

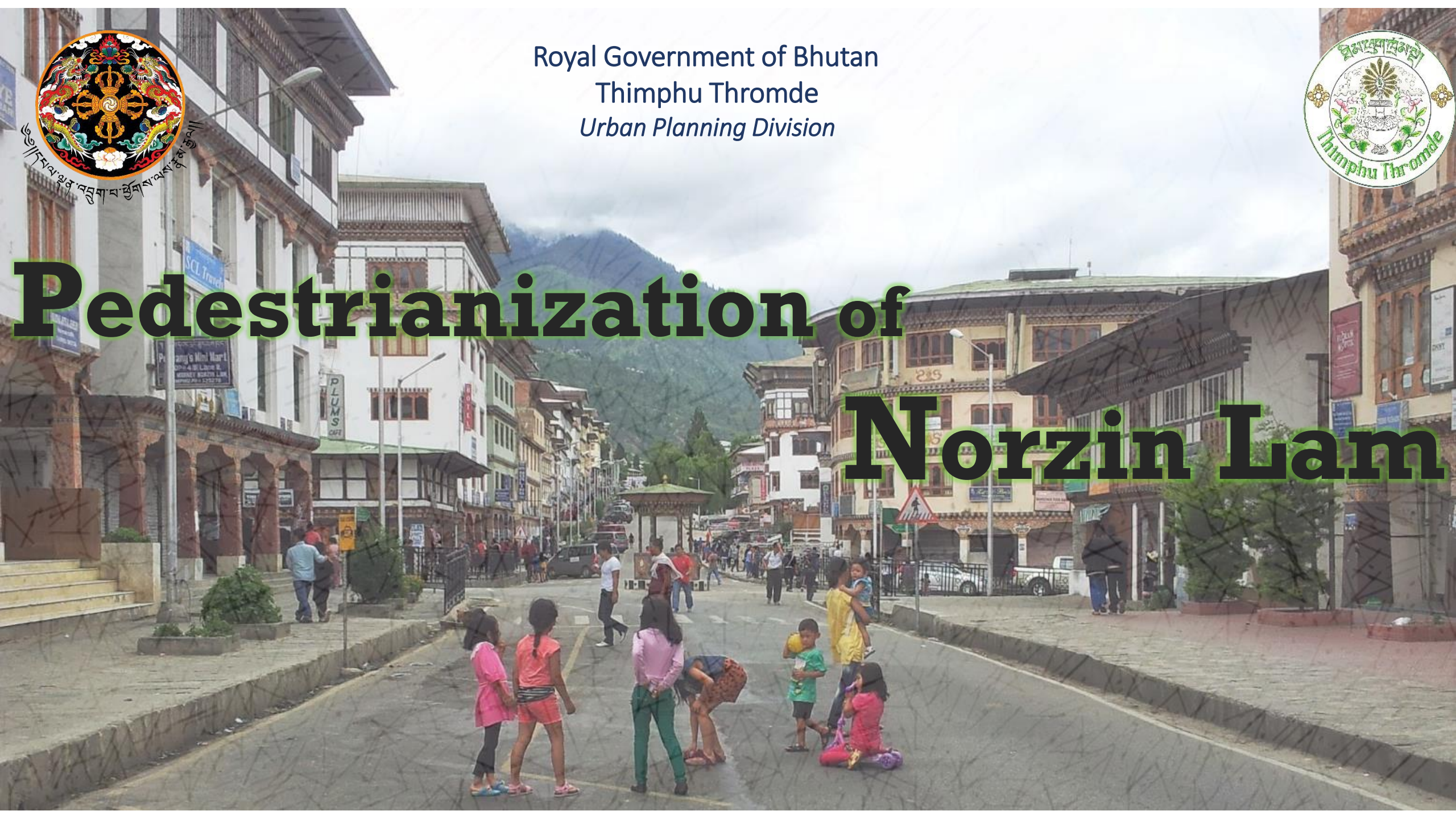
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Royal Government of Bhutan
Thimphu Thromde
Urban Planning Division



Pedestrianization of Norzin Lam



Structure of Presentation



Location & Connectivity



Chronology of City Plan



Demography & Vehicle



Chronology of Pedestrianization



Project Proposal Details

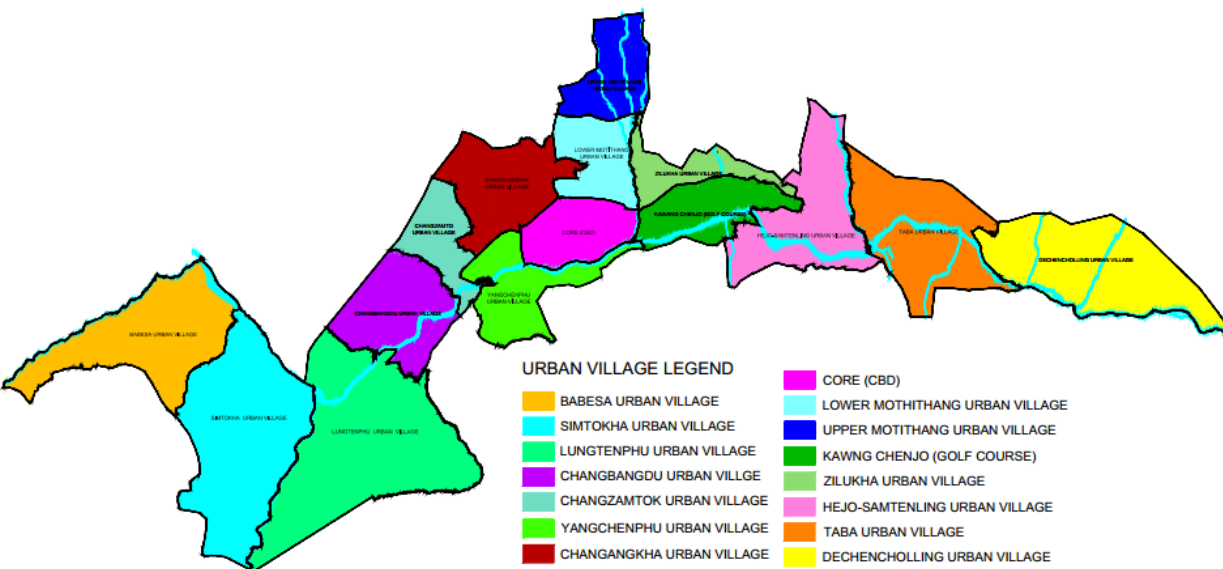
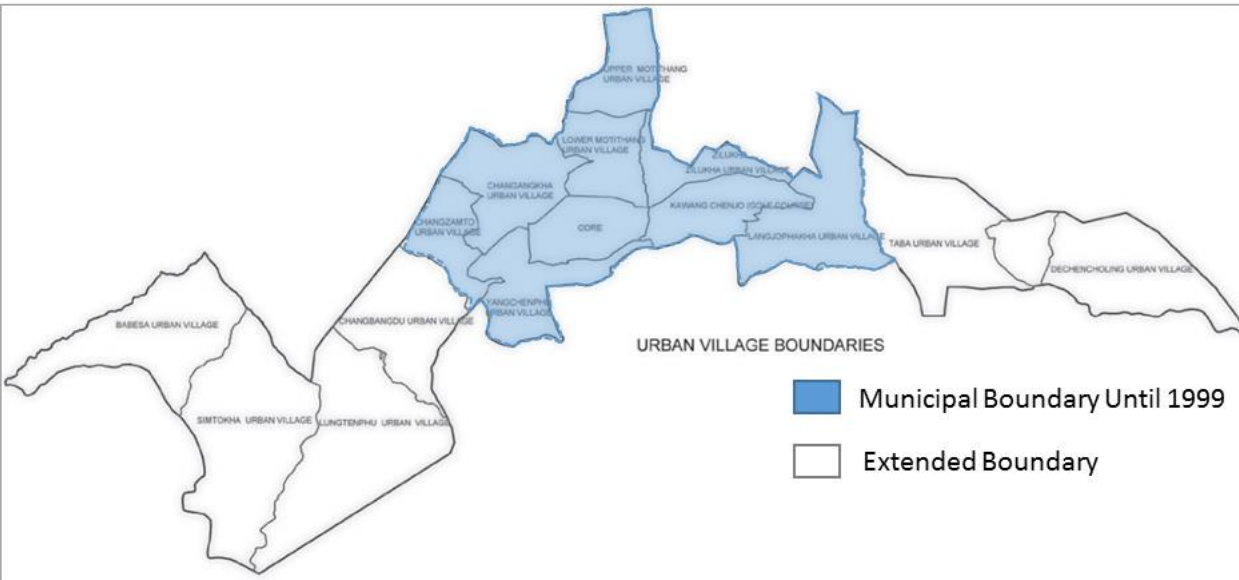


Status

Location & Connectivity



Chronology of City Plan



1960

Thimphu- established as the Capital



1961

Bhutan's First Five Year Plan



1964

1st Urban Plan-remained unimplemented



1986

2nd Urban Plan-Guided the development through 1990s



1998

Strategic Plan influenced the extension of the Municipal Boundary



1999

Cabinet instruction to make Thimphu a Dream City



2000

Preparation of TSP begins



2003

Approval of TSP 2002-27



15 Urban Village



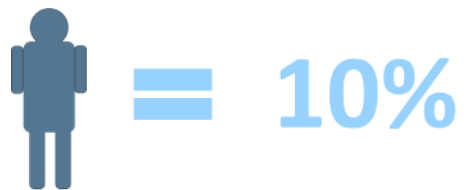
14 LAPs

Demography & Vehicle

Yr. 2005	annual Growth Rate (%)
National Pop.	1.33
Thimphu Urban Pop.	1.4
Thimphu Rural Pop.	1.04

Nation Urban Growth Rate:
7%

Thimphu Urban Growth Rate:
14%



Thimphu district population
15.5%

Nation Population

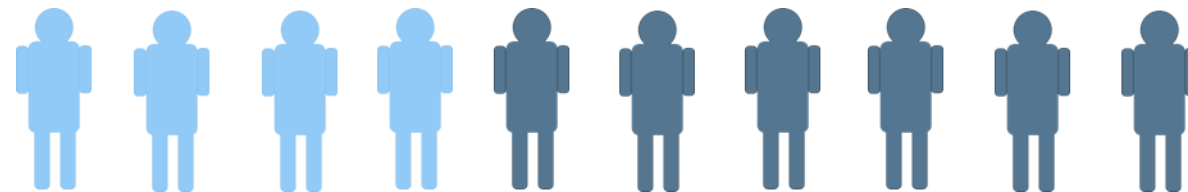
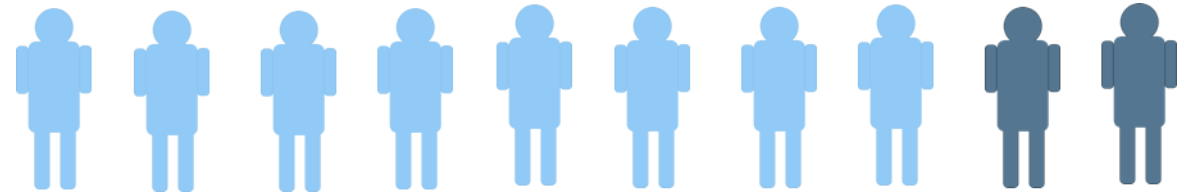
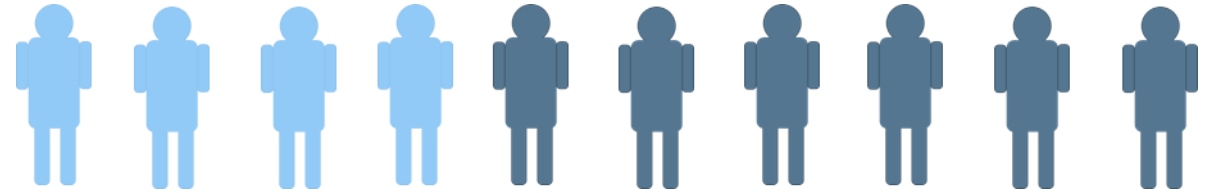
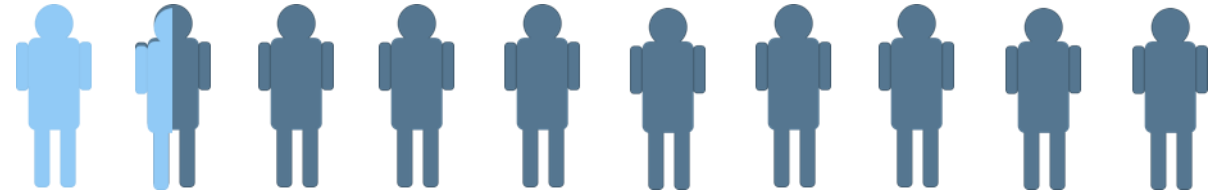
Thimphu city population:
40.4%

Bhutan Urban Population

Thimphu Urban Population:
80.25%

Thimphu District Population.

Thimphu migrant population:
40.3%
Urban Population.



Demography & Vehicle

In 2013, 75% of cars are found in four urban areas in Bhutan, and Thimphu accounts of more than 50% of car ownership of the four urban area.

Only Thimphu has the city bus service in Bhutan, while taxi as local transport.

Increase in Vehicle ownership in urban.

Increase on road accidents and traffic.

Increase in fuel Import and pollution.

Ownership	Types	Thimphu	Phuentsholing	Gelephu	Samdrup Jongkhar	Total
Govt.	cars	1515	777	181	263	2736
Pvt.	cars	22688	12670	1302	1534	38094
BHT	Cars	56	0	0	0	56
Diplomats/CD	cars	57	0	0	0	57
Total	cars	24316	13447	1483	1797	40943

4.5

HH size



1.2

Vehicle

Car ownership in Thimphu

More than **60%** of vehicle in Thimphu are light vehicle.



Only **7%** are taxi in the city



11% are two wheelers.

Chronology of Pedestrianization

Time	Event
1977	Under the National Policy , foot path construction was taken up as part of road building programme
2000	Although the idea of Pedestrianisation existed in urban planning field, it was only during the preparation of the Thimphu Structural Plan 2002-27 that the idea was formally documented.
25 th Sept. 2002	Move for Health , Walk from Trashigang to Thimphu was initiated by the Health Minister Sangay Ngedup. To raise fund for budding Bhutan Health Trust Fund (BHTF) established under Fourth Druk Gyalpo and to promote healthy living through exercises.
2007-2008	Helping our Environment, Health and Economy-(HEHE) implemented in Sarpang Dzongkhag. Failed to sustain after a few months
5 th June 2012	1st Pedestrian Day was initiated by 1 st elected Government of Bhutan, Druk Phuensum Tshogpa. Every Tuesday was declared as pedestrian day coinciding with the World Environment Day. It was to observed in all twenty (20) districts as a measure to sensitize the public on environment and to reduce the carbon foot-print. No vehicle in would ply in the core city form 8am-6pm.
13 th Nov. 2012	During 146 th Lhengye Zhungtsho (Cabinet of Minister) it was decided that Pedestrian Day shall be observed on the first Sunday of each month beginning Sunday. In addition, June 5, which is World Environment Day, was also to be observed as Pedestrian Day every year in the country.
2 nd Aug. 2013	During the first sitting of the new Cabinet it was decided that Pedestrian Day would be discontinued with immediate effect and they decided to observe only on World Environment Day as Pedestrian Day.



Project Proposal Details

This has to be done by working on

- A. The existing movement system.
- B. Reclaiming and defining the public domain.
- C. Conserving the architectural superiority and past scale of the space.

Reworking the existing movement system:

Re-working the movement system would be essential in minimizing the pedestrian, vehicular conflicts, so essential to creation of a potent public domain.

The current movement pattern, which prioritizes the vehicles over the pedestrians, would have to be reversed, in attempting to create a potent public domain along Norzin Lam.

This would encourage a more active, vibrant and interactive use of the entire stretch.

The pedestrianization of Norzin lam brings up two critical issues, which have to be addressed:

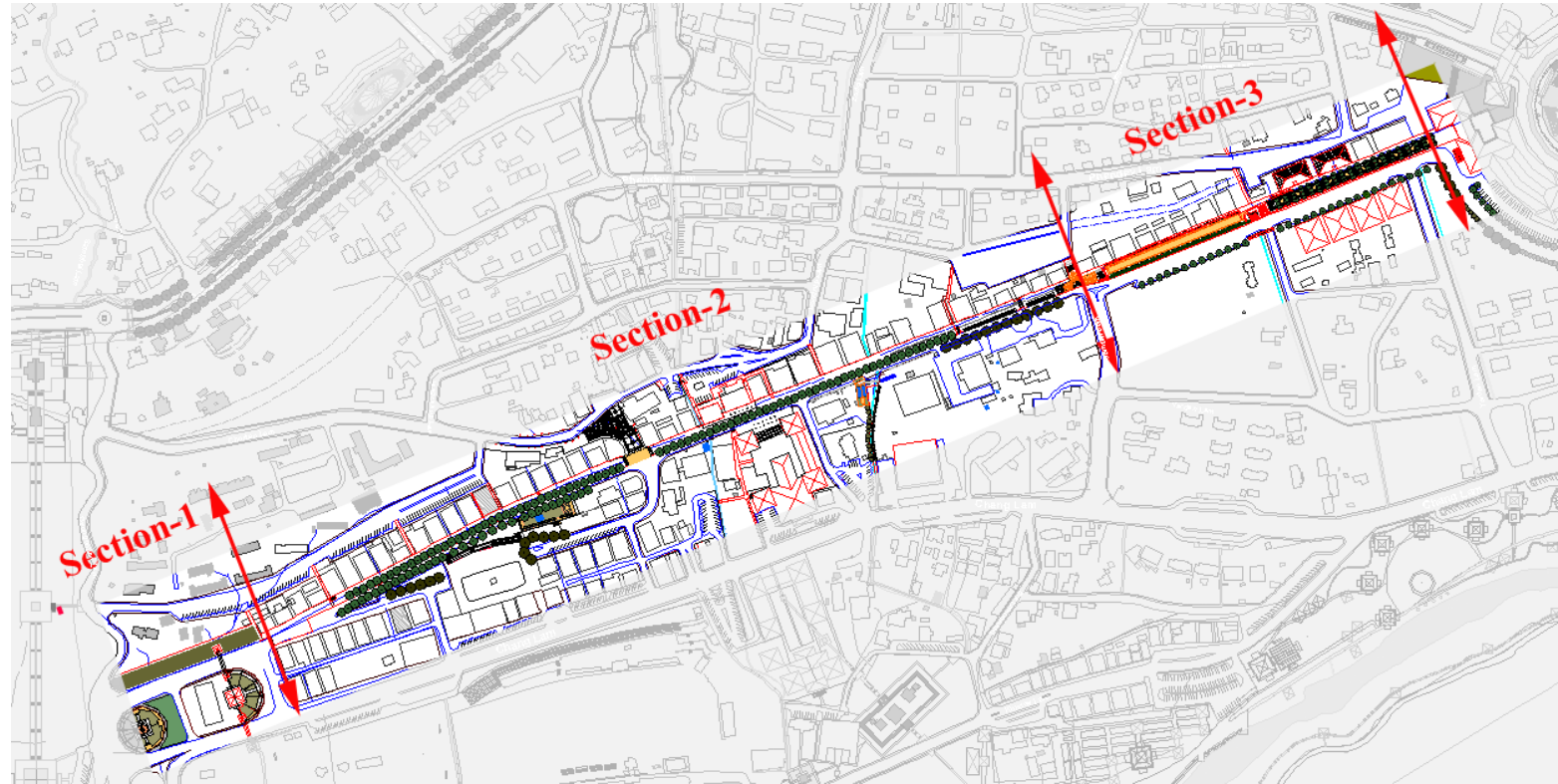
Finding an alternative for the existing traffic movement pattern along Norzin Lam, to ensure smooth functioning of the larger city level network of which, Norzin Lam, forms a part.

In addition, the second issue is the smooth transition of people from a predominantly vehicular mode of transport from other parts of the city to the proposed predominantly pedestrian character of Norzin Lam.

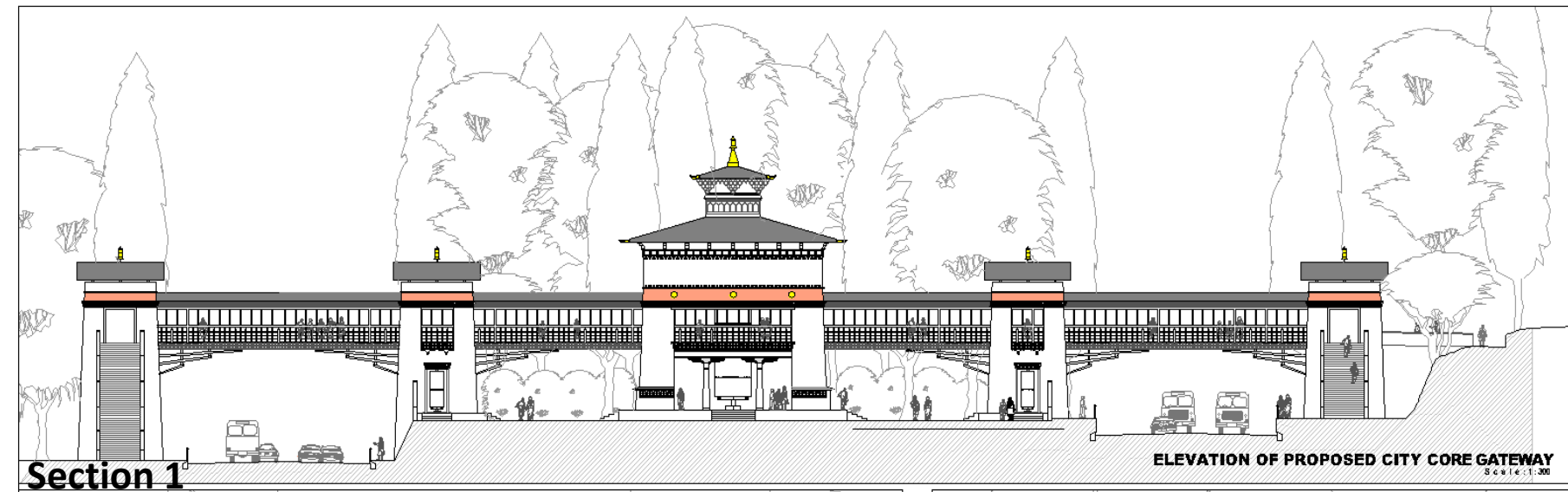
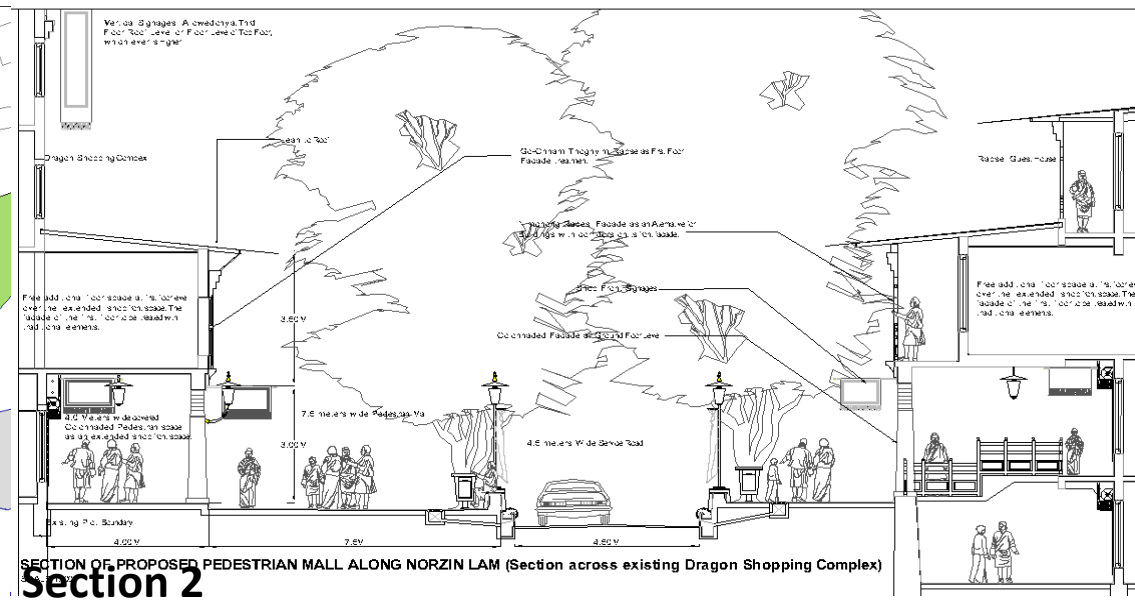
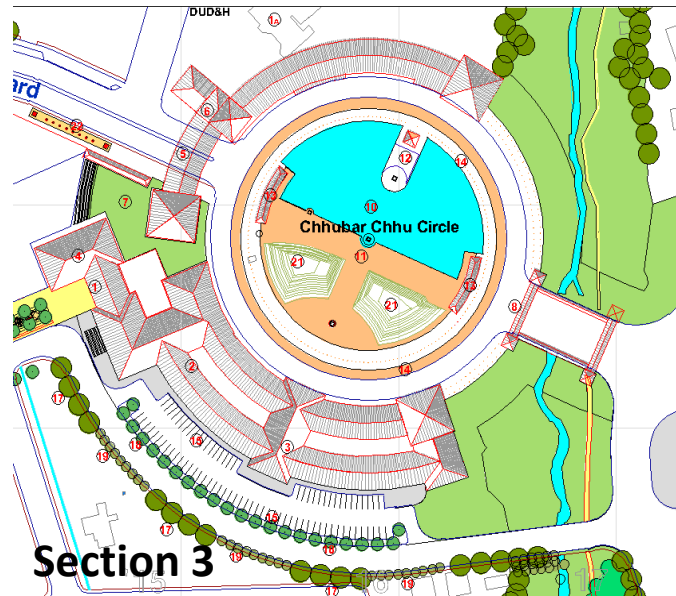
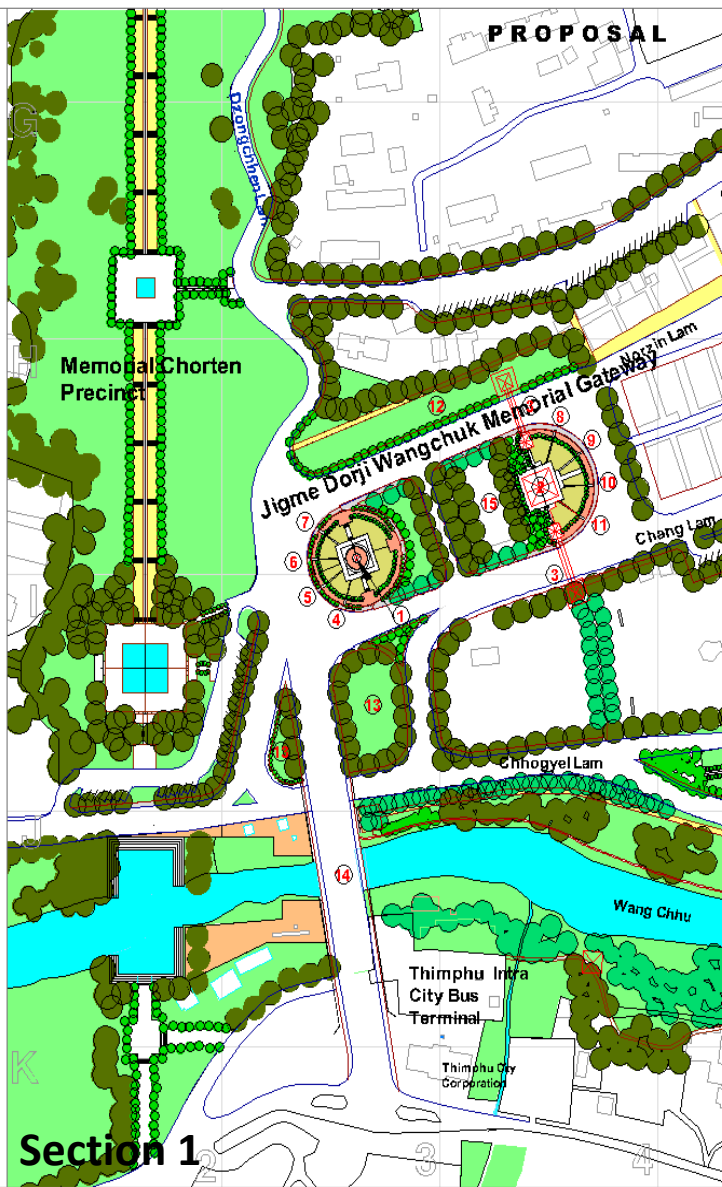
Project Proposal Details

Defining the public domain:

- a) The first section, owing to its designated status as a part of the main vehicular network within the core, would be primarily a vehicular link with the pedestrian footpaths, being subservient to this function.
- b) The second section would be flanked by a continuous stretch of commercial development on its western side and with varying edge conditions on its eastern side, which range from public spaces like the Clock Tower Square, the Lugar Cinema area, to some commercial establishments, government offices and banks.
- c) The third section forms the final and the most crucial link. It links the main Norzin Lam stretch to the ChhubarChhu Circle.



Project Proposal Details



Project Proposal Details

Conservation considering the traditional character and scale of Norzin Lam

The parameters for the selection of structures for conservation, along Norzin Lam would be as follows:

1. The architectural character exhibited by the buildings.
2. The existence of a 'group' of buildings worthy of conservation to prevent the perception of the conservation worthy structures as an alien element, amidst the contemporary physical development surrounding them.



Project Status

Date	Media	Content
Jan 29, 2005	Kuensel	Planning a traffic free Norzin lam
May 17, 2016	Kuensel	Norzin Lam closure will benefit everyone
May 18, 2016	Kuensel	Norzin Lam timed closures may be a solution
May 26, 2016	Kuensel	Thimphu Thromde defers Norzin Lam Closure
May 28, 2016	Kuensel	Commercial space in multi-level car park
April 1,2017	Kuensel	Thromde to do away with parking spaces on Norzin Lam

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Thromde to do away with parking spaces on Norzin Lam

[April 1, 2017](#)
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Thimphu thromde plans to do away with the parking spaces along Norzin Lam and keep the decision to close the street to vehicular traffic in abeyance after shopkeepers appealed against the closure of the street.

There are about 230 parking spaces along Norzin Lam.

Thimphu thrompon, Kinlay Dorjee, said that vehicles would be allowed to park on the roadside with their hazard lights on for about 15 minutes at most. "With the parking lights on, the traffic police won't let the vehicles to park for more time," the thrompon added.

The thrompon said that the thromde met with the Norzin Lam business community and the community agreed with the thromde's plan to do away with the parking spaces along the street as long as the street is not closed to vehicles.

"Some of them said that there are people who park their vehicles in the parking spaces along the Norzin Lam for the whole day because of which motorists including business owners and residents of Norzin Lam don't get parking," he said.

The thrompon pointed out that the street has mixed cables underneath and most of the drains are blocked and not serving its purpose. The thromde also has plans to construct a cable duct and a storm water drain under the current parking spaces, which will be covered and leveled with the existing pedestrian walkway.

The plan will be executed only after the completion of the construction of the two multi-level car parks in the capital. The construction of the multi-level car parks on Phendey Lam and Zangthopelri were started in September 2015 and is expected to be completed this year.

The two car parks will provide a total of 550 parking spaces.

A grocery shop owner and a resident in Norzin Lam, Bimla, said that she is against the thromde's plan to do away with the parking spaces along the street. Her grievance is that the decision will adversely affect their businesses.

"Even if they allow vehicles to stop for sometime to shop, there will still be inconveniences to the shopkeepers and the customers as well," she said.

Another retailer said that shops require parking spaces whether they have customers or not.

While a restaurant owner said that unlike groceries and garment shops, his customers would take more time. "People would prefer to go to restaurants in other streets where there are parking spaces so the thromde's plan would affect my business," he said.

Meanwhile, a 37-year-old business owner said that he doesn't see any problem with the thromde in doing away with the parking spaces as long as vehicles are still on the street.

He said that people who park their vehicles in front of his shop don't always visit his shop and it might be the same for others. Some motorists use the parking spaces for the whole day and people who come for shopping have to park their vehicles elsewhere.

"Motorists have to make two to three rounds of the city to get a parking space along Norzin Lam," he said. "Allowing vehicles to stop for about 15 minutes will give everyone a chance to stop near the shop they wish to visit."

However, he is worried that he may not have a parking space for his vehicle as he lives along Norzin Lam. "I don't have a problem parking my vehicle in the multi-level car parks as long as it is safe there," he said. "I hope the thromde will provide security in the multi-level car parks at all times."

Another retailer said that it is fine with him as long as vehicles are allowed to stop for a while to shop.

Picture Story

The Ministry of Agriculture and Forests conducted a cleaning campaign in and around Dechenphu monastery on April 9. The cleaning campaign, led by the minister Yeshey Dorji, is a part of a monthly cleaning campaign the ministry initiated.

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12th Five Year Plan Preparation

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Project Status

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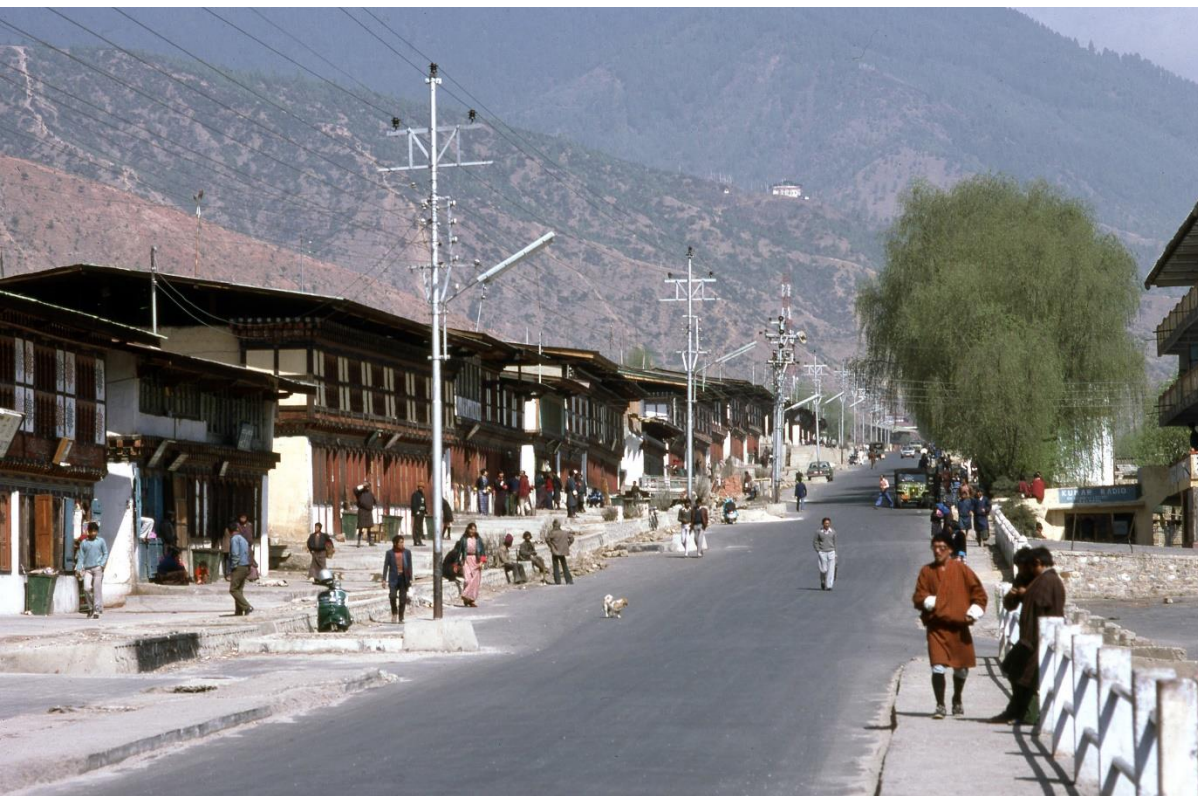
Recent Site Picture of MLCP II



**Recent Update
on Project**

Thimphu Thromde is highly hopeful to
complete the parking structures by this
July and August.

What is Next?



Year:1984



Year:2017

Tashi Delek



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