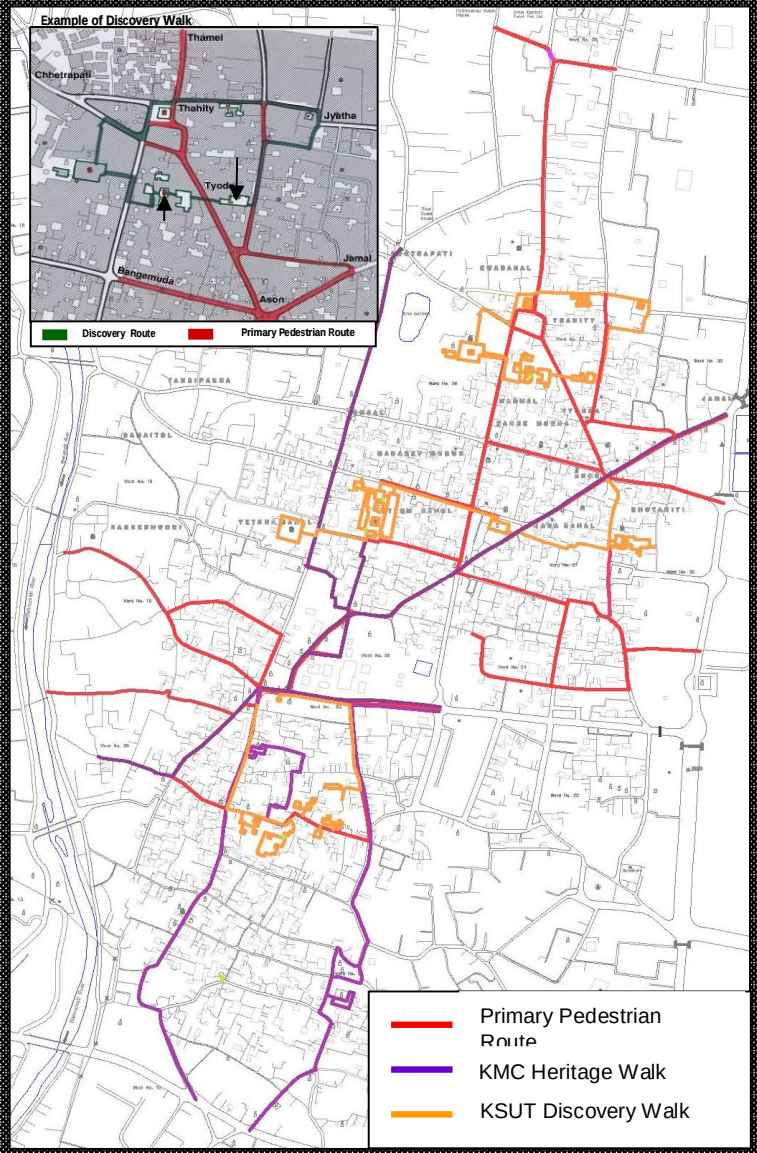


PEDESTRIANISATION

- Pedestrian priority in the Old Town
- Improve sidewalks in the Central Area
- Movement of vulnerable people
- Awareness building



Pedestrian Priority (Historic Core)



- Pedestrian Route to Historic Core to cover
  - Popular Touristic Zone of Thamel
  - Market Area of Asan
  - World Heritage Site of Durbar Square
- Improve and Promote Exposure & Preservation Architecture and Cultural Heritage
- Facilitating Income Generation through Tourist Related Activities

Improving Air Quality

- ↓ Number of Vehicles
- ↓ Emission per vehicle
- ⇔ Monitoring Air Quality
- ↑ Efficiency & Effectiveness of Veh. Standards, Testing & Quality of Fuel
- ⇔ Re-introduction and Extension of Trolley Bus
- ⇔ Replacing mini and micro buses by Green Clean Vehicle

Improving Transport Equity

- Improving Access for Disabled
  - Footpaths, road crossings etc.
  - Public Transport
- Discretionary Fares
- Public Transport Capacity Building

Walkability Study Findings:-

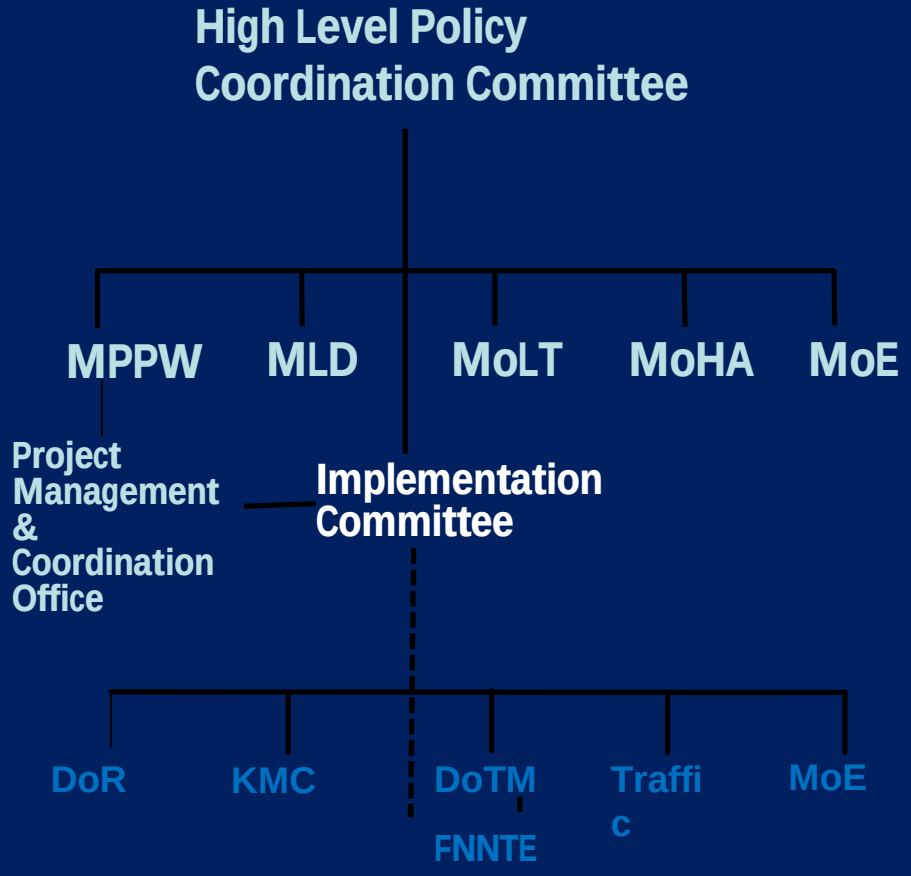
> 90% of sidewalks – Poor condition

95% of footpaths – not friendly

69% users – feel pollution impact

IMPLEMENTATION MECHANISM

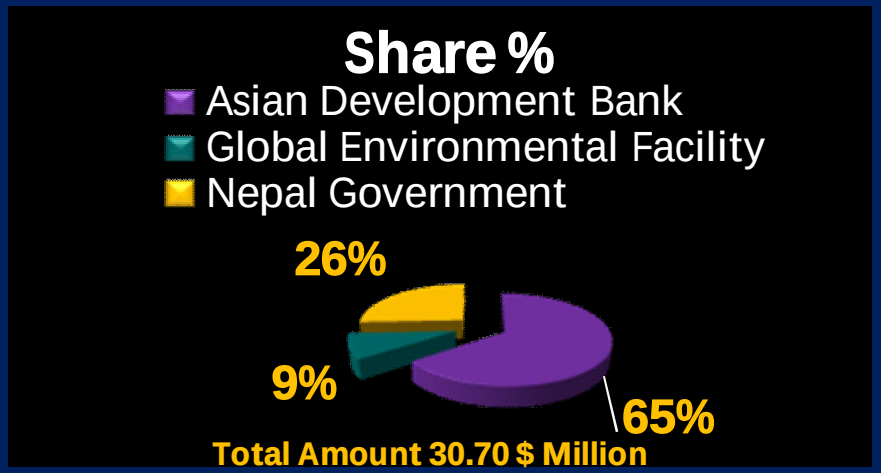
Project Structure

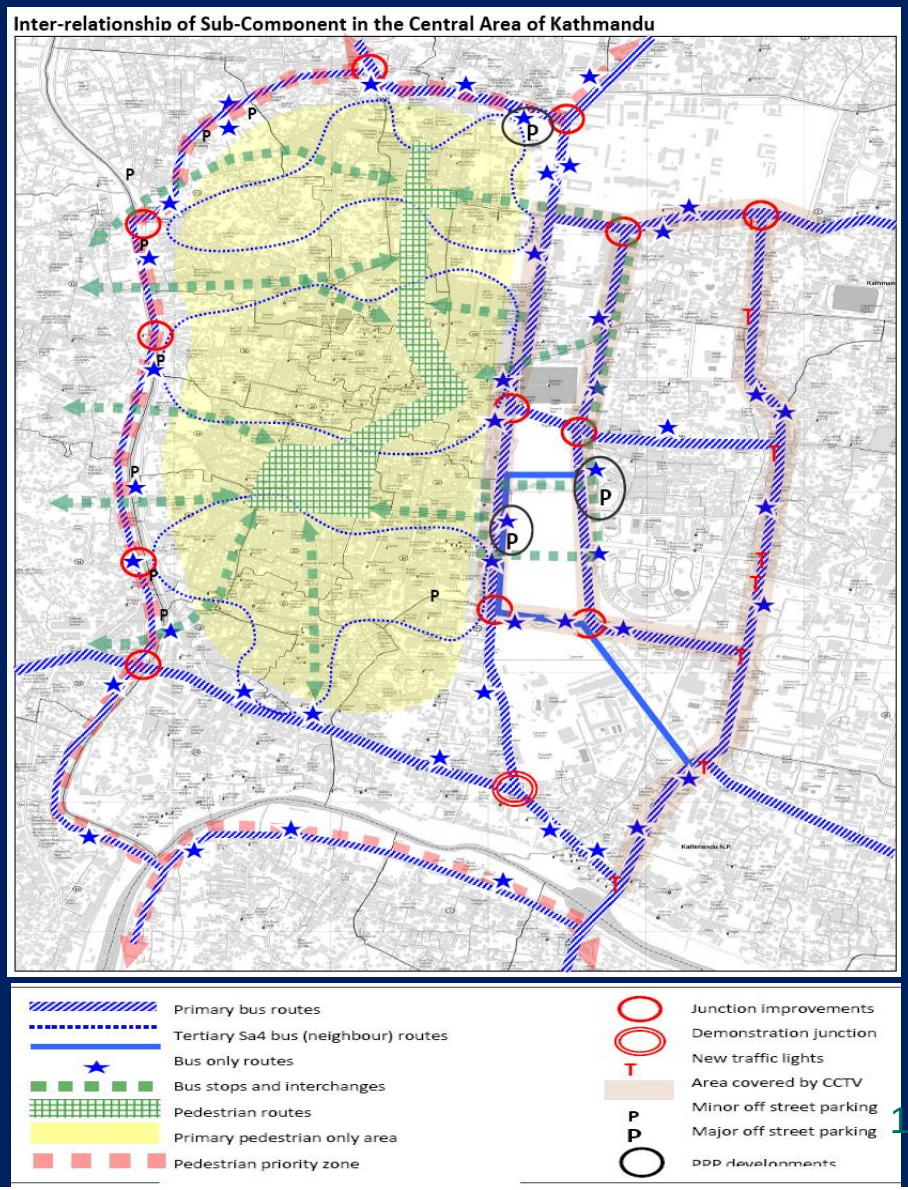


- Absence of a transport authority
- Coordination of a large number of implementing agencies.
- Establishment of Two Committees -Achievement
  - High Level Policy Level
  - Implementation
- Implementation Committee functions Steering Committee.

The Project

To improve the Quality of Urban Life through Delivery of a more efficient, safe and Sustainable Urban Transport System





Expected Results

- Improved
  - Public Transport System
  - Walkability
- Enhanced Traffic Conditions
- Demonstrated Effect - Pilot Routes
- Established Sustainable Financing Mechanism
- Strengthened Role of Private Sector,
  - Providers of Public Transport
  - Investors in Parking, Pedestrian & Commercial Facilities
- Improved Air Quality

Vision depends on changing peoples' behaviour and attitude towards urban transport