

Abbottabad, Pakistan

Partner city

Status of the project: Completed technical assistance



Basic Information

Urban area: 1,967 km²

Population: 981,590 (district scale) | Growth rate: 1.82%

GDP per capita: USD 1,284 (Pakistan, 2019)

Modal split:

Walking: 64%

Formal public transport: 5% (including school and staff buses)

Informal public transport: 16% (minibus)

Private cars: 6%

Private motorbikes or 2-wheelers: 5%

Other: 4%

National GHG emissions per capita: 0.9 (tCO₂eq)

Exposure to climate change: HIGH

Context

The city of Abbottabad is located 61 km northeast of Rawalpindi, in the Hazara Division of Khyber Pakhtunkhwa province, in the northwest of Pakistan. It is a gateway to the picturesque Kagan valley. It is connected by road with Indus plain and the Kashmir region, and by rail with Peshawar. The city is a district market and trade center and stands out for being a communication route with China and northern parts of Pakistan. The population of Tehsil Abbottabad is 981,590, distributed over an area of 1,967 km². The administration of the city is under District Administrator Abbottabad.

Currently, the major issues related to urban mobility in Abbottabad are:

- High influx of vehicles due to tourism
- High number of commercial vehicles passing through the city, affecting capacity and safety
- Lack of infrastructure such as alternative routes/bypasses, underpasses/flyover, parking areas, intersection improvement, facilities for non-motorised transport
- Lack of road safety and traffic management
- Air pollution from vehicles
- Lack of master plan framework for urbanisation and transportation
- Lack of formalised institutional setup for addressing mobility issues

The Local Counterpart, the Khyber Pakhtunkhwa Urban Mobility Authority, has the mandate and responsibility to finance mass public transport infrastructure. It does not have the authority to borrow from international finance sources. Systems and procedures are partially in place to monitor, evaluate and report on urban matters.

The SUMP elaboration aims to provide a comprehensive sustainable mobility plan at the urban scale and propose a conceptual design for priority projects to identify.

Support from the Partnership

Technical assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: AFD

Funding amount: EUR 1,200,000 global budget for SUMPs 3 cities within the Khyber Pakhtunkhwa province

Implemented by: AFD and ADB through MobiliseYourCity Asia

Local counterpart: Transport Department Government of Khyber Pakhtunkhwa province and the Khyber Pakhtunkhwa Urban Mobility Authority (KPUMA)

Supported activities:

- Support the SUMP process for the city of Abbottabad
- Conceptual design for priority projects to identify

Status of the SUMP process

Project start: Q3 2021

Expected project completion: Q4 2023

Completed outputs:

- Inception report
- Urban mobility diagnosis

Next expected outputs:

- Scenario building
- Action plan

SUMP key measures and cost estimates

The following table summarises the total capital expenses (CAPEX) estimates for different types of measures identified in the SUMP.

Urban transport investment measures	CAPEX Estimate (€M)
Road Network [including Road projects; Road design guidelines; Road maintenance plan; Traffic and mobility management; etc.]	EUR 52.5 million
Urban transit [including BRT development; paratransit structuration; transport hubs organisation; paratransit quality of service; etc.]	EUR 313 million
Non-Motorised Transport [including NMT guidelines and projects; pedestrian-centred approach; walking and biking equipment; etc.]	EUR 13 million
Urban logistics [including urban logistics roadmap and projects]	EUR 11 million
Integrated mobility policy [including Transport Authority reinforcement; SUMP evaluation; Mobility data management; etc.]	EUR 7.5 Million
Transit Oriented Development [including TOD projects; roadmap and guidelines]	EUR 5 million
TOTAL	EUR 402 million

Finance leverage

Leveraged financing (resulting or enabled by the SUMP preparation process)

Description	Source of financing	Planned/Secured	Amount
For 80% of Bus Rapid Transit project and related activities	DFIs (Development Financing Institutions)	Planned	EUR 250,000,000

Projected impacts

Indicator	BAU 2022	Scenario 1 Restructured Paratransit	Scenario 2 Trunk BRT and Bus Feeders	Scenario 3 Integrated BRT
Total annual GHG emissions (Mt CO ₂ eq)	111,510 tCO ₂ eq	111,510 tCO ₂ eq	72,870 tCO ₂ eq	72,990 tCO ₂ eq
Annual transport related GHG emissions per capita (kg CO ₂ eq)	0,123 tCO ₂ eq/ capita	0,129 tCO ₂ eq/ capita	0,084 tCO ₂ eq/ capita	0,084 tCO ₂ eq/ capita
Trips Daily Average Total generated trips	1,466,300	2,719,000	2,717,100	2,717,100
Modal share Related to the carbon footprint	Motorcycle: 66% Car: 25% Paratransit: 9%	Motorcycle: 41% Car: 30% Paratransit: 29%	Motorcycle: 30% Car: 52% Paratransit: 6% BRT: 12%	Motorcycle: 30% Car: 50% Paratransit: 6% BRT: 14%

Perspectives for implementation

The implementation of the SUMP of Abbottabad will rely on two distinct bodies. Khyber Pakhtunkhwa Urban Mobility Authority (KPUMA) an institutional body, is responsible for transport and mobility topics over the KP Province. The SUMP taskforce is the second technical body, which is responsible for the SUMP implementation, follow-up, and evaluation, under the authority of the integrated mobility authority. The Mobility Committee under KPUMA will bring the different KP Province Departments together to manage and inform about the transport and mobility cases. It will allow local key stakeholders to have open discussions and to review the investment priorities of each Department in a concerted manner. Additionally, the development of the potential Bus Rapid Transit (BRT) line will require the creation of a dedicated operator. Based on TransPeshawar, which is operating BRT in Peshawar, the new BRT operator will be called TransAbbottabad.

Furthermore, the foreseen organisation of the SUMP task force is expected to gather professionals currently in charge of mobility planning, transport operation, urban planning, or land use in current KP Province Departments as well as new external resources hired for the purpose. The resources shall be dedicated to Abbottabad but will be mobilised within a broader team also intervening in the other cities of KP Province. Capacity strengthening will be a continuous process within the SUMP team. Partnership with the Federal government or peer cities from the wider Asian region could also be encouraged to favour capacity building, as well as exchange within the MobiliseYourCity Community of Practice.

Insights from practice: lessons learned from the SUMP process

The SUMP process enables the involvement of local counterparts from the city of Abbottabad under the orientation of the provincial level. The SUMP development requires interaction between public bodies and in this context, it fostered dialogue between local stakeholders on topics that usually are not covered (such as the development of a BRT system or the paratransit reforms). Local authorities often have to deal with problems and solve them in emergency situations rather than having time to plan mobility with an innovative approach.

Highlights in the past year

One SUMP process for three cities

The development of Abbottabad's SUMP is being conducted with the participation of both the provincial and local authorities, under the leadership of the Khyber Pakhtunkhwa Urban Mobility Authority (KPUMA). This public authority was created with support from the Asian Development Bank (ADB) to plan and regulate transportation within the province. This coordination process has been facilitated by establishing three technical SUMP committees for each city of the KP province, namely Abbottabad, Mingora, and Peshawar.

The last phases of the SUMP elaboration allowed the technical committee of Abbottabad to identify priority operational projects to improve mobility and engage the city on the path of sustainable mobility. Three main specific projects have been identified. First, there is a need to improve some road sections. For roads, projects are focused on the central areas of Abbottabad and the existing urbanised area. Road projects care for missing links, network densification, and road upgrades. Micro road projects will be undertaken in different districts (e.g. Bilal Town). Secondly, the main identified infrastructure is the creation of a Bus Rapid Transit line. This priority project should lead to the elaboration of design studies as well as operational exploitation of the future BRT line. Thirdly, in order to improve the public transport service offer, priority is given to reforming paratransit. The paratransit restructuring is linked to the BRT development and will start while BRT phase 1 is being built on Karakorum highway (the main identified corridor).