Session: Territorial Development and Regional Mobility
28 Jul 2020, 21h to 23h (Singapore time)

Integrated Land-Use & Transport Planning - Singapore’s Experience

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Land Transport Authority
Singapore
A compact city-state
High public transport mode choice

Population: 5.7 million
Land Area: 725 sq km
Density: 7,900 pp sq km

Roads
- Expressways: 164 km
Vehicles: 959,000
Cars: 624,000

~10 mil pax-trips daily

- 2.7 mil MRT/LRT trips
- 3.4 mil Bus trips
- 1.0 mil Taxi trips
- 2.6 mil Active Mobility

High-density housing

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Land transport master plan
From supply-driven to aspirational outcomes

20-Min Towns; 45-Min City
- Rail connectivity
- Integrated hubs and regional centres
- Transit priority corridors

Transport for All
- Gracious and caring commuting culture
- Barrier-free journeys

Healthy Lives; Safer Journeys
- More spaces for active mobility
- Cleaner bus and P2P fleets
Integrated land-use & transport planning
A consistent strategy applied since independence in 1965

- Concept Plan
- Transportation Plan

Concept Plan

Master Plan

Planning Feasibility Studies

5 Year Road Development Programme

Rail Lines and Bus Network

Long term plans 30-40 years

Medium term plans 10-15 years

Near term plans 5-10 years
Judicious land developments
Work with markets to deliver outcomes

<table>
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<th>Land assembly</th>
<th>Land release</th>
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<tr>
<td>• Land acquisition</td>
<td>• Government Land Sale (GLS) programme</td>
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<td>• Resettlement</td>
<td>• Supply (quantum and site selection) timing</td>
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<td>• Compensation</td>
<td>• Direct allocation at market valuation</td>
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<td>• Land alienations, amalgamation and re-parcellation</td>
<td>• Development control and building plan approvals</td>
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Private Sector

Outcomes

- Land Use Objectives
- Land Transport Objectives
- Singapore Land Authority (SLA)
- Urban Redevelopment Authority (URA)

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#1: Integrated lifestyle hubs
Strategically sited and timed according to long range plan

Source: USS, Centre for Liveable Cities (CLC), 2018
#2: Urban logistics eco-system
System-wide distributions and solutions needed

Gateways & Industrial Zones

Tuas Port
Changi Region

Sectors

Food
Retail
Construction

Development Areas

Jurong Lake District
Punggol Digital District

1,000 parcel locker stations to be rolled out nationwide by end-2022

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#3: Reduce reliance on private transport
A suite of “push” measures (ownership and usage)

Ownership Measures
- 0% veh growth rate
- Residential parking friction
- Holistic cost narrative

Non-Monetary
- Modest road growth
- Destination parking & enforcement
- Pedestrianisation

Monetary
- Rebalance from Certificate of Entitlement (COE) to other vehicle taxes
- Electronic Road Pricing
- Parking levies & fuel tax
- Usage based-COE & OPC

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#4: Targetted congestion charging
Harnessing technology and data to shape demands
#5: Recent green movements

Calibrated interventions and “nudges” to go car-lite

- Electric car sharing
- Private hire
- Electric Taxi
- Electric and Hybrid Buses

What is WALK CYCLE RIDE?

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Once over lightly

- Vision and long term planning
- Interventions to get outcomes
  - Integration
  - System-wide
  - Push-and-pull
  - Technology/data
  - Behavioural nudges

It’s about getting the basics right...

Centre for Liveable Cities (CLC)
A Framework for Preparing and Developing a Liveable City