

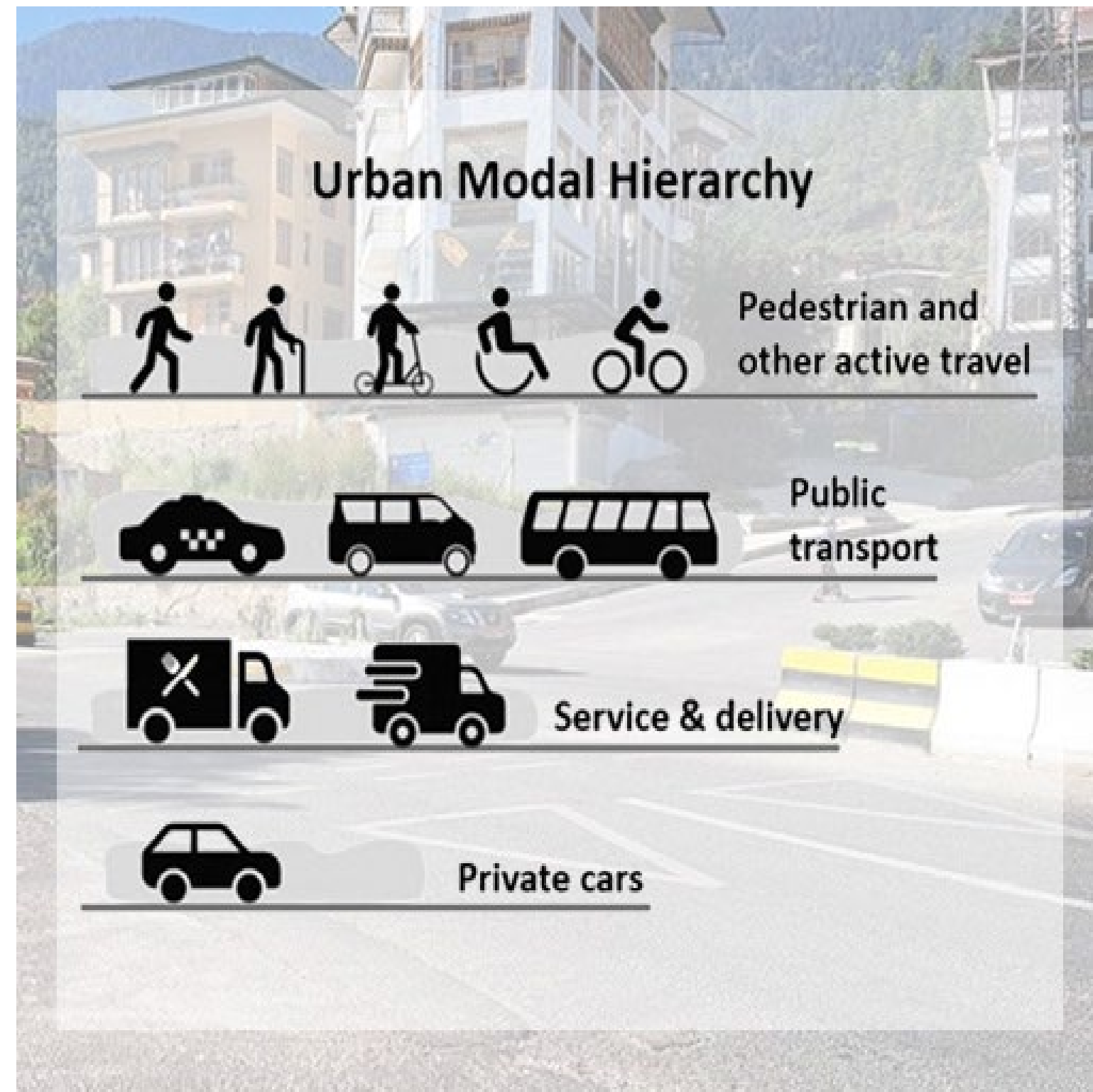
Thimphu Structure Plan

Mobility

Mobility

"Thimphu's sustainable transport system will prioritise people, public transport and efficient goods delivery"

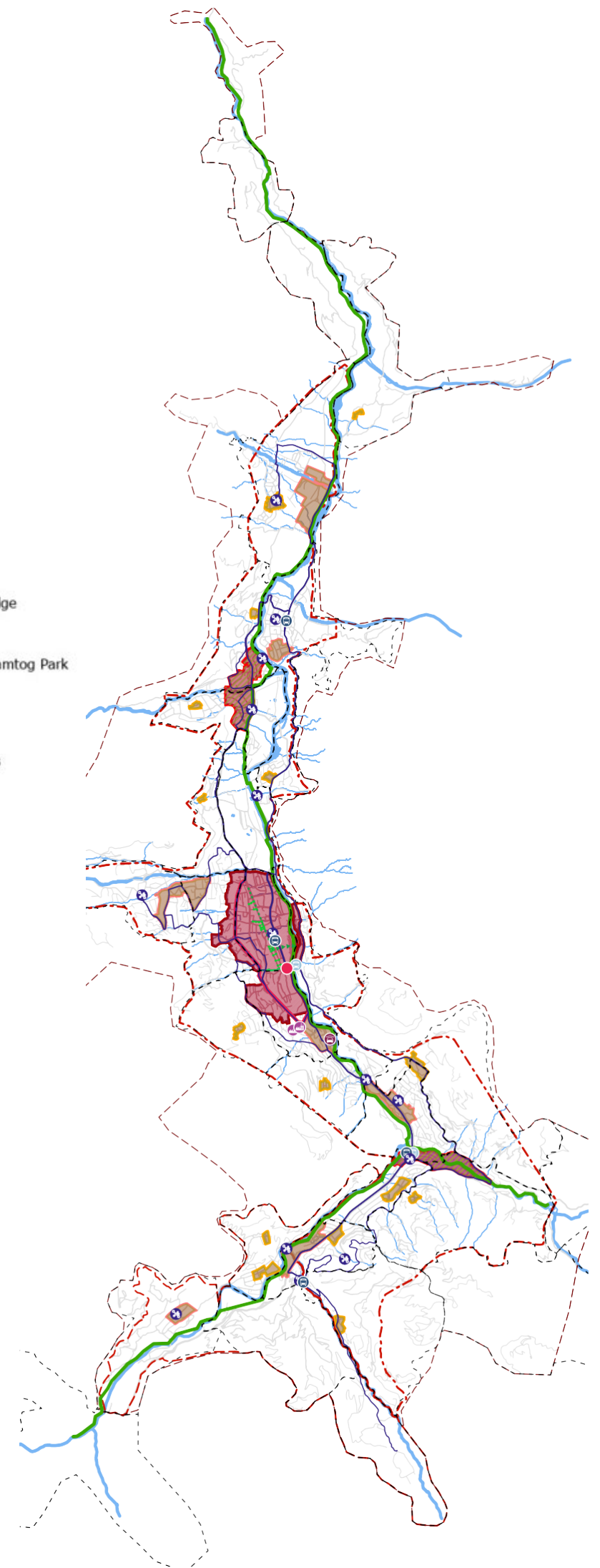
Thimphu's sustainable transport system aims to **connect** people and places; **enhance** the city's **economy and attractiveness** to the benefit of residents, visitors, and businesses; and help to **mitigate the impact of climate change**. To this end the plan includes a transport network that provides access to spaces and opportunities, and ensures efficient good delivery; interventions that promote the use of public transport and active mobility (walking and biking), and that enhance road safety and reduce the need to own and drive a car. This will contribute to create healthy and vibrant communities, economic growth, and low emissions.



Key proposals

1. **New pedestrian route** between Clock Tower and Centenary Park
2. **Mobility improvements** in Norzin Lam
3. **Improvements to link** between Memorial Chorten and Lungten Zampa Bridge
4. **Improvements to East-West Laneways** to the east and west of Norzin Lam
5. Future **bus routes**
6. **Mobility hubs** in neighbourhood centres
7. Emerging **Road Hierarchy**
8. Norzin Lam / Lungten Zampa Bridge **junction improvements**
9. Establishment of Doebum Lam as the key **north-south route** through the city centre area
10. Reallocating **parking bays** towards mobility hubs at Changzamtog Park
11. Introduction of **parking tariffs** in City Centre and Sub-District Centres
12. Relocate **sawmills** to **more peripheral** locations
13. Establish **post offices** in Sub-District Centres
14. Establish **parcel lockers** at Neighbourhood and Local Centres
15. Establish a **distribution/logistics hub** in the south of the City

LEGEND



Key topic 1/ Non –Motorised Transport

Mobility improvements in Norzin Lam for pedestrians

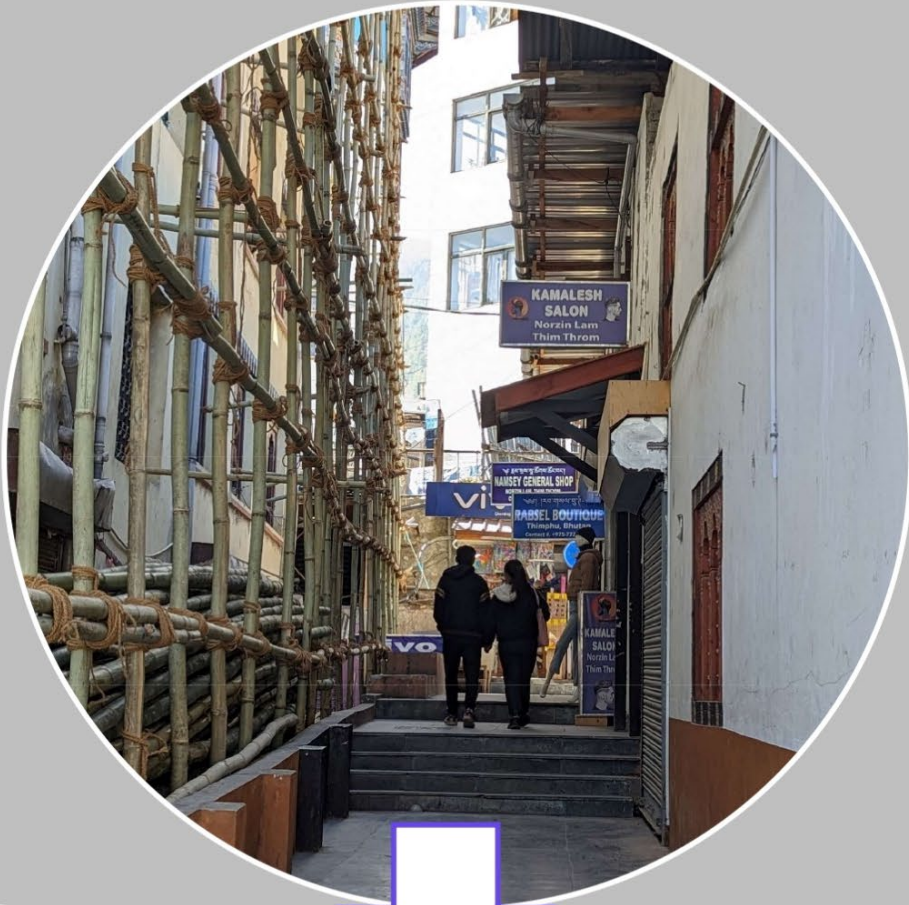
New pedestrian route – Clock Tower to Centenary Park

The purpose of the **Non-Motorised Transport Strategy** are the following:

- Walk for short, local trips.
- Equitable access.
- Introduce cycling on safe, segregated and low gradient routes.



East-west laneways improvements
in Norzin Lam



New introduce cycling network, start with
Greenway



New bridges for pedestrian connectivity

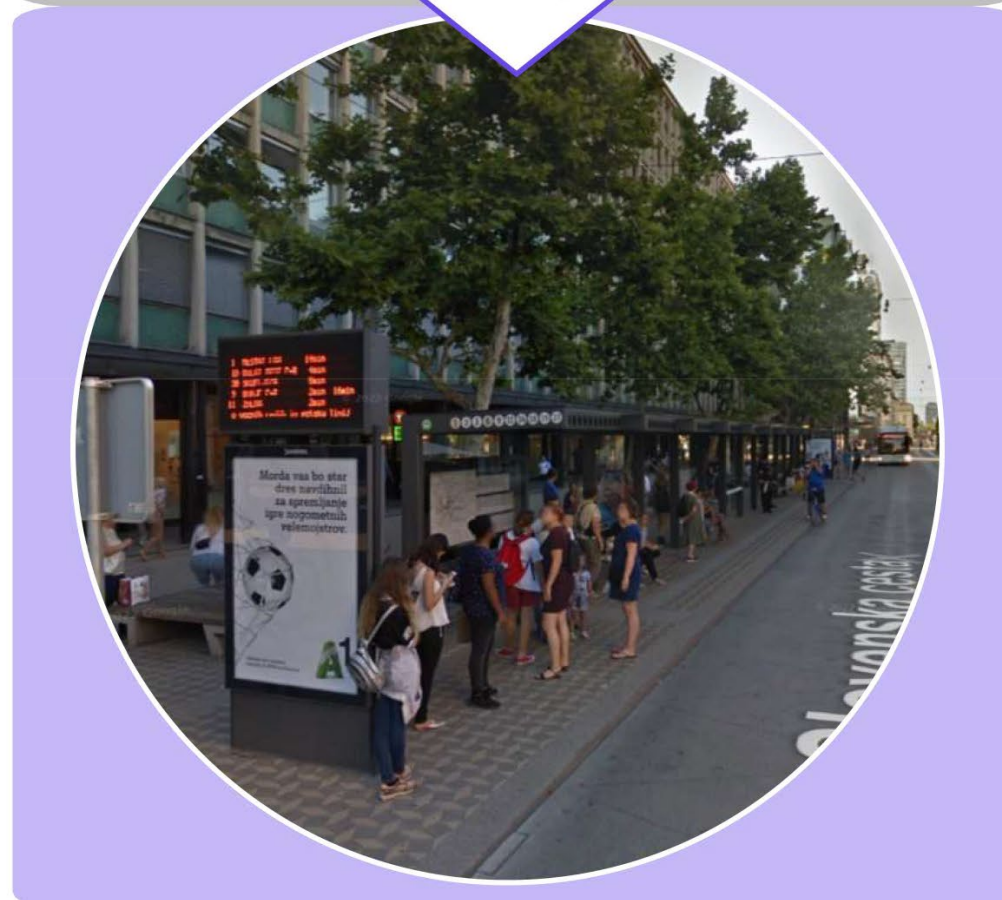


Key topic 2 / Public Transport

Chang Lam bus interchange on street

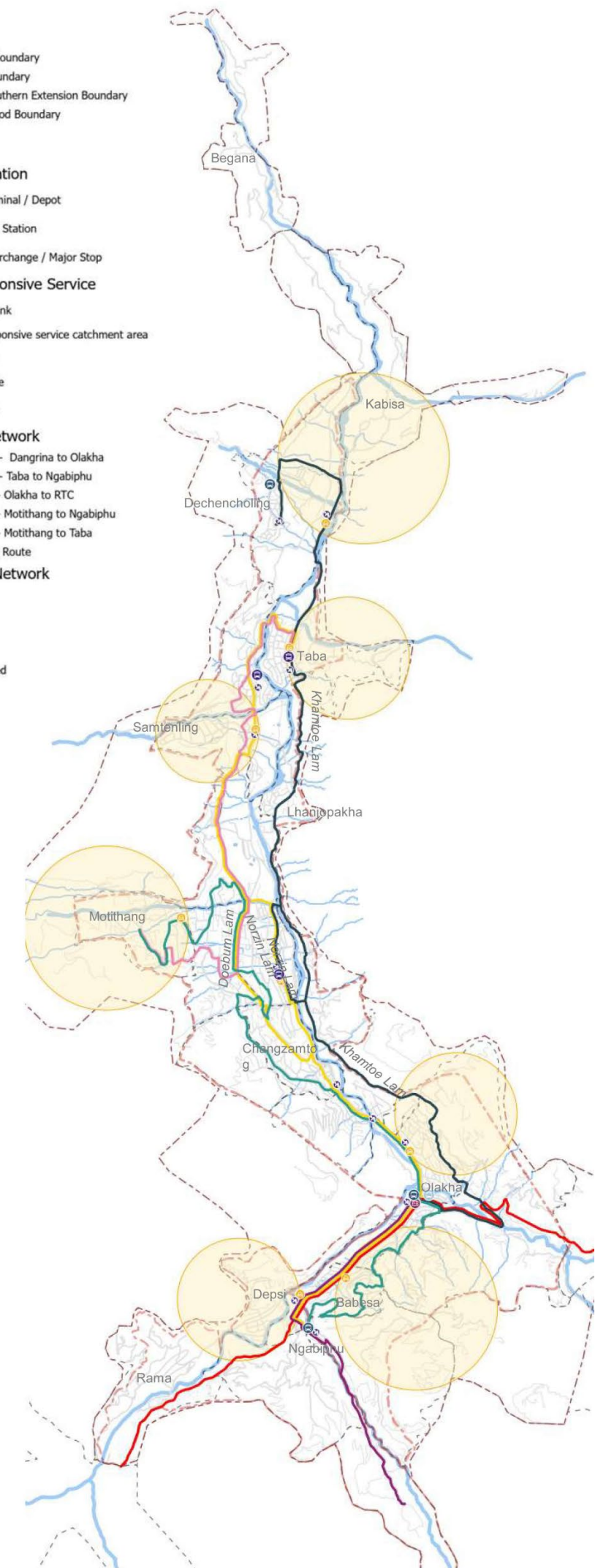
The purpose of the **Public Transport Strategy** are the following:

- Simplified network.
- Convenient, frequent, affordable services.
- Taxis provide coverage beyond the bus routes.
- Improve infrastructure and access to bus stops.



Legend

- Study Area Boundary
- Thromde Boundary
- Thromde Southern Extension Boundary
- Neighbourhood Boundary
- River
- Stream
- Bus Stop / Station
 - City Bus Terminal / Depot
 - Regional Bus Station
 - City Bus Interchange / Major Stop
- Demand Responsive Service
 - Local Taxi Rank
 - Demand responsive service catchment area
- Mobility Hubs
 - Park and Ride
 - Mobility Hub
- Future Bus Network
 - Trunk Route - Dangrin to Olakha
 - Trunk Route - Taba to Ngabiphu
 - Local Route - Olakha to RTC
 - Local Route - Motithang to Ngabiphu
 - Local Route - Motithang to Taba
 - Regional Bus Route
- Future Road Network
 - Primary
 - Secondary
 - Tertiary
 - Access
 - Pedestrianised



Key topic 3 / Vehicle Circulation

The purpose of the **Vehicle Circulation Strategy** are the following:

- Establish clear road hierarchy.
- Reduce traffic in city centre.
- Optimise flow of vehicles through key junctions.
- Safety for pedestrians.



Junction improvements including at Norzin Lam / Lunbten Zampa Bridge



Improvement of existing road surface and paving

