

COMBINED REPORT



WEST NILE REGION | UGANDA

INTEGRATED AND MULTI-SCALAR PLANNING IN
KOBOKO - ARUA - NEBBI

West Nile Region, Uganda - Integrated and Multi Scalar Planning (Koboko, Arua, Nebbi)

Prepared by UN-Habitat Urban Planning and Design Branch and Urban Economy Branch in collaboration with Polytechnico di Milano's Department of Architecture and Urban Studies, MS Lab - Measure and Scale of the Contemporary Research Lab, through funding from Korean Booyoung Foundation, for an integrated response to the West Nile Region - Koboko, Arua and Nebbi municipalities.

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Project Coordination: Laura Petrella, Antonella Contin

Project Manager: Yuka Terada, Stephanie Loose, Ang Jia Cong

Uganda Representative: Destine Ariye

Authors: Alessandro Frigerio, Alessandro Musetta, Joy Mutai, Hazel Kuria,

Editorial: Ang Jia Cong

Layout design: Joy Mutai

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REGIONAL - PUBLIC SPACE - ECONOMY AND FINANCE
ASSESSMENTS AND URBAN STRATEGIES

CASE OF KOBOKO, ARUA AND NEBBI MUNICIPALITIES

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CHAPTER 1

INTRODUCTION

PROJECT OVERVIEW

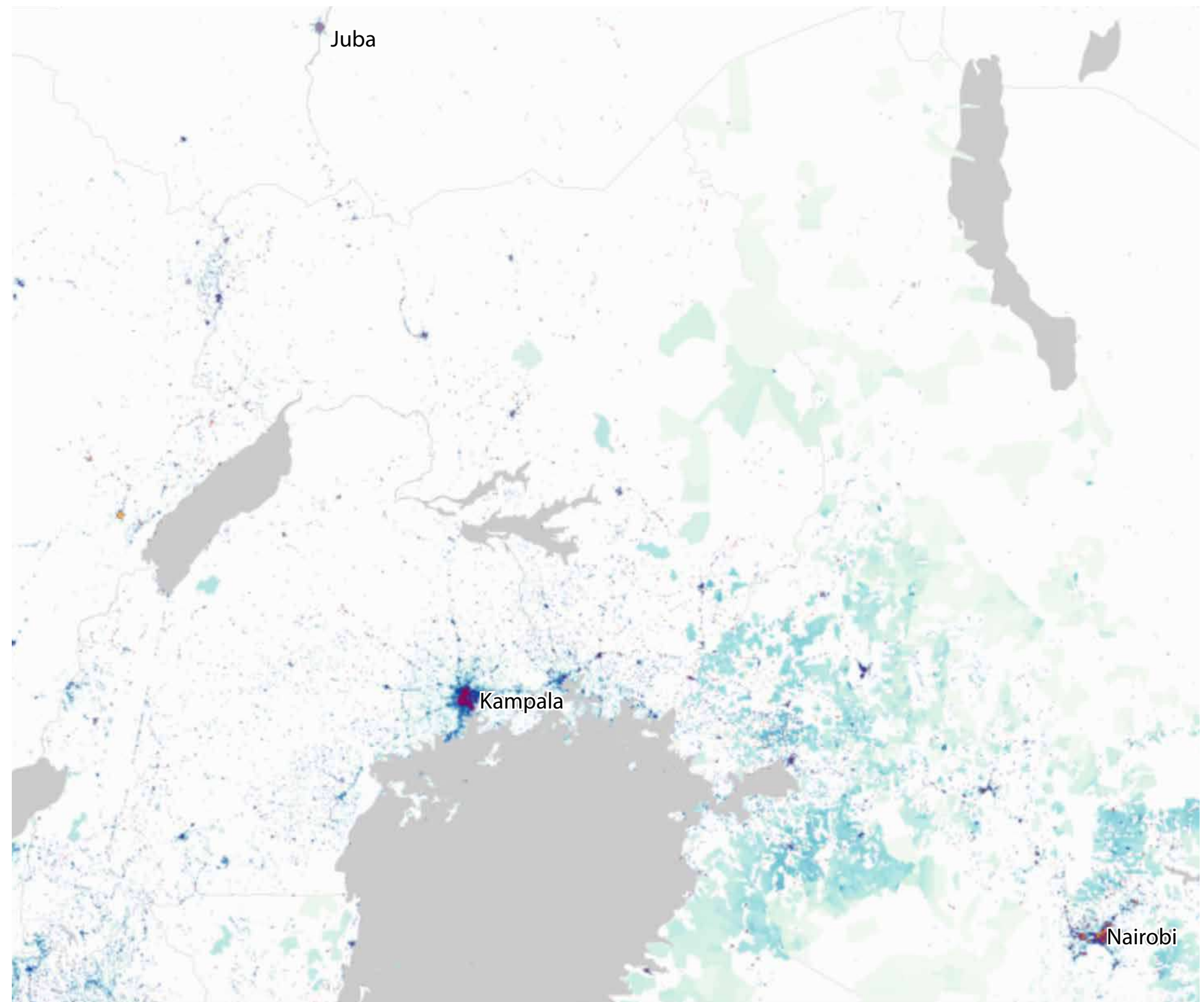
PROJECT OVERVIEW

SCOPE OF STUDY: THE GEOGRAPHICAL BACKGROUND AND FOCUS ON THE WEST NILE

Arua, due to its strategic geographical position, is a rapidly growing urban centre in Ugandan West Nile region and an important base for humanitarian operations. Refugees from South Sudan and the Democratic Republic of Congo (DRC) currently form 23% of the regional population, with around 700,000 registered refugees (UNHCR, 2018) and unregistered migrants contributing to the figures. The Ugandan Government plans to upgrade Arua to a “regional city”, to include the enlargement of its boundaries and the enhancement of air and rail infrastructure among others, envisioning it as a potential logistic node for North-Western Uganda. However, no strategic framework is provided at regional, city or neighbourhood scales to promote a synergic development with neighbouring towns (Koboko and Nebbi), districts and countries (DRC and South Sudan). Although rapid urbanization is already threatening existing socio-ecological assets and increasing conflict potential related to land rights and access to basic infrastructure and services, there is a lack of appropriate assessment and strategic tools to address the complex transformation of these territories.

Moving from the results of previous capacity development initiatives in the framework of the Ugandan Support for Municipal Infrastructure Development (USMID) program, a project for a comprehensive profiling of the region across different planning scales has been initiated by UN-Habitat in August 2018 with the financial support from the Booyoung Foundation, with the aim of supporting a better understanding of the West Nile Region as a metropolitan system along the Nebbi-Arua-Koboko development corridor. Among other priorities, exploring how decision making at territorial scale would also influence city and neighbourhood level was in the focus of the regional profile. Politecnico di Milano has been selected as the implementing partner with UN-Habitat to draft a multidisciplinary analysis of the existing situation at regional and territorial scale, including development of specific metropolitan cartography, while UN-Habitat’s Public Space and Urban Economy teams have conducted in-dept research on urban economy and municipal finance, as well as a public space assessment and recommendations at neighbourhood scale in each municipality.

This report outlines the results of the research activity, including desktop research and field studies, complemented by a factfinding mission and workshops held in the West Nile Region in October and November 2018 for the effective interaction with local experts and stakeholders, at both national and local level. The following chapters synthesize main findings with the aim of providing a set of recommendations.



Uganda and Neighbouring countries- population density (2015)

Source: EC JRC CIESIN Global Human Settlement Layer, D A Smith, CASA, UCL - <http://luminocity3d.org/WorldPopDen>



PROJECT OVERVIEW

FACT FINDING MISSION, CAPACITY DEVELOPMENT AND VALIDATION WORKSHOPS

Regional and neighbourhood urban studies for this project were carried out by combining desktop reviews and field studies, considering these crucial for due to the effective interaction with local experts and stakeholders, at both national and local level, as well as a large number of other local stakeholders in the West Nile Region.

Fact-Finding Mission

From 29 September to 5 October 2018, UN-Habitat and Politecnico - MS Lab experts conducted a preliminary fact-finding mission to the West Nile Region. The team included different experts from UN-Habitat and Politecnico - MS Lab, covering expertise on planning and governance, urban design, public space, urban economy and municipal finance. Interactive workshops with input sessions and discussions were held in the three municipalities that form the regional development corridor (Nebbi, Arua and Koboko). The workshops saw the participation of local stakeholders from the municipalities, districts, chamber of commerce, representative of NGO and civil society as well as some of the district planners. Discussions surrounded local contexts, questions and answer sessions, covering an overview of main issues and challenges. At the end of each workshop (one in each city), participants were asked to present, discuss and share official documents such as plans and development strategies that have been object of study. The last day of the fact finding mission was dedicated to meetings in Kampala to discuss some of the relevant issues that emerged during the fieldwork with national government authorities and experts involved in specific projects e.g. humanitarian crisis and land conflicts.

Capacity Development and Validation Workshop

At the end of November 2018, a follow-up capacity development and validation workshop hosted by the same experts took place in Arua, with the participation of the three mayors of Koboko, Arua, Nebbi, (KAN), representatives of the municipal councils, district authorities, representatives from the Ministry of Land Housing and Urban development, the USMID program (Ugandan Support for Municipal Infrastructure Development) and the National Planning Authority (NPA). The workshop aimed at discussing the first results of the territorial analysis and co-designing a vision for the socio-economic development of the region by using three potential areas for local economic development (trade, agriculture and tourism) as well as enhancing local capacity on integrated urban and territorial planning approaches. The findings and results of these initiatives will be discussed in the next chapters.



Figure: Mapping Exercises



Figure: Factfinding Mission, Arua 2018



Figure: Capacity Development Presentations



Figure: Factfinding Mission, Koboko 2018



Figure: Validation Workshop



Figure: Factfinding Mission, Nebbi 2018

CHAPTER 2

REGIONAL AND TERRITORIAL PROFILE

INSTITUTIONAL FRAMEWORK AND PLANNING TOOLS

FACTS AND FIGURES

REGIONAL CARTOGRAPHY

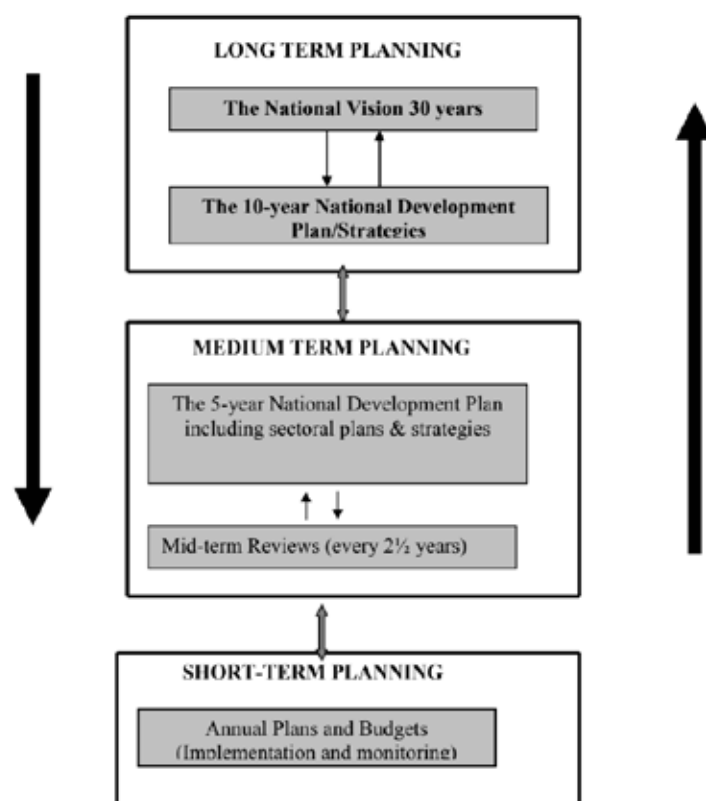
FINDINGS AND OPPORTUNITIES

INSTITUTIONAL FRAMEWORK & PLANNING TOOLS

NATIONAL AND REGIONAL SCALE FRAMEWORK

NATIONAL AND REGIONAL SCALE

Uganda's institutional framework is built on the cooperation between national government and local authorities, undergoing a progressive decentralization of powers since the late 1980s. A National Urban Policy was adopted in 2016 and is currently being implemented. However vertical and horizontal cooperation among political and administrative authorities is often still a challenge and institutional and human capacity on urban and territorial planning need to be enhanced, especially at local level. Also, municipalities often lack financial means for implementation.



At the national level, the following government authorities are responsible for decision making in relation to planning issues:

- National Planning Authority (NPA)
- The National Physical Planning Board
- Ministry of Local Government
- Ministry of Lands, Housing and Urban Development
- Ministry of Water and Environment
- National Environment Management Authority
- The Uganda Wildlife Authority
- Directorate of Water Development
- The Uganda Land Commission

And the main laws that guide physical planning activities in Uganda are:

- The Constitution of the Republic of Uganda, 1995
- The Physical Planning Act, 2010
- The Local Government Act, 1997
- The Uganda Land Act Cap 227, 1998
- The Public Health Act Cap 269
- The Forest Act, 1999
- National Environment Statute, Cap 153, 1998
- Water Act Cap 152
- Waste Management Regulations, 1999
- Investment Code Act Cap 92
- The National Policy for the Conservation and Management of Wetland Resources, 1995

In discussing future scenarios for sustainable development, a crucial relevance is set in the strategic perspective given by the action of the [National Planning Authority \(NPA\)](#). The aim of the NPA is to build the national capacity for visionary and long term planning, ensuring a sustainable and balanced national development by integrating economic, social and political dimensions of development with spatial and environment aspects.

The main strategic tool provided by the NPA in consultation with other government institutions and other stakeholders is the [Uganda 2040 Vision](#) based on the National Vision Statement, "A Transformed Ugandan Society from a Peasant to a Modern and Prosperous Country within 30 years". The vision is operationalized by three 10-year plans; six 5-year National Development Plans (NDPs); Sector Investment Plans (SIPs); Local Government Development Plans (LGDPs), Annual work plans and Budgets.

At the regional level there is no institution mediating between the national and local government authorities and contributing to facilitate the coordination of local initiatives in fulfilling the national strategies. Under British rule (before 1962), regions existed as functional administrative units and were called provinces, headed by a Provincial Commissioner. Uganda's constitution from 1962, when the country became independent, established a decentralized system combining federalism with semi-federalism and unitary. The constitution was abrogated in 1966 and replaced by a new constitution, in which centralised power was enacted. Lately, due to the evolving political situation, a progressive decentralization of powers has been pursued since the late 1980s, but no intermediate regional institution was re-established. Four regions, Central, Western, Eastern and Northern Uganda, are only identified for census purposes, while the country is divided in 121 (Number of) districts, according to the Ministry of Local Governments.

A first attempt to address regional issues has been done with the [Albertine Graben Physical Development Plan 2014-2040](#), which was adopted in 2014. The Albertine Graben is one of Uganda's most important and dynamic regions, due to the emergence of the petroleum industry, its prime role in Uganda's tourism sector, important agricultural production and strategic location sharing borders with Rwanda, DRC and South Sudan.

According to the Ministry of Land, Housing and Urban Development, as a Regional Development Plan, the Albertine Graben PDP is the first of a series of Regional Physical Development Plans that will fall under a future National Physical Development Plan. It is also the guiding framework for currently developed and urgently needed "District Plans" that begin to fill in specific development details, and, in turn, serve as the integrating framework for supporting Local Government Plans.

INSTITUTIONAL FRAMEWORK & PLANNING TOOLS

NATIONAL AND REGIONAL SCALE FRAMEWORK



UGANDA VISION 2040

Uganda Vision 2040 identifies key core projects that need to be started including:

- A Hi-tech ICT city and associated ICT infrastructure;
- Large irrigation schemes in different parts of the country;
- Phosphate industry in Tororo;
- Iron ore industry in Muko, Kabale;
- Five regional cities (Gulu, Mbale, Kampala, Mbarara, and Arua) and five strategic cities (Hoima, Nakasongola, Fortportal, Moroto, and Jinja);
- Four international airports;
- A standard gauge railway network with high speed trains;
- Oil Refinery and associated pipeline infrastructure;
- Multi-lane paved national road network linking major towns, cities and other strategic locations;
- Globally competitive skills development centres;
- Nuclear power and hydro power plants (Ayago, Isimba, Karuma, and Murchison Bay);
- Science and Technology parks in each regional city;
- International and national referral hospitals in each regional cities.

NDP II - 2015/16 - 2019/20

"The Vision 2040 guides on the establishment of four regional cities namely Gulu, Mbale, Mbarara and Arua and five strategic cities: Hoima (oil), Nakasongola (industrial), Fort Portal (tourism), Moroto (mining) and Jinja (industrial), which have been identified as part of the urban corridor development. Government is in the final stages of formulating a National Urban Policy which will provide a framework for the management of urban areas."

"The sector will also promote comprehensive physical planning for urban development; improve urban infrastructure services and utilities; create an inclusive policy and regulatory framework for urban development; develop of environmentally resilient cities in Uganda; and increase availability of and access to land for urban expansion and investment."

"Government will control urban sprawling through preparation and approval of Integrated Development Plans which encourage increasing density of settlement by construction of high rise buildings, and by strict development control. Government will also develop and ensure implementation of Regional Physical Development Plans, District Physical Development Plans, and Sub-Urban and local Physical Development Plans to guide the establishment and development of Urban Corridors, regional and strategic cities, and other urban centres."



ALBERTINE GRABEN PHYSICAL DEVELOPMENT PLAN 2014-2040

"The Albertine Graben is one of Uganda's most important and dynamic regions. The emergence of a new petroleum industry, combined with its prime role in Uganda's tourism sector, important agricultural production and strategic location sharing borders with Rwanda, DDRC and S. Sudan are all reasons prompting preparation of the country's first Regional Physical Development Plan (PDP)."

"The Albertine includes 25% (68,000 km²) of Uganda's land, 25% of its population, produces 30% of the nation's food crops, accounts for over 70% of the country's tourism revenue and contains an estimated 6.5 billion barrels of oil destined to boost Uganda's economy for the next 25 years or more. The Albertine also contains some of the country's and region's most valued and varied landscapes including a number of world-class national parks and wildlife populations, major Rift Valley lakes, a section of the Nile River and the spectacular Rwenzori Mountains."

"The Albertine Graben Physical Development Plan should fall directly under the National Physical Development Plan, but with that umbrella plan not yet in place, the Albertine is designated a Special Planning Area to be later integrated."

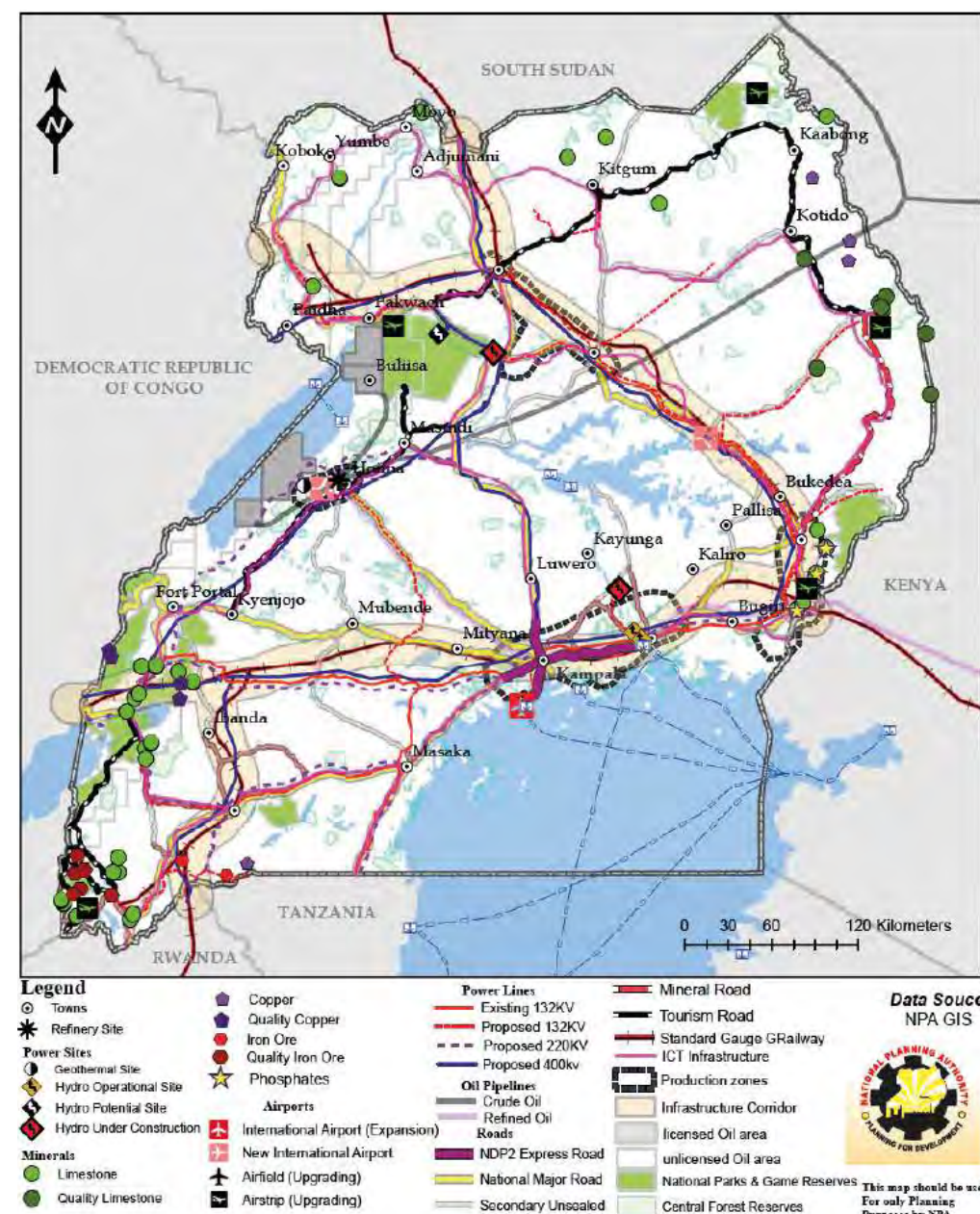
"Arua will be a transport, cross-border trade and agro-processing centre when additional power resources reach the area and when rail transport is extended from Nebbi. Most important commercial, institutional centre in the West Nile."

INSTITUTIONAL FRAMEWORK & PLANNING TOOLS

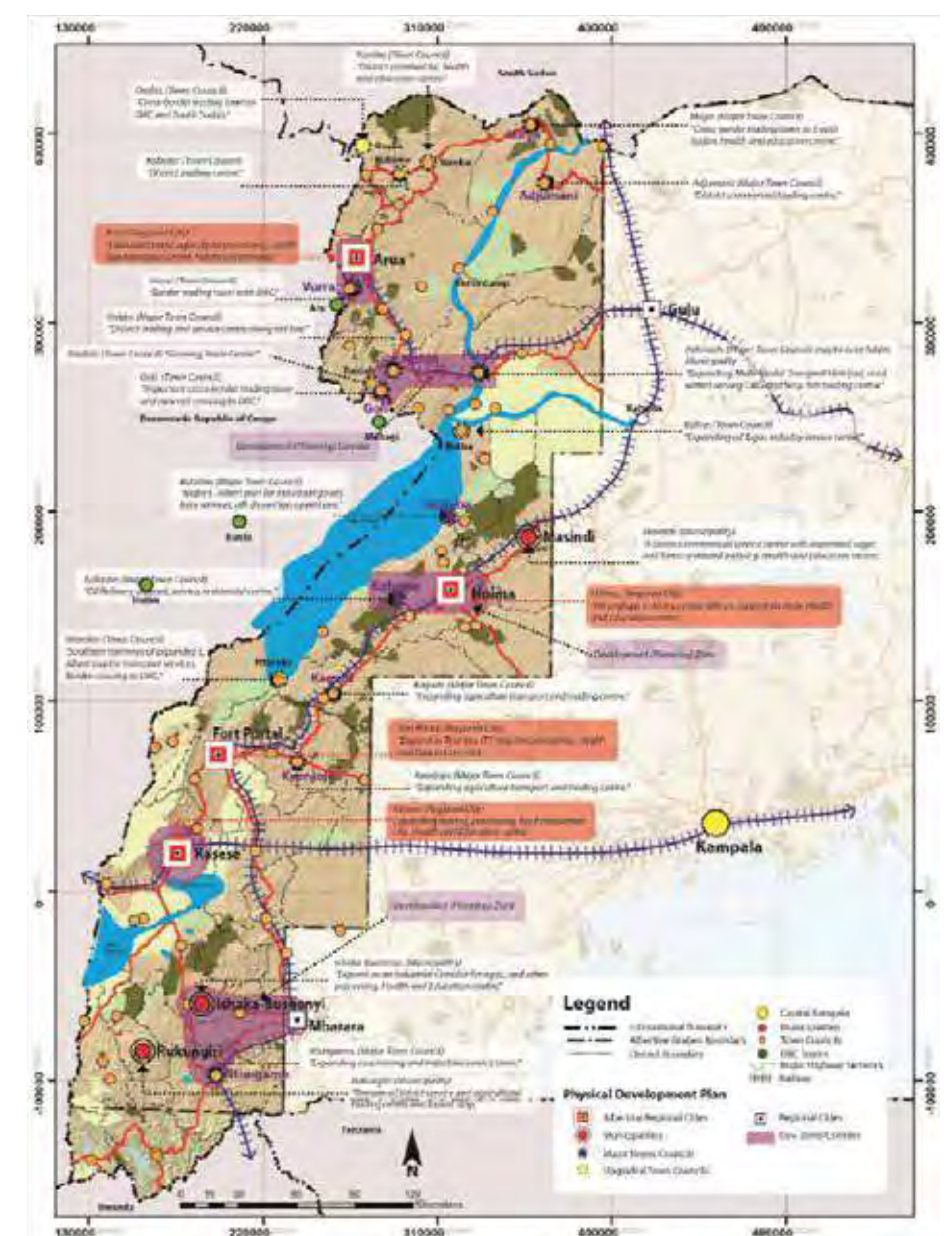
NATIONAL AND REGIONAL SCALE FRAMEWORK



Figure: Proposed Economic Zones and Trade Areas, Uganda Vision 2040



Spatial Representation, NDP II



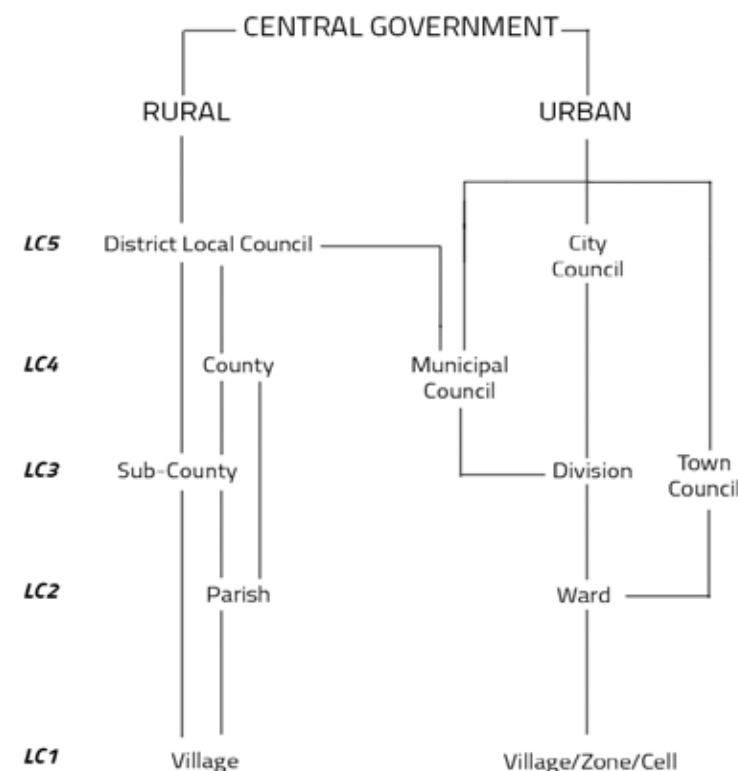
*Spatial Representation for Albertine Graben PDP 2014-2040

INSTITUTIONAL FRAMEWORK & PLANNING TOOLS

LOCAL GOVERNMENT FRAMEWORK

LOCAL GOVERNMENT FRAMEWORK

Uganda's institutional framework is built on the cooperation between national government and local authorities, undergoing a progressive decentralization of powers since the late 1980s. Vertical and horizontal cooperation among political and administrative authorities is often still a challenge and institutional and human capacity on urban and territorial planning need to be enhanced, especially at local level. Local government framework is a complex hierarchical system with a different structure for rural and urban contexts.



The local government system is based on the district as the main unit under which there are lower level administrative units

Local government councils in a district are:

- the District or City Council
- the Municipal Council
- the City Division Council
- the Municipal Division Council
- the Sub-County Council
- the Town Council

Administrative unit councils in a district include:

- the County Council
- the Parish or Ward Council
- the Village Council

Local government and administrative units are collectively known as local councils. Local councils are further classified as either rural or urban.

- Rural Local Councils: District Council - County Council - Sub-County Council - Parish Council - Village Council
- Urban Local Councils: City Council - City Division Council - Municipal Council - Municipal Division Council - Town Council - Parish or Ward Council - Village or Zone Council

Horizontal and vertical cooperation and synergies are foreseen, but not really practiced and the insurmountable nature of administrative borders is highly conditioning decision making, collaborative approaches and physical planning.

The actions of districts are to be guided by District Development Plans. Municipalities are required to produce a Five Years Development Plan and a Physical Development Plan in coordination with the general planning framework.

During the fact finding mission in September 2018, local institutions of the three districts and towns of Nebbi, Arua and Koboko shared their planning tools, when available, to build a deeper understanding of the state of the art. A list of the consulted documents is provided below:



Koboko

- Koboko District Local Government Development Plan 2010 - 2014
- Koboko Municipal Council 5-Year Development Plan 2015 - 2019
- Koboko Town Council Structure Plan 2008-2018
- Koboko Municipality West Division and Nyangilia Parish Urban Physical Development Plan 2017-2027

Arua

- Arua Municipal Council 5-Year Development Plan 2015-2019
- Arua Municipal Development Strategy 2016-2040
- Arua Municipality Physical Development Plan 2015
- Arua Municipal Urban Physical Development Plan 2016-2026
- Arua Municipality Central Area Detailed Plan 2016 - 2026
- Arua Municipality Organic (Satellite) Urban Growth Centres

Nebbi

- Nebbi District Local Government Development Plan 2015 - 2019
- Physical Development Plan for Nebbi Municipal Council 2016-2026
- Nebbi Municipality Urban Physical Development Plan 2017-2027
- Akworo SubCounty Five Year Development Plan 2015/16-2019/20

FACTS AND FIGURES

MAIN ISSUES AND CHALLENGES IN THE REGION

1. Urban and Territorial Planning

Existing planning tools are often impeded from constraints due to administrative boundaries and lack of information sharing between actors, leading to non transparent or effective decision-making processes. In some cases, municipalities express their administrative boundaries restrict their development, even though the current low density and grain of settlements could be included in the strategy for urban development. There is the need to communicate more effectively across the different planning scales: local planning levels and national levels might not be informed of priorities of each. Moreover, this integrated approach needs to be extended to collaborate with sub-counties to link rural and urban areas in a synergy system and avoid the sharpening of growing inequalities and the integration of all relevant stakeholders, including civil society organizations, private sector and academia (where applicable).

Recommendations:

- The opportunity to develop a strategic vision for the West Nile Region in terms of urban metabolism and advanced capacities for integrated territorial and metropolitan planning
- Enhanced dialogue/communication/coordination across the different planning scales and for the inclusion of different sector representatives into territorial planning processes, aiming at vertical and horizontal coherence;
- Change of mindset regarding participatory and inclusive processes in planning approaches, by including all relevant stakeholders
- Alternative and more appropriate tools to visualize spatial data to be used for decision-making platforms and to inform the public on the impact of projects and how they benefit from them.

Moreover, at the local scale, existing physical planning tools mainly deal with basic development issues, acknowledging the struggle with scarcity of resources and land tenure conflicts. As local authorities are reaching out to national government for additional resources, they need to provide a clear statement of their priorities who are tailored towards long-term inter-scalar responses, to

face challenges, such as existing humanitarian crisis or potential. Affordable housing is also not mentioned as an issue, unlike urban basic services.

Recommendations:

- Framing local challenges at a wider scale to investigate potential territorial synergies for alternative solutions;
- Stressing the role of local governments in addressing regional and national crucial issues

2. Migrants and Refugees

The West Nile region has 3 million inhabitants, and hosts around 0.7 million registered refugees, concentrating in the districts of Arua, Koboko, Yumbe, Moyo and Adjumani (UNHCR 2018). The attitude towards refugees and migrants is generally inclusive due to cultural and tribal reasons (“we are the same people”). While many migrants from South Sudan and DRC are officially registered as refugees and access aid structures in camps, many others have moved into urban areas, using the cities’ services, renting houses and working in both the formal and informal sector. Uganda recognizes this fact and the term “non-citizens”, instead of refugees, is often used, but there is rarely any formal data on the numbers (apart from some figures in VNG International’s report “Self-Settled Refugees and the Impact on Service Delivery in Koboko Municipal Council”)

As the number of urban refugees immigrating without formal registration or migrating into urban areas is growing, this poses serious challenges and potential conflicts with hosting urban communities including the following:

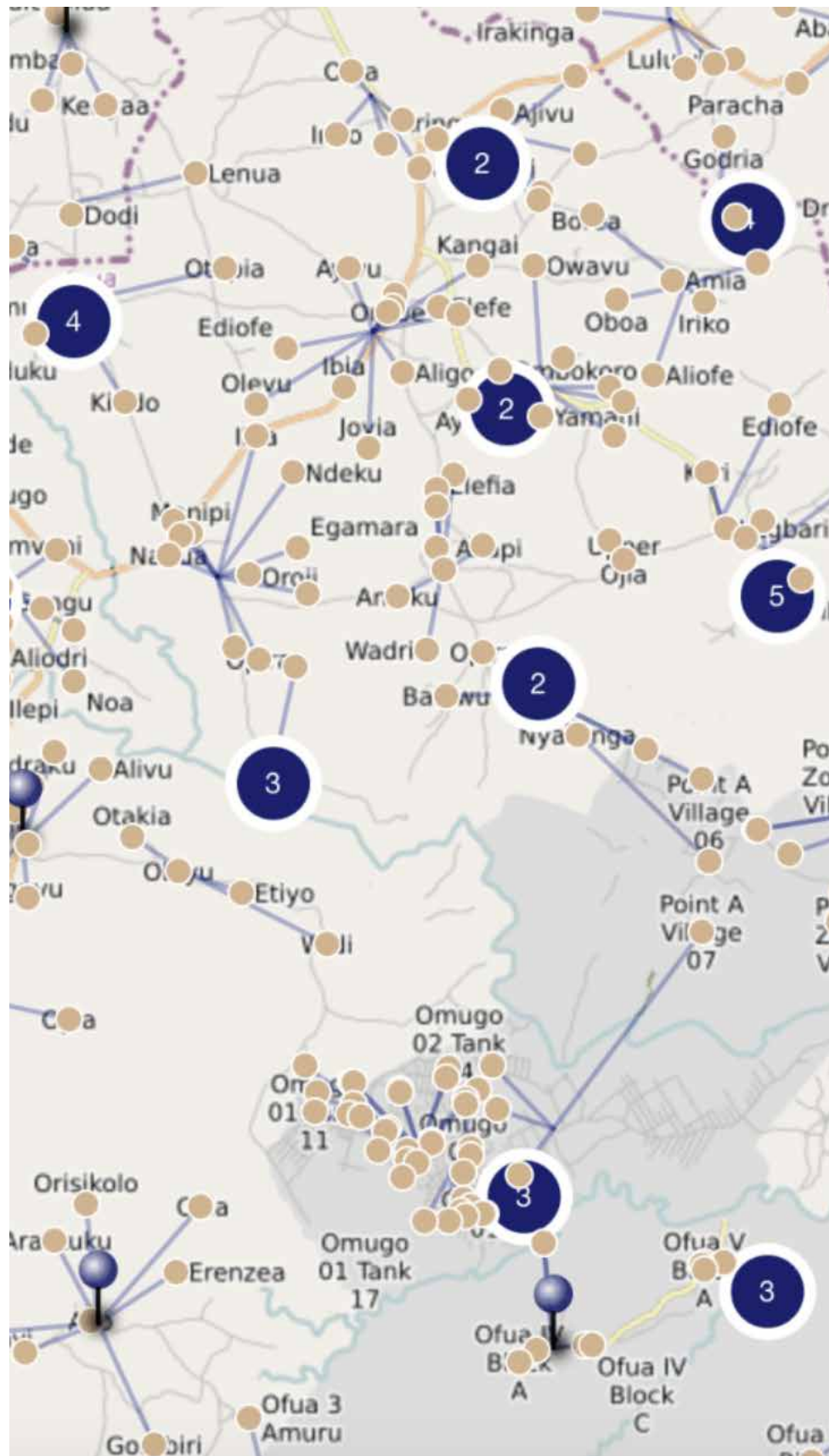
- No budget from the National government is allocated to the hosting municipalities for providing additional services for urban refugees and migrants
- Housing prices and rents have gone up rapidly due to increased demand by urban migrants that have sufficient financial means;
- Overcrowding in schools and medical services compromises standards in delivery of quality education and health as municipalities maintain an inclusive attitude offering any social services aside from the official legal framework;



Aerial view from Arua Airport, 2018

FACTS AND FIGURES

MAIN ISSUES AND CHALLENGES IN THE REGION



Mapping access to services in Arua District, 2018

- Solid waste disposal and hygienic conditions get critically worse and conflicts start to occur for basic infrastructure/services
- Self-sustenance is difficult to attain for many migrants opting to live out of the camps even though there is a strong solidarity within the region. Youth unemployment is critical and threatens social cohesion.

According to a local NGO (South Sudanese Refugees Association), refugees are filled with vengeance in response to the political conditions that caused their displacement. There exists an emphasis to rebuild positive and peaceful ties to their countries of origin before they return, while providing adequate care towards addressing trauma. This is essential to avoid the rise of crime, child prostitution, drug and alcohol abuse. Among host communities there is little doubt about the future voluntary repatriation of refugees and migrants, based on the prior conflict situations in Uganda resulting in Ugandans being refugees themselves and voluntary returnees once the conflicts were settled. Thus, the assumption is that this situation is temporary despite the progressive processes of consolidation of camps.

There are several NGOs, UN agencies and development partners that have worked in the West Nile Region, however it has been without a territorial approach, and only in specific camps, under the coordination of UNHCR and on refugee movements. Among the actors dealing with this issue are REACH, a consortium of international organizations promoting a collaborative approach among aid actors and supporting established inter-agency coordination mechanisms at the global and country levels, and Humanitarian Open Street Map, an international organization dedicated to humanitarian action and community development through open mapping.

In Nebbi, there are no official camps for refugees and there are only few unregistered urban migrants especially from the DRC, mostly coming for business or using social services e.g. to attend schools.

In Arua, according to estimations by the municipal council, urban refugees represent 6% of households and there are growing numbers in education and health service delivery to non-citizens (i.e. around 10% of hospital outpatients). However, these “non citizens” are well integrated in the population and difficult to map or have their needs addressed. There are informal and sometimes formal ways for “non-citizens” to obtain land. The impact on

municipal finance needs to be better studied and considered.

In Koboko, the highest pressures from self-settled urban refugees are present, constituting 26% of the total population according to VNG surveys, with problems occurring in service delivery, adequate housing and employment opportunities. The mayor and municipal council still defend an inclusive approach towards urban refugees, as most come from the same ethnic group (Kakwa) and speak the same language. As an example of emerging conflicts, the mayor mentioned the distribution of mosquito nets against malaria provided by a governmental program and the choice to distribute it evenly to refugees and host communities despite the scarcity of provisions.

The other associations working in Koboko district include VNG International (planning scenarios with 10-year perspective, empowering actions to strengthen social cohesion and deliver public services; surveying self settled refugees). South Sudanese Refugee Association (SSURA), an independent, non-political, non-partisan, non-religious, non-tribal organization taking care of immigration processes, and Associazione Centro Aiuti Volontari (ACAV), an Italian NGO involved in cross-border development projects in Koboko, and also in the DRC, and in the counties of Morobo and Yei, Central Equatoria State (South Sudan)

Recommendations:

- Clarify the status, figures and settling patterns of the different migrant population with special focus on urban migrants;
- A regional strategy should be pursued to address humanitarian crisis, seeing migrants as an opportunity and not only as a social cost.
- Further studies carried out on the correlation between cultural issues and self-settling refugees patterns of urbanization.
- A discussion at the national and regional level should be opened on the future of refugee camps, with different timeframe scenarios, including planned city extensions instead of camps in rural areas or finding alternative durable solutions
- Investigate a potential explicit urban response to the humanitarian crisis in physical planning terms. Surveying and servicing urban land for refugees could benefit future urbanization.

FACTS AND FIGURES

MAIN ISSUES AND CHALLENGES IN THE REGION

3. Cultural Heritage

West Nile is a region with strong traditions and growing socio-cultural diversity. In recent years, district borders were adjusted to better suit ethnic and cultural patterns. Kingdoms and chiefdoms, according to Ugandan constitution, play a relevant social role as cultural institutions with the main mandate of preserving heritage and culture of people, dealing with conflicts resolution and peace keeping in the community and resolving customary land issues. However, their mission to ease social tension sometimes fails due to their inclination to act beyond formal laws, generating confusion and conflicts between governmental and tribal systems.

Nebbi is mainly inhabited by Luo tribes referring to the Alur kingdom. According to a discussion with local stakeholders, land issues are particularly critical, as the Kingdom land board gives land without considerations to physical development. On the other hand, the physical development plan does not take into consideration customary tenure boundaries, requiring better coordination.

Arua is becoming a cosmopolitan city, open to multi-cultural influences. The main ethnic group in the district is Lugbara (46.3%), but diversity in the city is high, including Aringa (17.6%), Madi 14.0%, Alur 11% Kakwa 8% and Baganda, Basoga Banyakole, Banyoro at 2%. Cultural leaders are involved in decision-making processes, including the budget conference responsible for defining the allocation of the municipality's resources. In terms of religion, the majority of the municipal inhabitants are Muslims (44.9%), followed by the Catholics with 31.1%, the Anglican protestants comprise of 16.8%, born-again-Christians at 4%, while the Seventh-day-Adventists at 1.1%. Other religious groups include the believers in the African Tradition and the pagans comprised of 2.1%.

Koboko is experiencing a particular situation as it used to be as ethnically homogeneous as Nebbi (with the main tribe in Koboko being the Kakwa), but is currently changing to become a multicultural town such as Arua. Integration and diversity are considered positive drivers due to the inclusive attitude of Kakwa people, which goes beyond administrative country borders. However, the loss of

traditions is felt as an issue within the community (such as the loss of traditional languages, changing food patterns that disregard storage of supplies in informal/low standard housing, changing family patterns with looser parental ties, diffusion of borrowed cultural behaviors (perceived as inappropriate and lazy) and lack of consideration towards the environment and its ecosystems. Once, Chiefs were responsible for water, trees, land to be managed sustainably, whereas nowadays, preservation of natural assets are not taken into consideration by planners or communities.

Recommendations:

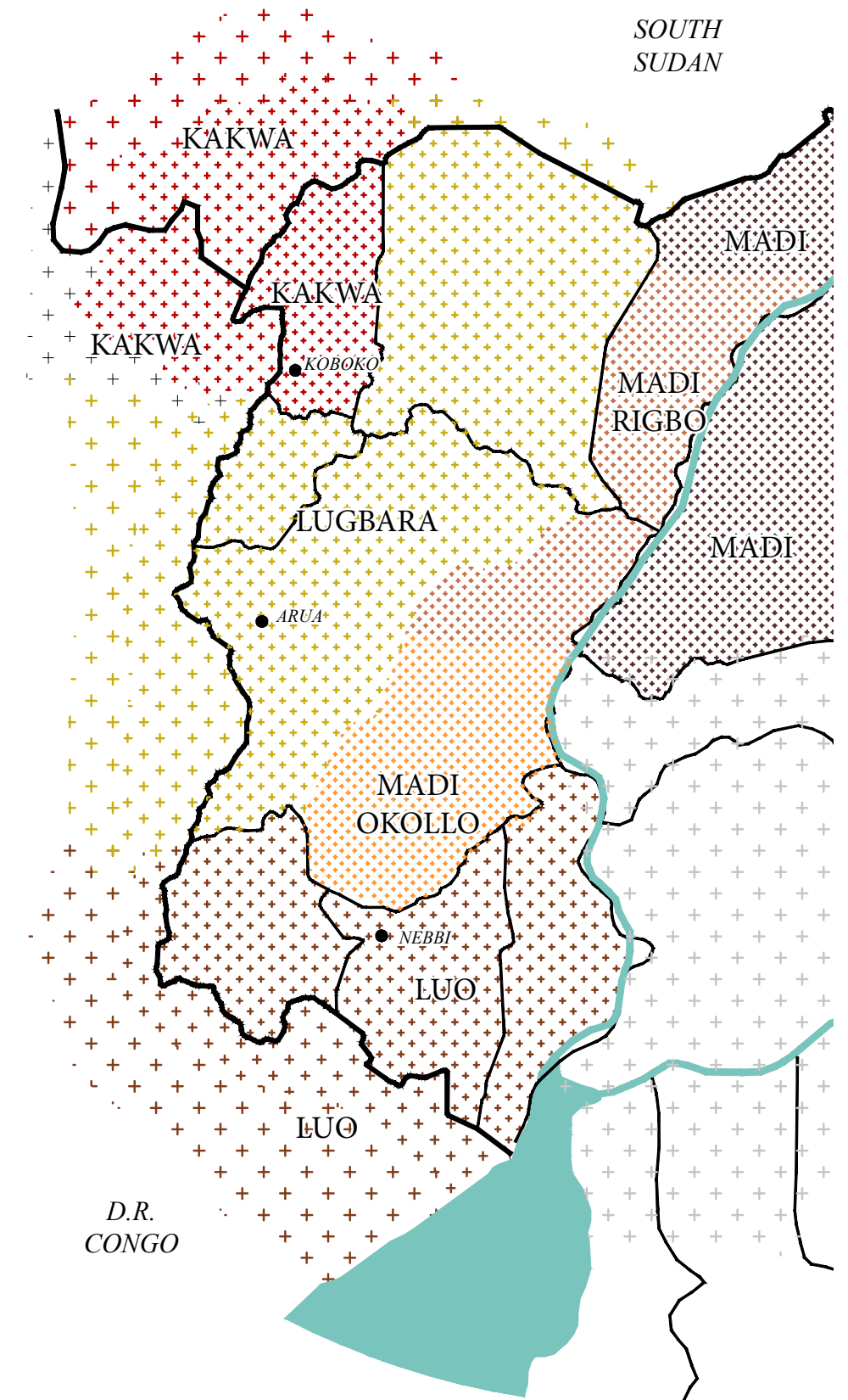
- Diversity patterns should be better investigated especially with regards to their subsequent spatial implications which impact land-tenure, agricultural, and economic systems.
- The role of culture and heritage affecting humanitarian response should be studied in greater depth.

4. Land Tenure

Land tenure has emerged as one of the most critical issues of physical planning within the region and municipalities. There are four types of tenure in Uganda - Mailo (registered and owned in eternity under the 1900 Buganda Agreement), freehold (for Ugandans buying land converting customary land rights), leasehold (anyone leasing land), customary (for Ugandans owning land by tribal customary rights) as per the 1995 Constitution. Around 80% of the land is held under customary tenure. Different tenure patterns correspond to various cultural roots across Uganda.

Land rights under customary tenure are mostly unregistered and lack any formal documentation. In absence of a cadaster of such land rights, visualizing and considering ownership boundaries is a challenge and a cause for conflict when local leaders and communities are not consulted.

According to the Ugandan law, land is vested in the citizens. Therefore, conflicts between physical plans and land ownership patterns should be solved by monetary compensations or resettlement, however scarce resources or cultural differences make compromises difficult and cases are negotiated individually. For example, it is common to allow for the temporary use of land for agricultural production against the development plan while waiting for a proper investor, after which compensation will precede.



Map of cultural diversity, MS Lab, Politecnico di Milano

FACTS AND FIGURES

MAIN ISSUES AND CHALLENGES IN THE REGION



Arua Physical Development Plan overlapped on existing fabric, MS Lab, Polytechnico di Milano



Road in Arua, 2018

Kingdoms, chiefdoms and clan heads can also support customary owners in negotiations for compensation.

As the land market in Uganda is becoming increasingly active, speculative dynamics are creating complications. Selling land has an increased appeal especially among young generations, which often is their only asset. In some cases, private investors buy available land and develop it without respecting development plans, and then resell the land before the illicit development would be contested, multiplying the levels of conflict.

To avoid these problems, a nationwide government driven systematic demarcation and registration drive should be undertaken. However, as for now, customary ownership would require the owner himself to register his land, paying surveying and administrative costs, that are generally unaffordable, making it difficult to be a priority for most.

The Ministry of Land, Housing and Urban Development together with UN-Habitat's Global Land Tenure Network (GLTN) team are piloting specific tools for Fit-for Purpose land administration and land tenure regularization through aero-images, community participation and GIS platforms such as Social tenure Domain Model to demonstrate alternative cheaper way to survey and register land for an entire district. One of the pilot projects was implemented in Pakile and Ciforo Sub-counties, Adjumani district. Completing a local cadaster is crucial to plan for a more appropriate tenure-responsive land use and to foster sustainable development. Potential synergies should be pursued to propose Nebbi, Arua and Koboko as further scale-up cases for this governmental program.

Socio-economic transformation due to land tenure issues - Selling land in order to obtain cash leads to a high fragmentation of properties, conditioning socio-economic development and making, in example, extensive commercial farming more difficult. Young people sell their land, to buy a motorbike for starting a transportation business (boda boda), but in few years they remain both without motorbike and land, with few savings that are not enough to start any other economic activity. Being landless is socially considered an issue in Ugandan society. According to local cultural organizations (clans, chiefdoms and kingdoms), land should remain a commodity for poverty alleviation and recognizing and securing land rights could improve awareness and socio-economic resilience for young generations.

Recommendations:

- Secure customary ownership to overcome conflict related to urban development.

- Improve planning tools to be responsive to existing land tenure patterns.

5. Infrastructure and Mobility

5a. Roads

According to local authorities, most of national level funds are invested in improving roads or tarmacking, but an extra-effort is needed to make rural areas accessible in every season and connect agricultural producers with potential processing industries as well as connecting producers to markets. Uganda has still a low rate of motorization, but collective transportation is an important business and can contribute to the economic development of the region. The road connecting Nebbi and Koboko towards the south Sudanese border is the only larger scale road in the West Nile Region, and as there is no alternative means of transport, there is a high vulnerability to trade and commerce (at regional scale). Also, the only bridge crossing the Nile is in the southern part of the West Nile Region, near Pakwach, reducing the regions connectivity with other major urban centres in North Uganda, such as Gulu.

Recommendations:

- Conceptualize the West Nile Region as an integrated system of cities, connectivity is crucial for economic growth. Planning this connectivity through scales will better link territorial and urban actions allowing e.g. to properly decide about city extensions or special economic development zones.
- Overcome connectivity gaps through adequate planning considerations.
- Connectivity, road design and non-motorized transport concepts should also be major aspects to be considered for large scale development projects e.g, Eco-city in Arua, city infill or planned city extensions.
- Enhancing non-motorized transport in physical planning and a strong consideration of the high number of pedestrians moving around the urban areas to reduce congestions, casualties
- Conceptualizing roads including bus, cycle and pedestrian lanes, and including urban fauna and green buffers into planning, improving air quality apart from beautifying the overall city conception.

5b. Air

The project to upgrade Arua airport seems to have been delayed due to a change in priorities leading to a revision of plans, and while the Arua airport will be postponed, a new international

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airport will be constructed in Hoima, in support of the future oil and gas industry, in the southern part of the Albertine Graben. During discussions, the lack of information on a possible upgrade as well as the lack of understanding the economic opportunities of having an international airport – and its impact at city level (e.g. space needed for storage and airport services, employment, business opportunities, but also environmental impact etc.) – became obvious and capacity at local level would urgently need to be enhanced. Koboko has shown interest in upgrading its airstrip, but its effective potential would need to be evaluated.

Recommendations:

- Increased sharing of information between the different planning levels, national to local, is needed to bring clarity to this (unforeseen) development, which will strongly impact Arua's and the region's economic and social development.
- As the Arua airport extension would not be within the Arua municipal borders, a close cooperation with the surrounding local institutions and the district is crucial.
- At territorial scale, decision making on the expansion of the airport should be done across different sectors including transport (for ensuring connectivity e.g. to industrial areas, and linking of different transport modes (rail)), environment for protection of natural assets;

5c. Railway

Local level authorities do not have clear information on upcoming railway projects, even though access to rail and the location of a railway station would strongly impact physical planning at local, city level. Local plans include generic indications from upper planning levels (indicating that a railway station would be planned south of Arua), but without any specification on timing or governance process.

Recommendations:

- A stronger collaboration between the different government levels, including NPA, would enable the local planners to take sound decisions for the further development of their cities and influence the decisions on city extensions, public space concepts, including green corridors, and economic zones, thus the economic and social development of the West Nile Region.

5d. Public Transportation

The provision of public transportation by government is absent in all three urban areas in the West Nile Region. However, the transportation industry is quite developed in the area with private buses, taxis and mototaxis (bodaboda) operating in the main cities and in the region. License and taxes on this business represent one of the main revenue for local municipalities. Bus and taxi parking, for enhanced revenue collection, are under construction or planned in Arua, Koboko and Nebbi.

Recommendations:

- An integrated plan for regional transportation could help in solving conflicts in revenue collection and improving the service, supporting private entrepreneurship to cover public transportation gaps.
- Efforts could be made to plan transportation in participatory processes, considering governance, finance and socio-environmental aspects.
- In order to ensure that possible transport nodes or connectivity hubs do not impact traffic, a larger scale planning for connectivity should be developed to then influence city level planning;

5e. Water Transportation

Water transportation according to local stakeholders has a high unexploited potential. Water systems can increase connectivity and therefore support economic development as can bridges across the Nile, adding to the connectivity of the West Nile Region.

Recommendations:

- The section of river Nile bordering the region could be a water-highway serving for touristic and commercial purposes.
- In Nebbi district port facilities could be developed on Lake Albert shores, enhancing regional trade opportunities.

6. Infrastructure and ICT

Mobile data coverage is good in the three towns, along the main road and in the refugee camps. Yet, coverage in the rural areas has to be improved to reduce spatial inequality.

- > Better investigations on data coverage and cellphone ownership should be performed.
- > Specific studies should be carried out to investigate the potential of mobile data to support planning decisions and to remotely deliver public services.



Arua Taxi Park under construction, 2018



Ugandan Newspaper on access to electricity, 2018

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Arua, Car Washing in river Enyau. The river is also used for collection of household consumption water, 2018



Arua Garbage Burning close to CBD, 2018

7. Electricity

The region is not connected from the national high voltage grid and is experiencing frequent power cuts, even though different projects are on the way for enhancing the access to electricity. The insufficient supply of electricity leads to decreased interest of investors in the region and reduces urban and industrial development, while also negatively impacting people's lives. Moreover, the main energy source still remains charcoal, with relevant environmental implications, even though this being a source of income to rural population. Current provision to the main municipalities is granted by a privately owned small hydro-power plants in Zombo district, with 3,5mw supplies power to the entire region.

Karuma dam, under construction, will provide electricity to the whole north-west Uganda by 2020 and high voltage line connected to the national grid is under planning/realization. In Nebbi, preliminary works for the realization of high-voltage substations are triggering conflicts between central governments and local communities as no negotiation for land compensation is occurring. In this conflict the municipality is taking the part of citizens in claiming and consulting for negotiations.

The high voltage line will run along the main regional corridor, yet districts that are far from it, are working with private investors on alternative off-grid solutions. In particular, new projects for solar power plants have been recently kicked off or planned.

8. Water

The provision of water and sanitation installations (and the management of waste water) needs to be improved in the West Nile Region, but there is a high inequality in access to those services between urban and rural areas. National Water and Sewerage Corporation infrastructure has a good coverage in towns, providing water from boreholes and rainwater harvesting. However, some people still need to buy water at water kiosks. In rural areas the main water source are rivers, where mostly women are charged with carrying amounts needed for the household and farming.

In Nebbi, water is distributed by gravity, which is not working for most of the municipality areas due to local topography. National water and sewerage corporation is drilling boreholes, but the local authorities are still requesting to the National Water and Sewerage Corporation the realization of a tap water infrastructure for the urban area to reduce the use of potentially contaminated water (as any sort of sewage management systems are absent). In the subcounties, instead, the main water source are rivers, flowing into Uganda from DRC. Water levels, which have been a constant worry in prior years, have improved as specific measures have been taken such as upspring afforestation and buffers protection. Sensitization of the local population is still needed against encroachment on riverbanks.

Arua Municipality has a piped water system supplied by the National Water and Sewerage Corporation (NWSC). River Enyau flows along the periphery of the municipality and the water is abstracted at Niva, which is located within the municipality. Piped water distribution covers part of the municipality (which comprises of Arua Hill division and River Oli division), but over 41.8 % of the Municipal dwellers still have no access to it. Moreover, in some cases the unaffordability of the water tariff makes people resorting to other water sources as boreholes or open wells, which sometimes are contaminated due to inadequate activities.

Koboko lacks a piped water system and adequate surface and ground water resources. The available water is contaminated due to the big population within the town. Three seasonal streams run through the municipality and are affected by human activities like farming, settlement and poor waste disposal.

9. Sewage and Waste Water Management

Sewage systems are poorly diffused and waste water management is mainly through septic tanks and pits. Open air defecation is still an issue, in Arua with over 25% of the households lacking latrines. Some areas in the three municipalities are planned for lagoons for waste water management. Arua is the only city with a water treatment plant, that has been recently completed. In Nebbi and

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Koboko, on the contrary, there is no sewage system. Improving sewage systems and waste water management is a crucial priority for the improvement of the quality of life of people and the sustainable development of the region.

10. Waste

Waste and garbage management needs to be improved throughout the whole region. In Nebbi, garbage is only collected in the Central Business District (CBD), but only the 30% can be brought to the existing landfill and the rest has to be managed within the municipality. The existing landfill is only apt for non-degradable waste and sensible waste (from the hospital).

In Arua, solid waste management is under the municipal authority (Arua Municipal Council, AMC) as far as collection and disposal is concerned. AMC authorities collect and dump solid wastes generated in the town at their waste composting plant located at Nyaunyau village, Yivu Parish of Pajulu Sub-County. However, Arua Physical Development Plan mentions that there is a drainage channel at the point where solid wastes are offloaded at the composting plant. Leaching generated thereof flows offsite and winds up into Adumini stream, located in the valley below the composting plant. This poses danger to the communities downstream as local people use stream water for home use including drinking. It has to be noted that there's an interest from private investors for establishing a solid waste management company.

Recommendations:

- Basic infrastructure services could really profit from an integrated territorial approach. In particular, waste and water management could be better addressed by a combination of policies, actions and physical plans that distribute duties and benefits across the region and among different stakeholders (including private companies).

11. Public Space

Public space issues are covered in detailed in another chapter of the report.

Public space planning is integrated in the physical development plans of the three cities, but no specific strategy or policy is provided. Canonical public space for local physical planner includes: open grounds, markets, parks and gardens, golf course and sport facilities (even when not properly public). The availability of quality public spaces, instead of being in the process to be widened in future plans, seems threatened by temptations of privatizations, due to their difficult economic sustainability.

Recommendations:

- The importance of public space should be stressed as it could be a driver of a better quality of life increasing local economic development and as a potential medium for the integration of migrants. Participatory initiatives to decide on, design and maintain new public space are wished for.
- Specific recommendations on public space in the dedicated chapter of this report.

12. Public Services

Education and health facilities are diffused throughout the region and supported by specific national government programs; as well as civil society and religious organizations. (In refugee camps, those services are often provided or supported by UN agencies and NGOs). Education and health facilities already are strained in their service provision due to very limited resources and in many cases they are already struggling to provide high quality services. Therefore, high pressure on social services by the migrant and refugee population is strongly impacting the quality of services provided, while it needs to be positively highlighted that Uganda includes migrants and refugees in its service provision.

Vocational training are seen as particularly important to fight unemployment and related targeted projects are supported by the national government such as Project PICT: Partners in Community Transformation (teaching carpentry, tailoring..) or Project CERID: Community Empowerment and Rehabilitation Initiative for Development as well as international actors.



Arua Taxi Park under construction, 2018



New Construction Projects in Arua, 2018

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Charcoal selling along the Highway, 2018



Arua Market, 2018

Arua is considered an emerging center of academic excellence in the region, with the presence of a public university and several branches of other private universities.

Among other social services, sport facilities are particularly required, with the ongoing project for a stadium in Arua (but through private investments) and the will to build one both in Koboko and Nebbi.

Recommendations:

- Within a more comprehensive city profile, e.g. the UN-Habitat city profiling methodology that maps out neighborhoods with a high percentage of migrant population and overlays them with services provided, helps to set priorities at local level and draw recommendations for local authorities and policy makers.

13. Housing

It's possible to recognize two housing typologies in the West Nile Region: semi-permanent grass thatched houses and concrete houses. In most of the region, the latter are still the fewer. Housing demands are increasing, also due to the large influx of migrants, impacting availability and leading to a rise of rents for adequate (and even informal) accommodation. In Arua, where urbanization is high, most of the residential settlements have grown organically without any form of planning, with most of the informal settlements concentrating in Oli Division of the city. Permanent housing structures are the majority in the Municipality (45.5%), followed by the semi-permanent housing structures (32.8%), while the temporary housing structures were the least (21.8%). (The above mentioned city profiling would reveal more data and findings on the housing situation in all three urban areas.)

Real estate market is just at the beginning in the main centers and is completely absent in the rural areas. Providing access to adequate, accessible and affordable housing is a relevant concern requiring dedicated research. During the workshop in November, affordable housing projects in partnership with National Housing and Shelter Afrique have been mentioned speaking about Arua and other cities in the country. More information on this projects should be gathered and integrated in a multi-scalar strategy.

There are currently no plans for “planned city extensions” in any of the urban areas, but Arua has a concept for an infill project, that

includes housing (Eco-city).

Recommendations:

- The decision on locations for planned city extensions should be informed by a broader strategy at territorial/metropolitan scale.
- The inclusion of different stakeholders and sectors in a planning process would ensure that housing is linked to employment, services are equally distributed and urban extensions are planned to be compact, well connected, socially inclusive and resilient.
- Strategies for housing projects would need to be done across administrative boundaries and in cooperation with neighboring municipalities (and even districts), as especially in Aura, city limits are quite tight.

14. Climate Change

According to local authorities, environment is degrading due to deforestation for informal charcoal production that, increases local impact of global climate change trends, and affects local rain patterns. There are specific laws and resources from the government for tree planting, but the implementation of those legal frameworks is not sufficient. Traditionally chiefs were in charge of the protection of the environment, but awareness and practice of care are declining with younger generations and economic development is often put as priority without considering long-term environmental impacts, which might be irreversible.

Recommendations:

- The impact of lack of waste and water management is not explicitly mentioned by local authorities as an environmental threat and a better sensitization of authorities and population on this is needed in a cross-scalar perspective of interdependencies. This would also require the definition of more effective patterns of protection and care of green and blue corridors.
- For the reduction of impact of climate change, territorial solutions need to be developed, e.g. larger scale reforestation projects > Systemic territorial alternatives to charcoal should be promoted to limit deforestation and environmental impact, such as the exploitation of renewable energy sources.

15. Human and Institutional Resources

In search for better livelihood opportunities and employment,

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skilled people tend to leave the region to reach Kampala or other countries, a critical issue for local development. The potential role of Arua as hub of knowledge, supporting better synergies between the already valuable offer of academic educational services and incubators for social innovation and entrepreneurship could make the region more attractive for skilled persons, triggering processes of socio-economic growth with positive effects on the entire region.

Recommendations:

- Investing in building up capacities of local authorities on how planning can support local economic development with creation of job opportunities is key, especially in the non-farming sector, and could reduce the out-migration of skilled labor force.

16. Transportation

The region's strategic location for cross-border commerce has made this sector one of the most promising economic drivers for the growth of the region and its urban areas, together with the related transportation and logistics economies. Nowadays, products and commodities are mostly brought to the markets via Kampala, but also, mostly in an informal way, from DRC (fabrics, cooking oil, bags, biscuits), South Sudan (soap, big mats) or other places in Uganda (cement from Tororo). Arua's markets largely profit from the city being the regional hub for products sold to South Sudan, due to the ongoing crisis and low capacities. Important markets are located in the main urban areas, Nebbi, Arua and Koboko, but also close to border posts (to DRC and South Sudan).

In Arua, the core business city in the KAN corridor, a new market with appropriate facilities is under construction and specific studies could be carried on about its future impact on the existing trade structure and the municipal finance situation.. The economy of Arua municipality is largely dependent on trade and business, even informally run, being the biggest source of employment (49.6%), followed by those employed in the civil service and NGOs (27.8%), family owned enterprises (16.3%), subsistence farming (4.4%), and other activities as brick making, metal fabrication and carpentry (1.9%). The potential of Arua as logistic hub is still unexploited and urban-urban and urban-rural partnerships across administrative boundaries could be established to support sustainable networks of cooperation.

Cross-border trade includes both formal and informal market activities, with informal structures also reducing the revenue

collection for local authorities. The trade with DRC and South Sudan significantly influences economic activities in the region. The major commercial commodities sold in this trade include: agricultural products, beverages, scholastic materials and construction materials (cement, pipes, iron sheets and bars, etc.), fabrics, etc.

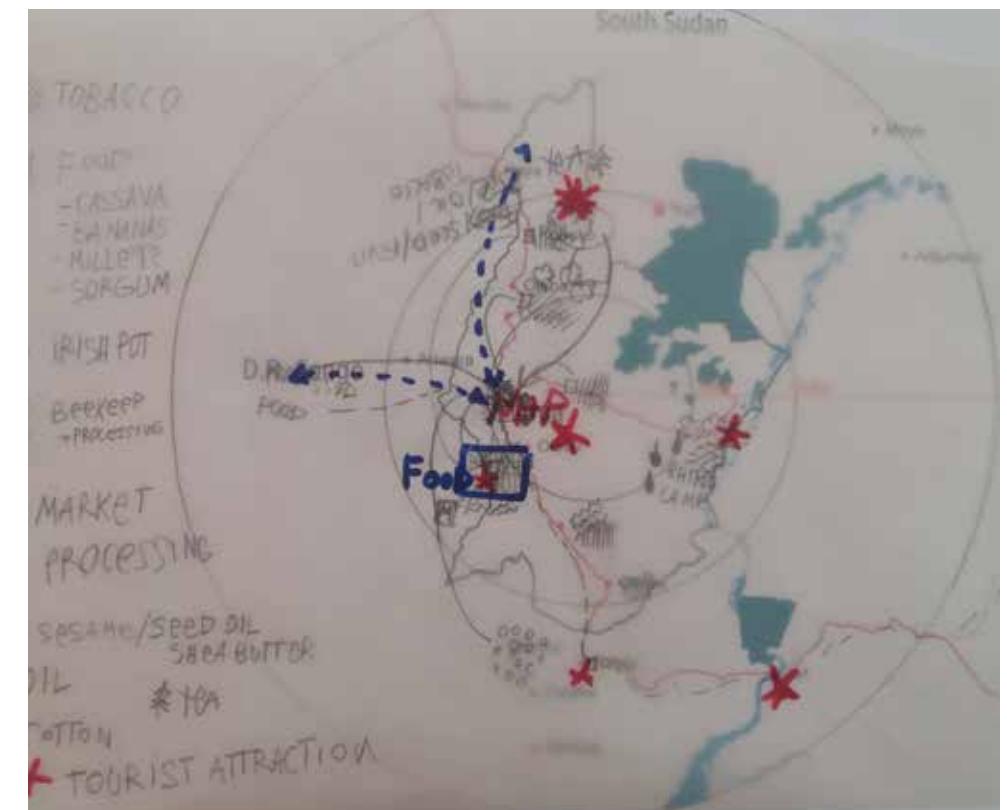
Recommendations:

- In order to not compete with each other, the local authorities of Nebbi, Arua and Koboko, could formulate a joint strategy, mapping out their economic potential, and explore urban - rural synergies for the economic growth of the entire region. Mapping out of assets and specific areas with agricultural production need a territorial scale and land management. Peri-urban areas could be defined (and land reserved/protected) for city near agricultural production.
- Youth and women empowerment in socio-economic entrepreneurship would support economic growth, also increasing revenue collection.
- Local Economic development in the West Nile Region can benefit from the large influx of migrants in the area. Capacity development activities should include both host and migrant communities.

17. Industrial Development

Industrial development is limited due to insufficient infrastructure and electricity shortages in particular. Moreover, investors are still reluctant due to the unstable political situation and ongoing conflicts in neighboring countries, threatening to spill over into Uganda. Those conflicts, while on the one hand, put Uganda on the spot for providing humanitarian support (and hosting many international aid organizations), have increased the influx of refugees and migrants to the region, opening, if well managed and harnessed opportunities for economic and social development, especially for the urban areas. There is a potential for handcraft products in Nebbi, producing pots to keep water cool and even exported in DRC, sand mining, bricks making, stone quarrying.

Mining and natural gas extraction do not fall under the responsibility of local government authorities, but an enhanced dialogue with national level ministries would enable local government authorities to better plan for the future (service provision, housing, needs for transport and infrastructure, industrial development etc.) and



Sketch of regional economic potential, Arua workshop, 2018.



Arua Hills and Banifa Forest, 2018

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Agricultural farmland in Rural Areas, North Arua, 2018



Road in Arua, 2018

ensure that local physical plans include potential urban growth areas for accommodating additional population.

Recommendations:

- Enhancing capacities for local authorities to enable a positive business environment at the urban and territorial scales could increase local economic development opportunities for a sustainable and inclusive industrial development

18. Tourism and hospitality

Tourism activities offer great potential for the region: due to the strategic location, international tourism is among the strong drivers for the hospitality sector, while due to the richness of historical, natural and cultural attractions, strategies for promoting regional and local tourism from Uganda could open further economic opportunities and employment options. Investments in restaurant and hotel industry are even triggering a competition between Arua, now leader in the sector, and Koboko, willing to intercept tourists flows (for leisure) from South Sudan.

However, information on tourist attractions and assets are not well organized. Some examples mentioned during the workshop include:

for Nebbi: cultural sites related to Alur Kingdom; the smallest church in the world; traditional food (beans) and cultural dances;

for Arua: Ajai game reserve, Nile river, various cultural and historical attractions;

for Koboko: royal tombs, beautiful landscape, river Kochi, traditional food (beans and goat meat) and folk songs.

Recommendations:

- A joint strategy to organize information and to promote tourism at regional scale would be one possibility to join forces across the territory without the need to change or review national level legislation. A specific effort in revealing attractions and assets in a comprehensive regional map of touristic offer should be pursued.
- Promoting regional tourism would require investing in dedicated infrastructure and communication and marketing strategies (e.g. this could lead to a cooperative West Nile “brand” for local products or branding tourism activities in a joint “West Nile tourism promotion strategy”).

- Building up capacity for developing and implementing a regional tourism strategy is key to support this economic driver with unexploited potential.

19. Agriculture and Food

There are large agricultural production regions in Uganda. On the other hand, industrialized agriculture and value adding by agricultural processing and investments in those processing industries for increased employment opportunities are insufficient. Moreover, exportations are currently limited, even within the regional boundaries, with Arua’s traders having developed close business ties with DRC on food supplies while not considering joining forces with traders from Koboko.

In Nebbi, there are cultivations of coffee (Arabica) in the highlands and cotton in lower areas, plus cassava (with the potential to become a cash-crop for the national market, if larger production could be achieved, e.g. by revitalizing local cooperative systems). Rice production has even attracted workers from other parts of the country. Additional agricultural products in Nebbi and its near-by rural areas include vegetables, cereals, mangoes and fruits, sisal, and sugar cane. Food processing facilities include some maize and cassava milling plants, bakeries and distilleries producing local gin. Potential economic zones and industrial areas have been identified, but investors are needed and services provided. Moreover, fishery and meat industry have a high potential for Nebbi district. There are also national programs for fostering entrepreneurship and small businesses and women empowerment programmes, focusing on supporting the potential honey industry or small scale cassava milling.

In Arua, there are cultivations of fruits and vegetables contributing to the regional food basket. Moreover, tobacco is one of the most important cash crops. Honey and beer are two main products sold even outside municipal boundaries. If commercialized and locally processed, shea butter products could also be an additional field for economic development.

In Koboko, farmers are particularly proud of their production of vegetables, cassava and groundnuts – with surplus suitable for

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export. Fishfarming and poultry are also important economic activities.

Recommendations:

- In order to promote local products, a regional marketing and promotion strategy could be developed, based on a sound assessment of capacities, market research and specific branding proposal. The West Nile Region's local authorities could work together on a joint strategy, in strong dialogue with the region's private sector players.
- An improved formalized import/export system and fostered transnational trade could increase revenue collection for the region, boosting agriculture and food industry.

20. Safety

The West Nile Region is considered to be safe, even if some political turmoil has recently occurred in Arua, and despite its proximity to neighboring countries in conflict situations. There are district security committees where police and politicians discuss common strategies.

Recommendations:

- Further research is needed to understand main urban safety/security issues and their spatial correlations.

21. Gender

In the last decade, the level of gender awareness has generally improved in Uganda and the West Nile Region. Gender imbalances still do exist especially regarding land ownership and access to productive assets. At household level, women's participation in decision making is still low and Gender Based Domestic Violence (GBV) is also common. Although there are no precise statistics on this matter, the crime rate report of Arua Municipality for 2010 indicates that assault, defilement and rape have been common and most of the assault cases were directed towards women. According to reports on educational levels in the region, just one third of the girls who enrolled in primary are still in school at the age of 18, compared to half of the boys.

Recommendations:

- An in-depth investigation on the spatial implications of these

gender issues should be carried on and specific recommendation about gender aware planning should be discussed. For reverberations on public space design (see dedicated chapter).

22. Municipal Finance

Planning expenditures, collection of revenues and availability of sound data for prioritizing how to allocate resources is not easy for municipalities in the region. Revenues collection is low and the municipalities rely heavily on distribution of funds from the central government, making it difficult to plan as priorities at national levels are bound to change.

The most important source of revenues in the urban areas of the West Nile Region come from:

- Land income paid by developers as they come to register to get a title;
- Markets: market places are procured to private investors (easiest collectable revenue);
- Trading license;
- Bus park/taxi park, even where there is still no parking (project existing) a fee is due;
- Tourist tax (difficult to be collected).

A section of this report is dedicated to municipal finance and provides further details. From a spatial planning point of view what's relevant is that municipalities point out as priority projects that relates with the easiest revenue collections known such as markets and taxi parks.

Recommendations:

- An enhanced dialogue and information sharing between the three municipal authorities, as proposed for an integrated territorial (metropolitan) approach, could enhance sharing successful projects for revenue collection as well as projects that have improved the lives of the population even with small investments, as well as lessons learned.



Koboko Market, 2018

METROPOLITAN CARTOGRAPHY

ENHANCED DATA FOR SOUND DECISION-MAKING PROCESS

During the workshops, what came out clearly is that better data are needed to support local authorities in making informed decisions on prioritizing actions and focusing on strategic assets.

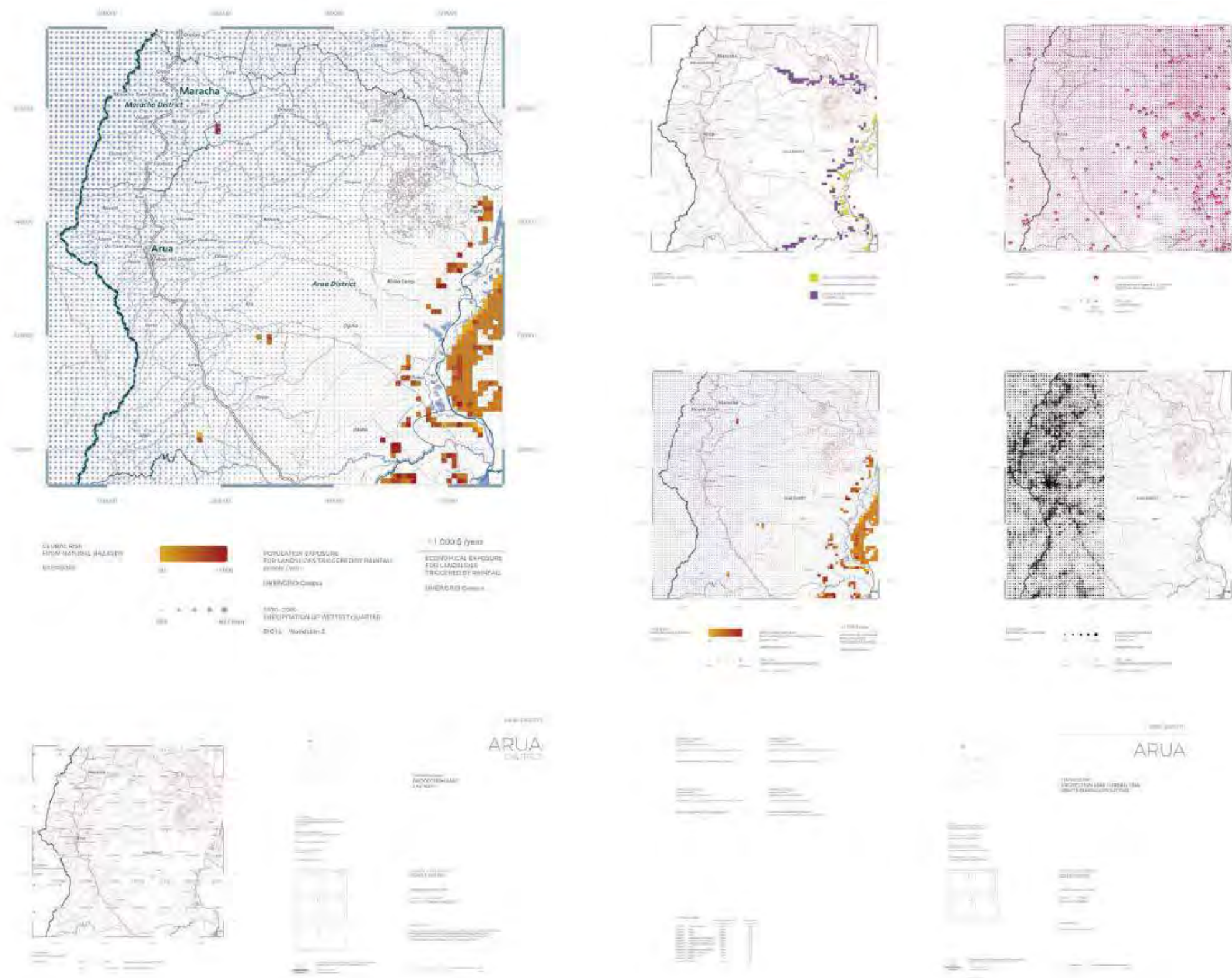
Drafting a sustainable vision and overcoming the communication gaps among different stakeholders and between authorities and population require appropriate tools.

As a first step, with the aim of spatializing the regional assets, issues and challenges and the correlations with the existing conditions, an innovative approach to cartography has been elaborated by the Politecnico team as experimental methodology to support strategic evaluations. In particular, the issues investigated through data elaboration and mapping in this first exploratory phase have been:

- urbanization patterns and population growth over time;
- access to basic infrastructure in urban and rural areas (energy, water, ICT);
- green and grey infrastructure and natural resources;
- natural, cultural and historical heritage;
- natural risks related to droughts, floods, landslides;
- spatialization of the humanitarian crisis.

The Metropolitan Cartography selects and puts few data in relation according to an interdisciplinary path of reading the urban phenomena and presents the stakeholders' narrative in a transversal and multi-scalar way. Visualizing these issues in maps, can help to understand specific patterns of correlations among spatial, socio-economic or cultural issues to support decision making.

West Nile Region: Risk and Protection maps



METROPOLITAN CARTOGRAPHY

ENHANCED DATA FOR SOUND DECISION-MAKING PROCESS

Urban Density along the West-Nile Highway

Cities with high population densities are connected to each other in a network. This is more evident in the northern part of West-Nile region and observing relations with border cities in DRC and South Sudan. This relationship is possible because of the geography defining the direction of the Koboko-Arua-Nebbi corridor. Geography also determines the position of the main infrastructures, considering not only the morphology, but also the distribution of natural resources. Cities with a density of more than 15,000 inhabitants per square kilometer are showing evidence of growth along the road infrastructure that connects them.

An increase in urbanization was evident between the 1990s and 2000. In particular, growth has affected the cities of Arua and Koboko and the villages between these cities and the border with the DRC.

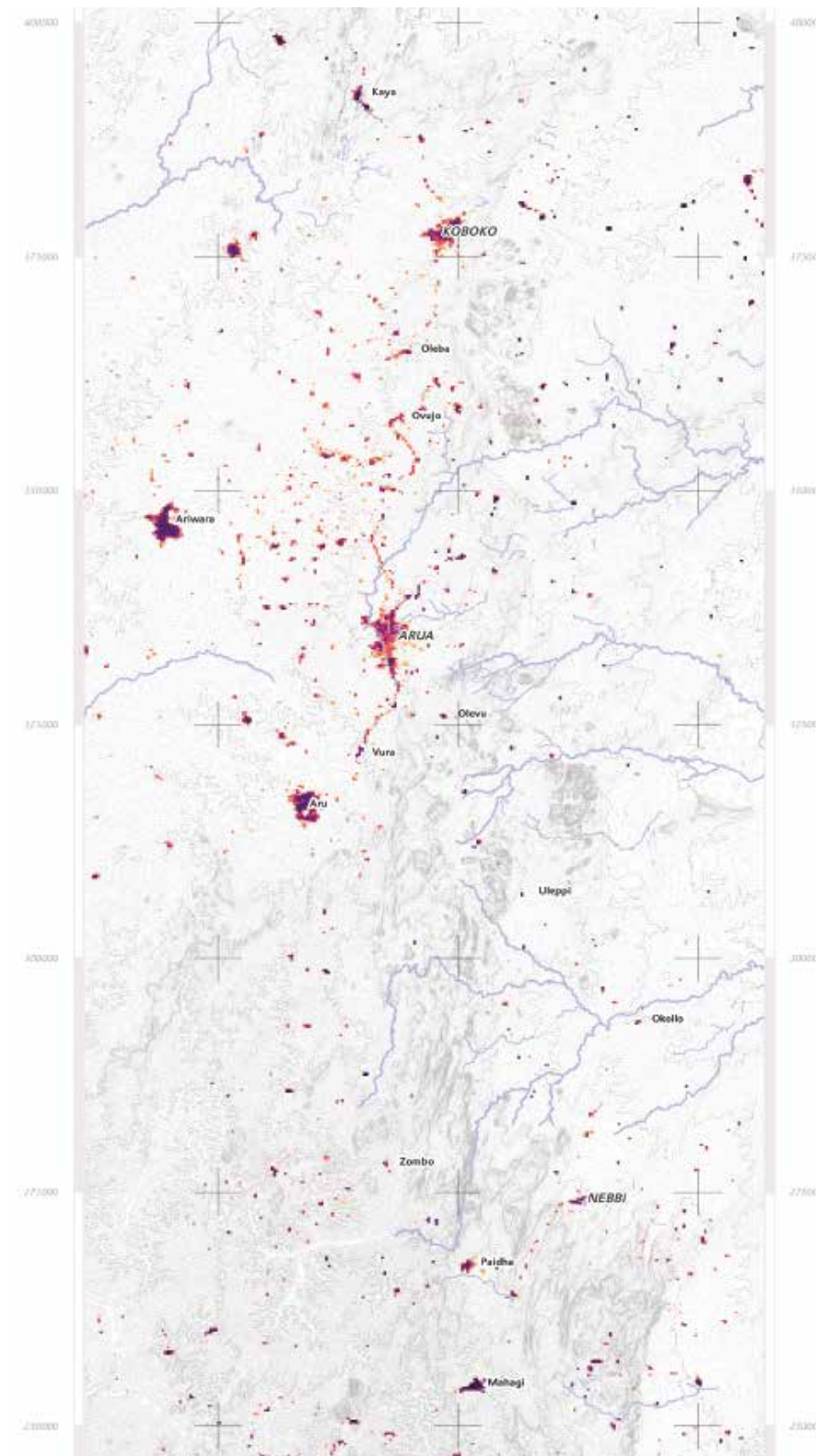
districts

	ARUA	KOBOKO	MARACHA	NEBBI
2014 -	782.077	206.495	186.134	238.757
2018 -	862.700	237.900	199.400	265.700

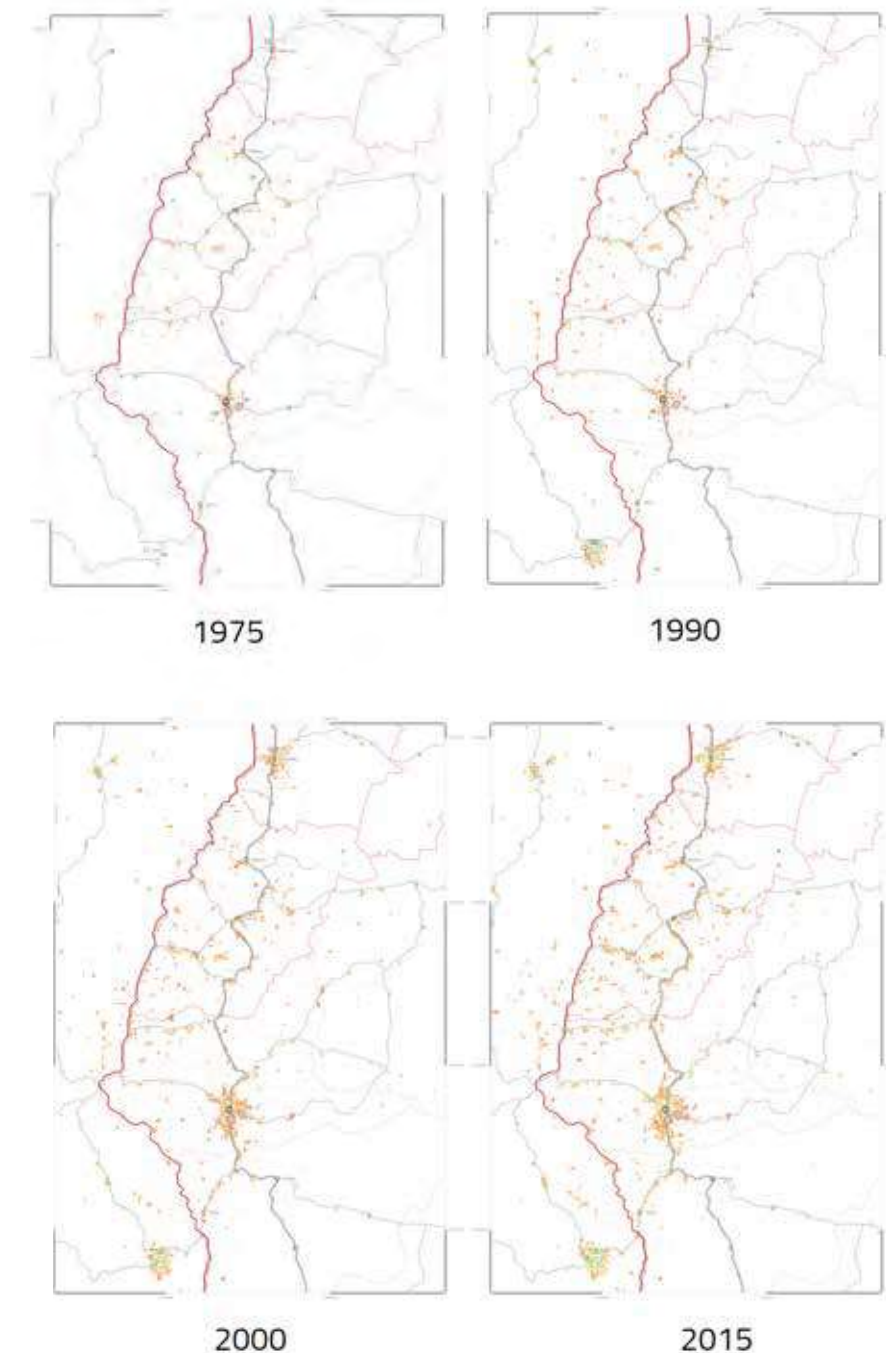
NORTHERN HIGHWAY (ARUA-MARACHA-KOBOKO)	2014 – 1.174.706
	2018 – 1.300.000

municipalities

	ARUA	KOBOKO	NEBBI
2002 -	43.929	29.075	23.186
2014 -	62.657	51.598	34.975
2024 -	84.206	-	47.462



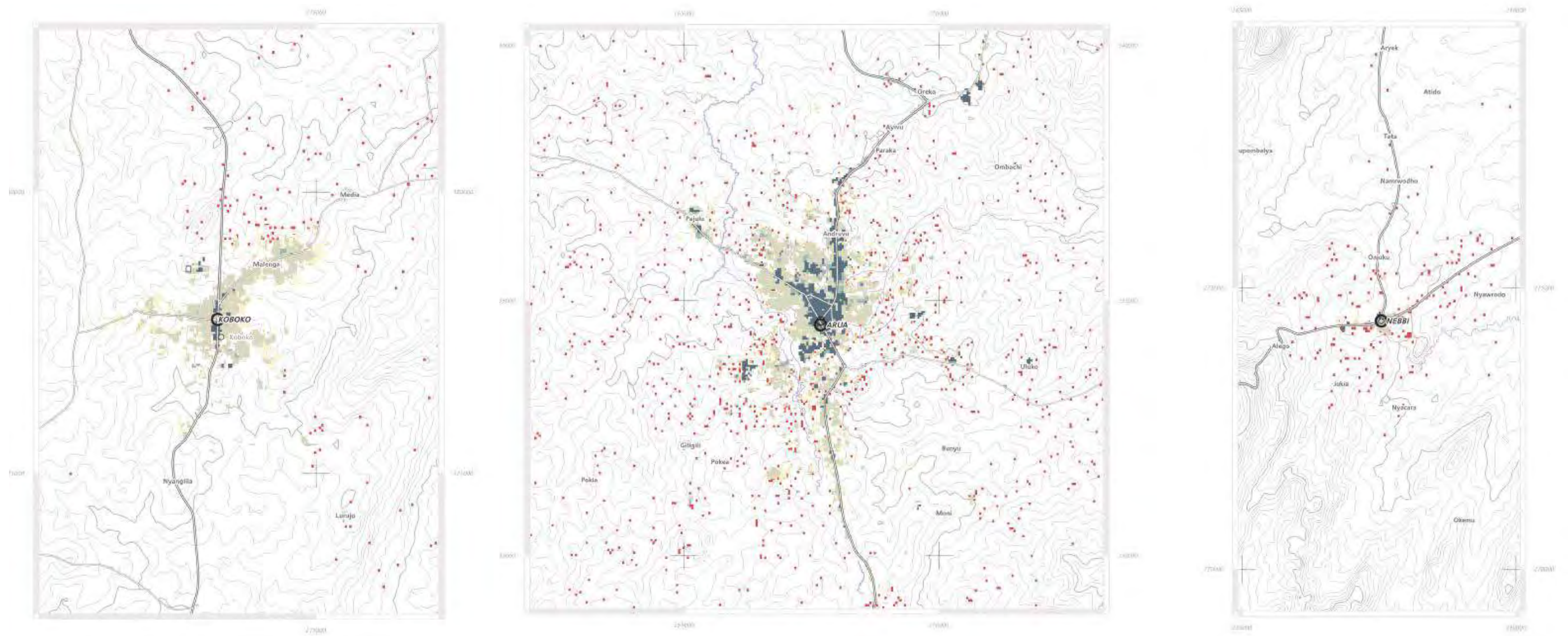
Urban Growth along the West-Nile Highway, 1975-2015



METROPOLITAN CARTOGRAPHY

ENHANCED DATA FOR SOUND DECISION-MAKING PROCESS

Urban Growth in Nebbi, Arua, Koboko



Multitemporal information layer on built-up presence as derived from Landsat Image collections (GLS1975, GLS1990, GLS2000, and ad-hoc Landsat 8 collection 2013/2014).

Analysis from OpenStreetMap data, 2018

METROPOLITAN CARTOGRAPHY

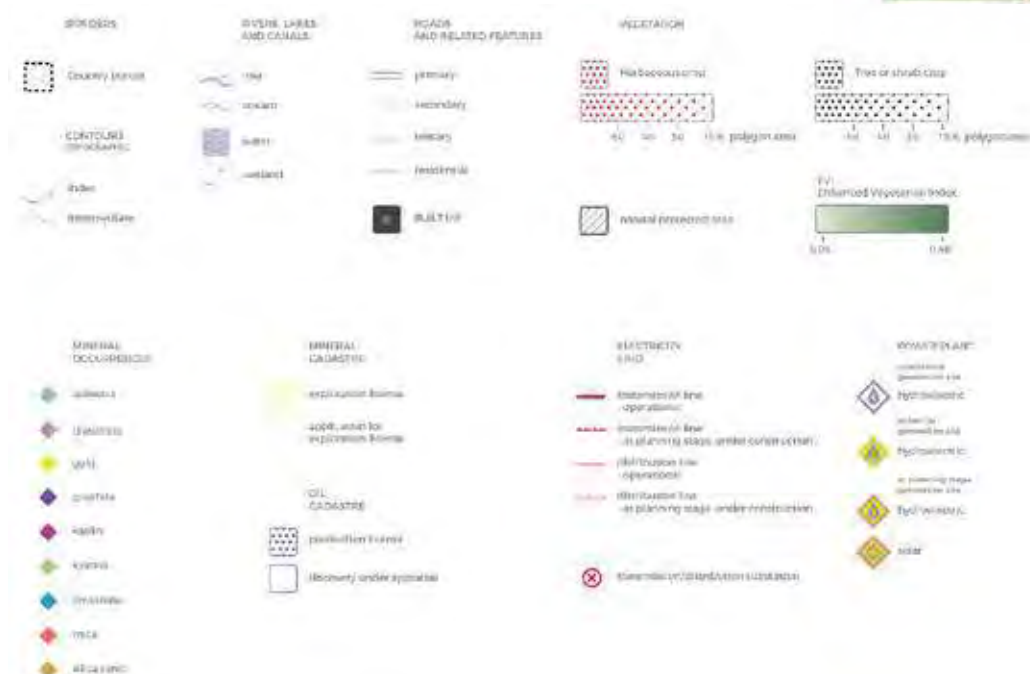
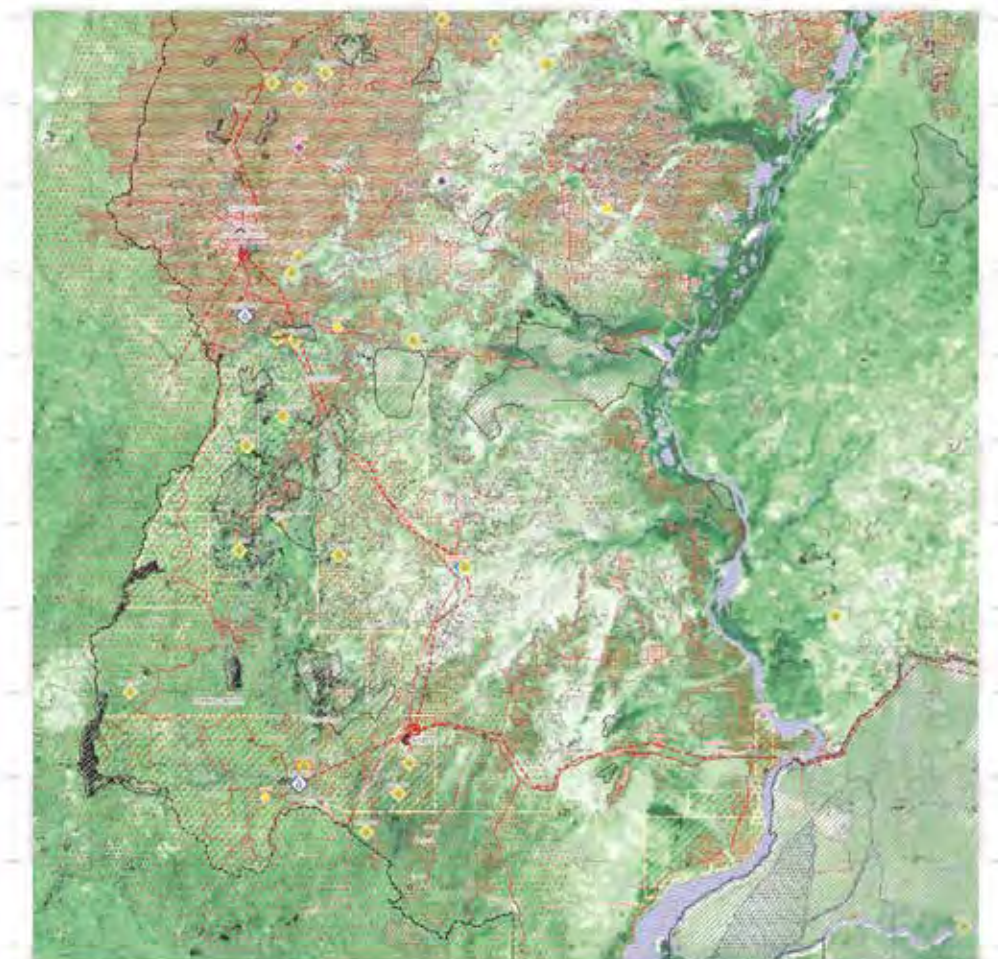
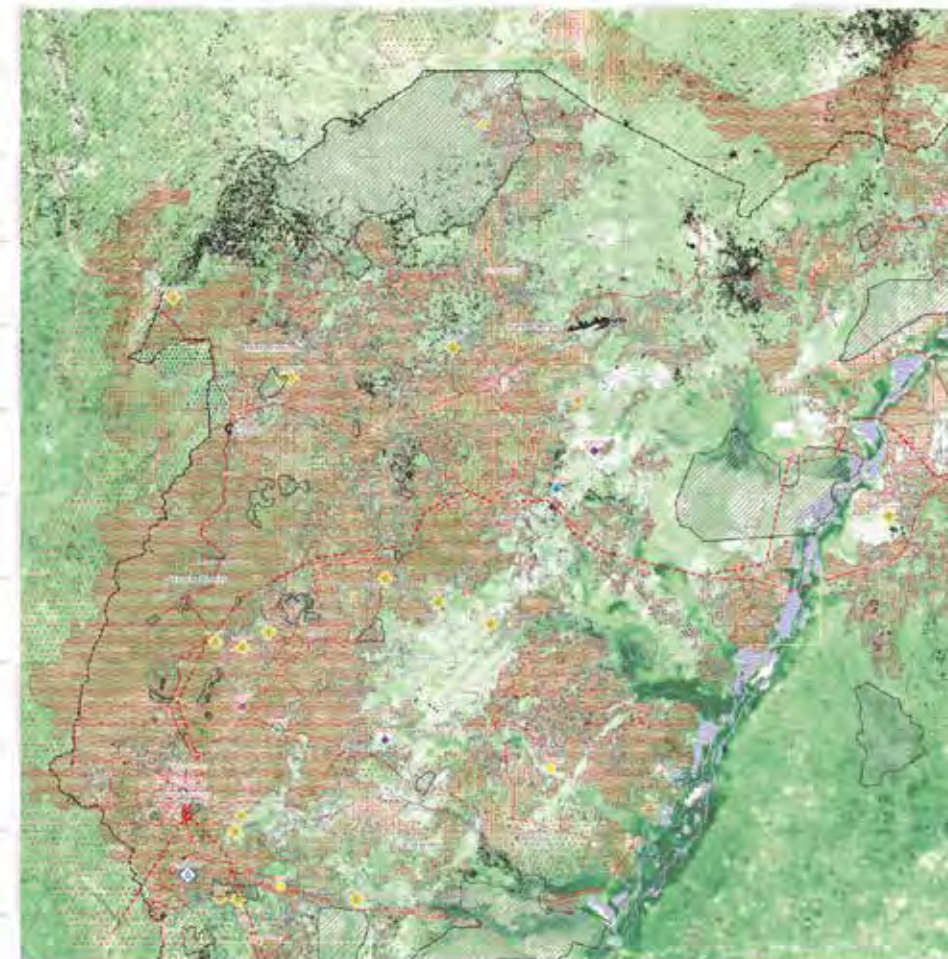
ENHANCED DATA FOR SOUND DECISION-MAKING PROCESS

Green and Grey Infrastructure in West Nile North and South

Rapid urbanization is threatening existing socio-ecological assets. The entire region is characterized by a high index of coverage of live green vegetation, but the demand of growth of the urban system is transforming the territory. In particular it's possible to notice:

- loss of vegetation in protected areas and increasing agricultural areas should be managed;
- the abundance of mineral resources and the presence of mining licenses on very large areas could boost urbanization in relation with their exploitation;
- the potential impact of hydroelectric power could improve access to electricity to ensure the growth of the region.

This information could help in defining the most suitable socio-economic patterns of development for the different areas of the region.



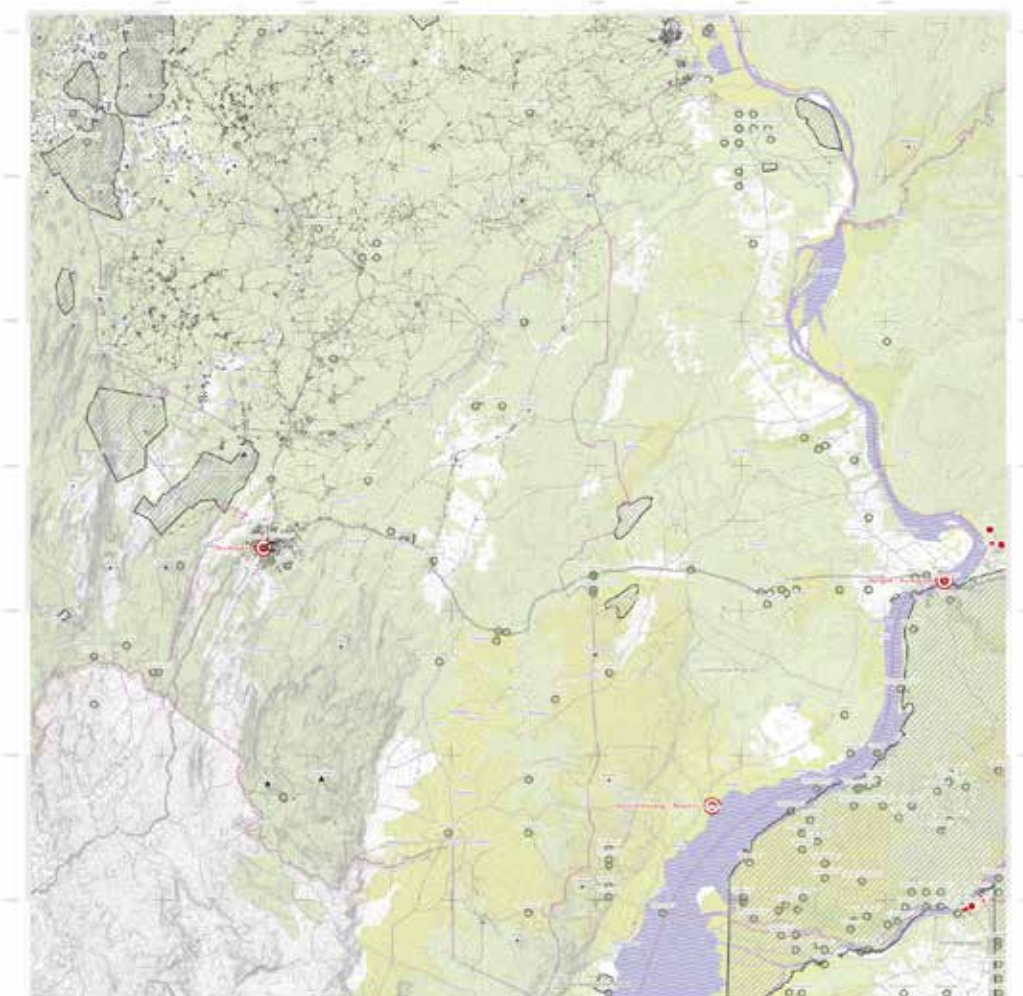
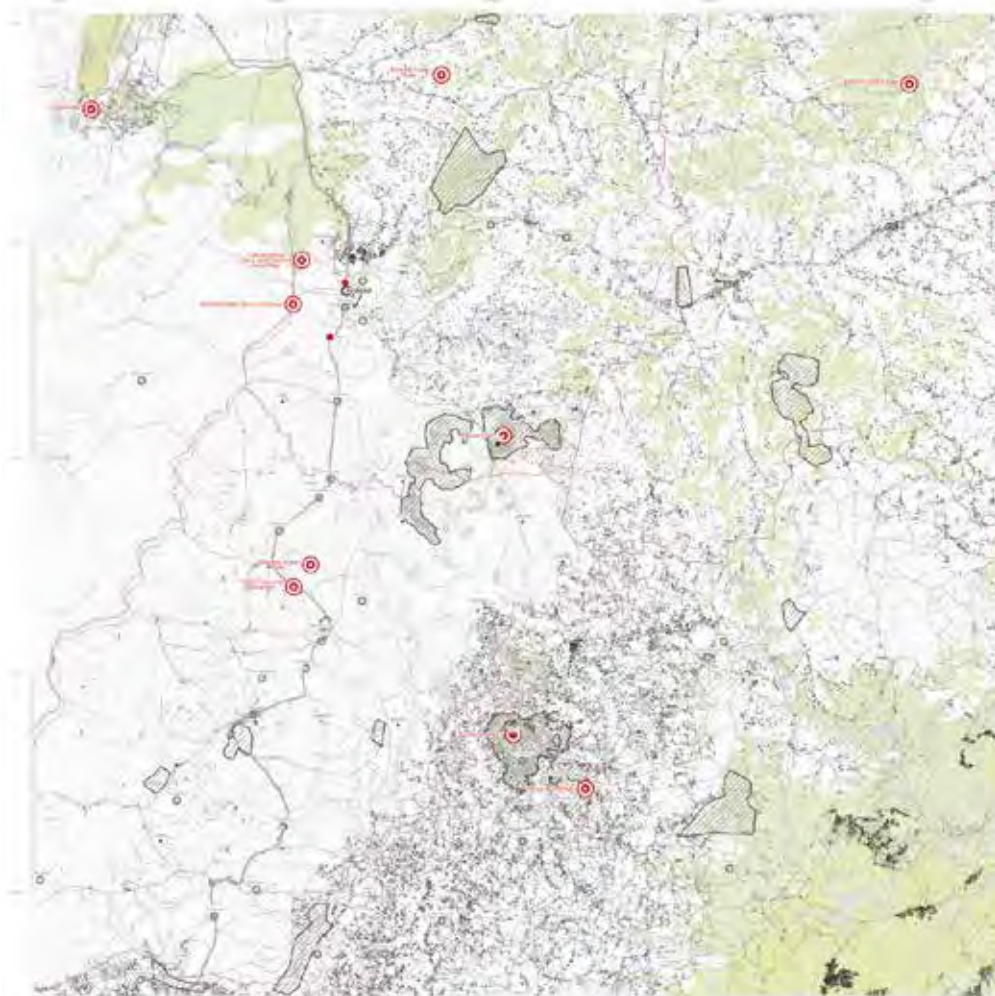
METROPOLITAN CARTOGRAPHY

ENHANCED DATA FOR SOUND DECISION-MAKING PROCESS

Cultural and Historical Heritage in West Nile North and South

The relationship between cultural and historical heritage and the territory can be read through the relationships with the natural environment, protected areas and the provision of tourist facilities. The density of biological occurrences contributes to defining the high potential for developing sustainable tourism outside protected areas.

This information could help in kicking off a specific strategy to boost tourism as regional economic driver.

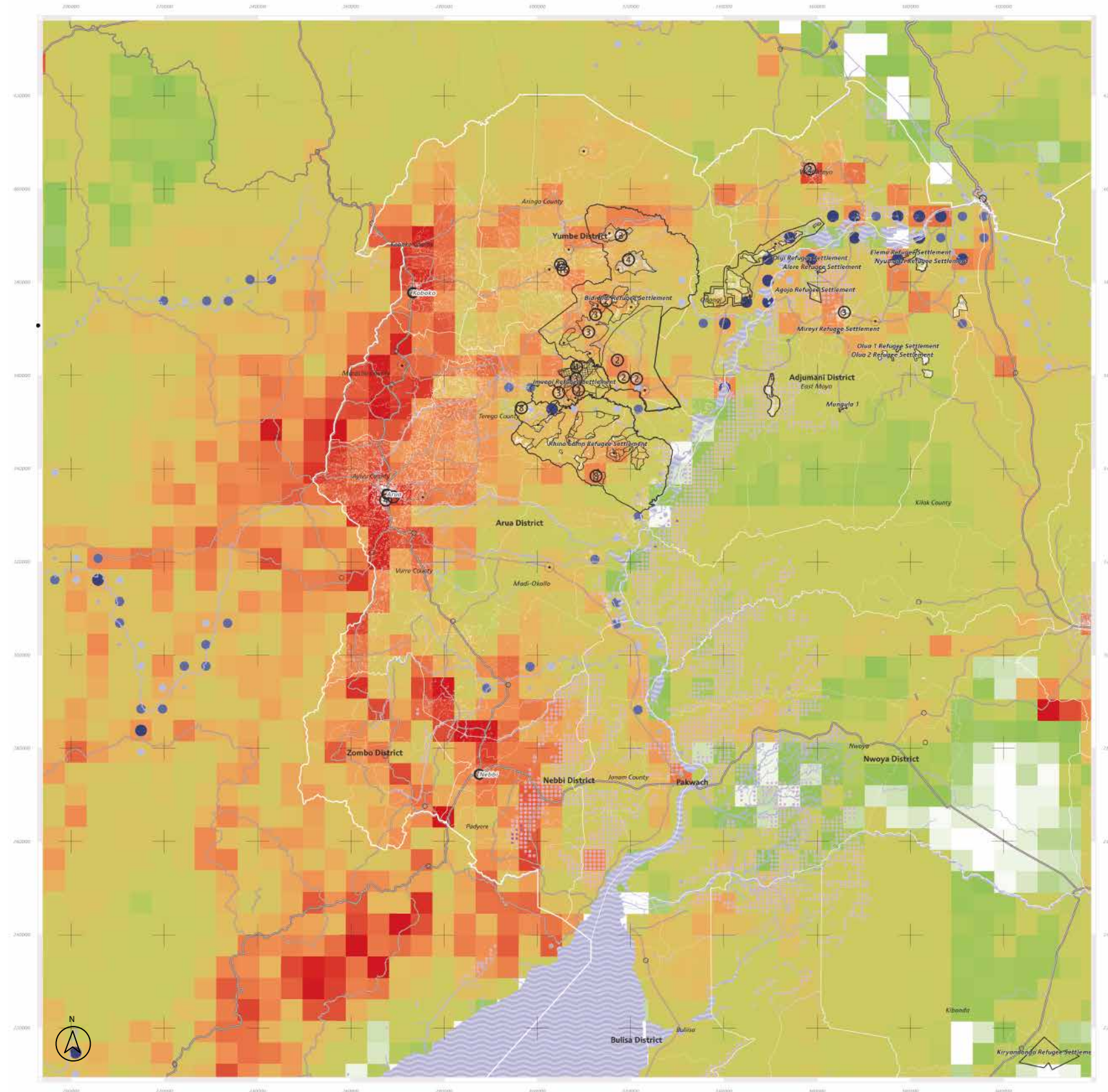
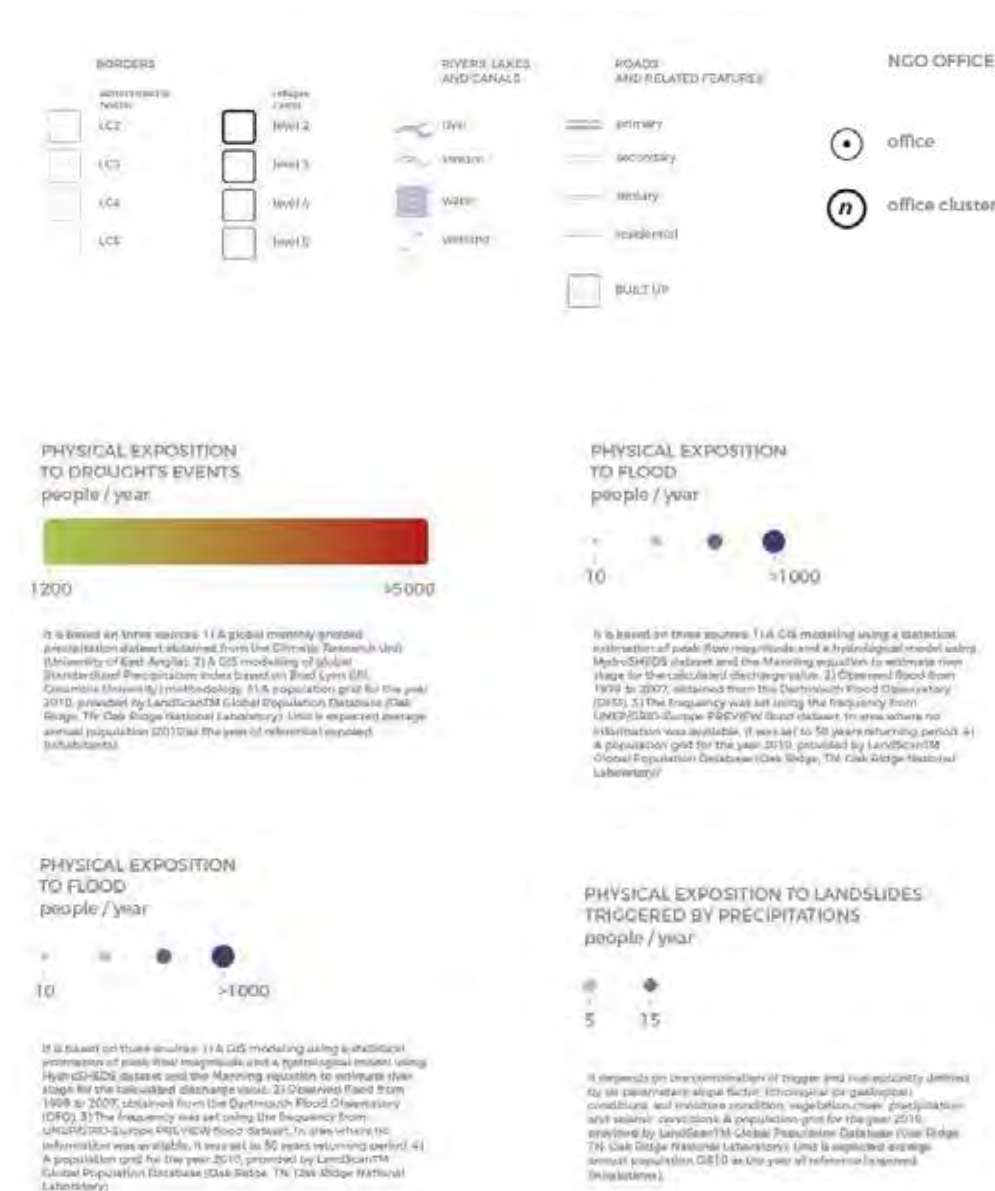


METROPOLITAN CARTOGRAPHY

ENHANCED DATA FOR SOUND DECISION-MAKING PROCESS

Natural Risks in Urban Settlements and Refugee Camps

The physical exposure of the inhabitants to natural hazards defines the areas where the risk is highest. As a result, the areas most affected by climate change, between floods and droughts, are highlighted.



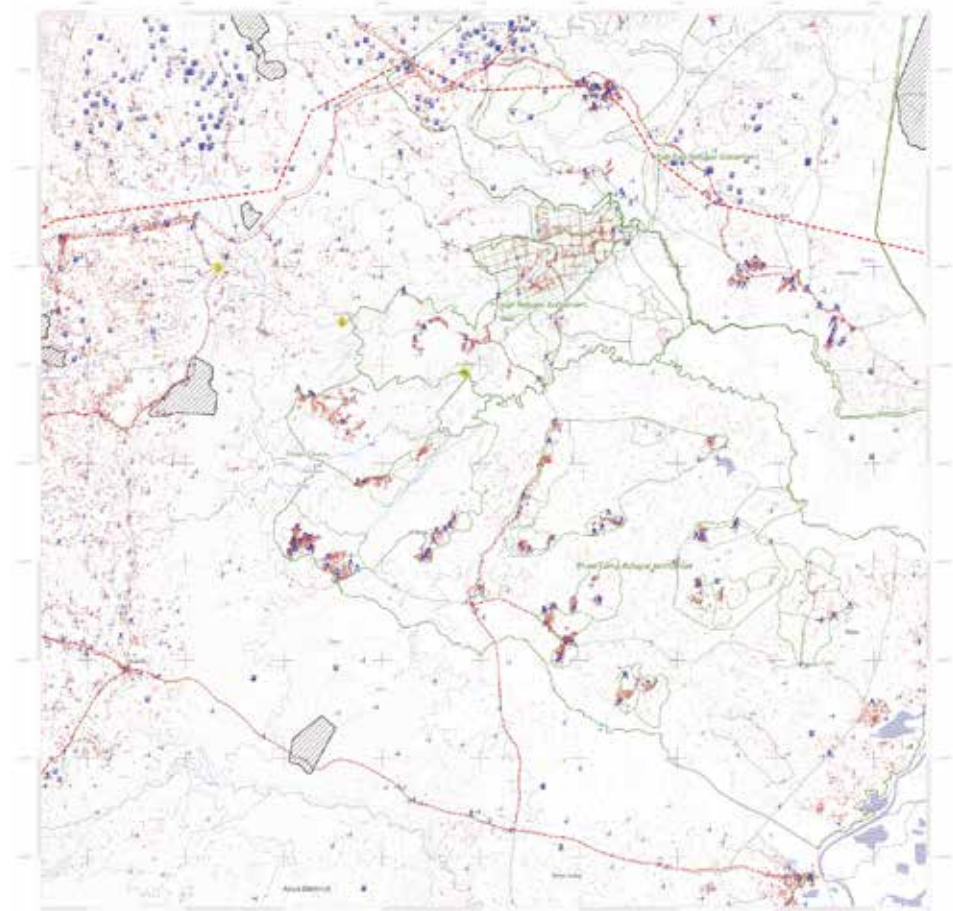
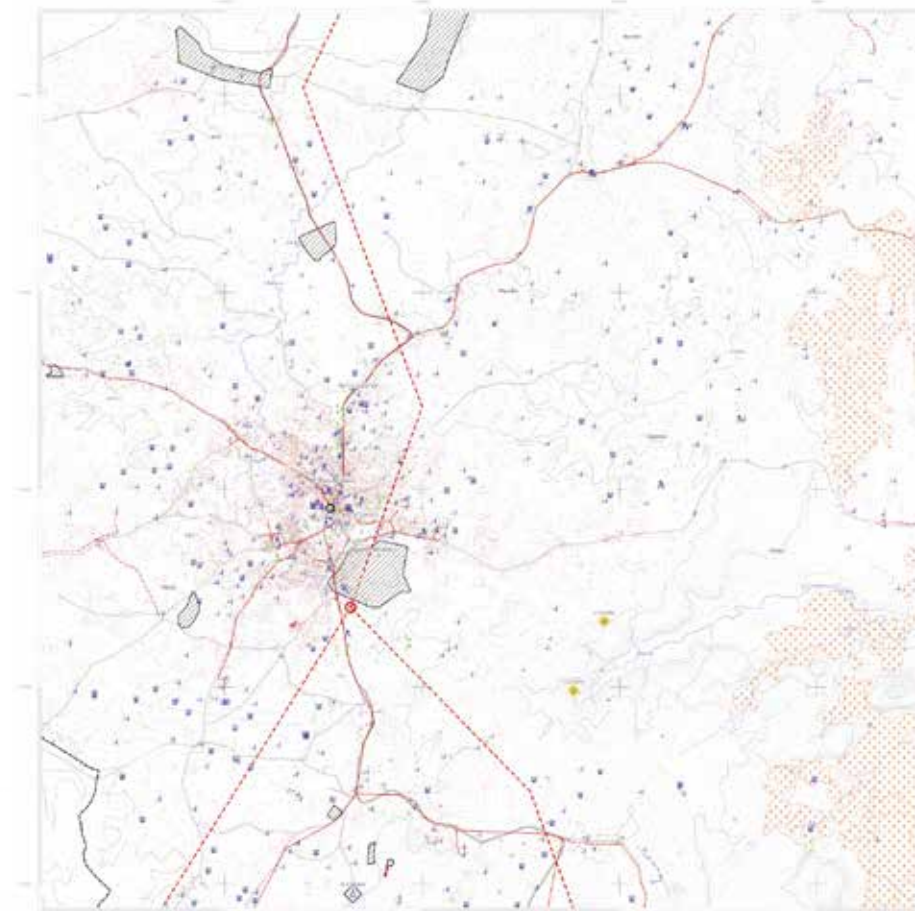
METROPOLITAN CARTOGRAPHY

ENHANCED DATA FOR SOUND DECISION-MAKING PROCESS

Access to Basic Infrastructure:

Arua versus Refugee Camps

The location of basic infrastructure or its physical accessibility affects the development of urban areas. Specifically from an intersection between water access points, energy and telecommunications.



FINDINGS AND OPPORTUNITIES

IN THE NATIONAL AND REGIONAL FRAMEWORK

NATION
REPUBLIC OF UGANDA

N



REGION
ALBERTINE GRABEN

R



DISTRICTS
i.e. ARUA DISTRICT

D



COUNTY/CITY
i.e. ARUA DISTRICT

C



LOCAL COUNCILS
i.e. ARUA MUNICIPALITY,
SUBCOUNTIES, PARISHES

L



West Nile Region does not exist as an institutional body. It was a recognized administrative unit in the 1950s, 60s and 70s, but currently lacks any formal status according to the present institutional framework. However, due to geographic, historical and cultural issues it still functions as a regional system aggregating the districts of Arua, Zombo, Nebbi, Pakwach, Maracha, Koboko, Yumbe, Moyo, Adjumani. Among these only Koboko, Yumbe and Moyo actually have an updated District Development Plans. Nebbi, Arua and Koboko district host the three main urban centres, which will be the engines for sustainable development of the whole region through territorial synergies.

At the national level, the West Nile Region, approximately 500 km from Kampala and accessible from the rest of the country by land by currently only one bridge crossing the Nile river near Pakwach, is often considered peripheral in the national scenario. Moreover, cultural diversity and the political historical link with Idi Amin's biography, have kept the relations with the region complex over time, feeding this sense of peripheral separateness.

Opportunities

The region is one of the denser populated area in Uganda and its strategic location and natural resources represent great opportunities for its development. In particular:

- the geographical location close to DRC and South Sudan with their permeable borders fosters trade and tourism;
- fertile land and waterbodies allow for quality (industrialized) agriculture and fishery, suitable to promote agro-food processing and transformation industries;
- mining and oil/gas industries are under evaluation as major sources to push national economy;
- landscape and cultural heritage is a crucial resource to develop local and international tourism;
- existing settlement patterns could evolve in integrated urban-rural systems distributing densities and allocating services in a smart way, also leveraging quality small-scale agricultural;
- the high number of youth is an asset thanks to developing and potential skills in digital innovation for participated mapping, service provision and social cohesion;
- a high respect for cultural diversity and tolerance allow the peaceful coexistence of several different ethnic (Kakwa, Lugbara, Luo, Madi) and religious (Christians and Muslims) groups.

Challenges

Crucial challenges for economic, social and environmental development of the West Nile Region need to be appropriately faced:

- demography and migrations are leading to uncontrolled urbanization and local authorities struggle to provide adequate services, housing and infrastructure;
- youth potential is threatened by unemployment and lack of hope;
- humanitarian crisis in neighbouring countries (DRC, South Sudan) leading to a large influx of people is challenging local resources;
- connectivity and mobility infrastructure is still inadequate for a proper economic growth;
- basic infrastructure is still inadequate to sustain a dignified quality of life and economic development, particularly regarding electricity, water and sanitation, waste management and housing;
- land tenure issues due to fragmentation, cultural rigidities, and conflicts hinder appropriate planning and development;
- existing planning tools are often insensitive to relevant geographical and cultural issues and preeminent challenges;
- climate change impacts (such as flooding or drought) and environmental issues caused by inadequate urban services are threatening existing natural resources and agriculture production;
- underdeveloped institutional capacity to collect revenue and dependency on national funding determine financial fragility at the local scale
- national projects are developed with limited consultations and coordination of and carried on with scarce information to the local population and local planning authorities

CHAPTER 3

PUBLIC SPACE ASSESSMENT

GLOBAL PUBLIC SPACE PROGRAMME
SCOPE OF STUDY AND METHODOLOGY
OPEN PUBLIC SPACE ASSESSMENT
MARKET PLACE ASSESSMENT
FINDINGS AND OPPORTUNITIES

SCOPE OF STUDY

LOCATION AND DEMOGRAPHICS

The West Nile Region is located in Northern Uganda at the border of South Sudan and Democratic Republic of Congo. It received its name from being located on the western side of the Albert Nile. Administratively, it had been divided into nine (9) local government districts (Koboko, Yumbe, Moyo, Ajumani, Maracha, Arua, Zombo, Nebbi and Pakwach). The region has had a history of prosperity and pride until the 1979 war and the fall of Idi Amin's government which sent most of the region into exile in Sudan and Congo. This long span of violence has led to loss of property and lives which has hampered both social and economic development of the region thus destructed the social strata of the society. Nonetheless, the region is strategically located with the potential of trade from the neighbouring countries and cities leading to economic development.

According to the 2014 National and Housing and Population census, the Region had a population of 1,916,298 people and this is projected to reach 2,988,300 people living in approximately 500,000 households (as per 2018 Uganda Bureau of Statistics estimates). This report will focus on Koboko, Arua and Nebbi Municipalities which have their population projections as follows;



2014

Koboko 51,598

Arua 61,962

Nebbi 35,029

2030

Koboko -

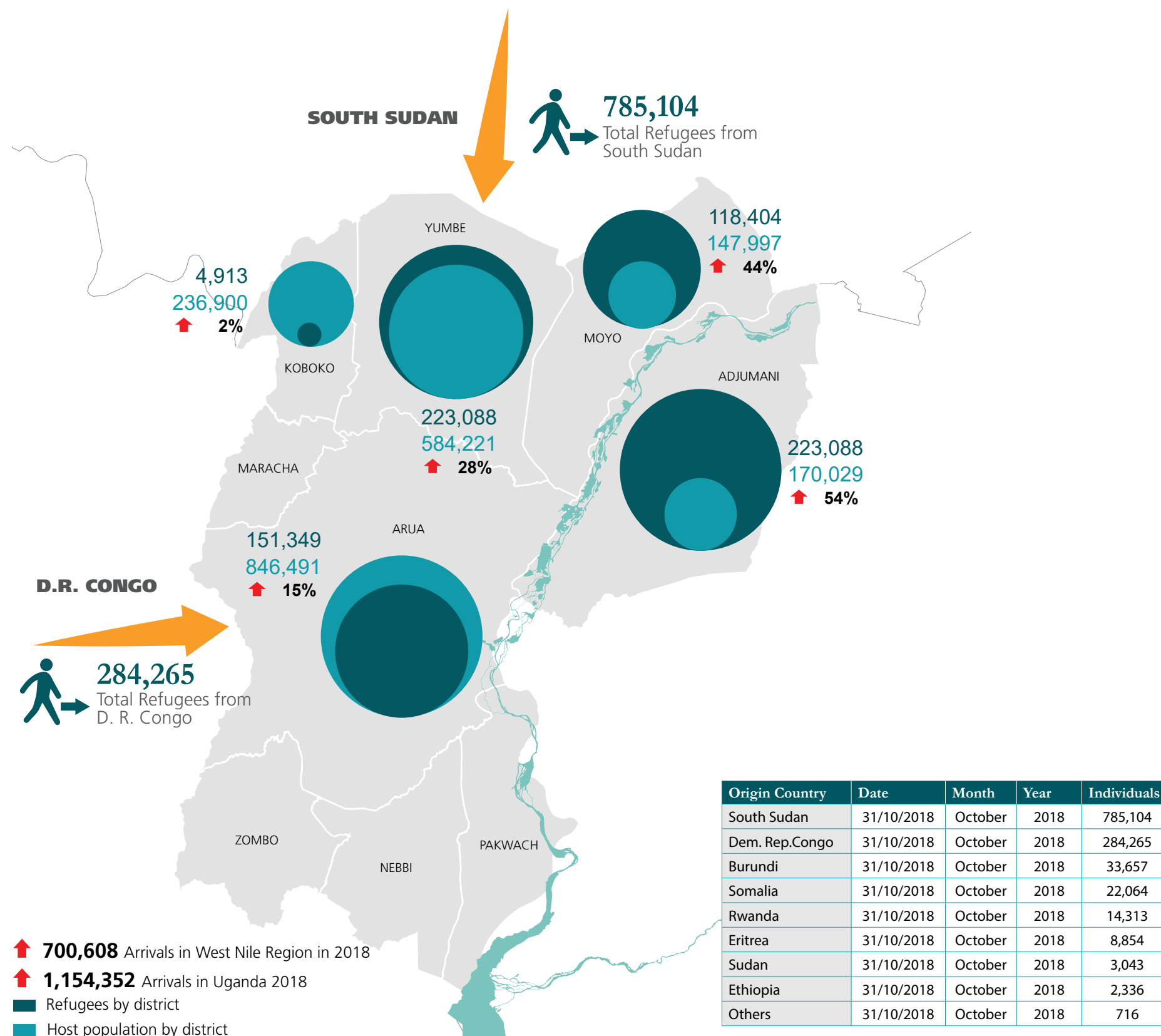
Arua -

Nebbi -



SCOPE OF STUDY

HUMANITARIAN SNAPSHOT - STATE OF REFUGEE MOVEMENTS IN UGANDA AND WEST NILE



Notably, cities and towns play an important role in receiving a large number of displaced people. The UNHCR has recognized this fact through the provision of a new document released in 2009 that outlines an updated policy on refugees in urban areas and which commits the organization to providing secure protection spaces for refugees in urban areas (UNHCR 2009a). While there is no definition of protection space, there is a recognition that this concept is fluid and includes more than physical protection.

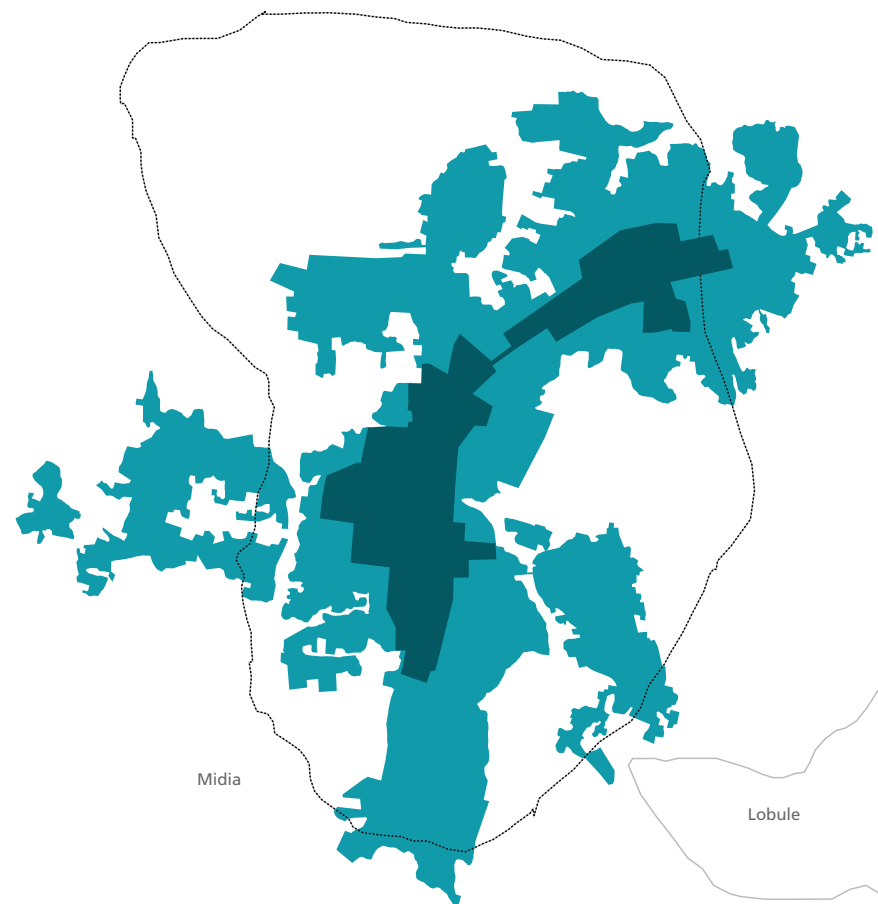
Since July 2016, Uganda has received over one million refugees from South Sudan. This is however not the first humanitarian response in the area. Over the past twenty years there have been three humanitarian responses to the West Nile Region. Given this protracted displacement and the likelihood of future refugee responses, the government of Uganda and UNHCR are calling for approaches to help refugees engage in sustainable livelihoods and become self-reliant by participating in the local economy.

This influx of refugees is one of the factors that leads to population increase in the region and thereby putting pressure on not only the land but also other sectors such as health and basic service provision within the urban areas. Therefore, as part of UN-Habitat's response, a multi-scalar planning approach has been commissioned with a city-wide open public space and market place inventory and assessment conducted at the municipality scale. The ability for public spaces to unite communities and as a platform for cultural expression is a powerful tool in the integration of refugee communities whether returning or emigrating to a second or even third country. The place identity that can be fostered through the use of spaces in urban areas can lead to a true sense of belonging that is so important following the dislocation of social bonds often experienced by refugees and IDPs. Therefore, this assessment hopes to provide the municipalities with information regarding their open public spaces and markets as tools for social cohesion and to be able to understand both spatial and non-spatial gaps within their municipalities. This will support them in preparing comprehensive and implementable strategies for inclusive public spaces.

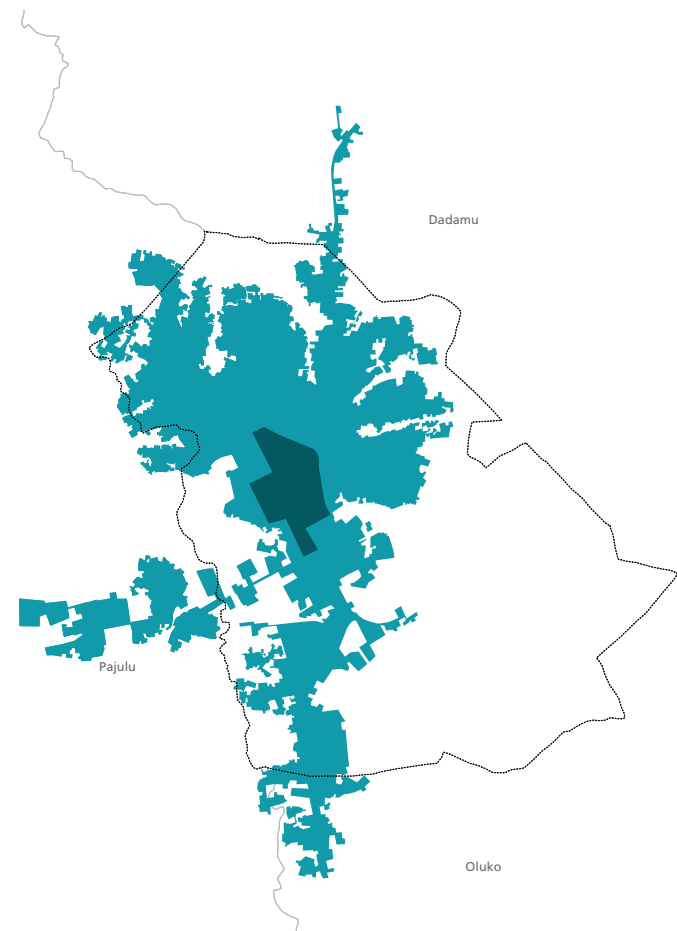
SCOPE OF STUDY

UBAN SPRAWL AND POPULATION GROWTH

KOBOKO MUNICIPALITY



ARUA MUNICIPALITY



NEBBI MUNICIPALITY



The pace, scale, and form of the Regions urbanization will have long-lasting effects on the social, economic, and environmental dimensions. Although the growth of urban areas provides opportunities for the poor, urban expansion can aggravate inequality in access to services, employment, and housing. Moreover, fragmented urban areas has emerged as a significant issue. Getting urban form, density, and administrative coordination right will be essential to help achieve a sustainable city/town. Ensuring a spatial match between distribution, quantity and quality of services,

and mobility will foster a more inclusive city/town. The importance of public spaces and their impact on urban development cannot be ignored. It is in this regard that density and open space should be considered as part of planning.

These municipalities are growing spatially at a fast rate and ensuring that there is proper planning should be one of the focus areas of the local government. Public spaces especially streets can be a key tool to ensure that these municipalities grow in a more compact and integrated manner.

	Koboko (Km ²)	Arua (Km ²)	Nebbi (Km ²)
Area of Inner-city	0.91	0.31	8.6
Area of urban extent	4.9	5.1	0.21
Area of Municipality	8.3	10.2	45.4

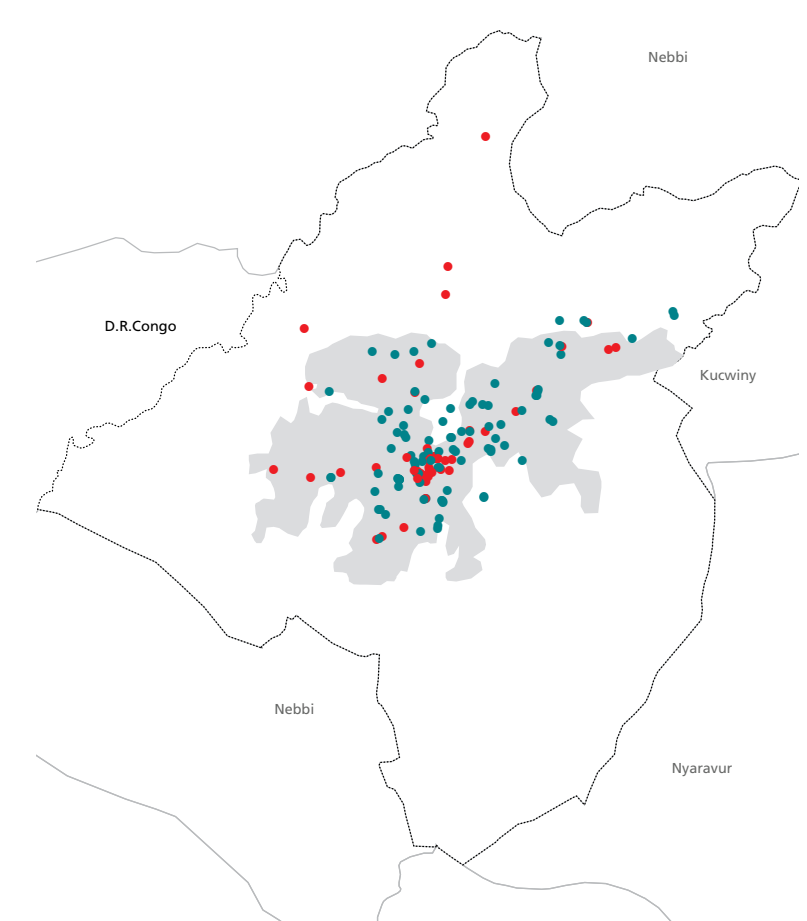
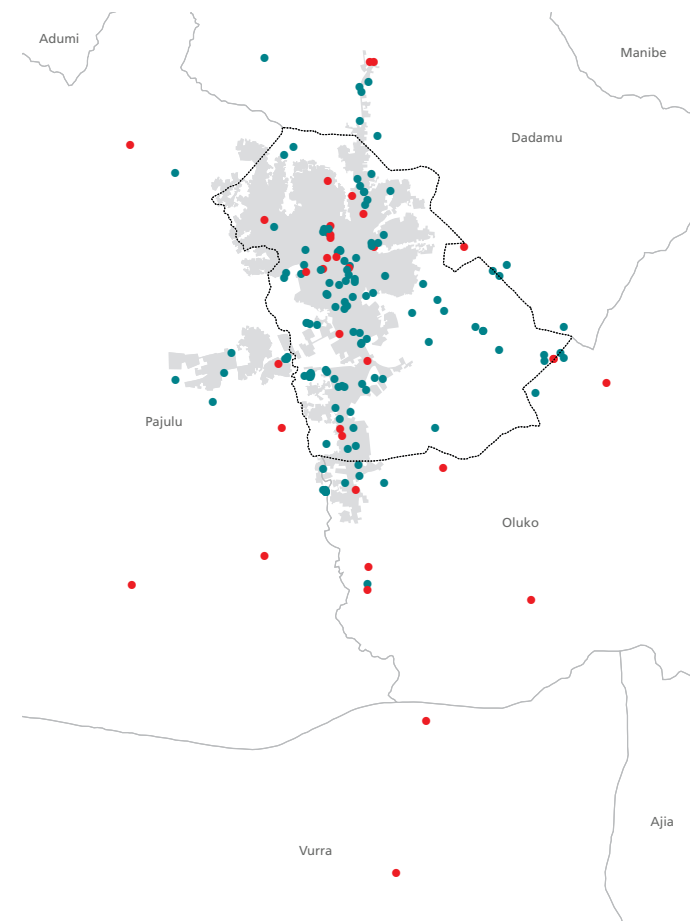
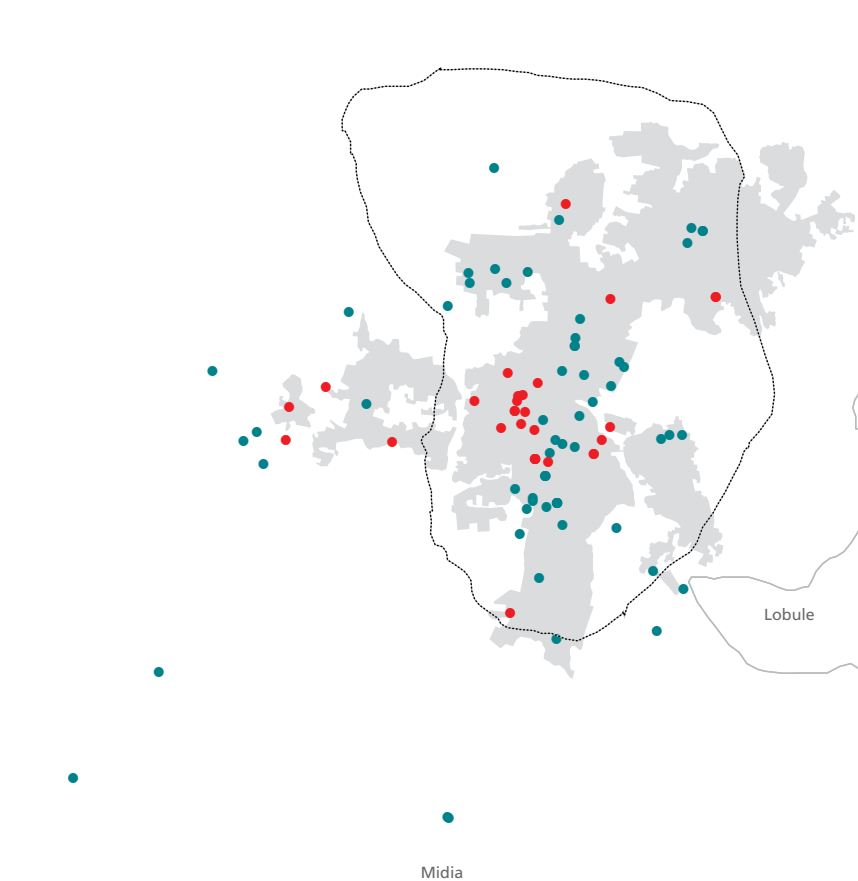
DATA COLLECTION AND METHODOLOGY

METHODOLOGY OF DATA COLLECTED AND ASSESSED IN KOBOKO, ARUA AND NEBBI

KOBOKO MUNICIPALITY

ARUA MUNICIPALITY

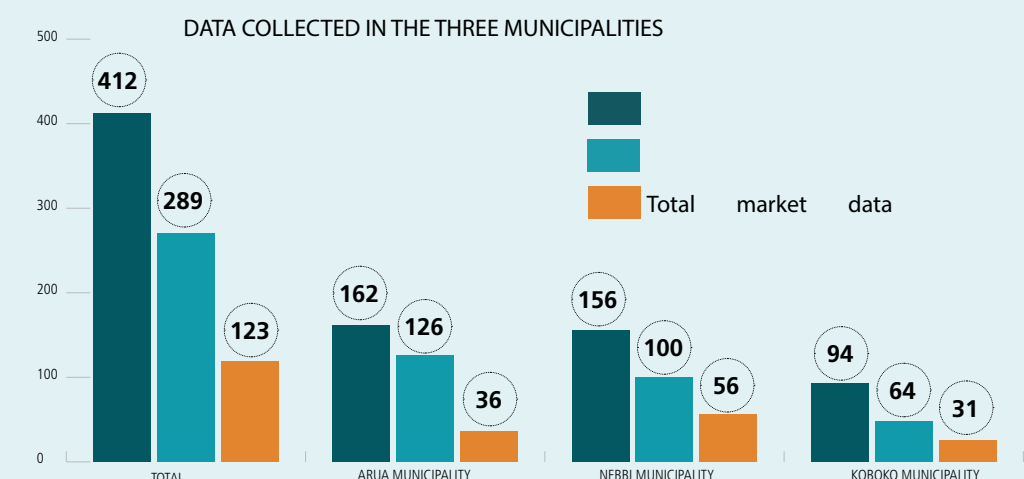
NEBBI MUNICIPALITY



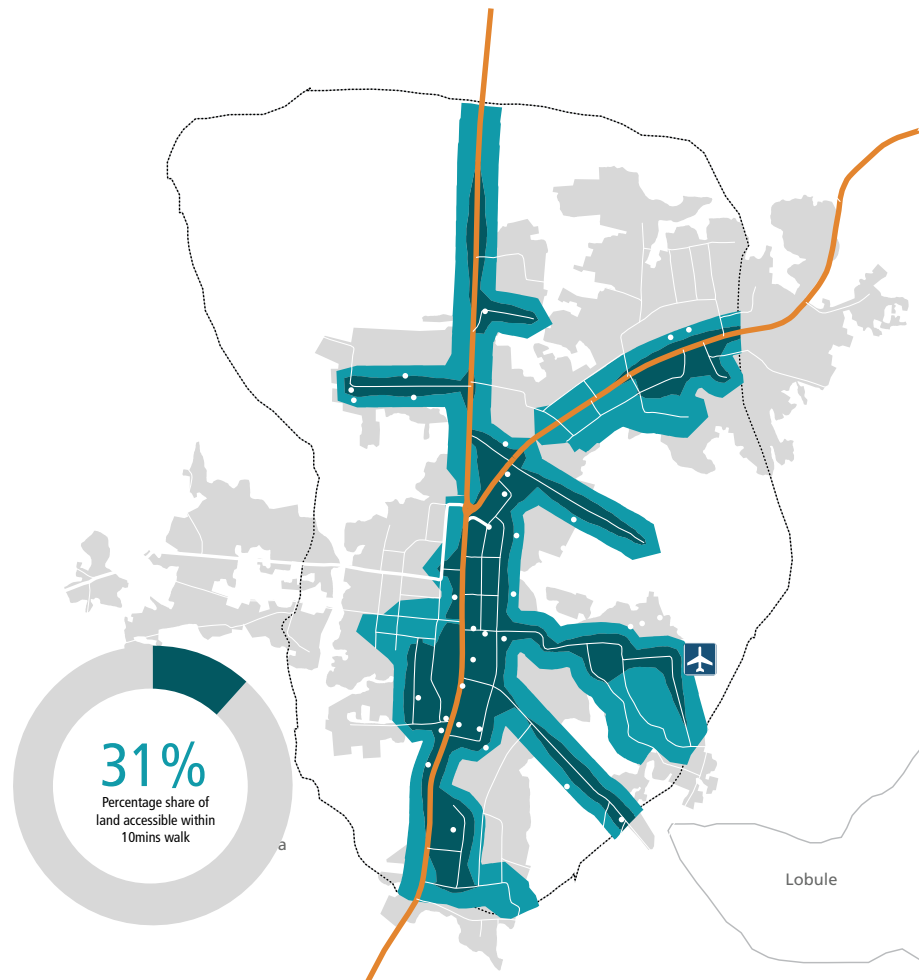
The overall goal of the open public space assessment was to not only assess the intergration of refugees and host communities, but also the typology, quality, quantity, distribution and accessibility in Koboko, Arua and Nebbi Municipality. This will make a case for the protection of these spaces as well as monitoring and reporting on the Sustainable Development Goals and New Urban Agenda. The equitable distribution of the spaces across the city is an important element of creating a cohesive city, balancing growth and revitalizing impoverished

communities

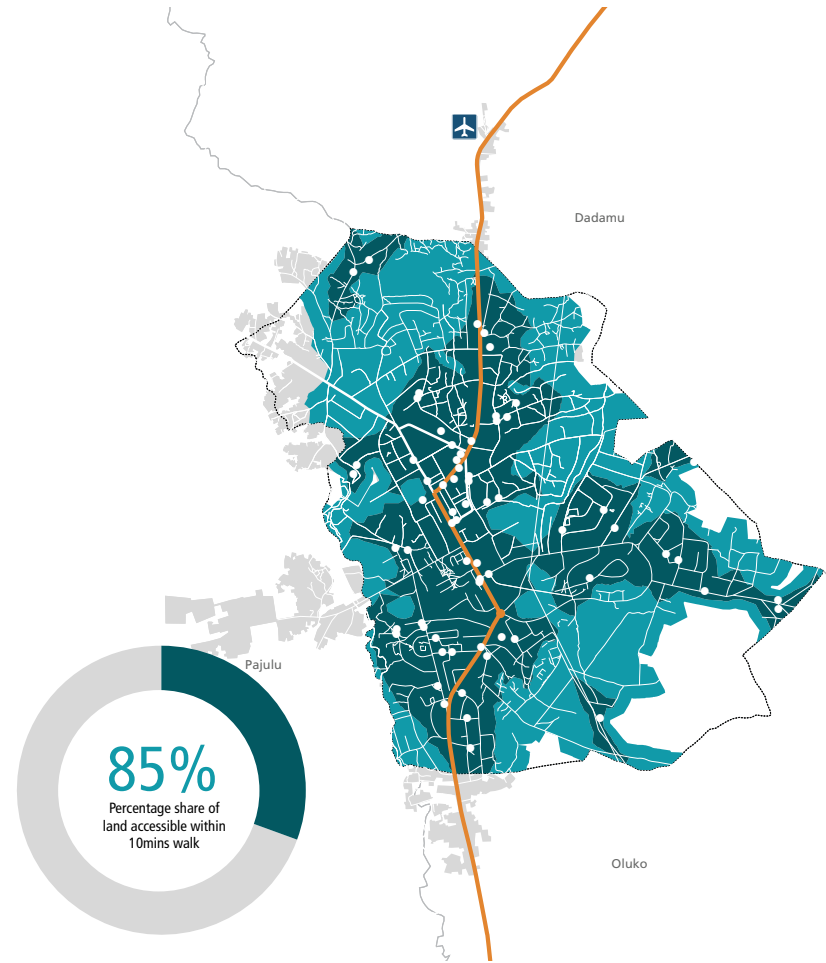
UN-Habitat trained a total of 101 data collectors (34 from Arua, 37 Koboko and 30 Nebbi) in the three municipalities including 58 government officials (20 from Arua, 22 Koboko and 16 Nebbi) on the importance of public space and how to use the Kobo toolbox for data collection. Out of all the data collector who were trained, 34 from Arua, 34 Koboko and 29 Nebbi conducted the survey in their Municipalities. The exercise was done simultaneously and took one week.



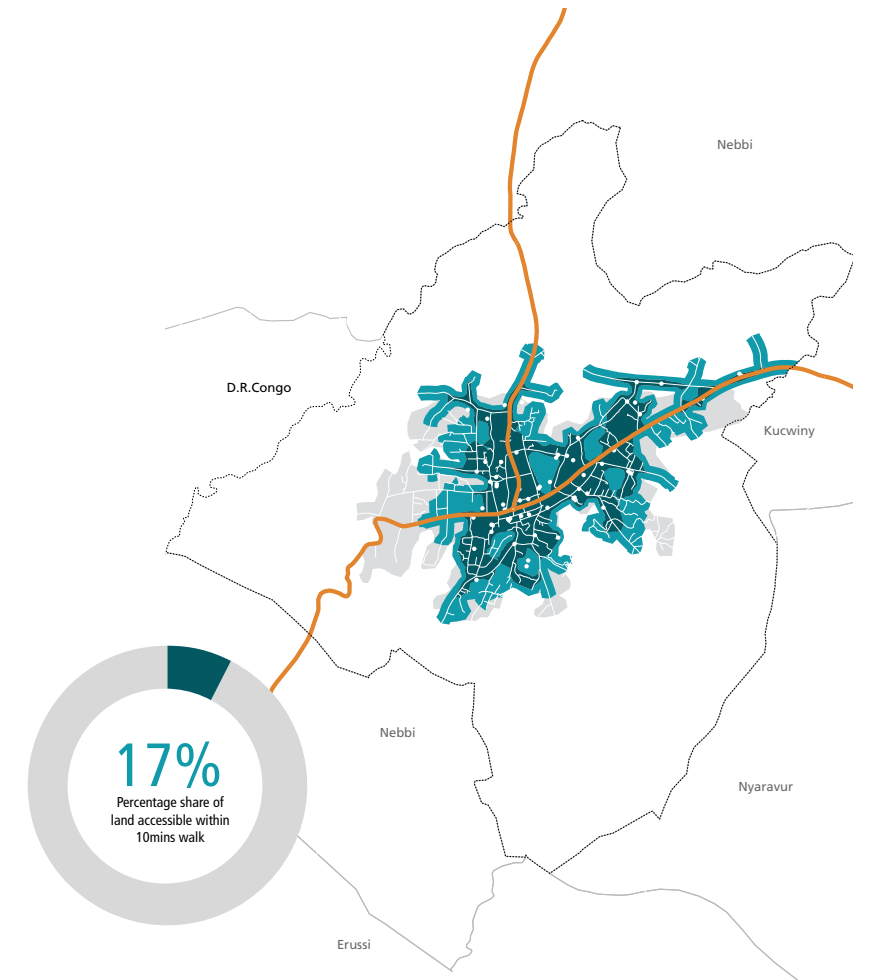
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY



NEBBI MUNICIPALITY








 Neighboring sub-districts

Walk distance is important because walking is the primary access mode from home to public spaces and because walking distance has a significant impact on public space use. It has been noted that accessibility and utilization of public spaces have decreased since they are neglected in urban planning and development processes.

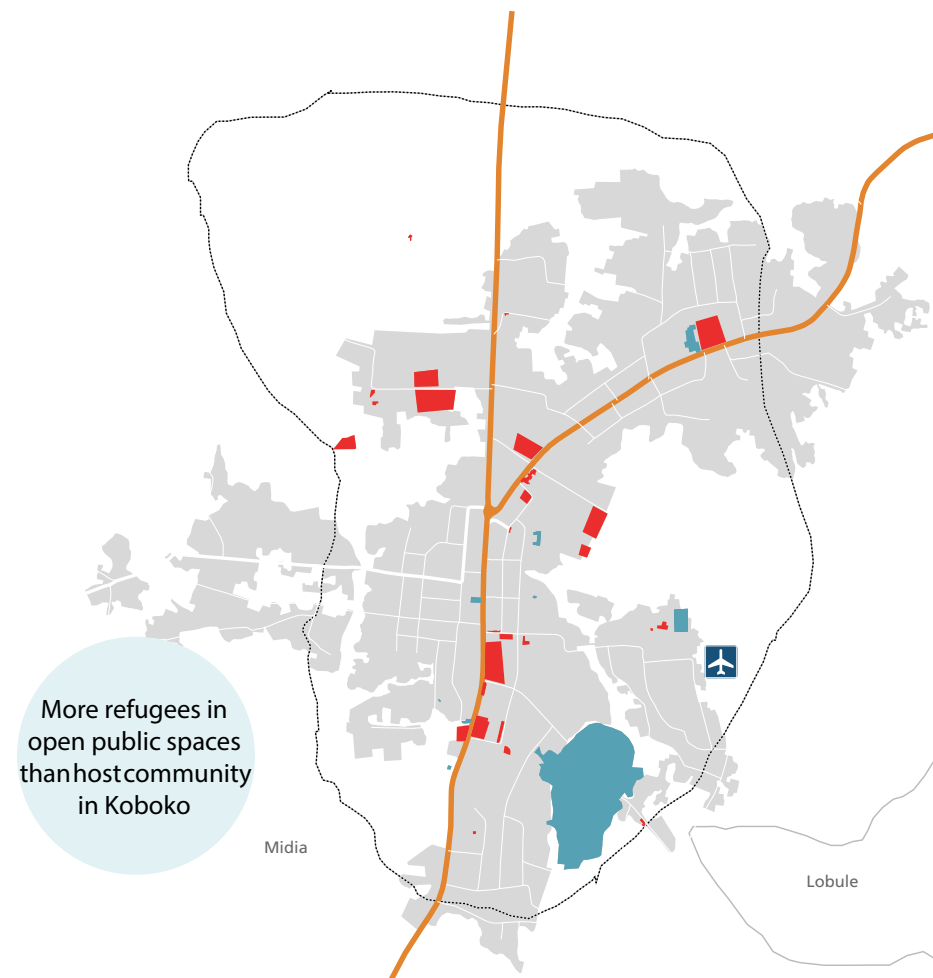
The maps focus on spatial access as understanding influences on walking distance to public spaces along the streets as a key element of establishing equitable access to public spaces.

Proximity Analysis						
	Koboko		ARUA		NEBBI	
Walking distance	Serviced (Km²)	Unserviced (Km²)	Serviced (Km²)	Unserviced (Km²)	Serviced (Km²)	Unserviced (Km²)
5mins walk (400m)	1.1	7.2	4.5	5.7	3.7	41.7
10mins walk (1,000m)	2.6	5.7	8.7	1.5	7.9	37.4

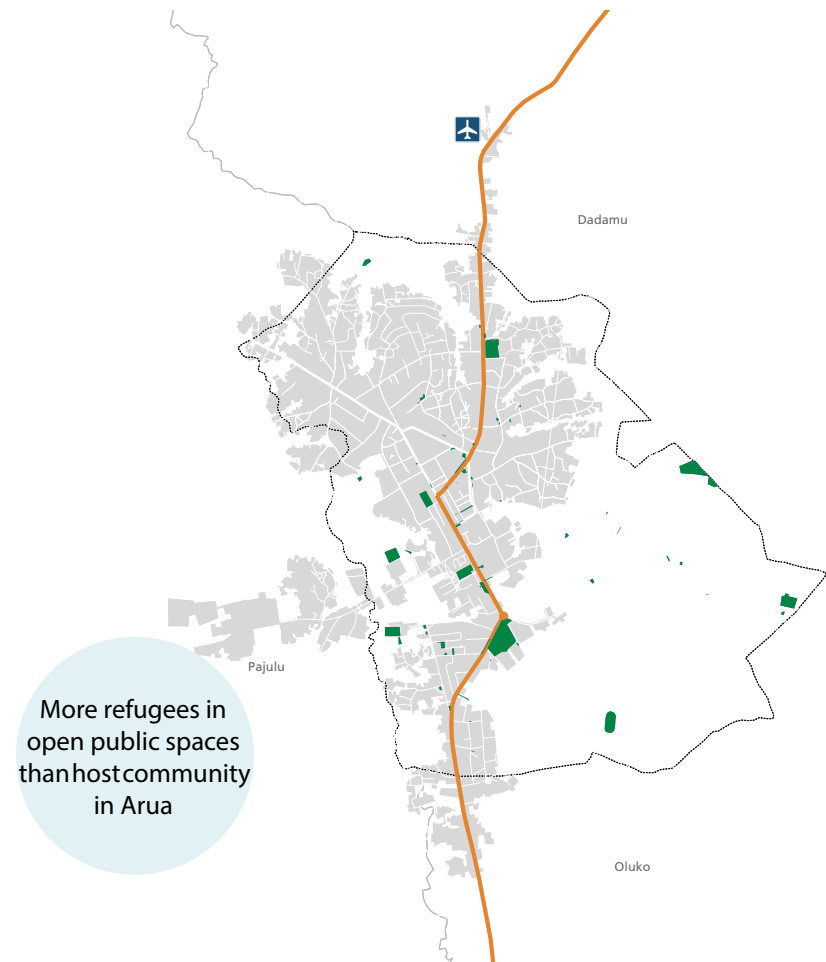
OPEN PUBLIC SPACE ASSESSMENT

COMFORT ASSESMENT ENSURING QUALITY OF USE AND STAY

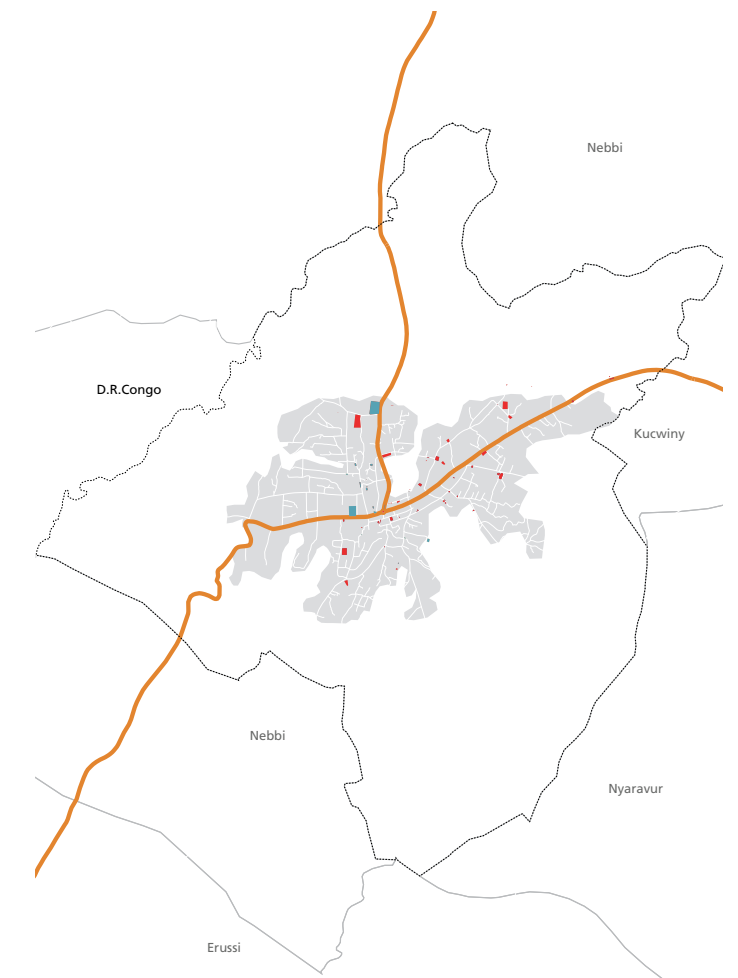
KOBOKO MUNICIPALITY



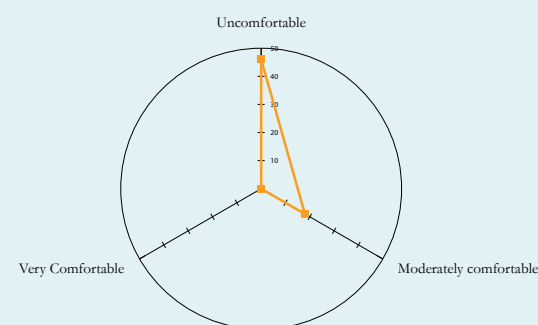
ARUA MUNICIPALITY



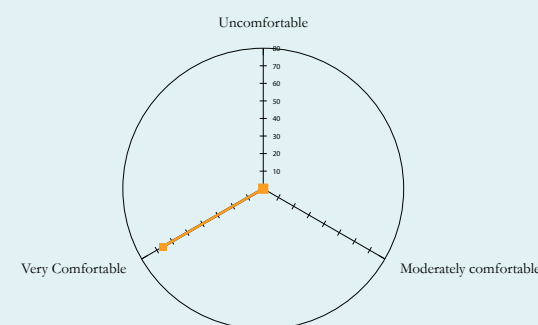
NEBBI MUNICIPALITY



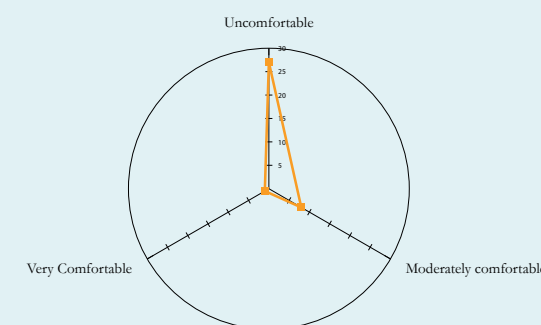
■ Very Comfortable
■ Moderately comfortable
■ Uncomfortable
 Neighboring sub-districts



1 open public space out the total (36) was perceived is very comfortable



All (66) open public space are perceived is very comfortable



NONE of the open public space is perceived is very comfortable and only 18 out of the total (64) are perceived as moderately comfortable

Koboko 44%
 Arua 17%
 Nebbi 16%

Koboko 25%
 Arua 23%
 Nebbi 22%

Koboko 47%
 Arua 8%
 Nebbi 2%

68%
(45)

of the public spaces in Arua that were perceived as very comfortable had equal representation of both age and gender balance from the Refugee community

100%
(1)

of the public spaces in Koboko that were perceived as very comfortable had equal representation of both age and gender balance from the Refugee community

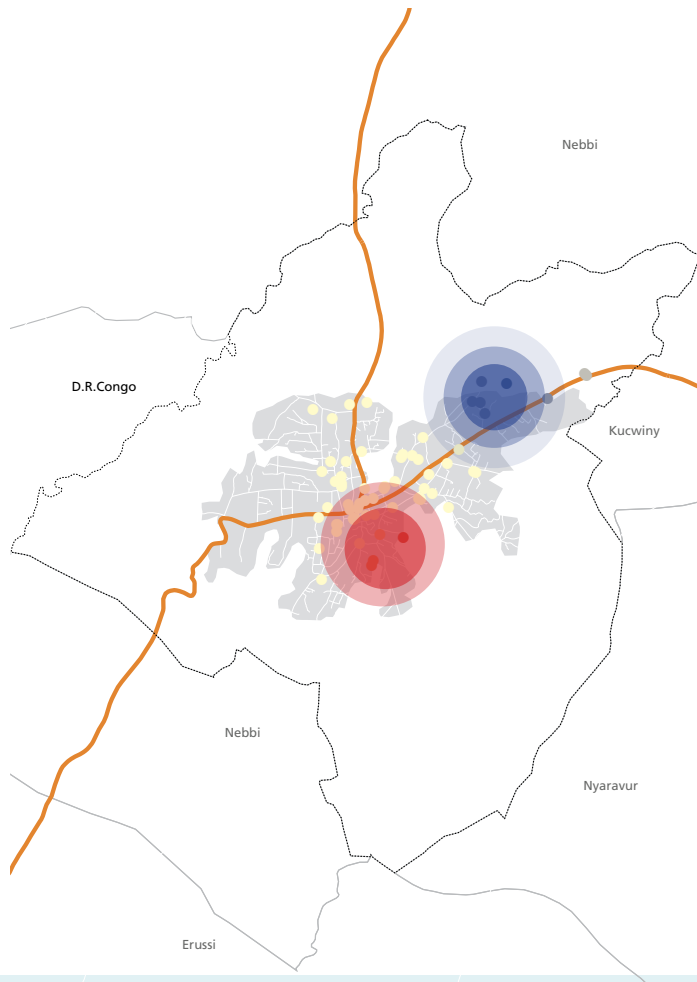
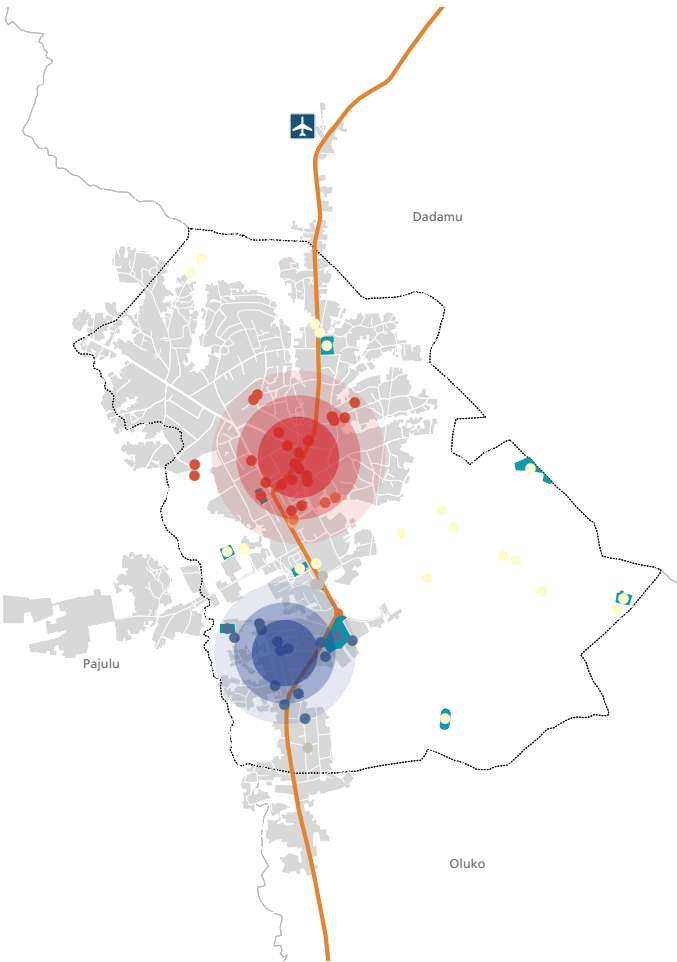
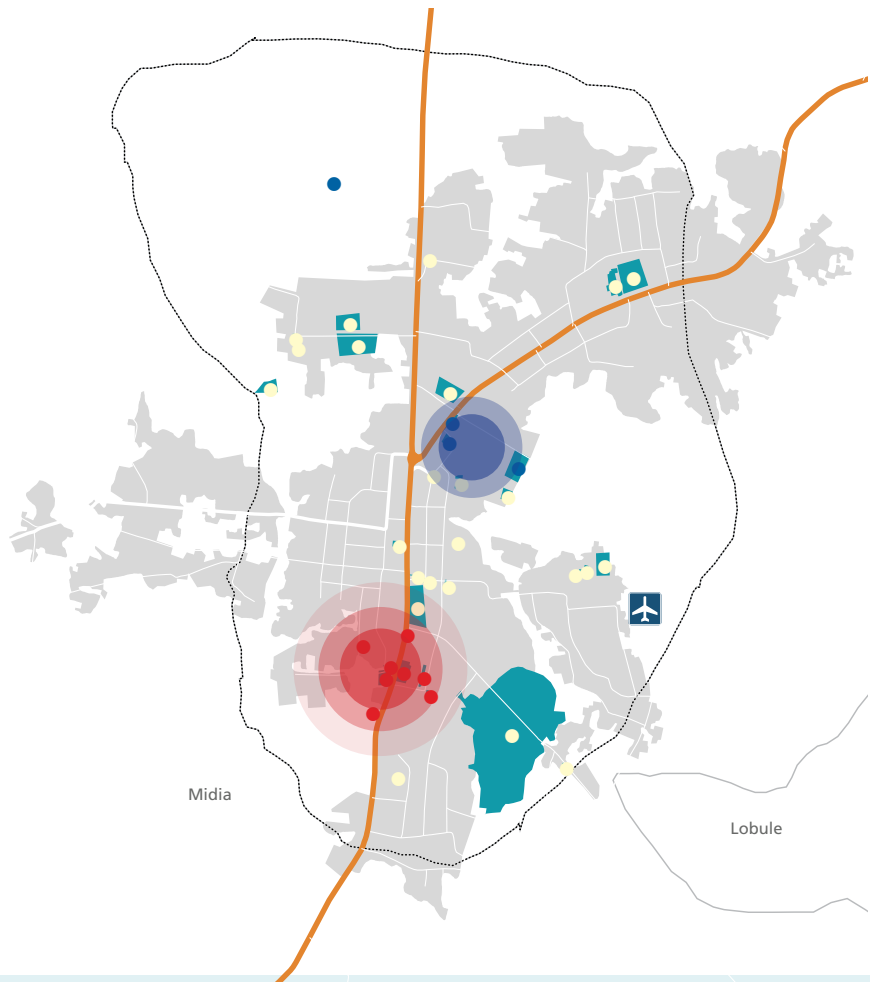
OPEN PUBLIC SPACE ASSESSMENT

MEASURING THE QUALITY OF SAFETY

KOBOKO MUNICIPALITY

ARUA MUNICIPALITY

NEBBI MUNICIPALITY



Neighboring sub-districts

KOBOKO MUNICIPALITY

ARUA MUNICIPALITY

NEBBI MUNICIPALITY

64% (Percentage of public spaces within neighbourhoods that have incidents of drug abuse)	47% (Percentage of public spaces within neighbourhoods that have no recreational facilities)	39% (Percentage of public spaces within neighbourhoods that have issues of public transport)
65% (Percentage of public spaces within neighbourhoods that have incidents of drug abuse)	52% (Percentage of public spaces within neighbourhoods that have issues of illegal dumping)	41% (Percentage of public spaces within neighbourhoods that have no recreational facilities)
63% (Percentage of public spaces within neighbourhoods that have incidents of drug abuse)	34% (Percentage of public spaces within neighbourhoods that have issues of illegal dumping)	31% (Percentage of public spaces within neighbourhoods that have issues of violence)

75% (Percentage of public spaces within neighbourhoods that have poor street lighting)	69% (Percentage of public spaces within neighbourhoods that have narrow streets)	64% (Percentage of public spaces within neighbourhoods that have poor roads)
86% (Percentage of public spaces within neighbourhoods that have poor roads)	76% (Percentage of public spaces within neighbourhoods that have poor street lighting)	62% (Percentage of public spaces within neighbourhoods that have potholes)
98% (Percentage of public spaces within neighbourhoods that have poor street lighting)	94% (Percentage of public spaces within neighbourhoods that have poor roads)	59% (Percentage of public spaces within neighbourhoods that have potholes)

86% (Users of the public spaces are integrated)	36% (Users of the public spaces are civil and non-discriminatory)	3% (Users of the public spaces are threatening and aggressive)
70% (Users of the public spaces are integrated)	35% (Users of the public spaces are civil and non-discriminatory)	0% (Users of the public spaces are threatening and aggressive)
86% (Users of the public spaces are integrated)	11% (Users of the public spaces are civil and non-discriminatory)	13% (Users of the public spaces are threatening and aggressive)

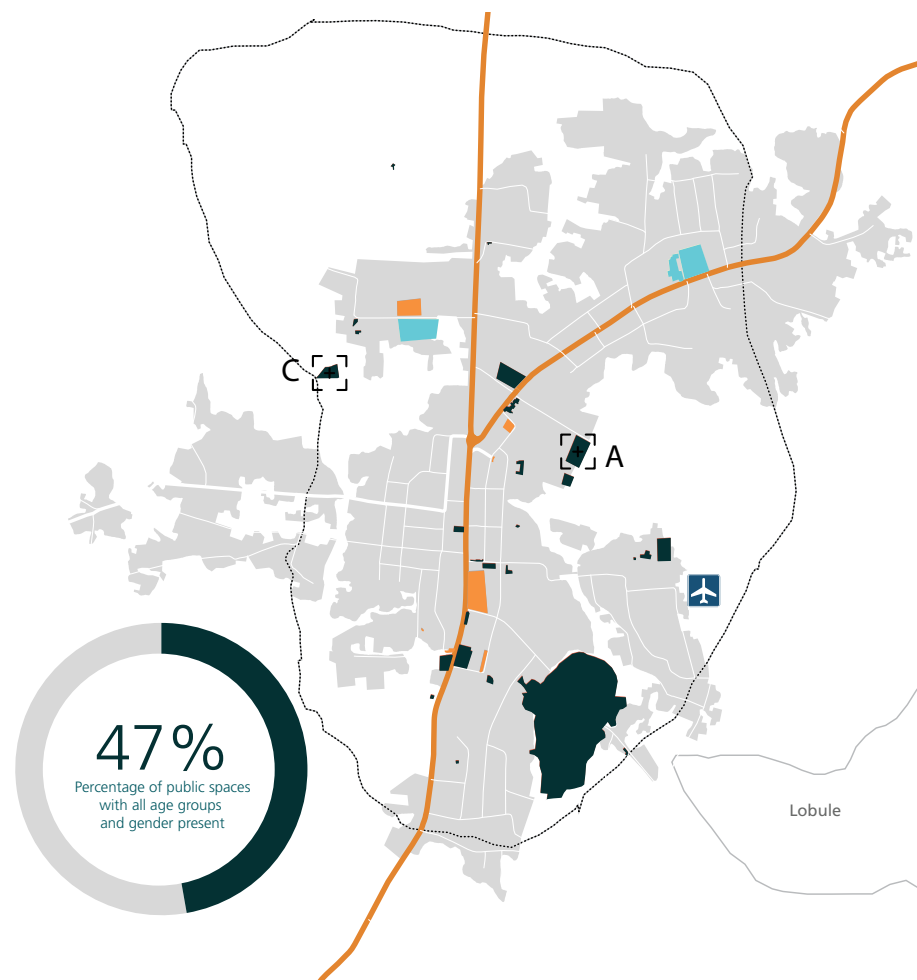
O V E R A L L

22% (Percentage of public spaces that are perceived as very safe)
58% (Percentage of public spaces that are perceived as very safe)
27% (Percentage of public spaces that are perceived as very safe)

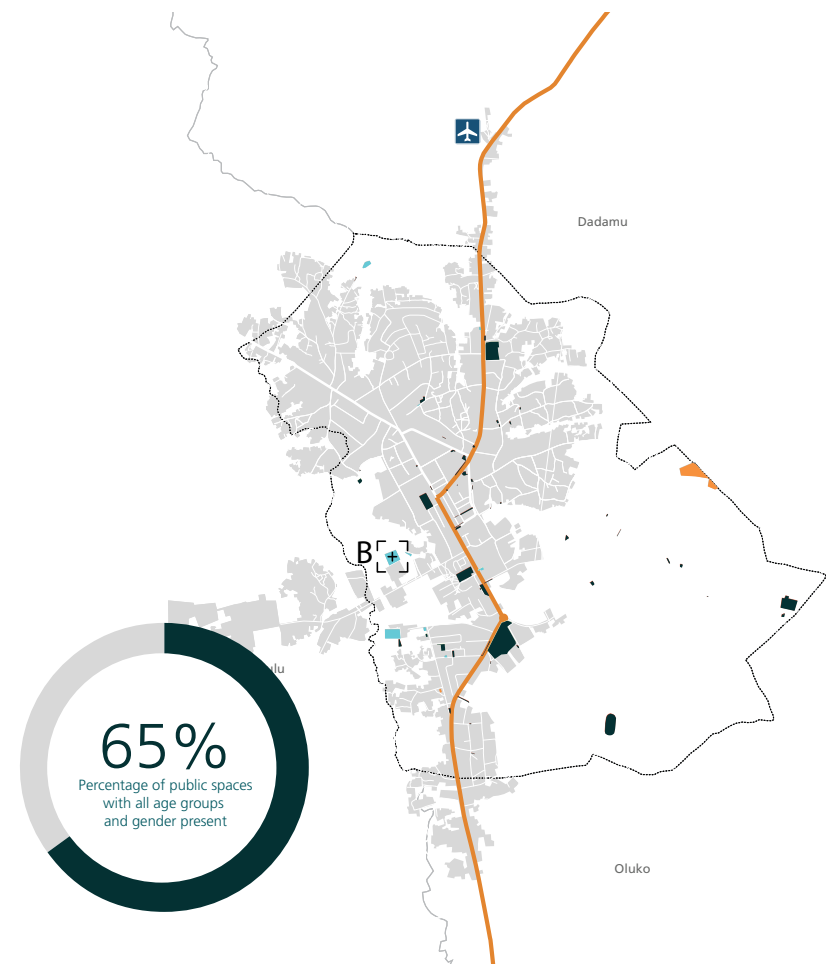
OPEN PUBLIC SPACE ASSESSMENT

USE AND USER ASSEMENT PROMOTING INCLUSIVITY

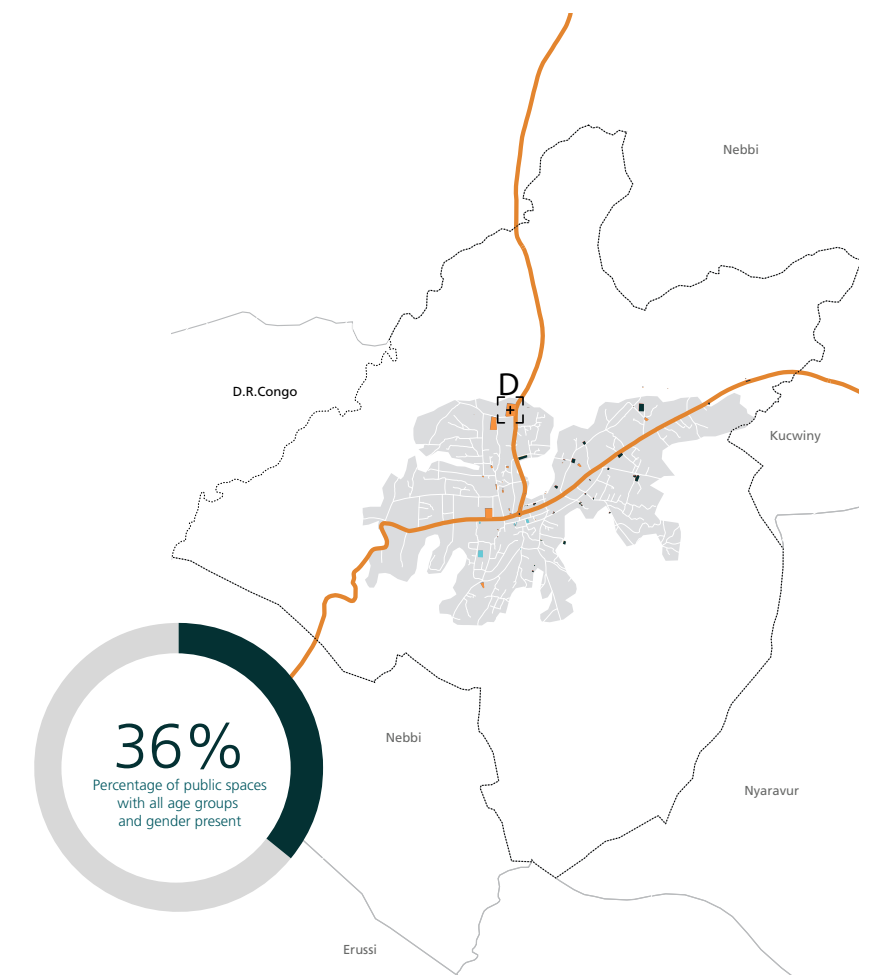
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY



NEBBI MUNICIPALITY



Good representation of age and gender
 Fair representation of age and gender
 Poor representation of age and gender
 Neighboring sub-districts

(Women as indicators of safety)

Gender survey conducted in the three municipalities' public spaces shows that women are indicators of safety. Out of the 59 public spaces with women present during the survey in Nebbi, 36, which accounts for 61%, were perceived as very safe during the day. None of the public spaces were perceived as unsafe.

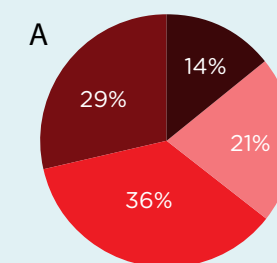


Majority of the public spaces in the three municipalities had persons with disabilities present during the time of assessment. However the spaces are not designed for their needs especially for the deaf and blind.

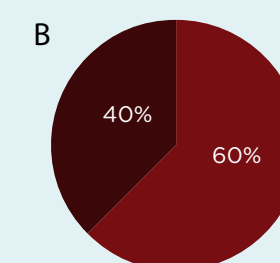


Assessment shows that neighbourhood spaces have the most number of users, and gender balance

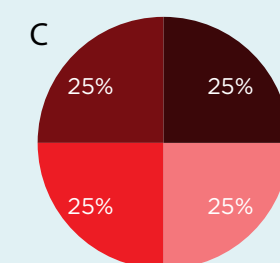
AGE DATA FOR SELECTED PUBLIC SPACES



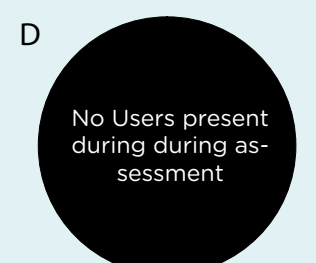
Children (0-14)Yrs



Youth (15-24)Yrs

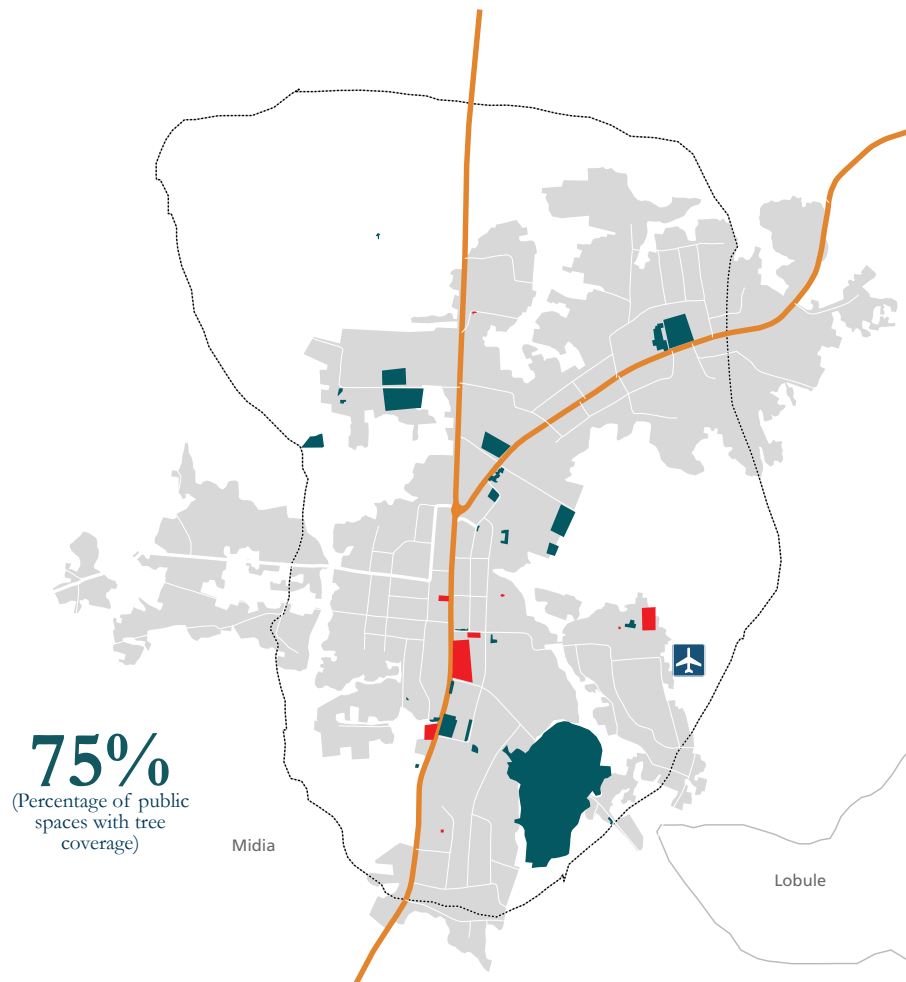


Adult (25-60)Yrs

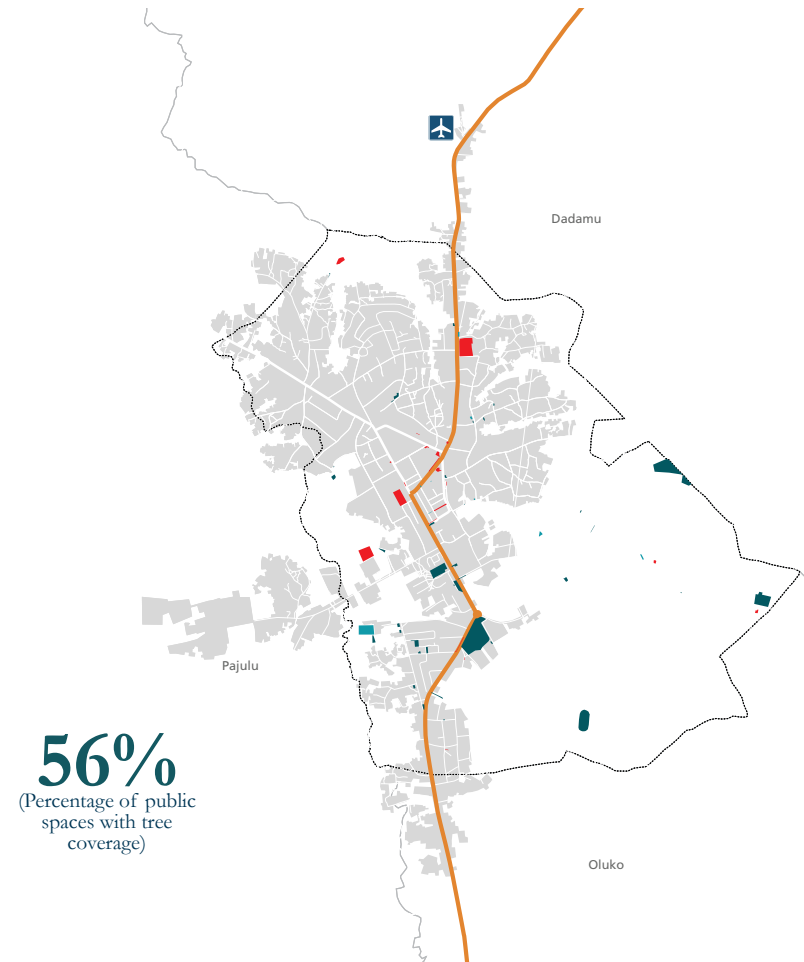


Elderly (60+)Yrs

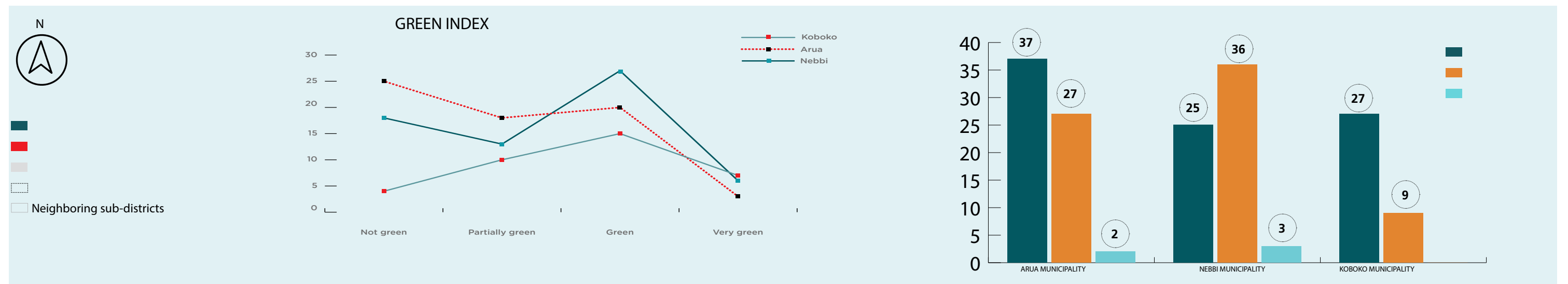
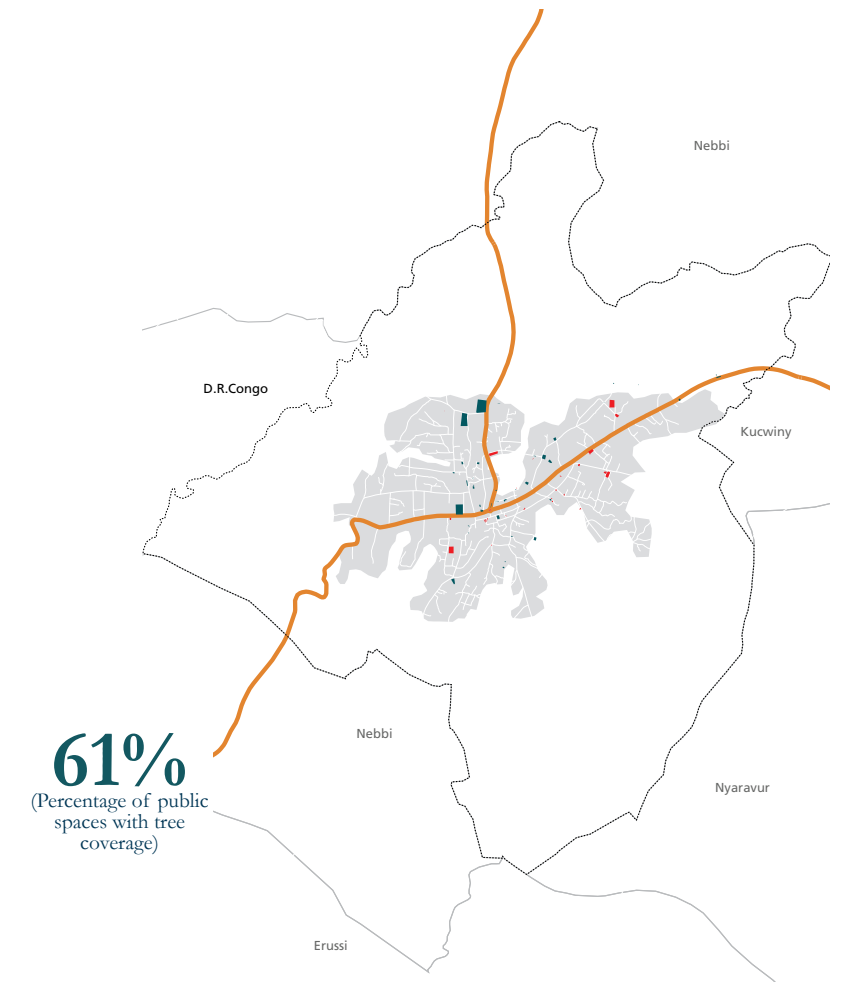
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY



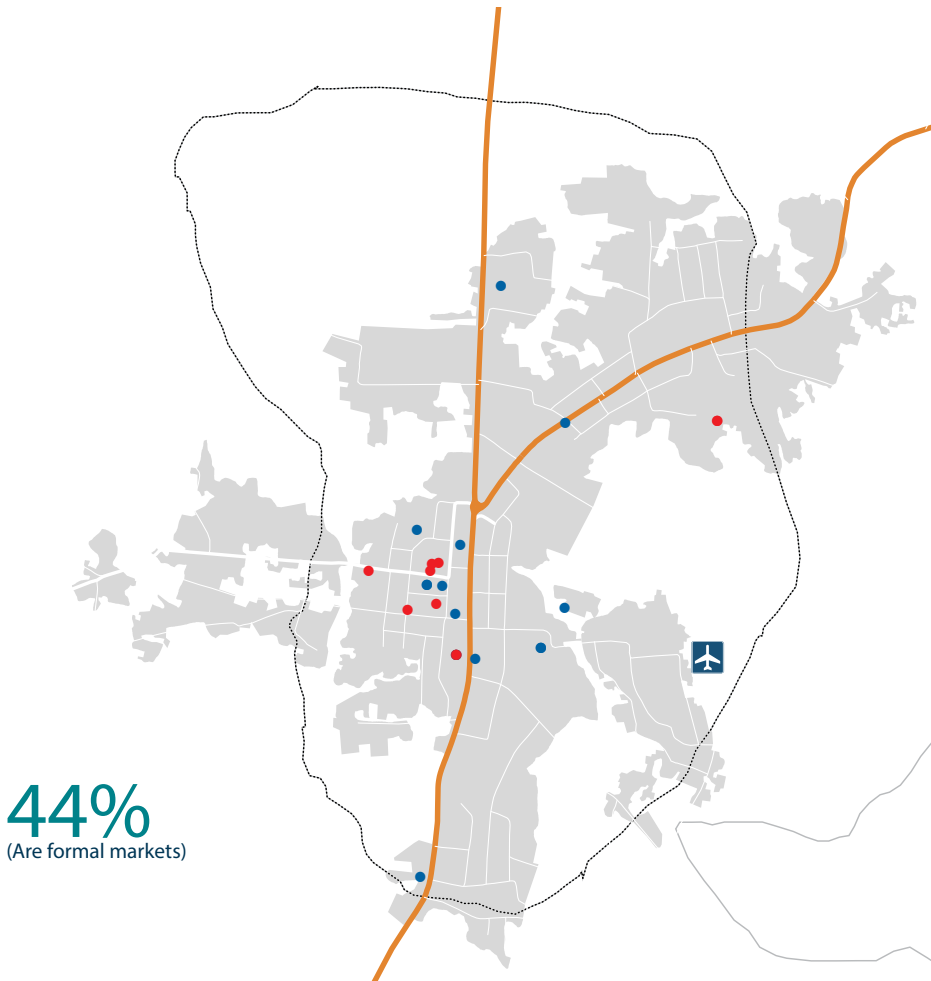
NEBBI MUNICIPALITY



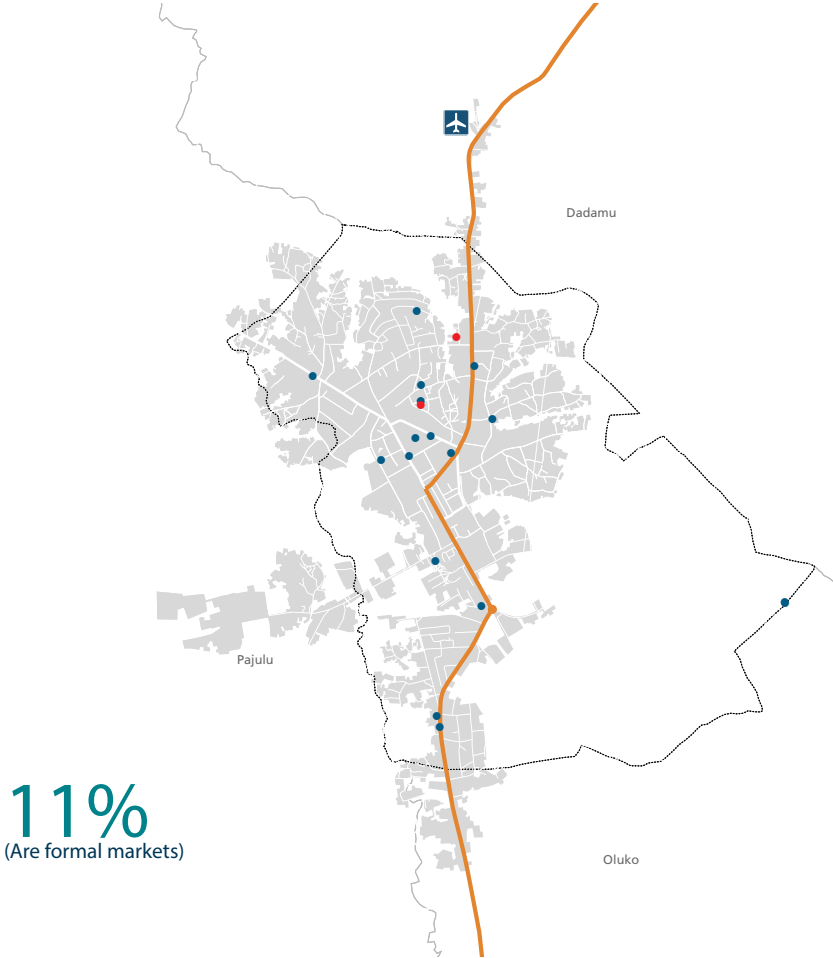
MARKET SPACE ASSESSMENT

MANAGEMENT AND MAINTENANCE

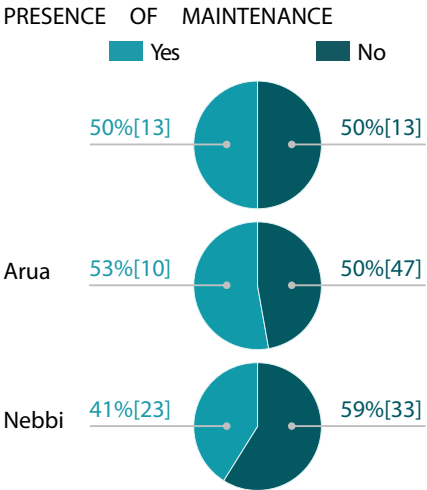
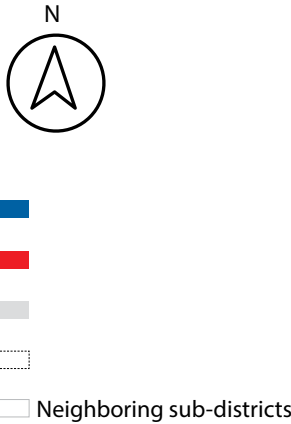
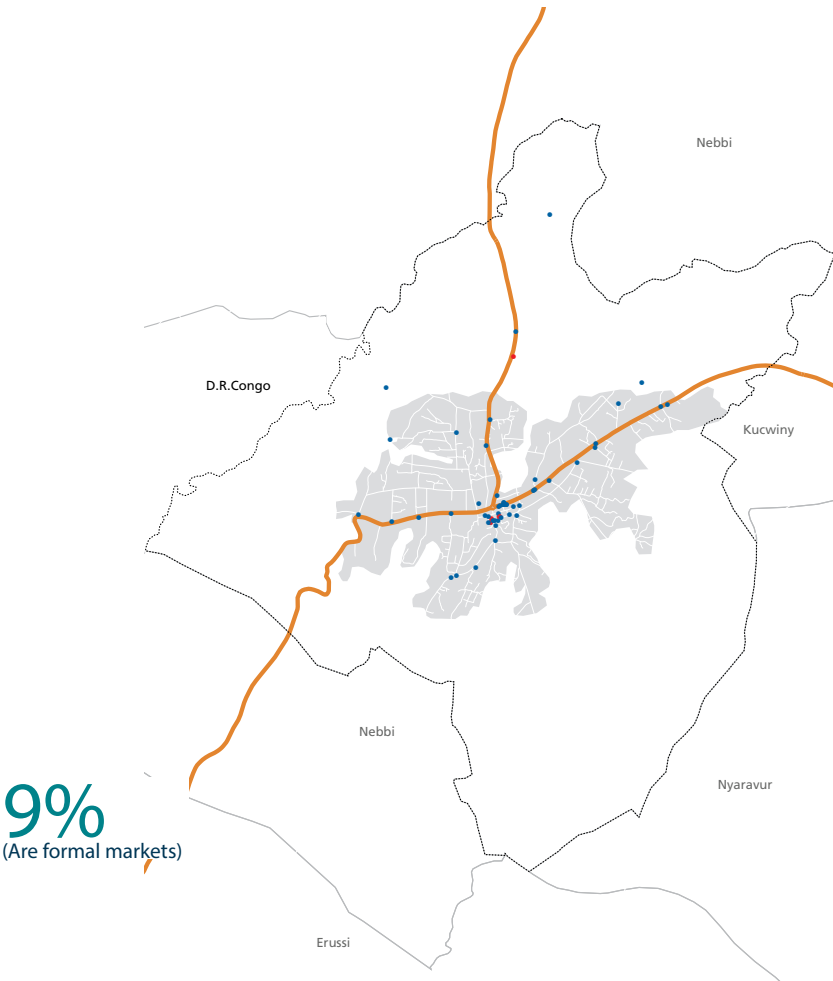
KOBOKO MUNICIPALITY



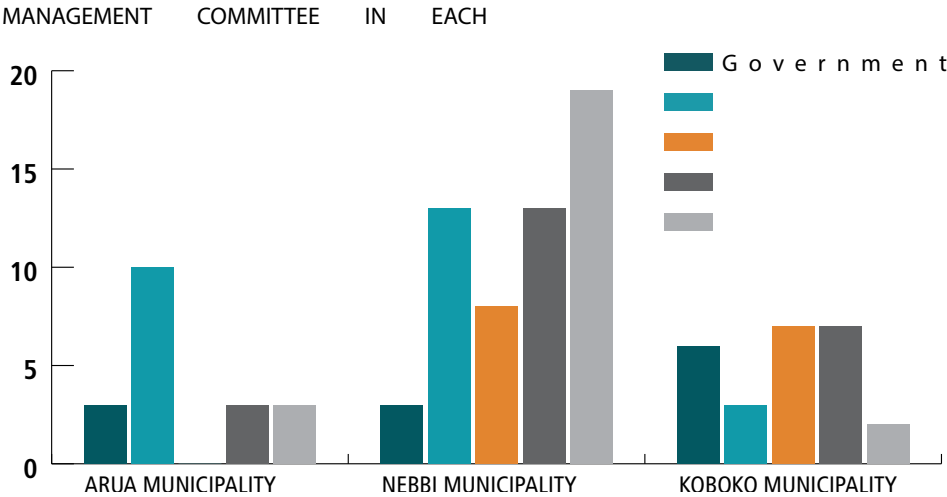
ARUA MUNICIPALITY



NEBBI MUNICIPALITY



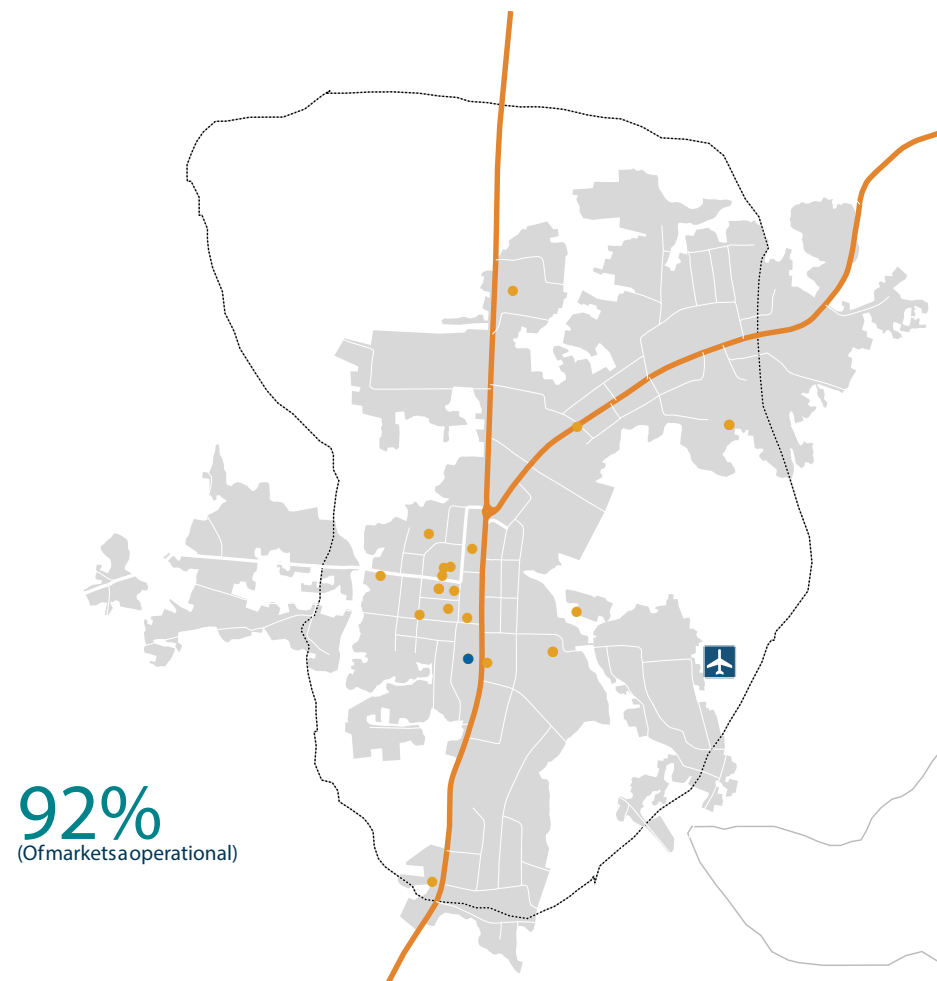
SOURCE OF FUNDING FOR		Arua (36)	Nebbi (56)
National government	1	0	0
Municipal government	6	8	17
Merchants	10	11	28



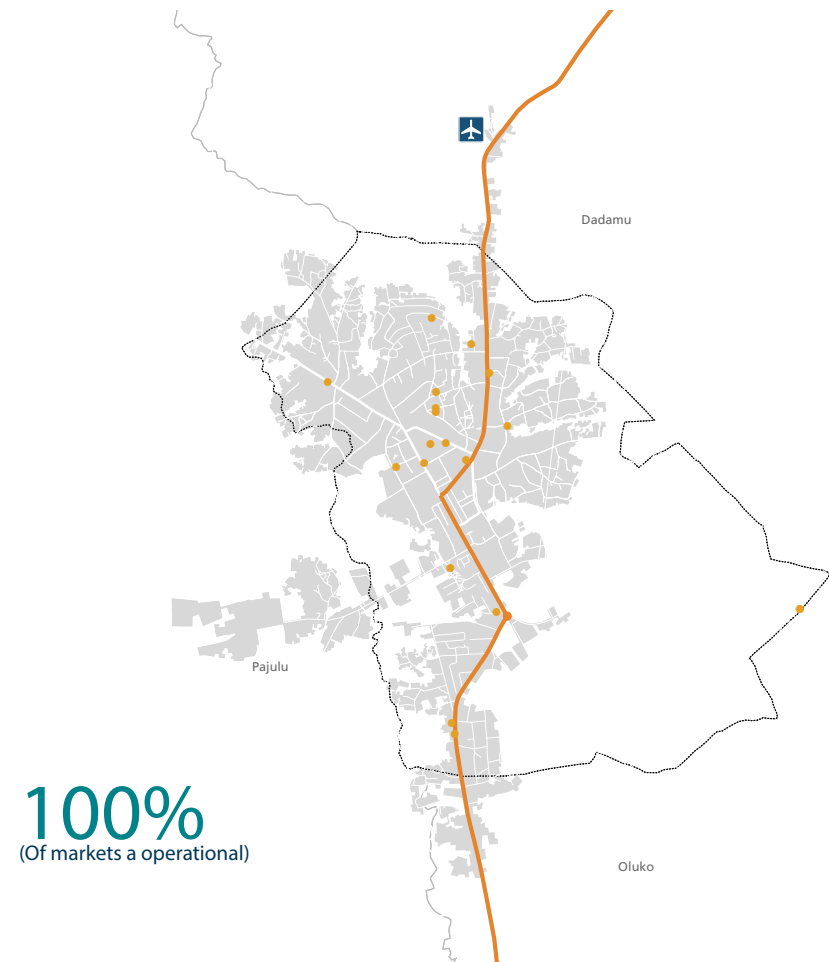
MARKET SPACE ASSESSMENT

MARKET OPERATIONS

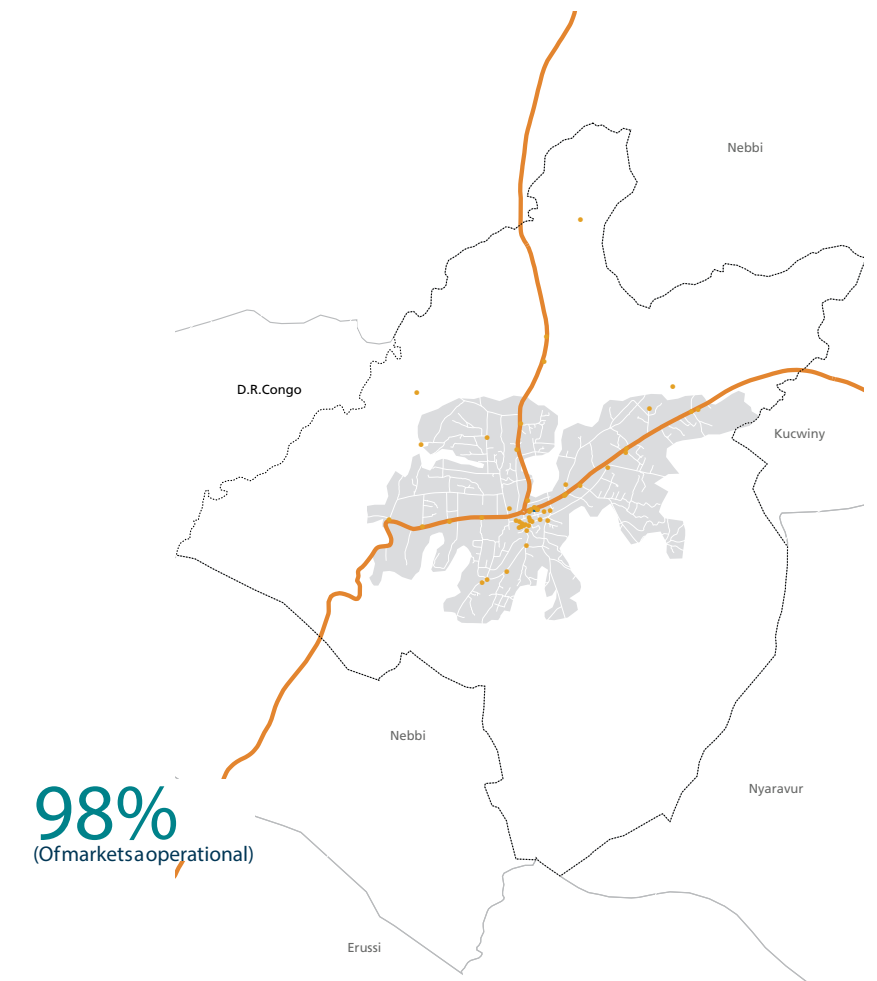
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY

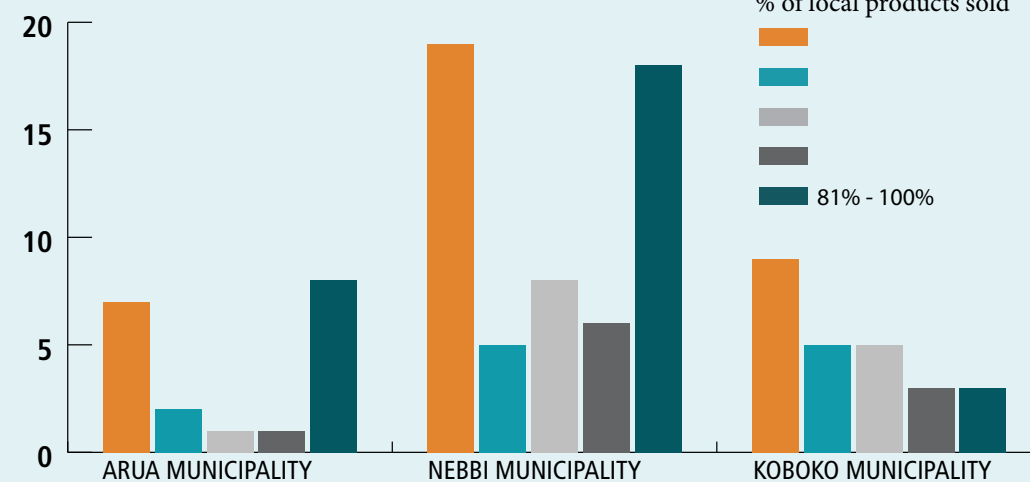


NEBBI MUNICIPALITY



Neighboring sub-districts

NUMBER OF MARKETS SELLING LOCAL PRODUCTS



NUMBER OF MARKETS SELLING DIFFERENT PRODUCTS

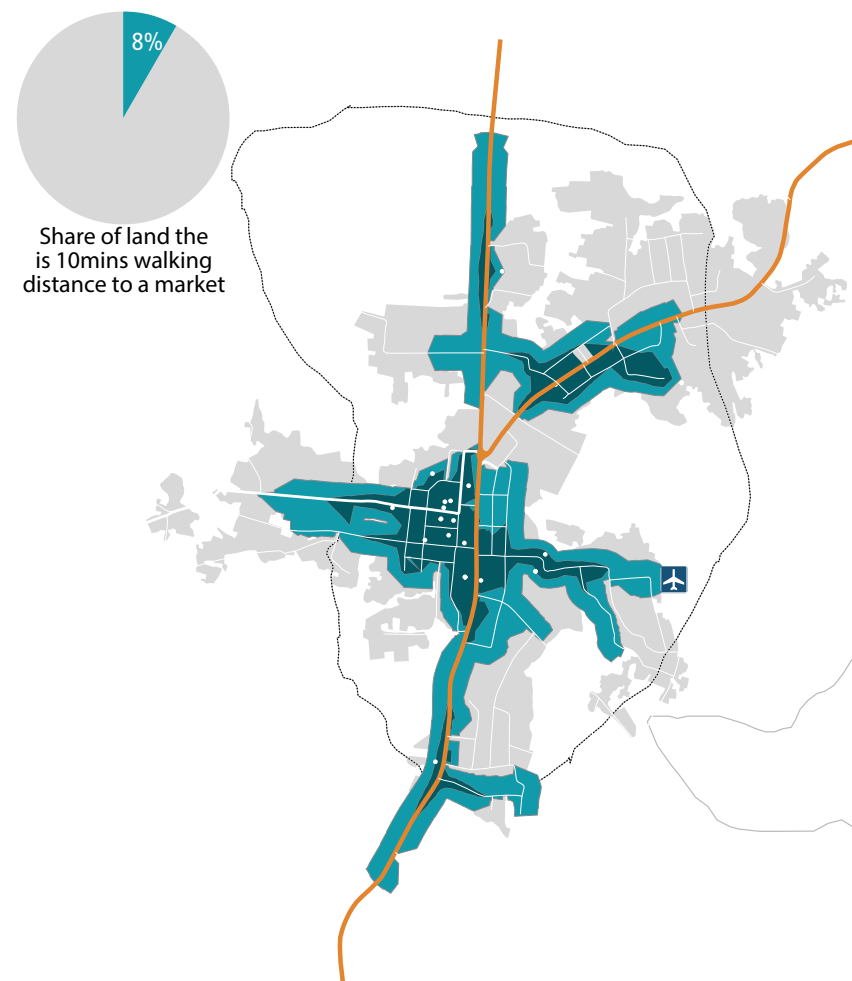
	Koboko (31)	Arua (36)	Nebbi (56)
Antiques	0	3	3
Artisan	0	3	14
Fresh vegetables and fruits	17	10	43
Animal produce	1	1	4
Flowers	0	0	0
Used products	6	5	17

% of markets with permanent vending stalls	Koboko 13%	Arua 14%	Nebbi 21%
% of markets with toilets	Koboko 50%	Arua 16%	Nebbi 29%
% of markets with electricity	Koboko 27%	Arua 16%	Nebbi 50%
% of markets with water	Koboko 15%	Arua 47%	Nebbi 34%

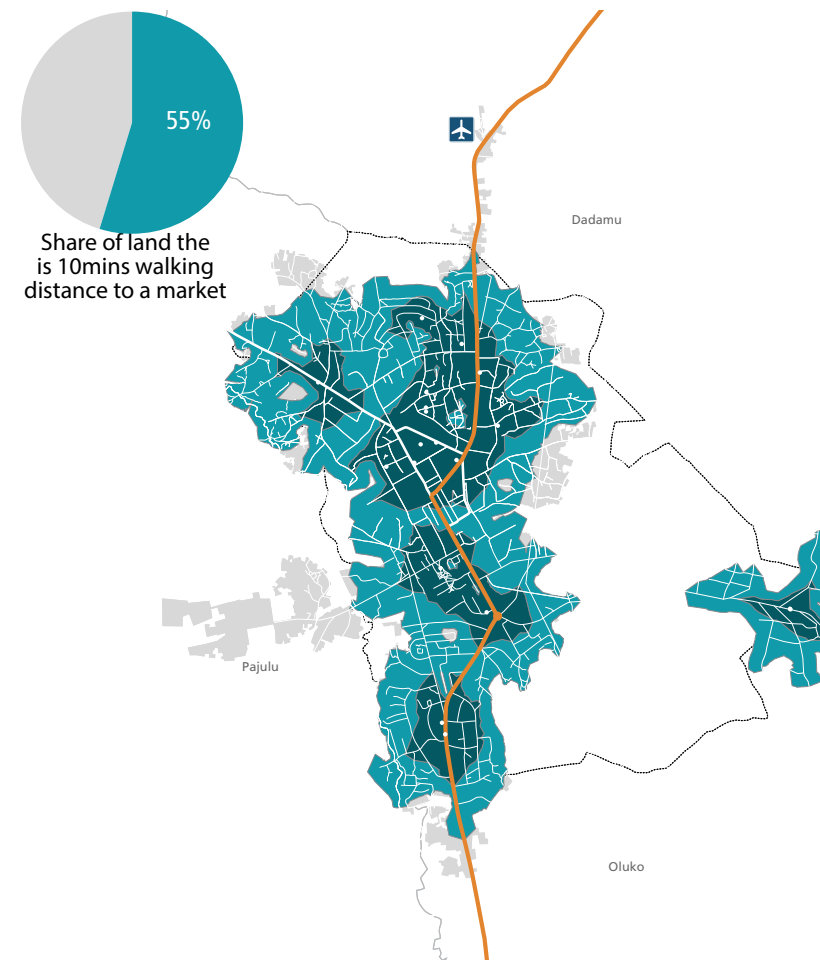
MARKET SPACE ASSESSMENT

ACCESSIBILITY ASSESSMENT OF MARKETS

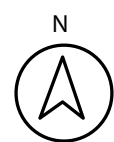
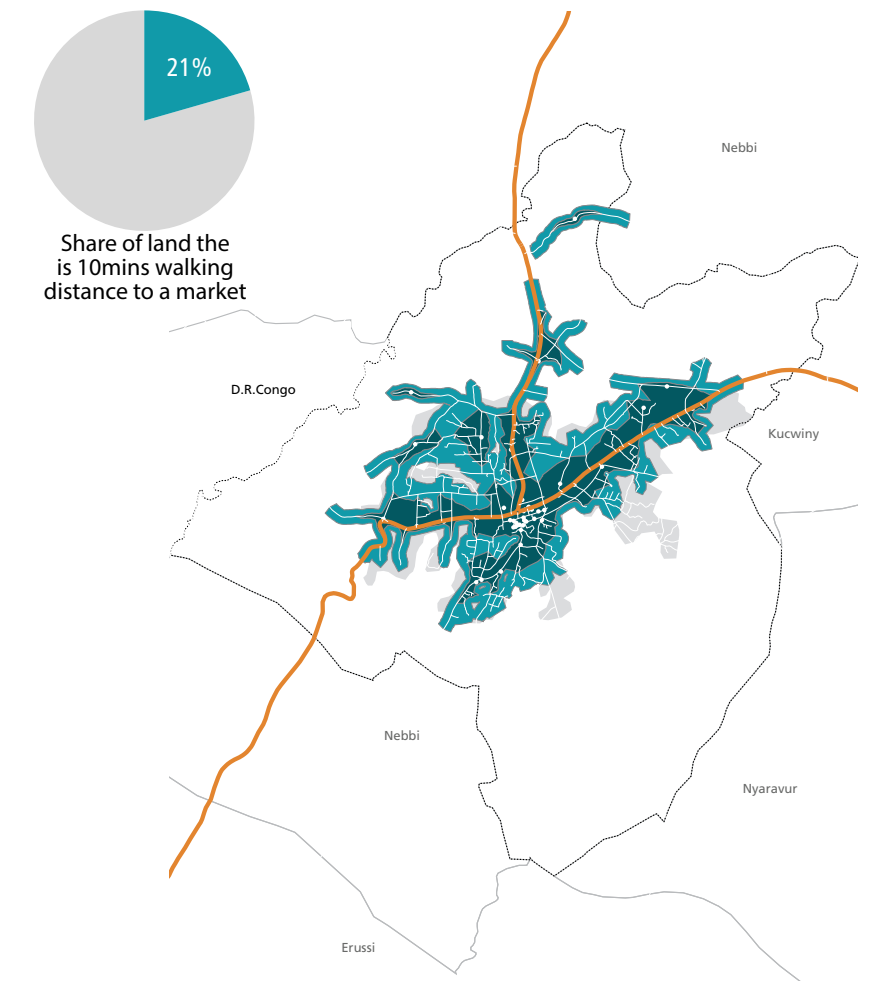
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY



NEBBI MUNICIPALITY



Neighboring sub-districts

MARKETS WITH FACILITIES TO ACCESS THEM

	Koboko (31)	Arua (36)	Nebbi (56)
Wheelchair access	11	10	36
Vehicular access	1	5	3
Paved cycle way	9	11	19
Paved sidewalk	14	14	24
Public transport	2	3	21

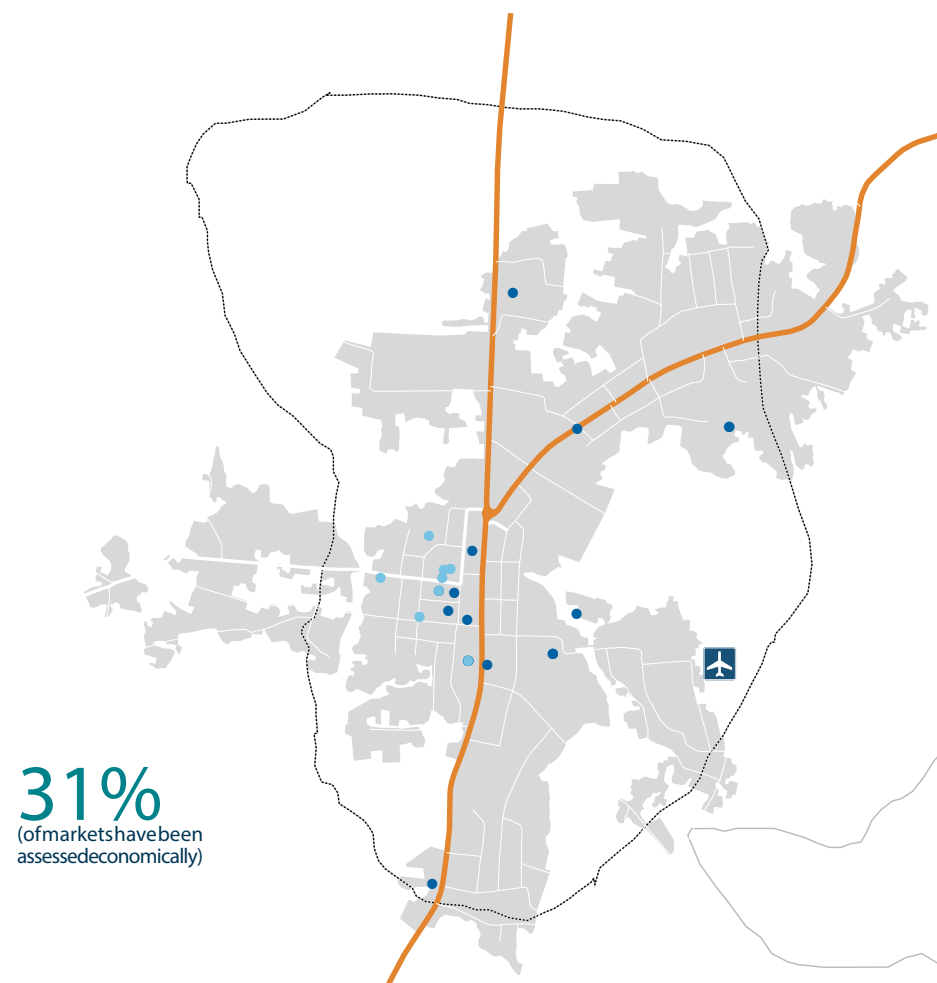


MODE OF TRANSPORT USED BY VENDORS					
Koboko	73%	Koboko	46%	Koboko	0%
Arua	58%	Arua	37%	Koboko	23%
Nebbi	98%	Nebbi	39%	Arua	16%
				Nebbi	23%
				Koboko	42%
				Arua	74%
				Nebbi	36%
				Koboko	31%
				Arua	42%
				Nebbi	20%
MODE OF TRANSPORT USED BY CUSTOMERS					
Koboko	88%	Koboko	50%	Koboko	4%
Arua	89%	Arua	63%	Arua	0%
Nebbi	100%	Nebbi	50%	Nebbi	5%
				Koboko	15%
				Arua	11%
				Nebbi	29%
				Koboko	50%
				Arua	47%
				Nebbi	39%
				Koboko	19%
				Arua	21%
				Nebbi	27%

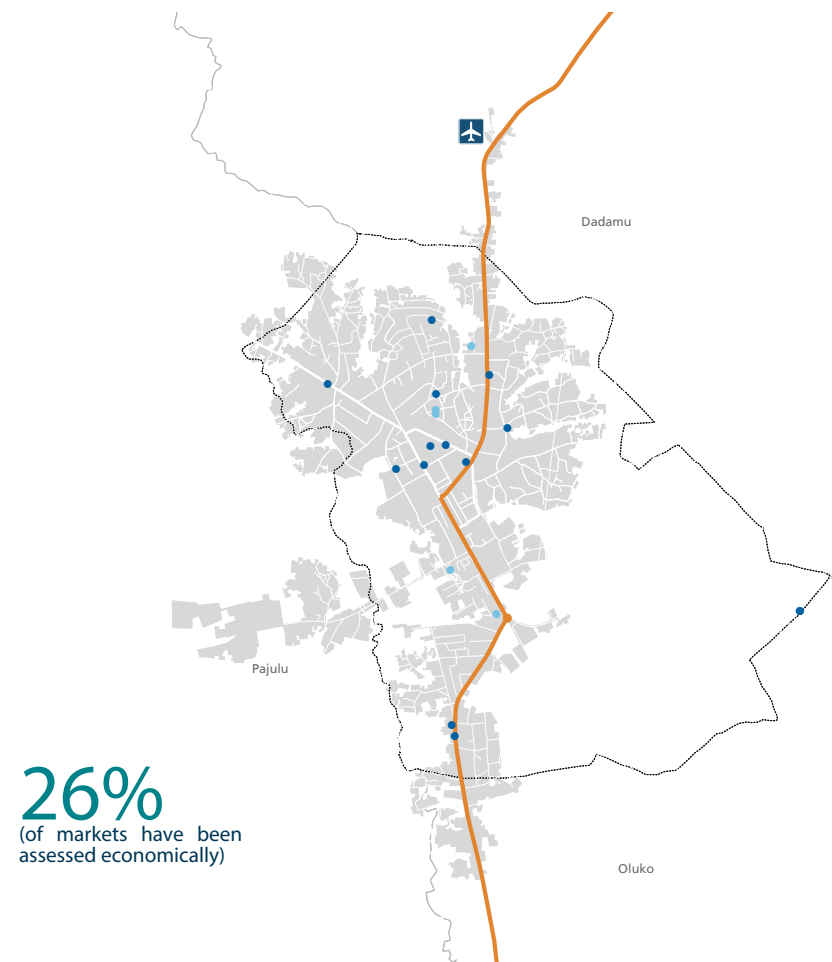
MARKET SPACE ASSESSMENT

ECONOMIC ASSESSMENT

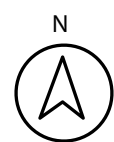
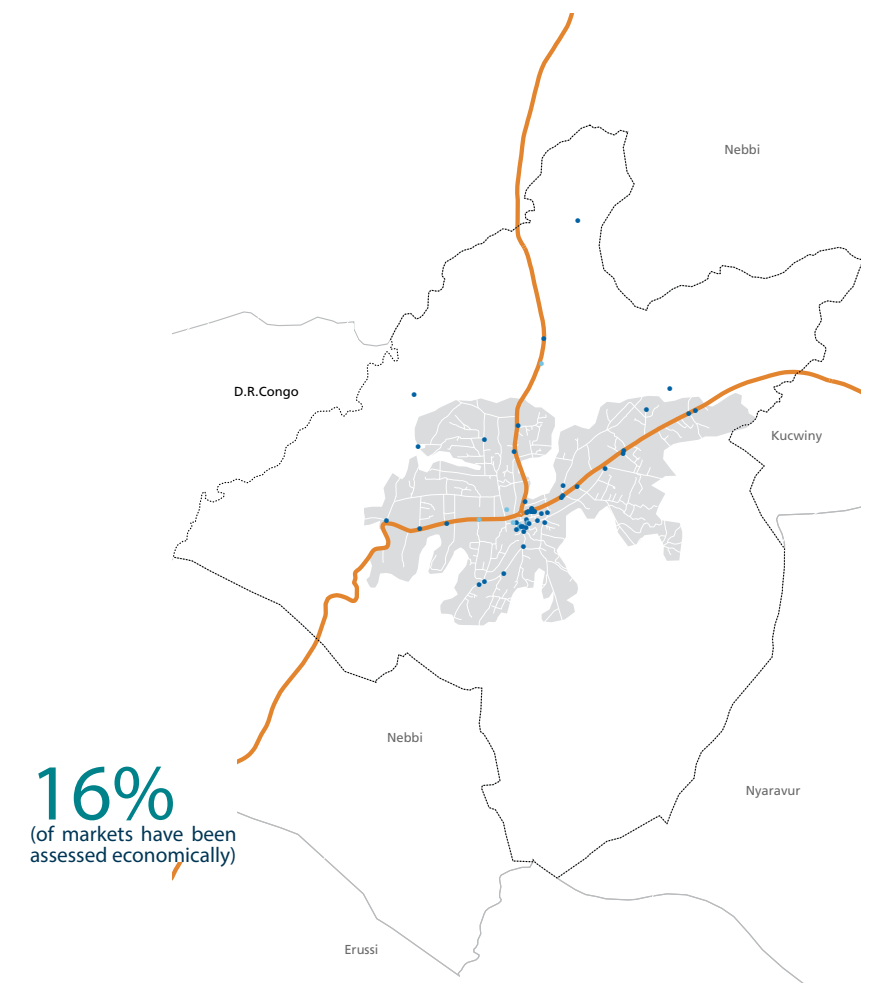
KOBOKO MUNICIPALITY



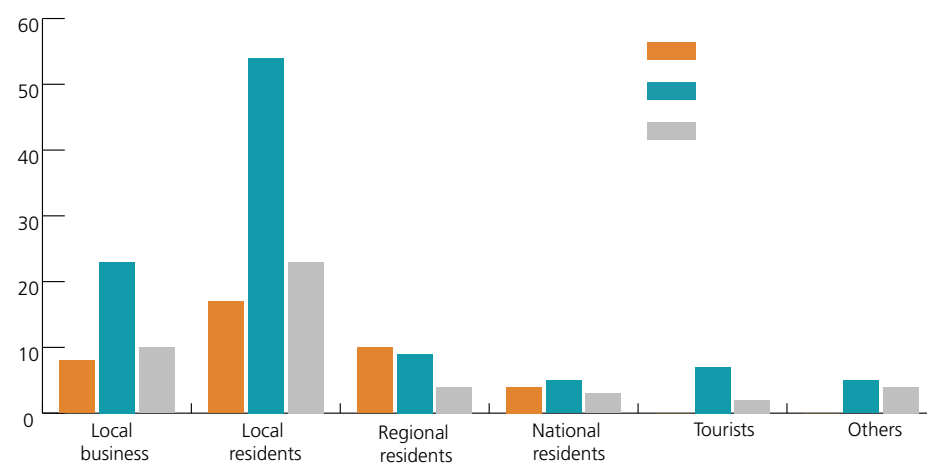
ARUA MUNICIPALITY



NEBBI MUNICIPALITY



- Economic assessment has been
- Economic assessment has not been
- Neighboring sub-districts



PAYMENT OF STALL BY VENDORS with a formalized

50%

37%

30%

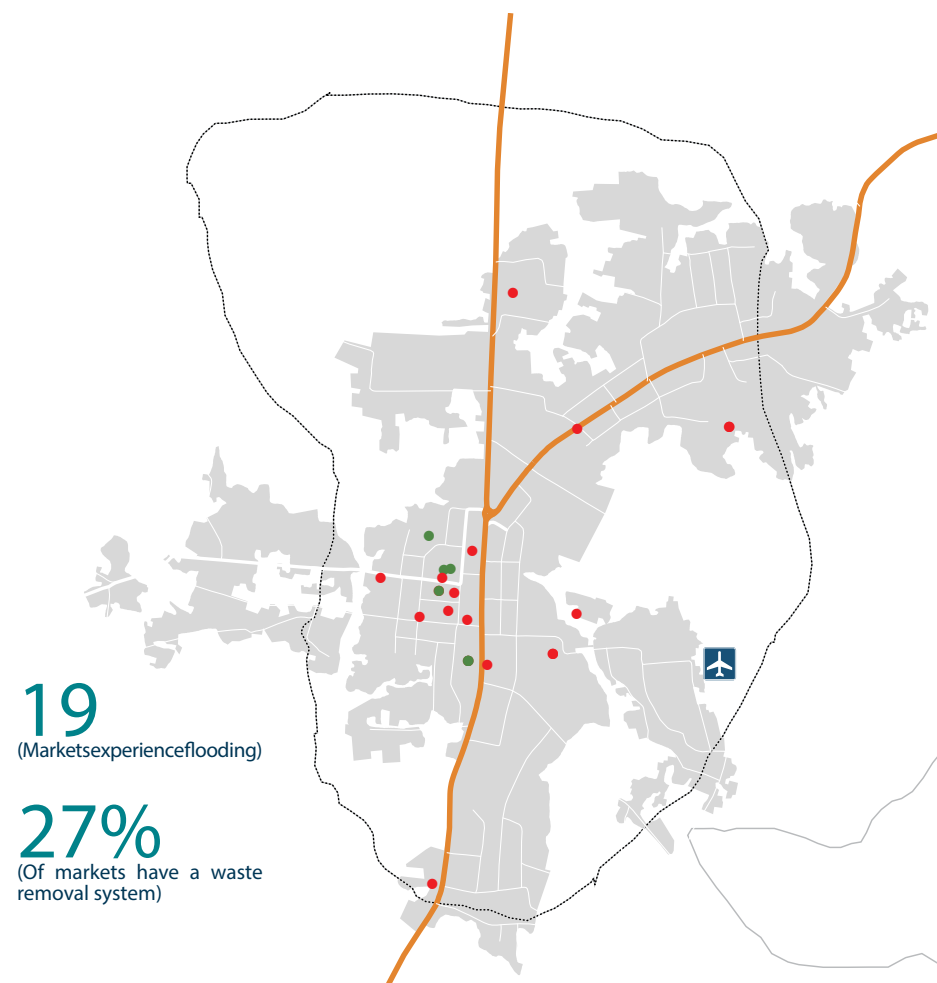
	Koboko (31)	Arua (36)	Nebbi (56)
Government	2	2	3
Market owner	2	3	2
Market committee	7	5	5
Owner vs Vendor negotiation	3	0	9

MARKET SPACE ASSESSMENT

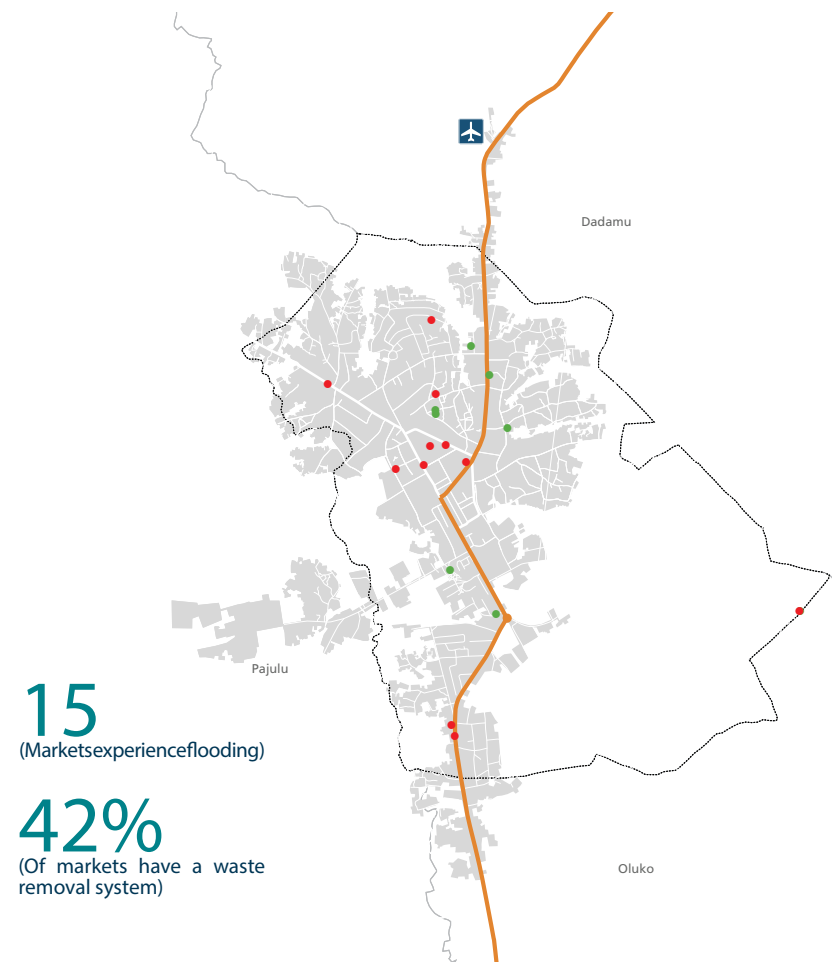
ENVIRONMENTAL ASSESSMENT MEASURING QUALITY OF STAY

QUALITY OF STAY

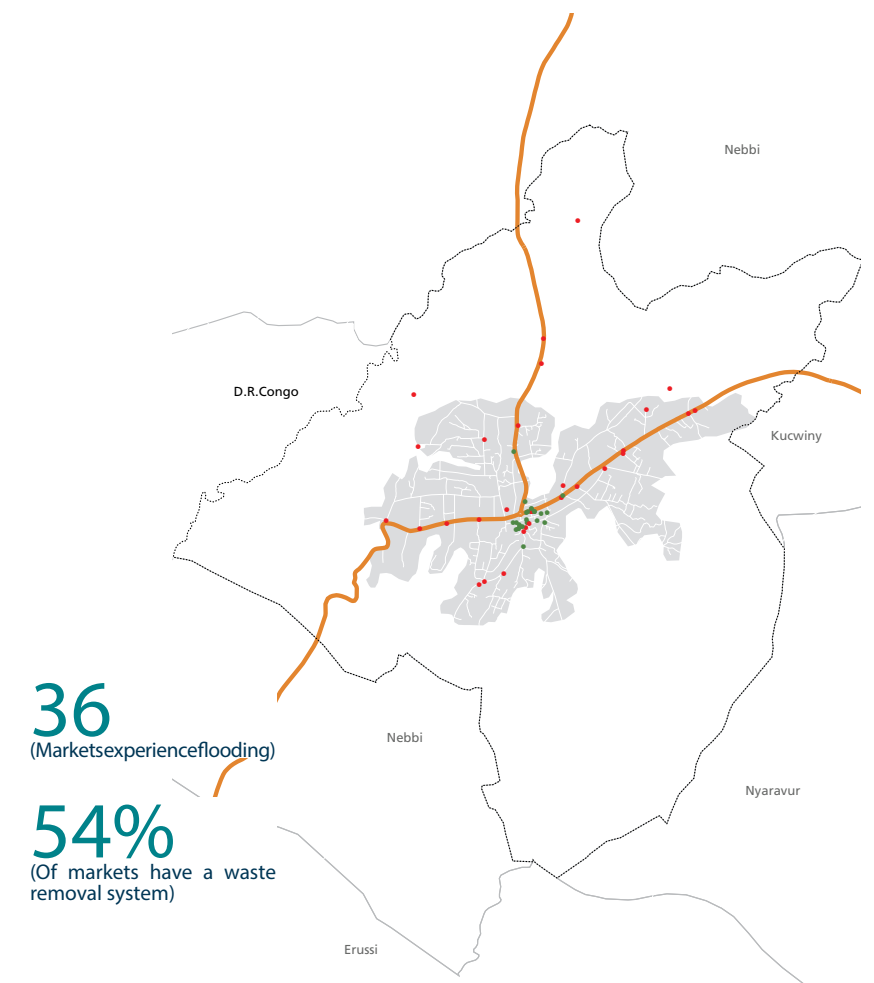
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY



NEBBI MUNICIPALITY



- Presence of waste removal
- Neighboring sub-districts

	Koboko (31)	Arua (36)	Nebbi (56)
Local Government	5	5	19
Community groups	2	3	2
Private contractors	0	0	2

Percentage of markets with garbage disposed in its environs



58% **88%** **64%**

Percentage of markets that recycle waste



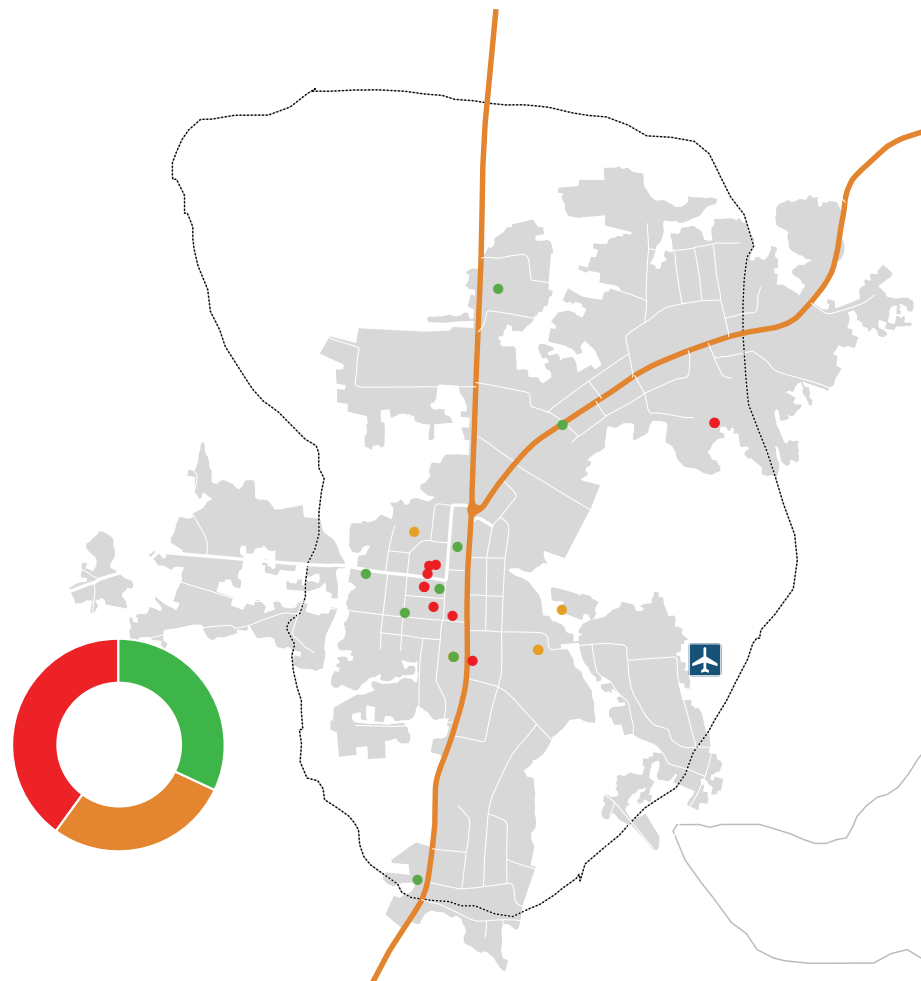
10% **14%** **23%**

	Koboko (31)	Arua (36)	Nebbi (56)
Once a day	3	6	17
Twice a day	0	1	5
Once a week	4	1	2

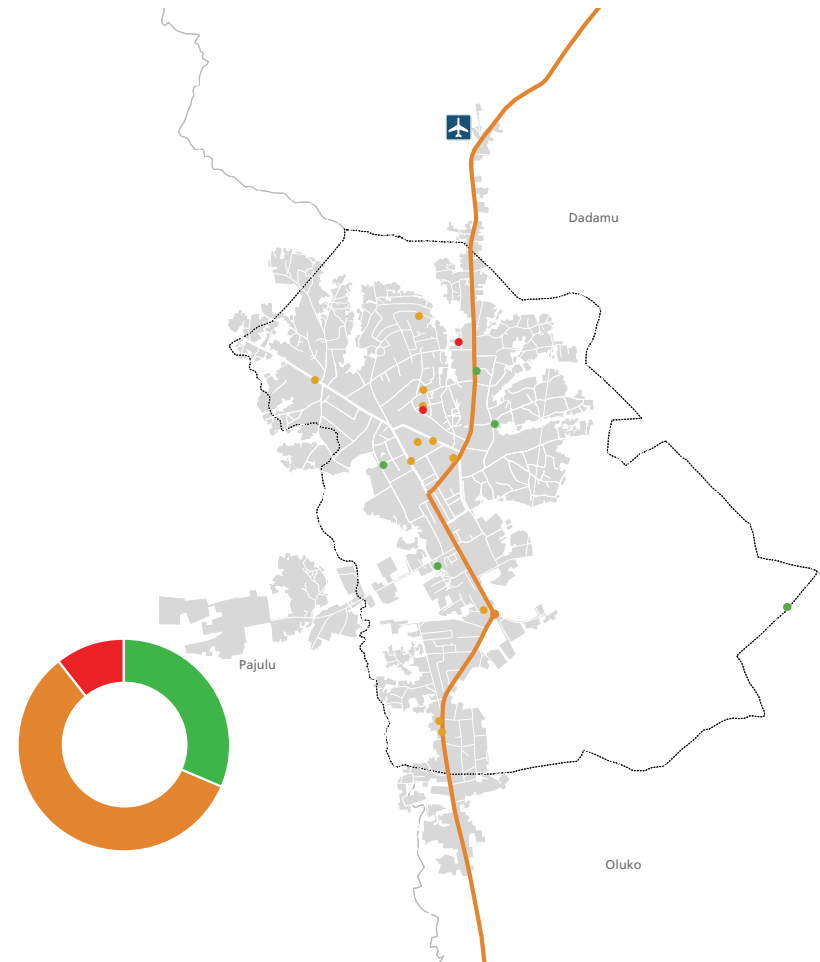
MARKET SPACE ASSESSMENT

COMFORT AND SAFETY

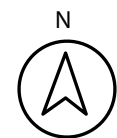
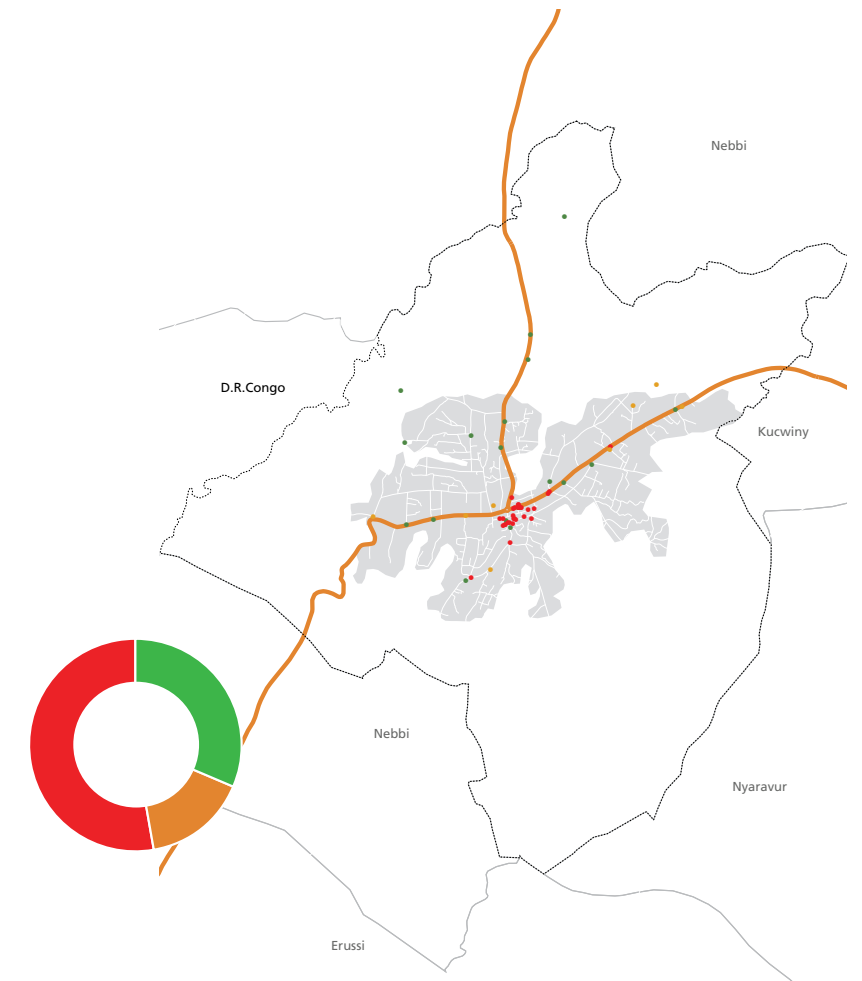
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY



NEBBI MUNICIPALITY



■ Green
■ Orange
■ Red
 Neighboring sub-districts

	Koboko (26)	Arua (19)	Nebbi (56)
Between vendors	23	34	35
Between vendor and client	14	16	26
Between vendor and government	5	22	11
Between vendor and security	1	14	6
Other	2	1	1

PRESENCE OF BAD SMELL
WITHIN MARKETS

38%

11%

32%

 Koboko 19%
 Arua 0%
 Nebbi 29%

 Koboko 0%
 Arua 0%
 Nebbi 9%

 Koboko 50%
 Arua 16%
 Nebbi 29%

 Koboko 4%
 Arua 0%
 Nebbi 4%

 Koboko 8%
 Arua 26%
 Nebbi 9%

 Koboko 23%
 Arua 58%
 Nebbi 21%

 Koboko 0%
 Arua 5%
 Nebbi 4%

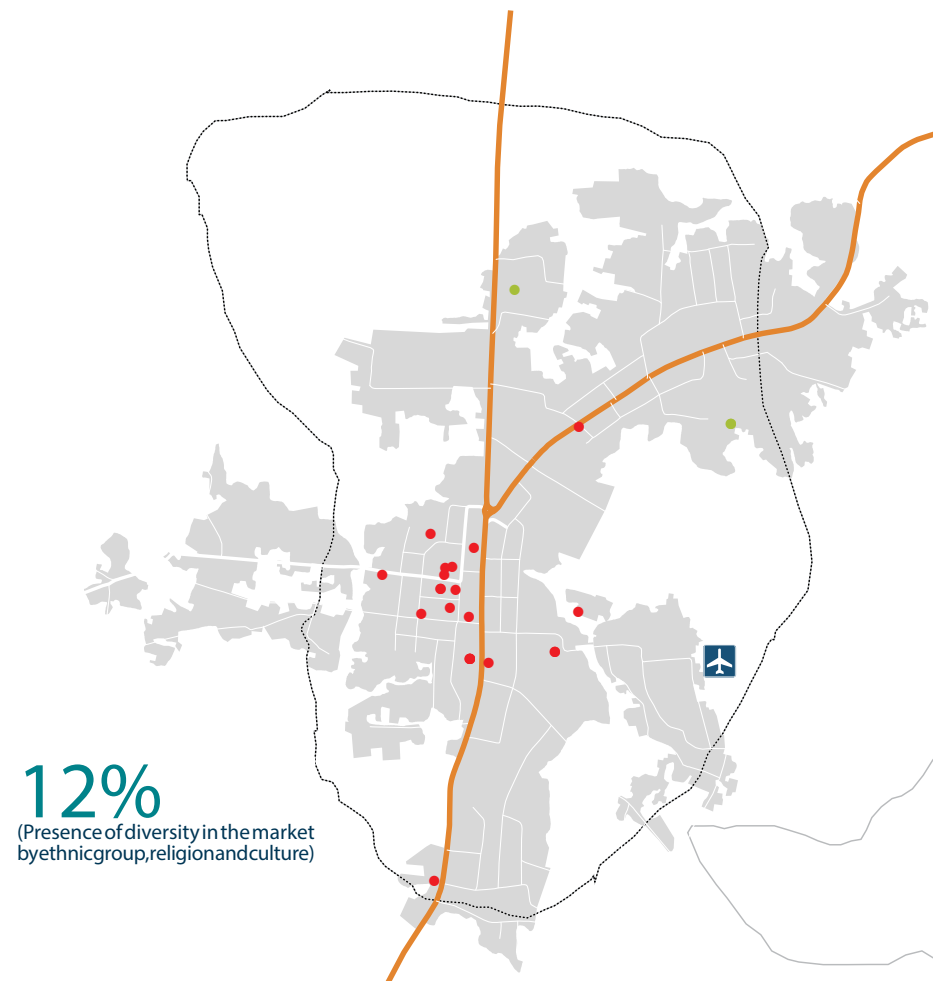
 Koboko 31%
 Arua 21%
 Nebbi 30%

 Koboko 23%
 Arua 21%
 Nebbi 39%

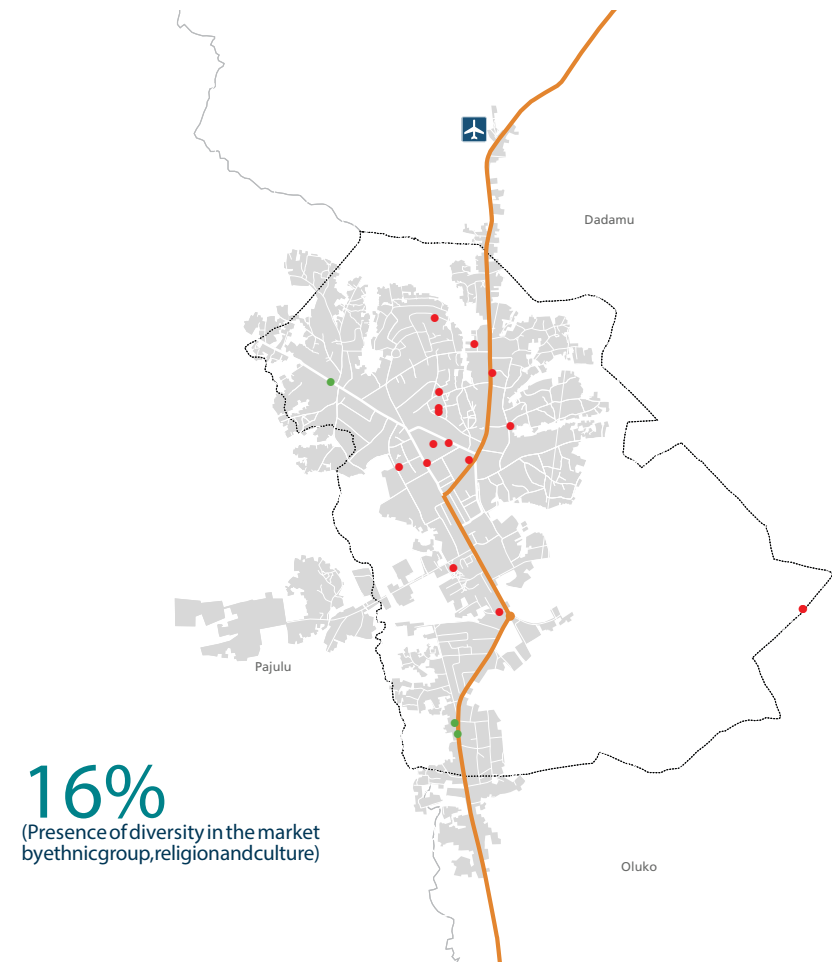
MARKET SPACE ASSESSMENT

SOCIO-CULTURAL ASSESSMENT

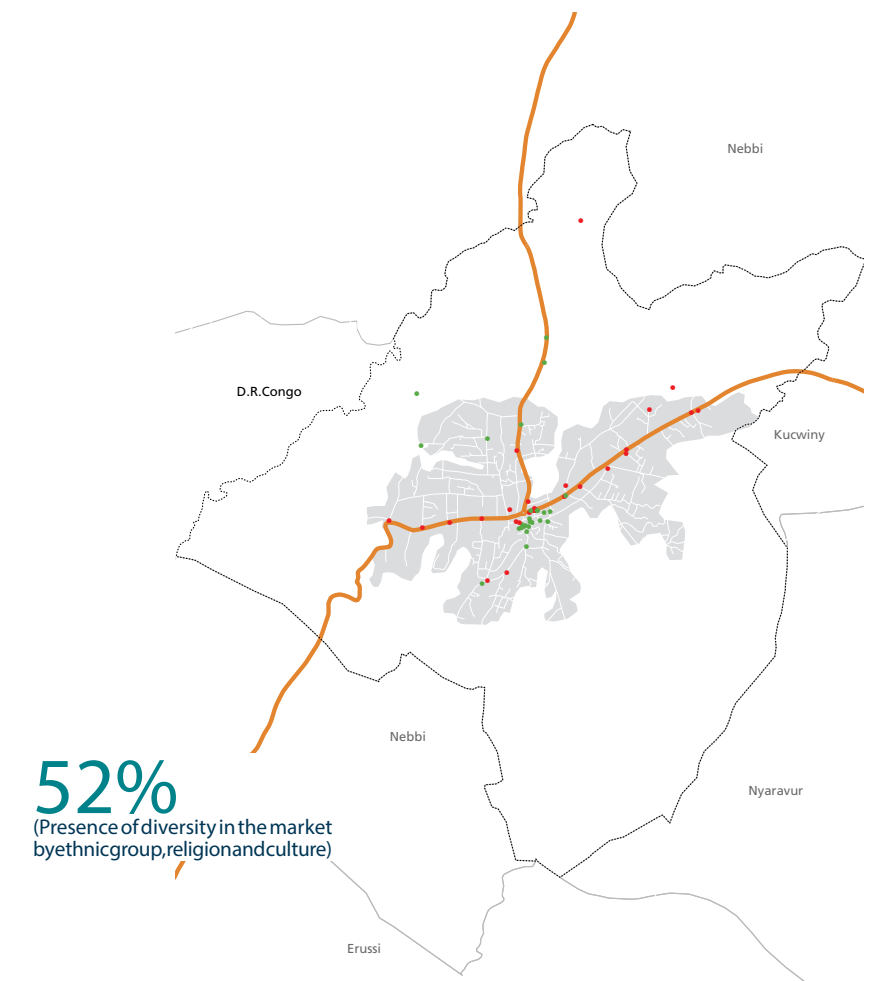
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY



NEBBI MUNICIPALITY

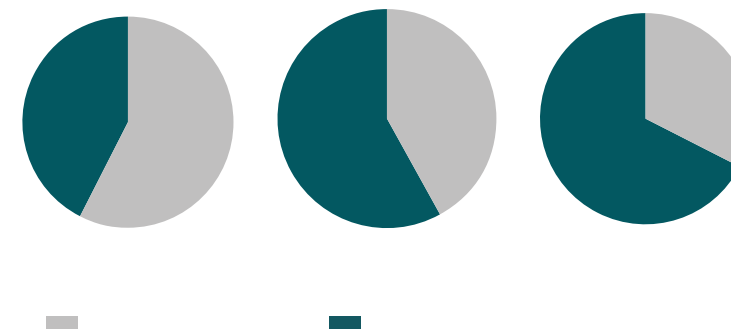


Legend:
 Green dot: Diversity
 Red dot: Market location
 Grey outline: Neighboring sub-districts

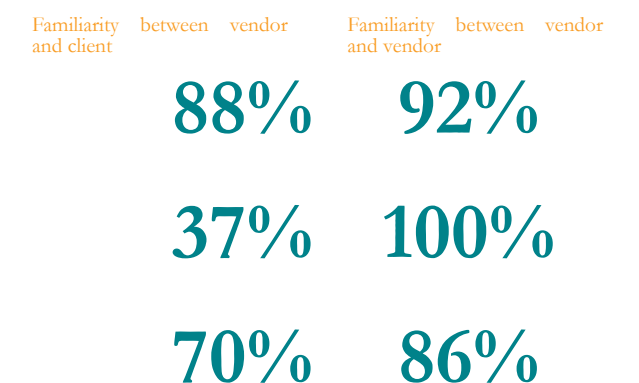
PRESENCE OF SERVICES IN THE MARKETS

	Koboko (31)	Arua (36)	Nebbi (56)
Child care	0	8	1
Canteen	16	17	47
Religious spaces	16	18	31
Accommodation	10	7	26
Security	13	14	20

HISTORIC IMPORTANCE OF THE



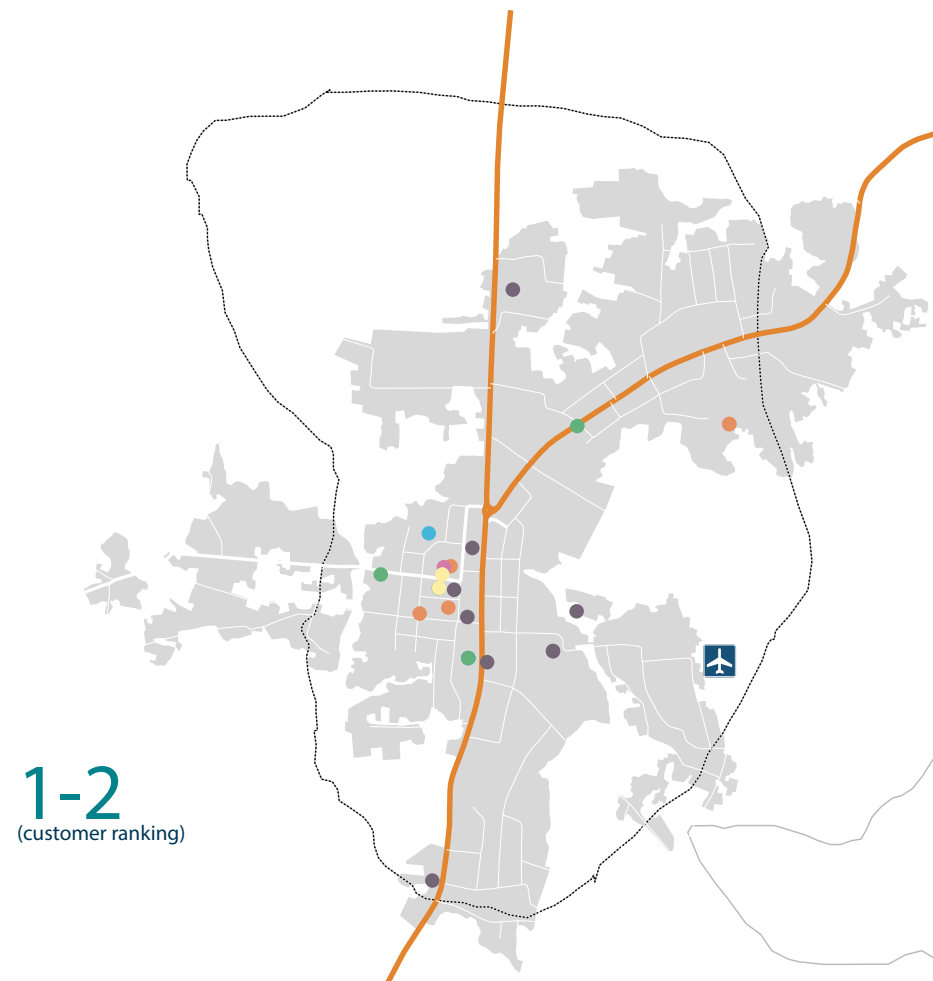
FAMILIARITY BETWEEN VENDORS AND CLIENTS



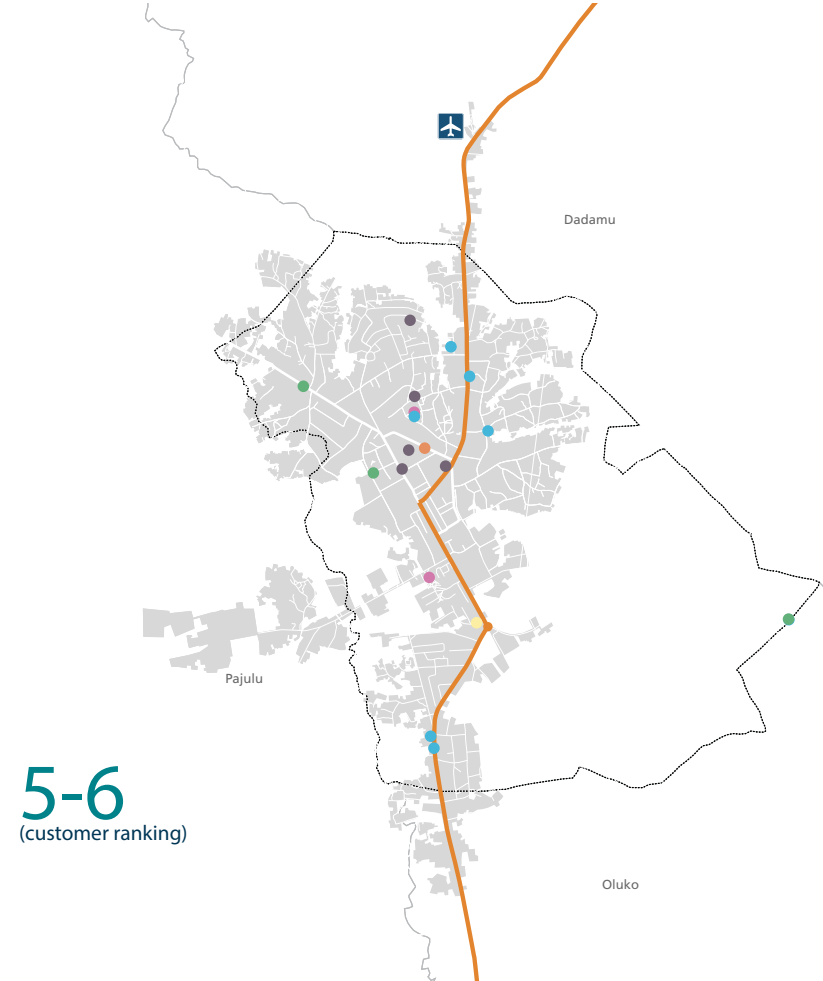
MARKET SPACE ASSESSMENT

SELLER AND CUSTOMER ASSESSMENT

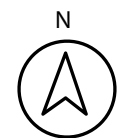
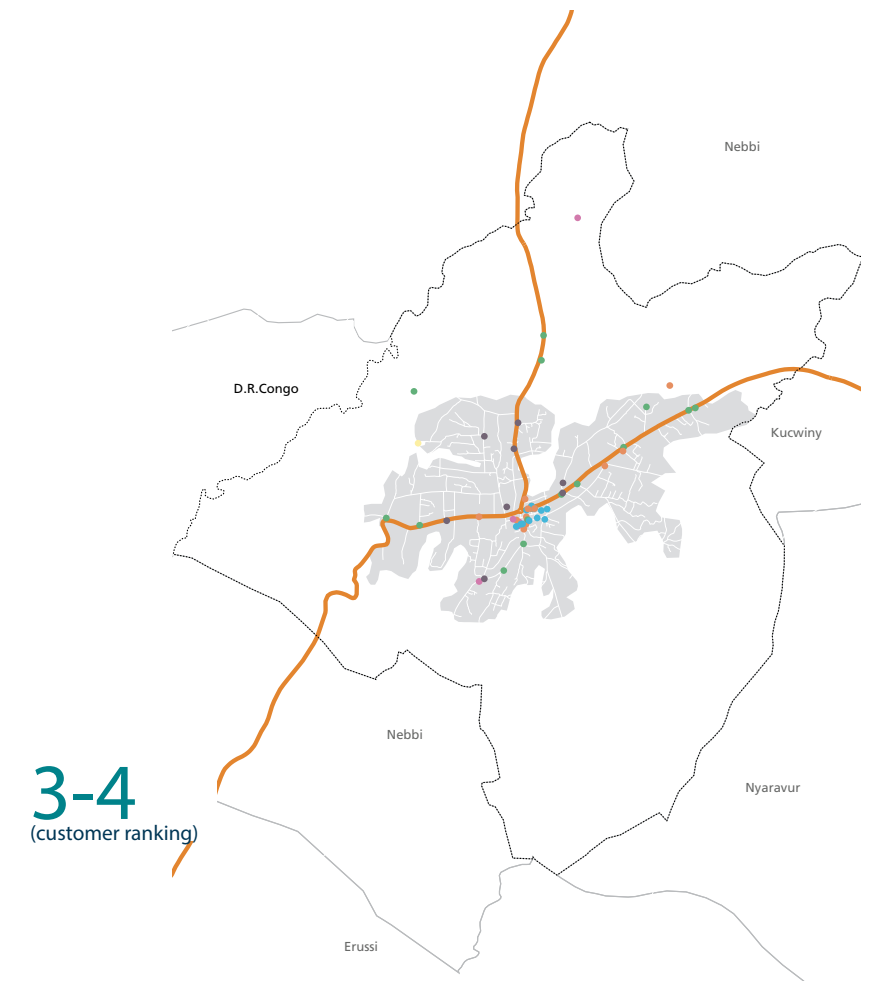
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY



NEBBI MUNICIPALITY

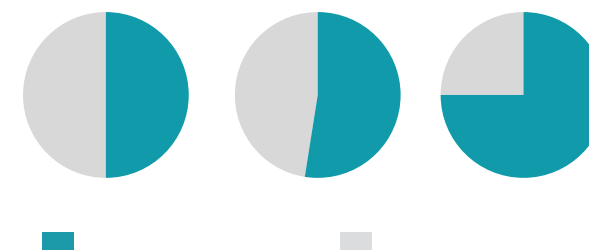


- Neighboring sub-districts
- 9-10
- 7-8
- 5-6
- 3-4
- 1-2

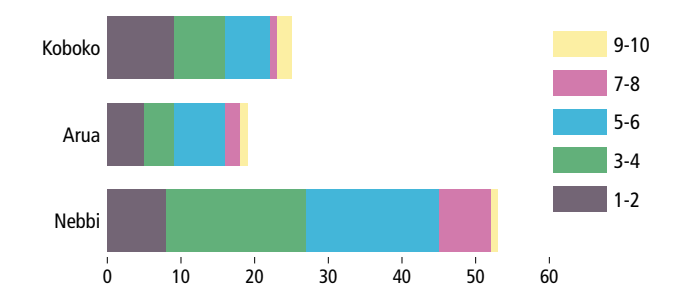
WHY CUSTOMERS CHOOSE SPECIFIC MARKETS

	Koboko (31)	Arua (36)	Nebbi (56)
Quality of Products	11	10	36
Proximity	1	5	3
Competitive prices	9	11	19
No other markets available	14	14	24
Habit	2	3	21

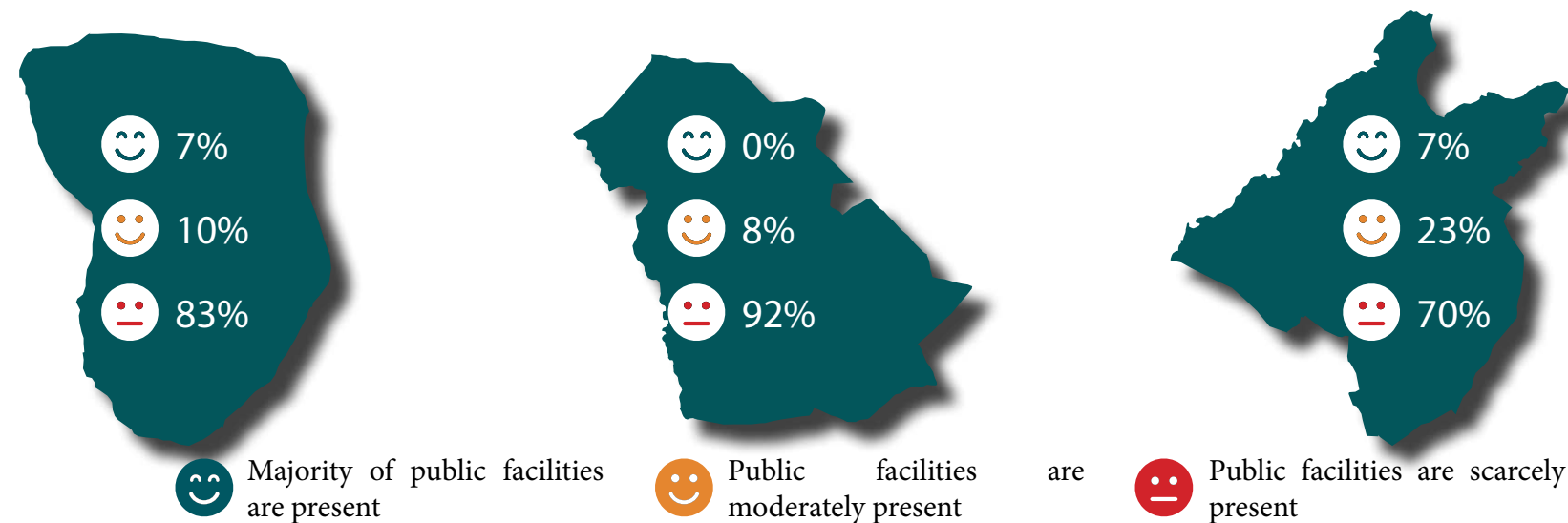
IMPORTANCE OF SOCIAL RELATIONSHIPS



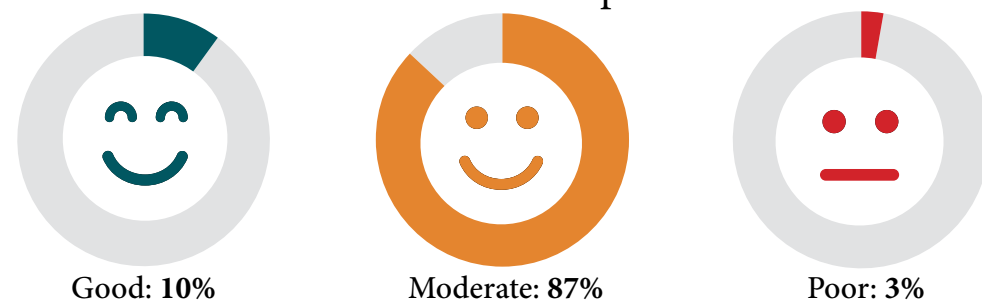
RANKING BY CUSTOMER PREFERENCE



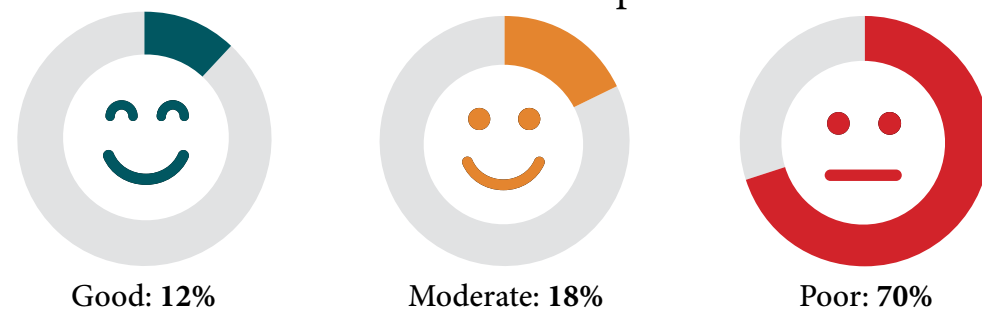
percentage of Markets with pubic facilities



Use index in markets in all municipalities



User index in markets in all municipalities



A client and customary assessment is important in providing insights provided to help the municipalities allocate their resources more efficiently to better meet consumer needs. Survey participants were asked to indicate which factor(s) among, competitive prices, quality of products, proximity to place of residence /work, habit, social relationships and no other available markets played an important role in their decision on where to purchase. Proximity to residence/work was selected as the main factor followed by social relationships. Approximately in 46% of the all markets, consumers valued quality of products, while 21% indicated that habit was the most important characteristic. Nearly 32% of the respondents indicated that competitive prices of produce affected their decision on where to purchase. Furthermore, 42% chose to purchase since they had no other available markets within close proximity. This shows that the municipality needs to create more market places in close proximity to residential areas.

Survey participants were also asked to rank market from a scale of 1-10 (1 being the lowest and 10 being the highest). 28% (35 of all markets in the three municipalities 123) markets were ranked quite low (3-4), with 22% of the survey participants rating 4-5, 19% rating quality as 5-6, and less than 4% rating it as 9-10. Approximately 58% of the markets had the respondents indicated that social relationships in the markets especially with the vendors were very important.

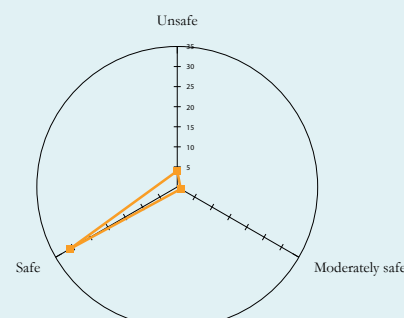


FINDINGS AND OPPORTUNITIES

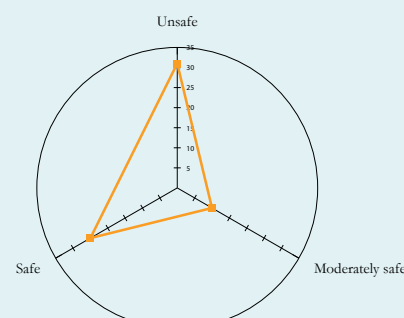
HOW SAFE ARE THE OPEN PUBLIC SPACES?

Safety in the public open spaces helps lower rates of crime and violence and make space for formal and informal social, cultural and economic activities that contribute to improving mutual trust among the city residents. Safety also enables city municipalities to generate sufficient revenue from the public open spaces while at the same time enhancing livelihood opportunities for the city residents through small businesses in the spaces (Andersson, 2016). It was therefore necessary to understand the overall status of safety in open public spaces in West Nile. Several indicators related to perception of safety, incidences of crime and violence and the infrastructure that support safety and perception of safety in public space were assessment in the three municipalities. This was then combined to give an understanding of the overall safety in the municipalities as well as for each individual open public space.

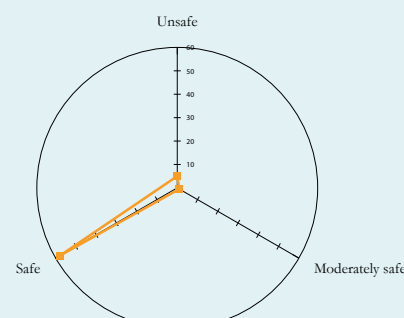
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY

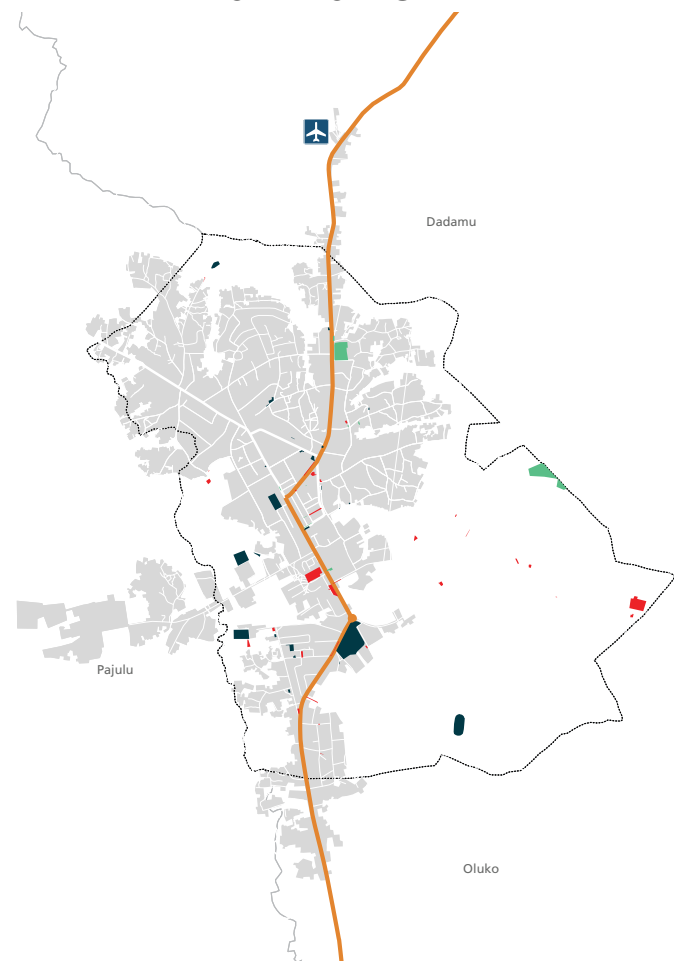


NEBBI MUNICIPALITY

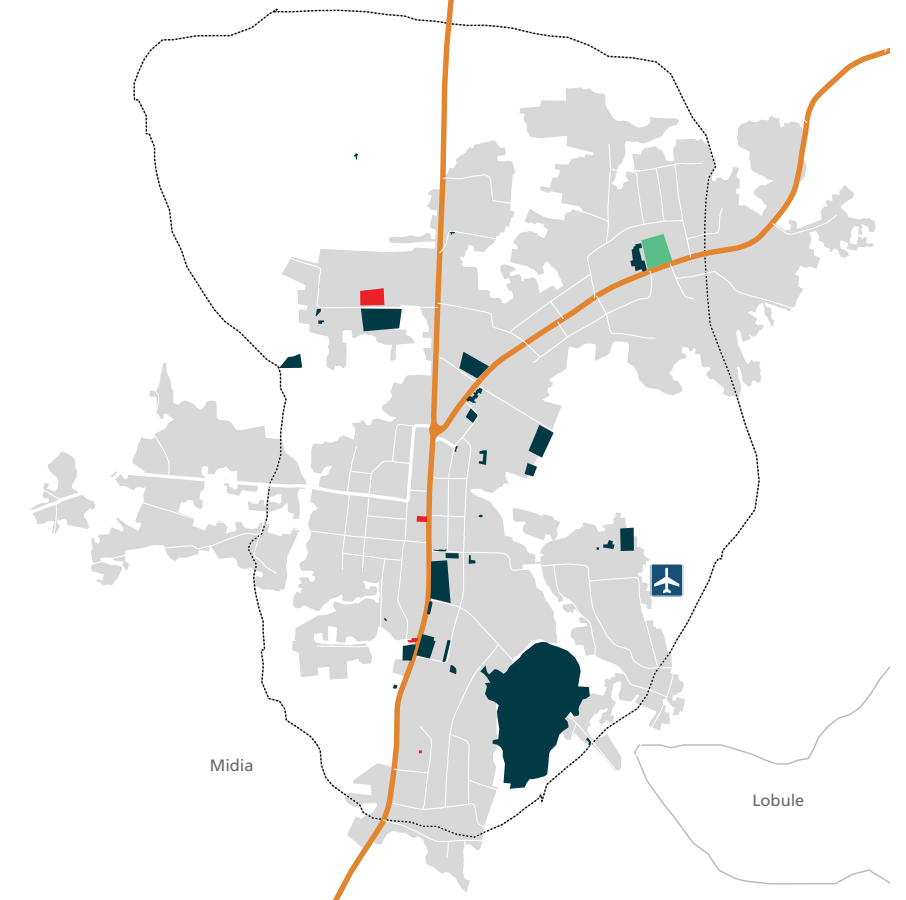


- Safe
- Moderately safe
- Unsafe
- Urban extent
- Municipality boundary
- Neighboring sub-districts

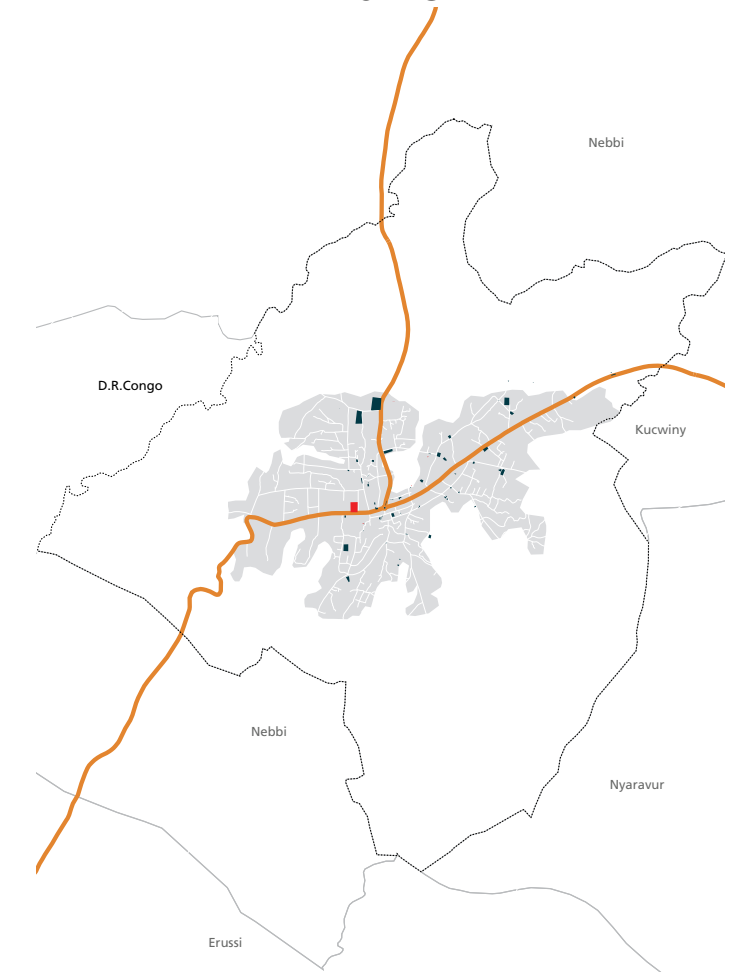
ARUA MUNICIPALITY



KOBOKO MUNICIPALITY



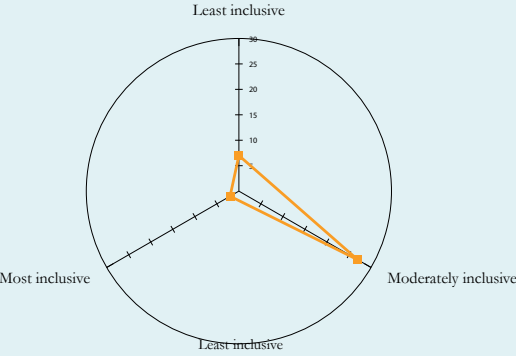
NEBBI MUNICIPALITY



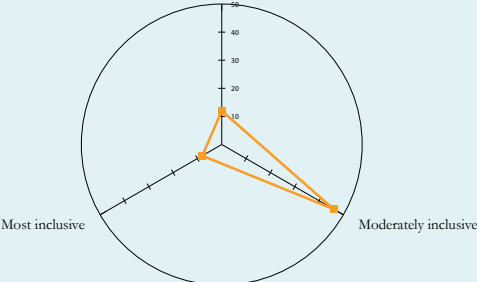
HOW INCLUSIVE ARE THE OPEN PUBLIC SPACES?

An inclusive open public space allows all people to use them and as they use them, they tend to strengthen social cohesion. When all people, that is, men, women, children and people with disabilities are allowed to freely claim and use the public spaces, they get some sense of ownership which enables them to use the facilities effectively hence better management and maintenance of the public spaces. Inclusivity strengthens the cohesion of city residents of different traditions and cultures (Perry and Munien, 2016). When people use and stay in open public spaces it increases the level of safety in the open public spaces. When the results from the use, user, comfort and facilities were integrated, an inclusive index was generated.

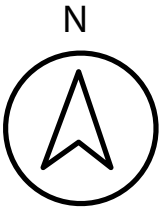
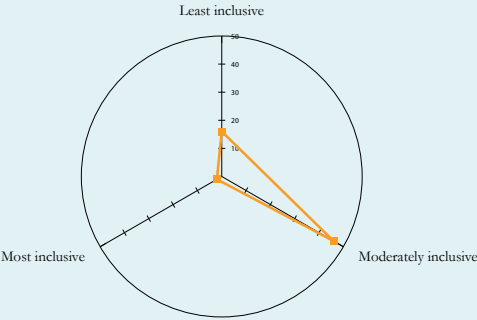
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY

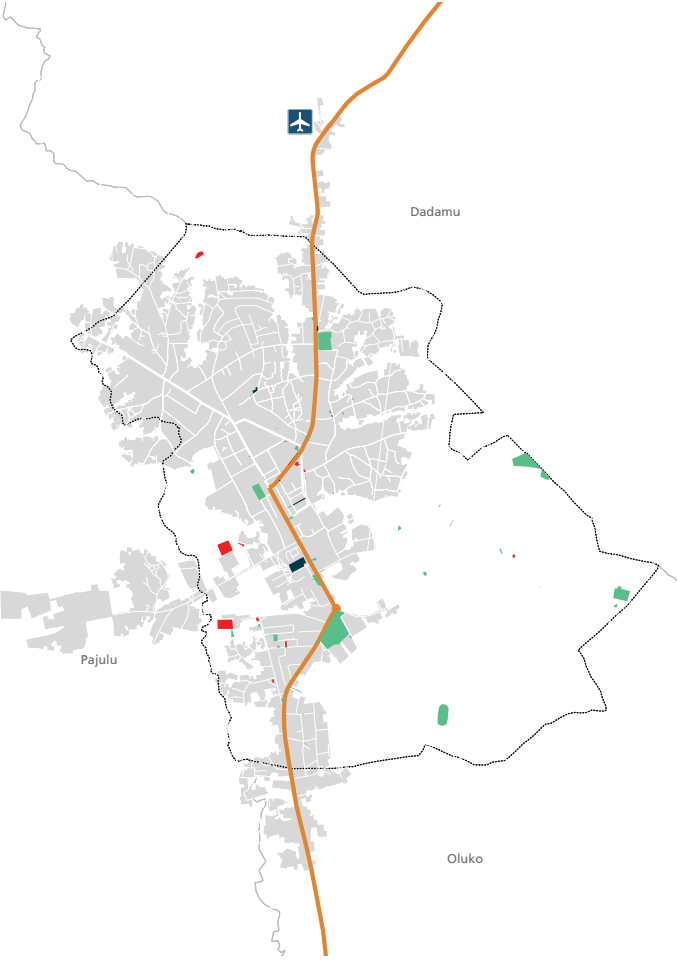


NEBBI MUNICIPALITY

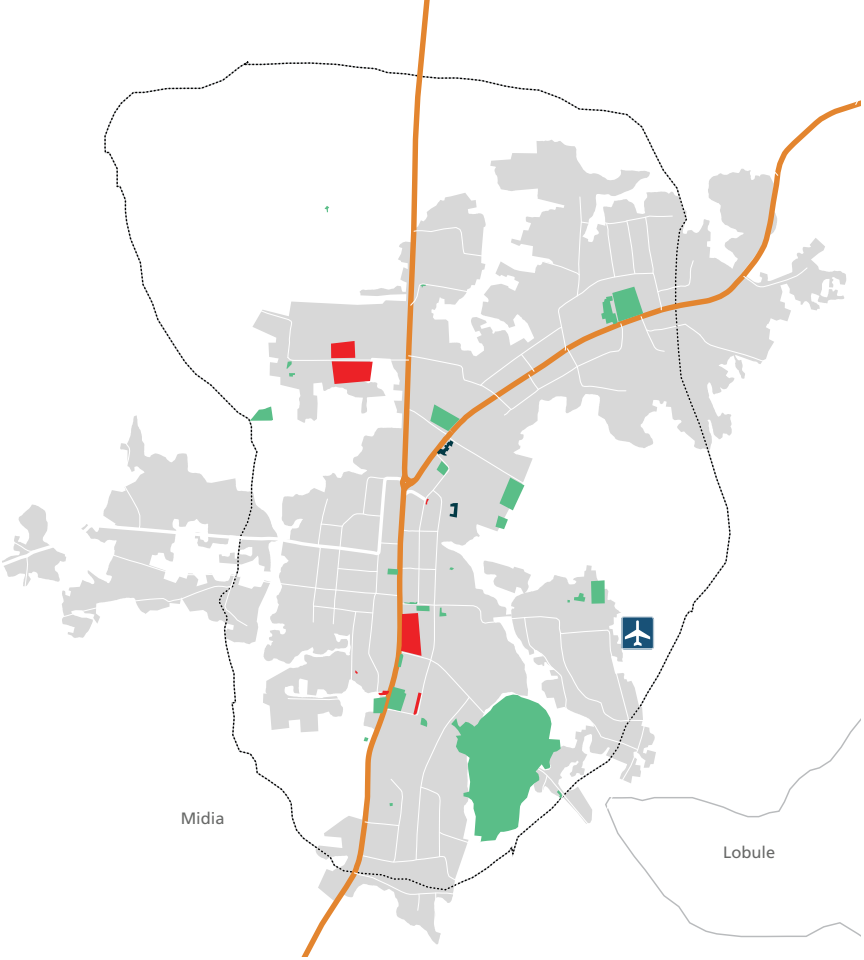


- Most inclusive
- Moderately inclusive
- Least inclusive
- Urban extent
- Municipality boundary
- Neighboring sub-districts

ARUA MUNICIPALITY



KOBOKO MUNICIPALITY



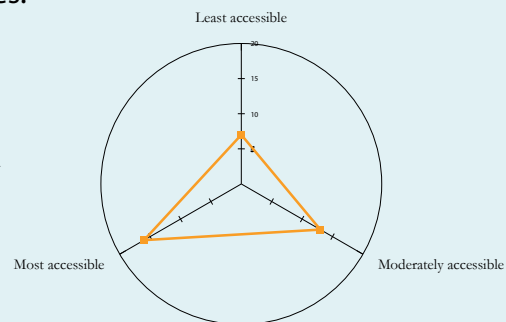
NEBBI MUNICIPALITY



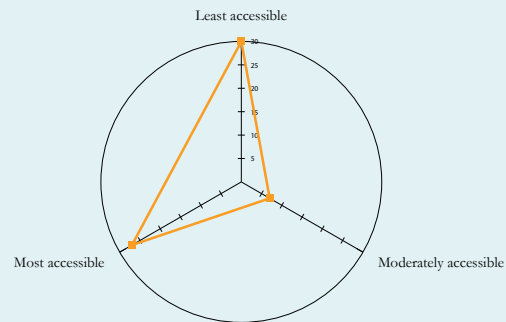
HOW ACCESSIBLE ARE THE OPEN PUBLIC SPACES?

There are numerous benefits of ensuring equal accessibility to open public spaces in the cities. They include better perceived general health, reduced stress levels and reduced depression to the city residents. This is achieved through the leisure and recreational opportunities in the open public spaces, especially for local citizens residing in close proximity to these spaces. People who have access to public open spaces are three times more likely to achieve recommended levels of physical activity than those who do not use the spaces (Clos, 2015). It was found that 30 open public spaces in Arua, 7 open public spaces in Koboko and 18 open public spaces were found to be least accessible. These relates to the level of accessibility, and presence of infrastructure to access the space. Arua has the highest number of inaccessible space but just as much (29) accessible spaces. Majority of the spaces (16) in Koboko are accessible. In general open public spaces in the three municipalities are accessible due to their openness in terms of fees charged to access the spaces.

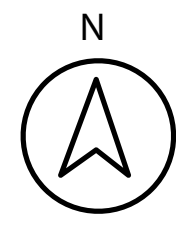
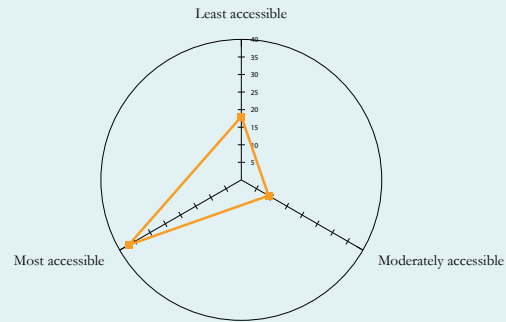
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY

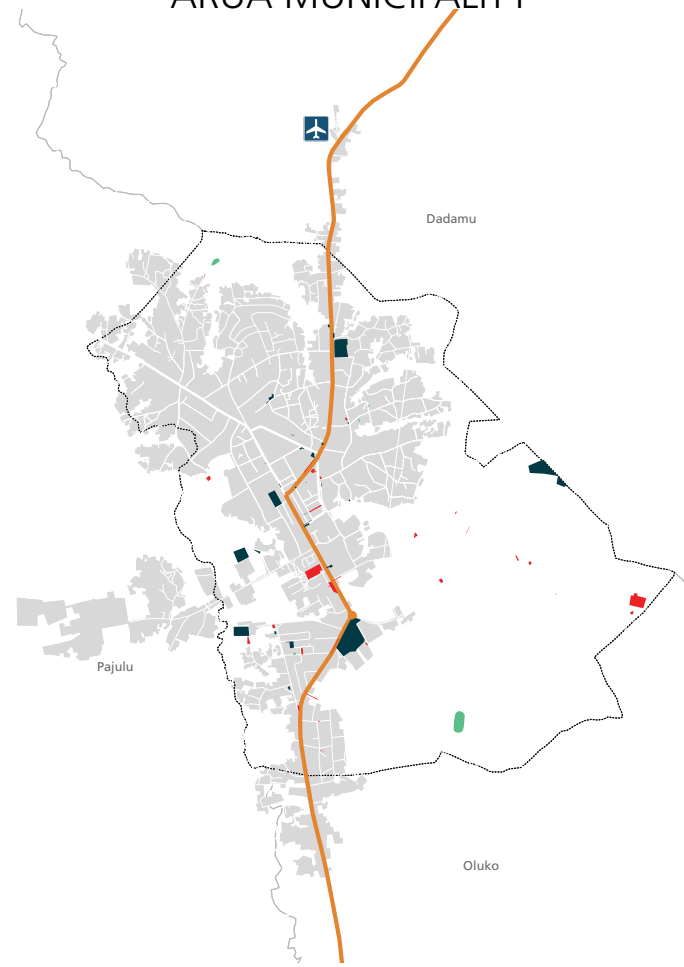


NEBBI MUNICIPALITY



- Most accessible
- Moderately accessible
- Least accessible.
- Urban extent
- Municipality boundary
- Neighboring sub-districts

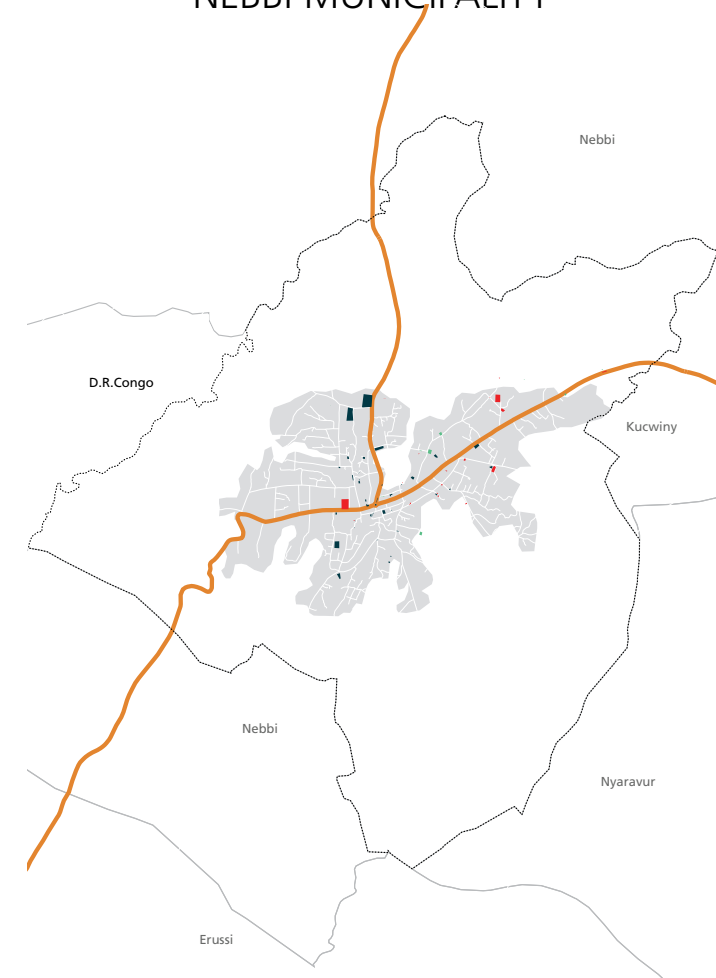
ARUA MUNICIPALITY



KOBOKO MUNICIPALITY

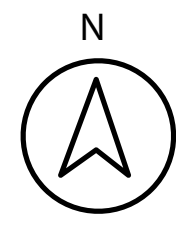
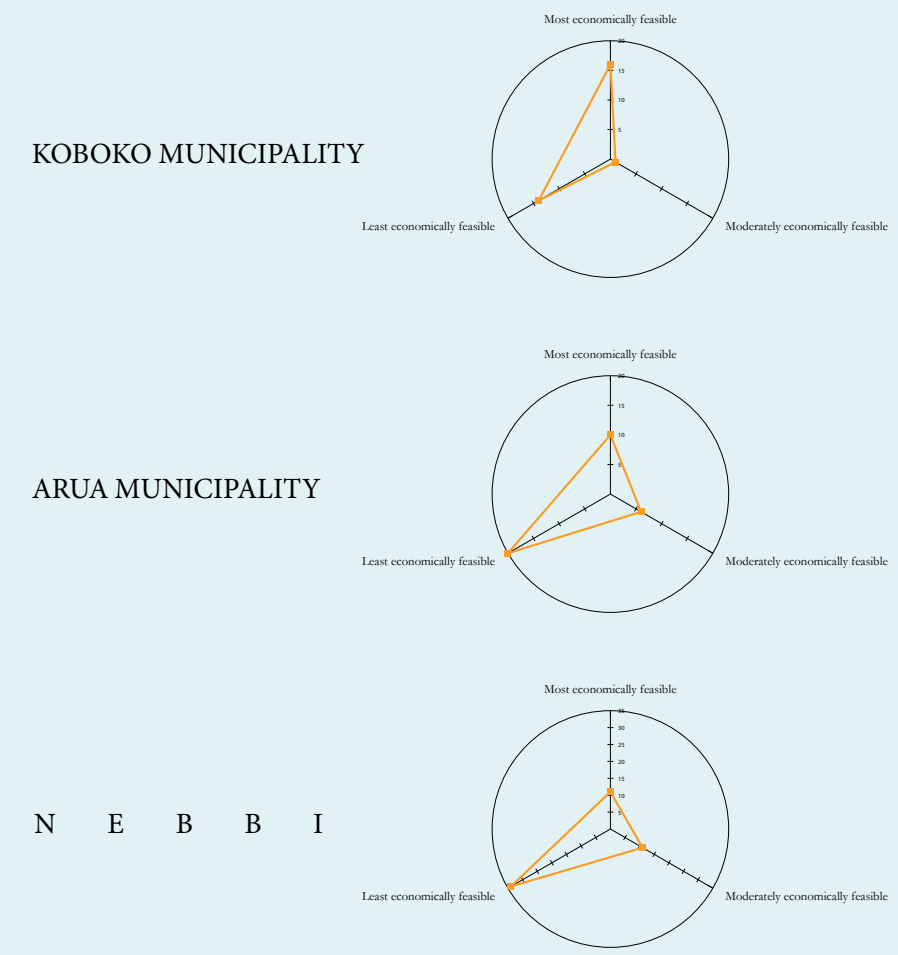


NEBBI MUNICIPALITY

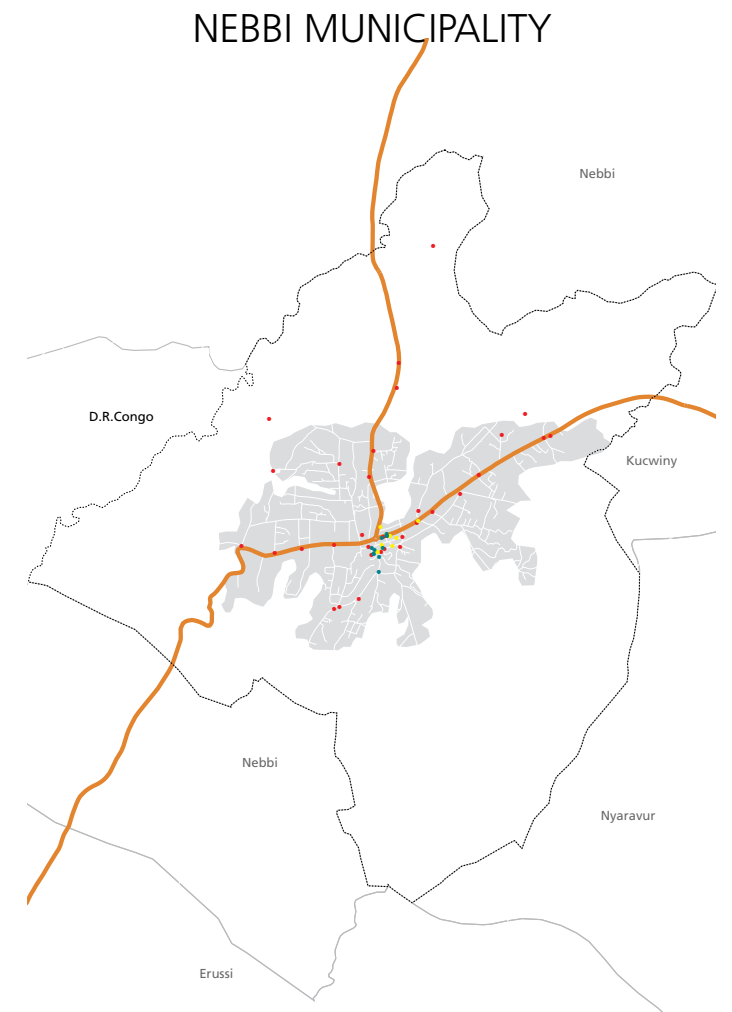
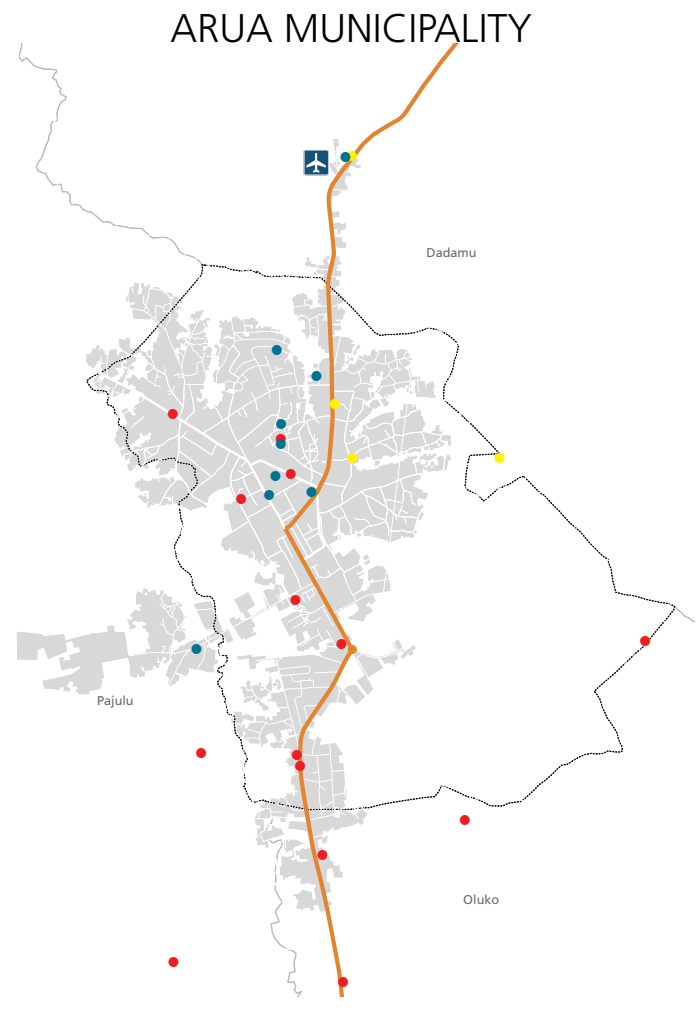
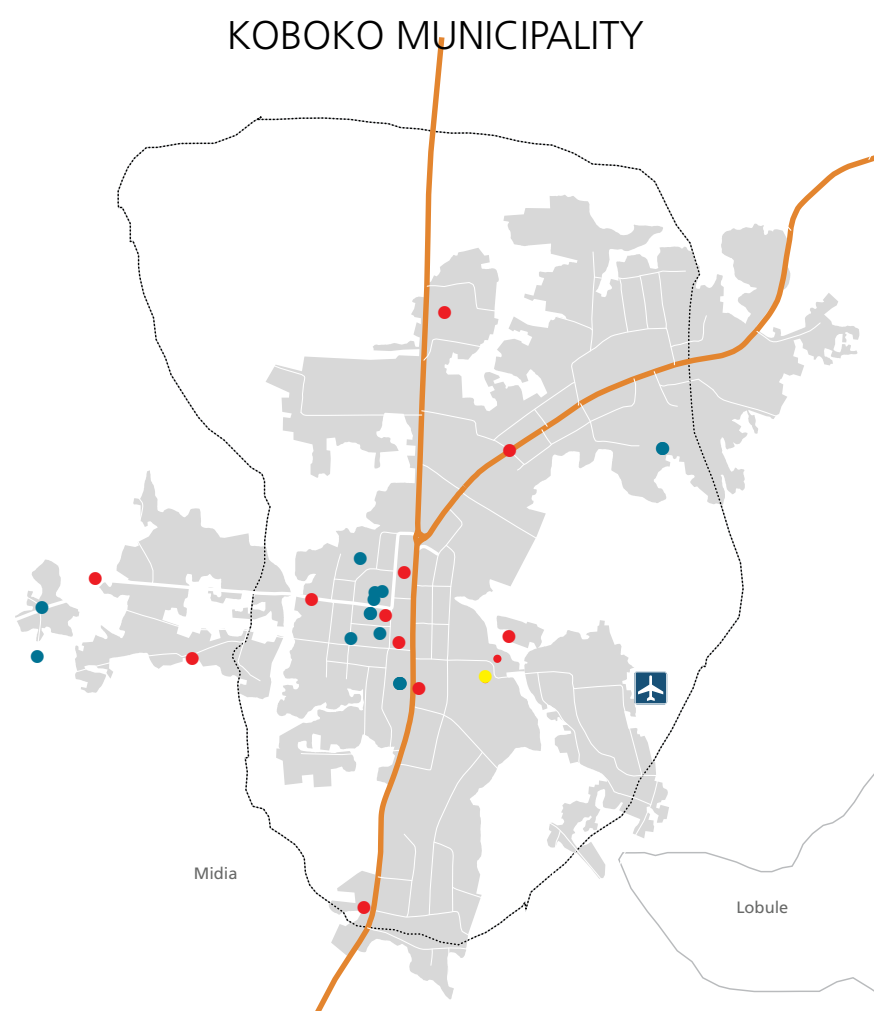


HOW ECONOMICALLY FEASIBLE ARE THE MARKETS?

Due to the lack of an economic assessment in most markets in the three municipalities, a high vending stalls vacancy rate, a large number of informal markets, a small number of vendors conducting business during a typical market day, the low aesthetics of the markets making them least attractive to tourism as well as market committee that are not inclusive. The markets were found to rank very low when it came to economic feasibility. Without a proper formalization process and the ambiguity in tax and fee collection the benefits cannot be calculated in terms of the revenues that can be collected. It was found that 34 markets in Nebbi, 20 in Arua and 14 in Koboko were not economically feasible and the municipality cannot therefore capture the benefits both economically and socially from these markets. Very few were found to be feasible and they included 16 form Koboko, 11 from Nebbi and 10 from Arua.



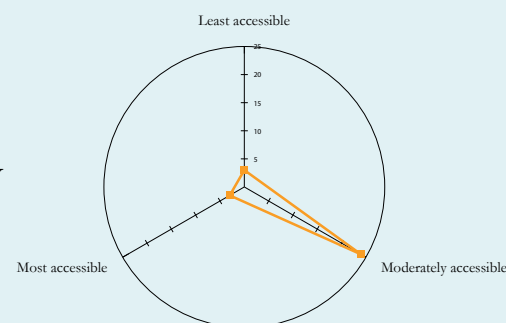
- Most feasible
- Moderately feasible
- Least feasible
- Urban extent
- Municipality boundary
- Neighboring sub-districts



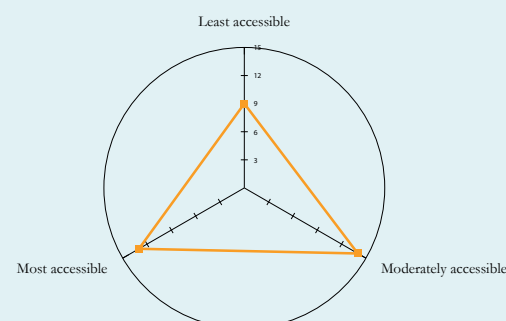
HOW ACCESSIBLE ARE THE MARKETS?

The overall accessibility of markets in the three municipality were assessed based on, presence of different modes of transport for vendors and customers to access the markets, presence of infrastructure to access the markets such as wheelchair access, clear delivery stations for both goods and services in the markets, and proximity of the markets within walking distances. It was found that majority of the markets were moderately accessible with very few markets perceived as inaccessible. This is due to the location of the markets which are mostly found along main and arterial roads. Main problems related to accessibility of the markets was lack of clear and defined pedestrian route to access the them and poor roads that are narrow and have potholes. This results in markets that have poor accessibility especially during emergencies such as fire. It was found that 14 opem public space in Nebbi, 13 in Arua and only 3 in Koboko were found to be the most accessible.

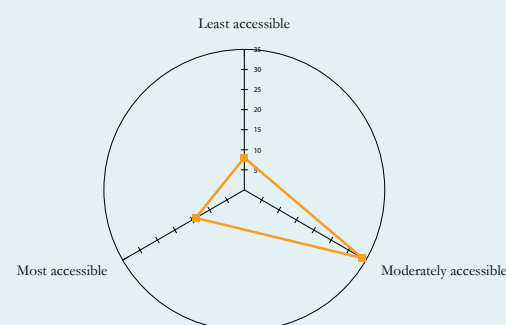
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY

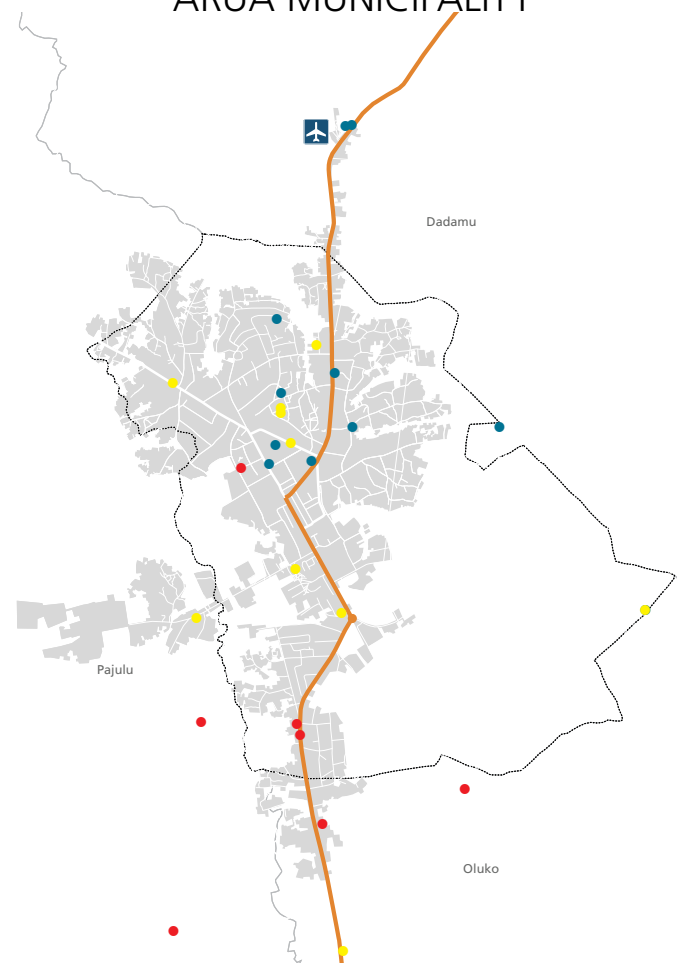


NEBBI MUNICIPALITY

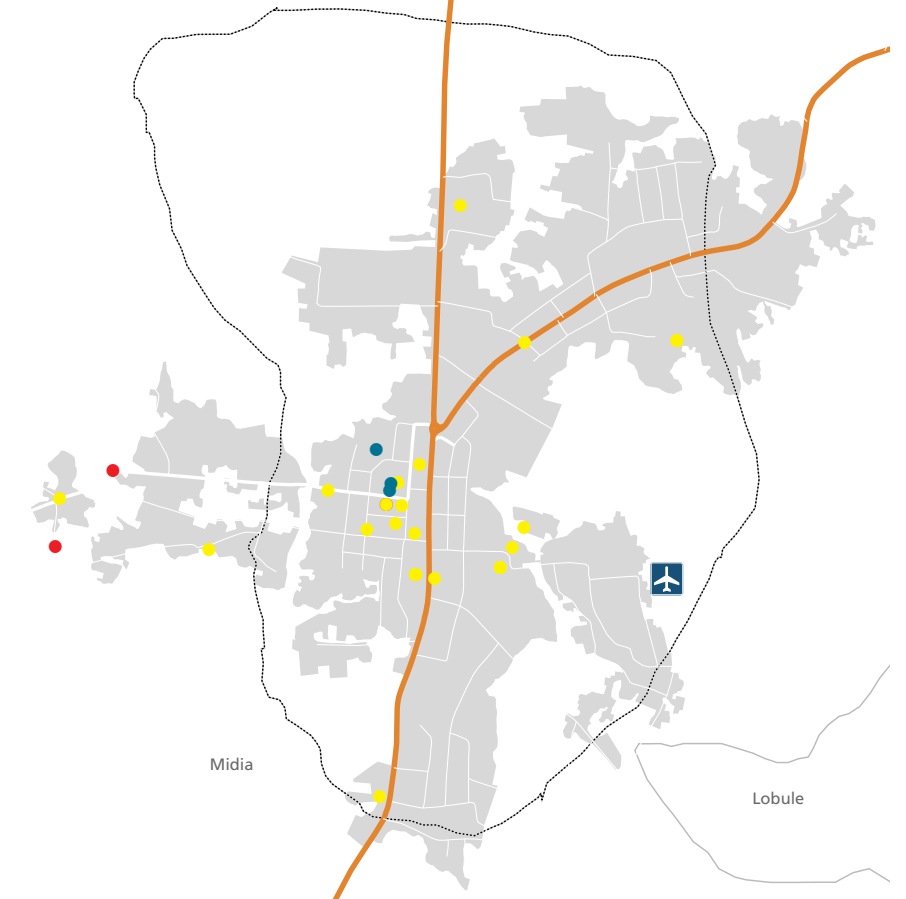


- Most accessible
- Moderately accessible
- Least accessible
- Urban extent
- Municipality boundary
- Neighboring sub-districts

ARUA MUNICIPALITY



KOBOKO MUNICIPALITY

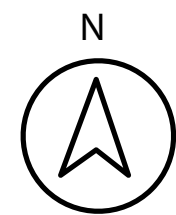
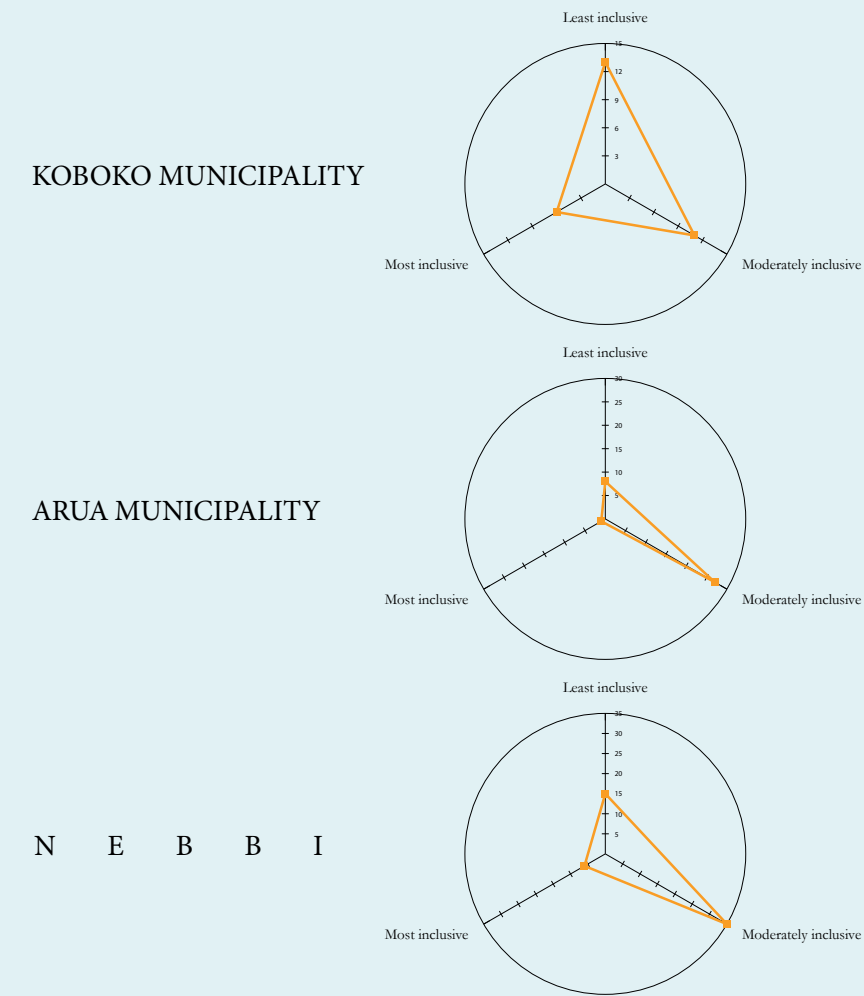


NEBBI MUNICIPALITY

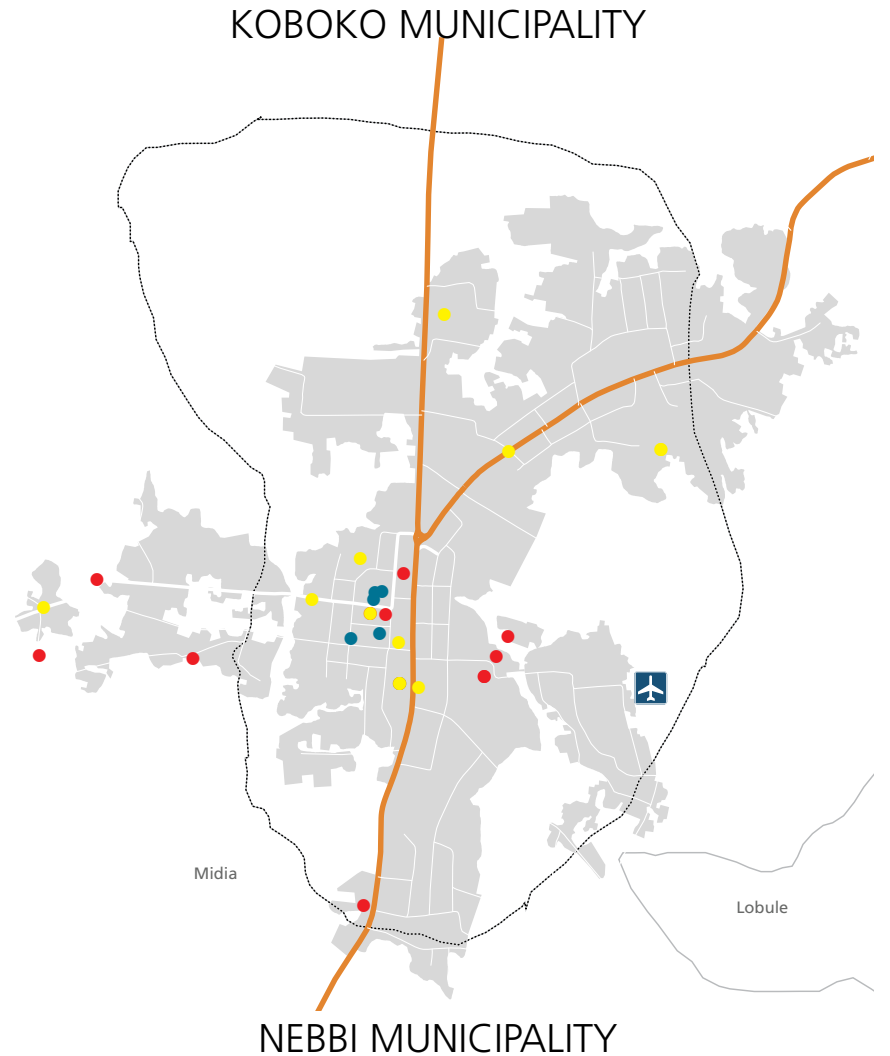


HOW INCLUSIVE ARE THE MARKETS?

Much effort goes into building markets as a tool for economic and social development, often overlooking that in too many places social exclusion and poverty prevent many, especially vulnerable groups , from participating in and accessing markets. Inclusive markets break down access barriers and offer the poor the things they need – livelihoods, finance, goods and services – to increase their incomes and well-being, ultimately lifting themselves out of poverty. Inclusion in the management, maintenance of markets, the diversity of affordable products for sale, facilities to access the markets and the use and users of markets for both vendors and customers was analysed and an inclusive index was made. This showed that majority of the markets in the three municipalities were found to be moderately inclusive and with a higher number of least inclusive than most inclusive. Most inclusive markets were 6 in Nebbi, 6 in Koboko and only 1 in Arua. While the least inclusive we 9 in Arua, 8 in Nebbi and only 3 in Koboko municipality.



- Most inclusive
- Moderatelyinclusive
- Least inclusive
- Urban extent
- Municipality boundary
- Neighboring sub-districts



CHAPTER 5

MULTI-SCALAR VISION: THE KAN CORRIDOR

FINDING A WAY FORWARD
THE KAN CORRIDOR
PUBLIC SPACE PROGRAMS
URBAN ECONOMY AND MUNICIPAL FINANCE

FINDING A WAY FORWARD

IN THE NATIONAL AND REGIONAL FRAMEWORK

THE NEED FOR A REGIONAL APPROACH

According to the Uganda Vision 2040 and the 2nd National Development Plan, the relevance of the West Nile Region is set in its potential for cross border trade, sustained by the planned upgrade of Arua's airport and the realization of a new railway connecting the region to the rail network connecting Kenya's Mombasa port to DRC, and linking Nebbi, Arua and DRC through Goli. Other development potential and natural assets stressed by the NPA's plans include agriculture and limestone quarrying.

The Albertine Graben PDP indicates Arua as a regional city (hub for expanded trade, agriculture processing, health and education and future rail terminus), Nebbi as district trading and service centre along the new rail line and Koboko as district trading center. The three main cities are seen as the hinge points of a network connecting several cross-border trading centers along the borders.

The discussions held at the workshops with national and local authorities clarified the need to intensify the communication and cooperation between the NPA and local governments. Improved interaction is needed both between national and local institutions and among national ministries and authorities (i.e. with the Ugandan Investments Authority). In discussion with national level decision making bodies, the question if there's the need to further explore a mediating regional dimension (as

either another institutional level or a loose system for strategic coordination) was again addressed.

Setting a new institutional level by modifying the national constitution would be a long process that will result in another static political system of borders. On the other hand, introducing alternative loose frameworks of networked relations built on strategic statements and specific agreements could allow to immediately act by self-organizing in a proactive way. As proposed in the workshop, an informal but regular exchange of strategies and projects in the three urban municipalities and the surrounding districts would already lead to a joint vision and actions for the West Nile Region.

At current stage, in which some of the most important (infrastructure) projects for the West Nile region seem to have been postponed, bottom-up initiatives of cooperation among local institutions could overcome national inertia and foster the achievement of alternative development patterns. As an example, considering the lack of electric power, while waiting for the national grid to come, pursuing alternative off-grid projects involving private partners could be an option.

Moreover, the national planning frameworks, having been drafted some time ago, do not include considerations of one of the biggest challenges of the region, the humanitarian crisis due to a large influx of refugees and migrants into the region. Despite the supposed temporariness of the phenomenon, it impacts the development of the region and needs immediate actions as well as long-term solutions.

NDP II 2015/16 - 2019/20



NPA Updates from the Workshop

In the workshop held in Arua from 27-30 November 2018, a representative from the NPA, clarified that the most important infrastructural assets proposed in the 2nd National Development Plan (NDP2) have been postponed or reconsidered.

The standard gauge railway project is advancing slowly and priority will be given to the connection with South Sudan and its capital Juba through Gulu. The upgrading of the airfield in Arua is currently on hold due to the prioritization of Hoima airport, that will serve as the hub for oil and gas operations. The Nebbi-Goli highway is expected to be in NDP3 and the upgrading of the regional network is connected to USMID funds, together with the realization of a second bridge on the Nile, in the north of the region.

Other expected national investments will include the realization of the ICT national backbone (already in NDP2), rural electrification (depending on the realization of Karuma dam), housing projects in partnership with National Housing and Shelter Afrique, pilot projects for intensive modern farming and agro-processing of strategic crops.

Moreover, NPA confirmed the upgrading of Arua's city status to a regional city, with EU and UNECA funds to support the development of guidelines and masterplans by the end of 2019.

THE KAN CORRIDOR

TERRITORIAL SYNERGY AND METROPOLITAN PERSPECTIVE

During a prior activity, the Arua Planning Studio in March 2018, UN-Habitat MetroHUB and Politecnico di Milano MSLab discussed with local authorities a potential metropolitan perspective for the development of the West Nile region and additional meetings were held at nearby municipalities such as Koboko and Nebbi (both municipalities are not yet covered by the USMID Program) with the aim of stressing the potentials of adopting a territorial approach.

Recommendation:

- The suggested metropolitan perspective consists in supporting the idea of cooperation among small and medium size cities to grow together as integrated system of cities that cohesively plan their future balancing urban and rural development instead of competing and multiplying splintering patterns.

UN-Habitat's MetroHUB methodology (<http://urbanpolicyplatform.org/metrohub/>) strongly promotes a territorial approach for planning, to which United Nations Member States committed firmly by adopting New Urban Agenda in 2016. Other core recommendations from the MetroHUB include considering planning, governance, financial and socio-environmental aspects in an integrated approach, also including capacity development and strategic acupuncture projects as well as vertical and horizontal cohesion and the inclusion of multiple stakeholders e.g. different government levels, civil society, private sector and academia.

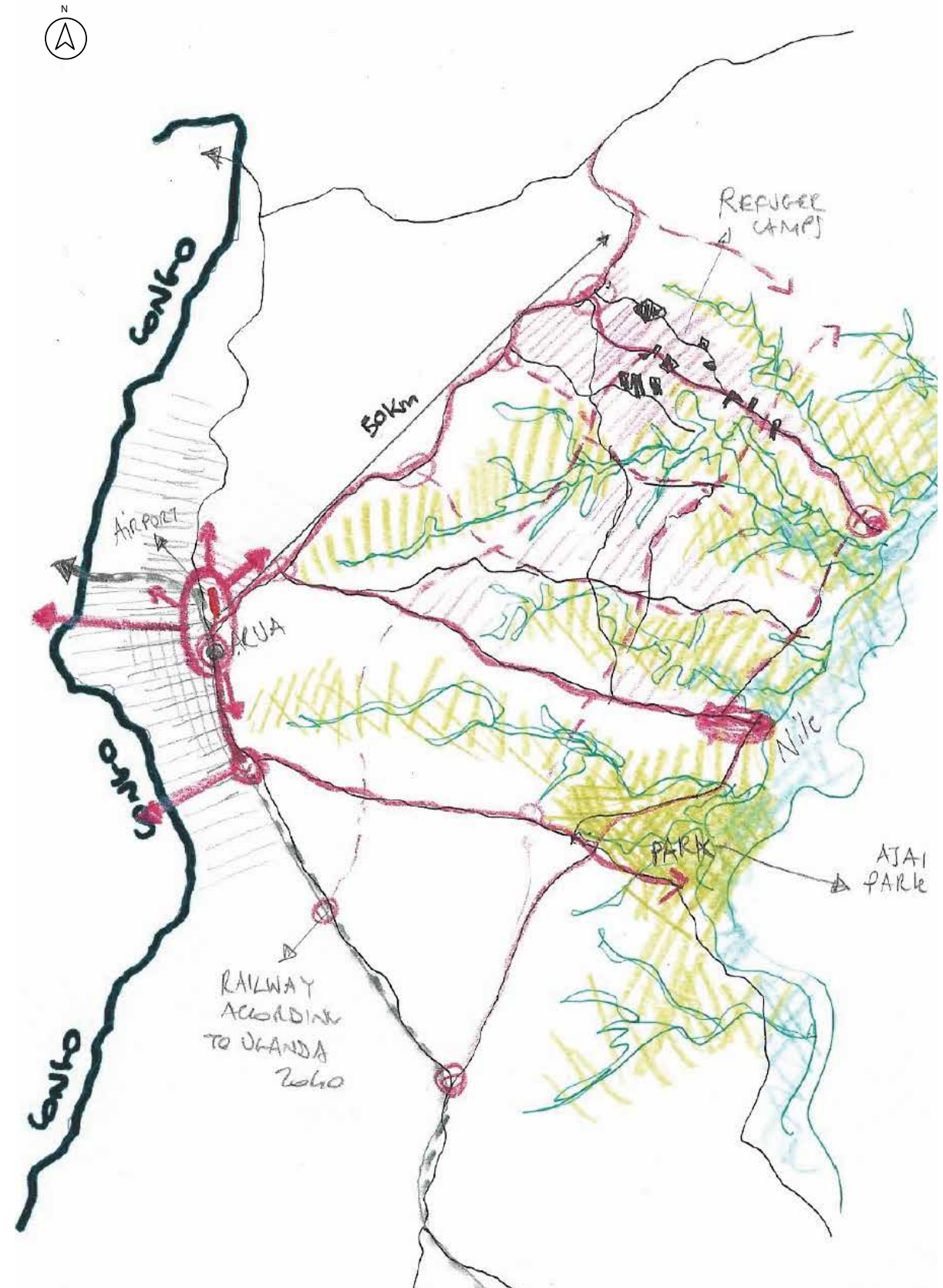
The regional profiling presented in this report has been conducted in this perspective and with the aim of understanding and discussing with local authorities and stakeholders cross-scalar development challenges

and opportunities and their physical correlations. The implications for city and neighbourhood level can be found in the second part of the overall report.

Starting from geography, infrastructure and urbanization patterns, some first diagrams have been sketched to visualize potential relational patterns giving shape to the region, both in a national and cross-border dimension.

The aim of these relational diagrams is supporting further analysis regarding the potential polycentric development of the region to support alternative trajectories of urban-rural linkages and integrated approaches to growth. Among the objectives of this strategy are:

- designing and triggering the realization of metropolitan infrastructure for socio-economic development with a focus on social innovation and local entrepreneurship in relation to trade, tourism and agriculture or other areas of potential;
- supporting urban-rural integration experimenting alternative scenarios for sustainable and inclusive settlement patterns and digital social cohesion systems;
- integrating green infrastructure for water and food security with landscape and public space policies and projects;
- overcoming formal and informal, physical and immaterial boundaries that generate conflicts on land tenure and use of resources.
- defining an improved humanitarian framework of rights and inclusivity for urban refugees and migrants



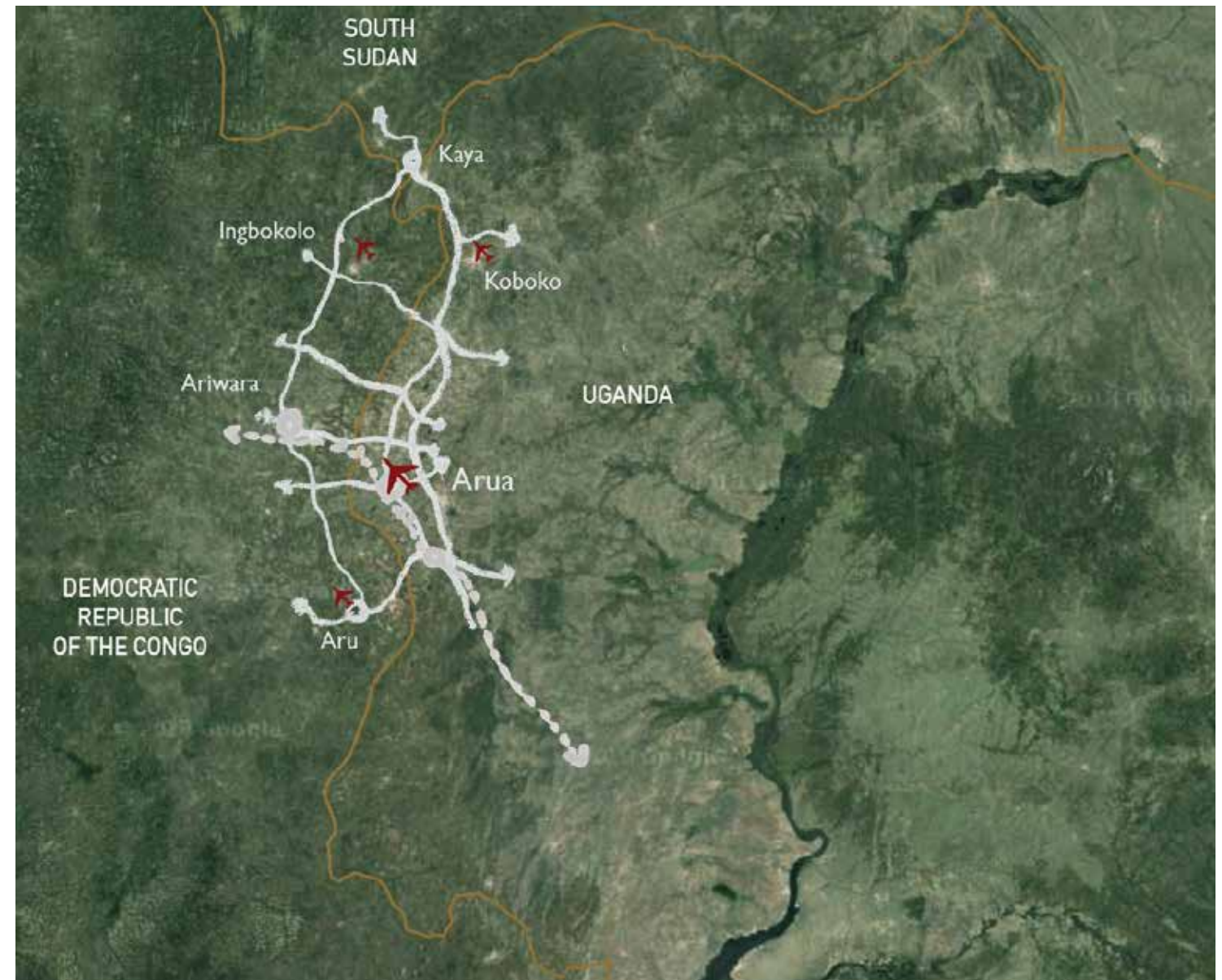
THE KAN CORRIDOR

TERRITORIAL SYNERGY AND METROPOLITAN PERSPECTIVE



WEST NILE REGION: Armatures for a sustainable development.

Sketch: MS LAB 2018

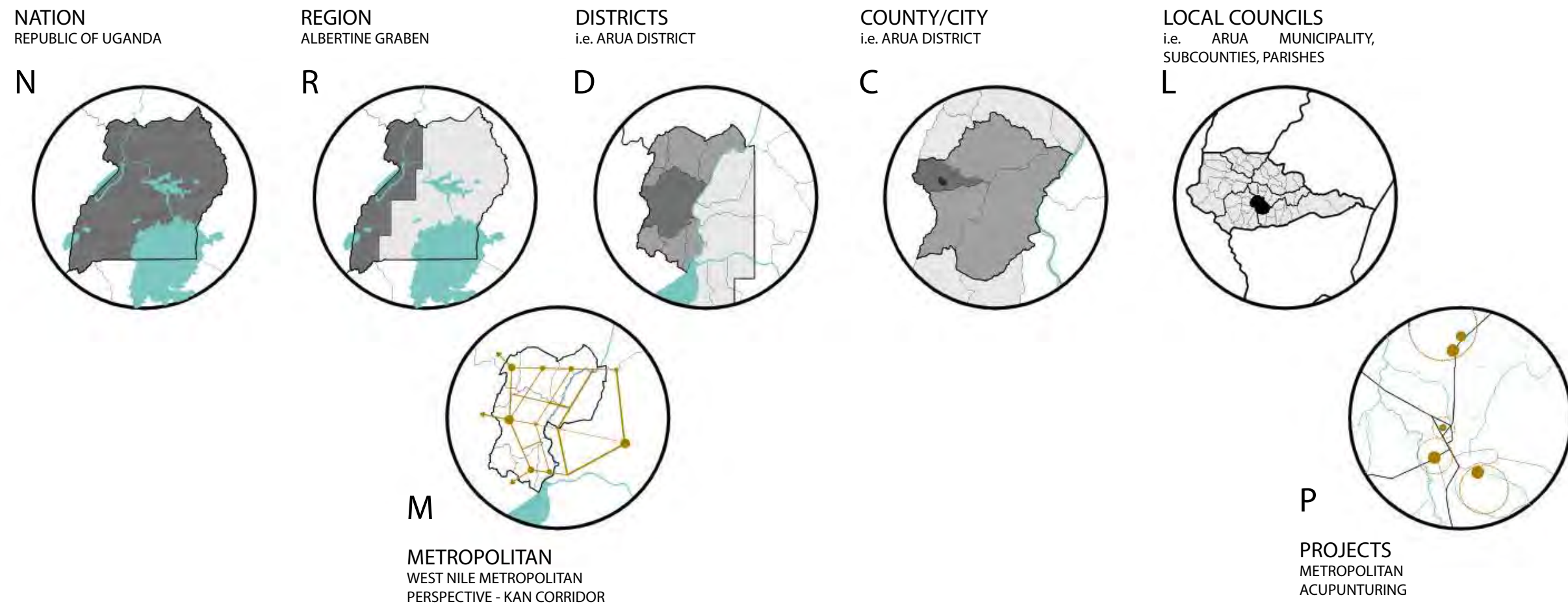


WEST NILE REGION: Armatures for a cross-border synergy development.

Sketch: MS Lab 2018

THE KAN CORRIDOR

TERRITORIAL SYNERGY AND METROPOLITAN PERSPECTIVE



In preliminary presentations and discussions with local and national authorities, this metropolitan perspective has been well received and, during the workshop in November 2018, the three mayors of Koboko, Arua and Nebbi discussed an informal agreement to pursue the joint vision of what they named KAN Corridor, from the initials of their cities.

They proposed this initiative in a guiding statement as following: a transformed and prosperous urban metropolitan municipality of West Nile Region by 2040. The “mission” to achieve this is based on the agreement to collectively foster sustainable and coordinated social economic development within the urban setting of Koboko, Arua and Nebbi municipalities and collaboration with the respective district authorities. The key action points suggested by the mayors mainly include the need of pushing the cooperation forward by exchanging information and sitting around the same table to discuss common engagements.

- Having links and lobbying capacity, with the three mayors directly committed to collaboration.
- Promoting follow ups and coordination.
- Sharing information among the three municipalities.

- Programming regularly general meetings for exchange, knowledge sharing and peer-to-peer learning.

Recommendations

- As a first step, the KAN Corridor need a common vision to be framed upon global (SDGs), the New Urban Agenda and based on local values and priorities, which would then lead to specific guidelines for a contextualized sustainable development which could, in a second phase, be scaled up and shared with other Uganda municipalities.
- The metropolitan vision should promote the concept of a system of cities with different sizes, roles and a balanced integrated relation between urban and rural areas. The transformation of the existing highway in a continuous urbanized corridor exclusively devoted to transportation is a limiting perspective to be avoided.
- A dedicated metropolitan agency could be established by the three mayors of Koboko, Arua and Nebbi, with the participation of representatives from the three districts and including Maracha Districts, with the aim of supporting and coordinating initiatives and investments to support the development of the vision.

THE KAN CORRIDOR

TERRITORIAL SYNERGY AND METROPOLITAN PERSPECTIVE

During the workshop, a selection of main economic drivers that could support the development of the West Nile Region, were discussed in detail with national and local stakeholders, trade, agriculture and tourism. This selection was randomly made, based on the choices of participants and is not comprehensive.



Trade

Trade needs infrastructure. However, from a strategic perspective, what is crucial to discuss is the relation between cities, border posts and infrastructure. The role of cities as service centres (including administrative, social and financial services) could grant to border gateways a role as international ports. Analysing targets, products and accessibility should help in shaping an integrated strategy connecting the KAN Corridor to DRC, South Sudan, Kampala and to global markets according to the best logistic convenience.

Moreover, trade patterns should embrace environmental friendly, socially inclusive and culturally sensitive models that require a specific effort in shaping the political and governance framework of future investments. Legislation and policies to create an enabling environment, especially for cross-boundary trade, should be specifically defined.



Agriculture

Agriculture needs a clear strategy regarding urban-rural linkages and the socio-economic model to promote the region as qualified hub for agro-production and agro-processing entering the international market. In cooperation with partners and other UN agencies, UN-Habitat has just finalized the work on Guiding Principles for Urban-Rural Linkages, which could serve as a reference. Choices related to the power grid, road tarmacking, irrigation can make a difference in the way rural and urban balance their exchanges and settlement patterns evolve. Moreover, cash crops and food basket farming produce distinct landscapes and differently shape society. Appropriate governance frameworks, cooperative of farmers and innovative digital tools and value addition by processing could foster virtuous economies of scale combining different scales and models of production. Agricultural processing offers a great opportunity for small and intermediate cities such as Arua.



Tourism

Tourism needs a crucial investment in communicating and revealing the value of existing assets, while investing in needed infrastructure to improve accessibility and new services and capacities to promote cultural values (i.e. museums and traditional theatres). Mapping and identifying natural and historical, material and immaterial and built heritage could improve awareness on the existing potential and lead to the drafting of itineraries and communication strategies for various potential targets: local, Ugandan, cross-border or international tourists. Making the West Nile Region a destination with a clear brand requires a dedicated public budget and the promotion of public-private partnerships as well as a "regional marketing" strategy. Arua, due to its strong hospitality sector, strategic location and airport, is in a good position to increase the economic potential of this sector by applying a regional and territorial approach in cooperation with private sector actors.



THE KAN CORRIDOR

TOWARDS AN ACUPUNCTURING CHART OF METROPOLITAN PROJECTS

According to the information gathered by desktop research, in field activities, workshop discussions and metropolitan mapping, some first indications comes out in relation to potential trajectories of sustainable development. In particular,

visualizing data in maps, helped to understand specific patterns of correlations, allowing to identify potential economic vocations of the different areas (locations) and cities in the region. The following main findings are the outcome of the mapping and regional profiling exercise.

Recommendations:

- The north-west of the region, between Koboko and Arua, mainly consisting of the Maracha district, has a high concentration of herbaceous crops, but no industrialized agricultural production. Climate change is exposing this part of the country to a higher possibility of droughts and, together with the need to improve agricultural productivity, an appropriate strategy to safeguard, improve and consolidate this area as food basket of the region is needed, while protecting the environmental assets and biodiversity. The aim would be stressing the links between agriculture, food industry and tourism in supporting new socio-economic models for these densely inhabited rural areas.
- The north-eastern area, between Koboko and the river Nile, is currently hosting several refugee camps as a humanitarian response to the current south-Sudanese crisis. A dedicated strategy should be developed to understand the future of the camps, investigating alternative scenarios of consolidation, replacement or transformation and enhancing the connectivity to the urban areas for enhanced economic opportunities and exchange

between host and refugee communities.

- The southern part of the West Nile region, between Arua and Nebbi, has a minor concentration of agricultural activities, but will be impacted first by major infrastructural modifications (new railway) and has a high concentration of exploration licenses (according to the mineral cadastre). For these reasons this area seems more suitable to undergo a process of industrialization and relevant transformation.

According to these preliminary considerations, the role of the three municipalities of the corridor seems to evolve in the following directions:

- Koboko as regional trade hub and agricultural center (food basket and high-quality production);
- Arua as international hub (and as starting point for global markets) for trade, transport, business, tourism and hospitality and as basis for humanitarian and development organizations;
- Nebbi as logistic and industrial center, with a focus on agro-food processing (cash crops and fishery) and mining.

A further result of the cartographic effort, combined with dedicated stakeholders workshops should define an chart of metropolitan acupuncture projects to be given priority. The vision for the KAN Corridor, together with the setting of a comprehensive strategic scenario and a governance structure, needs flagship catalytic projects as triggers of change and development.

Representatives of the municipalities have mentioned the intention to prepare for each city a specific Action Plan for Priority Projects. During the workshops with local stakeholders, one project for each city has emerged as immediately feasible and others have been listed as potential future projects, but these preliminary evaluations still need to be tested and discussed further.



PUBLIC SPACE PROGRAMS

PRIORITY PROJECTS FOR UPGRADING - KOBOKO MUNICIPALITY

KOBOKO MUNICIPALITY

The purpose of the open public space and market assessment in the three municipalities was to provide both spatial and non-spatial gaps to empower the municipalities and provide them with a way forward for the upgrading, renovation and the creation of markets and open public spaces. This assessment is a first step towards a more long term strategic plan for the West Nile Region.

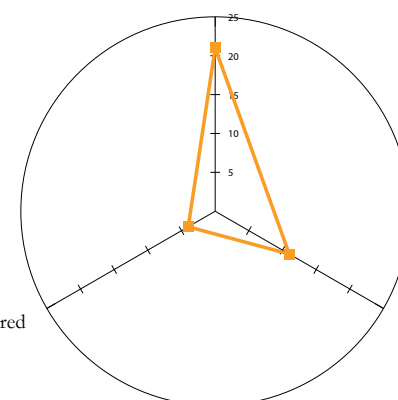
All the indicators related to safety, inclusivity and accessibility of open public spaces were analysed and open public spaces were categorized according to their priority in terms of upgrading. It was found that as many as 21 open public spaces requires slight improvement such as fixing of benches, lighting, opening up the spaces to the public while 11 require moderate upgrading, such as improving the road infrastructure, installing of streets lighting and 4 open public spaces require total upgrading. This may mean redesigning of the spaces through community engagement and implementing the project. It is however important to ensure that there is a clear budget allocation and involvement of key relevant stakeholders and experts in the process of upgrading.

This is also the case when it comes to renovation or modernization of markets. In Koboko a large number of markets (20) which accounts for 65% of all markets assessed require renovation and only 2 markets requires slight improvement. This was done through an aggregate of several indicators related to economy, environment, safety, inclusivity and accessibility. These priority projects can be integrated into the municipal work plan to ensure their improvement and upgrading.

PRIORITY OPEN PUBLIC SPACES



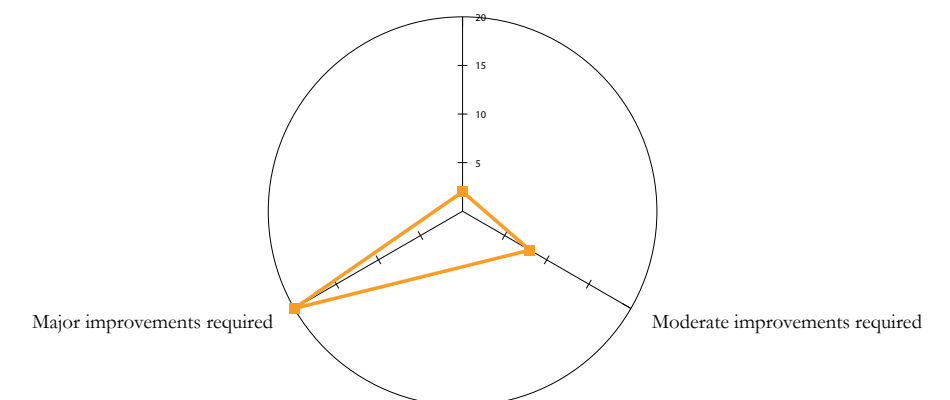
Slight improvements required.



PRIORITY MARKETS



Slight improvements required.



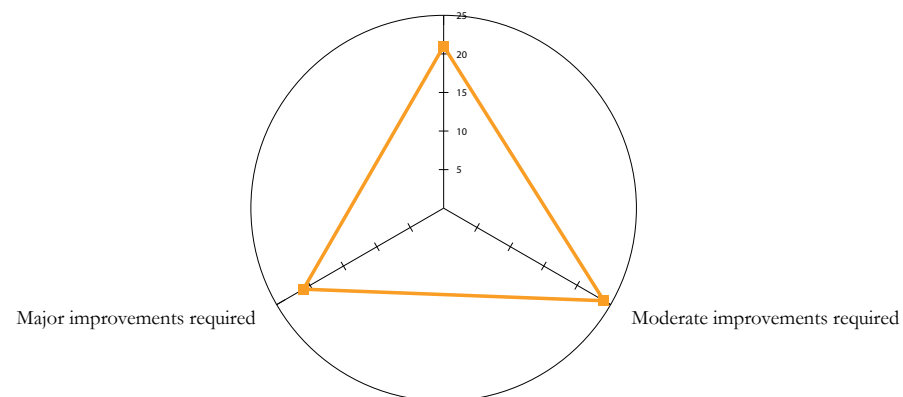
PUBLIC SPACE PROGRAMS

PRIORITY PROJECTS FOR UPGRADING - ARUA MUNICIPALITY

PRIORITY OPEN PUBLIC SPACES



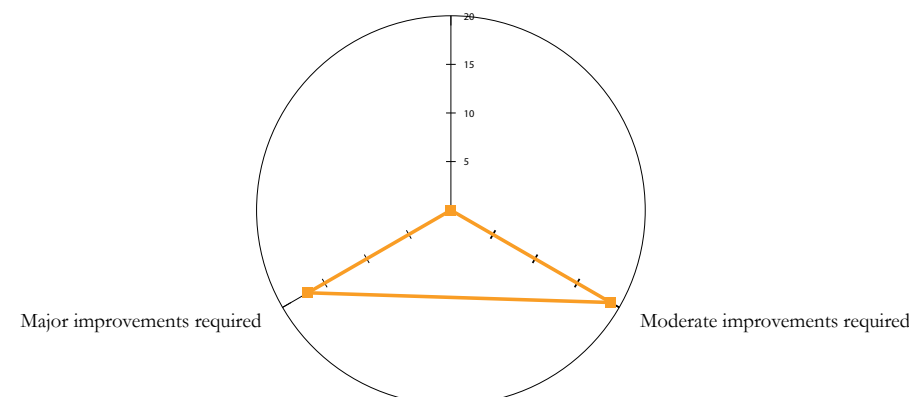
Slight improvements required.



PRIORITY MARKETS



Slight improvements required.



ARUA MUNICIPALITY

Arua municipality, which is the core city in the development of an Integrated West Nile has a total of 66 open public spaces and 36 markets. The public space assessment approach promotes participation of all relevant actors at various levels. The approach identifies which market or open public space to target for upgrading and how to promote inclusion is defined through an open and participatory process where the focus is on the open public space or markets that are important to the residents, the municipality and require upgrading. Each market and open public space was assessed using several indicators as mentioned in the previous page and was provided an index to determine priority open public spaces and markets for improvement. Out of the 66 open public space, 21 open public spaces which accounts for 32% require the most improvement while 24 open public spaces require moderated improvement and 21 require least improvement. Notably markets were found to require the most renovation since the index showed none of the markets require slight renovation but most require moderated improvement (19) which accounted for 53% while the rest (17, 47%) require most improvement.

The public space assessment provides evidences which is also a starting point for a long term spatial strategy for Arua Municipality. This approach ensures a demand driven strategic approach where the opportunities for the most deprived neighborhoods as well as the public spaces that need most improvement are the starting point.

PUBLIC SPACE PROGRAMS

PRIORITY PROJECTS FOR UPGRADING - NEBBI MUNICIPALITY

NEBBI MUNICIPALITY

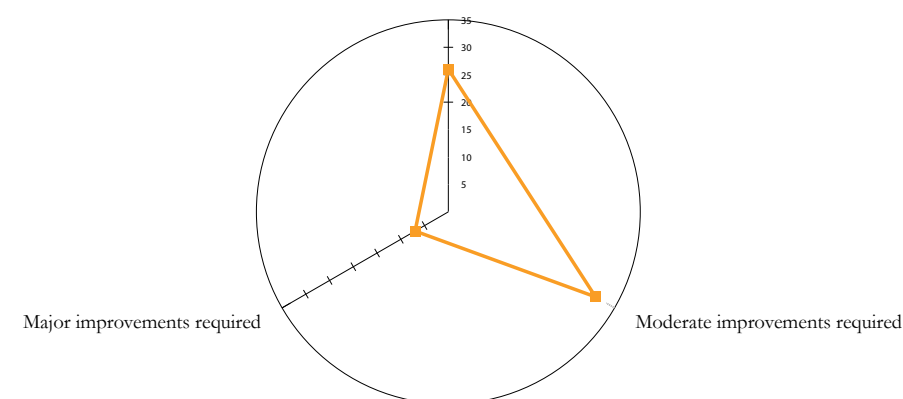
Information is another key material in public spaces. It changes the way that people experience the city. With the public space assessment, information is used to support sustainable development. Surprisingly, in Nebbi Municipality, the smallest municipality amongst the three in terms of population but the largest in terms of area, out of a total of 64 open public spaces assessed, only 7 require slight improvement while 31 which accounts for the largest percentage of 48% require moderate improvement and 26 require very few interventions. However it has the largest area of unserved land, that is, areas that do not have open public space and markets within 5 minutes and 10 minutes walking distance. This is attributed to the small urbanized area as well as a lack of proper planning especially street connectivity in the periphery of the urban core.

Markets that require most improvement accounted for only 6 out of the total 56 while 26 which accounts for 46% requires moderate improvement while 24 which accounts for 43% require least improvement. To anchor the next steps of this analysis which is towards a long term strategy, the analysis of the different policies in place, legal and institutional framework and gaps in the planning of the municipalities has been addressed in the regional assessment chapter.

PRIORITY OPEN PUBLIC SPACES



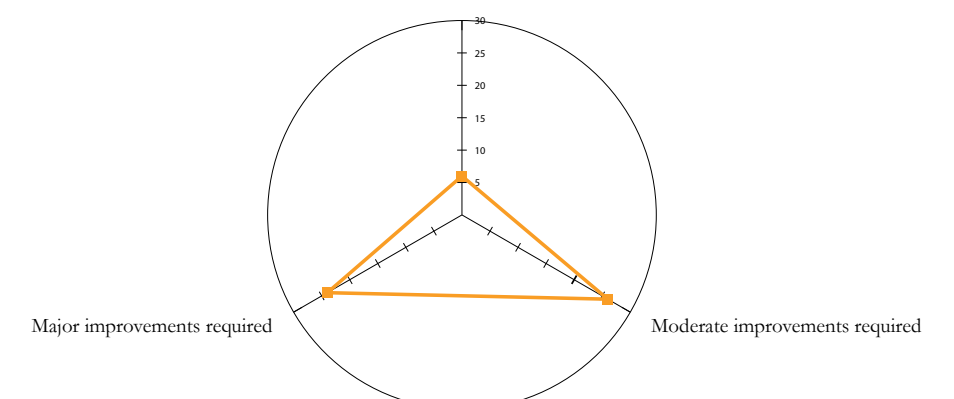
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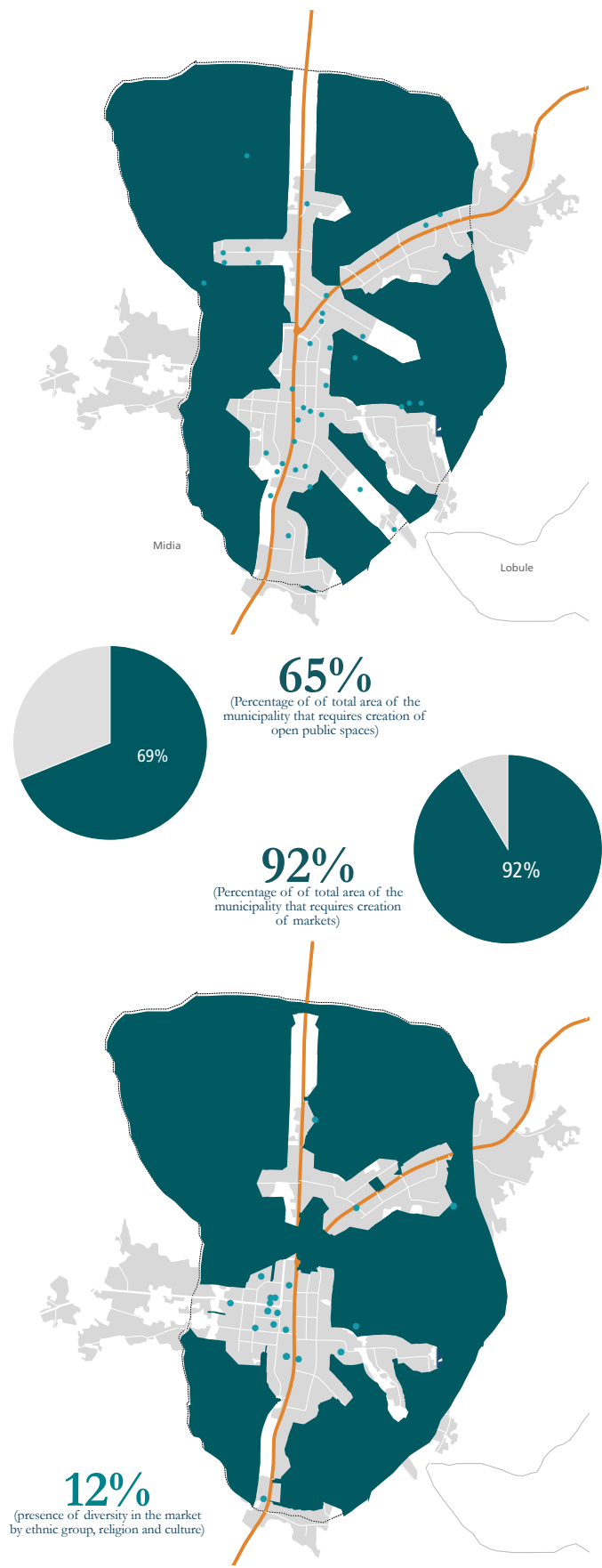
PRIORITY MARKETS



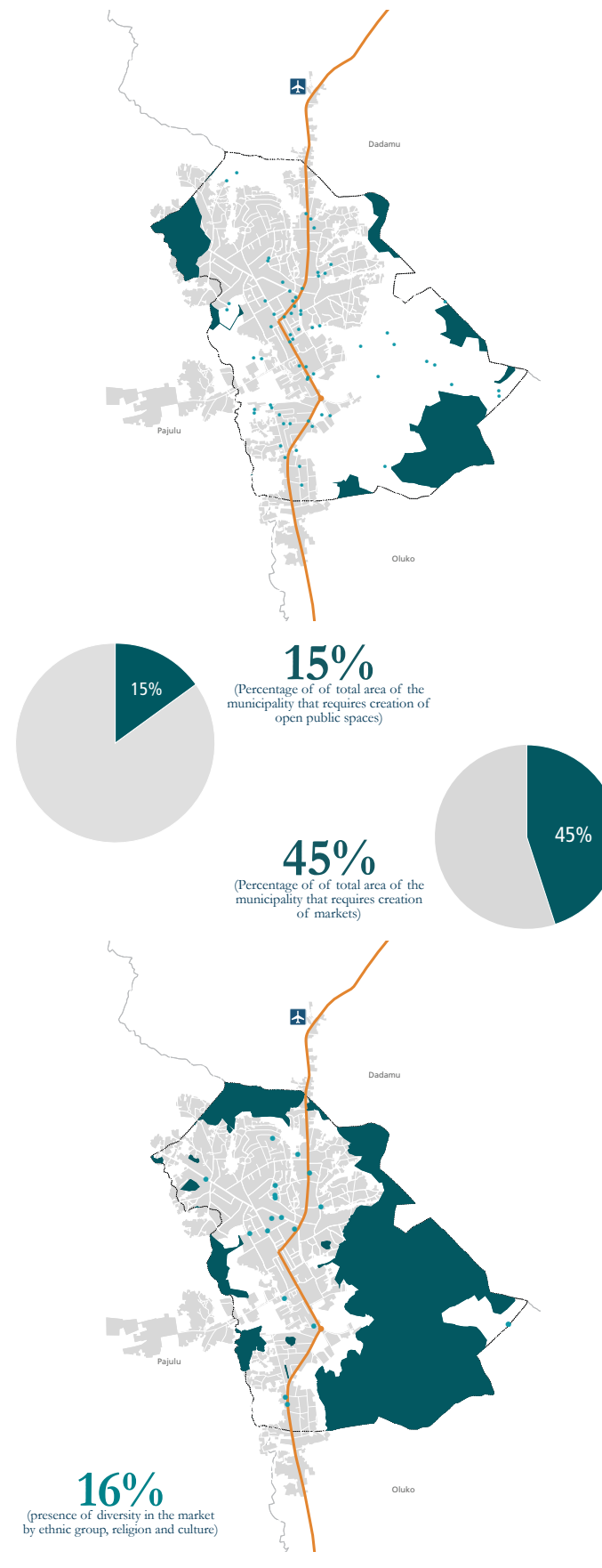
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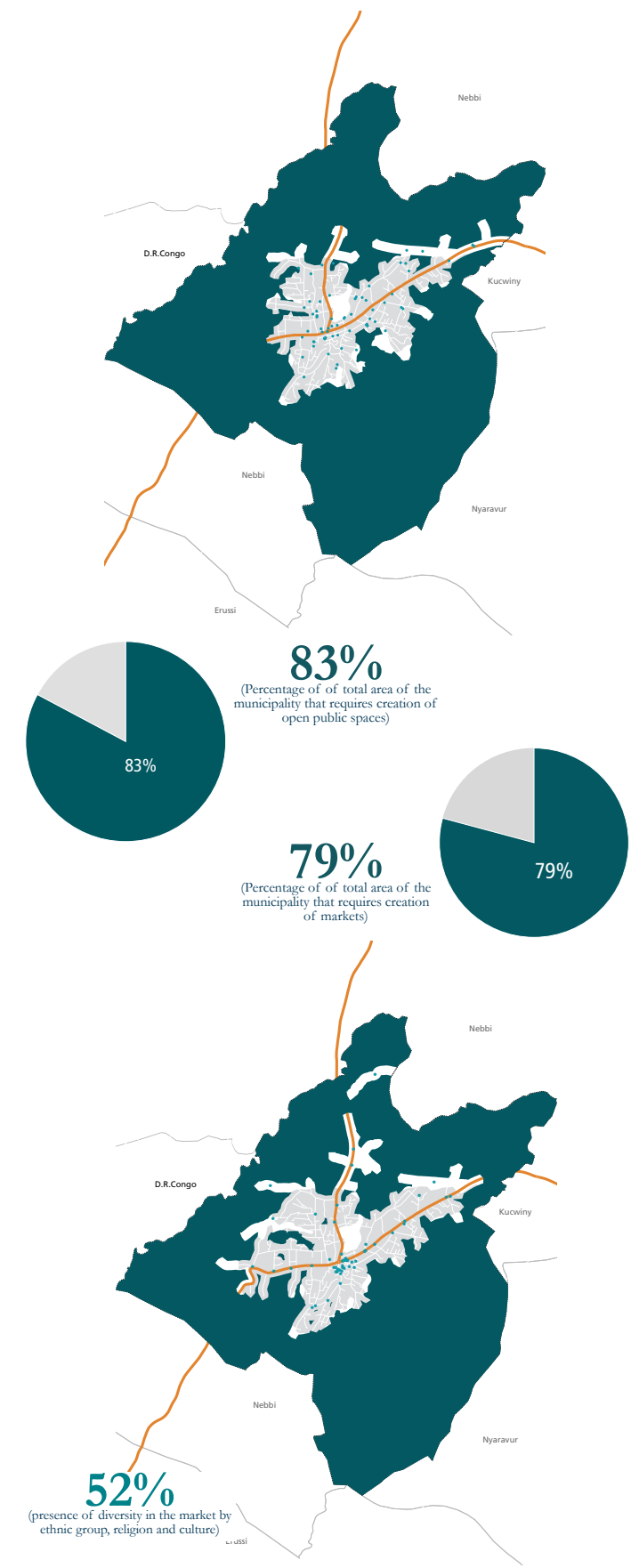
PRIORITY AREAS FOR CREATION OF PUBLIC SPACE (Not to scale)



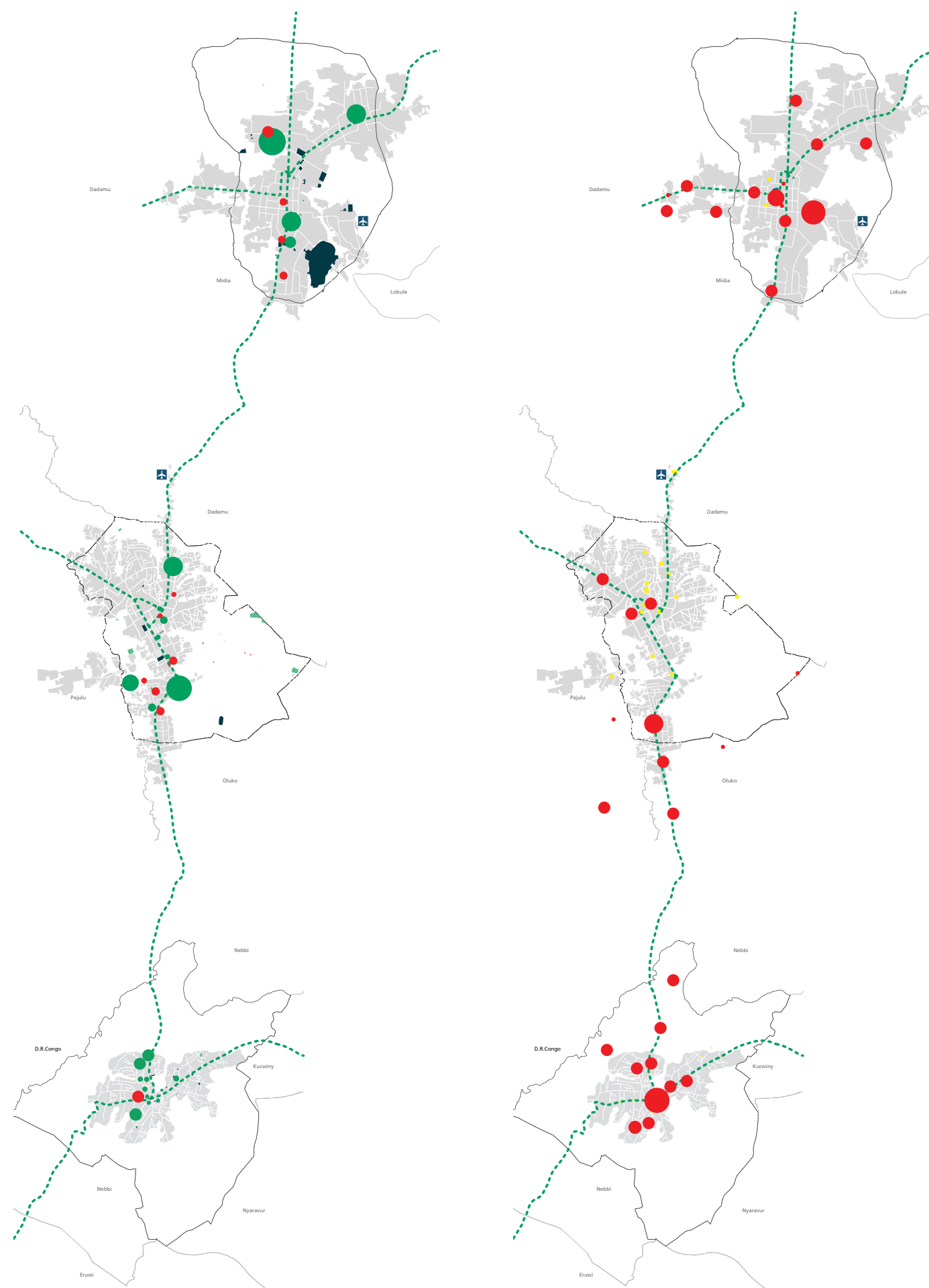
KOBOKO MUNICIPALITY



ARUA MUNICIPALITY
PRIORITY AREAS FOR CREATION OF MARKET SPACE
(Not to scale)



NEBBI MUNICIPALITY



A CONNECTED NETWORK OF PUBLIC SPACES ALONG KAN CORRIDOR

The upgrade of existing open public space and markets in the three municipalities will create a network of connected destinations throughout the region. The improvement of the main road connecting the three municipalities will create a green network that stretches from Koboko through Arua to Nebbi. The red dots on the map show the open public spaces and the markets that require the most improvement while the green dots represent spaces that require moderate improvement. This map does not include the public spaces that require slight improvement and if these were to be included much more interconnected network of public spaces will be seen. Since the importance of this assessment was to show gaps in the areas that required creation and the upgrading of open public spaces and markets, the maps on the left show an illustration of how the network across the municipalities will look like in case the most deprived markets and open public spaces are upgraded. A network of public spaces will also be created within the municipalities if the municipality prioritises the deprived areas in the creation of public spaces. It is however important to include the community in the process of planning for new public spaces and their upgrading, this will empower the community, enhance stay, improve social cohesion, create a sense of ownership, improve mental and well being and in the long run, the municipality will benefit from the increase in the land value around these public spaces.

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UN-Habitat

United Nations Human Settlements Programme (Head Quarters)

City Planning, Extension and Design Unit (CPEDU)

Regional, Metropolitan and Planning Unit (RMPU)

Urban Planning and Design Branch

P.O. Box 30030, GPO Nairobi 00100, Kenya

un.urbanplanning@gmail.com

public.space@un.org

Politecnico di Milano

Department of Architecture and Urban Studies

MSLab - Measure and Scale of the Contemporary City Research Lab

via Bonardi 3, 20133, Milano, Italy

Tel: +39 022399.5527 Email: antonella.contin@polimi.it

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