

CONCEPT PLAN REVIEW 2011

FINAL REPORT OF
**FOCUS GROUP ON
QUALITY OF LIFE**



To make Singapore a great city to live, work and play in

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QUALITY OF LIFE**

SUBMITTED TO THE MINISTRY OF NATIONAL DEVELOPMENT
AUGUST 2010

6 August 2010

Mr Mah Bow Tan
Minister for National Development

**CONCEPT PLAN REVIEW 2011
FINAL REPORT OF FOCUS GROUP ON QUALITY OF LIFE**

- 1 In January this year, you appointed us to co-chair the Focus Group on Quality of Life to discuss how we can further enhance Singapore's living environment even as we continue to develop over the long-term. Specifically, the Focus Group was tasked to discuss how Singapore can better cater to the needs of our diverse population including the elderly.
- 2 Our Focus Group has completed the study, and we submit our final report for your consideration. This report was finalised after extensive discussions and site visits by the group. URA and various government agencies provided useful briefings on government initiatives and issues. Our discussions took into account findings of the URA Lifestyle and Online Surveys. We also obtained feedback from a dialogue session held with a group of representatives from our elderly community drawn from the Eurasian Association, Mendaki, NTUC Active Ageing Club, People's Association, SAGE, SINDA and >60 Design Centre. The Focus Group members also brought with them a wealth of professional, local and overseas experience and had diverse insights and perspectives on quality of life and ageing issues. We presented our preliminary findings at a Public Forum held on 10 May. This report incorporates the views of the public obtained from the forum and from the online feedback website that was opened to the public for two weeks after the Public Forum was held.
- 3 The Focus Group experience has been a very fruitful and meaningful one. The discussions we had over the four months of our work were spirited and insightful. In the course of our discussions, we were able to hear a broad range of diverse but passionate views from members of the group on how we can make Singapore a better place to live in.
- 4 We are grateful for the assistance of the URA Focus Group secretariat and of the government agencies involved in the discussions and site visits. We are also encouraged by the sincerity of the government agencies in listening to our views and in being open-minded to the many ideas that were generated by the group.
- 5 Finally, on behalf of the Focus Group, we would like to thank you for engaging us in this important, consultative process and for giving us the opportunity to contribute to shaping the future of Singapore.



Professor Tan Chorh Chuan & Mr Edmund Cheng
Co-chairmen of Focus Group on Quality of Life



MINISTER FOR NATIONAL DEVELOPMENT
SINGAPORE

10 August 2010

Professor Tan Chorh Chuan and Mr Edmund Cheng
Co-chairmen, Focus Group on Quality of Life

Dear *Chorh Chuan & Edmund,*

**CONCEPT PLAN REVIEW 2011
FINAL REPORT OF FOCUS GROUP ON QUALITY OF LIFE**

Thank you for your letter of 6 August 2010, forwarding me the final report of your Focus Group.

2 I cannot agree more with the Focus Group that our land use planning must be "people centric". Indeed, we plan the land use in Singapore with the ultimate aim of providing a better home for all Singaporeans. It is therefore important for the government to engage the public in the Concept Plan process and to hear their aspirations and ideas as we plan the physical development of Singapore over the next 40 to 50 years.

3 Your Focus Group has played an invaluable role in the evolution of the Concept Plan 2011, by garnering the views of a broad segment of the population and crystallizing their views in a number of key ideas and recommendations. I understand that your report is the result of extensive consultations over the past few months. I would like to commend and thank you and the members of the Focus Group for your commitment, time and effort. I am also heartened that many members of public have also come forward to provide their views to your Focus Group.

4 I agree fully with the key thrusts of your recommendations, such as creating buzz, improving walkability, and making more flexible common spaces to cater to needs of a diverse population. The URA and the relevant government agencies will study each of your recommendations with a view to implement them.

5 I thank all your Focus Group members and all the individuals who have actively contributed ideas and feedback to this report.

Yours *sincerely,*

MAH BOW TAN

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FOREWORD

This report contains the proposals and recommendations of the Focus Group on Quality of Life presented to the Ministry of National Development (MND) and the Urban Redevelopment Authority (URA) for consideration as inputs for the formulation of the Concept Plan 2011 (CP2011).

The Concept Plan is a strategic land use and transportation plan to guide Singapore's development over the next 40 to 50 years. Long-term planning enables Singapore to meet its future needs through sustainable growth. The Concept Plan is reviewed every 10 years to keep pace with changing trends in economic and social needs. The last major review of the Concept Plan was carried out in 2001.

The review of the Concept Plan 2011 is currently on-going. The current review aims to chart Singapore's long term growth directions towards sustaining economic growth, providing a good living environment for all, and building an inclusive society where the needs of various sectors of the population are taken care of, a sustainable city that balances growth with responsible environmental management and an endearing home where people have a strong sense of belonging to Singapore.

As the Concept Plan will shape Singapore's future, it is important to seek the views and aspirations of the larger community as part of CP2011. Hence, URA has conducted a comprehensive public consultation exercise comprising a Lifestyle Survey, an Online Survey, Focus Group consultations and public forums to provide a variety of channels for the public to provide inputs to the Concept Plan review.

The Focus Group consultation is a key element of the public consultation exercise. Two Focus Groups were formed at the launch of the Concept Plan public consultation exercise on 23 January 2010. One of these was the Focus Group on Quality of Life, which was tasked to do the following:

- a Identify significant attributes for a good Quality of Life (e.g. having green spaces such as parks and park connectors, public transport facilities);
- b Propose strategies for enhancing our Quality of Life even as we develop and our population becomes larger and more diverse;
- c Propose strategies to enhance the physical facilities for a quality living environment, taking into consideration that Singapore will continue to grow and develop; and
- d Propose strategies for providing for the physical needs of various population segments, including the youths, elderly, working population, families and foreign population. For each segment, the focus group should study how to improve the delivery of services, provision of facilities and the physical environment.

This Focus Group was co-chaired by Mr Edmund Cheng (Chairman, National Arts Council and Deputy Chairman, Wing Tai Holdings Ltd) and Professor Tan Chorh Chuan (President, National University of Singapore). Members of the Focus Group were drawn from a wide spectrum of society, including representatives from community groups, academia, non-governmental organisations, professional institutions, business associations and youth groups.

The Focus Group held extensive discussions over 10 sessions between 23 January and 22 April 2010. The sessions included briefings from various government agencies (e.g. URA, HDB, LTA and NParks), as well as site visits to various locations in Singapore relevant to the topics (e.g. Sengkang integrated transport hub, a public housing precinct at Sengkang, Tampines 3-in-1 Family Centre and a private nursing home). The schedule of meetings and visits can be found in Annex A. Findings from the URA Lifestyle Survey 2009 and the Online Survey 2010 were also shared with the Focus Group to facilitate their deliberations. A public forum was held on 10 May 2010 for the Focus Group to share their preliminary recommendations with the public and to obtain public input. The preliminary recommendations were also posted online for feedback. The responses received from the public were then taken into consideration in finalising the Focus Group's recommendations. The list of suggestions from members of the public can be found in Annex B.

URA is pleased to receive the ideas and recommendations by the Focus Group on Quality of Life. We will study the proposals and incorporate them, where appropriate, in reviewing the Concept Plan. The draft CP2011 will then be exhibited for public feedback before it is finalised. The proposals will also be shared with other relevant agencies so that the agencies can take these ideas into account in formulating relevant policies and in the design, planning and management of public facilities and services.

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CHAPTER 1

INTRODUCTION

Singapore has achieved much in the past decades. Today, we are a distinctive city with an environment that has attracted talent and investment from all over the world to create jobs locally and grow our economy. At the same time, Singapore has provided a good quality living environment for her people.

Located within the Asian growth region, Singapore is well poised to ride new waves of economic development over the next several decades. Along with new opportunities, there will also be increased competition for talent and resources. To stay relevant and anchor Singapore as home and destination for talent, both local and foreign, Singapore will have to continue to provide an even better quality of life and living environment. Achieving this necessitates building a Singapore that is inspiring and inclusive – one which retains and attracts talents and one which is an endearing home to a diverse range of cultures and different generations of youths, individuals, families and the elderly.

NEW CHALLENGES AND DESIRED OUTCOMES

1.1 In considering the issues posed to us, the Focus Group (FG) discussed new challenges that Singapore will face in the coming years. We also asked ourselves what we envisioned Singapore to be in the next 40 years.

Quality of Life

1.2 As Singapore continues to develop over the next 40-50 years, it will be increasingly important to ensure that we grow in a sustainable manner and remain an attractive and vibrant city. A high quality of life is one of the characteristics that make Singapore a good home for our people. It is also a key competitive advantage for Singapore in retaining and attracting talents and investments.

1.3 However, ensuring that our quality of life is maintained or enhanced will become more challenging over time. The composition of the population in Singapore will change. Our population is expected to grow, through immigration as well as from local births. It will become more diverse with new citizens, permanent residents and returning Singaporeans. At the same time, given our land constraints, we will be faced with a higher population density.

1.4 There will also be rising expectations and aspirations from our people regarding what Singapore can offer. With greater globalization, cities will be improving their offerings in terms of quality of living environment and attractive lifestyles in order to retain and attract a highly-talented global workforce. The quality of life in Singapore will have to improve to keep pace with other global cities and to take into account new trends and changing lifestyles. Hence, in drawing up the Concept Plan 2011 (CP2011), we will have to ensure that the quality of the living environment is maintained or even enhanced in the midst of growth and higher densities.

Ageing issues

1.5 One of the most significant changes to our society will be an ageing population profile. Based on current population trends, by 2050, 1 in 4 of the population will be aged 65 and above, as compared to 1 in 10 today. Like developed economies elsewhere, our birth rates are also falling, leading to smaller families. More and more Singaporeans are also choosing to remain single. These factors compound our ageing demography.

1.6 Given these trends, there is a need for us as individuals and as a society to be well prepared for longer lives and an enlarged elderly population. Caring for our aged population will be an important consideration in our long term planning. At the same time, we must also be mindful that not all of the aged are the same. They too have different physical needs, interests and aspirations.

Desired Outcomes of the Focus Group

1.7 With these challenges in mind, the FG deliberated on how the future of Singapore would be like and how our physical environment should be altered to increase our capacity to better cater to future needs. In the course of our discussions, several recurrent points on how Singapore can do better were regularly surfaced. These eventually formed the underlying themes that run across the various recommendations from the group. We have grouped these observations from the discussion into the following sets of ideas.

People-centric Planning

1.8 The future challenges pose opportunities for us to re-examine how we can further enhance our living, working and leisure environments to meet future needs. At the same time, this offers us the opportunity to create spaces whereby their designs can be better informed and shaped by the user. A more people-centric planning approach would allow our plans to zoom in on better addressing our

daily needs, to recognize that these needs are dynamic and can change over time, and to be more adept at resolving potential challenges that affect the quality of life of individuals. Similarly, we should also consider building in greater flexibility in the design of amenities and spaces so that they can be modified or adapted to cater to the population's changing needs over time.

Celebrating Diversity

1.9 Our diversity is our strength, and a key building block for a resilient and vibrant society. A more diverse population also demands that greater attention be paid to meeting more diverse needs. From an urban planning perspective, different districts and areas may also deserve a gradation of different planning approaches. For instance, existing areas within the city centre which are already well-established and have their own distinctive character should be given the time to evolve. This would allow a more vibrant, attractive and delightful urban environment, with a place for everyone.

Inclusiveness

1.10 While we strive to meet diverse needs within our limited land resources, it is also important to inculcate a sense of inclusiveness to bring our diverse population together. Hence, amidst the increasing diversity of the population, we should focus on creating spaces that are also inclusive to encourage community building, to retain and attract talents, and to give diverse groups the room to flourish. We should also facilitate more inter-generational bonding and develop a more senior-ready living environment, as our population ages, so as to build a deeper sense of community and ownership.

Going beyond the Hardware

1.11 Besides enhancing our physical environment, the software aspects are equally important. A good quality of life would entail having an adequate provision of services, activities and other forms of programming. These allow us to better utilise our physical infrastructure to bring about improvements in our quality of life. This is also where the private sector, non-governmental organisations, voluntary welfare organisations and community groups can contribute to and complement government efforts to bring about effective and meaningful change to our living environment.

Harnessing Technology

1.12 A key enabler for enhanced urban living is the intelligent and innovative use of technology. As a small country, Singapore should continue to capitalise on its size and nimbleness to be a pioneer in the effective use of technology. There is a lot of potential for harnessing technology to find solutions for our daily lives,

from communication to transportation. These efforts have the potential to bring about positive changes to the way we live, make our daily routines more convenient and elevate our quality of life.

1.13 In sum, the FG aspires for Singapore to be an even more liveable and lively city; one which is inspiring, inclusive and vibrant, and which residents love and are proud to call home. The final recommendations from the FG are largely shaped by these common threads, while also taking into consideration what the FG feels would be of greatest relevance to the planning of Singapore's future and would have the most meaningful impact on the lives of Singaporeans.

KEY THRUSTS OF RECOMMENDATIONS

1.14 In coming up with the recommendations, the FG took the following approach:

- a Identify existing efforts that have succeeded and could be further expanded;
- b Highlight gaps in existing efforts; and
- c Draw up new ideas.

1.15 After many lively discussions on the key issues and factoring in the numerous useful public feedback that we have received, the FG has reached a broad consensus on how best to address these challenges and has drawn up a list of recommendations that would be meaningful to be further pursued. While many ideas and proposals were raised and deliberated, the FG selected four key themes to focus the recommendations on. They are:

- a Distinctiveness: An inspiring global and Asian city**
- b Proud home: Deepening the sense of community and ownership**
- c People-centricity: Catering for diversity while being 'age-friendly'**
- d At the cutting edge: Breaking new ground as a city of tomorrow**

1.16 These four broad themes capture the spirit of the FG discussions. They are strategies which the group feels will help bring about a high quality and distinctive living environment in the coming years and will go some way to address some of the challenges that we face. The specific recommendations under each of these key thrusts can be found in Chapters 2 to 5.

CHAPTER 2

DISTINCTIVENESS: AN INSPIRING GLOBAL AND ASIAN CITY

Today, Singapore is often described as a cosmopolitan, successfully multi-racial city, a lush ‘city in a garden’, and a nation with an international yet Asian character. As cities around the world up the ante in their efforts to retain and attract talent and growth opportunities, Singapore needs to become even more distinctive and inspiring, not just for new talents but also for our own people. Building on our existing character, how can Singapore become an even more distinctive, inspiring, and beautiful Global and Asian city?

The FG has proposed a number of ideas to enliven our city and make it even more appealing and delightful. These ideas centre around creating more iconic spaces and features, making the city centre ‘buzzy’, enhancing the public transport experience, and giving a greater place for the arts. Over time, these proposals can play a part in making Singapore an even more liveable and lively city.

CREATING A DISTINCTIVE SINGAPORE

More iconic spaces

- 2.1 To raise Singapore’s profile on the international stage and distinguish ourselves from other cities, we can create more iconic spaces that are unique, distinctive and inspiring. Existing iconic spaces such as Marina Bay and the Southern Ridges have garnered positive attention from locals and visitors alike and are major focal points and leisure spots for Singaporeans from all walks of life. Marina Bay, for instance, provides the stage for our people to come together and to partake in shared memories as a nation through its hosting of National Day celebrations and New Year’s Day countdown events. Similarly, the Henderson Waves at the Southern Ridges provides inspiring vistas of our island and of our lush greenery. In time to come, with more of such iconic spaces and spots, Singapore can become an even more distinctive and inspiring city.
- 2.2 Notwithstanding our interest to see more iconic spaces, Singaporeans also appreciate a physical environment that is familiar to them. In fact, many Singaporeans lament that Singapore is changing too quickly. Familiar destinations such as popular eating places (e.g. Lau Pa Sat and Chomp Chomp at Serangoon Gardens) will continue to have a place in the heart

of Singaporeans. Hence, it is important that our iconic spaces complement these existing and familiar spaces. A possible approach would be to focus on introducing iconic spaces sensitively within the larger urban nodes such as the city centre (e.g. Gardens by the Bay and the Arts Park at Marina Bay) and the regional centres and growth areas (e.g. Jurong Lake District, Kallang Riverside and Paya Lebar Central). We should also consider how to activate these spaces through meaningful activities that can engage the larger community. Over time and with the right mix of programming, these spaces can also grow to become endearing spots for Singaporeans.

A city of great urban biodiversity

- 2.3 Singapore is known for our lush streetscape and the extensive network of parks, nature reserves, park connectors and roadside greenery. Despite our island’s high level of urbanization, when seen from above, our ‘green cover’ takes up 40% of Singapore’s total land area. We can build on our ‘City in a Garden’ image to also become a city of great urban biodiversity, where urban living and nature can co-exist in close proximity. To achieve this, we can have more skyrise greenery on our buildings and roofs. Our larger parks could be themed or made more iconic, while we can have more small and intimate green spaces woven into our housing estates and city areas. Such spaces could also be enlivened by regular activities including both unplanned local events as well as signature events. There can also be more colour in our parks and roadside planting through the introduction of foliage that changes colour throughout the year and more flowering plants.

A city where old and new co-exist in harmony

- 2.4 We can also emphasise our distinctiveness as a city where old and new buildings exist in harmony by making the integration and contrast even more dramatic. For instance, the China Square development along Shenton Way comprises restored low-rise shophouses flanked by modern high-rise office towers. With this interesting juxtaposition of building types, the experience of walking through China Square becomes unique and memorable. The popular image of the Singapore River, with its rows of pre-war shophouses and its backdrop of modern skyscrapers, is also distinctively Singaporean. We can therefore explore more opportunities to heighten the dramatic contrast between the old and the new within our built environment.

Our land tender system

2.5 To encourage more distinctive architecture and interesting building designs, we could also review our land tender system, which is currently weighted heavily towards land prices. By setting land price as the main or only criteria in evaluating tender submissions, we are not putting sufficient value on good architecture which can contribute significantly to building a distinctive, innovative and interesting city skyline. The Government currently already implements the two-envelope tender system for selected major developments (e.g. Capitol Theatre redevelopment project). Under this system, only tenders with concept proposals that meet the evaluation criteria will be considered for award. This could be further extended to more government land tender projects to signal the Government's support for more innovative design concepts and architecture.

MAKING THE CITY CENTRE 'BUZZY'

2.6 A vibrant and 'buzzy' city centre has been deemed by many as a hallmark of a global city. By growing the live-in population within the city centre and enlivening our streets, we can enhance the sense of vibrancy in the city.

More live-in population within the city centre

2.7 The city centre remains predominantly associated with workplaces and secondarily with leisure outlets, but seldom as a residential area. In the past few years, we have seen a steady influx of residential developments, both public and private, within the city centre area. As seen from the popularity of HDB's The Pinnacle@Duxton public housing development, there are many Singaporeans who aspire to live in the city. With a larger residential population in the city, we can also make our city centre more bustling and truly 24/7. Therefore, we could have more live-in residential population within the city centre. There could also be a wider range of housing options, such as different forms of public housing (i.e. Design, Build and Sell Scheme, Executive Condominiums, etc.), and adaptive re-use of existing buildings. There could also be more affordable rental apartments for young adults, to allow more young people to have the opportunity to live in the city centre, and to add buzz and excitement in the city. As far as possible, the community in the city centre should be an inclusive one serving to attract those who aspire to living in the city.

Enlivening our streets

2.8 To create a greater sense of connection and vibrancy on the city streets, there should also be more innovative urban design to create positive experiences for pedestrians. Besides meeting the utilitarian needs of pedestrians, our streets can also provide stimulating sensory experiences that engage the five senses as well as stir the public imagination.

2.9 Today, several streets within the city centre, such as Albert Mall, have been turned into pedestrian-only streets. We can have more of such 'pedestrian malls' to enliven the street-level experience for pedestrians. To implement these street closures, Singapore can conduct trials to observe the effects on surrounding road traffic and businesses, as is done in New York, before making the street closures permanent. We could also bring more community life into the business district on weekends and public holidays through partial street closures on those days.

2.10 Street levels in the city centre should also have greater 'transparency' and 'porosity'. This can be encouraged through shops and spaces whose lively interiors are visible to passers-by and through pedestrian connectivity across individual commercial developments. This can help to create a sense of connectivity and buzz, especially for the office towers in the business district. More interesting and unique street furniture (e.g. street lighting, seating and adequate shading) can also be provided.

Lighting up our city centre

2.11 There are existing government efforts to light up the city centre. Our civic district for instance is beautifully lit in the evening. There are also incentives in place for businesses to light up commercial towers within the city centre. Government guidelines have also been relaxed for the use of neon signs and advertising within selected city centre locations (e.g. Orchard and Bugis). These are efforts in the right direction to 'brighten' our city centre and make our city more breathtaking. They complement our efforts to encourage Singaporeans to have a 'night out' and having round-the-clock leisure activities in the city. At the same time, we could enhance the branding and marketing of the city centre through more regular and consistent broadcasting of city centre images. For instance, the beautiful night scenery of Singapore has been wonderfully transmitted to the rest of the world during the Formula 1 night races.

ENHANCING MOBILITY, WALKABILITY AND THE PUBLIC TRANSPORT EXPERIENCE

2.12 An efficient and people-centred transport experience is an essential ingredient for a good quality of life. In the coming years, given our limited land and rising concerns on the environmental impact of cars, we will not be able to expand our roads at the pace that we are doing today. Hence, a key strategy should be to enhance mobility through public transportation, cycling, and walking.

Creating the best transport experience in the city centre

2.13 Within the city centre, we should endeavour to create our best public transport, walking and cycling experience. This will allow us to take advantage of the higher density of population and developments that is found within the city centre, so as to bring about convenient public transport and improved mobility to a larger number of people. It will also provide the platform for us to showcase our transport system to the world. As our new downtown at Marina Bay is still taking shape, we still have the opportunity to incorporate these transport requirements and mobility considerations upfront.

2.14 For a start, MRT stations should be spaced closer together to make public transport more convenient and comfortable in the city, in view of our hot and humid climate, which makes it uncomfortable for people to walk longer distances. In time to come, the new downtown at Marina Bay will be served by 5 MRT lines. With the new MRT lines, passengers will not need to walk more than 5 minutes to reach a MRT station within Marina Bay. In addition to having more pedestrianised malls and comfortable sidewalks for pedestrians (see paragraph 2.8 on Enlivening our streets), there can also be more elevated walkways or skybridges that link buildings at popular pedestrian thoroughfares. This will make walking a convenient and even pleasurable option for the majority.

2.15 We can also have a comprehensive intra-city shuttle bus network with convenient pick-up points that will encourage more to take public transport. However, this would have to be managed together with the existing bus services within the city centre to avoid duplication of services and to ensure that bus resources are optimised. Alternatively, we can review how the existing network of bus routes within the city centre can be modified to better serve the needs of workers and residents within the city centre, for instance for intra-city centre trips.

2.16 Adequate cycling infrastructure and dedicated cycling lanes can also be planned in advance at Marina Bay. Hire-and-ride bicycle stations could then

be provided to serve the area so as to provide an environmentally-friendly and healthy alternative for workers and residents to get around the city. We can also take advantage of the waterways in the city centre by developing a water transport network to complement other modes of public transport. For instance, water taxis that ply along the Singapore River and Marina Bay can connect the F&B outlets and civic district with the future commercial developments at the new downtown. We can also develop a water transport route in our city centre that could become an iconic boat ride within the city, akin to the famous Staten Island Ferry in New York or Manly Ferry in Sydney.

Enhancing mobility outside the city centre

2.17 Beyond the city centre, our new towns should also be planned cohesively to encourage greater use of public transport, walking and cycling. We should continue to plan more homes near MRT stations, such as through mixed-use housing options, to make it convenient to use public transport. More regular and extensive feeder bus services from residential estates, including private estates, to MRT stations can also encourage more to use public transport. Within private estates, there should also be an adequate provision of bus stops, sidewalks and ramps to allow local residents to have easier access to our buses. In areas with relatively low ridership figures, bus operators could use lower-capacity mini-buses instead.

2.18 To encourage more cycling within towns, dedicated cycling lanes can be provided. These lanes can be linked to the park connectors to provide an extensive network of bicycle trails to serve the various daily and leisure needs of residents. This will also make the journey safer for cyclists and pedestrians. In areas where it is not feasible to set aside dedicated cycling lanes, the existing footpaths could be widened (e.g. by decking over drains and canals) to facilitate the sharing of the footpath between pedestrians and cyclists. In such instances, adequate signs and safety features (e.g. speed bumps at heavy pedestrian areas) will have to be put in place. Of equal importance, essential facilities for parking and storage of bicycles as well as changing and shower stations for bicyclists are needed at major transport nodes and interchanges. However, we need to examine whether a tropical and densely built city is conducive for the mass use of cycling for transportation.

Managing private car usage

2.19 The cost of riding public transport could be reduced further so as to encourage motorists to switch to public transport. We recognize that we would still have to cater to private car usage to provide options for people. However, we should also encourage clean-energy car usage as a more environmentally sustainable option for the future. Given our small size and well-established infrastructure, Singapore has the potential to be a world leader in encouraging the greater use of clean-energy cars, such as solar-powered cars. We could explore the feasibility of adopting 'need-based' concepts for private car usage, where those who use more, pay more. With Singapore's size, we could consider experimenting with GPS (Global Positioning System) controlled cars as a future mode of transportation in easing traffic congestion and eliminating traffic accidents. This mode of transportation is also elderly and disabled friendly.

2.20 We can also make the park-and-ride scheme more attractive, for instance, by providing season parking spaces during office hours at suburban malls next to MRT stations. We can also have 'portable' season parking that allows car owners to park for the day at a carpark close to the MRT and then park closer to home at night.

A GREATER PLACE FOR THE ARTS

2.21 Vibrant cities have lively arts and culture scenes. To encourage the greater appreciation of the arts and to bring the arts closer to our people, Singapore could introduce more street level spaces for display of art, especially local art. Such spaces could be located in parks, town centres in the heartlands and public spaces in the city centre. There could also be more relaxed guidelines for buskers, for instance within designated areas in these locations, to bring more artistic life to our streets. Such efforts will complement the initiatives to enliven our streets through innovative street furniture design and to create a more comfortable pedestrian experience (refer to paragraph 2.8 on 'Enlivening our streets').

2.22 To facilitate a more vibrant arts and culture scene, schemes could also be created for members of the public, corporations and schools to adopt public performance venues and public spaces for arts display. This would be akin to the more commonly known 'adopt-a-park' scheme. We can also tap on the private sector, e.g. through sponsorship, adoption schemes and events programming, to support other public amenities in our built environment and parks.

2.23 We can also provide affordable rental spaces to artists. There is an existing arts housing scheme at Waterloo Street that allows arts groups to rent properties from the Government. This could be expanded to benefit more artists and arts groups, especially up-and-coming artists that may need the additional help to kick-start their artistic career. Such a scheme could also be extended to craftsmen who produce traditional local crafts. The scheme should also incorporate a condition that the artist or arts group bring their artwork and activities to the broader community, for instance through the holding of public workshops and open houses.

CHAPTER 3

PROUD HOME: DEEPENING THE SENSE OF COMMUNITY AND OWNERSHIP

Having efficient and affordable infrastructure and public services, good economic growth opportunities and a wide selection of arts, entertainment and recreation offerings are necessary. However, they may not be sufficient to engender a very strong sense of ownership, engagement and pride. It will also be critical to create a deeper sense of community. How do we then make Singapore a home where citizens and residents feel a strong sense of ownership and pride?

The FG proposes that community and inter-generational bonding be adopted as key principles that guide and inform the design of public housing, facilities and recreational spaces. At the same time, we should set aside spaces which the community could help 'own' and have a bigger say on their use.

FOSTERING A GREATER SENSE OF COMMUNITY

Integrating the elderly into our community

- 3.1 Our living environment plays a major part in shaping our sense of community, in terms of maintaining family ties and shaping our interactions with our immediate neighbours and the larger neighbourhood. In order to foster a greater sense of community at the family unit level, we should encourage the maintenance of close family ties through innovative housing arrangements. For example, we could have paired housing or 'dual-key' arrangements where seniors choose to live in their own apartments which are located next door to their family members. This is already being done at the Dawson estate at Queenstown, as well as in some private residential projects.
- 3.2 A number of our elderly reside in HDB's studio apartments. These apartments are usually housed together within a single block. In view of our ageing population, instead of having these stand-alone blocks, all future HDB apartment blocks could have a few units which are designed specifically with the elderly or the physically disabled resident in mind. This would allow such households to better integrate with the other households and be a true part of the community. These 'embedded' units would be fitted with the appropriate universal design features that meet the residents' daily needs. These flats should also have modern and appealing designs not unlike regular flats. In short, if the poor, the elderly and

the disabled only stay in designated blocks, there is a risk that some of these blocks may inadvertently become 'urban ghettos'. Instead, we would like to see a Singapore where ageing-in-place is dignified.

Providing sufficient communal spaces

- 3.3 Community bonds are created through active interactions between neighbours and between members of the community. Providing sufficient spaces for the community to interact is an important way to facilitate the strengthening of such bonds. Hence, it is important that we provide sufficient communal spaces for the community.
- 3.4 As HDB flats go taller, there will also be more residents living within the same area, and consequently, a greater demand for such communal spaces. Besides providing sufficient communal facilities on the ground, we should also incorporate more mid-rise communal spaces within HDB blocks. This would facilitate greater interaction between immediate neighbours by bringing such spaces closer to residents. At the same time, they allow for more intimate communities to be formed within each block and create more private communal spaces that provide a sense of exclusivity and ownership for the group of residents living close to the space. In this way, we can foster 'vertical kampongs' at a scale that could engender a greater sense of community. When such mid-rise communal spaces are nicely landscaped, they will also enhance our living environment.
- 3.5 There can also be more multi-purpose spaces within HDB estates for community activities. Some of these multi-purpose spaces could be semi-enclosed, both physically and acoustically, so that they can create a more attractive and intimate setting for the holding of events by residents (e.g. children's party, wedding celebrations), while reducing disturbances to nearby flats. When used for the holding of more private events such as funeral wakes, these semi-enclosed spaces would also afford more privacy for the residents who are using the spaces.
- 3.6 Close attention should also be paid to the provision, design and location of community spaces to facilitate inter-generational use. For example, amenities that cater to different age segments (e.g. childcare centres and eldercare facilities) could be clustered together to provide opportunities for inter-generational activities. This can also be complemented by community-led programming and events. For instance, the Tampines 3-in-1 Family Centre, which provides childcare, student care and eldercare services, is a model that could be replicated in other parts of Singapore. Community facilities and

spaces (e.g. libraries, fitness corners and playgrounds) can also be designed for a wider spectrum of users to bring together people of different age groups.

Integration of community facilities

3.7 Co-locating community facilities (e.g. an integrated library, gym and community club building) helps bring such facilities and services under one roof for the greater convenience of residents. It also allows family members to engage in different activities at the same location and meets the various lifestyle needs of families and individuals. The concept of co-location and integration of community facilities can be further expanded to include a broader range of facilities to cater to the increasingly diverse lifestyle interests of individuals and families. An example would be to locate 'museums' or displays of local art within libraries. Some of these facilities (e.g. childcare centres) can also be located next to parks to capitalize on the greenery and tranquil setting.

3.8 More spaces such as the second storey of HDB blocks can also be designated for non-profit groups, voluntary welfare organizations (VWOs) and for-profit social entrepreneurship companies to provide community services closer to homes. This will help to increase the availability of spaces for such community services, conserve our limited land, and also possibly offer a more cost-effective way to provide community services than constructing new developments to provide these services. The FG sees this model of utilizing the second storey of HDB blocks as an important tool that could help overcome our land constraint and unlock the potential for HDB developments to offer the opportunity to bring community services to the doorsteps of the community. Financial incentives, such as URA's Community and Sports Facilities Scheme, should also be expanded to encourage the provision of community and social services within HDB blocks and housing estates, such as through cheaper rental rates.

3.9 In addition, the Government should also take into account the social merits of proposals when evaluating tender submissions for selected state land and properties. These evaluation criteria could include whether the proposal takes into account community, elderly or youth-related amenities and needs, or whether they are from VWOs and NGOs. Such a move would send a positive signal to the private sector on the priorities of our society and help to inculcate a greater consciousness of the issues. Shopping malls could also set aside spaces that cater for the elderly, so that they can rest or be entertained while their family members run their errands or their children engage in more youthful leisure activities.

3.10 We could also encourage the elderly to be involved where they live by introducing seed funding for senior-led enterprises that provide services to other seniors or by setting aside spaces for their activities. This would allow us to tap on the entrepreneurial skills and lifetime experience of the elderly and retirees, and have them contribute actively to the community.

MAKING RECREATION SPACES MORE ACCESSIBLE AND BETTER UTILISED

Upkeep and maintenance of facilities

3.11 Recreational spaces, greenery, and parks contribute significantly to a good quality of life. Singaporeans should be encouraged to engage in more outdoor recreation as it is healthier and more environmentally friendly. As part of the Lifestyle Survey, many residents ranked the provision of parks and beaches as one of the most important factors in a quality living environment. While there are already many parks and recreation spaces of different sizes island-wide, we can encourage greater usage by ensuring the adequate provision of amenities such as toilets, rest areas and F&B facilities. These facilities should also be well-maintained and open for business at the right time. Enhanced natural shading or built canopies can also encourage more people to visit during the day. More performance spaces for concerts by the community or local performance groups could increase the range of activities. There can also be better signage to help people find their way within parks and along park connectors. During public holidays, there could also be dedicated public buses or valet service to the most popular parks.

Recreation for the youths and young adults

3.12 Participation in sports can also help strengthen community ties by bringing people of different ages and backgrounds together to engage in healthy activities. This is especially pertinent for youths and young adults, many of whom are spending more time on the internet. To encourage greater interaction between youths and their communities, there should also be more recreation spaces that can cater to the lifestyle pursuits of youths and young adults. For instance, there should be sufficient and affordable sports facilities that the public can rent, especially for team sports which can spur strong camaraderie within team members. A good illustration of this is that of schools opening up their school fields and indoor sports halls for the public to rent. This is carried out outside of school hours and on weekends. We should encourage more schools to do the same.

Community greens

3.13 Many estates have started their own community gardens. Such initiatives are often organized by the community. NParks has also introduced a 'Community in Bloom' programme to encourage more to take part in community gardening. Through community gardens, residents get to see the real fruit of their labour and develop a greater sense of ownership of community spaces. We should continue to set aside spaces for community planting, and have more neighbourhood-scale parks and roof-top gardens within our estates. They provide ideal spots for community interaction and help to beautify our physical environment. Urban fruit and vegetable gardens can also contribute to Singapore's food security. Green spaces provided near workplaces may also provide more recreational spaces for workers. Some green spaces could also be retained in their natural state (e.g. wilderness playground or park) to provide room for fun and imagination.

GREATER PLANNING AND DESIGN FLEXIBILITY TO CATER TO CHANGING NEEDS

3.14 Given our evolving demographics and the increase in the variety of needs of our people, there has to be a conscious effort to allow our physical environment and community facilities to evolve over time to cater to these changing needs. To achieve this, our towns should be designed and allowed to evolve with the changing needs of the residents. Spaces, buildings and infrastructure could be modified or adapted over time to better respond to the lifecycles of our HDB estates (e.g. as they transform over time from a young estate to estates with more mature households). Instead of redeveloping estates entirely, we should continue to retain some empty plots of land for future development so that estates can evolve and be rejuvenated over time.

3.15 In the meantime, these spaces could be kept as open spaces, until they are needed for redevelopment, for the population to simply 'stretch out'. We could also allow the community greater say in how best to put such spaces to good use. They can be designated as 'grey zones' in the Master Plan, so that besides a list of uses that are not allowed, residents can put the space to whatever other community-related uses that they deem fit.

CHAPTER 4

PEOPLE-CENTRICITY: CATERING FOR DIVERSITY WHILE BEING AGE-FRIENDLY

To be an inclusive society, it is increasingly important to ensure that diverse lifestyle needs and aspirations of different population segments are catered for even as Singapore continues to develop. These population segments include youths, families, the elderly and foreign residents. How do we make Singapore a home which cares for the needs of its diverse population?

In addition, with a growing elderly population, our living environment has to be senior-ready and senior-friendly, with 'universal design' and 'end-to-end' accessibility becoming much more pervasive. In this way, seniors can be empowered to lead independent and fulfilling lives. Hence, beyond fostering community bonds, there is a need to pay particular attention to catering to our diversity and providing an adequate variety of spaces for it to thrive in.

ENHANCING SPACES FOR DIFFERENT COMMUNITIES

Allowing distinctive districts to evolve organically

4.1 Many of our districts in the city centre are rich in history and have evolved over time to develop their own distinctive characters. The 'Bras Basah.Bugis' district, with its array of museums and performing arts spaces, and Little India, with its pre-war shophouses, Hindu temples and merchants selling spices and jewellery, are good examples of districts with their own unique identities and feel. For such areas with distinctive characters, urban planners could take a 'lighter touch' approach to let these spaces evolve organically. This would allow for the emergence of an exciting variety of 'genuine' venues and spaces for individuals of diverse interests and backgrounds.

A lighter touch approach

4.2 An illustration of the lighter touch approach would be for government agencies to help activate these areas through soft measures such as incentives and facilitating more events programming. The annual Bras Basah Night Festival co-organised by the National Museum and other stakeholders in the area is an excellent example of how events programming can help enliven a district. This

popular theatre, music, dance and visual arts extravaganza, which is open to the general public with no admission fee, has successfully brought the museums to the people by introducing arts and culture at the open spaces in the Bras Basah precinct.

- 4.3 Another important role that government agencies can play is that of facilitating knowledge sharing. Agencies can focus on sharing with local stakeholders and businesses on what other cities have successfully done, so that useful ideas can be adapted for the local context. These ideas can be related to how other cities have organized their own business improvement districts or introduced unique programming concepts. Creating this knowledge-sharing framework would provide opportunities for good ideas that are appropriate to our local context to be refined or generated locally. At the same time, such a framework can groom our local stakeholders to think out of the box and take greater ownership of their districts. Besides local businesses, the Government could also involve NGOs (e.g. non-profit arts groups) more actively in place management and programming in these districts, so as to involve more stakeholders who can bring in even more ideas.
- 4.4 The success of a district also depends on an iterative planning approach that evolves and adapts according to the needs of the district. After all, no two districts are alike, and there is no single formula to creating a successful district. Hence, government agencies should also regularly review the implementation of plans and assess if districts are working well or if plans need to be tweaked over time.

A SENIOR-READY SINGAPORE

Facilitating ageing-in-place

- 4.5 Being a people-centric city also entails having suitable housing options that can meet our needs even as we age. A majority of our population will likely prefer to stay in familiar surroundings and close to family support as they become elderly. As an illustration, the Lifestyle Survey found that 78.5% of the population prefers to stay in regular housing in old age. In addition, given the growing elderly population in Singapore, regular housing will be the most prevalent option for our seniors. Hence, our housing estates should be designed in ways that facilitate 'ageing-in-place', where active-ageing and ageing in familiar surroundings are encouraged and provided for.

- 4.6 In terms of housing arrangements, within each HDB block or precinct, there could be a mix of unit types to cater to the needs of the different population segments at different phases of their lives. Alternatively, our flats could be modular in nature, so that walls can be easily knocked down for two or three units to be joined together in order to cater to changes to household sizes at the different stages of our lives. We can also introduce a policy that allows residents to move to units of different sizes within a single block or within the same precinct when their household sizes change. This would minimize instances in which residents need to be uprooted and moved to new neighbourhoods when they choose to downsize or upsize their apartments.
- 4.7 Similarly, there should be options available for existing flat owners to retrofit their flats when they age, so that the flats are more 'senior-friendly'. This can be done by providing flat owners with a menu of recommended senior-friendly home fixtures, so that residents are aware of the options available and can choose to purchase the fixtures that they like for their own households.

Independent living options

- 4.8 Even as we continue to facilitate the majority who wish to age-in-place, we recognize that there will be different housing needs and preferences among the elderly. The future generation of elderly will be more educated and may be relatively more financially independent when they retire. They will have fewer children and are likely to remain healthy and independent for a greater part of their lives. From the Lifestyle Survey findings, about 20% of the population prefers to live in housing dedicated for the elderly (e.g. retirement housing and studio apartments). Thus, we should provide a range of housing options to suit different needs.
- 4.9 We envision a new model of retirement housing: a bustling residential estate for the new generation of active seniors, with an array of facilities and services such as nursing care, activities centre and delivery of groceries provided within the estate. There may even be guest suites for relatives who can stay overnight or over the weekend for a fee. These retirement communities would be located not in the outskirts of Singapore, but close to existing residential estates so that they can continue to be a part of a larger community.
- 4.10 For the more frail elderly who may require dedicated nursing care, we should also review our current nursing home model with the aim of improving the

living and care-giving conditions of the residents. We should avoid large-scale nursing homes that 'institutionalise' the elderly. Instead, we could set aside more spaces within nursing homes for activities and programming, to break up the tedium of daily routines for the residents. Nursing homes should also continue to be located close to residential areas so that it would be more convenient for relatives to visit.

Improving mobility among the elderly

4.11 Common public infrastructure should be modified to improve mobility among the elderly and the disabled. Currently, new developments are typically required to put in place necessary universal design elements. However, it will not be sufficient for individual buildings or facilities to be disabled-accessible. We must also aim for 'end-to-end' accessibility to ensure that the disabled can successfully move from one facility to another. For instance, if our homes and the MRT stations are designed to be senior-friendly, the journey taken from our homes to the MRT stations should also be made more senior-friendly. Only by extending universal design to the neighbourhood level, would we be able to transform our physical environment into one that is senior-ready.

4.12 Therefore, it is important that we review the standard designs of our public infrastructure to find ways to improve the mobility of the elderly and the disabled. In particular, the widths of our sidewalks could be widened to better accommodate those in wheelchairs or using walking aids. The distance between pedestrian crossings and traffic signal timings could also be re-looked. For instance, the duration of the 'flashing green man' sign can be extended so that the elderly can have sufficient time to get across the road before the lights change. Our overhead pedestrian bridges could also be made more senior-friendly, by retrofitting them with elevators or ramps. In areas where it is not feasible to retrofit the overhead bridges, we should consider if there are convenient at-grade pedestrian crossing options available.

4.13 As these measures will entail costs, we could first focus on upgrading common infrastructure in areas where there is a large volume of pedestrians and elderly, particularly in the older housing estates, within the town centres, at major public transport nodes and near healthcare facilities such as hospitals. There could also be greater coordination in planning pedestrian traffic and vehicular traffic within residential estates to reduce their conflict. This should be made a deliberate consideration when designing our new towns.

4.14 Given that buses have a much wider reach than the MRT system and that bus stops are generally more easily accessible, buses will likely remain a main public transport mode for the elderly. Bus operators have begun to roll out buses with low steps that make boarding and alighting easier as well as buses that can accommodate passengers on wheelchairs. More of such buses should be on the road.

4.15 More can also be done within our MRT stations to make them more senior-friendly. Soon, all MRT stations will have elevators. As many of the elevators were built after the stations were completed, the elevators might not be at the most intuitive or easy-to-find locations. Therefore, there should be sufficient signboards to point passengers to the elevators. For all new stations, elevators for the disabled should be located at the points of entry to the stations. Similarly, there should be more seating provided within the stations for passengers to take a rest while waiting for their trains. To encourage greater public transport use during all times, we can also extend the public transport concession rates for the elderly to include travel during peak hours. Such an initiative would strengthen existing efforts to encourage our elderly to continue to be active members of our society.

CHAPTER 5

AT THE CUTTING EDGE: BREAKING NEW GROUND AS A CITY OF TOMORROW

There is great potential for technological improvements to be harnessed to enable a high quality of life. As a small country, Singapore should continue to capitalise on its size and nimbleness to be a pioneer in the effective use of technology and to be a city of tomorrow. Technology can be an enabling tool for us to improve our living environment and assist us in our daily activities.

A FULLY 'WIRED' AND BROADBAND-READY CITY

5.1 An important factor to be a city of tomorrow is for Singapore to be wired to enable Singaporeans to have easy and low-cost access to the internet. More and more homes are being wired, and many government and commercial services are also available online at the touch of a button. We are also seeing a growth in the popularity of home offices and online classrooms. More people are also able to access the internet through their mobile phones at WIFI hotspots islandwide. This has allowed Singaporeans to be wired on the go. In short, a fully 'wired' and broadband-ready Singapore would be an important step to get our population readily 'plugged' in for work, school, entertainment, obtaining services and keeping in touch.

HARNESSING TECHNOLOGY TO ENHANCE THE QUALITY OF LIFE OF THE ELDERLY

5.2 We should take advantage of technology to aid in daily living activities, especially for the elderly. As the elderly of the future would be more internet-savvy, we could also make use of technology to enhance communications between the elderly and their families, implement e-learning to keep the elderly engaged and to provide medical, health and safety assistance (e.g. movement tracking and alarm calls). The elderly who have difficulty moving around would also have the added option of working from home or even of getting medical services online.

HARNESSING TECHNOLOGY TO ENHANCE THE TRANSPORT SYSTEM

5.3 Singapore has been a world leader in using technology to enhance our transport system. These 'intelligent systems' include the Electronic Road Pricing (ERP), Expressway Monitoring Advisory System (EMAS), and Parking Guidance System which provides real time information on available parking spaces within the city area. Our public transport system has also relied more and more on technology over the years to bring about greater convenience for commuters. The IRIS (Intelligent Route Information System) NextBus service offered by SBS Transit provides personalised information on the arrival times of buses to bus passengers. Such a service could be extended to the other bus operators. We can also have interactive kiosks at bus stops that provide up-to-the-minute information on bus services.

5.4 In short, we should continue to expand the use of technology to optimise transportation efficiency, manage private car usage and enhance the public transport experience.

CHAPTER 6

CONCLUSION

Singapore already offers a good quality of life for her residents, but to stay relevant and continue to be a preferred home, we need to provide an even better quality of life. With rising competition between cities, we also need even greater distinctiveness to differentiate us from other cities. The challenge hence is to build a Singapore that is both inspiring and inclusive.

- 6.1 The Focus Group has been tasked to consider how Singapore can continue to offer a high quality of life to our population even as we develop, while meeting the evolving needs of an increasingly diverse and aged population. In drawing up the recommendations, the FG asked ourselves what we envisioned Singapore to be in the next 40 years. The FG aspired for Singapore to be a home that is inspiring and inclusive to all Singaporeans. We have identified four key thrusts that we feel will go a long way in meeting these challenges and help bring our vision of the future Singapore into reality.
- 6.2 First, we envisage a Singapore that is distinctive and inspiring. To achieve this, we recommend creating more iconic spaces to make Singapore stand out as a beautiful and delightful city. We can also build on the distinguishing features of Singapore and transform ourselves into a city of great urban biodiversity and a city where old and new buildings exist in harmony. We also envision having a buzzy city centre that has an inclusive live-in community, a vibrant street life, and where the arts are brought close to the community. We can further enhance mobility through public transport, cycling and walking, and we can start by creating the best public transport and pedestrian experience in the city centre.
- 6.3 Secondly, we propose that community and inter-generational bonding can be key principles that guide the design of public housing, community facilities and infrastructure. Closer attention can also be paid to providing more communal spaces (e.g. mid-rise communal spaces within HDB blocks, community gardens, parks and recreational spaces) that would engender a greater sense of community and ownership. The co-location and integration of community facilities can also be further expanded. More spaces, for instance at the second storey of HDB blocks, can also be set aside for the delivery of community services.

Our towns should also be designed in such a way that they can be modified or adapted over time to evolve with the changing needs of residents.

- 6.4 Thirdly, to be an inclusive society, we should ensure that the diverse lifestyle needs and aspirations of the population are catered for. This entails enhancing spaces for different communities and allowing places with distinctive characters to evolve organically. Government agencies can help activate these areas through a 'lighter touch' approach. With a growing elderly population, we should also design our housing estates to facilitate ageing-in-place, while offering alternative housing options to cater to those who aspire for or require more independent elderly living arrangements. Common public infrastructure should also be modified to improve the mobility among the elderly and the disabled, as we aim for more pervasive universal design and 'end-to-end' accessibility.
- 6.5 Fourth, there is great potential for technological improvements to be harnessed to enable a high quality of life. We should continue to tap on existing and new technologies to enhance the daily needs of the population, especially for the elderly, and for our transportation system. In time to come, Singapore can become a truly 'wired' and broadband-ready city and break new ground as a city of tomorrow.
- 6.6 In conclusion, these recommendations are largely guided by the underlying themes of being a more people-centric city, one that is inclusive while celebrating diversity. The recommendations also acknowledge the importance of going beyond the hardware to identify software and 'heartware' solutions. While the Concept Plan addresses the more strategic physical infrastructure of Singapore, the success of the physical plans hinge upon the successful implementation of these software elements. Hence, the recommendations relating to the software aspects should also be looked into by the relevant government agencies as part of their policy work.
- 6.7 Discussions from the FG also highlight the importance of having close partnership between the public, private and people sectors. The creation of a people-centric city necessitates a highly iterative and collaborative planning effort between government agencies and the community. From this perspective, the CP2011 public consultation exercise has been a most meaningful process to garner the views of the wider public and to engage the community to jointly shape the future of Singapore with the Government. In the course of our four

months of FG discussions and through the spirited debates that we had and the diversity of views we heard, we have witnessed a passionate and active citizenry that is eager to share their views on what Singapore could be like in the coming years. As our population demographics change over time, these views will probably become even more diverse in the future. Public expectations will also increase. It is our view that it will become more, and not less, pertinent for government agencies to continue the public engagement process and actively solicit views on policies and issues that will affect the way we live.

6.8 In coming up with these recommendations, the FG has identified the ones that are the most meaningful and that would have the most positive impact on the lives of the majority of the population. We hope that our recommendations will contribute towards enhancing the quality of life for current and future generations in Singapore through the CP2011 review.

ANNEX A: SCHEDULE OF MEETINGS

Meeting	Schedule
1st meeting 23 Jan 2010 (Sat) 9.30am-1.00pm The URA Centre	Launch of Public Consultation <ul style="list-style-type: none"> Briefing by URA on land use planning in Singapore, Concept Plan 2011 Review process and public consultation programme General discussion of Focus Group's Terms of Reference
2nd meeting 5 Feb 2010 (Fri) 7.00pm-9.30pm The URA Centre	Enhancing the Housing Environment <ul style="list-style-type: none"> Briefing by URA and HDB on the planning of the housing environment. Discussion on how to make high-density housing attractive, having more facilities closer to home and housing the elderly
3rd meeting 19 Feb 2010 (Fri) 7.00pm-9.30pm The URA Centre	Enhancing our Community and Leisure Facilities <ul style="list-style-type: none"> Briefing by URA on the planning of community and recreation facilities and the 2008 Leisure Plan Briefing by NParks on park planning Discussion on catering to the increasing demand for community and leisure options and enhancing the park-going experience
4th meeting 4 Mar 2010 (Thu) 7.00pm-9.30pm The URA Centre	Increasing the Use of Public Transportation <ul style="list-style-type: none"> Briefing by LTA on transport planning in Singapore and the Land Transport Masterplan Discussion on encouraging greater use of public transport
5th meeting 11 Mar 2010 (Thu) 7.00pm-9.30pm The URA Centre	Combined Focus Group session <ul style="list-style-type: none"> Briefing by secretariats for the Focus Group on Quality of Life and the Focus Group on Sustainability and Identity on both groups' respective discussions to date Sharing on findings from URA's online consultation exercise Discussion on both Focus Groups' ideas and URA's online consultation findings
6th meeting 20 Mar 2010 (Sat) 8.30am-12.30pm Various location	Site visit to the following locations: <ul style="list-style-type: none"> Integrated transport hub at Sengkang New generation public housing precinct at Sengkang Tampines 3-in-1 Family Centre Private nursing home at Simei <p>(A site visit to Khoo Teck Puat Hospital was held by the Focus Group on Sustainability and Identity on 27 Mar 2010. This site visit was also open to members from the Focus Group on Quality of Life.)</p>

Meeting	Schedule
7th meeting 25 Mar 2010 (Thu) 7.00pm-9.30pm The URA Centre	Creating an Inclusive Society and a Vibrant City <ul style="list-style-type: none"> Sharing on observations at the site visit Briefing by URA on planning the city centre Discussion on enhancing the vibrancy of the city centre
8th meeting 8 Apr 2010 (Thu) 7.00pm-9.30pm The URA Centre	Preliminary Recommendations <ul style="list-style-type: none"> Discussion on preliminary recommendations of the Focus Group
9th meeting 20 Apr 2010 (Mon) 7.00pm-9.30pm The URA Centre	Dialogue with Elderly Representatives <ul style="list-style-type: none"> The Focus Group held a dialogue with 20 elderly representatives from the Eurasian Association, Mendaki, NTUC Active Ageing Club, People's Association, SAGE, SINDA and >60 Design Centre. The Focus Group shared its preliminary recommendations with the elderly representatives Discussion with elderly representatives on the preliminary recommendations
10th meeting 22 Apr 2010 (Thu) 7.00pm-9.30pm The URA Centre	Preparation of Focus Group report <ul style="list-style-type: none"> Discussion on preliminary recommendations of the Focus Group
Public Forum 10 May 2010 (Mon) 6.30pm-8.30pm The URA Centre	Public Forum on Preliminary Recommendations of the Focus Group <ul style="list-style-type: none"> Focus Group's presentation of preliminary recommendations Discussion with members of the public

ANNEX B: SUMMARY OF PUBLIC FEEDBACK

This is a summary of suggestions from members of the public received by the Focus Group.

(A) Distinctiveness: An inspiring Global and Asian city

Facilitating more iconic spaces

- 1 Provide more pedestrianised malls with artists' displays
- 2 Have more colourful plants around Singapore
- 3 Have more beautifully designed buildings
- 4 Light up Singapore's iconic buildings
- 5 Review our land tender system to encourage more distinctive and interesting building designs
- 6 Maintain the garden city concept

Making the city centre 'buzzy'

- 1 Provide a rental scheme for flats in the city which caters to young adults
- 2 Subsidise artisan and locally produced retail businesses and allow them to have storefronts in prominent shopping belts
- 3 Make provisions for more round-the-clock entertainment in the city centre
- 4 Have less regulations on buskers
- 5 Facilitate an overall lifestyle change: beyond the hardware, there is a need to develop individuals who will contribute to the buzz in the city centre
- 6 Extend the opening hours of food and beverage outlets
- 7 Make provisions for water sports at Marina Bay
- 8 Allow more neon signs in the city centre
- 9 Allow more late night shopping

Enhancing mobility, walkability and the public transport experience

- 1 Provide cheaper night transportation
- 2 Facilitate a solar-powered ferry service along the Singapore River
- 3 Provide dedicated cycling lanes
- 4 Tighten the COE car quota
- 5 Raise car parking charges
- 6 Enhance bus lanes
- 7 Tighten cycling traffic rules
- 8 Provide cycling tracks over canals, e.g. over the Bukit Timah/Dunearn Canal
- 9 Plan for more walkable streets by having less circuitous routes and shorter waits at traffic lights
- 10 Consider traffic-calming measures for more walkable neighbourhoods
- 11 Replace public buses in the city centre with electric trams
- 12 Reduce use of air-conditioning

- 13 Allow foldable bikes on trains in the early morning when trains are less crowded
- 14 Consider implementing bike-sharing initiatives within the city centre
- 15 Provide solar-powered fans at bus stops
- 16 Paint narrower lanes to slow down cars for safe cycling
- 17 Link the ERP in-vehicle units to a centralized tracking system to limit car speeds to improve public safety

A greater place for the arts

- 1 Cherish our state treasures e.g. batik makers
- 2 Document local artists' artworks to raise their profile internationally
- 3 Foster creative writing and critical thinking among Singaporeans
- 4 Loosen restrictions on free speech
- 5 Redevelop Haw Par Villa into a cultural theme park

(B) Proud home: Deepening the sense of community and ownership

Adopt community and intergenerational-bonding

- 1 Keep places with rich heritage, e.g. Little India, Chinatown, Kampong Glam
- 2 Document the history of significant and iconic buildings
- 3 Create an identity for each HDB New Town so that there is a distinct element of differentiation for each HDB town
- 4 Retain coffee shops which have been around over generations
- 5 Have more street concerts by celebrities
- 6 Minimise occurrences of en-bloc sales as far as possible as they disorientate community ties and social networks

Making recreation spaces more accessible and better utilised

- 1 Allow skateboarding in more places
- 2 Have more recreation areas for youths, e.g. jet-skiing, horse riding, go-karting

Greater planning and design flexibility to cater to changing needs

- 1 Retain pockets within Singapore which allow for a slower pace of living
- 2 Provide more spaces for the community to come together
- 3 Provide more inter-generational spaces to allow the elderly to feel connected

(C) People-centricity: Catering for diversity while being age-friendly

Enhancing spaces for different communities / Facilitating ageing-in-place

- 1 Link bus stops to HDB flats
- 2 Provide more rest areas in public places for the elderly

- 3 Ensure that HDB flats are fitted for the needs of the elderly
- 4 Provide health services within close proximity to the homes of the elderly
- 5 Retirement villages can be bustling residential centres for the active, elderly Singaporean
- 6 Provide integrated health care centres incorporating hospice, nursing home, day-care centre and retirement home
- 7 Consider lift-upgrading for more HDB flats

Improving mobility among the elderly

- 1 Re-look the design of crematoriums (e.g. provide ramps) to make them more elderly-friendly
- 2 Replace overhead bridges with more road crossings
- 3 Design gentler steps for overhead bridges for the elderly
- 4 Ensure that public buses are step-free
- 5 Equip buildings with facilities like ramps and accessible lifts
- 6 Ensure that pedestrian crossing lights stay green longer for the elderly

(D) At the cutting-edge: Breaking new ground as a city of tomorrow

A fully 'wired' and broadband-ready city

- 1 Facilitate the infusion of information technology into the lives of the elderly to make it easier to work at home
- 2 Utilise technologies in buildings to maximise space and enhance work systems
- 3 Extend bus technologies (e.g. Intelligent Route Information System NextBus services) across all operators
- 4 Ensure that enhanced connections benefit individuals and promote community development and bonding

(E) Other Feedback

- 1 Ensure sufficient social support is provided for the elderly
- 2 Ensure sufficient work place safety for all workers
- 3 Optimise the use of Singapore's reservoirs
- 4 Ensure that water sports do not pollute the reservoirs
- 5 Provide adequate land and resources for depots to clean and maintain the buses/ trains, and interchanges for drivers to rest
- 6 Plan for integrated small towns so that people can live, work and play at one location
- 7 Increase ground floor shop space of HDB flats
- 8 Ensure that new flats are not too small
- 9 Place signs in a more aesthetically pleasing manner
- 10 Open up the rooftops of industrial buildings for dining (e.g. canteens)
- 11 Harness solar and wind energy on rooftops

