

RECI PRO: CITY

CELEBRATING THE
FIRST EXCHANGE OF
SUSTAINABLE URBAN PRACTICES
IN THE ASIA PACIFIC REGION

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Aksiku.bdg - High School Engagement in the Making of Bandung City

The role of the youth can be crucial in implementing sustainable development, but it has often been forgotten by the Indonesian government both nationally and locally. This has triggered the launch of a digital platform called “Aksiku.bdg” by a group of young people in Bandung City supported by the city government where they engage high school students to help maintain sustainable neighbourhood.

Students explore their neighbourhood in Bandung to look for areas of improvement in the city.
Image by Bandung Creative City Forum



Image by
Bandung Creative City Forum



+ INTRODUCTION

In the last 10 years, Bandung has grown rapidly and become part of an extended and complex metropolitan area, which has given rise to diverse and complicated problems. The presence of densely populated kampung kota ('urban villages' or slums) poses a variety of issues. Protected areas, such as riparian zones (riverbanks), are used for building houses. Unfortunately, such unregulated land use can lead to an unhealthy and unsafe environment.

The riverbank is a green infrastructure component of urban areas and has an important function in the city's drainage system, to support the natural urban ecosystem and provide recreation and many other functions, known as ecological services. The riverbank must be protected from destructive human behaviours that could damage the physical conditions of river

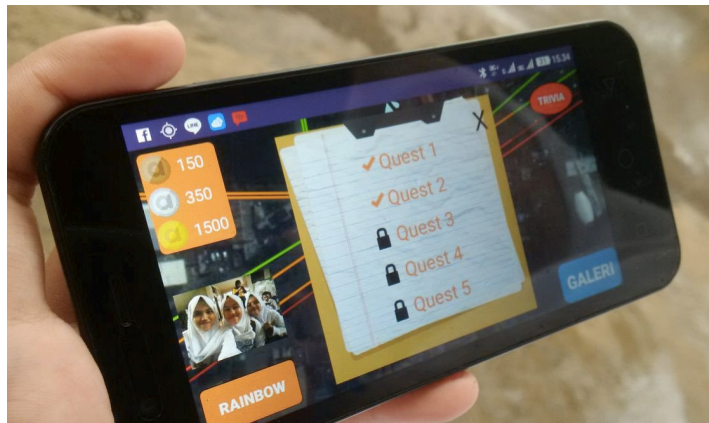
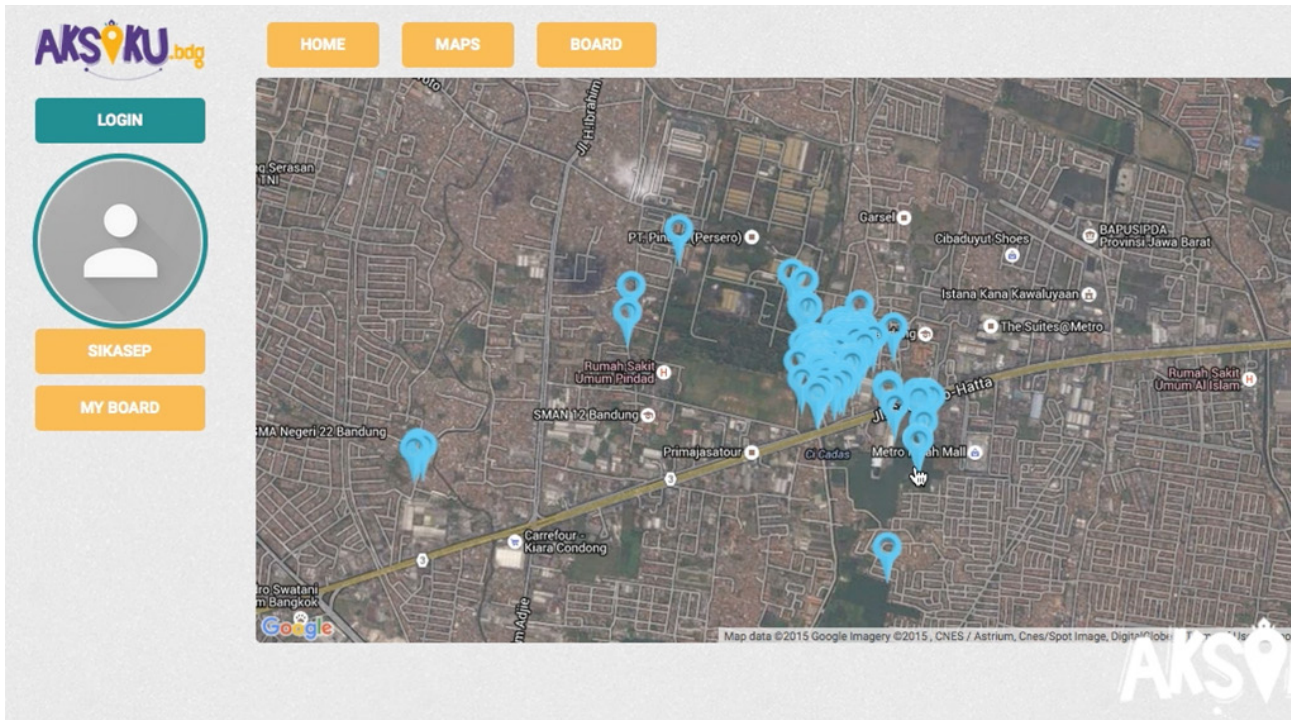
edges, threaten water quality and obstruct water flow. Moreover, riparian issues are multi-sectorial – they include waste, garbage, green space and sanitation – and tend to be different at different locations, and so require localized solutions.

Green infrastructure in the form of public open space faces similar problems. Green open spaces are scarce because so many of them have been converted into buildings, roads, parking spaces and other functions, resulting in an increase of Bandung's rainwater run-off to 75%. In addition to creating more green open spaces, it is also important to maximize river capabilities in controlling flooding. In light of the characteristics of the problems mentioned above, solving environmental problems by starting with the restoration of the riverbanks is a strategically important intervention.

Youth participation in urban planning has no precedent in Indonesia. A third of the population consists of youths (UNFPA, 2014). They use the public spaces available in urban settings more than anyone, yet they are voiceless. Their voice is absent in how such spaces are designed. This is particularly acute in lower income settlements. Citizen-based democracy is now being promoted in Indonesia – which means that progress has been made. However, there is a big downside: we have forgotten the youth's role as participating citizens in the decision-making process that shapes their lives. Indonesia has not yet embraced the paradigm of seeing youth as an indispensable resource. UNESCO in 2013 states that there are no policies or methodologies to guide youth participation in urban planning in Indonesia. The absence of resources

for city governments to innovate in this area is seen as the main reason. Furthermore, youths themselves, schools and other stakeholders do not have access to the information and knowledge required to integrate young people into the urban planning process.

Under the umbrella of a NGO, Bandung Creative City Forum, Aksiku was launched as an activity that encourages participants (high school students) to collaborate with community stakeholders to develop tangible environmental solutions using the process of design thinking. The high school student groups involved can provide help in preparing proposals, development assistance, or, in the long term, management of facilities. They are divided into groups, where each group consists of students from the same school.



Participants use a smartphone game application to pinpoint locations requiring improvement on a map, with images and simple texts.

Image by
Bandung Creative City Forum

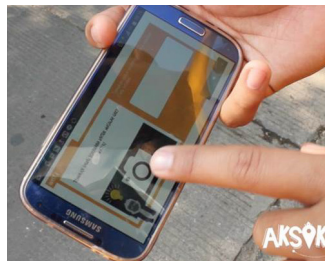


Image by
Bandung Creative City Forum

+ OBSERVING THE COMMUNITY

Through Aksiku.bdg, participating students are orientated into design thinking approach to understand their community, its present challenges and potential solutions. The beginning step of the Aksiku.bdg programme is to observe. In this phase, participants directly observe their environment to find existing problems. This phase is also called the 'gameplay' stage as it uses a 'gaming' or a playing approach to observations using a smartphone application which allows students to upload photos along with geotagged location that show the identified problem. The application supports the observation activities through providing an interactive experience for the students, which in result allows the participants to enjoy the observation process as not as work, but as playing. In addition to taking photos, students can also gather supporting data, for example by taking river samples or by interviewing local community

members to find out more about their complaints and expectations.

SMA 8 Bandung's case can be introduced as an example here. A group of participants from SMA 8 Bandung observed the area of Jalan Batu Kencana in Turangga. This neighbourhood is a slum located at the border of inactive railroad tracks and owned by PT. Kereta Api Indonesia, Indonesia's major public railway operator. Participants found problems related to waste, such as bad waste/garbage management, an overflowing garbage dump, and river pollution caused by household waste and solid waste. They also found potential areas to develop, such as a waste bank for inorganic trash, organic waste used as compost material, and empty land that could be used as green open space.

+ WORKING TOGETHER FOR INNOVATIVE SOLUTIONS

After observations, students are ushered into the Design Thinking Workshop phase of the Aksiku.bdg programme, which is divided into four sections.

The first phase is the Reframe phase. The data collected from the gameplay stage is utilised here, during the reframe phase workshop assisted by a facilitator, who are designers trained in the use of the design thinking method. The aim at this stage is to gain a better and more structured understanding of the problems observed in the field. This is necessary for generating the target solution. After the observed data is reframed, students are then encouraged to ideate solutions to come up with as many ideas as possible without being limited by practical considerations. In the Ideate phase, ideas can be developed individually or in groups for solving different focal issues that have been identified previously. These ideas are then reprocessed and selected based on their level of urgency and interest, after which they can be combined to create an integrated solution.

Solutions that are widely discussed and are mutually agreed as a feasible solution are then re-fitted into tangible prototypes. Here students create a prototype that identifies the ideas generated during the Ideate phase. A prototype can be made in any form or medium such as sketches, posters, or even mock-ups, as long as it can explain the idea well. For example, the raw ideas from the Ideate phase in Jalan Batu Kencana were simulated and combined into an integrated solution for the community to redesign an idle urban space. Participants proposed to build a train park on an empty plot of land. To ensure that the activities at the park are undisturbed by the stench from the waste dump, participants proposed to relocate the dump to a place that is away from the park. Students further proposed to collect organic waste from the waste dump to turn it into compost, which can then be used to manage the park,

while treating inorganic wastes in pre-existing waste banks. Participants also suggested implementing an incentive system in the form of coupons to encourage community members to separate their own household waste.



Students brainstorm ideas during the Ideate Session.
Image by
Bandung Creative City Forum

Once a prototype is made, participants are invited to present their ideas to relevant stakeholders: RT (neighborhood association), RW (community association), lurah (village chief), camat (district chief), and the Mayor of Bandung. This phase is conducted in order to get feedback from these stakeholders. Presented ideas are proposed as official development projects in Bandung city with the support of all stakeholders as well as the school parties (participating students and their teachers). For the SMA 8 group, school participation in the management of the park will be done by information meetings about a healthy environment or how to plant hydroponics, how to build a vertical garden, and how to make compost out of organic waste. Interesting activities for communities to be held at the park were also proposed, such as trash gathering competitions for children.

Students pose with their model display to present their improvement ideas.

Image by
Bandung Creative City Forum



+ WORKING TOGETHER AND PLANTING A SENSE OF COMMUNITY FOR THE YOUTH

Aksiku encourages high school students to provide creative solutions for environmental problems in their neighbourhood. It is a good tool for developing a relationship between youths and penta-helix collaboration. We are convinced that Aksiku will give fresh, enlightening and strategic solutions for the urban environment, as well as support the democratic system in Indonesia, where usually youth voices are not fully heard by the government and communities. As the project develops, Aksiku.bdg project will endeavour to expand the project not only to a provincial level but also expand it into a national level project to foster a stronger and a more participatory democracy in Indonesia, for a better Indonesia.

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SUSTAINABLE URBAN DEVELOPMENT CASE STUDIES

Traffic Operations Information System

Traffic operations information system (TOPIS) to re-organise Seoul's traffic and public

Image by
Seoul Metropolitan Government



+ BACKGROUND

Seoul's transportation system suffered from chronic problems caused by the growing number of vehicle owner- drivers, deteriorating service quality of intra-city buses, and the inadequate subway system. Despite the various efforts by Seoul City, such as the opening of new subway lines and expansion of road networks, the city's already- saturated transportation facilities were realising serious limitations.

To alleviate the traffic saturation and to provide more data to better comprehend Seoul's traffic problems, various stakeholders in Seoul collected and disseminated traffic-related information such as bus operation, traffic volume, road speed, emergencies like accidents and protest rallies on roads, expressway conditions. However, as each organization and system produced information in its own format, a consistent

and integrated management of information was critical to assure that the information that is being collected and used remains relevant for Seoul and its residents. Thus, there was an urgent need for a central transport information system in Seoul to allow for a comprehensive management of the city's public transportation.

TOPIS, Seoul's Traffic Operations Information System, aim to provide real- time information-sharing and management of bus operation in Seoul. Moreover, it collects traffic information to help alleviate road congestion and respond more quickly and efficiently to unexpected situations and analyse accumulated information to devise scientific public information policies.

Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation ⑨

Make cities and human settlements inclusive, safe, resilient and sustainable ⑪



Image by Seoul
Metropolitan Government



+ ACTIONS AND IMPLEMENTATIONS

To implement TOPIS, the Seoul Metropolitan Government first linked 741 CCTVs in the cities to monitor traffic information on major roads, real time, 24 hours per day throughout the year. Key urban traffic information such as accidents, road control and congestion, road works and protest rallies are shared immediately with Seoul's police force, the TBS (Soul's traffic information broadcasting channel), as well as the residents through website, mobile apps and SNS.

Information management of public transportation was also improved through TOPIS. Bus routes were re-organised and re-numbered centrally for a better monitoring and organisation of Seoul's public transportation. Prior to TOPIS, bus route numbers were allocated as per transport providers' requests, causing categorical confusion and disorganisation. Seoul Metropolitan Government further implemented a reform to systematically identify the direction of the bus routes to allow passengers to easily match stopovers and destinations of the buses. Buses are now classified into trunk, feeder, inter-regional, and circular lines, color-coded with blue, green, red and yellow, respectively.

Moreover, by utilising satellite technology, Seoul organised its public transportation system to be systematically tracked by TOPIS to provide real-time traffic information on public transportation. Systematically collected public transportation data is shared with Seoul's residents through various means such as the internet, mobile devices, BIT and QR Codes. 9,400 vehicles and 610 routes are monitored by TOPIS, as well as subways in Seoul, leading to a significant increase in punctuality and accuracy of the operation intervals.



① Residents monitor the TOPIS information board to check the arrival time of their buses.

② Workshop participants try out Seoul's subway service using a public transport card

+ CHALLENGES

The project was not without challenges. TOPIS and the series of innovations to systematically re-organise Seoul's traffic management met fierce opposition from stakeholders such as bus companies and street vendors. In sync with the implementation of TOPIS, the Seoul Metropolitan Government also carried out measures to install exclusive bus lanes at the median lanes of the road, and carried out works to create a quasi-public bus operation. While the two initiatives intended to ensure punctuality of public transportation and enhanced service provision, it met significant resistance from both bus companies, which resisted turning into quasi-public entities, and street vendors that anticipated loss of customers from moving the bus stops from the roadside to centre lanes. As a measure to alleviate concerns from changing traffic and transportation environment among stakeholders, the Metropolitan Government ensured continuous discussion with the stakeholders to create a win-win scenario. For example, the Metropolitan Government organised workshops for the reform of Seoul's bus operation system, where it coordinated conflicting views and

guaranteed management rights and reasonable compensation respectively to bus companies and street vendors. As a result of continuous discussion, the Seoul Metropolitan Government was able to secure a pan-stakeholder consensus.

In addition to procuring a pan-stakeholder consensus, the Seoul Metropolitan Government met with the challenge of building a universal framework for information sharing and cooperation among relevant parties within the Government, as well as encouraging active participation in the TOPIS system. Faced with these obstacles, the Metropolitan Government continued discussions with all the concerned parties within the governing apparatus within Seoul, such as police stations, fire stations, military bases and adjacent local governments to create consensus on the need of implementing an integrated transportation management system.

REGION :
East Asia
Seoul, Korea, South

GOALS :
The project allows Seoul to gather traffic and subway train information in real time to efficiently manage the transportation services and accidents.

Image by
Seoul Metropolitan Government



As a measure to alleviate concerns from changing traffic and transportation environment among stakeholders, the Metropolitan Government ensured continuous discussion with the stakeholders to create a win-win scenario.



- ① Buses in Seoul are colour coded according to their distance coverage.
- ② Workshop participants are introduced to electronic fare collection and data collection system



+ REPLICATED ACROSS THE WORLD

TOPIS have evolved from the era of the 'Cutting-edge (TOPIS 1.0)' to 'Openness (TOPIS 2.0)', through to the current 'Collaboration (TOPIS 3.0)'. It is now seeking to share its know-how with foreign cities, along with private tech-companies, while bracing itself for the future transportation needs such as traffic forecasting systems using big data.

TOPIS is introduced and shared with various local governments not only in the Asia Pacific, but across the world. Mecca (Saudi Arabia), Metro Manila (Philippines), Bandung (Indonesia) and Accra (Ghana) are some of the cities that have worked together with the Seoul Metropolitan Government to share TOPIS and assist in implementing information systems that are of similar capacity to TOPIS.

Replicating TOPIS is not an easy feat, as it requires sizable funds, pan-government dedication to share information, and above all, the existing infrastructure to collect real-time data if not the funds available to procure such infrastructure. TOPIS itself was transferred from a completely municipal project to a cost-sharing scheme between the municipal government and the central government. Having said that however, TOPIS certainly provides a milestone for other cities in the Asia Pacific that are pitted to the challenge of alleviating severe traffic problems and untangling the skein of public transportation systems to organise it into a more clear and systematic transportation system.

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+ IMPACTS

The impact of implementing TOPIS and concurrent reforms on Seoul's public transportation is significant. Ensuring regular intervals and punctuality of the buses attracted more passengers to buses and, with bigger control over drivers' speeding and aggressive driving, there are now less accidents thus allowed for shrinking insurance premiums. All these improvements led to higher profitability of public transportation within the Seoul Metropolis. Above all, bus companies are now able to regulate illegal actions such as passing by a bus stop without stopping, and as a result service quality has boosted as well.

For Seoul Metropolitan Government, fostering a more convenient and easily accessible, as well as punctual public transport brought about an increased public trust on the Metropolitan Government. Advanced technology utilized by the traffic management system has reinforced accuracy, objectivity and profitability in the management of the bus system, while the city's efforts to take swift action against illegal operations has encouraged drivers to comply with the regulations, bringing about enhanced passenger satisfaction on the transportation system.

Suwon Village Renaissance Project

Rebuilding the community within the city,
with the residents

Image by CityNet



+ BACKGROUND

Imbalance among regions due to the concentration of development and development restriction in specific areas led to the widening gap in the quality of life among some residents. The gap was widening as residents were unable to enjoy decent jobs and cultural welfare services within the city.

To address this, Suwon set the goal of developing communities based on community engagement. The policy initiative “Suwon Village Renaissance,” a community-led community development project, was devised and implemented in Suwon. Fully supported by the local government, residents play a central role in the restoration and development of their communities to tackle problems facing neighbourhoods, and furthermore raise the quality of life for all residents.

Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all Levels ¹⁶

Strengthen the means of implementation and revitalize the global partnership for sustainable development ¹⁷



Suwon is a walled city located in the Republic of Korea. While the walls were severely damaged during the Korean War, the blueprints for the wall (UNESCO World Heritage) allowed the city to reconstruct the damaged wall sections as it was before the war.



RECIPRO CITY

The Urban SDG Knowledge Platform publication

The beauty of the Village Renaissance Project is that although the initiative began as a government-led project, the project gradually became a citizen-initiated project that enabled Suwon's residents to actively participate in changing their communities for the better.



This townhall building in In-gye-dong was retrofitted by the residents of the neighbourhood.
Image by Suwon City Government

+ ACTIONS AND IMPLEMENTATIONS

In the Village Renaissance Project, Suwon City Government supports the residents to participate in community development projects in an easy and fast manner. The initiative is divided into three categories: 'Design community programmes,' which foster the culture of sharing and caring within the community. 'Facility establishment' enhances the infrastructure of the community to create a better and more convenient living. 'Creating spaces' allow residents to form a communal space where the community may utilise it to allow communication and mingling among the residents.

To begin their community development projects, residents first get together in a town hall meeting to set the plan, determine and assess community development projects. Then, residents form implementation groups to carry out the project. If the residents ask for more information or expertise

during the process, the city government steps in to provide necessary support after counselling. To monitor and follow up community-driven projects, Suwon City Government and Village Renaissance Centre perform annual monitoring and mutual assessment programs for the residents who participated in community development projects. Monitoring process consists of three (3) steps. First, listening to complaints from the residents and suggesting a clear direction before implementing projects. Second, understanding the implementation status of projects and listening when complaints arise during the project implementation stage. Third, examining the feasibility of projects and providing information of project expense settlement.

+ IMPACTS

The beauty of the Village Renaissance Project is that although the initiative began as a government-led project, the project gradually became a citizen-initiated project that enabled Suwon's residents to actively participate in changing their communities for the better. By holding several meetings, all residents were encouraged to engage in the administration of Suwon City. All residents were encouraged to participate in changing their urban environment with their own hands. In particular, women, youth, the elderly, and the disabled who had very little chance to take part in communal discussions were prioritized as key participants of the project. This allowed the project to ensure inclusiveness throughout its implementation.

About 730 projects have been implemented since the beginning of the Village Renaissance Project. New projects tailored to communities' needs are executed every year. The initiative has seen positive results such as enhanced living condition of communities, facilitated interaction with neighbours, raised awareness of participation in the administration and explored and nurtured community leaders.

The project also had a very positive impact in gender inclusion. In the course of implementing community development projects, many women with potential and talent were discovered. They had excellent knowledge and experiences in the areas of music, landscape, language, and accounting. The Village Renaissance Project provided a great opportunity for female residents, who in many cases are struggling with career interruption due to marriage and child rearing, to realize their potential and to restore self-esteem.

Looking at some examples of the community initiatives, it was found that community initiatives provide benefit to a wide array of areas. To mention a few examples, women were

empowered through participation in community development and tailored programmes to ensure inclusiveness. Vulnerable groups such as the isolated elderly groups, stray youth and underprivileged children were discovered and re-connected to social welfare provided by the city. Communities became safer by installing CCTVs in blind-spots, which worked to prevent crimes from occurring in the communities. Finally, there were also communities, such as Woman-dong, which succeeded in creating a lively community with a virtuous cycle in local economy by introducing a 'local currency' that can be earned and used by the local residents, especially the elderly living alone and relying on welfare services.



Murals were either self-painted or ① were inspired by the homeowners.

Site visit participants in one of the participating villages experience one of the design innovations on the pavement. ②

Shopping cart gardens, not official notices, discourage littering to bring conviviality back.
Image by CityNet



Many of the village projects benefited from resident artists and craftspeople that willingly volunteered their talents for the community. Here, volunteer artists repaint a wall mural in one of the villages.
Image by Suwon City Government



+ REPLICABILITY

Several cities inside and outside Korea are facing urban problems. Suwon's exemplary case of tackling urban problems through community engagement encouraged many external stakeholders to visit the city and learn about the project first-hand. Universities including Michigan State University and University of Tokyo, as well as foreign public agencies have visited Suwon to benchmark the project (a total 156 cases, 2,909 people). It is also worthwhile to note that Suwon City attempts to replicate the case in other cities. For one, Suwon City built a Suwon middle and high school in a small village in Phnom Krom, Cambodia, which is one of sister cities of Suwon. Also Suwon designated Phnom Krom community as Suwon Village to support the community since 2007.

The Suwon Village Renaissance Project continues to create a positive impact for Suwon City through providing tailored solutions and approaches to priorities of the local communities' well-being. Community-driven initiatives allow the local community to re-connect with each other, empower themselves as a community, and create a stronger and safer community network.

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REGION :
East Asia
Suwon, Korea, South

GOALS :
The project contributes to Goal 10, 11, and 16 by empowering the local community through inclusion and participatory processes in urbanisation, as well as by ensuring that the voice of the community is heard and applied directly in community development.

WISE CITY, Yokohama

Yokohama's efforts in sustainable urban development for its changing demographics

Test ride event of the Ultra-Compact Electric Vehicle
Image by City of Yokohama, Tokyu Corporation



+ BACKGROUND

The areas outside of central Yokohama City experienced rapid population increase as commuter towns to the Tokyo Metropolitan area (the population of Yokohama City is 3,732,794 as of September 2016). Many of these commuters have been reaching retirement age during recent years and more and more of them are spending their time in these areas during the daytime. The biggest challenge that these areas face now is the isolation of the elderly population.

In addition, the infrastructure and housings which were constructed during the rapid population growth period are becoming outdated. Some problems that the aging residents are experiencing include topographical ones such as too many slopes and stairs and outdated medical and transportation systems. Moreover, the younger generations of families are moving out of these areas due to the lack of child care facilities and job opportunities. All of these challenges that the aging society faces are being recognized not only by the

residents and local authorities but also by the private sector who were responsible for developing these residential areas decades ago. They have started examining counter strategies to solve these problems, however, the key point to remember is that most problems are too complicated for each of these sectors to tackle alone.

To tackle these problems which are becoming more and more complex and diverse, Yokohama City is working on constructing a sustainable residential model case which employs the collaboration and cooperation among local authorities, the local community, and the private sector.

While sharing the future vision of the area with the local community, development strategies and projects will be implemented, carefully considering the characteristics of each area. Going through these steps, this process we attempt to create successful models that achieve the revival of these residential areas. This is what this project aims to achieve.

Ensure healthy lives and promote well-being for all at all ages ③
Reduce inequality within and among countries ⑩



This plan's content includes methods to integrate "housing" as a basic need with various functions of the city, such as community, exchange, medical care, nursing, childcare, education, environment, energy, transportation, disaster management and employment.

Residents are invited to a townhall meeting
Image by City of Yokohama, Tokyu Corporation



+ ACTIONS AND IMPLEMENTATIONS

The City of Yokohama chose various residential areas within Yokohama City, as 4 model districts. All achievements will be extracted and summarized from projects implemented in each model district, which will then be used to construct model revival cases of residential areas. Finally, these model cases will be applied to other residential areas in Yokohama City, making adjustments according to characteristics of application areas.

In the project implemented with Tokyu Corporation, we started to work with them to share the challenges and examine possible solutions as a team. The City then signed an agreement on urban planning matters with Tokyu Corporation and they conducted workshops with residents from the model case districts to make "general plans" to define the areas' future vision and project content.

This plan's content includes methods to integrate "housing" as a basic need with various functions of the city, such as community, exchange, medical care, nursing, childcare, education, environment, energy, transportation, disaster manage-

ment and employment. The creation of a close interconnect- edness of all of these functions aims to support the various lifestyles and lives in these residential areas experiencing the aging and decrease in population.

The implementation of this project would not have been possible not only without the help of the community but also without the proposition and implementation of solutions by experts. For this reason, a subcommittee to review life infrastructure was established, which members were comprised of experts, urban planners, universities and private sector companies.

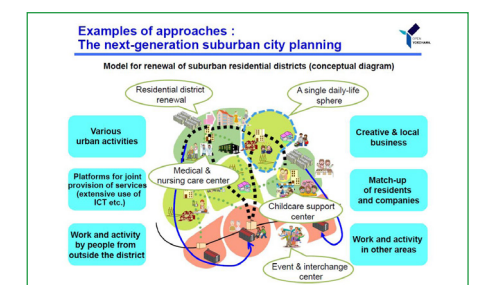


Image by City of Yokohama, Tokyu Corporation

+ IMPACTS

For the theme of regional medical and nursing care in a super-aging society, we are implementing a project that uses ICT to prompt collaboration among various professionals. The mechanism is that medical organizations and nursing care providers work together to support elderly who live in their homes.

It has been tried as a demonstration experiment since April 2014, using cloud systems and tablet devices where medical/nursing professionals in the area work together to take care of elderly residents who live alone in their homes. Specifically, these professionals would share information on the physical and mental conditions of the elderly on cloud systems and care for them together. This system was completed in 2015.

As part of the policy making process, a grand design of the future vision of the area was made in order to bring in necessary functions and facilities that lack in the residential area.

This grand design is a summary of the spatial design strategies that considers the reconstruction of old residential buildings and vacant houses as an opportunity to relocate essential city functions within the residential area.

The model case district was divided into various zones such as the train station zone, commercial zone, housing complex zone, collective housing zone and detached housing zone. In each zone, the development concept of each area and relocation strategies of new functions were defined.

In order to realize this grand design, we also worked on creating new urban planning rules with the goals to attract missing and necessary functions and facilities to residential areas.

Making use of urban planning mechanisms such as district planning, regulations on building height and floor-area ratio limits are eased depending on the amount of contribution each building makes to the community, such as installing necessary functions for the area and securing public spaces including squares and parks. This mechanism was considered and applied in 2016.

Some of the highest priorities include the following:

1. problems in regional medical and nursing care in a super-aging society
2. problems in energy, information infrastructure, and environment
3. policy making for living and regeneration of residential areas

REGION :
East Asia
Yokohama, Japan

GOALS :
The initiative is designed to meet all three goals as a whole; it promotes SDG 3, health and well-being of a community that is undergoing rapid aging. By creating communities that are equitable for all residents in terms of resource sharing and economic opportunities regardless of demographics, it also meets SDG 10. The initiative is expected to greatly contribute to SDG 11 in Yokohama, by building a safe, inclusive, resilient and therefore a sustainable city.

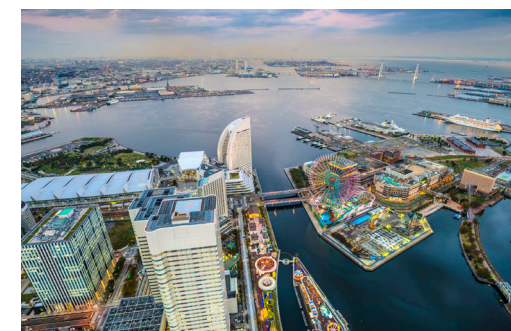


Image by
Sean Pavone

+ REPLICABILITY

The project could be replicated or adapted in cities that are undergoing significant demographic changes and there is a need to re-design the shape of the urban communities to suit the needs of the residents.

Having said that however, it is notable that resource accumulation could pose a challenge to smaller cities, as Yokohama was a metropolis it was a relatively easier for Yokohama to experiment with the project. For smaller cities, it would be advisable to work together with cities that have already undergone similar projects (such as Yokohama), and develop a plan that is of adequate scale for the city's size.

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Colombo's Public Participation in City Finance

Ensuring public participation in city governance and finance for a more democratic city

A.J.M. Muzammil, then Mayor of Colombo convenes a participatory budgeting session
Image by Colombo Municipal Council



+ BACKGROUND

Colombo city is governed by an elected Mayor, along with the elected councillors on the Colombo Municipal Council (CMC). These city leaders come from different political parties and are responsible for providing Colombo's citizens with equitable and efficient access to urban services, public utilities and amenities. As the people's representatives, the mayor and councillors have a statutory responsibility and are directly accountable for improving and maintaining urban services and promoting sustainable urban development in the CMC area. In order to fulfil their responsibilities, the council gets input from all stakeholder groups through an interactive process before deciding how the city's resources will be allocated in the annual municipal budget.

The Colombo Municipal Council however has 16 departments and 6 distinct offices to serve a population of 550,000 people in over 37 square kilometre area. Furthermore, there are thousands of different kinds of organizations that qualify

as civil society stakeholders, taking into account religious, commercial, national and ethnic organizations. Colombo is a multi-ethnic and multi-cultural city. The population of Colombo is a mix of numerous ethnic groups, mainly Sinhalese, Sri Lanka Tamils and Sri Lanka Moors. Thus, there is a real need to identify the needs of the residents of Colombo and create opportunities for the people to decide on priority items of the city budget, so that CMC may maximise the utility of the public fund provided for by the residents of Colombo. Moreover, there is a need to create a stronger bond between the councillors, officers and the civil society to protect weak stakeholders. With public participation, Colombo can ensure gender representation, secure stakeholder interests in proposed resource allocation, and ensure that ethnic, religious or culture-based values are adequately reflected, and give voice to political difference.

Make cities and human settlements inclusive, safe, resilient and sustainable 11

Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all Levels 16



Image by Andromachos Dimitrakakis, Creative Commons

+ ACTIONS AND IMPLEMENTATIONS

Colombo's Citizen Participation takes place in several forms, such as stakeholder dialogue, data and information sharing, experience exchange, resident mobilization to identify process, large scale meeting, local problem identification through public debates and discussions, and common challenge identification.

The council invites all stakeholder groups in advance to view the development proposals. The budget cycle starts from awareness program and citizen dialogue suggesting series of projects. Projects proposals are then sent to departmental heads for next year's additional expenditure estimates. Next, Municipal Treasurer will evaluate the proposal and decide whether to approve the extra expenditure or maintain within the existing budget. After that, the

report goes through Municipal Commissioner, Mayor and finally to Colombo Municipal Council to make determination budget policy for next year.

Generally, the estimated expenditure exceeds the estimated budget, thus some of the projects' cost will be cut down and PPP or tax hike may be considered in order to expend the budget before the final budget approval. After the previous processes, the budget policies will be informed to all stakeholders, including citizen, voluntary organizations, business community, NGOs, local politician or council members. Departmental heads will prepare the revenue estimation, capital estimation and revenue expenditure estimation. Estimation proposals will be confirmed by the Municipal Treasurer and

the Municipal Commissioner, and afterwards the Mayor will monitor the final budget plan. During the processes, the entire progress will be informed to the citizens through media or newspaper. Any additional proposal will be reflected and be submitted to the council before finalizing the estimation and the budget plan.



Image by Colombo Municipal Council

The beauty of the Village Renaissance Project is that although the initiative began as a government-led project, the project gradually became a citizen-initiated project that enabled Suwon's residents to actively participate in changing their communities for the better.

REGION :

Southeast Asia
Colombo, Sri Lanka

GOALS :

The case will directly contribute to SDG 11 and 16 by enhancing inclusive and sustainable urbanisation in its planning, and by fostering effective, accountable and transparent institutions while ensuring participatory processes.

A man poses with his scale in a local fruit store in Colombo.



+ IMPACTS

After successfully implementing the participatory budget planning process, CMC has witnessed several advantages for the citizens: democracy is strengthened, citizens have opportunities to express their needs, the budget is used with maximum efficiency and effectiveness to improve quality of life, there is better budget control and monitoring, and an improved strategic planning process. In addition to the public, the municipal administration also enjoys great benefits from the implementation of participatory budgeting. Not only does it enhance the efficiency of the public expenditure system and improve transparency, but it also secures public inputs in the decision making process of the CMC. The municipality has also been able to reduce their expenditure through private

public partnerships and community contracts. City leaders and managers have enhanced their responsibility and accountability, which is important for gaining public trust. This process has also improved the democratic culture and strengthened society.

Colombo Municipal Council's budget for the past four years has won approval from the ruling party and opposition, which indicates that budget allocations were made for the benefit of all without interference from any caste, race or political interest. The CMC has also successfully completed several special projects and development works with total value of LKR 45 billion (USD 310 million).

+ AN INITIATING CASE OF PARTICIPATORY GOVERNANCE IN THE ASIA PACIFIC

Ichikawa City from Japan has implemented citizen participatory budget since 2004. '1% Support Scheme' allows Ichikawa citizens to vote on the allocation of the funds received through the 1% scheme to offer financial aid to local non-profit organisations. Thus, the number of NPOs been supported has increased from 81 in 2005 to 127 in 2014 and Ichikawa city could successfully increase the citizens' awareness in volunteering and motivate citizens to pay taxes.

Suwon City's "Citizens' Planning Group for Urban Policies" can be referred as another case of citizen participatory. Citizen's Planning Group has been implemented since 2012 regarding series of urban policies. The process starts from giving sufficient information regarding policies and schemes

to the participants for further discussion. By discussing and collecting citizens' opinions, citizen's planning group makes the decision considering results of discussion. During its implementation, Citizens' Planning Group will follow up and monitor on the policy, and given opinions will be reflected by information system. Suwon could open possibility of direct democracy by monitoring and deciding the area plan sharing each other without discrimination.

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Perdana Botanical Garden Project

Initiative to create a green space in the heart of Kuala Lumpur



Visitors can rest and relax while enjoying the view of the botanical garden.
Image by Kuala Lumpur City Hall

Make cities and human settlements inclusive, safe, resilient and sustainable 11

Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss 15



Image by
Kuala Lumpur City Hall



+ BACKGROUND

Perdana Botanical Garden is a 53 hectare garden situated in the Heritage Park of Kuala Lumpur in the middle of the city centre adjacent to National Museum, Kuala Lumpur Bird Park and Butterfly Park, and just a walking distance from Kuala Lumpur Central railway station. The garden is open daily to public from 7 am to 7 pm without entrance fees and is managed by the Landscape and Recreation Department of Kuala Lumpur City Hall (DBKL).

In 1888, A.R. Venning, the State Treasurer of Selangor proposed a Botanic Garden to the British Resident, Frank Swettenhem. Upon approval, an area of 70 hectares along Sungai Bras Bras was cleared and took 10 years to transform the area into a public park known as the Lake Garden. In 1975, the Second Prime Minister, Tun Abdul Razak renamed the park as Perdana Lake Garden.

Subsequently, on 28 June 2011, the park was given a status as Perdana Botanical Garden by the Honourable Prime Minister of Malaysia, Dato' Sri Mohd Najib bin Tun Abdul Razak. It was an initiative to enhance the importance of the garden as the biodiversity centre in the middle of the city.



Image by
Kuala Lumpur City Hall

Hibiscus Garden
Image by Kuala Lumpur City Hall



+ ACTIONS AND IMPLEMENTATIONS

Starting from 2011, many infrastructures have been developed and upgraded to enable the Botanical Garden embarking on plant conservation, botanical research and educational programme. More people have become more aware with the existence of Botanical Garden together with the function to conserve plants and to educate people in term of botanical knowledge. Not only does the garden have botanical collections but it also houses features that give visitors the ambience of being in a tropical rainforest, despite its location in the

middle of a bustling metropolis. Together with the infrastructure upgrade, it has attracted more people to visit the garden.

In making the Perdana Botanical Garden into renowned botanical garden, DBKL has undertaken some initiatives with other agencies such as Forest Research Institute Malaysia (FRIM), Malaysian Agricultural Research and Development Institute (MARDI) and University Putra Malaysia (UPM). With these partners, DBKL worked together in the development of the Herbarium, establishment of the Visitor's Interpretive Centre, as well as research facilities in the garden.

Not only does the garden have botanical collections but it also houses features that give visitors the ambience of being in a tropical rainforest, despite its location in the middle of a bustling metropolis.

REGION :

Southeast Asia
Kuala Lumpur, Malaysia

GOALS :

Development of botanical garden for recreational purposes while conserving plant species.

+ IMPACTS

After the enhancement of the botanical park, the area is now planted with many local and some exotic species as an effort to diversify the plant collection and also for ex-situ conservation. Park space is further sophisticated by conducting plant inventory and conserving more plant species to provide the references for educational and research institutions. Presently, there are about 6500 trees collections that consist of 274 tree species. Although only at an infant stage, around 2000 herbarium specimens have been cured, which was collected within the garden as well as from other fields.

Exploring the Perdana Botanical Gardens, visitors will be amazed by the variety of flora - colourful flowering ornamental plants, palms, and some rare indigenous trees, among others. There are also many unique exotic trees such as Rain tree (*Samanea saman*), Bottle tree (*Moringa drouhardii*), the Sausage tree (*Kigelia africana*), the Cannonball tree (*Couroupita guianensis*) and the Baobab tree (*Adansonia digitata*) planted along the pedestrian trails providing nice shade to the garden users.

In addition, there are many matured trees, for instance Brazil Nut (*Bertholletia excelsa*), Mahogany (*Swietenia mahogany*), *Khaya senegalensis* (Meliaceae), *Fagraea fragrans* (Gentianaceae), *Swietenia mahogany* (Meliaceae) and *Michelia* spp. (Magnoliaceae) landscaping the garden. All these trees became an almost continuous canopy layer for the garden. The park now stands as one of Kuala Lumpur's efforts to procreate garden space in the heart of the metropolis.



Image by
Kuala Lumpur City Hall



Image by
Kuala Lumpur City Hall

+ REPLICABILITY

DBKL's initiative to enhance the importance of the garden as the biodiversity centre has successfully attracted more visitors. However, the process is not without challenges that needs to be recognised by other cities that would wish to replicate Kuala Lumpur's experience. The issues facing the Perdana Botanical project include preserving the existing heritage trees, harnessing the diverse plant collection with proper facilities and infrastructure for research and educational purposes, and documenting and labelling plant inventory. DBKL also underlines the need to collaborate with other related institutions for experience and knowledge sharing.

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Almaty Tram Depot - Sustainable Public Space

Designing the city's public spaces with the community



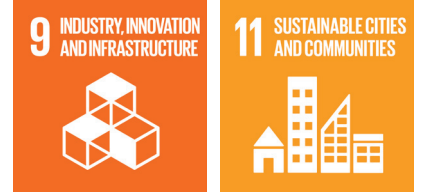
Image by
JSC Almaty Development Center

Image by Almaty



Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation ⑨

Make cities and human settlements inclusive, safe, resilient and sustainable ⑪



+ BACKGROUND

It was found that Almaty is in need of increased public spaces within the city. The urban analysis has revealed that Almaty has sufficient number of residential, commercial, educational, healthcare and other facilities but limited public spaces. Given that public spaces like parks and recreation zones are essential elements of cities that make urban life more balanced and sustainable, Almaty's insufficient number of public spaces is a non-trivial challenge to the city. To add further complexities to the challenge, Almaty has population over 1.7 million people. It is the economic hub of Kazakhstan

producing over 20% of national GDP. The land in the central part of the city is expensive, and there is little free space. Balancing commercial interests of business with the need for sustainable development of the city where citizens want to have more places for recreation and social activities have become one of the major challenges faced by the city.

Transformation of the former industrial or abandoned city areas provides perfect opportunity for city administration to create new public spaces without extraordinary investments. The land already belongs to the city and

the core infrastructure is available. So there's need to build from scratch if the existing buildings are properly used. Almaty Tran station thus provided the best place to reshape the zone that was previously abandoned into a public space. Almaty tram system had been functioning since 1937 and acquired historical and cultural value for the city and its citizens until 2015 when the tram system final came to an end with the new development of Almaty Light Rail Transit. As the old tram depot is discontinued in its used, it was deemed the most ideal place to turn it into a public space.

Almaty City had the below objectives in turning the tram depot into a public space:

1. To create a new vibrant public space.
2. To make use of the existing building and facilities thus minimizing the cost of renovation.
3. To engage professional architects and urbanists into the process of creating the concept and design.
4. To involve the community in selection of the best project through open voting.
5. To make the new public space not only comfortable but also self-sustainable by inviting private investors.

+ ACTIONS AND IMPLEMENTATIONS

Almaty Development Centre proposed an open contest for best ideas, concepts and projects to turn the former tram depot of the city into a people-friendly, vibrant public space. This kind of competition is taking place for the first time in Kazakhstan. Any interested parties, international companies, architectural bureaus, design studios, public organizations, volunteers and even students can take part by applying through the dedicated web site.

There is an application form with terms of reference where specific requirements of the contest are listed. For instance, this new public space should be freely accessible and safe for any visitors. It is assumed that the place will host most of the significant public events in this area of the city. Private funding

of the renovation and further

operation of the site is preferable. Research and preparation for the competition started in July 2016, and the contest itself started on 2nd August. Two-month time is given for the participants to provide their applications. Independent experts will evaluate the concepts. The commission includes international architects and urbanists: Head of Gehl Architects Ricardo Marini, Professor Hugo Delphi from Technical University Primus, architect-urbanist Katalin Ortenetkse from Fundacion Metropoli, and many others.

Proposed zone development idea by a
resident of Almaty
Image by JSC Almaty Development Center



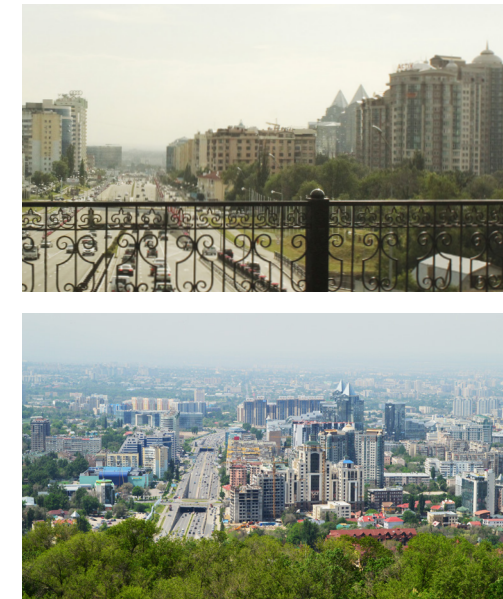
+ IMPACTS

The impact on the local level will be that the community in this area of the city will obtain an interesting place for visiting and socializing. But the main impact expected from the initiative is the change in the mind-set of Almaty citizens who for many years have been deprived of the opportunity to actively participate in shaping the future of their city. The most important factor that will influence the outcome of the initiative is the ability of participants in the contest to propose a good idea that will draw both public interest and private financing. Only popularity of the new public space among citizens and tourists will make the project commercially viable and thus sustainable.

There will be both direct and indirect benefits from the initiative. Direct benefits are easy to measure – it is number of people who find new jobs at the site both during the renovation process and at operating stage, the income generated from visitors, the taxes paid. Indirect benefits are long-term, and can only be estimated. For instance, we believe that engaging young people into interesting public activities will make them good citizens. In general, this pilot project may become an example to follow in other areas of the city, thus making it more people-friendly.

View of Almaty, ①
Image by Rinat Keldibekov,
Creative Commons

View of Almaty during the summer, ②
Creative Commons image



The main impact expected from the initiative is the change in the mind-set of Almaty citizens who for many years have been deprived of the opportunity to actively participate in shaping the future of their city.

REGION :
Central Asia
Almaty, Kazakhstan

GOALS :
The project fosters citizen-led development and participatory governance in urban development, allowing not only an addition of public spaces in Almaty, but also contributing towards open and participatory governance within the city.

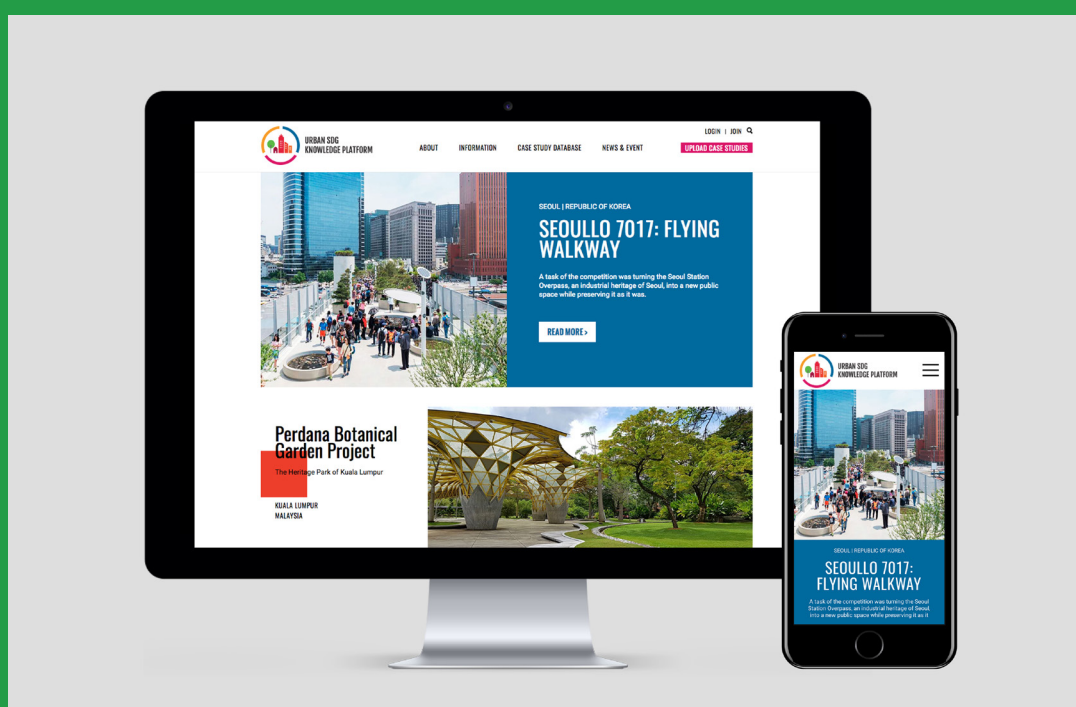
+ CHALLENGES IN MOVING FORWARD

The main risks are associated with non-commercial focus of the initiative. The specific requirement of turning this part of Almaty into a public space with free access may limit potential revenues for a private developer. This may render the project less feasible for investors.

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Introduction to The Urban SDG Knowledge Platform

The Urban SDG Knowledge Platform
www.urbansdgplatform.org



The Urban SDG Knowledge Platform project is a follow up of the 2016 Urban SDG Forum, and the Asia Pacific region's resolve to answer the APUF-6 Jakarta Call for Action, which asserted the dire need for collaborative efforts and city-to-city cooperation to further enable cities to develop and adopt innovative solutions to shared urban challenges in the region. The Urban SDG Knowledge Platform website, made public on September 2017 is an online database co-managed by CityNet, UN ESCAP and Seoul Metropolitan Government. As a centrepiece of the Urban SDG Knowledge Platform project, the website will support the follow up and review the implementation of SDGs in the Asia Pacific region through fostering city-to-city cooperation and providing a repository of good urban practices contributing to SDGs.

Through the Urban SDG Knowledge Platform project, CityNet, Seoul Metropolitan Government and UNESCAP will significantly scale up its efforts to foster sustainable urban development of the Asia Pacific region. Working together among various stakeholders and partners, the Urban SDG Knowledge Platform will connect resources to the Asia Pacific urban community to further scale up and enhance its good practices through city-to-city and city- to-multilateral organisation cooperation. The Urban SDG Knowledge Platform project will connect opportunities in capacity building, city-to-city cooperation schemes as well as opportunities to organise technical advice and expert mentorship to its member communities. By connecting urban stakeholders together, the Knowledge Platform will ensure that no cities are left behind.



The Urban SDG Knowledge Platform project is a follow up of the 2016 Urban SDG Forum, and the Asia Pacific region's resolve to answer the APUF-6 Jakarta Call for Action. The project, through exchange of exemplary sustainable urban development cases, fosters collaborative efforts and city-to-city cooperation to further enable cities to develop and adopt innovative solutions to shared urban challenges in the Asia Pacific region. Through its implementation, the Urban SDG Knowledge Platform project will work together for a more sustainable future for all.