Key Take Away From The TDD

- Density is an opportunity for Narayanganj

- Narayanganj can highly benefit from efficient land use planning with integrated mobility network with growth centres, housing and job cluster to better target infrastructure investment

- Create opportunities for income and economic growth by integrating surrounding sprawls through strategic planning to increase tax base and create job opportunities.
How to efficiently manage density and improve liveability?

**Issues**

- How to **address mobility and accessibility** in a sustainable way
  
  - Determine the hierarchy of the nature of traffic on the road prioritizing pedestrian movement and mass transport system such as BRT/LRT with respect to other modes of local transport

- **Reduce pollution** (river pollution from industries and solid waste management to improve environment and drainage system)

- Lack of **clarity of roles of institution involved in the planning process** (central planning authority vs. local government)

**Challenge**

- Limited technical capacity for analytical work to target strategic development and management of complex projects

- Limited financial resources and low tax base

- Requires a reform in the planning process to establish clarity of roles and develop effective coordination mechanism
Learning from Japan and TDD countries

• Highly organised and efficient public transport and pedestrian network system in Japan

• Take opportunity of Pedestrian Oriented Development and Transit Oriented Development

• Strengthening Local Government is very critical to leverage the urbanization process

• Narayanganj city has the threshold population to promote mass transit system
Action Plan for Narayanganj City Corporation

• Initiate strategic development plan to understand how to leverage economic development by prioritizing mobility

• Identify key transformational investments and conduct relevant studies for project preparation

• Advocate institutional reform for local government to overcome coordination challenge

• Initiate the integration process of surrounding industrialized area
Action Plan Goals

Short Term

• Study the transport and pedestrian network and

• Develop project proposal for direct World Bank support

• Planning assistance to integrate the surrounding urbanizing area that has already been initiated by Narayanganj

• Feasibility study for solid waste management

Long Term

• Develop overall city development strategy to manage density

• Direct financing support from the World Bank to the local government instead of indirect support through central implementation agency.

• Direct technical assistance to Narayanganj City Corporation to improve organizational and technical capacity in order to directly implement project

• Planning assistance to integrate the surrounding urbanizing area.

• Complete the integration process of the surrounding areas rapidly urbanizing
Transportation & TOD for Compact, Livable and Productive Cities
Case of São Paulo, Brazil

Toyama, November 4th, 2016
Key Takeaway from TDD

3 Values Framework:

- Urban Planning
- Transport Planning
- Economic Planning
Institutional Mapping

Responsibility on public transport services delivery

participation passengers by transport mode

State Competence 41,0%

São Paulo Metropolitan Region Municipalities 59,0%

EMTU (Metropolitan bus services) 8,3%
CPTM (urban rail) 12,7%
Metrô e ViaQuatro (Metro) 20,0%
Bus Service (Other cities) 15,5%
Bus Service São Paulo City (SPTrans) 43,5%

Source: Metrô - Observatory of Demand - Jan-Mar, 2015
Central Problem We Would like to Address

- Sustainable Development of HITS in Sao Paulo
- Integrate Transport Planning and Land use around Sao Paulo metro and suburban rail stations
- Coordination between Municipality and State (line 6 as a pilot)
Solution observed in Japan

• Toranomon Hills: Field visit
  • Urban re-development coordinating public and private sector
First steps of our action plan

Expansion of line 6:
Low Density

Region with more rugged topography of the city

Opportunity for urban re-development to create more livable neighbourhoods

Municipal need for realocation of people living in risk areas
First steps to structure the project

Expansion of line 6:

• Preliminary Study of the influence area of the five proposed metro stations

• Preliminary Study options to support the expansion: State, Municipality and Private Sector (cost and share)

• Preliminary Study of potential commercial revenues of available areas.

• Start discussion between State and Municipality
Support needed

Technical and Legal Support

- Review of regulation in term of real state development around/above metro stations
- Review of legal framework to allow a coordination between State, Municipality and Private Sector
- Detail Study of options to support the expansion: State, Municipality and Private Sector (cost and share)

Detail Study of potential commercial revenues of available areas.
Thank you!

São Paulo State Metropolitan Transport Secretariat
Raquel Verdenacci / rverdenacci@metrosp.com.br
Thierry Besse / tbesse@sp.gov.br
What we learnt?
Well-designed compact cities can...

High density
- Reduce city sprawl; protect green area outside city
- Protect green & public space within the city
- Help shorten commute times

Mixed Land Use
- Provide diverse places to live, work & for leisure
- Reduce traffic demand
- Strengthen links between people (PEOPLE-ORIENTED DEVELOPMENT – POD)

Priority to Public Transit
- Create convenient fast public transport
- Encourage people out of their cars onto transit
- Allows for TOD type developments
Central Problems

1. How to solve job/housing balance and/or reduce commute times particularly for residents in dormitory communities?

2. How to redevelop areas around existing stations following mixed-land use design?
What solutions we observed in Japan?
Toranomon Hills Area

Comprehensive  

Convenient  

Open spaces  

Efficient
What solutions we observed in Japan?

People-oriented Design

- Pedestrian Friendly
- Bicycle Friendly
- Pedestrian Priority
- Disability Friendly (For blind, and also old and young)
### What steps we will take in 6 months?

<table>
<thead>
<tr>
<th>Action</th>
<th>By When</th>
</tr>
</thead>
<tbody>
<tr>
<td>Share what I learnt with my colleagues</td>
<td>Immediately!</td>
</tr>
<tr>
<td>Share what I learnt with the other 5 cities at workshop</td>
<td>December</td>
</tr>
<tr>
<td>Introduce ideas into terms of reference for the city-level TOD activities under the Project</td>
<td>December</td>
</tr>
<tr>
<td>Think about ways to increase knowledge of city managers</td>
<td>December</td>
</tr>
<tr>
<td>Contribute to a bigger workshop on integrating land use and transport planning (TOD)</td>
<td>June</td>
</tr>
</tbody>
</table>
What support would we like?

• Contact with best TOD practitioners to provide advise and tailored training for Chinese cities
• Materials on planning, implementing, and financing TOD that can be tailored for Chinese cities
• More information on analytics for integrated planning
Thank you!
THE DEFINITION OF COMPACTNESS DEPENDS OF CITIES CAHARACTERISTICS (FINANCIAL AND INSTITUTIONAL CAPACITY, OR PROJECTS )

ACCESSIBILITY AND MOBILITY AS PART OF THE DEFINITION OF COMPACTNESS

URBAN TRANSFORMATIONS SHOULD CONSIDER DIFFERENT ASPECTS AS POPULATION, ACCESSIBILITY, FINANCE AND GOVERNANCE SCHEMES FOR BEING A SUSTAINABLE STRATEGY

AFFORDABILITY AS A MAIN COMPONENT OF AN URBAN TRANSFORMATION STRATEGY (SINGAPUR)
THE LACK OF COORDINATION BETWEEN MULTI-LEVEL GOVERNANCE SCHEMES FOR PLANNING AND IMPLEMENTATION OF HOLISTICS PROJECTS IN CITIES
• SINGAPUR: IMPLEMENTATION OF HOUSING POLICIES AND COMPACTNESS IN A CITY MASTER PLAN

• TOYAMA: RELOCATION OF THE POPULATION IN THE CENTRAL AREA AS PART OF THE REGENERATION AND COMPACTNESS STRATEGY

• TOKYO: CREATION OF AN SPV FOR THE IMPLEMENTATION OF A GOVERNANCE AND FINANCIAL SCHEME IN COMPACTNESS AREAS.

• QUITO: ACCESIBILITY MODEL USED IN THE METRO PROJECT AS PART OF THE COMPACTNESS STRATEGY
1. To select strategic projects in municipalities through the identification of aligned objectives resulting from the articulation of multi-level governance.

2. To prioritize projects through the application of multi-level variables according to the municipality categories and the role of the system of cities policy.

3. To propose proper financial schemes for projects according to the financial and technical capacities of municipalities.

4. To create an incentive scheme for the implementation of aligned projects.
<table>
<thead>
<tr>
<th>NEXT STEPS COMPONENTS OF THE PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SUSTAINABLE TERRITORIAL DEVELOPMENT</strong></td>
</tr>
<tr>
<td>Regional Development Plan (POD) - POTs Modernos Program</td>
</tr>
<tr>
<td>Multipurpose cadastre system- (DPL)</td>
</tr>
<tr>
<td>Supra municipality institutional schemes - Territorial Development Policy (DPL)</td>
</tr>
<tr>
<td>TOD in Main cities (Pilot Bogota)-PA Urban</td>
</tr>
</tbody>
</table>

**NATIONAL LEVEL**

**REGIONAL LEVEL**

**MUNICIPAL LEVEL**
1. To support the definition of alligned objectives for the selection of strategic projects in municipalities.

2. To support the definition of financial schemes for the projects.

3. To support the definition of incentive schemes for the implementation of the alligned projects.

4. To support the definition of governance and financial schemes for the implementation of projects with a compactness visión that includes: i) housing policies, ii) accesibility and mobility, iii) multilevel governance and participation schemes and, iv) urban and rural transformation projects.
THANK YOU
Implementing the Master Plan for Greater Abidjan, Côte d’Ivoire
1. Key take-aways from TDD

**Compact city** means efficient land use to reduce negative externalities, become more resilient to shocks and stresses, and is more inclusive / livable / affordable.

Mixed land use, urban regeneration and densification are key to attract urban residents to the city core, and **counteract the drivers of costly sprawl**

Compact cities **anticipate development and prepare** for it with infrastructure investments

**Strict regulations are not the answer.** Cities must create an enabling environment to allow the private market to respond to demand and real land prices.

Land value capture mechanisms can be used by cities to **attract private sector partners** to assume some of the responsibilities project financing and implementation
Abidjan recently adopted an ambitious masterplan with major transportation components, which could have a profound influence on the shape of the city in the future. The key challenge will be in implementation:

- **Coordination**: Creating an institutional framework for ministries to coordinate effectively on detailed plans, financing, implementation. Outcome of this coordination should be synergy, efficiency, and cost savings.

- **Financing**: major investments through more integrated transport planning and land use planning around capital investments. Partner with private sector to capture and share benefits of investments (LVC)

- **System design**: aggregate and transform informal systems like gbaka and wôrô-wôrô to serve as feeders to main systems / last mile providers (more inclusive, but without compromising their flexibility)

- **Improve land tenure security**: to allow government to guide compact development on urban periphery (droits coutumier) and build cadaster to strengthen LG revenue stream

- **Creative land use regulations and positive incentives**: to promote dense development and mixed land use. Outcomes: more financing sources, accessibility to jobs and services, affordable housing from the private sector, more efficient and livable neighborhoods
3. Most effective approach learned from Japan / TDD

**Singapore**: Long-term integrated planning through centralized authority that has influence over line ministries

**Paris / Marseille**: Pooled financing for transport across all municipalities, rotating council to make decisions

**Tokyo**: Using private developers to provide public infrastructure in exchange for denser development (within mixed use / livability guidelines)

**India**: Sites and services design in urban extension areas, allowing development to fill in over long-term

**Tianjin**: Using LVC, self due-diligence and market research to ensure private investments & public investments are integrated

**Toyama**: Using positive incentives to encourage development in targeted areas, for more efficient utilization of public investments
Create an inter-ministerial authority or council (at the Primature or Présidence) to coordinate planning and implementation for national or inter-communal projects, including Greater Abidjan Master Plan.

Sector ministries contribute their portion of financing to a shared pool for project-based financing, along with national government contributions or grants.

Access to these funds is contingent on meaningful coordination among different stakeholders.

Funds are released to individual project implementation units to ensure flow of funds, and procurement.
5. Types of support needed to be successful

**Institutional:** Technical assistance to inter-ministerial authority on establishing good practices, criteria for project design and financing. Ex. case studies

**Financing:** Technical assistance to prepare project design sheets on sub-projects of Greater Abidjan Master Plan, which can then be presented to donors for financing. Ex. JICA, World Bank, AfDB, AFD

**Project design:** Working with experts to improve upstream design of master plan sub-projects, prepare studies on feasibility, engineering, financing, etc.
Quick takeaways

Compact cities might be “easy” to plan (Urban and TOD) but the devil is in the details of implementation!!

Be deliberate about Vision, Coordination, People and aligning Consensus and Resources for Strategic Implementation (and never give up, you are not alone :-)
Central problem to be addressed

REDUCE AIR POLLUTION

Transform the city by promoting an integrated and inclusive urban mobility system that:

• Builds on a (People) TOD + HIT approach, integrated to strategic neighborhood planning
• Supports Local Socio-Economic Development
• Promotes Energy Efficiency
Approach/Solutions from other countries

• **Medellin**: Integrated approach to ensure inclusive mobility, innovation, People-centric TOD. Use of cable carts to increase accessibility of disconnected areas and reduce number of vehicles on the road. Study for the identification of pollution sources and “Adopt a Cloud” program for monitoring air pollution.

• **Quito**: plan to shift to cable carts and introduce electric vehicles;

• **Semarang**: plan to separate local traffic form provincial traffic to decongest center

• **Toyama (other Japanese mountain cities?)**: Attractive City Loop and LRT and other forms of public transport to discourage use of cars. Smart use of compactness and building standards to achieve energy efficiency.
Short term actions to address the central problem

• **Foster city-to-city knowledge (and staff) exchanges** with cities like Medellin, Quito, Toyama and others around the world and Japan (start with upcoming Tbilisi Economic Forum in December);

• **Deepen analytical work to fill knowledge gaps** and underpin the upcoming master plan and the prioritization of strategic investments, including measuring co-benefits (e.g. health and education) and establishing indicators, baseline and targets;

• **Facilitate coordination and communication** between relevant municipal departments and other central government agencies;

Pulling it all together

**Appoint/mobilize RCO as catalyst and launch the Public and Citizens’ outreach** to update the City Resilient Development Strategy. Give priority to better understand the seismic risk of the city.
<table>
<thead>
<tr>
<th>Priority Integrated Action Areas</th>
<th>Short term (6-12 months)</th>
<th>Medium Term (2-4 years)</th>
<th>Long Term (&gt;4 years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility and Inclusive Planning</td>
<td>- All TDD follow up + CNG busses - Renovation of cable system</td>
<td>- Bike lanes/trails - Increase number of cable carts - Add LRTs - Replacement of municipal car fleet with electric vehicles - Prioritize pedestrian movements and disable access</td>
<td>- Improvement of metro system and implement the Hierarchical, Integrated Transport (HIT)</td>
</tr>
<tr>
<td>Energy Efficiency</td>
<td>- City Energy Efficiency assessment; - Energy retrofitting of municipal buildings;</td>
<td>- Policy and regulations for developers; - EE department and laboratories</td>
<td>Buildings EE Rating systems</td>
</tr>
<tr>
<td>Local Socio-Economic Development</td>
<td>Consultation and public outreach Complete the ongoing feasibility studies;</td>
<td>- Urban Regeneration and neighborhood development to support LED - Promote eco-tourism on surrounding hills - Brown field development of industrial areas</td>
<td>Competitive Tbilisi for all: tourism and Air-transport connection hub Incentives for green FDIs</td>
</tr>
</tbody>
</table>

Expected result Indicators: achieve reduction of Air Pollution and improvement of livability
TDLC Support for Tbilisi

• Learning from best practice through secondment and peer exchanges with other cities (through TDLC and RC100)
• Strengthen the link with Universities, Academia and research (leverage students as a resource)
• Stakeholders’ workshop
• Partnership cities from Japan?
• Case studies
• Feasibility studies
Technical Deep Dive on Compact Cities

November 4th, 2016 | Tokyo and Toyama
Content

1. Key takeaways from TDD on Compact Cities.
2. The central problem.
3. Lessons learned from peers and international examples.
5. Additional support from TDLC and WB.
Key takeaways
From the Technical Deep Dive on Compact Cities
Key takeaways

Cities are networks of people.
- Cities function as integrated labor markets.

People are at the center of planning
- Walkable cities.
- Connected cities.
- Resilient cities.

Coordinated planning
- Governance and institutions for better urban planning and management.
- Land use and transport planning, combined with affordable housing solutions.
- Urban economics and local competitiveness for better jobs.
2

The central problem

Building the institutional foundations for an urban Guatemala
The central problem

The lack of a shared vision or urban plan for building inclusive cities

<table>
<thead>
<tr>
<th>Where?</th>
<th>What?</th>
<th>How?</th>
</tr>
</thead>
</table>
| Focus on 9 strategic regional urban nodes (identified in the national urban agenda). | Efficient land management for providing affordable, safe (resilient), and well located public housing. | - Putting people at the center of policymaking.  
- There is no substitute for citizen engagement and public consultations for building a shared vision. |
Peer-to-peer learning
How others have dealt with similar problems
Solutions from Japan or other cities

<table>
<thead>
<tr>
<th>Singapore</th>
<th>Toyama</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Shared vision and long term planning.</td>
<td>• Efficient land use for building a compact city.</td>
</tr>
<tr>
<td>• Housing and transport as key strategic priorities.</td>
<td>• Medium term vision (the benefits of large investments in infrastructure will be captured in the medium term).</td>
</tr>
</tbody>
</table>
Action plan
Concrete actions for the next 6 months
HOJA DE RUTA

2016
- Política Pública
- Agenda Urbana GT.

2017
- Fortalecimiento institucional
- Política Nacional de Desarrollo Urbano.

2018
- Implementación de programas piloto
- Plan Nacional de Infraestructura Urbana.

2019
- Planificación y bases siguientes gobiernos
- Actualización de la Política Nacional de Vivienda.
Action Plan

1. Improved citizen engagement and socialization of the national urban agenda.

2. Inter-institutional coordination:
   1. Across teams (e.g. between PRONACOM and Vice Ministry of Housing and Urban Development)
   2. Within teams (permeate vision and key messages of the urban agenda)

3. Building indicators to monitor urban dynamics:
   1. Focus on 9 strategic urban nodes and use the 2017 Census as an opportunity.
   2. Need to consolidate key indicators from PRONACOM, Vice Ministry of Urban Development and Housing.
Additional support
Resources to make the action plan successful
Additional support

1. Citizen engagement and socialization of the national urban agenda.
   - VC with TDLC/WB experts to gather feedback on better ways to systematize citizen engagement activities.
   - Support for facilitating knowledge exchange between Singapore and Guatemala in Antigua (DATE).
   - Learn from Japanese experience and apply it to the socialization of the new suburban train in Guatemala City.

2. Inter-institutional coordination.
   - VC to gather feedback from TDLC experts and WB colleagues on alternative coordination mechanisms within and across teams.

3. Building urban indicators.
   - WB technical support on:
     (i) designing sample frames and estimate costs for collecting inter-Censal surveys to inform and guide policymaking in the 9 key urban nodes.
     (ii) providing international examples of survey instruments for measuring key indicators in cities.

The 2017 Census is a unique opportunity.
Thank you!
Annex

GTM key message
From the Guatemalan presentation
• Guatemala’s key challenge:
  • Setting the institutional foundations for an urban Guatemala:
    • Coordination agency/ministry that provides strategic vision at the national level.
    • Coordination with local governments.
    • Integrated planning for building cities that work:
      • Affordable housing.
      • Land use.
      • Transport and connectivity.
      • Resilience to natural disasters.
  • Participation:
    • Cities are networks of people.
    • Putting people at the center.
Laying the institutional foundations for building inclusive cities

• Institutional priorities outlined in the Urban Agenda GT.
  • Efficient land management for building inclusive cities.
    • Affordable, safe, and well located public housing.

• Urban planning and shared vision for building inclusive cities.
  • Even though not all cities that have a plan are successful, all successful cities have a shared vision or plan.
  • Need citizen engagement and public consultations in order to build a shared vision/plan.
Key take away from the TDD

- **Flexible Planning**, how to make a plan that is dynamic to the changing situation and condition of the people and the space in the city, but still keep the principal planning.

- **Compactness is the consequence**: Policies to promote mobility and accessibility for the people’s movement to be more efficient and comfortable should lead to compact city

- **3-D** should be integrated into the planning + **Add one more D** which is Demography.

- Find the **right balance of H+I+T (Housing Infrastructure Transport) Costs** in developing urban planning.

- **Value of the land should be taken into consideration** when planning of the transportation system, not only the infrastructure and engineering.

- **Understand the people’s behavior and their interaction with the space.**

- Preserve **historical or cultural aspects** of the neighborhoods

- Transportation should have **environmental considerations**

- **Key financing principles**
Central problem you would like to address

- **How to create Behaviors and Instruments of Collaboration for Integrated Planning**, particularly in data sharing across departments?
  - Coordination is easy to talk but hard to implement
  - No impact of all the TDD learning if we cannot resolve this

- **Common vision building**: identifying the most effective inter-agency collaborate land use, spatial planning, transport, public works, dept. of finance & asset
  - plans between the new agencies to incorporate more integrated planning and including resilience?

- **Incentivize agencies to work together**

- **Identify planning instruments** to promote integrated transport and land use planning?
  - City scale or project scale?

- **Identifying financing**

- **Potential Opportunities in the next 6 months**
  - Mid-Term Plan Revision
  - Review of Transportation Master Plan
  - Review of Spatial
Approach or solutions from another country

• Toyama, Medellin : Socialization for collaborative behaviors comes with patience
  • Community but also departments
• Medellin: Leveraging Leadership‡ finding a champion
• Colombo: Incentives: from punitive to encouraging
  • Financial incentive to cooperate (“Cooperation Fund”)
• Palestine‡ Facilitator
• Project scale for learning to collaborate
  • identify the common project
• Arturo: Analysis to Demonstrate the benefit of working together
  • Transport ‡ H+T+I‡ needs data to show optimal scenario
  • Data coordination needed
Steps you will take to address problem

• Enhancing alignment between Transportation Master Plan, Spatial Plan, Mid-Term Plan all under revision in the same time period

• Promoting clear and common understanding of the documents so that the departmental work plans are in line with the planning docs

• Review indicators for each department & identify the capacity to collect them

• Develop an incentive & disincentive structure based on the review
  • BAPPEDA can provide training and hardware in exchange for data sharing
  • Hardware taken away if coordination not demonstrated

• Immediate champion identified & will be engaged with by BAPPEDA

• Institutionalize Surabaya type model stocktaking twice a year

• Use Mayor’s Moto to engage him: “Moving together to be a great Semarang”

• Perwali Mayoral Decree to specify mechanisms of data sharing

• BAPPEDA takes responsibility for processing data coming from all agencies to support them

• DESIGN A PILOT NEIGHBORHOOD SCALE PROJECT along one key transport corridor using TOD Principles and for promoting a collaborative planning approach
Support needed to make those steps successful

- Identifying successful behavior change strategies in other contexts, especially in data sharing
- Leadership training to bring city leaders on board† one day
- ICT Platform on which data can be shared

- Capacity building:
  - Data production
  - Data Updating
  - Data Management
  - Integration of tabular and spatial data
  - ICT Platform maintenance

- Experts to review planning documents & provide recommendation
- Experts to design the pilot project based on TOD principles
  - Design of a neighborhood with the new land use zoning regulations and aligned with transport priority‡ Piloting some of the approaches we have leant
Terima kasih
Thank you
Institution Mapping of stakeholders (optional)

• For later
Lessons Learnt at TDD
31 October – 4 November 2016
Karachi, Central Old City Area
Q1. One Key Takeaway

• Every participating city has similar problems
  o Land Use - Sprawl
  o Traffic Congestion
  o Institutional Coordination
Q2. The Central Problem

18 Different Agencies Control Land Use in Karachi

<table>
<thead>
<tr>
<th>Category</th>
<th>Distribution of Land Ownership (%) of 3,600 SQKM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal (12.3%)</td>
<td>DHA 5%</td>
</tr>
<tr>
<td></td>
<td>KPT 2.8%</td>
</tr>
<tr>
<td></td>
<td>Cantonment Board 2.1%</td>
</tr>
<tr>
<td></td>
<td>Port Qasim 1.5%</td>
</tr>
<tr>
<td></td>
<td>GoP 0.5%</td>
</tr>
<tr>
<td></td>
<td>Railways 0.4%</td>
</tr>
<tr>
<td>Province (48.5%)</td>
<td>Kirthar National Park 21.7%</td>
</tr>
<tr>
<td></td>
<td>GoSindh 17.7%</td>
</tr>
<tr>
<td></td>
<td>LDA 5.6%</td>
</tr>
<tr>
<td></td>
<td>MDA 3.9%</td>
</tr>
<tr>
<td></td>
<td>SITE 0.6%</td>
</tr>
<tr>
<td>Local (32.7%)</td>
<td>Karachi Metropolitan Corporation (KMC) 30.9%</td>
</tr>
<tr>
<td></td>
<td>Cooperative Housing Societies 1.8%</td>
</tr>
<tr>
<td>Others including Private (6.6%)</td>
<td>Private 3.9%</td>
</tr>
<tr>
<td></td>
<td>Recent Allocations 2.7%</td>
</tr>
</tbody>
</table>
Karachi’s Central Problem Creates Additional Ones

- Karachi is very dense (>20,000 people/km²) and ranked among the bottom 5 cities for livability
- Land use planning is ineffective and uncoordinated. 90% of land is fragmented across 18 agencies
- Half of population below the poverty line. Nearly all of them live in slums
- The city footprint is growing but urban green space is shrinking, to less than 4% of the total area
- The city is prone to disasters without any modern management regime
- Water availability ranges from 4 hours per day to 2 hours every two days. Non-revenue water is close to 60%.
- 60% of solid waste never reaches a dumpsite
- Less than 60% of the population has access to public sewerage. Almost 100% of raw sewage is dumped into the sea untreated
- Ethnic enclaves has led to the normalization of violence and ethnic/religious tension

Karachi needs over $9 billion in the next 10 to 15 years to close its urban infrastructure gap
Q3. Possible Approaches or Solutions

- Effective local governments
  - Stronger Mayor
- Better coordination
  - Concrete Projects to bring the Agencies Together
  - Create Incentives for Stakeholders
- Detailed planning before execution
- Transparent execution of projects
- Better public-private partnership
  - Urban Private Projects in Quito
  - Third Sector in Japan
  - A number of sectors could be privatised
Q4. First Steps to Address Central Problem

• Objective: To establish strong, effective and efficient coordination and consultative mechanism of different agencies for meeting the challenges the city faces

• A steering committee under the Chief Executive of the province with members from all of the elected local bodies of the city, cantonments, federal government, civil society, academia including World Bank as observer will be established

• We will start “Karachi Quick Wins” project in consultation with all stakeholders

• Mass transit issue to be tackled in priority

• Historic urban core to be revitalised
Expected
Q5. Additional Support from TDLC

- Technical support
- Capacity building of institutions dealing with civic facilities of the city (e.g. flooding and drainage)
- Use of information technology as a tool to deal with problems (e.g. security)

Guidance on
- Social mobilisation to obey traffic rules and clean the environment
- Enforcement of rules & regulations (e.g. traffic, buildings, food, etc)
Transforming our City
1. Key Take-away from TDD

1. Find the **Optimum balance** between Regulation & market freedom

2. Total transport network approach rather than **mode specific agenda**
1. Land-use and transport divide enforcing Urban Sprawl
   1. We have the plans but poor implementation
      1. Institutional arrangement
         1. Policy-makers (spatial planners) and Implementing arm (Development planning)
         2. Land-use family and transport
      2. Review of regulations
      3. Silo planning
         1. Housing chase after cheap land
         2. Transport responds to current demand patterns

2. Integrated Transport Networks
   1. We have the plans but poor implementation of the plans
      1. Poor institutional arrangement
      2. Silo grant funding
   2. Travel time vs travel distance
   3. Role of Paratransit within Network
      1. Find a balance btw minimum quality of services vs benefits of their flexibility

3. Affordability
   1. Passenger affordability – Long distance to travel – higher fares
   2. System affordability - Sprawl is expensive to operate
3. Approach and solutions

1. **Land-use and transport divide enforcing Urban Sprawl**
   1. We have the plans but poor implementation
      1. Institutional arrangement
         1. Policy-makers (spatial planners) and Implementing arm (Development planning)
         2. Land-use family and transport
      2. Review of regulations
      3. Silo planning
         1. Housing chase after cheap land
         2. Transport responds to current demand patterns

2. **Integrated Transport Networks**
   1. We have the plans but poor implementation of the plans
      1. Poor institutional arrangement
      2. Silo grant funding
   2. Travel time vs travel distance
   3. Role of Paratransit within Network
      1. Find a balance btw minimum quality of services vs benefits of their flexibility

3. **Affordability**
   1. Passenger affordability – Long distance to travel – higher fares
   2. System affordability - Sprawl is expensive to operate

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1. Acknowledged as a common problem
   1. Already being addressed through statutory structures to co-ordinate
      1. National policies & strategies
         • Framework and monitoring
      2. Local Level – Committees are established to align development objectives
   2. Making our policies more practical and implementable (Alain Betraud contribution)
      1. More sensitive to the market however bearing in mind to capex expectations
2. Implementing Integrated Transport

1. Alignment of programs and budgets
2. Resolving fragmentation of responsibilities through appropriate mechanisms
3. Implementing “HITS” strategy & promoting ‘3 good D’ principles
   1. Existing initiative - Increase speeds on PT networks and introduce various services (express services)
   2. Travel Distances – Developing TOD initiatives around major public transport nodes
   3. Increasing residential densities + employment opportunities
4. Find the optimum balance btw minimum quality of services while still maintaining their flexibility

3. Approach and solutions

1. Land-use and transport divide enforcing Urban Sprawl
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**Resolving Affordability**

1. Densifying around trunk corridors. Attempt to reduce travel distance. Applying ‘3D’ principle
2. Striving towards more Compact city
   1. Assess accessibility indicator (Quito)
      1. % of employment opportunities within an hour travel time
3. First steps (Next 6 months)

1. Sensitize key role (National & Local) players on:

1. Total transport network philosophy rather than transport mode focus;
2. Critical role of integrated land-use, economic development and transport planning.
3. Appropriate Institutional arrangement at a local government level to ensure implementation of these strategies
4. Review fiscal arrangements to implement integrated agenda
4. Potential support required

1. **Provide appropriate and relevant case study information on:**
   1. Comparing where Case study on Regulation and where it worked and examples where there was market friendly forces
   2. Broader impact of public transport (road vs rail) on economic development and city revitalization. Toyama chose Rail because Toyama people are more attracted to go for rail rather than bus due to permanence and attractiveness
      1. Too much focus on transport engineering criteria
   3. Sustainable funding models

2. **Assist to develop strategy for Paratransit within Transport Network**
   1. Implementation thereof in terms of;
      1. Industry transition
      2. Viability
      3. Stakeholder management
      4. Physical integration
      5. Funding model
Compact Cities
Compact but Livable Cities

Oct 30 – Nov 4

Nablus, Palestine – Action Plan

Eng Azzam Qasrawi
The One Takeaway

Importance of facilitating mobility to/from “city centers from the proposed eastern and western terminals – university and newly expanded residential areas” - through public transportation.
The Central Problem

Due to linear city center shape and steep topography of city periphery area, there is only one main artillery road going through the city center. The road is congested, and not connected to key population centers such as university and newly extended areas.

Lack of public transportation to connect the proposed new bus terminals (east and western end) with the city center and each other. Also, connect the main road to the location of main university. Connect city center to the new extension area.
Useful Approach/Solutions

Usage of single carriage tram way for the main artillery road cutting across city center (Toyama, Quito) examples—but for Nablus, due to the limitation of street width, an elevated one will be preferred.

Importance of involving the land lords and private sector in the process of subdivision and development of the land to ensure sufficient public space in the newly and privately developed areas, from Japanese example.
First 2 to 3 steps to tackle the central problem

1. **Activate planning committee** to launch the master planning of extension area.

2. Data-driven **master planning** of extension area (e.g. population growth, labor market, resilience consideration, modal study...).

3. **Pre-feasibility and feasibility study** for the city center tramway (or any alternative), artillery road extension to the university area, and bus routes connecting city centers to newly extended residential area - with efficiency, sustainability, and seismic considerations in mind!

4. **Coordination** with the ministry of local government to ensure final approval to the extension master plan.
Needed Support

Advisory support to: 1) plan the extension area to make Nablus semi-compact, livable, and good mobility city; 2) preserve and re-develop historic old city area.

Technical assistance to conduct pre-and feasibility study to develop affordable, integrated, and resilient public transportation system for Nablus city center – university – extension area as a whole.

Technical assistance to connect the city to knowledge/funding to develop public-private partnership for the public transportation system.
THANK YOU