

 Early Warning System

ADB-48289-003

Peshawar Sustainable Bus Rapid Transit Corridor Project Project Design  
Advance



## Quick Facts

<b>Countries</b>	Pakistan
<b>Financial Institutions</b>	Asian Development Bank (ADB)
<b>Status</b>	Active
<b>Bank Risk Rating</b>	C
<b>Voting Date</b>	2016-11-23
<b>Sectors</b>	Infrastructure
<b>Investment Type(s)</b>	Loan
<b>Investment Amount (USD)</b>	\$ 10.00 million



### Project Description

#### DESCRIPTION

The project will contribute to developing a sustainable urban transport system (UTS) in Peshawar through the delivery of a bus rapid transit (BRT) corridor, focusing on accessibility and people's mobility needs. It will aim at organizing the urban growth and public space along the selected corridor through a transit-oriented urban development strategy integrating land-use, making the city more livable, providing a holistic solution for integrated urban mobility, and bearing a demonstration effect as no modern mass-transit system exists in the city yet.

#### PROJECT RATIONALE AND LINKAGE TO COUNTRY/REGIONAL STRATEGY

Peshawar is the capital city of the North Western Province of Khyber Pakhtunkhwa (KPK) in Pakistan. Located 2-hour drive from the national capital of Islamabad, it sits in the Indus valley near the Afghan border. The last census was conducted in 1998 and based on current growth rates, the city's population is now estimated to be 1.6 million, projected to grow to 3 million by 2030. Rapid population growth has been impacted by Afghan refugee migration and internal displacement, resulting in 280,000 Afghan refugees and 100,000 displaced persons currently living in Peshawar, and housed in 18 informal settlements. As many of these people have limited resources and opportunities, the pressure to maintain infrastructure development and service provision in accordance with the demand for housing, transport and basic urban services is high. Car and motorcycle ownership is still low but increasing with a growing middle class. Combined with other factors such as inefficient public transport and weak traffic management to organize competing modes, the motorization exacerbates congestion and leads to increased air and noise pollution. Declining traffic conditions on key arterials have become unmanageable. With limited infrastructure, the city's UTS fails to provide mobility for all.

Poverty is widespread in Peshawar. If almost 90% of men are employed, only 10% of women are employed due to fewer opportunities for economic independence. The poorest and women travel mostly on foot or use the existing and informal public transport facilities composed mainly of large and medium-size buses, and the popular pickups, which altogether serve around 70% of the total transport demand but represent only 43% of the total traffic. Responding to the high market demand, a large number of operators are currently plying along the city's key corridors without necessary permits and in a disorganized and inefficient manner. The bus fleet is in decay; bus stops are rudimentary, without information on schedule or itinerary; the ticketing system is obsolete; operators compete for passengers, worsening congestion and impairing safety. Traffic-based collisions are increasing, mainly affecting pedestrians. Surveyed, 84% of passengers complain about crowded and unsafe conditions during the rush period, and about the humiliating and bad behavior of drivers and conductors. A well designed and accessible public transport system would therefore offer substantial benefits to the urban poor and women.

#### IMPACT

A sustainable, low carbon and climate resilient urban transport system is developed in Peshawar

#### CONSULTING SERVICES

STRPI national consultants are expected to be recruited either individually through ICS, or through a local nongovernment organization. Before the start of any procurement, ADB and the government will review the public procurement laws of the central and state governments to ensure consistency with ADB's Procurement Guidelines. All consultants and nongovernment organizations will be recruited according to ADB's Guidelines on the Use of Consultants.

An 18-month procurement plan indicating threshold and review procedures, goods and consulting service contract packages and NCB is presented in Section C of Project Administration Manual. The terms of reference for all consulting services are detailed in Section D.



## Investment Description

- Asian Development Bank (ADB)



## Contact Information

### ACCOUNTABILITY MECHANISM OF ADB

The Accountability Mechanism is an independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by an Asian Development Bank-financed project. If you submit a complaint to the Accountability Mechanism, they may investigate to assess whether the Asian Development Bank is following its own policies and procedures for preventing harm to people or the environment. You can learn more about the Accountability Mechanism and how to file a complaint at: <http://www.adb.org/site/accountability-mechanism/main>

### CONTACTS

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## Bank Documents

- [Peshawar Sustainable Bus Rapid Transit Corridor Project: Project Design Advance](#) [Original Source]
- [Project Design Advance Loan Agreement \(Ordinary Operations\) for Loan 6009-PAK: Peshawar Sustainable](#) [Original Source]
- [Project Disclosure PDF](#)



## Other Related Projects

- ADB-48289-002 Peshawar Sustainable Bus Rapid Transit Corridor Project
- ADB-48289-001 Peshawar Sustainable Bus Rapid Transit Corridor Project