

# Mingora (Swat District), Pakistan

Partner city

Status of the project: Ongoing technical assistance



## Basic Information

Urban area: 5,337 km<sup>2</sup> (district scale)

Population: 2,309,570 (district scale) | Growth rate: 1.5%

Largest city of Swat District: Khyber Pakhtunkhwa province

### Modal Share:

Public transport: 25%

Walking: 58%

Private motorised modes: 17%

National GHG emissions per capita: 1.99 (tCO<sub>2</sub>eq)

## Context

Mingora is the largest city and commercial centre of the Swat district, while Swat's administrative capital is Saidu Sharif. Mingora is located on the Swat River side, north of Saidu Sharif. This district is part of the Malakand division of the Khyber Pakhtunkhwa province of Pakistan. It is renowned for its natural beauty and well known as a tourist centre. Mingora is connected by the N-95 and N-45 highways to Peshawar and Islamabad through Mardan. Locally, the administration is run by the Deputy Commissioner. Tehsil Municipal Administration is responsible urban transport and the Regional Transport Authority regulates private vehicles.

Mingora suffers from inadequate road capacity (including infrastructure facilities such as flyovers and underpasses) in view of the high traffic growth rate and rising private vehicle ownership. Road safety is a major issue due to a lack of proper traffic control devices (such as signs, signals, markings) and a little enforcement of regulations by traffic wardens. There is currently no master plan for transportation and land use available.

The local Counterpart, the Khyber Pakhtunkhwa Urban Mobility Authority has the mandate and responsibility to finance mass public transport infrastructure - however, it does not have the capacity to borrow from international finance sources. Some systems and procedures are partially in place to monitor, evaluate and report on urban issues.

The Sustainable Urban Mobility Plan (SUMP) elaboration aims at providing a comprehensive sustainable mobility plan at the urban scale and at proposing a conceptual design for priority projects that will be identified in the SUMP.

## Support from the Partnership

**Technical assistance:** Sustainable Urban Mobility Plan (SUMP)

**Funded by:** French Development Agency (AFD)

**Funding amount:** EUR 1,200,000 (budget includes SUMP for three cities in the Khyber Pakhtunkhwa province)

**Implemented by:** AFD and the Asian Development Bank (ADB) through MobiliseYourCity Asia

**Local counterpart:** Transport Department Government of Khyber Pakhtunkhwa province and the Khyber Pakhtunkhwa Urban Mobility Authority

**Supported activities:**

- Development of a Sustainable Urban Mobility Plan
- Conceptual design for identified priority projects

## Status of the SUMP process

**Project start:** 2021 Q3

**Expected project completion:** Q1 2023

**Completed outputs:**

- Inception report
- Urban Mobility diagnosis
- Vision and scenario building
- Action plan

**Next expected outputs**

- Final SUMP and Concept Design for priority projects

## Projected impacts

Indicator	BAU 2022	Scenario 1 Scattered city and restructured paratransit	Scenario 2 Compact city bus network	Scenario 3 Decongested city bus network
<b>Total annual GHG emissions (Mt CO<sub>2</sub>eq)</b>	72,080 tCO <sub>2</sub> eq	72,080 tCO <sub>2</sub> eq	41,370 tCO <sub>2</sub> eq	41,680 tCO <sub>2</sub> eq
<b>Annual transport related GHG emissions per capita (kg CO<sub>2</sub>eq)</b>	0.0537 tCO <sub>2</sub> eq/capita	0.115 tCO <sub>2</sub> eq/capita	0.066 tCO <sub>2</sub> eq/ capita	0.067 tCO <sub>2</sub> eq/ capita
<b>Trips Daily Average</b>				
Total generated trips	915,300	1,394,100	1,393,100	1,394,900
<b>Modal share</b>				
Related to the carbon footprint	Motorcycle: 20% Car: 25% Paratransit: 55%	Motorcycle: 20% Car: 35% Paratransit: 45%	Motorcycle: 25% Car: 50% Paratransit: 17% Bus: 7%	Motorcycle: 25% Car: 50% Paratransit: 17% Bus: 7%

## Highlights in the past year

### SUMP vision and scenario building with the development of a concept design for a priority project

As part of the joint SUMP process for the city of Mingora, three scenarios have been developed with the local counterparts and the KPUMA in 2023. One major feature in terms of sustainable mobility would be the introduction of a Bus Rapid Transit line, which would also trigger the improvements along the potential corridor (road intersections, traffic signals, pedestrian crossings, and pavements). As part of this project, and prior to the launch of the BRT project, a paratransit reform will be engaged.

The diagnosis showed that the primary mode of transport in Mingora is paratransit, accounting for around 25% of total trips, – followed by walking. However, the city lacks integration between paratransit regulation, road planning, design, maintenance, and traffic regulation, which can affect decision-making and administration. Additionally, significant ongoing road projects, such as the Kanju Interchange, aimed at reducing congestion, the planned Swat Motorway extension, and the development of Kanju Township Park, to accommodate urban growth were noted.

The SUMP diagnosis also revealed the lack of consideration for the Swat riverbank. Despite its significant potential, there is insufficient infrastructure and facilities to support leisure and related activities that would attract residents and tourists. In the context of the SUMP, a 2 km section on the southern bank of the Swat River has been chosen as a showcase for the development of a walkway and recreational area as a priority project.

The development of the Swat riverbank will facilitate the city's connection to the river while ensuring continuous urbanism. It will provide a sustainable and inviting recreational area for Mingora residents. In summary, developing such a project would: (i) reinforce urban continuity by integrating the Swat River banks as an integral part of the city; (ii) contribute to the development of non-motorized transport mobility potential along the riverbank as a continuous axis through different different neighbourhoods; (iii) add value to the city's tourism by developing a green and blue corridor; (iv) provide road network improvements to access the riverbank area.