GOVERNMENT OF NEPAL
MINISTRY OF URBAN DEVELOPMENT
KATHMANDU VALLEY DEVELOPMENT AUTHORITY

OUTER RING ROAD DEVELOPMENT PROJECT

Presented By
Ar. Rama Maiya Manandhar
Senior Divisional Engineer
Ministry of Urban Development

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CONCEPT OF OUTER RING ROAD

• In response to the request of the government of Nepal, the government of Japan had entrusted the Japan International Cooperation Agency (JICA) to conduct study on Kathmandu Valley Urban Road Development. *(JICA’s report, 1993)*

• Anticipated future traffic demands as well as the characteristics of traffic in the valley.

• Road development for the integration of 3 existing city centers of the valley
Strategies for urban transport development

- Establishment of well balanced road transport system as a capital of nation.
- Homogeneous development of the valley.
- Development of satellite towns
- Satellite towns can be development around the traditional settlements in the peripheral areas of the valley.
- While linking these traditional settlements and connecting the radial roads, through a road it took a form of ring road.
हालको रिजर्व र बाहिरी भागमा जाने मुख्य बाटोहरु
परम्परागत बाहिरी बस्तीहरू तथा नयाँ बाटोहरू
Outer Ring Road to Link Peripheral Settlements and connect Radial Roads
(Why Outer Ring Road?)

- To increase accessibility of Eastern and Southern area of the valley
- To control urban sprawl
- To delineate urban-rural boundary
- To prepare a By-pass road
- To provide access for water supply bulk distribution line and electric transmission line
- The Outer Ring Road shall be a catalyst for development of greater Kathmandu valley
- ORR will be a link road which connects the under two major construction roads joining the neighboring countries, China and India.
Proposed Alignment of Outer Ring road
Typical Cross-Section of Outer Ring Road

(Total ROW = 50 M)
Major Studies Conducted

1. Model Land Readjustment Plan
2. TownScape in the proposed Outer Ring Road
3. Technical Evaluation of Outer Ring Road Alignment
4. Study of Intersections Development of Proposed Outer Ring Road
5. Detail Planning Report 58 Km area
6. Centre Line Fixing of those area Where LR is not possible
7. Impact on traditional settlements

8. Improvement of Radial Roads

9. Impact of ORR in social, economical and physical infrastructures of Kathmandu Valley.


11. Preparation of land replotting software
Problems for Implementation of ORR

- There are few difficulties and complexities while implementing the ORR project.
- The people living in the peripheral areas where the ORR alignment runs are mainly depended on agricultural occupation.
- So, a kind of unease has prevailed because a sudden and drastic change in occupation and lifestyle would not be easy to cope with.
• This kind of a social complexity needs to be handled with carefulness and sensitive approaches.

• Besides there are other few problems regarding the environment changes and land speculation which have brought complexities in the ORR project’s implementations.

• Few more problems arise when people misunderstand the land pooling approach and that’s why are reluctant in signing consensus to the project.

• These problems are generating delays to the project implementations.
REASONS FOR ALTERNATE PLANNING APPROACH

- Preservation of agricultural land
- Avoid ribbon development
- Avoid constructions in undesired areas like slope terrain, high liquefaction areas
- Fit ORR project on land use plan of KTM
- Encourage development of settlements in form of satellite towns.
- Orr shall act as link road to highways and radial roads and development shall be encouraged in nodal points and intersection points.
Key Issues:

• ORR is national level transport infrastructure in KTM valley, the national capital region (NCR)
• Land pooling is a tool to handle local infrastructure (pocket area) development through participatory approach (30-35% average contribution)
• For ORR local communities affected land owners are required to contribute approximately 10% of their additional land for ORR.
Recommendations

- Government investment in Land pooling areas for infrastructure development, administrations costs etc.
- Preservation of traditional settlements
- Landpooling in peripheral areas of traditional settlements
- Developments around nodal points
- Preservations of agricultural land using tools like byelaws, avoiding infrastructure development.
Thank you