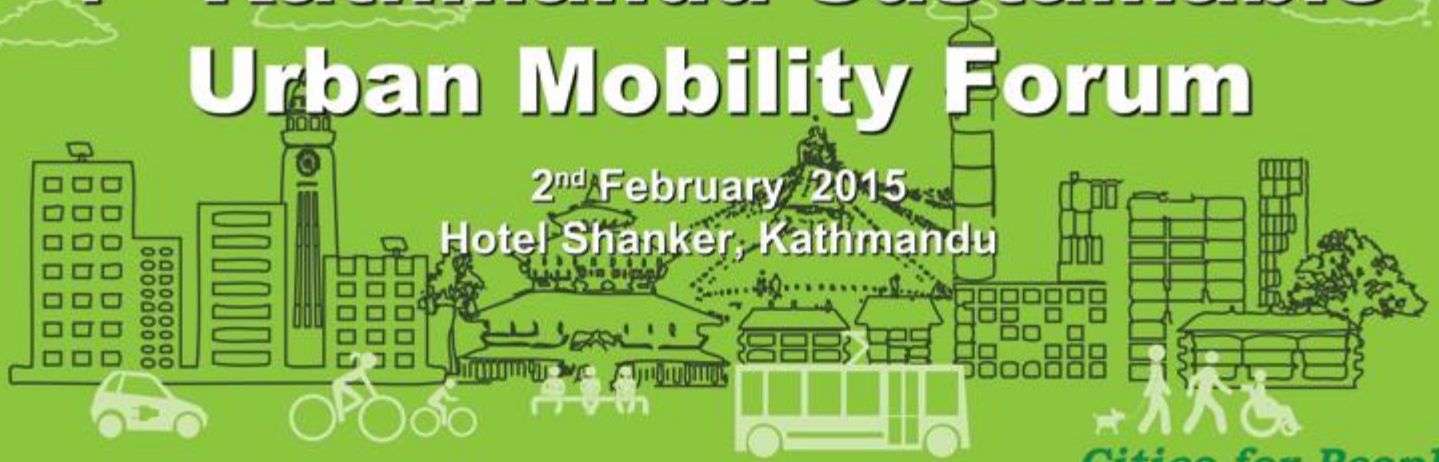


Proceedings

4th Kathmandu Sustainable Urban Mobility Forum

2nd February 2015
Hotel Shanker, Kathmandu



Cities for People



Clean Energy Nepal

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1. Background

The sorry state of urban transport infrastructures in Kathmandu Valley has serious implications on sustainable functioning of the city. The increase in air pollution, carbon emission, traffic congestion and road fatalities are the direct consequences of inefficient transport management and infrastructures in the valley. Although the roads are being widened throughout the city supposedly to reduce the traffic congestion, no proper standard or design guidelines are followed while expanding the roads. Many of these roads are expanded at the expense of sidewalks and the existing design impedes the mobility of pedestrians.

Although the Government of Nepal has formulated revised National Road Standard (NRS) in 2013, it says it applies mostly for non-urban roads. As we don't have any comprehensive standard or design guidelines for urban road, the main purpose of this year forum is to discuss the needs and importance of urban road standard or design guidelines for Nepal.

The program was jointly organized by Clean Energy Nepal, Clean Air Network Nepal, Kathmandu Valley Development Authority, Ministry of Physical Infrastructure and Transport, and UN-Habitat.

2. Objective

The main objective of the Kathmandu Sustainable Urban Mobility Forum is to initiate policy dialogues, partnership stakeholder collaboration for Better Air Quality and sustainable Urban Transport with focus on people centric transportation. Specific objectives are:

- Discuss existing road standard and comprehensive standards for urban roads.
- Sensitize stakeholders on necessity of urban road standard or design guidelines for ensuring safer, efficient and sustainable urban mobility.
- Bring together and share initiatives and best practices

3. Program participants

Around 60 participants from governmental agencies, non-governmental, agencies, transport and urban planners, academia, private sectors and media participated in the program. (Please see the Annexes for detail program agendas and list of participants).

4. Proceedings

4.1. Welcome Remarks

Welcoming all the guests and forum participant, Mr. Yogeshwor Parajuli, Development Commissioner of Kathmandu Valley Development Authority said that formulating urban road standard will ensure the pedestrian's safety, efficiency of transport system and accessibility of all users. As we are expanding roads, it is very necessary to have proper standards of road design, he said.



1. Participants of KSUMF IV

4.2. Presentation Session I

Mr. Padma Sundar Joshi, program manager of UN-Habitat Nepal highlighted the existing situation of transport system and urban road design in Kathmandu Valley. “Even though the urban area contribute 65% total GDP of the country, but the investment in urban areas is very low compared to its contribution to GDP”, he said. Wider roads, expressways, and flyovers bring temporary relief, but in the long run they only exacerbate a city's traffic problems. He added roads should be designed people-centric rather than vehicle-centric, and proper standards should be followed while building roads.

Mr. Sunil Poudyal presented the proposed Nepal Urban Road Standard. The main objective of the urban road standard is to ensure safe, easy and comfortable roads to all users, and contribute to economic growth. He also presented the different initiatives of government on road standards. Because of different characteristics of urban roads, the standards for highways and rural roads can't be applied to urban roads, he said. He also said that all the roads within municipal boundaries, including those covered by Nepal Road Standard and Nepal Rural Road Standard, and should be categorized as urban roads and have to follow the standards for urban roads in addition to their respective standards.



2. Guests and Speakers of KSUMF IV

4.3. Keynote Remarks

In the keynote remarks, Mr. Arjun Jung Karki, Secretary of Ministry of Urban Development said that Nepal needs to devise proper land use planning. He also said that there is no clear jurisdiction of different ministries to work on urban issues and there is overlapping of work. He said that the ministry hasn't been able to work on sustainable urban development issue as it should have. He also criticized the declaration of new municipalities without doing homework and proper planning. "We should be more concerned about pedestrian and public transport users, he said. "Bus Rapid Transit System can help in solving the public transportation problem to some extent", he added.

Mr. Tulasi Sitaula, Secretary of Ministry of Physical Infrastructure and Transport in his keynote remarks said that integrity, non-motorized transport, disable friendly roads should be addressed in urban road standards." He added, "Urban core areas should be made vehicle free and replacement of old vehicles has been a must." He also said that all the roads in the city were planned to be categorized as urban roads and shift the strategic roads and highways to shift outside of planned outer ring road, however the ministry isn't able to do that because of lack of progress in development of outer ring road. He also stressed the needs of coordination among the different governmental agencies to improve the transport infrastructures in Kathmandu Valley.

4.4. Group Exercise/Discussion

Group discussion was organized on urban road standards. The participants discussed on various issues related to urban roads such as road classification, non-motorized transport infrastructure design, disable-friendly design, lane width, intersections and other amenities to make the streets safer, vibrant and people-friendly. The comments and inputs provided on proposed urban road standards are briefly highlighted below:

- The road classification in proposed urban road standards should be compatible with the existing used nomenclature and the classification should be fully described.
- Subway and overhead bridges shouldn't be prioritized in the road standards. Surface crossing with proper traffic calming should be considered.
- Road standard should be friendly for people with disabilities and shouldn't be only limited to wheelchair users but also consider blind and other types of disabilities.
- Standards for intersection design and speed breakers should be included. Lack of proper intersections is the major reason for traffic congestion. Instead of widening roads, it's important to design the proper intersection. Right turn should be allowed in the intersection.
- Urban roads should be designed to reduce the vehicular speed (urban roads are not for racing cars). 3 meter lane width are adequate for urban roads.
- Urban road standard should follow broader socio-economic issues, making city vibrant and livable.
- Cycle tracks should be included in all Path and Sadak, and intersection should be designed prioritizing cycle users. Network of cycle tracks should planned.
- Street vendors should be provided with proper space and require proper management in overall road design. Human parking are equally important as vehicle parking.
- Mobility of non-motorized freight transport should be addressed in the standard
- Street furniture, waste bins and other public utilities should be considered in the standard
- Accessibility of people with disabilities, Pedestrians, youth, senior citizen and children should be prioritized in standard
- Categorization of roads and standards should be based on the operation of public vehicles
- Road should designed first prioritizing pedestrians and priority for vehicles should be last.
- Consider parking management
- Consistency in traffic signage
- Spaces for night market in the streets
- Consider interface between open spaces and streets
- Specific guidelines should be devised for historic areas like Ason, Indra chowk.
- It should consider existing landuse pattern in sub-urban areas
- Streetscape should also consider fencing- discourage high walled fencing
- Urban greenery with proper plant species should be considered
- Design/standard for bus stops
- Protective barriers for sidewalks and cycle tracks from carriageway
- Standards for advertisements and billboards
- Materials that allows ground water recharge should be applied in sidewalk
- Minimum clear width for sidewalk should be defined in standard
- This should also include the institutional arrangement for implementation of urban road standard, development of urban roads, maintenance etc.



3. Group discussion on Urban Road Design

4.5. Presentation Session II

Mr. Narayan Dhital, Research Associate of CANN/CEN presented on crowding and in-vehicle air pollution exposure study of public transportation in Kathmandu Valley. He said, “In-vehicle/roadside particulate matter pollution is very high; paving the roads would substantially reduce the particulate pollution”. “Traffic congestion is causing more emissions”, he added. According to Dhital, passengers accepted higher density if the buses have proper standing areas with sufficient handholds and if the public transport service is reliable. He concluded by saying “So many cars disappear from the streets of our cities, when their owners will fill one bus!”



4. Presentation on Crowding and In Vehicular Air Pollution

4.5. Closing Remarks

Mr. Bharat Basnet, Chairperson of Clean Energy Nepal concluded the program thanking the active participation. He said the pedestrians should be given priority over the vehicles. “In the vehicle free day people can walk freely without pollution and horn”, he added. Mr. Basnet said “If the roads were designed keeping people in mind than there would be less vehicles in the street.”

Annexes

Annex-1 Program Agenda

Time	Sessions/Agendas	Presenter/Resource Person
8:30-9:00	Registration and Tea/Coffee	
Session I: Opening Session		
09:00-09:10	Welcome address	Mr. Yogeshwar K. Parajuli, Development Commissioner, Kathmandu Valley Development Authority
09:10-09:20	Introductory Remarks	Mr. Padma Sundar Joshi, Program Manager, UN-Habitat Nepal
09:20-09:50	Presentation on proposed urban road standards for Kathmandu Valley	Mr. Sunil Poudyal
09:50-10:05	Remarks	Special Guest- Mr. Arjun Kumar Karki, Secretary, Ministry of Urban Development (5 mins) Special Guest- Mr. Tulasi Sitaula, Secretary, Ministry of Physical Infrastructures and Transport (5 mins)
10:05-10:30	Tea Break	
Session II: Technical Session and Group Discussion		
10:30-11:00	Q&A with Mr. Sunil Poudyal	
11:00-12:00	Group discussion on the urban road standards for Kathmandu Valley	
12:00-12:30	Group Presentation and Recommendation	
12:30-12:45	Crowding and in-vehicular air pollution exposure study of public transportation in Kathmandu Valley	Mr. Narayan Dhital, Research Assistant, CEN/CANN
12:45-12:55	Session IV: Closing Remarks	Mr. Bharat Basnet,
13:00	Lunch	
	Program facilitated by Mr. Bhushan Tuladhar, Technical Advisor, UN-Habitat	

Annex 2: List of Participants

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