

Developing Urban Futures

#LSEFestival #NewWorldDisorders

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Hosted by LSE Festival: New World (Dis)Orders



MAKOKO, LAGOS, NIGERIA



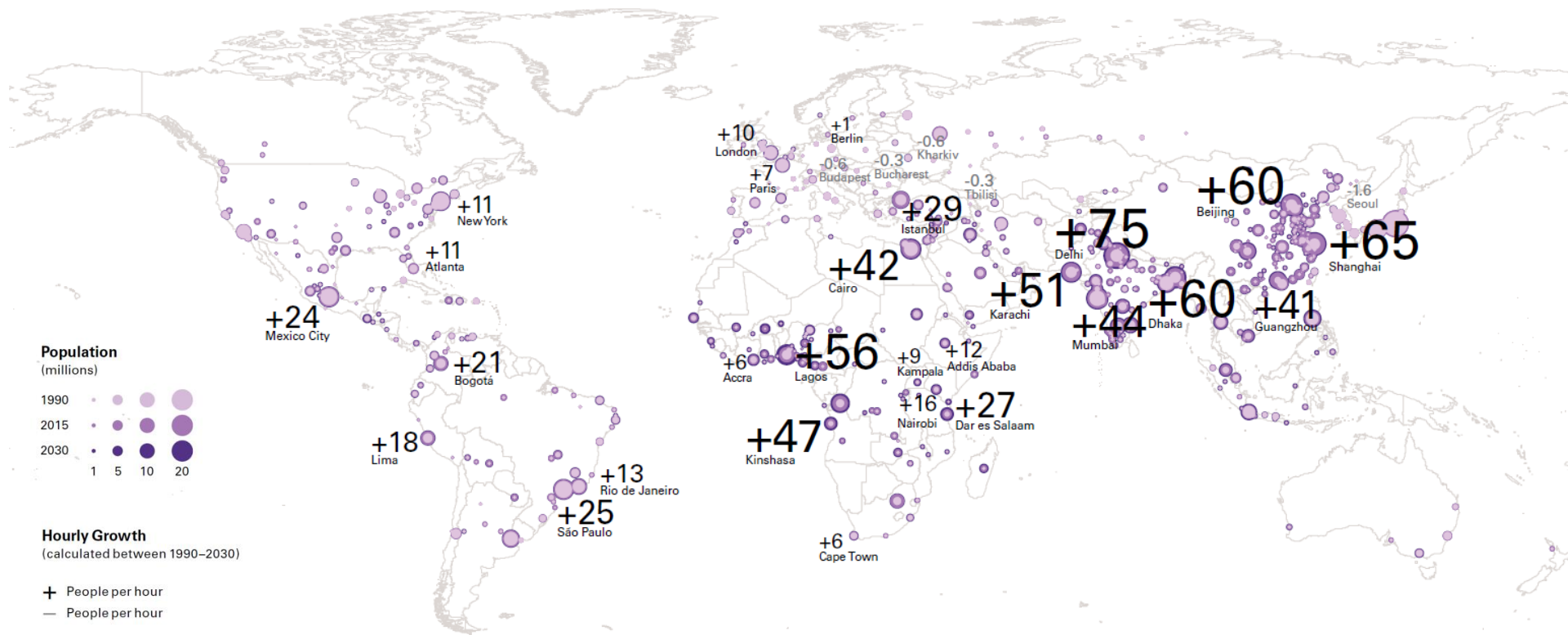
KINSHASA, DEMOCRATIC REPUBLIC OF CONGO



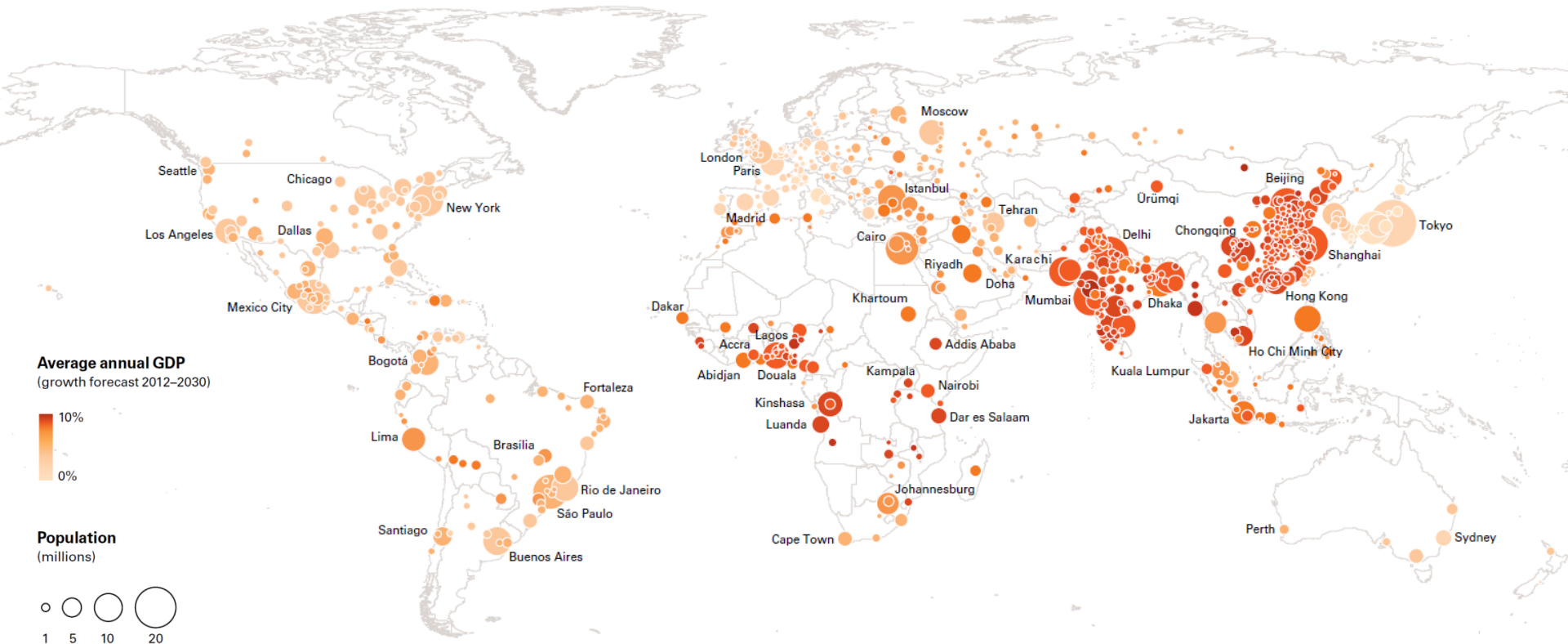
ADDIS ABABA, ETHIOPIA

- **2.5 billion more people will be living in cities by 2050.**
- **Nearly 90 per cent of urban growth will take place in Asia and Africa.**
- **80 per cent of urban infrastructure that will exist in India in 2050 has yet to be built.**

SPEED



WHERE CITIES ARE GROWING 1990-2030



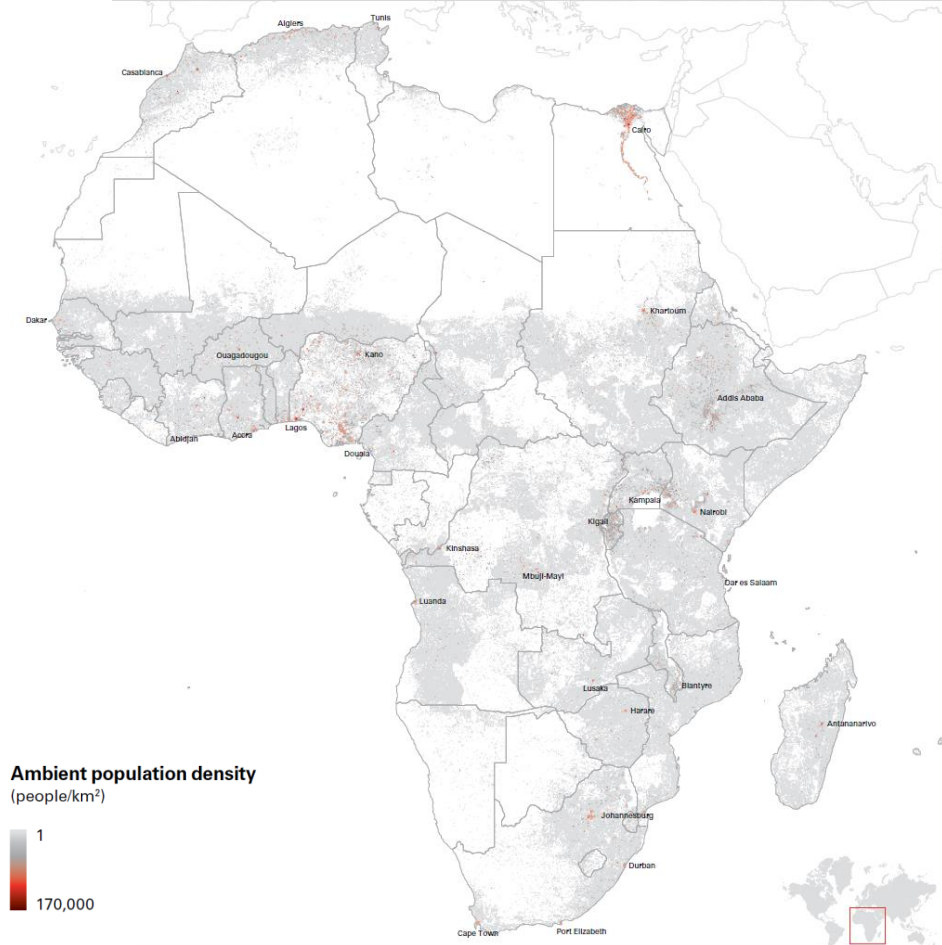
ECONOMIC GROWTH 2012-2030

HOW LARGE CITIES ARE GROWING

City, country	Projected average annual population growth % (2015–2030)	Average annual population growth % (1990–2015)	Population of urban agglomeration (2015)	Population of urban agglomeration (2030)	Projected average annual real GDP growth % (2012–2030)
Dar es Salaam, Tanzania	5.0	5.0	5,116,000	10,760,000	7.8
Luanda, Angola	4.3	5.5	5,506,000	10,429,000	7.7
Lagos, Nigeria	4.1	4.1	13,123,000	24,239,000	6.6
Addis Ababa, Ethiopia	3.9	2.4	3,238,000	5,851,000	7.7
Kinshasa, DRC	3.6	4.6	11,587,000	19,996,000	7.2
Abidjan, Côte d'Ivoire	3.1	3.4	4,860,000	7,773,000	5.9
Khartoum, Sudan	3.1	3.1	5,129,000	8,158,000	5.9
Xiamen, China	3.0	7.7	4,430,000	6,911,000	7.3
Dhaka, Bangladesh	2.9	3.9	17,598,000	27,374,000	6.9
Surat, India	2.8	5.4	5,650,000	8,616,000	9.8
Karachi, Pakistan	2.7	3.4	16,618,000	24,838,000	6.5
Lahore, Pakistan	2.7	3.2	8,741,000	13,033,000	6.5
Suzhou, China	2.6	6.5	5,472,000	8,098,000	6.6
Chittagong, Bangladesh	2.6	3.2	4,539,000	6,719,000	6.6
Delhi, India	2.3	3.9	25,703,000	36,060,000	7.0
Mumbai, India	2.1	1.9	21,043,000	27,797,000	6.7
Shanghai, China	1.7	4.4	23,741,000	30,751,000	6.8
Lima, Peru	1.4	2.1	9,897,000	12,221,000	4.7
Johannesburg, RSA	1.4	3.7	9,399,000	11,573,000	4.2
Bogotá, Colombia	1.4	2.9	9,765,000	11,966,000	3.9
Atlanta, United States	1.2	3.4	5,142,000	6,140,000	2.8
Istanbul, Turkey	1.1	3.1	14,164,000	16,694,000	4.8
Mexico City, Mexico	0.9	1.2	20,999,000	23,865,000	2.8
São Paulo, Brazil	0.7	1.4	21,066,000	23,444,000	3.5
London, United Kingdom	0.7	1.1	10,313,000	11,467,000	2.8
Rio de Janeiro, Brazil	0.6	1.1	12,902,000	14,174,000	2.4
Paris, France	0.6	0.6	10,843,000	11,803,000	1.5
Hong Kong, SAR China	0.5	1.0	7,314,000	7,885,000	3.0
New York, United States	0.4	0.6	18,593,000	19,885,000	2.9
Berlin, Germany	0.2	0.2	3,563,000	3,658,000	1.3



City, country	Low				
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Shanghai, China	1.7	4.4	23,741,000	30,751,000	6.8
Lima, Peru	1.4	2.1	9,897,000	13,221,000	4.7



AFRICA : 42% URBANISED

CAPE TOWN



KAMPALA



DAR ES SALAAM



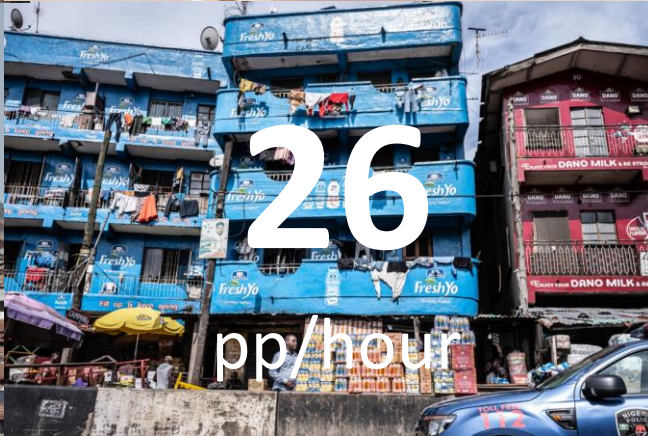
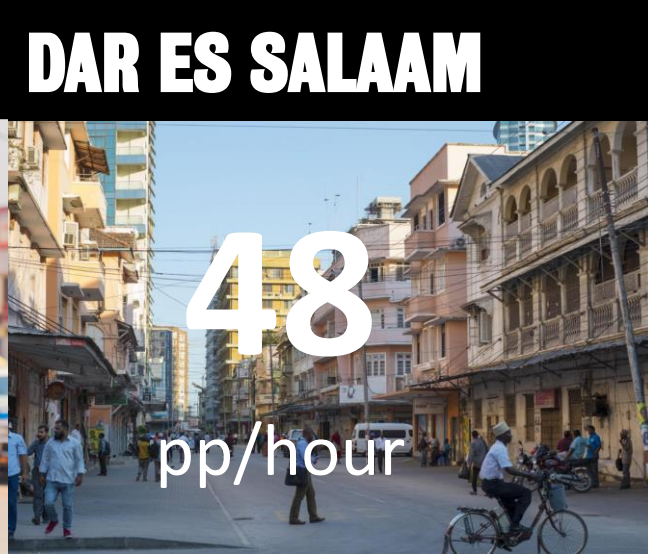
NAIROBI



LAGOS

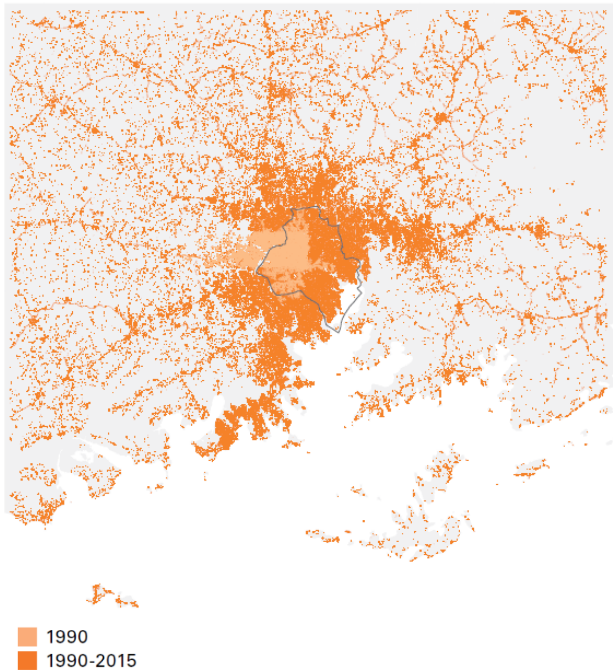


ACCRA



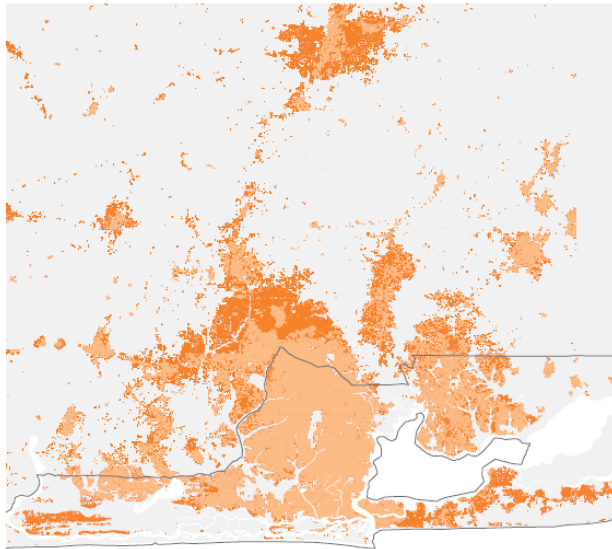
KAMPALA

38% of metropolitan population
within admin. boundary



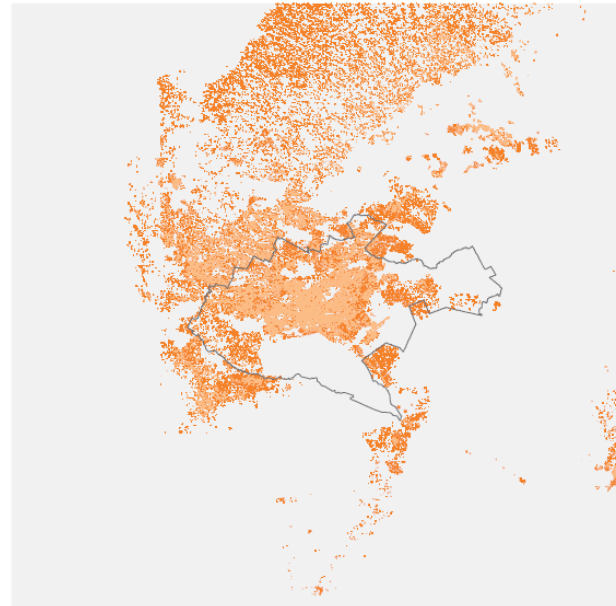
LAGOS

66% of metropolitan population
within admin. boundary



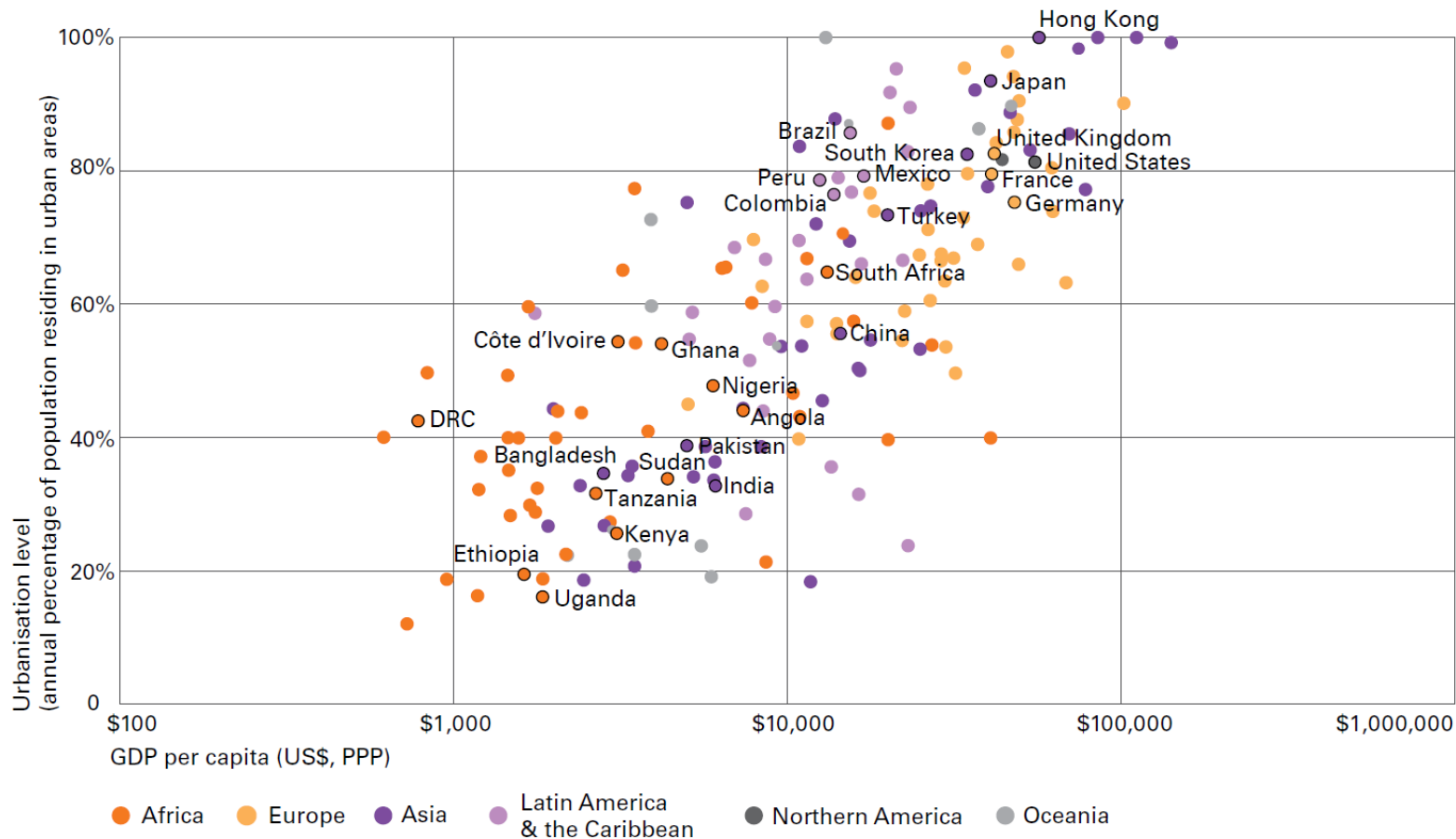
NAIROBI

54% of metropolitan population
within admin. boundary



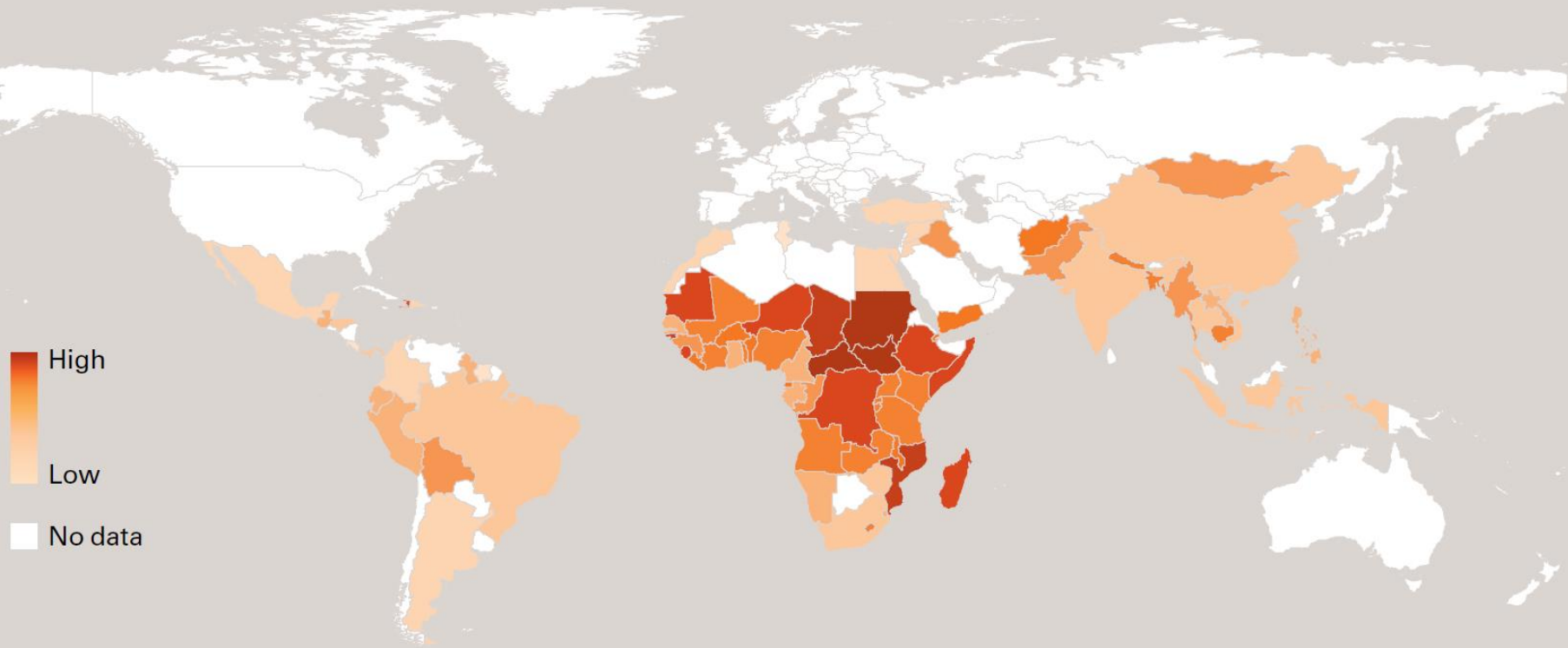
URBAN EXPANSION 1990-2015

INFORMALITY



URBANISATION VS GDP

(per cent of urban population living in informal settlements, 2010)



URBAN INFORMALITY

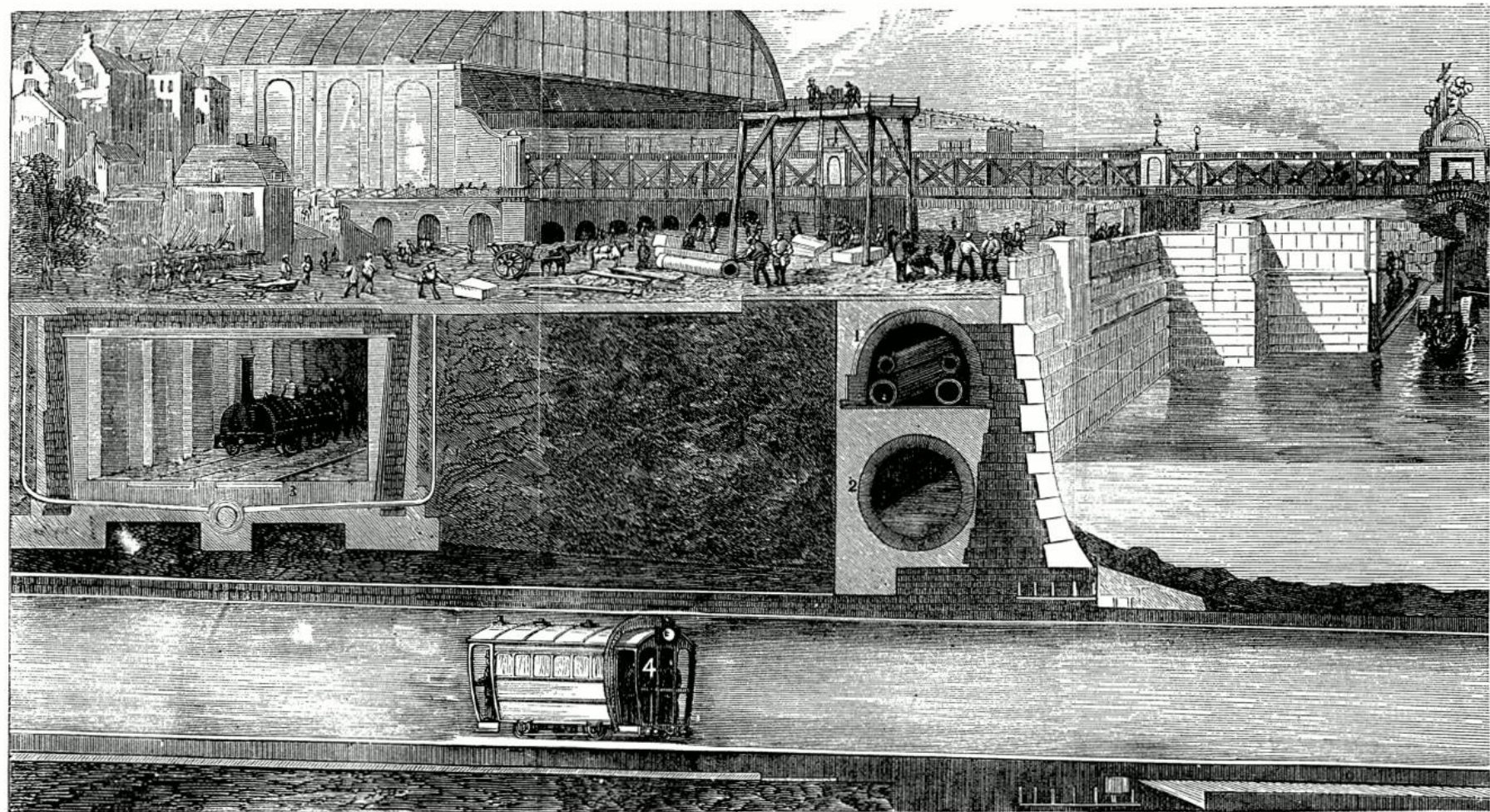


Fig. 6.—Section of the Pneumatic Passenger Railway under the Thames River, London.

(1.) Subway for Gas and Water Pipes. (2.) Sewer. (3.) Metropolitan Underground Steam Railway. (4.) Pneumatic Passenger Railway, now in course of construction. The Pneumatic Railway extends from Charing Cross, and passes under the Thames River to the Waterloo Road Station of the Southwestern Railway. The engraving represents that portion under the Thames embankment which has been finished.



INFORMAL HOUSING, KIBERA, NAIROBI



TENURE AND LAND RIGHTS, KIBERA, NAIROBI



INFORMAL JOBS, KAMPALA



INFORMAL JOBS, LAGOS



INFORMAL JOBS, LAGOS



INFORMAL TRANSPORT, KAMPALA



“
**The future of the
world's urban
population will
mostly be built in our
lifetime**
”



LAGOS, NIGERIA



ACCRA, GHANA

YOUTH



Context

**420 million
Africans are
between 15–35.
Youngest
population in
the world**

**The average
age of African
city dweller is
20**

**263 million
young Africans
will lack an
economic
stake by 2025**



Waiting for Adulthood

Waithood

Wait + hood = waiting for adulthood

A prolonged and difficult transition into adulthood.

Young people are unable to get jobs, establish families, setup their own households and become independent.

Liggey = Work in *Wolof*

Work constitutes an important marker of adulthood

The ability to work and provide for others defines a person's self-worth and position in the family and community.

Most young people in African cities are unable to attain the sense of dignity embedded in the notion of *liggey*

“Before, our fathers went to work in the mines in South Africa and came home with enough money to pay *lobolo* for a girl, build a house, and start a family ...”

(Joel, young Mozambican man)

Youthman

West African term that depicts unemployed 35-year-olds or older still struggling to attain social adulthood.



Responses to Waitheed

Waithood is dynamic and creative.

Forces youth improvise livelihoods in the margins of mainstream societal processes.

Mozambicans: '*desenrascar a vida*' (to eke out a living)

Senegalese & Tunisians: '*débrouillage*' (making do)

South Africans: '*we are just getting by*'

The idea of '*desenrascar a vida*', '*débrouillage*' or '*getting by*' situates the waithood experience in the realm of improvisation and entails a conscious effort to assess challenges and possibilities on a daily basis.



Street vending, smuggling, petty crime, swindling



Street Gangs



Prostitution, Sugar-Daddies and Sugar-Mamas



Performance, Arts, Music, Sports and Popular Culture



Beauty: Hair, Nails, Clothing and Jewelry



Repairing Electronic Devices, Bikes and Motorcycles



Becoming savvy computer and Internet users

In Conclusion...

- **Young Africans are already redefining their urban spaces and cultures as entrepreneurs, workers, gangsters, artists, swindlers and activists**
- **How to ensure stable jobs and livelihoods for youth?**
- **How to engage youth, at various levels, in meaningful participatory urban governance?**
- **How to promote youth contributions towards a new urban agenda for Africa?**



LSE Festival 2019: Developing Urban Futures

Housing and Urban Services

Professor Jo Beall

LSE Cities

The Housing Challenge

1.6 billion people globally live without adequate shelter.

1 in 7 people on the planet currently lives in a slum.

1 in every 4 people will live in a slum by 2030, according to current estimates.

1 in 3 urban residents live in slums in developing countries.

In some countries, as much as 90% of the urban population live in slums.



Karachi, Pakistan

What is a slum?

UN-HABITAT defines an urban slum household as a group living under one roof who lack one or more of:

1. Durable housing of a permanent nature
2. Sufficient living space - not more than three people sharing the same room
3. Access to safe and affordable water
4. Access to sanitation
5. Security of tenure that prevents forced evictions

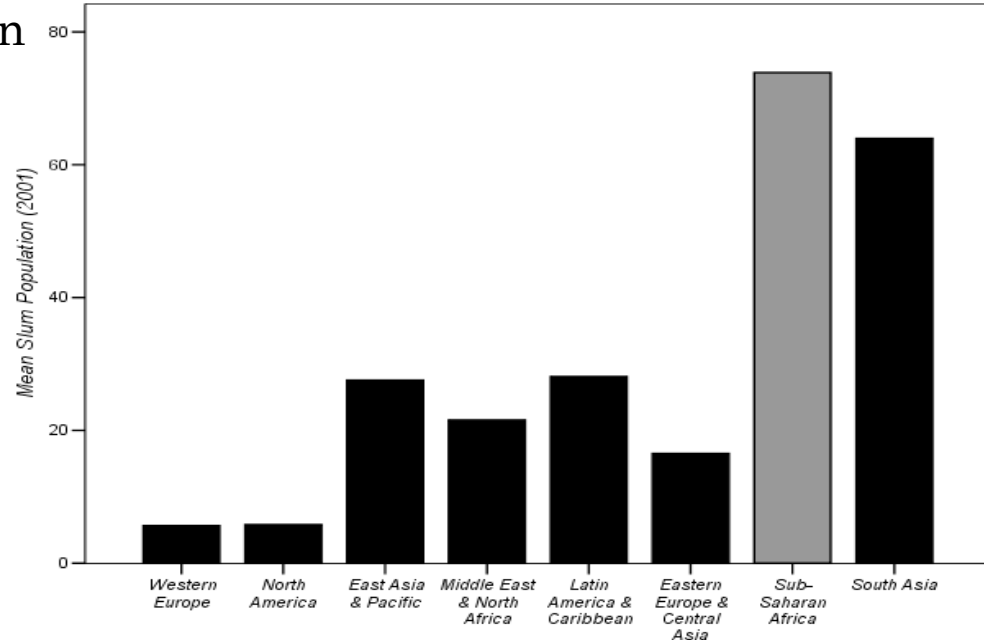


Challenge of Slums in Sub-Saharan Africa

- In 2001 71.9% of Africa's urban population lived in slums
- By 2030 over half of the sub-continent's population will live in cities
- Despite high economic growth over the past ten years, around 50% of Africans have incomes below US\$ 1.25 per day

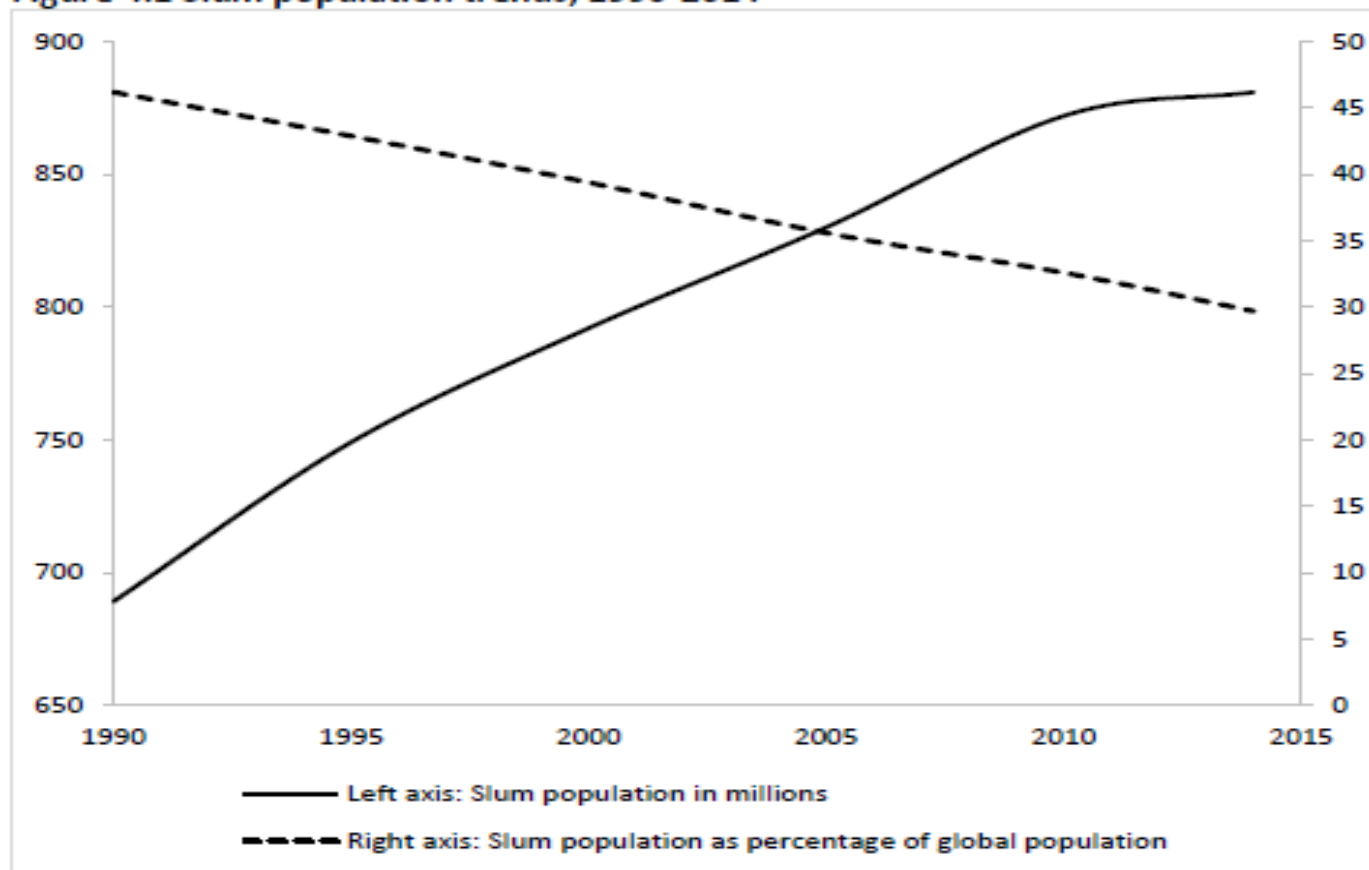
The dual pressures of a growing urban population and pervasive poverty mean that African governments face a growing challenge of providing shelter for the poor.

In 2014, UN-Habitat described Africa's urban housing shortage as 'acute'.



Growth of Slums

Figure 4.1 Slum population trends, 1990-2014



United Nations (2015)

Housing Policy – From Supply to Support

Sub-Saharan Africa's national housing policies have evolved over time, largely in accordance with international housing policies.

- 1950s and 1960s the belief was that the state should be responsible for the provision of housing and services
- Governments attempted to deliver *low-cost conventional housing* and services to growing urban populations
- By the 1970s it became clear this strategy was failing to provide a sufficient number of units that in turn were not affordable
- Instead poor people built their own homes in *informal settlements* or resorted to multiple occupancy in ever more crowded slums

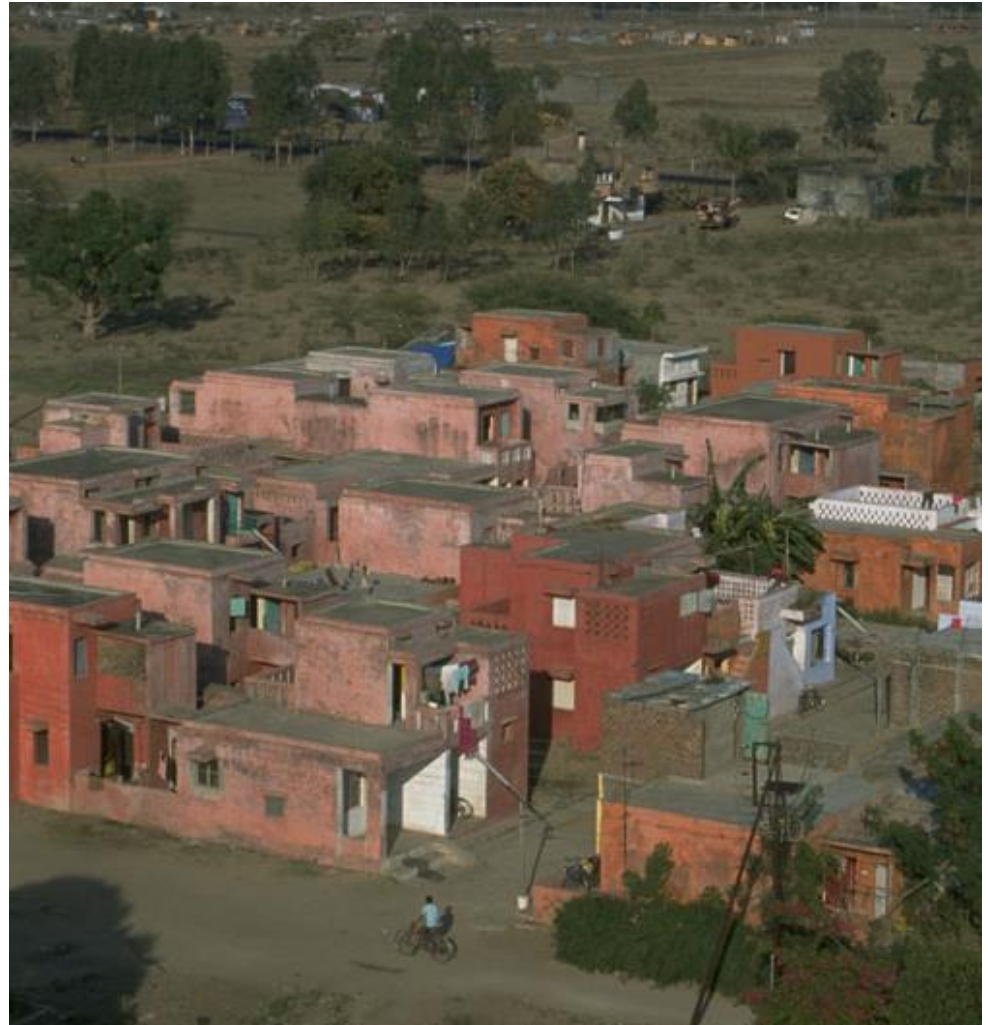


Housing Policy – From Supply to Support

The shift to ‘support’ driven policies included *self-help housing* but there were cost and construction problems

Reducing standards was another method, providing people with starter or core houses they could later add to when they could afford it.

Well intentioned but often still too expensive for the poorest.



Housing Policy

The next phase was one of *enabling shelter strategies*, such as:

- Sites and services schemes

- Accessible housing finance

- Security of tenure

A major problem was land, often marginal or on the periphery of cities, far from jobs, amenities and all but the most basic services

Units bought by better off and rented out to lower income households



Housing Policy in 2000s

International policies have become more varied with greater private sector involvement, while remaining essentially support driven in nature.

International agencies tend to favour *upgrading* of informal settlements

African shelter policies follow, at least in name, but in practice mass-scaled, supply-driven approaches to housing development are making a return.



‘Beautification’ and Slum Clearance



Contemporary Mass Scale Housing Development in Africa

Alongside economic drivers there are political drivers:

- National image and international competition
- Effective delivery of housing policy
- Better financial instruments and PPPs
- An incentive or reward for votes
- Path dependency



Central informal settlements in Addis Ababa are under threat



Central Addis Ababa

Giving way to condominium housing on periphery of Addis Ababa



Service delivery challenges



Conclusions: Interventions from the molecular to the macro scales





AFRICA'S TRANSPORT TRANSITION

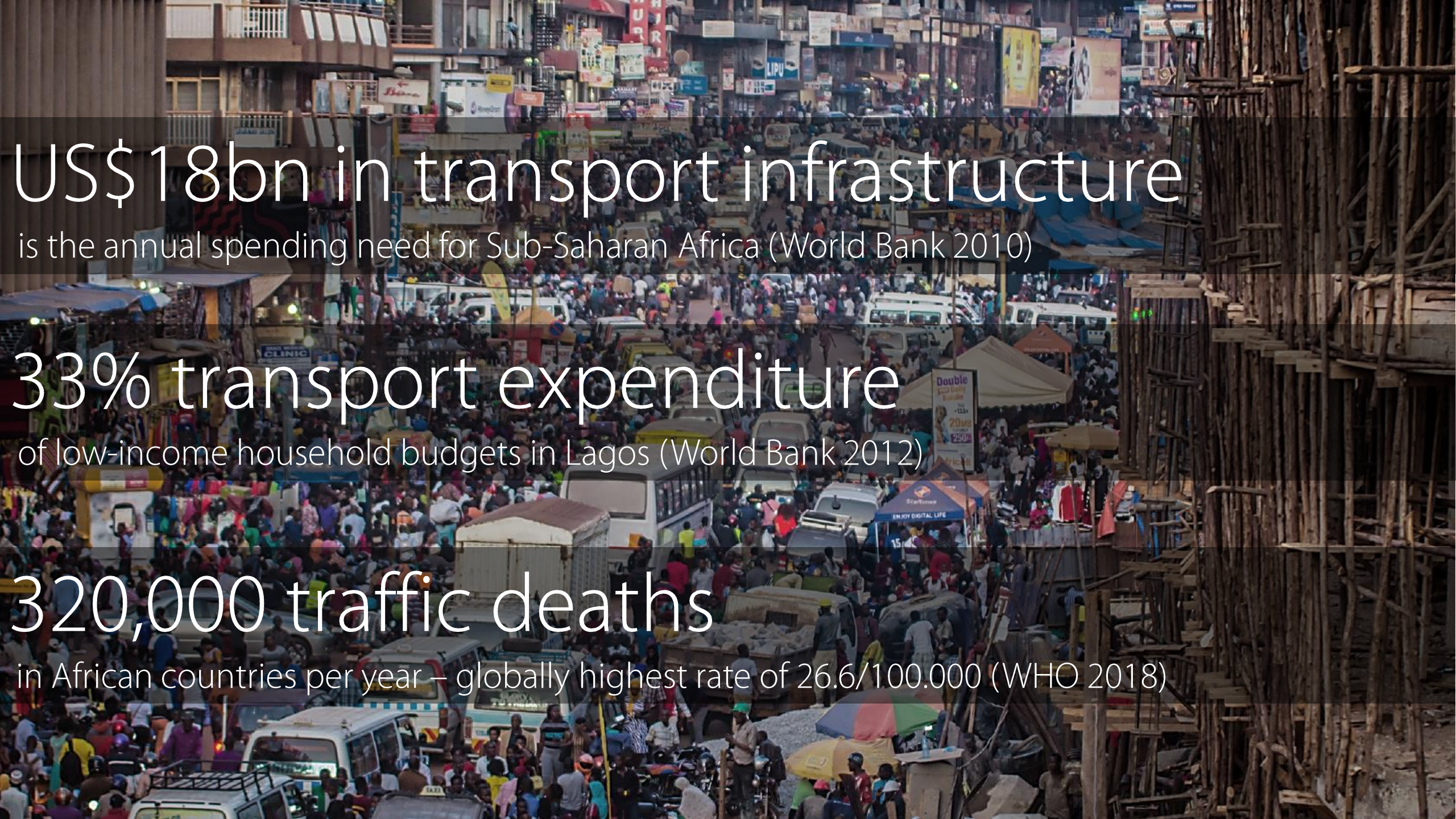
three pathways beyond business-as-usual

New World (Dis)Orders, Developing Urban Futures
London, 28 February 2019

Philipp Rode, LSE Cities / Urban Age Programme
London School of Economics and Political Science

LSE**Cities**





US\$18bn in transport infrastructure

is the annual spending need for Sub-Saharan Africa (World Bank 2010)

33% transport expenditure

of low-income household budgets in Lagos (World Bank 2012)

320,000 traffic deaths

in African countries per year – globally highest rate of 26.6/100.000 (WHO 2018)



3699-09

GB
6850-12

STAND
FOR PROGRESS

old world (dis) order



01

digitalising popular transit

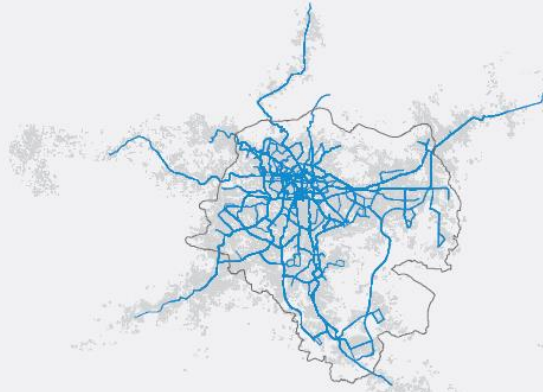




POPULAR TRANSIT

ADDIS ABABA

Bus (Anbessa & Sheger) & minibus taxi



Note: Based on preliminary data of popular transport network

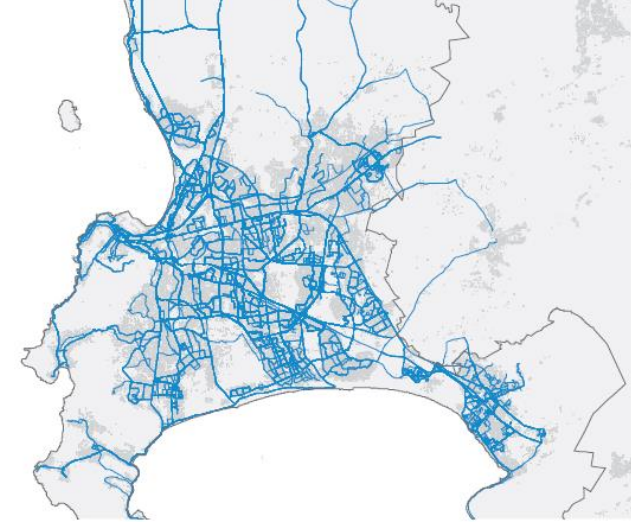
ACCRA

Minibus taxi (tro-tro)



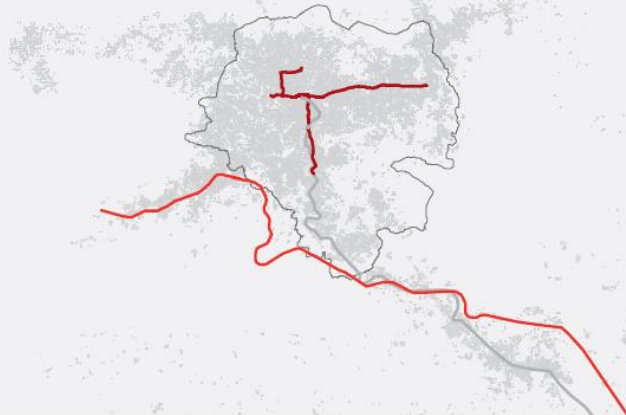
CAPE TOWN

Minibus taxi

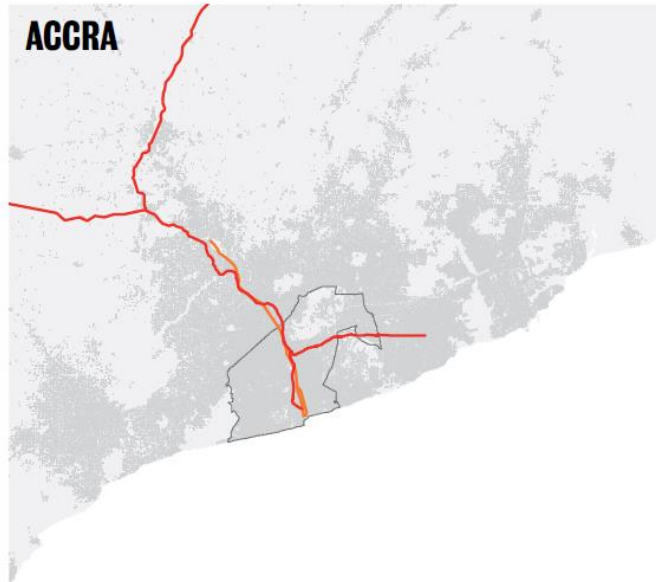


MASS TRANSIT

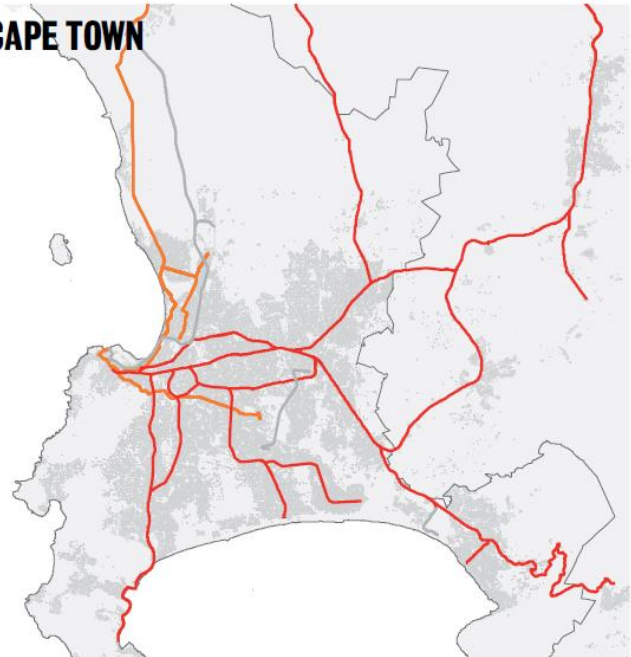
ADDIS ABABA



ACCRA



CAPE TOWN





SAMSUNG Galaxy

Up Your A Game

Watermark: ddp

WAGN PHAR DAY & NIGHT DISPENSARY COSMETICS PHONE TEL: 020-857

Unleashes all the beauty in you

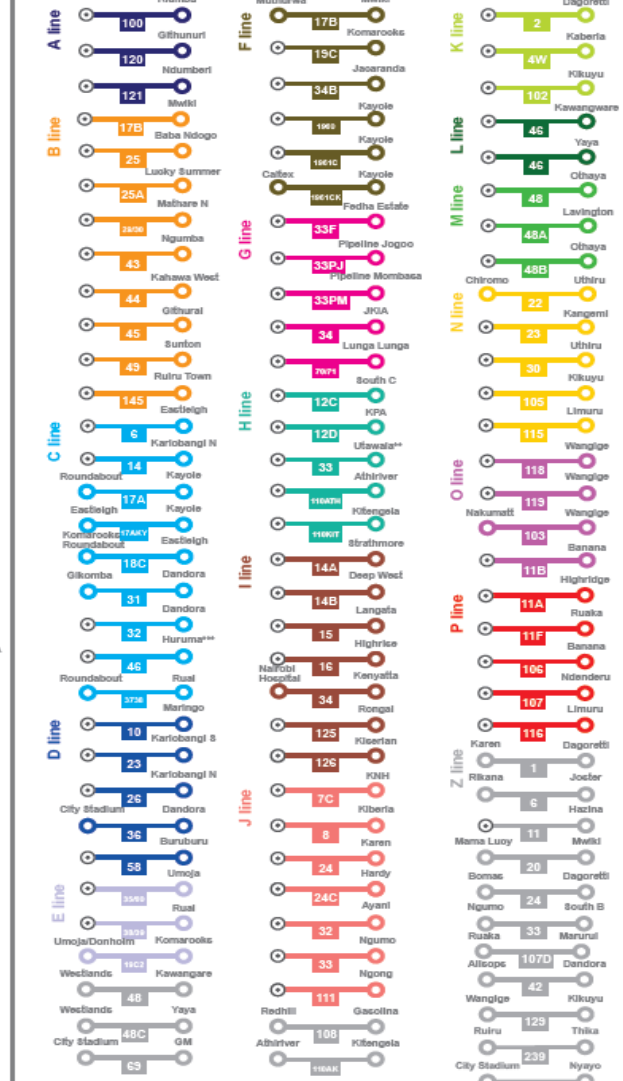


NAIROBI MATATU ROUTES

digitalmatatus

Route 36 Outbound From City Center 33 Inbound To City Center 48B

Stop Terminus City Center Junction



*44 lines also to Mtwiki, Sunton, Zimmerman, and Githurai
 **33 lines also to Fedha, Imara Daima, Highway, South
 ***38 line also to Karibangi Roundabout

Data developed through a research collaboration between the Civic Data Design Lab, MIT; Center for Sustainable Urban Development, Columbia University; School of Computing and Informatics, University of Nairobi; Groupshot. Research funded by the Rockefeller Foundation.

Data Collected by:
 University of Nairobi School of Computing and Informatics
 Paper Maps Illustrated by:
 Wenfei Xu and Sarah Williams (Civic Data Design Lab)

FOR FEEDBACK & MORE INFORMATION:
<http://www.digitalmatatus.com>
 Beta Release - Created January 23, 2014

CIVIC DATA DESIGN LAB
 MASSACHUSETTS INSTITUTE OF TECHNOLOGY

CADLab
 UNIVERSITY OF NAIROBI

RIDESHARING BRANDS BY REGION

North Africa	West Africa	East Africa	Southern Africa	Central Africa
         	                	               	              	 



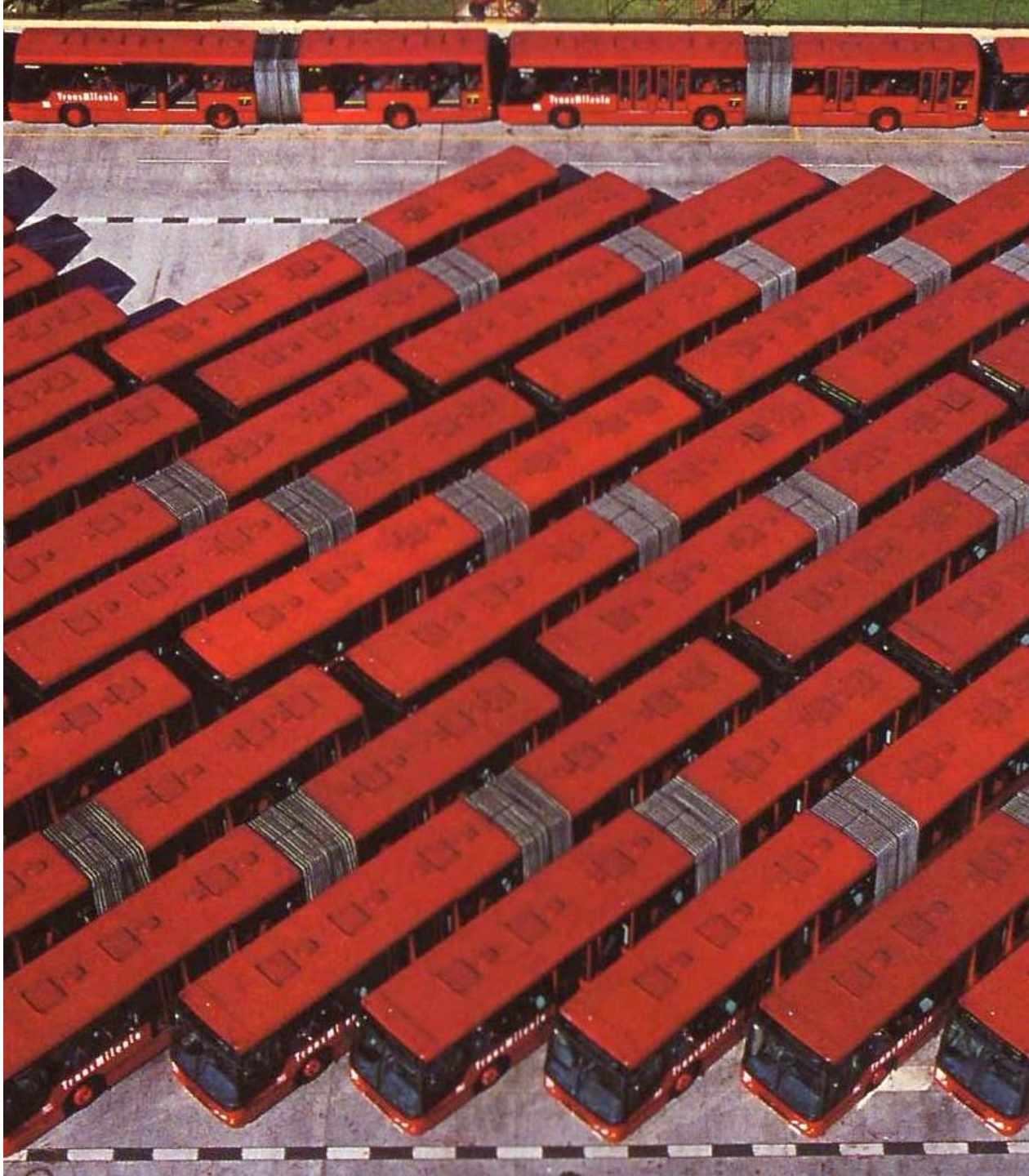
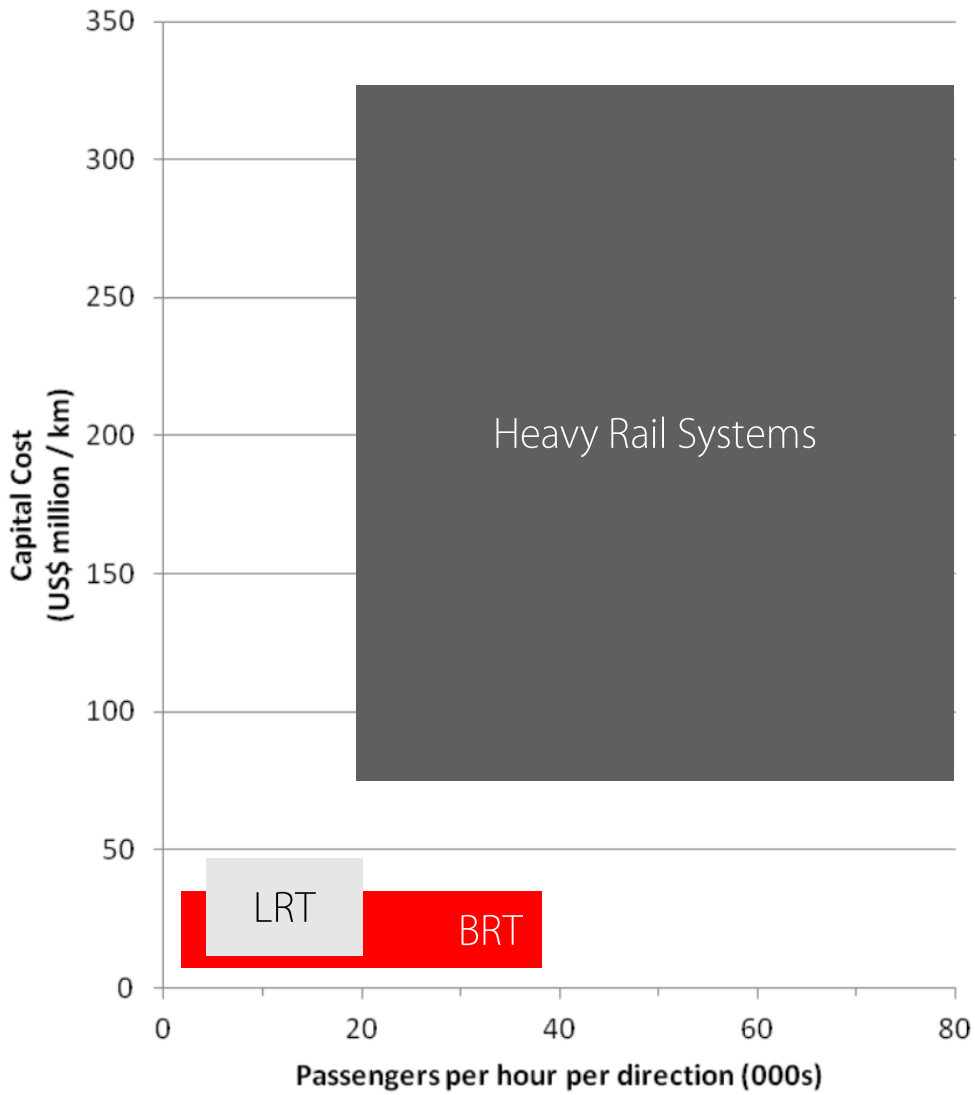
02

Scaling bus rapid transit



CAPACITY VS COSTS COMPARISON

Source: ITPD 2010







03

Building urban and (inter)national railways





ERP 0001

ERP 0001 II



No coasting

ADDIS LIGHT RAIL TRANSIT

34 km

system length

475m US\$

total infrastructure costs

13 US\$/km

comparative infrastructure costs

ADDIS DJIBOUTI RAILWAYS

650 km

system length

4.5bn US\$

total infrastructure costs

7 US\$/km

comparative infrastructure costs

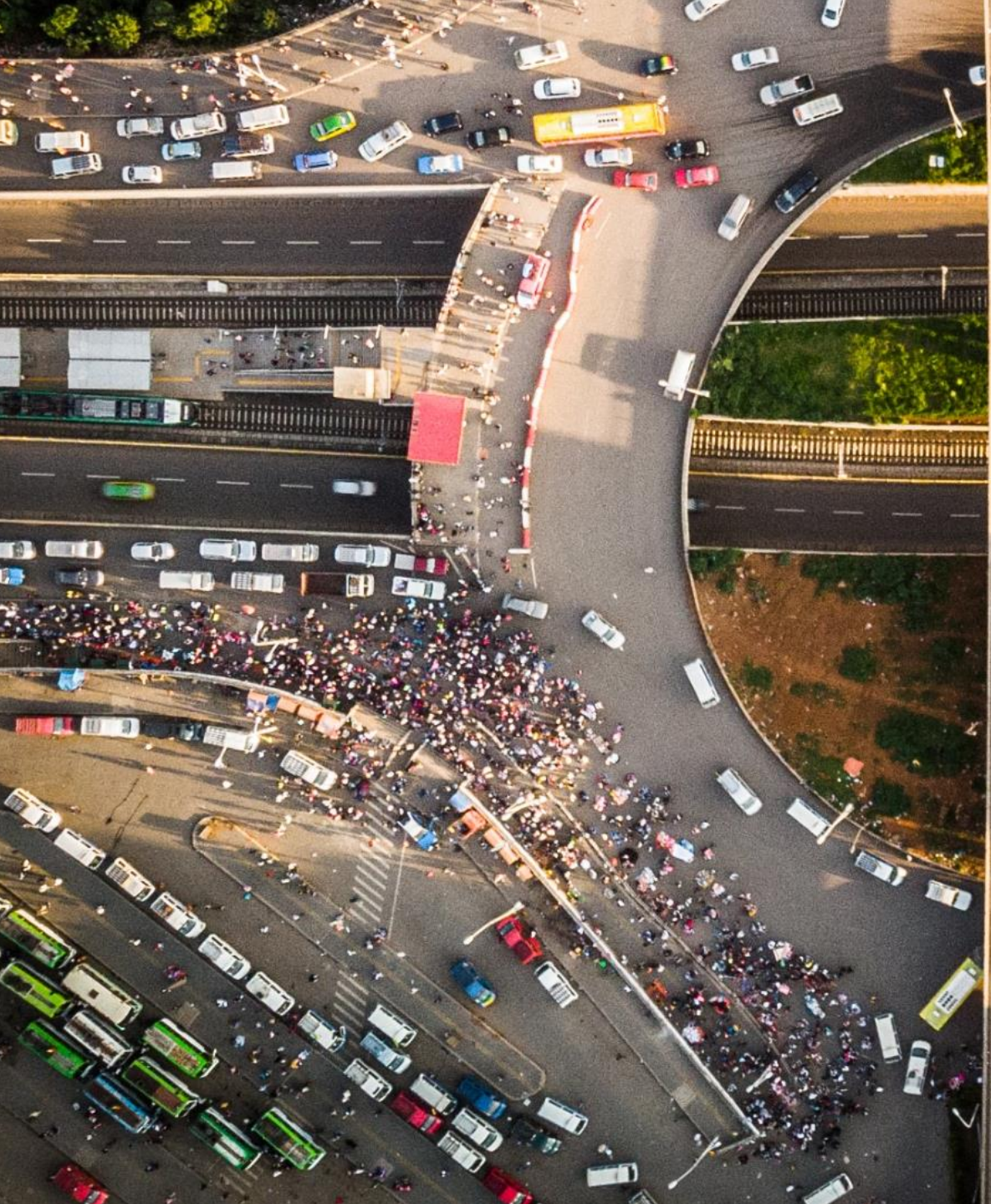
THE CASE FOR RAIL AND ITS CHALLENGES

ADVANTAGES

- high capacity
- low land consumption
- safe transport
- energy efficient
- low polluting
- low carbon emissions
- transformative role in land development and urbanisation
- high symbolism

CHALLENGES

- complex but closed system
- requires joined-up institutions
- ambitious 'right of way' that needs to be negotiated with other land uses and utilities
- rigid infrastructure
- need for an operator
- system performance based on the weakest section
- dependent on complementary transport services for last-mile connectivity
- relies on associated electricity supply, communication and signalling systems













7-8 % of Ethiopia's GDP
Ethiopia Railway Corporation's debt



Conclusion

Which transport system enables the city we want?

Can new transport governance facilitate institution building?

What is most effective for overcoming the business-as-usual spiral of motorisation?

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