Welcome to Phnom Penh Smart City Master Plan

By TRAC THAI SIENG
Vice-Governor of the Phnom Penh Capital City

Sustainable Urban Transport Workshop
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**PHNOM PENH ADMINISTRATION**

- **AREA:** 678.47 km²
- **KHAN:** 12 Khans
- **SANGKAT:** 96 Sangkats
- **VILLAGE:** 909 Villages

<table>
<thead>
<tr>
<th>NAME OF KHAN</th>
<th>1998</th>
<th>2008</th>
<th>2012</th>
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<tbody>
<tr>
<td>1 Chamcar Morn</td>
<td>187,082</td>
<td>182,004</td>
<td>184,200</td>
</tr>
<tr>
<td>2 Daun Penh</td>
<td>131,913</td>
<td>126,550</td>
<td>119,500</td>
</tr>
<tr>
<td>3 Prampir Makara</td>
<td>96,192</td>
<td>91,895</td>
<td>93,300</td>
</tr>
<tr>
<td>4 Tuol Kok</td>
<td>154,968</td>
<td>171,200</td>
<td>186,100</td>
</tr>
<tr>
<td></td>
<td><strong>1-4 Sub-Total</strong></td>
<td><strong>570,155</strong></td>
<td><strong>583,100</strong></td>
</tr>
<tr>
<td>5 Dangkor</td>
<td>48,921</td>
<td>73,287</td>
<td>96,100</td>
</tr>
<tr>
<td>6 Por Senchey</td>
<td>73,414</td>
<td>159,455</td>
<td>234,900</td>
</tr>
<tr>
<td>7 Mean Chey</td>
<td>97,190</td>
<td>194,636</td>
<td>282,700</td>
</tr>
<tr>
<td>8 Chhbar Ampov</td>
<td>108,796</td>
<td>133,165</td>
<td>160,500</td>
</tr>
<tr>
<td>9 Russey Keo</td>
<td>76,473</td>
<td>115,740</td>
<td>152,600</td>
</tr>
<tr>
<td>10 Chruoy Changwar</td>
<td>53,231</td>
<td>68,708</td>
<td>84,000</td>
</tr>
<tr>
<td>11 Sen Sok</td>
<td>70,676</td>
<td>137,772</td>
<td>198,600</td>
</tr>
<tr>
<td>12 Prek Phnov</td>
<td>34,574</td>
<td>47,313</td>
<td>59,700</td>
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<tr>
<td></td>
<td><strong>5-12 Sub-Total</strong></td>
<td><strong>563,275</strong></td>
<td><strong>1,269,100</strong></td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>1,133,430</strong></td>
<td><strong>1,501,725</strong></td>
<td><strong>1,852,200</strong></td>
</tr>
<tr>
<td>Population</td>
<td>1,133,430</td>
<td>1,501,725</td>
<td>1,852,200</td>
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<tr>
<td>Area (km²)</td>
<td>678.47</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Density (person/km²)</td>
<td>2.73</td>
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</table>
The concept of Smart City in Phnom Penh is a new style of city providing sustainable growth and designed to encourage the healthy economic activities that reduce the burden on the environment while improving the quality of life.

Source: Smart City Portal Site
What are Problems?

Vehicle Increase (2001-2012) is 2.4 times considering scrapped cars

City Speed Downs from 22.9km/h. to 14.6km/h.

Modal Share in 2012

No Public Transport in 2012

Sidewalk Parking Pedestrians walk on carriageway
Increase Future Population and Traffic demand

- 2012 population of was set at 1.85 million and 2.87 million in the target year 2035.

**Base Year Population of PPCC (unit: 1000)**

- 2012 = 1,852
- 2016 = 2,147
- 2020 = 2,406
- 2035 = 2,868

**Source:** General Population Census of Cambodia, etc.
Urban Vision of 2035 Phnom Penh

Phnom Penh is the Economic Hub and Center of Population in Cambodia, People Friendly and Environment Friendly.

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<tr>
<th>A YOUNG POPULATION</th>
<th>HIGH MOBILITY AND CONVENIENCE</th>
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<tr>
<td>Creates vital urban activities</td>
<td>To all social class transportation</td>
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<th>LIVING AND WORKING</th>
<th>ECO-FRIENDLY SUBURBAN ENVIRONMENT</th>
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<td>Close to home and new urban living and flexible working style</td>
<td>Rich and comfortable urban environment</td>
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</table>
Change of Urban Transport System 2012 - 2035

From
Road-Oriented and private vehicle

To
Road + Public Transport + Traffic Management

For Short & Medium term
Bus Transport

For Long term Rail Transit
Transport
THE SMART URBAN TRANSPORT SYSTEM TARGETS 30% OF MARKET SHARE:

Target Modal Share

With Public Transport System

- Paratransit
- Public Transport
- Car
- Motorbike

Target mode share
More than 30%
Staging for Public Transport Development

Short-term (2016)
- Bus (5 routes)

Medium-term (2020)
- Bus (10 routes) + Commuter Train

Long-term (2025)
- Bus + Commuter Train + Rail Transit (Phase 1)

Long-term (2035)
- Bus + Commuter Train + Rail Transit (All segments)
What are Keys of Sustainable Bus Operation to Citizens

- Safe and Comfortable City Bus
- Bus Stop
- Bus Terminal
- Sidewalk Environment
On-Street Parking Measures in the City Center

**Major Roads & Roads along Public Transport Routes**

**Current Condition**

- Illegal On-sidewalk Parking
- Illegal On-street Parking
- Illegal On-street Parking
- Illegal On-sidewalk Parking

**Future**

- Parking/Stopping Space

**Local Roads**

**Current Condition**

- Illegal On-street Parking
- Illegal On-sidewalk Parking
- Illegal On-street Parking

**Future**

- Parking/Stopping Space
- One-way System
- Parking/Stopping Space
Monivong/CDG
Need transit stops

Oarussey Market
Need comfortable pedestrian space and parking measures around the Market

Toul Sleng
Need safety furniture

Central Market
Need safety furniture and more pedestrian space

Riverside
Maintain comfortable sidewalk environment

Boug Keng Koung 1
Need street furniture

**Pedestrian Circumstances Improvement**

**LEGEND**
- Orange: Tourist Spot
- Blue: Propose Pedestrian Network
- Function for Pedestrian Space
  - Function1: Walk
  - Function2: Rest
  - Function3: Transit
  - Function4: Parking
  - Function5: Landscaping/Safety
Urban Public Transport Modes are planned to the target year 2035.
THANK YOU