

THE CONTESTED FUTURE OF UGANDA'S NEW CREATED CITIES: OPPORTUNITIES AND CHALLENGES FOR MBARARA CITY EXPANSION, SOUTH WESTERN, UGANDA

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ABSTRACT : Urbanization is the global trend and has largely been a positive force for economic growth, poverty reduction and economic development. The paper highlights the recent City creations in Uganda with emphasis on Mbarara City by examining its opportunities and challenges in modern era of urbanization. The study employed a retrospective –prospective and analytical study design to trace the historical development of the city up to present. The study revealed that trade, investment, industrialization, small scale enterprises, developed infrastructure, rural-urban migration, natural population increase and central locality were responsible for city expansion. The study further revealed that city expansion has contributed to human suffering in regard to congestion, inadequate accommodation, food insecurity, diseases, criminal tendencies and unemployment among others. The study established that urbanization is real in Africa and other developing countries and African urban population is likely to triple in the coming 35 years with more than 1.3 billion people living in cities. The study recommended proper city planning, strict enforcement of building plans, integrated system of managing river Rwizi, zoning the city, developing air control policy and developing traffic policy among others.

Keywords -City expansion, new cities, Urbanization, urban bias, urban population,

I. INTRODUCTION

Uganda is currently experiencing rapid urbanization estimated at 20% and by 2050 will be among the most urbanized countries in Africa (GOU, 2017). Uganda urbanization has been looked at as a prerequisite for the country to achieve upper middle income status as part of achieving the vision 2040 (MOFPED, 2016).

The Uganda vision 2040 and third National Development Plan for Uganda have recognized the importance of urbanization as a force for socio-economic transformation across the country and in particular the need for regional and strategic cities in the country, in addition to the capital city of Kampala. Effective 1st July 2020, ten cities became operational. These are Arua, Mbarara, Gulu, Jinja, Fortportal, Mbale, Masaka, Lira, Soroti, and Hoima. These cities operate under local government Act and under the guidance of the National urban policy.

Mbarara City is a recently created city and is comprised of two divisions, namely: Mbarara South composed of Kakoba, Nyamitanga and Nyakayonjo, and Mbarara North composed of Biharwe, Kakiika and Kamukuzi. The city of Mbarara is believed to have picked its name from a tall grass locally known as emburara (*Hyperemia ruffa*) that covered the whole area. Its real commercial growth began with the appearance of the Asian traders and by 1950, there were about 15 commercial premises operating in the town. More commercial enterprises were set up in 1950 and 1960. In 1957, it was declared a township authority under the British administration at Kamukuzi and elevated to Municipality status in 1974 (UN Habitat 2012).

The current economy of Mbarara city is predominantly based on the social service sector, the informal sector activities, trade and industry. Mbarara is the biggest city in the western part of Uganda and the second transit town between Rwanda and Uganda. Majority of the people derive their livelihood from employment income (53.3 percent) business industry 26 percent, farming 7.1 percent, property (1.6 percent) and other incomes (10.9 percent), (Mbarara Municipality three year rolling development plan 2009/10- 2011-2012).

In the recent created cities, there is a tribal euphoria that these cities will improve livelihoods of residents by boosting investment and business environment. The public expectations are that there will be harmonious work relations to improve physical planning, garbage and sanitation management, water, roads improve basic social services and enhance specialized economic activities for better incomes and quality of life in a sense there is a lot of hard creative and innovative work ahead over the next years to realize to dreams Cities and indeed new urban creations like municipalities, town councils and boards are supposed to be enablers of socio- economic transformation of Uganda from a predominantly rural-peasant based society to a modern urban one where organized living and technology help productivity

Legal and Policy background to creation of Cities in Uganda

The constitution of Uganda Article 179(a) (GOU, 1995), the Local Government Act section 7 (2a) of the Local Government Act, CAP243 (GOU, 1997) mandate Parliament to create cities through alteration of boundaries of the existing districts. Thus on May 20, 2019, Uganda's cabinet approved the phased creation of fifteen cities across the country. The approved cities were Arua, Mbarara, Jinja, Gulu, Mbale, Masaka, Fortportal, Wakiso, Hoima, Lira, Moroto, Nakasongola, Soroti and Kabale. Backed by the resolutions from respective district councils, the ministry of local government presented bills in parliament seeking for the phased upgrading of some urban areas shown in **table 1 below** (MOLG, 2020). On April 2020 the parliament of Uganda approved the creation of 15 cities seven of which became operation starting 1 July 2020

Classification of an area as a city

The national urban policy classified a city if an urban area satisfies the following:

- Has a population at least 300,000 residents within a minimum area of 50 square kilometer with a minimum population density of 6000 persons per square kilometer and maximum density of 20,000 persons per square kilometer in an area not exceeding 100 square kilometers.
- Has an integrated city development plan in accordance with this policy
- Has demonstrable capacity to generate sufficient revenue to sustain its operations
- Has a capacity to effectively and effectively deliver essential services to its residents as shall be provided for in the urban development law.
- Has institutionalized activity participation by its residents in the management of its affairs.
- Has infrastructural facilities, including not limited to roads, street lighting markets, fire stations, and adequate capacity for management.
- Has a capacity for functional and effective waste management system (GOU, 2017).

The government of Uganda deliberately gazetted Municipal councils, Town councils, Town boards and cities as launch- pad for urbanization. In Uganda gazetted Cities, Municipalities and Town councils are defined as urban areas as per local government Act 2000. Regardless of the population size, all district head quarters are urban areas by law because they are located in Town councils and all Town councils are in urban areas. Urban areas in Uganda represent industry, financial services, trade, education and other services (UN Habitat 2012)

Municipality is a set of divisions. The Local Government Act, section 4 clearly states that a City is equivalent to a district. Further more article 97 of the Ugandan constitution (GOU, 1995) and section 79 of the Local Government Act state that a Municipal or A town Council shall be a lower local Government of the district in which it is situated (GOU, 1997). However, it is important to note that un planned drive for urbanization can affect development when the necessary infrastructure is not developed and when policies are not properly implemented (GOU, 2016). In spite of the benefits of the cities like job creation and infrastructure development, there tends to be inequality in urban areas compared to rural areas and many of the countries in the world's urban poor live in substandard conditions.

This should not discourage policy makers instead the focus should be on how this urbanization can provide new opportunities in aspects like expansion of industrial bases that can potentially help support over all structural transformation. This study therefore is intended to raise policy concerns in the creation of new cities that policy makers and planners at central government level ought to pay attention to and address in the process of creation of more cities.

Table 1: Timeline for creation of cities

	Commencement date	Cities created
Phase one	1 July 2020	Jinja, Mbarara, Fortportal, Masaka, Mbale, Arua, Gulu
Phase two	1 July 2021	Hoima, Lira, Soroti
Phase three	1 July 2022	Entebbe
Phase four	1 July 2023	Moroto, Nakasongola, Kabale, Wakiso

II. RATIONALE AND SIGNIFICANCE OF THE STUDY

Global statistics show that more people will move to cities and urban centers in the next forty years than in the entire span of human history, and therefore building cities become a critical response to this social and economic boom as it can help break ground for innovation and employment. The future of the world's urbanization will be in Africa. The continents urban population will almost triple in the coming 35 years with more than 1.3 billion Africans living in cities by 2050 (21% of the world's urban population (UNDESA, 2014). This implies a steep increase in demand for urban housing infrastructure and services on top of existing back logs. Governments in many African countries have so far been unable to strictly address the fore mentioned matters and have therefore shifted from providing to an enabling approach with the state encouraging private sector investments in urban housing, infrastructure and services. New private investments in housing and urban development are increasingly reaching Africa: foreign and domestic companies are investing in Africa urban property (Bhan, 2014; De Boeck, 2014); Grant, 2015; Murray, 2015; Watson 2013). The study would analyze these current and predicted trends of urbanization and assess whether created cities are prepared enough to handle these rapid city expansion challenges. Some scholars have studied urban expansion and examined the historical origins and functions of towns without considering the measures that can harmonize urban expansion and sustainable development. There is recognition that there is limited information about towns of less developed countries including Uganda. This made the study justified in the sense that there is knowledge gap about the new created cities and therefore there is a need to search for new knowledge to bridge this gap.

It was hoped that the study findings and the recommendations made may be an asset to town planners, administrators, politicians and policy makers who have a stake in the city. The study findings will provide a basis of designing policies that will guide on future urban expansion based on sustainable development. The study findings are also an important reference tool for future research in the expansion of other urban areas in Uganda.

Also since the city is new, the generated knowledge will help in transforming new cities into smart cities. This is because many new created cities have transformed rural towns into cities without clear physical planning and zoning. According to Dhingra and Chattopadhyay(2016), a smart and sustainable city has goals to be achieved in adaptable, reliable, scalable, accessible and resilient way, such as: Improve quality of life of its citizen; Ensure economic growth with better employment opportunities; Improve well being of its citizens by ensuring access to social and community services; Establish an environmentally responsible and sustainable approach to development; Ensure efficient service delivery of basic services and infrastructure such as public transportation, water supply and drainage, telecommunication and other utilities; Ability to address climate change and environmental issues; Provide an effective regulatory and local governance mechanism ensuring equitable policies. Mbarara city has to work towards that.

Since the city is new and a recent creation, the information obtained is timely because the city has adopted expansion of boundaries policy to integrate neighboring areas of Biharwe, Nyakayonjo and Kakiika into the city. The question has been won't the expansion have an effect on future generation of both natural and human resources of these immediate and surrounding areas around the city?. The study therefore explored how the expansion of the city should put into consideration the sustainability of both the natural and human environments.

Study objective

The overall objective of the study was to analyze whether recent City expansion has created opportunities and challenges for sustainable development in Mbarara city.

III. LITERATURE REVIEW

Theoretical review

Two theories have been considered to guide this study. The Theory of Self- Generated Urbanization and the Theory of Urban Bias.

The theory of Self –Generated Urbanization, suggest that urbanization occurrence requires separate conditions which are the generation of surplus products that sustain people in non-agricultural activities (Hawley, 1981) and the achievement of a level of social development that allows large communities to be capable of working successfully alone(Bodo 2015). It is believed that this type of changes that results in urbanization took place simultaneously in the Neolithic period when the first cities emerged in the Middle East (Wheatley, 1971). This theory also holds that rural urban migration was the source of this form of urbanization as people began to move to cities for factory jobs (Childe, 1950). Thus industrialization was identified as the driver behind the exodus movement of people from the rural settlement to urban areas. Before the industrial revolution in Great Britain in the twentieth century, historical evidence showed that no society could be described as urbanized. It was after this period that the West began to industrialize rapidly and soon after the accelerated industrialization and then urbanization in the rest of the world through the last century to the present. This theory has been criticized for concentrating on rural urban migration shift within countries as the source of

urbanization considering that there are other cities that are urbanized based on other factors not necessarily through rural urban migration. For Mbarara city, this theory applies because rural urban migration has been a major cause for rapid expansion although other factors like early trade, government urban policy, colonial policy, investments, natural population increase, geographical location, land availability, and infrastructure development explain the cause of rapid urbanization in the area.

The theory of urban Bias has been supported by several scholars (London and Smith 1988, Bradshaw 1987, Tadaro 1981) among others. Micheal Lipton, a development economist who is a leading proponent of the urban bias theory: in 1977 explained this theory in his paper by comparing data of 63 less developed countries and nine developed countries which revealed that urban rural disparity is seen to be growing in poor countries as the government of these nations tend to intervene in markets in ways that imposes tax on agriculture; Whereas governments of richer nations were doing the reverse by intervening in ways that counter subsidies to farmers (Dixon and Mc Micheal, 2016).

In this sense, rural people were described as being parasitized by urban populations who benefit massively from the consumption of cheap goods from the rural settlements and beautiful urban structures from the tax incomes from these rural areas (Dixon and Mc Micheal, 2016). This bias in favour of the urban settlements has created disparity between the rural and urban areas as regard to consumption, wage and productivity levels, necessitating mass exodus of the rural dwellers to cities for greener pastures and improved standard of living (Corbridge and Jones 2005)

The sufferings and abject poverty among the people in rural areas is attributed to urban bias. This results from the uneven distribution of available resources among the populace; a situation that concentrate development projects like agricultural and industrial reforms in the urban centers, making the impoverished rural dwellers to move to the cities where they can access quality education, health care services, basic social amenities, security, essential goods and services (Lipton 2005)

The urban bias theorists believed that there are groups that hinder the economic accumulation of resources in core settlements or areas of interest that immediately became urbanized through two main factors; massive rural urban migration and natural increase (Abiodun 1997, Modal 2018). The urbanization of developing countries especially Africa has been described as unique (Bodo 2015). Urbanization pattern in Africa is different from other continents in the world. As compares with other regions, Africans are always moving to other parts of the world for greener pastures, leisure and religious functions but despite these, the continent is of the fastest urbanizing regions of the world. (Gunalpetal 2018). Currently, most places in Africa is largely rural and primitive yet African urban population is expected to be more than triple in over forty years from 39.5 million in 2000 to 1,339 billion in 2050, corresponding to 21st of the world projected urban population (UNDESA 2019). Mbarara city urbanization process properly suits in the explanation of this theory.

IV. LITERATURE REVIEW

People live, work and play in cities and in different ways, determined by the workings of cities which provide the foundations of their life experiences. So our knowledge base should be people centered. There is at least some basic science in place: Anthropology through interpretive social science provides an understanding of the experience of living in the cities; political science talks of varieties of governance; Demography is highly developed and can describe and predict the evolution of populations based on birth, death and migration rates though each of these raise research challenges, particularly migration; Economics offer a different kind of insight on the experience of living in cities by using the concepts of individual and house hold utility functions; Geography emphasize the spatial dimension where people live in cities, how they use services, behavior, spatial responses to governance and politics

Together these perspectives let us assemble an evidence base that helps the understanding of challenges, present and future. How many people will live in cities? What will the age distribution be? How can we articulate the much discussed social disparities? What do these numbers mean for housing pressures, prices and affordability? A critical element of the geography is accessibility of jobs, education, health services, retail, other services and leisure

GLOBALISING URBANISATION AND CREATION OF NEW CITIES

According to the World Economic Forum (2018), the UN estimates that 55 percent of the global population lives in urban areas, a figure that is likely to be 68 percent by 2050. With few exceptions cities are expected to become bigger and more numerous. As urbanization speeds new challenges also come up. These include: Environmental threats, rapid urbanization which strains basic infrastructure coupled with more frequent and extreme weather events linked to global climate changes in exacerbating the impact of environmental threats. Common environmental threats include; flooding, tropical cyclones for which coastal cities are particularly vulnerable, heat waves and epidemics. Inadequate resources in form of water, food and energy leading to urban vulnerability, Urban sprawl reduces available water catchment areas, agricultural lands and increasing demand for energy. While better application of technology can boost agricultural productivity and

ensure more efficient transmission of electricity, many cities will continue to struggle to provide these resources to ever growing urban population. Even up hazard growth will see the reduction of green spaces with in cities, negatively affecting livability. As fresh water becomes scarce and fertile lands diminish, food prices may escalate hitting the poorest hardest (World Economic Forum 2018).

Inequality at all levels, urbanization comes with different challenges. As the number of urban super rich grows, many cities will also see increased numbers of urban poor. The widening gap between the haves and have not's will be accentuated in the megacities of the future. Such inequalities when left unchecked will destabilize the society and upend any benefits of urban development. There is a critical need for policy makers to ensure that the fruits of progress are shared equitably. Technological challenges: Technology will be increasingly used in the development and running of cities of the future. Smart planning used in Singapore can harness solar energy for use in housing estates and create man made wetlands for ecological balance. Smart mobility technology can alleviate traffic gridlocks which plague many cities (World Economic Forum 2018).

The use of environmental technologies which can cool buildings more efficiently or run vehicles that are less polluting will also lead to better future cities. Installing sensors in the homes of ageing seniors living alone can connect them to the community and summon help when they are unwell or hurt. However, technology can exclude urban inhabitants who cannot afford it or lack the capability required for its adoption. As future cities become more digitized care must be exercised to prevent the emergence of a new form of social; divide rooted in the technological. Governance challenges. Future cities offer immense possibilities to enrich the lives of their inhabitants even as the challenges are stark. It is important to note that cities will increase in size and population become more diverse. Governing these cities will therefore be progressively complex and require the most dedicated of minds. Increasingly, cities around the world are learning about the governance and planning practices from one another, even as they remain accountable to their respective national governments. The broader goal governance should address issues of equity, livability and sustainability in cities of the future. (World Economic Forum 2018).

According to United States, Environmental protection Agency (EPA) report (2021), small towns and cities can use local assets to rebuild their economies. This is because over time all communities experience change that affect the industries, techniques and land use patterns that help form the foundation of their economies. Economically resilient towns, cities and regions adapt to changing conditions and even reinvent their economic bases if necessary. Even if the community has lost its original or main economic driver, it has other assets that it can use to spur the economy. While most economic development strategies involve some effort to recruit major employers such as manufactures or large retailers, many successful small towns and cities complement recruitment by emphasizing their existing assets and distinctive resources. Examples of such towns include Bend, Oregon with a population of 12000' Dubuque, Iowa with a population of 58000 and others.

In attempt to transform small towns and rural communities and create cities EPA reports that, they have used the following approaches or tactics : identifying and building existing assets , engaging all members of the future; taking advantage of outside funding , creating incentives of re-development and encouraging investment in the community, encouraging cooperation within the community and across the region and supporting a clean and healthy environment.

AFRICAN EXPERIENCE WITH URBANISATION

For the case of sub Saharan Africa, urbanization has not provided the same economic growth experienced by other regions of the world (World Bank report 2019). There was consistency in GDP per capita growth for East Asian countries as their share of urban population grew between 1990 and 2016 but for the sub Saharan African story is a mixed bag. There is no clear pattern for instance Nigeria and Ghana have seen strong growth in Gross Domestic Product (GDP) along with higher shares of urban populations, on the other hand Zimbabwe, Madagascar and Guinea Bissau have experienced decline in GDP while experiences increase in urban population. This is due to failure to reallocate economic activities for the agricultural sector toward the more productive industrial and service sectors resulting in urbanization without growth.

Urban sprawl and compactness are inevitable outcome of urban growth. According to Abo -El-wata, etal (2017) in explanation of their urban expansion model and its impact on food production in Addis Ababa, the capital of Ethiopia contends that urban sprawl in the city may lead to excessive loss of farm land . They tried to analyze geospatial modeling by quantifying future urban growth and concluded that with increasing population in urban areas, there has to be loss to farming and food production due to preference for residential housing, industrial set and other commercial enterprises. This has threatened urban food security (Batter by 2013). Therefore, there is a need to integrate food security in city master plans. Scholars like Satterth Waite, Mc Granahan and Tacoli have posed a question as to whether it is not possible to keep agriculture and urbanization to match with the growing demands for agricultural products by the growing urban population in a sustainable manner to check rising urban poverty and food insecurity.

For Uganda's case, the un planned rapid horizontal city growth will cause structure and social economical challenges for the established cities including poor land tenure system; low level of physical planning; lack of an interrelated transport system; challenges related to environmental management especially wet land management; garbage collection and disposal, noise pollution and development of slums; and increasing crime rate World Bank report 2019)

JUSTIFICATI ON FOR CREATION OF NEW CITIES IN UGANDA

Uganda has had a phenomenal rise in its urban population from 1.7millions persons in 1991 to 7.4millionsin 2016. The urban population is projected to rise to 21million by 2040. Realization of potential benefits from the phenomenal of the rapid urbanization, calls for a conscious strategy to ensure that the fast growing and viable urban settlement are elevated to higher and better planned entities. Besides up grading of deserving urban councils precludes mushrooming un planned urban settlements (slums), with their attendant socio- economic problems (Ministry of Local Government 2019).

Urban areas in Uganda play significant role in driving economic growth. More than 70percent non agricultural economic activity no agricultural jobs are done in urban areas. Urban areas are leading the process of transformation away from agriculture resulting into socio- economic conditions for urban dwellers, with migrants from areas often living in better conditions and earning significantly higher incomes than the counter parts in the rural areas. The typical Ugandan city has grown rapidly but without sufficient policy coordination. As a result, the emergency of Ugandan cities has not necessarily resulted in increased productivity, with the majority of jobs created through urbanization process involving low productivity activities. Furthermore, the living environment does not provide decent housing or adequate public goods for a significant population of the city residents with at least 60 percent of the urban populations in Uganda living in slums. Also the mobility of people and goods is constrained and costly due to the heavily traffic congestion in the city (World Bank 2015).

The growth and expansion of municipal councils in Uganda has over the years taken place without corresponding physical and socio- economic infrastructure. This is in part due to the delay in the upgrading of these governance structures to cities. Approved human resources and other institutional structures of municipal councils and availability of funding levels do not position municipal councils to adequately meet administrative and socio- economic needs of ever increasing numbers of their residents. In urban areas unemployment rates are high and most of the jobs are in the informal sector economy are neither taxed nor monitored by the government. There are unregulated land markets, infrastructure and service provision. There are complicated settlement governance arrangements with weak local authorities and poor land use management capacity informal settlements and unregulated peri-urban construction.The established new cities require office structures, staff, transport and other administrative resources that are vital for daily operations. Those come with hefty prices that can only increase public administration expenditure. Besides the start up funds, the administrative units require operational funds to enable them to implement their mandate as stipulated in the Local Government Act, 1997. Some of the responsibilities under their mandate include service delivery, governance and administration (Ministry of Local Government 2020).

Urbanization has generally been a positive force for economic growth and development, poverty reduction, human development and social development. Cities are places where entrepreneurship and technological innovation can thrive. Urban areas also serve as hubs for development where the proximity of commerce government and transportation provide the infrastructure necessary for sharing knowledge and information (United Nations 2018)

SOCIO- ECONOMIC AND POLITCAL OPPORTUNITIES FOR THE NEW CITIES

Economic development. Cities provide a platform for entrepreneurship, technological innovation and other economic activities to thrive. They stimulate transformation within the agricultural household enterprises (1GC 2019)

Job creation. Cities increase the rate of job creation in all areas of life. New economic opportunities will come up and this widens economic activities, trade and commerce and open up service sector

Increase in income. As a result of concentration of productive economic activities in cities, wages in these areas should on average be far higher than those in rural areas while the rate of poverty should be lower too(World Bank 2015).

Infrastructure development. Cities also facilitate infrastructure development in terms of energy, transportation, information, education and communication which leads to improved service delivery in the form of good roads, improved wastage management, piped water, education and health care among others.

Attract investment. With a new local government sector that took effect on 1st July 2019, the cities will attract investment and external funding for infrastructure development, physical planning, greening, urban governance, solid waste management, ICT and others to address the strategic urban agenda objectives.

CHALLENGES TO UGANDA'S CREATED NEW CITIES

According to Mbabazi and Atukunda (2020) the following challenges are facing new cities created in Uganda.

Poor waste disposal and management. Poor waste disposal is a national wide problem with approximately 13 percent of urban population disposing waste in gardens, 19 percent in pits, and 32 percent heaping it in drainages and streets and the remaining 36 percent on open dump sites.

Slums and informal settlements. Substandard housing conditions units built with temporary building materials of which 27 percent are in urban areas.

Weak urban economy. Uganda's urban economy is characterized by low productivity and competitiveness and largely dominated by the informal sector. The increase in urban population does not correspond to job opportunities to propel growth.

Deteriorating urban environment. High urban growth has negatively impacted on the environment resulting in environmental degradation which rises from conflicting land users, un satisfactory waste management practices, destruction of green belts and ecologically fragile ecosystems especially wetlands and hilltops.

Urban sprawl. The country is currently experiencing an unprecedented level of urban sprawl (uncoordinated urban expansion) resulting in a high cost of infrastructure and service provision, encroachment on environmentally sensitive areas and fertile lands for agriculture

Inadequate urban infrastructure and services. Due to rapid urbanization, unplanned development and inadequate funding, many urban areas cannot afford to cope with the demands for infrastructure development and services. The central government transfer of funds to urban local government is insufficient compared to the needs of urban services. The level and quality of services delivered by urban authorities do not match the needs of the population.

Ineffective urban governance and management. There are various agencies involved in urban governance and management which makes it difficult to coordinate many actions and in turn affects the effectiveness of the actions

Urban transportation challenges. Weak transportation and traffic management as well as limited mode of transport which is mainly by road is expensive in terms of time spent in traffic fuel and vehicle maintenance. Road transport is the predominant form of transport with the vehicle growth of 8 percent per annum, the bulk of which operate in urban areas.

Gaps identified in the above literature

There is limited literature on laws and policies to address water supply challenges and food security especially to the vulnerable population; policies to address the Inequality at all levels; guidelines in application of new technologies for smart city planning; policies on the use of environmental technologies in new cities; policies to address governance and planning challenges which is becoming complex in new cities. In an attempt to promote equity, livability and sustainability in cities of the future.

V. METHODOLOGY

Research design

The study adopted a retrospective -prospective and analytical study design. According to Kumar (2005), retrospective-prospective studies investigate and focus on past trends in a phenomenon and study it into the future. The study was selected because it enabled the researchers to investigate aspects within the period that took place in the past so as to understand the present situation and use it to predict the future implications of urban expansion on sustainable development in Mbarara city. Analytical study design helped the investigator to seek and critically analyze the implication of urban expansion and transformation of rural areas to cities with emphasis on challenges and opportunities on socio-economic transformation and human welfare in Mbarara city.

The approach of the study was an interface between the qualitative and quantitative research methods. Information was obtained from a cross section of the population of the entire city on variables that included: the factors that led to the expansion of Mbarara city; the threats of urban expansion on sustainable livelihood; the challenges of urban expansion towards achieving sustainable development strategies and dependable measures that can harmonize urban expansion and development. The reason for the choice of interface was the need for a representative sample to ensure a fair generalization of the findings on the quantitative responses and the need to have in-depth qualitative responses about experiences, perceptions, opinions, values and beliefs of those who have seen the expansion of the city; the information which cannot be obtained through quantitative approach. The study population comprised key informants in form of political leaders, religious leaders, city clerks, division mayors, and the lord mayor. The second category comprised city residents and working class, urban farmers, entrepreneurs, industrial workers, commercial traders, and service providers from different categories.

Sample size determination

Sample size determination has to do with a number of factors, including the purpose of the study, population size, the risk of selecting a bad example, the level of precision- the sampling error, the confidence level and the degree of variability in the attributes being measured (Glenn isreal1992,Saunders et al 2004).

The study used the Taro Yamane formula to determine the minimum sample size with utmost confidence level of 95 percent, (Yamane 1967/1973).

The Taro Yamane formula is stated as;

$$n = \frac{N}{1 + Ne^2}$$

Where n = sample size, N = population size and e =significance level of 5% (0.05)

Mbarara city has a population of 323000 people (Mbarara Municipality Development Plan, 2019). A total of 333 people was sampled for the study, of these, 297 heads of households sample were selected to fill questionnaires. However, only 264 questionnaires out of the 297 issued were realized; a response rate of 88.88 percent.

Sampling methods

Purposive sampling was used to select local council I leaders (27), local council III leaders (6), city and division leaders (08), Managers of service providers (3), elders (3), and heads of organizations (3). Purposive sampling was used because it enabled the researcher to get knowledgeable respondents with accurate and authentic information hence improving the validity of the study findings.

Sources of data

Sources of data were derived from primary and secondary sources. Primary data was obtained from the researcher's interaction with respondents using interviews, focused group discussions, questionnaires, and observation methods. Secondary data was obtained through relevant social science websites, textbooks, journals, \magazines, newspapers, and reviewing records mainly reports, city development plans, budgets, statistical abstracts and minutes. This helped the study to generate data and derive a meaningful interpretation of the findings

Data collection methods

Data collection methods involved use of questionnaires, interviews, observation, focus group discussions, and documentary evidence analysis as a method of information gathering. Structured and unstructured questions were constructed and administered by the researcher. Interview guides and interview schedules help in the interviewing process. Observation checklist was drawn to help in observation, focus group interviews were guided by the focus group discussion guide.

Data quality control

On quality control and checking Validity of instruments, data collection instruments were developed in a way that the y measured the desirable standards (Kumar2005, Walter 1995). On reliability of instruments: an instrument is reliable if measures consistently what it is supposed to measure. According to Kumar (2005), if a research tool is consistent and stable and predictable and accurate, it is said to be reliable. The study used instruments that were found to be reliable. After using a Test- Re-Test method where an instrument is administered once, and then again under the same or similar conditions and same answers being given, the instruments were considered reliable (Kumar 2005, Oso and Onen 2008, Walter 1989)

Data management

On data management, the data was stored and entered in a computer using appropriate computer software (epi data) and also sent to researchers email for easy access and security, retrieval, analysis, editing and interpretation. Data was edited to ensure its accuracy and consistency. All questionnaires were collected and checked for its completeness to avoid omission of important data.

Data analysis

On data analysis, qualitative data was analyzed thematically where derived themes from objectives were described in details. This analysis utilized data collected from documents, interview guides, observation checklists and focus group discussions. On the side of quantitative data, SPSS computer software was used in running frequencies and creating tables and graphs.

A conclusion section must be included and should indicate clearly the advantages, limitations, and possible applications of the paper. Although a conclusion may review the main points of the paper, do not replicate the abstract as the conclusion. A conclusion might elaborate on the importance of the work or suggest applications and extentions. (10)

VII. RESEARCH FINDINGS

The findings indicate that many factors have contributed to city growth and development. These included strategic location of the city in the region (96.6 percent of respondents), early trade and commerce (82.2 percent respondents), and availability (89.4 percent), natural population increase (97.3 percent), increased investment (90 percent), developed infrastructure (50 percent), rural urban migration (53.3 percent) and industrialization (67 percent)

Effects of City Expansion.

The findings indicated that city expansion has already affected natural resources; base in the area in form of deforestation, wetland reclamation, disappearance of green belts, river encroachment, and change inland use. 28 percent of the respondents strongly agreed, 56.8 percent while 11.7 percent agreed that city expansion has led to deforestation leading to prolonged drought, loss of wind breakers, and air pollution.

Table 1: Effects of city expansion on human settlement.

variable	Strongly agree	percentage	agree	percentage	undecided	percentage	disagree	percentage	Strongly disagree	percentage	Total	percentage
Deforestation	74	28	150	56.8	7	2.7	31	11.7	2	0.8	264	100
Wetland reclamation	73	27.7	133	50.4	14	5.3	42	15.9	2	0.8	264	100
Disappearance of green belts	95	36.0	120	45.5	15	5.7	34	12.9	-	-	264	100
River encroachment	209	79.2	-	-	37	14	-	-	37	14.0	264	100
Change in land use	255	96.6			8	3.0			1	0.4	264	100

Source: Field summary 2021

On wetland reclamation, 78.1 of the respondents agreed that the current wetland reclamation in the city was due to city expansion, due to inadequate land for expansion and development; on disappearance of green belts, 81 percent of respondents agreed with the view that city expansion has led to the disappearance of green belts in form of loss of shades, change in weather and pollution; on river encroachment, river Rwizi, the main source of water in the city and its banks have been greatly exposed to agricultural practices, brick making, sand quarrying, and human settlement. 79.2 percent have confirmed this. Even NEMA report of 2000 has given the same report.

Effects of city expansion on human welfare. This ranges from individual households to large societies and communities in form of availability of social amenities, and infrastructure. Much as [people enjoy these services, they are not of quality nature. The quality question has been identified in areas of water sources, safety of water, lack of connection to electricity, poor lighting in some areas, access to education, and health services and food availability.

Effects of city on employment. 90.5 percent of respondents reported that they experience unemployment in the city. Unemployment stems from lack of education and practical skills, increase in population, lack of industries, nepotism and corruption. All these have undermined sustainable development strategies and initiatives.

POLICY AND LEGAL IMPLICATIONS OF CREATING CITIES

Eighty percent (80%) of the respondents indicated pressure on the national resources envelope. The resources for establishment of the cities are not adequate.

Seventy percent (70%) of the respondents indicated displacement of existing District Local Governments. The existing local governments have to be swallowed by the new cities or relocate their headquarters to new areas. In effect, Gulu, Mbarara, JinjaKabarole, Mbale and Masaka districts have to relocate. The government has to incur extra financial resources to construct new offices for new displaced districts.

Eight two percent (82%) of the respondents indicated change in the demographics of the districts local governments. The geographic size and the demographics of the districts will shrink and this will affect the local governments revenue of the affected local governments. There will also be migrations in and out of the gazetted cities that need to be planned for. The case of Wakiso district which is already facing low revenue collection due to the presence of many town councils and municipalities within the district is the perfect example of what is likely to happen to other districts.

Seventy five percent (75%) of respondents indicated that there will be creation of new administrative units, town councils and other administrative units to bring services nearer to the people. This will increase the costs of operation yet resource envelope is limited. 90% of the respondents indicate that there will be administrative reclassification. The ministry of Local Government classified gazetted cities, Municipalities and Town Councils as urban areas and the Local Government Act CAP 243 empowers the ministry to declare an area urban if it satisfies the following criteria: A minimum of 25000 people for town council; A minimum 100000 people for a municipality; A minimum 500,000 people for city; Has a master plan for land use; Has available water sources; is able to meet the costs of providing services.

In addition the local government act declares all districts headquarters as towns. The new district headquarters and city jurisdictions are automatically gazetted as urban, thus reclassifying the population urban. 90% of the respondents indicated creation of more electoral constituencies. Each city will have three

representatives in a parliament. According to the ministry of local government, each city will have three Members of Parliament (MPS). Two will represent the divisions in the cities and one woman MP, just like the districts will have the representatives. This implies that the 15 cities will have a total of 45 representatives further increasing the cost of public administration.

Sixty percent (60%) of the respondents indicated that there are deficiencies within the existing laws. The local government Act section 4 states that a city is equivalent to a district. This implies that a city is supposed to operate like a district. However, the structure of the district and the city are different, so are their needs and services they provide. There are no existing staff structures for these cities. Also their leadership or governance structures for both political and technical leaders are different. This is likely to create challenges in management of these cities.

Sixty percent (60%) of the respondents indicated that there exists lack of minimum standards for the cities. The created cities do not have any existing minimum standards of their operations including nature of infrastructure, social services, industries and others.

Seventy eight percent (78) indicated that there is unplanned horizontal growth of cities. This unplanned rapid horizontal city growth is likely to cause structural and socio-economic challenges for the early marked cities including poor land tenure system, an integrated transport systems, challenges related to environmental management, development of slums and unplanned settlements, urban poverty exacerbated by high unemployment levels, poor infrastructure for markets, water and health service systems and housing, crowding, congestion and pollution. These cities will have to work backwards in terms of creating a physical plan appropriate for a city, something akin to putting the cart before the horse.

Lastly 65% percent of the respondents indicated unclear management for created cities. The approval of the new cities by parliament on April 28th, 2020 was not preceded by vigorous analysis and forward planning. It is not clear whether they are going to operate as dynamic industrial hubs or as expanded administrative municipalities. Their governance structure is not clear. The legal framework under which they are going to operate is not clear. Their funding modality too is not clear.

VIII. DISCUSSION OF THE FINDINGS

It is projected that by the middle of this century, the majority of Africans will be urban residents, although with huge variations between countries as is the case today (MC Granahan and Satterthwaite, 2014). Currently only a small proportion of the region's population lives in cities and towns but this is rapidly changing. Thus urbanization and rural urban transformation are critical qualities of contemporary societal change in sub-Saharan Africa. Therefore, proper systems have to be developed for new cities to address infrastructure, environmental, technological, income inequality, and population growth and governance challenges. Recent cities are lagging behind in their abilities to address the social and spatial consequences of the complex and rapidly shifting rural - urban connections. A fast growing population without corresponding job growth is one of the challenges that come with rapid urbanization.

Unfortunately, Uganda is yet to realize the positive gains of urbanization since independence instead increasingly concentrated populations have become a major stress on limited infrastructure and services like housing, markets, roads, transport, employment, education, health and safety. The current attempt at modernizing Kampala and providing relief food under the Covid 19 lockdown are sad testimonies. Mbarara city is facing similar challenges; many rural areas have been integrated into the city without proper planning. These integrated areas lack develop infrastructure net work in form of feeder roads, electricity extension lines, tarmacked roads, administrative offices, banks among others.

Retrofitting new cities as we are doing, where towns already exist is more expensive because we lack resources for compensating private old structures to pave way for both new and expanded facilities to accommodate the increasing numbers.

Land prices are also going up at a faster rate by speculators. Redesigning rural development in place where people already live could make a better idea with prospects for real transformation to take place. The cities are a gamble because many people are hesitant to live their tradition way of living to take upon city life. As government opens more infrastructure and lowers tax for investors choosing up country, there is need to shift business from Kampala to new cities and as well create new opportunities in boarder cities of Mbale, Gulu, Mbarara, Arua and Fort portal to tap opportunities in neighboring countries.

Creating new cities is good because of various benefits like job creation, infrastructure development, industrialization and other gains but Uganda needs cities of knowledge, innovation, industrial, business, entertainment and recreation parks and organised affordable low cost residential estates. We don't need cities for tribal and petty politics but business/commercial industrial and service sector driven cities

It is hoped that while some cities will succeed, others will stumble but as a development thinker I have a feeling that new ideas will be generated by academicians, politicians, researchers, policy makers, technicians to provide insights and help city builders and managers define their priorities in achieving bold vision.

To make urban areas more productive and reliable for the many people that will converge in the coming years, policy makers must adopt modern system of running modern cities. These policy consideration areas include; ensuring land markets function well, to improve the efficiency of land use and spatial planning. Incentives need to encourage development of existing unutilized urban land to prevent sprawl and take advantage of economic density; Enhance urban planning to coordinate public and private investment. Well planned investment in Uganda's cities is critical particularly in the context of East African integration and exploitation of the country's oil resources; improving connectivity between and within cities, with affordable public transport system for people to get to work and minimize congestion and to benefit producers and consumers in urban and rural areas.

CONCLUSIONS

Urbanization is a welcome trend but there is a need for adequate preparation for an area to be gazetted a city. There is a need for adequate facilities or infrastructure in terms of transport, markets, health facilities, water systems, electricity and industries among others. Most of these cities have annexed rural areas to build up a population requirement for a city status. How will these cope? Physical planning for these cities is a critical ingredient for organized cities. Otherwise, these will mushroom into large slummy settlements.

Drawing lessons from Kampala city which is facing multiple problems due to poor planning, new cities should embrace urban planning, land and environmental management, business planning, develop models and social development in order to succeed. There should be a new and a progressive land tenure system that allow flexibility in physical planning into adjoining areas without conflicts and obstruction seen in Kampala and other areas

Also there should be clarity on permitted and restricted activities in these new cities because they are already poorly managed as evidenced by the gross failure to remove domesticated livestock from roaming the so called cities in competition with unruly human beings. All the new cities have copied a bad culture where un restricted mobile and street goods vending; passengers, transport stages, commercial car parks and bodabodas are permitted to exist where they want.

With Ugandans of strong rural background, there is need to create a new relationship between private and public stakeholders in urban planning to successfully attract people and business into the new cities and create an identity that bonds them to their. The major challenge here is that people residing in the village only come to towns to shop, trade goods, idle around and return to their homes hence urban life is minimal and restricted today time. Urban investment in real estate including Kampala hasn't been as lucrative because people have chosen to build their own houses or business premises stimulating demand for such real urban estates is going to be critical for cities to thrive. If managed effectively, urbanization will drive Uganda's economic growth, productivity and welfare by creating infrastructure, organized living and employment.

RECOMMENDATIONS

There is need for the development and implementation of a rapid development strategy to enhance the fiscal autonomy of the new cities. This should include; Support for industries in which proposed cities have a location advantages such as tourism and agribusiness; Bolstering existing initiatives under the Buy Uganda Build Uganda policy by establishing a local content unit to identify existing capacity and constraints across industries and deeper linkages between local firms and foreign investors in industrial parks; Establish regional and sector specific public entities to coordinate regional or cross border /district and sector specific approaches to economic development. These entities would include representatives from relevant local governments and could enable the pooling of resources and exchange of ideas to leverage cross district synergies; There is need to fast track infrastructural development in the created cities like markets, upgrade electricity power lines to support industrialization, road network and upgrade some of health facilities among others.

There is need to strengthen existing infrastructure, business clusters, and local government capacities so that cities can take advantage and attract investments. And also: Re orient policy initiatives for job creation to leverage existing infrastructure and business clusters, encourage investments in larger geography, the cities; Re invigorate the push towards decentralization, taking advantage of the political support for the declaration of the new cities to promote additional policy autonomy and funding for local governments in encouraging urban centres; Strengthen the local economic development function of local governments by resourcing and staffing local commercial offices to serve as the coordinator entity for job creation initiatives at the local level (IGC 2019); To ensure that its cities are bolt competitive and livable Uganda will require a comprehensive set of actions that will establish the necessary business environment required to create productive jobs, to provide a conducive working environment for workers, to develop good quality buildings for housing, to improve the quality of infrastructure and ensure good access to social services like education and health care, transportation, water and sanitation services.

Coordination of development of cities. The ministry of Local Government that is responsible for urban administration of urban local governments and supervision of programs related to urbanization should

coordinate ministries, departments and agencies (MDAS) that have a role to play in Uganda's urbanization agenda.

Planning must take place precedence not implementation. It is important that urban planning takes place and focuses on key areas like infrastructure development before implementation can happen. Political interference, conflicting land use policies, uncoordinated instructions between urban authorities and ministry of local government. There is need to develop plans for these cities mainly focusing on land use and spatially distributed demographics, transport networks and land use and development regulations.

Financial autonomy. There is a need to support these cities/ urban institutions to gain financial autonomy. These new cities should be given the liberty and freedom to collect taxes and generate revenue and plan better on how to use these resources without external interference. Furthermore, the wealth of these cities should be enhanced borrowing and debt raising and dealing closely with the private sector for Public Private Partnership (PPP) for infrastructure investment.

Reducing land conflicts and overlapping land rights through encouraging land rental markets in areas of communal land ownership, strengthening capacity of land administration institutions to value land, manage land transactions and settle land related disputes.

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