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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 Moving to Durban improved migrants' access to basic services before but not after 2000 -- 1.9 Within-city moves in Durban are less likely to yield better sanitation than they did in the past -- 1.10 Access to piped water, septic tanks, and electricity improved in Maputo, Mozambique, between 1997 and 2013.

1.11 Access to piped water, septic tanks, and electricity improved in Kinshasa, Democratic Republic of Congo, between 2007 and 2013 -- 1.12 Cognitive skills of most urban workers are limited, especially in Africa -- 2.1 Three aspects of being connected -- 2.2 The average "openness index" of cities in Sub-Saharan Africa is not very different from the index of other regions -- 2.3 Land within five kilometers of the central business district is often left unbuilt in Africa -- 2.4 African cities are more fragmented in the center than comparably sized cities in India -- 2.5 Urban people in Africa have less potential for interaction than urban people in other regions -- 2.6 African cities are becoming more fragmented -- 2.7 Paved roads occupy a smaller share of urban land in Africa than elsewhere - and usually drop off abruptly beyond the city center -- 2.8 Urban Africans spend a large share of their budgets on food, leaving little for transport -- 2.9 In Kigali, workers in the informal sector have shorter commutes -- 2.10 The typical household in many African cities cannot afford public transport fares -- 2.11 Scale economies in vehicle size should lead to the provision of collective transportation through large vehicles toward the city center and smaller ones as distance to the city center increases -- 2.12 A very large share of trips in African cities are made by foot -- 3.1 African cities face high prices for their income levels -- 3.2 Consumers in Africa face high price premiums -- 3.3 Households in African cities grapple with subsistence -- 3.4 Average time and cost to register property in Sub-Saharan countries and international benchmarks -- 3.5 Average time and cost to deal with construction permits in Sub-Saharan countries and international benchmarks -- 3.6 Infrastructure costs per capita decrease with density. 3.7 A fragmented urban form is associated with higher urban costs -- 3.8 Nominal manufacturing wages in African cities are higher than in other developing-country cities -- 3.9 Sales revenue per worker in African and other developing- country cities -- 4.1 Supply and demand for labor in a "local" city -- 4.2 Supply and demand for labor in an internationally competitive city -- 4.3 The tradables sector is much

larger in Asia than in Africa -- 4.4 Urbanization and manufacturing share of GDP in Africa and outside Africa -- 4.5 The share of land devoted to slums increases with distance from the city center -- 5.1 Average distances to commercial and industrial areas from formal and informal settlements in Dar es Salaam, Tanzania, and Kigali, Rwanda -- 5.2 Larger agglomerations have higher, and increasing, tensions over land prices -- 5.3 Key players in urban development in Tanzania and Uganda -- 5.4 Average time and cost to register property in African countries and international benchmarks in 2015 -- 5.5 Minimum lot sizes are large in Africa -- 6.1 Land values of de novo development projects are higher than values in other neighborhoods of Dar es Salaam, including rich ones -- 6.2 Differential impacts of de novo and upgrading projects in Dar es Salaam -- 6.3 Area around the Gangding station, in Guangzhou, China, before and after construction of the bus rapid transit system -- 6.4 Average daily bus rapid transit passenger counts are much higher in Lagos than in Johannesburg -- 6.5a Integrated urban planning and regulation promote density -- 6.5b Integrated urban planning and regulation promote density -- 6.6 Percentage of area devoted to paved and unpaved roads in four East African cities, 2001 and 2013 -- 6.7 Access to electricity by newly 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.
