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The orientation of urban planning and management in Ho Chi Minh City

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Abstract

Traffic network is an important factor in shaping urban structure. The planning orientation of the transport system is an indispensable premise for the urban development planning strategy. Planning the transportation network in line with the objectives, characteristics and conditions of the urban realities will bring good effect for the development of socio-economic. In addition, the road network is also linked to urban technical infrastructure, so transport planning is very important in the design, urban space organization, land use structure and relationships between function areas together. The research results of the World Bank in collaboration with a number of Vietnamese agencies and experts (including the Ho Chi Minh City Institute for Development Studies) on urbanization in Vietnam in recent years show that In the five sectors of economy, administration, population, space and social welfare, it is affirmed that the transformation process of the five sectors has positive effect, increasing income, reducing poverty and promoting economic growth as the center of the city. However, there are still many limitations and potential risks in the planning and management of urban planning in Vietnam.

Keywords: urban planning, urban management, transport planning

Introduction

As Taylor (1998) defines urban planning, which is widely agreed and widely quoted by many sources, urban planning is a technical and political process that deals with control. Land use and urban environmental design, including transportation networks, to guide and ensure the orderly development of settlements and communities. The problem is that urban planning through this common approach is considered weak and ineffective in many places (UN-Habitat 2009, World Bank 2009, Belsky et al. 2012). It is widely recognized that urban planning in Vietnamese cities, in line with the above definition, is not effective (Coulthart, Nguyen, and Sharpe 2007). Of course, Ho Chi Minh City is no exception. Urban planning of a unified city began only in the early 1990s, and has since become a problem. The indicators and targets outlined in the plan are often not met, so these plans are essentially just wishlists (Kim 2008). Weakness in urban planning has been recognized several times by HCMC authorities (HCMC-CPV 2000; 2005; 2010; 2012). Recently, the City People's Council held a two-day meeting focused entirely on urban planning issues (CTW 2012). It is even mentioned by leaders at meetings with city leaders to decide on the strategic direction of Ho Chi Minh City in 2002 and 2012 (CPV 2002; 2012). However, interestingly, Ho Chi Minh City has achieved high economic growth and has built up a relatively harmonious society since the early 1990s despite the failed planning. The master plan on building Ho Chi Minh City up to 2020 was approved by the Prime Minister in Decision No. 123/1998 of July 10, 1998. In the early 2000s, the city focused its research on transport planning in the city and surrounding areas in order to set up the highest legal foundation towards the goal of full and sustainable development to meet the needs of economic and social growth of the city. Some of them are MVA, Houtrans ... by Tedisouth. Through many process of reviewing the contents of the approval, on January 22, 2007, the Prime Minister officially approved the development plan of transport in Ho Chi Minh City to 2020 and the vision after 2020 in Decision 101. Based on that, the city continues to study the adjustment of general

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construction planning to suit the development conditions and long-term orientation of the city. To date, the Prime Minister has approved the amendment of the Master Plan for the Construction of Ho Chi Minh City to 2025 in Decision 24 dated 6 January 2010 (abbreviated as Plan 24) with a forecast population of about 10 million People, land for urban construction of about 100,000 ha for the purpose of adjusting the orientation to 2025 and beyond to ensure the city's development in the direction of multi-center, in accordance with the planning of socio-economic development. The city's socio-economic development plan, the southern key economic zone develops harmoniously and synchronously between the construction and renovation of urban areas, infrastructure and environmental protection, and has a national identity. In recent years, Ho Chi Minh City has made efforts to invest in construction of many items of traffic works, urban infrastructure To improve the urban infrastructure, improve the landscape of some roads (urban design, improve the water environment, trees green, pavement ...). The authorities and people of the city have made great efforts to implement important traffic projects ahead of schedule with the aim of completing and modernizing the network, ensure inheritance, synchronization.

The synchronization of the transport network in general and the mass transit system in particular will solve the development orientation of urban construction planning in order to serve the policy of zoning development, To expand the urban population, to form satellite towns. The planning map of Ho Chi Minh city is shown in Figure 1 and Thu Thiem zone is shown in Figure 2.

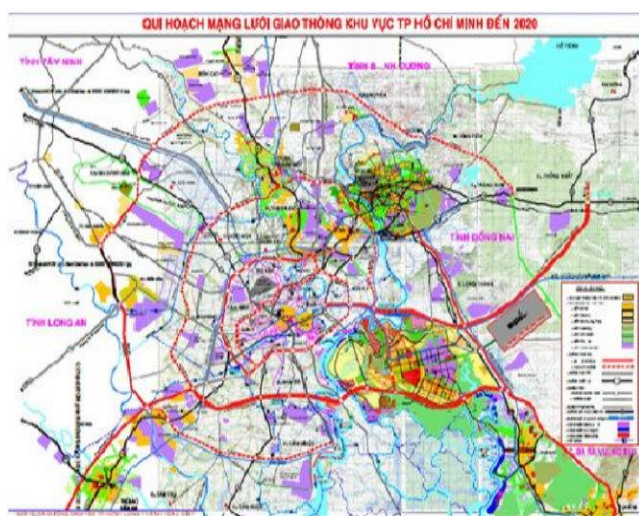


Fig. 1: The planning map of Ho Chi Minh City

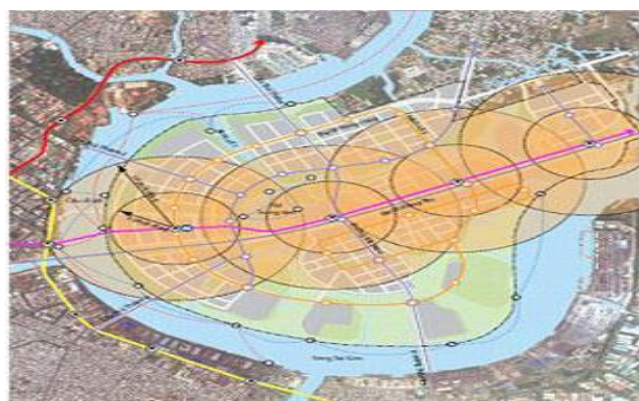


Fig. 2: The planning map of Thu Thiem zone

Especially, to manage, develop and increase the land fund for the construction of transport infrastructure, to ensure the planning of stationary areas (static traffic) in inner cities, suburbs and new urban areas. To develop synchronously, balanced, sustainable and long-term on the basis of construction planning, the land is uses for the purpose of planning and urban landscape architecture. Particularly for new types of transport and very important are urban railways. This is a very large and very civilized mass transit system. Early completion of this system will change the current state of urban transport. It is the congestion and density of personal vehicles too large (motorcycles, cars ...) to meet the expectations and needs of people traveling in the city. The city has set up a management and implementation agency for urban railway projects since 2007 (the Urban Railways Management Board) to focus on calling for investment and researching railway projects about urban. The city has also spent a lot of money to carry out detailed study of the routes with the requirement of basic design, which must accurately inform the entire land occupied area, station depot, depot and related works to prepare for the preparation of investment projects and technical design when necessary.

New urban areas such as: Tay Bac - Cu Chi urban area, Thu Thiem new urban area - district 2 (stretching and connecting metro line 2 with high speed railway station and Long Thanh airport.); southern urban areas, Hiep Phuoc - Nha Be port urban area (linking tram number 3 and extension of metro line 4); Functional urban areas such as Quang Trung Software Park (linking the tram No. 3), Hi-Tech Park, National University, Suoi Tien Cultural Park, New Eastern Bus Station; residential areas along the Hanoi Highway, An Phu - An Khanh and Thao Dien urban areas (linking the metro line 1), connecting the East Bus Station and the Western Bus Station (3a and 3b metro lines), connecting to Tan Son Nhat Airport (metro line 4, number 5). Orientation of transport network planning is the premise for urban development strategy, transportation network planning closely related to and planning urban areas of Ho Chi Minh City. At the same time, Ho Chi Minh City will not be separated from its role as a central city in the southern city cluster, which is the core of the key economic region and is located in a mutually reinforcing relationship with neighboring areas. To that end, the HCM City transportation network has been planned in an "open" format connecting satellite towns, industrial parks, seaports and airports. To closely associate with localities in the region, to support the development and exploitation of the combined socio-economic strength of the whole region, is the lever to assert the leading role of the national economy. In addition, the synchronous development of transport networks and modern urban planning will increase the attractiveness of competitiveness in urban areas in Southeast Asia, Asia-Pacific and the world. Many construction projects have been carried out such as Ho Chi Minh City - Trung Luong Expressway, East - West Highway, Thu Thiem Tunnel, Nguyen Van Linh Road (South Ring Road 2), Bridge Phu My, Tan San Nhat - Binh Loi - Outer Ring Road, East Ring Road, North - South axis, Ho Chi Minh City - Long Thanh - Dau Giay Expressway, Hanoi Highway, Rach Chiec Bridge, The construction of Ben Thanh - Suoi Tien urban railway No. 1, preparation for investment in lines 2 and 5 will be commenced.

The orientation of urban planning and management

In early 2010, the Prime Minister issued Decision 24, approving adjustments and development orientation of Ho Chi Minh City until 2025, according to which the city will develop urban areas in all four directions with a radius of 30 km, the population of more than 10 million people, the area of urban construction of 100 thousand hectares, became a major center of economics, culture, education - training, science - technology, has an important political position of the country, the focal point of East-South Asia and international. According to the master plan, the center is located in districts 1, 3, a part of district 4 and Binh Thanh district, with an area of 930 hectares for administration, culture, history, tourism and multidisciplinary service. Four satellite urban areas are: Urban area in Thu Duc district and District 9, nuclear zone is 872 hectares; a national university of 800 hectares; the 395 hectares cultural and historical site will become a science and technology urban area. Here, the city spends about 900 hectares planning urban centers in the southern key economic region. Rach Thiec - Rach Thiec physical training and sport area, ethnic cultural history area and Cat Lai port industrial zone will become a modern urban development area in the east. South Saigon urban area (District 7) and Hiep Phuoc port urban area, including district 7, south of district 8 and south of Binh Chanh district, with a total area of 2,975 hectares will be a green eco-urban area. Nature, water and mixed-use complex, leisure, recreation and residential. The urban area of Hiep Phuoc port, Nha Be district, with an area of 3,900 ha, is a large international seaport urban center. Western urban area is located in Binh Chanh district, with an area of about 500 hectares will develop residential clusters, large commercial center west of Ho Chi Minh City. The university campus is located in the north of Cu Chi and Hoc Mon districts. The area of 6,000 ha will be an educational center, with national and regional universities, combined with the construction of residential areas. ... The city plans to retain about 43,600 ha of agricultural land in suburban districts to form three ecological belt, green space, limited construction at the lowest level in the protection corridor along Dong Nai, Saigon and Nha Be rivers. However, the overall urban development in Ho Chi Minh City over the past years shows that the city still struggling to develop direction, has not played the role of connecting urban areas in the south.

According to the development law, large scale such as Ho Chi Minh City in the process of existence, development always arise contradictions. Apply objective and subjective rules to solve conflicts by appropriate development models, in which urban behavior as a living body, overcome limitations and promote the advantages. There are also important implications. Gradually adjust and complete the construction planning, urban management. The development of the city needs to be synchronous and harmonious between economic development and environmental protection, between the preservation of cultural relics - history and identity and urban and suburban urban development. Develop urban spaces with the preservation of green spaces for the city.

Private developers in particular and market forces in general have a profound impact on urban planning in HCMC. However, through such an influence, the private sector played an important role in building the city. Private sector investment, including both domestic and foreign

direct investment (FDI), represents 60% of total city investment over the past decade. Important infrastructure such as Phu My Bridge, Thu Duc water plant and Binh an water plant have been developed through public-private partnerships, with funding mainly from the private sector, privately owned. FDI in real estate accounted for 47.1% of cumulative FDI (DOC-HCMC 2012). Among the completed real estate projects of the city, we can hardly find a project without private participation. An undeniable fact is that the development of Saigon South is the result of the Phu My Hung project invested by Phu My Hung Corporation. The reconstruction of the city center was led by private investors. Due to the lack of land with clear urban infrastructure and land use rights, the sharp increase in land values resulting from fiscal socialism is enough to overcome the risk and the cost of advancing investments. As mentioned, the development of a new urban area in Ho Chi Minh City is dominated by private investors. In this development, the internal and external infrastructure (infrastructure to connect with the outside of the project) needs to be built. Internal infrastructure is clearly built by the investor, while the investor only contributes costs to build a part of the external infrastructure through various means such as cost recovery land or contribute to infrastructure. Unfortunately, there is no data on the contribution of private developers in terms of aggregate data and specific contributions to each project. The city's budget as well as other sources such as ODA, capital from public-private partnerships account for a large proportion.

It is necessary to step up the detailed planning of 1 / 2,000 and 1/500 and to build satellite towns to attract new residents to live in cities, limiting traffic congestion. These urban centers must have enough medical facilities, education and trade centers suitable to the population occupations, thus minimizing the movement of people. Speeding up the Ben Thanh - Suoi Tien metro line; Ben Thanh - Tham Luong and overhead railway to synchronously develop infrastructures, traffic systems between urban centers and between regions, limiting motorcycle, strong development of public transport to reduce traffic jams and environmental pollution is necessary. Not to develop more IPs - EPZs in the upstream areas of rivers and canals, encourage enterprises to replace backward technologies with advanced technologies to reduce environmental pollution. The overall architecture of each area should be maintained in its own identity, in accordance with economic and natural conditions, social characteristics, harmony between tradition and modernity. To plan, implement the master plan and at the same time set up a systematic and decentralized system of management between the city and the district, between the city and the southern key urban area. Mobilize all resources for planning, encouraging the idea of sustainable urban development planning into the city's strategic research system. In particular, the view of sustainable urban development (flood control, traffic congestion, climate change and environmental pollution) must play a key role in the urban development viewpoint, avoiding 'empty' swing, reverse blowing trumpet, breaking master plan.

Urban development requires substantial financial resources, first of all to ensure the continuous development and continuous improvement of the quality of basic urban services, in order to create a good living environment and social justice. Currently, three challenges we face are:

service fee policy and cost recovery; Improve service quality; and provide financing for basic services. On the other hand, local governments are currently struggling to find financing for infrastructure services. Since 2002, the share of state budget expenditures has increased to 48 percent from 26 percent in 1992, and is continuing to increase. The majority of local revenues are still central (63%) contributed by Ho Chi Minh City, Ba Ria Vung Tau and Ha Noi. Local governments do not have many options for increasing revenues from their own resources, so they are increasingly dependent on selling land for investment. In 2008, nearly 20% of Ho Chi Minh City's budget came from selling land, which was 30% in Da Nang in 2006. For most public services, user fees are not included. Observe operating costs and not generate revenue for investment. Many public utility units rely on business activities other than the core business to generate additional revenues for fee income; For example, water supply service only accounts for 50% of revenue (Thanh Hoa Water Supply Company), or EVN establishes four subsidiaries operating in the real estate sector, and many provinces generate revenues from Subsidiaries make profits from real estate activities.

Conclusion

In Ho Chi Minh City, where urbanization is taking place day by day in the context of the economy of the renewal period, the city government is approaching planning management and urban development issues with a number of solutions. However, in practice, although the Urban Planning Law was enacted in 2010, the system of basic policy institutions in urban planning remained largely unchanged, including the identified backlogs. As a result, the existing regulations, regulations and laws relating to urban planning and development are expected to change and be further transformed so that they can be more effectively adapted and supported. For good urban planning and management, it is necessary to limit and manage the rapid growth of population, especially the increase of the mechanical population (migration), thus contributing to the restoration of social order. The building of a stable and sustainable urban society. To publicize the entire urban planning project so that people can learn, contribute and supervise the implementation of the planning. In order to do this, Ho Chi Minh City needs to have a consensus, high political will, strict implementation of overall planning and good control of urban development.

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