



Pre-Feasibility Study Kathmandu Metropolitan City, Nepal

May 2009
Summary Report



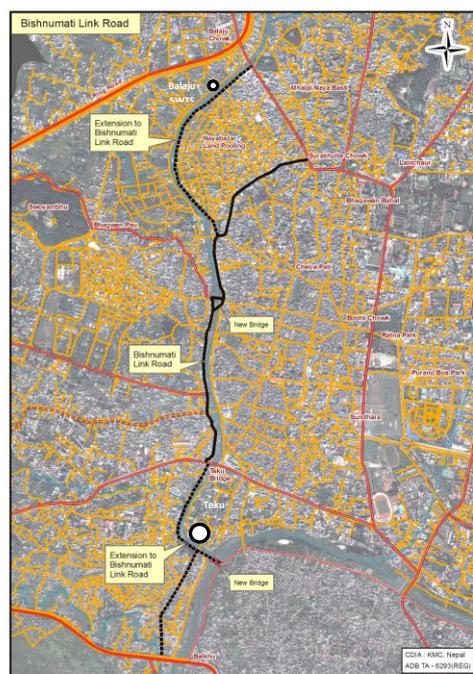
A. Introduction

1. The Bishnumati river runs to the immediate west of the old city of Kathmandu. It was once a pleasure to stroll along its banks; children playing in its clear waters, as it flowed through green fields. See front cover. Today it is shunned by all except those who have the misfortune to live and work in its vicinity.
2. The river and its immediate environs is called the Bishnumati Corridor, defined as the section between Balaju in the north and Teku bridge in the south. See Figure 2.1. By any measure it is an environmental disaster.
 - 2.1. The river is biological dead. Untreated sewage from adjacent heavily populated areas is discharged directly into the river.
 - 2.2. For generations, waste has been dumped in or along river, to the extent that the channel is now confined between parallel banks of garbage. Dumping still continues.
 - 2.3. The city's only waste transfer facility exists at Teku, close to the southern end of the Corridor. This facility is frequently closed due to continual complaints from adjacent residents.
 - 2.4. Various unhygienic activities exist along the corridor, the most offensive of which are open air slaughter of livestock.
 - 2.5. Over the years unplanned and often illegal urban development has encroached the river. Much of this is occupied by urban poor who have limited access to adequate infrastructure and reside in sub-standard structures.
 - 2.6. Remaining open space along the river is limited and in an unkempt condition.

B. Priority Urban Infrastructure Program

3. Kathmandu Metropolitan City (KMC) are determined to improve the Corridor. The river runs close to the city and has the potential to once again become a recreation and leisure resource in a city that has very little open space.

Figure 2.1: Bishnumati Corridor



C. Projects

4. With the assistance of the CDIA program ¹, and following earlier initiatives of UDLE² (GTZ), KMC have prepared a number of projects to improve the Corridor. These are inter-related and together form a package summarised in the remainder of this report.

5. The methodology used to identify the projects, and to discuss, prepare and assess their pre-feasibility, is contained in 8 reports as follows :-

- 5.1. Priority Urban Infrastructure Projects,
- 5.2. Financial Status of KMC,
- 5.3. Completion of the Bishnumati Link Road,
- 5.4. Environmental Improvements to the Bishnumati Corridor,
- 5.5. Improvements to Solid Waste Management,
- 5.6. Capacity Building of KMC,
- 5.7. Evaluation of Projects and
- 5.8. Public Consultations.

6. This report is a summary of these. Three integrated projects are identified, all within the Corridor:-

	US\$ (M)
1. Improvement of junctions along the Bishnumati Link Road and related traffic management in the city core	8.76
2. Various environmental improvements along the Bishnumati Corridor (Both Phases)	23.63
3. Improvements to the operations of solid waste management by upgrading Teku transfer station and construction of an additional station in Balaju (South).	1.00
Total	33.39

D. Bishnumati Link Road (BLR)

Introduction

7. The Bishnumati Link Road (BLR) starts in the north, close to Sorakhutte Pati, and runs through Naya Bazar to the river at Shoba Bagwati Temple. From there it continues south, along the east bank of the river, to the bridge constructed by JICA, close to Dallu. The BLR uses the JICA bridge to cross to the west bank, whereupon it continues south beside the river to Teku bridge. The BLR is a critical road for the following reasons.

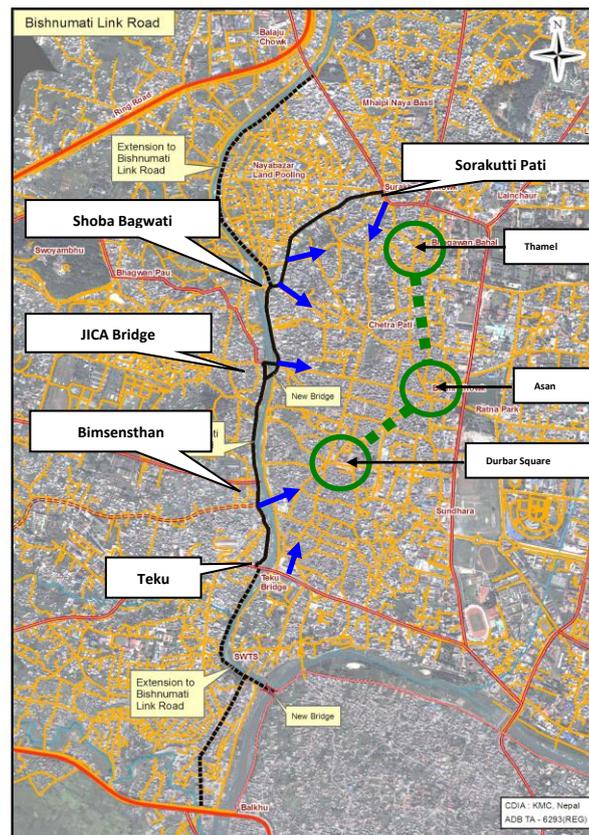
- 7.1. It can provide access to the west side of the City Core, thereby providing an opportunity to better manage traffic and pedestrian movement within the city, in particular the World Heritage Zone of Durbar Square, the market area of Asan and the popular tourist zone of Thamel. Figure 5.1 shows access in blue and the pedestrian areas in green.
- 7.2. This section of the BLR is an important part of a future strategic road for Kathmandu and the Valley. See Figure 5.2.
 - 7.2.1. It is a start on implementation of the much needed inner ring road ³,

¹ The Cities Development Initiative (CDIA) is a joint program of ADB, GTZ, Sida and the Spanish Government to assist Asian cities to prepare projects for possible external financial support.

² Urban Development through Local Efforts

- 7.2.2. When extended, north and south, it will provide a link between the extremes of the existing ring road, thereby creating an alternative route through the city connecting to the proposed fast track road to the Tarai.
- 7.2.3. It will be a future direct access to the heart of Kathmandu via the proposed fast track road from the Tarai.
- 7.3. It will provide access to relatively inaccessible areas of recent development on the west side of the river.

Figure 5.1: Bishnumati Link Road



8. With residual funds from the ADB, construction of a 14m carriageway road, with 3m sidewalks on either side, has commenced. However no designs (or funding) are available for the junctions with the existing road network, shown in Figure 5.1.

9. Unless something is done to improve them serious traffic congestion will ensue when the road is opened and thus the intended strategic and local benefits of the road will not be realised.

³ A strong recommendation of the JICA funded Roads Master Plan for Kathmandu Valley 1993

Figure 5.2: Strategic Role of the Bishnumati Link Road

