Peshawar, Pakistan

Partner city

Status of the project: **Ongoing preparation of the Sustainable Urban Mobility Plan**

Basic Information

Urban area: **1,217 km²**

Population: **4,269,079** | Growth rate: **+3.29%**

GDP per capita: **USD 1,406 (Pakistan)**

Modal Share:

- **Formal public transport (excl. BRT): 16%**
- **BRT: 4%**
- **Private cars and motorbikes: 25%**
- **Walking: 55%**

National GHG emissions per capita: **1.99 (tCO_2eq)**

Exposure to climate change: **HIGH**

Context

Peshawar is the capital city of Khyber Pakhtunkhwa province, located 160 km west of Pakistan's capital city Islamabad. It is home to 1,970,042 inhabitants, spread over an area of 157 km², with the metropolitan area housing 4,269,079 inhabitants across 1,217 km². The city is governed by the Peshawar Municipal Corporation.

Recently, Peshawar has introduced a Bus Rapid Transit (BRT) system, named "Zu Peshawar". This system, conceived and built with support from the Asian Development Bank (ADB) and the Agence Française de Développement (AFD), commenced operations in August 2020. Operated by TransPeshawar, the BRT system comprises a main corridor stretching over 28 km from Chamkani in the east, to Hayatabad and Karkhano Market in the west. Additionally, it features a 68 km long network of 8 feeder routes, connecting the main corridor to other parts of the city.

A feasibility study conducted ahead of the BRT system's implementation revealed that cars and motorcycles dominated the modal share, representing 62% and 22%, respectively. Public transport, including rickshaws, accounted for only 15% of the modal share. The introduction of the first BRT line has already begun to alter this modal share, as it is attracting users to this public transport service.

Peshawar faces challenges stemming from an inadequate public service offering, leading residents to heavily rely on private cars, resulting in traffic congestion, road safety concerns, and poor air quality.. The city lacks a sufficient road network, infrastructure for non-motorised transport, and effective traffic management. Moreover, the city has also recognised a need for improved control of land use and urban development.

To address these challenges and prepare a comprehensive plan addressing not only transport issues but also improving the quality of life, the Khyber Pakhtunkhwa Urban Mobility Authority (KPUMA) has opted to develop a Sustainable Urban Mobility Plan (SUMP). This plan will encompass not only mobility-related issues but also considerations regarding local economic development and health concern.

Furthermore, the SUMP will facilitate the development of a Transport Management Plan and the establishment of a Road Safety Authority. It will also include initiatives to improve Non-Motorized Transport options and equip the city with better monitoring capabilities for traffic and GHG emissions. Lastly, the SUMP will build KPUMA's capacity for sustainable mobility planning.

Support from the Partnership

Technical assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: AFD

Funding amount: EUR 1,200,000 (budget includes SUMP for 3 cities in 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

Supported activities:

- SUMP elaboration for the city of Peshawar
- Conceptual design for identified priority projects (i.e., BRT transit corridor and line extensions, cable car)

Status of the SUMP process

Project start: 2021 Q3

Expected project completion: 2024 Q1

Completed outputs:

- Inception Phase
- Diagnosis report
- Vision and scenarios
- Action plan

Next expected outputs:

- Final SUMP and Concept Design for priority projects

Projected impacts

Indicator	BAU 2022	Scenario 1 Compact City	Scenario 2 Scattered City	Scenario 3 Southern Extension
Total annual GHG emissions (Mt CO_2eq)	1,214,600 tCO_2eq	927,640 tCO_2eq	1,214,600 tCO_2eq	960,830 tCO_2eq
Annual transport related GHG emissions per capita (kg CO_2eq)	0.22686 tCO_2eq/capita	0.152 tCO_2eq/capita	0.199 tCO_2eq/ capita	0.158 tCO_2eq/ capita
Trips Daily Average Total generated trips	6,368,800	15,212,600	15,229,800	15,226,200
Modal share Related to the carbon footprint	Motorcycle:24% Car: 49% Paratransit: 26% BRT: 2%	Motorcycle: 31% Car: 50% Paratransit: 9% BRT: 9%	Motorcycle: 32% Car: 48% Paratransit: 14% BRT: 7%	Motorcycle: 30% Car: 49% Paratransit: 10% BRT: 11%

Highlights in the past year

Zu Peshawar: The First Gold Standard BRT in Pakistan is Changing the Way People Travel

The authorities responsible for urban mobility in Peshawar have an ambitious vision to transition towards more sustainable urban transportation. With the preparation of the SUMP, supported by MobiliseYourCity partners, significant investments are foreseen, including the development of Zu Peshawar BRT, the first Gold-Standard BRT in the Indian sub-continent.

Peshawar's ambition and efforts in sustainable mobility have gained international recognition. In 2022, the city was nominated for, and received an honorable mention from the Transport Development Policy (ITDP) Sustainable Transport Award. This recognition highlights Peshawar's commitment to prioritising the needs of its citizens and to ensuring that their transportation needs are met in a sustainable and inclusive manner. More recently, Zu Peshawar received the "Best Smart Ticketing" Prize from Transport Ticketing Global and was a finalist for the "Prize for Cities" awarded by the World Resource Institute. As the city progresses with its SUMP and planned investments, it is poised to become a leader in sustainable urban transportation in the region and beyond.

As the SUMP nears completion, Peshawar advances with active mobility projects

Over the last year, as the SUMP process approaches completion, several conceptual designs for key and priority projects have been developed. Among them is the concept design for the regeneration of the Kabul canal, which aims to transform it into a non-motorized transport-friendly area. Another conceptual design focuses on upgrading the existing Saddar BRT Station area to create public spaces conducive to non-motorized transport and seamless intermodal connections.

Find out more in a case study, co-developed by ITDP, TUMI and TransPeshawar.