



CENTRE for
LiveableCities
SINGAPORE

The Liveability Framework

Brian Patrick Tan
Manager, CLC

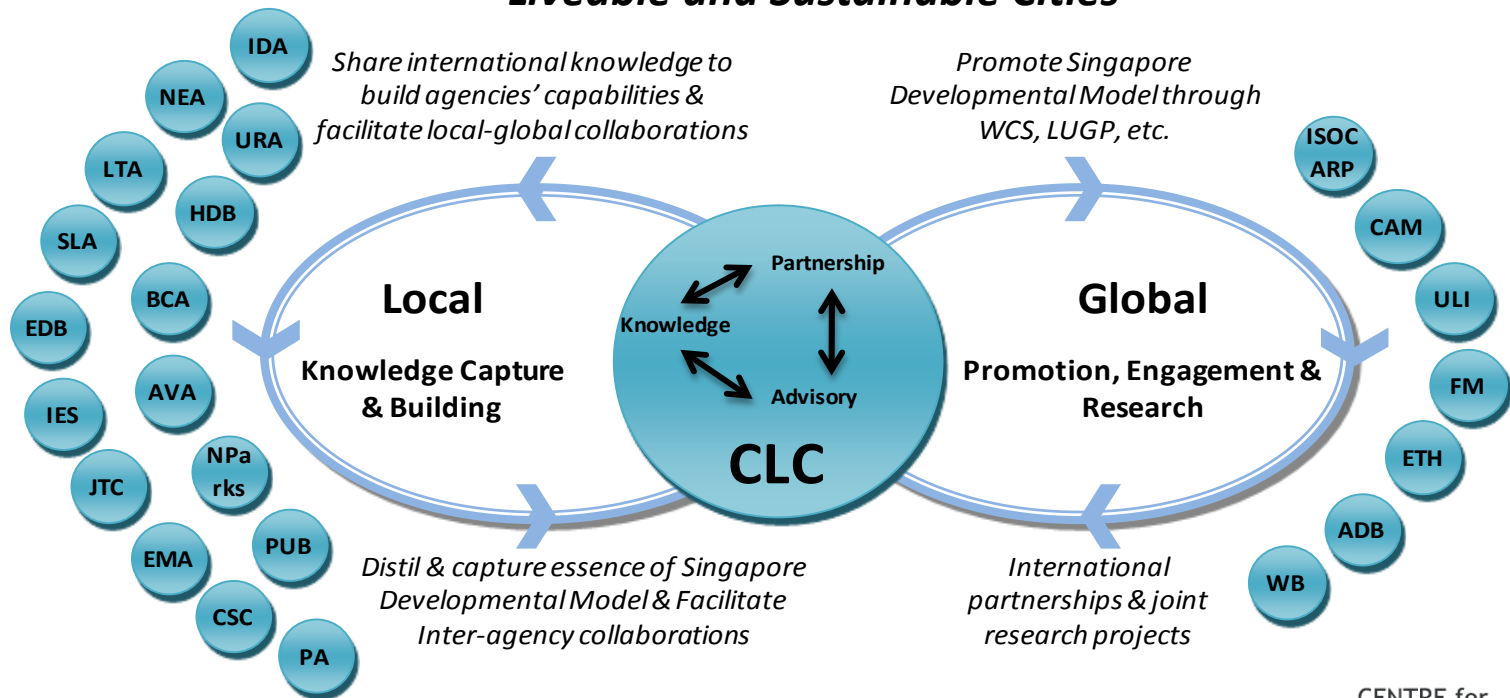
4th High Level Seminar on Environmentally Sustainable Cities 2013

Centre of Liveable Cities

Established in 2008 by the Ministry of National Development and the Ministry of the Environment and Water Resources as a knowledge centre for liveable and sustainable cities.

Mission:

***To Distil, Create and Share knowledge on
Liveable and Sustainable Cities***



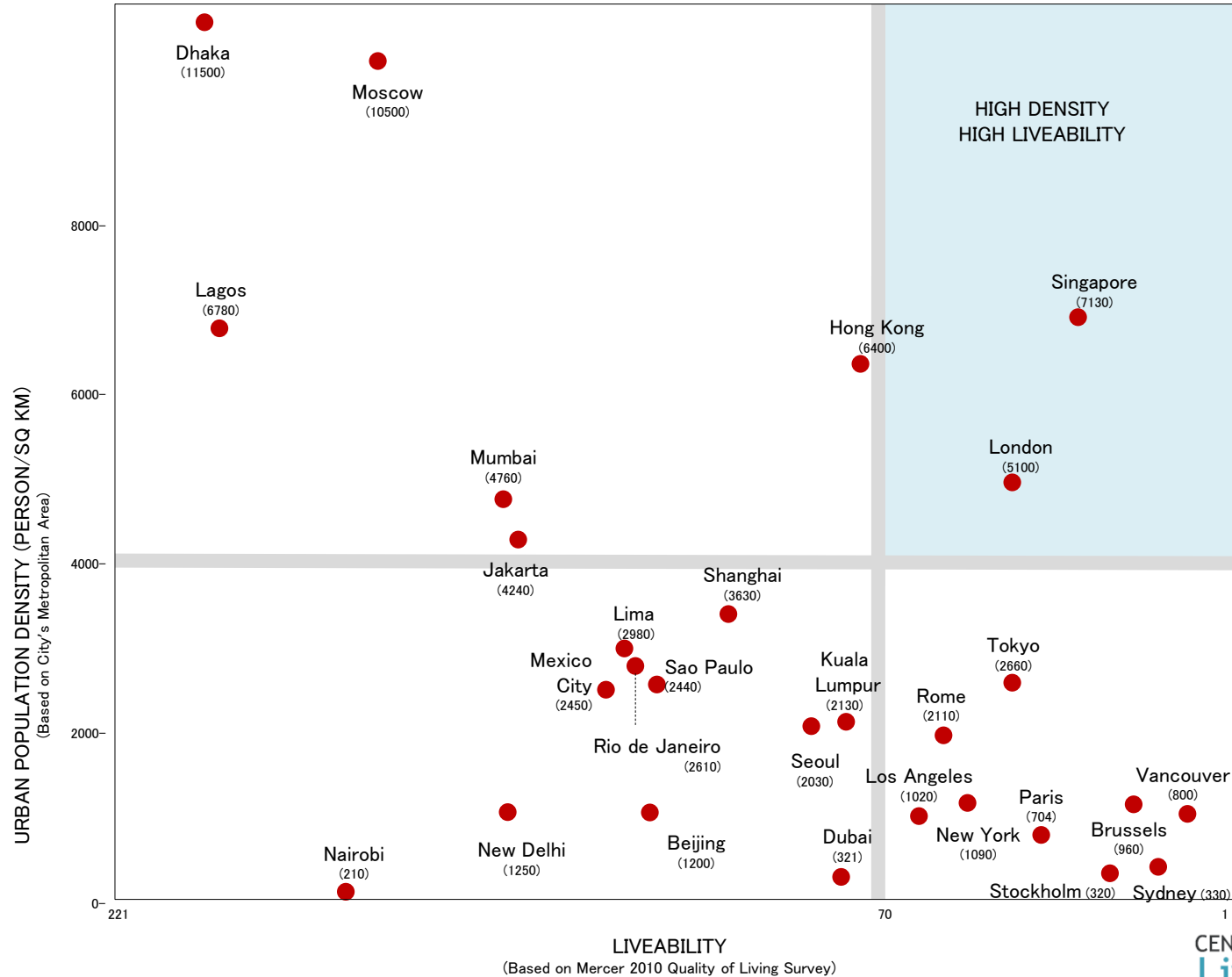
Singapore

A Global City & An Endearing Home



Why Singapore's Experience is Relevant

The CLC Liveability Matrix

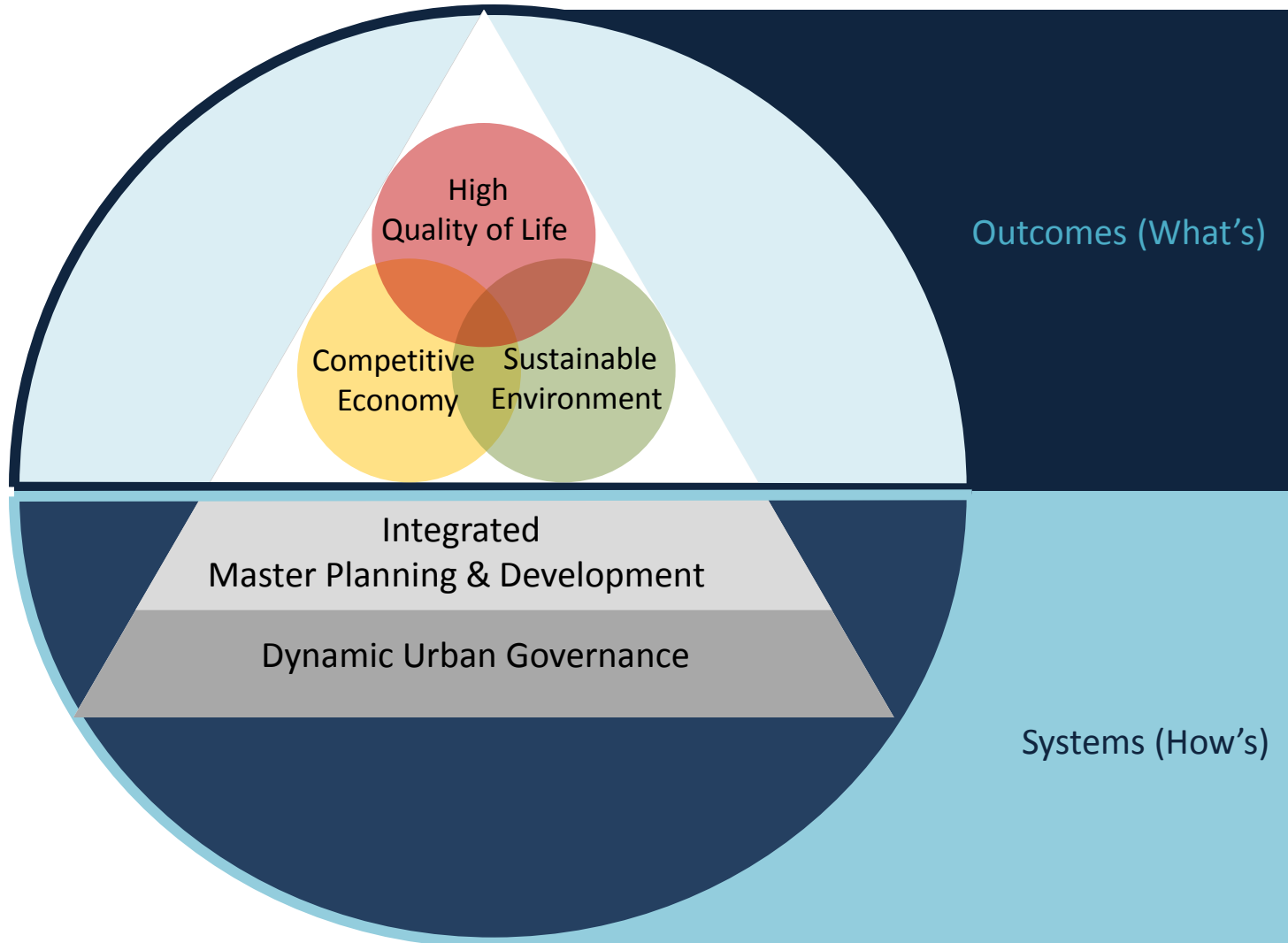


Making Sense of Singapore's Transformation

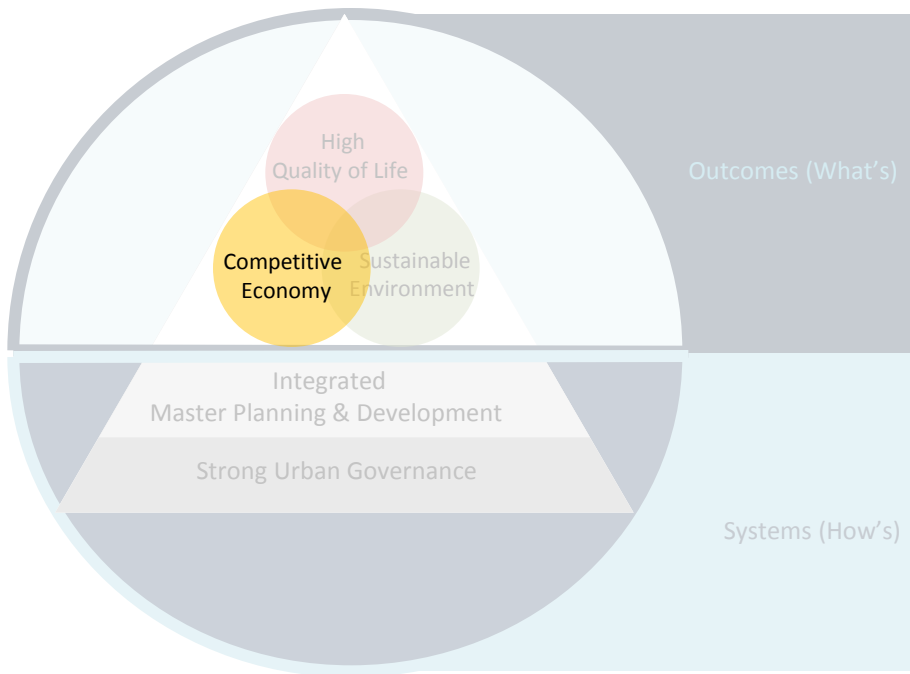
CLC's Urban Systems Studies



CLC's Liveability Framework



Competitive Economy



1 Resilient Economy

2 Competitive Workforce

3 Inclusive Growth

Competitive Economy

1. Provide jobs and economic security
2. Generate income
3. Create new opportunities for growth



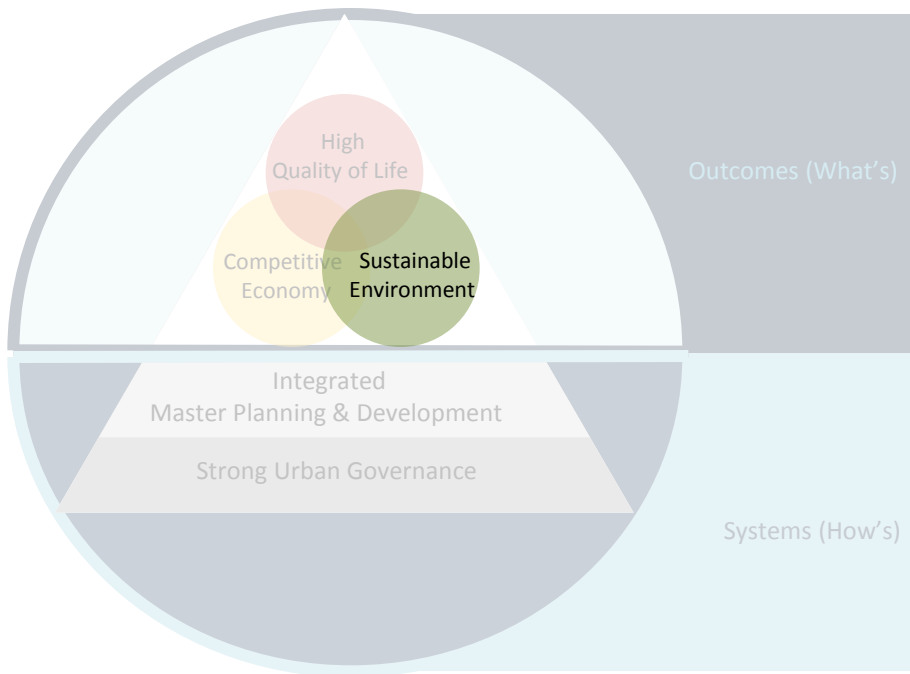
Sustainable Environment

Develop first, clean up later? Not Singapore's approach



Courtesy: PUB

Sustainable Environment



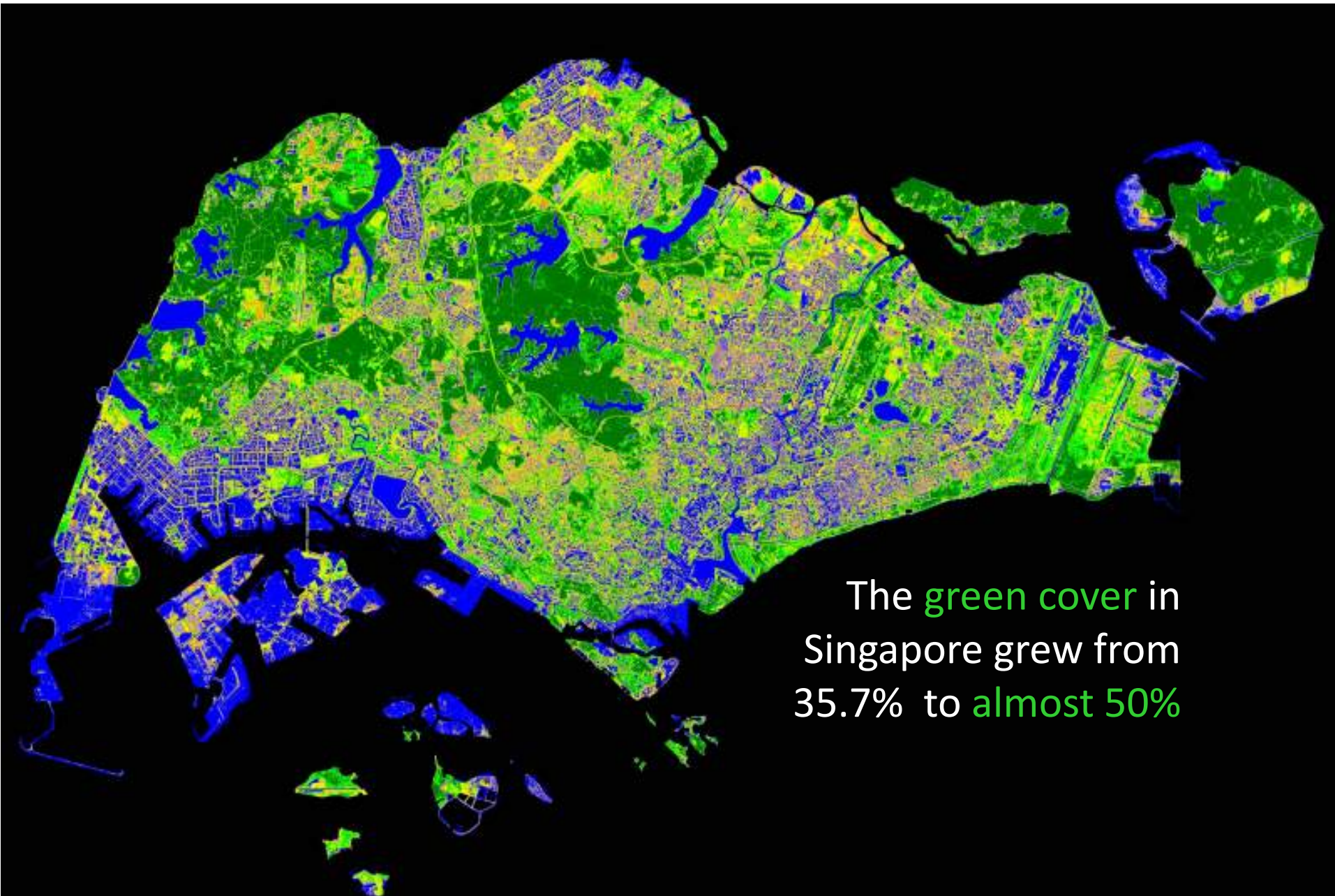
1. Adequate land, water and energy to meet long term needs.

2. Clean and good quality environment
(Air, water, waste management, noise level).

3. Green & Healthy Eco-Systems

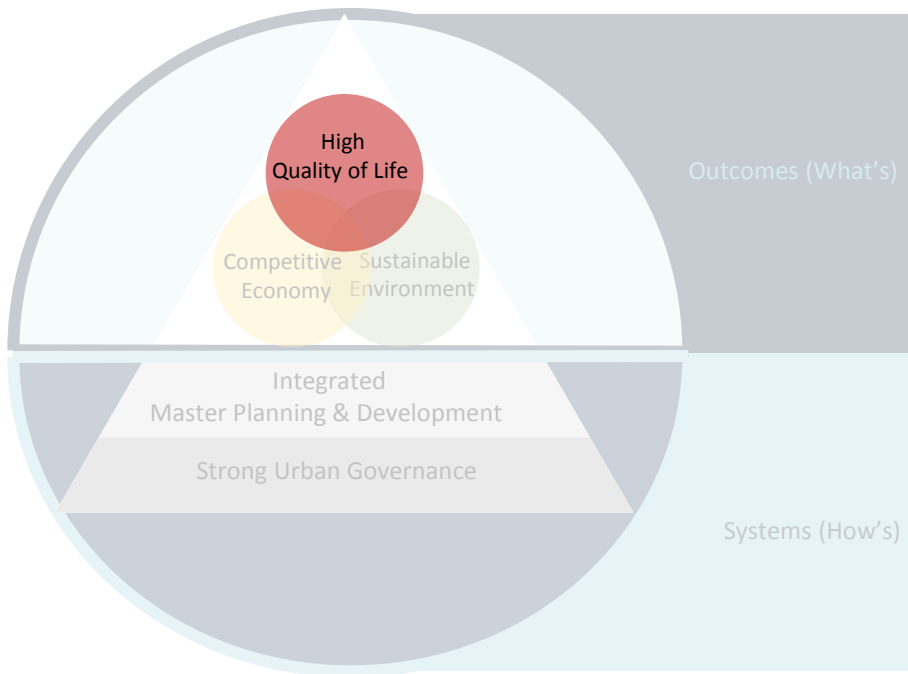
4. Resilient to Environmental Risks
(Climate Change, Natural Disasters, Food Security)

Sustainable Environment: City in a Garden



The green cover in Singapore grew from 35.7% to almost 50%

High Quality of Life



1. Safe & Secure living environment

2. Cohesive & Diverse Society (Immigration & Integration)

3. Equitable & Inclusive Society

4. Public Health Standards

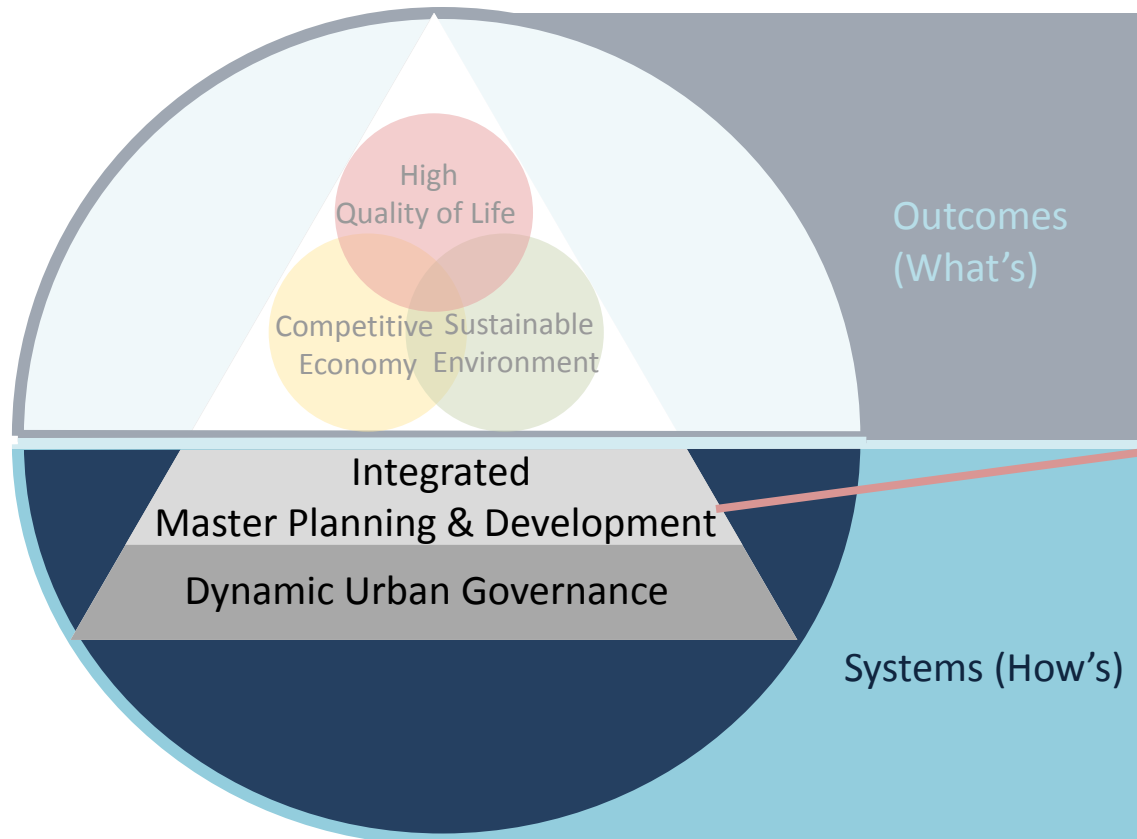
5. Accessible, Adequate, Affordable and Diverse Essential, Social, Recreational & Cultural Needs

High Quality of Life: Public Housing

- **High-density & high rise** HDB flats built in 1960s – 1970s when no other cities thought it was necessary. (**> 85% ownership today**)
- Purchase **financially-aided** through Central Provident Fund to help citizens to be self-reliant.
- Ensure **social integration** through mixture of flat types, quota.
- Keep **community identities** strong.
- **Self-contained satellite towns** with schools, supermarkets, clinics, hawker centres, sports and recreational facilities. Universal, friendly facilities.



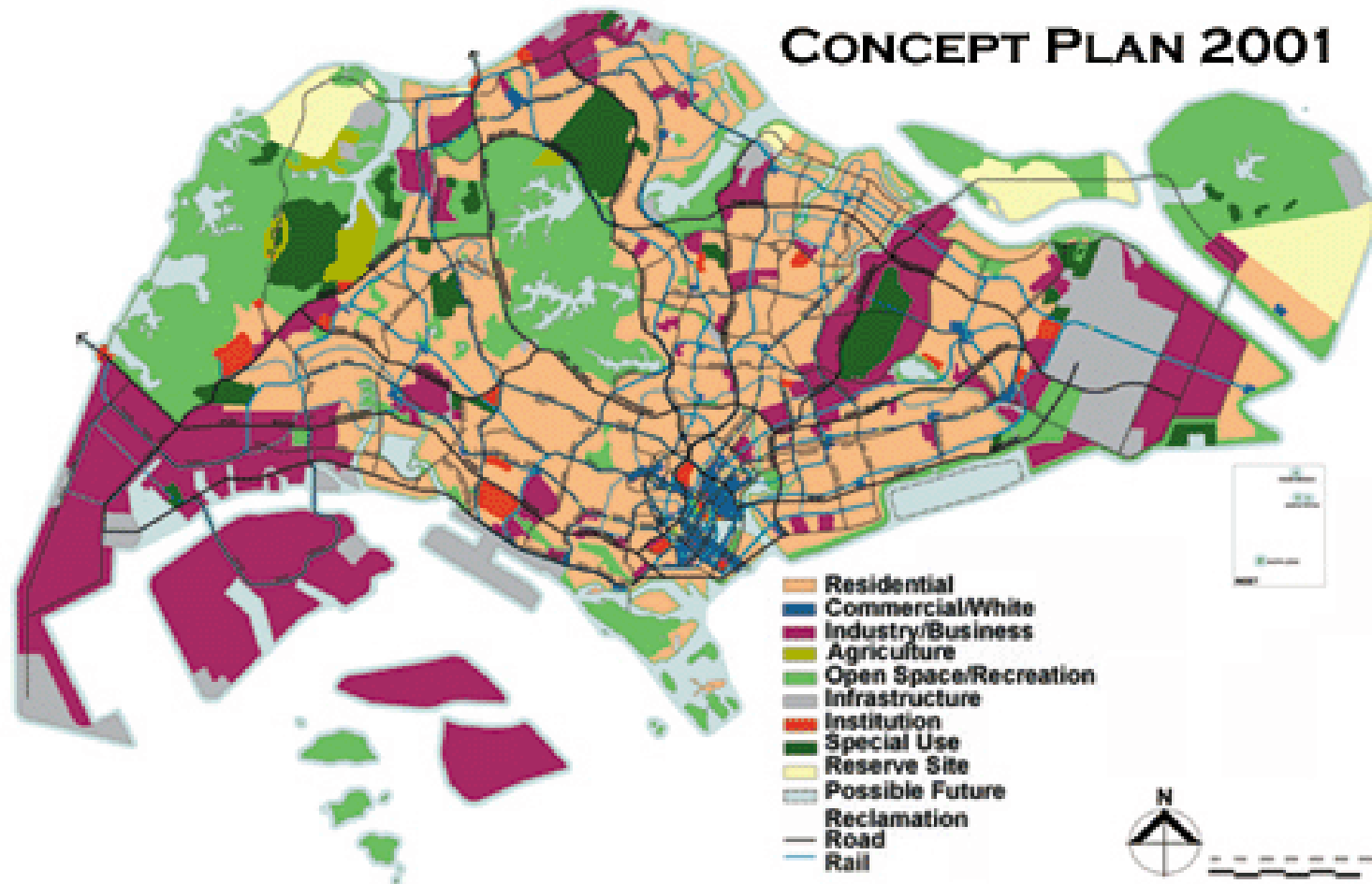
Implicit “Rules” of Integrated Master Planning and Development



1. Think long term
2. “Fight productively”
3. Build in flexibility
4. Execute effectively
5. Innovate systematically

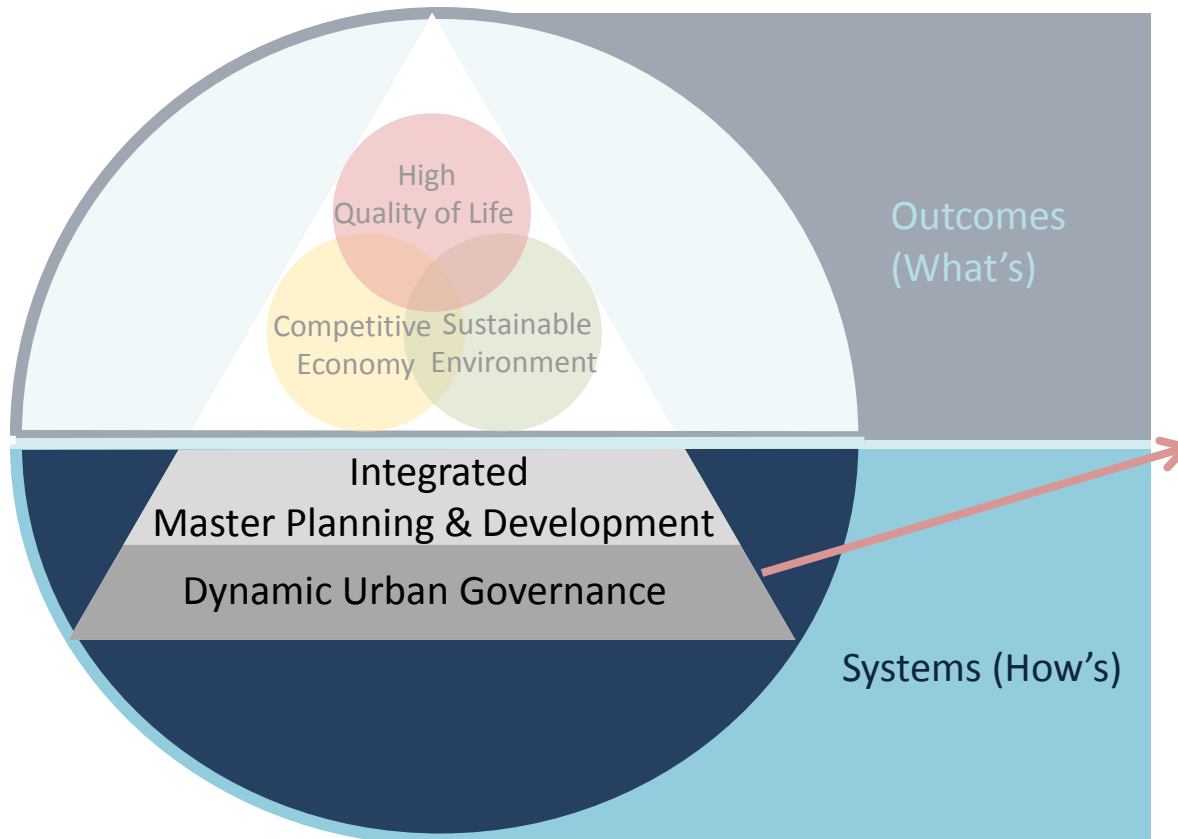
Implicit “Rules” of Integrated Master Planning and Development

Think long term



Courtesy: URA

Implicit “Rules” of Dynamic Urban Governance



1. Lead with vision and pragmatism
2. Build a culture of integrity
3. Cultivate sound institutions
4. Involve the community as stakeholders
5. Work with markets

Implicit "Rules" of Dynamic Urban Governance

Lead with Vision and Pragmatism

Adhering to politically difficult plans



Congestion pricing

prime.news

COE supply may fall to nine-year low

This year's quota likely to be cut from Oct as fewer cars are scrapped

By Christopher Tan
Senior Correspondent

THE supply of certificates of entitlement (COEs) is poised to shrink in coming months, and prices will rise as a result.

This is because the number of vehicles being taken off the road, a key factor that determines how many COEs are made available, has slowed down considerably this year.

Supply could be further squeezed when a new way of calculating each year's quota is adopted, after a review of the formula by the Land Transport Authority. The number of COEs available next year is already 24 per cent smaller than last year's, in an effort to put the brakes

on the vehicle population growth rate. Checks by The Straits Times reveal that the quota could contract by another 10 per cent to 20 per cent from October, after a periodic half-year review.

According to the LTA, 33,755 vehicles were scrapped in the first six months, 13.3 per cent down from the same period last year. If the trend persists, no more than 68,000 will be scrapped - fewer than the 80,300 predicted by the LTA.

Motor traders attribute the slowdown to fewer people being willing to buy a new car in the current economic situation. They also point to the high loans many are still saddled with on their existing cars.

So the motor industry is expecting the Government to adjust COE supply downwards after the mid-quota year revision.

Automotive Importers and Exporters Association president Neo Nam Heng said that the Government should consider Mr Rom Jim, general manager of Nix-

son agent Tan Chong, is looking at a more conservative 10 per cent cut. But that, he noted, would already bring COE supply to a nine-year low.

Between 2000 and 2001, car COE premiums hovered above \$30,000. They are now just below \$20,000.

Motor traders expect that COE prices - which have climbed non-stop for the past 11 tenders - will continue to rise. Car prices will rise in tandem. One trader noted that premiums are already higher than the cost of some cheaper cars, such as those from Korea.

Over the longer term, a change in the way each year's COE quota is determined could curb supply as well. The LTA has already held meetings with motor traders, and thrown up a number of proposed changes in the formula.

These include deciding the size of the Open category COEs which can be used for any vehicle type but end up being used mainly for cars.

THE STRAITS TIMES TUESDAY, JULY 28 2009 PAGE A3

FEWER CARS SCRAPPED, FEWER COES

Vehicle category	Jan-June 2008		Jan-June 2009	
	Vehicles scrapped or re-exported	COEs supplied	Vehicles scrapped or re-exported	COEs supplied
Cars up to 1,600cc*	20,551	25,453	17,482	19,506
Cars above 1,600cc	11,747	13,505	9,664	11,248
All vehicles (including commercial vehicles, motorbikes)	38,937	60,714	33,755	47,605

*Includes taxis Source: LAND TRANSPORT AUTHORITY ST GRAPHICS

motorcycle and commercial vehicle categories goes into making up the Open category.

One proposal is for the contribution from motorcycle COEs to be halved and that from big buses to be doubled.

The end result could be fewer COEs overall because there are far fewer big buses than there are motorcycles here.

Motor Traders Association vice-president Michael Wong said a better way would be to restrict contribution to the Open category only to car COEs, since Open COEs are used predominantly by car buyers and sellers.

"Contribution shouldn't come from the other two categories," Mr Wong said.

Mr Wilson Phoon, president of the Singapore Motorcycle Trade Association, said the proposed change "makes no difference to the number of COEs available for motorcycle use."

In the most recent tender, the motorcycle COE was \$889, whereas the Open premium was \$18,189.

Mr Phoon said: "We will continue to see our motorcycle population shrink."

Other suggestions made by motor traders include:

■ **More:** Frequent reviews, done quarterly instead of the mid-quota year review.

■ **Less:** Halve the \$10,000 deposit for each COE bid.

■ **Drop:** Do away with the Open category entirely.

Asked for its comments, an LTA spokesman said: "We are consulting the motor industry to see what improvements might better align COE quotas released for the year with the actual number of vehicle deregistrations."

But the spokesman said that such a change would be a "major policy shift" and would require a "careful review" of the COE system. He said that the LTA would be consulting the industry on the proposed changes.

Certificate of Entitlement

Straits Times 7 Aug 2009

Temasek Foundation Leaders in Urban Governance
Programme (TF LUGP)
27-31 May 2013, Singapore
<http://www.clc.gov.sg/Training/international.htm>



Thank you

www.clc.org.sg

