



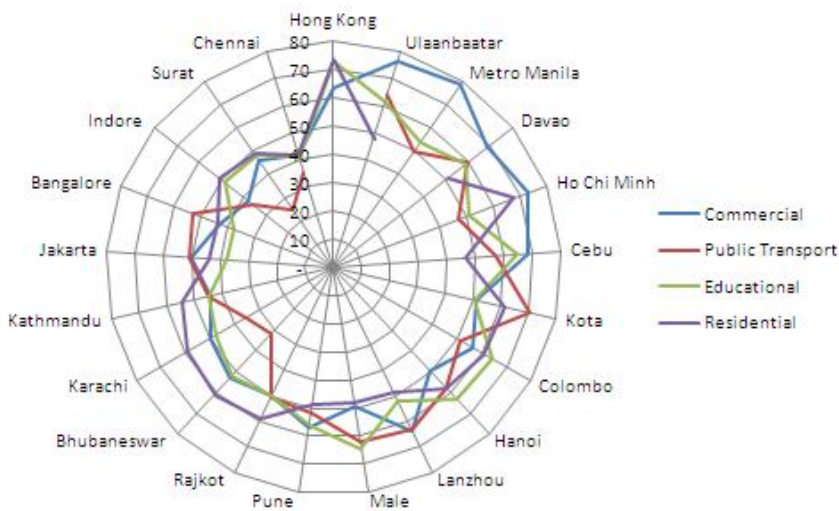
Walkability Study in Asian Cities

Improving pedestrian facilities is one of the least prioritized measures for sustainable urban transport in Asia. To provide a good starting point for discussions among policymakers and development organizations on the promotion of non-motorized transportation, the Clean Air Initiative for Asian Cities conducted 'walkability' surveys in various Asian cities.



The walkability study includes a field walkability survey (based on the Global Walkability Index developed by the World Bank), pedestrian preference survey and a government policy and institutional survey. The walkability study provided an overview of the current pedestrian infrastructure and policies in selected cities and could serve as basis to develop and propose pedestrian focused solutions for Asian cities.

Walkability Rating of Asian Cities



Supported by local partners and donors, CAI-Asia conducted field walkability surveys in 21 Asian cities (Bangalore, Bhubaneswar, Cebu, Chennai, Colombo, Davao, Hanoi, Ho Chi Minh City, Hong Kong, Indore, Jakarta, Karachi, Kathmandu, Kota, Lanzhou, Male, Manila, Pune, Rajkot, Surat and Ulaanbaatar) covering ten countries (China, India, Indonesia, Maldives, Mongolia, Nepal, Pakistan, Philippines, Sri Lanka and Vietnam). The study also includes pedestrian interview surveys and an assessment of pedestrian-related policies and guidelines.

Based on the survey results, it can be concluded that walking in Asian cities is difficult due to poor and unsafe infrastructure.

The average walkability rating for the 21 cities was 54 out of 100.

Commercial areas received the highest ratings, followed by residential and educational areas, with public transport terminals the lowest rated. Improving pedestrian facilities is a must given the fact that the highest pedestrian volumes were recorded in public transport terminals and educational areas.

The **pedestrian preference interviews** in 20 cities (excluding Bangalore) revealed that :

- 45% of the respondents think that the pedestrian facilities in their cities are "bad" or "very bad"
- 62% of the respondents would shift their walking trips to motorized modes of transport (with 23% shifting to cars and 16% to two-wheelers) if the walking environments in their cities do not improve.

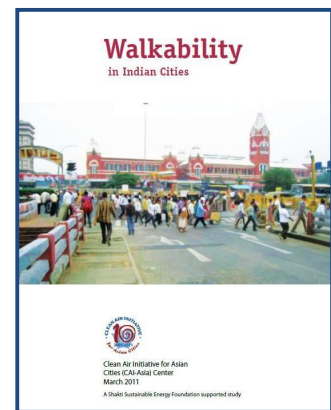
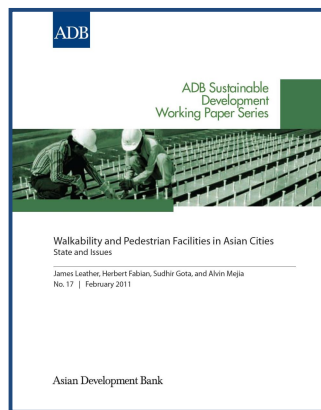
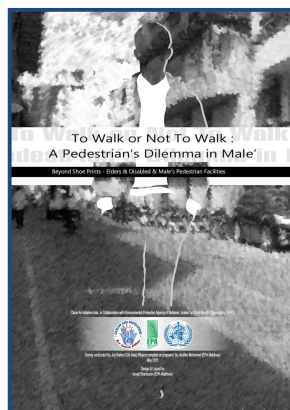
A change in focus is required which will allow people, not vehicles, to reclaim the urban environment. To do this, several stakeholders must be involved:

- The city government is identified as the key element for pedestrian facility development and implementation.
- The national government's substantial role is in the development of policies catering to pedestrians or building the capacity of city governments' efforts to develop their own policies.
- Civil society must support these policies in order to be successfully implemented.
- While the private sector generally complies with the recommendations and policies set by government, there should be a conscious effort to provide for adequate facilities for pedestrians. Development agencies should establish and support initiatives to improve walking environments in cities and to prioritize pedestrians in urban transport planning.

Overview of Actions and Relevance for Various Stakeholders		National Gov.	City Gov.	Civil Society	Development Agency	Private Sector
Pedestrian Policies and Guidelines	Develop comprehensive policies prioritizing the improvement of walking and pedestrian facilities	XX	XXX		XXX	
	Develop policies incorporating pedestrianized streets and open spaces	X	XXX			
	Include stringent pedestrian fatality reduction targets	X	XX	XXX	XX	
	Conduct regular walkability surveys and promote improvement starting at the community level		XXX	XX	X	X
	Develop monitoring system to check whether policies and guidelines are being followed and necessary penalties are implemented	X	XXX	XX		X
Institutions and Resources	Institutionalize non-motorized transport units and/or cells in city governments	XX	XXX	X		X
	Increase investments on relevant pedestrian facilities	X	X			
Urban and Transport Plans and Projects	Mandate inclusion of pedestrian plans in new establishments and transport projects, using the pedestrian levels of service analysis	XX	XXX		X	XX
	Set high pedestrian mode share targets in city master plans	X	XXX		X	X
	Review design guidelines for urban transport and pedestrian facilities	XXX	XX		XX	
	Use walkability surveys and assessments as a basis for evaluation of transport projects	XXX	XX	X	XX	X
	Prioritize walking and cycling in traffic management and design	XX	XXX		XX	
	Provide exclusive space for vendors, utilities, and parking		XX			X
	Make traveling and streets more accessible to transport-disadvantaged people	XXX	XXX		XX	

X = Level of involvement and participation of stakeholders.

RELEVANT PUBLICATIONS



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CAI-Asia, 2011. "Project Summary No. 25 – Walkability Study in Asian and Indian Cities". Pasig City, Philippines.

<http://cleanairinitiative.org/portal/WalkabilityAsian>

<http://cleanairinitiative.org/portal/India-walkability>



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