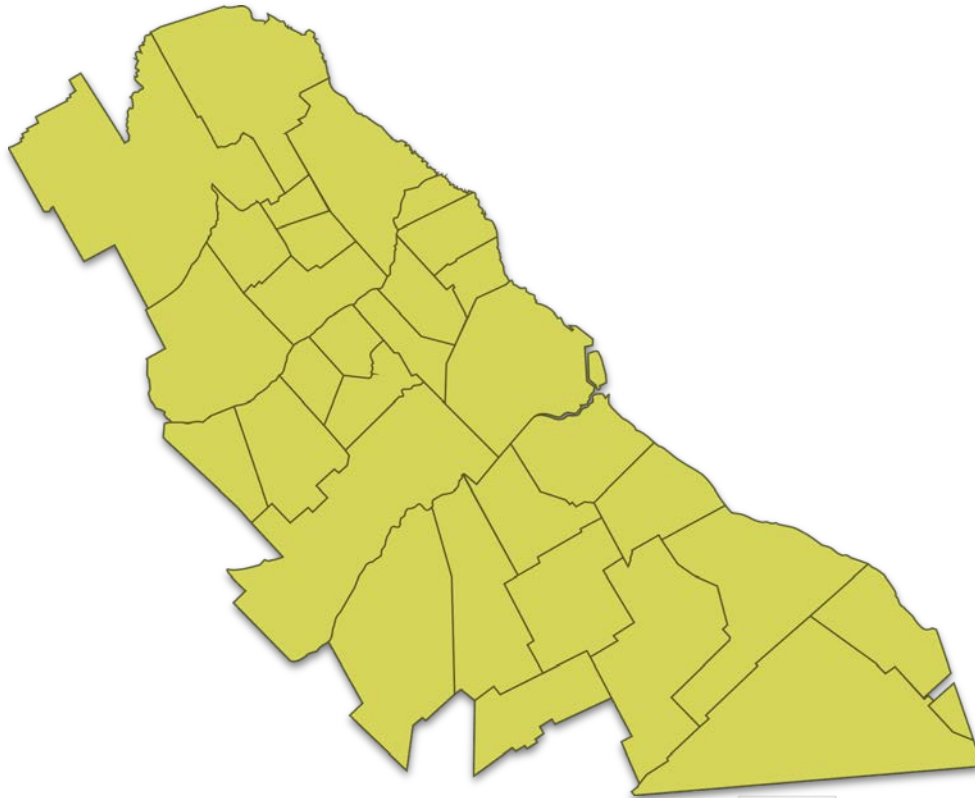


Argentina Action Plan

Managing Urban Expansion in Mega-Metropolitan Areas TDD
Tokyo, Japan & Seoul, Korea
December 16, 2017

ARGENTINA Accomplishments Needed

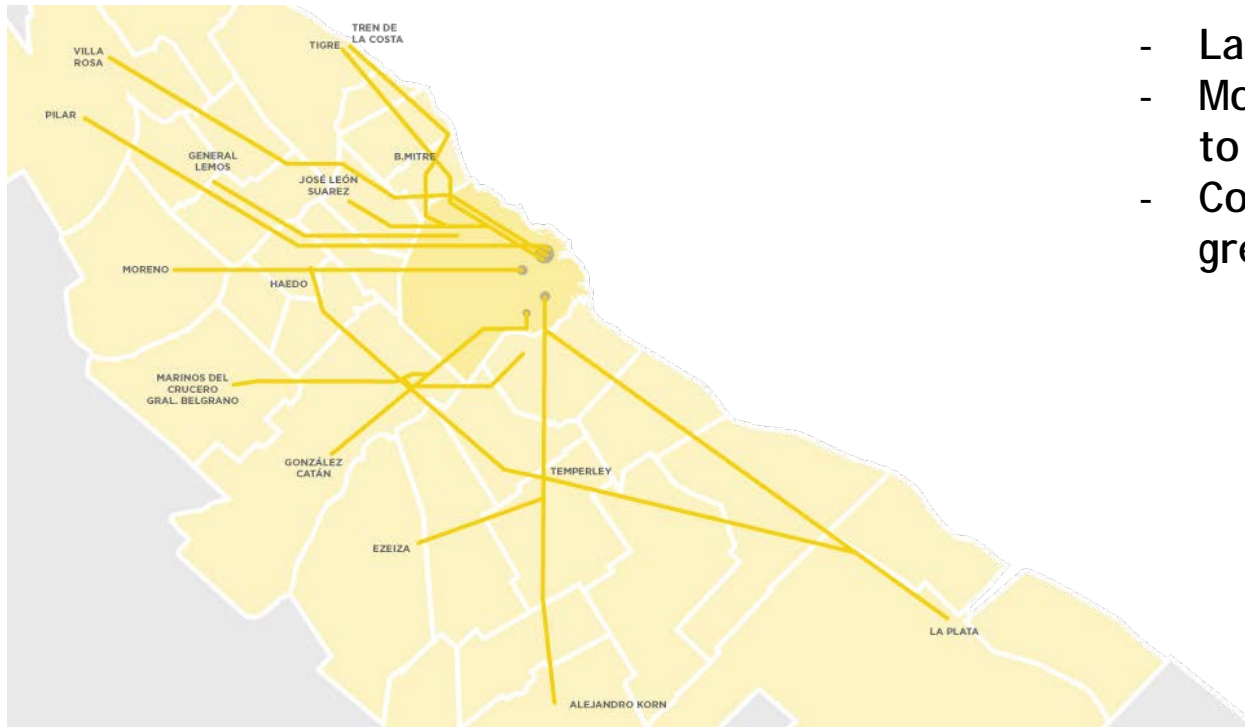
1. INSTITUTIONAL. Establish a metropolitan governance structure based on current institutional setting (Metro Transport Agency, Waste Management, Water).



Built on momentum with
current political
alignment

ARGENTINA Accomplishments Needed

2 . PLANNING. Integrated transport and urban development at the metropolitan level with a shared vision. Improve mass public transit and change urban development patterns.

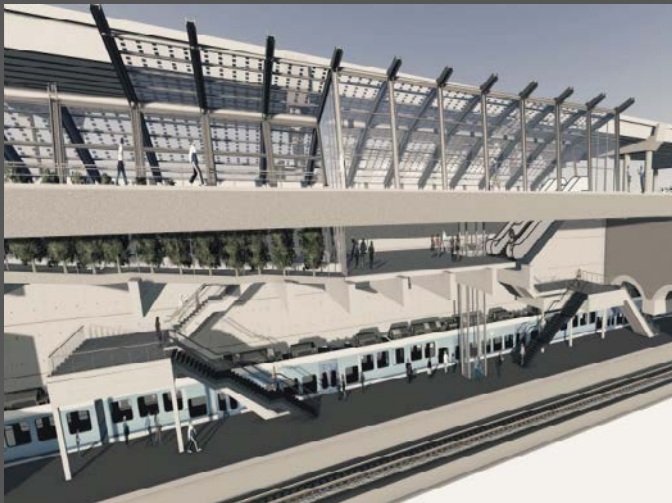


- Land and housing supply
- Modal Shift (private cars to public transit)
- Contain urban sprawl on green land

ARGENTINA Accomplishments Needed

3. PROJECT. RER (Regional Railroad Network) - Develop a more integral transport and urban development project including international design standards.

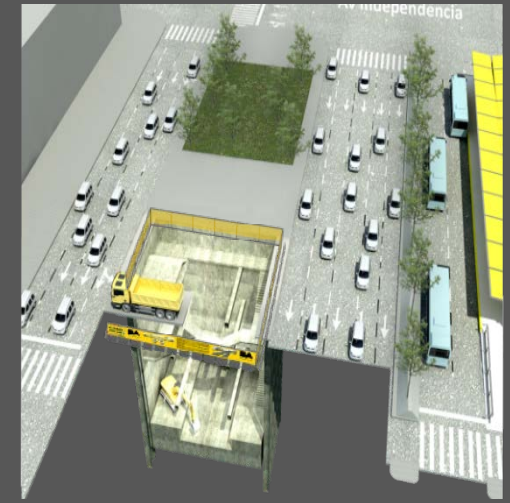
Estación Constitución
Constitución Station



Estación Central Obelisco
Obelisco Central Station



Shafts



ARGENTINA Accomplishments Needed

4. FINANCING. Develop a financial scheme for RER (regional railroad) to get revenue from future urban development and also from foreign investment.

Investments in progress

-  **USD 816M**
Automatic Trains Stops
-  **USD 570M**
Railway renewal
-  **USD 100M**
Powering
-  **USD 731M**
New stations and technologies
-  **USD 3,240M**
100% new rolling stock
-  **USD 193M**
Work shops

USD 5,650 M

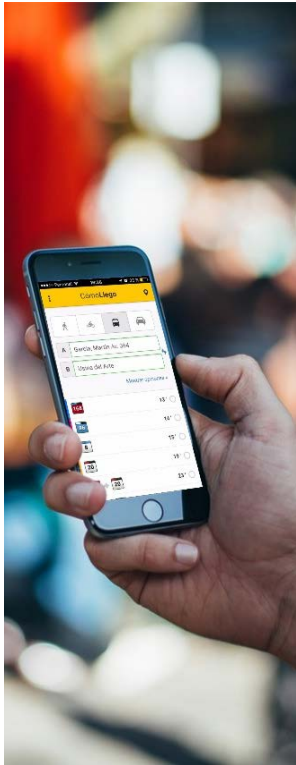
Strategic works in progress

-  **USD 3,244M**
Regional Express Network
-  **USD 3,000M**
Undergrounding
-  **USD 1,360M**
Viaducts and PBN
-  **USD 933M**
Electrification

USD 8,537 M

ARGENTINA Accomplishments Needed

5. INNOVATION. Introduce new technologies (Electric Vehicles, Monitoring Center, Autonomous vehicles).



ARGENTINA Actions to be Taken

1. INSTITUTIONAL.
 1. ST – Develop a metropolitan vision through a **Metropolitan Planning Institute** (KRIHS type) to identify a feasible governance structure (Medium T).
2. PLANNING.
 1. ST – Update **land use planning regulations** with instruments such as Land Value Capture - Land Readjustment.
 2. MT – Integrate transport and land use planning in order to define where and how **to grow and stop urban sprawl**.
3. FINANCING.
 1. ST – Re define **financial models for metropolitan projects** incorporating strong private participation.
4. PROJECT. Redesign the **RER project to include financing through urban development**.
5. INNOVATION.
 1. ST - Bring and adapt **best technologies tested** in another countries.

ARGENTINA. Barriers to Implementation of AP

1. INSTITUTIONAL. Political agreement, territorial power balance and economical compensations.
2. PLANNING. Limited technical capacity and lack practice in integrated planning.
3. FINNANCING. Macroeconomic instability, lack of experience and limited trust among private investment
4. PROJECT. Limited technical capacity and constrained time to develop projects.
5. INNOVATION. Limited technical capacity and industrial development.

ARGENTINA Support Needed

- **World Bank:**
 - Financing (RER project).
 - Access to knowledge on metropolitan planning, institutional arrangements and instruments to manage urban expansion.
 - Technical validation of the metropolitan visión (Knowledge Exchange in Buenos Aires).
- **TDLC Program**
 - Technical assistance on large-project financing
 - TOD concept for a pilot Project
 - Intermodal Transport Stations Design
- **KRIHS Program**
 - Technical assistance to develop an urban planning institute
 - Implementing a National Territorial Planning
 - Metropolitan Big Data Analysis
- **Knowledge Products (Case Studies, Policy Notes, etc.)**
 - Land Value Capture implementation and Land Readjustment
 - Clean buses,

ARGENTINA Key Takeaways from TDD

1. INSTITUTIONAL. Metropolitan governance structure needed (country specific)
2. PLANNING. Transport and urban development needs to be integrated.
3. FINANCING. Importance of government role on coordination and private role in development.
4. PROJECT. Complex projects for complex cities.
5. INNOVATION. Always innovate !!!

Bangladesh Action Plan

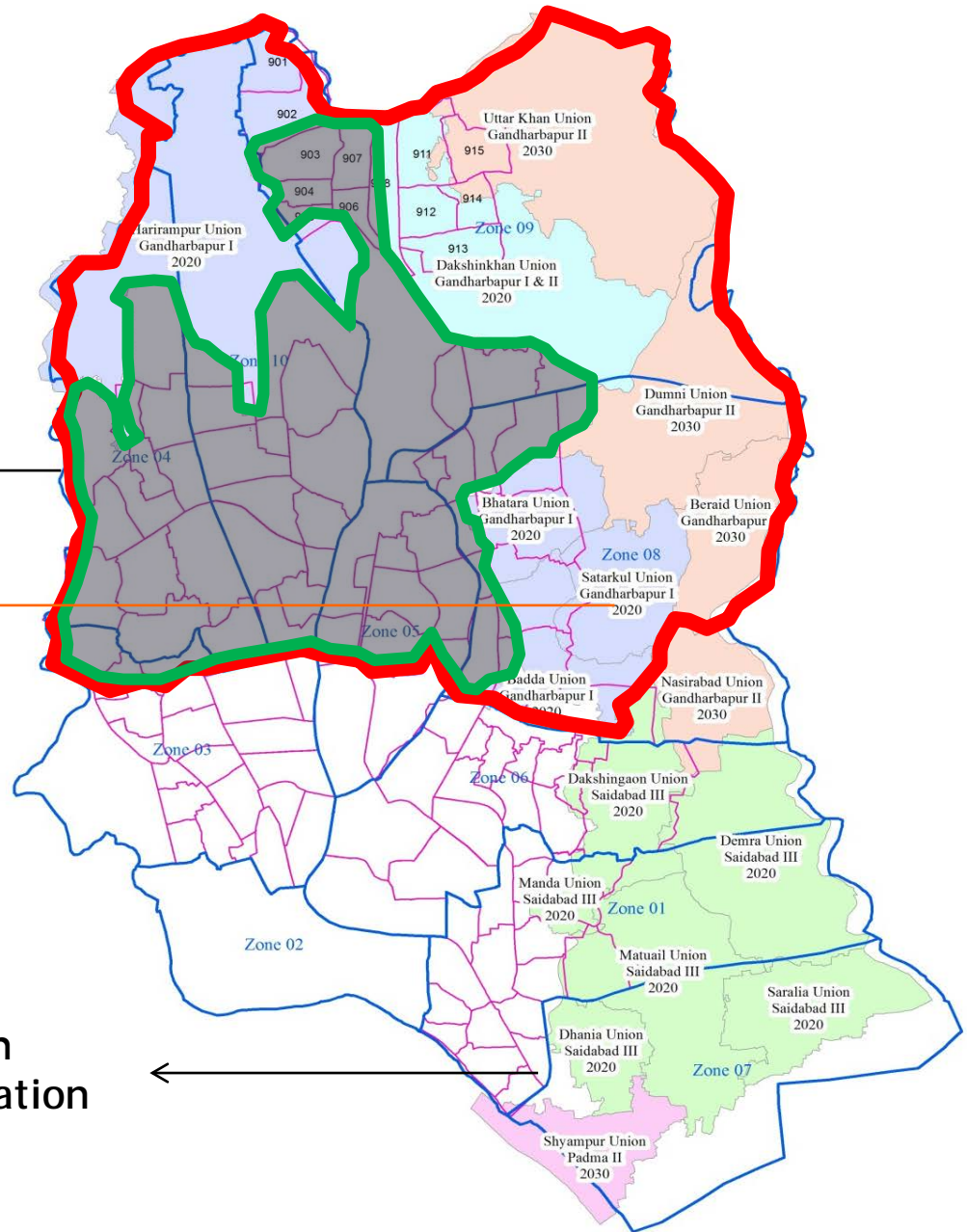
Managing Urban Expansion in Mega-Metropolitan Areas TDD
Tokyo, Japan & Seoul, Korea
December 16, 2017

Capital Dhaka

Dhaka North
City Corporation

Extended area

Dhaka South
City Corporation



Dhaka Key Takeaways from TDD

1. **Effective Coordination among public and private stakeholder**
2. Involving private sector to invest, operate and manage transport management system
3. Good planning and timely completion of projects
4. Minimizing number of stakeholders
5. Empowered local government can play a vital role in managing urbanization
6. Political commitment, strong leadership and good citizen behavior can help transform cities.

Dhaka Accomplishments Needed

1. **Better Management of Urbanization:** Developing integrated housing and transport network in the newly extended areas
2. **Reduce traffic congestion:** Improved traffic management, invest in public transport and infrastructure network
3. **Reliable Public Transport System:** Consolidation of private bus operators and bus route franchising
4. **Improve water logging:** Create sustainable drainage network—a system of rivers, canals and drainage
5. **Improving urban livability—** improving public space, safety, walkability and reducing pollution
6. **Protection of Environment:** Improving solid waste management –collection to disposal, increase share of green open spaces



Dhaka Actions to be Taken

Short-term:

- Develop strategic plan for the newly extended area –DSCC and DNCC
- Conduct study for traffic management improvement : system of road hierarchy, intersection improvement, pedestrian network, parking management –DSCC, DNCC and DTCA
- Study the operational feasibility of bus franchising and managing the system
- Strategize and design improving urban public space and livability --DSCC and DNCC
- Strengthen institutional and technical capacity to improve coordination --National and local level

Medium-term:

- Feasibility study for solid waste management including construction of new sanitary landfill
- Implementation of drainage master plan and revivable of canals --DSCC, DNCC and DWASA

Long-term:

- Implementation of strategic transport master plan --DSCC, DNCC and DTCA
- Develop an effective multi-stakeholder coordination system

Dhaka Barriers to Implementation of AP

1. Lack of coordination among stakeholders
2. Lack of intuitional capacity
3. Complexity in land acquisition
4. Unplanned utility service lines
5. Lack of enforcement in implementing land use plan
6. Lack of resources to implement projects

Dhaka Support Needed

- **World Bank:**
 - BRT line 3
 - MRT Line 4
- **TDLC Program**
 - Technical support to improve traffic management and walkability
 - Technical support to strengthen technical capacity for metropolitan management
 - Technical support to strategize on partnering with private sector
 - Regional exchange and sharing program: Dhaka-Karachi-Colombo
- **KRIHS Program**
 - Technical support to improve urban public space
 - Technical support for new area development
- **Knowledge Products (Case Studies, Policy Notes, etc.)**
 - Bus franchising and consolidation of private bus operators
 - Institutional coordination among various stakeholders

Action Planning Introduction

Managing Urban Expansion in Mega-Metropolitan Areas TDD
Tokyo, Japan & Seoul, Korea
December 16, 2017

Replace with Photo

Tokyo
Development
Learning
Center

KINSHASA Action Plan

Managing Urban Expansion in Mega-Metropolitan Areas TDD
Tokyo, Japan & Seoul, Korea
December 16, 2017





KINSHASA Accomplishments Needed

1. Urban spatial expansion better controlled and oriented, regeneration of city centers, selected densification, land use and value capture, slum upgrading.
2. Urban mobility and connectivity improved and diversified
3. Urban development and governance Institutions framework reviewed and adapted to megalopolis. Urban Planning, Management and Governance capacity developed
4. Waste management systems in place
5. City more resilient to CC, floodings and Erosion



KINSHASA Actions to be Taken -1 Land use

- **Short-term:**
 - Urban land market and actors assessment, and clarification of regulatory framework
 - Translate vision into detailed Land Use plans
 - Expansion zones development and implementation strategies
 - Study on LVC opportunities, efficient and livable density and regeneration
- **Medium-term:**
 - Pilot projects in new urban areas
 - Strategies for land readjustment, pooling
- **Long-term:**
 - Development of new areas (with private sector),
 - Regeneration of old city center
- **Continuous : Slum upgrading**



KINSHASA Actions to be Taken – 2 Mobility

- Short-term:
 - Finalize Urban Transport Master plan and close articulation with urban development plan (TOD)
 - First investment in urban mobility improvement (JICA-WB)
- Medium-term:
 - Investment to diversify mobility options (BRT, Rail, river, pedestrian, 2nd bridge to connect east ad west ..) with PPP arrangements
- Long-term:
 - Intermodal transportation, connectivity across the Congo River to other countries



KINSHASA Actions to be Taken – 3 Governance

- **Short-term:**
 - Institutional diagnostic, clarification of responsibilities, identification of urban management institution
 - Definition and Implementation of a large CB program for urban institutions and universities
- **Medium-term:**
 - Establishment of specialized urban management agencies
 - City administrative and boundaries reform.
 - CB programs
- **Long-term:**
 - CB programs

KINSHASA Actions to be Taken – 4- Resilience

- Short-term:
- DRM and CC strategy at the city and community level developed with a focus on flooding and erosion prevention and management
- Pilot projects implemented at the water shed level
- Medium-term:
- Green infrastructure and resilient city concepts integrated in capital development plans
- Long-term:



KINSHASA Actions to be Taken – 5- Waste

- Short-term:
 - SW management strategy finalized
 - Municipal assets maintenance strategy developed (drainage in particular) and implemented
- Medium-term:
 - PPP in place for SWM
 - recycling options developed
- Long-term:
 - New sanitary landfill operational and recycling center operational

KINSHASA Barriers to Implementation of AP

1. Political Climate and fragility context
2. Extreme fragmentation of decisions between national and city level, lack of coherence
3. Huge gap in human and financial resources
4. need to regain donors and private sector confidence for Long term sustained engagement
5. Lack of incentives for change



KINSHASA Support Needed

- World Bank:
 - Money, Money, Money
 - Global Knowledge, facilitating exchanges

- TDLC Program
 - Deep dive on TOD, Regeneration, Resilience, SWM
 - Support current transport and urban planning efforts and articulation (workshop, Technical Assistance)
 - Capacity building

- KRIHS Program to be completed
 - Just in time Technical Support
 - Urban development national policy
 - Institutional arrangements for metropolitan areas
 - Capacity building

<Knowledge Products (Case Studies, Policy Notes, etc.)

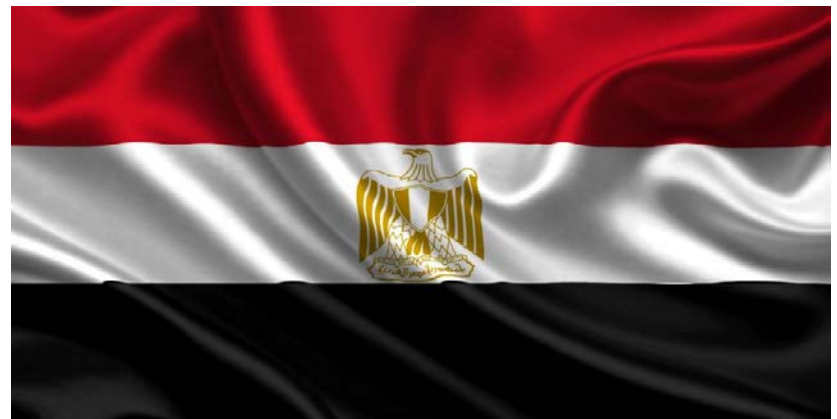
- LVC, land readjustment, Housing development policies and programs, urban operation financing

CAIRO ACTION PLAN



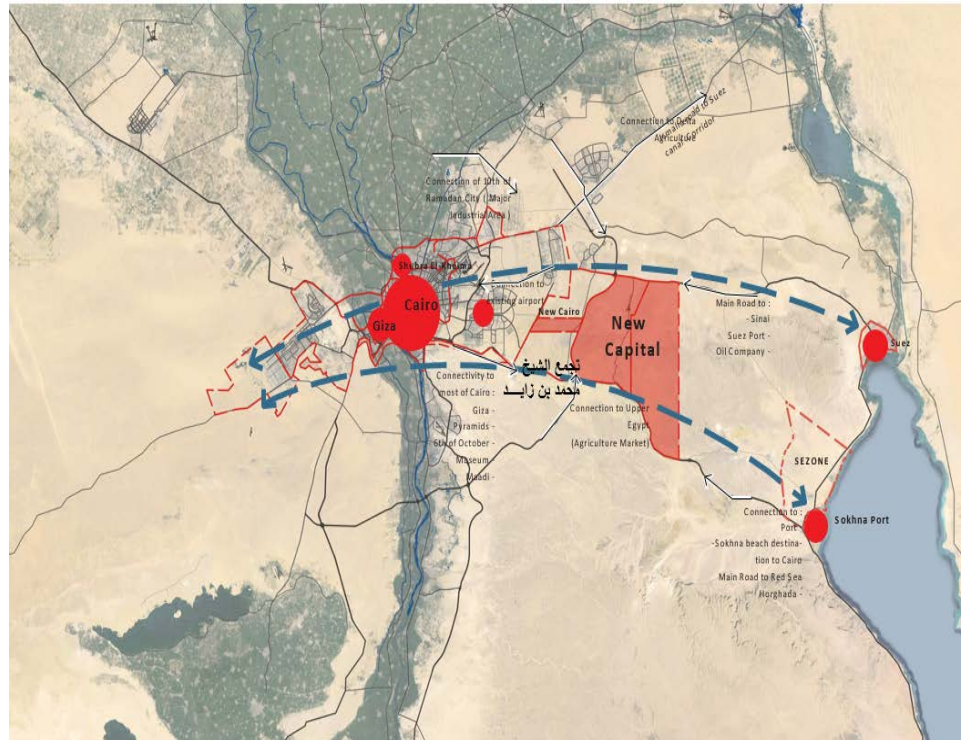


- **Egypt** is located in north west of Africa
- **Area:** 1 million km²
- **Population:** 90 million
- **the capital:** Cairo

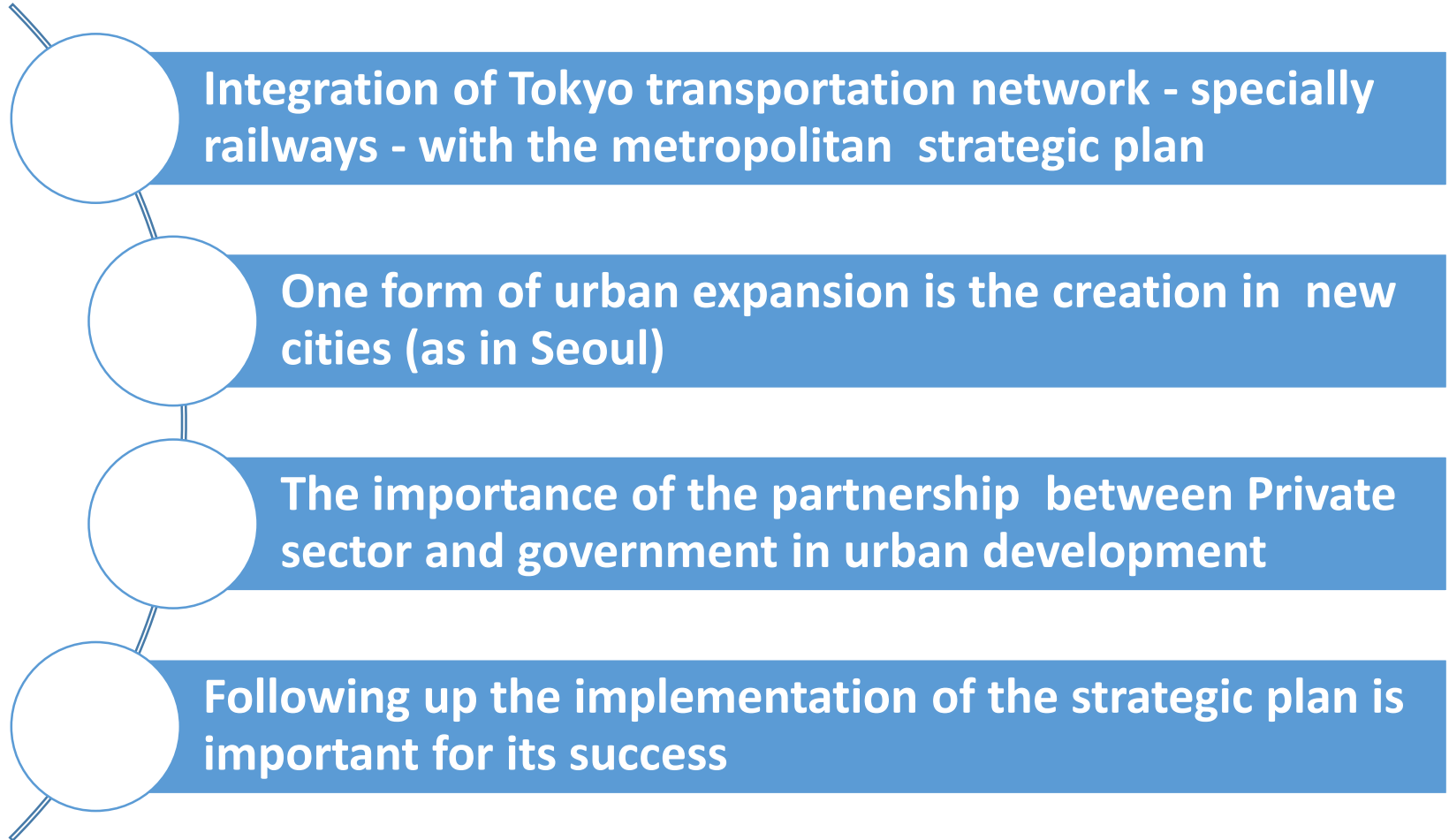


Greater Cairo region

- **Include 3 governorates**
- **Area: 2000 km2**
- **Population: 20 million**
- **New cities: 6**
- **Cairo plan to have anew capital city**



Key takeaways from the technical deep dive



Needs to be accomplished

1

- **Refine the 2030 strategic plan for greater Cairo to address the expansion.**

2

- **Support the decentralization in administration**

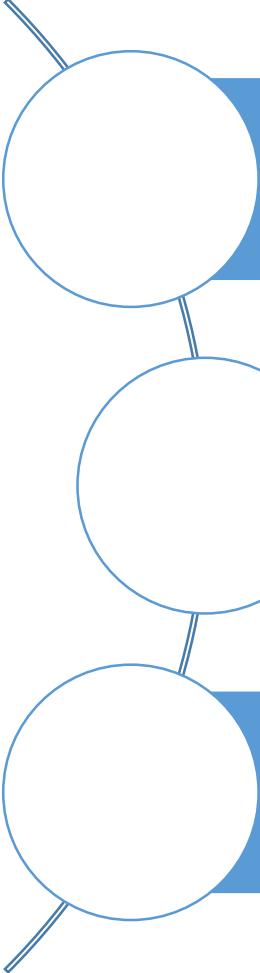
3

- **Involve the private sector in implementing the urban development projects**

4

- **Increase the financial resources (as land sale, land value capture)**

Challenges in implementing Action plan



During implement the strategic plan the new urban communities authorities facing a challenge to make a deal with squatters and owners of private land

the new communities were established in the desert land around the metropolitan about 30-40 km away from the center and that facing challenges to supplying the utilities lines because of long distances from the sources

Challenge in connecting the new cities with the existing cities using the transportation network

Action Plan for new cities as example

Short term (1 Year)

- **Analysis the current situation**
- **Determine the needs of experience and training**
- **Enhance the involvement of the private sector with NUCA during refining the strategic plan**
- **Modifying the related laws (as land value sharing, laundry adjustment)**
- **Revise the administration procedures and modifying the organograms**

Medium term (5 Years)

- **Implement the infrastructure, main roads, water station, sewage station and electrical power supply**
- **Involve the private sector in the implementation of the necessary Projects**
- **Enhance the decentralization in administration**
- **Introducing different model for citizen participation**

Long term Till 2030

- **Complete the implementation of other target projects according to the strategic plan**
- **Modifying the strategic plan if we need according to market requirements**

Needed from (world bank, TDLC and KRIHS)

1

- Provide capacity building on PPP, land readjustment, decentralization, urban regeneration.

2

- Support the exchange of experience between different countries.

3

- Provide policy support to enhance decentralization, urban regeneration, and metropolitan governance

Thank you





Indonesia Action Plan

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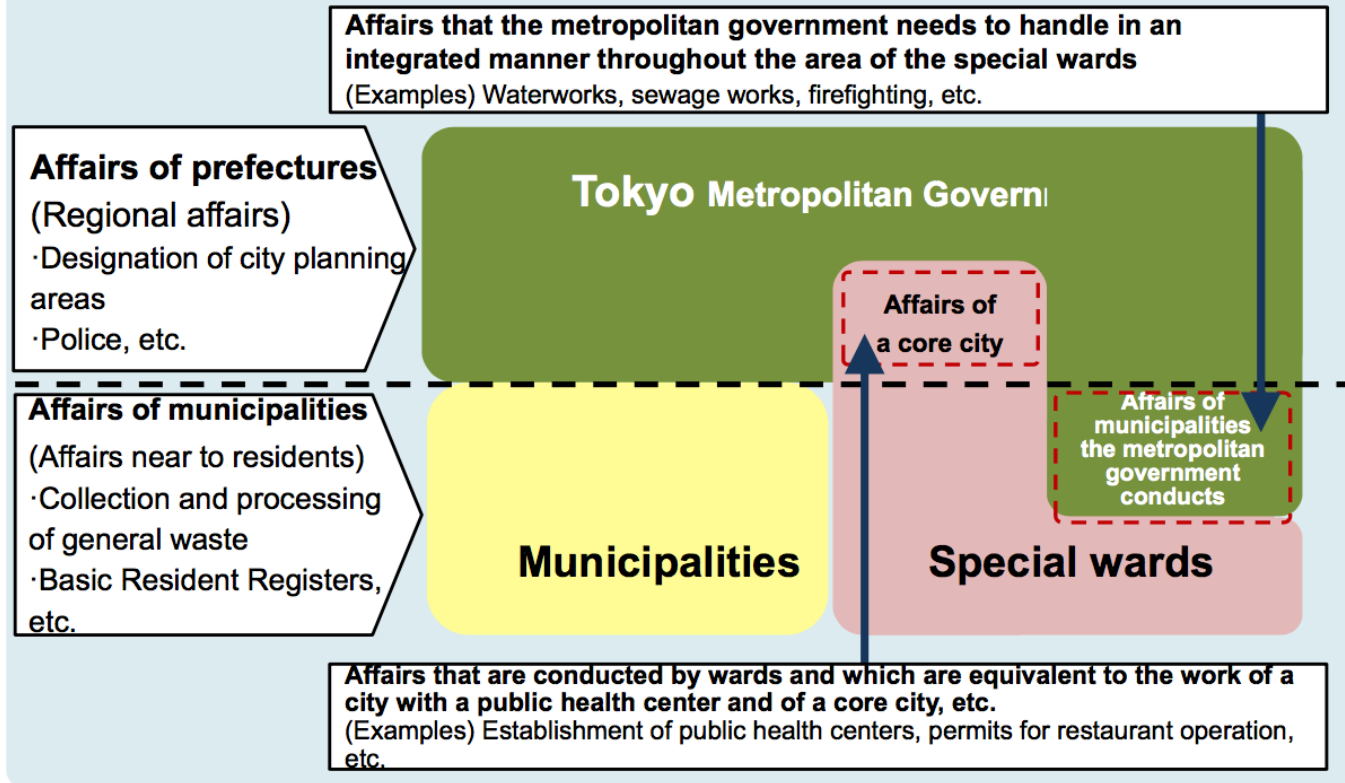
Key Takeaways from TDD

1. Effective institutional arrangements for metropolitan management
2. Clear assignments of roles and responsibilities (TMG, special wards, local government and prefecture)

Relationships and Characteristics of Tokyo and Wards, Cities, Towns, and Villages

Special Ward System

An illustration of administrative allocation between the metropolitan government and the special wards



Accomplishments Needed

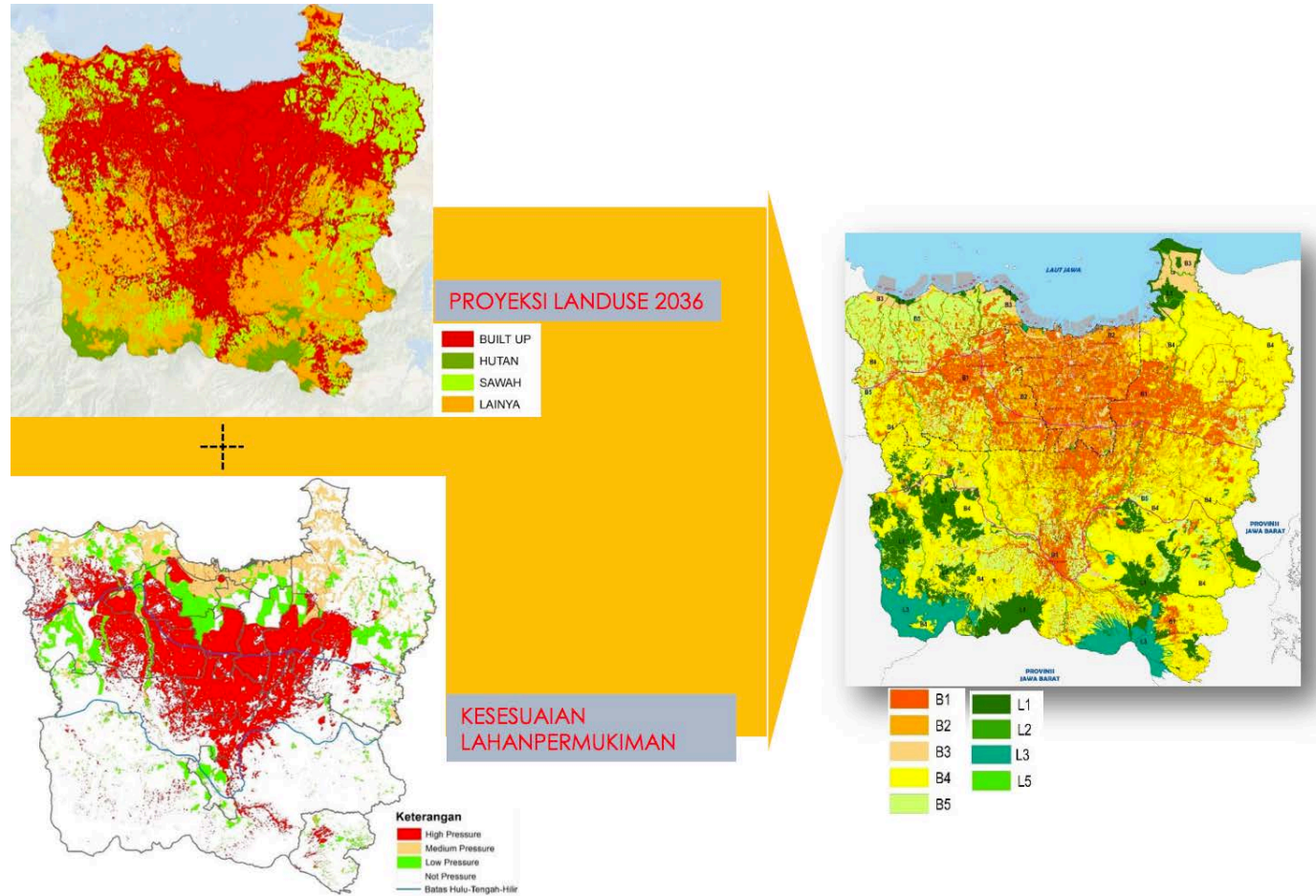
1. Effective metropolitan management for Jabodetabekjur (Greater Jakarta: 3 provinces, 8 cities/districts)
2. Revision of Presidential Regulation on Urban Area Spatial Plan for Jabodetabekjur National Strategic Area – New Chapter on Institutional Arrangements
3. Implementation of new institutional arrangements, with real impact on actual development projects and investments

Actions to be Taken

- **Short-term:**
 - Review of current institutional arrangement in Jabodetabekjur, identification of constraints and bottlenecks
 - Examples and lessons learned from other countries
 - Recommendation on new institutional arrangements
- **Medium-term:**
 - Issuance of revised Presidential Regulation
 - Implementation of new institutional arrangements
- **Long-term:**
 - Development of Jabodetabekjur Metropolitan Area

Barriers to Implementation of AP

1. Numerous stakeholders – consensus building on priorities
2. Execution of the spatial plan



Support Needed

- World Bank:
 - Urban flagship report -- one chapter on institutional arrangements
 - Capacity building for local, provincial, and central governments for metropolitan management
- TDLC Program
 - Policy notes including detail case studies to be applied in Jabodetabekjur case
 - Technical advisory notes
- Knowledge Products
 - Policy notes
 - Recommendation for the institutional arrangements

Terima kasih

endangdmynt2016@gmail.com

mia@bappenas.go.id

mlee1@worldbank.org

Karachi Action Plan

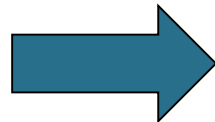
Managing Urban Expansion in Mega-Metropolitan Areas TDD
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Karachi - Action Plan



- To make City more livable
- To ensure that City meets the needs of its people:
- Affordable housing
- Efficient transport
- Sustainable Environment
- Better Employment Opportunities

KOLACHI



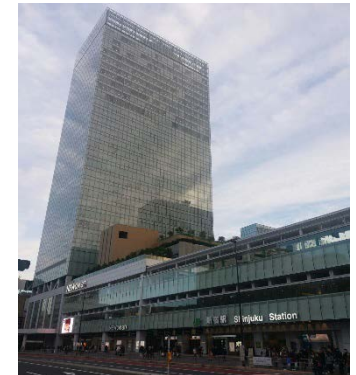
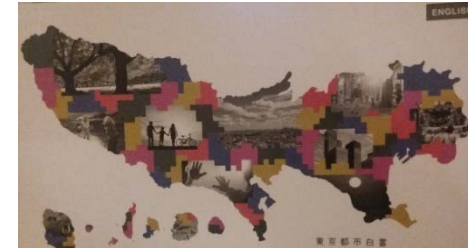
KARACHI



TRANSFORMATION

Karachi Pakistan - Key Takeaways from TDD

1. **Understanding the importance of long term planning for sustainable economic growth, livability and overall citizens' happiness.**
 - a. Tokyo Grand Vision 2040
2. **Importance of clarity of different roles and coordination between various tiers of governments critical.**
 - a. Efficient Coordination between TMG, Wards and Prefectures.
 - b. Well laid Financial Resource Allocation
3. **Private sector participation often a key ingredient for successful urban development.**
 - a. Shibuya Project
 - b. Shinjuku Development
4. **Consistency and Perseverance required to meet long term challenges.**
 - a. Leadership
 - b. Internal Champion (Mr. Tatsuo Arakawa DDG URD)



Karachi Pakistan - Accomplishments Needed

1. **A shared vision through developing Karachi Shared vision 2040**
 - a) Strong Stakeholder Coordination syncing GoS, KMC and others
 - b) Need TDLC, KRIHS & TMG support Karachi Transformation Steering Committee (KTSC) in Preparation of Karachi Grand Plan 2020-2040.
2. **Implementable Road map for short, medium and long term**
 - a) KNIP as a driving Engine for Coordination & Implementation
 - b) Review the KDSP 2010-2020 & KMT Plan 2010-20 K4, BRTS (Blue, Green, Orange), SWM Finalization of Grand Plan.
3. **Growth Management to Address Slum Area learning lessons from Korean Example**
 - a) Uniform Authority to align GoS/ KMC and KDA Housing
 - b) Introduction Land readjustment
4. **Acquisition of finances, capacity and will to Implement**
 - a) PPP
 - b) Greater Private Sector Participation
 - c) Donor Funding

Karachi Pakistan - Actions to be Taken

Short-term:

- a. Share TDD Learning with policy makers in Sindh, by KNIP PIU
- b. Make Karachi Transformation Steering Committee effective and to initiate a shared city vision and a road map, by KNIP PIU and GoS.
- c. Take stock and evaluate effectiveness of current strategic plans (such as Karachi Strategic Development Plan 2020 and others) and overall approach to urban development, by GoS.

Medium-term:

- a. Develop a shared vision and implementable roadmap for city transformation, by GoS.
- b. Develop and implement a urban governance and coordination framework, by various tiers of government.

Long-term:

- a. Implement require reforms for various sectors to deliver effective services, and lay foundations for better urban management, by GoS and stakeholders.
- b. Develop more complex systems such as land value capture

Karachi Pakistan - Barriers to Implementation of AP

- ❑ **Overlapping jurisdiction amongst various tiers of government**
 - a) GoS/ KMC/ DMC/ 13 other agencies
 - b) Karachi Transformation Strategy Committee under KNIP
- ❑ **Capacity Building**
 - a) KW&SB being restructured under WB Support
 - b) Mass Transit Authority established but requires more strengthening
 - c) An institution on the pattern of KRIHS required
- ❑ **Megacity expansion and mobility not managed properly**
 - a) BRTs initiated (Blue, Green Orange)
 - b) handholding required like IPPs and PPPs pattern
- ❑ **Un-sustainable finances - KNIP and P4R project looking at improving OSR**
 - a) MUCT
 - b) MFR Board

Karachi Pakistan - Support Needed

• World Bank:

- Support for high level Karachi Transformation Steering Committee by presenting them the good practices of TMG/ KRIHS and Seoul Metropolitan Government
- Possibility of developing more Quick Wins projects as KNIP

• TDLC Program

- Support by TMG by developing a vision “Grand Strategic Plan” and Road map as part of ongoing KNIP
- This is timely given the expiration of Karachi Strategic Development Plan 2010-20 and new initiatives such as BRTs
- examples IPPs and PPPs

• KRIHS Program

- Technical support for social housing and urban expansion
 - DHA and Bahria Town are good example of urban expansion yet there is need for more controlled growth

• Knowledge Products (Case Studies, Policy Notes, etc.)

- Support for developing an urban governance and coordination framework for Karachi
- Support to develop and sharing successful case studies on metropolitan governance structure which could be relevant in Karachi case

THANK YOU

Khalid Mehmood Sheikh (dgupsp@gmail.com)

Tariq Ahmed Rind (urbandedesign.knip@gmail.com)

South Africa (Cape Town) Action Plan

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Close out for 2017... (and opening up 2018)

National/Provincial:

- Fiscal constraints...
- Credit Rating Downgrades...
- Flat-lined economic trajectory...
- Urbanisation and growth of metro / secondary towns
- SPLUMA, LUPA, NDP, IUDF...

City:

- Water, water...
- Affordability and housing...
- Access to jobs and services...
- Failing rail and congestion...
- Increasing informality
- TOD / BEPP / MSDF / IDP / By-Law etc...



Ever get that sinking feeling...?

Oh to be a planner!

Spatial Transformation: Aspiration



FIVE-YEAR INTEGRATED DEVELOPMENT PLAN JULY 2017 - JUNE 2022



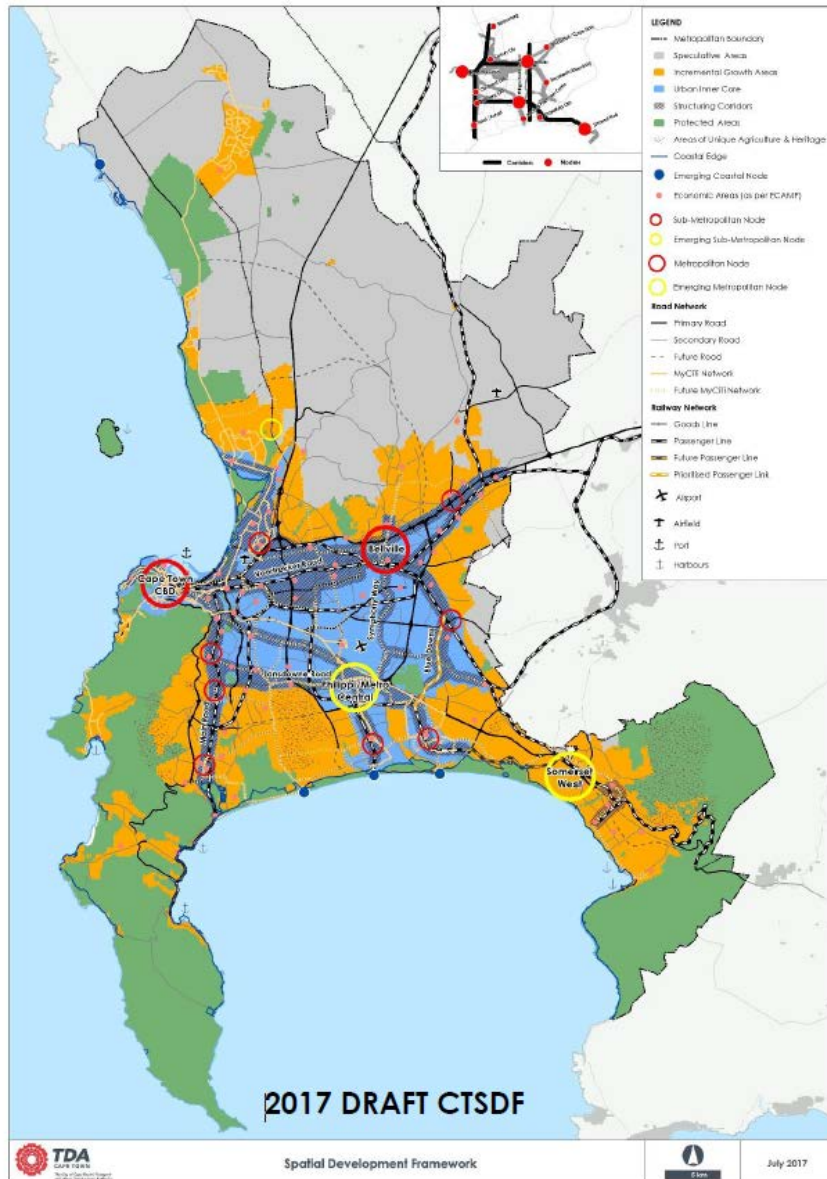
The City intent on building a more inclusive, integrated and vibrant city that:

- addresses the legacies of apartheid
- rectifies existing imbalances
- avoids the creation of new imbalances in the delivery of services.

Key to achieving spatial transformation is transit-oriented development (TOD) and associated intensification of land use (diversification and densification).

Emphasises strategic location of new development strategically around public transport.

Spatial Transformation: Aspiration



The City intent on building a more inclusive, integrated and vibrant city that:

- addresses the legacies of apartheid
- rectifies existing imbalances
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Key to achieving spatial transformation is transit-oriented development (TOD) and associated intensification of land use (diversification and densification).

Emphasises strategic location of new development strategically around public transport.

South Africa (Cape Town)

Key Takeaways from TDD

1. Stark differences between SA and developed economy context
 - number of people /GDP per capita / capacity / investment \$\$'s available / unemployment / inequality)
 - Events driven development reactions (war, earthquake, demographics, IT revolution)
2. Co-existence and relationships between Public and Private sector ...
3. Long term planning & vision but implementation imperative is NOW
(e.g. road in Tokyo planned for 30 years in future, no development allowed in that area, keeps value low and allows acquiring the land in future)
4. Financing Sources – diversify and use private sector, limited reliance on national fiscal transfers

South Africa (Cape Town)

Key Takeaways from TDD

5. Adaptive to successes or failures informed by simple evidence based monitoring & evaluation
6. Size matters – small scale site vs. big scale picture + synchronization between scale & sectors important
7. Implications for institutional arrangements: Planning & Visioning + Implementation + management after implementation
8. Land organization is as important as land development !!! We never heard “highest and best use” which is the overarching narrative in South African urban development context

South Africa (Cape Town) Accomplishments Needed

1. Rescue and revive the rail system!
2. Effective participation techniques (differentiated scale and steps) – grand vision > spatial and sectoral plans > precincts and projects > site
3. Spatial Development Framework (incl. Transport network plan) to direct and inform decision making (BOTH public and private sector) and State budgets
4. Decision-gates informing City's investment choices – accountability at each
5. Better understanding of market conditions, market drivers and financial imperatives / modeling for private sector development (Tech assistance!)
6. Simple evidence based monitoring and evaluation – with responsive institutional arrangement (adaptive to response and failure)

South Africa (Cape Town) Actions to be Taken

Short-term (December 2017 to March 2018):

- Approval of Comprehensive Integrated Transport Plan (CITP), Municipal Spatial Development Framework (MSDF) Built Environment Performance Plan (BEPP) – direct impact on spatial vision, planning and funding
- Incorporate Action Plan into mandatory feedback report
- “Brown Bag” lunch session on this trip to respective spatial planning / transport teams and coordinating forum back home
- Feedback into WB TA sessions on catalytic projects in February (Rockefeller funded)
- Commence due-diligence study on which devolution of rail functions /authority over rail system dependent

South Africa (Cape Town) Actions to be Taken

Medium-term:

- Refined Technical request based on short-term outcomes
- Seek to influence, coordinate, and collaborate with property, finance, public transport operations and Urban Catalytic Investments teams
- Capacity building on property market fundamentals and mechanisms, particularly financial models that informs investment decision making
- Identify, package and prioritise city owned properties in line with SDF and IPTN, and make available to market – this may include consolidation (re-adjustment?)
- Consider regulatory reforms required

South Africa (Cape Town) Actions to be Taken

Long-term:

- Devolution of rail functions to city, with all the associated actions required for repair and rebuilding (infrastructure, operating, stations, etc.)
- Regulatory reform initiatives completed
- M&E of the MSDF and CITP
- Advancement and Implementation of City's priority TOD precincts /projects

South Africa (Cape Town)

Barriers to Implementation of AP

1. Impact and ability to communicate effectively key take home points (time of year, energy levels, workload on return)
2. Ability to package the information speedily and effectively into consolidated themes and messages
3. Protocols required to maintain and grow sustainable relationship between KN/ PA, City and World Bank – not within our immediate remit

South Africa (Cape Town) Support Needed

World Bank:

- On-going collaboration with Cities Support Programme (CSP) from Ntl. Treasury
- Capacitation programme to support the finance / planning world sin supporting each other (language, vision, mechanics)
- Potential for on-going and ad-hoc technical advisory support – formally / informally?

TDLC Program

- Lessons on rail operations and station precinct design / management (Link with PRASA)

KRIHS Program

- Metropolitan demographics and growth scenario
- Integration of social and physical infrastructure projects
- Knowledge management – visual 3D modelling

Knowledge Products (Case Studies, Policy Notes, etc.)

- Is it possible to get the presentations so they can be a shared resource to colleagues?

How can City of Cape Town / Transport and Urban Development
Authority assist you and your partners?

What can we share and transfer to your clients and partners?



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Social, Urban, Rural & Resilience

Tokyo
Development
Learning
Center



KRIHS
Korea Research Institute for
Human Settlements



SEOUL METROPOLITAN
GOVERNMENT

감사합니다. - kamsahamnida

- 1 English: thank you...
 - 2 Afrikaans: dankie...
 - 3 Ndebele: ngiyathokoza...
 - 4 Xhosa: enkosi...
 - 5 Zulu: ngiyabonga...
 - 6 Sepedi: ke a leboga...
 - 7 Sesotho: ke a leboha...
 - 8 Setswana: ke a leboga...
 - 9 Siswati: ngiyabonga...
 - 10 Tshivenda: ndi a livhuha...
 - 11 Xitsonga: ndza Khensa...
- ...To all of you for
inviting and hosting
us during the week



Sri Lanka Action Plan

Managing Urban Expansion in Mega-Metropolitan Areas TDD
Tokyo, Japan & Seoul, Korea
December 16, 2017



Sri Lanka Key Takeaways from TDD

1. Promoting Public Transport and easing traffic congestion
2. Integrated Transport and Land Use Planning
3. Conversion of dumpsite to park land
4. City Beautification has a key role in Urban Development
5. Promotion of Public Private Partnership Projects



Sri Lanka Accomplishments Needed

1. Establish and implement new regulations and facilities to enable easy to use public transport for all citizens
2. One authority needs to be empowered to take the lead role for both transport planning and land use planning
3. Meethotamulla dumpsite is being safely stabilized and closed however other open dumps need to be attended to
4. Continue to plan and implement projects for citizens and to promote tourists
5. Promote PPP projects as the Government has financial constraints



Sri Lanka Actions to be Taken

Short-term:

- Working level meetings with planning and transport teams, by Director Western Province, UDA
- Meethotamulla stabilization and closure, by PD SWM and Director Environment and Landscape, UDA
- Maintenance and post management of City Beautification works by CMC and UDA

Medium-term:

- Integrated planning completed and construction commenced of LRT and BRT by PD LRT, PD Transport and Director Western Province UDA
- Public Private Partnerships with service operators and provision of new equipment secured (eg low floor buses) by PD Transport and Ministry of Transport
- Government policy to support public transport use rather than private vehicles by Ministry of Megapolis and Ministry of Transport

Long-term:

- Multi-modal transport centre established in the CBD and suburbs by UDA, Megapolis, Ministry of Transport

Sri Lanka Barriers to Implementation of AP

1. **Barrier:** Public Transport service is not catered to demand (over capacity, no timetables, old vehicles). **Current efforts:** LRT & BRT feasibility studies / investigation of new buses.
2. **Barrier:** Lack of joint transport and land use teams (ensure land use and existing built form are integrated into future plans). **Current efforts:** Monthly Minister and PD meetings to discuss joint planning.
3. **Barrier:** Site safety at Meethotamulla. **Current efforts:** Monitoring the site and designing for safe closure.
4. **Barrier:** Lack of open space and concern about public safety. **Current efforts:** Regulation to open street lines and building lines.
5. **Barrier:** Lack of uncertainty with political stability & economic situation of the country. **Current efforts:** UDA investor forums, Ministry of Treasury PPP Unit established.

Sri Lanka Support Needed

World Bank:

- Emergency Solid Waste Management Project (under preparation)
- Funding for integrated land use and transport planning projects across the Metro Colombo region.

TDLC Program

- Preparation of project proposals and feasibility studies that are costed, feasible and suitable for Sri Lanka
- Support with urban regeneration – new approaches to redeveloping city centres and activity hubs.

KRIHS Program

- Support for building the knowledge capacity of Mayors, Councilors and Offices on urban and transport design
- Sharing urban design experience and expertise and new town experience in relation to the Megapolis Masterplan for UDA, Megaplois and CMC staff

Knowledge Products (Case Studies, Policy Notes, etc.)

- The implementation of Government policy: From policy to implementation, construction, maintenance and operations
- Activating precincts – encouraging people to use spaces at night, providing facilities and reasons for people to use business centres outside of business hours.



<İzmir, Turkey> Action Plan

Managing Urban Expansion in Mega-Metropolitan Areas TDD
Tokyo, Japan & Seoul, Korea
December 16, 2017

<izmir> Key Takeaways from TDD

1. Design and implementation of key transportation hubs
2. Need for holistic strategic directions for further development of the future metropolis
3. Public-private partnership in large-scale urban projects
4. New town development, design of special districts, greenbelts
5. Transit-oriented development



<Izmir> Accomplishments Needed

1. <SUMP and special sub-plans (i.e. Car parking, logistics, cycling)>
2. <Management of green and blue growth>
3. <New metropolitan sub-center development>
4. <Izmir's Grand Design Development Process for managing urban growth and improving QoL>
5. <New Transportation Transfer Stations and Hubs according to TOD>



<Izmir> Actions to be Taken

- **Short-term (2017-2023) <population 2023: 5.1 M> :**
 - <Implementation of transportation master plan>, by <İMM>
 - <Preparation of SUMP with Logistics, Walking&Cycling, Car Parking Master Plans>, by < İMM.>
 - Implementation of Green Infrastructure Strategy, Special Plans for revitalizing strategy (climate change actions, urban parks, green belt management etc.)
 - Initiation of Izmir's Grand Design Process (up to 2 years)
- **Medium-term (2023-2030) <population 2030: 6.2 M> :**
 - <Preparation of Izmir's 2030 Master Plan in line with Izmir's Grand Design Principles>, by < İMM>
 - <Renovation of Transportation Master Plan in line with Master Planning and Izmir's Grand Design Principles >, by < İMM.>
 - Implementation of Transport Hub in the city center according to TOD principles and design of new hubs for metropolitan sub-centers outside the central city
 - Management of Izmir's Greenbelt, green infrastructure plans for city center, and initiation of special natural reserve zones (i.e. GeoPark, Biosphere Reserve Areas)
- **Long-term (2030-2050): <population 2050: 8 M>**
 - <Implementation new metropolitan subcenters using TOD principles>, by < İMM>

<izmir> Barriers to Implementation of AP

1. <Need for further collaboration between local and central government> & <New urban projects including those parties involved>
2. <Need for new financial and land-use development instruments> & <New Urbanization Assembly in Turkey 2017 and associated urban regulations>
3. <Need for large-scale land pooling for large-scale projects including Transportation Hubs> & <IMM' easy access to financial resources via its international credibility>



<Izmir> Support Needed

- **World Bank:**
 - Supporting Sustainable Urban Mobility Plan
 - Supporting implementation of city-wide green infrastructure strategy
- **TDLC Program**
 - Master Class in metropolitan coordination of transportation and urban planning and implementation of TOD principles for Izmir's Metro Areas.
 - Master Class focusing on innovative financing and landuse instruments in metropolitan cities
- **KRIHS Program**
 - Infrastructure master plan (by Korean Government) in creating new metropolitan sub-centers in Izmir Metro Areas
 - Izmir's greenbelt management with KGGTF by WB
- **Knowledge Products (Case Studies, Policy Notes, etc.)**
 - Case studies in green infrastructure
 - Technical & Policy notes on the prioritization of MRT investments and renewal of transportation master plan

Technical Deep Dive on Managing Urban Expansion in Mega-Metropolitan Areas
Tokyo & Seoul, 11-16 Dec 2017

Ho Chi Minh City: Action Plan

HCMC Department of Planning and Architecture

Key takeaways

- Role of the metropolitan government in urban development / “Grand Design” (of Tokyo)
- Proper management tools/instruments (land readjustment, development right transfer, etc.)
- An efficient framework for coordination among stakeholders
- Role of private sectors/PPP/Sharing of added value among public & private stakeholders
- No single way to achieve a goal / Trial-and-error

Ho Chi Minh City

Area: 2095.06 km²;

Population: 8.5 - 10 million inhabitants (2016-2017);

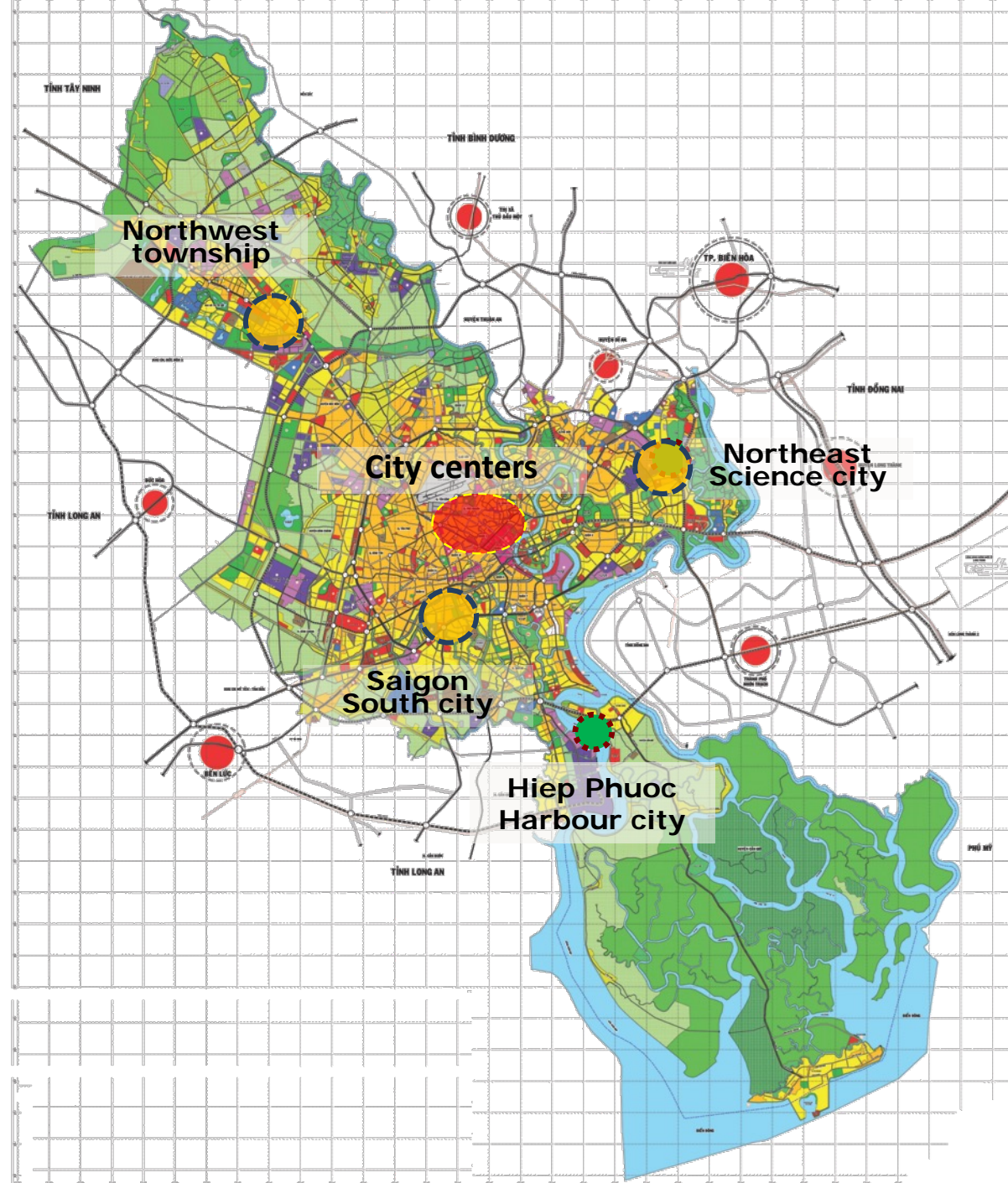
Master Plan 2025

Approved 2010

Projected population:

- 10 mil. inhabitants
- 3 mil. visitors

A “decentralized concentration” of spatial development



What needs to be done

- Implementation of urgent action plans/projects: MRT (Metro Line no.1), flooding prevention projects, etc.
- Implementation of new urban development (Thu Thiem New City Center, Northwest township, Hiep Phuoc Harbour City, etc)
- A thorough review of the current urban development and spatial planning of HCMC
- Revision of the Master Plan in a more integrative and comprehensive approach

Actions

2020

- . Starting implementation of the new “special mechanism” for HCMC
- . Action plans and projects for urgent/top-priority issues (flooding prevention, urban upgrading, business development, etc.)
- . **Revision of the Master Plan**
- . Capacity building and experience sharing

2025

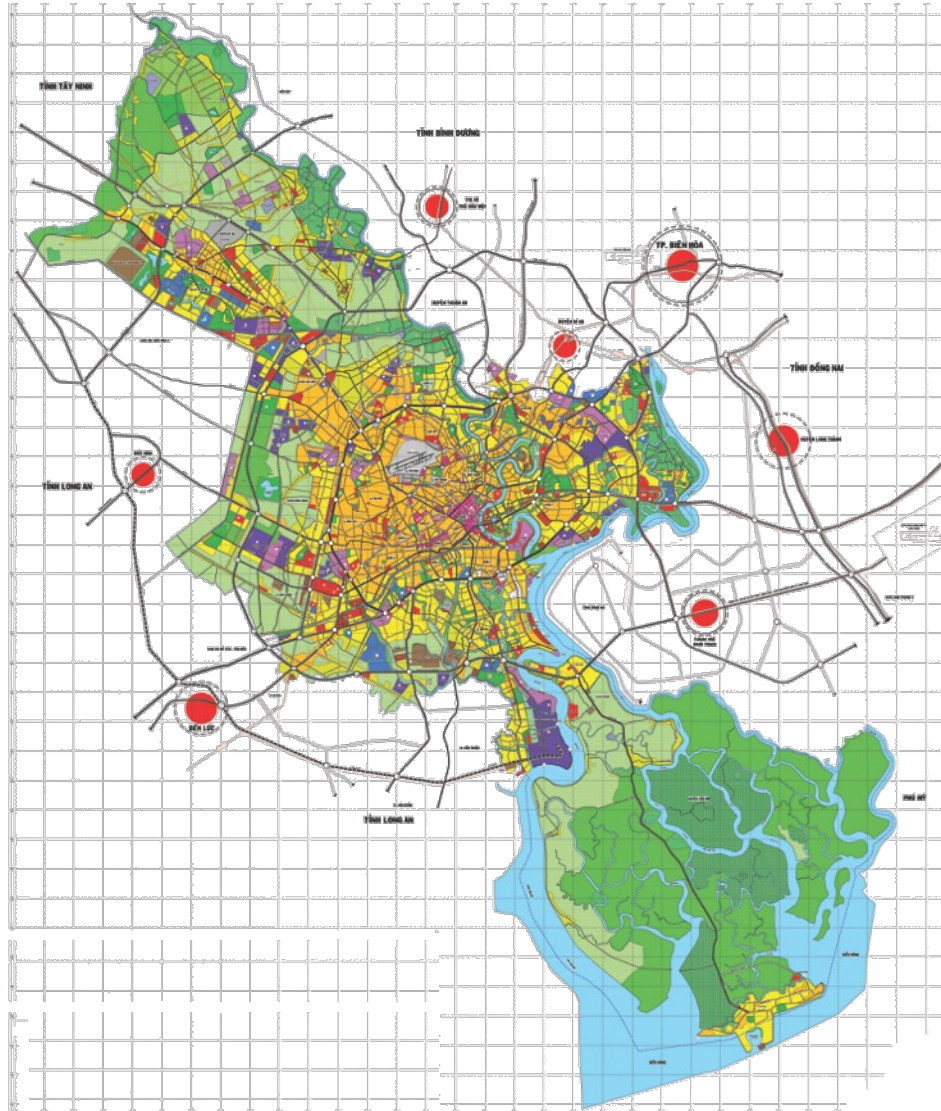
- . Implementation of urgent action plans and projects
- . New action plans to implement the updated Master Plan
- . Developing proper mechanisms and instruments for implementation

- . Implementation of long-term strategic plans and projects
- . Comprehensive development of the HCMC Metropolitan Area

Challenges

- National policies for metropolitan area
- (Lack of) Financing & land-use instruments
- (Dis)-Integration of sectoral plans, (sluggish) coordination among sectors
- Weak enforcement of land use/Urban sprawl
- (Complex) Laws and regulations

The plan and the status quo



Support needed

- From the WB:
 - Knowledge/Experience input on the revision of the Master Plan
 - Policy advisory notes on urban development framework
- From TDLC:
 - Case studies (TOD, land readjustment, etc.)
 - Technical notes/recommendation on master plan revision
- From KRIHS:
 - Case studies (development of new townships, innovation business parks, transformation of industrial parks, etc.)
 - Technical notes/recommendation on master plan revision

Thank you