



**ASSESSMENT OF URBANIZATION HISTORY OF ADDIS
ABABA CITY, ETHIOPIA**

MASTER THESIS

ABDURAHMAN HUSSEN YIMER

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**CITY AND REGIONAL PLANNING
DEPARTMENT**

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CITY AND REGIONAL PLANNING**

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ABSTRACT

ASSESSMENT OF URBANIZATION HISTORY OF ADDIS ABABA CITY, ETHIOPIA

The general aim of this research was to examine the historical evolution and challenges of urbanization in Addis Ababa, Ethiopia, and to identify the driving factors behind this urbanization process. The study employed a comprehensive and multi-faceted approach, the study utilized both qualitative and quantitative methods to gather, analyze, and interpret data related to the urbanization history and challenges of the city.

Addis Ababa urbanization process began in 1886, has resulted in significant physical, social, and economic changes, including fast expansion of built-up areas and high population growth. However, this urbanization has also brought about challenges such as housing shortages, informal settlements, environmental degradation, transportation issues, and high rates of unemployment in a city. These challenges have particularly affected residents in sub-urban and informal settlements, leading to poor living conditions, limited access to essential services, like piped water, electricity and other municipal services and increased vulnerability to environmental threats. Furthermore, the study identified influential factors driving urbanization, including rural-to-urban migration, economic opportunities, and the city's centrality as a political and cultural hub.

Based on these findings, the study recommended comprehensive urban planning, sustainable development initiatives, and focused interventions to address the challenges faced by the city. These measures aim to improve living conditions, enhance access to opportunities, and mitigate environmental risks for the city's inhabitants.

In conclusion, the research revealed a complex urbanization history and a multitude of challenges faced by Addis Ababa. The study's insights provide a basis for developing targeted interventions and evidence-based policies to promote sustainable urbanization and improve the quality of life for the city's residents.

Key words: Urbanization, Urban population, Migration, Housing challenges.

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ÖZET

ETİYOPYA'NIN ADDIS ABABA ŞEHİRİNİN KENTLEŞME TARİHİNİN DEĞERLENDİRİLMESİ

Bu araştırmanın genel amacı, Etiyopya'nın Addis Ababa kentindeki kentleşmenin tarihsel gelişimini ve zorluklarını incelemek ve bu kentleşme sürecinin arkasındaki itici faktörleri belirlemektir. Kapsamlı ve çok yönlü bir yaklaşım benimsenen çalışmada, kentleşme tarihi ve kentin karşılaştığı zorluklarla ilgili verileri toplamak, analiz etmek ve yorumlamak için hem nitel hem de nicel yöntemler kullanılmıştır.

Addis Ababa'da 1886 yılında başlayan kentleşme süreci, yerleşik alanların hızla genişlemesi ve yüksek nüfus artışı da dahil olmak üzere önemli fiziksel, sosyal ve ekonomik değişikliklerle sonuçlanmıştır. Ancak bu kentleşme aynı zamanda kentte konut sıkıntısı, kayıt dışı yerleşimler, çevresel bozulma, ulaşım sorunları ve yüksek işsizlik oranları gibi zorlukları da beraberinde getirmiştir. Bu zorluklar özellikle banliyö ve gayri resmi yerleşim yerlerinde yaşayanları etkilemiş, kötü yaşam koşullarına, borulu su, elektrik ve diğer belediye hizmetleri gibi temel hizmetlere sınırlı erişime ve çevresel tehditlere karşı artan kırılganlığa yol açmıştır. Çalışma ayrıca, kırsaldan kente göç, ekonomik fırsatlar ve kentin siyasi ve kültürel bir merkez olarak merkeziliği gibi kentleşmeyi yönlendiren etkili faktörleri tanımlamıştır.

Bu bulgulara dayanarak, çalışma kapsamlı kentsel planlama, sürdürülebilir kalkınma girişimleri ve kentin karşılaştığı zorlukları ele almak için odaklanmış müdahaleler önerdi. Bu önlemler, kent sakinlerinin yaşam koşullarını iyileştirmeyi, fırsatlara erişimlerini artırmayı ve çevresel riskleri azaltmayı amaçlamaktadır.

Sonuç olarak, araştırma Addis Ababa'nın karmaşık kentleşme tarihini ve karşılaştığı çok sayıda zorluğu ortaya koymuştur. Çalışmanın içgörülere, sürdürülebilir kentleşmeyi teşvik etmek ve kent sakinlerinin yaşam kalitesini artırmak için hedefe yönelik müdahaleler ve kanıta dayalı politikalar geliştirmek için bir temel sağlamaktadır.

Anahtar kelimeler: kentleşme, kentsel nüfus, göç, konut sorunları.

Danışman: Doç. Dr. Ali Cenap YOLOĞLU, Mersin Üniversitesi, Şehir ve Bölge Planlama, Anabilim Dalı, Mersin.

GENİŞLETİLMİŞ ÖZET

ETİYOPYA'NIN ADDIS ABABA ŞEHRİNİN KENTLEŞME TARİHİNİN DEĞERLENDİRİLMESİ

Bu çalışma, Etiyopya'nın başkentinin kentleşme tarihini inceleyen ve değerlendiren "ETİYOPYA'NIN ADDIS ABABA ŞEHRİNİN KENTLEŞME TARİHİNİN DEĞERLENDİRİLMESİ" başlıklı tezin özetidir. Çalışma aşağıdaki çalışma organizasyonlarına sahiptir.

1. Bölüm: Giriş

Bu bölümde araştırmanın genel görünümü aşağıdaki vaka olarak ele alınmıştır;

Addis Ababa'nın kentleşme tarihi, kentin uyuklu bir köyden aktif bir metropoliten alana dönüşümüne dair dikkate değer bir anlatı sunmaktadır. Etiyopya'nın başkenti ve en büyük şehri olan Addis Ababa, son yüzyılda tarihsel, sosyal ve ekonomik değişkenlerin karmaşık bir etkileşimini yansıtan önemli bir kentsel büyüme ve dönüşüme sahne olmuştur. Bu kentleşme süreci, kentin fiziksel arazisi, demografik ve sosyoekonomik yapısı üzerinde derin bir etki bırakarak kentsel kalkınma ve sürdürülebilirlik alanındaki mevcut zorluklarını ve beklentilerini etkilemiştir. 1930'larda Etiyopya'nın İtalyan kolonizasyonu, savaş sonrası nüfus patlaması ve mevcut hızlı ekonomik kalkınma dönemi, kentin kentsel genişlemesine ve değişimine katkıda bulunmuştur. Bu tarihsel dönüm noktaları, Addis Ababa'nın kentleşme tarihinin karmaşık doğasını vurgulayarak kentsel planlama, altyapı geliştirme ve kentin mekânsal organizasyonunda farklı düzenlemelerle sonuçlanmıştır.

Bilim ve teknoloji ilerledikçe Etiyopya'nın dünyadaki diğer ülkelerle temasları da genişledi. Etiyopya, AA'yı bir sıçrama tahtası olarak kullanarak küresel bilimsel keşiflerden faydalanmaya başladı. Etiyopya'nın modernleşmesi sürecinde AA şehri 1887 yılında ülkenin kültürel, siyasi, adli ve ticari merkezi olarak kabul edildi. AA diğer birçok Afrika kentinin aksine, tamamen Etiyopyalılar tarafından yaratılmıştır.

Bu çalışma, Addis Ababa'nın kentleşme tarihinin ayrıntılı bir değerlendirmesini sunmayı, gelişimin kilit aşamalarını ve bunların kentin fiziksel, sosyal ve ekonomik dokusu üzerindeki etkilerini incelemeyi amaçlamaktadır. Bu çalışma, Addis Ababa'nın kentleşmesinin arkasındaki itici güçleri ve kayıt dışı yerleşimler, ulaşım altyapısı ve çevresel sürdürülebilirlik gibi ortaya çıkardığı zorlukları, akademik çalışmalar, resmi raporlar ve kentsel planlama belgeleri de dahil olmak üzere çeşitli tarihsel ve güncel kaynaklardan yararlanarak aydınlatmayı amaçlamaktadır. Addis Ababa'nın kentleşme tarihini anlamak, politika geliştirme, kentsel planlama girişimlerini ve kentin özel durumuna uyarlanmış sürdürülebilir kalkınma yöntemlerini yönlendirmek için kritik öneme sahiptir.

Bu araştırma, Addis Abba'nın kentleşmesini daha geniş bir tarihsel ve karşılaştırmalı perspektife oturtturarak anlaşılmasına katkıda bulunmayı amaçlamaktadır.

Problemin Açıklaması

Addis Ababa, Afrika'nın büyük ölçüde genişleyen/büyüyen şehirleri arasında yer almaktadır. Addis Ababa, kurulduğu 1886 yılından bu yana ölçeği ve sosyo-ekonomisi, finansal ve mali yapısı, fiziksel ve mekânsal organizasyonu açısından çok sayıda değişiklik yaşamıştır. 1935 ve 1941 yılları arasında İtalyanların üst düzey düzenlemeleri temelde ırksal olarak izole edilmiş yerleşimler sunmuştur. O zamandan bu yana yaklaşık 54.000 hektarlık kentsel arazi sınırını paylaşan büyük bir metropoliten kentine dönüşmüştür. Ancak AA şehri, tarihi boyunca plansız yayılma ve kendiliğinden genişleme modeliyle damgalanmıştır. Leulsegged ve diğerlerinin (2012) vardığı sonuca göre, AA kentindeki yerleşik alanlardaki artış, ekin, orman ve savanlara karşı paralel bir genişleme ile karakterize edilmektedir. AA, göç ve yüksek doğal artış oranı nedeniyle dikey ve yatay olarak genişlemektedir (Kitila vd., 2023). Çoğu durumda denizaşırı kent plancılar ve mimarların yardımıyla gelişimini gerçekleştirmek için ardışık güncellemelerle pek çok ana plan veya mastır plan oluşturulmuştur (Mahiteme, 2007). Nüfus ve konut talebi son otuz yılda istikrarlı bir şekilde artmıştır. Yıllık nüfus artış oranı %2 ile %4 arasında değişmekte olup, kırsal-kentsel hareketlilik, toplamın yaklaşık %40'ını oluşturmaktadır. Şehir, idari sınırlarına yaklaşılarak hızla büyümüştür (Gezahegn vd., 2017). Şehrin, yönetim sınırlarını belirleyen Oromia eyaletine doğru coğrafi genişlemesi siyasi olarak kısıtlanmış durumdadır. Mevcut diktatörlük, şehir merkezindeki gecekondu mahallelerini yeniden inşa etmekte ve orta ve düşük gelir grupları için daha ucuz konut kompleksleri inşa etmektedir (Alemu, 2015).

Dolayısıyla, AA'nın çeşitli kalkınma ve kentleşme süreçlerinden geçtiği ve hala zorluklarla karşı karşıya olduğu kabul edilmektedir. Küresel kentleşme zorlukları (Conserve Energy Future, 2023) açısından AA, konut (Gelet vd., 2023; Teklemariam, 2023), altyapı ve işsizlik (Yigzaw vd., 2023), şehir içi gecekondu mahalleleri (Cobbinah, 2023), sanitasyon (Melaku vd, 2023), su kıtlığı ve çevresel bozulma (Benti vd., 2021), sağlık tehlikeleri (Birhanu, 2023), ulaşım (Woldeamanuel, 2023; Naukowe vd., 2023), kentsel suç (Yigzaw vd., 2023) ve atık bertarafı (Muluken vd., 2023) deneyimlemektedir. Kitila ve diğerlerine göre (2023), nüfus büyüklüğü ve temel hizmetler arasındaki dengesizlik nedeniyle şehir aşırı kalabalıktır ve bu da şehrin aşırı suç, trafik kazaları ve çevresel bozulma ile boğuşmasını tetiklemektedir.

Ayrıca, kentin işsizliği, konut sıkıntısını, yetersiz sosyal hizmetleri ve çevresel bozulmayı azaltma çabaları, nüfus ve ekonomik büyüme arasındaki uyumsuzluk nedeniyle engellenmektedir. Bu sorunlar henüz çözüme kavuşturulmamıştır. Daha önce yapılan birçok çalışma, kentlerin yatay ve dikey genişlemesine ve bunların arzu edilen ve olumsuz etkilerine odaklanmıştır. Kentsel yayılma, kentsel kayıt dışılık, işsizlik, konut sıkıntısı, satın alabilirlik, çevresel bozulma, zayıf mali kapasite, zayıf altyapı gelişimi birçok zorluktan birkaçı olarak gösterilebilir. Mevcut araştırma, bugüne kadarki kentleşme sürecinin bir sonucu olarak genel kentsel planlama kaygıları aracılığıyla dengeli bir kentleşme eğilimi ve uygulanabilir politika çerçevesi oluşturmak için (kasıtlı olarak seçilen) konular arasında

derinlemesine deęerlendirme yapmayı ve kentleşmeyi etkileyen faktörlerin derecesini deęerlendirmeyi amaçlamaktadır.

Amaç

Bu araştırmanın genel amacı, AA'nın kentleşme tarihini, yaşadığı zorlukları ve kentleşme belirleyicilerini incelemektir.

Araştırma Soruları

1. Addis Ababa kentinin kentleşme tarihi nedir ve kentleşme sürecinin zorlukları nelerdir?
2. Addis Ababa kentinde kentleşmeyi yönlendiren başlıca faktörler nelerdir ve kentin kentsel kalitesi nasıl deęerlendirilebilir?

Çalışmanın Önemi

Bu çalışmanın önemi, Etiyopya'nın başkenti Addis Ababa kentinin kentleşme tarihini anlamının öneminde yatmaktadır. Addis Ababa son yıllarda hızlı bir kentleşme yaşamıştır. Araştırmacılar, kentin kentleşme tarihini deęerlendirerek, kentin büyümesine ve gelişmesine katkıda bulunan faktörler hakkında fikir edinebilirler.

Bu çalışma, Addis Ababa'daki şehir plancıları ve politika yapıcılarının yanı sıra benzer zorluklarla karşılaşan diğer şehirler için de deęerli bilgiler sağlayabilir. Kentleşmenin kalıplarının ve itici güçlerinin anlaşılması, etkili kentsel kalkınma stratejilerinin, altyapı planlamasının ve sürdürülebilir büyüme yönetiminin formüle edilmesine yardımcı olabilir.

Ayrıca bu çalışma, Afrika şehirlerindeki kentleşme süreçlerinin daha geniş bir akademik anlayışla ele alınmasına da katkıda bulunabilir. Araştırmacılar Addis Ababa örneğini inceleyerek, Afrika bağlamlarındaki diğer kentleşme çalışmalarını bilgilendirebilecek, ortak eğilimleri ve benzersiz özellikleri belirleyebilirler.

Genel olarak, Addis Ababa'nın kentleşme tarihinin deęerlendirilmesi, kentsel kalkınma politikalarını bilgilendirebilecek ve kentin ve Etiyopya ve ötesindeki diğer kentsel alanların sürdürülebilir büyümesine katkıda bulunabilecek pratik ve teorik içgörüler sunma potansiyeline sahiptir.

Çalışmanın Kapsamı ve Sınırlılıkları

AA kentinin evrimi veya tarihi yıllar boyunca çeşitli zorluklarla karşılaşmıştır, ancak bu çalışma konut, işsizlik, ulaşım ve çevre sorunlarının yanı sıra kentleşmeye katkıda bulunan faktörlere odaklanmaktadır.

Bu çalışmanın bazı zorlukları vardı çünkü AA'da kaç kişinin iş sahibi olduğu ve/ya çevreye verilen zarar hakkında yeterince doğru bilgi yoktur. Ayrıca insanların görüşleri ve deneyimleri hakkında da yeterli bilgi edinilememiştir. Yetkili kişiler önemli bilgileri vermek istemediler.

2. Bölüm: Literatür Taraması

Bu bölümde, araştırma ile ilgili literatür incelenmiş ve aşağıdaki konulara değinilmiştir;

Kentleşmenin gezegen üzerinde hem yararlı hem de olumsuz etkileri vardır, ancak aynı zamanda bugün dünyanın karşı karşıya olduğu en önemli iki sorunu bir araya getirmektedir: yoksulluk ve çevresel bozulma. İnsanların şehirlerde giderek yoğunlaşması, kirli hava ve su, yetersiz su temini, uygunsuz atık bertarafı ve aşırı enerji tüketimi sorunları daha da kötüleştirmektedir. Ritchie ve Roser (2018), üç kentli haneden birinin nasıl gecekondü sakini olduğunu araştırmıştır. İnsanlar, ev, iyileştirilmiş su, iyileştirilmiş sanitasyon, yeterli yaşam alanı ve konut dayanıklılığı gibi temel hizmetlerden yoksundur (Saghir & Santoro, 2018). Gecekondular en çok Sahra Altı Afrika'da yaygındır ve çoğu ülkede kentsel nüfusun yarısından fazlası bu bölgelerde yaşamaktadır. Sudan, Güney Sudan ve Orta Afrika Cumhuriyeti gibi bazı ülkelerde kentsel nüfusun %90'ından fazlası gecekondularda yaşamaktadır (Roser, 2018). Nuhu ve diğerleri (2023) tarafından yapılan çalışma, Sahra Altı Afrika'nın büyük şehirlerinde enformel kentsel gelişim özelliklerine işaret etmektedir. Bockerhoff (2000), az gelişmiş ülkelerdeki şehirlerde yoksul insan sayısında bir artış görüleceğini, gelişmiş ülkelerdeki şehirlerin ise daha çeşitli hale geleceğini belirtmektedir. Birçok akademisyen, KG (Küresel Güney) ülkelerindeki kentsel nüfusun daha kapsamlı sağlık tesislerine, güvenli gelir fırsatlarına ve uygun konutlara ihtiyaç duyacağını belirlemiştir. Artan nüfusa hitap edebilmek için uygun fiyatlı konut seçenekleri, insanların banliyölere göç etmek yerine şehirde kalmaları için teşvikler ve fiziksel sınırlamaları ve kültürel yönleri dikkate alan kentsel programlar ve altyapı sağlanması önemlidir (Bockerhoff, 2000). Kumar ve diğerlerine göre (2023) KG şehirleri için suya duyarlı tahmin Tablo 2.2'de gösterilmiştir. Öte yandan, Afrika şehirlerinin karakteristik özelliklerinden biri de neoliberal birikim ve eşitsizlik yönetimidir. Bu durum, Afrika'da ve başka yerlerde siyasi yönetimin sürdürülmesi için zorluklar ortaya çıkarmakta ve bu zorluklar giderek kentlerde ifadesini bulmaktadır. Şehirler ticaret ve ilerleme merkezleri olarak hizmet vermekte ve ürün ve kuruluşların üretim ve kullanım yerleridir. Şehirler ayrıca devasa, izole işgücü piyasalarını bağlar ve mümkün olduğunca sık olarak günümüz düşüncelerini sunmaya ve yaratıcı gelişim ve yayılmanın değişim hızını canlandırmaya yardımcı olur (Henderson 2003, 2010). Hiç şüphesiz, aşırı derecede kentleşmiş ülkelerin çoğu, bütçe uygulamalarını ve ortak zaferi yönlendiren ülkelerdir.

Küreselleşme ve neoliberalizmin yayılması, dünya genelinde kentlerin oluşum biçimini kesinlikle şekillendirmiştir. Afrika ortamında neoliberalizm, 1980'lerin başından itibaren temel değişim programlarının başarısızlığı ile başlamıştır (Carmody ve Owusu, 2017).

Neoliberalizm, piyasa öncülüğünde finansal ve sosyal yeniden inşayı ilerletmektedir. Açıkça bu, özelleştirme, serbestleştirme ve devlet kesimi içinde ticari kriterlerin dayatılmasını içerir; özel kesim ise deregülasyon düzenlemeleri için müstakil bir geri dönüş sağlayan modern bir hukuki-politik sistem tarafından desteklenmektedir.

KG'in Tanımı: Küresel Güney temelde eski, artık kullanılmayan "3. dünya" teriminin yerine geçmiştir ve "gelişmekte olan ülkeler" terimiyle eşanlamli hale gelmiştir (Sridhar ve Mavrotas, 2021). KG geniş bir addır. Latin Amerika, Afrika, Asya ve Okyanusya'daki ülkeleri ve bölgeleri tanımlamak için kullanılır. KG, insanlığın çoğunluğunun memleketidir. KG'deki birçok ülke düşük gelirlidir, yoğun nüfusa sahiptir, yetersiz altyapıya sahiptir ve sıklıkla idari veya geleneksel olarak marjinalleştirilmiştir (Arbab, 2019). Dünyada ileri düzeydeki ülkeler Küresel Kuzey (KK) ülkeleri olarak kabul edilirken, yükselen ülkeler KG ülkeleri olarak sınıflanmaktadır (Mareï ve Savy, 2021).

Sonuç olarak, KG fikri (ve onun varyantları) yoğun şekilde eleştiriye maruz kalmıştır. Birincisi, kelime tamamen belirsizdir; Kuzey'in büyük kısmı kuzey yarımkürede yer alırken, Avustralya ve Yeni Zelanda kesinlikle güney yarımkürededir. Ayrıca KG'de, her ikisi de Fransa'nın vazgeçilmez parçaları olan Hint Okyanusu'ndaki Réunion ve Karayipler'deki Guadeloupe ve Martinik gibi Kuzey'deki ülkelerin bir parçası olan bölgeler de bulunmaktadır (Sridhar ve Mavrotas, 2021). İkincisi, bazı güney ülkeleri son yıllarda önemli bir ekonomik genişleme yaşadılar ve artık yüksek gelirli ülkeler olarak tanımlanıyorlar (örneğin, KG'deki diğer yüksek gelirli ülkeler için Birleşik Arap Emirlikleri ve Singapur). Bunun tersine, bazı Doğu Avrupa ülkeleri artık orta gelirli ülkeler olarak sınıflandırılmaktadır (örn. Arnavutluk, Beyaz Rusya, Bosna Hersek, Bulgaristan, Hırvatistan, Moldova, Karadağ, Kuzey Makedonya, Romanya, Rusya, Sırbistan ve Ukrayna) (UNDESA, 2018) . Yani tarihte KG ve KK ulusunun standart bir tanımı yoktur. Bu kavramı genelleştirirsek, bölünme tarihi, politik ve ekonomik faktörlere dayanır ve sıklıkla eşitsizlik, kalkınma ve küresel güç dinamikleri konularını tartışmak için kullanılır. Ancak bu çalışmanın amacı AA'daki kentleşme tarihini değerlendirmektir ve Etiyopya KG'de yer alan bir ülke olduğu için anlamını eleştirel bir şekilde anlamaktır.

Kentleşme: Kentleşme en geniş tanımıyla kentlerde yaşayan halkın büyümesini ifade etmektedir (Potts, 2009, 2012). Şehirlerde yaşayan insan sayısının giderek artması, ilk şehirlerin kuruluşundan bu yana insanlık tarihinin bir özelliği olmuştur. Yine de geniş bir tanımı ve anlamı vardır; örneğin, bazı ülkeler kent sakinlerini, oldukça keyfi bir şekilde tanımlanabilecek belirli idari sınırlar içinde yaşayanlar olarak tanımlamaktadır. Kent kavramının pek çok tanımında büyüklük ve nüfus yoğunluğu gibi kriterler yer almaktadır (Brockerhoff, 2000). Bu uygulama, kendi ulusları içinde kentsel ve kırsal alanlar arasında ayırım yapmayı en iyi bilenlerin hükümetler olduğunu kabul etmektedir (Brockerhoff, 2000).

Pek çok ulus için halklara dayalı ayrı bir eşik yoktur; Nüfus yoğunluğu, altyapı ve hatta önceden tanımlanmış şehirler gibi diğer ölçümler de kullanılabilir. Örneğin Angola, Arjantin ve Etiyopya'da 2.000 veya daha fazla nüfusu olan tüm yerleşim yerleri (Benti ve diğerleri, 2022) kentsel olarak kabul edilirken, Benin'de yalnızca 10.000 veya daha fazla nüfusu olan yerleşim yerleri kentsel olarak gruplandırılmaktadır (Cohen, 2006).

Küresel Güney'de Kentleşme Eğilimleri

Günümüzde daha az gelişmiş ülkelerdeki kentleşme, Avrupa ve ABD'deki eğilimlerden en az beş önemli açıdan farklıdır. Mali gelişmenin daha düşük düzeylerinde büyük bir yer edinir; daha çok

dünya ekonomisindeki değişikliklere bağlıdır; daha az ölüm oranına ve gelişmiş doğurganlığa dayanmaktadır; çok sayıda insanı kapsamaktadır ve hükümetler bunu değiştirmek için müdahalede bulundular (Berry, 1973). Sahraaltı Afrika'daki kentsel nüfus değişimi, Asya'nın, Karayipler'in ve Latin Amerika'nın büyük bölümündeki modellerle keskin bir tezat oluşturuyor. Küresel ekonomiden dışlanma, Sahra Altı Afrika'daki kentsel değişimin ana eksenidir. Brockerhoff (2000) yakın zamana kadar Afrika ülkelerinin çoğunluğunun bir kasabalar ağı yerine tek bir şehir tarafından kontrol edildiğini belirtmiştir. Bu şehirlerden bazılarının uluslararası standartlara göre küçük olmasına rağmen, kendi ülkelerinin zenginliğinin orantısız bir kısmını barındırıyorlar. Bununla birlikte, Sahra Altı Afrika'nın pek çok kenti, hızlı nüfus artışı, az miktarda yabancı yatırım ve hükümetin kötü yönetiminin getirdiği baskılar nedeniyle 1970'lerden bu yana önemli ölçüde bakıma muhtaç hale geldi (Rakodi & University, 1997). AA, Etiyopya gibi büyük Afrika şehirlerindeki insanlar, borulu su, enerji, sıvı atık ve sokaklar gibi temel tesislerin giderek azalması nedeniyle, arazinin en ucuz olduğu kentsel kenar mahallelerdeki plansız yerleşim yerlerine taşındı (Yerleşimler, 1996).

Öte yandan, gelişmekte olan birçok ülkede işgücü arzı, talebi önemli ölçüde aşmakta, bu da metropoliten bölgelerde olağanüstü yüksek işsizlik oranlarına ve eksik istihdama yol açmaktadır (Todaro, 1980). Tarım sektörü alanlarındaki mali beklentiler sınırlı kaldığı sürece, kentsel alanlardaki fırsatları genişleterek şehrin artan sosyal sorunlarına çözüm bulmaya yönelik tüm çabalar, daha da fazla kırdan kente hareketle sonuçlanacaktır. Daha fazla iş, daha fazla insana eşittir. Sosyal hizmetler yetişemiyor. Gecekondu yerleşimleri artıyor. İşsizlik (Todaro, 1980) ve ekonomik marjinalleşme daha eğitimli gençleri etkilemeye başlıyor.

Küresel Güney'de Kentleşmenin Özelliği

KG ülkeleri, Latin Amerika'daki belirli yerler hariç, en az 60 yıldır demografik gelişimin öncüsü olmuştur. Değişim oranları küresel olarak düşerken, KG'deki ülkelerin çoğunda hala yüksek kalıyor (du Toit ve diğerleri, 2021). Bir dereceye kadar bu, dünyanın en az kentleşmiş bölgelerinin en hızlı büyüyen tarım dışı nüfusa sahip olmasından kaynaklanmaktadır ve diğer uluslara “yetişmek” için kat edecekleri çok uzun bir yol vardır.

Örnek olarak, 2015'ten 2020'ye kadar Afrika'daki Burundi (kentsel nüfusundaki yıllık değişim oranı %5,68 ile) ana karada benzer ancak çoğunlukla kırsal olan Uganda'nın (%5,70) ardından 2. sırada yer aldı (BM, 2018b). Afrika'da kentleşmiş ülkelerin çoğunda, aksine, Güney Afrika, Mısır, Tunus veya Libya'da kentsel değişim en düşük düzeydedir.

Güney ve Güneybatı Asya'da kentleşme derecesi gerçekte daha düşük olan ülkeler mevcuttur. Örneğin Afganistan %3,37 ve Bangladeş %3,17. Hâlihazırda kentsel alanlarda yaşayanların geniş kapsamına sahip olan, çok geride kalan ülkeler, kentsel büyüme sorumluluğunda %0,85 ile Sri Lanka veya %1,71 ile İran'dır (BM, 2018b). Ancak birçok güney ülkesinde kentleşme düzeyi, kentleşme dalgasının en yüksek olduğu dönemde bile KK'dekinden daha yüksek olmuştur ve olmaya da devam etmektedir (du Toit ve diğerleri, 2021).

Kasaba sakinlerinin büyük çoğunluğu dezavantajlı durumda ve çoğunun yalnızca merkezi iş sektöründen uzaklaşan şehrin dış mahallelerinde yaşamaya gücü yetiyor. KG'deki pek çok şehirde yayılan kentsel şekil özelliği sıklıkla olumsuz görülmekte ve kentsel felaketlere ilişkin önyargıları teşvik etmektedir. Caldeira'ya (2017) göre, ayrıcalıklı olmayan nüfuslar sıklıkla yaratıcı ve türünün tek örneği olan kentsel şekiller ve desenler üretiyor; bu da çeşitli şekillerde Afro-politan kalkınma veya gecekondu şıklığı olarak bilinen şeye yol açıyor.

Dünyanın pek çok şehrinde nüfusun çoğunluğunu kayıt dışı yerleşim yerleri oluşturduğundan, kayıt dışı sektör pek çok şehirde işçilerin ortak paydasını istihdam edebilmektedir. Bununla birlikte, kayıt dışılığın nasıl tanımlandığı ve resmiyet ile nasıl ilişkilendirildiği, hem kurumsal hem de yapıllı çevre ortamlarında KG'ye göre önemli ölçüde farklılık göstermektedir (Harris, 2018). İşgal sistemleri ve mülkiyet hakları, bölgenin resmi olmayan kariyeri için merkezkaç veya merkezci kuvvetler olarak işlev görür (Trindade, 2022). Gayri resmi kentleşme, KG'de ve gelişmekte olan dünyada şehir oluşumunun temel tarzını cezbetmektedir (Suhartini ve Jones, 2023). Şehir sakinlerinin, ailelerinin ve halkın konut, sosyal ve ekonomik taleplerini karşılayan kayıt dışı sakinlerin ve gecekondu mahallelerinin hızla çoğalması bu eğilimin temel bir bileşenidir (Baye ve diğerleri, 2020; Suhartini ve Jones, 2023). Bu kentlerin büyümeleri olağanüstü göç, sivil istikrarsızlık ve savaş, artan yoksulluk, modası geçmiş planlama düzenlemeleri ve uygun fiyatlı konut eksikliğinden kaynaklanıyor. Sahra Altı Afrika'daki pek çok şehirde dağınık yerleşimlerin kentsel gelişim (Nuhu ve diğerleri, 2023) ve genişleme (Baye ve diğerleri, 2020) konularına yönelik sıklıkla kullanılan bir yaklaşım haline geldiği kabul edilmektedir. Gayri resmi yerleşimlerin sosyoekonomik, idari ve politik prosedürlere güçlü bir şekilde dahil olduğu sonucuna vardılar. Kumar ve arkadaşlarına (2023) göre, KG ülkelerinde kanalizasyon ve yol gibi altyapının yetersiz olduğu, sınırlı kamu bütçelerinin, düşük kurumsal kapasitelerin ve vatandaşlığın yanlış tanınmasının olduğu büyük ölçekli gayri resmi inşa edilmiş yerleşimler açıkça gözden kaçırılan büyük zorluklardır. Bir kez daha, gayri resmi evlerin çoğunun güvenli mülkiyeti yoktur.

Küresel Güney'in Kentleşme Zorlukları

Doğal nüfus artışı

2050 yılında küresel kent sakinlerinin 2018'deki 4,2 milyardan 6,7 milyara çıkması bekleniyor (Mahendra ve diğerleri, 2021). Afrika ve Asya'da %90 büyümeye gerçekleşecektir (UNDESA, 2018). Kentleşmenin öncelikle KG ülkelerinde gerçekleşmesi ve kentsel nüfusta yaklaşık %75'lik bir artış görülmesi bekleniyor. Kentli insanların küresel oranı, kıtalar arasındaki dağılım gibi çarpıcı biçimde değişiklik gösterdi (Dodman, 2017).

Dodman'a (2017) göre, 1950'de Afrikalıların %14,4'ü (33,0 milyon kişi) kasaba ve şehirlerde yaşıyordu. 2010 yılında bu oran %39,2'ye (400,7 milyon kişi) yükseldi. Benzer şekilde Asya'da kentsel nüfus 1950'de %17,5'ten (245,1 milyon kişi) 2010'da %44,4'e (1,85 milyar kişi) yükseldi. Zor durumdaki şehirlerin kentsel nüfusta 2015 ile 2030 arasında ortalama %64'lük bir artış yaşayacağı öngörülmüyor.

Gelişmekte olan şehirlerin ortalama %18 oranında büyüyeceği tahmin edilmektedir (Mahendra ve diğerleri, 2021). Sahra Altı Afrika ve Asya, farklı şekillerde de olsa, hızlı bir şekilde kentleşiyor. 2000'den 2010'a kadar, Sahra Altı Afrika'nın kentsel sakinlerinin gelişiminin yalnızca %30'u kırsaldan kente göçten kaynaklanırken, geri kalan %70'i doğal nüfus artışından kaynaklanmıştır (Satterthwaite ve Tacoli, 2014).

Yoksulluk

2014 yılında daha düşük ve orta gelirli ülkelerde önemli bir kentleşme yaşandı. Ancak kentleşme ile milli gelir arasındaki ilişki o kadar güçlü değildi. Şu anda Sahra Altı Afrika'daki şehirler ve kasabalar hızla büyüyor, ancak insanların gelirleri aynı seviyede kalıyor. 1980 ile 2020 yılları arasında şehirlerde yaşayan insan sayısı, kişi başına düşen GSYİH artışına kıyasla daha hızlı arttı (Beard vd., 2016). Birçok ülkede büyük, düşük gelirli şehirlerin hızlı büyümesi, öncelikle ekonomik sistemlerin daha açık hale gelmesinden ve tarımsal verimlerin azalmasından kaynaklanmaktadır. Bu faktörler kırsal geçim koşullarında belirsizlik yaratmış ve çaresiz çiftçileri kentsel alanlara göç etmeye zorlamıştır (Glaeser, 2014).

Yoksulluğun, okullaşma ve elektrik, saf su ve hijyen gibi temel hizmetlere erişim de dahil olmak üzere tüm sonuçlarını takdir etmek için daha kapsamlı bir şekilde değerlendirilmesi gerekiyor. Son araştırmalara göre, Sahra Altı Afrika'daki kentsel elektrik kullanımı, Latin Amerika ve Karayipler'deki kentleşme oranı oldukça yüksek olmasına rağmen, bu bölgelere göre önemli ölçüde daha yüksek.

Kamu altyapı inşaatına düşük bütçe

Altyapının geliştirilmesi ve katlanarak artan nüfusa yönelik hizmetlerin sunulması, başlı başına zor bir konudur ve KG'deki başka bir zorluktur. KG'de hızla genişleyen şehirlerin karşılaştığı zorluk budur. Kişi başına düşen bütçe, Şekil 2.6'da gösterildiği gibi, mevcut mali kaynakların yararlı bir göstergesi olarak kullanılmaktadır. Dünyanın farklı yerlerinde bulunan 30 şehirden oluşan bir örneklemden elde edilen verileri kullanarak, şehir nüfusunun büyüklüğünü kişi başına düşen bütçeyle karşılaştırarak, farklı toplulukların erişebildiği kaynaklardaki önemli eşitsizlikler ortaya koyuluyor.

Bu nedenle, yetersiz hizmetlere ve belirsiz mülkiyet haklarına sahip gayri resmi yerleşim yerleri dünya çapında 1 milyardan fazla insana ev sahipliği yapıyor. Bu yerleşim yerleri dünya genelindeki kentsel nüfusun 1/3'ünü, düşük gelirli ülkelerdeki ise 2/3'ünü temsil ediyor. Bunlar KG'deki şehirlerin ortak bir özelliğidir (UNDE, 2019). Kentsel gecekondu genellikle yetersiz planlama ve düşük gelirli insanlar için uygun fiyatlı konut seçeneklerinin olduğu yerlerde ortaya çıkar. Şehirdeki istihdam olanaklarının sınırlı olmasının yanı sıra (Suhartini ve Jones, 2023), artan kent sakinlerini barındıracak evler inşa etmek için iyi hizmet verilen arazilerin azlığı da önemlidir. Tüm eksikliklerine rağmen, belirsiz birikimler, çok sayıda ev merkezli mikro işletmeyi ve kayıt dışı emek endüstrisini barındıran, muazzam ekonomik faaliyetlerin merkezleridir (Chen & Carré, 2020). Düşük ücretli,

güvencesiz ve düzensiz işlerde çalışan kayıt dışı işçiler, KG'deki kentsel işlerin %50 ila %80'ini oluşturuyor.

Çevresel zorluklar

Şehirleşme sürecinden geçen KG ülkeleri, zengin ulusların izlediği yolları aşmak için yeniliği kullanamazlarsa tüketim, çevresel zarar ve sera gazlarında hızlı bir büyüme yaşayacaklardır (Andrew ve diğerleri, 2015). Kentsel alanlar, geleneksel olarak sellere karşı önemli savunma görevi gören ormanlara ve değerli tarım alanlarına doğru genişliyor. Ek olarak, bu gelişimin bir kısmı biyolojik çeşitlilik açısından oldukça zengin olan alanlara da zarar vermektedir (Seto ve diğerleri, 2013). Swilling ve diğerlerine (2018) göre, karbon yoğun büyümenin devam etmesi halinde, şehirleri inşa etmek ve genişletmek için gereken kaynakların 2050 yılına kadar %100'ün üzerinde artabileceği endişesi bulunmaktadır. Bu, şehirlerin tasarımında ve inşasında bir değişiklik ihtiyacını vurgulamaktadır. Kentleşmenin, özellikle iklim değişikliğine katkıda bulunan karbondioksit emisyonlarının salınımı yoluyla önemli bir çevresel etkisi vardır (Khayrullin ve diğerleri, 2019). Bu etkiyi azaltmak için akıllı politikaların uygulanması çok önemlidir.

2030 yılına gelindiğinde yaklaşık 2 milyar yeni kent sakini dünya çapındaki insanların yaklaşık %60'ını oluşturacak ve bu da doğal kaynaklara ve ekosistemlere ciddi zararlar verecektir (Garden ve Brooklyn, 2008). Şehirler büyüdükçe genişlemeye ayak uydurabilmek için daha fazla araziye ve kaynağa ihtiyaç duyuyorlar. Ne yazık ki bu durum arazinin kullanım biçiminde değişikliklere yol açmakta, kirlilik, doğal alanların kaybı, biyoçeşitliliğin etkilenmesi ve kentsel alanlarda sıcaklığın artması gibi çeşitli çevre sorunlarına neden olmaktadır (Kharel, 2010). Kentleşme, barınma, bulvar geliştirme, asfalt, bitki örtüsü, yerli olmayan türlerin ekimi, arazi parçalanması ve diğer yollarla yerleşimi değiştirir. Yolların ve hizmetlerin genişletilmesi yaşam alanlarının kaybına, bozulmasına ve parçalanmasına yol açtığından yaban hayatı, konut geliştirme nedeniyle risk altındadır. Bu ilerlemenin hızı ve büyüklüğü, yetersiz planlama ve kontrol önlemleriyle birleştiğinde halihazırda doğal kaynakları ve çevre kalitesini zorlamaktadır (Beard vd., 2016).

Kentsel genişleme

Gelişmiş alanların genişlemesi çoğu zaman verimli ekili alanların, ormanların ve bitki örtüsünün pahasına olmuştur. Özellikle Afrika'da şehirlerin hızlı büyümesi, kentsel alanların etrafındaki alanları çeşitli şekillerde değiştiriyor. Bu kentleşmenin kent çevresinde yaşayanlar ve onların tarımla uğraşma yetenekleri üzerinde önemli etkileri vardır (Sumbo ve diğerleri, 2023).

Kırsal ve kentsel olmayan alanların kentleşmesini sağlayan bir ilerleme olan kent çevresileşme, kent çevresinde yaşayanlara cesaret sunuyor (Abass ve diğerleri, 2018). KG'deki şehirler, kentsel olmayan alanlardaki arazi fiyatlarının düşük olması nedeniyle önemli zorluklarla karşı karşıyadır. Bu nedenle, bu şehirlerde sürdürülebilirliği teşvik etmek için çevrecilerin, plancıların ve akademisyenlerin kentsel

genişleme biçimlerini ve bunların kentsel arazi kullanımı üzerindeki etkilerini anlamaları büyük önem taşımaktadır (Clark vd., 2010; Güneralp vd., 2020).

3. Bölüm: Araştırma Metodolojisi

Bu çalışmada, araştırma hedeflerine ulaşmak için hem tanımlayıcı hem de açıklayıcı araştırma yöntemleri kullanılmıştır. Niteliksel ve niceliksel veriler, frekans ve yüzde hesaplamasına, korelasyona ve bağlamın tanımlanmasına olanak tanıdığı için tercih edildi ve kullanıldı. Araştırmada hem niteliksel hem de niceliksel yöntemleri birleştiren karma bir araştırma yaklaşımı kullanılmıştır. Nitel araştırmalar için esnek ve keşfedici bir yöntem olan betimsel desen benimsenmiştir. Bu yaklaşım literatürde genellikle jenerik, genel, temel, geleneksel, yorumlayıcı ve pragmatik tasarımlar gibi çeşitli isimlerle anılır.

Lambert ve Lambert (2013) tarafından yürütülen araştırmaya dayanarak, nitel tanımlayıcı çalışma verilerinin toplanması, incelenen belirli olayların anlaşılmasına odaklanır. Bu, yapılandırılmış açık uçlu sorular, nominal veya derecelendirme ölçeklerinin yanı sıra gözlemler ve raporlar, fotoğraflar ve belgeler gibi çeşitli kayıtların incelenmesi yoluyla bilgi toplanmasıdır. Çalışmada ayrıca fikirler için literatür taramasından yararlanılırken, etkileyen faktörlere ilişkin veriler, bilgi ve uygulamaları değerlendirmek için yapılandırılmış anketler, derinlemesine görüşmeler ve odak grup tartışmaları yoluyla toplanmıştır.

Nicel Veri Analizi Yaklaşımı

Bir çalışma, AA'daki kentleşme eğilimleri, konut istatistikleri, işsizlik oranları, ulaşım altyapısı ve çevresel sorun göstergeleri hakkında niceliksel veriler toplamak için devlet kurumları, kentsel planlama departmanları, ulaşım otoriteleri ve çevre kurumlarından gelen mevcut istatistiksel verilerin kapsamlı bir incelemesini gerçekleştirdi.

Bu çalışmada, şehir planlamacıları, mimarlar, şantiye mühendisleri dahil olmak üzere derinlemesine görüşmeler ve odak grup anketi kurumsal düzeydeki profesyoneller ile gerçekleştirilirken, paralel olarak yürütülen belge inceleme, koruma ve fotoğraf çekimi de kullanılmıştır.

Nüfus ve Örneklem Yöntemi

Çalışma Popülasyonu

Etiyopya'nın başkenti Addis Ababa, yaklaşık 5 milyon kişiye ev sahipliği yapıyor ve ülkenin en büyük şehridir. Aynı zamanda Afrika'nın en hızlı büyüyen şehirlerinden biridir. Nüfusu, kıtanın ikinci büyük şehri olan Adama'nın on katından fazladır ve ülkenin kentsel nüfusunun yaklaşık %25'ini oluşturmaktadır (MUDHC, 2014). Bu çalışma için AA'nın seçilmesinin nedeni budur.

Numune Alma Yöntemleri

Bu arařtırmada sorulan sorulara cevap almak iin, alıřma AA konut geliřtirme, yol ve ulařtırma dairesi, iř ve beceri dairesi ve evre koruma dairesi gibi kurumlar bilinli olarak seilmiřtir. Bu ofisler iin sorular, kentleřmeyi etkileyen faktrlere dayalı olarak kabul ve katılmıyorum kriterlerine gre geliřtirildi. Aynı zamanda kentleřmeyi ve zorlukları grmek iin eleřtirel inceleme iin kullanıldı.

rnek boyutu

Basit rastgele rnekleme kullanarak poplasyon oranı P'yi tahmin etmek iin Cochran (1977) tarafından tanıtıldıđı gibi sonlu bir poplasyonla alıřırken rnekleme byklđ forml kullanıldı.

Arařtırmanın amalarına ulařabilmek iin birincil ve ikincil verilerin bir kombinasyonundan yararlanılmıřtır. Birincil veriler ncelikle anket, eřitli kaynaklardan arařtırma ve dođrudan gzlem gibi yntemler kullanılarak toplanmıřtır. rneđin alıřmada Etiyopya'nın bařkenti Addis Ababa'nın kuruluřu ve geliřimi ile ilgili hkmet raporları, haritalar ve resmi yazıřmalar gibi tarihi kayıtlar ve belgeler kullanıldı. te yandan, Addis Ababa ve diđer Afrika řehirlerinin kentleřmesine iliřkin, kentsel byme ve geliřmeyi etkileyen sosyal, ekonomik ve politik faktrlere iliřkin arařtırmalar da dahil olmak zere, akademik alıřmalar ve yayınlar gzden geirilmıřtir. Addis Ababa'da yařayanlar, toplum liderleri ve diđer profesyonellerle kentleřme ve řehir geliřimine iliřkin deneyimler ve bakıř aıları hakkında niteliksel veri toplamak amaıyla rportajlar ve anketler gerekleřtirildi. Yapılı evre ve altyapıda zaman iinde meydana gelen deđiřiklikleri belgelemek iin Addis Ababa'daki nemli konumlara ve nemli noktalara saha gzlemleri ve saha ziyaretleri yapıldı.

alıřma, AA'daki devlet dairelerinde bulunan řehir plancıları, mimarlar, řantiye mhendisleri, proje yneticileri ve diđer ilgili paydařlardan oluřan bir odak grubuna aık ulu grřme anketleri dađıtmak iin amalı rneklemeden yararlanmıřtır. alıřma 50 aık ulu sorunun dađıtılmasını ve 40 tamamlanmıř yanıtın alınmasını ieriyordu. alıřmaya 15'ten fazla kadın ve 25'ten fazla erkek katıldı. Cevaplayıcıların zelliklerine bakıldıđında řu bulgulara ulařılmıřtır;

Bu arařtırmada, aık ulu anketlerde her iki kategoride de %27,5'lik bir oranla Mimarlar ve řehir Plancıları en baskın katılımcılar oldu. te yandan, mhendisler en dřk katılım oranına sahipti; katılımcıların yalnızca %2,5'i bu gruba aitti.

Ayrıca ankete katılanların yzde 30'unun 36-40 yař grubunda olduđu ve ankette sorulan konulara ařına olduđu kaydedildi. 26-30 yař grubu katılımcıların %25'ini oluřtururken, 45 yař řt yař grubu en dřk katılım oranına sahipken, katılımcıların yalnızca %7,5'i bu gruba aitti.

Ankete katılanların %52,5'inin kendi kurumlarında 10 yıldan fazla deneyime sahip olduđu da grlmektedir. Ayrıca katılımcıların %17,5'inin 5 yıldan az deneyimi varken geri kalan %30'unun 5 ila 10 yıl arasında deđiřen deneyimi olduđu grld. Bu, katılımcıların ođunluđunun kapsamlı deneyime sahip olduđunu, yarıdan fazlasının kurumlarında on yıldan fazla deneyime sahip olduđunu gstermektedir.

Aık ulu anketin NVIVO yazılımı kullanılarak analiz edildiđi ve katılımcıların cevaplarının zeti arařtırmanın amalarına gre kodlandı. Bu yaklařım muhtemelen ankette toplanan nitel verilerin

organizasyonunu ve analizini kolaylaştırmış ve araştırma hedeflerine göre yanıtların sistematik olarak incelenmesine olanak sağlamıştır.

Araştırmanın hedefleriyle doğrudan ilgili olan yanıtlar araştırma hedefleriyle ilgili belirli temalar veya kategoriler altında kodlanmıştır. Araştırma hedefleriyle doğrudan ilgili olmayan yanıtlar "diğer değişkenler" veya "çeşitli" kategoriler altında kodlanmıştır. Ek olarak, yanıtlayanın önerileri, duyguları veya görüşleri ile ilgili olan yanıtlar da verilerin bu yönlerini yakalamak için ayrı kategoriler altında kodlanmıştır. Bu yaklaşım verilerin daha ayrıntılı bir analizini kolaylaştırdı ve katılımcıların araştırma hedefleriyle ilgili görüş ve deneyimlerinin daha iyi anlaşılmasına olanak sağladı.

4. Bölüm: AA'nın Kentleşme Tarihi

AA'nın şehirleşme tarihi, imparator 2. Menelik tarafından 1886 yılında kurulduğundan itibaren başlamıştır. Bundan önce, Menelik II ve Etiyopya'nın selefi imparatorları, yerel savaş ağalarını ve kralları genişletip onlara boyun eğdirirken hükümet merkezlerinin yerini değiştirdiler (Wolde-Michael, 1976). Örneğin, İmparator II. Menelik güneyi fethetmeden önce Ankober ve Debre-Berhan (1882–1884), Liche (1876–1882), Ankober (1868–1876) ve Entoto (1884–1887) gibi dönüşümlü kullanımı tercih etmiştir. Anas, Addis Abeba'ya varmadan önce siyasi merkezleri ve kasabaları garnize etmişti (Wolde-Michael, 1973). O zamandan beri şehir hem yatay hem de dikey olarak büyümüştür. AA'nın ilk gelişimi, diğer birçok Etiyopya şehrinde olduğu gibi gelişigüzel ve plansızdı. Geçmişteki geleneksel evler, chika'dan (ahşap bir çerçeveye uygulanan çamur ve saman karışımı) yapılmış duvarlara ve samanla kaplanmış çatılara sahip, dairesel bir biçimde inşa edilmişti (Gezahegn ve diğerleri, 2022). Menelik, iç anlaşmazlıkları "iç diplomasi" ve hem siyasi hem de askeri güç kullanarak çözme konusunda olağanüstü bir yetenek gösterdi. Çeşitli askeri ve siyasi taktikleri kullanarak çekişmelerle dolu pek çok bölgeyi kontrol altına aldı. Addis Ababa'nın tepelerinde kendisine bağlı yerel lordlardan ve sonunda kazandığı büyük arazilerden büyük parseller aldı. Bu yerel yöneticiler daha sonra maiyetleriyle birlikte yamaçlarda yaşadılar ve tepelere kendi saraylarını inşa ettiler. Elçiliklerin, Arada'nın ve Gebbi'nin örnek aldığı alanı kaplayan bu yerleşim birimleriyle mahalleler ve köyler oluştu.

Addis Ababa'nın tarihi boyunca tüm imparatorların şehirleşmede önemli etkileri olduğu sonucuna varılabilir. Addis Ababa'nın kentleşme tarihine ilişkin literatürü destekleyen bu çalışmada, katılımcılara kentin kentleşme tarihindeki etkili şahsiyetler hakkında sorular soran açık uçlu bir anket gerçekleştirildi. Ankete katılan 40 kişi arasında Menelik, şehrin kentleşme tarihindeki en etkili kişi olarak tanımlandı. Bu bulgu, Menelik'in Addis Ababa'nın kentsel gelişimine yaptığı katkıların tarihsel öneminin altını çiziyor.

5. Bölüm: Sonuç ve Tartışma

Addis Ababa'nın kentleşme zorlukları (Küresel Güney Bağlamının İncelemesi)

Küresel kentleşme nüfus artışı, çevresel sürdürülebilirliği ve ekonomik eşitsizliği kontrol etmeyi son derece zorlaştırdı. Etiyopya'nın başkenti Addis Ababa, hızlı kentleşmesi ve kentin çevre,

altyapı ve sosyal dinamikleri üzerindeki etkileri nedeniyle bu zorluklara mükemmel bir örnek teşkil ediyor. Addis Ababa'nın kentleşmesinin Küresel Güney bağlamındaki özellikleri bu çalışmada ele alınmıştır; bunlar arasında nüfus artışı, çevre sorunları, kent çevresindeki büyüme, resmi olmayan kentsel gelişim, kamu altyapısı için yetersiz finansman ve ekonomik eşitsizlik yer almaktadır. Çalışmada bu sorunların şehir sakinleri açısından sonuçları ve olası çözümler tartışılmıştır.

Kentsel nüfus artışı: Son 20 yılda Ababa'nın nüfusu iki katına çıktı; bu da şehrin son dönemdeki hızlı nüfus artışını ortaya koyuyor (UN-Habitat, 2014). Nüfus patlaması nedeniyle şehrin altyapısı muazzam bir baskı altında ve bu da herkese yeterli konut, toplu taşıma ve hizmet sağlanmasını zorlaştırıyor (Keller & Mukudi-Omwami, 2017; Terfa vd., 2019). Doğal nüfus artışı, kırdan kente göç, kentin bölgesel bir ekonomik merkez olması gibi pek çok neden kentin nüfusunun artmasına katkıda bulunuyor. Şehirdeki nüfus patlamasının getirdiği uygun fiyatlı konut seçeneklerinin olmayışı ve fahiş konut harcamaları nedeniyle gecekondu ve kayıt dışı yerleşimler ortaya çıkmıştır.

Çevresel Sorunlar: Ormansızlaşma, uygunsuz atık yönetimi, hava ve su kirliliği ve diğer çevresel sorunlar Addis Ababa'nın hızlı kentleşmesinin sonuçlarıdır (Leulseged ve diğerleri, 2012). Kentin kalkınma ihtiyacı ile çevresel sürdürülebilirlik arasında bir denge kuramaması sonucunda hem kent nüfusu hem de çevredeki ekosistemler üzerinde uzun vadeli etkiler oluşacaktır. Ulaşım, yetersiz atık yönetimi ve sanayileşme kentin çevre sorunlarının nedenlerinden bazılarıdır. Partikül madde ve diğer kirlleticilerin yüksek konsantrasyonları nedeniyle şehrin hava kirliliği (Benti ve diğerleri, 2022), vatandaşlar için solunum ve diğer sağlık sorunlarına neden olan ciddi bir sorundur.

Kentsel Genişleme: Addis Ababa'nın çeper alanlara doğru genişletilmesi, bu topluluklara ulaşım, su ve sıhhi tesisler gibi temel olanakların sağlanmasını daha da zorlaştırdı (Teshome, 2016). Kaynak dağıtımı ve arazi kullanımıyla ilgili çatışmalar da bu genişlemeden kaynaklanmış ve metropoliten alanın kentsel gelişimini daha da karmaşık hale getirmiştir. Şehir nüfusunun önemli bir kısmı, altyapıya ve temel hizmetlere erişimin zayıf olduğu kentsel çevre bölgelerde yaşıyor. Gecekondu ve gayri resmi yerleşimler, metropoliten alandaki kentsel gelişimle ilgili zorlukları daha da kötüleştiren kentsel alanların diğer özellikleridir.

Gayri resmi yerleşim: Addis Ababa'daki birçok insan, altyapıya ve temel hizmetlere erişimlerinin olmadığı resmi olmayan topluluklarda yaşıyor (Tarekegn, 2019). Bu gayri resmi yerleşimlerin ortaya çıkışı, makul fiyatlı konut seçeneklerinin azlığına ve hükümetin kentsel gelişime sınırlı katılımına, dolayısıyla şehir içindeki sosyal ve ekonomik bölünmelerin yoğunlaşmasına bağlıyor. Yüksek düzeyde yoksulluk, yetersiz konut ve temel hizmetlere sınırlı erişim, gayri resmi yerleşimlerin ayırt edici özellikleridir (Tietjen ve diğerleri, 2023). Heyelan ve sel gibi doğal afetlere karşı duyarlı olmamanın yanı sıra, gayri resmi yerleşimler metropoliten alanlarda kentsel gelişimle ilgili zorlukları daha da artırmaktadır.

Tietjen ve arkadaşlarının (2023) çalışmasına göre, bunlar bozulmuş ve bazen mevcut olmayan altyapı (su, kanalizasyon ve drenaj sistemleri gibi) ve hizmet sunumu (sağlık ve eğitim) ile karakterize edilmektedir. Bu çalışmada, 2017 yılında Etiyopya'nın Addis Ababa kenti yakınlarındaki Koshe çöp

depolama sahasının çökmesinin 115 kişinin ölümüyle sonuçlandığı bildirildi. Depolama sahası, insanların uygun altyapı ve hizmetlere sahip olmayan derme çatma evlerde yaşadığı gayri resmi bir yerleşim yerinde bulunuyordu. Çöp sahasının çökmesi, birçok evi ve insanı toprak altında bırakan heyelana neden oldu ve bu da trajik can kaybına yol açtı. Bu olay, kayıt dışı yerleşimlerde yaşayan insanların çevre felaketleri nedeniyle karşı karşıya kaldıkları risklere dikkat çekiyor. Ayrıca kayıt dışı yerleşimler genellikle heyelan, sel, deprem gibi doğal afetlere açık bölgelerde bulunmaktadır. Kayıt dışı yerleşimlerde yaşayanlar, kaynak ve bilgiye erişim eksiklikleri nedeniyle genellikle bu felaketlere karşı en savunmasız olanlardır (Bikis ve Pandey, 2023).

Trafik sıkışıklığı: Hızlı kentleşme nedeniyle nüfus arttıkça Addis Ababa'da yüksek düzeyde trafik sıkışıklığı yaşanıyor ve bu da insanların sabah ve öğleden sonra evlerine doğru şehir içinde dolaşmasını zorlaştırıyor. Addis Ababa sakinleri, şehrin ana yollarında yaygın olan trafik sıkışıklığı nedeniyle önemli bir hareketlilik sorunuyla karşı karşıya kalıyor. Bu sorun, daha uzun yolculuk süreleri ve çalışma saatleri kaybıyla sonuçlanmakta ve sonuçta şehrin ekonomik gelişimini engellemektedir (Guta ve diğerleri, 2023). Birçok bilim insanı, bu durumun toplu taşıma seçeneklerinin olmayışı ve yollardaki özel araç sayısının fazla olmasından kaynaklandığı sonucuna varmıştır (G. Berhanu vd., 2022; Bikis & Pandey, 2023; Gebeyehu & Takano, 2007; Gebremeskel vd. , 2023; Gidebo ve Szpytko, 2019; Gudissa, 2021; Yilma, 2014). Bu çalışmada yol üzerinde yapılan gözlemler için Şekil 4.11'e bakılabilir.

Kamu Altyapısı İçin Düşük Bütçe: Addis Ababa'nın kamu altyapısını ve hizmetlerini desteklemedeki mali zorlukları, ulaşım, su ve sanitasyon gibi temel hizmetlerin yetersiz sunumuyla sonuçlanıyor (UNDP, 2020). Kentin artan nüfusunun taleplerini karşılama kapasitesi, kısıtlı altyapı bütçesi nedeniyle sekteye uğruyor ve bu da kentsel sorunların kalıcı doğasına katkıda bulunuyor. Şehrin altyapı bütçesinin küçük olması, yetersiz vergi geliri, kıt hükümet kaynakları ve diğer kalkınma projelerinin önemi gibi bir takım nedenlerden kaynaklanmaktadır.

Ekonomik eşitsizlik: Addis Ababa'nın hızlı kentleşmesi ekonomik eşitsizliği daha da kötüleştirmiştir; nüfusun büyük bir kısmı yoksulluk içinde ve temel hizmetlere erişimden yoksun yaşıyor (Woldesenbet ve diğerleri, 2022). Şehir, fırsat ve gelir açısından genişleyen boşlukları gidermeye yönelik mücadelelerinin bir sonucu olarak vatandaşları için ciddi sosyal ve ekonomik sorunlarla karşı karşıyadır. Addis Abeba'nın ekonomik eşitsizliğine, istihdam olanaklarının azlığı, sağlık ve eğitim hizmetlerinin kalitesizliği ve zenginliğin şehrin bazı bölgelerinde yoğunlaşması gibi bir dizi faktör katkıda bulunuyor.

Temel hizmetlere sınırlı erişim: Addis Ababa sakinlerinin çoğu, özellikle gayri resmi yerleşimlerde yaşayanlar, sağlık, eğitim ve temiz su gibi temel hizmetlere erişimden yoksundur. Tıbbi hizmetlere olan talep kapasiteyi aşıyor, bu da uzun bekleme sürelerine ve kaliteli bakıma sınırlı erişime neden oluyor, buna sağlık profesyonelleri ve kaynak sıkıntısı da ekleniyor (Bikis ve Pandey, 2023). Dışlanmış topluluklardaki okullar aşırı kalabalıktır, tesisler eksik veya çocukların yaşadığı yerden uzaktadır, bu da düzenli devamı zorlaştırmaktadır. Gayri resmi yerleşimlerde güvensiz su kaynakları yaygındır ve bu durum sağlık risklerine ve su kaynaklı hastalıklara yol açmaktadır (Espira ve diğerleri, 2023). Sosyoekonomik durumuna bakılmaksızın tüm sakinlerin temel hizmetlere erişimini sağlamak için

kentsel planlama ve altyapı yatırımlarına ihtiyaç vardır. Bu, Addis Ababa şehrini Küresel Güneydeki şehirlerle benzer hale getiriyor.

Şehir Sakinleri İçin Çıkarımlar: Addis Ababa sakinleri, özellikle de şehir çevresindeki ve gayri resmi yerleşimlerde ikamet edenler, şehrin kentleşme sorunlarından büyük ölçüde etkileniyor. Yetersiz altyapı ve temel hizmet sunumu, içler acısı yaşam koşullarına, fırsatlara erişimin kısıtlanmasına ve çevresel tehditlere karşı duyarlılığın artmasına neden oldu. Sağlık, eğitim ve diğer gerekli hizmetlere sınırlı erişim nedeniyle, sosyal ve ekonomik uçurumlar da şehrin ekonomik eşitsizliği nedeniyle daha da kötüleşti.

Kentleşme sorunlarının ele alınması, kapsamlı kentsel planlama çabalarını, sürdürülebilir kalkınma girişimlerini ve odaklanmış müdahaleleri gerektirecektir. Zorluklarla başa çıkmak için birkaç olası yaklaşım şunlardır: (1) ulaşım, sıhhi tesisler ve su gibi ihtiyaçlara erişilebilirliği artırmak için bayındırlık işleri projelerine ve altyapıya para yatırmak; (2) büyümenin gerekliliği ile çevrenin sürdürülebilirliği arasında bir denge kurmaya yönelik sürdürülebilir kalkınma projelerinin teşvik edilmesi; (3) konut sorununu çözmek ve gecekondü ve gayri resmi yerleşimlerin oluşumunu azaltmak için ucuz konut olanakları yaratmak; (4) sosyal güvenlik ağları, sağlık ve eğitim programları ve iş yaratma programları dahil olmak üzere odaklanmış müdahalelerle ekonomik eşitsizlikle mücadele etmek.

Bu alt konuyu Küresel Güney bağlamında sonlandırırken, Addis Ababa'nın kentleşme özellikleri, nüfus artışı, çevre sorunları, kent çevresindeki büyüme, gayri resmi kentsel gelişim, kamu altyapısı için yetersiz finansman ve ekonomik eşitsizlik dahil olmak üzere kentin birçok sorununu vurgulamaktadır. Tüm Addis Ababa sakinlerinin yaşam kalitesini iyileştirmek için bu zorlukların ele alınması, kapsamlı kentsel planlama girişimleri, sürdürülebilir kalkınma çabaları ve odaklanmış müdahaleler gerektirecektir. Bu eylemler yaşam koşullarını iyileştirecek, fırsatlara erişimi artıracak ve özellikle kent çevresindeki alanlarda ve gayri resmi yerleşimlerde yaşayanlar olmak üzere kent halkının çevresel tehlikelere maruziyetini azaltacaktır.

AA'nın Kentleşmesi ve Konut, İşsizlik, Ulaşım ve Çevre Üzerindeki Etkileri.

"KG kentleşme" terimi, Latin Amerika, Asya, Afrika ve Okyanusya kıtalarını ifade etmekte olup, çoğu bölgenin gelir açısından net olmamasına ya da ekonominin zayıf olmasına, altyapının yetersiz olmasına, zayıf bir siyasi ortam ve temel kararların çoğu kötü bir şekilde alınıyor olmasına bağlanmaktadır. Bu kıtaların ekonomi, siyaset, altyapı ve sosyal sektörler açısından rakipsiz ülkeleri barındırdığı da biliniyor. Örneğin Japonya, Çin, Kore, Yeni Zelanda ve çeşitli Arap ülkelerinin var olduğu bilinmektedir (Schindler, 2017; Sridhar & Mavrotas, 2021; UNDESA, 2018).

Çeşitli ampirik çalışmalara göre, Sahra Altı Afrika ülkelerinde kentleşmenin iki önemli özelliği vardır: Biri daha fazla kentsel nüfusun yoksulluğuna yol açması, diğeri ise kentsel bozulmadır. Ancak nüfus artışıyla birlikte her üç konuttan biri, borulu su temini, iyi temizlik, yeterli yaşam alanı ve kalıcı konutlardan yoksun gecekondü sakinleridir (Kumar vd., 2023; Roser, 2018; Saghir & Santoro, 2018).

Bu çalışmanın aksine Fas'ta yapılan bir araştırma, kentleşmenin doğal çevre üzerinde olumlu bir etkiye sahip olduğunu ortaya çıkardı. Kentleşme nedeniyle zarar gören araziler dönüştürülüyor. Bu dönüşüm, daha önce ağaç dikmek için kullanılan alanların gelişmiş alanlara ve açık toprağa dönüştürülmesini içeriyor. Ek olarak, ekilebilir alanlar kalkınma için yeniden değerlendirilmektedir (Barakat ve diğerleri, 2019). Bu sonuç AA vakaları için geçerli değildir.

Addis Ababa, nüfusu ve kentleşmesinin eş zamanlı olarak arttığı Sahra Altı'nda yer alıyordu. Günümüzün kentleşmesi çok daha fazla sorunu beraberinde getiriyor. Ancak bu tez, bu birkaç zorluk içinden barınma, işsizlik, ulaşım ve çevre üzerindeki etkilerini incelemektedir.

Addis Ababa'da Kentsel Konutun Zorlukları

Çeşitli veriler AA'nın nüfusunun zaman içinde arttığını gösterdi. Örneğin, nüfus artışını gösteren Şekil 5.1 (a) ve (b)'deki grafiğe bakın. Kentsel nüfus 1950'den bu yana artıyor ve büyüme de değişiyor. Yıllık büyüme değişimi Şekil 5.1(b)'de görülmekte olup maksimumdur. 2010'dan 2023'e kadar büyüme değişimi 4 ile 4,46 arasında gerçekleşti. Öyle ki, genel anlamda, nüfus artışının olduğu gelişmekte olan ülkelerde, zaman zaman konut talebi de artıyor. Charitonidou'ya (2021) göre insanlar kırsal alanlardan kentlere ve kentsel alanlardan kentlere taşındıkça, ülkenin AA gibi başkentlerinde çok sayıda hizmet talebi artacaktır. Bu ihtiyaçlar arasında çok sayıda çalışma, AA'nın darboğazının konut talebi ve arzındaki dengesizlik olduğunu ileri sürdü.

Araştırma bulgularını geliştirmek için, literatür taramasının yanı sıra açık uçlu anketler de kullanılmıştır. NVIVO 11 yazılımını kullanılarak 38 katılımcının, barınmanın öne çıkan bir sorun olarak ortaya çıktığı çeşitli kentleşme zorluklarını belirledi.

Bu çalışmada kullanılan kelime ağacı analizi, açık uçlu anket bulguları ve belge değerlendirmesinin birleşimi ile şehrin doğal manzarasının kapsamlı bir resmini sunmaktadır. Araştırma, anket verilerini mevcut literatür ve resmi belgelerle uyumlu hale getirerek kirlilikle ilgili zorlukların yaygınlığını ortaya koymaktadır. Ayrıca bu çevresel sorunlara katkıda bulunan temel mekanizmalara da ışık tutmaktadır. Bu kapsamlı metodoloji, Addis Ababa'nın çevresel kaygılarının daha incelikli bir analizine olanak tanıyor ve basit tanımlamanın ötesine geçerek nedensel bağlantılar ve sistemik çıkarımlardan oluşan karmaşık ağı tanımlıyor.

Ayrıca, kelime bulutu analizi, kirlilik endişelerini görselleştirmek için değerli bir araç olarak hizmet etmekte ve farklı çevre sorunları arasındaki birbirine bağlılığın daha derinlemesine anlaşılmasını kolaylaştırmaktadır. Kelime ağacı analizinde belirlenen doğrudan ve dolaylı bağlantılar, şehirdeki çevresel bozulmayı ele almak için entegre ve çok yönlü müdahalelere duyulan ihtiyacı vurgulayarak, kirliliğin kademeli etkilerine dair içgörüler sunmaktadır.

Genel olarak, bulut analizi kelimesi yalnızca Addis Ababa'daki çevresel zorlukların anlaşılmasını zenginleştirmekle kalmıyor, aynı zamanda çevre yönetimi ve sürdürülebilirliğe yönelik kapsamlı ve entegre bir yaklaşımın önemini de vurguluyor. Bu analiz, kirlilikle ilgili konuların karmaşık etkileşimini açıklayarak, çevresel bozulmayı azaltmayı ve kentsel bağlamda ekolojik dayanıklılığı teşvik

etmeyi amaçlayan hedefli müdahalelerin ve politika önlemlerinin formüle edilmesi için ilgi çekici bir temel sağlar.

Büro evrak incelemesine göre toplam 5966 adet ulaşım hizmeti verildiği ancak terminallerde uzun süre hizmet beklenmesi ve sabah, öğle ve öğleden sonra vardiyasında uzun süreli ulaşım taleplerinin yaygın olduğu görüldü. Tüm bu ulaşım araçlarıyla hafif tren taşımacılığı hariç günde 1.198.000 yolcu seferi gerçekleştirilmektedir. Ancak yine de ulaşım ve kullanıcı topluluğu dengede değildir. AA'da araç-dakika veya kişi-dakika cinsinden ifade edilen ortalama trafik sıklığı yoğunluğu yüksek kabul edilir; Her gün yaklaşık 38 araç-günü ve 352 kişi-günü kavşaklarda veya sıkışıklık noktalarında boşa harcanmaktadır (Taddesse, 2011).

AA'da 1976'da işsizlik oranı çok daha az, yani %9,6'dır, ancak 1976'dan 1999'a kadar radikal bir şekilde yüzde 37,8'e çıktı ve 1999'dan itibaren grafik 5.8'de gösterildiği gibi düşüşe geçti. AA'nın işsizlik derecesine ilişkin yakın zamanda daha fazla inceleme yapılmasını olanaklı kılacak bir veri bulunmuyor. Birkaç veri boşluğu dışında çoğu araştırma, AA'da iş arayanların ve işsizlerin sayısının yüksek olduğunu ve yıldan yıla azalma şansının çok az olduğunu ortaya koydu. Aslında son yıllarda istatistikler bu soruna sessiz kalıyor ve hükümetin verileri düzenlemesi öneriliyor.

Açıklamada, hükümetin yıllar içinde konut sorunlarını çözmeye yönelik çabalarına rağmen, konut sektöründe önemli miktarda birikmiş iş yükünün devam ettiği ileri sürülüyor. Bu birikim, kent sakinlerinin önemli bir bölümünün gecekondur ve gecekondur bölgelerinde yaşamasına yol açmıştır. Bunun anlamı, yeterli konuta olan talebin arzı çok aştığı ve bunun sonucunda çok sayıda insanın standartların altında ve gayri resmi yerleşim yerlerinde ikamet ettiği. Bu durum, Addis Ababa'nın kentsel alanlarındaki konut krizinin kalıcı ve acil niteliğini vurgulamaktadır.

AA'daki kentleşmenin çevreye etkisi üzerine bu çalışmada 370 katılımcıya evet, hayır veya emin değilim türünde sorular yöneltildi. Onlara şu soru soruluyor: AA'nın kentleşmesi orman örtüsünü, su kütlesini, kentsel iklimi veya hava ve toprağı etkiliyor mu?

Sonuç, Addis Ababa'nın daha fazla kentleşmesinin ormanları etkileyip etkilemediği sorulduğunda çoğu insanın yaklaşık %80,8'inin "evet" dediğini gösteriyor. Ayrıca pek çok kişi su kütleleri (%74,9), kentsel iklim (%75,9) ve toprak (%67) üzerindeki etkisi sorulduğunda da "evet" dedi. Bu, Afrika'daki kentleşmenin çevreyi nasıl etkilediğine dair birçok uzmanın söyledikleriyle örtüşmektedir (Blekking ve diğerleri, 2022; Lwasa, 2014; Terfa ve diğerleri, 2019; Warkaye ve diğerleri, 2018)

Anket bulguları, özellikle çevresel konularla ilgili olanlar, kapsamlı bir analize tabi tutuldu ve sonuçta kirlilikle ilgili kaygıların birbirine bağlı doğasını özetleyen bir kelime ağacı temsili ortaya çıktı. Kelime ağacı analizi, birincil ve ikincil çevre sorunları olarak ortaya çıkan su kirliliği, hava kirliliği ve toprak bozulması gibi çeşitli kirlilik biçimleri arasındaki karmaşık bağlantıları ortaya çıkardı. Bu analiz yalnızca farklı kirlilik türleri arasındaki karşılıklı ilişkilerin görsel bir temsiliyi sağlamakla kalmıyor, aynı zamanda Addis Ababa'daki çevresel zorlukların karmaşıklığını ve çok yönlü doğasını da

vurguluyor. Bu konuyu özetlemek gerekirse, pek çok bilim insanı, sayısız zorluklara rağmen AA'nın tamamen kentleştiği sonucuna varmıştır.

AA'nın planlama ve uygulama politikaları

Katılımcılara dağıtılan soruda “AA'nın şehircilik düzenleme ve politikalarının zamanında hayata geçirildiğini düşünüyor musunuz?” diye soruldu. Cevaplar Şekil 5.10'daki grafikteki gibidir. Katılımcıların kent planının uygulanmasına %52,7'si “evet” derken, %44,8'i ÇED (çevresel etki değerlendirmesi) uygulanmasına, %46,5'i ve %46,2'si sırasıyla yerel kalkınma planı ve yapı planının uygulanması için “evet” demiştir.

Tersi şekilde bu ankete tekrar katılanların %40,3'ü, %41,1'i, %36,5'i ve %35,9'u yerel imar planı, ÇED, imar düzenleme planı ve yapı imar planının uygulanmasına "hayır" dedi.

Bu çalışma, Addis Ababa'daki çevresel zorlukları analiz etmek için kelime ağacı analizini, kapalı uçlu anket bulgularını ve belge değerlendirmesini birleştiren kapsamlı bir yaklaşım kullanmaktadır. Çalışma, şehirdeki kirlilikle ilgili zorlukların yaygınlığını ortaya koyuyor ve bu çevre sorunlarına katkıda bulunan temel mekanizmaların altını çiziyor. Analiz aynı zamanda şehrin planlarını ve politikalarını da inceleyerek, master planlar, altyapı stratejileri ve Entegre Kalkınma Planları dahil olmak üzere kentsel gelişime yönelik yapılandırılmış bir yaklaşımı ortaya çıkarıyor. Çalışma, şehirde sürdürülebilir kentsel kalkınmayı ve çevresel dayanıklılığı teşvik etmek için entegre ve çok yönlü müdahalelere olan ihtiyacın altını çiziyor. Genel olarak bu yaklaşım, Addis Ababa'nın kentsel ve çevresel dinamiklerine ilişkin incelikli bir anlayış sağlayarak bilinçli karar verme, politika oluşturma ve sürdürülebilir kalkınma girişimleri için zemin hazırlıyor.

Sonuç ve Öneri

Addis Ababa'nın kentleşme tarihi, kentin 1886'da Kral II. Menelik ve İmparatoriçe Taytu Bitul tarafından kurulmasıyla, özü itibarıyla bağlantılıdır. Çeşitli siyasi rejimler tarafından uygulanan çeşitli kentsel planlama ve tasarım projeleri, şehrin zaman içinde büyümesini ve gelişmesini etkilemiştir. Bu faaliyetler şehrin fiziksel manzarasını oluşturmakla kalmadı, aynı zamanda şu anda karşı karşıya olduğu sorunlara da katkıda bulundu. Addis Ababa'nın tarihi bağlamını anlamak, şehrin çağdaş kentsel zorluklarına ilişkin önemli bilgiler sağlar ve sürdürülebilir kalkınma için potansiyel çözümlere ışık tutar. Barınma, işsizlik, ulaşım ve çevresel bozulma, Addis Ababa'nın kentleşme sürecinden kaynaklanan önemli zorluklar olarak gösterildi. Şehrin karmaşık sorunları, sürekli konut kıtlığı, kentsel yayılma, gayri resmi yerleşimler ve çevresel bozulma nedeniyle daha da kötüleşiyor. Bu sorunlar iç içe geçmiş durumda ve kentsel büyümenin sosyal, ekonomik ve çevresel bileşenlerini ele alan entegre çözümler gerektiriyor. Bu sorunların ele alınması, şehir sakinlerinin yaşam kalitesinin iyileştirilmesi ve uzun vadeli kentsel büyümenin sağlanması açısından kritik öneme sahiptir.

Çalışmanın Küresel Güneydeki kentleşmeye ilişkin kapsamlı incelemesi, Sahra Altı Afrika, Güney Asya ve Latin Amerika'daki şehirlerin karşılaştığı farklı özelliklere ve zorluklara ışık tutuyor. Bu

yerlerde kentleşmenin konut, altyapı ve çevresel kaynakların bozulması üzerinde önemli bir etkisi oldu. Bu endişeleri anlamak, kentleşme sorunlarını ele almak ve gelişmekte olan dünyada sürdürülebilir kalkınmayı teşvik etmek için bağlama özgü stratejiler tasarlamak açısından kritik öneme sahiptir.

Addis Ababa'nın yükselişinin ardındaki mekanizmaları anlamak, kentleşmenin temel itici unsurlarının belirlenmesini gerektiriyor. Kırsaldan kente göç, ekonomik olanaklar ve şehrin siyasi ve kültürel bir merkez olarak önemi de dahil olmak üzere küresel eğilimler ve kaygılar, Addis Ababa'nın kentleşmesinin ilerlemesinde hayati bir rol oynadı. Bu değişkenler şehrin demografik, ekonomik ve sosyal dönüşümlerini etkilemiş, kentsel peyzajı değiştirmiş ve uzun vadeli büyüme için hem fırsatlar hem de zorluklar yaratmıştır.

Son olarak çalışma, Addis Ababa'nın kentleşmesinin tarihsel gelişimi ve zorlukları hakkında yararlı bilgiler sağlamıştır. Çalışma, kentleşmenin temel sorunlarını ve itici güçlerini belirleyerek şehirdeki konut, işsizlik, ulaşım ve çevresel bozulmayı ele almak için hedeflenen çözümlerin uygulanmasına yönelik zemin hazırladı. Ayrıca, makalede küresel güneydeki kentleşmenin incelenmesi, birçok yerde kentsel büyümenin karmaşıklığının daha iyi anlaşılmasına katkıda bulunmuştur. İleriye dönük olarak, sürdürülebilir kentleşmeyi teşvik eden ve Addis Ababa sakinleri ve diğerlerinin yaşam kalitesini artıran kanıta dayalı politikalar ve programlar geliştirmek için bu bilgiyi kullanmak kritik öneme sahiptir.

Öneriler

1. Bütünleşik Kentsel Planlama: Barınma, işsizlik, ulaşım ve çevresel bozulma gibi birbirleriyle bağlantılı zorlukları ele alan bütünleşik kentsel planlama stratejileri geliştirilmelidir. Bu yaklaşım, bütünsel ve sürdürülebilir çözümler sağlamak için kentsel gelişimin sosyal, ekonomik ve çevresel yönlerini dikkate almalıdır.
2. Uygun Fiyatlı Konut Girişimleri: Addis Ababa'daki kalıcı konut sıkıntısına çözüm bulmak için uygun fiyatlı konut girişimleri uygulanmalıdır. Bu, kamu-özel sektör ortaklıklarını, uygun fiyatlı konut geliştirmelerine yönelik teşvikleri ve bölge sakinlerinin konut bulunabilirliğini artırmak için yenilikçi inşaat tekniklerinin kullanımını içerebilir.
3. Sürdürülebilir Ulaşım Altyapısı: Toplu taşıma sistemleri, yaya dostu kentsel tasarım ve bisiklet altyapısı dahil olmak üzere sürdürülebilir ulaşım altyapısına yatırım yapılmalıdır. Bu, kentsel yayılmayı hafifletmeye, trafik sıkışıklığını azaltmaya ve çevre üzerindeki etkiyi en aza indirirken bölge sakinleri için erişilebilirliği artırmaya yardımcı olabilir.
4. Gecekonduların İyileştirilmesi ve Gayri Resmi Yerleşimler: Bu bölgelerde yaşayanların yaşam koşullarını iyileştirmek amacıyla gecekonduların iyileştirilmesi ve gayri resmi yerleşimlere yönelik programlar geliştirilmesi gereklidir. Bu, gayri resmi yerleşim sakinlerinin yaşam kalitesini artırmak için temel hizmetlere erişim sağlanmasını, altyapı iyileştirmelerini ve kullanım süresinin düzenlenmesini içerebilir.

5. Çevre Koruma ve Restorasyon: Addis Ababa'daki çevresel bozulmayı ele almak için çevre koruma ve restorasyon girişimleri uygulanmalıdır. Bu, yeşil alan gelişimini, sürdürülebilir atık yönetimi uygulamalarını ve kirliliği ve çevresel hasarı azaltmaya yönelik önlemleri içerebilir.

6. Bağlama Özel Kentsel Gelişim Stratejileri: Addis Ababa da dahil olmak üzere Küresel Güneydeki şehirlerin karşılaştığı benzersiz özelliklerin ve zorlukların farkına varılmalı ve bağlama özgü kentsel gelişim stratejileri geliştirilmelidir. Bu yaklaşım, etkili ve sürdürülebilir kentleşmeyi sağlamak için bu bölgelerin çeşitli sosyal, ekonomik ve çevresel koşullarını dikkate almalıdır.

7. Kanıta Dayalı Politika Oluşturma: Addis Ababa'da kentsel gelişime yönelik kanıta dayalı politikalar ve stratejiler oluşturmak için çalışmadan elde edilen bilgileri içermelidir. Bu, politikaların şehrin özel ihtiyaçlarına ve zorluklarına göre uyarlanmasını sağlamak için hükümet kurumları, şehir plancıları, mimarlar ve toplumsal paydaşlar arasındaki işbirliğini içermelidir.

Toplum Katılımı ve Katılımı: Bölge sakinlerinin ihtiyaçlarının ve önceliklerinin dikkate alınmasını sağlamak için kentsel gelişim girişimlerine topluluk katılımı teşvik edilmelidir. Bu, katılımcı planlama süreçlerini, topluluk odaklı kalkınma projelerini ve farklı bakış açılarının karar alma süreçlerine dahil edilmesini içerebilir.

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SYMBOLS AND ABBREVIATIONS

AA	Addis Ababa
AACRA	Addis Ababa City Road Authority
AAMPO	Addis Ababa Master Plan Office
AU	Africa Union
BRT	Bus Rapid Transit
CSA	Central Statics Agency
EIA	Environmental Impact Assessment
ESRI	Environmental Systems Research Institute
FGD	Focus Group Discussion
GDP	Gross Domestic Product
GHG	Green House Gas
GN	Global North
GS	Global South
IHDP	Integrated Housing Development Program
LRT	Light Rail Transit
LULC	Land Use Land Cover
MUDHC	Ministry of Urban Development and Construction Works
OAU	Organization of Africa Union
RII	Resultant Important Index
UN	United Nations
UNDE	United Nations Department of Economics
UNDESA	United Nations Department of Economic and Social Affairs
UNECA	United Nations Economic Commission for Africa

1. INTRODUCTION

The term "urbanization" refers to a growth in the section of a population alive in towns or cities as well as the somatic extension of previously prevailing urban centers (Leulseged et al., 2012; Olivito et al., 2014; Xueqian, 2017). But according to Fox, (2012; Fox & Bloch, (2017), urbanization goes beyond the existence and growth of built-up areas. It is a result of intricate social, economic, and political processes. Urban technological progress and its impact on societal behaviors and locational preferences are intricately intertwined processes that cannot be separated from each other. These processes are essential in shaping how people behave and where they choose to live within urban areas (Robinson, 2011). In Developing countries is advancing at a much faster pace compared to developed nations, with growth rates potentially reaching 3% to 4% annually (Cohen, 2006). Ethiopia is one of the slightest urbanized countries in the world (Benti et al., 2022; Leulseged et al., 2012) and the urbanization history of AA was since its foundation 1886 by emperor Menilik II (Peter Phillips, 1974). Emperor Menelik tented near Entoto in 1889.

Addis Ababa's urbanization history provides a remarkable narrative of the city's transformation from a sleepy village to active metropolis. Addis Ababa, Ethiopia's capital and largest city, has seen substantial urban growth and transformation during the last century, reflecting a complex interaction of historical, social, and economic variables. This urbanization process has left a deep impression on the city's physical terrain, demographic makeup, and socioeconomic structure, influencing its current difficulties and prospects in urban development and sustainability. The Italian colonization of Ethiopia in the 1930s, the postwar population boom, and the current era of rapid economic development have all contributed to the city's urban expansion and alteration. These historical turning points have resulted in adjustments in urban planning, infrastructure development, and city spatial organization, highlighting the varied nature of Addis Ababa's urbanization history.

The location was chosen for its strategic value; its hilly topography made patrolling the surrounding fields easier (Secretariat, 2007). Entoto was thought to be an appropriate location for a military headquarters. Ethiopia's contacts with other countries throughout the world began to expand as science and technology advanced. Ethiopia began to profit from global scientific discoveries by using AA as a stepping stone. In the course of modernizing Ethiopia, the city of AA was recognized in 1887 as the country's cultural, political, judicial, and commercial center. Unlike many other African cities, it was totally created by Ethiopians.

Taytu requested that the Emperor construct residences in the Filwoha area ("Filwoha", Amharic meaning hot spring). Filwoha location and proceeded to dwell and supervise construction work there. She divided the surrounding plots of land among the elite, and they began to construct their own homes. As a result, AA blossomed as Ethiopia's capital city. Since then, several urban delineation and housing building projects in AA have progressed and continued in regimes like imperialist, socialist and

capitalist(Tadesse et al., 2023). Urban challenges continued with each regime. For instance housing policy and land holding system itself dynamic. These, according to Abdin, (2020) review of (Imam, 2010), from 1960s-early 1970s phase of modernization and urban design focus on somatic planning, construction of houses by public agencies. While mid 1970s-mid 1980s period was growth and relocation and concentrated self-help. From late 1980s to early 1990s enabling styles were directing and securing an enabling framework for action by people, private sectors and markets. From mid 1990s onwards is sustainable urban expansion focusing rounded planning approach to sense of balance efficiency, equity and sustainability. Yet full of the city of AA's challenge related with urbanization which is urban development by normal increase in inhabitants or migrants from rural area to urbans(Xueqian, 2017).

This study aims to provide a detailed evaluation of Addis Ababa's urbanization history, diving into key stages of development and their implications for the city's physical, social, and economic fabric. This study seeks to elucidate the driving forces behind Addis Ababa's urbanization and the attendant challenges it has engendered, such as informal settlements, transportation infrastructure, and environmental sustainability, by drawing on a diverse array of historical and contemporary sources, including scholarly works, official reports, and urban planning documents. Understanding Addis Ababa's urbanization history is critical for driving policy development, urban planning initiatives, and sustainable development methods tailored to the city's particular situation.

This research aims to contribute to the understanding of Addis Abba's urbanization by situating it within a broader historical and comparative perspective.

1.1. Statement of the Problem

Addis Ababa is among the most substantially sprawling cities in Africa. Since its foundation in 1886, Addis Ababa has experienced numerous changes in terms of its measure and socioeconomics, its fund and financial structure, its physical and spatial organization. Between 1935 and 1941 top arrange of the Italians had basically delivered racially isolated settlements. It has since been altered into large municipal city sharing about 54,000 ha of urban land boundary. Throughout its history, however, AA city is branded by unplanned disbursement and spontaneous straight expansion pattern. According to the Leulseged et al., (2012) conclusion, the increase in built-up areas in AA city is characterized by parallel carnal expansion against crop, forest and savannas. AA is expanding vertically and horizontally due to migration and a high rate of natural increase(Kitila et al., 2023). So many main plans or master plans have been created with sequential updates to accomplish its evolution in most cases with the help of overseas planners and architects(Mahiteme, 2007). The population and request for residential housing have steadily augmented during the last three decades. The yearly inhabitant's growth degree ranges among 2 and 4%, with rural-urban mobility accounting for around 40% of the total. The city has

grown swiftly approaching its administrative boundaries(Gezahegn et al., 2017). The city's geographical expansion towards the Oromia provincial state, which borders its managerial bounds, is politically restrained. The current dictatorship has been rebuilding city center slums and building less expensive residential complexes for the middle and low income groups(Alemu, 2015).

Thus, it is recognized that AA has gone through various development and urbanization processes and is still confronting challenges. In terms of global urbanization challenges(conserve energy Future, 2023), AA shares all of them, including housing(Gelet et al., 2023; Teklemariam, 2023), infrastructure, unemployment(Yigzaw et al., 2023), inner-city slums(Cobbinah, 2023), sanitation(Melaku et al., 2023), water scarcity, environmental degradation(Benti et al., 2021), health hazards(Birhanu, 2023), transportation(Woldeamanuel, 2023)(Naukowe et al., 2023), urban crime(Yigzaw et al., 2023), and waste disposal(Muluken et al., 2023). According to Kitila et al., (2023) the city is overcrowded owing to the imbalance between the population number, and basic services, which triggers plaguing of the city by excessive crime, traffic accidents, and environmental degradation.

Moreover, the city's efforts to reduce unemployment, housing shortages, poor social services, and environmental degradation are hampered by the mismatch between population and economic growth. They are not yet solved accordingly. While many previous studies have focused on the horizontal and vertical expansion of the cities along with their desirable and adverse impacts. Urban sprawl, urban informality, unemployment, housing shortage, affordability, environmental degradation, weak financial capacity, poor infrastructure development and many more challenges. The current research intends to assess in depth among the issues (intentionally selected) and the degree of factor influencing the urbanization in order to build a balanced urbanization trend implementable policy framework through urban planning concerns as a result of the urbanization process up to now.

1.2. Objectives

The overall goal of this research was to examine AA's urbanization history, as well as its difficulties and urbanization determinants.

1.2.1. Specific Objectives

1. To assess urbanization history and the challenges of urbanization process of Addis Ababa city
2. To identify the primary factors driving urbanization and assessing the urban quality of Addis Ababa city.

1.3. Research Questions

1. What is the urbanization history of Addis Ababa city and what are the challenges of its urbanization process?
2. What are the primary factors driving urbanization in Addis Ababa city, and how can the urban quality of the city be assessed?

1.4. Significance of the Study

The significance of this study lies in the importance of understanding the urbanization history of Addis Ababa, Ethiopia. Addis Ababa is the capital city of Ethiopia and has experienced rapid urbanization in recent decades. By assessing the urbanization history of the city, researchers can gain insights into the factors that have contributed to its growth and development.

This study can provide valuable information for urban planners and policymakers in Addis Ababa, as well as other cities facing similar challenges. Understanding the patterns and drivers of urbanization can help in the formulation of effective urban development strategies, infrastructure planning, and sustainable growth management.

Furthermore, the study can also contribute to the broader academic understanding of urbanization processes in African cities. By examining the specific case of Addis Ababa, researchers can identify common trends and unique characteristics that can inform urbanization studies in other African contexts.

Overall, the assessment of the urbanization history of Addis Ababa has the potential to offer practical and theoretical insights that can inform urban development policies and contribute to the sustainable growth of the city and other urban areas in Ethiopia and beyond.

1.5. Scope and Limitation of the Study

Evolution or history of AA city has several challenges through the year but this study focus on the housing, unemployment, transportation and environmental issues as well as the factors that contribute the urbanization.

This study had some problems because there wasn't enough correct information about how many people in AA's don't have jobs and the damage to the environment. They also couldn't get enough information about people's opinions and experiences. The people in charge didn't want to give important information.

1.6. Organization of this Study

The study has the following study organizations mentioned in the figure blow.

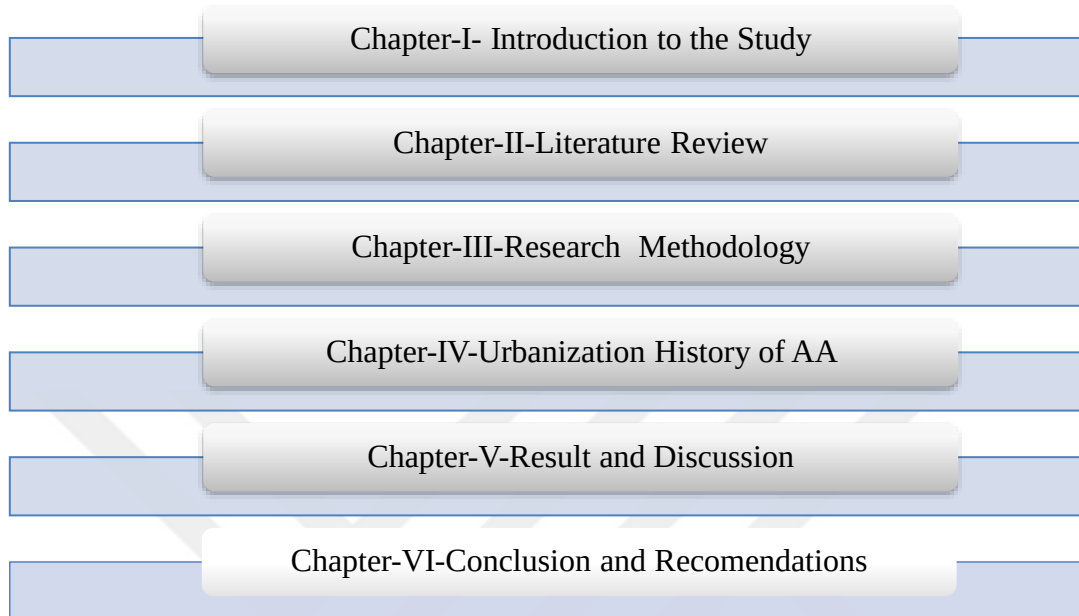


Figure 1. 1. Organization of the study

2. LITERATURE REVIEW

2.1. Theoretical Review Urbanization in the Global South

Definition of GS: The term global south or GS is fundamentally a substitute for the earlier, obsolete term "3rd world," and has become synonymous with the term "emerging countries"(Sridhar & Mavrotas, 2021). The GS is a broad name used to define countries and regions in Latin America, Africa, Asia, and Oceania. The GS is homegrown to the majority of humanity. Many countries in the GS are low-income, densely populated, have meager infrastructure, and are frequently administratively or traditionally marginalized(Arbab, 2019). Nations that are advanced in world are considered as global north (GN) countries, while those emerging are measured as GS countries(Mareï & Savy, 2021).

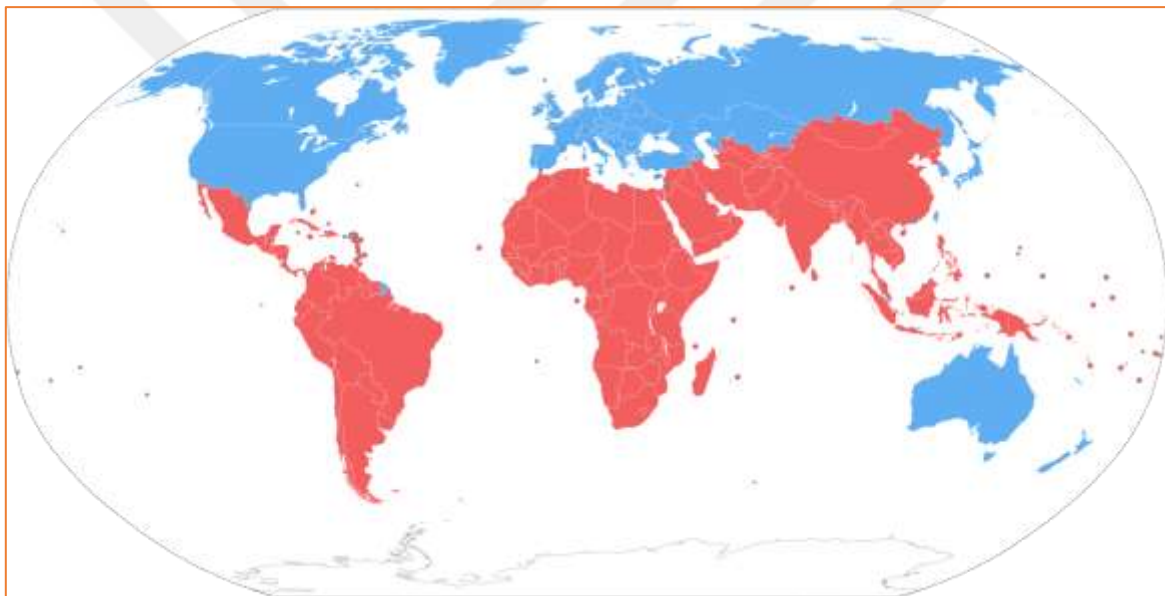


Figure 2. 1. Map showing a traditional valuation of World regions in GN–GS grouping

Source: (Mahendra et al., 2021)

Red marked countries in the Figure 2.1 are assembled as "GS", blue countries as "GN". There is minimal agreement on its boundaries, but there is universal agreement that it is not a homogeneous geographical entity, and there are areas that confront designation as North or South(Schindler, 2017). As a result, the idea of GS (and its variants) has been heavily complained. First, the word is purely ambiguous—while most of the North is in the northern hemisphere, Australia and New Zealand are definitely in the southern hemisphere. There are also territories in the GS that are also part of countries in the North, such as Réunion in the Indian Ocean and Guadeloupe and Martinique in the Caribbean, which are both imperative parts of France(Sridhar & Mavrotas, 2021). Second, certain southern nations have undergone substantial economic expansion in recent decades and are now designated as high-income countries

(e.g., the United Arab Emirates and Singapore, for other high-income countries in the GS). Contrariwise, some Eastern European countries are now classified as middle-income nations (i.e., Albania, Belarus, Bosnia and Herzegovina, Bulgaria, Croatia, Moldova, Montenegro, North Macedonia, Romania, Russia, Serbia, and Ukraine)(UNDESA, 2018). So there is no standard definition of GS and GN nation in history. Generalizing this concept, division is based on historical, political, and economic factors and is often used to discuss issues of inequality, development, and global power dynamics. However, the goal of current study was to assess the history of urbanization in AA, and because Ethiopia is a country in the GS, understanding the meaning of by critical.

Urbanization: In its broadest definition, urbanization refers to an growth in the part of the inhabitants living in cities(Potts, 2009, 2012). The progressive increase in the part of people alive in cities has been a feature of human history since the founding of the 1st towns. Still, it has a broad definition and meaning; for example, some nations define their urban habitants as those who live within particular managerial limits, which might be fairly arbitrarily defined. Many definitions of the term urban include criteria such as size and population density to be rendered(Brockerhoff, 2000).

Urban: Generally there is no worldwide meaning of what constitutes an 'urban area'; definitions vary significantly between countries. Urban statistics should be treated with caution because the description of an urban people varies significantly from nation to nation. Roughly about half of the 228 countries for whom the UN publishes statistics define urban inhabitants using managerial criteria, such as residing in a province's or a country's capital. The remaining nations divide their populations into urban and rural areas in 51 of them founded on the size or concentration of their localities; 39 on functional factors like the main economic activity in a region; 22, without any explanation of "urban," and 8 that define all (Singapore, for instance) or none (a few countries in Polynesia) of their populations as residing in urban areas. When calculating urban population estimates and predictions, the UN respects each nation's definition. This practise acknowledges that governments are the ones who know the best how to discriminate between urban and rural areas inside their own nations (Brockerhoff, 2000).

For many nations, there is no distinct threshold based on peoples; other metrics such as inhabitant's density, infrastructure, or even pre-defined cities may be used. In Angola, Argentina, and Ethiopia, for example, all settlements with 2,000 inhabitants(Benti et al., 2022) or more are considered urban, while in Benin only localities with 10,000 inhabitants or more are grouped as urban(Cohen, 2006). See national definition for urban in Table 2.1.

Table 2. 1. National definitions of 'urban area' as used for a custom selection of countries

Country	National definition of 'urban'
Argentina	Localities with 2,000 inhabitants or more.
Sweden	Built-up areas with 200 or more persons and houses no more than 200 meters apart.

Japan	Shi defines cities. In general, Shi refers to a municipality that meets the following criteria: (1) 50,000 inhabitants or more; (2) 60% or more of the houses in the main built-up areas; and (3) 60% or more of the population (including dependents) engaged in manufacturing, trade, or other urban type of business.
India	Statutory establishments with a municipality, corporation, cantonment board, or notified town area committee. Sites that meet all three of the following criteria: (1) 5,000 people or more; (2) at least 75% of the male labor force engaged in non-agricultural professions; and (3) at least 400 people per square kilometer.
Zimbabwe	Places officially designated as urban, as well as places with 2,500 inhabitants or more whose population resides in a compact settlement pattern and where more than 50 per cent of the employed persons are engaged in non-agricultural occupations.
Singapore	Entire population.
Uruguay	Cities officially designated as such.

Source: (Roser, 2018)

2.1.1. Trends of Urbanization in Global South

Nowadays, urbanization in the common of less developed nations is different from trends in Europe and the US in at least five important ways. It grosses place at lower levels of fiscal development; it hinge on more on changes in the worldwide economy; it is based on lesser mortality and advanced fertility; it involves a large number of people; and governments have intervned to change it(Berry, 1973). Sub-Saharan African urban population change contrasts sharply with patterns in much of Asia, the Caribbean, and Latin America. Exclusion from the global economy is a main influence of urban change in Sub-Saharan Africa. Brockerhoff (2000) noted that, until recently, the majority of African countries were controlled by a lone city rather than a grid of towns.

Despite, the fact that several of these cities were minor by international standards, they contained a disproportionate part of their respective countries' wealth. Nonetheless, many Sub-Saharan African towns have fallen into considerable disrepair since the 1970s as a result of the strains imposed by fast population growth, little foreign investment, and government mismanagement(Rakodi & University, 1997). People in large African cities such as AA, Ethiopia, have moved to unplanned settlements on the urban outskirts where land is cheapest due to progressive decline in essential facilities such as piped water, energy, liquid waste, and streets(Settlements, 1996).

On the other hand, in many emerging countries, the supply of labor significantly outnumber the demand, resulting in extraordinarily high rates of unemployment and underemployment in metropolitan areas (Todaro, 1980). As long as fiscal prospects in agricultural sector areas remain limited, all effort to address the city's increasing social challenge by expanding chances in urban areas would result in even more rural-urban movement. More jobs equals more people. Social services are

unable to keep up. Shanty urban settlements are on the rise. Unemployment(Todaro, 1980), and economic marginalization begin to impact even more educated young people.

2.1.2. Characteristic of Urbanization in Global South

GS nations have been at the vanguard of demographic development for at least 60 years, with the exception of certain locations in Latin America. While rates of change have decreased globally, they remain higher in the majority of nations in the GS(du Toit et al., 2021). To some extent, this is simply due to the world's slightest urbanized areas taking the fastest expanding non-agricultural populations and they have a long way to go to “catch up” to other sceneries.

Example, from 2015 to 2020, Burundi in Africa (with an yearly degree of alteration in its urban population of 5.68%) ranked 2nd on the mainland behind similarly yet mainly pastoral Uganda (5.70%)(UN, 2018b). In Africa most urbanized nations, by contrast, South Africa, Egypt, Tunisia or Libya have lowermost degree of urban change.

In South and Southwest Asia, countries with factually lower urbanization degree. For instance Afghanistan at 3.37% and Bangladesh at 3.17%. Far outpace countries that already had high scopes of their inhabitants in urban areas are Sri Lanka at 0.85% or Iran at 1.71% in charges of urban growth(UN, 2018b). However, the level of urbanization in many southern countries has been and continues to be higher than in GN, even at the height of the urbanization wave(du Toit et al., 2021).

However, the urbanization trend in the worldwide south has caused in a greater part of people living in rural areas. In Ethiopia, the census for 1970, 2000, 2023, and projections of 2050 are 8.05%, 14.74%, 23.16%, and 39.05%, respectively(UN, 2018b). See Figure 2.2.

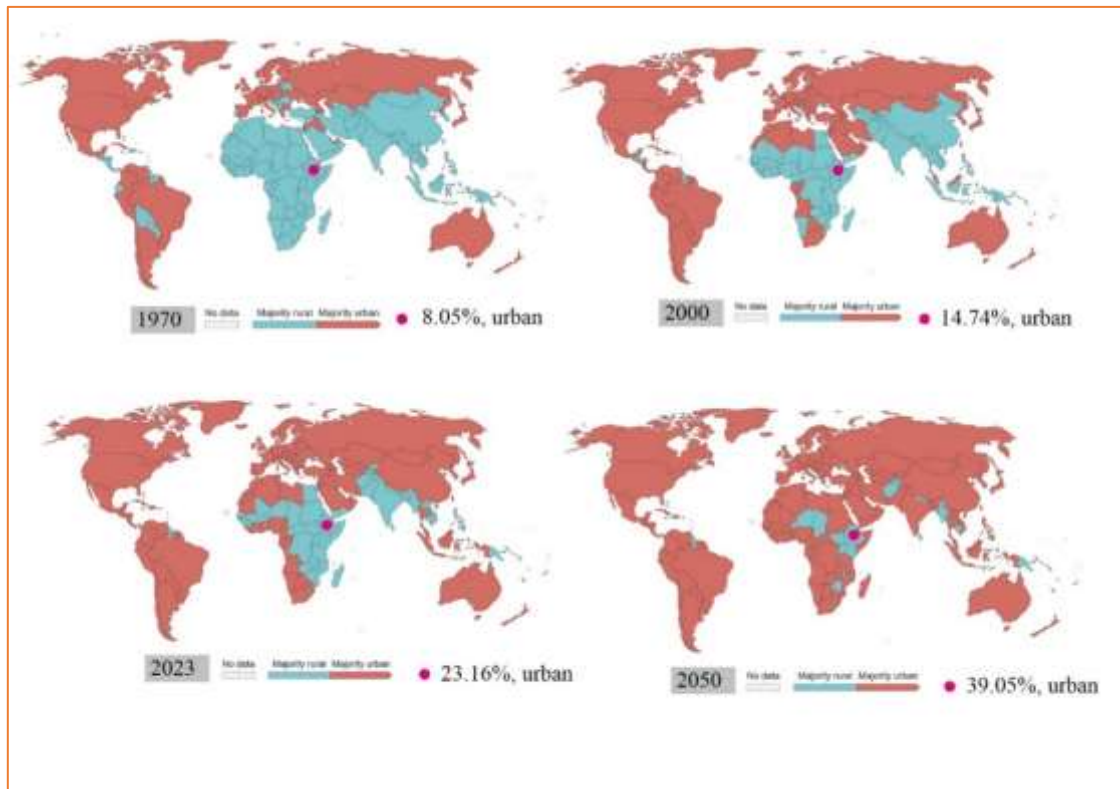


Figure 2. 2. World urbanization since 1970 to future 2050

Source: (UN, 2018b)

On Figure 2.2, the projection of people live in towns 2050 including Ethiopia and some countries are low. In 2050 urban population of Ethiopia, Kenya, South Sudan, Uganda, Chad, Niger, Malawi, Zimbabwe, Lesotho, Guyana, Tajikistan, Afghanistan, Nepal, Myanmar, Cambodia, Sir Lanka, and Papua New Guinea are as following 39.05%, 46.28%, 36%, 44.15%, 39.3%, 28.43%, 32.03%, 44.95%, 46.35%, 35.95%, 42.99%, 41.17%, 37.38%, 47.13%, 41.15%, 31.62%, and 23.97% respectively.

The physical imprint of urbanization in the GS is often intense, with maps of Sub-Saharan Africa, South Asia, and Latin America featuring the Southeast Asian notion of an extended metropolitan region. The degree of urban development is frequently faster than the capacity of states or regulated markets to accommodate, resulting in the spread of urbanized areas around towns(du Toit et al., 2021).

The vast common of the town's residents are disadvantaged, and most of them can only afford to live on the city's outskirts, which are becoming further from the central business sector. The spreading urban shape characteristic in many cities in the GS is frequently seen negatively, promoting preconceptions of urban catastrophes. According to Caldeira, (2017), underprivileged populations frequently produce imaginative and one-of-a-kind urban shapes and patterns, giving rise to what is variably known as Afro-politan development, favela chic, or slum chic.

As informal settlements contain the majority of population in many cities in world, the informal sector may employ the common of the workers in many cities. However, how informality is defined and how it is related to formality varies significantly across the GS, in both institutional and built-environment settings(Harris, 2018). Occupancy systems and possessions rights function as either centrifugal or centripetal forces for the informal career of the region(Trindade, 2022). Informal urbanization is charming the key mode of city formation in the GS and emerging world(Suhartini & Jones, 2023). The rapid proliferation of unregistered inhabitants and shantytowns catering to the housing, social, and economic demands of city inhabitants, families, and publics is a fundamental component of this trend(Baye et al., 2020; Suhartini & Jones, 2023). Their growth is being fueled by extraordinary migration, civil instability and war, increased poverty, outmoded planning regulations, and a lack of affordable housing. It is agreed that, in many cities across Sub-Saharan Africa, relaxed settlements have become a frequent approach for addressing urban development(Nuhu et al., 2023) and expansion(Baye et al., 2020). They came to the conclusion that informal settlements are strongly embedded in socioeconomic, administrative, and political procedures. According to Kumar et al., (2023), large-scale informally built settlements in the GS nations with insufficient infrastructure such as sewers and roads, limited public budgets, low institutional capacities, and citizenship misrecognition are clearly major challenges that are overlooked. Once again, the bulk of informal homes do not have secure ownership.

Slums are often developed on land that is unsuitable for human life, such as swampy areas, fringe lands, steep slope areas and degraded lands that are left fallow. In addition, people living in informal settlements did not buy land, and they bought it from unauthorized sources. Others who reside on their property legitimately have developed illegally in violation of planning restrictions(Asamoah, 2010). However, its governance remains challenging and unknown.

In developing nations, around 880 million people live in informal settlements(Smit et al., 2017). This is number by 2018, it has surpassed 1 billion people, accounting for 24 percent of the 'urban' population UN, (2019, 2020) estimates that 3 billion people will require acceptable and inexpensive housing by 2030. Natural catastrophes, pollution, and the effects of climate change disproportionately affect the poor and those living in informal settlements(Adaptation, 2019).

A slum household refers to a collection of people living together in a dwelling that lacks one or more of the following conditions: access to clean water, access to proper sanitation, enough space for living, and durable housing(Roser, 2018). A one fourth of the world's people lives in favelas or slum UN, (2010), and the common of favelas inhabitants stems from the emerging world(UN-Habitat, 2014). In the latest data, we can observe that a significant number of countries in Asia and Latin America had a large portion of their urban populations living in slum households, ranging from 10 to 30% (somewhat higher).

However, the prevalence of slum families were most striking in Sub-Saharan Africa, where more than half of the urban inhabitants lived in such conditions. In some countries like Sudan, South Sudan, and the Central African Republic, the percentage exceeded 90%. Figure 2.3 shows the share of slum dweller in some countries of Africa.

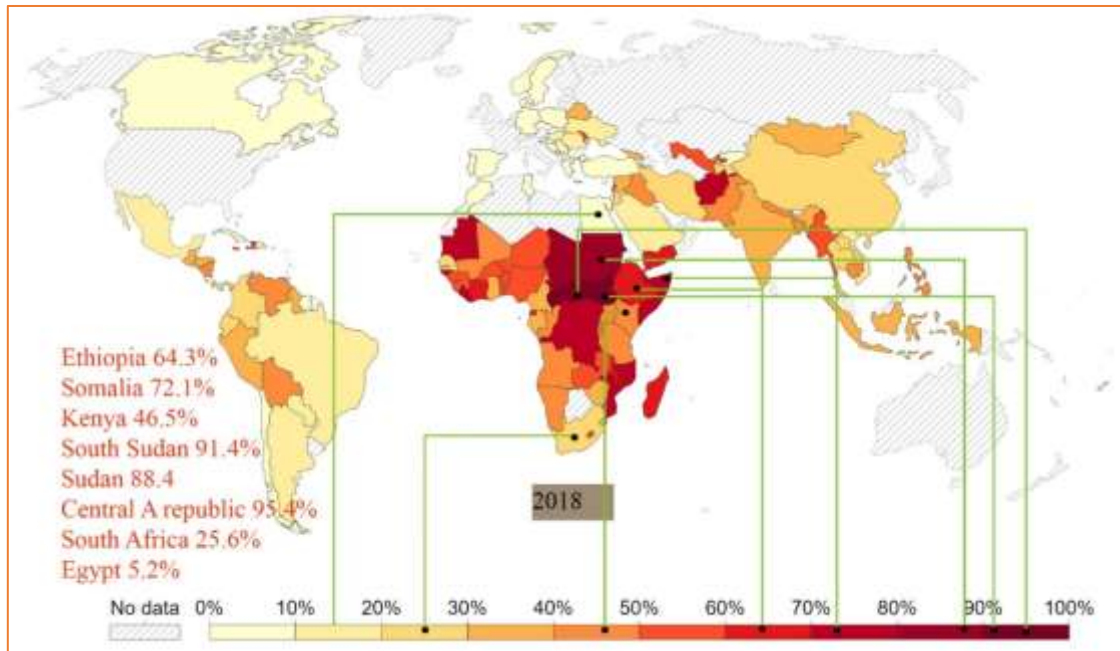


Figure 2. 3. Urban slum share some African countries

Source: (UN, 2018a)

According to the Figure 2.3, 95.4% of urban dwellers in Central Republic Africa, 5.2% in Egypt, and 64.3% in Ethiopia live in slums in 2018. This illustrates that in Africa's Central Republic of Africa, practically all of the inhabitants exists in favelas, but in Egypt, fewer urban population lives in slums.

2.1.3. Urbanization Challenges of Global South

2.1.3.1. Natural population growth

In 2050 the global urban inhabitants is expected to surge from 4.2 billion in 2018 to 6.7 billion (Mahendra et al., 2021). From which 90% growth will take place in Africa and Asia(UNDESA, 2018). Urbanization is expected to occur primarily in GS countries, with a projected rise in urban population of nearly 75%. The global proportion of urban people has varied dramatically, as has their distribution across continents(Dodman, 2017).

According to Dodman (2017), in 1950 14.4% (33.0 million people) of Africans lived in towns and cities. By 2010, this percentage had risen to 39.2% (400.7 million people). Similarly, in Asia, the urban population increased from 17.5% (245.1 million people) in 1950 to 44.4% (1.85 billion people) in 2010. Struggling cities are projected to experience an average 64% rise in urban populations between 2015 and 2030, while emerging cities are estimated to grow by 18% on average (Mahendra et al., 2021). Sub-Saharan Africa and Asia are urbanizing at a speedy pace, though in different ways. From 2000 to 2010, only 30% of Sub-Saharan Africa's urban inhabitants development was due to rural-urban immigration, while the remaining 70% was due to natural population increase (Satterthwaite & Tacoli, 2014).

In contrast, approximately 60% of migration in Asia was due to rural-urban movement, while the remaining 40% was attributed to natural population growth (Satterthwaite & Tacoli, 2014). Between 2015 and 2030, the cities in Africa and Asia are expected to see the highest population growth. This can be observed in Figure 2.4.

Urbanization should be viewed as a global historical phenomenon, which is driven by various factors like technological advancements and changes in institutions. Although urban settlements existed in different parts of the world before the 19th century, the majority of the global population resided in rural areas.

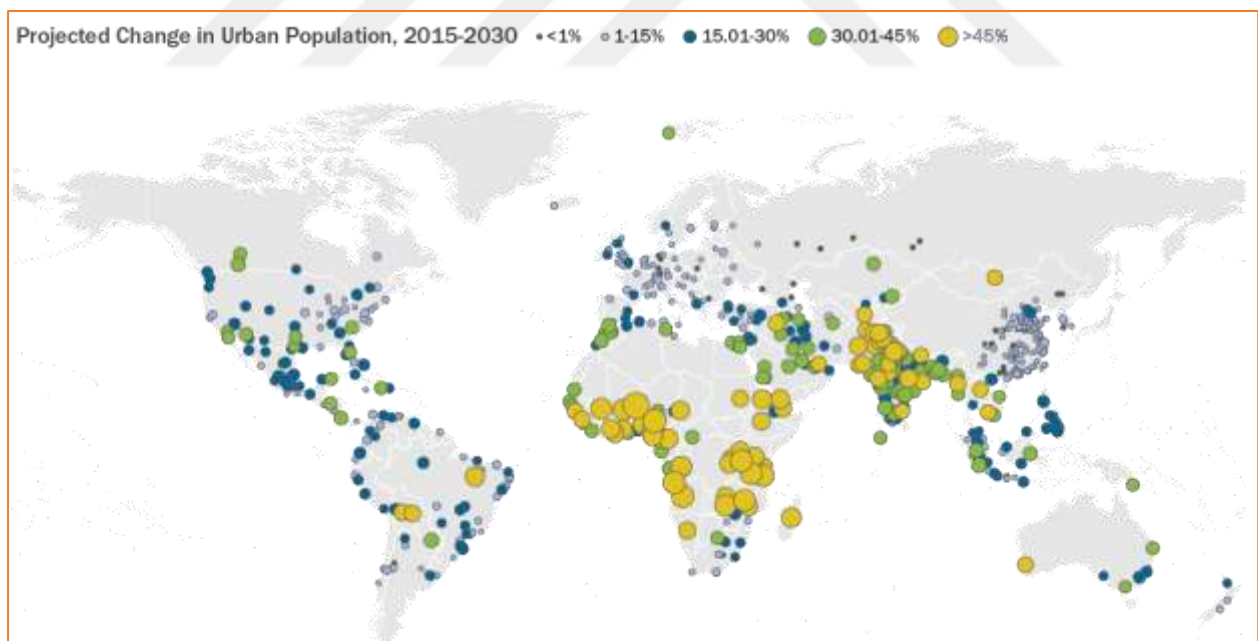


Figure 2. 4. Urban population projected change from 2015-2030

Source: (Satterthwaite & Tacoli, 2014)

2.1.3.2. Poverty

In 2014, more low- and middle-income countries experienced significant urbanization. However, the relationship between urbanization and national income was not as strong. Currently, cities and towns in Sub-Saharan Africa are growing speedily, but people's incomes remain stagnant. Between 1980 and 2020, the number of people living in cities grew more rapidly compared to the increase in GDP per person (Beard et al., 2016). The swift growth of large, low-income cities in numerous nations is primarily due to economic systems becoming more open and agricultural yields declining. These factors have created uncertainty in rural livelihoods, compelling desperate farmers to migrate to urban areas (Glaeser, 2014).

Poverty must be evaluated more extensively to appreciate its full ramifications, including schooling and admittance to essential services such as power, pure water, and hygiene. According to recent research, urban electricity in Sub-Saharan Africa is significantly higher than in Latin America and the Caribbean, even though the latter region is highly urbanized.

The study, conducted in 119 countries representing 45% of the global population, reveals that the multidimensional urban poverty rate in Sub-Saharan Africa is 11 times greater than in Latin America and the Caribbean (World, 2018). The majority of people living in urban areas in Sub-Saharan Africa, which is experiencing speedy urbanization, face multiple dimensions of poverty. The actual numbers are likely to be higher as migrants and slum inhabitants are often overlooked, and it is known that slum populations are growing at a faster degree than urban inhabitants overall (Marx et al., 2013). In Sub-Saharan Africa, the highest average percentage of individuals living in multidimensional poverty can be found in urban areas, as illustrated in Figure 2.5. South Asia takes the second spot in this regard.

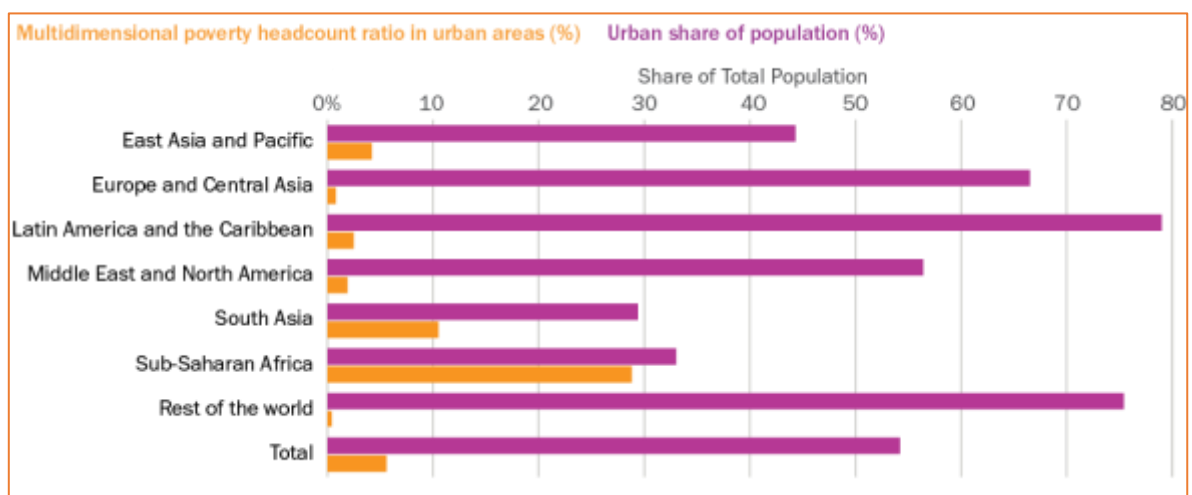


Figure 2. 5. Multidimensional poverty share in urban areas

Source: (Marx et al., 2013)

2.1.3.3. Low budget for public infrastructure construction

Developing substructure and delivering services for exponentially increasing people is a difficult issue in and of itself, and another challenge in the GS. This is the challenge that rapidly expanding cities in GS Nations will confront. The per capita budget serves as a useful indicator of the financial resources available, as depicted in Figure 2.6. By comparing the size of the city's population with the budget per person, using data from a sample of 30 cities located in different parts of the world, it highlights the significant disparities in the resources accessible to different communities.

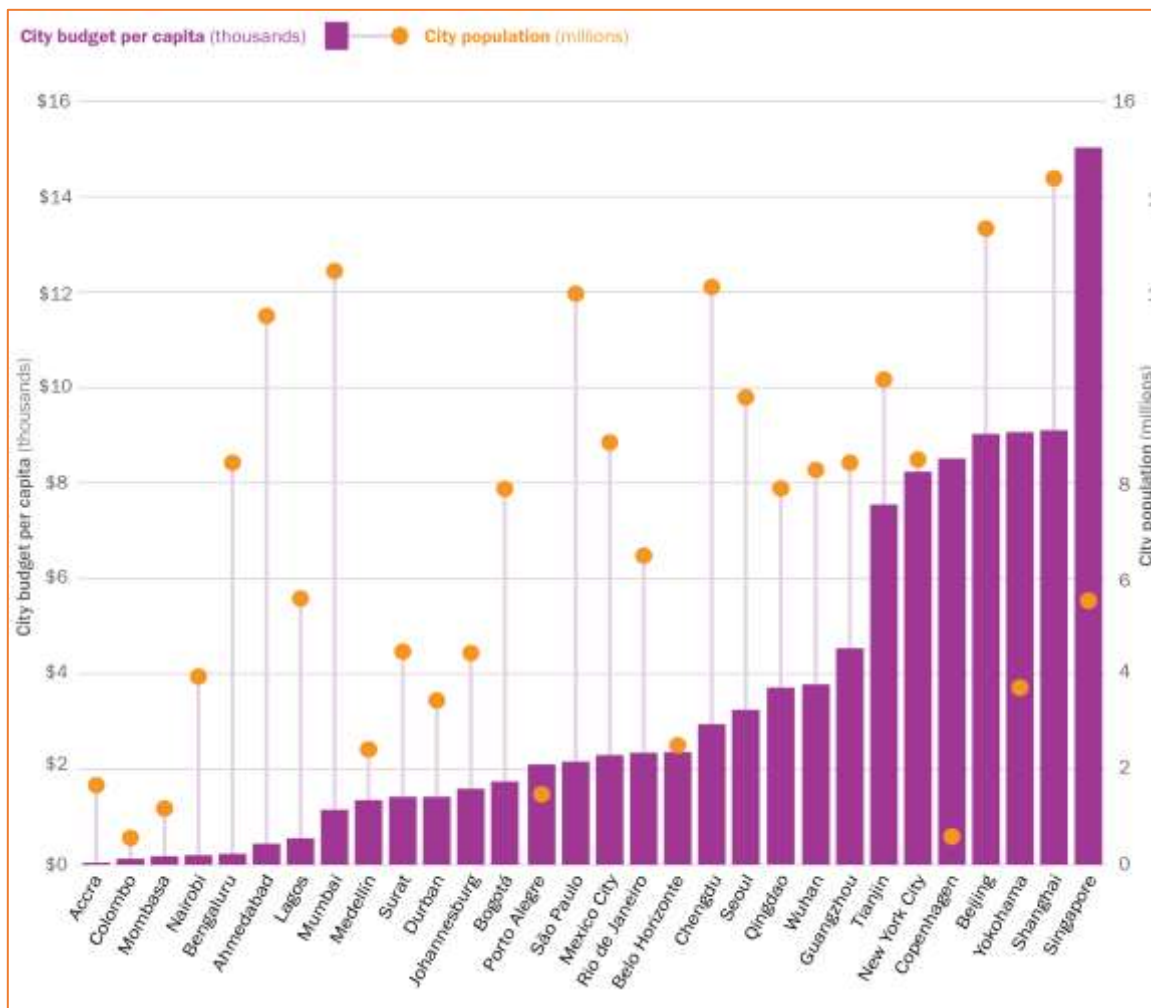


Figure 2. 6. Municipal budget capita and its urban populations

Source: (Beard et al., 2016)

As illustrated on graph Figure 2.6, Colombo the capital of Sri Lanka with least municipal budget, where as other African cities still with less municipal budget compared with others. For example see in Figure 2.6, Accra capital of Ghana, Mombasa city in Kenya, Nairobi capital of Kenya, Bengaluru and Ahmedabad city in India Legos city in Nigeria are cities of GS with low municipal budget.

Thus, informal settlements with inadequate services and uncertain property rights are home to over 1 billion people worldwide. These settlements represent 1/3rd of urban populations globally and 2/3rd in low-income nations. They are a common feature of cities in the GS (UNDE, 2019). Urban slums often arise in locations with inadequate planning and housing options that are affordable for people with low incomes. These individuals often resort to self-built dwellings due to the unaffordability of living in close proximity to employment opportunities in the city (French et al., 2021) is limited, as well as in areas where cities have failed to employ available (Suhartini & Jones, 2023), well-served land to build homes to accommodate increasing urban inhabitants. At all their shortcomings, unceremonious buildups are hubs of enormous economic activity, housing a plethora of home-based microenterprises and informal labor industry (Chen & Carré, 2020). Informal laborers with low-wage, insecure, and irregular jobs account for 50% to 80% of urban work in the GS.

2.1.3.4. Environmental challenges

If GS nations that are going through urbanization cannot use innovation to surpass the paths wealthy nations took, they will experience fast growth in consumerism, environmental damage, and GHG (Andrew et al., 2015). Urban areas are expanding into forests and valuable agricultural land, which have traditionally acted as important defenses against floods. Additionally, some of this development is encroaching upon areas that are highly rich in biodiversity (Seto et al., 2013). According Swilling et al., (2018) there is a concern that the resources required for building and expanding cities may increase by over 100% by 2050 if carbon-intensive growth continues. This emphasizes the need for a change in the design and construction of cities Urbanization has a significant environmental impact, particularly through the release of carbon dioxide emissions that contribute to climate change (Khayrullin et al., 2019). To mitigate this impact, implementing smart policies is crucial. Furthermore, cities worldwide are rapidly expanding.

By 2030, approximately 2 billion new urban residents will account for nearly 60% of the worldwide people, causing serious damage to natural resources and ecosystems (Garden & Brooklyn, 2008). As cities grow, they need more land and resources to keep up with the expansion. Unfortunately, this leads to changes in how land is used, causing various environmental problems like pollution, loss of natural areas, effects on biodiversity, and increased heat in urban areas (Kharel, 2010). Urbanization changes habitation through sheltering, boulevard development, asphalt, vegetation, non-native species plantation, land fragmentation, and other means. Wildlife is at risk from residential development, as the extension of roads and services leads to loss, deterioration, and fragmentation of their habitats. The speed and magnitude of this progress, coupled with insufficient planning and control measures, are already straining natural resources and environmental quality (Beard et al., 2016).

2.1.3.5. Peri-urban expansion

The expansion of developed areas has often come at the expense of fertile croplands, forests, and vegetation. The rapid growth of cities, especially in Africa, is changing the landscapes around urban areas in various ways. This urbanization has significant implications for peri-urban residents and their ability to engage in agriculture (Sumbo et al., 2023).

Peri-urbanization, a progression by which yet rural and non-urban areas become urbanized, presents dares to peri-urban dwellers (Abass et al., 2018). Cities in the GS face significant challenges due to the low prices of land in non-urban areas. Therefore, it is crucial for environmentalists, planners, and academics to understand the forms of urban expansion and their impact on effective urban land use in order to promote sustainability in these cities (Clark et al., 2010; Güneralp et al., 2020). Urbanization is rapidly increasing in Sub-Saharan Africa, leading to the expansion of cities and changes in land use. This snowball effect brings about various socio-economic challenges, including environmental degradation, a decrease in farming employment, food insecurity, a decline in farmland, and loss of rural livelihoods (Asabere et al., 2020; Coulibaly & Li, 2020). Others defined that urbanization's growing need for urban land is largely met by transforming agricultural land or rural land on the outskirts of existing built-up areas (Admasu et al., 2019). The main subsidizing reason concluded by Akirso, (2021) that, land administration system is not effective in granting access to residential land and regulating informal land sales, making the management of multifaceted issues challenging.

2.1.3.6. Migration

Migration is the process of people moving from one country or place to another. It is a common human activity, with individuals constantly traveling to settle in new locations. The rapid growth of the industrial sector led to a significant migration of people from rural areas to urban centers in search of employment opportunities and better economic prospects (Kwame & Kwame, 2023). The rapid increase in population is resulted from in the expansion of urban areas, the development of new infrastructure, and the creation of the modern cities.

According to Larsen et al., (2019), AA is the country's largest city, and its population is growing as a result of both immigration and natural population expansion. According to Pawan, (2016), rural-urban migration is considered as leading to problems in the supply of adequate lodging, basic infrastructure and services as well as to congestion and greater exposure to environmental risks in low-income or developing countries.

2.2. Empirical Review

Urbanization has both beneficial and negative effects on the planet, but it also brings together two of the most important issues confronting the world today: poverty and environmental degradation. The growing concentration of people in cities worsens the problems of polluted air and water, inadequate water supply, improper waste disposal, and excessive energy consumption. Ritchie and Roser (2018) explored how, of the three urban households, one is a slum resident. The house lacks fundamental utilities such as improved water, improved sanitation, adequate living space, and housing durability (Saghir & Santoro, 2018). Slums were most prevalent in Sub-Saharan Africa, where over half of the urban population in most countries lived in these areas. In some countries like Sudan, South Sudan, and the Central African Republic, more than 90% of the urban population resided in slums. (Roser, 2018). The study conducted by Nuhu et al., (2023), indicates in Sub-Saharan Africa's major cities with characteristics informal urban development. Brockerhoff, (2000), indicates that cities in less developed countries will see an increase in the number of poor people, while cities in developed countries will become more diverse. Several scholars determined that urban populations in GS nations would need more extensive healthcare facilities, income opportunities that are safe, and proper housing. To address the growing population, it is important to provide affordable housing options, incentives for people to stay in the city rather than migrating to suburbs, and urban programs and infrastructure that consider physical limitations and cultural aspects (Brockerhoff, 2000). According to Kumar et al., (2023) water sensitive forecasting for cities of GS, the following table drawn. (See Table 2.2). On the other hand one of the characterizing highlights of the African city is neoliberal administration of amassing and disparity. This presents challenges for political administration upkeep in Africa and somewhere else, which progressively discover expression in cities. Cities serve as commercial, definitive, and advancement centers and are places for era and utilization of items and organizations. Cities in addition donate gigantic, isolated labor markets and as often as possible offer help to deliver present day contemplations and enliven the pace of change of inventive improvement and spread (Henderson 2003, 2010). Without a doubt, most of the exceedingly urbanized countries are those with the driving budgetary execution and shared victory.

Globalization and the spread of neoliberalism have definitely formed the way cities are creating over the globe. Neoliberalism within the African setting was started through the inconvenience of basic alteration programs from the early 1980s (Carmody and Owusu, 2017).

Neoliberalism advances market-led financial and social rebuilding. Within the open segment, this includes privatization, liberalization, and imposition of commercial criteria within the extraordinary state division; within the private division, deregulation is sponsored by a modern juridicopolitical system that gives detached back for advertise arrangements.

According to Jessop, (2002) presentation the neoliberal administration has four key highlights that recognize it in ideal-typical

First one is, it looks for to advance worldwide competitiveness and sociotechnical advancement through supply-side approaches in moderately open economies. The scholar of development, undertaking, long waves of innovative alter, and imaginative pulverization. The financial approach accentuation presently falls on advancement and competitiveness, instead of on full business and arranging.

Second, social approach is being subordinated to financial arrangement, so that labor markets ended up more adaptable and descending weight is set on a social wage that's presently considered as a cost of generation instead of a implies of redistribution and social cohesion. In common, the point here is to urge individuals from welfare into work, instead of resort to purportedly unsustainable welfare consumptions, and, in expansion, to form venturesome subjects and upset a culture of reliance.

Third, the significance of the national scale of policymaking and execution is being genuinely challenged, as neighborhood, territorial, and supranational levels of government and Progressivism, Neoliberalism, and Urban Administration social association pick up unused powers. This can be reflected within the concern to discover inventive “post national” arrangements to current financial, political, social, and natural issues, instead of depending essentially on national teach and systems. The urban level is critical here for financial and social arrangement.

And, fourth, there's developing dependence on association, systems, meeting, transaction, and other shapes of reflexive self-organization, instead of on the combination of anarchic advertise strengths and top-down arranging related with the postwar “mixed economy” or on the ancient tripartite corporatist courses of action based on a producers’ organization together between enormous commerce, enormous labor, and the national state.

Table 2. 2. Critical differences between Cities of the GN and GS

S/No	Parameters	Cities of GN	Cities of GS	Remarks for Cities of the GS
1	Nature of Settlements	Mainly designed	Informally expanded	Provisioning of services and integration
2	Infrastructure	Typically available	Splintered, variegated, inequitable, and incremental	Integration of services
3	Financial Resources	Well prepared	Missing financial resources to fill historical infrastructural gaps	Huge investments in building new and replacing old infrastructure
4	Population Size	Moderately small	Mega (10 million and above) and meta cities (20 million and above)	Matching planning efforts to provide housing and infrastructure
5	Governance: Planning and implementation	Relatively effective	Mostly ineffective governance	Professional leadership with better financial rewards

Source: (Kumar et al., 2023)

Shigute (2010), presented on his master thesis about socio-economic, demographic and administrative determinants of squatter settlement about policy gap on informality. As a result, city officials should develop clear regulations to prevent and control squatting, and the town government should implement suitable policies regarding the transfer of agricultural lands to urban use. Furthermore, illicit land acquisition by speculators should be prohibited and avoided at all costs.

On the other hands Tadesse et al., (2023), concluded sub-Saharan African cities have undertaken central slum revitalization, which has driven populations to the urban periphery, while the center has been filled by high-income classes. Increased research, greater acknowledgment of its significance in global urban ecological science, the implementation of context-specific solutions, innovative participatory action plans, and proactive measures towards a more equitable, inclusive, sustainable, and resilient future are required in cities of the GS(du Toit et al., 2021).

Research conducted in Morocco revealed that the process of urbanization can have a positive impact on the environment. The most significant degradation was observed in lands that were transformed from arboriculture into built-up and bare soil. Similarly, the conversion of arable fields into built-up and bare soil also contributed to moderate degradation. Conversely, the transformation of arboriculture into arable fields resulted in a lesser degree of degradation(Barakat et al., 2019). In contrast, natural and working environments are severely degraded in major cities such as Addis Ababa, Ethiopia's capital(Benti et al., 2021). The fundamental causes of this scenario include socio-cultural, institutional, planning, and policy issues.

Several scholars agree informal development is becoming the key mode of town formation in the GS and developing nations(Suhartini & Jones, 2023). It is one of challenging urban development agenda in Africa, Asia and Latin American cities. Ismail et al., (2023) agreed informal settlements in major cities are frequently portrayed in media as pockets of poverty, instability, and marginalization. As a result, city planners frequently strive to abolish or diminish such communities in favor of more neat strategic developments. Nonetheless, unregistered town dwellers continue to be a feature of urban lifecycle and have grown in size and density in many places in Abuja(Ismail et al., 2023). According to Lombard (2014), in their research titled "place-making in urban informal settlements in Mexico," due of Mexico's vast land ownership regularization program, at least 60% of town dwellers live in colonies poplars, or informal neighborhoods.

According to a study conducted by MCGranahan, (2013), the link between urbanization and poverty is strongly associated with a decrease in poverty because it is linked to higher economic growth, according to four scholars. Urbanization has had a significant positive impact on reducing overall poverty, both by offering new opportunities to rural migrants (some of whom escape poverty in the process) and by influencing the living standards of those who stay in rural areas through secondary effects (Ravallion et al., 2007).

However, the situation in Sub-Saharan Africa differs. The inclination of decreasing poverty rates with urbanization is not as clear in this region. Despite the fact that the population, including those living in poverty, is urbanizing, overall poverty levels have not significantly decreased. The connection between urbanization and income is relatively weak in less developed regions. In Africa, urbanization has occurred alongside slow economic growth for the past 45 years (Bloom & Khanna, 2007). In a study exclusively examining Africa, it was found that out of the 32 nations investigated, around 71% exhibited a negative correlation between urbanization and GDP from 1985 to 2000 (White et al., 2012). McGranahan (2013) argued this might be because people fled rural areas owing to poverty and crises, or because immigration to urban areas hurt economic routine by adding to unnecessary mobbing and diverting precious public resources to fund social infrastructure. Similarly Altaf et al., (2000) and Yusuf, (1999) argued that African cities were exceptional in worsening to serve as drivers of development: “In its place, they are part of the cause and a main sign of the economic and social crises that have enveloped the continent”(World Bank, 2000).

According to some commentators, Africa may have urbanized prematurely as a result of push forces (drought in rural areas, plummeting cultivated prices, and ethnic strife) rather than the pull of economic opportunity(McNicoll, 2005). Truly, 81% of African nations consider urbanization to be excessive and have policies in place to minimize rural-urban migration(United Nations Population Division, 2010).

A recent study aimed to replicate the impact of fast urbanization in Africa on economic development, poverty, and migration(Dorosh & Thurlow, 2014). Ethiopia and Uganda, two countries heavily dependent on agriculture, were used as sources of real data. These countries have been engaged in policy debates regarding urban development, making them relevant for the study. The main objective was to assess the impact of public investment on rural and urban areas. The findings indicated that urbanization and the benefits of clustering are important factors contributing to economic growth in Africa. However, investing solely in major cities does not effectively address national poverty in the long term. The study also highlighted that many African cities face challenges such as inefficient land markets, informal land ownership systems, and inadequate basic services, which hinder their potential for functional urban systems and economic progress.

During the 1980s and 1990s, many African economies experienced stagnation and de-industrialization, making it difficult for cities to operate successfully(Andersen & Winther, 2010). Externally forced economic downturn and structural adjustment measures weakened governmental institutions and increased informality. During this time, the GDP per capita in Guinea Bissau, Liberia, Cameroon, Zimbabwe, and Madagascar actually fell(McGranahan, 2013). Not only is there an economic difficulty or poverty in the GS, but there is also substantial unemployment in GS cities. More people went to cities in quest of better opportunities, education, health care, and so on, but the built

industries and working sector are out of balance with its population growth, leaving many more educated people jobless in the GS.



3. RESEARCH METHODOLOGY

3.1. Description of Study Area

In 1886, Emperor Menelik II and Empress Taitu designated AA as the capital of Ethiopia, making it an important for today's East African city(Alemayehu, 2008). AA, Africa's diplomatic capital, is home to a number of global administrations, including the headquarters of the AU and the UNECA (Tadesse et al., 2023). Moreover, it is geographically situated at 9°2'N latitude and 38°45'E longitude, in the middle of the country. Its average elevation is 2,400 meters above sea level, with Entoto Hill to the north having the maximum elevations of 3,200 meters. See Figure 3.1. Addis Ababa stands out as a high-altitude capital city among the various cities around the world (Gezahegn et al., 2022).

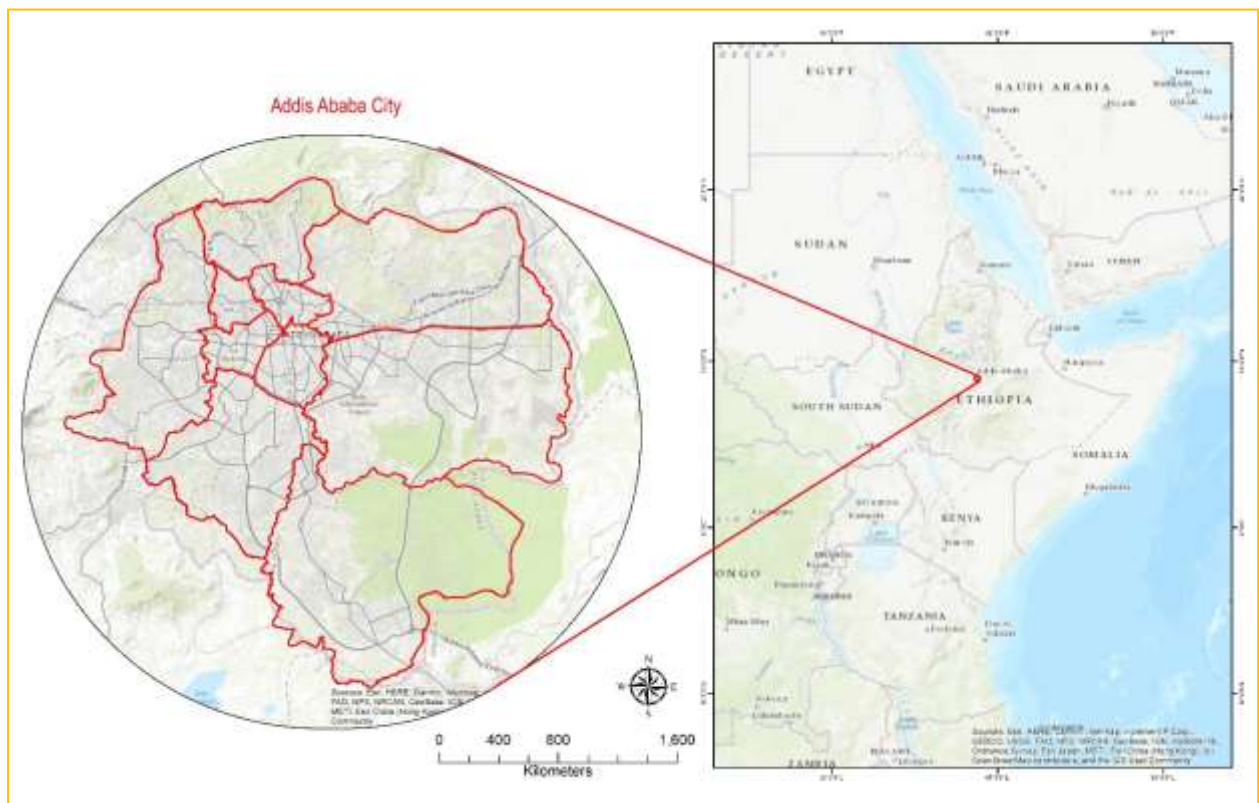


Figure 3. 1. Map of AA

Source: ESRI

3.2. Research Design and Approach

This study used both descriptive and explanatory research methods to achieve the research objectives. Qualitative and quantitate data was preferred and utilized because it allows for easy analysis, frequency and percentage calculation, correlation, and description of the context. The study employed a mixed research approach, incorporating both qualitative and quantitative methods. The descriptive

design, which is a flexible and exploratory method for qualitative research, was adopted. It is often referred to by various names in the literature, such as generic, general, fundamental, conventional, interpretive, and pragmatic designs.

Based on research conducted by Lambert and Lambert (2013), the collection of qualitative descriptive study data focuses on understanding the specific events being studied. This gathering information through structured open-ended questions, nominal or rating scales, as well as through observations and reviewing various records such as reports, photographs, and documents. The study also utilized literature review to ideas, while data on influencing factors was gathered through structured questionnaires, in-depth interviews, and focus group discussions to assess knowledge and practices.

3.3. Quantitative Data Analysis Approach

A study conducted a comprehensive review of existing statistical data from government agencies, urban planning departments, transportation authorities, and environmental agencies to gather quantitative data on urbanization trends, housing statistics, unemployment rates, transportation infrastructure, and environmental challenge indicators in AA.

This study utilized in-depth interviews and focus group survey/institutional level professionals, including urban planners, architects, site engineers, Document review, boservation and photograph taking conducted parallel.

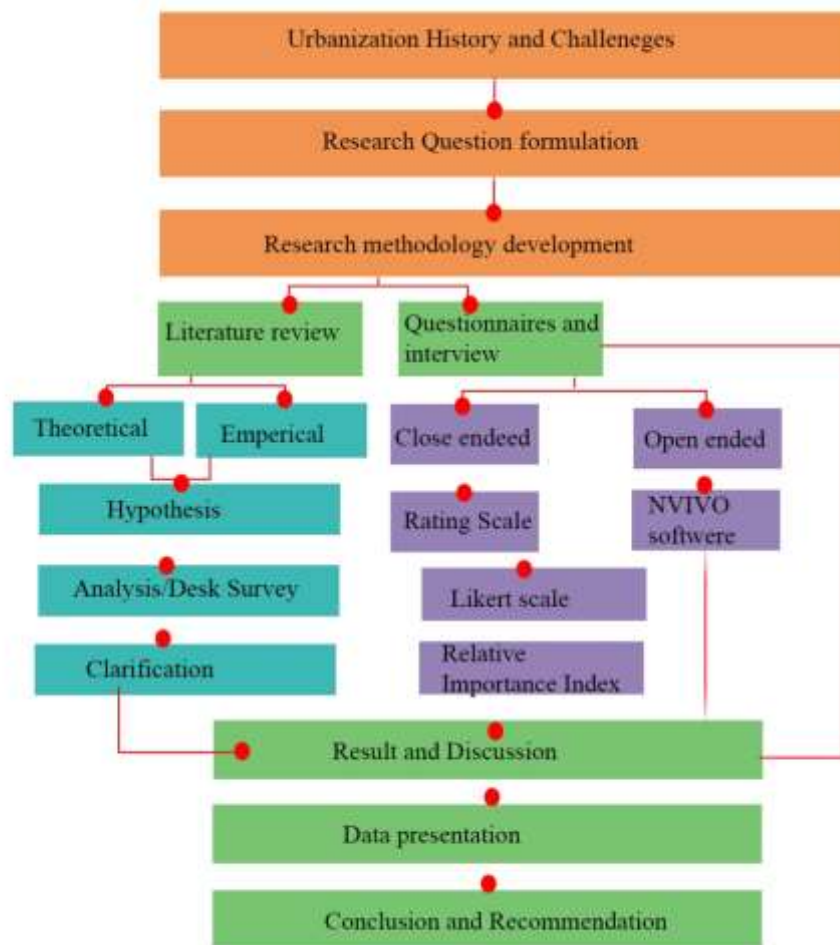


Figure 3. 2. Research frame

3.4. Population and Sampling Method

3.4.1. Study Population

Addis Ababa, the capital of Ethiopia, is home to about 5 million people and is the largest city in the country. It is also one of the fastest-growing cities in Africa. Its population is more than ten times that of Adama, the second largest city on the continent, and it makes up about 25% of the nation's urban population(MUDHC, 2014). This is why AA was chosen for this study.

3.4.2. Sampling Methods

To answer the posed questions in this research, the study will be purposively select institutions like AA housing development, road and transportation office, office of labor and skill and office of

environmental protection. For these offices questions developed based on agree and disagree criteria based on the urbanization influencing factors. At the same time for critical review is used to see its urbanization and challenges.

3.4.3. Sample Size

In order to estimate the population proportion P using simple random sampling without replacement, we utilized the formula for sample size when working with a finite population, as introduced by (Cochran, 1977).

Equation (3. 1)

$$n_o = \frac{n * N}{n + (N-1)} = \frac{z^2 p(1-p)}{e^2}$$

Equation (3. 2)

$$n = \frac{n_o}{1 + (n_o - 1)/N} = \frac{n_o}{1 + (\frac{n_o}{N})}$$

Where;

n_o = sample size with finite population z^2

$Z\alpha/2$ = is the critical value of the Normal distribution at $\alpha/2$, =95 % is 1.96

MOE = is the margin of error =0.05,

P = is the sample proportion 50 %, =0.50 and

N is the population size equal AA 5,460,591. By using this formula the sample size is 384 and by adding non respondent person 5%, the final sample size becomes 403. However, for unknown reasons, the questionnaires were returned or correctly answered 370. This was 91.8% of the whole sample, which was outstanding. (See Table 3.1).

Table 3. 1: Samples size distribution for organization and professionals for survey

No.	Target Population	S/No	Professionals	Responded Number	Sample Size
1	AA city land Experts	1	Urban planners	61	65
		2	Civil engineers	39	40
		3	Architects	27	30
		4	Accountants	28	30
		5	Marketing	18	20
		6	Sociology and social workers	27	30
2	Higher official level	7	AA city land development and management office	20	20
3	Others groups of responds	8	Artists	24	25
			Environmentalists	23	25
			Heath officers	22	25
			Drivers	21	23
			Elders	20	20
			Students	21	25
			Business man	19	25
Total				370	403
Respondents percent				91.8%	100%

Thus over all 120 female and 250 male respondents answered the survey question. See their profession in Table 3.1.

The study utilized purposive sampling to distribute open-ended interview questionnaires to a focus group consisting of professionals such as urban planners, architects, site engineers, project managers, and other relevant stakeholders who are in government offices in AA. The study involved distributing 50 open-ended questions and receiving 40 completed responses. Over 15 females and 25 males were participated and their demographic information's are as follow:

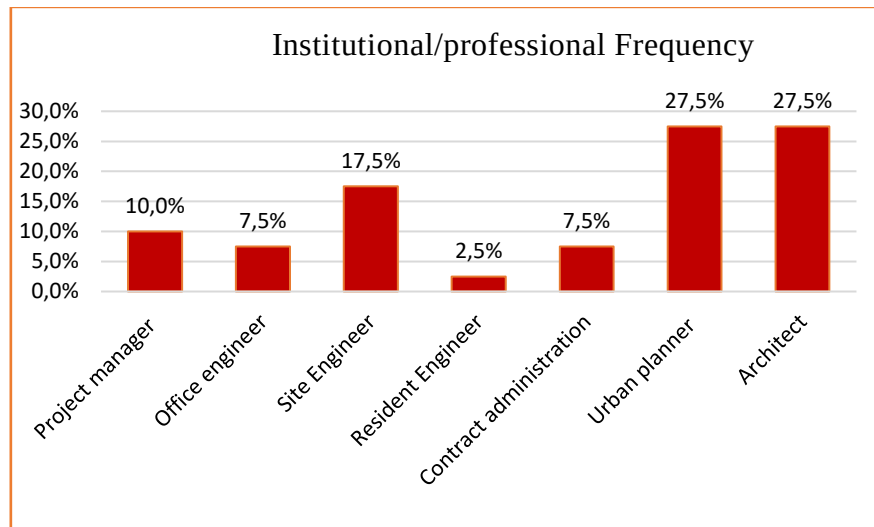


Figure 3. 3. Institutions/professionals

It can be observed from Figure 3.3 that Architects and Urban planners were the most dominant participants for open-ended questionnaires, with a percentage of 27.5% for both categories. On the other hand, resident engineers had the lowest participation rate, with only 2.5% of respondents belonging to this group.

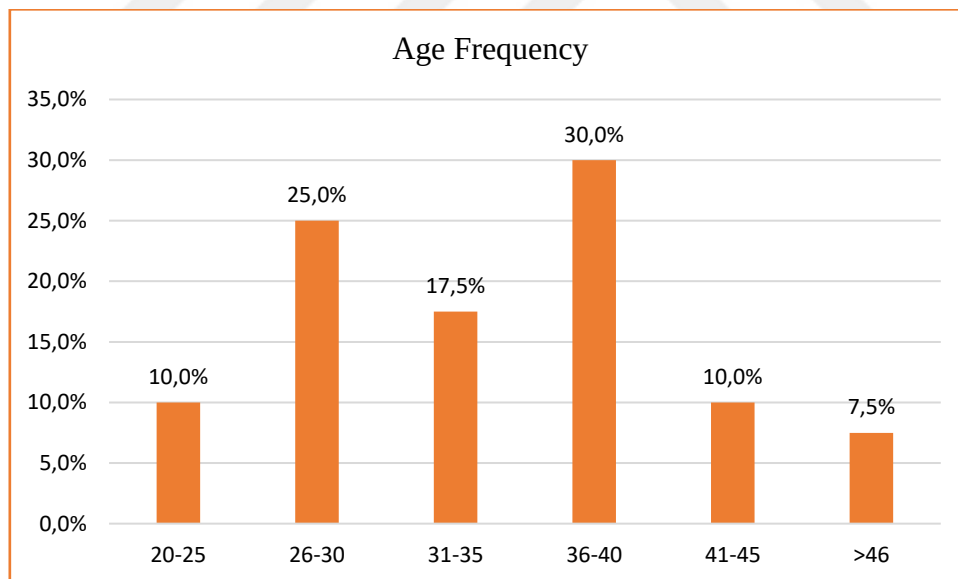


Figure 3. 4. Age Frequency

Based on Figure 3.4, it can be observed that 30% of the respondents belonged to the age group of 36-40 and were familiar with the issues posed in the survey. The age group of 26-30 accounted for 25% of the respondents, while the age group greater than 45 had the lowest participation rate with only 7.5% of respondents belonging to this group.

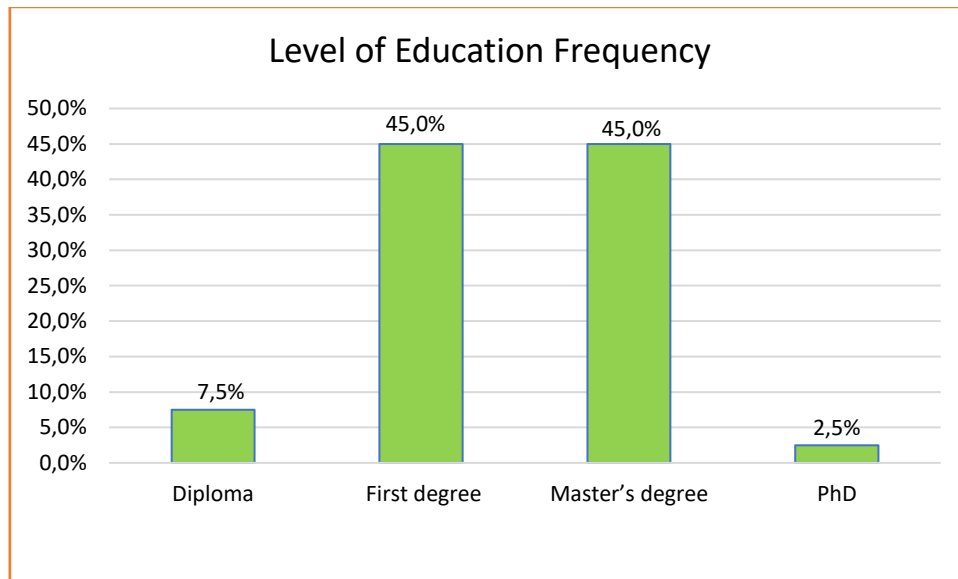


Figure 3. 5. Level of Educations

Based on Figure 3.5, it can be observed that 45% of the respondents held a first degree and 45% held master's degree, while only 7.5% of the respondents held a diploma. The participation rate for respondents with a PhD was also low, accounting for only 2.5% of the total respondents. Therefore, it can be concluded that the dominant participants of this survey, based on their education level, were master's and bachelor's degree holders.

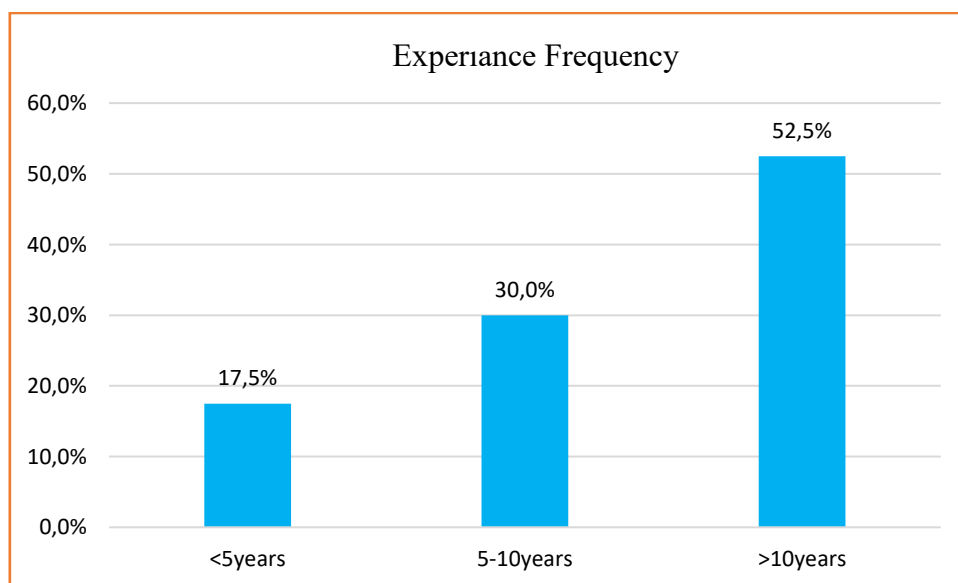


Figure 3. 6. Respondents' experience

From the data presented on Figure 3.6, it is evident that 52.5% of the respondents who participated in the questionnaire had more than 10 years of experience in their respective institutions. Additionally, 17.5% of respondents had less than 5 years of experience, while the remaining 30% had

an experience ranging from 5 to 10 years. This indicates that a majority of the participants had extensive experience, with over half having more than a decade of experience in their institutions.

It is noted that the open-ended survey was analyzed using NVIVO software, and the summary of the respondents' answers was coded according to the objectives of the research. This approach likely facilitated the organization and analysis of the qualitative data gathered from the survey, allowing for a systematic examination of the responses in relation to the research objectives.

Table 3. 2. Open ended Survey data NVIVO coded data

Name	Sources	References
Objective 1: Urbanization history and challenges	38	212
Urbanization challenges	38	103
Urbanization similarity	34	34
Influential persons	36	37
Environmental problems	38	38
Objective 2: Primary factors and urban quality	38	249
Service deliverability	22	22
Resource for development	38	39
Rapid urbanization	37	45
Plans and regulation policies	35	61
Development condition	20	20
Breaking point	36	37
Actors in housing	24	25
Others	38	115
Professional suggestion	34	38
Professional feeling	37	42
Environmental challenges opinion	35	35

Based on the two objectives of the research, the data from the open-ended survey was likely coded using NVIVO 11 software. Responses that were directly related to the objectives of the research were likely coded under specific themes or categories that related to the research objectives. Any responses that did not directly relate to the research objectives were likely coded under "other variables" or "miscellaneous" categories. Additionally, any responses that were related to the respondent's suggestions, feelings, or opinions were likely also coded under separate categories to capture these

aspects of the data. This approach likely facilitated a more nuanced analysis of the data, allowing for a better understanding of the respondents' views and experiences related to the research objectives. See table 3.2.

Under objective 1, it appears that four codes were developed to categorize the responses from the open-ended survey. These codes include "urbanization challenges," "similarity of AA urbanization with other GS cities," "influential persons for the development of Addis Ababa," and "the breaking point history of AA." Additionally, under the "sources and references" column, similar and related answers were likely summarized for each code. This approach likely facilitated the organization and analysis of the qualitative data, allowing for the identification of key themes and patterns related to the first objective of the research. These coding strategy applied for objective 2 and other related questions.

3.4.4. Key issues, sources of data and data collection techniques

In order to achieve the objectives of the study, a combination of primary and secondary data was utilized. Primary data was primarily collected using methods like surveys, research from various sources, and direct observations. For instance the study used historical records and documents related to the founding and development of Addis Ababa as the capital city of Ethiopia, such as government reports, maps, and official correspondence. On the other hands, academic studies and publications on the urbanization of Addis Ababa and other African cities, including research on the social, economic, and political factors that have influenced urban growth and development reviewed. Interviews and surveys with residents, community leaders, and other professionals in Addis Ababa, to gather qualitative data on their experiences and perspectives on urbanization and city development conducted. Field observations and site visits to key locations and landmarks in Addis Ababa, to document changes in the built environment and infrastructure over time done. See the summary in (Table 3.2).

Table 3. 3. Summary of key research issues and main methods of data collection

	Document	Open ended and closed questioner	Observation	Photograph
Urbanization History				
Development History	√	√		
Urbanization challenges	√	√	√	√
Influenced factors of urbanization				
Influential factors	√	√		

3.4.5. Data Measurement

The degree of data measurement was understood in order to select an appropriate method and factor of data analysis. For any form of measurement, there was procedure that was functional but not others. For review articles open source and time based journal articles were used and cited.

Ordinal scales was employed in this research investigation. The Nominal ordinal scale was used to assess respondents' demographic profiles (generic information), abilities, and coordination of experts on the problem of the influencing factor of urbanization in AA. The rating scale for influencing factor was ranked from 1-5 according to Table 3.3. The RII scale was calculated as according to Equation 3.

Table 3. 4. Urbanization Influencing factors rating scale

S/NO	Statement	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
	Scale value	5	4	3	2	1

$$RII = \sum \frac{W}{A * N}$$

Equation (3. 3)

Where

W is the weight given to each factor by the respondents and ranges from 1 to 5, A=the highest weight =5 and N=the total number of respondents.

$$W = \sum [(f1 * n1) + (f2 * n2) + (f3 * n3) + \dots + (fn * nn)]$$

Equation (3. 4)

Where, fn = score ranking and nn=corresponding number of responses.

4. URBANIZATION HISTORY OF ADDIS ABABA

4.1. Introduction

Urbanization history of AA was since its foundation 1886 by emperor Menelik the 2nd. Prior to that, Menelik II and his predecessor emperors of Ethiopia relocated their governmental centers as they expanded and subjugated local warlords and kings (Wolde-Michael, 1976). For example, Emperor Menelik II utilized, before he conquered the south, Ankober and Debre- Berhan (1882–1884) alternated use, as did Liche (1876–1882), Ankober (1868–1876), and Entoto (1884–1887). Before arriving in Addis Abeba, Anas garrisoned political centres and towns (Wolde-Michael, 1973). Since then the city is growing both horizontally and vertically. AA's early development, like that of most other Ethiopian cities, was haphazard and unplanned. Traditional homes from the past were constructed in a circular shape, featuring walls made of chika (a mixture of mud and straw applied to a wooden framework) and roofs that were thatched with straw (Gezahegn et al., 2022). Menelik shown exceptional ability in resolving internal disputes using "domestic diplomacy" and the use of force, both political and military. He took control of many of the areas rife with strife by utilizing a variety of military and political tactics. He received large parcels of land on Addis Ababa's hilltops from the local lords who were devoted to him and those he eventually won over. These local rulers then lived on the slopes with their entourage and erected their own palaces on top. Neighborhoods and villages were formed by these settlements taking up the area that the legations, the Arada, and the Gebbi had benchmarked. See its administrative map location in Figure 4.1.

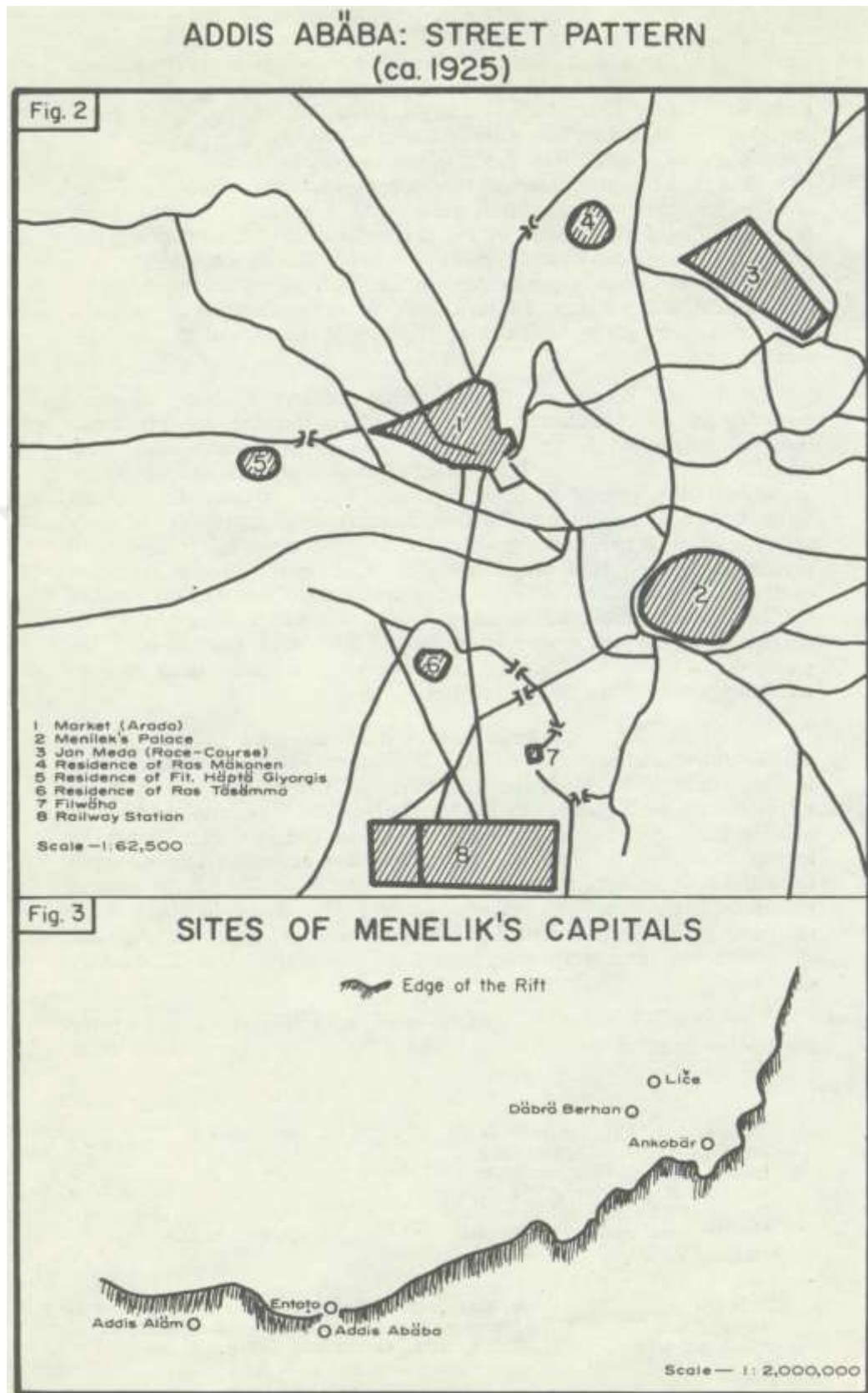


Figure 4. 1. Site of Menelik capitals (2 is to day palace)

Source: (Woldemichael, 2016)

Menelik typically chosen sites from which his palaces could command the vast plains that served as the economic foundation of his empire and from which he could command the communication routes that extended into the countryside(Woldemichael, 2016). It is crucial to note that the city afforded equal presence to foreign consulate establishments and regional leaders. Both tribes were located on large, elevated expanses of land. They then created compounds by fencing off these portions. Later on, this became more significant since local populations grew up around these compounds and were either directly or indirectly related to them. Certain areas of the city were given names like Ferensay Legasyon, which is an Ethiopianized form of "légation française." Other neighborhoods also bore the names of royal families; Dejach Wube Sefer became Dejazmach Wube Atnafseged, for instance. The camps and embassy compounds expanded at the same time, causing the city to spread and giving rise to the organic poly-nuclear structure that still makes up Addis Ababa's DNA(D. van G. and A. Tesfaye, 2017).

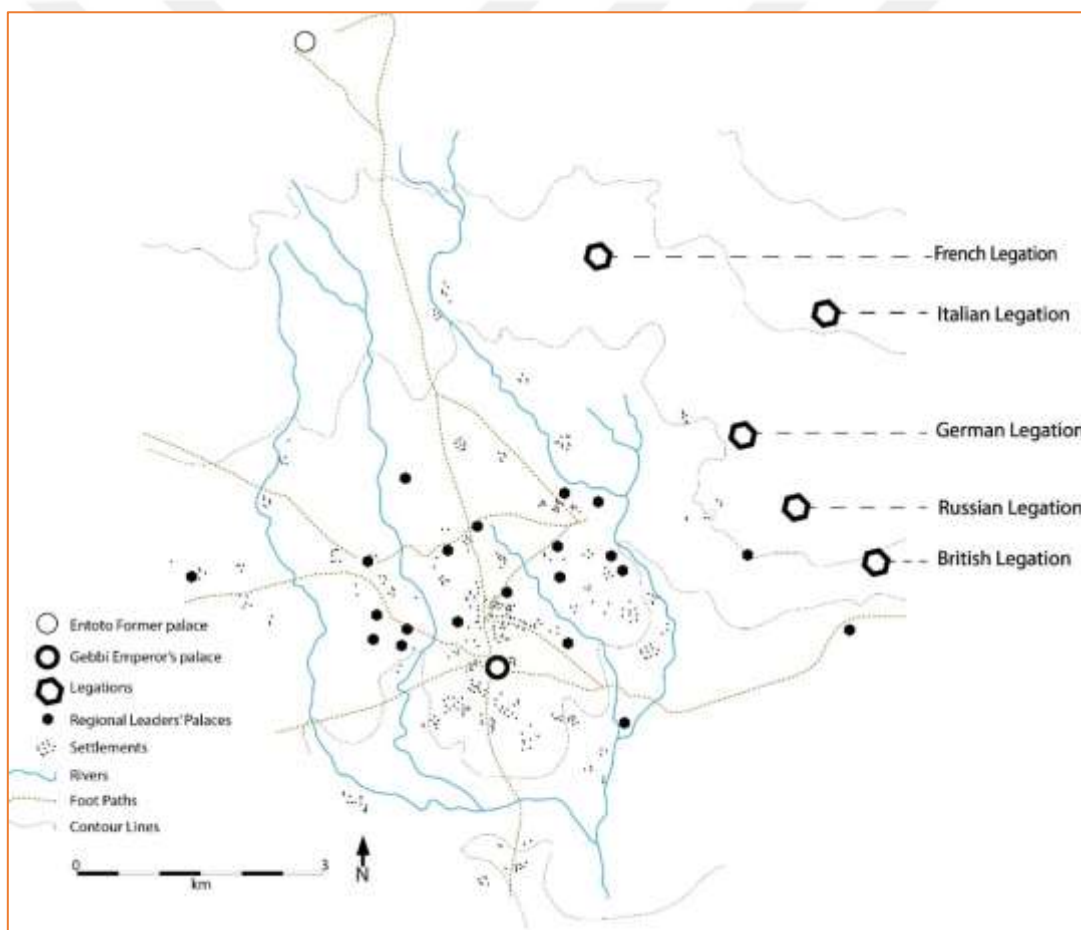


Figure 4. 2. Addis Ababa 1890's with assumed location of the early diplomatic institutions
Source: (D. van G. and A. Tesfaye, 2017)

Gibbi or English name palace located at center with the circular shape and legations at one side settled. However after 22 years later according to Anteneh Tesfaye Tola map generated by the Italian Military Survey Office, settlement scattered see on Figure 4.3.

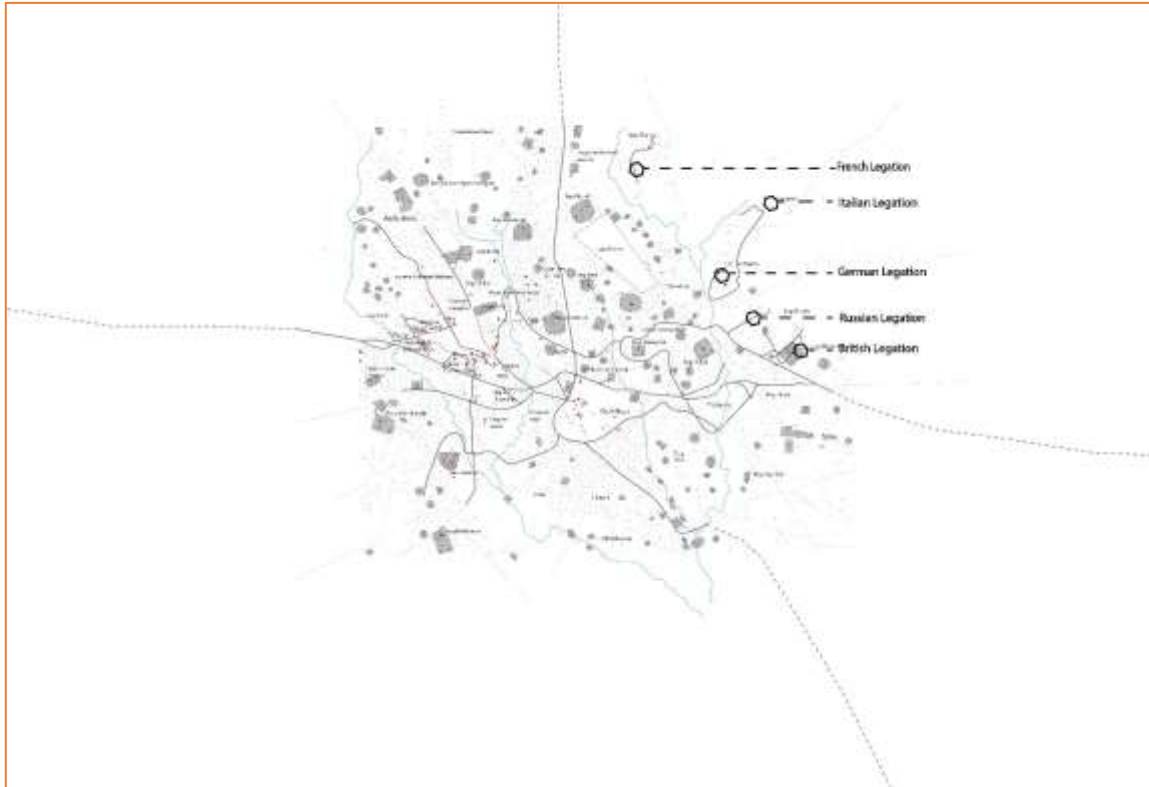


Figure 4. 3. By Anteneh Tesfaye Tola, based on the map generated by the Italian Military Survey Office
Source: (D. van G. and A. Tesfaye, 2017)

According to van G. and Tesfaye, (2017), the majority of buildings built in Addis Ababa's early years were strongly rooted in the local custom of the tukuls, or circular huts made of mud and straw, which served as customary housing. The most notable governmental buildings and aristocrats' mansions were housed in larger or longer tukuls. However, about 1900, the actions of several foreign builders led to the emergence of a new style of construction. They popularized a design that included straightforward one- or multi-story building volumes encircled by exquisitely carved timber loggias and verandas.

The palace, churches, and lords' and military commanders' compounds were important nodes round which their followers flocked in a concentric development layout (Johnson, 1974). At the origin what the AA city looks see Figure 4.4.



Figure 4. 4. Menelik Palace at top (AA settlement in 1900)

Source: (Relié, 1902)

Amanuel Tadesse's (2023) research examined the urbanization of AA, focusing on its socio-spatial dynamics. The study revealed that during the imperial regime, the wealthy elite resided in the city center, while the rural population lived on the outskirts, engaging in agriculture. The colonial period, particularly the Italian occupation, also brought significant changes to the city's planning and design(LEVIN, 1975).

In September 19, 1936, shortly after the Fascists took control of Ethiopia, the architect presented Bottai, the Italian governor of AA, with a proposal for the Ethiopian capital, complete with visualizations. Le Corbusier expressed his interest in designing the newly established Fascist dominion in Africa in a letter that accompanied the plan. Rather than Rome, AA became Le Corbusier's main focus for creating his ideal metropolis(Dainese, 2015). See Le Corbusier sketch of AA on Figure 4.5.

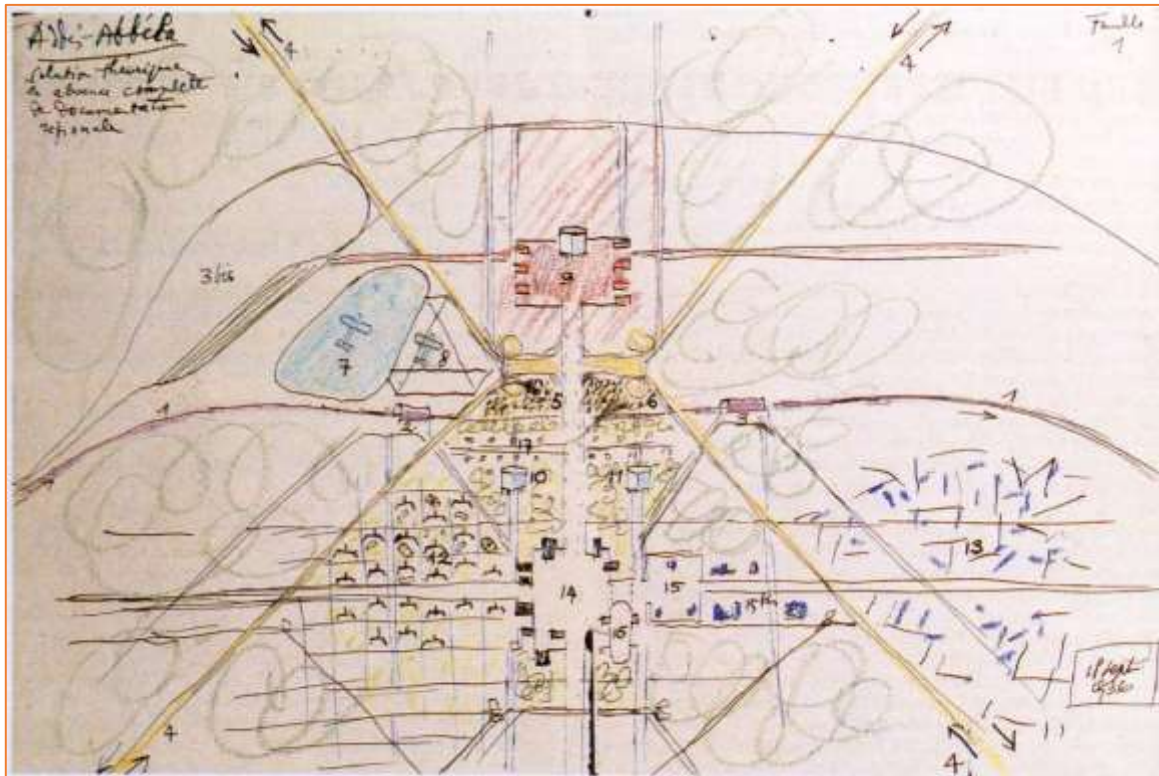


Figure 4. 5. AA sketch plan in 1934 by Le Corbusier

Source: (Dainese, 2015)

Le Corbusier's ideas and design for AA did not persuade Mussolini's Fascist regime, which preferred to delegate AA's planning and design to Italian rationalists. Prior to the Italian invasion, AA's structure was molded by traditional modes of spatial and social organization Gezahegn et al.,(2022) as shown on Figure 4.5. According to Pankhurst, (1986), the 1892 famine, the presence of interim governors and their armies, and the 1896 Battle of Adwa all aided in the city's quick expansion.

In 1909, the establishment of public government, the introduction of railway, and the arrival of motor cars at the beginning of the twentieth century were significant events that influenced the early years and future growth of the city. The city's modernization gained momentum in the postcolonial period through three major events: the Silver Jubilee celebrating Haile Selassie's coronation in 1955, the selection of AA as the headquarters of the UNECA in 1958, and the selection of the city as the headquarters of the OAU in 1963. These occasions advanced growth of the city to the south, resulting in far more than cosmetic changes (Levin, 1975).

When Haile Selassie combined Italian-built gathering place, monuments, and great avenues into his empire, he demonstrated his capacity to use European skills in the provision of his empire. His dictatorship did not hesitate to take Italian development, such as the boulevards, airfield, and even civic milestones like as the theater, just as it had earlier in the century assimilated foreign technical aid into Ethiopia's modernization drive (Zewde, 2002). Haile Selassie approached the famed Sir Leslie Patrick Abercrombie, who was the designer and planner of Greater London Plan, in 1946, under the

sponsorship of its British "liberators," to develop a plan for the city(Gulema, 2011). His proposal included monumental, district units (intended to correspond to the existing "safar" system), medians, a greenbelt, satellite towns, a hierarchical street system that kept the current governmental sector, and a network of radial and ring highways. The commission was brought back to life in 1954, despite not meeting the expectations of Haile Selassie and Abercrombie. This was done in preparation for a town planning exhibition and the country's first five-year development plan, which was published in 1957 (Gulema, 2011).





Figure 4. 6. Patrick Abercrombie, Plan for AA

Source: (Amos, 1962)

According to Zewde, (2002) addressing both domestic and foreign audiences, Haile Selassie's construction works sought to end years of economic stagnation and encourage the landowning class to

engage in more dynamic and risk-taking economic conduct. Haile Selassie encouraged his people to follow the economic principles of the Anglo-American nations, advising them to invest their savings wisely for returns. He emphasized that holding onto money without investing it does not yield any benefits.

So the 84-year-long imperial reign had two of well-known Emperors: Emperor Menelik the 2nd (1889-1913) and Haile Selassie (1930-1974). Menelik the 2nd, founder of AA, is seen as a beacon of modernity. In the past, he introduced several groundbreaking developments such as the first gravel road, marketplace, and national railway (Tadesse et al., 2023). During the imperial era, the city retained its rural characteristics within an urban setting. This was achieved through a redistributive economic system where appointed landlords, acting on behalf of the king and administration, collected taxes from the peasant society. Most of the dwellings were simple, constructed with basic materials like mud, wooden poles, grass, and some corrugated iron roofs known as 'Chika huts' (United Nation, 2017). At this time the city possessed important political (the imperial palace, Gebbi), commercial (Arada), and transportation (the railway station) centers. Private ownership of land became legal in the early 1900s, which set the foundation for how cities developed. The changes in AA's social and spatial dynamics were explained in Table 4.1.

However, to realize the Italian mission during their occupation date, different master plans were developed and because of these plan, coarsely 100,000 “native” people were moved from their homes ethnic separation (Gezahegn et al., 2022). Thus, the majority of their plan did not succeed because of time and financial constraints. From Table 4.1, is obtained that among the regimes during 1991-2020, formal and informal urban sprawl; gentrification; peripheral low-cost condominiums expansion and real estate development increased.

According to Berhanu, (2004), nearly two-thirds of AA's housing was created informally in the mid-1970s, without adequate design, construction, services provision, or construction permit. The rapid growth of cities in modern times far exceeds that seen during the socialist regime, with urban expansion reaching over 500% of previous levels.

Table 4. 1. Socio-spatial changes of regime shifts between 1889 and 2020

Theoretical perspectives	Modernization/ecology	Dependency world system theory	Distributive coalition/urban bias	Urbanization outcomes High	Built Up area (Satellite image Analysis)
Regimes					
Imperialist regime (1889–1974)	The national palace, the initial gravel road, the market, and the national railway were all built.	"The design of a conventional master plan and the resulting social segregation were observed during Italy's brief annexation of Ethiopia."	Extensive participation of political leaders in the allocation and ownership of land, as well as in private real estate development, shaping a magnificent city.	Founding base for urbanization and city management Social exclusion during Italian Occupation	31.05 km ²
Socialist regime (1974–1991)	Partial urban technologies, but more agricultural irrigation projects	Worried diplomacy with the capitalist world Participation of Socialist allies in the Master plan	Government land ownership Land and House redistribution to tenants Rural-to-urban people movement, Social housing and access to loans	Socio latitudinal change: Working class occupied the center of the city Informal urban sprawl	58.81 km ² (189% increase compared to imperialist built up area)
Contemporary globalization regime (1991–2020)	Light-Rail Transit system Industrial parks Road infrastructure expansion Business process digitalization Telecommunication infrastructure expansion	Urban development models followed East Asian countries (China, South Korea, and Taiwan) Foreign investments	State land ownership continued Land commodification (leasing) Government leaders owned urban land in key locations in the center Integrated housing development programme (IHDP). Real states, city parks	Formal and informal urban sprawl Gentrification Peripheral low-cost condominiums expansion Real estate development Built	365.18 km ² (>500% increase compared to Socialist buildup area)

Source: (Tadesse et al., 2023)

In the new policy, the Marxist approach to innovation resulted in the nationalization of the fundamental means of production (land) and additional housing. Peasants who sought land and housing near the city center were able to claim it under this policy. However, a large portion of the metropolis retained growing and expanding in an uncontrolled way. Following the imperial regime's fall in 1974, all land and rented buildings (also known as "additional" residences) built by self-developers in addition to their own residences were publicly owned by the new Marxist government (Proclamation No. 47/1975).

Akmel et al., (2015), presented trends of AA population well in their study titled changing pattern of urban sprawl. According to their study in terms of population size, Addis Ababa city increased tremendously since its initiation in 1886. In 1889 population of Addis Ababa was merely 15, 000 which further grew to 65,000 a 1910 and it became 1,412,575 by 1984 (1st census) and 2,112,737 by 1994 (2nd census). According to 2007 census (3rd census), the population of the city is 2,738,248 persons (Central Statistical Agency of Ethiopia). This indicate high amount of population increment in Addis Ababa because of immigration from rural area to Addis Ababa.

At the same time this population increase not only the number but also there is physical increment of the cite see Table 4.2.

Table 4. 2. Trends in physical Expansion of AA city

Year	Area in km ²	Period	Annual growth
1920	33	-----	-----
1941	70	-----	----
1974	218	-----	----
1984	222	1974-1984	0.18
1994	530	1984-1994	9.09
2004	540	1994-2004	0.18

Source:(Akmel et al., 2015)

As presented in Table 4.2 the maximum growth seen in 1984-1994 that was 9.09%. Since the establishment of AA in 1886 as a capital city experienced rapid growth. But it was during this period that Ethiopia began to gain most of its structure, both territorially and administratively(Woldemichael, 2016). According to Woldemichael, (2016), presentation the built up in 1973 very small and it was in the city center Arada see Figure 4.7.

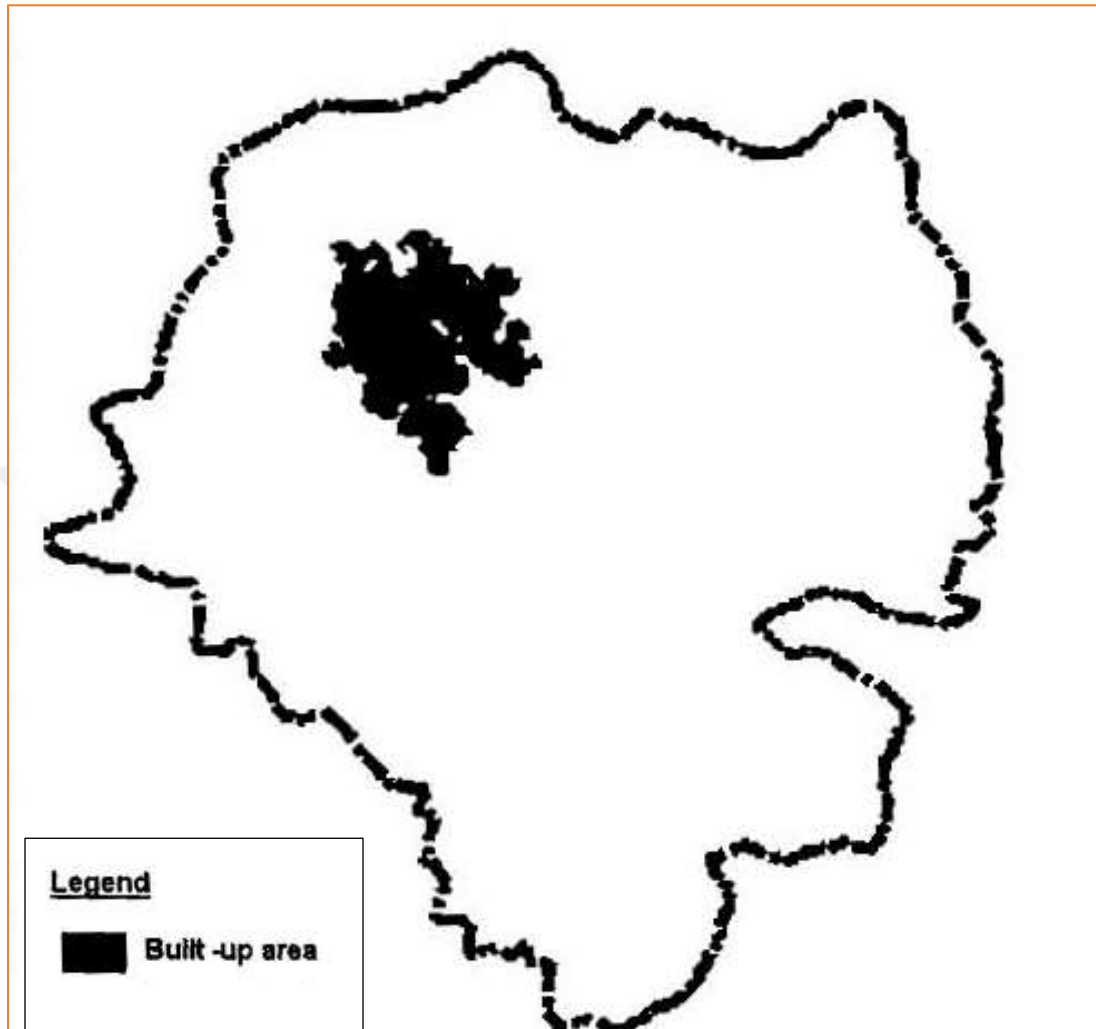


Figure 4. 7. Addis Ababa Urban center built up in 1973

Source: (Woldemichael, 2016)

Some scattered settlements were on down but he didn't yoused to show on this scale because his focus was to show the center how the built up densely existed in Arada. However Gezahegn et al., (2022), presented urban expansions with in one map using colors showed clearly from early settlement 1888 to 2016 see Figure 4.9.

But according to Busho, (2021), study after 1990 the urban expansion rapidly increased and see the built up area of Addis Ababa from 1990-2020 in Figure 4.8.

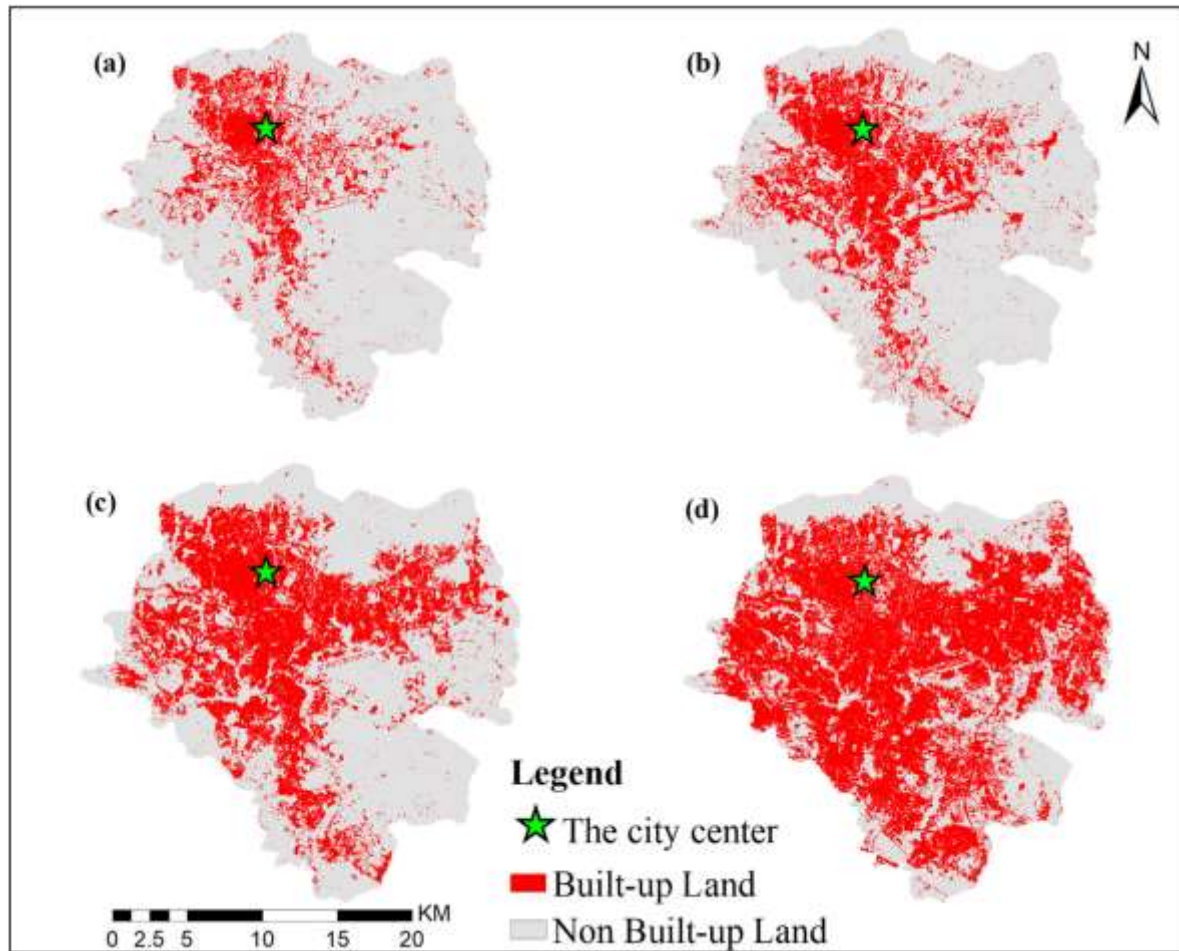


Figure 4. 8. Change of the spatial extent of urban areas in Addis Ababa City: (a) 1990, (b) 2000, (c) 2010, (d) 2020

Source: (Busho, 2021)

In 2020 almost the all area of the city covered by buildings except on the top part of mount Entoto forest.

To fulfill its new position, the administration developed the primary actor in urban development, as well as the primary source of unrestricted land for homes and other structures. Unfortunately, there was not enough infrastructure, housing, or land to meet demand. As a result, new homes were constructed haphazardly in rapidly developing areas. Additionally, existing houses and neighborhoods in inner-city locations were informally modified and expanded(Soressa, 2003). See on Figure 4.8 black color as inner and expansion continued.

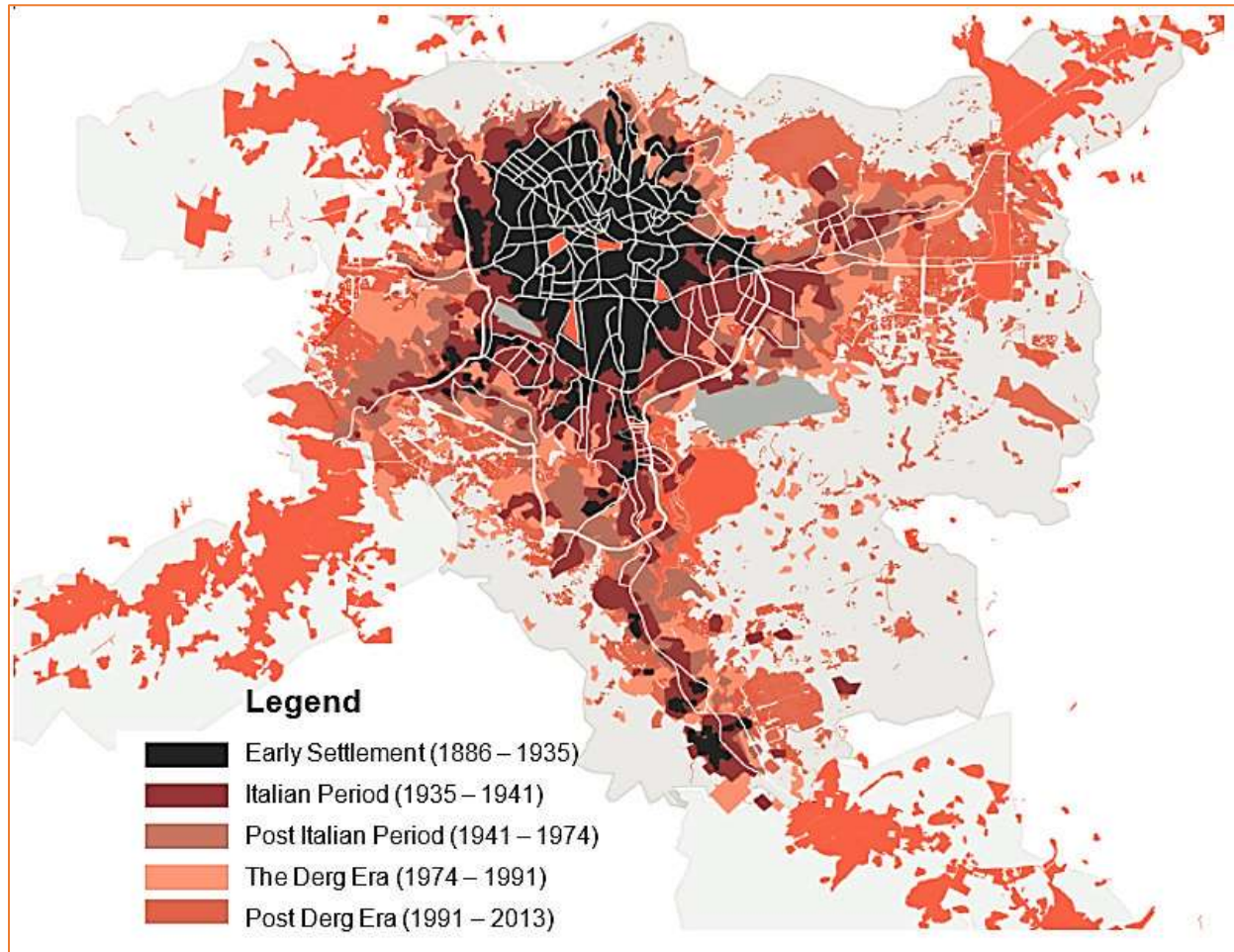


Figure 4. 9. The growth trend of AA and its immediate surroundings, 1886-2013

Source: (Gezahegn et al., 2022)

After the overthrow of the Dergue regime in 1991, the government maintained control over property and most nationalized buildings. During this period, a significant reform was introduced through the urban land lease law (Proclamation No. 80/1993) issued in 1993. Consequently, private owners and real estate developers have started constructing new houses and developments. As a result, AA's central districts still bear the characteristics of informally built kebele houses in their mostly unplanned urban setting. However, the government has implemented measures to improve the basic services of these districts without altering the existing quality of the dwellings. See Figure 4.10, current built up of the city. As seen on Figure 410, the black points are building foot prints and the built ratio is including road infrastructure 70%.

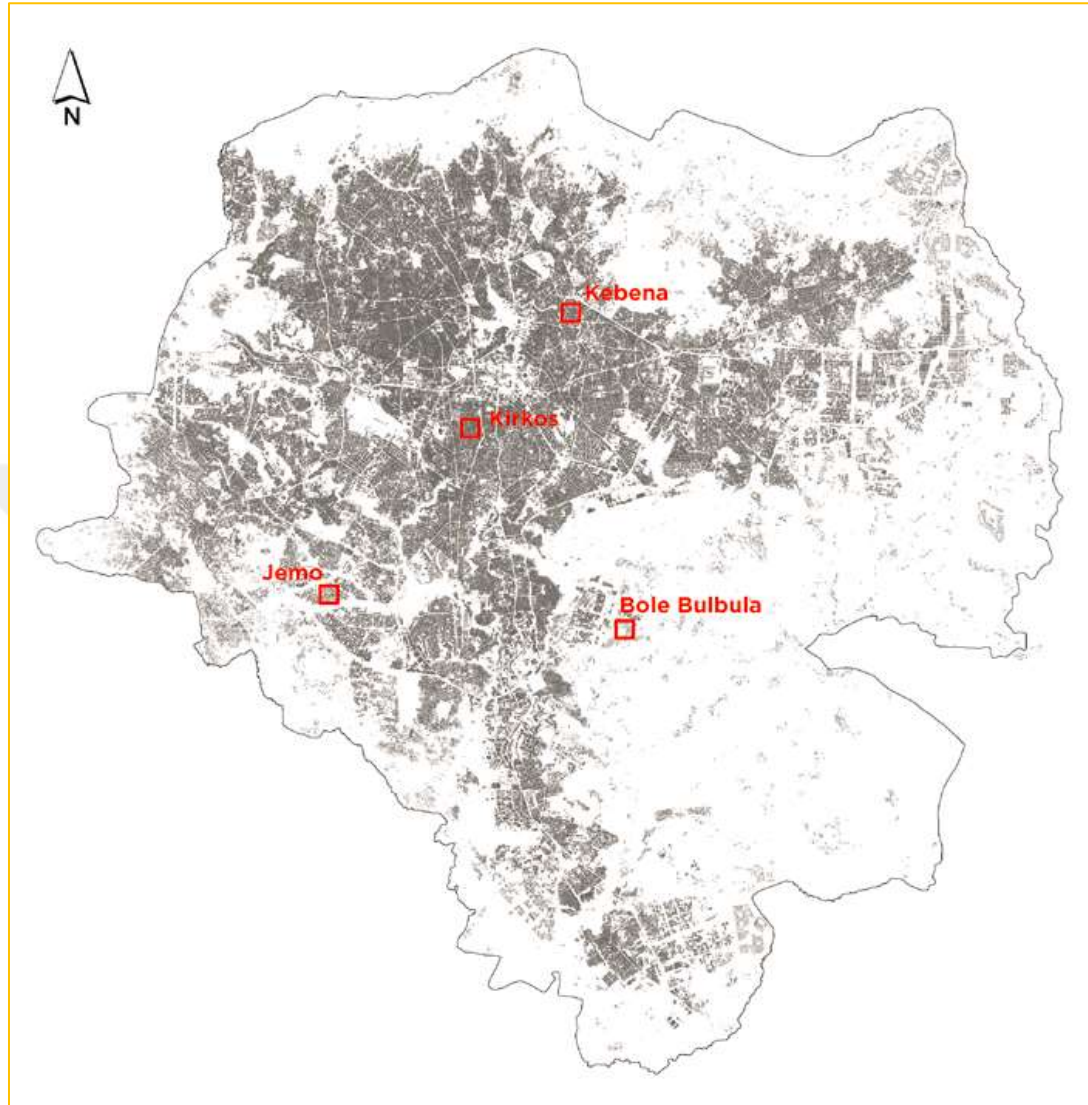


Figure 4. 10. Built up of AA City

Source: (AAMPO, 2022)

Next to build up land use of the city shown on Figure 4.10. This figure provides the spatial information about current land use, and at the same time the distribution of land use by type.

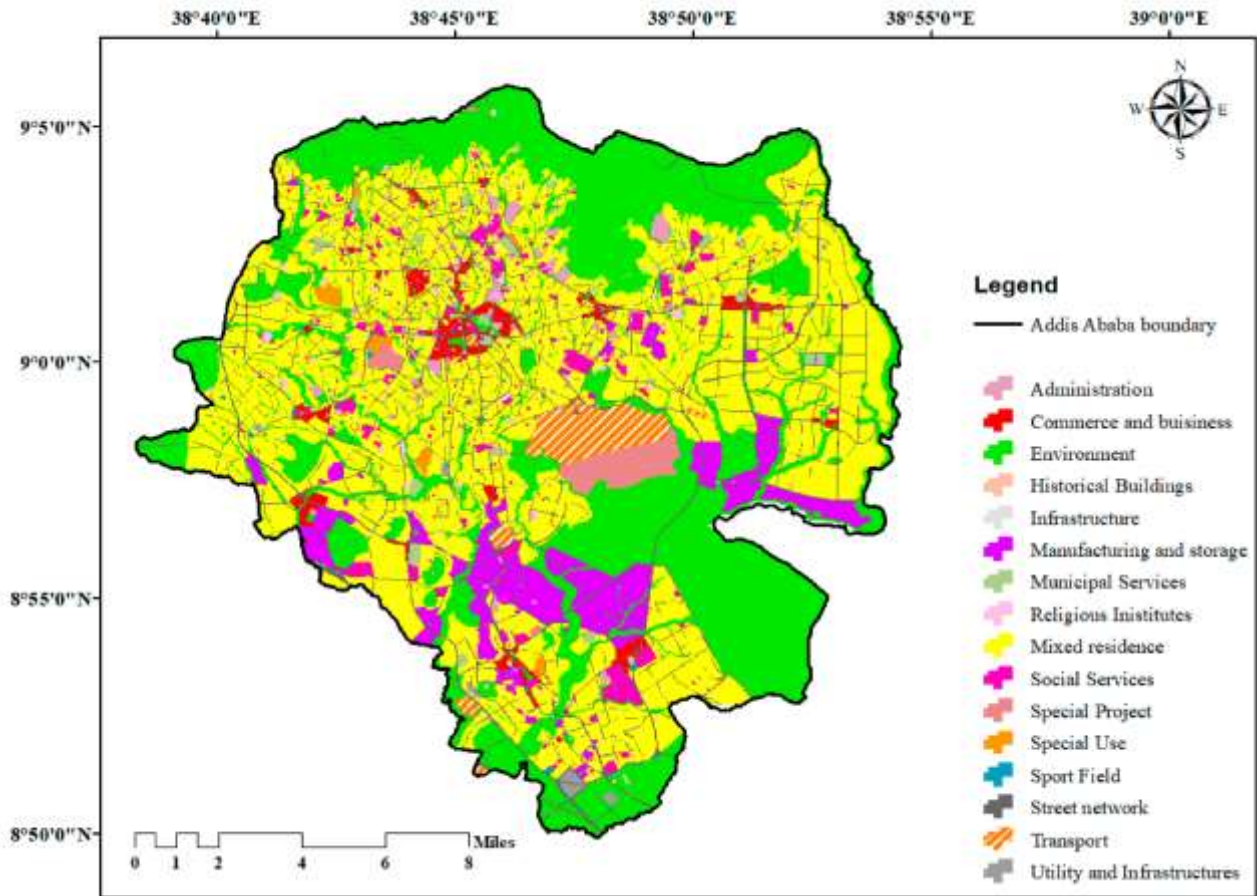


Figure 4. 11. Land use map of AA City

Source: (AAMPO, 2022)

Other items to highlight is the commercial center (red) around Kirkos and Merkato, mixed typefaces across the city main corridors and decentralized distribution of administrative and city buildings. South of airport (purple) Akaki. Large industrial park south part of the city (Kality) seen on land use map Figure 4.11. They are proposed along with rail way cross to Djibouti and near to Bole International Airport for cargo. Out of the total number of industries, the manufacturing sub-sector has the largest share in the level of employment and size of capital, accounting for more than 25% in both cases. It is also the sub-sector with the highest value added. In terms of capital asset share, the textile and garment sub-sector is the largest with 26.83%. And it is closely followed by manufacturing, which accounts for 25.71%. The amount of capital assets formed is essential to make technological upgrades and thereby to improve their efficiency and competitiveness.

Manufacturing, and chemicals and pharmaceuticals are the two leading industries in terms of employment generation with the respective share of 25.14% and 19.67%. On the other hand, size of value

It appears that Figure 4.12 in the research document displays the word frequency analysis of responses from 36 participants regarding the most influential person in the urbanization history of Addis Ababa. For further details and context, Table 3.2 in Chapter 3 of the document may provide additional information related to this aspect of the research. Figure 4.12 presents a historical overview of the evolution of Ethiopian emperors and the developments that occurred during each regime. One of the most prominent figures in Ethiopian history was Emperor Haile Selassie, who ruled for a significant period. His reign, which spanned several decades, had a profound impact on the country's history and development. See his historical Gibbi location in Figure 4.1.

Emperor Haile Selassie's rule was characterized by significant changes and advancements in various aspects of Ethiopian society. During his reign, Ethiopia experienced modernization efforts, including the implementation of infrastructure projects, educational reforms, and the introduction of new technologies. Additionally, Emperor Haile Selassie played a crucial role in positioning Ethiopia on the global stage, advocating for the country's sovereignty and representing its interests internationally. Furthermore, his reign saw advancements in areas such as healthcare, urban development, and the modernization of the military. Emperor Haile Selassie's long rule also witnessed challenges, including periods of political unrest and resistance, which ultimately led to the end of his reign.

Overall, Figure 4.13 provides a comprehensive overview of the evolution of Ethiopian emperors and the significant developments that took place during their respective reigns, with Emperor Haile Selassie's rule standing out as a pivotal era in Ethiopian history.

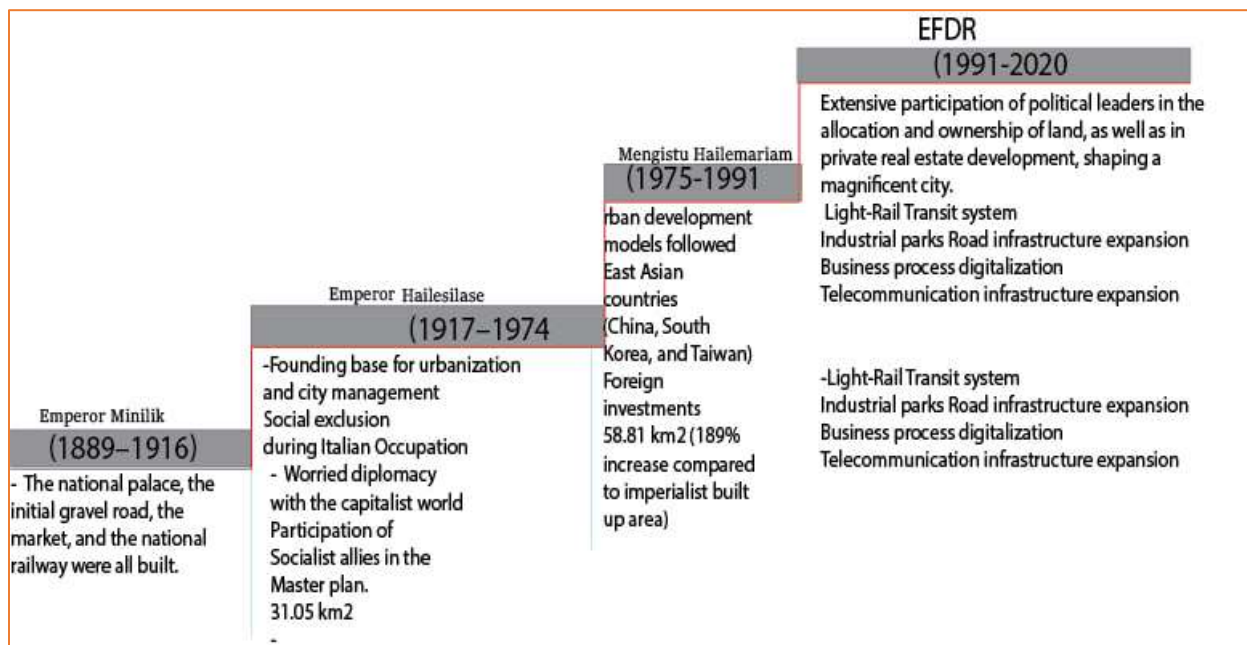


Figure 4. 13. Evolution history of AA since its foundation (graphical presentation)

4.2. Planning Regulations and Policies

Ethiopia's ministerial council established the Urban growth policy in 2005, which guides the focus of the town expansion and good supremacy platform (Gezahegn et al., 2022). The policy document's core subject is based relating to federalism, democratization, industrial development strategy, agriculture development-led industrialization, and civil service reform. The policy's overarching goal is to ensure that Ethiopian urban centers' growth and development are directed by plans, and to create cities and towns reasonable cores of combined and justifiable growth that are sufficiently receptive to the demands of their population.

In order to achieve balanced and integrated national, regional, and local development, the Urban Planning Proclamation (Proclamation No. 574/2008) was created. Its purpose is to control and direct urban centers through effective and visionary urban plans. The proclamation aims to provide a favorable environment for public and private stakeholders to actively participate in the urban planning process, based on national standards. It also regulates the implementation of urban plans. In Ethiopia, land has been classified as public property since 1975, as stated in Proclamation No. 31/1975 for rural land and Proclamation No. 47/1975 for urban land and excess homes (Gezahegn et al., 2017).

All applicable property laws are Proclamation 455/2005, which deals with return concerns, Proclamation 721/2011, which deals with municipal land management/tenancy law, and Proclamation 818/2014, which restricts municipal land recording. State constitutions, laws, rules, and regulations exist as cited in (Udessa et al., 2023). According to research conducted by Udessa et al. (2023), a number of challenges have impacted land use planning and the control of urban spatial expansion in the study areas. These challenges include the lack of suitability, political intervention, inadequate monitoring and evaluation, gaps in institutional structure, and the failure to effectively implement the land lease Proclamation 721/2011. The study found that the allocation of land for large housing and cooperative housing developments, as well as previous cooperative housing efforts, did not accurately reflect the towns' ability to handle urban growth and did not effectively reduce the housing backlog. Despite the formal land supply system's inability to meet the high demand for housing, there has been no improvement in its capacity.

4.3. Housing Challenges in AA

The population of AA City, the capital of Africa, is growing with time. According to the CSA (2015), AA has 3.3 million people. Based on this number, AA's population symbolizes 3.6% of the country's

total inhabitants and 18% of Ethiopia's urban population. Its population has grown at a pace of 2.1% each year.

Table 4. 3. Addis Ababa Population data since 1950 to 2030 forecast.

Year	Population	Annual Change
1950	392000	0.00
1960	519000	2.77
1970	729000	4.89
1980	1175000	4.91
1990	1791000	3.95
2000	2377000	2.1
2010	3126000	4.34
2020	4794000	4.4
2030	7352000	4.18

Source: United Nation projection

From Table 4.3, urban population of AA is increasing year to year. The annual change means the number of population difference in each year, for example: In 2023, the population of AA's metropolitan area is estimated to be 5,461,000, showing a 4.46% growth compared to the previous year. Similarly in 2022, the population was 5,228,000, representing a 4.43% increase from 2021. The population in 2021 was 5,006,000, with a 4.42% rise from 2020. In 2020, the population reached 4,794,000, indicating a 4.4% growth from 2019. The population fluctuates from year to year, showing varying rates of increase or decrease.

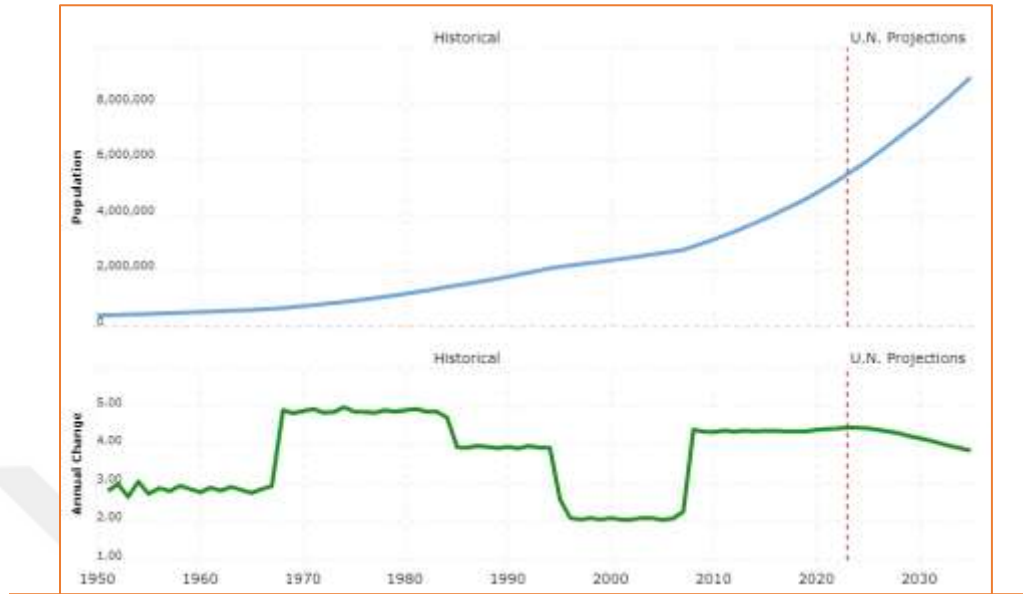


Figure 4. 14. Addis Ababa population change graph

Source: (Nations, 2023)

With this increased urban population, housing demand increased from day to day in the city. Since the founding of AA as the principal of Ethiopia, the flow of inner movement from rural to urban areas, particularly to AA, has increased(Charitonidou, 2021). In each regime there was different housing approach. However, in this paper, the modern approach to housing has been revisited. According to numerous scholars, there is a lack of comprehensive housing data in AA. The city's revised master plan in the early 2000s acknowledged a significant shortage of housing units, especially for low-income individuals, and noted the generally poor condition of existing housing stock Delz (2016). According to the surveys, it was found that there is already a backlog of housing and there will be a demand for more housing by the year 2010. In 2000, the city already had a backlog of 233,000 housing units and it is estimated that an additional 223,000 units will be needed by 2010. According to the 2007 census, AA's housing stock was 628,986 units(Gezahegn, et al., 2022; Gezahegn et al., 2017; Tadesse et al., 2023). This study shows the demand for housing even from Delz (2016) report projection high. More than 75% of this stock is built of mud and wood, and half of it is over 20 years old.

Regarding services, nearly all homes (98%) have access to running water, although only 32% have private connections. Furthermore, 15% of homes lack toilets, and 62% share communal toilets. Shockingly, more than 80% of households do not have a bathroom, and approximately 20% lack a kitchen(Charitonidou, 2021). The average increase housing availability between 1994 and 2004 was meager 2.3%, which falls of the average annual growth rate of 3% during the same period(Bihon, 2006). This disparity implies that

around 65.7% of households are impacted by the housing shortage, resulting in over a quarter of all households living in overcrowded conditions.

The government introduced a new approach to housing development. Housing was identified as the most essential basic need after food and water(Wube, 2008). The housing deficit was approximately 350,000, with 70% of the population living in unhealthy slums. In 2005, the AA city administration initiated a large-scale housing project aimed at alleviating urban poverty and improving living conditions for low and middle-income individuals(Charitonidou, 2021). This project, known as the Integrated Housing Development Program (IHDP), aimed to assist low-income households in purchasing homes. Under this program, successful applicants would only be responsible for paying for the construction of their units, while the government would provide the land. The city government proposed two housing projects, named 20/80 and 40/60, totaling 139,008 housing units, according to the IHDP report of 2022. According to the bureau report, the new 10 years strategy plan prepared to construct 2,000,000 (two million) housing units. The report proposal indicated that 400,000 housing units will be constructed by government and 1,600,000 housing units will be constructed by private housing development sectors.

Among them, in the first 5 years, 200,000 housing units will be constructed by government and 800,000 will be by private sectors. However, the office has reported to construct rather in 2021/22 year only 342,393 housing units; 112,325 housing units by government and 230,068 by private sectors. According to IHDP, report (2020) housing units transferred from 2004 to 2020 were only 241,648 through lottery system to special needs, teachers, low salary groups, internal displaced groups, cabinets and least low income groups. As the report of IHDP (2022), house constructed during the date were less according to its schedule and strategic plan because of lack of prepared urban land, finance, and insecurity issue on displaced people from construction site. The Bureau's 10-year plan calls for the construction of 2,000,000 units (800,000 by the government and 1,200,000 by private developers) over the next ten years, however the project's performance is currently poor, according to the report.

Table 4. 4. IHDP 2015-2020 housing construction report

Budget year	Construction to be start plan			Construction started houses			Accomplishment (%)
	20/80	40/60	Total	20/80	40/60	Total	
Up to 2015	50,000	22,678	72,678	50,000	22,678	72,678	100%
2016	40,000	2,322	42,322	41,421	16,854	58,275	138%
2017	40,000	15,000	55,000	---	----	----	0%
2018	40,000	15,000	55,000	9,347	----	9,347	17%
2019	40,000	15,000	55,000	----	----	----	0
2020	40,000	15,000	55,000	704	3,192	3,896	37%
	250,000	85,000	335,000	101,472	42,724	144,196	43%
Rental	15,000	---	15,000	440	---	440	3%

Source: (IHDP, 2022)

From the Table 4.4, in 2017 and 2019 no housing projects were started. And the overall IHDP report indicates 46% achieving from year 2015 to 2020. Even the city housing development office proposed 10 years housing construction strategy because of urban rural-migration, the housing demand was imbalanced. According to Tesfaye (2007), there is a significant disparity between the supply and demand for housing in AA. The demand for residential housing is high, but the shortage of residential land has caused prices to skyrocket, making it unaffordable for many, including the residents of AA. According to AACPPO, (2017) six important variables, taken in to account to estimate housing backlog. They were existing supply, population growth, backlog, dilapidation, overcrowding, conversion and contingency. Considering these factors 10 years for casted housing backlog of AA is 1,172,195(AACPPO, 2017).

4.4. Transportation Challenges in AA

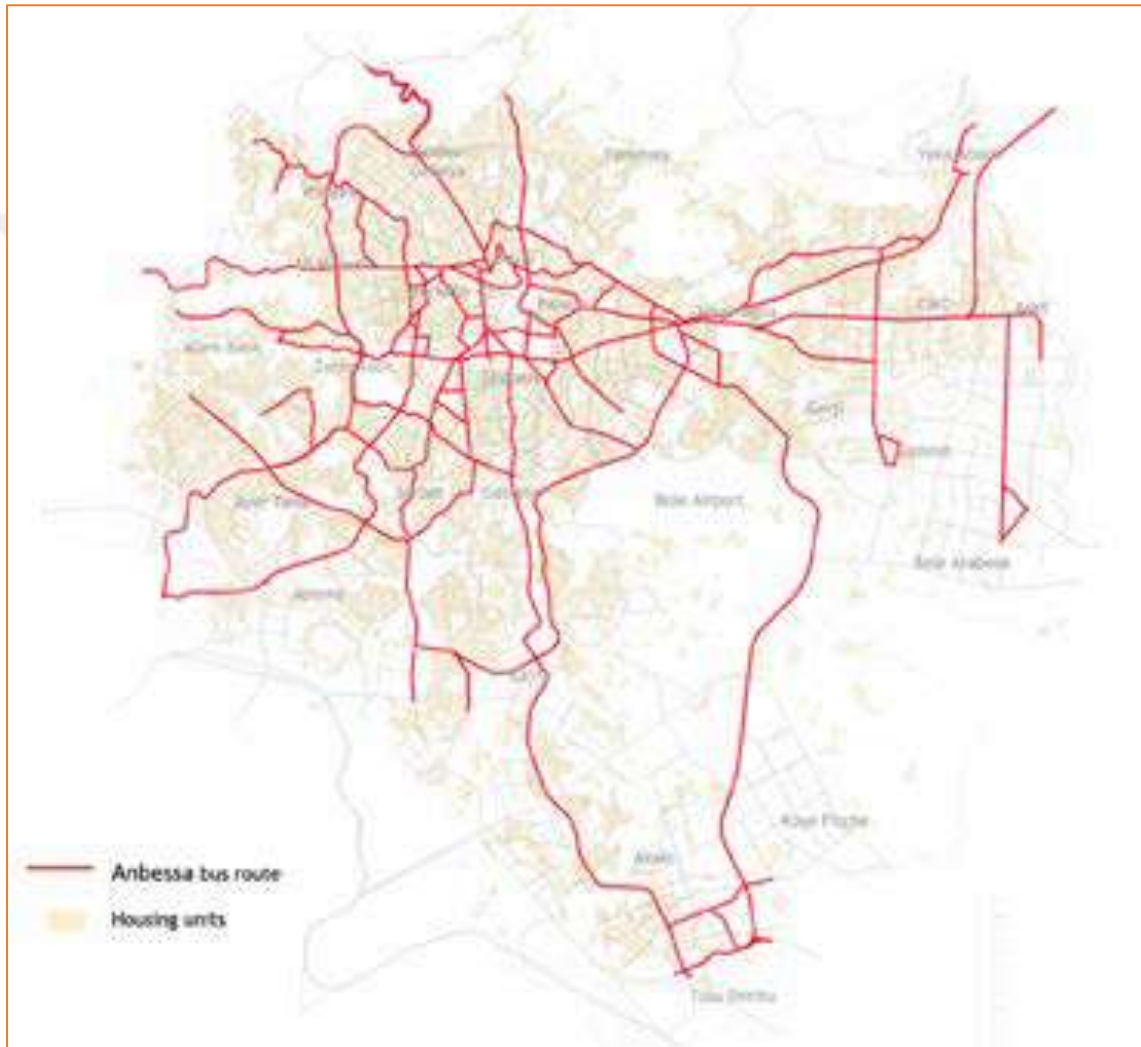
The expanding part of urban population, along with the rapid rate of urbanization, is producing an unprecedented demand for urban services. The increasing urban population necessitates the establishment of more housing, shops, schools, healthcare facilities, roads, and public transportation. A surge in travel demand has led to various problems such as traffic congestion, parking challenges, accidents, inadequate public transport, and environmental concerns(Samuel & Kehinde, 2019). Since AA is one of populated city as its capital means of transportation and user community imbalanced. According to AACRA (2020), Anbessa has 124 routes totaling 1,528 km of route network, with the majority of the lines covering in the city center. Sheger has 48 routes and a 547-kilometer route network. The LRT has two routes totaling 34 kilometers in length. Line 1 (East-West) runs 17 kilometers and 17 stations from Ayat to Torhailoch, whereas Line 2 (North-South) runs 16.9 kilometers and 22 stations from Kality to Menelik II Square. However morning and afternoon queue for transportation in all motorized transportation is common. According to Davis, (2022) survey in the case of Mini-bus (Taxi), there are 1,529 routes with a network coverage of 1,358 kilometers in Addis Abba. See Table 4.5.

Table 4. 5. Public transit routes and coverage

Mode of transport	Number of routs	Net-work coverage
Anbesa	124	1528
Sheger	48	547
Light Rail Transport	2	34
Taxi	1529	1358
Higer	37	---

Source: (AACRA, 2020; Davis, 2022)

The service, however, is overloaded, operates in mixed traffic, and employs old, unreliable, and inefficient cars. Despite having multiple public transportation systems, the city is struggling to efficiently provide transportation services to its residents(Mulu, 2015). The rapid economic, geographical, and population growth demands urgent attention and the expansion of mass transit services.



(a) anbesa and sheger bus

57



(b) LRT routs

Figure 4. 15. Transportation roots (a) anbesa and sheger bus and (b) minibus taxi (c) LRT routes in AA

Source: (AAMPO, 2022; Davis, 2022)

As shown on Table 4.5 and Figure 4.15, (b) dominant transport root is minibuses. Waiting for these services in the morning and afternoon is routine for office documents gathered from AA transit. According to informants, users are exposed to the sun, rain, thefts, and work place delays while waiting. These large

amount of people wait for transport services at addisu gebeya, shuro meda, tori hayloch, sansus, sadist kilo, arat kilo, semit, gerji, ayat, mexico, paisa, megenagna, markato, kskuam and bole arabisa. According to a study conducted by Woldeamanuel (2023), public transit users in AA face various challenges, such as extended waiting times, crowded and uncomfortable travel conditions, delays, and the risk of theft. According to Davis (2022) roots in Figure 10 and means of transportation in Table 4.6 serve totally 1,198,000 passenger trips per day excluding light railas transport (LRT). This does not cover meter transit such as ride, seregela, feres, and taxiye. However, these modes of transportation are prohibitively expensive for daily usage, and AA's transit users remain in doubt. See Figure 4.16 transport waiting peoples in some point at mexico, paisa and megenegna are at 5:00 pm after work and it is similar for morning time to go work place 8:00am.



Figure 4. 16. Taxi and public transport waiting (a) Mexico (b) Piazza and (c) Megenagna

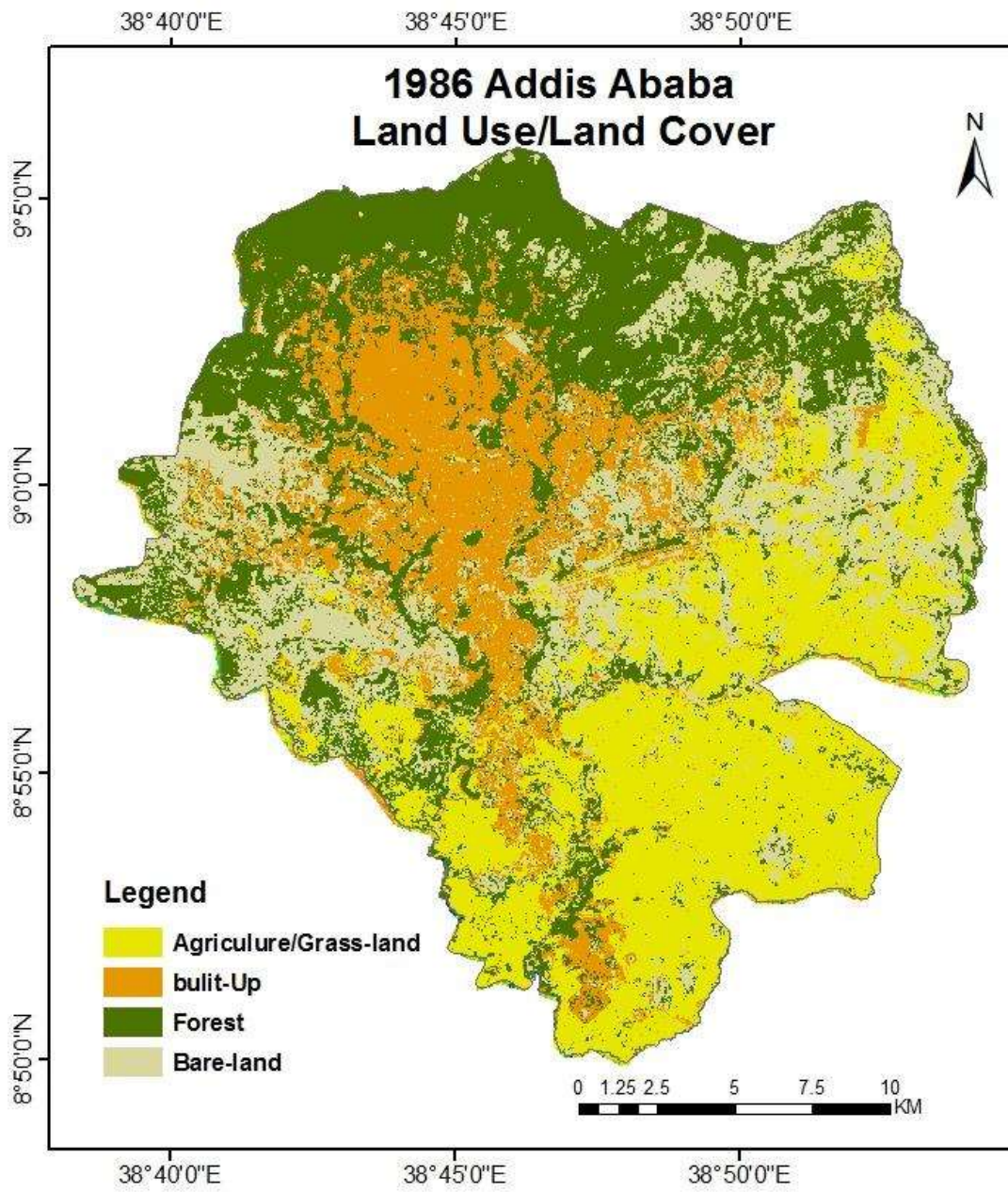
Source: Observation photo credits Abdurhaman Hussen

This city government of AA developed different strategies to mitigate the problem but it was still there. In AA, mass transportation initiatives like LRT and the upcoming BRT are notable projects. These efforts aim to address the city's urbanization. However, despite these endeavors, the lack of public transportation remains a significant issue. The increasing demand for public transportation remains unmet, resulting in various challenges for commuters.

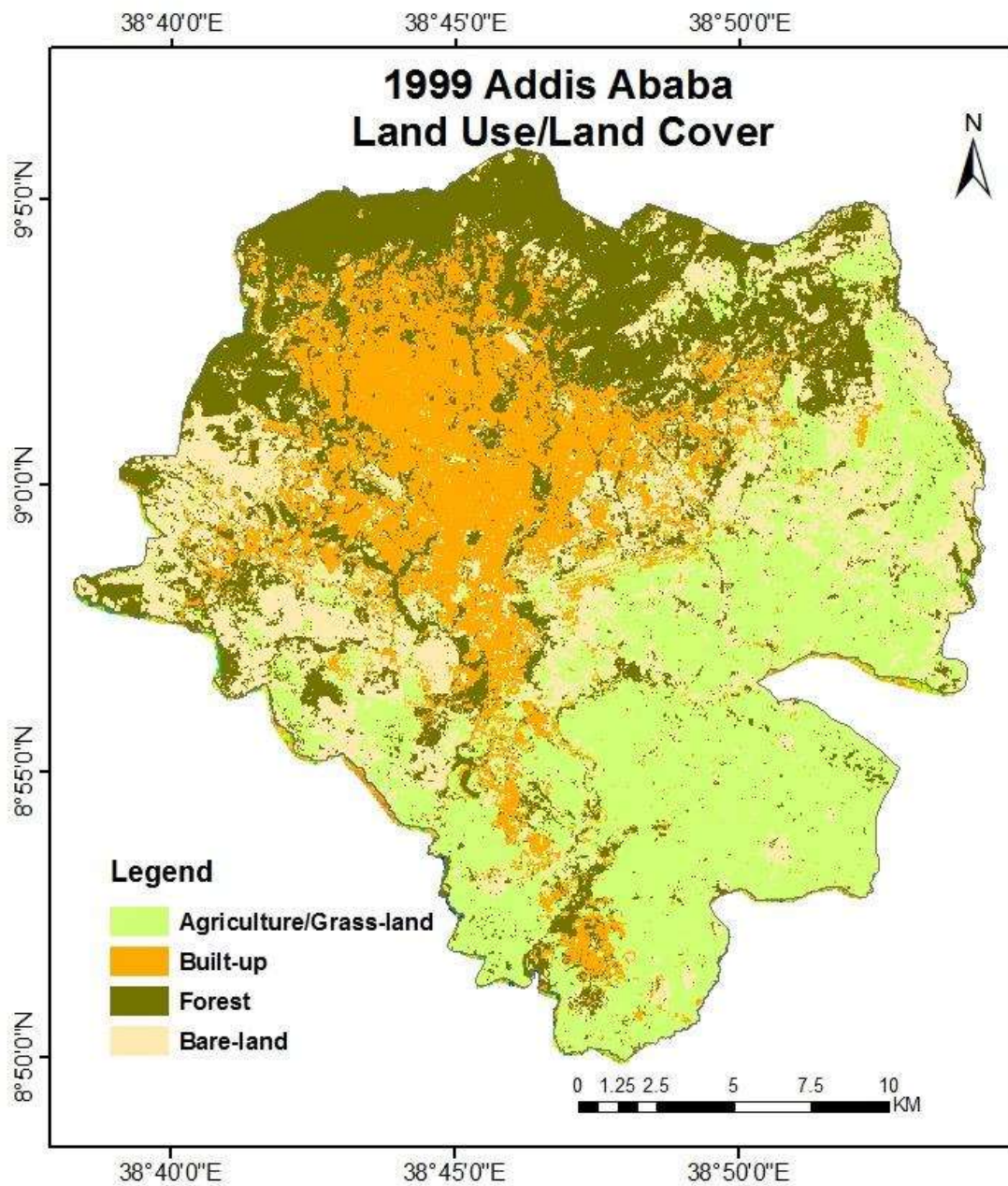
4.5. Environmental Challenges in Addis Ababa

People usually interact with natural and built environments to prioritize their physical wellness and overall health. For increased number of urban population, the community degrade environment in many ways. Among them deforestation or use of forest cover for housing construction, charcoal production, fire wood, and for the use of construction material the environment degraded. According to the study conducted

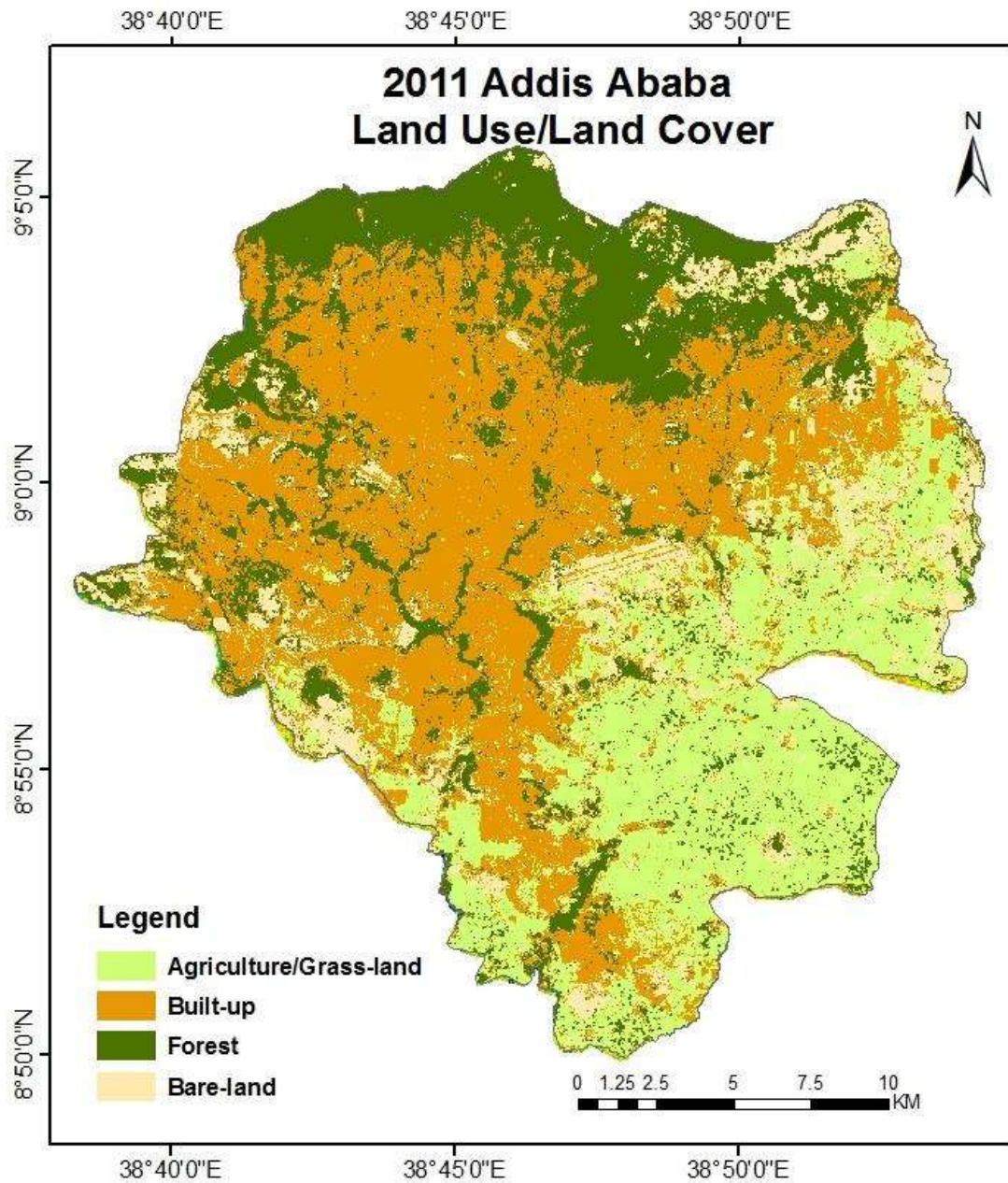
by Mohamed and Worku, (2019) in AA city land-use land-cover dynamic, there is high range of changes through the year. They identified the forest cover change of AA from 1984 to 2015. Thus the percent of forest cover of AA there was from its total area in 1984/8.6%, 1994/7.1%, 2005/6.9% and 2015/6.6%. Forest cover is decreasing through the year and which indicates the use of forest for different purposes because of increased urbanization. Similarly Arsiso et al., (2018) identified that in 1986, 1999 and 2011 the forest cover of Ababa was decreasing. They discovered that the strong dynamism was not primarily driven by demographic forces, but rather by the significant demand for suburbanization or sprawling.



(a) 1986



(b) 1999



(c) 2011

Figure 4. 17. AA LULC in a) 1986, b) 1999 and c) 2011

Source: (Arsiso et al., 2018)

Based on the findings of Arsiso et al. (2018), analysis of Figure 4.17 indicates that urban development in the city expanded while forest coverage decreased. The changes land use and land cover are summarized in Table 4.6.

Table 4. 6. Degree of change of LULC in AA (km²/year)

Land Cover Classes	1986-1999	1999-2011	1986-2011
Forest	-4.55	-9.25	-6.81
Urban Built-Up	2.05	7.93	4.88
Agriculture And Vegetation	0.36	-2.53	-2.03
Bare Land	2.13	3.85	2.96

Source:(Arsiso et al., 2018)

While settlements and degraded land developed at the overhead of forests and agricultural fields, the rate of change for forest lands was negative, indicating a reduction in areal coverage. In addition to analyzing land use and land cover, they also examine variations in daily minimum and maximum temperatures as well as yearly precipitation. Similar study Moisa & Gameda, (2021) identified that there is a change in forest cover or decreasing and increasing built up area. Their study period was (1990, 2003, and 2020) and there was a decline on forest cover and grass land.

Between 1990 and 2003, the areas covered by grassland, agriculture, and vegetation decreased by 8.7%, 0.6%, and 0.4% respectively. On the other hand, the amounts of bare land and built-up areas increased by 8.3% and 1.5% respectively. The changes in LULC classes between 2003 and 2020 were also dynamic. During this time, agriculture, vegetation, and grassland decreased by 14.7%, 2.3%, and 1.4% respectively. However, the built-up areas and bare land significantly increased by 14.3% and 4% respectively. (See Figure 4.13 for visual representation.)

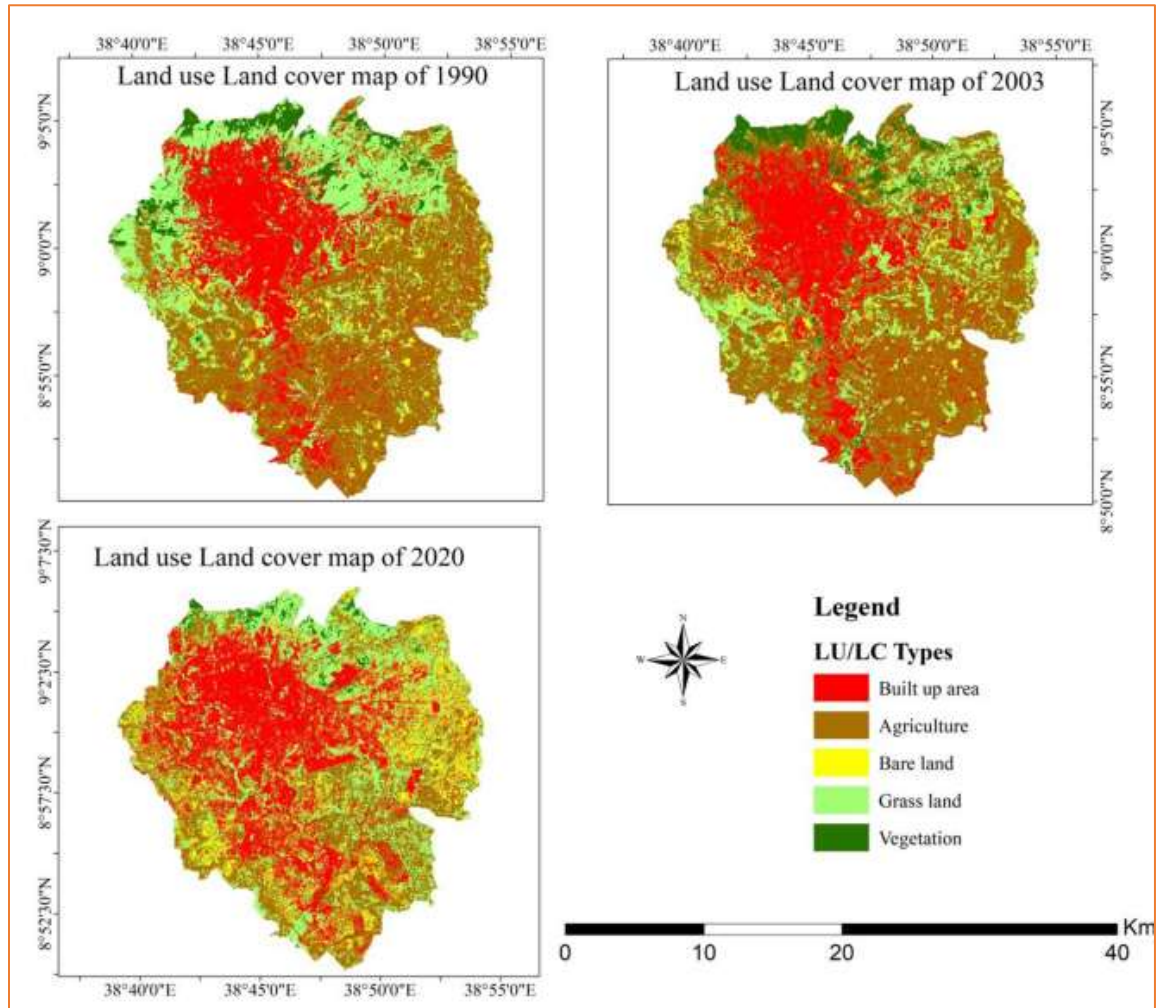


Figure 4. 18. LULC change classification of AA (1990, 2003 and 2020)

Source: (Moisa & Gameda, 2021)

In 2020, land use cover of AA indicated the amount of forest cover to minimal to see on this scale. See Figure 4.13.

Table 4. 7. Calculated percent of the LULC classes during 1990, 2003, and 2020

LULC type	1990 (%)	2003 (%)	2020 (%)
Agriculture	44.8	44.2	29.5
Bare Land	2.9	11.2	15.2
Built-Up Area	23.7	25.2	39.5
Grassland	24.1	15.4	14.0
Vegetation	4.4	4.0	1.7

Source: (Moisa & Gameda, 2021)

From Table 4.7, where built up percent increased from 23.7 to 25.2 from year 1990 to 2003, the percent of grassland and vegetation decreased 24.1 to 15.4 and 4.4 to 4.0 respectively. Over the years, the city has seen a rise in surface temperature and the phenomenon known as the urban heat island effect. This is primarily due to the expansion of built-up areas and the decrease in vegetation coverage (Teferi & Abraha, 2017; Warkaye et al., 2018). Transformation of agricultural lands into urban areas has greatly affected the land components and the environment (Terfa et al., 2019).

Expansion driven by the government and individual sectors, including mass housing programs such as apartment house, or condominiums, single residential and real-estate constructions, and other developmental activities such as road and factory construction, are apparent proof of the city's eradication of green spaces (forest) (Arsiso et al., 2018; Warkaye et al., 2018). Over all the land use land cover change has direct effect on environment and it is the effect of urbanization and urban inhabitant's progression. Not only LULC change because of increased number of population, the need for transportation increased and which is source of environmental pollution also (R.Benjaminson D. shenkute, 2012).

4.6. Unemployment Challenges in Addis Ababa

In developing countries like Ethiopia, urbanization or urban development has not been accompanied by a rise in economic prosperity. For example, in AA, 23.5% of households recently reported the existence of unemployed people (Alliance, 2015). Still there is no correct data for unemployment strata in AA. According to Gebeyaw (2011) study among the working age population, the proportions of unemployed population in AA in 1999 and 2005 was 29.36 %, and 23.49 % respectively. Berhe (2021), studied youth unemployment rate in regions and unemployment rate in AA in 2013/2014, it was about 26%. Still unemployment increased from Gebeyaw's finding in 2005 old. According to study about AA in 1976, only 9.6% of working age population were unemployed (A. Tesfaye, 1992). Even the World Bank data shows unemployment rate of Ethiopia in increasing. For instance according to World Bank employment rate in 2018/3.1%, 2019/3.2%, 2020/4.1%, 2021/3.9% and 2022/4% (World, 2023). This is the lowest unemployment rate because the data management in Ethiopia is very poor and the rate is old census prediction.

On the other hand Profite (2023) reported that in 2018 unemployment rate in Ethiopia was 19.1% and which is completely different from world bank rate. Gelet et al., (2023) says that Ethiopian urbanization is hindered by environmental risks, inadequate housing, poverty, unemployment, and informal settlements, which do not correspond to economic advancement.

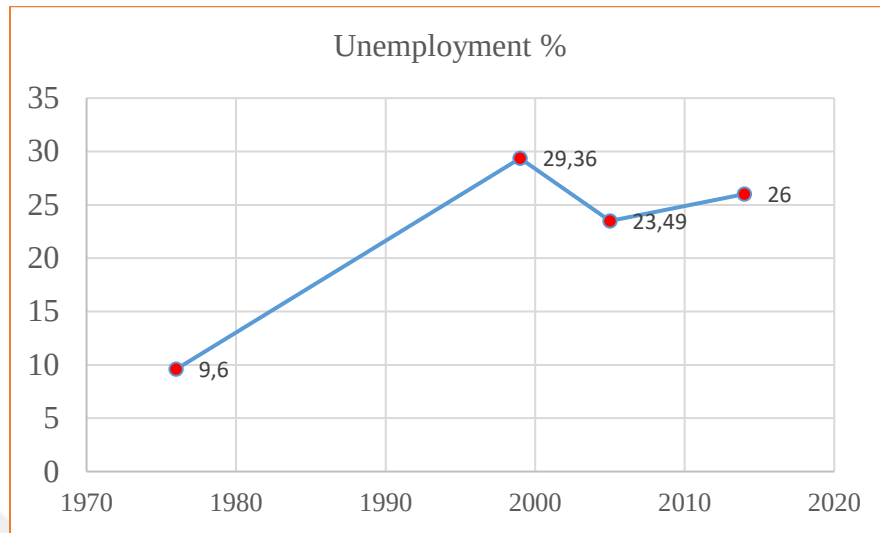


Figure 4. 19. Unemployment rate of AA 1976, 1999, 2005 and 2014

Source: (Berhe, 2021; Gebeyaw, 2011)

The AA unemployment rate on the graph Figure 4.19 shows from year 1976 to 1999 increasing and from 1999 to 2005 decreasing to some extent but from the year 2005 to 2014 it was increasing. Similarly according to the report of Habitat (2017), using CSA 2013 and 2015 data, unemployment rate of AA was in 1999/37.8%, 2005/31.2%, 2013/24.2% and 2015/21.2%. However according to Berhe (2021) in 1999 unemployment rate of AA was 29.36%. This indicates there were no fixed and scientifically developed finding of AA and this needs future detail documentation of labor strata.

5. RESULT AND DISCUSSION

5.1. Urbanization challenges of Addis Ababa (Global South Context Review)

Global urbanization has made controlling population growth, environmental sustainability, and economic inequality extremely difficult. Ethiopia's capital, Addis Ababa, serves as an excellent example of these difficulties due to its quick urbanization and the effects it has had on the environment, infrastructure, and social dynamics of the city. The features of Addis Ababa's urbanization in the context of the global south will be covered in this essay, including population increase, environmental issues, peri-urban growth, informal urban development, insufficient funding for public infrastructure, and economic disparity. The ramifications of these issues for city dwellers as well as possible solutions will be discussed in the paper.

Urban population growth: Over the previous 20 years, the population of Ababa has doubled, demonstrating the city's recent rapid population expansion (UN-Habitat, 2014). The city's infrastructure is under tremendous strain due to the population boom, making it difficult to provide enough housing, public transportation, and services for everyone (Keller & Mukudi-Omwami, 2017; Terfa et al., 2019). Numerous causes, such as natural population increase, rural-urban migration, and the city's status as a regional economic center, contribute to the city's increasing population. Due to a lack of affordable housing options and exorbitant housing expenses brought on by the city's population boom, slums and informal settlements have emerged.

Environmental Issues: Deforestation, improper waste management, air and water pollution, and other environmental issues are consequences of Addis Ababa's fast urbanization (Leulseged et al., 2012). There will be long-term effects on both the city's population and the surrounding ecosystems as a result of the city's inability to strike a balance between the need for development and environmental sustainability. Transportation, inadequate waste management, and industrialization are some of the causes of the city's environmental issues. With high concentrations of particulate matter and other pollutants, the city's air pollution (Benti et al., 2022) is a serious issue that causes respiratory and other health issues for its citizens.

Peri-urban Expansion: Expanding Addis Ababa into peri-urban areas has made it more difficult to provide these communities with essential amenities including transportation, water, and sanitary facilities (Teshome, 2016). Conflicts over resource distribution and land usage have also arisen from this expansion, further complicating the urban development of the metropolis. A sizeable section of the city's population lives in the peri-urban areas, which have poor access to infrastructure and essential services. Slums and informal settlements are further features of the peri-urban areas, which exacerbate the difficulties associated with urban development in the metropolis. See Appendixes (C) at (c).

Informal settlement: Many people in Addis Ababa reside in unofficial communities where they lack access to infrastructure and essential services(Tarekegn, 2019). The emergence of these informal settlements has been attributed to the dearth of reasonably priced housing options and the restricted involvement of the government in urban development, hence intensifying social and economic divides within the city. See Appendixes (C) at Figure (e). High levels of poverty, poor housing, and restricted access to essential services are the hallmarks of the informal settlements(Tietjen et al., 2023). In addition to being susceptible to natural disasters like landslides and flooding, the informal settlements exacerbate the difficulties associated with urban development in the metropolis.

According to Tietjen et al., (2023) study they are characterized by degraded and sometimes nonexistent infrastructure (such as water, sewage, and drainage systems) and service provision (health and education). In this study the reported that collapse of the Koshe landfill in 2017 near Addis Ababa, Ethiopia, resulted in the death of 115 people. The landfill was located in an informal settlement, where people lived in makeshift homes without proper infrastructure and services. The landfill collapse caused a landslide that buried several homes and people, leading to this tragic loss of life. This incident highlights the risks that people living in informal settlements face due to environmental disasters. In addition to that informal settlements are often located in areas that are prone to natural disasters such as landslides, floods, and earthquakes. The residents of informal settlements are often the most vulnerable to these disasters due to their lack of resources and access to information (Bikis & Pandey, 2023).

Traffic congestion: As its population growth increased because of rapid urbanization Addis Ababa has a high level of traffic congestion, which makes it difficult for people to move around the city at morning and afternoon to home. Addis Ababa residents are facing a significant mobility challenge due to traffic congestion, which is prevalent throughout the city's major roads. This issue results in longer trip times and loss of working hours, ultimately hindering the city's economic development(Guta et al., 2023). Several scholars concluded, this situation due to the lack of public transportation options and the high number of private vehicles on the road (G. Berhanu et al., 2022; Bikis & Pandey, 2023; Gebeyehu & Takano, 2007; Gebremeskel et al., 2023; Gidebo & Szpytko, 2019; Gudissa, 2021; Yilma, 2014). In this study observation on road conducted see Figure 4.11.

Low Budget for Public Infrastructure: Addis Ababa's financial difficulties in supporting public infrastructure and services result in the insufficient delivery of essential services as transportation, water, and sanitation(UNDP, 2020). The city's capacity to meet the demands of its expanding population has been hampered by the restricted infrastructure budget, which has also added to the enduring nature of urban problems. The city's small infrastructure budget is caused by a number of things, such as insufficient tax revenue, scarce government resources, and the importance of other development projects.

Economic inequality: Addis Ababa's fast urbanization has made economic disparity worse, with a sizable section of the populace living in poverty and without access to essential services(Woldesenbet et al., 2022). The city is facing serious social and economic issues for its citizens as a result of its struggles to address the widening gaps in opportunity and income. A number of factors contribute to Addis Abeba's economic disparity, such as the scarcity of employment possibilities, the poor quality of healthcare and education, and the concentration of wealth in some parts of the city.

Limited access to basic services: Many residents of Addis Ababa lack access to basic services like healthcare, education, and clean water, particularly those living in informal settlements. The demand for medical services exceeds capacity, resulting in long wait times and limited access to quality care, compounded by a shortage of healthcare professionals and resources(Bikis & Pandey, 2023). Schools in marginalized communities may be overcrowded, lack facilities, or be far from where children live, making regular attendance difficult. Unsafe water sources are common in informal settlements, leading to health risks and waterborne diseases(Espira et al., 2023). Urban planning and infrastructure investment are needed to ensure access to essential services for all residents regardless of socioeconomic status. This makes the city of Addis Ababa similar condition with cities in global south.

Implications for City Residents: Residents of Addis Ababa are greatly impacted by the city's urbanization issues, especially those who reside in peri-urban and informal settlements. Inadequate infrastructure and basic service delivery have resulted in deplorable living conditions, restricted access to opportunities, and heightened susceptibility to environmental threats. Due to limited access to healthcare, education, and other necessary services, social and economic gaps have also been exacerbated by the city's economic disparity.

Addressing the issues of urbanization will require comprehensive urban planning plans, sustainable development initiatives, and focused interventions. Here are a few possible approaches to dealing with the difficulties: (1) putting money into public works projects and infrastructure to increase accessibility to necessities like transportation, sanitary facilities, and water; (2) encouraging projects for sustainable development to strike a balance between the necessity for growth and the sustainability of the environment; (3) creating possibilities for cheap housing to address the housing problem and lessen the occurrence of slums and informal settlements; (4) tackling economic disparity with focused interventions including social safety nets, healthcare and education programs, and job creation programs.

Concluding this sub topic in the context of the global south, Addis Ababa's urbanization features highlight the city's many issues, including as population increase, environmental issues, peri-urban growth, informal urban development, poor funding for public infrastructure, and economic disparity. To improve the quality of life for all Addis Ababa inhabitants, addressing these difficulties would require comprehensive urban planning plans, sustainable development efforts, and focused interventions. These actions will

enhance living circumstances, boost access to opportunities, and lessen exposure to environmental dangers for the city's people, especially those residing in peri-urban areas and informal settlements.

5.2. Urbanization of AA and Impacts on Housing, Unemployment, Transportation, and Environment

The term "GS urbanization" states to the continents of Latin America, Asia, Africa, and Oceania, despite the fact that most of the areas are not clean in terms of income, or the economy is weak, there is insufficient infrastructure, there is a weak political environment, and most basic decisions are made poorly. It is also known that these continents contain countries that are unrivaled in terms of economy, politics, infrastructure, and social sectors. Japan, China, Korea, New Zealand, and various Arab countries, for example, are known to exist (Schindler, 2017; Sridhar & Mavrotas, 2021; UNDESA, 2018). As a result, there is no historical concept of a GS and north nation. However, according to certain studies of undeveloped countries, global south urbanization explains many more difficulties (Adaptation, 2019; Asamoah, 2010; Baye et al., 2020; Bockerhoff, 2000; Caldeira, 2017; du Toit et al., 2021; Harris, 2018; Kumar et al., 2023; Nuhu et al., 2023; Rakodi & University, 1997; Roser, 2018; Suhartini & Jones, 2023; Todaro, 1980; Trindade, 2022; UN-Habitat, 2014; UN, 2010, 2018a, 2019, 2020) besides the few stated. They agreed that Asia, Africa, and particularly Sub-Saharan Africa are seeing fast urbanization, sprawl, informality, and slums.

Others agreed that natural population increase (Dodman, 2017; Mahendra et al., 2021; Satterthwaite & Tacoli, 2014; UNDESA, 2018), poverty (Beard et al., 2016; Glaeser, 2014; Marx et al., 2013; World, 2018), a lack of funds for public infrastructure construction (Beard et al., 2016; Chen & Carré, 2020; French et al., 2021; Suhartini & Jones, 2023; UNDE, 2019), environmental degradations (Andrew et al., 2015; Garden & Brooklyn, 2008; KHAREL, 2010; Khayrullin et al., 2019; Seto et al., 2013; Swilling et al., 2018), and urban expansion (Abass et al., 2018; Admasu et al., 2019; Akirso, 2021; Asabere et al., 2020; Clark et al., 2010; Coulibaly & Li, 2020; Güneralp et al., 2020; Sumbo et al., 2023) were major challenges to sub-Saharan urbanization.

According to several empirical studies, in Sub-Saharan African nations, urbanization has two significant features: one is greater urban population leads to poverty and another is urban degradation. With the growth in population, however, one out of every three dwellings is a slum resident who lacks piped water supply, good sanitation, enough living space, and lasting housing (Kumar et al., 2023; Roser, 2018; Saghir & Santoro, 2018). In contrast to this study, a Moroccan study found that urbanization has a favorable effect on the natural surroundings. Because of urbanization, land affected by damage is being transformed. This transformation involves converting areas previously used for planting trees into developed spaces and

exposed soil. Additionally, arable fields are being repurposed for development (Barakat et al., 2019). This conclusion cannot work for AA cases.

Addis Ababa was among the sub Saharan, its population and urbanization simultaneously increasing. Today's urbanization presents many more issues. However, this thesis examines the effects of these few challenges on housing, unemployment, transportation, and the environment.

5.2.1. Challenges of Urban Housing in Addis Ababa

Various data showed that AA's population is expanding over time. For example, look at the graph on Figure 5.1 (a) and (b) of its population increase. Its urban population is increasing since 1950 and the growth change too. The yearly growth change was seen on Figure 5.1 (b) and it is maximum. Since from 2010 to 2023 the growth change was between 4 and 4.46. So that, for general speaking in any developing countries where there was a population increase the demand for housing increases from time to time. According to Charitonidou (2021) as people relocate from rural areas to urban and urban areas to urban, numerous service demands would rise in the country's capital cities such as AA. Among these needs, numerous studies argued that AA's bottleneck was an imbalance in housing demand and supply.

However, the most recent survey of homelessness and the government's orientation were seen from the administrative department and journals among the administrative categories in the current study.

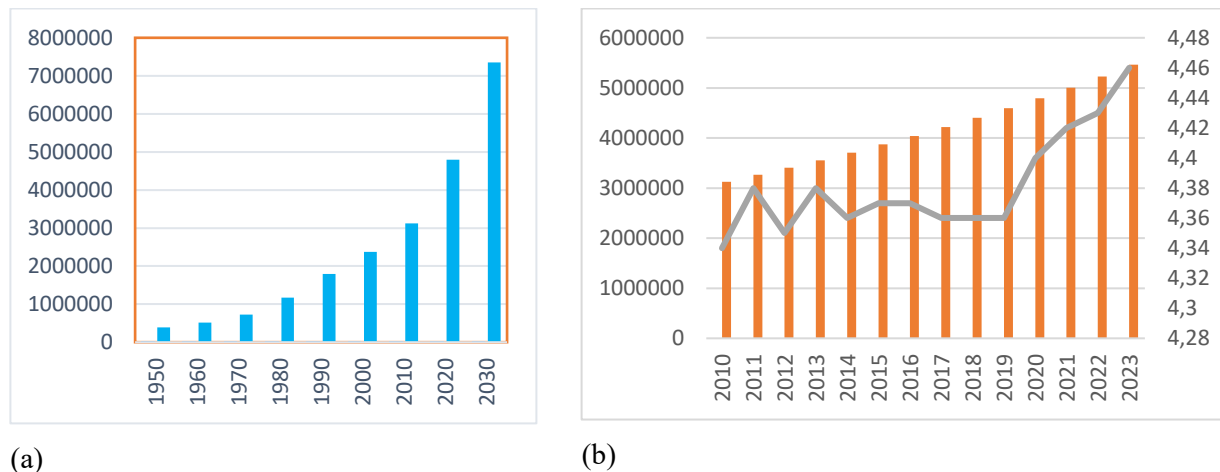


Figure 5. 1. Addis Ababa population (a) from 1950 to 2030 and (b) from 2010 to 2023

Both graphs in Figure 5.1, showing the city's population was experiencing increasing number of population from year to year. With this incremental urban population a research report completed by AA's

Master Plan and revision Office at the beginning of 2000 says that the majority of poor families are homeless, and the city's houses are of very poor quality. Furthermore, the backlogs at the time were 233,000, Delz (2016) and the 2010 prediction itself was 233,000. Surprisingly, according to CSA 2007 data, AA has 628986 dwelling units. In comparison to the Delz (2016) study, this figure is extremely high. Charitonidou (2021) further stated that 75% of these houses are composed of mud and mud, while 92% have water lines and just 32% have private water lines, 15% do not have a toilet, 62% share a toilet, 80% do not have a shower, and 20% do not have a kitchen.

As a result, he argues that the government at the time devised a new house construction design concept. The IHDP program was initiated by the municipal administration in 2005 as a large-scale housing development initiative for the poor and middle-income community. This demonstrated how much the AA city government was faced with its urbanization, as the city's inhabitants and demand for shelter increased. According to IHDP report (2022), city administration office planned to construct 139,008 housing units' typology of 20/80 and 40/60.

However houses transferred to user from 2004 to 2020 were only 241,648(IHDP, 2022). This reflects a lack of project execution in the city as a result of many variables affecting project completion. When the amount of housing built and previous homelessness are associated, this demonstrates the direct linkage between urbanization and housing development. It not only housing there is also other infrastructure shortage in AA. In addition to review of the articles the researcher developed weather the water and electricity balanced with population? Respondents view as following graph on Figure 5.2.

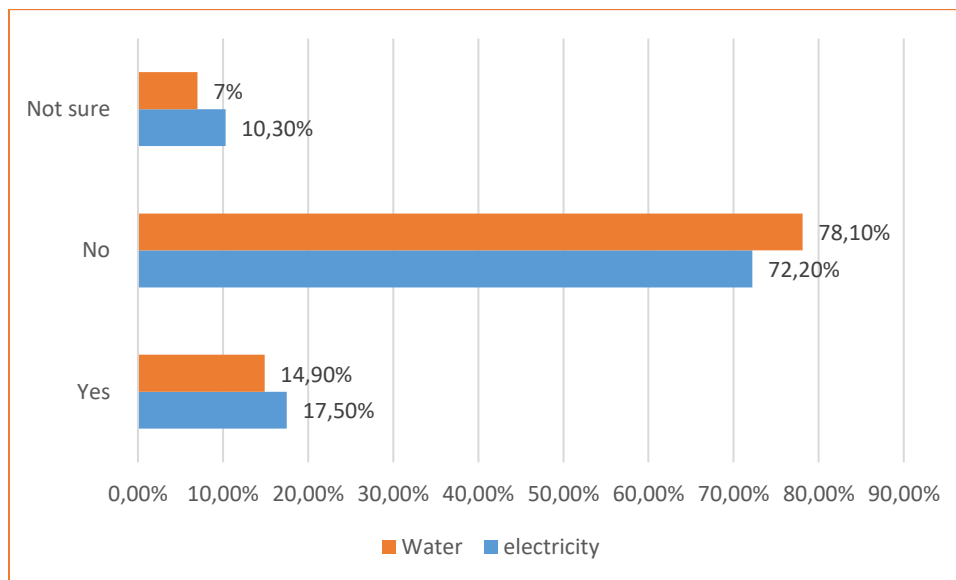


Figure 5. 2. Respondents view on water and electricity infrastructure

Only 14.9% and 17.5% of survey participants agreed that the water and electricity infrastructure in AA are balanced with the city's population, respectively, while the remaining 78.1% said no, indicating that the city's population and water supply are not balanced, and 72.2% said no for electricity, indicating that the city is suffering from a lack of water and electricity supply due to increased population. Nearly one out of every ten people worldwide lacks access to safe drinking water. Sub-Saharan Africa, along with other countries in the GS, bears the greatest burden when it comes to inadequate access to safe drinking water. A significant portion of the global population in these regions faces this challenge disproportionately (Dos Santos et al., 2017; Munzwa & Wellington, 2010; Nhamo et al., 2018) than other major regions. The gap between water demand and supply, especially in cities, will widen further due to population growth, lifestyle changes, rising pollution levels, and rapid urban development.

To enhance the survey findings, the study utilized open-ended questionnaires alongside a literature review. Using NVIVO 11 software, 38 respondents identified various urbanization challenges, with housing emerging as a prominent issue. Refer to Figure 5.3 for word frequency analysis and Table 3.2 in Chapter 3 for detailed insights.



Figure 5.3. Word frequency among urbanization challenges in NVIVO housing is broad

The statement suggests that despite the government's efforts to address housing challenges over the years, a substantial backlog in the housing sector remains. This backlog has led to a significant portion of urban residents living in slum and squatter areas. The implication is that the demand for adequate housing far exceeds the supply, resulting in a large number of people residing in substandard and informal settlements. This situation underscores the persistent and pressing nature of the housing crisis in the urban areas of Addis Ababa.

5.2.2. Challenges of Urbanization on Environment

When there was fast urbanization, the demand for housing, infrastructure, and transportation surged in lockstep. According to numerous studies, the dynamics of AA's LULC changes revealed that the woodland cover was diminishing over time (Arsiso et al., 2018; Mohamed & Worku, 2019). Figure 5.4 shows one example.

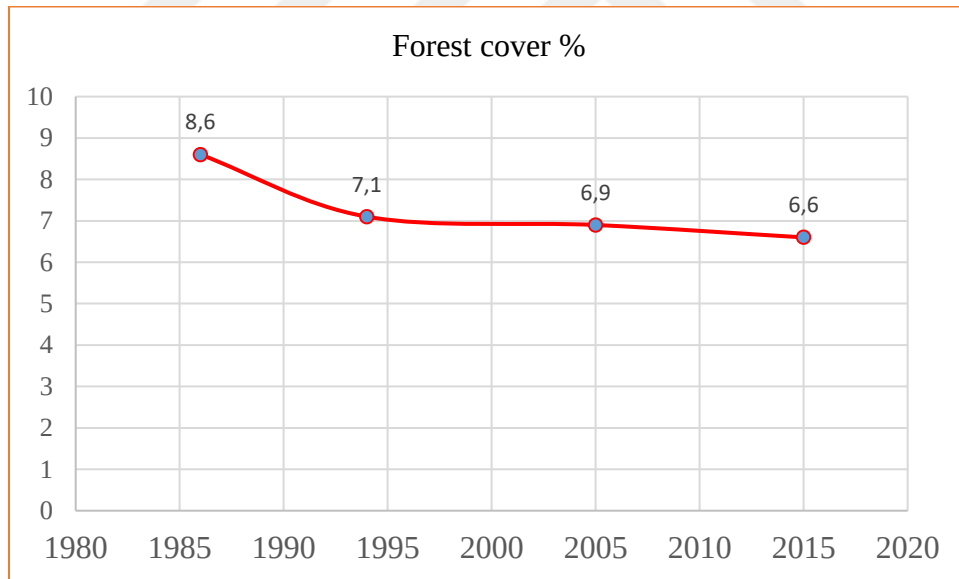


Figure 5. 4. Addis Ababa forest cover change 1986 to 2015

Thus on graph Figure 5.4, from total area of AA forest cover was 8.6% in 1986 and 6.6% in 2015. This is inverse graph for population increase in Figure 5.1. In contrast, the city's construction rose from year to year. That is, AA's built-up area was 31.05 km² from 1889 to 1974, 58.81 km² from 1974 to 1991, and 365.18 km² from 1991 to 2020 (Gezahegn et al., (2022)). According to Benti et al., (2021, 2022) research, AA's urbanization has altered the landscapes of neighboring rural settlements, agricultural land, and natural

scenery. Many empirical research have demonstrated that urbanization was the cause of the increase in surface temperature in AA, as well as the formation of heat islands in the city and its own involvement in limiting the amount of rain(Moisa & Gemed, 2021; Teferi & Abraha, 2017; Terfa et al., 2019; Warkaye et al., 2018). Similarly, research undertaken in African countries found that urbanization has had a significant effect on the natural surroundings in the GS.

To be sure the effect of urbanization of AA in environment, this study conducted yes, no or not sure type of questions for 370 respondents. They are asked like: Is urbanization of AA impacted on forest cover, water body, urban climate or air and soil? Their views is shown on graph Figure 5.5.

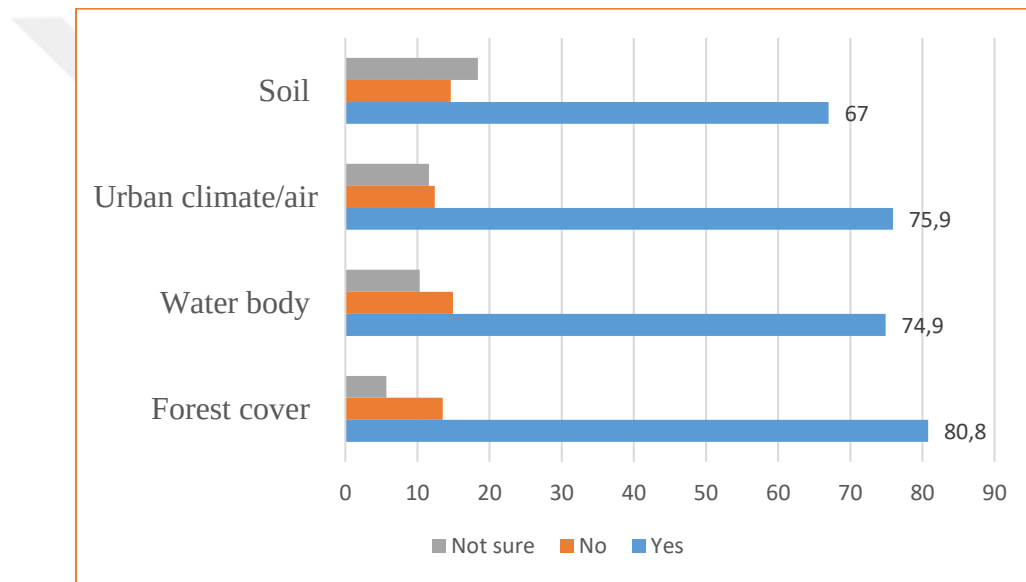


Figure 5. 5. Respondents view on urbanization of AA impacted Environment

The graph in Figure 5.5 shows that most people, about 80.8%, said "yes" when asked if Addis Ababa becoming more urban has affected the forests. Many people also said "yes" when asked about the impact on water bodies (74.9%), the urban climate (75.9%), and the soil (67%). This matches what many experts have said about how urbanization in Africa affects the environment(Blekking et al., 2022; Lwasa, 2014; Terfa et al., 2019; Warkaye et al., 2018). Lwasa, (2014) argue that the effects of environment variation on cities are now being highlighted as providing a new layer of challenges to African cities and governments.

The survey findings, particularly those related to environmental issues, were subjected to a comprehensive analysis, resulting in a word tree representation that encapsulated the interconnected nature of pollution-related concerns. The word tree analysis revealed intricate linkages between various forms of

The combination of word tree analysis, close-ended survey findings, and document evaluation in this study provides a comprehensive picture of the city's natural landscape. The research establishes the prevalence of pollution-related difficulties by aligning the survey data with existing literature and official documents. It also throws light on the underlying mechanisms contributing to these environmental problems. This comprehensive methodology allows for a more nuanced analysis of Addis Ababa's environmental concerns, going beyond simple identification to identify the intricate web of causal links and systemic implications. See Figure 5.6.

Figure 5. 6. Word cloud analysis for pollution

effects of pollution, emphasizing the need for integrated and multifaceted interventions to address environmental degradation in the city.

Overall, the word cloud analysis not only enriches the understanding of environmental challenges in Addis Ababa but also underscores the significance of a comprehensive and integrated approach to environmental management and sustainability. By elucidating the complex interplay of pollution-related issues, this analysis provides a compelling basis for formulating targeted interventions and policy measures aimed at mitigating environmental degradation and promoting ecological resilience in the urban context.

5.2.3. Transportation Issues in Addis Ababa as Result of Urbanization

As more people come to cities, more homes, stores, education centers, health centers, boulevards, and community carrying are needed. The high demand for travel has led to several issues, including heavy traffic, challenges in finding parking, increased number of accidents, lack of adequate public transportation, and environmental concerns. Figure 5.7 can be referred for information on the usage of public transportation in the city. Taxis were the most commonly used mode of transportation, accounting for 1529 trips, while the least used was the LRT.

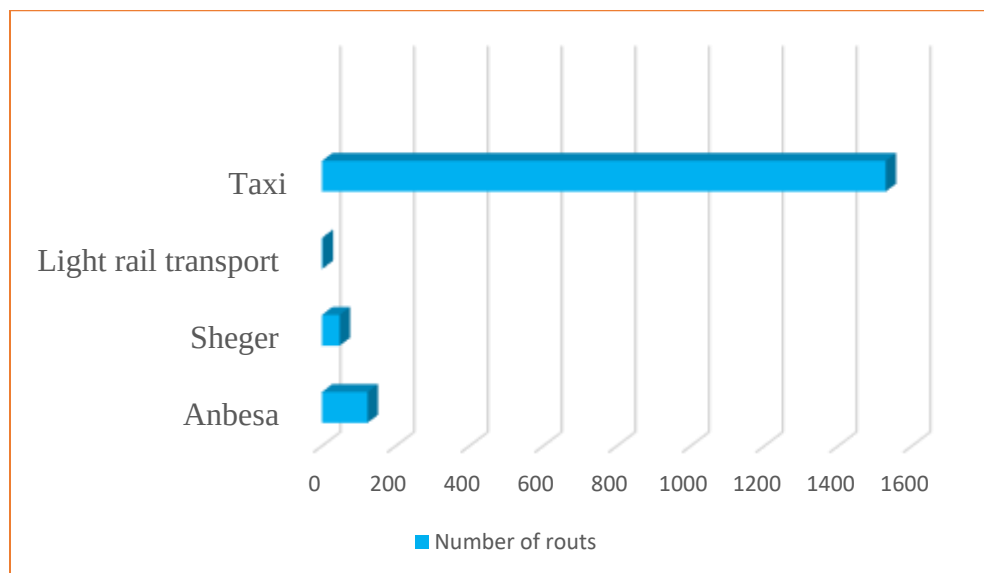


Figure 5. 7. Addis Ababa means of transportations

According to the office document review, there were total of 5966 number of transportation giving services, but long time waiting for services on terminals and long orders for transportation at morning,

lunch time and afternoon shift was common. (See Figure 5.9). All these means of transportation operates 1,198,000 passenger trips per day excluding light train transport. But still transportation and user community in balance. In AA, the average traffic congestion intensity, stated in vehicle-minutes or person-minutes, is deemed high; each day, around 38 vehicle-days and 352 person-days are wasted at junctions or congestion locations(Taddesse, 2011).

On the other hand Larsen et al., (2019) concluded that about 36.7% and 19% of the respondents approved and strongly agreed that the city is facing inadequate services and infrastructure.

5.2.4. Challenges of Unemployment in Addis Ababa

The unemployment rate expresses the number of persons who are both unemployed and looking for work as a percentage of the total labor force. This rate is computed by dividing the number of unemployed people by the total number of economically active people. Throughout the era for which data are available, the unemployment degree in AA has consistently been greater than the unemployment rate in urban Ethiopia. Except for minor data gaps, all studies (Gebeyaw, 2011; Gelet et al., 2023; A. Tesfaye, 1992) and publications (Alliance, 2015; CSA, 2015; Profite, 2023) showed us that the number of jobless or jobseekers in AA city is considerable and the pace of decrease from year to year is minimal. See the graph Figure 5.8.

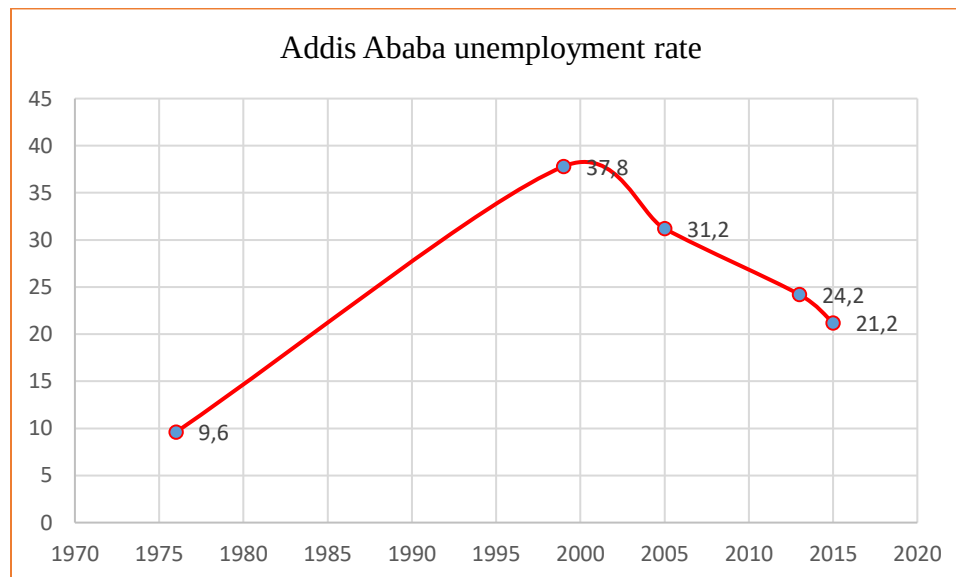


Figure 5. 8. Unemployment rate of AA

Source: (CSA, 2015; Habitat, 2017)

In AA 1976 rate of unemployment is very less, that is 9.6%, however from 1976 to 1999 it was radically increased to 37.8 percent and from 1999 it was decreasing as shown on graph Figure 5.8. There was no recent data on AA's joblessness degree, which may require further investigation in the near future. Except for a few data gaps, most research found that the number of job searchers and unemployed persons in AA is high and has little chance of decreasing from year to year. In truth, statistics has remained mute on this problem in recent years and it is proposed that should government organize the data.

To summarize this topic, many scholars concluded that AA is completely urbanized, although with numerous challenges. According to Leulseged et al., (2012); Tadesse and Imana, (2017); Tufa and Megento, (2022) urbanization of city has an impact on forest cover, land resources, water resources, and total local environment property. Furthermore, many experts argued (Brenner, 2018; Güneralp et al., 2017; Kitila et al., 2023; Larsen et al., 2019; Roberts et al., 2017; Saghir & Santoro, 2018) argued that the urbanization of most African cities was comparable in many ways, as were the causes and consequences of urbanization.

Table 5. 1. Summary of reviews

Descriptions	Authors
Urbanization history of Addis Ababa	(A. Gezahegn, D. Benti, I. Mahmoud, T. Lemma, 2022; Amos, 1962; Dainese, 2015; Gulema, 2011; Johnson, 1974; LEVIN, 1975; Pankhurst, 1986; Relié, 1902; Schindler, 2017; A. Tadesse et al., 2023; UNDESA, 2018; United Nation, 2017; Wolde-Michael, 1973, 1976; Zewde, 2002)
Planning regulation and policies	(A. Gezahegn, D. Benti, I. Mahmoud, T. Lemma, 2022; Udessa et al., 2023)
Housing challenges in Addis Ababa	(Charitonidou, 2021; CSA, 2007, 2015; Delz, 2016; IHDP, 2022; Kelemework Bihon, 2006; A. Tesfaye, 2007; W.Steffen, n.d.; Wube, 2008)
Environmental challenges in Addis Ababa	(Arsiso et al., 2018; Benti et al., 2021, 2022; Mohamed & Worku, 2019; Moisa & Gemed, 2021; Teferi & Abraha, 2017; Terfa et al., 2019; Warkaye et al., 2018)
Transportation challenges in Addis Ababa	(AACRA, 2020; AAMPO, 2022; Arsiso et al., 2018; Davis, 2022; Mulu, 2015; Samuel & Kehinde, 2019; Woldeamanuel, 2023)
Unemployment challenges in Addis Ababa	(Alliance, 2015; Berhe, 2021; CSA, 2015; Gebeyaw, 2011; Gelet et al., 2023; Habitat, 2017; Leulseged et al., 2012; A. Tesfaye, 1992; Tufa & Megento, 2022; World, 2023)

Source: review articles

It seems like the researcher conducted a survey with open-ended questions to gather data on the challenges of urbanization, and unemployment emerged as a significant issue. The word cloud matrix in Figure 5.9 likely shows how the responses to the open-ended questions were linked, possibly highlighting

the connections between urbanization and unemployment as identified by the professionals surveyed. This approach can provide valuable qualitative insights into the complex issue of unemployment in urban areas.



Figure 5. 9. Unemployment word cloud diagram of the survey

Figure 5.9 indicates that high urbanization, coupled with fewer industries and workshops, led to job scarcity and concentrated unemployment, as illustrated in the word cloud diagram. The city administrator nowadays proposed encouraging youth entrepreneurship as the most effective way to empower young people to harness their potential and create their own opportunities. Entrepreneurship not only provides avenues for youth employment and starting new businesses, but also facilitates networking and connections with others. However, it is crucial to equip young people with the necessary skills and opportunities for success in this endeavor.

5.2.5. Planning and implementation policies of AA

The question distributed for respondents “Do you think AA city planning regulation and policies implemented on time? Their answer was according to graph on Figure 5.10 On their view 52.7% said “yes” on the implementation of building relation plan and 44.8% of the respondents said “yes” for implementation of EIA (environmental impact assessment) and 46.5% and 46.2% for implementation of local development plan and structure plan respectively.

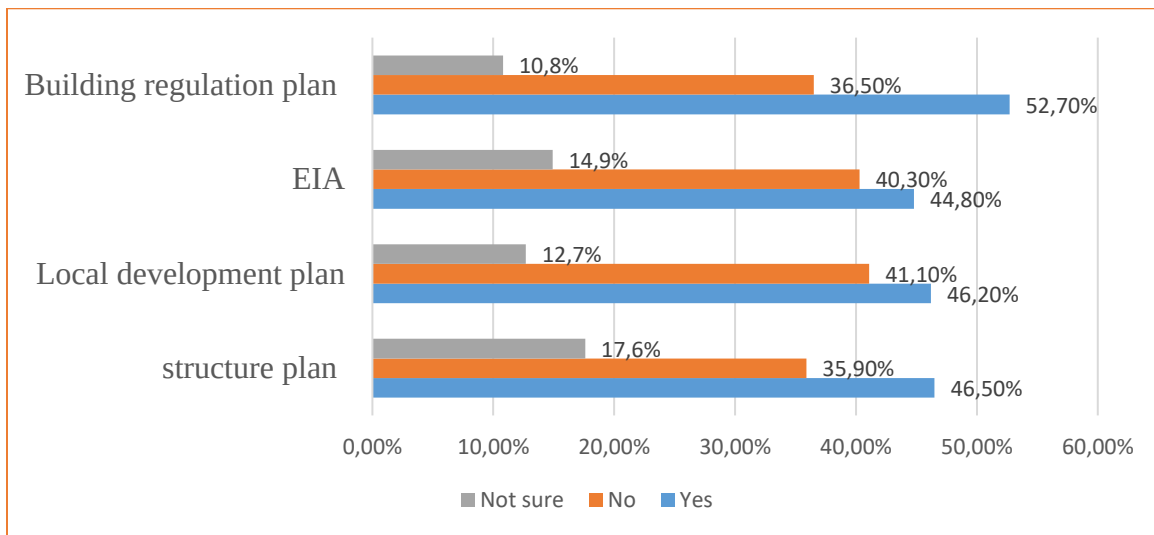


Figure 5. 10. Respondents view on planning and implementation policies

Among the respondents replayed on these survey 40.3%, 41.1%, 36.5% and 35.9% said “no” for the implementation of local development plan, EIA, building regulation plan and structure development plan. Scholars Andersen and Winther, (2010); Okpala, (2009); Spaliviero et al., (2019) confirmed that urban arrangement and implementation in GS countries weak.

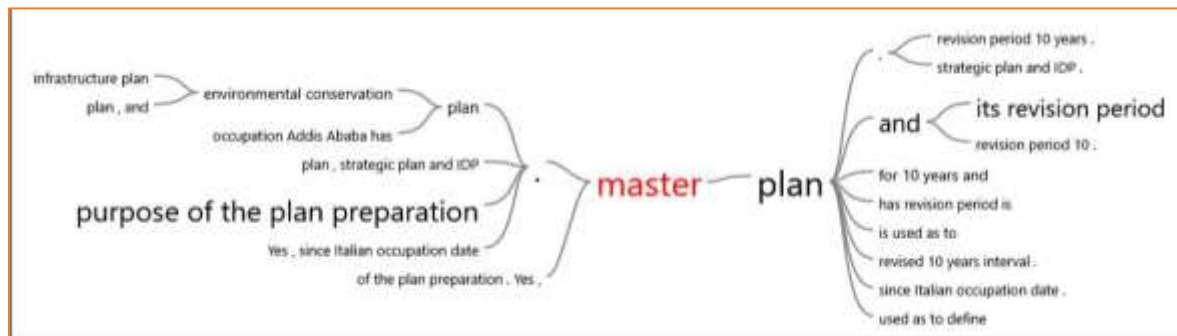


Figure 5. 11. Word tree analysis plans and policies under survey question



The analysis of Figure 5.12 on the word cloud indicated that the suggestions included experiencing innovative ideas from developed countries, sharing experiences from the developed world, and utilizing professionals in key positions. The word "professionals" was frequently used in their recommendations, highlighting the importance of learning from the knowledge and expertise of developed nations and professionals in order to improve and innovate. This suggests that the emphasis was on leveraging the experiences and insights of others to drive progress and development.

A close-ended survey is a type of survey where respondents are given a set of predetermined options to choose from. In this case, professionals were asked specific questions about the development of AA, with limited response options. According to Figure 5.13, 70% of the professionals surveyed believed that AA was poorly developed, while only 30% disagreed. Additionally, 90% of the professionals surveyed believed that there was a lack of balance between AA's population and its infrastructure.

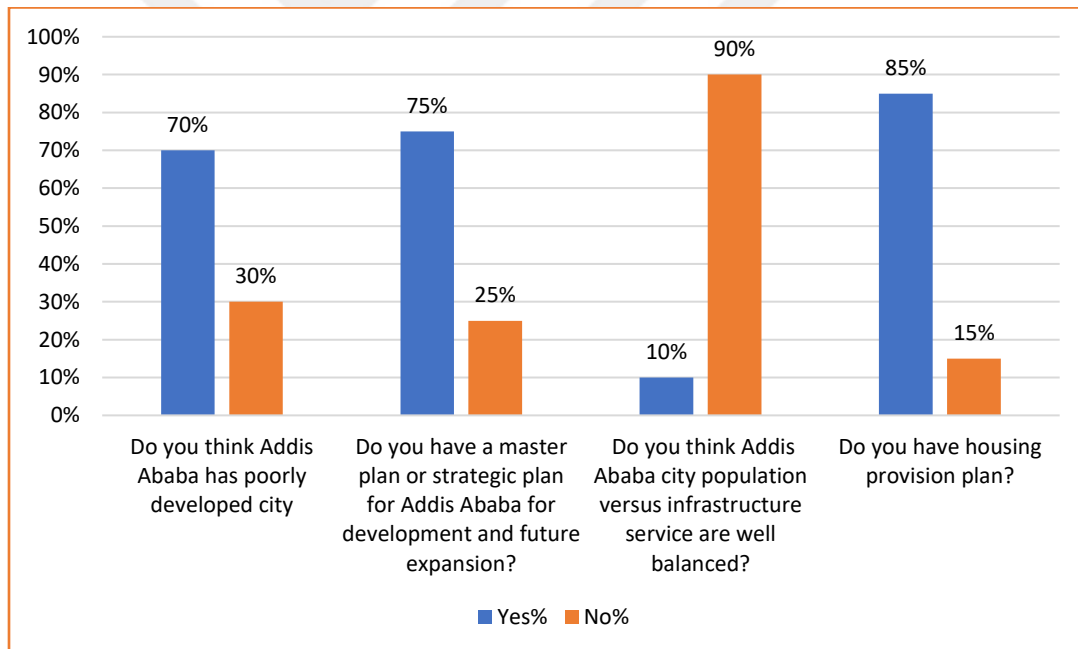


Figure 5. 13. Professionals answer some of development and policy related questions

These survey results indicate that there is a consensus among professionals that AA is not well developed and that there is a significant imbalance between its population and infrastructure. This aligns with the findings of a review document, which suggests that AA is currently under question for its infrastructure development.

Overall, the close-ended survey results provide valuable insights into the perspectives of professionals regarding the development of AA and highlight the need for further attention to its infrastructure and development.

things that happen in cities all around the world and picked eight important things to measure. These things were making things, creating jobs, buying and selling things, making things better, having good things for people, changing from the countryside to the city, being an important place for talking to other countries, and being a really important place for running things. According to the sample size determined in Equations (3.1) and Equation (3.2) in research methodology, 403 questioners were distributed for the Addis Ababa mayor's office, AA housing development, all sub-city land managements, road and transportation, the ministry of work and employee, forestry and natural resource management, and the ministry of work and employee. Refer Table 3.1 for detail information of organizations and professionals participated in survey.

5.5. Survey data Analysis

This study sought to discover what the urbanization of AA has looked like from its inception, as well as what the theme of GS urbanization looks like in general. In this case, to address the study's fundamental questions, the initial purpose of this thesis was to conduct a review of literature from journals, books, reports, and various websites. For the second specific topic, the study created a rating scale survey using random sampling without replacement using Cochran (1977) equation, conducted 403 surveys from AA, and assessed the results using the resultant important index (RII). This chapter introduced and addressed these daring themes. However, according to certain studies of undeveloped countries, GS urbanization explains many more difficulties besides the few stated.

5.6. General Information of Respondent

From the total responded person 370, 250/67.6% male and 120/32.4% were females.

a) Marital status

Table 5. 2. Marital status of the respondents

Marital status	Frequency	Percent
Single	181	48.9
Married	151	40.8
Divorce	32	8.6
Other	6	1.6
Total	370	100.0

From the total 370 people responded the distributed survey question 181/48.9% respondents are single and the rest 151/40.8%, 32/8.6% and 6/1.6% were married, divorce and other as shown on Table 5.2.

Other information included on survey question was the respondents living city. Thus, 294 participants or respondents living in AA and the left 76 respondents are living in AA surrounding Oromia Zones or Addis Ababa satellite cities. That was 79.5% in AA city and 20.5% were in AA satellite cities.

b) Age group of the respondents

People who participated for this survey were all working age groups starting from 18 years up to above 55 years old.

Table 5. 3. Age group of the respondents

Age	Frequency	Percent
18-25	99	26.8
25-35	171	46.2
35-55	76	20.5
Above 55	24	6.5
Total	370	100.0

From Table 5.3, among the respondents participated in this survey large proportion of population group was 171/46.2% was at age between 25 and 35 and only 24/6.5% was above 55 years old. That means 94% of the respondent was at working age group.

c) Academic level of the respondents

Table 5. 4. Academic level of the respondents

Academic level	Frequency	Percent
Diploma	55	14.9
Degree	156	42.2
Masters	102	27.6
PhD	13	3.5
Other	44	11.9
Total	370	100.0

Respondents participated in this survey were 156/42.2% were degree holders. And 102/27.6% were master degree holders and 55/14.9%, 13/3.5% and 44/11.9% were diploma, PhD and other respectively as shown on Table 4.4. This indicates 88% of the respondents participated in this survey were educated.

d) Respondents Profession

As the survey questions were profession based and distributed to the office related with the issue according to sampling technique mentioned, except other respondents (150/40.5%), the left large group of the respondents were under urban planner, civil engineer and architect 61/16.5%, 39/10.5% and 27/7.3% respectively. (See Table 4.5).

Table 5. 5. Respondent's professional backgrounds

Profession	Frequency	Percent
Urban planner	61	16.5
Civil engineer	39	10.5
Architect	27	7.3
Accountant	28	7.6
Marketing	18	4.9
Sociology and social works	27	7.3
Manager	20	5.4
Others	150	40.5
Total	370	100.0

Large group of this survey respondent's professional background fall on other groups that was 150 respondents from the total 370 or 40.5% and others indicate different professional groups not mentioned on above Table 5.5.

e) Housing ownership

Table 5. 6. Housing owner ship of the respondents

Owner ship	Frequency	Percent
Private	142	38.4
Governmental	68	18.4
Rental	120	32.4
Other	40	10.8
Total	370	100.0

Among the respondents participated in survey 142/38.4 have their house and the left groups were living governmental, rental and others form of housing owner-ship. That is 18.8%, 32.4% and 10.8% were living in governmental, rental and other respectively. It was shown on Table 5.6.

f) Means of transportation

Table 5. 7. Respondents' means of transportation

Transportation	Frequency	Percent
Private vehicle	82	22.2
Public service	143	38.6
Taxi	118	31.9
Light rail	6	1.6
Others	21	5.7
Total	370	100.0

As shown on Table 5.7, 38.6% of the respondents participated in this survey were public transport users and the left 31.9%, 22.2%, 5.7% and 1.6% were taxi, private vehicle, others and light rail users. That means large group of the respondent were public service users for their means of transportation.

5.7. Respondents Understanding and View on Survey Questions

It was general true that in GS countries especially in African cities migration (rural to urban or urban area to urban) were play great role in the process of urbanization. But why people are migrating to cities? There are several influencing factors (pull and push factors)(conserve energy Future, 2023; Mahendra et al., 2021). Among them this researcher was focused on the following influencing factors to rank them. The basic question these factors were nominal type of question. They were asked to file in Likert scale type rating 5 category strongly agree (5), agree (4), neutral (3), disagree (2) and strongly disagree (1).

1. Industrialization: Because of the industrial revolution, many individuals came to metropolitan areas from rural ones in quest of better factory work opportunities. Industrialization makes it easier for people to find job and work in modern fields, which aids economic progress. So, they were asked like: One of the influencing factor of urbanization in history of AA is industrialization.

2.

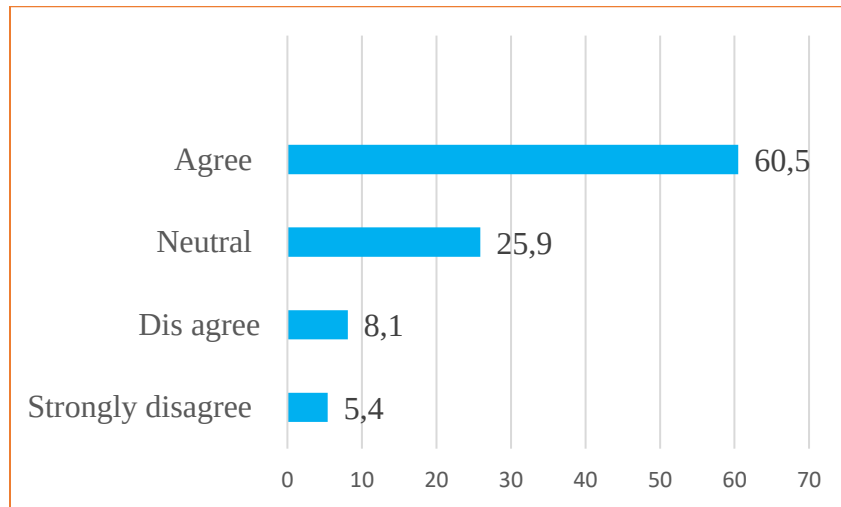


Figure 5. 16. Respondents view on influence of industrialization

Shown on graph Figure 5.16, 60.5% of the respondents agreed that industrialization influenced urbanization of AA. And only 5.4% of the people participated in this survey strongly disagree on the question industrialization influenced urbanization of AA.

3. Employment opportunity: As previously said on industrialization, there are several job prospects in metropolitan regions. People want improved jobs, which is why they frequently relocate to cities. In urban locations, there are numerous job prospects in sectors such as education, transportation, health offices, industry, sports fields, and business companies. So, they were asked like: One of the influencing factor of urbanization in history of AA is employment opportunity.

4.

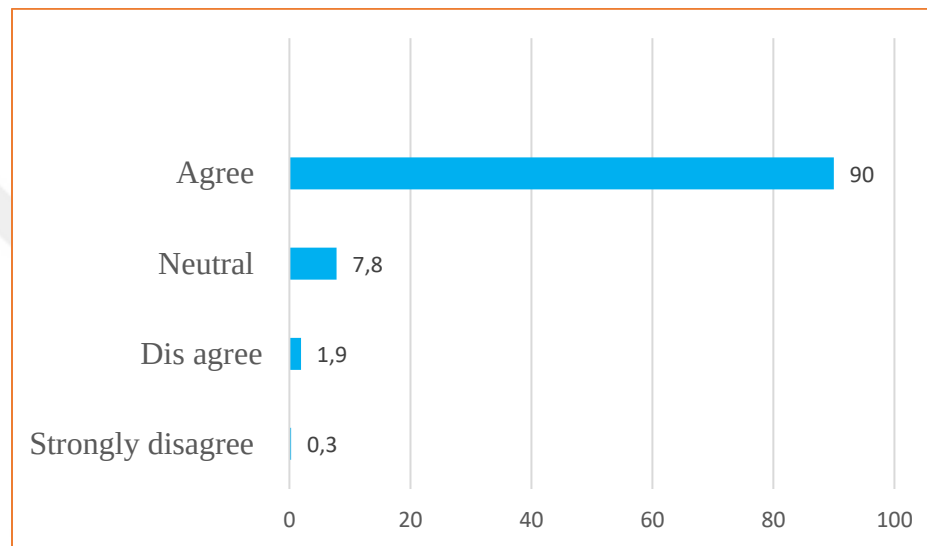


Figure 5. 17. Respondents view on influence of employment opportunity

According to the respondents view 90% them strongly agree that employment opportunity was influenced AA urbanization. Only 0.3% strongly disagree on the employment opportunity influenced urbanization of AA. So many people were coming to AA to get higher salary compared to his indigenous settlement, however amount of unemployed people in the city high. See the graph on Figure 5.17.

5. Commercialization: When compared to rural areas, urban area provide more commercial options. The modern era's distribution of products and services has inspired modern marketing organizations. Addis Ababa city has cargos, Ethio - Djibouti railway link, and other all regional link for commercial activities. So, they were asked like: One of the influencing factor of urbanization in history of AA is commercialization.

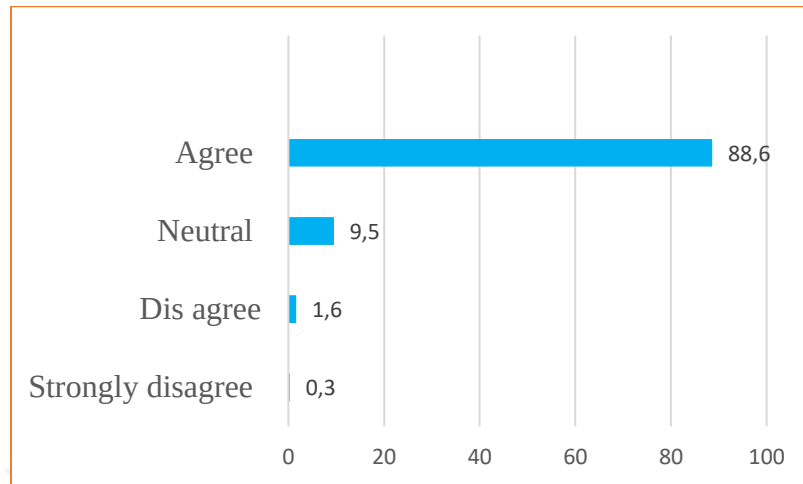


Figure 5. 18. Respondents view on influence of commercialization

6. Modernization: It is an imperative calculate within the strategy of urbanization and urban improvement. Cities are getting to be more tech-savvy with profoundly advanced therapeutic offices, communication, information, foundation, and other social civilities. Various people acknowledge that they can live removed way better much superior and higher more grounded and progressed and higher life in cities. Other than, people grasp changes in their living modes such as dressing, food, affinities, and so on. So, they were inquired like: One of the impacting figure of urbanization in history of AA is modernization.

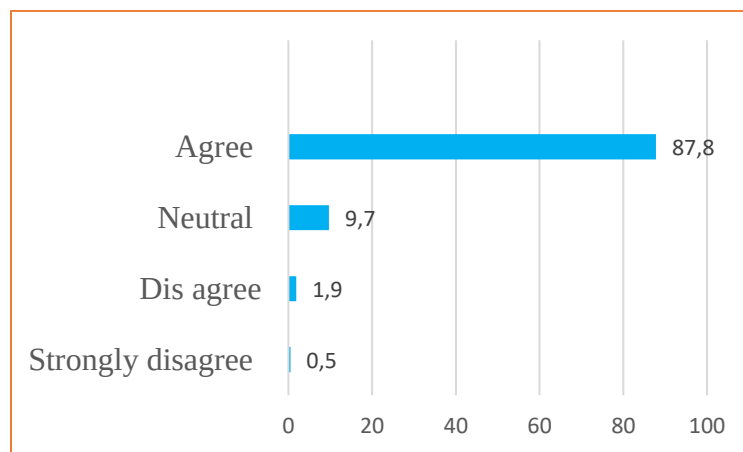


Figure 5. 19. Respondents view on influence of modernization

As shown on the graph Figure 5.19, 87.8% of the respondents agree on the influence of modernization for urbanization process of AA.

7. Social benefits: Urban areas provide a variety of social benefits, including better healthcare, education, sanitation, and a higher standard of living, all of which improve social life in general. People are relocating to cities because rural areas lack social advantages and services. So, they were asked like: One of the influencing factor of urbanization in history of AA is social benefits.

8.

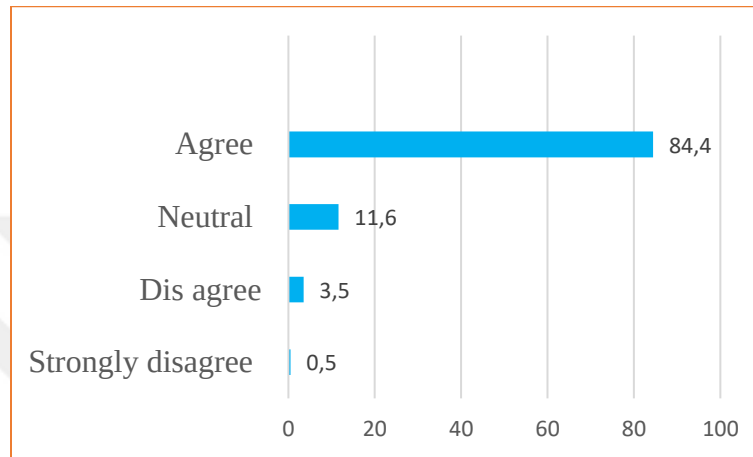


Figure 5. 20. Respondents view on influence of social benefits

Social benefit was a good criteria of influencing urbanization in AA. From total respondents 84.4% of population agree and 0.5% of the respondents strongly dis agree on the influence of social benefits.

9. Rural urban transformation: It is the process by which rural regions embrace urban culture and finally become urban areas is known as rural-urban transformation. This could outcome in improved economic possibilities, infrastructure, education, and transportation in rural areas. As a result, productivity and economic growth rise. For the last 10-20 years, AA's border has expanded and dominated the surrounding rural land, and the area has been transformed into an urban area, yet in this situation, some indigenous people have been evicted, while others have remained. For this matter the researcher asked like: One of the influencing factor of urbanization in history of AA is rural urban conversion. See the respondents view on the graph Figure 5.21.

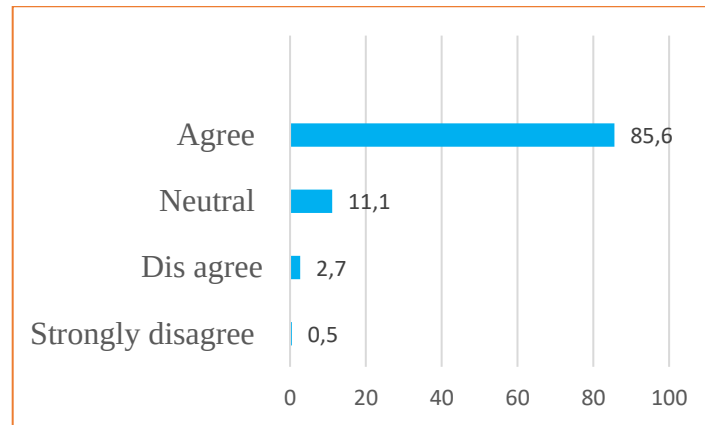


Figure 5. 21. Respondents view on influence of rural urban transformation

Surprisingly 80.6% of the respondent agree on this statement and the left 11.1%, 2.7%, and 0.5% neutral, disagree and strongly disagree respectively.

10. Diplomatic center: Addis Ababa is an important diplomatic administrative center for Africa as a whole. The headquarters of the UNECA (the largest UN organization after New York and Geneva) were founded here in 1958, and it is also the site of the African Union Commission, with close to 120 embassies. Furthermore, Ethiopian Airlines, Africa's largest carrier, serves nearly all African countries, so Ethiopia with its capital AA is a bridge between Africa and different continents. So, they were asked like: One of the influencing factor of urbanization in history of AA is diplomatic center.

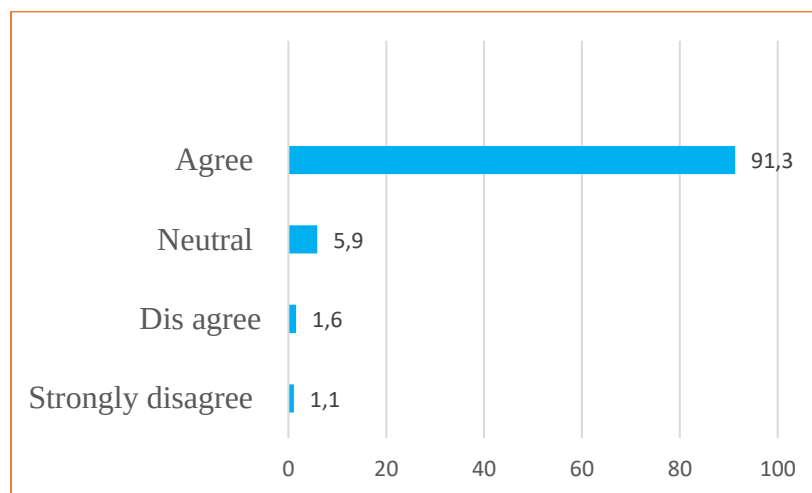


Figure 5. 22. Respondents view on influence of diplomatic center

From the total number of respondents answered this question, about 90.3% agree on this factor and 5.9% neutral. Only 1.1% and 1.6% strongly disagree and disagree.

11. Administrative centrality: Addis Ababa is Ethiopia's capital, which means it serves as a crossroads for all nations. All state representation and offices are located in the capital, close to the region. As a result, capital cities in developing countries, particularly in Africa, are overcrowded. Many people move to Addis Ababa for a variety of reasons. Not only is there rural-to-urban migration, but also urban-to-urban migration.

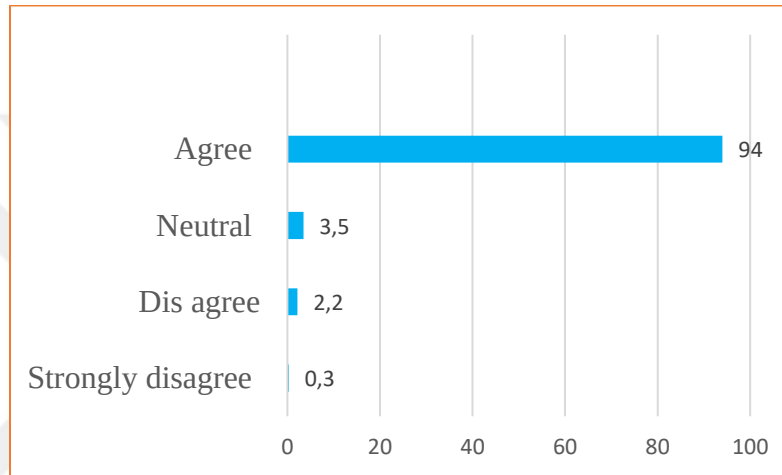


Figure 5. 23. Respondents view on influence of administrative centrality

Looking the graph on Figure 5.23, 94% of the respondents were agree that one of the influencing factor of Addis Ababa is administrative centrality. Whereas the left 3.5% neutral on the factor and 2.2% disagree. Only 0.3% strongly disagree the influence of administrative centrality.

5.8. Degrees of Acceptable Range between Factors Influencing Urbanization

The influencing factors which were evaluated, values of Chronbach's Alpha were in the range from 0 and 1. Where the Chronbach's Alpha rate greater than 0.7 is always good reliability. In this study analysis the least is 0.71 and highest 0.9 range, which is measured brilliant; since the result confirms consistency of response of each factors.

Core point of specific objective two (2) in this paper was to rank which factor influenced more among the others. To this end ranking the influencing factors using the Equation (3.3) and Equation (3.4), administrative centrality take first place among the factors. According to the ranking from the urbanization influencing factors diplomatic center and employment opportunity take 2nd and 3rd place. Whereas

commercialization, modernization and rural urban transformation collectively ranked at 4th position. See for detail Table 5.8.

Table 5. 8. Addis Ababa city urbanization influencing factors using RII

Description	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	RII	Rank
Industrialization	53	171	96	30	20	0.71	6
Social benefits	176	136	43	13	2	0.85	5
Commercialization	168	160	35	6	1	0.86	4
Modernization	171	154	36	7	2	0.86	
Rural urban transformation	187	130	41	10	2	0.86	
Employment opportunity	177	156	29	7	1	0.87	3
Diplomatic center	188	150	22	6	4	0.88	2
Administrative centrality	217	131	13	8	1	0.90	1

From Table 5.8, from total of 370 respondents 217 or 58.6% people strongly agree that among the influencing factors selected for rating that AA urbanization is influenced because of central government or it is the city for country president settlement, prime minister home and, all ministers' home location. This indicated administrative centrality is core urbanization factor for AA. On graph Figure 5.16, administrative centrality come first place and industrialization is the least.

In global cense modern farm machinery has diminished rural employment, prompting employees to relocate in pursuit of new positions in tertiary and manufacturing industries. For that matter many people move to cities in GN, however this concept is not work in GS cities. Furthermore, both men and women continue to abandon rural jobs in favor of better paying jobs in industrial centers. Due to the many opportunities that cities offer, many people move there in search of well-paid industrial work (Future, 2020). In developing countries because of this factor many people are jobless and this increase unemployment rate in large cities. For instance AA is the best example.

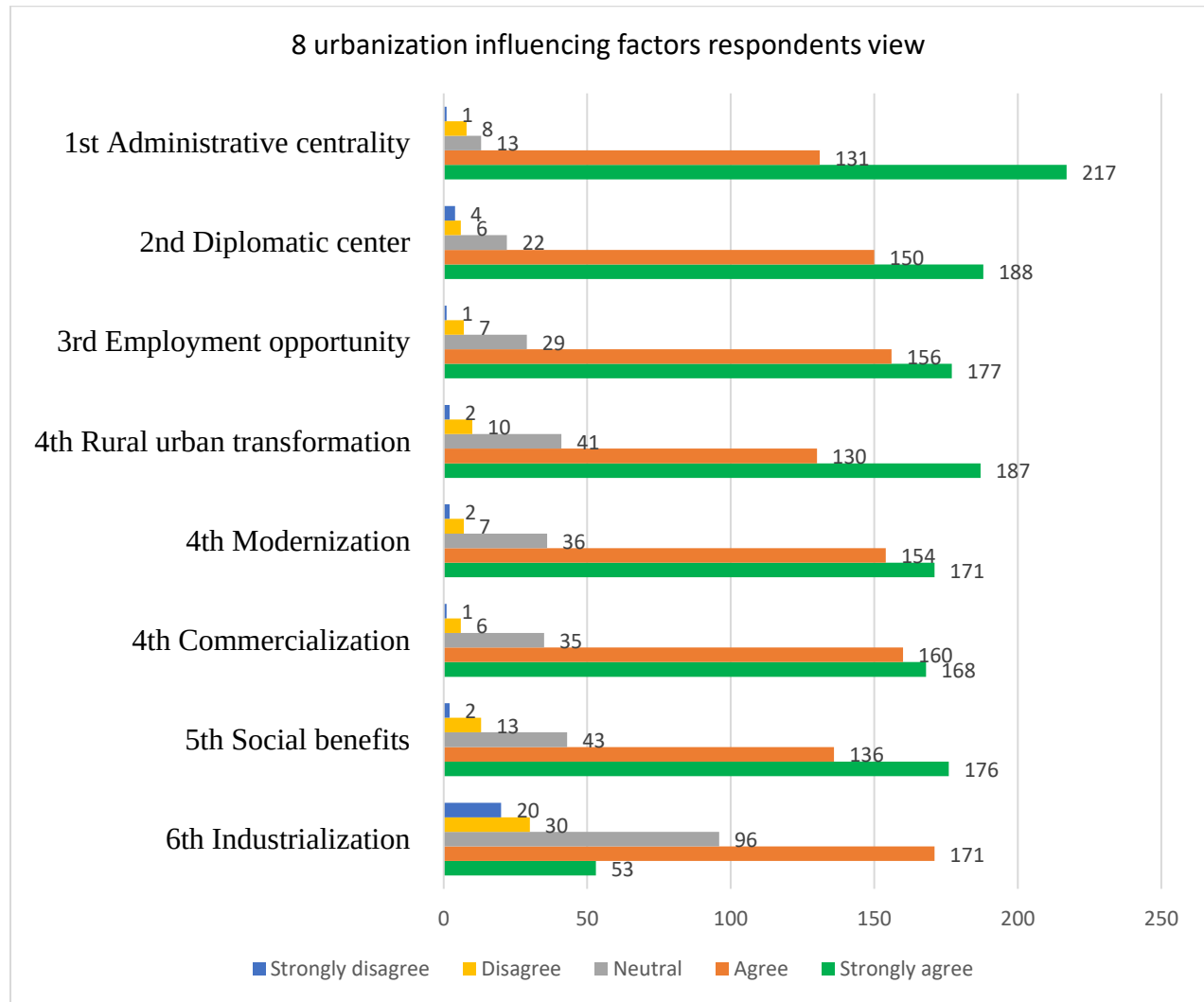


Figure 5. 24. All influencing factors summary graph

Migration is a significant factor to a location's urban population development. Many people are obliged to relocate to cities in pursuit of work, education, and housing. People have also been drawn to cities due to a lack of money and social infrastructure. On the other hand, cities' industries, commercial activities, advancement of transportation and communications, availability of educational and recreational centers, presence of functional and social support offices, and general modern way of life exist but if cities cannot plan for long-term demand, these functions will be insufficient. These issues were seen clearly in AA, where natural population and immigration to the city have surged. But according to this study to assess urbanization of AA, it is a broad concept because of several reason(Fox & Bloch, 2017) people move cities and increase urban population. Habitat, report about AA (2017) reported that Ethiopian government is

Additionally, the word tree highlighted other influencing factors that draw people to Addis Ababa and contribute to urbanization, including the city's centrality, diplomatic centers, international organizations, and commercial activities. These factors collectively exacerbate the process of urbanization in Addis Ababa, as individuals are drawn to the city by the promise of improved socio-economic prospects and access to various amenities and opportunities. This insight provides valuable understanding of the underlying dynamics driving urbanization in the context of Addis Ababa.

5.9. Qualitative Data Survey Analysis for Urban Quality

The urbanization trend in a city often dates back to its earliest history. This study delves into the history and development trends of Addis Ababa in Chapter Four. It aims to identify a potential turning point in its history, urban plans, regulations, and related aspects through an open-ended questionnaire survey. The survey seeks to provide evidence of a shift or break in the city's historical trajectory. By examining the city's past and conducting a comprehensive survey, the study aims to uncover pivotal moments and changes in Addis Ababa's urban development, shedding light on its evolution and trajectory. Respondents expressed various views on the breaking points of Addis Ababa, with frequent mentions of its foundation, location, geography, politics, strategy, revolution, and Italian occupation, as shown in the word frequency on Figure 5.25. Additionally, Menelik was identified as the most influential figure in the city's urbanization history mentioned on previous session in this study.



Figure 5. 26. Break point of Addis Ababa

Housing is a crucial aspect of urban quality. This study reviewed scholarly perspectives and documents, revealing that the shortage of housing in Addis Ababa is a significant challenge for the government. The survey conducted as part of the study identified various actors involved in the housing sector, with government being the primary participant. Respondents also mentioned the involvement of NGOs, real estate developers, and other associated housing sectors. This highlights the multifaceted nature of addressing the housing shortage, with both governmental and non-governmental entities playing key roles in tackling this pressing issue. See figure 5.26.



Figure 5. 27. Actors in housing delivery in AA

The survey conducted in parallel to this question revealed that when asked about recommended resources for Addis Ababa's development, money was consistently cited as the primary resource by respondents. This underscores the significance of financial investment in driving the city's growth and addressing various developmental needs. The emphasis See Figure 5.28.



Figure 5. 28. Resource recommended for AA development

In many global south (GS) cities, there is a prevalence of poorly developed, shanty, and unhealthy urban environments. Capital cities such as Addis Ababa, which serve as political, social, and cultural hubs, often face persistent calls for development in developing countries. This assertion is supported by numerous scholars discussed in Chapter 2 of this study. The reviews and discussions in this chapter emphasize the urgent need for urban development in these cities to address the substandard living conditions and create healthier, more sustainable, and prosperous urban environments for their residents.



6. CONCLUSION AND RECOMMENDATION

6.1. Conclusions

The history of Addis Ababa's urbanization is intrinsically connected to the city's foundation in 1886 by King Menelik II and Empress Taytu Bitul. Various urban planning and design projects implemented by various political regimes have influenced the city's growth and development over time. These activities not only created the city's physical landscape, but also contributed to the issues it now faces. Understanding Addis Ababa's historical context provides significant insights into the city's contemporary urban difficulties and illuminates potential solutions for sustainable development.

Housing, unemployment, transportation, and environmental degradation have been cited as important difficulties coming from Addis Ababa's urbanization process. The city's complicated challenges have been exacerbated by a continuous housing scarcity, urban sprawl, informal settlements, and environmental degradation. These issues are intertwined, necessitating integrated solutions that address the social, economic, and environmental components of urban growth. Addressing these issues is critical for improving the quality of life for city residents and ensuring long-term urban growth.

The study's comprehensive examination of urbanization in the global south shed light on the distinct characteristics and challenges that cities in Sub-Saharan Africa, South Asia, and Latin America face. In these places, urbanization has had a significant impact on housing, infrastructure, and environmental resource deterioration. Understanding these concerns is critical for designing context-specific strategies to address urbanization issues and promote sustainable development in the developing world.

Understanding the mechanisms behind Addis Ababa's rise requires identifying the primary driving elements of urbanization. Global trends and concerns, including as rural-to-urban migration, economic possibilities, and the city's significance as a political and cultural hub, have all played a vital part in propelling Addis Ababa's urbanization. These variables have influenced the city's demographic, economic, and social transformations, altering its urban landscape and posing both opportunities and difficulties for long-term growth.

Finally, the study has provided useful insights into the historical evolution and difficulties of Addis Ababa's urbanization. The study has provided the groundwork for implementing targeted solutions to address housing, unemployment, transportation, and environmental degradation in the city by identifying the primary issues and driving forces of urbanization. Furthermore, the review of urbanization in the global south in the paper has contributed to a better understanding of the complexity of urban growth in many locations. Moving forward, it is critical to use this knowledge to develop evidence-based policies and

programs that promote sustainable urbanization and improve the quality of life for Addis Ababa inhabitants and others.

6.2. Recommendations

1. **Integrated Urban Planning:** Develop integrated urban planning strategies that address the interconnected challenges of housing, unemployment, transportation, and environmental degradation. This approach should consider the social, economic, and environmental aspects of urban development to ensure holistic and sustainable solutions.
2. **Affordable Housing Initiatives:** Implement affordable housing initiatives to address the persistent housing shortage in Addis Ababa. This could involve public-private partnerships, incentives for affordable housing developments, and the use of innovative construction techniques to increase the availability of housing for residents.
3. **Sustainable Transportation Infrastructure:** Invest in sustainable transportation infrastructure, including public transit systems, pedestrian-friendly urban design, and cycling infrastructure. This can help alleviate urban sprawl, reduce traffic congestion, and improve accessibility for residents while minimizing environmental impact.
4. **Slum Upgrading and Informal Settlements:** Develop programs for slum upgrading and informal settlements to improve living conditions for residents in these areas. This could involve providing access to basic services, infrastructure improvements, and tenure regularization to enhance the quality of life for informal settlement dwellers.
5. **Environmental Conservation and Restoration:** Implement environmental conservation and restoration initiatives to address environmental degradation in Addis Ababa. This could involve green space development, sustainable waste management practices, and measures to mitigate pollution and environmental damage.
6. **Context-Specific Urban Development Strategies:** Recognize the unique characteristics and challenges faced by cities in the global south, including Addis Ababa, and develop context-specific urban development strategies. This approach should consider the diverse social, economic, and environmental conditions of these regions to ensure effective and sustainable urbanization.
7. **Evidence-Based Policy Formulation:** Influence the insights from the study to inform evidence-based policies and strategies for urban development in Addis Ababa. This should involve collaboration between government entities, urban planners, architects, and community stakeholders to ensure that policies are tailored to the city's specific needs and challenges.

8. Community Engagement and Participation: Promote community engagement and participation in urban development initiatives to ensure that the needs and priorities of residents are considered. This could involve participatory planning processes, community-driven development projects, and the inclusion of diverse perspectives in decision-making processes.



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APPENDIXES

A. IHDP program houses transferred to community

የቤቶች ልማትና እስተዳደር ቢሮ የ2014 በጀት ዓመት መሪ ዕቅድ

እስተዳደር ህብረተሰብ የቤት ጥያቄ ከማንም በላይ ኃላፊነት ወስዶ በተለይም እንደ ዘርፍ የግንባታዎችን አፈፃፀም ከወር ወር አቅምን አሟጦ በመጠቀም በኩል ክፍተት ስለሚታይ በተጣይ መሻሻል የሚገባቸው ሆኖ የተላለፉ ቤቶች በየዙሩ በሚከተለው አግባብ ተተምሟል።

ሰባት ፈላጊዎች የተላለፉ ቤቶች በየዙሩ

ዙር	የቤት ብዛት			
	20/80	10/90	40/60	በልዩ ሁኔታ
1ኛ ዙር	18,972	የለም	950	
2ኛ ዙር	15,031	የለም	18,500	
3ኛ ዙር	11,005	የለም	የለም	
4ኛ ዙር	15,029	የለም	የለም	
5ኛ ዙር	10,746	የለም	የለም	
6ኛ ዙር	9,981	የለም	የለም	
7ኛ ዙር	7,300	የለም	የለም	
8ኛ ዙር	10,098	የለም	የለም	
9ኛ ዙር	10,257	የለም	የለም	
10ኛ ዙር	33,586	960	የለም	
11ኛ ዙር	11,695	18,938	የለም	
12ኛ ዙር	2,600	የለም	የለም	
13ኛ ዙር	33,000	የለም	የለም	
ድምር	189,300	19,898	19,450	12,932

አጠቃላይ የተላለፉ ቤቶች ብዛት (20/80+40/60+10/90+በልዩ ሁኔታ)=241,580 ቤቶች ከ1998ዓ.ም ጀምሮ እስከ 2013 ዓ.ም. በ40/60፣ በ20/80 እና በ10/90 በየዙሩ 228,648 ቤቶች በዕጣ፣ 12,932 ደግሞ በልዩ ሁኔታ ማለትም ለመምህራን (5000 ቤቶች)፣ ለአመራር፣ ለኮሌጅ መምህራን፣ ለተፈናቃይ እና ልዩ ልዩ በዚራይ (1936 ቤቶችን)፣ ዝቅተኛ የወር ደመወዝ ላላቸው መንግስት ሰራተኞች (5000 ቤቶችን)፣ ለ10ኛው ክፍለ ከተሞች ለድሃ ድሃ (996 ቤቶች) ተላልፈዋል።

1.5. አማካሪ ድርጅቶች ያሉበት ሁኔታ ለዕቅድ ዝግጅት መነሻ

በ20/80ም ሆነ በ40/60 የሚከናወኑ የግንባታ ሥራዎች ከዲዛይን ዝግጅት እንስቶ የግንባታው ሥራ ተጠናቆ ለተጠቃሚው እስከሚተላለፍበት ጊዜ ያሉ ተግባራት በአማካሪ ድርጅቶች ሥር የሚያልፉ ተግባራት ናቸው። ከዚህ አንጻር ሲታይ አማካሪ ድርጅቶች ለተቋሙ የተሰጡ ተልዕኮዎችን በሚገባ ተገንዝቦ በመከታተልና በማስፈጸም ሪፖርት የተሰጣቸው የኃላፊነት ድርሻና ሚና ትልቅ መሆኑን ያመለክታል። በመሆኑም በ2014 በጀት ዓመት ለሚካኒካል የግንባታ



B. Constructed houses report summary

የቤቶች ግንባታ ሥራ አፈጻጸም የደረሰበትን ደረጃ በሁለት ክፍል ማይት ተገቢ ይሆናል። የመጀመሪያው በዕቅድ ዘመን ግንባታቸው የተጀመረ ቤቶች ሲሆኑ በዚህም በአምስት ዓመቱ የዕቅድ ዘመን (ከ2008-2012 ዓለው ጊዜ) ቁጥራቸው 160,804 የሚሆኑ ቤቶችን ግንባታ ሥራ መጀመር ተችሏል። ይህም በዕቅድ ከተዘወደ አንጻር ሲታይ 48% ማሳካት አንደተቻለ የሚያሳይ ሲሆን ከዚህ ጎን ለጎን ከዕቅድ ዘመን ተደም ብለው የተጀመሩ ቤቶችን ጨምሮ ቁጥራቸው 163,580 የሚሆኑ ቤቶችን ግንባታ በማገዳደድ ለተጠቃሚው ለማስተላለፍ በሚያስችል መልኩ ዝግጁ ማድረግ ተችሏል።

ሰንጠረዥ 1. የሚገነቡ ቤቶችን ግንባታ ሥራ የማስጀመር ዕቅድ አፈጻጸም ማጠቃለያ

በደት ዓመት	ግንባታቸው የሚጀመር ቤቶች ዕቅድ			ግንባታቸው የተጀመረ ቤቶች በቁጥር			አፈጻጸም በመቶ
	20/80	40/60	ድምር	20/80	40/60	ድምር	
እስከ 2007	50,000	22,678	72,678	50,000	22,678	72,678	100%
2008	40,000	2,322	42,322	41,421	16,854	58,275	138%
2009	40,000	15,000	55,000			-	0%
2010	40,000	15,000	55,000	9,347		9,347	17%
2011	40,000	15,000	55,000			-	0%
2012	40,000	15,000	55,000	704	3192	3896	37%
	250,000	85,000	335,000	101472	42724	144196	43%
ኪራይ ቤቶች	15,000	-	15,000	440	-	440	3%

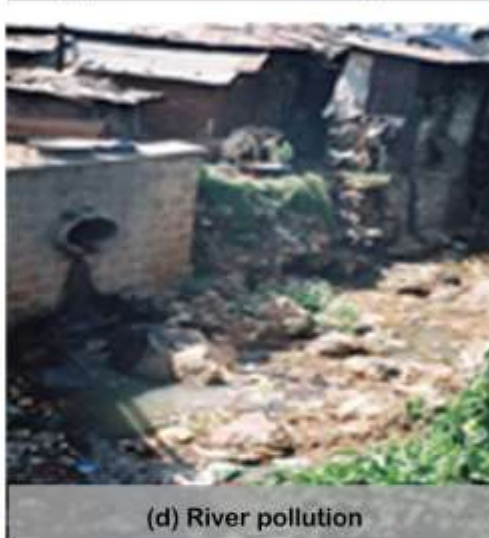
ከላይ ለማሳየት እንደተሞከረው የሚገነቡ ቤቶችን ግንባታ የማስጀመር ሥራ ከዕቅዱ አንጻር ሲታይ ዝቅ ያለ ሲሆን ለዚህም ዋነኞቹ ምክንያቶች በቂ የለማ መራት አቅርቦት አለመኖር፣ የፋይናንስ ዕጥረትና በተለይም ከቅርብ ጊዜ ወዲህ በሳይቶች እየታየ ያለ የጸጥታ ችግር ነው።

ሰንጠረዥ 2 ለማስተላለፍ ዝግጁ የሆኑ ቤቶች ዕቅድ አፈጻጸም

በደት ዓመት	ለማስተላለፍ ዝግጁ የሆኑ ቤቶች ዕቅድ			ለማስተላለፍ ዝግጁ የሆኑ ቤቶች			አፈጻጸም በመቶ
	20/80	40/60	ድምር	20/80	40/60	ድምር	
2008	-	1,292	1,292	-	-	-	0%



C. Urbanization challenges in Addis Ababa



D. Survey question type (close ended)

Questionnaire

Part I: Personal information

#Q1. Gender 1. Male 2. Female

#Q2. Marital status

1. Single 2. Married 3. Divorce 4. Other

#Q3. Age

1. 18-25 2. 25-35 3. 35-55 4. Above 55

#Q4. Academic level

1. Diploma 2. Degree 3. Masters 4. PhD 5. Others

#Q5. Profession

1. Urban planner
2. Civil engineer
3. Architect
4. Accountant
5. Marketing
6. Sociology and social works
7. Manager
8. Others

#Q6. Living city 1. Addis Ababa 2. AA satellite city

#Q7. Housing owner ship

1. Private 2. Governmental 3. Rental 4. Others

#Q8. Means of transportation

1. Private vehicle 2. Public service 3. Taxi 4. Light rail 5. Others

Part II: Survey Question

#Q9. One of the influencing factor of urbanization in history of Addis Ababa is:

Description	S agree (5)	Agree(4)	Neutral 3	D. agree 2	S. D. agree 1
Industrialization					
Employment opportunity					
Commercialization					
Modernization					
Social benefits					

Rural urban transformation					
Diplomatic center					
Administrative centrality					

#Q10. Is urbanization of AA impacted on:

	Yes 3	No 2	Not sure 1
Forest cover			
Water body			
Urban climate/air			
Soil			

#Q11. Is urbanization of AA balanced with its population and infrastructures?

Description	Yes 3	No 2	Not sure 1
Population			
Infra (electric and water)			

#Q12. Do you think AAC planning regulation and policies implemented on time?

Description	Yes 3	No 2	Not sure 1
Structure plan			
Local development plan			
EIA			
Building regulation plan			

E. Survey Question (Open Ended)

Q1. Gender: a) Male b) Female

Q2. Age: a) 20-25 b) 26-30 c) 31-35 d) 36-40 e) 41-45 f) 46+

Q3. Please indicate your position in the company?

a) Project manager b) Office engineer c) Site Engineer d) Resident Engineer e)
Contract administration f) urban planner) g) Architect

Q4. What is your highest level of education?

a) < 10 +1 b) Diploma c) First degree d) Master's degree d) PhD

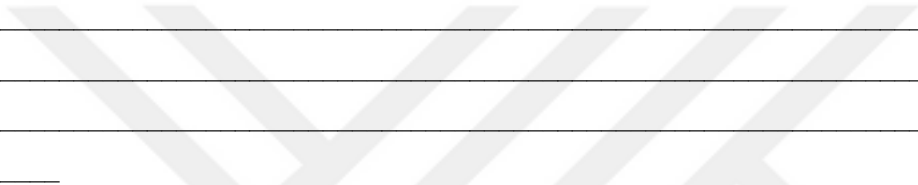
Q5. Your work experience in construction projects and construction project-related works?

a) <5 years b) 5-10 years c) >10year

Q6. What are the breaking points in the urbanization history of Addis Ababa city?

Q7. Who are the most influential persons in the urbanization history of Addis Ababa city among the Ethiopian governors? And why?

Q8. What are the main cause of the rapid urban expansion of Addis Ababa city between 2001 and 2021?



Q9. Do you think Addis Ababa has poorly developed city?

a) Yes b) No

Q10. If yes in Q9; please explain in what conditions/sense.

Q11. Do you have a master plan or strategic plan for Addis Ababa for development and future expansion?

a) Yes b) No

Q12. If yes, in Q11, please indicate the year interval for the plans and explain the purpose of the plan preparation.

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Q13. Does Addis Ababa city indicates any similarity or different characteristics with other cities in Latin America, Africa and Asia? Please indicate and explain these similarities and differences

Q14. Do you think Addis Ababa city population versus infrastructure service are well balanced?

a) Yes b) No

If Q14 yes, please explain in what services and why?

If Q14 No, please explain in what services and why?

Q15. Do you have housing provision plan?

a) Yes b) No

Q16. If your answer in Q15 yes, what or who is the actors of housing development and in what way?
Please explain

Q17. If any implemented housing policy for housing need in Addis Ababa and what is the future need for housing in Addis Ababa?

Q18. What are the major environmental problems of Addis Ababa city?
Please explain

Q19. In your opinion is there any impact seen on climate change, precipitation, and water and forest cover of Addis Ababa?

Q20. What are the major urbanization problems of Addis Ababa city?
Please explain

Q21. What is the relation between unemployment and urbanization or urban development pattern of Addis Ababa city?
Please explain

Q22. What do you suggest for Addis Ababa city as a professional compared with other developed cities in the world?

Q23. What are the major challenges to develop Addis Ababa city?

Q24. What are the most important resources (time, money, human resources, technology, and so on) needed for the city of Addis Ababa to urbanize properly or to solve its urbanization problems?

Q25. What is filling the urbanization history and process of Addis Ababa?



