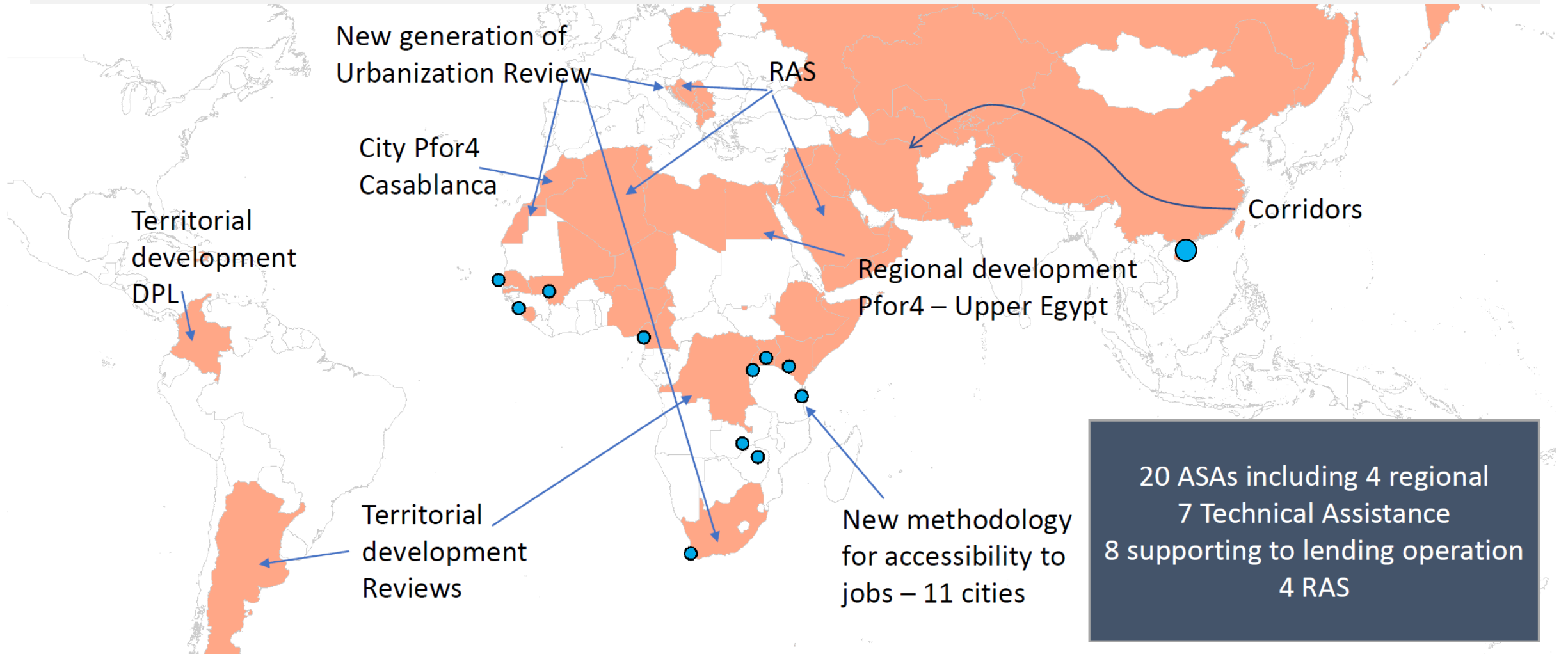




Spatial Planning Approaches

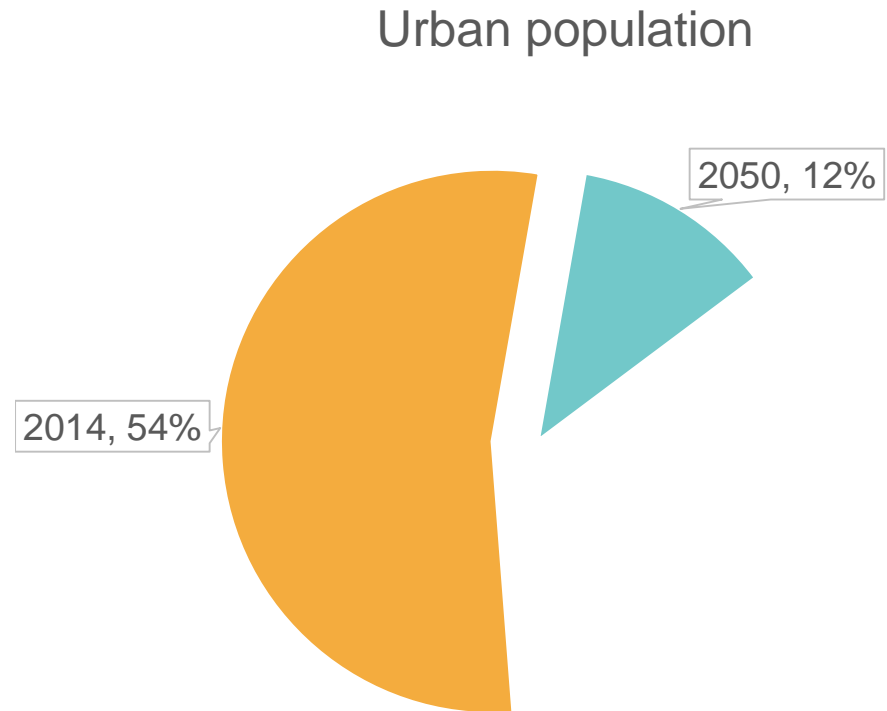
WUF February 2020, Emily Owen, Urban Development Specialist, WBG

The World Bank's work on spatial planning and territorial development spans across regions and 42 countries



The urbanization challenge

- In 1950, **746 million** people lived in cities
- Today, **over half** of the world's population lives in cities (3.9 billion people)
- Another **2.5 billion** will move to cities before the year 2050
- 90 % of the new urban residents will be in Asia and Africa

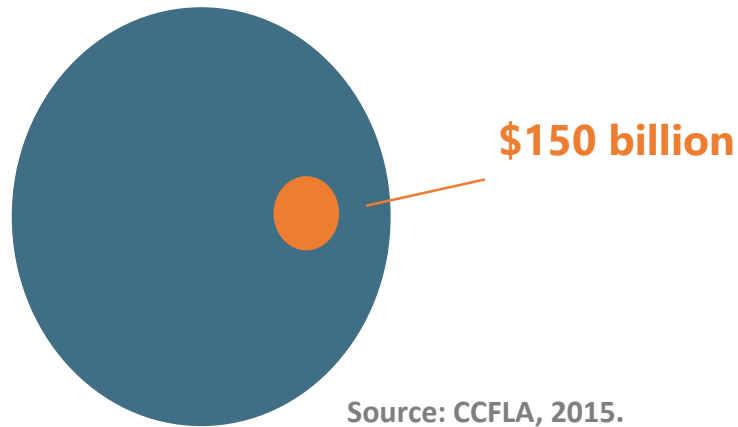


The infrastructure gap

City financing needs are massive

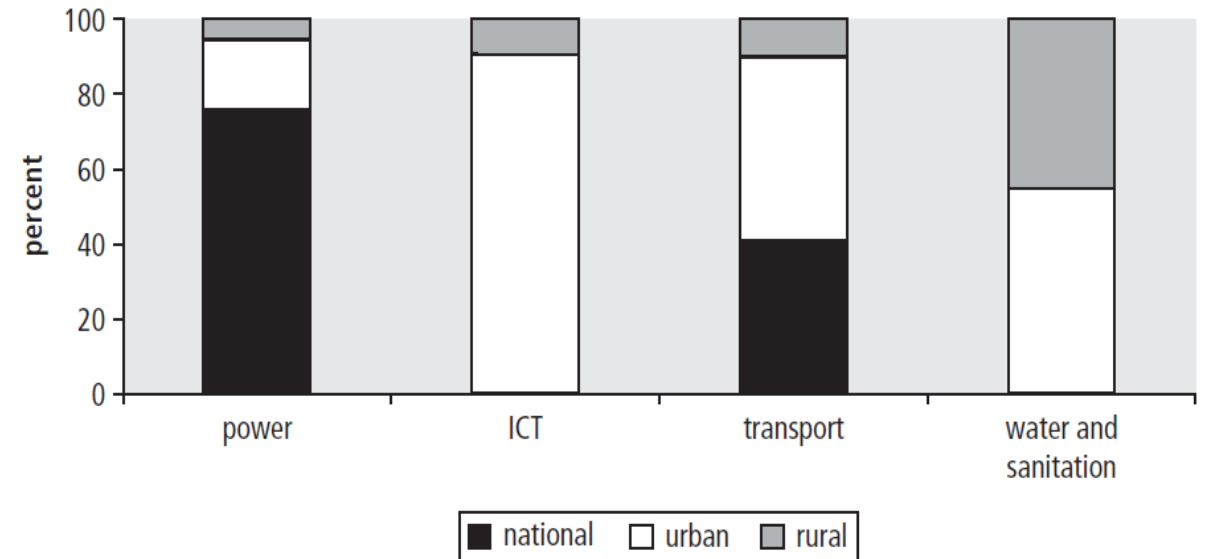
Global urban infrastructure financing gap is \$4.1-\$4.7 trillion per annum, much of it in developing countries

ODA is only a small part of the solution



Most infrastructure spending is in cities

Africa: Spatial split of historic infrastructure investments



Source: Foster and Briceño-Garmendia (2010)



3 choices to
accommodate growth
spatially

Expand?

- High cost of investment
- Spatial expansion constrained by 1 hr commute time
- Often characterized by gated communities, “ghost” cities, urban sprawl....
- Risks spatial fragmentation & undermining of agglomeration effect

Densify?

- Lower investment costs
- Density encourages clustering of people, jobs, services & markets (agglomeration effects)
- **But...policy should support affordable densification to avoid more informal settlements**

Connect?



- High cost of investment
- Investments in connectivity and good roads and public transport can spatially integrate the urban fringe.
- Policy should support connection of people, jobs & markets.

DENSITY? EXPANDED?

If policymaker adopt
If policymaker choose to
policies to density this
separately people mobility,
will promote
how far will people be
agglomeration
from jobs and services
economies, reduce
on mode of transport –
peoples commute time &
Private vs public
what have a lower carbon
transport?
what overall impact be
footprint.

Carbon footprint?

