

UN HABITAT
FOR A BETTER URBAN FUTURE



Our New Urban Agenda Learning Series

Designing Inclusive and Resilient Cities

Presented by: Capacity Development and Training Unit and Knowledge and Innovation Branch

Date: 11/12/2025

Our NUA Learning Series

September 2025

NUA Components

Implementation

Monitoring

Reporting

1 [Open global kick-off webinar](#)

**Our NUA: Shared Vision,
Shared Responsibility**

29th September

2 [Open global webinar](#)

**From Global Commitments
to National Urban Plans**

15th October

Urban Agenda Platform



**Register here and find
the series material!**

March 2026

3

[Open regional webinar 1](#)

Mobilizing Resources for Transformative Action

12th November Africa (English)

14th November Africa (French)

4

[Open regional webinar 2](#)

Designing Inclusive and Resilient Cities

10th December Africa (English)

11th December Africa (French)

5

[Open regional webinar 3](#)

Powering Local Action Through Participation and Partnerships

21st January Africa (English)

22th January Africa (French)

6

[Open regional webinar 4](#)

Tracking Progress with Purpose: NUA Indicators in Practice

W1 February Africa (English)

W2 February Africa (French)

7

[Open global webinar](#)

**From Action to Report: NUA
for Better Urban Governance**

W1 March

8

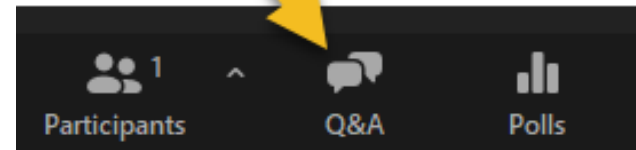
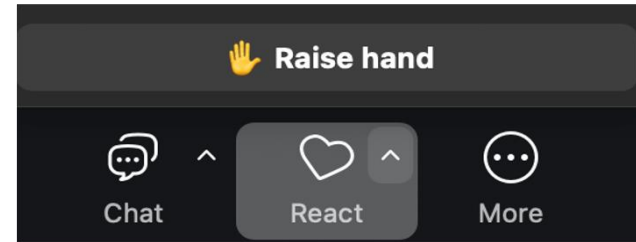
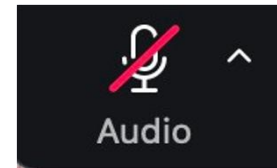
[Open global wrap-up webinar](#)

**Our NUA: Shared
Learnings and Next Steps**

W2 March

Housekeeping Rules

1. Mute your microphone
2. Raise your hand to ask your questions
3. Write your questions in the Q&A box
4. This webinar is recorded
5. Keep your phone close by
6. Enjoy, participate and stay with us!
7. Turn your camera on



NUA Champions Campaign - Certification

Why Should you Join?

NUA Individual Champions

Awarded to **active participants** who complete the learning series

Attendance 6 out of 8 sessions
Engagement 4-5 sessions
Participation in discussions

NUA Country Champions

Awarded to **country teams** (ROs, COs, ministries, local, national governments) that accomplish one of the following:

Coordinated participation across sessions (3 representatives/ country, per session, 8 sessions in total.

Demonstrate cross-level engagement (national + local voices).

Share one case study or concrete NUA practice during the series (presentation or NR)



Certificates will be delivered upon request



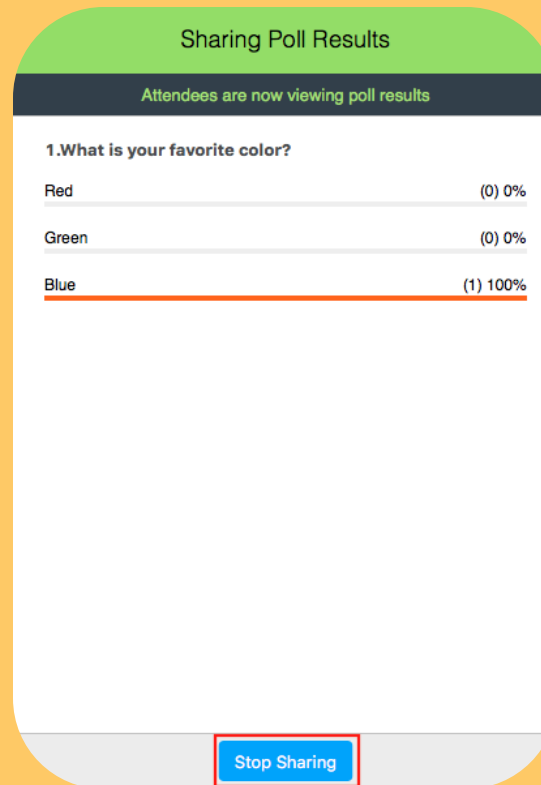
Promotion of this achievement on the NUA platform and UN-Habitat social media



Same registration email to enter the sessions

Our Audience Today

Introduce yourself!



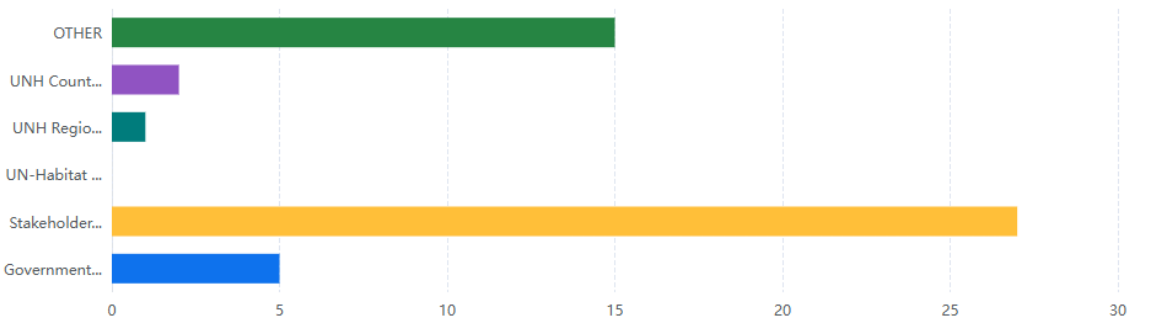
1. Q1. Where are you connecting from? (Short answer) *

50/50 (100%) answered · 0 skipped



2. Tell us about yourself! You represent: (Single choice) *

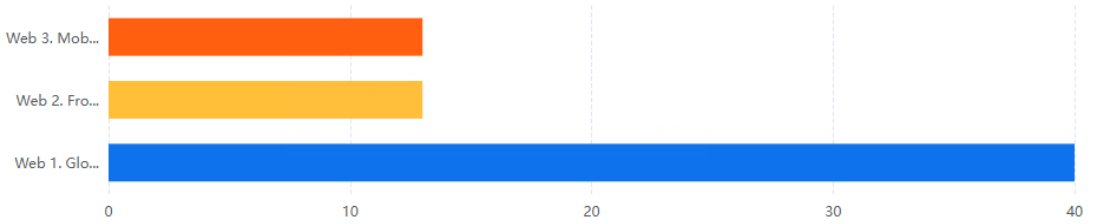
50/50 (100%) answered · 0 skipped



Options	Responses
Government representative	5/50 (10%)
Stakeholder (Academia, private sector, NGOs, etc.)	27/50 (54%)
UN-Habitat Head Quarter	0/50 (0%)
UNH Regional Offices	1/50 (2%)
UNH Country offices	2/50 (4%)
OTHER	15/50 (30%)

3. Which sessions have you attended? (select all that apply) (Multiple choice) *

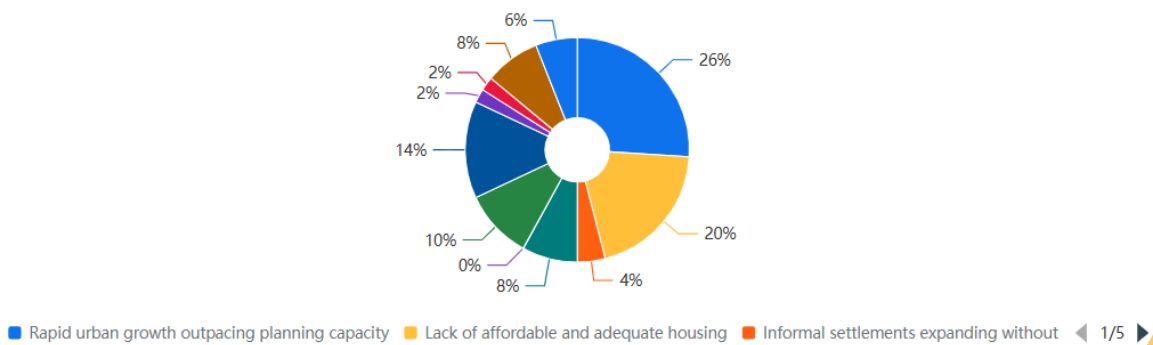
50/50 (100%) answered · 0 skipped



Options	Responses
Web 1. Global kick-off webinar	40/50 (80%)
Web 2. From Global Commitments to National and Local Urban Plans	13/50 (26%)
Web 3. Mobilizing Resources for Transformative Action (EN/FR)	13/50 (26%)

4. What is one pressing planning challenge in your city today? (select 1) (Single choice) *

50/50 (100%) answered · 0 skipped



5. If other, please specify (Short answer)

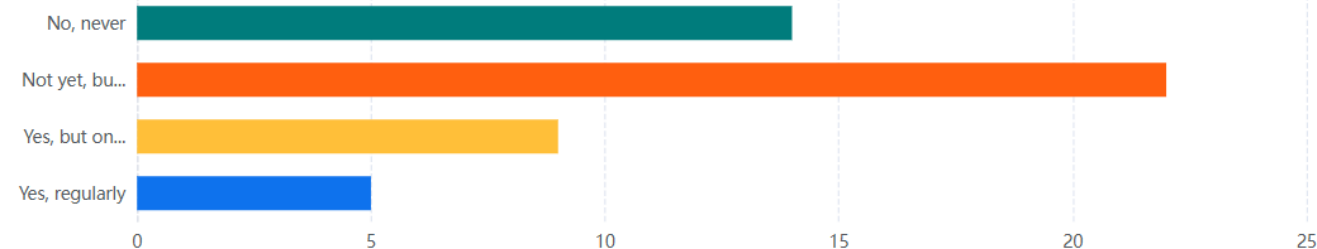
15/50 (30%) answered · 35 skipped



6. Have you ever used the NUA as a reference when developing or advising on an urban plan (e.g., land use, housing, mobility, services)?

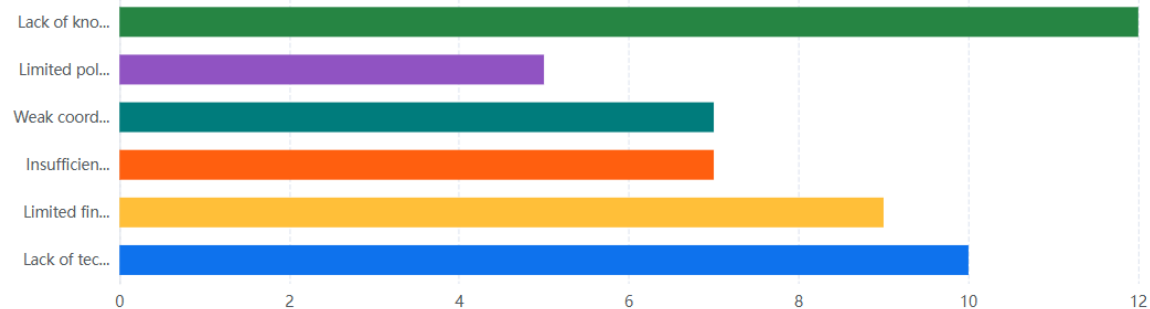
(Single choice) *

50/50 (100%) answered · 0 skipped



7. What is the biggest barrier to applying NUA-aligned planning approaches in your work? (Single choice) *

50/50 (100%) answered · 0 skipped



8. What kind of capacity building support would be most useful to implement, monitor and report on NUA-in your context? (Short answer) *

50/50 (100%) answered · 0 skipped



Today's session

Today's learning

1. **Turn NUA** into concrete, inclusive and sustainable urban-planning practices.
2. **Align planning frameworks** with NUA principles (housing, land-use, mobility, energy and basic services)
3. **Examine** current opportunities and gaps in different contexts

Agenda

1. **Expert presentation:**
Integrated urban planning and its linkages with the New Urban Agenda
2. **Interactive activity:**
fictional neighbourhood transformation.
3. **Expert presentation:**
Adequate housing & integrated basic services
4. **Case Studies panel:**
Nigeria and Ethiopia



NUA Structure

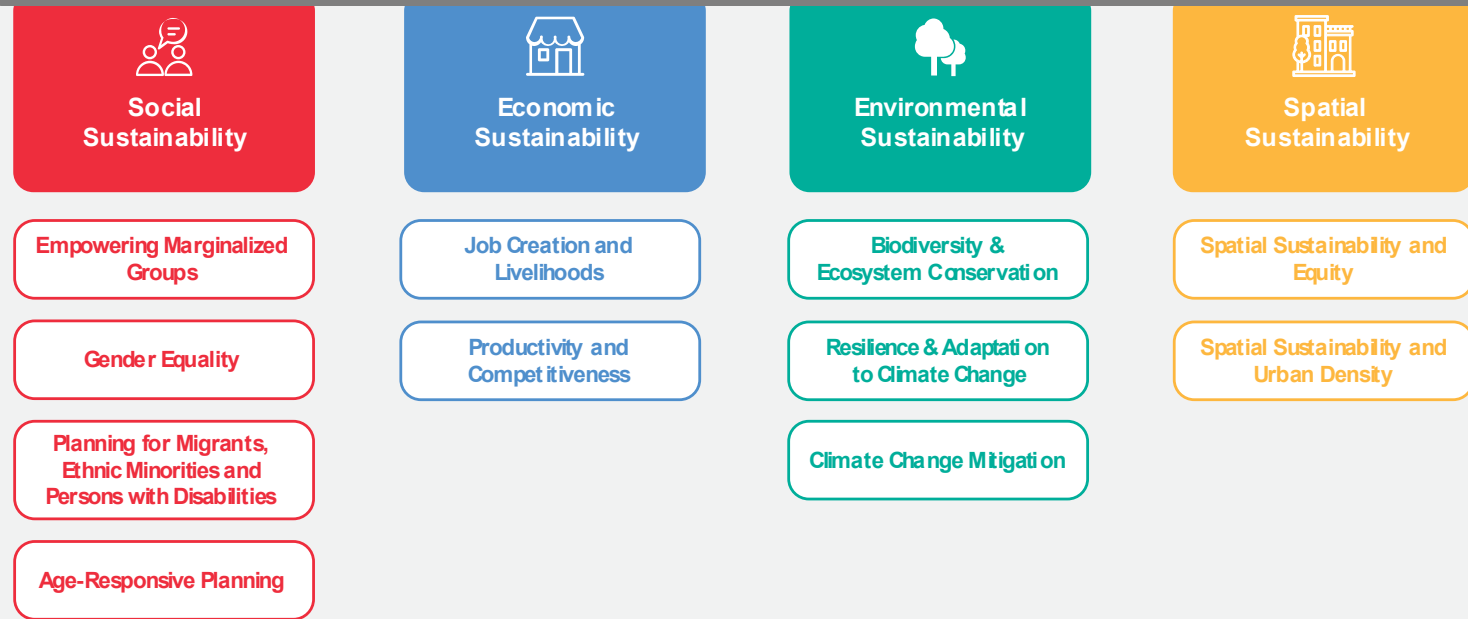


It is an **action-oriented** implementation framework for the urban component of all SDGs, that provides principles and policies for planning, managing, and developing cities

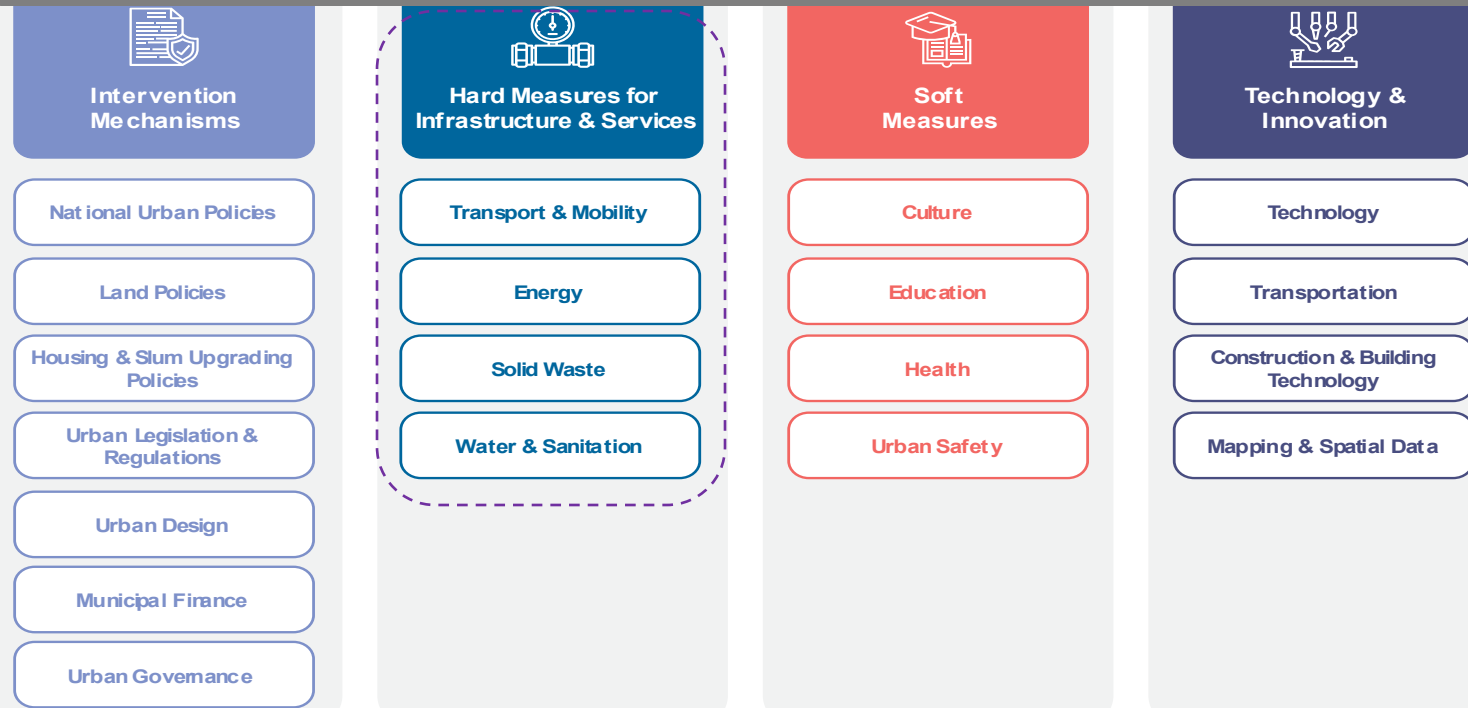
WHAT

HOW

CORE DIMENSIONS OF THE NEW URBAN AGENDA



MEANS OF IMPLEMENTATION





1. Expert presentation:

Integrated urban planning and its linkages with the New Urban Agenda

Salvatore Fundaró

Programme Manager, Urban Lab
UN-Habitat





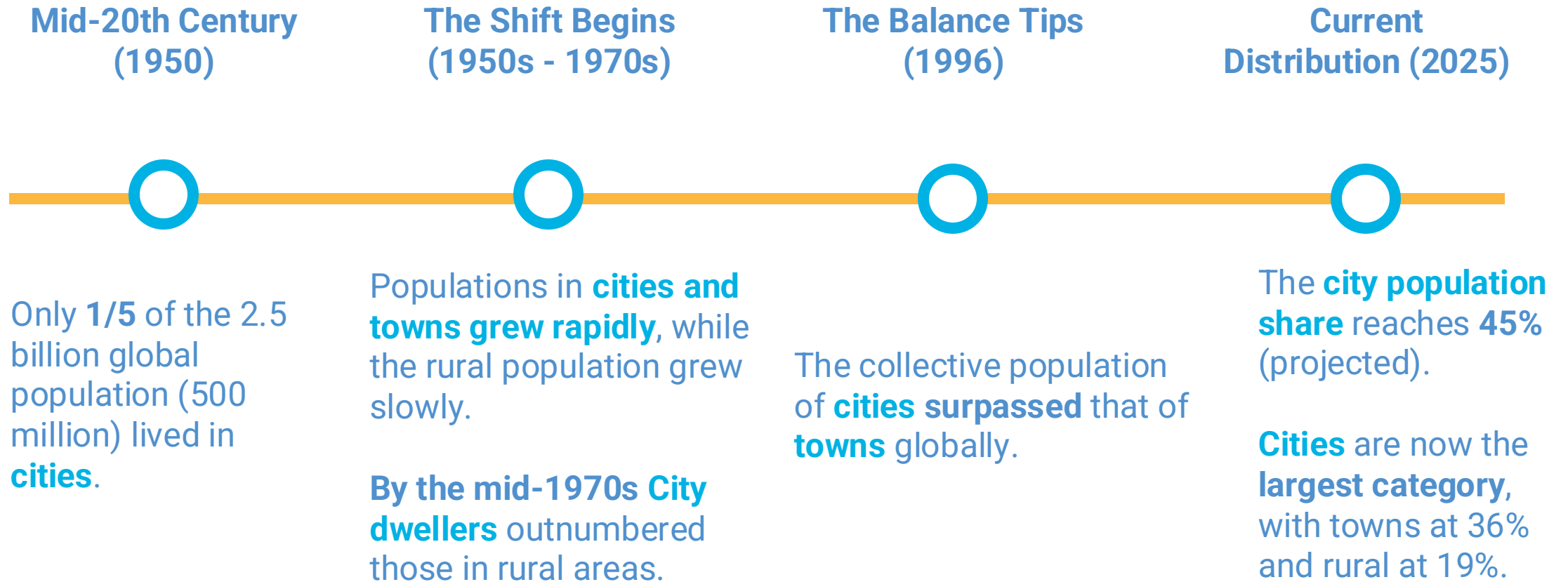
UN-HABITAT

Designing inclusive and resilient cities: Integrated urban planning and its linkages with the New Urban Agenda

Salvatore Fundarò, Regional Programme Division, Urban Lab

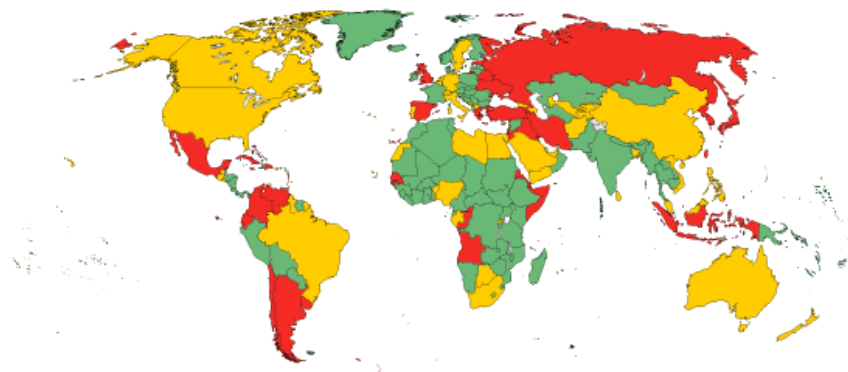
10 December 2025

The Global Population Shift: Cities, Towns, and Rural Areas

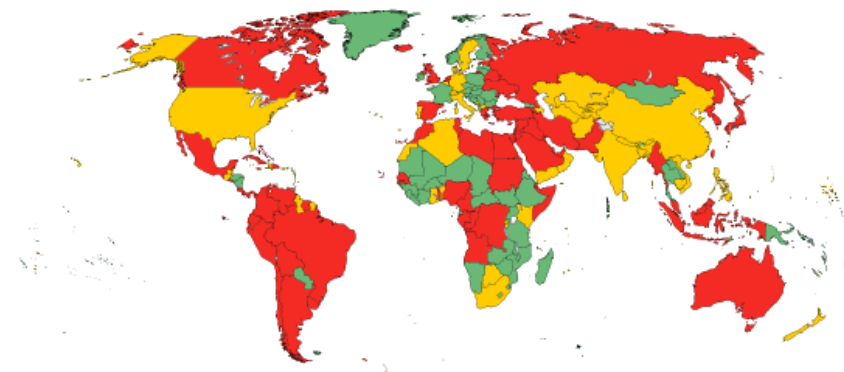


Most common settlement type by the Degree of Urbanization

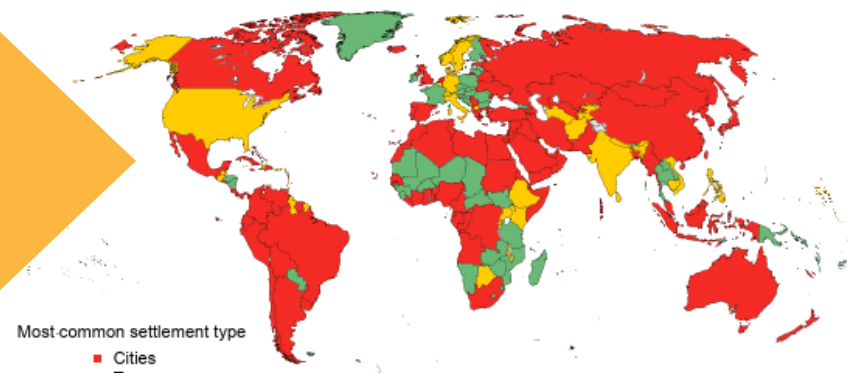
1975



2000



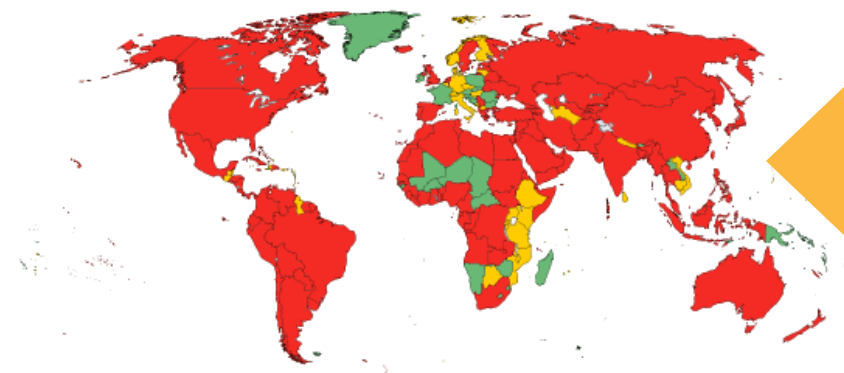
2025



Most-common settlement type

- Cities
- Towns
- Rural
- No data

2050



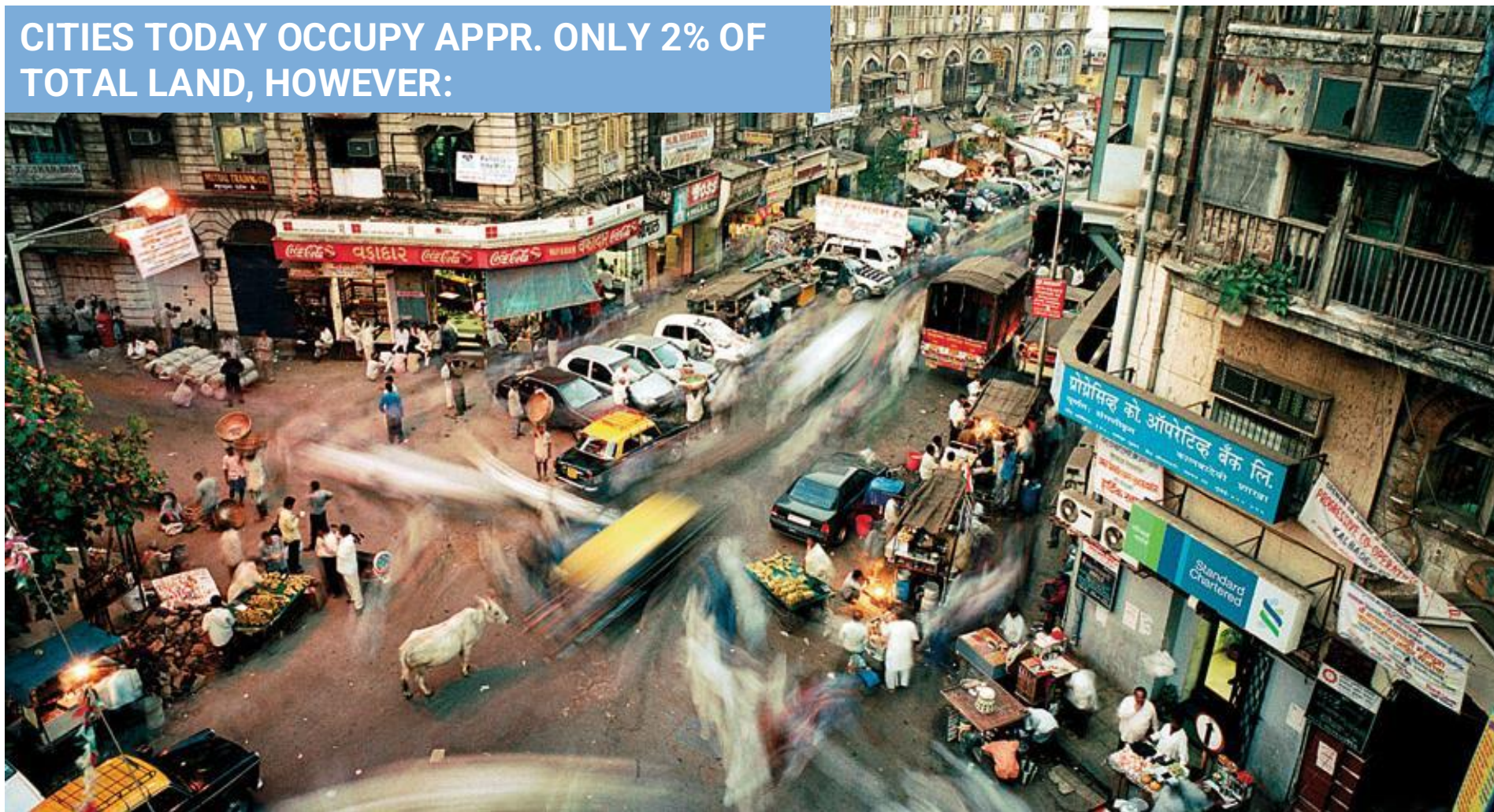
This number is projected to grow to 127 by 2050.

By 2025, cities had become the most prevalent settlement type in 104 countries.



Urbanization Trends: urban growth

CITIES TODAY OCCUPY APPR. ONLY 2% OF
TOTAL LAND, HOWEVER:



70%

Global Waste

70%

Greenhouse Gas
Emissions

over 60%

Global Energy
Consumption

70%

Economy (GDP)

21st Century Urban Challenges: urban migration and displacement



21st Century Urban Challenges: **uncontrolled urban growth**



UN-HABITAT

21st Century Urban Challenges: unequal access to housing, infrastructures and services



21st Century Urban Challenges: **energy consumption**



21st Century Urban Challenges:
biodiversity loss, earth water air pollution...



21st Century Urban Challenges: ...risks prone population



New Urban Agenda and Integrated Planning



Integrated urban planning is covered mostly in the following paragraphs: 88, 98, 99, 100

Key concepts: Integrated urban and territorial planning, prevention of sprawl, social inclusion, public space and mobility, cross sector coordination.

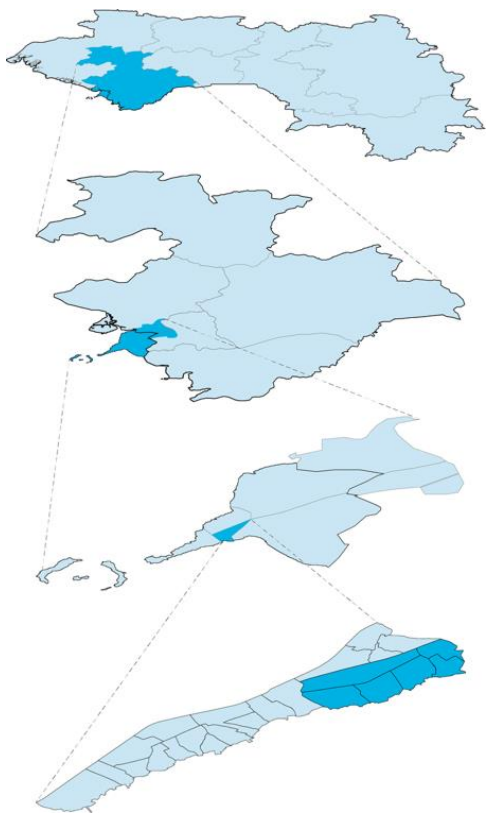
Integration of Urban and Territorial Planning (multi-scalar approach)

REGION

CITY

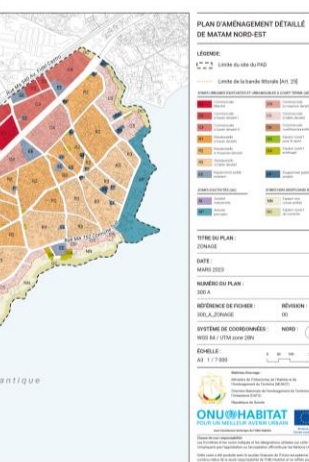
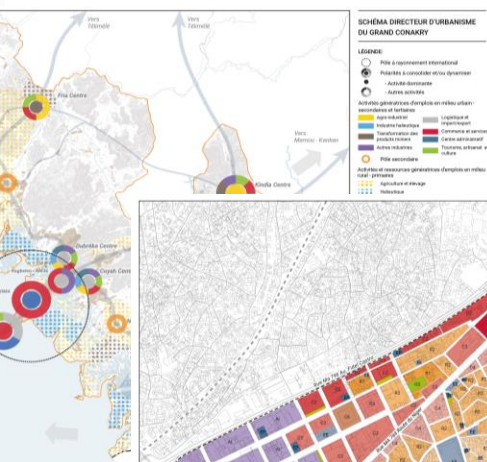
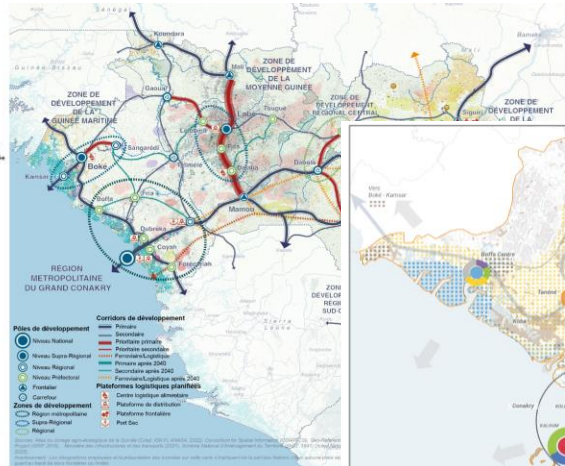
DISTRICT

BLOCK



05
LA VISION 2040 DU
TERRITOIRE

Secteur minier
• Carte de l'actuel minier
• Port Minier
Ressources minérales
• Zone aurifère
• Zone bauxitique
• Zone diamantifère
• Zone ferreuse
Secteur agricole
• Transformation Rurbale
• Valeur agro-économique élevée
Secteur de la pêche
• Transformation poisson
• Nœuds principaux
• Marguerites
Secteur forestier
• Indicateurs forestiers
• Forêts domaniales
• Forêt classée
Secteur des transports
• Route nationale primaire
• Route nationale secondaire
• Chemin de fer
• Aéroport international
• Aéroport domestique
• Port de commerce
• Port commercial
Secteur métrologique
• Centre métrologique
• Centre à énergie solaire
• Centre thermique
Secteur de l'énergie
• Point d'eau
• Énergie
• 1500-1700m
• 1700m
• Tâche urbaine
• Limite pays
• Région métropolitaine
• Région Régionale
• Région



Integration of urban planning, finance and legislation

1. Planning and Design



3. Municipal Finance



2. Urban Laws and Regulations

he has built one House on every Site of that Group. He may then begin on the second row of Houses and so on up to a level of four Houses to a Site. He cannot build, for example, three Houses on one Site if he has only one House on another site of that Group. Similarly, Sites must be maintained every... if Houses have to be sold they must be removed equally from Sites of a Colour-Group. Houses may not be built on Sites if one of the same Colour-Group is mortgaged.

HOTELS
A player must have four Houses on each Site of a complete Colour-Group before he can buy an Hotel. He may then buy an Hotel from the Bank to be erected on any site of that Colour-Group, delivering to the Bank in payment, the four Houses already on the Site plus the additional cost of the Hotel (£200 for an Hotel on Park Lane or Mayfair; others on the Title Deeds). It is very desirable to erect Hotels on acreage of the very large, resale which may be charged. Only one Hotel may be erected on any one Site.

BUILDING SHORTAGE
When the Bank has no Houses to sell, players wishing to build must wait until some player is returned or to sell his Houses to the Bank before they can build. If there are a limited number of Houses and Hotels available, and two or more players wish to buy more than the Bank has, the Houses or Hotels must be sold by auction to the highest bidder.

SELLING PROPERTY
Undeveloped Sites, Railway Stations and Utilities (but not buildings thereon) may be sold to any player as a private transaction for any amount that the owner can get. No Site, however, can be sold to another player if buildings are standing on any Site of that Colour-Group. Any buildings so situated must be sold back to the Bank before the owner can sell any Site of that Colour-Group. Mortgaged property cannot be sold to the Bank - only to other players. Houses and Hotels may be resold by players to the Bank only, but this may be done at any time and the Bank will pay one half of the price paid for them. In the case of Hotels, the Bank will pay half the cash price of the Hotel plus half the price of the four Houses which were given in the purchase of the Hotel.

MORTGAGES
Mortgaging properties can be done through the Bank only. The mortgage value is printed on each Title Deed. The rate of interest is 10 per cent, payable when the mortgage is lifted. If any property is transferred while it is mortgaged, the new owner may lift the mortgage at once if he wishes, but he must pay 10 per cent interest. If he fails to lift the mortgage, he still pays 10 per cent interest and if he lifts the mortgage later he pays an additional 10 per cent interest as well as the principal.
Houses or Hotels cannot be mortgaged. All buildings on the Site must be sold back to the Bank before any property can be mortgaged. The Bank will pay one half of what was paid for them.
In order to rebuild a House on mortgaged property the owner must pay the Bank the amount of the mortgage plus the 10 per cent interest charge and buy the House back from the Bank at its full price.

BANKRUPTCY
A player who is bankrupt, that is, one who owes more than he can pay, must turn over to his creditor all that he has of value, and retire from the game. In making this settlement, however, if he owns Houses or Hotels, these are returned to the Bank in exchange for money, to the extent of half their cost as printed on the Title Deeds, and this cash is given to the creditor. If a bankrupt player turns over to his creditor property that has been mortgaged, the new owner must at once pay the Bank the 10 per cent interest on the mortgage. At the same time he may at his option lift the mortgage by paying the principal.
In case a player is unable to raise money enough to pay his taxes or penalties, even by selling his buildings and mortgaging his property, the Bank will take over all his assets and sell by auction to the highest bidder everything so taken excepting the buildings. The player must then remove his token. The last player left in the game wins.

MISCELLANEOUS
If a player owes more rent than he can pay in cash and partly in property, in this case, the creditor will often accept some property even if it is mortgaged at a value far in excess of the amount owed so as to obtain additional property for buildings or to block another player from obtaining control of that property.

Property owners must watch out for cents due. Do not help other players to watch their properties.
The Bank loans money only on mortgage security. Players may not borrow money or property from each other.

RULES FOR PLAYING THE SHORT GAME
Before commencing, the players stipulate the time at which the game shall end. At the end of the game the richest player is the winner.
At the start of the game the Banker shuffles the Title Deed cards and, after having cut them, he deals two cards to each player. The players immediately pay to the Bank the price of the property they deal to them.
The game then proceeds in the usual manner until the agreed finishing time is reached. No further dealings must take place, but if a player is in actual play when the finish is announced, he is allowed to complete his move, and any transactions in connection with it. Each player then totals up the values of his possessions: (1) Cash in hand; (2) Building Sites, Utilities or Railway Stations owned by him, at the price printed on the board; (3) Mortgaged property at half the price printed on the board; (4) Houses owned valued at their respective card prices; (5) Hotels valued at the cost of five houses.
The player with the highest total is the winner.

The Game of MONOPOLY
Registered Trade Mark
PROPERTY TRADING BOARD GAME

BRIEF IDEA OF THE GAME
The idea of the game is to buy and rent or sell properties so profitably that players increase their wealth, the wealthiest becoming the eventual winner. Starting from "GO", move the tokens around the board according to the throw of the dice. When a player's token lands on a space not already owned, he may buy it from the Bank, otherwise it is auctioned off to the highest bidder. The object of owning property is to collect rents from opponents stopping there. Rents are greatly increased by the erection of Houses and Hotels, as it is wise to build them on some of your Building Sites. To raise more money, Building Sites may be mortgaged to the Bank. Community Chest and Chance cards give instructions that must be followed. Sometimes, players land in Jail. The game is one of shrewd and cunning trading and excitement.

EQUIPMENT
Monopoly Real Estate Trading Game Equipment consists of the board with spaces indicating Building Sites, Railway Stations, Utilities, rewards and penalties over which the player's pieces are moved. There are two dice, tokens of various shapes for playing pieces, thirty-two green Houses, twelve red Hotels and twenty cards for Chance and Community Chest spaces. There are Title Deed cards for every property and "bank notes" of various denominations.

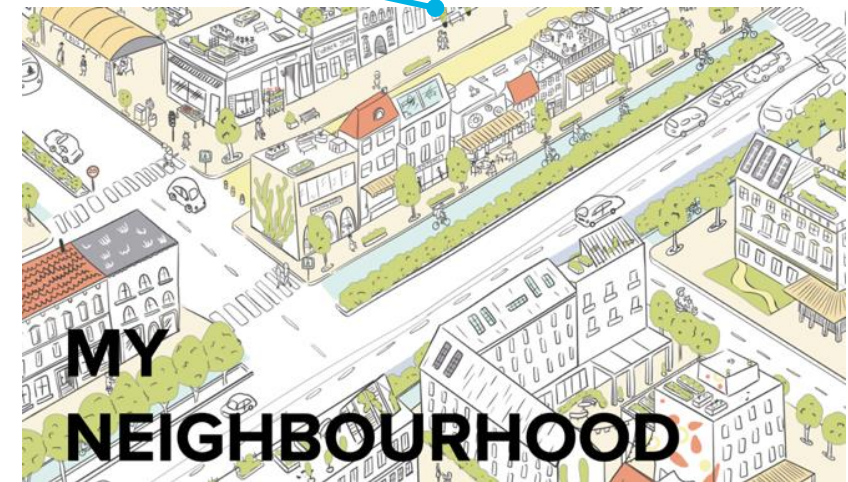
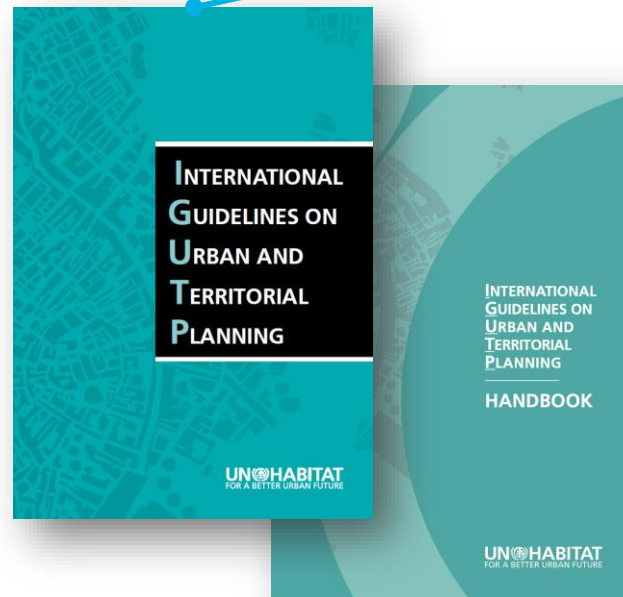
PREPARATION
Place the board on a good sized table, putting the Chance cards and Community Chest cards face down on their allotted spaces on the board. Each player is provided with a token to represent him on his travels around the board. Each player is given £1,500. All other equipment goes to the Bank. One of the players is elected Banker. (See Bank and Banker.)



Participative approach



To learn more:



UN-Habitat Five Principles for Neighbourhood Planning (2013) & My Neighbourhood (2022)

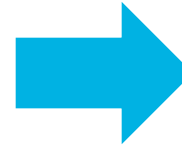
1 SPACE FOR STREETS AND PUBLIC SPACE

2 ADEQUATE HIGH DENSITY

3 MIXED LAND USE

4 SOCIAL MIX

5 CONNECTIVITY



MY
NEIGHBOURHOOD

My Neighbourhood

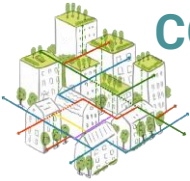
The five city objectives



COMPACT

Effectively **manages land occupancy** while **delivering a balanced provision of basic services** offering its inhabitants the possibility **to make use of various public services and activities within walking distance.**

(Dense Urban Form - Infrastructure balanced provision - Proximity to key services - Proximity to variety of uses)



CONNECTED

Effectively provides a road network **that facilitates walkability** and an efficient public transportation system that **facilitates the mobility of the inhabitants.**

(Road network provision - Permeable road network - Public transport balanced provision - Public transport diversity offer)



INCLUSIVE

Provides its inhabitants with **adequate physical housing conditions and spatially balanced distribution of key services** (quantity, quality).

(Living conditions - Utility service access - Equitable provision- Equitable service access)



VIBRANT

Establishes the setting that **facilitates the encounter between economic activities and pedestrians' influx**, which translates into an energetic and lively environment that mirrors its economic vigor.

(Attractive areas - Pedestrian movement density)

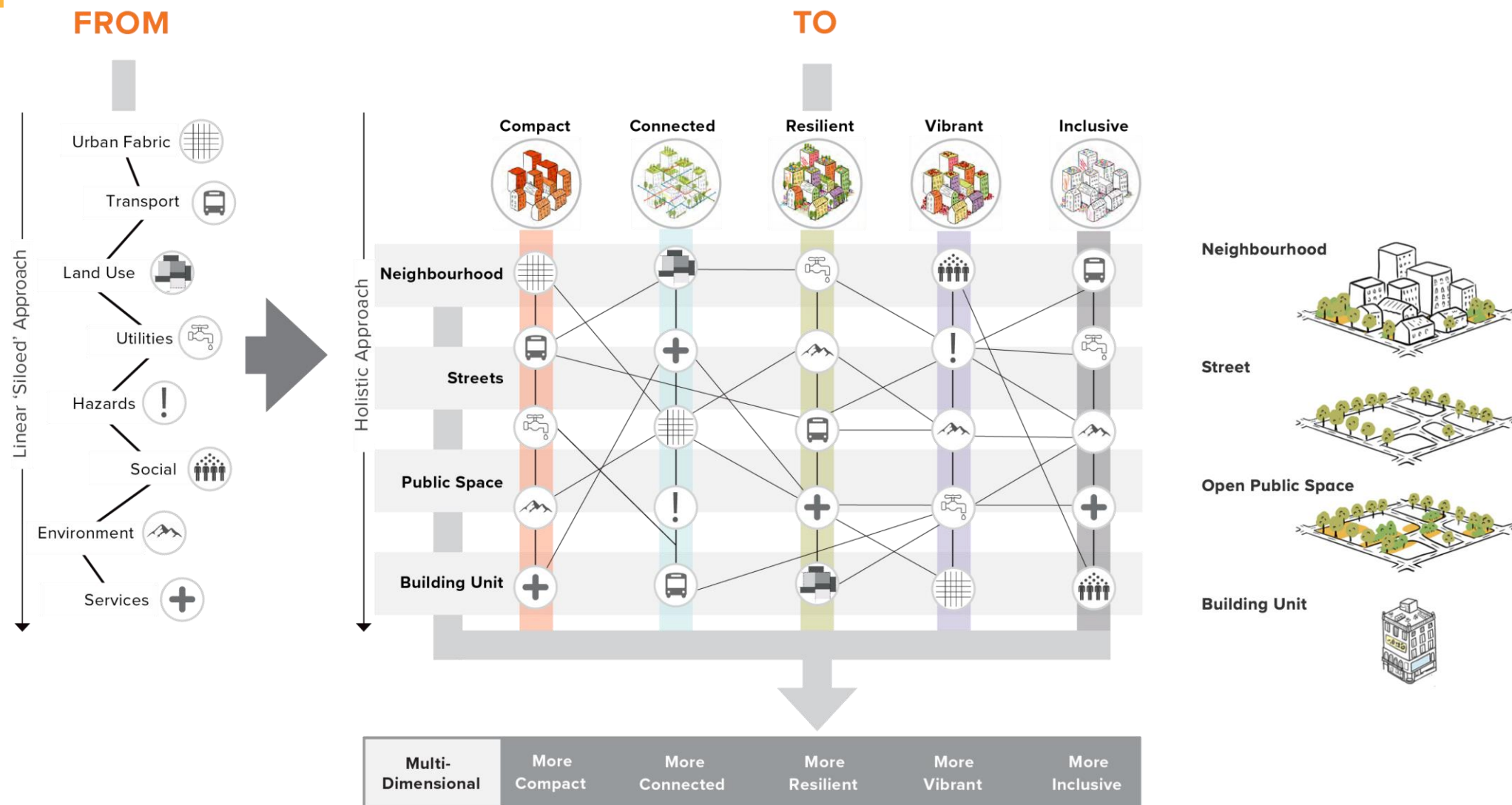


RESILIENT

Manages natural resources sustainably and **reduces the impact of natural disasters** through prevention, response, adaptation, and recovery to shocks and stresses.

(Environmental assets management - Exposure level – Sensitivity level - Cope capacity)

My Neighbourhood Integrated Framework





COMPACT CITY

URBAN FORM: compactness

- ✓ Promote spatial continuity between the new development and the existing urban fabric



SPATIAL CONTINUITY



COMPACT CITY

URBAN FORM: density

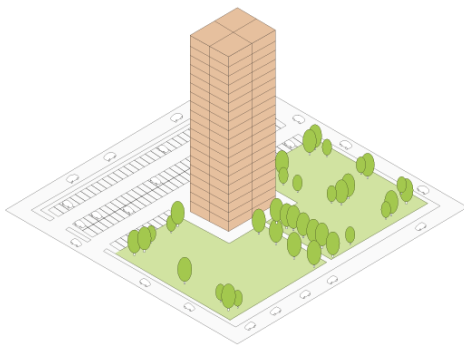




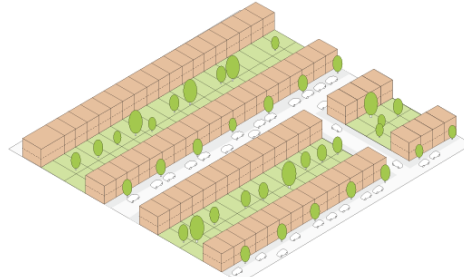
COMPACT CITY

URBAN FORM: density

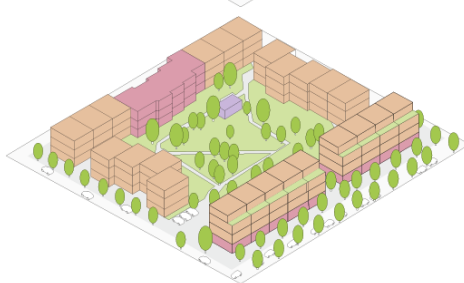
Density: 75 dwellings / 0.01 square kilometres
High building height
Low plot coverage



Density: 75 dwellings / 0.01 square kilometres
Low building height
High plot coverage

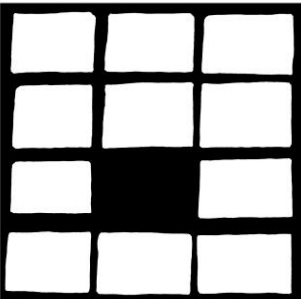
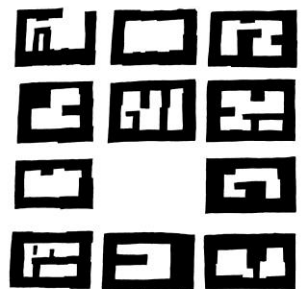
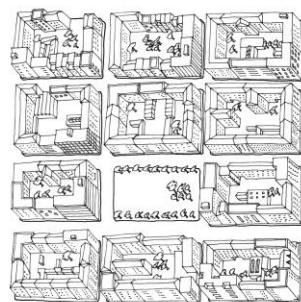


Density: 75 dwellings / 0.01 square kilometres
Medium building height
Medium plot coverage

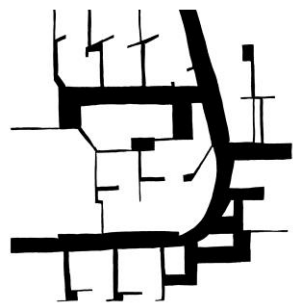
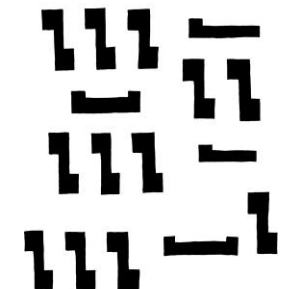
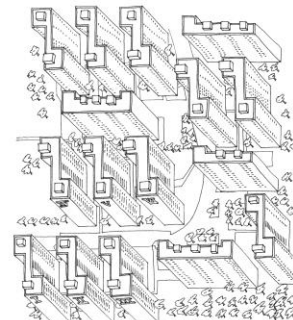


Residential
Office and commercial
Public facilities

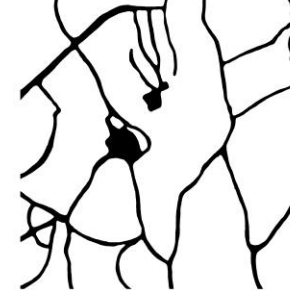
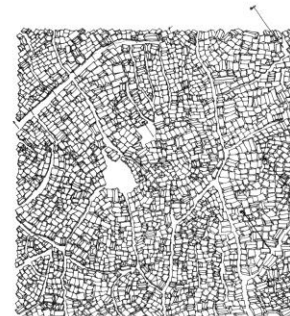
Source: UN-Habitat, 2012



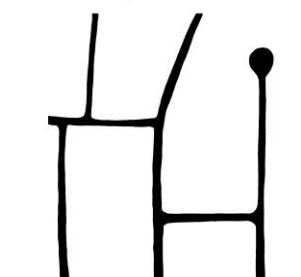
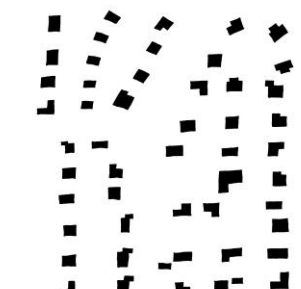
Public Space:
39%



Public Space:
13%



Public Space:
12%

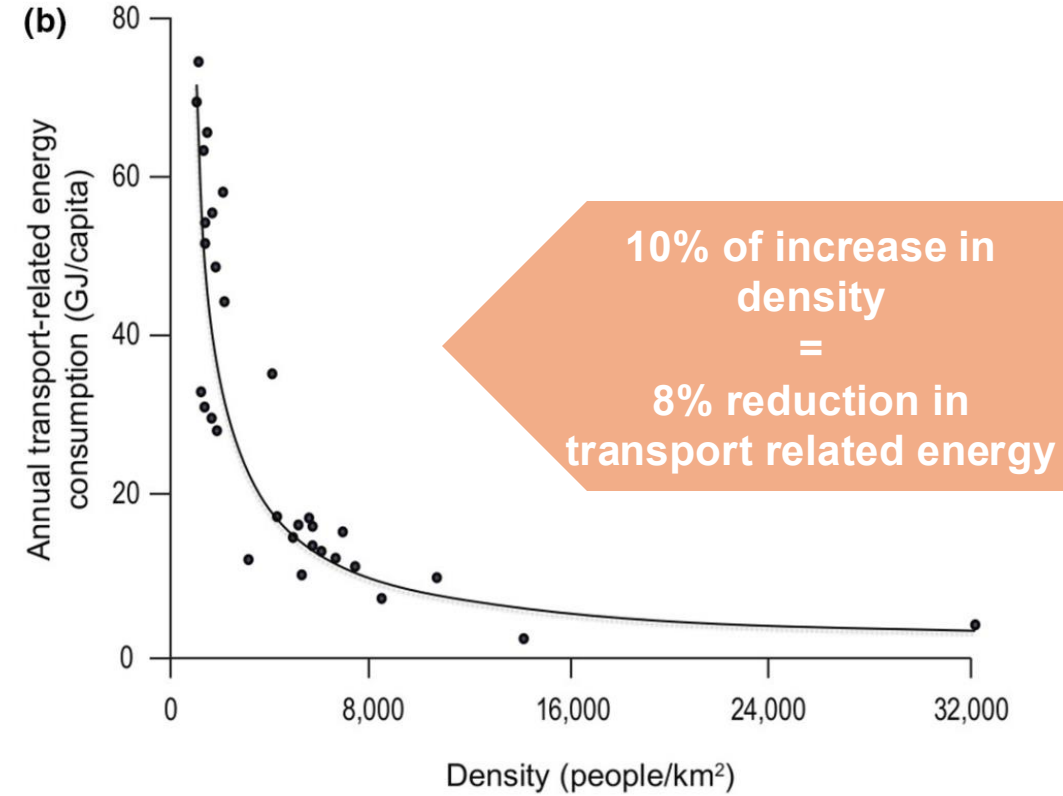


Public Space:
11%



COMPACT CITY

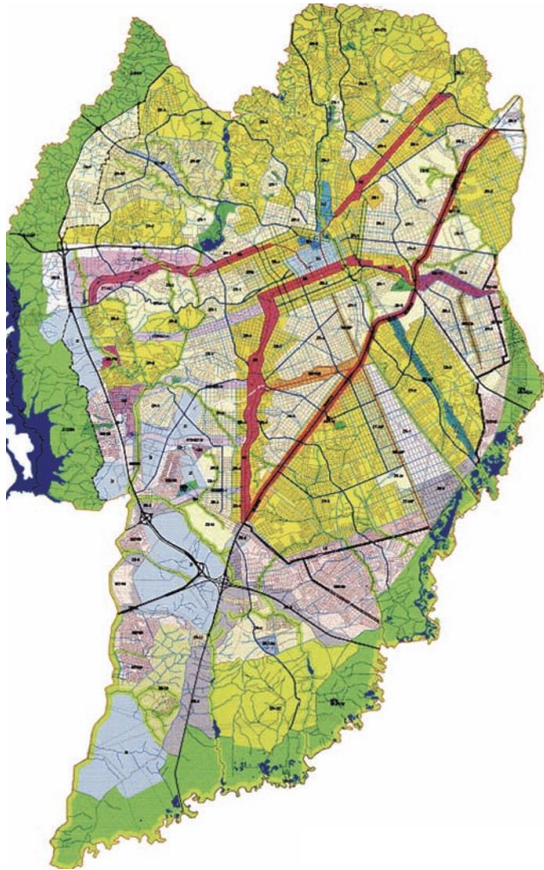
URBAN FORM: density and energy





COMPACT CITY

URBAN FORM: density and public transport



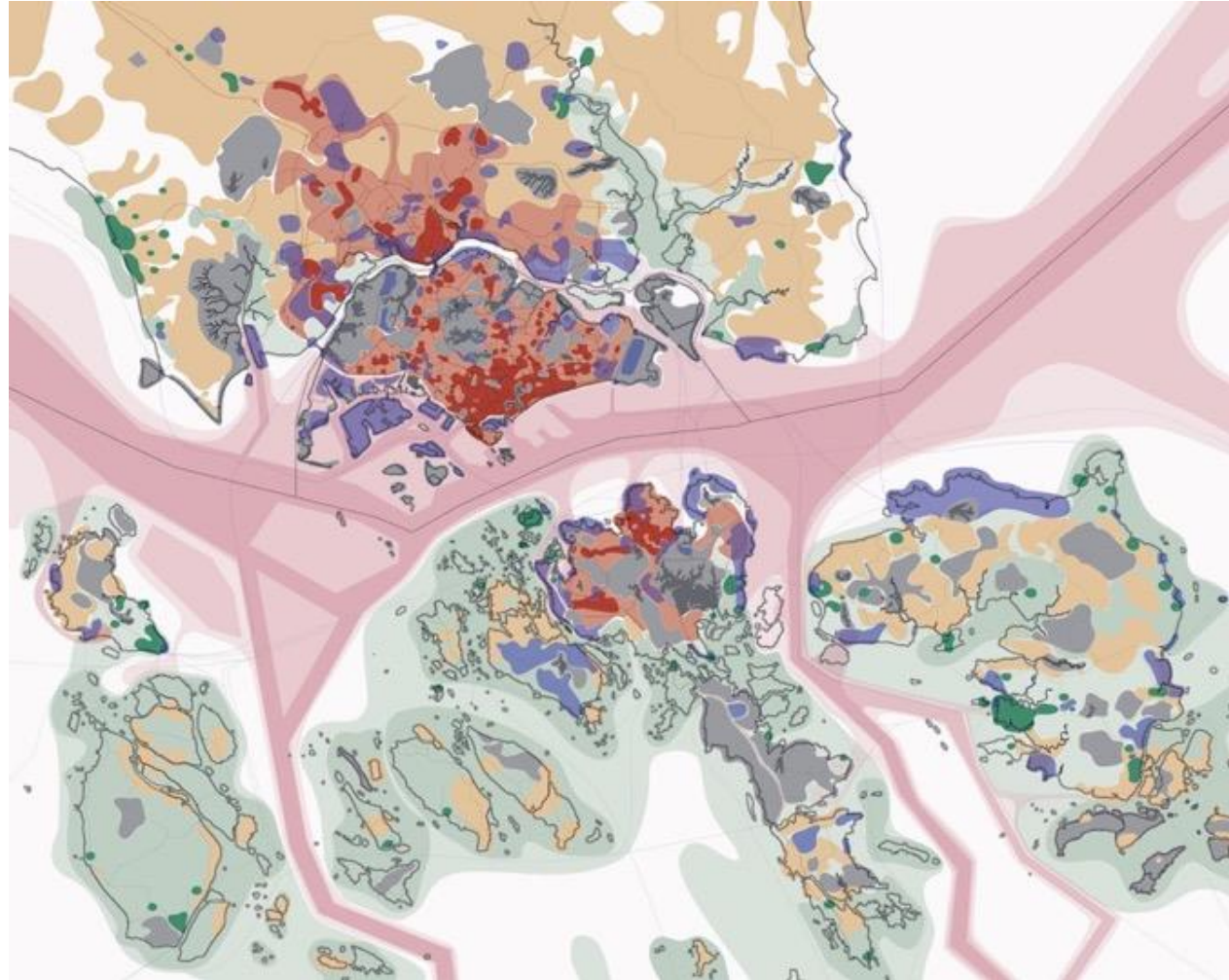


CONNECTED CITY

TERRITORIAL SCALE: connectivity and linkages

✓ Achieve territorial connectivity

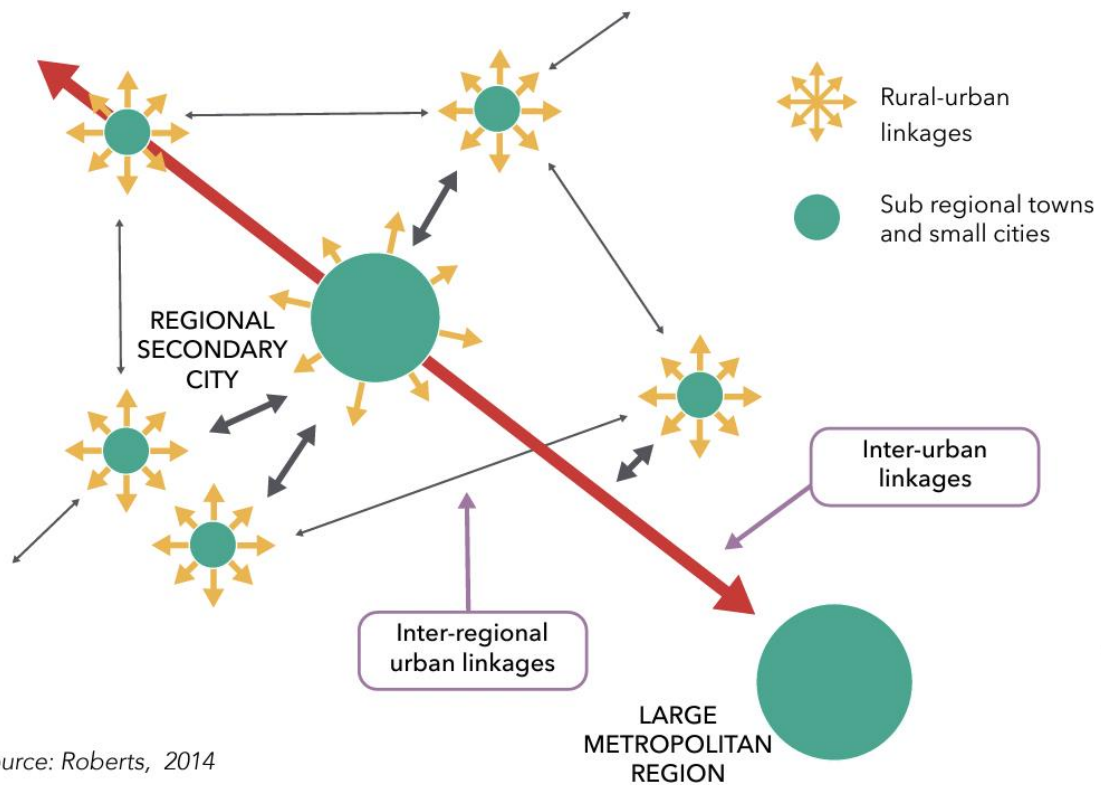
- ✓ Ecosystemic linkages
- ✓ Infrastructural linkages
- ✓ Economic linkages
- ✓ Demographic linkages
- ✓ Socio-cultural linkages



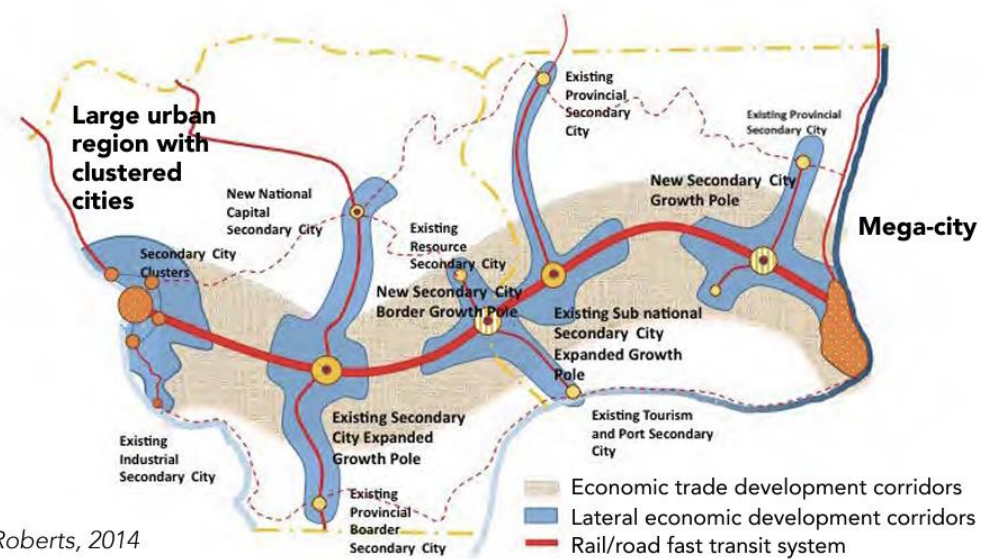


CONNECTED CITY

TERRITRIAL SCALE: connectivity, functions and linkages



Source: Roberts, 2014



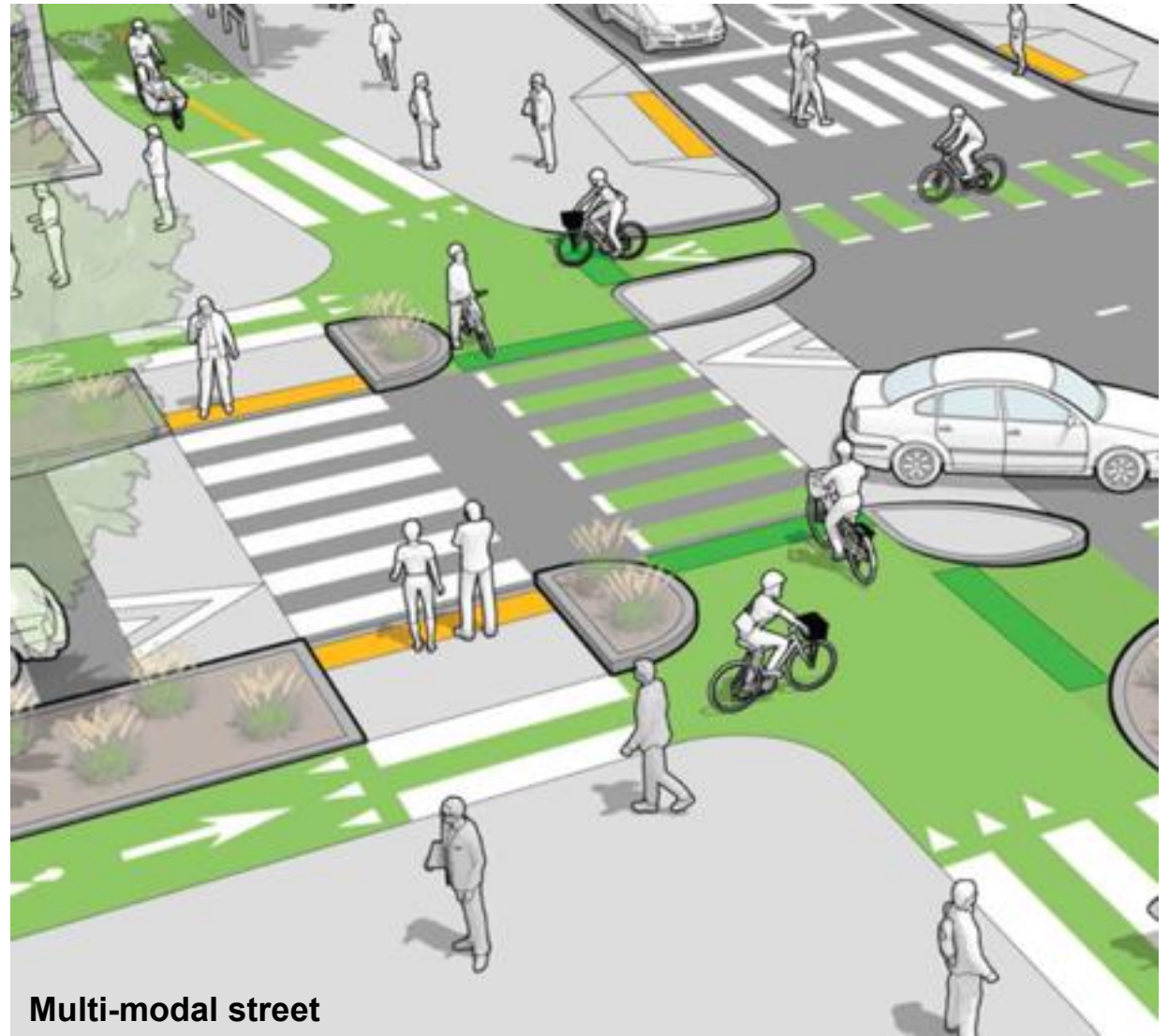
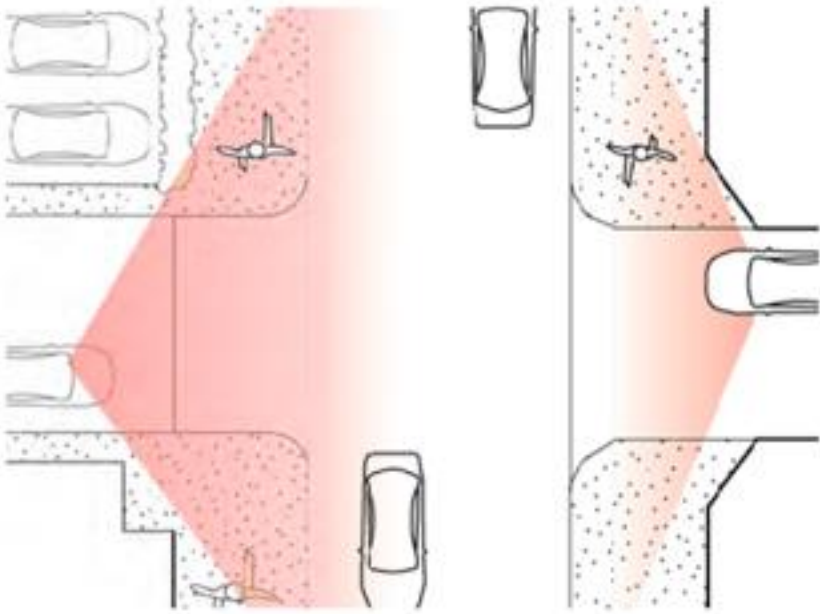
Source: Roberts, 2014



CONNECTED CITY

STREETS

- ✓ Crossover design features to maximise visibility and pedestrian safety



Multi-modal street



CONNECTED CITY

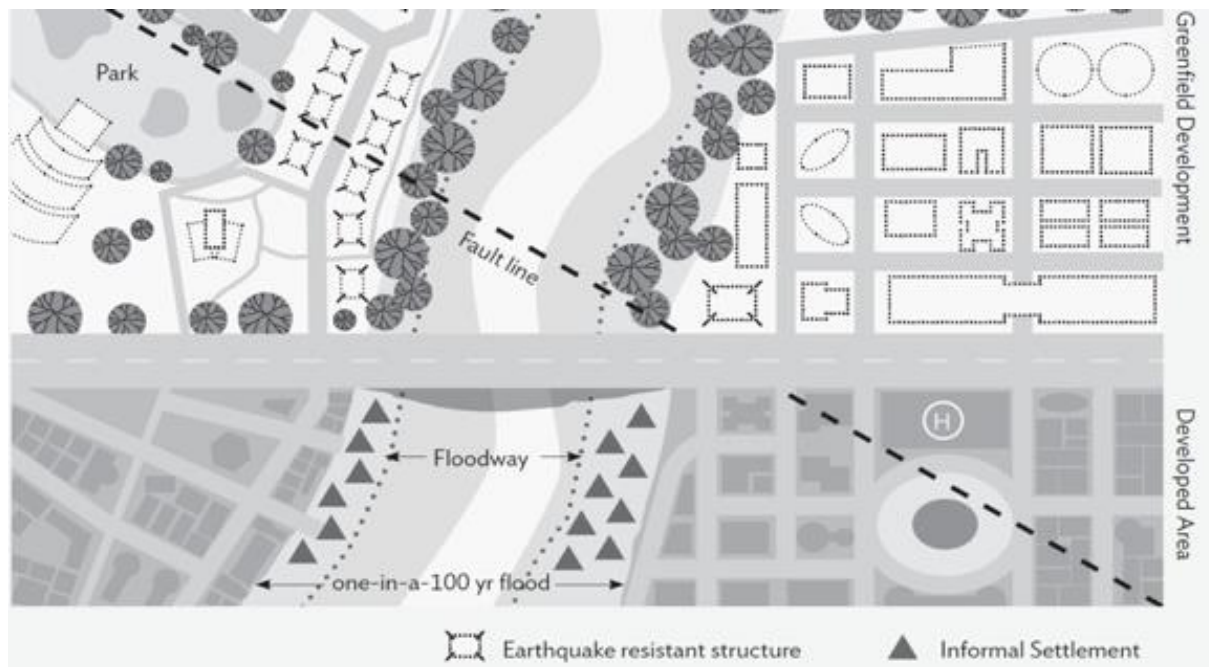
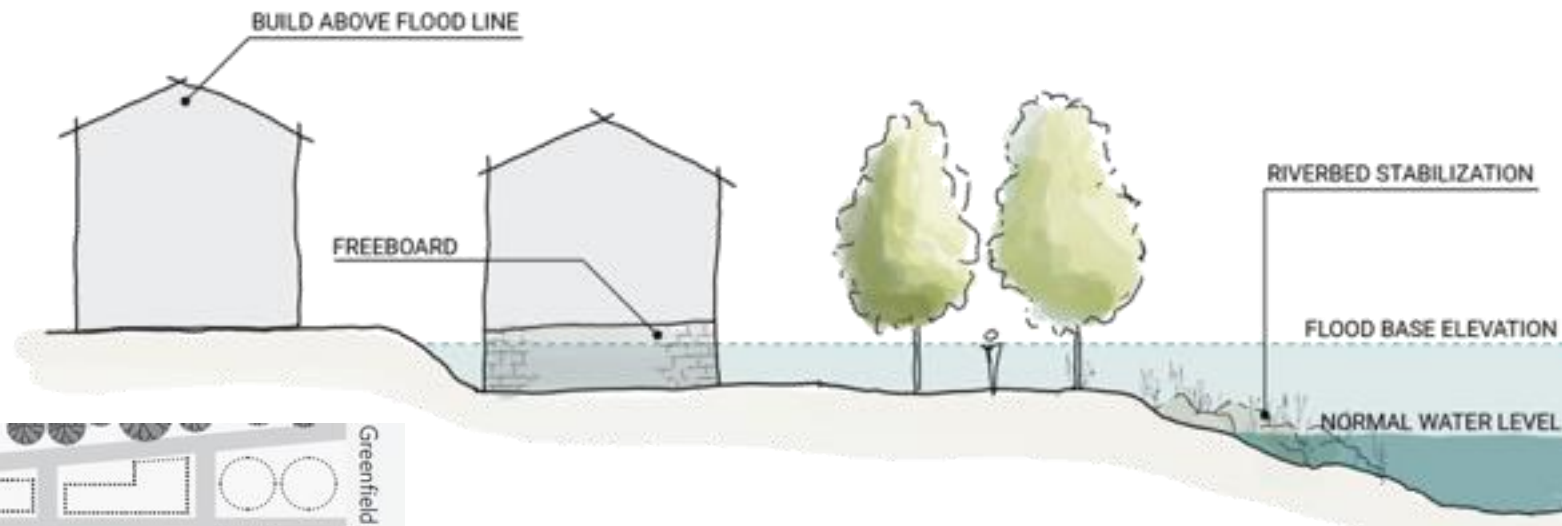
PUBLIC TRANSPORT





RESILIENT CITY

- ✓ Include special regulations and zoning in hazard-prone areas





RESILIENT CITY

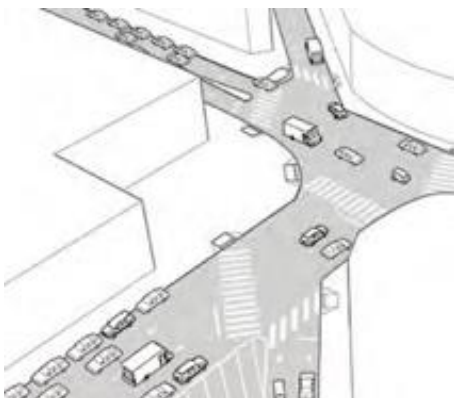
- ✓ Use nature-based solutions to enhance the city's social and environmental resilience





VIBRANT CITY

PEDESTRIAN MOVEMENT



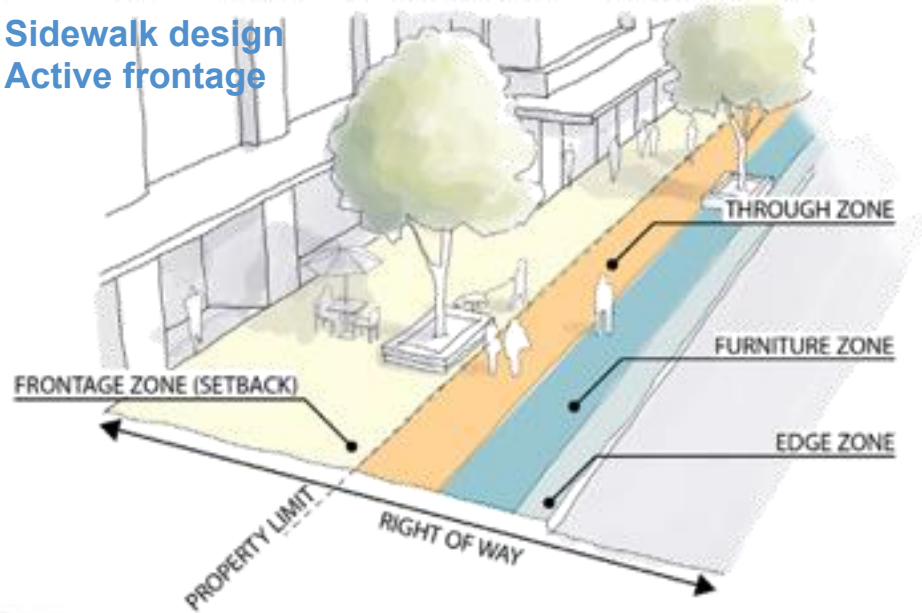
Intersections



Snow management



Sidewalk design
Active frontage





INCLUSIVE CITY

- ✓ Encourage diversity of tenures, housing typologies and tenure-blind design
- ✓ Engage communities and stakeholders early on in the design process
- ✓ Provide quality services and public facilities that respond to the current and future needs of the population
- ✓ Provide innovative solutions to enhance pedestrian accessibility



**JOIN US ON
MENTI**





What seems the MOST urgent issue in this neighbourhood?

access and communication
unstable electricity supply
unsafe housing- poverty
ageing infrastructure
sprawl lack of connection
residents are very close
spuma next to the river
connections
climate shocks
poor sanitation
missing connectivity
maintenance of public spa
river bank
water scarcity
crossing the river
transportation
low density
inorganic planning
informality poor access
limited infrastructure
public spaces
climate risk
climate risks
planned infrastructure
flood management
protection from the river
landslides
poor houses
walking paths
water management
vegetation
poor housing
lack accessibility
flood management
flood erosion
lack of footpaths
25
riparian land
possible flooding
green infrastructure
disaster management
housing
no street
absence or planning
urban infrastructure
pollution
flood prone
waste collection
flood risk
informality
high flood risk
affordable housing
lack of access
hazard
disaster risk planning
buildings on landslide
flood hazards
land slides vulnerability
accessibility to infra
blue green infrastructure
water
planned access route and
planning
informal flooding
greenery
natural hazards
lack of green
poor drainage and flood ri
there is no trees
fragmented neighborhood
over density
landslide
waste management
poverty
urban green space
playground
urban growth
waste
safety
green public spaces
disconnection
flood damage
drainage
informal settlement
landslide risk
poor road surfaces
congestion
poor waste management
housing congestion
flood damage
flood mudslides
exposure to hazards
mobility
housing condition no gree
unprotected river
living conditions
lack of green space
flood prone housing
green infrastructure
landslide and flood
poor planning
sponge city concept
segregation
polluted water stream
lack of infrastructure
lack of open spaces
low lying settlements
clean water
the topography settled
water supply and waste ma
sanitation and waste mana
pedestrian movement
poor basic services
safe housing
water shortages
walking biophilia sprawl
this is not a green city
adequate housing
weak enforcement of urban

If you could improve **ONLY ONE** issue, what would it be?

Flooding	Urban infrastructure	Implement Green infrastructure
Drainage	Infrastructure	Reduce flood risk
Informality	Informal housing	Planning and greening
Housing	Promote good GOVERNANCE	give adequate housing
Cinnectivity	Hazard Risk Management ie flooding and Waste collection and didposal	Urban infrastructure
re-settling households in the flood plain	Flood protection	Sainitation
Protection from flooding	Green infrastructure	Flooding
Connectivity	Circulation	Greenery
Reduce housing density	Decongestion	Blue Green Infrastrucure, urban resilience, addition of biophilia
adequate housing	Adequate housing	Control landslide!

If you could improve ONLY ONE issue, what would it be?

Affordable housing

Drainage

Urban greening

Greening

Flooding

Saintation

housing

Land use plan

Enhance climate resilience — better drainage, greener streets, and flood-proof infrastructure

Urban Infrastructure

Improved Urban drainage

Housing and safety

Infrastructure & greenery

Increase greenery

Governance

Strict enforcement of urban regulations

Infrastructure upgrading

Design of Infrastructure

BLUE GREEN INFRASTRUCTURE

implement green infrastructure

Infrastructure

Reduce flood risk

Road linkage

Active mobility

Food Security

Enabling community

Housing

Flooding mitigation and adaptation

If you could improve ONLY ONE issue, what would it be?

Flooding mitigation and adaptation

Flooding

Widespread use of eco-friendly and biodegradable materials

Grey and green infrastructure

Drainage and Flood design

Housing

improve housing

Greening

Community empowerment

re-settlement

improve housing

Greening

Community empowerment

re-settlement

Decentralising services

Political empowerment

Accessibility

Flooding by introducing sponge city concept look for the best practices around the world and try to impliment it in other places community integration in deccission making and how they benefit

River protection

Governance

Weak enforcement of urban laws

Emergency planning

Emergency planning

good housing infrastructure

Enhance safety for pedestrians and cyclists

WHY ONE SOLUTION IS NEVER ENOUGH

- Fixing the road alone can increase runoff and worsen flooding.
- Creating a river buffer zone may require resettling families.
- Stabilising slopes without improving housing doesn't solve safety.
- Better housing without access roads traps people in emergencies and reduces connectivity.

**WHAT ELSE CAN THESE
INTERVENTIONS IMPROVE?**

MOBILITY: Besides mobility, what else can the REDESIGN OF ROADS improve?

Drainage

Safety

Reduce Heat island effects

Livability

Speed limitation

Economic activity

Urban flooding

Aesthetic

Adding green

Safety

City Aesthetics

Safety

Waste management

Shade

Accessibility

Bridges and drainage

walkability

Quality of life

Commuting

Tree

Urban security

Greening-flood management

Enhance safety for pedestrians and cyclists

Greening

Equal accessibility

Air quality with planting

Integration with Ground Floor, Greenery, Inclusive Mobility Design

Disaster risk planning

Connectivity

Safety

MOBILITY: Besides mobility, what else can the REDESIGN OF ROADS improve?

Social quality

Time

Flood Mitigation with retaining walls

Pedestrian mobility

Environmental protections

Apply urban road standards

Using NbS solutions so that heat island effect could be handled

Drainage inclusion

Economic development

walkability

Modal shift towards active mobility

Green SPACES

Safe public space

Less accident

Accessibility

Greening

Health e.g. walking spaces allow for healthier lifestyles

Accessibilty

productivity

Food Source

Evacuation/emergency

efficient delivery of good and services

Urban Farming

Improved health via reduction of dust pollutants

Urban Farming

quality of life

Street scape Walkability

Drainage and access

MOBILITY: Besides mobility, what else can the REDESIGN OF ROADS improve?

productivity

efficient delivery of good and services

Urban Farming

Drainage and access

Soil structure

Food Source

Urban Farming

quality of life

safety

Evacuation/emergency

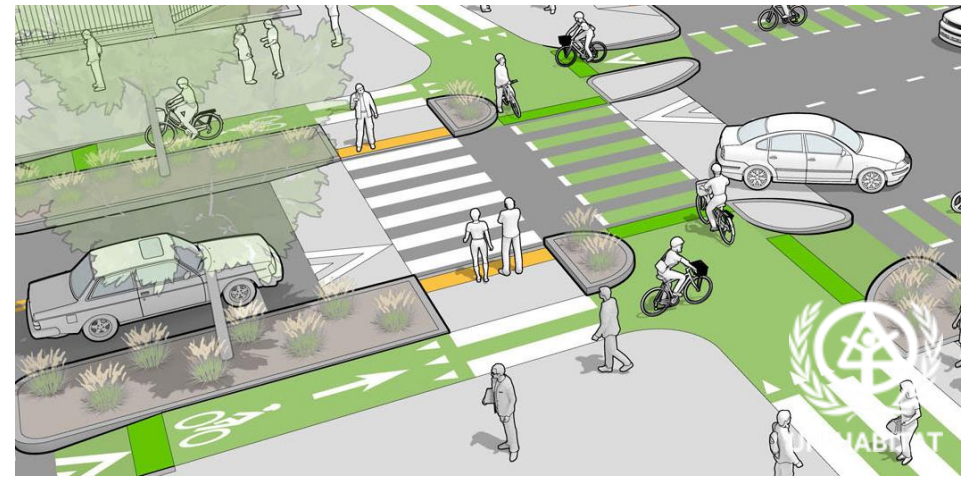
Improved health via reduction of dust pollutants

Street scape Walkability

Design streets for community interaction

Road redesign can also help to:

- Mitigate floods (Water retention, bio-swales)
- Reduce heat (Trees, vegetation, shading)
- Boost local economy (active frontage)
- Improve safety and emergency access



STEEP SLOPE: What else can SLOPE STABILISATION improve, besides just reducing landslide risk?

Landscape

urban farming

Housing

Building

More green space

Flood risk mitigation

Accessible streets

Housing design

vegetation

Safety

Support ecological resilience by improving water absorption, reducing runoff, and enabling safe land use

Buildings strenght

Accessibility

Possibility for greenery improvement

Income by farming

Floods

Safety of the community

Erosiin control

Water runoff (flooding)

Water management and flood resilience

planting tree will enhance aesthetics

Road construction

protect infrastructure

mobility

Quality of grounwater

Accessibility

Recreational amenities

STEEP SLOPE: What else can SLOPE STABILISATION improve, besides just reducing landslide risk?

Better view for everyone

Erosion

Improve landscape, livelihood activities,
forestation, biodiversity

urban farming

Improve security Urban agricultur

Urban parks

Traffic speed

Greening

Live water edge for ecosystem services

safety

Biodiversity

Can also help create a working
landscape

Strength green spaces

Slope stabilisation can also help to:

- Create jobs (urban agriculture, landscaping, tourism)
- Strengthen ecosystems and Improve microclimate (Cooling, green ventilation corridors)
- Provide inclusive access and mobility in steep slope areas.



HOUSING:What else can UPGRADING HOUSING improve, besides safety and comfort?

helps tourism

Open space

ground water recharge

Business generation

improves the quality of life

Green Infrastructure

Use of sustainable material to decrease carbon emmision And hence reduce health risk

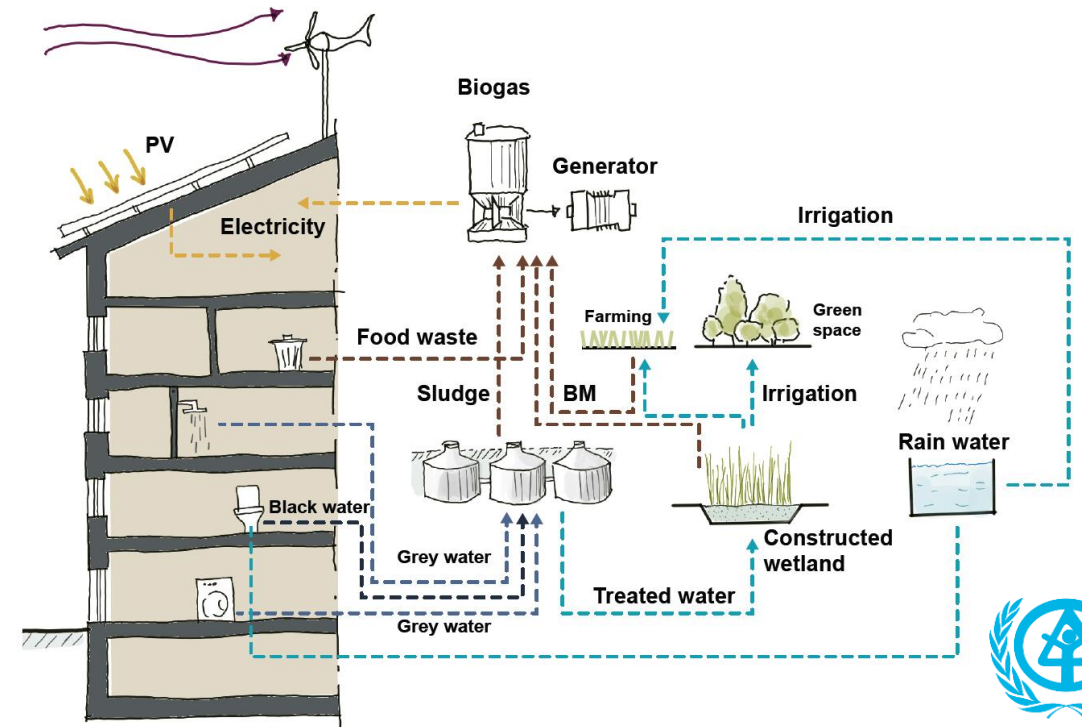
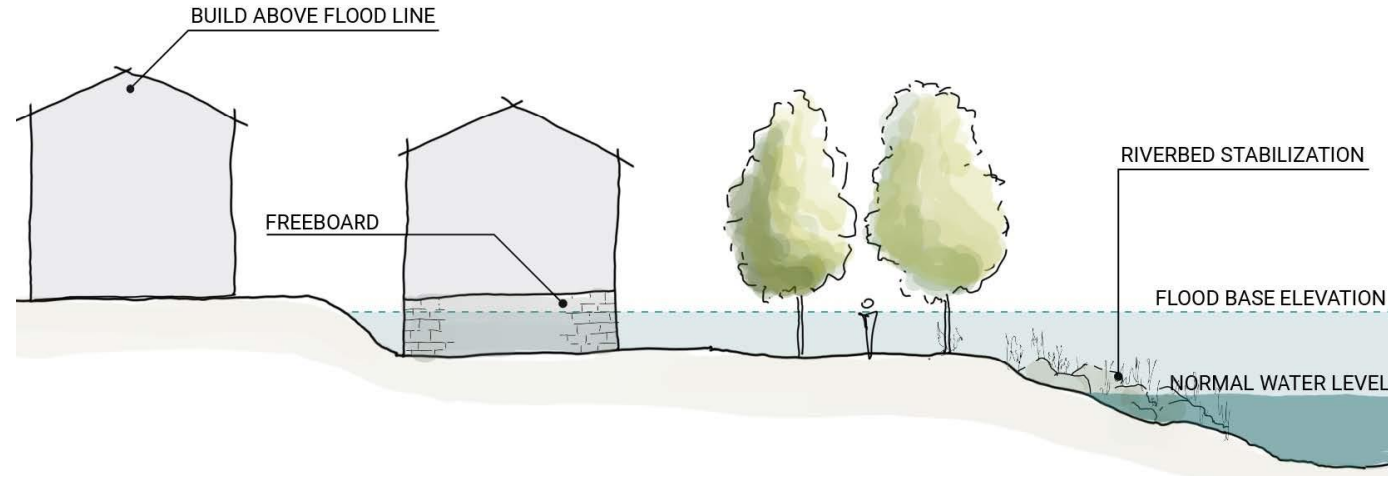
Beautifies the city

Housing rights

Job creation

The upgrading of housing can also:

- Mitigate risks
- Optimise land use and efficiency (adequate density)
- In-situ resettlement for relocated families (risk areas)
- Improve access to basic services (water, sanitation, electricity)
- Improve livelihood (Workshops, commerce, small home-based businesses)
- Contribute to sustainable and green development





Thank you!

www.unhabitat.org





3. Expert presentation:

Adequate housing & integrated basic services

Jordi Bosh

Sustainable Urban Mobility Expert
UN-Habitat





UN-HABITAT

Integrated Basic Services for Adequate Housing

Practical Solutions For Equitable Access

Presenter: Jordi Bosch Pla (UBSS)

Date: 30th April 2025



Urban Basic Services – Who we are



Water and Sanitation,
GWOPA

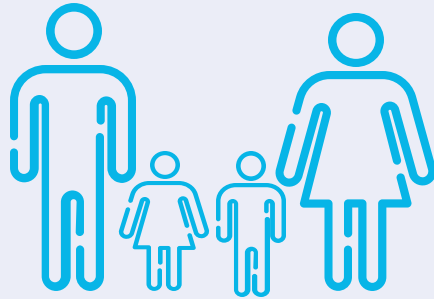
Sustainable
Energy

Solid Waste
Management

Sustainable Urban
Mobility

Two Decades Of Impact

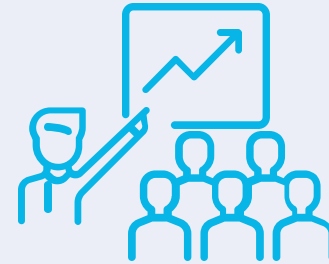
3.9 Million people in informal settlements gained **access to Urban Basic Services**



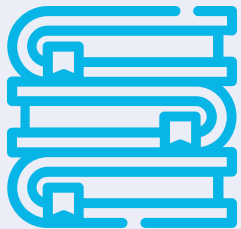
Over \$244.7 Million mobilized through the Urban Basic Services Trust Fund between **2003** and **2024** to increase access to basic services for the poor



39 developing countries have adopted pro-poor **Policies** and norms aimed at expanding equitable **Access to basic services**



Over 200 cities in 39 countries strengthened through training and **capacity development**



6 Global Reports plus several **toolkits** and **guidelines**.

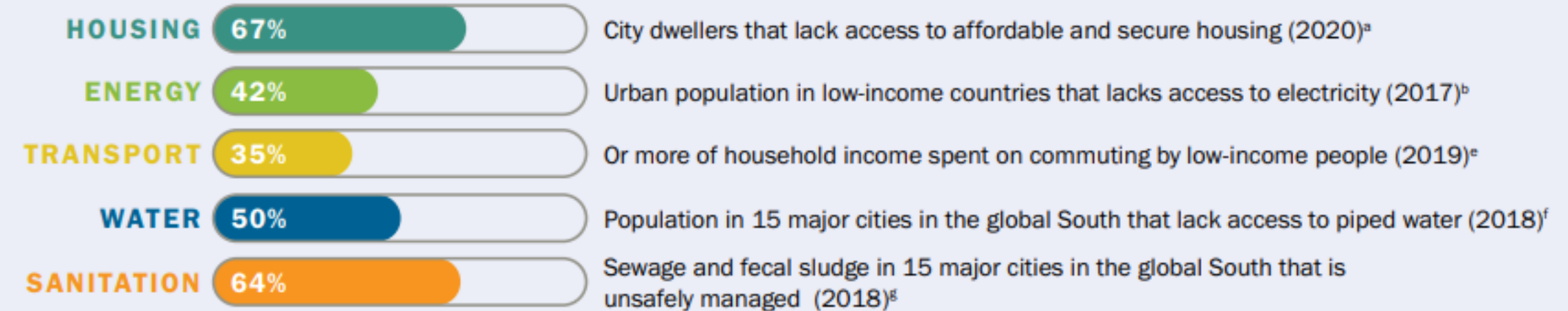
Methodologies for **monitoring** urban related **SDGs** and the **New Urban Agenda** developed



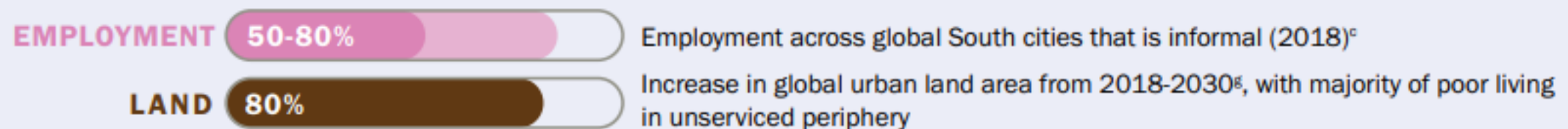
HOUSING, LAND AND BASIC SERVICES

*Urban Dwellers lacking **reliable, affordable, and safe access** to core services and opportunities offered by cities*

Core services:



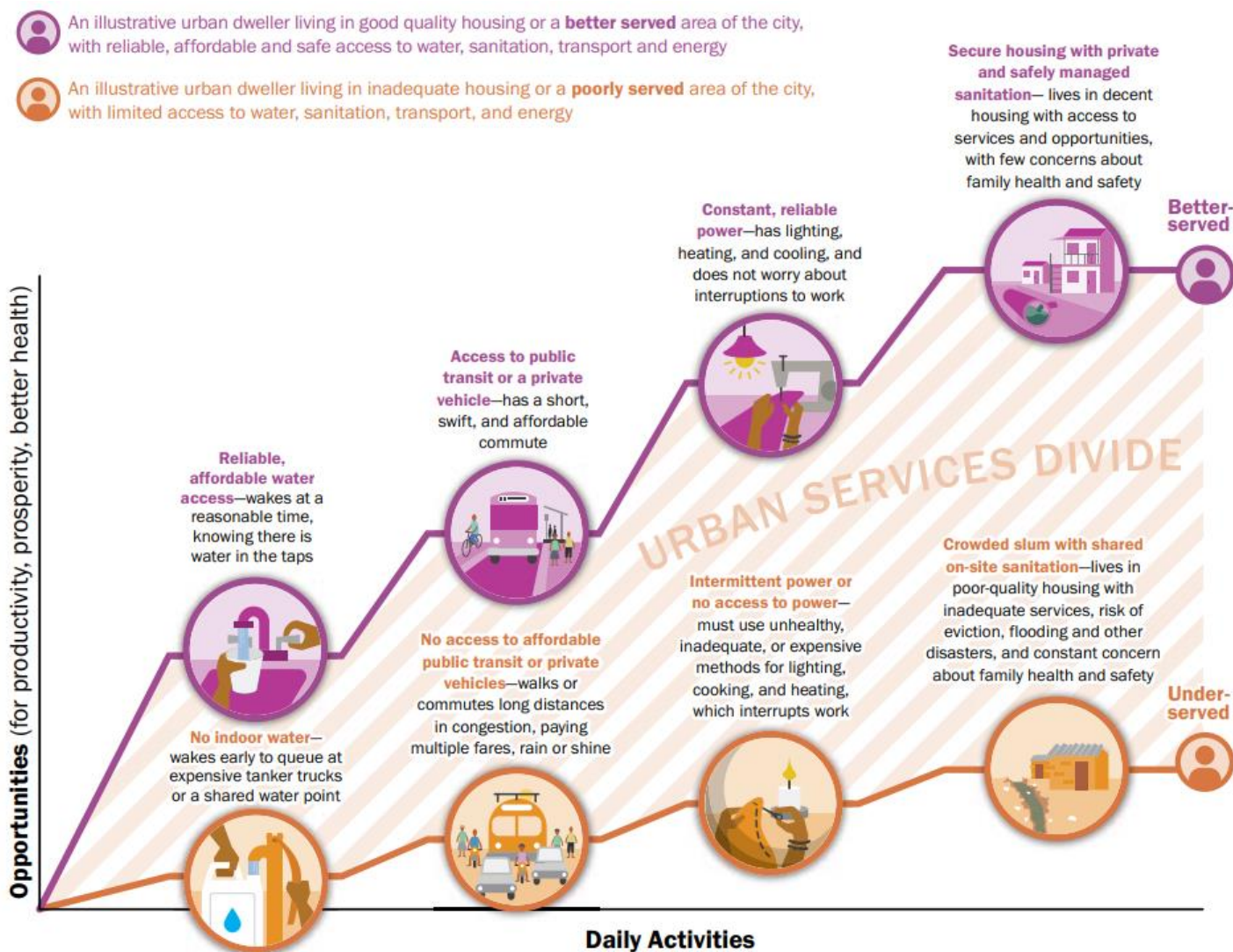
Cross-cutting issues:



Source: WRI, 2021^h

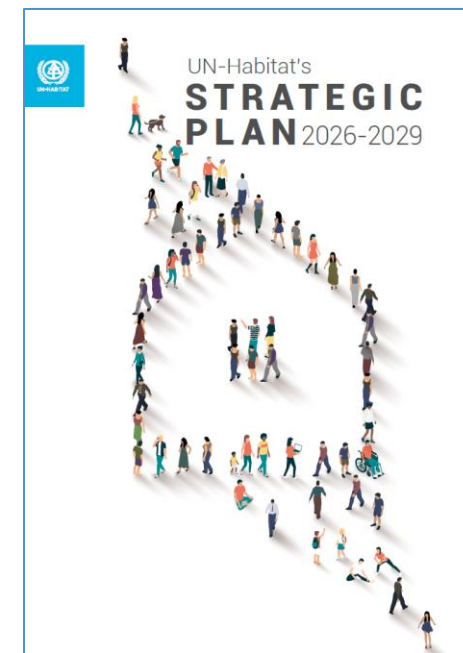
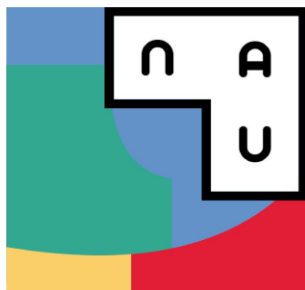
CHALLENGES AND DIVIDE

What's at stake?



A GLOBAL HOUSING CRISIS

UN-Habitat's
Strategic
Plan 2026 -
2029



Housing, Land and Urban Basic Services

How Urban Basic Services link to Adequate Housing?

Water & sanitation → Without access to water and sanitation, housing cannot be considered adequate. Water and sanitation are also essential for a decent quality of life in slums and informal settlements. Focus on strengthening capacities of service providers, circular economy and climate-resilient water and sanitation infrastructure.

Solid waste management → Sustainable housing must address waste collection, recycling, and resource recovery, fostering cleaner and healthier living environments.

Mobility → Well-connected, safe, accessible, and affordable transport in the vicinity of housing improves livability and economic inclusion, enabling access to jobs, education, and services. New developments around high-capacity public transport in the context of transit-oriented development.

Sustainable energy → The transition to clean, resilient, and inclusive energy systems ensures that low-income housing benefits from reliable and affordable electricity, enhancing overall quality of life. Access to reliable, cheaper and clean energy services to produce building materials, reduces the overall cost of building making it more affordable.

Applying principles of **accessibility, connectivity, proximity, affordability, equity, economic opportunity, and climate resilience**, allow housing solutions to go beyond shelter to create inclusive, safe, and thriving urban communities.



Seven aspects of adequate housing

Public water and sanitation services for low-income customers lacking tenure security (LNOB)

Formalising informal **water and sanitation** service providers

Drinking water and sanitation

Wastewater treatment and reuse

Energy for home uses

Solid waste management

Well-designed **streets, transport services** and infrastructure

Financial and time burden of **transport** to access opportunities

Equitable tariff for **water and sanitation** services

Affordable **toilet construction** (subsidies)

Affordable, reliable and sufficient **energy**

Climate resilient infrastructure and **basic services**

Waste management

Low-carbon **building materials**

Sustainable **sanitation** infrastructure

Housing with **universally-accessible streets and transport networks**

Accessibility and connectivity for social inclusion

Proper mobility and roads for provision of **water and sanitation** services

Proximity to **public transport** for access to employment and social facilities

Environmentally **safe areas** (e.g. not dumpsites)

Safety and well-lit streets

Shared **WASH** infrastructure within proximity

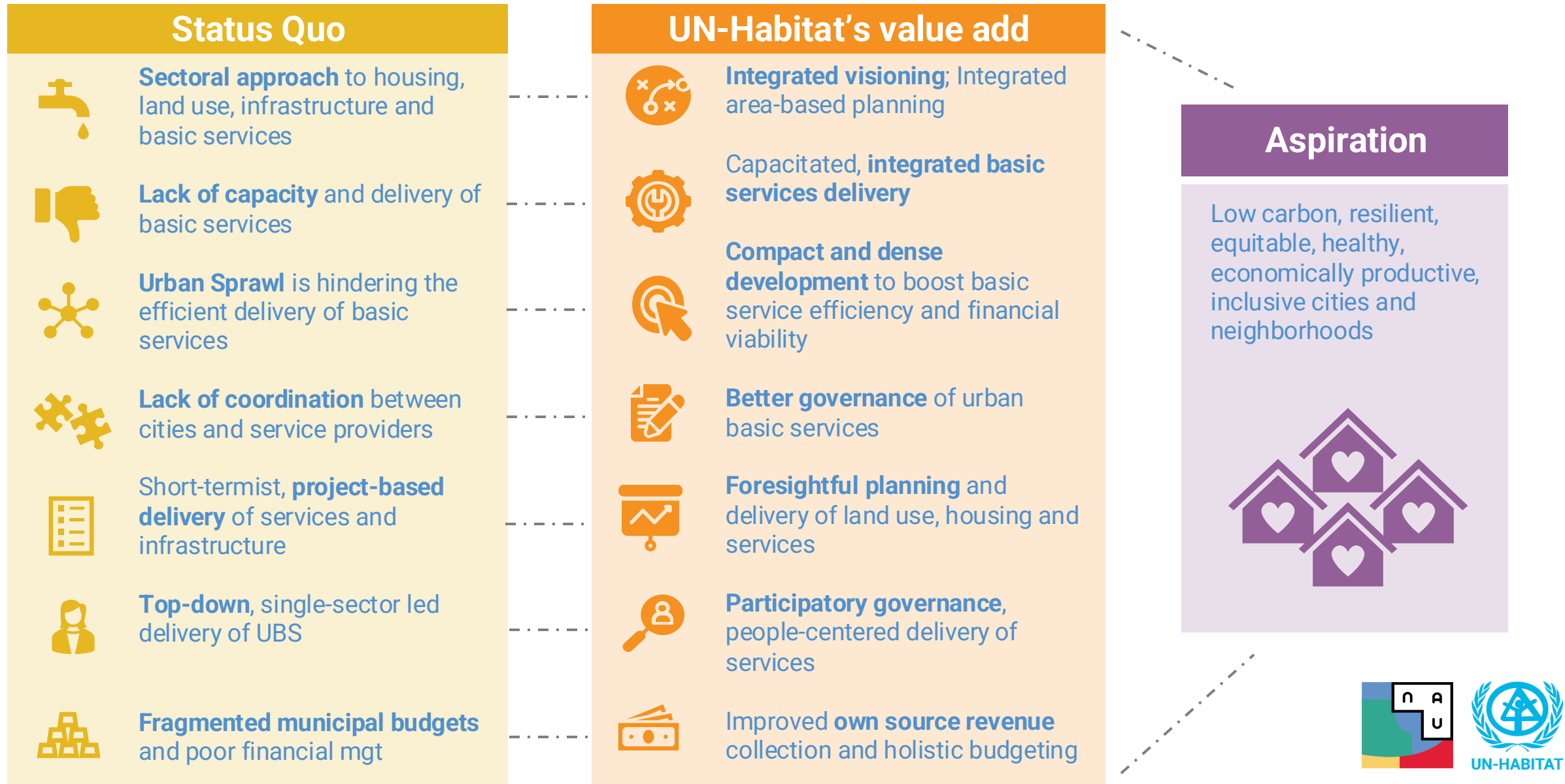
Water and sanitation infrastructure, compliant with local practices

Gender sensitive, participatory approach for **provision of infrastructure**

Culturally appropriate **building materials** and **waste segregation**



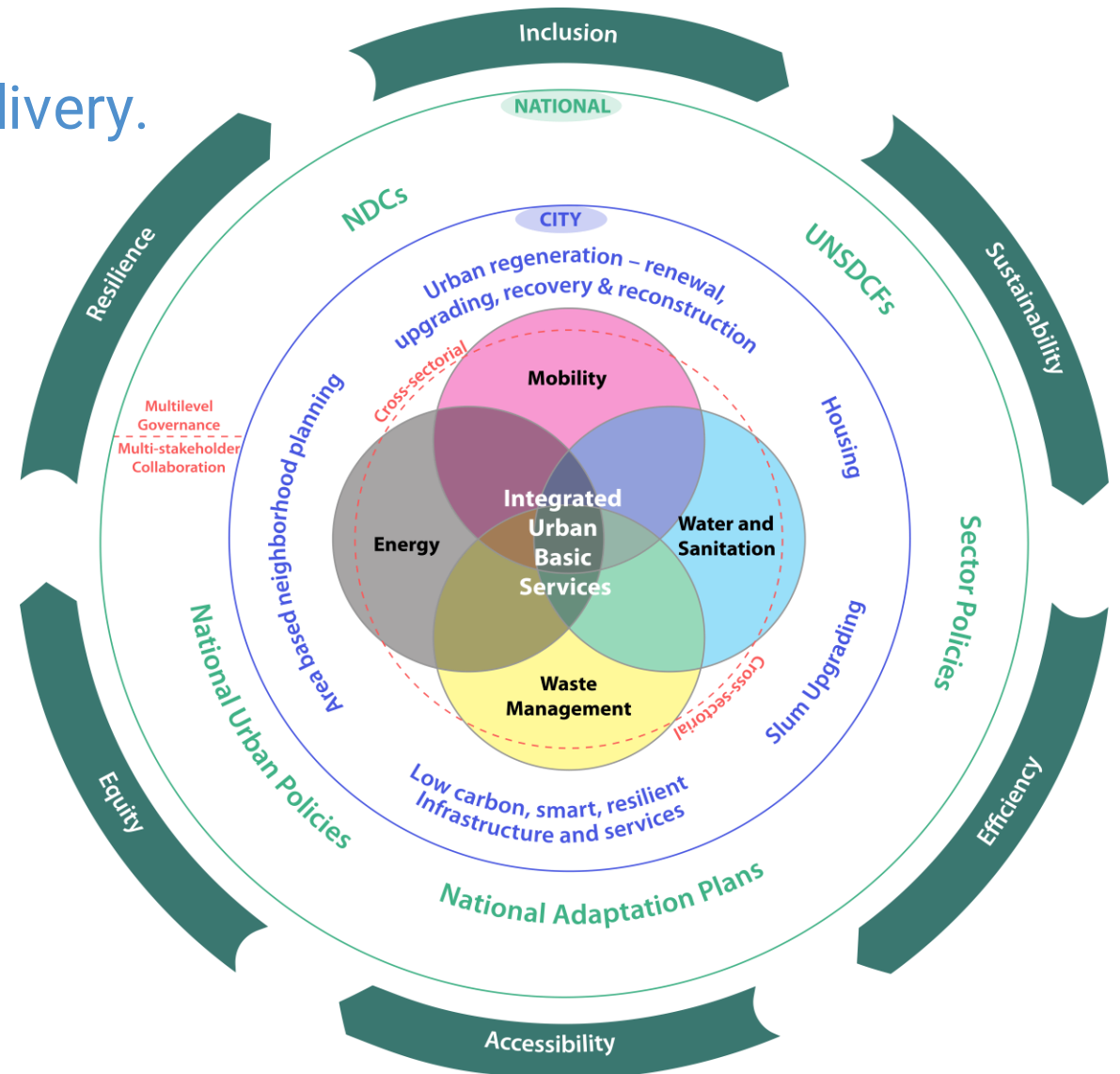
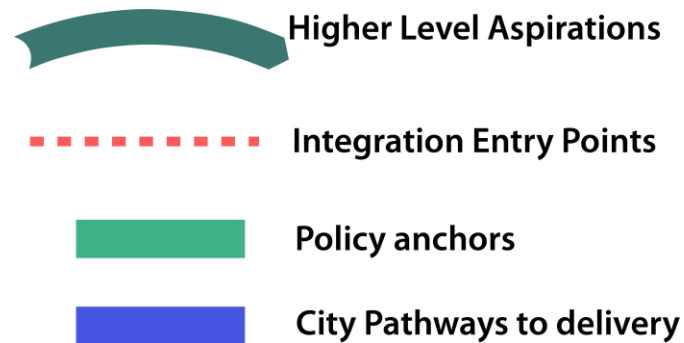
Our Approach



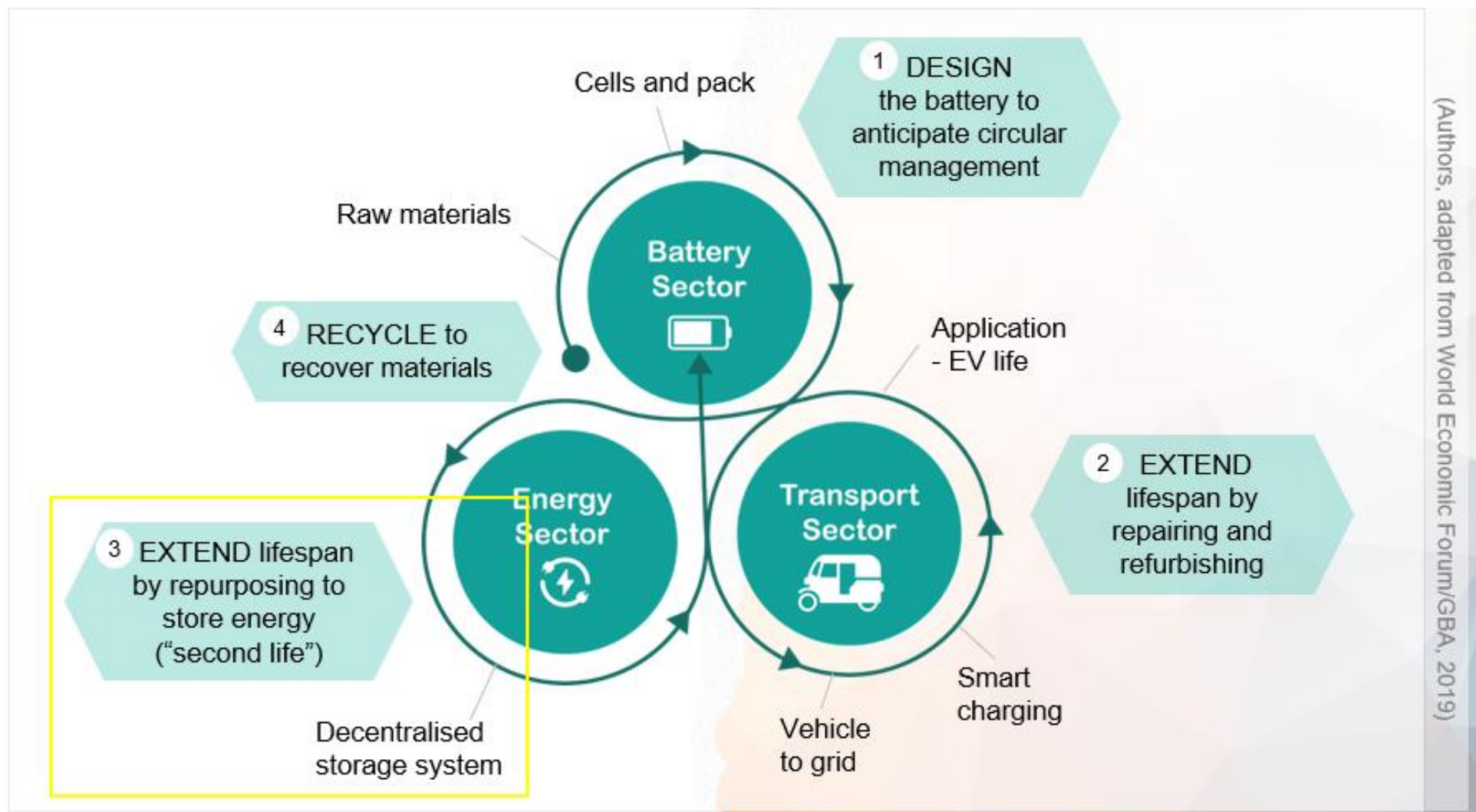
The UBS Opportunity

Integrated basic service as vehicle for delivery.
A holistic approach o planning and policy

Integrated UBS can optimize efficiency,
reduce costs, enhance resilience and
ensure equitable access for all
residents



Sector Coupling in Action



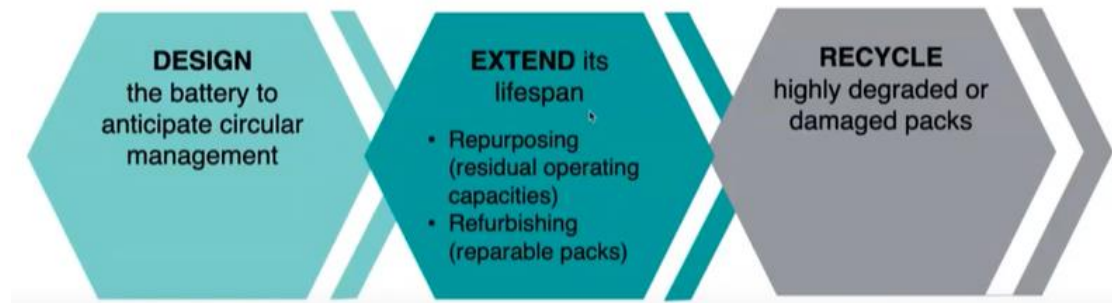
Sector Coupling in Action

- ❑ Li-ion battery to dominate the electric vehicle market for the next 10 years
- ❑ 100-120 GWh of EV batteries retired by 2030, comparable to current annual battery production (IEA, 2020)
- ❑ Policies and practices so far focussed on other types of e-waste and lead-acid batteries



Need for a circular management of batteries

Batteries still retain 70 to 80% of their initial capacity at the time when they reached the end of their automotive life. (great potential for second use).



Sector Coupling in Action



Rehabilitation in Dandora

BEFORE



AFTER



Main identified issues:

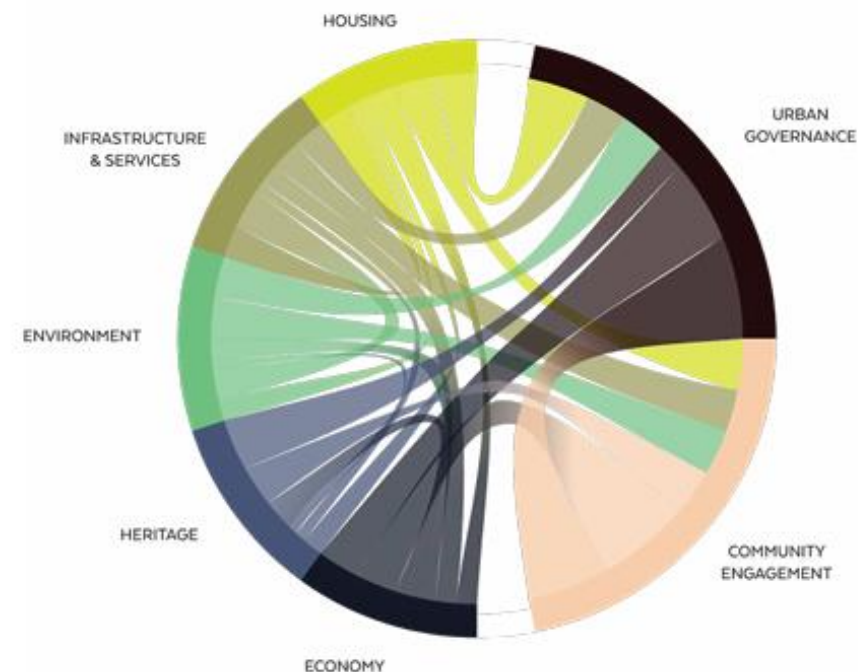
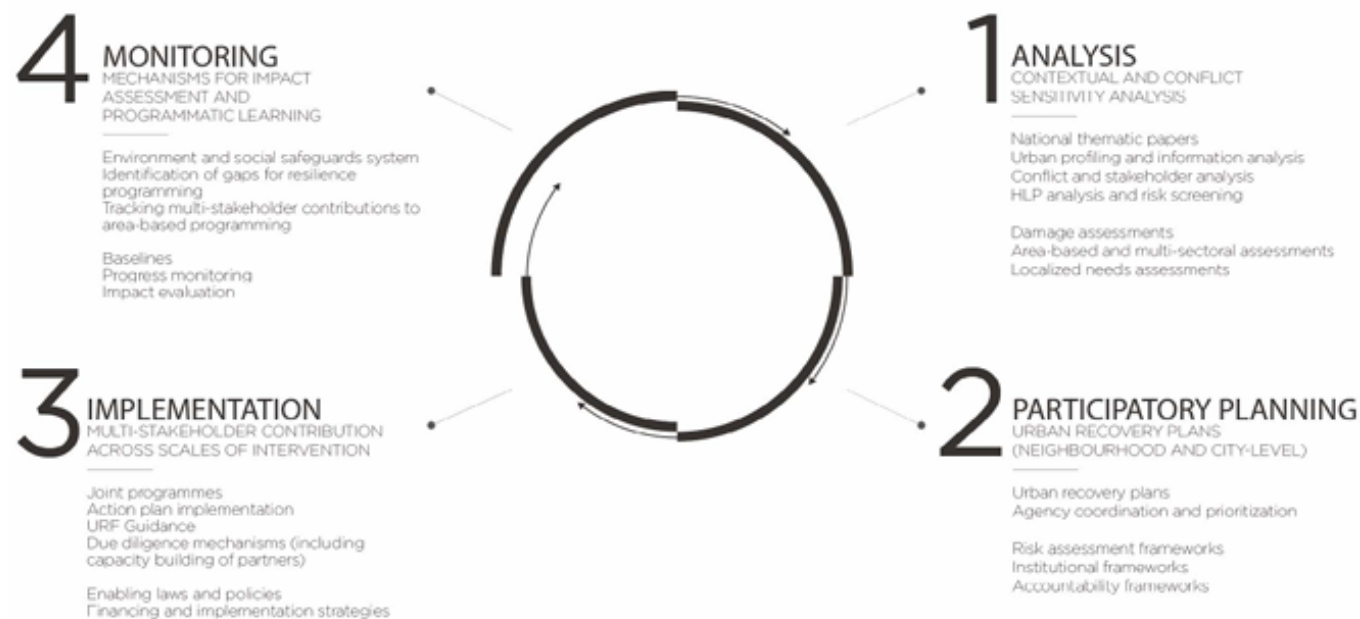
- High crime rate, youth unemployment, Urban decay, Unregulated dumpsite

Results from intervention

- Improved perceived safety and security
- Improved livelihood opportunities
- Improved relationship with authorities and community engagement
- Improved drainage and environmental quality
- Improved play opportunities for children

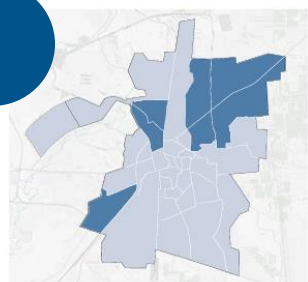


Urban Recovery Framework in Syria

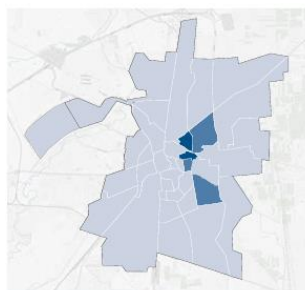


Urban Recovery Framework in Syria

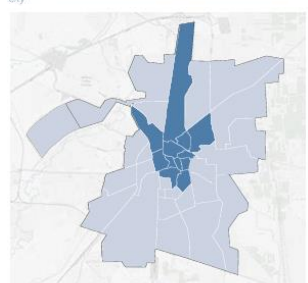
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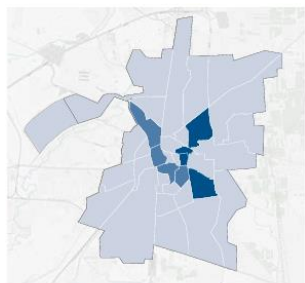
MAP 38 - Solid collection service in the neighborhoods of the city



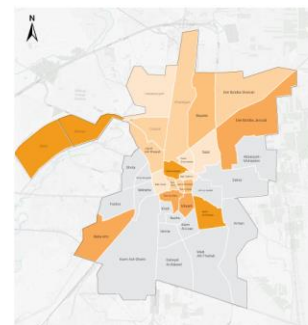
MAP 44 - Water Functionality



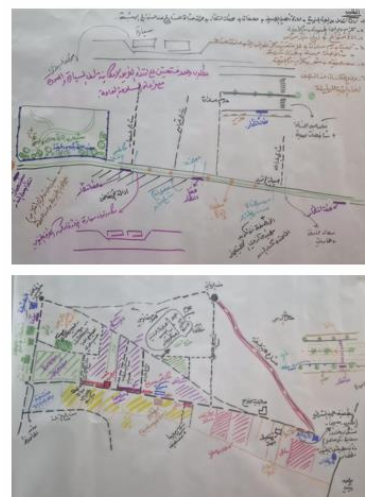
MAP 45 - Electricity Functionality



MAP 43 - Waste Water Functionality



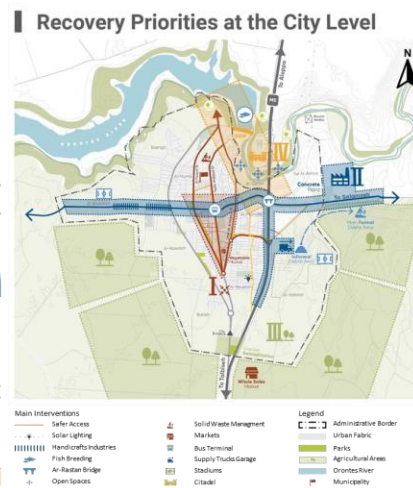
2



Pre crisis population
79,000 persons (2010).
Current population
65,000 persons (2023).

Key Findings:

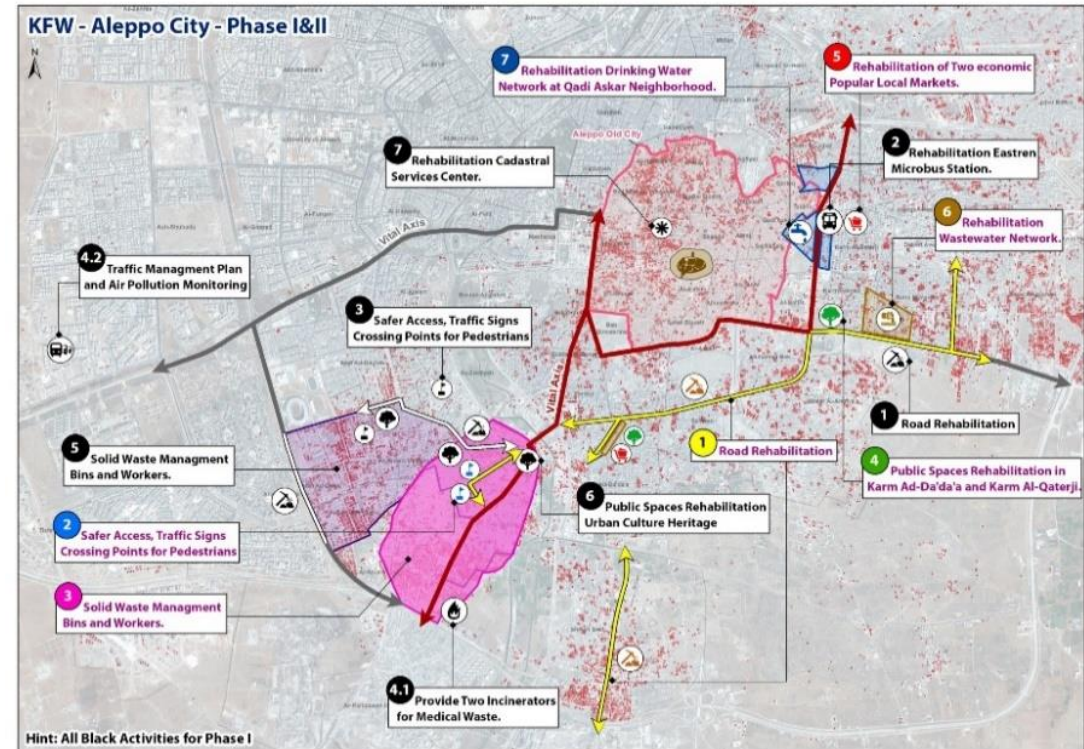
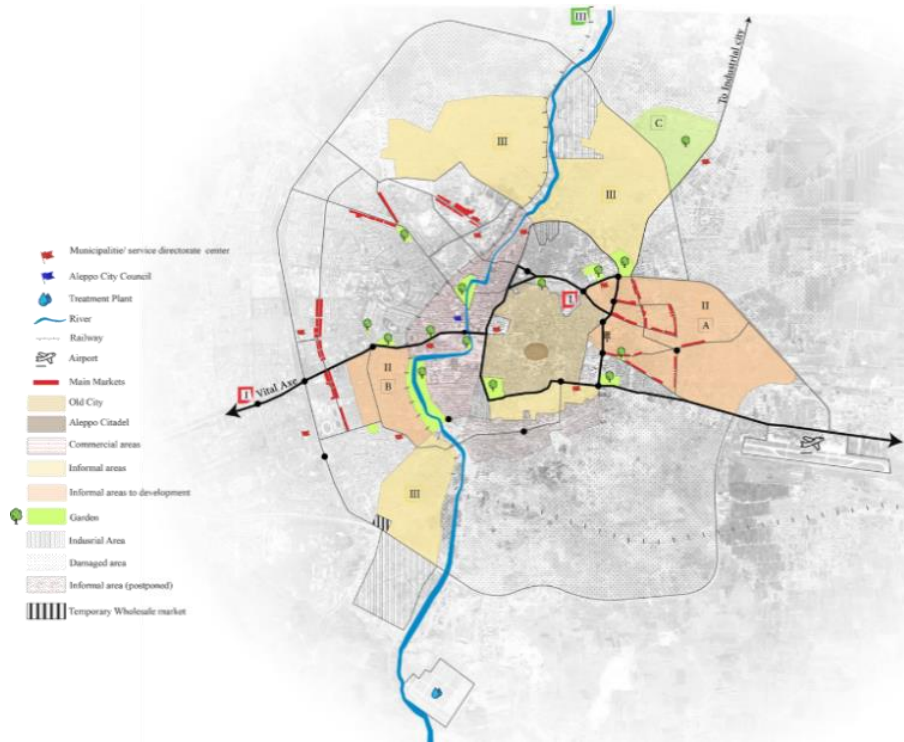
- Priority 01:** City Center functionality and local markets Rehabilitation
- Priority 02:** East-West Economic Connectivity
- Priority 03:** Farming Areas and livestock Support
- Priority 04:** Northern Open Spaces Rehabilitation



3



Urban Recovery Framework in Syria





UN-HABITAT

**THANK YOU FOR YOUR
ATTENTION!**





3. NUA in Action

Case Study Panel

Designing Inclusive and Resilient Cities



Designing Inclusive and Resilient Cities



Bunmi Alugbin

Town Planner
State Ministry of Physical Planning and Urban
Development, Lagos, Nigeria



Belayneh Agonafer

Director of Urban Planning Preparation
Ministry of Urban and Infrastructure
Ethiopia

NUA in Action - Case Study Panel

1

How is your country integrating strategic and integrated urban planning approaches—such as mobility planning, land-use management, and public space design—into recent urban development initiatives?

Nigeria (Ms. Banmi Alugbin)

- **Use of planning instruments:** 19 operative development plans, Lagos State Development Plan (2022–2052), Lagos Resilience Strategy, Climate Action Plan and Urban Renewal Guidelines to guide land-use, regeneration and resilience.
- **Mobility & land-use integration:** promoting transit-oriented development and multimodal transport (including waterways) tied to activity-center planning so transport investments align with land use.
- **Public space & implementation:** urban renewal guidelines and resilience work promote nature-based solutions, streets/public space redesigns, and projects (e.g., new deep-sea port, new airport) implemented via coordinated agencies.
- **Delivery approach:** strong emphasis on public-private partnerships and multi-agency coordination to finance and implement integrated interventions.

Ethiopia (Mr. Belayneh Agonafer)

- **Mobility planning:** corridor development linking commercial, industrial and residential areas (corridor projects from Addis to secondary cities) to improve integrated movement and access.
- **Land-use & infrastructure integration:** corridors combine transport, utilities and other infrastructure so development is delivered in an integrated package rather than piecemeal.
- **Public space & non-motorized priority:** adding pedestrian walkways, dedicated cycle lanes and bus-only lanes to make streets more pedestrian/cyclist friendly and reduce traffic accidents.
- **Delivery approach:** emphasis on community participation, PPPs, stronger coordination among city offices and utility providers, and use of digital tools/urban observatories for monitoring and scaling to secondary cities.

2

What are the main challenges you face in managing rapid urban growth or spatial expansion, and what planning tools or strategies have proven most effective in addressing them?

Nigeria (Ms. Banmi Alugbin)

- Main challenges:** extreme population pressure (Lagos ~20+ million in small land area); informality and slums; flooding and climate-related shocks; difficulty in providing basic services to rapidly growing populations.
- Effective tools/strategies:** operative development plans (19 local ODPs) and a forthcoming comprehensive strategic plan to guide land use; Lagos Resilience Strategy and Climate Action Plan for shock preparedness; Urban Renewal Guidelines to direct regeneration; transit-oriented development and multimodal transport (including waterways) to manage growth and mobility; leveraging public-private partnerships (PPPs) and multi-agency coordination to fund and implement projects (e.g., deep-sea port, new airport).

Ethiopia (Mr. Belayneh Agonafer)

- Main challenges:** large housing shortage and informal settlements; deficits in basic services (water, sanitation); traffic congestion and pedestrian safety due to vehicle-oriented infrastructure; general infrastructure gaps with limited financing.
- Effective tools/strategies:** corridor development (integrated transport and infrastructure corridors linking commercial, industrial, residential areas) to shape spatial expansion; incorporation of pedestrian walkways, cycle lanes and bus-only lanes to improve safety and mobility; stronger coordination among city institutions and utility providers to avoid fragmented interventions; community participation and PPPs to mobilize resources; adoption of digital tools/urban observatories for monitoring and management.

3

Could you share an example from your current project (corridor development, territorial plans, or city-level planning) that illustrates how climate resilience or risk-sensitive planning is being incorporated?

Nigeria (Ms. Banmi Alugbin)

- **Climate-resilience examples:** Lagos Resilience Strategy and a dedicated Climate Action Plan guide risk-sensitive planning (flooding, shocks like pandemics).
- **Project examples:** urban renewal guidelines and transit-oriented / multimodal transport initiatives (including waterways) are being implemented with nature-based solutions and resilience principles to reduce flood risk and improve adaptive capacity. Large infrastructure projects (new deep-sea port, new airport) are being advanced with multi-agency coordination and PPP financing tied back to the plans.

Ethiopia (Mr. Belayneh Agonafer)

- **Climate-resilience examples:** corridor development (linking Addis and secondary cities) used as an integrated delivery mechanism that combines transport, utilities and infrastructure to reduce vulnerability from piecemeal growth.
- **Project examples:** corridor projects incorporate safer pedestrian walkways, dedicated cycle lanes and bus-only lanes (reducing traffic risk and improving access) and emphasize coordination with utility providers, community participation and PPP financing; adoption of digital tools/urban observatories is used to monitor performance and inform risk-sensitive decisions.

NUA in Action - Case Study Panel

4

How do you ensure meaningful collaboration between national government, local authorities, and communities in the planning and implementation process?

Nigeria (Ms. Banmi Alugbin)

- **Institutional frameworks and plans:** Use of operative development plans, Lagos State Development Plan, Lagos Resilience Strategy and Urban Renewal Guidelines to align mandates across agencies.
- **Multi-agency coordination:** Emphasis on bringing MDAs (ministries, departments, agencies) together so transport, land-use, utilities and renewal programs are coordinated rather than siloed.
- **Community & stakeholder roles:** Engagement with communities and organized private sector; fostering ownership (e.g., in urban renewal) so citizens maintain improvements.
- **Financing & delivery:** Heavy reliance on public-private partnerships to mobilize funds and implement projects jointly with government and private actors.

Ethiopia (Mr. Belayneh Agonafer)

- **Community participation:** Active involvement of communities in infrastructure delivery (community-built road segments, local inputs) to share costs and ensure buy-in.
- **Institutional coordination:** Strengthening coordination between city government offices and utility providers to avoid fragmented implementation.
- **PPPs and developer engagement:** Use of public-private partnerships and private developers to mobilize resources for housing and infrastructure.
- **Evidence & monitoring:** Adoption of digital tools and urban observatories to monitor projects and support transparency and joint decision-making.

5

Looking ahead, what are the key priorities or opportunities you see for strengthening sustainable urban development in your country, and where could regional or international partners provide the most support?

Nigeria (Ms. Banmi Alugbin)

- **Key priorities/opportunities:** finalize/implement comprehensive strategic plans; scale transit-oriented and multimodal transport; accelerate urban renewal and climate resilience (nature-based solutions); mobilize more PPP investment for large infrastructure (ports, airport, transport); strengthen multi-agency coordination and community ownership.
- **Where partners can help:** technical support for implementation and capacity building, financing and blended-finance instruments, knowledge exchange on resilient/compact city solutions, support for PPP structuring and nature-based resilience pilots.

Ethiopia (Mr. Belayneh Agonafer)

- **Key priorities/opportunities:** scale corridor development to secondary cities; strengthen institutional coordination (city-utilities); expand pedestrian/cycling and safe public transport; improve housing delivery via PPPs and community engagement; adopt digital monitoring/urban observatories for data-driven management.
- **Where partners can help:** finance and technical assistance for corridor and secondary-city scaling, capacity building for inter-agency coordination, digital tools and data systems, support for PPP frameworks and community-inclusive financing models.






6. Last Reflections

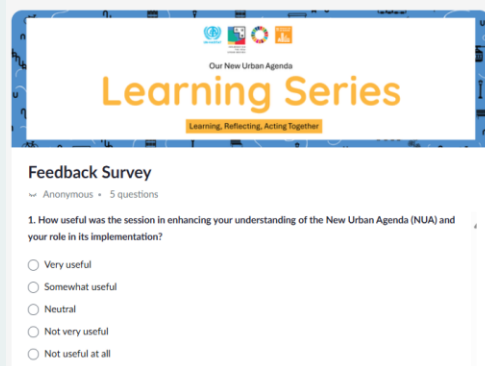


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Our next NUA regional session

 Date: 21st January
 Time: 15:00 EAT
 Topic: Participatory approaches



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