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Autore	Lall Somik V.
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Nota di contenuto	Cover -- Title -- Copyright -- Contents -- Acknowledgments -- Overview Africa's Cities: Opening Doors to the World -- The low development trap - Africa's urban economies are limited to nontradable goods and services -- Crowded, disconnected, and thus costly - Africa's cities are limited to nontradables by urban form -- Crowded cities -- Disconnected cities -- Costly cities -- Closed for business, out of service: The urgency of a new urban development path for Africa -- Cities are "closed for business" -- Cities are "out of service" -- Path dependence and interdependence -- Springing cities from the low development trap -- Formalize land markets, clarify property rights, and institute effective urban planning -- Make early and coordinated infrastructure investments - allowing for interdependence among sites, structures, and basic services -- Opening the doors -- Annex: African cities used in the analysis -- References -- Part I: Crowded and Disconnected African Cities -- Chapter 1 Crowded with people, not dense with capital -- Crowded with people -- Slums: Workers' only option when urban economic density is low but highly concentrated -- High population density at the city's core, rapid tapering on the outskirts -- Not dense with capital -- Not dense with buildings -- Not dense with amenities, not livable -- Case studies: Access to amenities in Dar es Salaam, Durban, and elsewhere in Africa -- Low human

capital -- References -- Chapter 2 Disconnected land, people and jobs -- Disconnected land -- Collections of small and fragmented neighborhoods -- Spatial fragmentation -- People not connected to people: High fragmentation, low exposure, little potential for interaction -- People not connected to jobs -- Lack of transportation infrastructure -- Lack of money for transportation -- Inaccessible employment -- References.

Part II: Africa's Low Urban Development Trap -- Chapter 3 Costly for households, costly for firms -- High prices, low incomes -- High wages, high costs of doing business -- References -- Chapter 4 Africa's urban development trap -- Cities closed for business -- The "nontradables trap": Theory -- The "nontradables trap": Evidence -- Sunk costs, construction, and the expectations trap -- References -- Part III: Springing Africa from Its Low Urban Development Trap --

Chapter 5 Clarifying property rights and strengthening urban planning -- Why African cities fail to attract investment: An urban planner's perspective -- Capital misallocation -- Institutional constraints -- Ineffectual property rights -- The example of Nairobi -- Clear land and property rights -- Land valuation and prices -- Removing data and legal obstacles -- Improving tax collection -- Urban planning institutions and land use regulation -- Strengthening capacity and resources for urban planning -- Addressing coordination constraints across levels of government -- Urban regulations -- Streamlining administrative procedures -- Relaxing planning standards -- To build cities that work, make land markets work - nothing less will do -- References -- Chapter 6 Scaling up and coordinating investments in physical structures and infrastructure -- Investing early in infrastructure to shape urban structures -- Leveraging road investment -- Bus rapid transit: One option among many -- Integrated urban planning, regulation, and transportation investments -- Roads, densification, and land use change in four East African cities -- Citywide economic benefits of road improvements in Kampala -- Provide public goods and services for livability -- Finance for lumpy urban infrastructure investments -- References -- About the contributors -- Figures.

1 The share of firms in internationally traded and nontradable sectors varies widely across developing country cities -- 2 In resource-exporting countries, urbanization is linked only weakly to the development of manufacturing and services in countries that export natural resources -- 3 Connections among people as a function of population near the city center: Nairobi, Kenya, is more fragmented and less well-connected than Pune, India -- 4 "Leapfrog development" undermines economies of scale and agglomeration -- 5 Paved roads occupy a smaller share of urban land in Africa than elsewhere - and usually drop off abruptly beyond the city center -- 6 A fragmented urban form is associated with higher urban costs -- 7 Urban living costs in Sub-Saharan African countries in 2011 exceeded costs elsewhere, relative to Africans' lower per capita GDP -- 8 Urban households - especially poor ones - spent large shares of their budgets on transportation (analysis from 2008) -- 1.1 Very high proportions of city dwellers live in slums in Africa -- 1.2 Population density in African cities is lower than in some other regions -- 1.3 The value of building stocks in African cities is low -- 1.4 Large shares of the population in Dar es Salaam lack access to basic sanitation and water services -- 1.5 Access to improved water and sanitation in Dar es Salaam tends to rise with distance from the center -- 1.6 Access to improved sanitation and piped water at home is low across Dar es Salaam -- 1.7 Access to Services in Durban decreases with distance from the city center -- 1.8

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arrived migrants and other residents in the Democratic Republic of Congo, Ghana, Nigeria, and Sierra Leone.

6.8 Gap between capital needs and budget resources of city governments.

Sommario/riassunto

Cities in Sub-Saharan Africa are experiencing rapid population growth. Yet their economic growth has not kept pace. Why? One factor might be low capital investment, due in part to Africa's relative poverty: Other regions have reached similar stages of urbanization at higher per capita GDP.
