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ASIAN PERSPECTIVES ON SUSTAINABLE URBANISATION

Welcome Message



CityNet Secretary General Vijay Jagannathan addresses the participants of the 32nd Executive Committee Meeting and International Seminar in Hue, Vietnam.

Urbanisation is a result as well as a driver of growth. More and more people have become urbanites with 54% of the world's population residing in urban areas in 2014 and will rapidly grow to 66% by 2050 based on a UN report. Thus the role of cities has become more significant in sustainable development. In the Asia Pacific region particularly, the urban population has grown faster than any other region to date. This rapid urbanisation doesn't come without challenges. These can be seen in Asian cities' contrasting characteristics; a rising numbers of young people and large aging populations; great economic opportunity and relatively high levels of unemployment; widespread public desire to improve the environment yet major disaster and climate risks.

Rapid and unplanned urban growth might pose a threat towards sustainable development. Yet it brings opportunities to governments to improve access to public facilities. Sustainable urbanisation requires city governments to generate employment opportunities, expand infrastructure, and ensure equal access to citizens. Highlighting the notion of Asian Perspectives on Sustainable Urbanisation is extremely valuable to illustrate ongoing efforts to address urban issues including job creation, housing, safety, poverty alleviation, access

to basic urban services, disaster resilience and sustainable waste management.

Various successful urban development initiatives among our member cities include disaster risk management in Iloilo, building code implementation in Bharatpur, a smart card system in Makassar and renewable energy in Dhaka.

We hope that through the various urban development initiatives, cities throughout Asia can be recognised for their best practices, and both developed and developing cities can have a voice of expertise in the region.

Vijay Jagannathan
Secretary General, CityNet



Surabaya

An interview with Surabaya Mayor Tri Rismaharini

The Surabaya Mayor Tri Rismaharini - who has just been listed among 50 of the world's best leaders by Fortune Magazine - shares her view about how human resources play a crucial role in developing Indonesia's second largest city of three million. Under her leadership, the face of Surabaya has successfully been transformed, with cleaner public spaces, more green spaces and expanded community development.



MOTHERLY LEADER
Mayor Tri Rismaharini gives motivational talk to the public and private junior high school students.



ENVIRONMENTALLY SUSTAINABLE CITIES
Cherry blossom trees along the arterial roads in Surabaya show a significant increase in the number of green areas.



You have recently been named as the Second runner-up and winner of the World Mayor Commendation for your services to the city of Surabaya, particularly for your work towards social, economic and environmental initiatives. Will you share your successful policies in those three areas?

It is not possible to develop a city by only focusing on one sector because 'City' is not just a noun. Within a city there are activities and citizens complete with all the problems that each entails. Thus, it is necessary to address urban issues comprehensively. Some of the social reform policies that have been implemented in Surabaya include free education and healthcare for residents. Based on the Indonesian constitution, the government must take care of the poor. I translate the 'government' to the city government, which has to be responsible for orphans, the disabled, the elderly and the poor. We provide their daily food, for example.

We also facilitate healthcare. We have what we call *Posyandu*, an integrated community-based healthcare centre, focusing on three areas: children, teenagers and the elderly. The elderly go to the centre for exercise and to get the extra nutrition they need every week. This centre also provides a free health check once a month that includes free medication. In addition, we have built around 100 new sports grounds in several schools and villages. We build 3-4 football and futsal pitches on average each year.

On the education front, we renovate and equip schools, and also build libraries. So far, we have 980 libraries. As for infrastructure, we built new roads from

arterials to outer ring roads, as well as 11 new bridges this year alone. And in terms of the environment, we've been expanding green spaces. We also built a centre that provides free IT and 11 language courses, for example Mandarin, English, Korean, Thai, Dutch, German, Tagalog, Japanese, Arabic and more, to prepare our citizens for the growing ASEAN Economic Community.

With all of these policies implemented, I would like to emphasise that we cannot only build a city physically, but we also must develop human resources. We have to ensure that people's skills and mentality are in line with the city development. I can share with you that Surabaya's current human development index is fairly even across the city.

As soon as you were elected as Surabaya's mayor in 2010, what was the very first thing you fixed in the city?

It was people. I wouldn't expect for the public to notice that I have been working on this aspect, because during a five-year mayoral term, people normally tend to acknowledge the tangible results at the end of the term, without paying adequate attention to human resource development. I wouldn't stick to this view. More than 30% of the city's budget is spent on education. A series of infrastructure developments have attracted more investment into the city. If I don't prepare the human resources along with the investment increase, there will be a gap between the two. Hence I must ensure that the society grows along with infrastructure development.

What is the biggest challenge currently facing the city?

Our biggest challenge currently is insufficient public transportation. I want to create a healthy city and healthier people by providing good mass transport. We recently received an award for being the city with the cleanest air in Indonesia.

What is the urbanisation growth rate like and how does it impact the city?

If we had great infrastructure and if I could successfully communicate to the central government that we need good public transport, I don't think we would need to worry about urbanisation. The number of people that flock into the city during the daytime tends to increase but it's not a problem. If there is healthy competition among citizens we don't need extra manpower from outside the city and thus urbanisation would be under control. We've been quite successful in minimising the urbanisation level because there has been a good balance of human resources.

One of the success indicators of a city is public participation. How would you describe public participation in Surabaya?

Surabaya citizens won't be willing to participate if they don't have a great deal of trust in the city government. When the government gains trust from its people, they participate voluntarily. For example, they are extremely aware that city cleanliness plays an important role. It has been quite easy to cooperate with citizens thus far.

Can you share Surabaya's best practices that other cities should know?

I would say public participation. Since we don't have a huge city budget, public participation has significantly helped to minimise extra spending and increase saving as a safety net, particularly to tackle poverty and other social issues. One of the examples is that we've been supported by many volunteers (from a number of NGOs) in running the *Posyandu* and in addressing the issue of drug abuse.

What was your highlight as Mayor?

I always try to raise the citizens' sense of belonging, to make sure they are aware that this city belongs to them so that they won't feel like strangers and so that they can live comfortably in their own city.

Have you ever faced any challenges as a female mayor?

To be honest, I've never felt that being a woman is an obstacle. For example, I appointed a woman as the head of Surabaya's fire department and there is nothing special about that. There have been calls for female empowerment and I expect no complaints if I act upon this spirit. There is nothing strange about being a female leader. What is important is the result, after which we can say there is no difference whatsoever between male and female leadership.

One of your primary policies has been shutting down one of the biggest red light districts in Southeast Asia in 2014. Why did you decide to take that step and what is the current situation like?

First of all, I wanted to transform illegal occupations. Secondly, there was also a series of serious human trafficking issues going on, and the most crucial goal for me was to save the children. The prostitution district was actually blended with the surrounding residential area so it was extremely unhealthy. I would say that every country, no matter how liberal it is, won't conform to this sort of situation, especially given the impact on children.

To follow up on this decision, we started working to empower the local community and gradually transform people's jobs into more general occupations. It's important to bear in mind that facing opposition is just a normal thing, as there are always disagreements towards any policy. This decision was not made based on religious reasons.

The situation has calmed down now, most of the brothel business owners were not originally from Surabaya. They started to accept the new policy, but they complained as they used to earn higher incomes. However this is normal and expected as the transformation process will happen gradually. Just take the example of when I was first elected as the mayor. I had to work hard to achieve the results we see today; it did not happen instantly. If they are confident, the transformation process will go speedily, more so than if I tried to set up new, local, small enterprises.

AN INTERVIEW BY
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LEADING WITH HEART
Mayor Tri Rismaharini listens to citizens' complaints during a social service activity.



A HANDS-ON MAYOR
The mayor of Surabaya is praised for her hands-on approach, for example cleaning a pedestrian path in the city center.

Towards a New Urban Agenda for the Asia Pacific

Addressing a delegation of mayors in 2012, the United Nations Secretary-General Ban Ki-Moon said, “Our struggle for sustainability will be won or lost in cities”.



BANGKOK, THAILAND
One of Bangkok's urban challenges is heavy traffic congestion.

It has been almost four decades since the United Nations convened the first United Nations Conference on Human Settlements (Habitat I) in Vancouver, Canada, which reflected government attention and commitment to developing a global urbanisation agenda. The urban agenda is even more urgent today than it was then. For the first time in human history, more people are living in cities than in rural areas and urban dwellers are projected to represent 70% of the world's population by 2050.

Recognizing the importance of urbanisation,

the third United Nations Conference on Housing and Sustainable Urban Development (Habitat III) will be convened in 2016, and will adopt a “New Urban Agenda”. Habitat III will also be the first United Nations global summit after the adoption of the Sustainable Development Goals in 2015, which will address how to make cities and human settlements inclusive, safe, resilient and sustainable, and will provide a critical opportunity to address the challenges and seize the opportunities of our shared ‘urban age’.



BUSAN, REPUBLIC OF KOREA
Construction development in Busan.

THE POSITION OF THE ASIA PACIFIC REGION

The Asia Pacific region is still predominantly rural but it is urbanizing rapidly, with important economic, social and environmental implications. The region currently has an urban population of more than 2 billion and is expected to reach a level of 50% urbanisation in 2018.

Despite being home to a majority of the world's largest urban agglomerations, most urban residents in Asia and the Pacific do not live in them. The majority of the urban population actually lives in rapidly growing small and medium-sized towns, where much of the region's urban transformation is unfolding. Supporting the sustainable and inclusive development of such emerging cities provides an important opportunity for the region to positively and creatively harness the urbanisation of tomorrow.

THE IMPACT OF URBANISATION

Urbanisation has provided greater opportunity, resulting in prosperity for many. The urban middle class has grown rapidly, and will continue to do so. This opportunity must too be captured. Those with higher incomes consume more, and typically have a greater impact on the environment. How we meet their demands is a critical challenge - and opportunity - for us all. We must

adopt more sustainable strategies to the expectations of new middle classes, who are also demanding a healthier and cleaner environment in which to live.

Still, it is important to note that the Asia and Pacific region also remains characterised by high levels of inequality and relative poverty, making it difficult for the urban poor and minority groups to gain access to affordable/adequate housing and services. There must be greater commitment to equity as a base for an inclusive urban future.

It is increasingly evident that urban patterns of growth and the relationship of cities to their environment need to change. Cities and towns in the region have vast and growing ecological footprints and urbanisation has been accompanied by growing environmental challenges, such as air pollution, congestion, and waste generation. The Asia Pacific region faces specific problems resulting from its current energy and resource-intensive growth patterns. These challenges cannot be addressed separately.

We must look toward integrated planning and management of the key sectors of energy, water and food security, as well as addressing the three dimensions of development – social, economic and environment – through integration. There can be no trade-offs. Integration of policy is urgently required for the long-term sustainable development of rapidly growing cities and their



URBAN SLUM OPPOSITE A RESIDENTIAL AREA IN DHAKA, BANGLADESH
Asia and the Pacific region remains characterised by high levels of inequality and relative poverty.



DHAKA, BANGLADESH
The condition of a low-cost housing in the city.

KOLKATA
Air pollution in Kolkata is among the worst in India.



regions. China's recent adoption of the concept of 'eco-civilization' is one recent and important example of this.

The region's cities may have developed impressive facades and infrastructure, but this often masks fragile underpinnings. In the years to come, the impacts of a changing climate will intersect with the region's specific vulnerabilities, namely a large number of cities vulnerable to sea level rise, flooding, disasters and other challenges. It is increasingly recognised that the region's urban areas need to urgently pursue a resilience agenda, inclusive of its environmental, economic and social dimensions.

ADDRESSING THE CHALLENGES OF URBANISATION

Change is essential if we are to meet the challenges of urbanisation, and harness the opportunities. In much of the region, traditional urban planning modalities and frameworks have not kept pace with growth and needs. Consequently, a number of policy and governance gaps have emerged.

In order to further harness urbanisation as a driver of development, a coordinated approach and clear policy direction are required. Current models are not providing sufficient basis for inclusive and sustainable urban development. Change cannot be achieved through individual actions or by a single institution. New visions and partnerships based on collaboration between national and local governments, as well as the private sector and civil society are essential to any new urban agenda. We must overcome the barriers to partnership to bring about the change we need.

This is why Habitat III provides a unique opportunity to develop a shared vision and a forward-looking, action oriented agenda on critical urban issues facing the world. It provides the opportunity to bring about essential transformations – in urban design, transport, infrastructure, energy consumption, resource management, social inclusion, governance, and finance.

The Asia Pacific region is home to more than half of the world's urban population. The way this region tackles its urban future, and overcomes the challenges, can provide the leadership needed in developing a more sustainable global urban future.

To support these goals the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP), as the regional arm of the United Nations in Asia-Pacific, will be leading the regional preparations for Habitat III, including the organization of the 6th Asia-Pacific Urban Forum (APUF) in Jakarta, on 19-21



SLUM DWELLERS QUEUE FOR WATER SUPPLY
The Asia Pacific region must look toward integrated planning and management of the key sectors of energy, water and food security.

October 2015, back-to-back with the High-level Regional Preparatory Meeting for Habitat III on 22-23 October 2015. These meetings will allow for the development of a strong and shared voice from Asia Pacific, and showcase what the region is doing to bring about inclusive, safe, resilient and sustainable cities and human settlements. The lessons and the outcomes will be critical to us all.

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Suwon: People-Oriented City

Suwon City engages its citizens to have their say in the urban planning and budgeting process, an approach that truly fosters a shared vision in creating a sustainable city.



ECOMOBILITY WORLD FESTIVAL 2013
Residents had to switch their commuting method to various environmentally friendly modes of transport.

Located in the mid-west of Gyeonggi Province (127 degrees east longitude and 37 degrees north latitude), Suwon City is a leading city for the IT industry in Northeast Asia. One of the world's high-tech companies, Samsung, has its headquarter and large factory complex – Samsung Digital City - in Suwon. In fact, Samsung is the main industrial employer in the region.

The city's population was only about 430,000 in 1985, until around 800,000 people flocked into the city when the new town was developed in the outer suburbs in the late 1980s. As a result, Suwon city's population is

estimated at over 1.2 million as of 2015, covering an area of 121 square kilometres.

Suwon is connected to South Korea's capital, Seoul, by the Seoul Metropolitan traffic network and has outstanding accessibility to the neighboring cities. In order to play the role of traffic hub in the network, Suwon established an Urban Safety Integration Center that provides Ubiquitous (U-) City service. This center consists of a Traffic Information Situation Room, a CCTV Control Room, and an Information & Communications Office. The Traffic Information Situation Room provides advanced



VILLAGE RENAISSANCE CONTEST WINNERS 2014
Village renaissance is one of the social sustainability core values.

traffic information including traffic signal operations, bus information guide and real-time traffic information provision services. In addition, the aforementioned information can be accessed through mobile text messages (SMS), mobile, and the website for convenience.

One of South Korea's famous tourist attractions in Suwon, Hwaseong Fortress, is listed as a UNESCO World Heritage site. This historical wall that once surrounded the city has greatly influenced the development of Korean architecture, urban planning and the arts. Hwaseong Fortress was built by King Jeongjo of the Joseon era by combining the best scientific ideas from Europe and Asia. The city has inherited King Jeongjo's Confucianism which is reflected in the city's effort promote voluntary participation and a human-oriented community, as well as to create a sustainable city that forms a balance between human beings and the environment.

In its attempt to develop a sustainable city, Suwon operates a set of plans and policies based on Social, Ecological and Economic Sustainability.

SOCIAL SUSTAINABILITY

There are two core values of social sustainability. The first is a "Citizen Group for Urban Planning". The municipality sees the need to involve its people in city planning, thus, instead of using the administrative-oriented approach it engages citizens in establishing "2030 Suwon Urban General Plan" – the city's 20-year plan.

Two hundred thirty residents from different age groups and professions - including youth organizations, housewives and professors - were involved in the participatory budgeting and planning to create "2030 Suwon

Future Urban General Plan". They deliberated to devise the city's policies and action plans for the long term. This approach reflects citizens' interest effectively to create a livable Suwon.

Thanks to the citizen participatory initiative that established a vision for future urban plans, Suwon became the first city in South Korea to receive the 2013 UN-Habitat Scroll of Honor Award – the most prestigious human settlements award in the world - at the 7th World Urban Forum in April 2014 in Colombia.

The second social sustainability core value is "Village Renaissance" – a movement to design a signature friendly and liveable Suwon village as inspired by the community. This movement was established four years ago and has now become an urban renewal project.

The promoted areas for the movement are low-carbon green village, community economy, urban parks, energy reduction, residential environment improvement and resources recycling. In 2014 and 2015, 132 and 148 local businesses (respectively) were promoted to secure community sustainability through social economy.

One of the examples is Madonna Restaurant operated by Daechu-dong Cultural Village. The profit generated from the restaurant is used for job creation, social welfare, education, cultural and environmental improvement. It will also be used to provide free school meals for low-income families in the future.

ECOLOGICAL SUSTAINABILITY

Ecological Sustainability is an eco-friendly city policy to establish a low-carbon and green city. Suwon city has committed to a 40% cut in greenhouse gases by 2030 (compared to 2005) through the citizens joint meeting. The effective strategies to meet this goal have included comprehensive measures for climate change, a basic plan for the environmental capital and energy efficiency.

One of the policies that is being implemented to reduce greenhouse gases is the 'Suwon Climate Change Education Center (Dodream)' which was opened in April 2014. It mainly functions as an environmental education center to cultivate climate change leadership, vitalise a climate change network and develop a climate change response strategy.

One of the successful ecological sustainability programmes is the first EcoMobility World Festival that was held in Suwon in 2013. A neighborhood in the city was fully transformed into a car-free area for the whole month

where residents were required to switch their commuting method from private cars to various other environmentally friendly modes of transport, such as walking, cycling and using electric shuttles among others.

This festival was also an opportunity to regenerate the deteriorated old downtown and to revitalise the local economy. This festival was not only environmentally sustainable but also increased people’s quality of life.

ECONOMIC SUSTAINABILITY

To ensure the sustainability of the city’s economy, Suwon is determined to create more job opportunities from the local economy. The city government established the Job Creation Division in 2010 and has also opened a Job Creation & Development Support Center that has attracted 75 companies and successfully hired 259 job seekers.

Suwon City also launched the Suwon City Center for Social Economy at the Yeong-Dong traditional market on May 29th, 2015 to promote the social economy. In promoting local business, the Suwon City Center for Social Economy has cultivated sustainable social enterprises. The city government particularly encourages young social entrepreneurs to be innovative in creating business models.

In 2014, Suwon city held a Social Venture Contest that awarded the winners with seed capital; ten thousand dollars for each enterprise. On such enterprise was the Youth Economy Education cooperative association.

The policies that Suwon has promoted to establish a sustainable city might also be the compatible solutions for other cities in Asia.

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2013 UN HABITAT SCROLL OF HONOUR AWARD
Suwon was awarded for its citizen-initiated governance and participatory urban planning.



ROUND TABLE DISCUSSION
Citizen participatory initiative establishes a vision for future urban plans.



CLIMATE CHANGE EDUCATION CENTRE
This centre was opened in April 2014 to address the greenhouse gas problem in Suwon.

A Positive Change towards the New Butterworth Urban Regeneration Plan in Seberang Perai

As a strategy to become and remain attractive for its inhabitants, Seberang Perai Municipality launched a New Urban Regeneration Plan. The plan is expected to bring positive changes to make Seberang Perai a vibrant place to live.

Located in the state of Penang in Malaysia, Butterworth was established in the mid-19th century as a landing place across the channel from the state capital, George Town. It is the principal town of Seberang Perai. Its position as the key trans-peninsular railway station has made it an important logistics hub. The ferry service, originally a private enterprise started by The Beng Brothers in 1903, continues to link Butterworth to Penang Island. The mainland is also connected to the island by two bridges that have spans of 13.5 km and 23 km.

Geographically, Butterworth sits in the southernmost tip of the North Seberang Perai district, with its borders demarcated by the Perai River in the south and east and the North Channel in the west, which separates Penang Island and Seberang Perai.

The English East India Company established a trading factory in George Town in 1786, which subsequently acquired the strip of land opposite the island and named it Province Wellesley (modern Seberang Perai) in 1798. The name of this town is derived from the surname of British Colonel William Butterworth. In 1953, the Butterworth Town Board was upgraded to a town council with elected councillors. Nine years later, the Butterworth Town Council merged with the Rural District Council to form the North District Council. In 1976, under the Local Government Act the whole district was merged to become the Municipal Council of Seberang Perai.

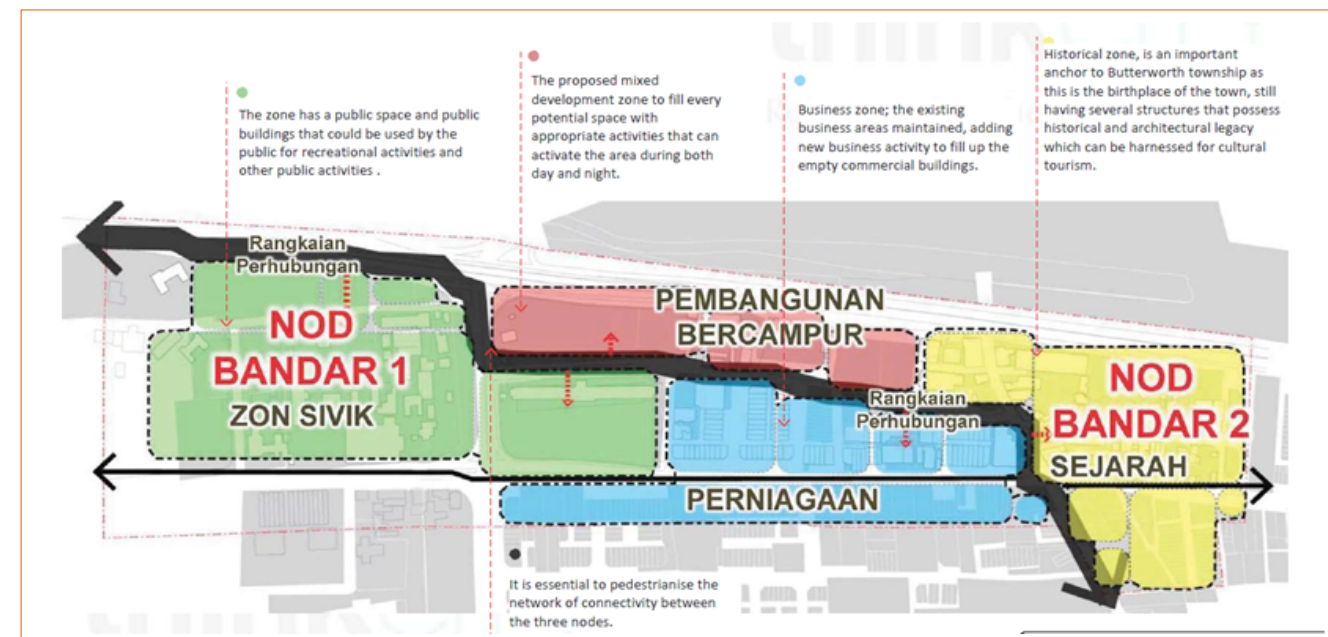
NEW BUTTERWORTH URBAN REGENERATION PLAN

The New Butterworth Plan was initiated in 2011 by the Municipal Council of Seberang Perai. To start off the project, a baseline study that focused on land use and population was created to provide useful information about the local population, opportunities to improve quality of life and urban planning. In addition, the study highlighted the residential areas in Butterworth. The survey shows that Old Town Butterworth's has urban architecture, comprised of early 20th century shop-houses, places of worship and mid-20th century office buildings, is underutilised and has a high potential for regeneration.

In the New Butterworth Plan, three areas have been identified as the main focus of intervention; Butterworth Old Town, Perai River, and Penang Central and Butterworth Waterfront.

BUTTERWORTH OLD TOWN

Covering an area of 83.4 acres, Butterworth Old Town has the potential for regeneration and redevelopment, particularly the public square that will make the town more liveable and vibrant. The proposed intervention in the Old Town is to connect the civic zone (green area) and historical zone (yellow area) (see Graphic 1), and aims to upgrade and link spaces. A seamless community between the three zones, will create better access to the Old Town that can be enjoyed by the residents and stakeholders.



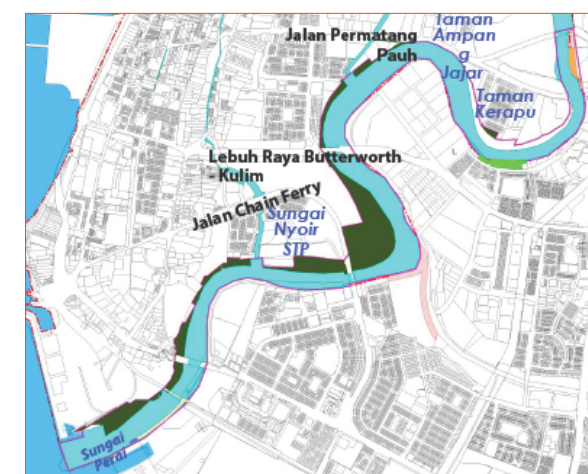
PROPOSED INTERVENTION OLD TOWN BUTTERWORTH
The proposed intervention in the Old Town is to connect the civic zone (green area) and historical zone (yellow area).

PERAI RIVER

The intervention zone includes a nine kilometre stretch of the Perai River starting from its estuary to Ampang Jajar. This river rehabilitation project uses a three phase approach: awareness, action and activity. The first phase, awareness, involves community mobilisation by creating greater public awareness about the importance of the river as a natural resource and about how citizens can play a role in its rehabilitation. The second phase, action, involves river revitalisation projects that include providing flood mitigation and storage, enhancing water quality, enabling safe public access and restoring the ecosystem around the river. The strategies of the Perai River are divided into three categories: connectivity, rehabilitation and activation. Connectivity aims to make the river more accessible to the public by creating more access points. Rehabilitation aims to improve the river visually and physically, and to promote the importance of protecting the environment of nearby communities. Activation will improve the river and its nearby spaces by developing recreational locations to improve the community's quality of life.

PENANG CENTRAL AND BUTTERWORTH WATERFRONT

The waterfront area stretches for 3.5 km (across 343.6 acres) with an exceptional vista of Penang Island. The structure of this coastal area is sloping terrain mainly



THE EXISTING LAND USE PLAN
Perai River - Ampang Jajar (Length = 9 km about 4462 acres)

for recreation and business. A new Central Business District (CBD) will be developed around the soon-to-be-completed Penang Sentral station, linking Butterworth to Kuala Lumpur through double tracking. Spatial provision of public facilities with proper public access to the beach must be made a priority in any proposed reclamation. The fundamental components in the proposed waterfront development are public spaces, pedestrian access to waterfront with connecting routes, facilities and the vista.

COMMUNITY ENGAGEMENT

The New Butterworth Plan is a dynamic plan which reflects many processes that drive physical, social, environmental and economic transition. It will bring about changes and improvements in Butterworth. No town or city is immune from either the external forces that dictate the need to adapt, or the internal pressures within urban areas which can precipitate growth or decline. Urban regeneration is an outcome of the interplay between many sources of influence. More importantly, it is also a response to the opportunities and challenges of urban degeneration in a specific time and place. Urban regeneration is a strategy meant to maintain the continuity of culture, economy and sustainable development. The local community is an important element to realise any regeneration plan. Urban regeneration plans affect not only the occupants of the resulting buildings and spaces, but also the wider community; the people that live or work nearby and visitors.

Community engagement and empowerment are the key elements that build city commitment for the success of the New Butterworth Plan.

AN ARTICLE BY

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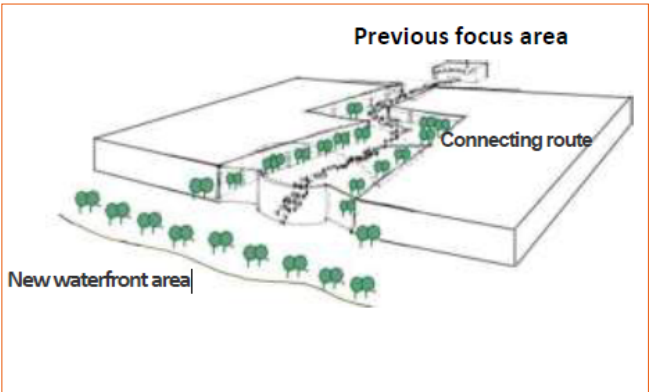
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BUTTERWORTH WATERFRONT PROPOSAL
Main access and connectivity to pedestrian: The new waterfront must be accessible to the public and there must be connectivity without obstruction.



WATERFRONT SUGGESTION
Maximise access to the waterfront for pedestrians (including people with disabilities) by providing a connecting route from previous focus areas.



NEW WATERFRONT AREA
Provide pathways/walkways to connect the existing focus areas with a new focus area.

Sukabumi: Creating Sustainable Urbanisation through a Creative Economy

Cities in the Asia Pacific region have various approaches to face the challenges posed by accelerating urbanisation. Among other initiatives, Sukabumi City has opted for developing a creative economy.



ANNUAL CARNIVAL
A selection of the annual carnival gowns designed by a high school student in Sukabumi.

The rapid increase of city dwellers across the globe is inevitable. It has been projected that more people will reside in urban areas, including Sukabumi city, a small city in West Java, Indonesia located 120 km from the Indonesia's capital, Jakarta, and 96 km from West Java's capital, Bandung.

As the area and population of the city developed speedily, traditional urban problems also emerged. In 2002 the population of Sukabumi city was only 269,142 people before growing to 311,822 by 2014. In addition, the density has also grown to 6,496 people per square kilometre (sq.

km.). In the city centre the density has reached 12,165 people per sq. km. whereas in suburban areas, the density is only 3,978 people per sq. km (Statistik, 2014). This has been followed by an increasing demand of urban services, employment, infrastructure, facilities, and a change of land use in urban areas. Development is one of the pull factors that lure people to reside in the city. This requires the government to ensure that the inevitable urbanisation process is sustainable and balanced. As the number of urbanites increases, human activities will be concentrated in the city. Yet, the city also has its limits.



JATI SUNDA
One of the products of the creative economy - a road sign design at the main city square that symbolizes prosperity.

THE ECONOMIC PERSPECTIVE

From an economic perspective, a city has its limit to provide the capital and resources for economic activities. This includes providing jobs for the labour force. If the government fails, it will lead to increasing unemployment and greater poverty among urban dwellers. Therefore, city governments should develop some alternatives for economic growth which are less dependent on non-renewable resources.

One of the alternatives is the development of a creative economy. The Indonesian government has shown its interest in developing a creative economy as outlined in the Presidential Instruction 2009 which discussed the development of the creative economy between 2009-2015 (Lemhannas, 2012). This regulation was established as a framework for developing a creative economy for Indonesian municipalities in order to increase job creation, absorb the labour force and eliminate poverty.



WAYANG SUKURAGA
A contemporary puppet show from a creative community.

Considering the economic impact of urbanisation that calls for an immediate solution, Sukabumi municipality feels the urge to fully support creative economy development.

The basic idea of a creative economy is to develop an economy based on individual creativity, ideas, skills and talent to transform goods into something new with value added. This then becomes the embryo of emerging creative industries.

Based on the data from Sukabumi city, the emerging creative industries include the following leading industries: advertising, architecture, art market, craft, design, fashion, media, games, music, art performance, publishing, IT industry, broadcasting, research and development, and culinary industry.

The creative economy in Sukabumi predominantly refers to the small and medium-sized enterprises in terms of the capital invested, the coverage and the scale of workforce employed in each industry.

The city's official data records that there are 199 creative industries mostly in fashion, art performance, advertising, culinary industry, craft, architecture, film and photography, and IT. These creative economy entrepreneurs have contributed to the absorption of the labour force in the city. The number of people employed varies, 72 industries employ between 1-5 people, 18 employ 5-10 people, 35 employ 10-15 people and 1 industry employs more than 100 people (Bappeda, 2013).

Though most of the creative industries in Sukabumi are small scale businesses, financing the business is nevertheless a crucial factor. The table on page 21 shows the nominal capital owned by these actors.

The emerging creative industries in Sukabumi are supported by the government, creative communities, academics and entrepreneurs. Each of them play an important role.

GOVERNMENT PLAN FOR A CREATIVE ECONOMY

The city government has included the development of a creative economy in the Government Action Plan, showing its commitment to enable communities to build the creative economy sector. This includes assistantships, where the government offers coaching, training and internships in a related field that supports the creative economy actors to develop their business, facilitates aid/loans, and defines the procedures and bureaucratic process for registering small scale businesses. In addition, the city government holds an annual festival to promote and invite more creative communities to participate in developing the creative economy.

Coordination between the creative economy actors has also been initiated by the establishment of the Coordination Board of Creative Economy, which is comprised of related government institutions, the creative community, academics, and artists. The role of academics is to conduct research and empower the community to develop a creative economy.

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PHOTOS BY
1. TOMMY ARDIAN, SE
2. NANDHY, ST



SUKABUMI'S ANNIVERSARY FESTIVAL
The annual anniversary festival to promote a creative economy.

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CAPITAL OF THE CREATIVE ECONOMY IN SUKABUMI CITY

Creative Industry	Amount of Capital (IDR 000,000)							
	0-10	10 -20	20-30	30-40	40-50	50-75	75-100	≥ 100
Advertising	1	6					1	10
Architecture	1	2	4					1
Craft	11	1	1				2	
Designs	1	2						1
Fashion	3	3	3				2	2
Video, Film and photography	10							
Game	1							
Music								3
Art performance (showbiz)	4	2	3					7
Publishing	1		2					
Computer services and softwares	9		1					
Television & Radio (broadcasting)								
Research and development (R&D)								1
Cullinaire	14	9	1	1				
Others	0	3						1
Total	56	28	15	1	0	0	5	26



SUKABUMI'S TRADITIONAL FOOD
A food seller is making a dodongkal, a traditional Sundanese - ethnic group in West Java - recipe, a product of the small scale culinary industry.



A BUSKER
Street performance by the creative community.



A BUSKER
Street performance of Sundanese music instruments, karinding, celempung and toleat, on a car free day.



CREATIVE PHOTOGRAPHY
Coaching clinic held by a photography club on creative photography.



UYEG
Sukabumi's traditional folk theatre.

Urbanisation Challenges and Innovative Solutions for Managing Indian Cities

With three of the ten most populous Asia Pacific cities located in India, the country has witnessed an unprecedented scale of urban expansion, setting forth major challenges for city governments and forcing them to proactively find innovative solutions.



CONNAUGHT PLACE, NEW DELHI
The low density at the city core has been maintained against the high density sprawl in the other areas, seen in the background.

Urbanisation provides millions of people with better livelihood options, but fuels rapid growth and spatial expansion of cities. A widely cited rule of thumb notes that as the population of a city doubles, its built-up area needs to triple to sufficiently accommodate additional housing and infrastructure. Urbanisation in the Asia Pacific region has been extraordinary in terms of its scale, pace and driving forces.

Between 2000 and 2010 approximately 29,000 sq. km. of new urban areas were added to the region (at a growth rate of 2.4% a year). At the same time, the population increased from 579 to 778 million (at 3% a year). Thus, contrary to global assumptions of a proportionate spatial increase, the Asia Pacific region witnessed an increase in population densities from an average of 5,400 to 5,800 persons per sq. km. over the last decade. The densities of India and China are very high, with more than 1000 persons per sq. km., posing an altogether different range of challenges when compared to their counterparts globally.

Presently, there are around 21 mega-cities globally, 10 of which are located in the Asia Pacific region alone. Three of these are in India, namely Mumbai, Delhi and Kolkata, which have a combined population of nearly 49 million. Apart from these three mega-cities, growth has also been significant in other urban centres in India. Pune, with a population of 5 million and Gulbarga, with a population of 0.5 million are both cases of decadal growth of around 30%.

The spurt of demographic growth in Indian cities has resulted in very high core-city densities (29,000 and 24,000 persons per square kilometre for Mumbai and Kolkata, respectively). Additionally, a significant part of the population has also been distributed to the peripheries, 33% in the case of Mumbai and 69% in the case of Kolkata, resulting in large urban footprints.

DUAL CHALLENGES

Indian cities thus face a dual challenge: increasing densities (that have resulted in over-burdening of existing infrastructure) and a deteriorating quality of urban life on one hand, and expanding city limits leading to fragmented development and degenerated peripheral expansions, on the other. This has given rise to a number of urban governance and management challenges. The most significant challenge is providing basic services parallel to urban growth for a better quality of life. Vibrant cities offer a certain lifestyle to citizens and an attractive proposition



MARINE DRIVE, MUMBAI
One of the first residential extensions to the colonial city is now experiencing high density mixed use.

for economic development. Although urban India has attracted investment in various sectors such as infrastructure, transport, healthcare, education, and recreation, it has fallen short of delivering a basic minimum standard of living and a corresponding quality of life equally to all its citizens.

The average per capita water supply for Indian cities is estimated to be 105 lpcd (ranging from a low of 37 lpcd to a high of 298 lpcd) as compared to the basic service standard of 150 lpcd. Similarly, the total commuting flow through public transportation is only 30% on average, while the basic service standard is recommend to be 50%. Only 30% of the sewage generated is treated and the system of solid waste collection is only able to cater to 72% of the total waste generated, of which almost 90% is directly disposed on lands with unsatisfactory treatment. It is evident that without addressing these key indicators it will be difficult for Indian cities to pave their path for future development.

According to a report by the High Powered Expert Committee (HPEC), which estimated the investment requirements for urban infrastructure services, the required investment gap for providing the necessary infrastructure is 39.2 trillion rupees - approximately US\$592 billion - (until 2031). McKinsey Global Institute (MGI) quotes a figure of 53 trillion rupees - approximately US\$801 billion - (till 2030).

There has been an attempt to address urban challenges and move towards sustainable urban development through Central Government initiatives such as the Jawaharlal Nehru National Urban Renewal Mission (JnNURM), the recently launched Smart City and the Atal Mission for Rejuvenation and Urban Transformation (AMRUT).



NEW DELHI
11,034,555
11,050
persons per SQ. KM.



MUMBAI
12,442,373
29,650
persons per SQ. KM.



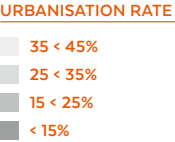
BANGALORE
8,443,675
10,100
persons per SQ. KM.



KOLKATA
4,496,694
24,250
persons per SQ. KM.



CHENNAI
4,646,732
14,350
persons per SQ. KM.



SWaCH-PMC Model, Pune, Maharashtra

- SWaCH is **India's first wholly-owned cooperative of self-employed waste pickers.**
- Autonomous enterprise that provides **front-end waste management services.**
- Municipality saves approx. Rs.12 crores each year** in this model.
- 90%** of waste pickers are **women & 45%** contribute to more than **50% of household income.**

Democratic Decision-making

Better working conditions

- Members are not paid by municipality** for this work but collect user fee for door step collection.
- Sale of scrap is their other source of income.** SWaCH members report **increased earnings** (ranging from **Rs 1500 – Rs 12,000 per month**)
- Second-generation SWaCH members** are the educated children of poor, who have joined the **organisation to make a difference to their own community**
- Composting, awareness creation, waste processing, etc.** waste pickers are upgrading their work from actual collection and sorting/recycling - **'upward mobility'**

Source Segregation Door-to-Door Collection Resource recovery at local level Waste Processing Disposal

SWaCH Model addresses

- Segregation by citizens**
- Better conditions of work** for waste pickers.
- Cleaner waste for recycling industry.**
- Reduction in municipal expenses** for waste management.
- Compliance of Acts.
- Decentralized waste management** and processing.
- Climate change mitigation.**
- Poverty Alleviation.**
- PPP.

Monitoring Framework

	SWaCH	PMC
Central Office	CEO (SWaCH) Central Office Staff	Municipal Commissioner SWM Joint Municipal Commissioner SWM Solid Waste Officer
Zonal Level	Area Coordinator	Deputy Commissioner for 4 Zones Medical Officer (SW) for 4 Zones
Ward Level	Ward Coordinators (1 in each ward)	Ward Officers for 15 wards
Field Staff	Supervisors 2 waste pickers for 300-400 HH	Sanitary Inspectors Sweepers/ Begari



CHOWRINGHEE SQUARE, KOLKATA
One of the city's busiest areas, with a mix of activities including commercial and institutional activities that add to the traffic and pedestrian woes.

These missions provide the necessary impetus and an opportunity for local governments to leverage funds for improved services.

Some of the local governments good practice cases in two of the most important sectors, namely urban transportation and solid waste management, include the Karnataka State Road Transport Corporation and Solid Waste Collection and Handling (SWaCH) model in Pune Municipal Corporation (PMC).

NORTH EASTERN KARNATAKA ROAD TRANSPORT CORPORATION

While local governments are focusing on providing intra-city transport, public transport links to the peripheries have remained unexplored. Moreover, with expanding boundaries and seamless cities, the daily commute between the city and its peripheral towns is high.

The case of the NE Karnataka Road Transport Corporation showcases an initiative of a state-owned corporation overcoming the challenge of inadequate public transport connecting medium sized cities (with population 500,000 and below) to smaller towns in its periphery. Under this initiative, the city's bus fleet augmentation increased from 72 to 250 and the number of city routes from 24 to 73, thereby increasing the network of coverage by 2.5 times to include the peripheral towns.

Prior to the implementation of this scheme, the dependence on Intermediate Public Transport (IPT), personalized transport modes and walking was high. The

NE Karnataka Road Transport Corporation has resulted in a significant reduction up to 41% in use of IPTs and a 23% modal shift from walking, making commuting affordable and safe for the public and improving the environment.

SWaCH-PMC MODEL

One other challenge faced by all the cities is solid waste management. The growing population and expanding cities has led to an increased concern for disposal of city waste. As a response, several cities in India have taken steps towards implementing more sustainable waste management practices advocating the Reduce, Recycle and Reuse policy.

Through the SWaCH-PMC model of door-to-door collection (which has been operational in the city since 2008), Pune in Maharashtra has pioneered an initiative by organising and integrating waste-pickers into a formal waste management system. This model is financially self-sufficient and is able to successfully divert 60MT of waste away from landfills every day.

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CityNet continues its effort to help its members respond to various urban challenges through capacity building and city-to-city cooperation projects among others. The Urban Transport workshop in Da Nang, a joint assessment team sent to Nepal and the Urban Planning for City Leaders Workshop are the highlights at the second half of this year.

Urban Transport Workshop
with KOTI



DA NANG'S CENTER FOR MONITORING TRAFFIC SIGNALS
Opened in 2013, the centre has proven effective in ensuring the smooth flow of traffic.

One of the greatest urban challenges in the Asia Pacific region is building sustainable transport systems. Ensuring that citizens can safely, comfortably and affordably move around their cities is of vital importance for the social and economic prosperity of the region. Moreover, striving to build transport systems that are environmentally sustainable, economically viable and technologically advanced is a great challenge.

Given Da Nang's prime location and commitment to sustainability and attracting international conferences, CityNet partnered with the Korean Transport Institute (KOTI) and Da Nang People's Committee to bring CityNet members a localised workshop on Sustainable Urban Transport from July 8th-10th.

The Korea Transport Institute (KOTI) is an official research agency for the government of the Republic of Korea. The mission of KOTI is to provide recommendations and alternatives for the nation's transport policy and to create an optimal transport system through specialized research and technical innovations, while positioning itself as one of the world's leading transport research institutions.

The workshop that was held in Da Nang covered topics including expanding Intelligent Transport Systems (ITS) and developing a public transport system, through which participants analyzed their cities' current transport system and built a set of action plans to make the cities more livable with better public transport.

Urban Planning
for City Leaders



PARTICIPANTS OF THE KLRTC WORKSHOP
The 30th KLRTC workshop is attended by 21 participants from 9 countries.

In collaboration with Kuala Lumpur Regional Training Center (KLRTC) and UN-Habitat, the 30th KLRTC workshop was successfully held from September 7th-9th with participants from nine different countries sharing their challenges and experiences. Specifically designed for urban practitioners and decision makers from rapidly growing contexts, the workshop offered new tools for sustainable planning and an opportunity to strategise for a new urban agenda.

Some of most pressing issues in Asian cities such as "slum improvement" or "public space" were addressed in both a theoretical and practical way, within the framework of UN-Habitat's "Planning Approach for Sustainable Urban Development". A site visit to Sungai Besi set the

stage for a practical exercise at the end of the workshop to let the participants practice a tool to harness the benefits of urbanisation.

With growing recognition of the role of cities in the fight for global sustainability, urban leaders are increasingly challenged to make the right decisions for the short and long-term. Learning new tools and sharing experiences with other cities gave them a better perspective of how to face this challenge.

Joint Assessment Team Dispatched to Nepal



CITYNET JOINT ASSESSMENT TEAM
The joint Technical Assessment Team assesses the aftermath of the earthquake that struck Nepal on April 25th.



THE EARTHQUAKE AFTERMATH
The devastating earthquake left 8,000 people dead, almost 19,000 injured and many villages flattened.



SHANKHARAPUR MUNICIPALITY
Kathmandu, Lalitpur, Shankharapur, and Bungamati were among the municipalities that the assessment team visited.



CITIZENS' LOW AWARENESS
Citizens' awareness towards the earthquake hazards is still very low and houses were not built in accordance with the building codes.

Through capacity building, city-to-city cooperation and tangible projects, CityNet helps its members respond to Climate Change, Disaster, the Millennium Development Goals and rising Infrastructure demands. The mission of CityNet is to connect urban actors and deliver tangible solutions for cities across the Asia Pacific Region.

In conjunction with the organisation's mission, CityNet took an active part in responding to the recent devastating earthquake that struck Nepal on April 25th and left 8,000 people dead, almost 19,000 injured and many villages flattened, by sending a joint Technical Assessment Team.

The team visited Nepal from July 27th – August 1st to assess the structural damage in Kathmandu, Lalitpur and other surrounding municipalities. The mission, which is the first of the two-phase CityNet Recovery and Rehabilitation Programme for Nepal, was

aimed at identifying key needs and developing projects to support Nepal's rebuilding efforts after the quake. The team was composed of technical experts from Seoul Metropolitan Government and the City of Yokohama.

They discussed potential project activities which may include structural improvements or construction and capacity building with a number of local engineers. They were hosted by the Municipal Association of Nepal (MuAN), also home of the CityNet Nepal National Chapter, who coordinated the meetings and site visits with local municipalities.

The team was dispatched upon request for support from MuAN in May. For the second phase, they will use the assessment report as the result of the trip to create a short (1-year) to mid-term (3-year) projects to apply for funds, in which the Technical Assessment Team would become the advisory panel for the project.



REPRESENTATIVES FROM SEOUL METROPOLITAN GOVERNMENT
Dr Myung-Rae from Dankook University and Dr Chan Ho Kim from Chung-Ang University assessed the damage caused by the earthquake.

Member in Focus Colombo

CityNet supports Colombo Municipal Council's initiative to establish a Computer Literacy Training Programme for Children in Urban Poor Communities in collaboration with a local NGO partner, Sevanatha.



VIHARAMAHADEVI PARK AT NIGHT
Viharamahadevi Park is the oldest and largest public park in the heart of the city maintained by the Colombo Municipal Council.

Colombo, the commercial capital of Sri Lanka is a fast growing urban centre which has a number of historically significant landmarks well integrated with the modern development landscape. The city stretches over 37.23 square kilometres and is governed by the Colombo Municipal Council, the oldest Municipality in South Asia. The population of the city that commemorates its 150th anniversary this year is estimated to be 555,031 people with an additional 400,000 people who commute to the city on a daily basis.

LOW INCOME SETTLEMENTS

Contrary to the modern and vibrant city landscape, Colombo has a considerable low income population that constitutes of around 44% of the city's residential population. According to a survey carried out by the Colombo Municipal Council and Sevanatha (a local NGO that is also CityNet associate member) in 2012, it was revealed that there are about 77,643 families living in low income settlements (LIS).

The general characteristics of these settlements are that they are located on lands which are not owned by

the families, these communities generally do not have adequate basic facilities and amenities and a large majority of the children do not continue their schooling. Hence, many school drop outs are added to the labour force without adequate working skills. Colombo Municipal Council and Central Government organisations such as the Vocational Training Authority of Sri Lanka are providing training opportunities for school dropouts and those who would like to improve their skills. However, there are a large number of communities who do not have access to this service due to lack of awareness of the available resources and the difficulties in approaching formal sector institutions. This is when NGOs like Sevanatha play a role as a facilitator between the communities and formal sector institutions.

COMPUTER LITERACY TRAINING PROGRAMME

With CityNet's support, Colombo Municipal Council (CMC) coordinated the "Computer Literacy training for Children in Urban Poor Communities in Colombo, 2014-2015" together with Sevanatha. They provide the training for the community-based organisation in "241 Settlement", located in Seewalipura, Borella in Colombo City. This ongoing project kicked off in October 2014, and is aimed at popularising community-based learning centres for children in urban poor communities. This project is managed and operated by the Community Development Council (CDC) of the respective community. The centre has provided basic computer skill training for 15 children from the target community (241 Settlement) and another 22 children from surrounding communities of the settlement.

This basic training has generated great enthusiasm among the children who participated in the training programme. Some of these children have opted to join higher level training programmes aiming at finding jobs in formal sector institutions. CMC, Sevanatha and the Community Based Organization of 241 Settlement will continue to operate the training centre by leveraging funds from local sources that will assure the sustainability of the support provided by CityNet.

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CITY OF COLOMBO
Maintenance and cleaning in progress in the City of Colombo.



HOUSING COMPLEX
New apartment complex in the City of Colombo.



PROJECT INTRODUCTION MEETING
the computer literacy training for Children in urban poor communities in Colombo has been supported by CityNet.

CityNet Secondment Staff Programme for the Year 2016



2015 Secondment Staff from Sidoarjo Regency, Indonesia, Pipin Kurniawaty (in hijab), with CityNet Secretariat staff and the delegation from UN-Habitat during their visit to Seoul.

The CityNet Secretariat will continue the Secondment Staff Programme in 2016.

Consider dispatching your city's official to the CityNet Secretariat in Seoul, Republic of Korea, as a Secondment Staff from April 1st, 2016 to March 31st, 2017.

The selected Secondment Staff member will join the Secretariat to actively promote CityNet's activities, learn more deeply about the CityNet Network and further develop the relationship between the CityNet Secretariat and CityNet member cities and organizations.

An official notice to call for applications will be mailed out at a later date.

CITYVOICES

CityNet magazine, CityVoices, is published twice annually. It is a collection of experiences and reflections on CityNet's partners and member cities projects, policies and programmes. Each issue focuses on a particular theme related to CityNet's mission to connect urban actors and deliver tangible solutions for cities across the Asia Pacific region. CityVoices is also available online in PDF format on the CityNet website.

For inquiries please contact the CityNet Secretariat at media@citynet-ap.org.

CITYNET

CityNet is the largest association of urban stakeholders committed to sustainable development in the Asia Pacific region. Established in 1987 with the support of UNESCAP, UNDP and UN-Habitat, the Network of cities has grown to include 135 municipalities, NGOs, private companies and research centers. CityNet connects actors, exchanges knowledge and builds commitment to more sustainable and resilient cities.