

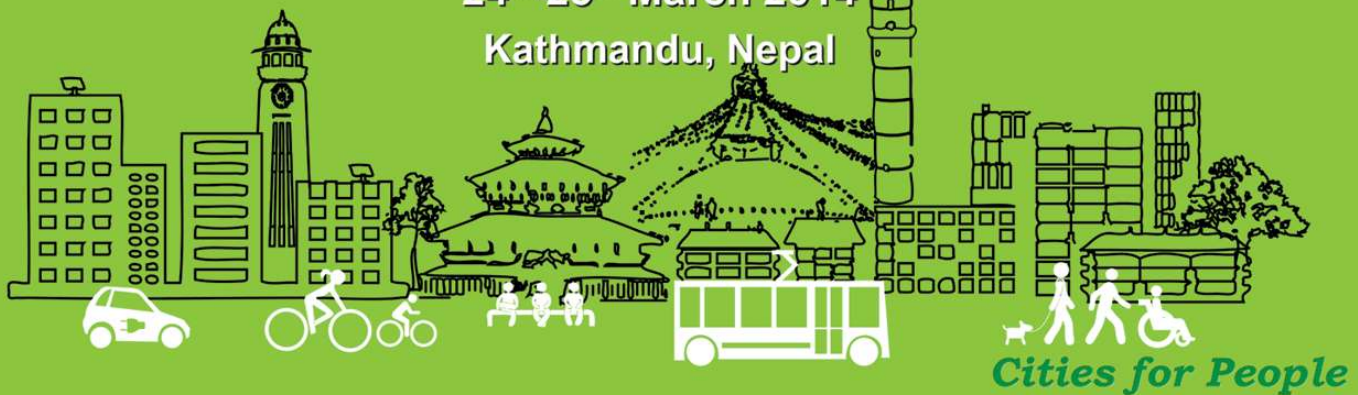
2014

Proceedings of Training Workshop on “Towards Effective Parking Management for a Better Kathmandu”

"Towards Effective Parking Management for a Better Kathmandu"

24th-25th March 2014

Kathmandu, Nepal



Cities for People



giz Transport Policy
Advisory Services

UN HABITAT
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Clean Energy Nepal

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1. Background and Objective of the Forum

Parking is a rising challenge and hot topic for Nepal's cities and towns. Parking management can become a key success factor rather than the intractable problem. This workshop will expand your understanding of parking management and parking policy. It will encourage you to think differently about parking and its possibilities. It will give you the opportunity to apply and adapt international parking management experience and good practice to the case of Kathmandu. You will leave the workshop with a strong understanding of which parking management strategies are likely to work well and which approaches are likely to fail or to lead to wider problems for the city in the future.

Clean Energy Nepal, in collaboration with Kathmandu Metropolitan City, UN-Habitat and GIZ-SUTP conducted two days training workshop on “Towards Effective Parking Management for a Better Kathmandu” at Shanker Hotel, Lazimpat. The training was conducted for two days on 24th and 25th March, 2014.

The workshop provided insight on key elements of effective parking management, including: clarity on objectives, kerb side regulation, parking data collection and analysis, enforcement, price setting, pricing mechanisms, the value of public and shared parking, congestion reduction, private-sector and public-sector roles, revenue allocation, and linkages between on-street and off-street parking.

This workshop aimed to expand participants understanding of parking management and parking policy. Participants got the opportunity to apply and adapt international parking management experience and good practice to the case of Kathmandu addressing both on-street parking and off-street parking issues.

Mr. Paul Barter is a transport policy researcher, advisor, writer and trainer with ‘Reinventing Transport’, and an Adjunct Professor in the LKY School of Public Policy at the National University of Singapore (NUS) gave the training to about 50 participants from national and local governmental agencies, non-governmental agencies, development agencies, private sectors including transport associations and media personnel participated in the training program. The major governmental participants in the training were Ministry of Physical Infrastructure and Transport, Ministry of Urban Development, Department of Roads, Department of Transport Management (DoTM), Kathmandu Metropolitan City, Lalitpur Sub Metropolitan City, Bhaktapur Municipality, Kathmandu Valley Development Authority (KVDA), Metropolitan Traffic Police Division.

2. Forum Proceedings of 1st Day (24th March 2014)

2.1 Introductory Session

Mr. Bhushan Tuladhar welcomed the guests and all the participants in the program. He briefly highlighted objectives and the agenda of the workshop. Mr. Tuladhar from UN-Habitat delivered an introductory presentation on existing transport situation in Kathmandu Valley. “Although the majority of trips in Kathmandu Valley are done by walking, the transport plans are almost exclusively vehicle centric”, he said. “Road expansion and easy car loans have increased the car sales in Kathmandu Valley creating further woes to the existing problems”, he said. He also presented on some the vehicle data emphasizing the decrease in number of pedestrians by 25% from 1991 to 2012; in the same way

decrease in bicycle by 6.6% to 1.5% was also shown. He highlighted the cause of congestion problem of vehicle to be the road expansion and the easy loan to private vehicles leading to high sale of private vehicles. He mentioned that local self governance Act. 2055 and local self governance Regulations 2056 are present but it still lacked parking management. “2000 sq ft buildings should have mandatory parking facilities in basement in sub commercial zones”, he said.

2.2 Opening Session

Opening the program, chief and executive officer of Kathmandu Metropolitan City Mr. Laxman Aryal highlighted the existing parking problems in city core areas, including the parking problems for buses and trucks. He said that it is important to find out the market based approach of parking management. “This training workshop will be helpful in providing inputs for the parking strategy and eventually help in drafting the parking policy”, he said.



Figure 1 Mr. Laxman Aryal, Chief and executive officer of Kathmandu Metropolitan City opening the training program

Secretary of Ministry of Physical Infrastructures and Transport Mr. Tulsi Sitaula chaired the opening session of the training and gave a keynote speech. Mr. Sitaula in his keynote speech appreciated the organizers for initiating this issue which was urgently needed in the capital. “Due to the haphazard urbanization road expansion has taken place but the expanded roads have been used for parking,” he said. He highlighted on the need of basement and multistoried parking and the compulsion of parking space to be build in every new building built, in order to reduce the parking problem. He also added that the government has been working to enhance walkability, sustainable transport and effective parking management by reducing the dependency on motorcycles and developing better public transport.



Figure 2: Opening Remarks from Secretary of Ministry of Physical Infrastructure and Transport

2.3 Technical Session

Presentation I: Mr. Paul Barter: Understanding Parking

Mr. Paul Barter started his presentation on understanding parking issues. He explained different mindset of people understanding and solving the parking problems. "The conventional approach on parking management assumes parking as an on-site infrastructure like toilets in the building, which is longer successful and create further parking chaos", he said. "The area management and responsive or market-oriented approaches are more pragmatic", he added giving successful example of Japan which has accidentally adopted responsive approach in parking management. He gave an example of some cities like Houston, U.S.A. who demolished large area in the city and focused in the establishment of public parking. Mr. Paul Barter said that "on street parking should be managed properly if not than it will effect off street parking as well." He further added, "Parking is infrastructure but for whole area is the theme of area management approaches." "On street parking management can be responsive by higher parking fees", he said. He emphasized the need of neighborhood parking for Kathmandu's core area.



Figure 3: Presentation on Parking Management by Mr. Paul Barter

Presentation II: Mr. Paul Barter: Parking Issue Diagnosis

He also discussed the importance of detail parking inventory and occupancy if possible, rather than just superficial observation which often misleads the parking management plans and decisions. The first and foremost thing to manage parking in the city is to manage the on-street parking before focusing on off-street parking. “If the problem is on the street, the solution must be found in the street, not off-street”, he said highlighting the importance of effective on-street parking management. He highlighted on the point parking is not only keeping vehicles at a location but it’s about providing easy access and mobility to other vehicles.

Presentation III: Mr. Paul Barter: Essentials of Public Parking Management

He suggested government not to put motorists at top of the stakeholders list. Parking issues are highly local, and businesses, residents, employers and property owners play key role in parking management. “One key to reducing congestion from on-street parking is to avoid saturation”, he said. He suggested doing so is to have effective pricing for parking. “Pricing should be taken as a tool to manage parking problems, not as a source of revenue”, he said. High parking minimums are fertility drugs for car, obstacle to transit-oriented-development and harm housing affordability. “Having too much of parking in the city is very dangerous than not having any parking”, he said. He mentioned that the policies and guidelines should be at local level as the issues and priorities vary over short distances.

He said that on street management helps with off street supply as it gives an idea on parking demand. He further added, “Once on street management seems well managed and full, people search for off-street parking and will be willing to pay”, he said. The participants highlighted that the on street parking should be priced according to the volume and demand, type of vehicle (Cleaner vehicle to be charged less). Mr. Barter said, “Pricing is the excellent and a key parking management tool, prices help manage parking.”

Presentation IV: Mr Paul Barter: Off street Parking Supply Issues

Mr. Paul Barter said that cars are extremely space consuming, roughly 20-25 sq. m required for a car. He suggested avoiding building multistoried parking for Kathmandu as it reduces opportunity cost of expensive land of the city. The first and foremost thing to manage parking in the city is to manage the on-street parking before focusing on off-street parking. “If the problem is on the street, the solution must be found in the street, not off-street”, he said highlighting the importance of effective on-street parking management. However, much parking policy aims to expand off-street parking out of fear of on-street chaos. He also presented the different tools and methods to manage both on-street and off-street parking. “Parking policy should ease the short-term problems, but it should also be coherent with the long-term vision of achieving sustainable urban transportation”, he said. Right amount of parking investments should be done in the right places, ideally without subsidy. “Subsidizing parking in low-income countries like Nepal is a tragic equivalent to a crime, as the money that should go to provide basic needs such as health and education goes to the benefits a small percentage of richer people that can afford cars and motorbikes”, he said.

3. Forum Proceeding of 2nd Day (25th March 2014)

The second day was followed by the continuation of presentation on off-street parking supply issues from the first day. “If needed off-street parking can be managed in unutilized government land in Kathmandu temporarily”, he said. “High parking minimums are a ‘fertility drug for cars’”, said Mr. Barter. He further added, “conventional thinking of parking problem is due to shortage of parking area but in the new thinking it is due to oversupply of cars and inefficient management.”

3.1 Panel Discussion

Seven panelists were present during the panel discussion on parking management. The panelists were from Ministry of Physical Infrastructure and Transport, Ministry of Urban Development, Ministry of Federal Affairs and Local Development, Department of Transport Management, Kathmandu Valley Development Authority, Metropolitan Traffic Police Division and Kathmandu Metropolitan City.



Figure 4: Panel Discussion on Parking Management

In the panel discussion Mr. Tulasi Sitaula, Secretary from Ministry of Physical Infrastructure and Transport said that for the first time such a crucial and critical subject parking management has been discussed and he further added that parking management has been very weak in Nepal and the government will take some action as soon as possible. He further said that parking management should be a combination of on street and off street parking and the price should be fixed according to peak hour, lean hour, week day, off day. He said, “Parking is an inherent part and should be effectively managed to make a livable city.”

Secretary, Kishor Thapa from Ministry of Urban Development said that, “parking is a common problem in Kathmandu as 80% of car and 70% of all vehicles are present in Kathmandu.” He further added that need for parking space increases in private and commercial areas with increase on vehicles so we can minimize parking demand by shifting towards public transport. He emphasized on the management of Bus Park in core area by establishing a route but not a bus park to serve all the downtown.

Joint Secretary Reshani R. Pandey from Ministry of Federal Affairs and Local Development emphasized on the number of vehicles in Kathmandu and asked for the preparedness of more vehicles that can be in the future. He highlighted to promote walking, cycling and public transport in order to discourage the private vehicles and to use technologies such as CC camera which will reduce the number of traffic polices in the respected places. “If parking is done than payment should be made compulsory,” he said.

Mr. Sudarshan Dhakal, DG of Department of Transport Management appreciated the work traffic police has been doing. He said that there are no clear policies and regulations and responsibilities of the organizations are not well defined as well as policies should be made to discourage private vehicle.” He further added that, “Local groups should be encouraged to manage their area which will manage parking to some extent.”

Mr. Yogeshwor Parajuli, Commissioner of Kathmandu Valley Development Authority highlighted on their roles as a regulating and monitoring agency. He said that our focus should be in limiting private vehicles and encouraging the public vehicles.

DIGP, Keshav Adhikari from Metropolitan Traffic Police Division emphasized on their role to mobilize the vehicles efficiently. He highlighted on some of the vehicle data where 140 vehicles were looked over by one traffic police before but now 800 vehicles has been looked after. He said that during especial occasions the political leaders call the traffic police to let them park in the roads which he finds it shameful. He also pointed on some of the problems of the old vehicle that has been polluting environment by oil, spillage leakage and the jams they create by stopping in the middle of the road. “Traffic police is in the burning coal”, he said. “Due to the prohibition of drinking and driving the accidents has been reduced to 0%,” he said.



Figure 5: Panelist DIGP Keshav Adhikari

Mr. Laxman Aryal from Kathmandu Metropolitan City highlighted on the lack of policies and regulations and the need to integrate them. Regulations on infrastructure, enforcement, and transport management should be made with market based approach he further added.

3.2 Group Work

The high level panel discussion was followed by group work on parking management issues. The participants were divided into five groups and assigned to discuss existing parking problems and explore possibilities of parking management in five key areas of Kathmandu: Thamel, Durbar Marga, Pako sadak, Dharmapath and Sukrapath. Some of the key problems identified were long duration parking in on-street, double parking, queuing for parking etc. In the long term, vehicle free zone in the core areas was suggested. Parking infrastructure such as road marking on the parking site, signage of parking and effective pricing were suggested. The groups suggested having parking pricing structure based on the occupancy of vehicles during peak hour, off hour, week day and weekend. For the parking management underground parking in the suitable places nearby was proposed by most of the groups.



Figure 6: Group Session on the Management of Parking

Thamel is one of the tourist hub in Kathmandu. There are parking spaces for rikshaw, taxi and motorbikes but are not sufficient. Thamel is seen as the most congested place with high flow of vehicle and people so the participants suggested for the pedestrianization of road in the long term

Durbar Marga is one of the fine streets of Kathmandu with 240m*16m stretch. The width of the walkways is quite sufficient. The main problem seen at this place is not available of road marking and signage though its main hub of the city.

At present on-street parking is seen in Pako with 300 motorbikes and 30 cars at Pako road and 50 bikes are seen parked in pipalbot area. Off street parking is seen in Tamrakar house with 50 motorbikes whereas 25 cars and 200 motorbikes at R.B.Complex. The problem seen in Pako Sadak is random vehicle parking near the junctions.

Dharmapath area is congested during morning, evening and festival periods. This location has the capacity to adjust 30 cars and 70 bikes on on-street besides Gorkhapatra Sanstha has 50-50 bike and car parking places. For the management of the area relocation of fire brigade from sensitive/historical zone is needed.

In Sukrapath at present motorbikes are being parked at one side of the road and underground of Bishal Bazar. Here parking demand, occupancy and people's survey needs to be done. As the area lies in the interface of pedestrianized zone, it's very sensitive area and high obstruction of traffic and the vehicles has been seen parked for a long period of time. These problems can be solved by pedestrianizing the areas.

3.3 Remarks from Mr. Barter

Mr. Paul Barter commented on the group work presented by the participants. He said that improving on-street parking should be based on responsive market based pricing, consistent with long term of vision for Kathmandu. He suggested not focusing on underground parking as it conflicts with long term vision to pedestrianize the urban core areas. He rather recommended establishing temporary surface parking in unused space. He further added that evidence based policy should be made with proper data gathering and analysis before making a decision. He highlighted on the importance of bicycle parking as well, and concluded suggesting not to waste the limited and precious open spaces for parking.



Figure 7: Remarks from Mr. Barter on the Group Discussion

4. Closing Session

The certificate to the participants who attended two day workshop on “Towards effective Parking Management for a Better Kathmandu” was handed by Mr. Paul Barter. Pen drives containing the presentations of the training was distributed to the participants.

Vote of thanks was given by Mr. Bimal Rijal from Kathmandu Metropolitan City saying that the two days training was informative and fruitful. “Training on parking management has been taken place for the first time in Nepal and such kind of training should take place in future as well”, he said. He is positive that the discussed points will be considered in preparing the parking strategy.



Figure 8: Distribution of Certificates to the participants

5. Conclusion and Recommendations

The program was successful in bringing around 50 key stakeholders to discuss on parking management issues in the Kathmandu Valley. The program has helped participants to understand the concept of parking management, importance of parking study, and tools and approaches for management.

Following recommendations were made during the two-day discussions for parking management in Kathmandu. Following recommendations were expected to be incorporated in comprehensive parking policy that is supposed to be devised by the metropolitan city soon.

- While preparing parking strategy/policy evidence based research on parking demand and occupancy of parking space should be carried out.
- Conventional approach of solving parking problems by providing more parking spaces should be avoided and market-based or responsive approach should be adopted.

- The first and foremost is to manage the existing on-street parking before planning for off-street/multistoried parking.
- The parking price structure should be based on locations of the parking space and the occupancy of vehicles during peak hour, off hour, weekday and weekend.
- Parking strategies/policy should align with long-term vision of achieving sustainable mobility in the city.
- Not to focus on underground parking in urban core areas as it conflicts with long term vision to pedestrianize the area.
- Government should avoid providing subsidies for parking and funding source should be explicit.
- The long-term strategy to solve parking problem is to discourage usage of private vehicles and encourage walking, cycling and riding public transport.
- Types and size of vehicle should be considered while preparing parking strategy with a provision for cycle parking.
- Parking payment system such as smart card, mobile payment system can be introduced instead of cash payment which can reduce malpractices in collecting the parking fees.
- Parking issue is highly local, so the parking policy is recommended to be flexible to address the concerns of local communities including the utilization of parking fees.
- Existing parking fee is low. Effective pricing should be used as a key tool for parking management.
- Parking minimum requirements and FAR free parking space are now found not appropriate tool for parking management.

To download presentations

<https://drive.google.com/file/d/0B1RPsVjLpkO5ejFBSzZSc19qY0E/edit?usp=sharing>

Annexes

Annex I: List of Participants

SN	Organization	Name	Contact No.	Email Address	Signature	
					Day 1	Day 2
1	Advance College	Anil Marsani	9851013963	anilmarsani@acem.edu.np	X	X
2	Bhaktapur Municipality	Ram Krishna Prajapati	9841430994	boxerprajapati@yahoo.com	X	X
3	Ccprec Pvt Ltd	Sarah Shrestha	9851164073	dgrajkarnikar@gmail.com	X	X
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5	Clean Energy Nepal	Prashanta Khanal	9841401236	prashanta@cen.org.np	X	X
6	Clean Energy Nepal	Damodar Dhital		damodar@cen.org.np	X	X
7	Clean Energy Nepal	Rassu Manandhar	984140301	rassu@cen.org.np	X	X
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9	Department of Roads	Karna Timilsina	9848301711	karnat@gmail.com	X	X
10	Department of Transport Management	Sudarshan Dhakal				X
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12	ECOCODE Nepal P. Ltd	Kumar Dhauda	9851076265	sigdelsuraj@yahoo.com	X	X
13	GIZ	Vedant Goyal			X	X
14	Institute of Engineering	Sangita Singh	9851002150	singh.sangeeta36@gmail.com	X	X
15	Institute of Engineering	Prakash Adhikari	9849183311	prakash.adh28@gmail.com	X	X
16	Institute of Engineering	Vivek Gupta	9803312107	guptavibek@gmail.com	X	X
17	Kathmandu Metropolitan City	Laxman Aryal			X	X
18	Kathmandu Metropolitan City	Mahesh Kafle	9851166099	maheshkafle@hotmail.com	X	X

19	Kathmandu Metropolitan City	Narendra Raj Shrestha	9851045317	nrs_1956@hotmail.com	X	X
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30	Kathmandu Metropolitan City	Dhruba Kafle	9851126903	mkghimire@hotmail.com	X	X
31	Kathmandu Metropolitan City	Basanta Aacharya	9851087938	sarah.sstha@gmail.com	X	X
32	Kathmandu Metropolitan City	Bir Bdr Khadka			X	X
33	Kathmandu Sustainable Urban Transport Project	Sharad Shrestha	9841392457	sharad665@hotmail.com	X	X
34	Kathmandu Sustainable Urban Transport Project	Niraj Sharma				X
35	Kathmandu Sustainable Urban Transport Project	Subash Dhungel	9851074841	subhash.dhungel@yahoo.com	X	X
36	Kathmandu Valley Development Authority	Yogeshwor Parajuli				X
37	Kathmandu Valley Development Authority	Rama Maiya Manandhar	9841599373	ramamdrmaiya@yahoo.com	X	X

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44	Metropolitan Traffic Police Division	Raj K Karki	9852090044	rkkarki12@yahoo.com	X	X
45	Metropolitan Traffic Police Division	Dev K.C.	9841696714		X	X
46	Metropolitan Traffic Police Division	Keshav Adhikari				X
47	Ministry of Federal Affairs and Local Development	Reshani R. Pandey				X
48	Ministry of Physical Infrastructure and Transport	Tulsi Sitaula			X	X
49	Ministry of Physical Infrastructure and Transport	Indu Sharma Dhakal			X	
50	Ministry of Physical Infrastructure and Transport	Nabin Pokhrel	9851198164	nkpokharel@gmail.com	X	
51	Ministry of Urban Development	Dr. Mahendra Subba		sanam.shanker@hotmail.com	X	X
52	Ministry of Urban Development	Kishor Thapa			X	
53	RECPHEC	Sanam Shanker	4243891	shirjan@gmail.com	X	X
54	Road Division-Kathmandu	Ujjwol Shrestha			X	X
55	Traffic Volunteer	Shrijan Regmi	9841275806	pandecbishnu@gmail.com	X	X
56	Traffic Volunteer	Shekhar Chandra Rai	9841690918	kumardai@gmail.com	X	X
57	UN-Habitat	P.S. Joshi			X	

58	UN-Habitat	Bhushan Tuladhar	9851017819		X	X
59		Paul Barter			X	X

Annex II: List of Media Participants

S.No	Organization	Name	Contact No.	Email Address	Day 1	Day 2
1	Nayapatrika	Niraj Khadka	9851098890	niroj.khadka@gmail.com	X	
2	Abhiyan Daily	Pradip Adhikari	9841217521	chhotu57@gmail.com	X	
3	ECS Media	Samyak Moktan	9841886194	samyak.ecsmedia@gmail.com	X	
4	Kathmandu Media	Manata Kattel	9842095153	mamatakattel@gmail.com	X	
5	Kathmandu Media	Raju man Shrestha			X	X
6	Kathmandu Media	Chandra mani Bhattarai	9851117022		X	X
7	ABC TV	Anand Gurung	9751066185	agurungabctv@gmail.com		
8	ABC TV	Bipin Srivastav				

Annex III: Program Agenda

S.N.	Time	Topics	Proposed Faculty
Day 1			
	09.00 – 9.30	Registration/Tea	
1	09:30 – 9.45	Opening Session	KMC
2	9.45 - 11.15am	Understanding parking (90 min)	Paul Barter
		Tea/coffee	
3	11.30am – 1pm	Parking issue diagnosis (including in the Kathmandu core area)(90 min)	Paul Barter and Vedant Goyal
		Lunch	
4	2 - 3.30	Essentials of public parking management (90 min)	Paul Barter
5	3.45 - 5.00	Off-street Parking Supply Issues (75 min)	Paul Barter
Day 2			
6	9.30 – 10.30am	More essentials of public parking management (60 min)	Paul Barter
7	10.30 – 11.30am	High Level Panel Session on Parking Management	
		Tea/coffee	
8	11.45am - 1pm	Group work on parking issues in Kathmandu districts (75 min)	Paul Barter and Vedant Goyal
		Lunch	
9	2 – 3.15	Group reporting (75 min)	
10	3.45–4.45pm	Synthesis: Towards a parking strategy for Kathmandu (60 min)	Paul Barter
11	4.45–5.00 pm	Wrap-up, certificates, etc (15 min)	CEN/UN-Habitat

Annex IV: Media Coverage

[Stakeholders discuss new parking policy, The Kathmandu Post, March 26 2014](#)



CEN website

Day I: <http://cen.org.np/maya/parking-management-issues-in-kathmandu-discussed-day-1/>

Day II: <http://cen.org.np/maya/173/>