

Preparation of SMART CITY PLAN & PROPOSAL

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ALLAHABAD



DEHRADUN



AIZAWL



CHANDIGARH



NAGPUR



HUBBALI



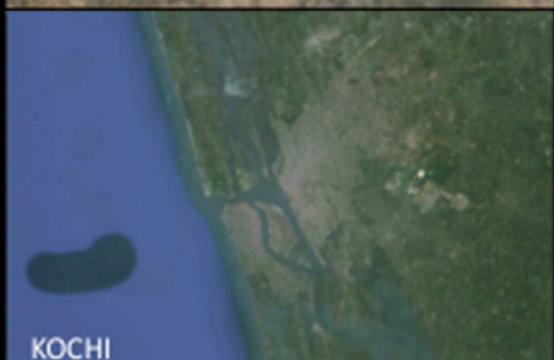
SOLAPUR



BHOPAL



WARANGAL



KOCHI



MUMBAI



PUDUCHERRY





A GAME-CHANGING MISSION

- **Mission Transform-nation:** Define city's competitive vision; area-based developments and Pan-city initiatives; mobilize resources; ensure outcomes
- **'Comprehensive'** demonstration projects: integrating institutional, physical, social and economic infrastructure
- **Putting people first:** Using technology to improve the life of all citizens in a planned and sustainable manner
- **Aspirational & Competitive:** 'Where you are today' to 'Where you want to be tomorrow'
- **Convergence:** missions, schemes, departments

A CHALLENGE

- **FORM AN SPV**
 - GOI + STATE/ULB = MIN. 50% HOLDING
 - PRIVATE = MAX 50% HOLDING
- **DELIVER MINIMUM 2 PROJECTS**
 - 1 PAN-CITY (COMPULSORY)
 - MIN. 1 AREA-BASED (RETROFIT/REDEV/GREEN)
- **OPERATE & MANAGE LIFECYCLE**
- **DELIVER RESULTS & OUTCOMES**
 - IMMEDIATE
 - 1 YR
 - 3-5 YR



SCENARIO



SCENARIO



SCENARIO



SCENARIO

WHERE YOU WANT TO BE



WHERE YOU ARE



SOCIETY, ECONOMY, INSTITUTIONS, INFRASTRUCTURE, ENVIRONMENT

1. PROFILE

Baseline, Mapping, KPIs, Self-Assessment

1. OPERATIONAL EFFICIENCY

- Average time taken to give building plan approvals
- Increase in property tax assessments and collections
- Outages in a month (Scheduled / Unscheduled)
- Reduction in NRW/UFW and AT&C/T&D losses
- Increase in percentage of population covered by grid based power
- Water & sewerage user charges collected as a percentage of current annual demand
- Property tax collection as a percentage of annual demand
- Cost management interventions like location tracking of vehicles, ambient light sensors, etc.

2. TRAFFIC SITUATION

- Average traffic speeds
- Average commute times and distances for different groups
- Availability of pedestrian facilities and public transport
- Congestion intensity on arterial city roads

3. ADMINISTRATIVE EFFICIENCY DUE TO ICT

- Overall attendance of functionaries
- Two-way communication between citizens and administration
- Use of e-Gov to enable hassle free access to statutory documents
- Dashboards that integrate analytics and visualization of data
- Availability of basic information relevant to citizens

4. AVAILABILITY OF AFFORDABLE HOUSING

Smart City Characteristics	Definition	Scenario 1	Scenario 2	Scenario 2	Scenario 1	Scenario 3	Current status of the city overall	Explanation and quantitative indicator (optional - only if data exist)	Area for retrofit or redevelopment	Qualitative self-assessment of the city relative to Smart City characteristics	Describe the biggest single initiative that would get the area of focus to achieve advanced characteristics of a smart city?
1 Citizen participation	A smart city consistently shapes and changes course of its strategies incorporating views of its citizens to bring maximum benefits for all. (Guideline 2.1.1)	The City brings citizen priorities and projects to pursue without consulting citizens.	City undertakes citizen participation with some select stakeholders. The findings are compiled and incorporated in some projects or programs. Very few major decisions are shared with citizens and few projects are awarded.	City conducts citizen engagement at city level and local area level with most stakeholders and in more areas. The findings are compiled and incorporated in projects or programs.	City consistently conducts citizen engagement with people at each ward level. It incorporates their views, and these shape priorities and development projects in the city. Multiple means of communication and getting feedback is such, both face-to-face and online are utilized. The effectiveness of city governance and its transparency is regularly in focus on the basis of feedback received.	City consistently conducts citizen engagement with people at each ward level. It incorporates their views, and these shape priorities and development projects in the city. Multiple means of communication and getting feedback is such, both face-to-face and online are utilized. The effectiveness of city governance and its transparency is regularly in focus on the basis of feedback received.	Qualitative self-assessment of the city relative to Smart City characteristics.		Quantitative self-assessment of the current situation of the area relative to Smart City characteristics.		
2 Identity and culture	A Smart City has a unique identity, which distinguishes it from all other cities, based on some key aspects: its location or climate, its leading industry, its cultural heritage, its local culture or cuisine, or other factors. This identity allows an easy answer to the question "why this city and not somewhere else?" A Smart City celebrates and promotes its unique identity and culture. (Guideline 3.1.7)	There are few architectural landmarks, symbols, festivals that emphasize the unique character of the city. Built and cultural heritage is not preserved and utilized or even through physical, management and policy structures.	Historic and cultural resources are preserved and to some extent utilized. There are some landmarks and cultural heritage sites, but they are not well managed or utilized. There are some landmarks and cultural heritage sites, but they are not well managed or utilized.	Historic and cultural resources are preserved and utilized in a significant way. There are several landmarks and cultural heritage sites, which are well managed and utilized. There are some landmarks and cultural heritage sites, which are well managed and utilized.	Historic and cultural resources are preserved and utilized in a significant way. There are several landmarks and cultural heritage sites, which are well managed and utilized. There are some landmarks and cultural heritage sites, which are well managed and utilized.	Historic and cultural resources are preserved and utilized in a significant way. There are several landmarks and cultural heritage sites, which are well managed and utilized. There are some landmarks and cultural heritage sites, which are well managed and utilized.					
3 Economy and employment	A smart city has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 4.2)	There are some job opportunities in the city, but they do not reach all sections of the population. There are a high number of jobs in the informal sector without sufficient facilities.	There is a range of job opportunities in the city for more sections of the population. The city attracts to integrate informal economic activities with formal parts of the city and its economy.	There are adequate job opportunities for all sections of society. Job availability among residents can sometimes be a challenge.	There are adequate opportunities for jobs for all sections of income groups and skill levels. Job-oriented skill training supported by the city and by industry. Economic activities are suited to and build on local and other advantages of the city.	There are adequate opportunities for jobs for all sections of income groups and skill levels. Job-oriented skill training supported by the city and by industry. Economic activities are suited to and build on local and other advantages of the city.					
4 Education	A Smart City offers schooling and educational opportunities for all children in the city. (Guideline 2.3.10)	The city provides very limited educational facilities for its residents. There are some schools but very limited campus facilities and many schools are in poor condition.	City provides adequate primary educational facilities within easily reachable distance of 15 minutes walking for most residential areas of the city. The city also provides some secondary educational facilities.	City provides adequate primary and secondary educational facilities within easily reachable distance for most residential areas of the city. Educational facilities are readily accessed through databases of schools, and the city provides adequate facilities for attendance, teacher-student interaction, and other factors.	City provides adequate and high quality educational facilities within easily reachable distance of 30 minutes walking for all the residential areas of the city. Educational facilities are readily accessed through databases of schools, and the city provides adequate facilities for attendance, teacher-student interaction, and other factors.	City provides adequate and high quality educational facilities within easily reachable distance of 30 minutes walking for all the residential areas of the city. Educational facilities are readily accessed through databases of schools, and the city provides adequate facilities for attendance, teacher-student interaction, and other factors.					
5 Health	A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.18)	Healthcare is difficult for citizens to access - demand for healthcare often exceeds hospitals' ability to meet citizen needs.	The city provides some access to healthcare for its residents but healthcare facilities are overcrowded and far from many residents. Access to preventive health care is only easily available for some residents.	City provides adequate health facilities within easy reach for all the residential areas and job centers of the city. It has an emergency response system that operates with an efficiency.	City provides adequate health facilities within easy reach for all the residential areas and job centers of the city. It has an emergency response system that operates with an efficiency.	City provides adequate health facilities within easy reach for all the residential areas and job centers of the city. It has an emergency response system that operates with an efficiency.					
6 Mixed use	A Smart City has different kinds of land uses in the same location, where buildings are located close to one another and are integrated. (Guideline 2.8 & 2.8.2)	The city has mostly separated uses and areas are focused either on residential, commercial, or industrial, with little co-mingling of uses. The average resident cannot walk to the office or school or to the public transport. For almost all residents, it is necessary to use a vehicle for a bus of more than 15 minutes to reach any of the major public transport or office locations in residential neighborhoods and vice versa.	In some parts of the city, there is a mixture of land uses that would allow residents to live, work, and shop in close proximity. However, in most areas, there are only small retail stores with basic supplies near housing. Most residents must drive or use public transportation to access a shop for food and basic daily needs. Land use rules support segregated housing, public office areas, but regulations are making some changes.	Most parts of the city have housing, retail, and office buildings in close proximity. Some neighborhoods have high industrial uses within them (e.g., auto-repair, craft production, etc.). Land use rules allow for mixed uses.	Every part of the city has a mix of uses. People live within a 15-minute trip of office buildings, markets and shops, and work in industrial uses. Land use rules require or encourage a mixture of uses in their projects.	Every part of the city has a mix of uses. People live within a 15-minute trip of office buildings, markets and shops, and work in industrial uses. Land use rules require or encourage a mixture of uses in their projects.					
7 Compact	A Smart City encourages development to be compact and dense, where buildings are located close to one another and are integrated. (Guideline 2.8.2)	The city is expanding rapidly at its periphery into uncultivated lands, where buildings are located close to one another and are integrated. Formal new development is slow and the city is sprawling, meaning that the buildings spread far from one another. Buildings are not located close to one another or closer to public transport. Buildings are not located close to one another or closer to public transport.	The city has one or two high density areas - such as the city center or historic area, where buildings are concentrated together and where people can walk easily from building to building and feel as though they are in center of activity. Most of the city consists of areas where buildings are spread out and difficult to walk between, sometimes with low-density periphery. The city has one or two high density areas - such as the city center or historic area, where buildings are concentrated together and where people can walk easily from building to building and feel as though they are in center of activity.	The city has multiple high density clusters that are easy to walk around where buildings are close together. However, the city actively encourages development in some areas and discourages development in others. Buildings are not located close to one another or closer to public transport.	The city is highly compact and dense, making the most of land around where buildings are close together. However, the city actively encourages development in some areas and discourages development in others. Buildings are not located close to one another or closer to public transport.	The city is highly compact and dense, making the most of land around where buildings are close together. However, the city actively encourages development in some areas and discourages development in others. Buildings are not located close to one another or closer to public transport.					
8 Public open spaces	A Smart City provides a variety of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)	There are very few suitable public open spaces and very few green spaces. Available recreational spaces are located far from areas where citizens are dispersed at long distances across the city. The few available public open spaces offer a limited variety of recreation for all sections of population and age groups such as places for sport, places for play, and places for play.	The city has a moderate amount of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)	Most areas of the city have a moderate amount of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)	Most areas of the city have a moderate amount of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)	Most areas of the city have a moderate amount of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)	Most areas of the city have a moderate amount of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)				
9 Housing and inclusiveness	A Smart City provides a variety of housing options and promotes inclusiveness among its citizens. (Guideline 3.1.2)	Housing is very limited and highly segregated across income levels. Population growth has caused the creation of new housing. The poor live in informal settlements with limited or no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle class live in separate enclaves.	Housing is available at all income levels but is highly segregated across income levels. Population growth has caused the creation of new housing. The poor live in informal settlements with limited or no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle class live in separate enclaves.	Housing is available at all income levels but is highly segregated across income levels. Population growth has caused the creation of new housing. The poor live in informal settlements with limited or no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle class live in separate enclaves.	Housing is available at all income levels but is highly segregated across income levels. Population growth has caused the creation of new housing. The poor live in informal settlements with limited or no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle class live in separate enclaves.	Housing is available at all income levels but is highly segregated across income levels. Population growth has caused the creation of new housing. The poor live in informal settlements with limited or no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle class live in separate enclaves.					
10 Transport	A Smart City provides a variety of transport options and promotes inclusiveness among its citizens. (Guideline 3.1.3 & 3.1.3.2)	The city has a limited network of roads and public transport. The network is not sufficient for daily commute to work and education. Informal transport is used by walking or cycling in difficult conditions. Women and vulnerable sections find it very difficult to move independently in the city. There is no public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective utilization.	The street network system is elaborate but public transport options are restricted. Public transport can be less expensive or affordable for the poor. Informal transport is used by walking or cycling in difficult conditions. Women and vulnerable sections find it very difficult to move independently in the city. There is no public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective utilization.	The street network system is elaborate but public transport options are restricted. Public transport can be less expensive or affordable for the poor. Informal transport is used by walking or cycling in difficult conditions. Women and vulnerable sections find it very difficult to move independently in the city. There is no public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective utilization.	The street network system is elaborate but public transport options are restricted. Public transport can be less expensive or affordable for the poor. Informal transport is used by walking or cycling in difficult conditions. Women and vulnerable sections find it very difficult to move independently in the city. There is no public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective utilization.	The street network system is elaborate but public transport options are restricted. Public transport can be less expensive or affordable for the poor. Informal transport is used by walking or cycling in difficult conditions. Women and vulnerable sections find it very difficult to move independently in the city. There is no public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective utilization.					
11 Walkability	A Smart City provides a variety of walking options and promotes inclusiveness among its citizens. (Guideline 3.1.4 & 3.1.4.2)	The city is designed mainly for the automobile. Daily life without a car requires long bike rides. Walking is difficult and often dangerous. There are few pavements, existing pavements need repair and lack trees to provide shade for pedestrians, and most public transport are not accessible from the street, sometimes with long waiting times. There is no public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective utilization.	Other areas of the city use a mix of pedestrians, cyclists, and vehicles but newer areas are focused mainly on the automobile. There are few pavements, existing pavements need repair and lack trees to provide shade for pedestrians, and most public transport are not accessible from the street, sometimes with long waiting times. There is no public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective utilization.	The city has a good network of pavements and bike lanes. Buildings in most areas of the city are easily accessible from the street. There are few pavements, existing pavements need repair and lack trees to provide shade for pedestrians, and most public transport are not accessible from the street, sometimes with long waiting times. There is no public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective utilization.	The city is highly walkable. Pavements exist on every street and are maintained. There are many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of pedestrians and vehicles, and the city has a good network of pavements and bike lanes.	The city is highly walkable. Pavements exist on every street and are maintained. There are many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of pedestrians and vehicles, and the city has a good network of pavements and bike lanes.					
12 IT connectivity	A Smart City has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 4.2)	The city has a limited network of roads and public transport. The network is not sufficient for daily commute to work and education. Informal transport is used by walking or cycling in difficult conditions. Women and vulnerable sections find it very difficult to move independently in the city. There is no public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective utilization.	The city has a moderate amount of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)	The city has a moderate amount of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)	The city has a moderate amount of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)	The city has a moderate amount of public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the city so all citizens have easy access. (Guideline 3.1.9 & 3.1.9.2)					

SELF-ASSESSMENT

LIVABILITY
Mixed use
Compactness
Open spaces

Energy source
Energy supply
Sanitation

Walkability
Safety
Education

Water supply
Waste water management
Waste management

Health
Water quality
Air quality

Transportation & Mobility
SMART SOLUTIONS
IT connectivity

Energy efficiency
Identity and culture

Intelligent government services
Housing and inclusiveness

Water supply
Water management
Waste water management
Air quality
Energy efficiency

Intelligent government services
Housing and inclusiveness
Underground electric wiring

Water supply
Water management
Waste water management
Air quality
Energy efficiency
Underground electric wiring
Sanitation
Waste management
Safety and security

Intelligent government services
Housing and inclusiveness
Underground electric wiring
Sanitation
Waste management
Safety and security

2. CITIZEN ENGAGEMENT

5. What is the engagement strategy?
6. How is the engagement strategy affected by the citizen engagement process?
7. What were the citizen engagement methods used during the three rounds of engagements; give details of **how many citizens** were involved and **what kind of individuals/groups/communities** were involved.
8. What are the key insights/suggestions/feedback that emerged from each round of engagement?
9. Which of the suggestions or solutions provided by citizens during the engagement process have been incorporated into your smart city proposal?

3. VISION & GOALS

VISION

10. Overarching **Vision Statement** emerging from consultations
11. How does the Vision Statement **relate to the profile** of your city?
12. How does the Vision Statement include your city's economic, social, environmental and spatial components?
13. How does the Vision Statement **summarize the impact** on key aspects—**main economic activity, sustainability and inclusiveness?**

GOALS

- 10. Qualitative or quantifiable outcomes** that need to be achieved for each of the Smart City Features. Prioritize the initiative/solution that would get the area of focus to achieve 'advanced' characteristics.
- 11. Convert quantifiable outcomes into goals** to realize the vision.

4. STRATEGIC PLAN

16. What could be the pan-city project/solution and the exemplary projects that can assist the city to achieve the stated goals?
17. What **partnerships and collaborations** are required to achieve the goals and vision?
18. How do you propose to initiate discussions with these potential partners?
19. Identify the kinds of **resources and arrangements required** to achieve the goals.
20. Describe the relationship between the goals/ objectives/ activities needed to achieve goals, along with targets and indicators. (**TABLE 2, p.13**)
21. Approach and methodology for **identifying the extents** of the pan-city proposal and the 'sites' for the area-based developments?
22. Why is the selected approach (retrofitting/ redevelopment/ greenfield or a combination) most suitable for the area(s) and for your city?
23. Describe how you have accounted for the de facto status of the land/property ownership, state of environment, gaps in infrastructure and services and so on.
24. Describe the **convergence** with other missions and initiatives of GoI: eg. AMRUT, HRIDAY, Shelter for All, Digital India, Make in India and Skill India.

ESSENTIAL ELEMENTS

Assured electricity supply (min. 10% energy requirement from solar)

Smart metering; Energy efficient street lighting

Adequate water supply

Waste water recycling, storm water reuse, rain water harvesting

Sanitation including solid waste management

Robust IT connectivity and digitalization

Visible improvement in the Area

Encroachment-free public areas

Intelligent traffic management

Smart parking

Non-vehicle streets/zones

Encouragement to non-motorised transport (e.g. walking and cycling)

Pedestrian friendly pathways

Innovative use of open spaces

Ensuring safety of citizens, especially children, women and elderly

BASIC REQUIREMENTS

- **VISIBLE IMPROVEMENTS**
wires, hoardings, poles, railings, paving, etc.
- **24X7 WATER SUPPLY**
source management + reduction/reuse/recycling
+ dual-pipe system
- **24X7 POWER SUPPLY**
metering + demand management
- **ZERO-WASTE**
segregation + reduce/recycle/reuse

(All should be on sustainable basis)

TABLE 2

Objectives and Activities	Performance Indicator	Baseline (as of date xx)	Mission Target	For the Financial Year _____			
				For Half Year 1		For Half Year 2	
				Progress to be made on baseline	Funds to be utilized	Progress to be made on baseline	Funds to be utilized
GOAL 1	ENSURE SAFETY FOR ALL CITIZENS						
Objective 1	CLEAR ALL DARK SPOTS						
Activity 1	ENSURE RELIABILITY OF STREET LIGHTING						
Activity 2	PROVIDE LIGHTING IN ALL PUBLIC PLACES						
Objective 2	EFFICIENT WATER MANAGEMENT						
Activity 1	INSTALL METERS						
Activity 2	INSTALL SCADA						
GOAL 2							

(Note: Above information to be provided for each project, every 6 months, till the completion of the project)

5. PAN-CITY SOLUTION

25. **Summarize** your idea for a pan-city proposal
26. How does the pan-city proposal **relate to the vision and goals**?
27. How **socially inclusive** is your pan-city proposal? Why?
28. Use data to **describe the problem** that your pan-city proposal tries to address.
29. Has your city made **previous attempts** to find a solution for the same problem? If so, when and how?
30. Are you **adopting/adapting a model** or ‘best practice’ that has worked in another city?
31. **Key components** of your pan-city proposal
32. Three **greatest risks** to the pan-city proposal: nature of risk, likelihood, likely impact, proposed mitigation
33. Three most significant **success factors**

6. AREA-BASED DEVELOPMENT/s

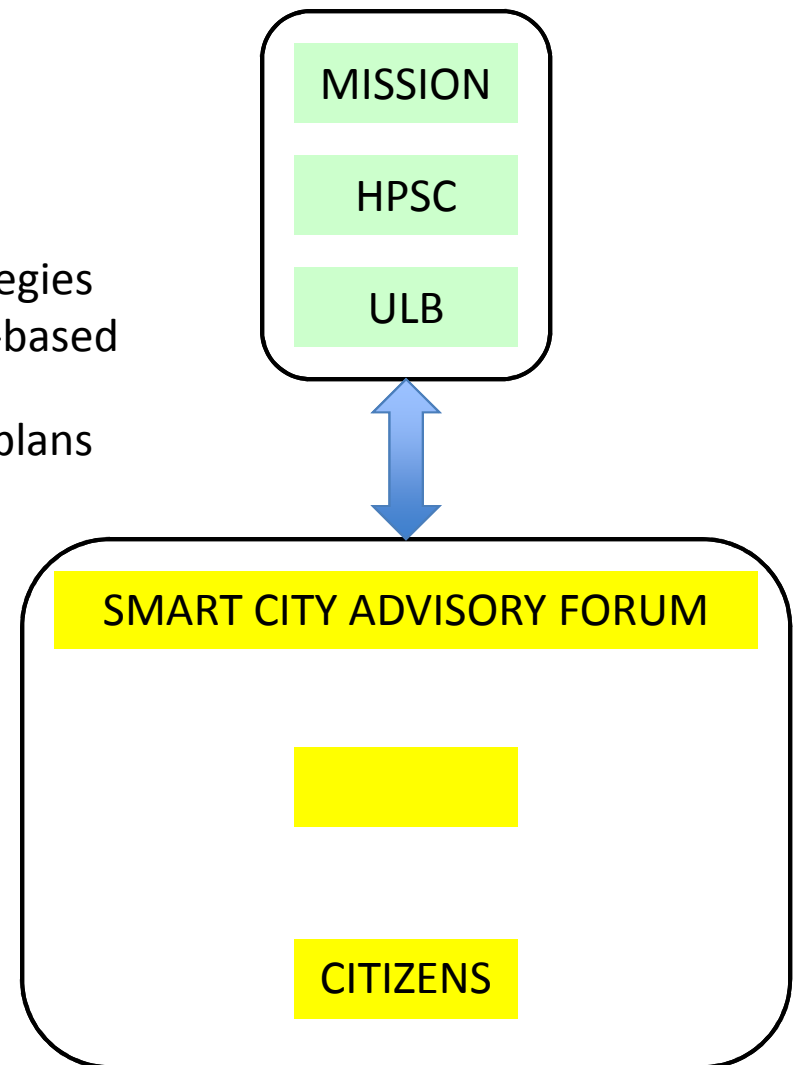
34. **Summarize** your idea for an area-based development.
35. What do the citizens consider the most important **Smart City features** to realize in the selected area? How to achieve these?
36. How does your area-based proposal **relate to the vision and goals**?
37. How does your proposal take care of **social inclusion**?
38. **Maps, diagrams, pictures, etc.** of the proposed area-based development, including the project boundaries, connectivity, significant relationships, etc.
39. **Key components** of your area-based development proposal (eg. buildings, landscaping, on-site infrastructure, etc.)?
40. List out the **place-making characteristics** of the proposed development, related to urban form, mixed-use, open spaces, walkability, etc.
41. **3 greatest risks** that could prevent the success of the proposal? Describe each risk, its likelihood, the likely impact and the mitigation you propose.
42. **3 most significant success factors** (Residents' support, land availability, planning regulation, financial investment, design quality, disaster resilience, etc.)

7. IMPLEMENTATION FRAMEWORK

43. Describe **short and long term scenarios**: critical milestones, realistic timelines, sequencing of efforts and events
44. Describe the **SPV** (composition, structure, leadership & governance, holding pattern)
45. List the government departments, parastatal organizations and public agencies for **execution of project components**
46. Describe the basic TORs for the private companies/corporations/organizations to be engaged with Execution and **O&M of projects**
47. Describe **convergence** with other Government Schemes
48. Describe **institutional linkages and civil society partnerships**

COLLABORATIVE PROCESS

- STATE-LEVEL TASK FORCE
- ULB/SPV/ADVISORY FORUM
- CONSULTANT/HAND-HOLDING AGENCY
- PUBLIC ENGAGEMENT
 - Round 1: Establish vision, goals and strategies
 - Round 2: Feedback on pan-city and area-based developments
 - Round 3: Inform the citizens about your plans
- CITY PROFILE
 - Spatial and physical context
 - Ground realities
 - Past performance
 - Self-assessment
- STRATEGIC PLAN
- PAN CITY SOLUTION
- AREA-BASED DEVELOPMENT/S



8. FINANCING PLAN

49. **Estimated budget** for pan-city proposal and **how will it be financed?** If you seek loans or issue bonds, what revenue sources will be used to **pay back the loans?**
50. Estimated budget for area-based development and how financed? If you seek loans and issue bonds, what revenue sources will be used to pay back loans?
51. What is your plan for covering the **Operations & Maintenance costs for each of the project components** identified in Questions 31 and 39?
52. What are your **financial assumptions?** Do you have any **alternatives or fall-back plans** if the financial assumptions do not hold?

9. BENEFITS & IMPACTS

53. What will be the **measurable impact of your pan-city proposal**?

- Governance Impact (eg. government response time to citizen complaints halved)
- Spatial Impact (eg. built form changed to incorporate more density or more public space)
- Economic Impact (eg. 10,000 new jobs created)
- Social Impact (eg. better infrastructure provided for 1000 informal vendors)
- Environmental impact (eg. water quality improved by reducing pollutants by half)

54. **How will you measure the success of your pan-city proposal** and when will the public be able to ‘see’ or ‘feel’ benefits?

- Immediately
- Year 1
- 3-5 years

55. What will be the **measurable impact of the area-based proposal**?

56. Explain **how the impacts will be secured** through the application of any or all of Essential Components and Smart City Features.

EVALUATION

FORMAT

- **SCP Online Template:** 58 questions with word limits (in your folder); international and national experts give marks on each question

OVERALL CRITERIA

- **A. City-Level Criteria (30%)**
Vision & Goals, Strategy, Citizen Engagement, Scope for improvement (Overall Assessment)
- **B. Pan-City and Area-Based Proposals (70%)**
Concept, Impact, Process, Implementation Framework, Cost Effectiveness

THANK YOU