

An aerial view of a futuristic city with a large transit hub and modern buildings. The image shows a complex network of roads and transit lines, with a prominent white, curved structure that could be a train station or a transit hub. The city is densely packed with modern buildings, some with unique architectural designs. The overall scene is bright and clear, suggesting a sunny day.

Transit Oriented Development - Efforts in Developing Countries

公共交通指向型開発 - 開発途上国での取り組み

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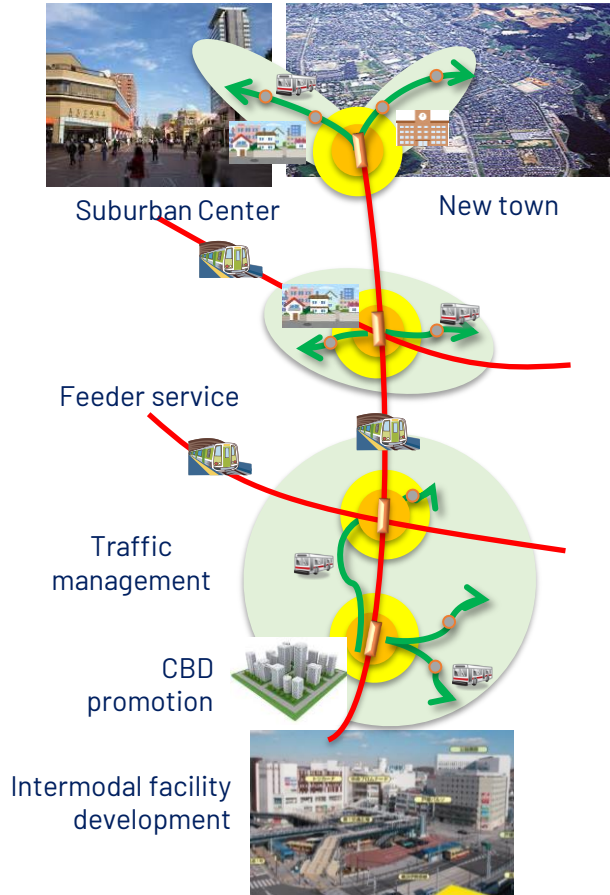
- **What is TOD** : TODとは
- **TOD cases in Japan** : 日本の鉄道と都市一体開発の経験
- **JICA's TOD projects in Developing Countries** : 開発途上国におけるJICAのTOD事業
- **Case of Dhaka, Bangladesh** : バングラデシュ・ダッカTOD案件紹介



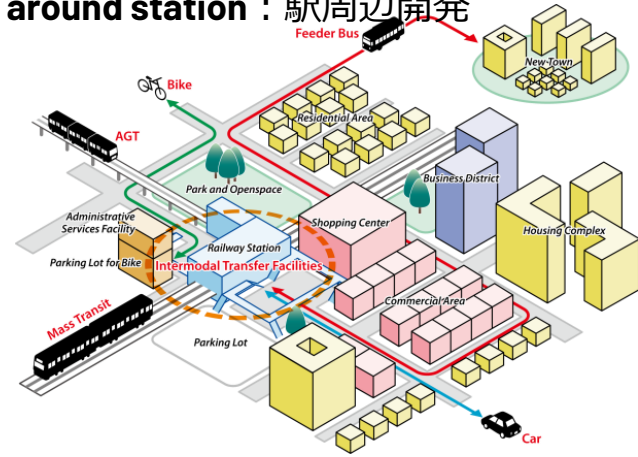
What is TOD -Coverage and Scale : TODの対象範囲

■ TOD corridor along Railway : 沿線開発

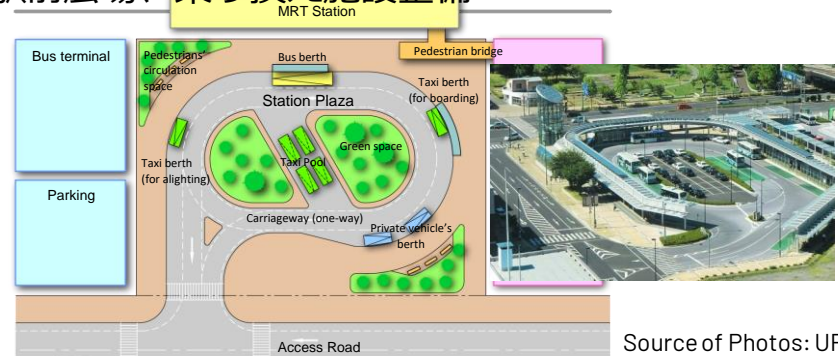
It can secure mobility for residents and control overcrowding in the city center.



■ TOD around station : 駅周辺開発



■ Intermodal transfer facility (e.g. Station Plaza) : 駅前広場、乗り換え施設整備



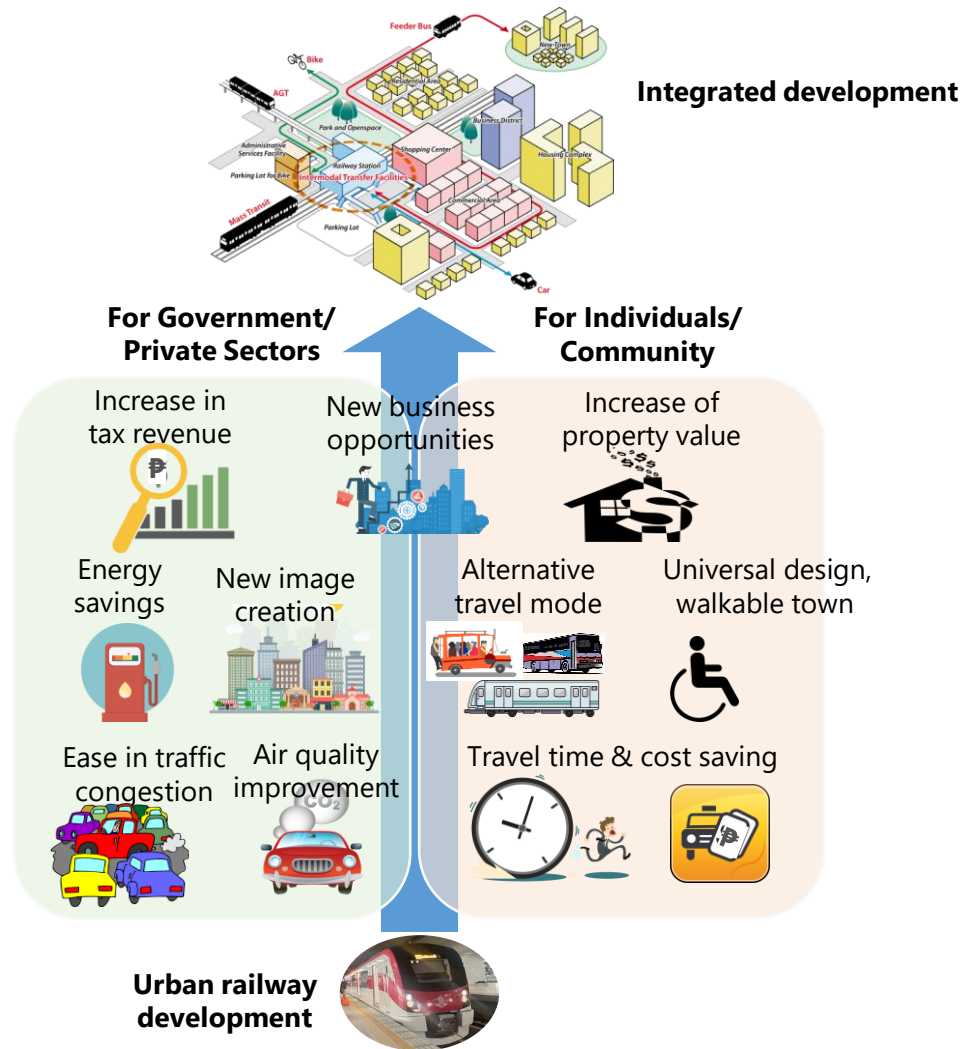
Development Impact by TOD

: TODによる開発効果

A city where people can move autonomously and generate new activities

鉄道の開発効果の最大化、便益の享受のためには、都市との一体開発が必要

人々が自律的に移動しやすくなり、様々な活動がしやすくなる、新たな取組が生まれやすくなるまちが作られていく



Japan's TOD features: 土地開発利益還元と合意形成に優れ、民間資本による持続的な鉄道と都市の一体開発を促進してきた

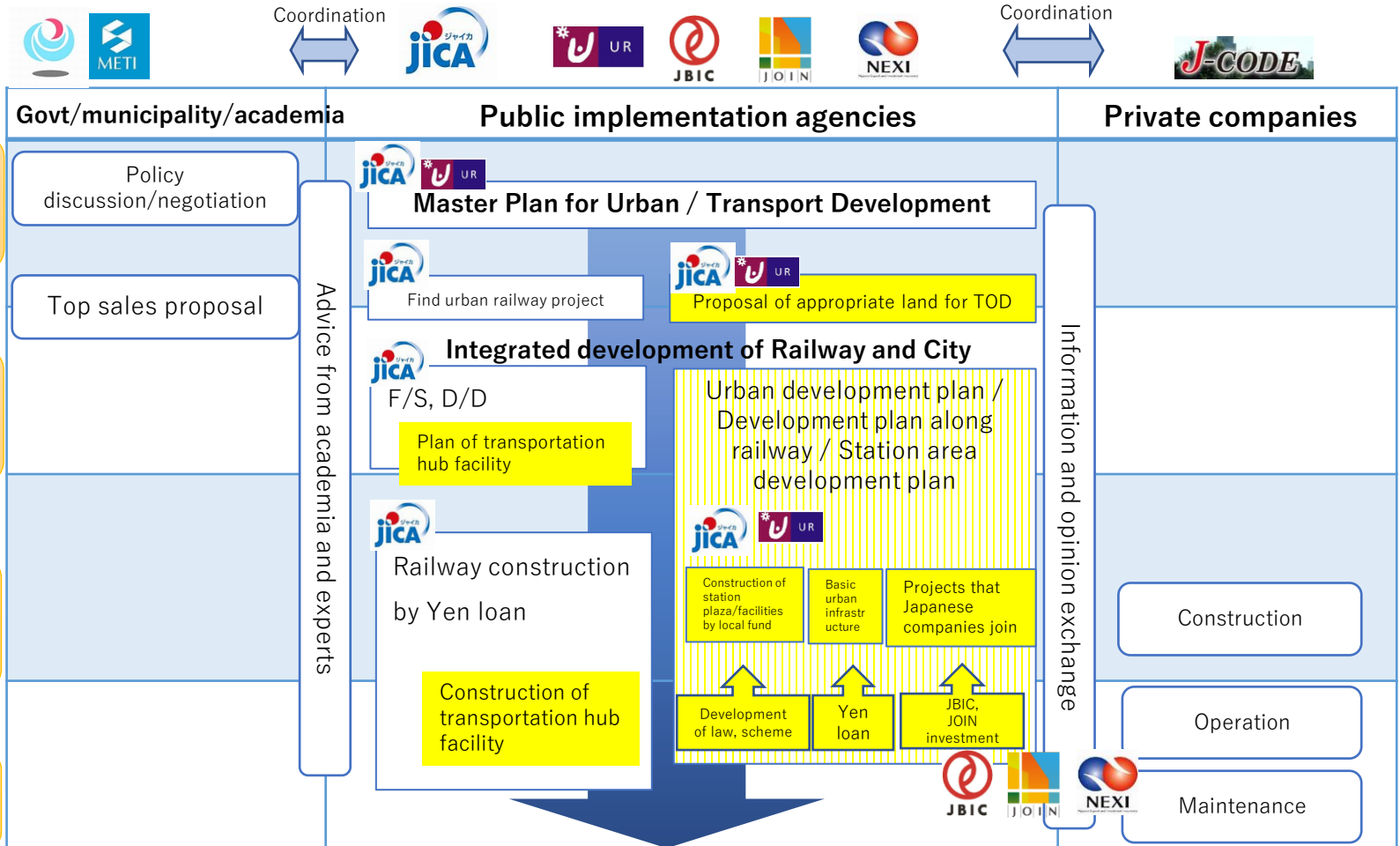


Tama Plaza 150 thousand ppl/5000ha (in 1956)
Source: Tokyu Corporation

6,000 thousand ppl/5000ha (in 2013)

- In the 1990s, Europe and the United States advocated a car-free society and re-evaluated public transportation toward a low-carbon society.
- In Japan, it began in the early 20th century. A model of integrated railroad and community development created by railroad capital in the aftermath of the earthquake and war, when financial resources were in short supply.
- **It excels in Land Value Capture and Consensus Building**, and has promoted sustainable integrated development of railroads and cities by private capital.
- **The government has established the necessary legal and business support systems.**
- **Coordination of interests and consensus building among various stakeholders are essential.** Comprehensive planning will realize TOD that maximizes the value of the subject land.

Services Japan can provide : 官民連携による都市・交通開発の協力メニュー



Combining schemes, JICA cooperates to realize TOD and develop human resources

: JICAの協カメニュー 政策・計画策定／インフラ整備／人材育成

ODA Loan infrastructure development

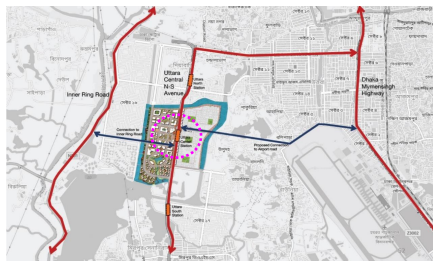
Bangladesh Dhaka MRT



Technical Cooperation Policy recommendation and Planning

Project for TOD along Dhaka MRT

- ✓ TOD policy as a basic city policy
- ✓ TOD guidelines referenced by practitioners
- ✓ Coordination mechanism of related organizations
- ✓ TOD plan for station areas
- ✓ Seminars to invite private companies and investors



Human resource development

Study
Visit

Input of Japan's cases for policy decision makers of counterpart countries

Seminar

Information and opinion exchange with both public and private sectors to detect expected implementation issues at the early planning stage.

Training

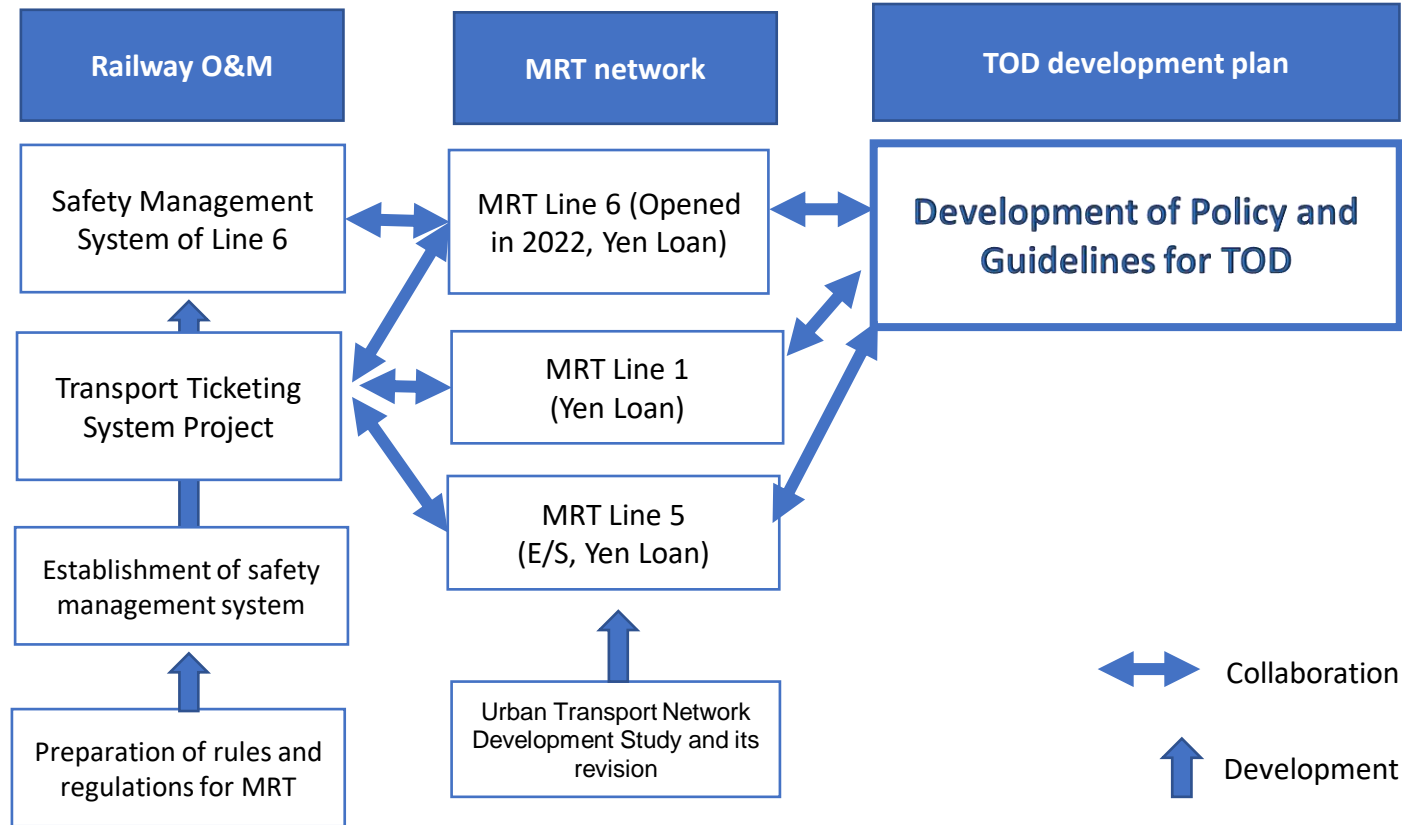
Various thematic training courses and specific country-customized courses are provided.

Master Degree

Scholarship programme in various Universities for long term human resource development and relationship with Japanese academia

JICA's TOD related cooperation in Dhaka, Bangladesh

鉄道ネットワークの整備と、鉄道運営維持管理、鉄道を最大限活用する都市構造に向けた包括的な協力を実施。



Technical Cooperation for TOD in Dhaka

人口過密なダッカへのTODコンセプトの導入、開発計画策定の協力

Bangladesh

- Land area: 147,570/km² (Honshu, Japan: 228,000/km²)
- Population: Approximately 170 million
- **Population of Dhaka metropolitan area: approx. 23 million**
- Dhaka metropolitan area population density: 44,100/km² (Tokyo: 15,560/km²)



New Town Area (Uttara Phase1)



CBD area (Gulshan)

Project Background : プロジェクトの背景・課題

Inconsistency between Urban and transportation plans

都市計画と交通計画が整合していない

- Necessity to include MRT development and station area development into the land use plan of Dhaka Detailed Area Plan 2016-2035

Lack of common understanding of TOD, specific implementation procedures are unclear

TODに関する共通理解の不足、具体的な実施手順が不明

- TOD Policies are unclear
- Procedures for development permits for station areas are unclear.

Lack of coordination and collaboration among stakeholders

TOD関係機関間の調整・連携がとれていない

- Necessity to improve the transfer facility from MRT to other public transportation.
- The division of roles and funding for station area development is not coordinated.

Project Outline

自然発生的な都市開発ではなく、鉄道の活用に合わせて都市計画と開発誘導が必要。そのための体制を整備する。

Expected Goals

- **To ensure planned development** through preparation and implementation of **TOD policy and guidelines** in Dhaka.

Deliverables

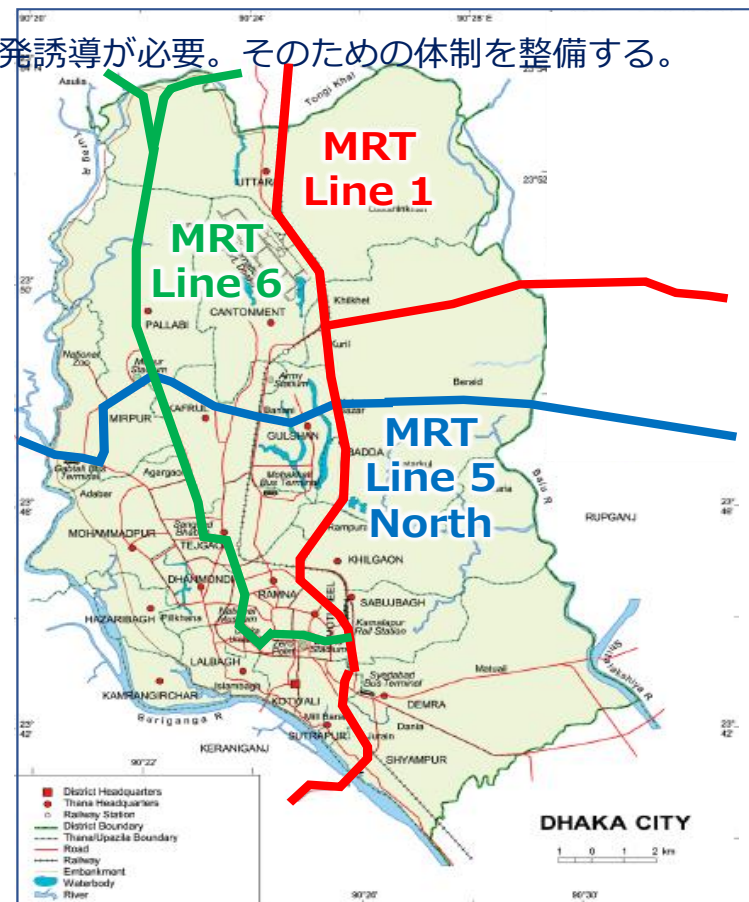
- Technical Reports on i) integration of land use and transport planning; ii) policy and legal framework study; iii) TOD Case Studies in Japan and other countries
- TOD Policy and Guidelines
- 2 Pilot sites Model Planning (Line 6)

Target Area

- Area along MRT Line 1, Line 5 (North Line), Line 6

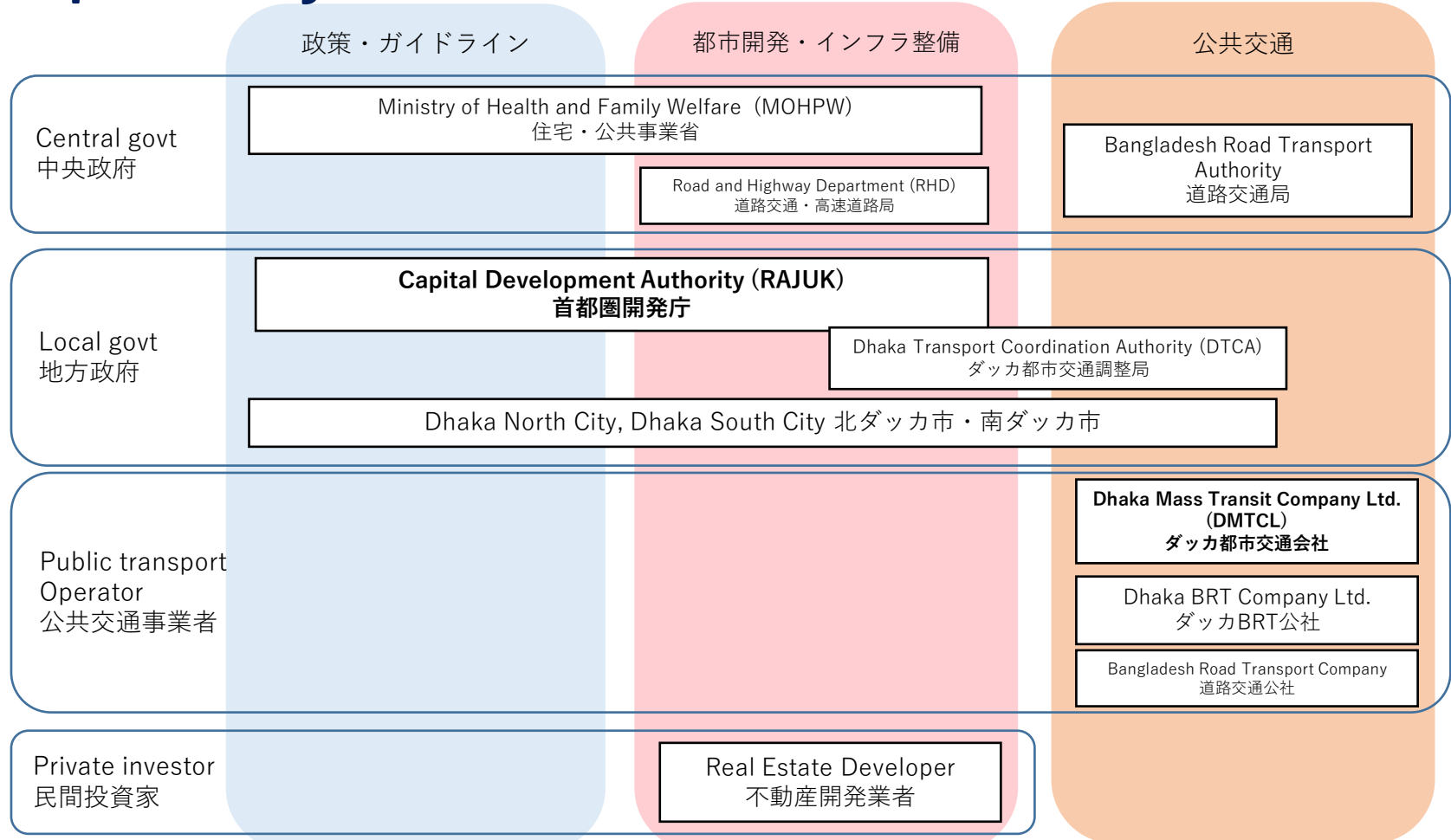
Duration

- **3 years** (July 2021–July 2024)



Location of MRT Lines

Counterparts in Bangladesh : バングラデシュのTOD関係機関



TOD Guideline : TODガイドライン

About TOD Guidelines

Objectives, target users and relationship with laws & regulations

Part1: TOD in Dhaka

General Principles of TOD in Dhaka.
Station Category

Part2: Process of Station Area TOD Plan and Implementation

Basic process and contents Planning, Project Identification, and Budget Making

Part3: Implementation Approach

Regulative Approach (Incentive, Control)
Project Type Approach
Demarcation & Role of Governments and Private

Appendix

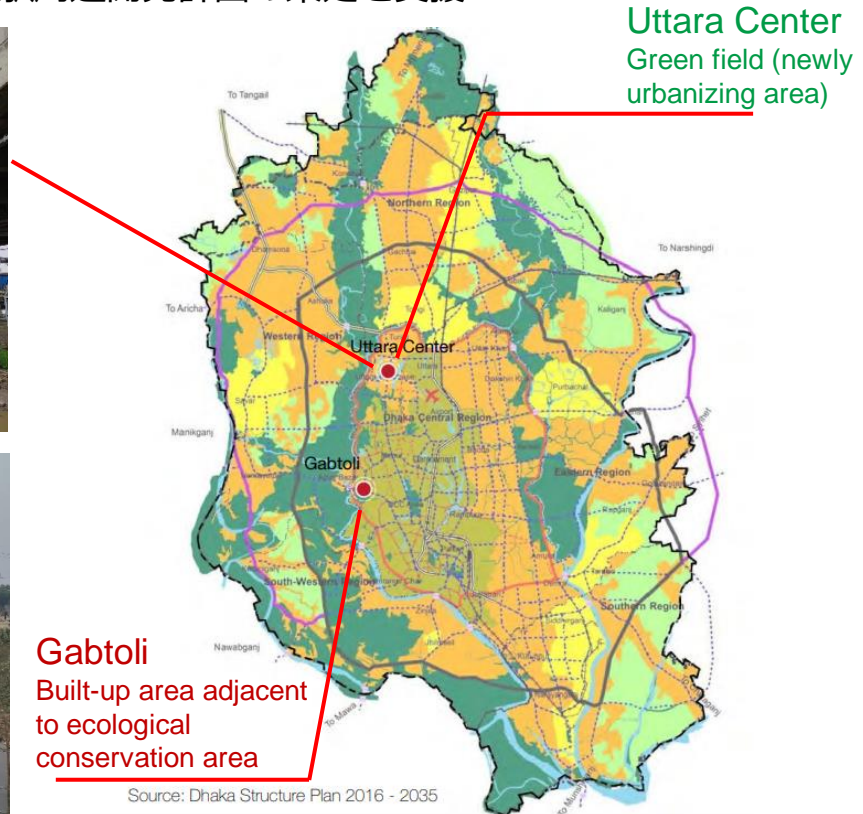
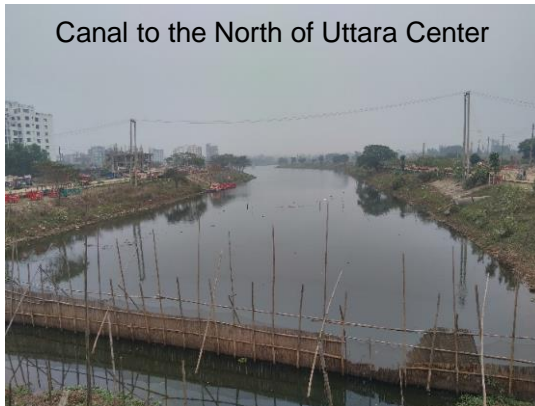
1. Case Studies of TOD
2. Planning Process of Guidance for Corridor Development

Guidelines for the government regarding TOD concept in Dhaka, process of preparing TOD plans for station areas, development regulation guidance, commercialization, and coordination and division of roles among stakeholders. This guideline is expected to be a part of the **Dhaka Metropolitan Area Urban Plan (DAP)**.

駅周辺のTOD計画の作成プロセス、開発規制誘導、事業化、関係者調整・役割分担について、主に行政向けのガイドラインとして規定
→ 法定計画としては、首都圏開発庁 (RAJUK) のダッカ首都圏都市計画 (DAP) の一部となる予定

Pilot Sites

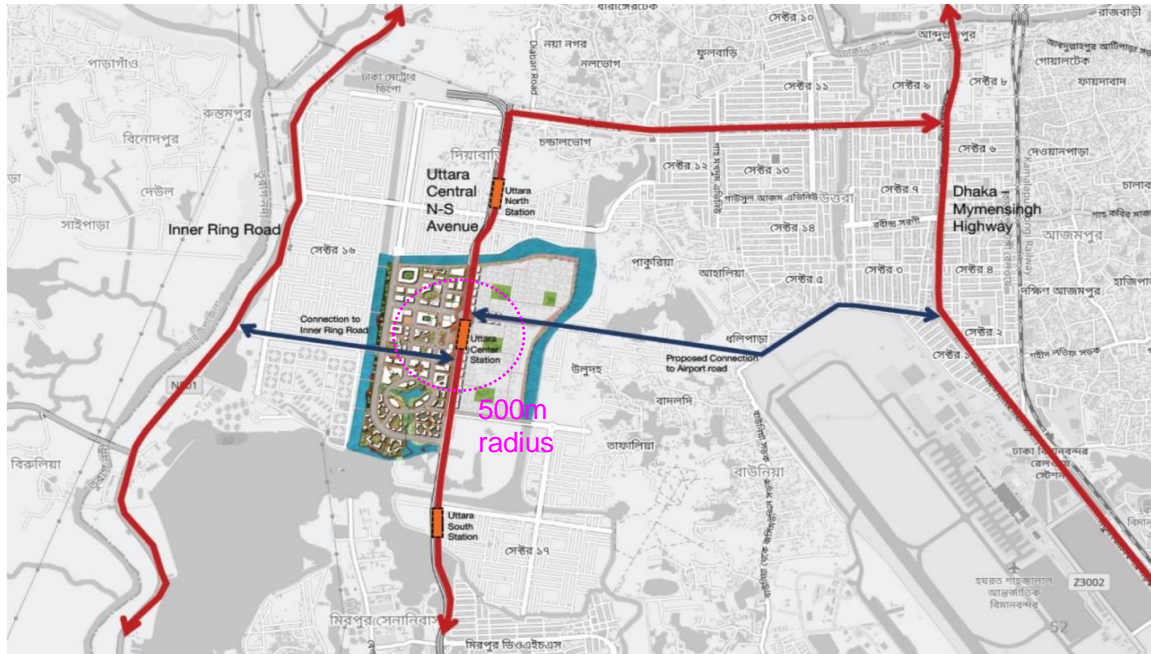
MRT 6号線のウッタラセンター（グリーンフィールド）と、ガブトリ駅（市街地再開発）をパイロットサイトとし、駅周辺開発計画の策定を支援



Source: JICA Project Team

Location of the Pilot Site, Uttara Center

- West of the Uttara Center Station, a part of the large residential development project planned by RAJUK in Dhaka.
- Approximately 20 km north from the Dhaka city center, and in the north-west part of the International Airport. The area, former wet land, is surrounded by water retention pond.
- 首都圏開発庁計画の大規模住宅開発プロジェクトの一部。ダッカ市中心部から北へ約20km、国際空港の北西部に位置。かつて湿地であり、保水池に囲まれている。



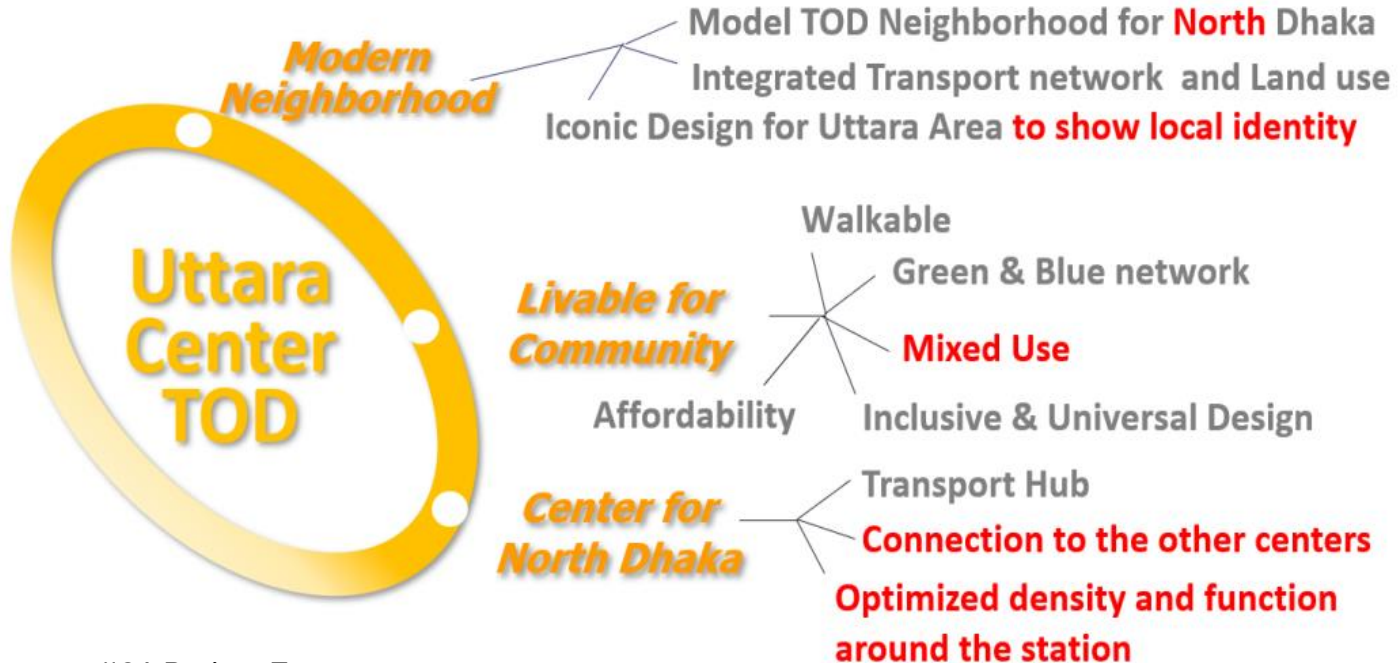
Source: JICA Project Team

Development Vision Making

北ダッカ市におけるウッタラセンターの位置づけの明確化、開発ビジョンの策定

Modern and Livable Life Center in North Dhaka

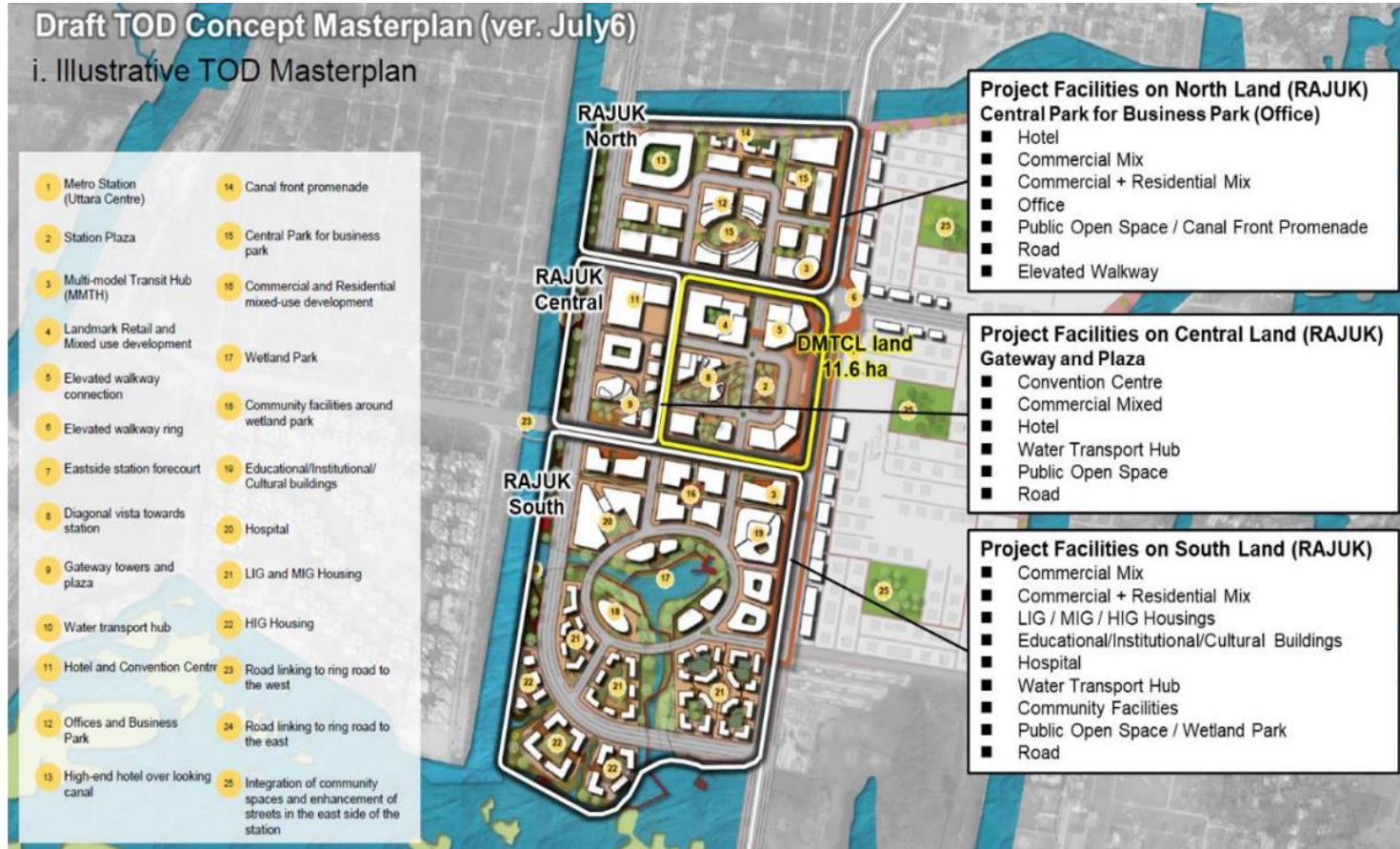
~ New Suburban **TOD based** Residential Area with Modern and Livable Environment ~



Source: JICA Project Team

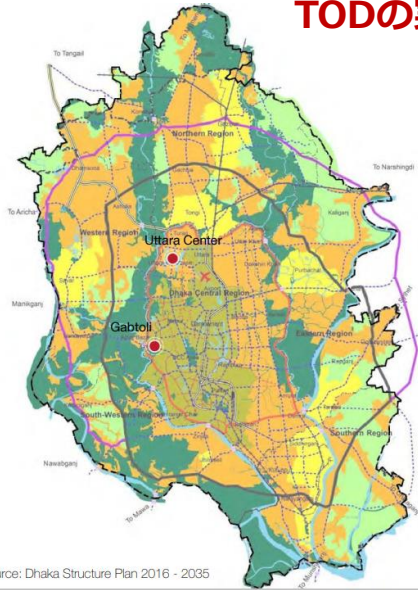
Concept Masterplan for Station Area

ウッタラセンター駅周辺の開発コンセプトの策定



How to realize TOD...and Ideal and Sustainable City?

TODの実現、そしてより理想的で、持続的な都市としていくために・・・



Source: Dhaka Structure Plan 2016 - 2035



What to plan:

City Master Plan – Transport/Railway Master Plan

Development plan along railway – Railway line construction

Station area development, Concept, Zoning, Phasing, Business plan

Accessibility and Mobility Improvement

Connectivity to other transport mode – Station Plaza

What to utilize & consider:

Urban development laws and regulations

Land availability, land owner

Leading entity of the project

Finance scheme: Public / PPP / Private



Thank you

