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CONNECTIVE
CITIES



Local Project Planning Workshop

Improving the Urban Physical Framework Plan of Cebu
Metropolitan Region towards Transit-Oriented Development

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Partners of Connective Cities



In cooperation with



Cities are gaining increasing importance globally, and urban actors all over the world are facing similar development issues. Although local solutions are required, these issues are becoming increasingly relevant at the global level. While many innovative solutions for sustainable urban development exist at local level, for example in energy efficiency, mobility or municipal services, frequently these are not widely known. Often there is a lack of systematic access to these practical solutions. The pressing challenges posed by worldwide urbanisation call for efficient and innovative approaches, especially in the areas of Good Urban Governance, Integrated Urban Development, Local Economic Development and Municipal Services – Connective Cities’ four focal themes.

Connective Cities, the International Community of Practice for Sustainable Urban Development is a joint venture between the Association of German Cities (Deutscher Städtetag), the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH and the Service Agency Communities in One World (a division of Engagement Global gGmbH). Connective Cities is supported by the German Federal Ministry for Economic Cooperation and Development (BMZ).

Connective Cities provides demand-based services designed to improve cooperation among urban practitioners at global level. The platform enhances the sharing of good practice examples, expert knowledge and solution-oriented peer-to-peer consulting, and creates opportunities for partnerships among its stakeholders.

Connective Cities addresses questions of how to achieve sustainable development through innovative strategies and practices. It highlights good practice examples in the overarching fields of Good Urban Governance, Integrated Urban Development, Municipal Services and support of Local Economic Development Strategies. Connective Cities creates a base for knowledge

sharing and the development of transformative solutions in local contexts that are customised to local requirements for sustainable urban development.

By conducting dialogue events and project workshops, Connective Cities facilitates exchange among urban practitioners on relevant themes, and functions as a platform for networking strategies among peers. To implement its strategy Connective Cities also organises trainings, study tours, virtual discussion forums and webinars. Working within Connective Cities can result in new forms of cooperation among the actors involved. The platform also aims to facilitate the initiation of joint projects among urban stakeholders from various local settings to disseminate innovative solutions in cities.



Disclaimer

This is a Connective Cities publication. The views expressed in this publication do not necessarily reflect the views and policies of the Connective Cities partners (German Association of Cities, Engagement Global gGmbH / Service Agency Communities in One World and Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH).

Starting Situation

The city and metropolitan region of Cebu (Philippines) face a challenge of constantly growing urban population taking place against the backdrop of severely limited transportation opportunities. The latter include so far mainly motorized transport, resulting in reduced connectivity within the metropolitan area, traffic congestion, environmental pollution, thus lowering the overall quality of life in Cebu.

To respond to these challenges, local authorities have established a long-term vision on sustainable transformations in Cebu including plans for spatial development and integration of different modes of public transport as well as promotion of non-motorized options.

The workshop, aimed on supporting the local community in its efforts and focused on emphasizing the linkage between metropolitan urban development and improvement of the public transport system, brought together influential actors based in the Metropolitan Region of Cebu and urban development and transport experts from Germany. In particular, the German cities of Hamburg, Leipzig, Munich and Stuttgart shared their experience in transit-oriented development (TOD), presenting solutions aimed on provision of easy and comfortable access to public transport.



Metro Cebu is:

- a metropolitan area of 13 cities
- 2,5 Million urban dwellers (2010)
- population growth rate of 3.3% (in comparison to the average of 1.4% in Philippines)

Current challenges:

- inadequate public transport services
- increasing infrastructure demand
- traffic congestion
- environmental pollution
- lack of alternative for motorized modes of transport

Good Practices Presented



Stuttgart

Integrating institutions as well as reaching political and public agreement for pursuing the idea of compact, dense, mixed-use urban development



Munich

Developing inner city locations and expanding tram-network under the motto 'compact - urban - green'



Hamburg

Informing about the interconnection between property types and spendings on transportation



Leipzig

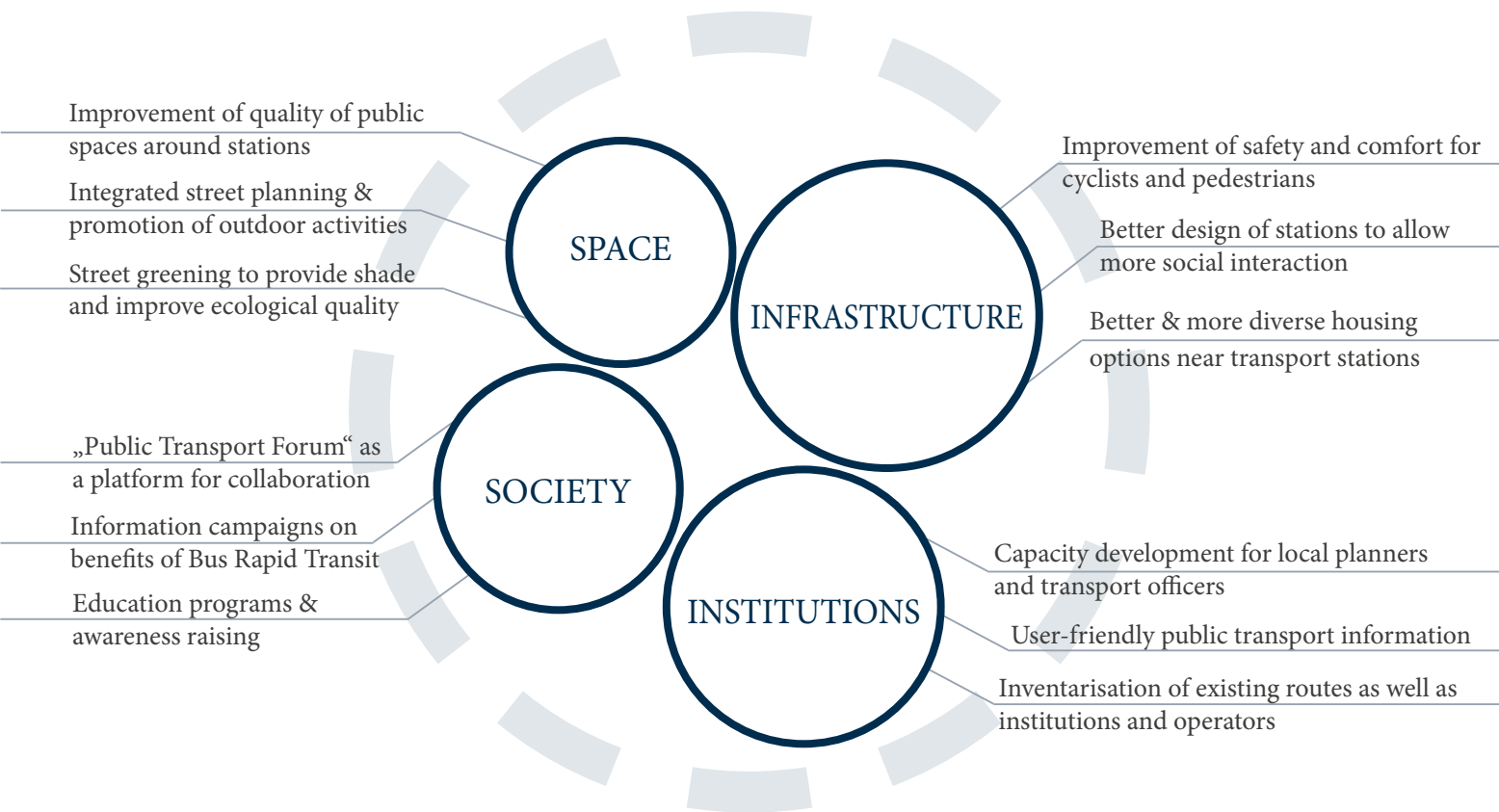
Establishing mobility stations as a tool for intermodal connections

Transformation Areas for Metro Cebu

The proposals for action in Metro Cebu, that have been elaborated in the course of the workshop, are directed at short-term measures which can be implemented with own resources. Action packages address the areas of urban development and consolidation, transport networks and infrastructure, socially responsive promotion of public transport as well as institutional reforms and the enforcement of legislation. The large number of small-scale measures requires the involvement of different actors, especially from the private sector and civil society, in the transformation processes.



Four areas have been defined as the ones where changes are necessary to achieve initial results and facilitate self-reinforcing improvements, namely: infrastructure, space, institutions and society.





◇ INFRASTRUCTURE TRANSFORMATION

Infrastructure transformation is geared towards provision of more attractive facilities that support the use of public and non-motorized transport as well as more integrated land uses.

1. Improve the overall environment around stations and stops to allow for more social interaction.
2. Improve comfort and safety along cycling and pedestrian corridors and ensure convenient crossings and interlinkages for users.
3. Provide better integrated housing especially low cost housing near transport stations.



◇ SOCIAL TRANSFORMATION

Social transformation sets a clear focus on people and their mobility needs. Yet it addresses all stakeholders and aims to raise awareness as well improve information exchange and communication between service providers and users of public transport.

1. Establish a „Public Transport Forum“ as a platform for networking, communication and collaboration among stakeholders.
2. Conduct information campaigns on actual large scale projects such as BRT to demonstrate its benefits and impacts.
3. Support promotion of awareness campaigns among private car users as well as education programs to raise discipline among jeepney drivers.

◇ SPATIAL TRANSFORMATION

Spatial transformation should aim at more compact, dense and mixed-use settlements, as well as taking into deliberation the safeguarding of urban environmental conditions. Relevant components of the spatial transformation strategy relate to:

1. Improving the quality of existing public spaces near and around stations to make them more attractive for users and provide a mix of urban services such as open space for recreation and entertainment.
2. Designing and constructing streets as public spaces and introducing car free days and promoting outdoor activities.
3. Enhancing the ecological quality of streets by planting more trees as shade covers.

◇ INSTITUTIONAL TRANSFORMATION

Institutional transformation comprises of stakeholders and their roles, policies and procedures as the “rules of the game“, and the organisations in charge of delivering transport services. In general, rules should become more transparent, coordinated, fair, and enforceable. They should be designed in an institutionalized manner with participation of local community. Relevant components of the institutional transformation strategy relate to:

1. Evidence-based research to inventory existing institutions and actors, their routine mandates as well the actual routes of public transport in Metro Cebu according to service standards delivered (frequency, quality of means of transport, etc.).
2. Capacity development for local planners and transport officers, on both transit- oriented development principles as well as how to ease the flow of traffic.
3. Provision of transparent and user-friendly information on routes and schedules of public transport in Metro Cebu, in conjunction with development of an app that would allow for on-line booking of transport services in a variety of means.



Conclusion

The activities proposed in the various transformation areas constitute a rich pool of concrete measures from which local stakeholders can draw for immediate, medium-term and long-term action in Metro Cebu. While selected activities can be done by the local institutions and stakeholders themselves to kick-start implementation, others may still require external support and facilitation. As a matter of fact, the more the process is locally owned and supported by the variety of stakeholders on urban mobility, the more sustainable the envisaged changes will be. Consequently, Connective Cities is available to further support the implementation by means of technical expertise, if required, and for monitoring the implementation process.

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