

Assessment of toolkit from Users perspective

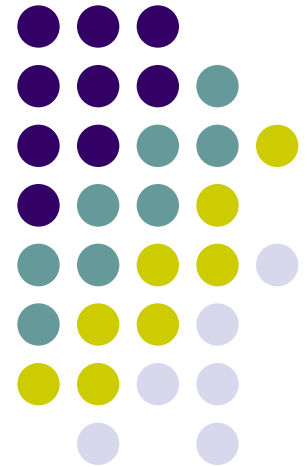
Kathmandu Metropolitan City (KMC)

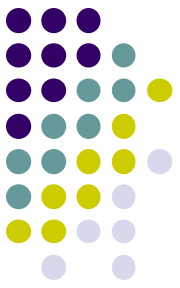
NEPAL

Arun Shrestha

Urban Development through Local Efforts,
(UDLE), GTZ

Kathmandu



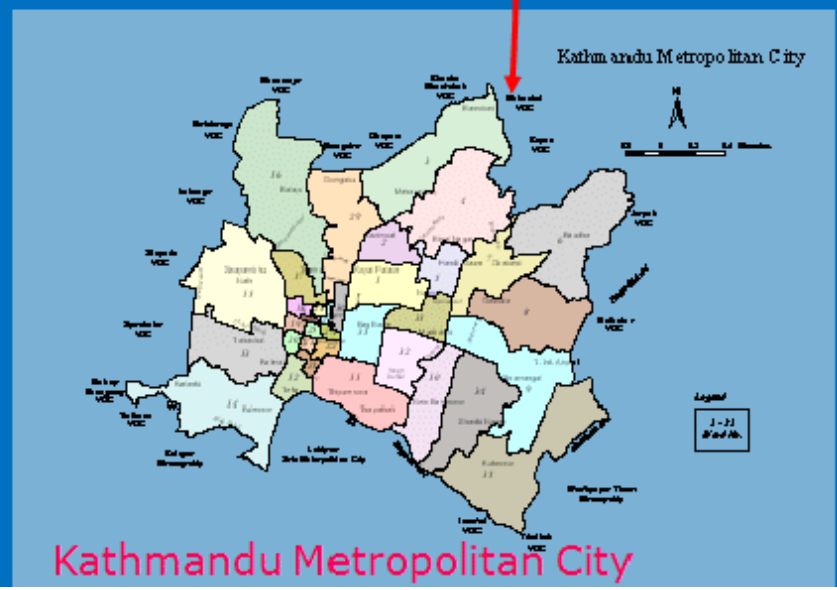
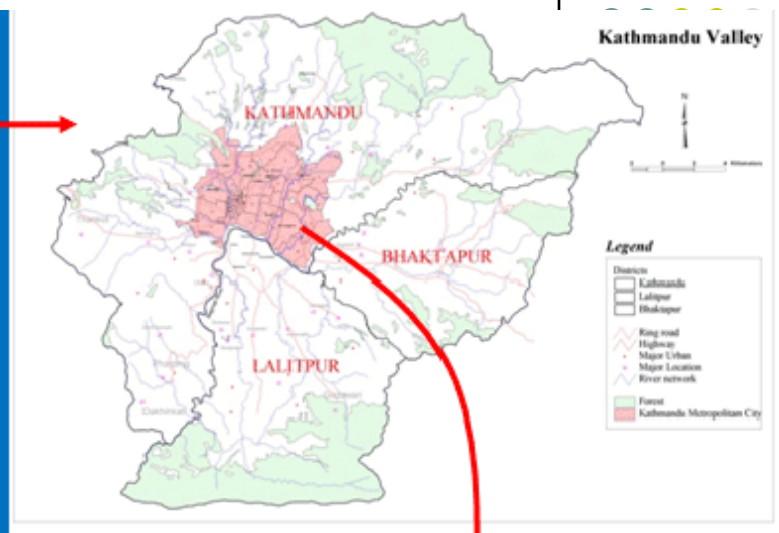


Talking about

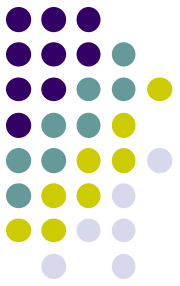
- Introduction of KMC and it's development Challenges
- Prioritization exercise - toolkits
- Strengths and weakness of toolkits
- Applicability for local planning process.



Introduction of KMC



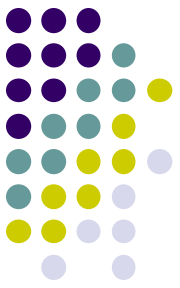
Introduction of KMC



- Country/Capital - Nepal/Kathmandu
- City Area - 5067 ha (50.67 sq. km.)
- Population - 671,846(CBScensus2001)
- Annual Growth Rate : 4.6%
- Population Density : 13,225 / sq. km.
- Number of household : 152,155(CBScensus 2001)
- Residential Buildings : 66,236
- Rate of Building Construction : 18.4% (5309 in F.Y. 2003)
- Average household size : 4.4/ hh
- Average pop-density : 175.7per/ha
- Per capita income : 360 US\$



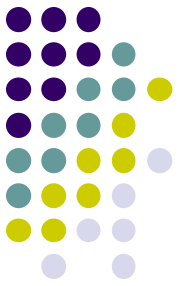
Introduction – contd.



- Absolute extreme temperatures : Maximus 35°C (April) and minimum 1°C (January)
- Annual rainfall : 1,407 millimeters (mostly during June-August)
- Average humidity : 75 percent
- World Heritage Sites : Durbar Square, Swayambhunath, Pashupatinath, Bouddhanath
- Rivers : Bagmati, Bishnumati, Dhobi Khola, Samakhusi, tukucha, Bhaucha Khusi, Balkhu, Manamati
- Main economic activities : Trade, tourism, carpets, garments, cottage industries
- Literacy rate : 83 percent



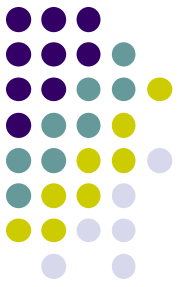
Introduction – contd



- Health services : 50 hospitals and nursing homes
- Total Length of roads : 1036 km approx (Blacktopped – 31 %, Graveled – 16 %, Earthen – 26 %, Others – 27 %)
- Major Water Supply line : 373km approx
- Major Sewerage/Trunk Lines : 365.6km approx
- Airport : Tribhuvan International Airport
- Land use : Residential – 53.12%, Agricultural – 17.87%, Business – 1.87%, Service – 10.94%, Greenery – 6.13%, Mixed use – 7.01%, Others – 3.06%



Development Challenges of KMC



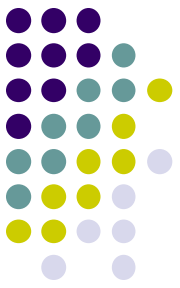
- Limited open space for recreation & parks
- Waste handling and management
- Traffic congestion and management
- Dense population
- High rate of migration
- Slums and squatters
- Unplanned and illegal urban development
- Biological dead river (Bagmati and Bishnumati)
- High expectation of habitants towards LG



Prioritization exercise

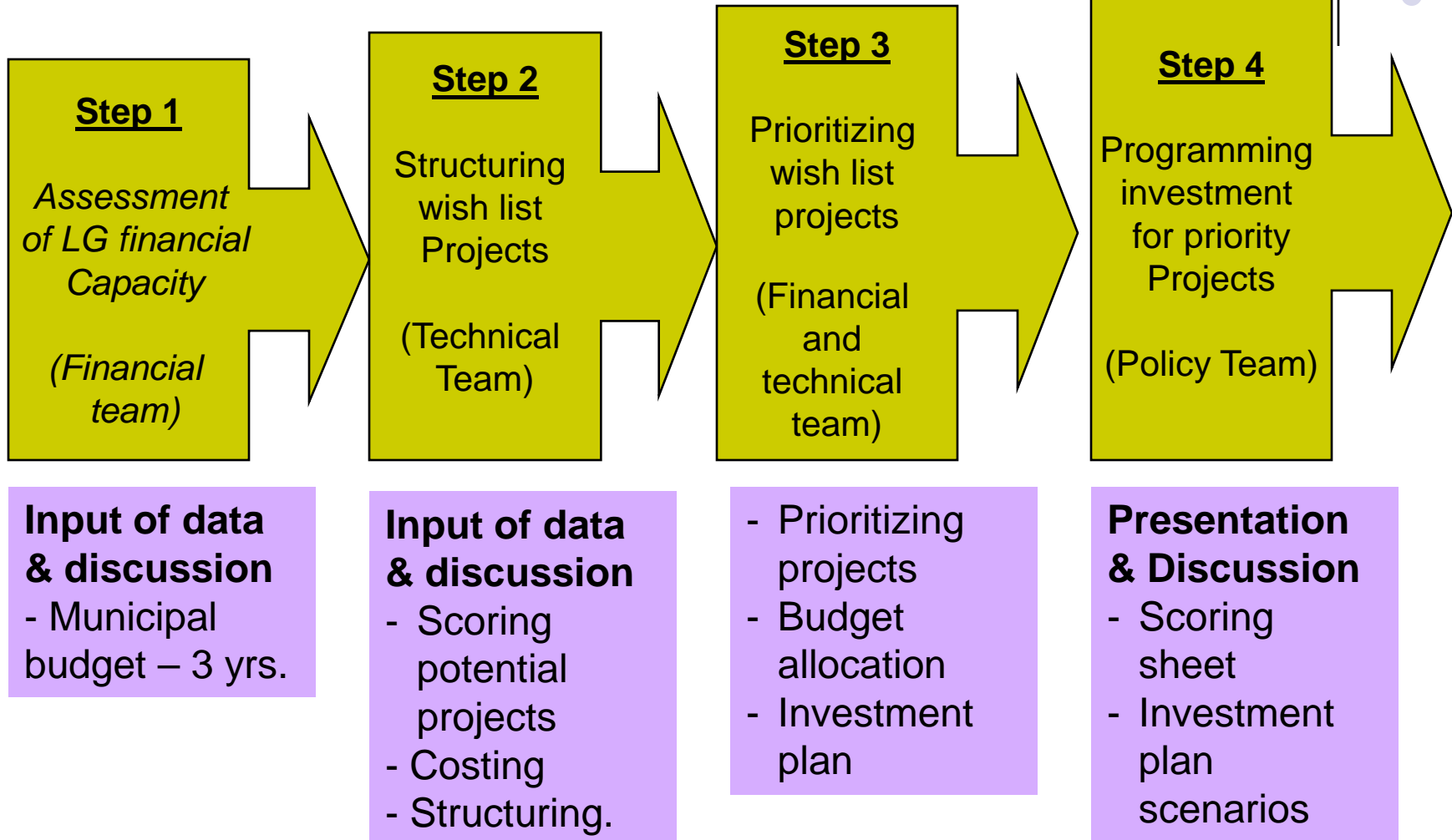
On May 6 & 7, 2009 - exercise of toolkit

- New Balaju South Transfer Station
- Teku SW Transfer Station
- Junction Improvement Project
- Env. Impr. Bishnumati Corridor
- New Transfer Station Balaju North
- Traffic Management/Parking Old City
- Janapath School
- Tinkune Improvement Project
- Social Housing Project

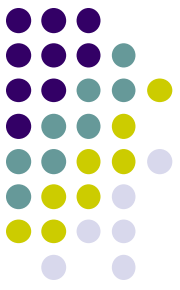


Process:

The 4 methodological steps:



Strengths and weakness of toolkits



Strengths:

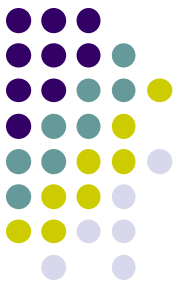
- Involvement of key actors (financial, technical and decision makers etc.)
- Covers all aspects (necessity, public desirable, environmental, socio-economic, feasibility and risk)
- Easy to take decision for decision makers
- Development of investment plan
- User's friendly tool – revisit of inputs



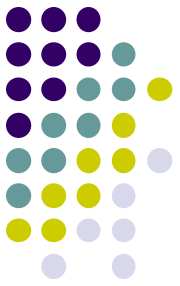
Strengths and weakness of toolkits

Weakness: (area for improvement)

- Familiarisation of Software (IT)
- Local language



Applicability for local planning process



- ❖ Involvement of Key actors (ownership)
- ❖ Possibility of integration
- ❖ Easy to handle and understand.
- ❖ Applicable at local level

Thank you for you
kind attention

