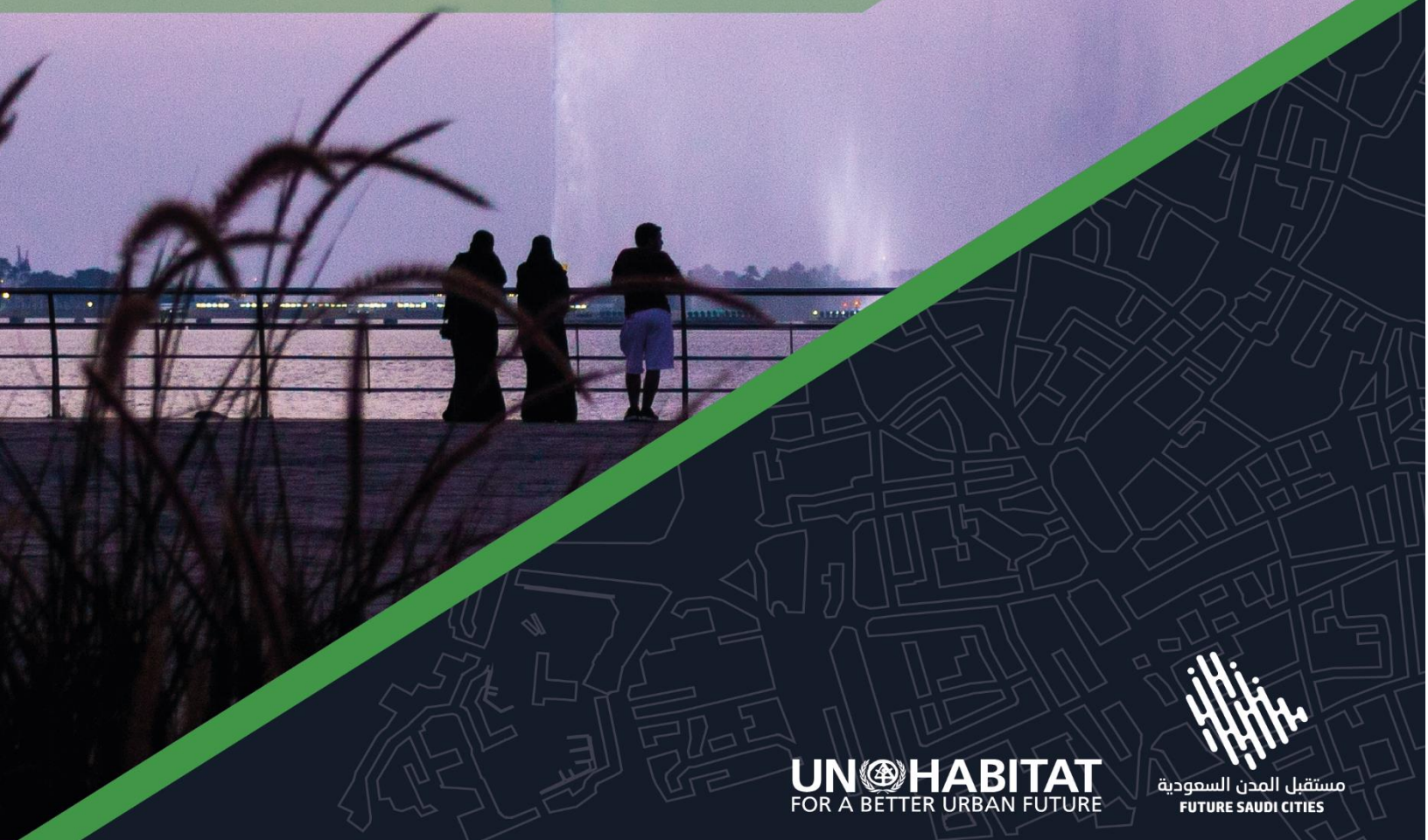




وزارة الشؤون
البلدية و القروية
Ministry of Municipal & Rural Affairs

CPI PROFILE JEDDAH



UN HABITAT
FOR A BETTER URBAN FUTURE



مستقبل المدن السعودية
FUTURE SAUDI CITIES

The Future Saudi Cities Programme
CPI PROFILE - Jeddah

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Ministry of Municipal and Rural Affairs
P.O. Box : 935 - King Fahd, Riyadh, 11136
Tel: 00966114569999
<https://www.momra.gov.sa/>

United Nations Human Settlements Programme
(UN-Habitat)
P.O. Box 30030, 00100 Nairobi GPO KENYA
Tel: 254-020-7623120 (Central Office)
www.unhabitat.org

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Authors:

Jeddah Municipality:
Mr.Khaled Taha

UN-Habitat (Riyadh)
Mr. John Obure
Mr. Mohammed Al Ahmed
Mr. Bader Al Dawsari

Un-Habitat (Nairobi)
Mr. Robert Ndugwa
Mr. Antony Abilla
Ms. Esther Njiru
Mr. Julius Majale
Mr. Denis Mwaniki
Mr. Walter Oriedo
Mr. Dennis Koech

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For UN-Habitat:

Mr Robert Lewis-Lettington
Mr. Ayman El-Hefnawi
Ms Manka Bajaj

Introduction

The United Nations Human Settlements Programme (UN-HABITAT) and Ministry of Municipal and Rural Affairs in the Kingdom of Saudi Arabia (MOMRA) jointly launched UN-HABITAT Saudi Arabia Programme titled “ Future Saudi Cities Programme (FSCP)”. The UN-HABITAT Office has been providing technical support to the MOMRA and targets 17 key cities in the Kingdom of Saudi Arabia. The cities include Riyadh, Makkah, Jeddah, Taif, Medina, Tabuk, Dammam, Kathef, Ihsa, Abha, Najran, Jazan, Hail, Araar, AlBaha, Buraydah, and Sakaka, to respond to national and local urban challenges.

UN- Habitat provides a new approach for measuring urban prosperity: which is holistic, integrated and essential for the promotion and monitoring of socio-economic development, inclusion and progressive realization of the urban-related human rights for all. This new approach redirects cities to function towards a path of an urban future that is economically, politically, socially and environmentally prosperous. The new approach or monitoring framework, The Cities Prosperity Index (CPI), is a multidimensional framework that integrates six carefully selected dimensions and several indicators that relate to factors and conditions necessary for a city to thrive and prosper. The six dimensions include productivity, infrastructure development, equity and social inclusion, environmental sustainability, and urban governance. The CPI uses the concept of The Wheel of Urban Prosperity and the Scale of Urban Prosperity to enable stakeholders to assess achievements in cities. The City Prosperity Index (CPI) not only provide indices and measurements relevant to cities, but it is also an assessment tool that enables city authorities as well as local and national stakeholders, to identify opportunities and potential areas of intervention for their cities to become more prosperous.

Under FSCP, the UN-HABITAT, MOMRA, and Jeddah Municipality together with its Local Urban Observatory have been working on developing urban statistics and spatial information (Geographic Information System) to provide relevant urban information that strongly support decision-making process on urban development and urban planning in the city.

This CPI Profile Report applies the CPI framework and provide a summary of the basic information and urban statistics about the City and gives an overview of the city’s achievements, opportunities and potential areas that contribute to its prosperity in areas such productivity, infrastructure development, equity and social inclusion, environmental sustainability and urban governance and legislation.

OVERVIEW OF THE CITY OF JEDDAH

Historical Background

The history of the city of Jeddah goes back to more than 3000 years ago when it was used as a camping ground for fishermen. During that time a tribe called 'Quda'ah' settled in the area, there are stories that the name city came from the Quda'ah tribe. The historic Jeddah wall was built by Mamluk prince, Hussain Al Kurdi in his campaign against Portuguese when he wanted to fortify the city from the attacks from the Red Sea. After the Kingdom was unified in 1932 A.D. Jeddah entered a new era but the city still remained within the 1.5km² wall until 1947 when the wall was demolished. The urban fabric of the time was traditional, the architecture included multi-storey (4-7stories) built with local materials (coral stone) walls, wooden lattice (mashrabia) covered openings. The main economic base was revenues from commerce and services offered to pilgrims to and from Makkah. During the WWII the revenues were very little due to the dwindling number of pilgrims. The situation affected all aspects of the city's development - social, educational, health, economic and consequently physical. After the Second World War (post-1945), there was an economic upturn in the country when the Kingdom of Saudi Arabia received its first oil revenue in 1946. Due to its function as a gateway to Makkah, Jeddah was one of the first cities in the Kingdom to benefit from this flourishing economy. (Makhlouf, A. 1985). By 1971, Jeddah was the diplomatic center of the Kingdom, the headquarters of the Saudi Monitory Authority (SAMA) and hence the centre of professional, scientific and skillful employment. When The Ministry of Foreign Affairs was established it was built in Jeddah and all Embassies and Consulates were built and some Consulates remained in Jeddah until today. Apart from the importance of Jeddah as Commercial Port and Gate to the Two Holy Mosques it expanded in all directions, new buildings came into existence beside the headquarters of the giant local and foreign companies. Consequently there was expansion in the services like transportation, communication and health projects, as well as expansion in the public utilities like water and electricity and all other infrastructure projects. Now Jeddah is changed from a small city surrounded by wall boundary to a big city known as the Pride of the Red Sea.

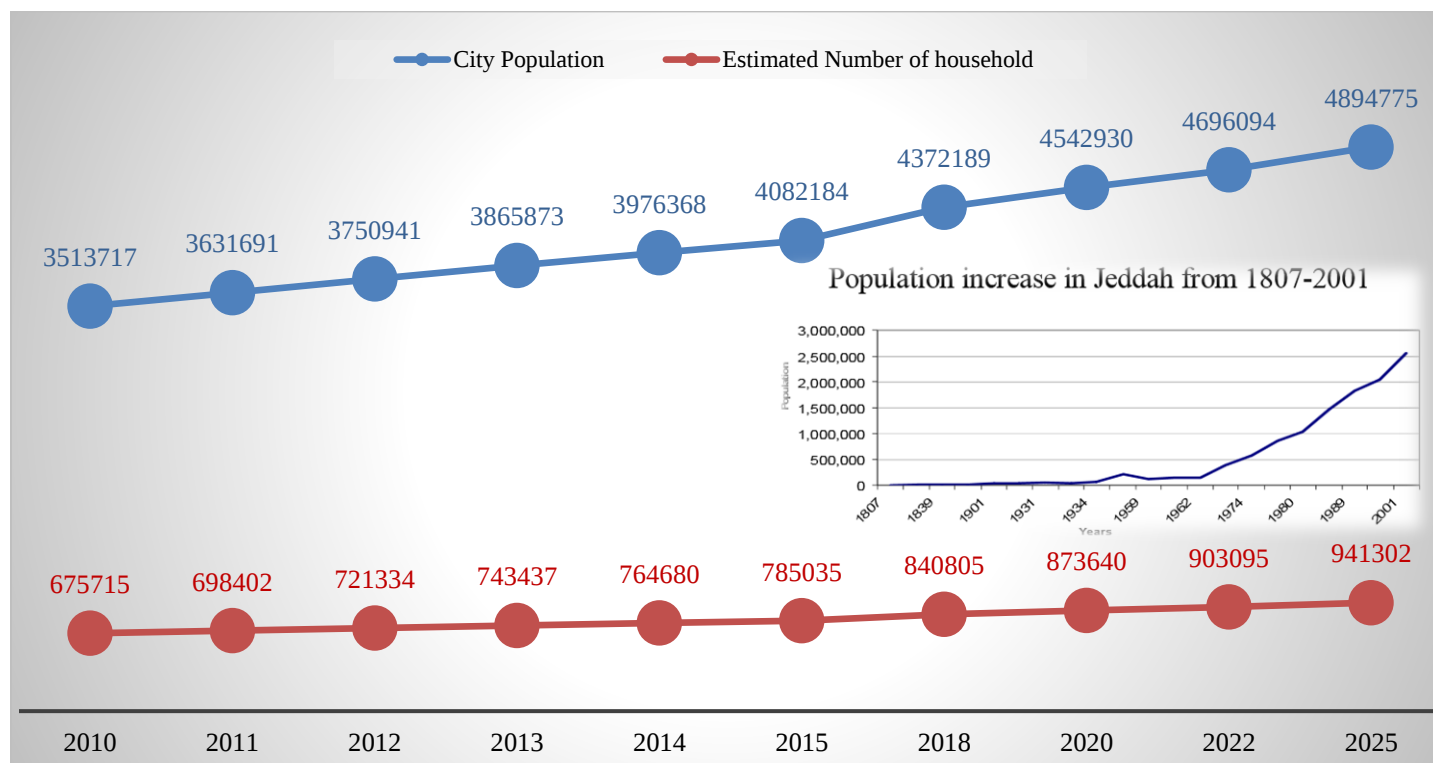
Geography and Location

The city of Jeddah is located on the west coast of the Kingdom of Saudi Arabia at latitude 29.21 north and longitude 39.7 East, in the middle of the eastern shore of the Red Sea, 12m above sea level. It's about 949Km from the capital city of Riyadh and just about 79 Km from the Holy City of Makkah. The urban boundary of Jeddah is approximately 1765 km² and the total area of the municipality is about 5460 km². The city has a hot and dry desert climate with high humidity, the annual mean temperature is around 28⁰C but in summer temperatures can go as high as 40⁰C. Jeddah receives an annual average rainfall of about 54mm, usually during the winter season as well as in the spring.

Demographic Background

The population of the municipality of Jeddah is approximately 4.1 million (2015), making it the second largest city in Saudi Arabia after Riyadh and the largest city in Makkah province. In terms of population, it represents about 50% of the population in Makkah region and about 13% of the total population of the kingdom estimated at 30 million according to the 2015 estimates. Jeddah city had a population of over 4,082,184 (2016 estimates) and a population growth rate of 3.8% per annum, the city's population is growing at a rate higher than the national average. The city has witnessed a dramatic increase in population primarily due to out-migration from villages and suburbs into the city as individuals search for jobs and better standards of living. The urban population density is about 5400/km². The average household size in the city is 5.2 the same as the regional average. Jeddah has a young population; about 41% of its population is below 24 years and half the population is below the age of 30 years whilst only about 3% are 65 years and above. The ratio of male to female is about 1.27. The population of Jeddah comprises of about 60% Saudis and about 40% non-Saudi nationals.

Figure 1: Trends in Population and Household Units (estimates-2010-2025)



Before 1970 the population in Makkah region was predominantly rural, after 1970 the region witness a sustained rural-urban migration, since then the population of the city of Jeddah has steadily increased from 1 million in 1970 to 1.4 million in 1986, passing the 2 million mark in 1993 and dramatically increasing past the 3 million mark, according to the last census in 2010 the population of the city stood at 3.4 million.

Socio-Economic Background

Jeddah city is considered the commercial and tourism capital of the Kingdom of Saudi Arabia. Its population is estimated at around 4.1 million (2015) and it is the second largest city after Riyadh.

In the last two decades, Jeddah has grown to become the commercial hub (center for money and business) of the Kingdom of Saudi Arabia and an important port for exporting non-oil related goods as well as for importing goods for the domestic market. Jeddah also has major industrial centers dealing with building materials and heavy manufacturing and has an important plant for sea water desalination. Jeddah was the original gateway to Mecca and Madinah for pilgrims arriving by ship or by air, today the city still welcomes 97% of all pilgrims arriving by sea and 98% of those arriving by air. This places heavy demands on consumer goods, building materials, hotel accommodations, and technical and administrative services, hence providing an enormous boost to the commercial sector of the city contributing allot to its economic prosperity. Like most cities, Jeddah relies on food supplies sourced nationally and internationally.

The trend on Urban Growth and Existing Spatial Plans

The launching of the Second National Development Plan (1975-1980) of the Kingdom of Saudi Arabia coincided with the culmination and consolidation of the oil boom (1973- 1983). One of the main goals of the second plan was to develop the physical infrastructure to support the achievement of the cultural, historical, and political fundamentals, values and principles of the Kingdom. The plan, therefore, embarked upon a physical restructuring of the major centers of population, which provided the main economic bases in the Kingdom, of which Jeddah was a leading centre. Like many other cities in the Kingdom, the oil boom led to the dramatic growth of the city in many aspects.

Jeddah has experienced rapid population growth, spatial expansion, land use changes and transportation infrastructure expansion in the past four decades. Different driving forces have triggered the city's spatial-temporal changes: the growth of the economy, population, and transportation infrastructure, as well as the development of government policies, topography, and master plans. Two types of urban growth can be distinguished in Jeddah's spatiotemporal expansion: outward expansion and sprawl development.

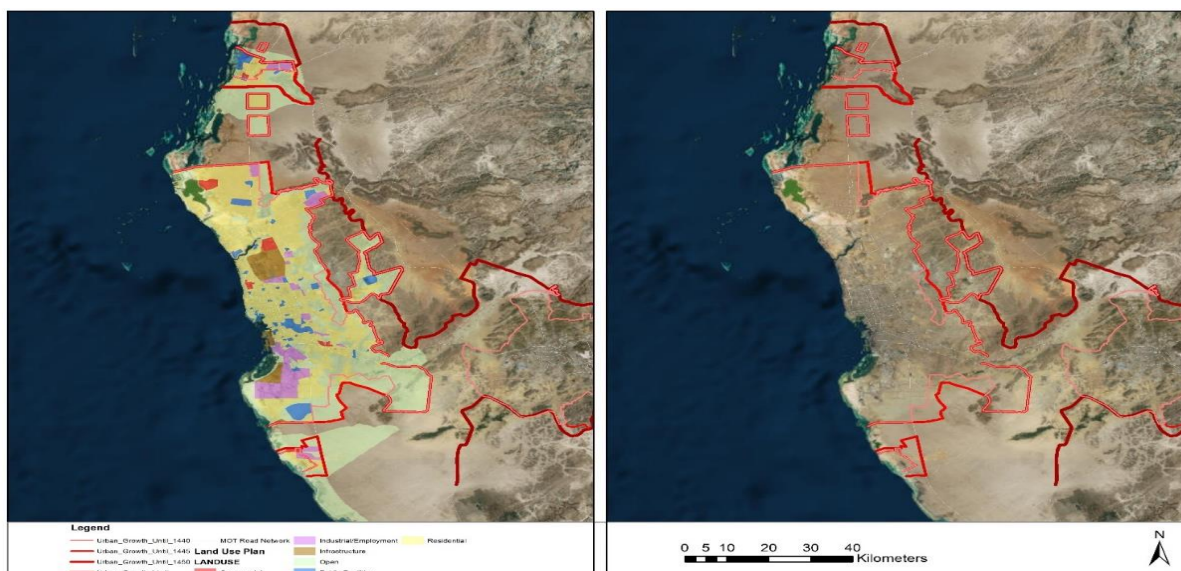
Land use in Jeddah went through remarkable changes from 1964 to 2007. Although all land uses changed from 1964 to 2007, five significant land use classes have rapidly and actively changed: residential, commercial, industrial, informal settlements and public spaces. Residential development in the city has dramatically increased, catalyzed by constructed transportation infrastructure, the new airport location and the government's development policies, such as land grants and interest-free loans.

Commercial land use has also changed significantly, with these changes taking place continually along highways, main roads, and significant secondary road intersections.

Industrial land uses that followed a planning scheme that took place in the locations proposed by the master plans in 1962 and 1973, has also changed drastically. As the dynamics of urban growth transformed the city, Jeddah expanded through the emergence of both formal and informal settlements

(Mandeli, 2008). As a consequence, informal settlement land use changed substantially during this period, emerging along main roads at the east of Jeddah and near the airport in the north, with the sprawl pattern of development. This expansion has affected both the spatial growth and spatial structure of Jeddah and has inflicted enormous challenges onto its Municipality. Moreover, public spaces have also considerably changed, developing in locations proposed by the master plans of 1962, 1973, 1981, 1987 and 2004.

Figure 2: Land use and Urban Growth Limit



The figure 2 above is showing the trend of urban growth limit control and land uses for the city of Jeddah.

The City Prosperity Index (CPI) - Assessment

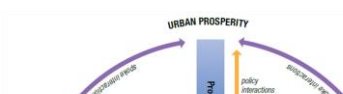
Prosperity implies success, wellbeing, thriving conditions, safety and security, long life etc. Prosperity in cities, therefore, is about successfully meeting today's needs without compromising tomorrow and working together for a smart, competitive economy, in a socially inclusive society and a healthy, vibrant environment for individuals, families, and communities. Prosperity in cities is a process and cities can be at different levels of prosperity. In order to measure the level and also track how cities progress on the path to becoming prosperous, UN-Habitat introduced a monitoring framework: The Cities Prosperity Index (CPI). The CPI is a composite index with six carefully selected dimensions that captures all important elements of a prosperous city. This index along with a conceptual matrix, The Wheel of Urban Prosperity and a Global Scale of City Prosperity, are intended to help city authorities, decision-makers, partners and other stakeholders to use existing evidence and formulate clear policies and interventions for their cities.

80-100

Very strong factors

70-79

strong factors



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