Urban Development Planning and Management in Africa-The Guest for Strategic City Planning and Management; Case of Accra and Lagos
Presentation Outline

Urban Development in Africa
1. General Introduction
2. Urban Development in Africa, the facts
3. Urban Development Planning and Management
4. Urban Economics
5. Urban Transportation
6. City Development Strategies
AFRICA IS URBANIZING FASTER THAN EXPECTED. ALTHOUGH BY 2025, IT WOULD BE THE LEAST URBANIZED, IT WILL STILL HAVE MORE URBAN POPULATION THAN EUROPE AND LATIN AMERICA.

source: UN-Habitat, World Cities Report, 2012
Cities of the South grew more than cities of the north in the last 10 years:
In the last decade, the urban population in the developing world grew an average 1.2 million people per week, or slightly less than one full year’s demographic growth in Europe’s urban areas.

The Facts:
Asia dominated the picture, 0.88 million new urban dwellers every week.

Africa, 0.23 million per week, dwarfing Latin America and the Caribbean’s 0.15 million weekly increment.

However, when prosperity is absent or restricted to some groups, when it is only enjoyed in some parts of the city, when it is used to pursue specific interests, or when it is a justification for financial gains for the few to the detriment of the majority, the city becomes the locus where the right to shared prosperity is claimed.
Facts of Urbanizing Africa

- **Africa: The urban population is set to outstrip Europe’s:**
  The region’s population is poised to outgrow both Europe’s and Latin America’s, which was the first region to become predominantly urban in the developing world.

- By 2025, facts
  
  - Africa urban population = 642 million
  
  - Europe urban population = 566 million
  
  - Latin America Population = 560 million

That same year, Africa will still be the least urbanized region in the World.

African's urbanization should be of concern to all, especially development partners and national/city governments in Africa.
AFRICA: Dark before but now turning on the light

Is it really dark now?
URBAN DEVELOPMENT PLANNING
• URBAN PLANNING HAS TO SHIFT FROM TECNOCRATIC PLANNING TO FACILITATIVE PLANNING- THE ORCHESTRA AND THE CONDUCTOR

• TRADITIONAL PLANNING THEORY AND MODELS FOR THE DEVELOPING WORLD ARE BEING CHALLENGED IN RECENT TIMES IN AFRICA

• Cities in Africa places where most of the population find satisfaction of basic needs and essential public goods.

• Cities are also places where ambitions, aspirations and other immaterial aspects of life are realized, providing contentment and happiness and increasing the prospects of individual and collective well-being.
Urban Development Planning

1. **Convergent Urban Growth Patterns**
   
   1. African cities are expanding in a discontinuous, scattered and low-density form that is not sustainable:
   
   2. A defining feature of cities in Africa is an outward expansion far beyond formal administrative boundaries, largely propelled by the use of the automobile and land speculation.
   
   3. A large number of cities – whether in Angola, Egypt, Lagos, Bamako, Dakar or Accra or almost any other city – are challenged with land-consuming suburban sprawling patterns that often extend even to farther peripheries.
   
   4. Increasing Urban Poverty manifested in inadequate housing, water and sanitation, poor transportation.
2. Develop Regional networks as entry point into the global market

African cities must connect to regional and global business networks, enhance quality of life, improve basic infrastructure and communication networks, address public transport deficiencies and environmental conditions, and respond to inequality and poverty issues, if they are to turn into real engines of national growth and prosperity.

3. Enhance Mass Transportation and related service investments; a leverager for poverty alleviation

Investments in public transport infrastructure and related reforms, including finance and regulations, deliver major economic benefits, contributing to poverty alleviation and improving quality of life.
Urban Planning ; Some key points

1. **Strengthen City Development Planning**: There must be a careful shift from hard line physical planning to a more strategic planning paradigm guided by visions, image building, organizing capacity.

2. **Facilitative Planning rather than prescriptive planning**: Planning must become facilitative and not prescriptive. It must be the orchestra and the conductor.

3. **Strengthening Cities and regional governments** should encourage social and institutional innovations that can level out socio-spatial inequalities; this can include tax revenue transfers among urban authorities within the large urban configuration, or revenue-sharing, or equalization grants.

4. **Create new or strengthen, local and regional institutions**, new linkages and alliances across the three tiers of government, together with a comprehensive vision with clear plans favouring inclusiveness, are all crucial for equitable development and prosperity. This requires effective coordination.

5. **Promotion of quality of Life** Increasing evidence shows that interventions to promote quality of life have clear positive effects on the other dimensions of prosperity. Unsurprisingly, progress on the other dimensions of prosperity is found to enhance quality of life.
URBAN ECONOMICS
Urban Economics

1. Industrialize to compete within a Global Economy

Global Cities are cities which have gained notoriety for their control over some factors necessary for global economics. There must be a conscious effort to sensitise African leaders; Economic, political to envision their growth and opportunities therein.

- The continent has 50% of the world's resources and yet it is
- A continent whose cities do not industrialize
- A continent whose cities do not have a clear idea of what structure/form they will have.

2. Globalization and IT

Cities such as New York, London, Hong-Kong, Tokyo, Paris, Geneva, Copenhagen, and recently, Dubai have made a major imprint on the world's economics and trade

3. Research & Development : How can African cities become global/world cities- it is necessary that some thinking be made and actions implemented to bring African Cities close to global/World Cities

4. Afropreneurs in Planning and Management ; Planning and good management and the promotion of a critical mass of a growing African entrepreneurship. A shift from conventional thinking into proactive and effective city planning and implementation like in Curitiba-Brazil and Dubai in UAE
1. What is the 'African city'?
2. How can it be part of the global network?
3. What shape will it take?
4. What development model?

- Vision of what is must be 20 years
- Clear strategic actions
- Clear expectations
- Adequate mobilization of resources
- Necessary implementation
- Industrialize the cities
- Organize and build internal Institutional capacity
1. A growing number of young African Enterpreneurs who are focused in their service industry

2. Increasing demand for Housing
3. Magnificent interventions in collaboration with investment partners

Case of Hope City - Ghana
Hope City is a $10 billion high-tech hub that will be built outside Accra, aiming to turn Ghana into a major ICT player.
The planned hub, which is hoped will house 25,000 residents and create jobs for 50,000 people, will be made up of six towers of different dimensions, including a 75-story, 270 meter-high building that is expected to be the highest in Africa.

Read this: Ghana's $10 billion tech city
Ghanaian company RLG Communications is financing 30% of the project, while the remainder will be funded by a wide array of investors and through a stock-buying scheme.

Its sustainable facilities will include an assembly plant for various tech products, business offices, an IT university and a hospital, as well as restaurants, theaters and sports centers
Afropreneurs and Urban Settlements and Housing

**Eko Atlantic - Nigeria**

*Eko Atlantic* is a multi-billion dollar residential and business development that will be located on Victoria Island in Lagos, along its upmarket Bar Beach coastline.

**Appolonia, King City - Ghana**

Designed by Rendeavour, the urban development branch of Moscow-based Renaissance Group, *Appolonia* and *King City* will be located in Greater Accra and Western Ghana respectively. The mixed-use satellite cites are expected to accommodate more than 160,000 residents on land developed for housing properties, retail and commercial centers, as well as schools, healthcare and other social amenities. Rendeavour says that all baseline studies, master plans and detailed designs have been completed and approved, while basic infrastructure work in Appolonia is expected to begin in the third quarter of 2013.

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Read this: Lagos of the future

The ambitious project is being built on 10 square kilometers of land reclaimed from the Atlantic Ocean. Eko Atlantic is expected to provide upscale accommodation for 250,000 people and employment opportunities for a further 150,000.
URBAN TRANSPORTATION
URBAN TRANSPORTATION

LAGOS-NIGERIA

- Population – 18 Million
- Land size -
- Governance – Lagos State Government
- Institution - LAMATA
- Public Transport – Split between public and private
- Current status – Implemented the first BRT Lite in Africa and currently undertaking phase 2 including Light Rail and improved Railway Lines and Water Transport
- Projections – To complete phase 2 by end 2015 to fit into a new Lagos concept
Current concepts and practices of spatial planning regarding the city of Lagos is shifting from a **Compact city with a Central Business District** to a **polycentric or satellite city** having diverse land uses with mixed residential and commercial functions well linked with efficient **transportation networks** that reduces automobile dependence and air pollution is the way to go.
What has been done in Lagos

- Population of 18 Million
- Anticipated to grow to 25 Million by 2025
- Relatively high car ownership
- Significant congestions

Public Transport Characteristics

- Large fleet of small, privately owned buses called DANFO
- Poorly maintained and unsafe buses
- Operated without state or Local Government regulations
- Long and unreliable journeys
BRT Lite

- Opened in Lagos in 2008
- 22KM majority Segregated route (with 400mm, kerb and road markings-bilateral configuration)
- Three (3) terminus, 26 stops and a depot
- 1.7 Million USD per Kilometre compared to 6 Million USD of the well known premium BRT
- 220 HOV operated by a private company (UNICOOP)
- Off-board ticketing
- Call Centre
BRT Lite
How was it achieved

- Through the Lagos Urban Transport Project (LUTP)
- Creation of a Strategic Transport Authority (LAMATA)
- Studies and exposures to various examples of regulated public transport systems in Latin America and Europe
- Feasibility study to establish doability
- Approval by Governor
- Public sector infrastructure provision and maintenance
- Private sector finance - Ecobank
Success or otherwise

- BRT Lite carries 25% of all trips along the corridor accounting for just 4% of vehicles
- 10% of trips to Lagos Island are carried by BRT
- Better conditions to other road users due to regulation of other PT services on other lanes
- 50% of public survey respondents suggests for improvement of more BRT roll-out on more roads.
Next Steps

- Extension and expansion of network
- Integration with planned water and rail systems
- Migration to electronic ticketing
- Training of operation personnel and drivers (Pilots)
- Introduction of formal feeder routes and Park and Ride Facilities
URBAN TRANSPORTATION

• Population – 3 Million
• Population growth rate : 4.3 (Higher than National average of 3.1)

ACCRA – GHANA
• Land size - 201sqkm
• Governance – Accra Metro- Highest Authority
• Institution -  Non although provided by law LI 1961
• Public Transport – Split in public and private
• Current status –
  - GUTP undertaken between 2008-2012 GoG/WB/AFD financed
  - An institutional and regulatory reform completed from 2008-2011 leading to strengthening of 11 LG authorities with necessary legal backing to Plan, regulate and implement
  - Creation of a National Centre of Excellence on Urban Transportation through Law
• Projections – Mass Transportation is the policy
• Regulated Public Transportation is the direction
Ghana Urban Passenger Transport Project Extension

- Creation of Greater Accra Passenger Transport Executive for the BRT and other HOV service operations
- Traffic improvement towards the operationalization
- Creation of Private sector operations company to operate the service
Urban Transportation: Accra Proposed Train
STRATEGIC CITY DEVELOPMENT
Imperatives for City Development

- Define the current status of the city
  - Environmental Scan
  - Economic
  - Potentials for growth

- Determine a direction
  - Consult with all within the city to arrive at a definitive direction

- Establish a Vision
  - A long term strategic direction for the city
  - All available capacities should be linked
  - Clearly link both public and private sector.

- Organize Capacity
  - Identify technical capacity available in the city- Such as Universities, R&D, Consultanc firms, Financial Institutions
City Strategic Planning for Africa Cities

1. **Good and effective leadership**: Leadership in African cities should aim at providing good direction to position Africa very well within the global economy.

2. **Organizing Capacity**: The Africa city must be able to organize its internal capacities properly for direction and growth.

3. **Global/Regional Cities Linkages**: The cities must aim at regional and/or city networks and become relevant.

4. **Attractive Cities**: A vision for becoming attractive for trade, service provision, IT, tourism, industrialization. The question should always be *'what kind of city do we want to become?'*

5. **Safety and Security**: 

6. **Good Image**: There must be a good image for African cities through effective branding based on clear visions, strategies, and plans and investment programmes.

7. **City Voice**: African city leadership should offer a voice which will establish the status of these cities as credible, locations of choice, safety, efficient service delivery, and well governed.

8. **Public Transportation**: is a function of land use. It must be based on