

THIRD UNITED NATIONS CONFERENCE ON HOUSING AND SUSTAINABLE URBAN DEVELOPMENT NATIONAL REPORT



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ACRONYMS

BNTF	Basic Needs Trust Fund
BTC	Boys Training Centre
CAFF	Climate Adaptation Facility Funding
CARE	Centre for Adolescent Renewal and Education
CARCIP	Caribbean Regional Communications Infrastructure Program
CARICOM	Caribbean Community
CARPHA	Caribbean Public Health Agency
CBD	Convention on Biodiversity
CBO	Community Based Organization
CCC	Castries Constituency Council
CCCCC	CARICOM Community Centre for Climate Change
CDGC	Child Development Guidance Centre
CDB	Caribbean Development Bank
COP	Conference of Parties
CSEC	Caribbean Secondary Education Certificate
CIDA	Canadian International Development Agency
COP	Conference of Parties
CPACC	Caribbean Planning for Adaptation to Climate Change
CVQ	Caribbean Vocational Qualification
DCA	Development Control Authority
DHURT	Department of Housing, Urban Renewal and Telecommunications
DVRP	Disaster Vulnerability Reduction Project
CRB	Community Relations Branch (RSLPF)
CSO	Central Statistical Office
EIA	Environmental Impact Assessment
EU	European Union
GABA	Gender Awareness Beneficiary Analysis
GCCA	Global Climate Change Alliance
GCF	Green Climate Fund
GDP	Gross Domestic Product
GHG	Green House Gas
GIZ GmbH	German Development Agency
GoSL	Government of Saint Lucia
HUDC	Housing and Urban Development Corporation
IFC	International Finance Corporation
ISL	Invest Saint Lucia
ITC	Information Technology
JCCCP	Japan Caribbean Climate Change Partnership
LA	Local Authority
LED	Local Economic Development
LF	Labour Force
MoSSaic	Management of Slope Stability in Communities
NAO	National Authorising Office (European Union)
NMWC	National Mental and Wellness Centre
MSME	Micro Small and Medium Enterprises

NDC	Nationally Determined Contribution
NEMO	National Emergency Management Organization
NETS	National Energy Transition Strategy
NGO	Non-governmental Organisation
NHC	National Housing Corporation
NSDC	National Skills Development Centre
NSSP	National Sites and Services Programme
NUA	National Urban Agenda
NURC	National Utilities Regulatory Commission
OAS	Organization of American States
OECS	Organization of Eastern Caribbean States
PAP	Poverty Assessment Programme
POETA	Partnership in Opportunities for Employment through Technologies in the Americas
PMD	People with Mental Disabilities
PWD	People with Disabilities
PROUD	Programme for the Regularization of Unplanned Development
PV	Photo Voltaic
PWD	People with Disabilities
REDD+	Reducing Emissions from Deforestation and Forest Degradation plus
RSLPF	Royal Saint Lucia Police Force
SIDS	Small Island Developing States
SDG	Sustainable Development Goals
SFA	Special Framework of Assistance
SLAD	Saint Lucia Association for the Developmentally Disabled
SLBWA	Saint Lucia Blind Welfare Association
SLASPA	Saint Lucia Air and Seaports Authority
SLDB	Saint Lucia Development Bank
SLSWMA	Saint Lucia Solid Waste Management Authority
SME	Small and Medium Enterprises
SSDF	Saint Lucia Social Development Fund
TVET	Technical Vocational Education and Training
UNCCD	United Nations Convention to Combat Desertification
UNFCCC	United Nations Framework Convention on Climate Change
UNODC	United Nations Office on Drugs and Crime
UNOPS	United Nations Office of the Public Service
VCP	Visually Constrained People
WASCO	Water and Sewage Company
WRMA	Water Resources Management Agency
WSS	Water Supply System
YAP	Youth Apprenticeship Programme
YAEP	Youth Agri-Entrepreneurship Project

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**Map Showing Administrative Districts in Saint Lucia
Main Urban Areas and Hierarchy Classification**



City



Towns



Villages

Introduction

Saint Lucia is located at latitude 13° 59' N, and 61° W and is of volcanic origin. As such the island has a very rugged topography with close to 80% of the island having slopes in excess of 10 degrees. Because of its geographic location, Saint Lucia is vulnerable to multiple hazards including tropical storms and hurricanes, and seismic activity. This natural vulnerability is exacerbated by the impacts of climate change – as manifested in several major storms and a series of small events including Hurricane Tomas in 2010.

Saint Lucia's economy was previously based on banana monoculture. Since the decline of agriculture in the 1990s, tourism (34% arrivals from stayover and 58% from the cruise sector) has overtaken bananas as the lead sector accounting for 65% of GDP. National unemployment is high: 20.2% in 2017.

Saint Lucia covers a land area of approximately 616 km² or 66,000 hectares, with density ranging from 434 to 2139 people per square mile. Only 10% of the land surface is flat and typically urban settlements occupy the narrow coastal strip except in the most northerly and southerly tips where the largest urban settlements are found - Castries/Gros-Islet conurbation and Vieux-Fort respectively. There are 10 districts each with an urban centre and rural hinterland. In the hierarchy of settlements, Castries is the main urban centre and primate city, followed by three (3) towns and six (6) villages. Urban management is executed within 15 constituencies representing further areal divisions within these district boundaries.

In the 1970s and 1980s development was guided by regional and local area plans. The south was zoned for light industrial development and the north west corridor for tourism development. Since the 1990s, development by and large has been private sector led and executed on the basis of demand and prevailing landuse. Within this context, rapid urbanization has occurred in the south and north with a trend and population shifts towards rural areas and the development of the Castries Gros-Islet conurbation.

The New Urban Agenda agreed to at the HABITAT III conference in Quito 2016, provides guiding goals for the creation of a sustainable framework for reengineering of urban areas in Saint Lucia and developing a comprehensive national spatial development plan. The guiding goals of the NUA are in conformance with the Sustainable Development Goals (SDG) and previous Millennium Development Goals (MDG), and were integrated in national development planning through the four-year Medium Term Development Strategy, under the direction by an Inter departmental SDG Committee. The Government of Saint Lucia reaffirms its commitment to the NUA and is currently working with technical assistance from the UNPOS and the World Bank to build local capacity in Landuse Planning, Urban Renewal and Housing.

This HABITAT III Report is Saint Lucia's first HABITAT Report and was produced in 2018 after the HABITAT III Conference held in 2016. As such it represents a baseline status supported with available information and statistics on the thematic areas presented by UN HABITAT for reporting on the NUA:-1. *Urban Demographics*; 2. *Land and Urban Planning*; 3. *Environment and*

Urbanization; 4. Urban Governance and legislation, 5. Urban Economy; 6. Housing and Basic Services. The report therefore assesses existing and ongoing policies, actions, initiatives and future plans for synergy with the NUA as opposed to assessing progress in real terms towards the achievement of the NUA. Challenges that could be addressed under the NUA are also presented. Going forward the report will serve as a base for monitoring the achievement toward the NUA. Chapters 1-6 cover the thematic areas. Chapter 7 covers the indicators as identified in the UN HABITAT guidance and framework for reporting.

In the absence of urban specific information for all areas the Central Statistical Office in 2018 undertook an assessment using satellite imagery and GIS to better define urban boundaries nationally as a means of producing disaggregated urban and rural data. This was applied to the 2010 census data statistics reported under Indicators and will serve as the spatial unit for producing population and household data for the ensuing census in 2020 and therefore will support the evidence base for assessing progress toward the NUA. Appendix 2 provides documentation on this exercise.

The report was produced under the guidance of the National Habitat Committee and executed by the Department of Housing, Urban Renewal and Telecommunications. The report was produced following extensive review of existing documentation and one on one consultations/meetings with key public sector and other agencies during the months of January and February 2018.

1. Urban Demographics

1.1 Managing Rapid Urbanization

Saint Lucia's population stood at 165,491 (2010 Census) and is projected to increase in 2018 to 174,000. Population increase is slowing. In 2001-2010 the national population grew by 5% compared to the previous intercensal period 1991-2001, where population growth was registered at 18.5%.

Close to 40% of the national population live in the district of Castries as is typical of districts where capital cities are located. The growth in the district of Castries has slowed with a 2% increase between 2001-2010 compared to 23.8% increase between 1991-2001. Growth in the Castries District has also trended away from urban and suburban Castries to rural Castries where housing development (public and private) has sprawled. Table 1.1.1 shows a 62% increase in rural Castries in 2001-2010.

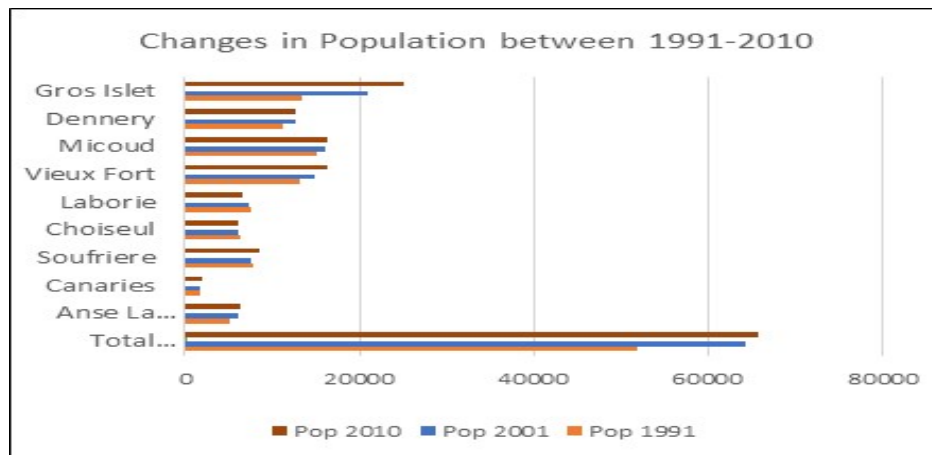
The District of Gros-Islet where tourism plant and prime real estate are located has recorded the largest population growth rate nationally – 54.6% in the 30-year period 1991-2010. In 2010 the population grew by 20.8% or a growth of 2% each year which amounts to 4 times the rate of increase of the population in Saint Lucia as a whole.

Table 1.1.1 Population by District 1991-2010

DISTRICTS	1991	2001	2010	Percentage Change: 1991 to 2001	Percentage Change: 2001 to 2010
	Estimated Household Population	Estimated Household Population	Estimated Household Population		
Castries	51,994	64,344	65,656	23.8	2.0
Castries City		12,439	4,173		-66.5
Castries Suburban		25,110	17,938		-28.6
Castries Rural		26,795	43,545		62.5
Anse La Raye	5,035	6,060	6,247	20.4	3.1
Canaries	1,799	1,788	2,044	-0.6	14.3
Soufriere	7,683	7,656	8,472	-0.3	10.7
Choiseul	6,405	6,128	6,098	-4.3	-0.5
Laborie	7,491	7,363	6,701	-1.7	-9.0
Vieux Fort	13,140	14,754	16,284	12.3	10.4
Micoud	15,088	16,041	16,284	6.3	1.5
Dennerly	11,168	12,767	12,599	14.3	-1.3
Gros Islet	13,505	20,872	25,210	54.6	20.8
TOTAL	133,308	157,775	165,595	18.4	5.0

Source: Saint Lucia Population & Housing Census 1991, 2001, 2010

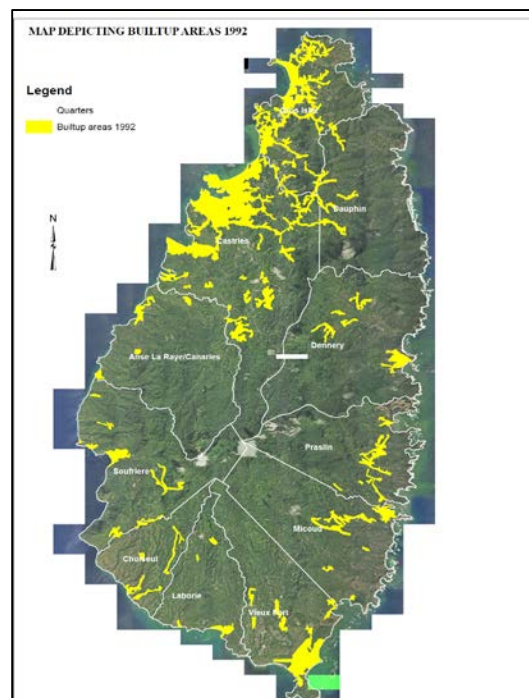
Figure 1.1.1 Population Changes 1991-2010



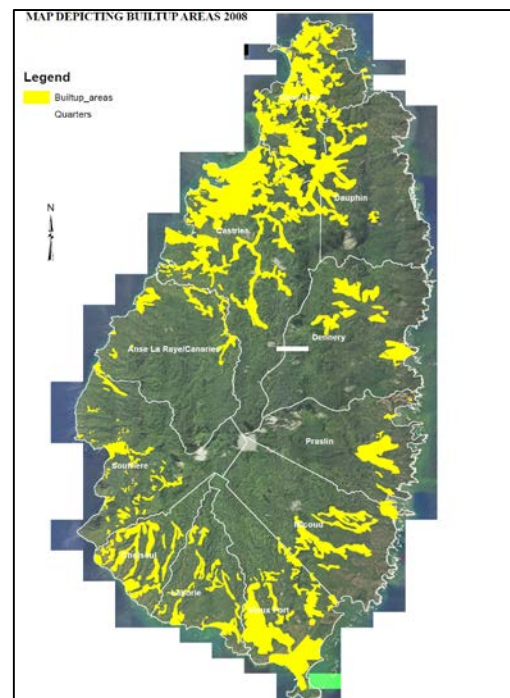
CSO, 1991,2001 and 210 Censuses

The growth in the north west has resulted in a population agglomeration or conurbation¹ within the Castries / Gros-Islet Districts. It is estimated that the North West or Castries /Gros-Islet conurbation now contains 54% of Saint Lucia's total population. This growth trend is clearly reflected in the physical pattern of settlements shown in Figure 1.1.1 derived from aerial photography interpretation.

Figure 1.1.2 Settlements (urban and rural) 1996



Settlements (urban and rural) 2008



Source: Landuse, Department of Physical Planning

¹ North West Conurbation encompasses rural areas

Also notable in the 2001-2010 intercensal period is the growth in the number of households- 23.9% in contrast to the 5% increase in the total population implying a significant decline in household size (3.8 in 2001 to 2.8 in 2010). This has implications for land and housing demand, social services and infrastructure.

Census information 1991-2010 is summarised by Census District with urban rural disaggregation provided for Castries only in 2001 and 2010. Given the relevance of urban specific data to the New Urban Agenda, the CSO in 2018 assessed and identified urban and rural boundaries within each census district using satellite imagery and applied the 2010 census data to these spatial units to determine urban specific data. The assessment revealed that overall, 46% of Saint Lucia's population live in urban areas (Table 1.1.2). Of the 54% who live in rural areas, a fair percentage live in private housing developments that have sprawled into the countryside, especially in the north. In terms of the percentage of the district population living in urban areas Castries as expected is the most urbanized followed by Gros-Islet, Soufriere and Vieux-Fort. The least urbanized district is Choiseul. Choiseul is defined by several distinct rural settlements along main roads.

Table 1.1.2 Distribution of Urban Population by District (2018 Analysis)

Districts	Urban Core	Urban Periphery	Sub-Urban	TOTAL URBAN	TOTAL RURAL	Rural / Urban %	TOTAL POPULATION
Castries	846	16,571	19,612	37,029 ¹	28,627	56%	65,656
Gros-Islet	807	374	12,326	13,507	11703	54%	25,210
Anse la Raye	698	85	470	1,253	4994	20%	6,247
Canaries	836	0	0	836	1208	40%	2,044
Soufriere	1,791	351	2549	4,691	3781	55%	8,472
Choiseul	155	0	0	155	5943	2.5%	6,098
Laborie	1,077	261	0	1,338	5363	20%	6,701
Vieux-Fort	1,456	1,488	4,847	7,818	8466	48%	16,284
Micoud	3,355	237	0	3,592	12692	22%	16,284
Dennery	1,758	1,799	205	3,762	8837	30%	12,599
TOTAL	12,779	21,166	40,009	73981	91614	45%	165,595

CSO Population Census 2010, Urban Boundaries:2018

This 2018 assessment sets a new and more accurate baseline for the definition of urban and rural nationally and will be used in the ensuing national census to enable disaggregated urban and rural data for collection and reporting. (Appendix 2 provides a justification and description of the process and outcome).

1.2 Managing Rural-Urban Linkages

Urban and rural linkages are critical to balanced spatial development and a reduction in spatial inequalities. Historically, there was a more established, mutually beneficial, spatial and sectoral relationship between the urban centres and their rural hinterlands than exists at present. Typically, the urban centres served the basic function of service provision (social, banking, commerce and trade, including agricultural goods, health, education and government services) and the rural areas were locations for employment and agricultural production.

The decline in the agricultural sector has led to an imbalance in the rural-urban relationship and has contributed to urban decay of smaller centres, rural urban migration and mass commuting on a daily basis for work outside the rural areas. This is enabled by improvements in road communication, increase in car ownership, and a reasonably organised transport system operated by private bus owners (1,304 buses). It is estimated that a total of 47,318² people commute daily. On the rural side, land tenure issues and agricultural land conversion have also affected the viability of this linkage.

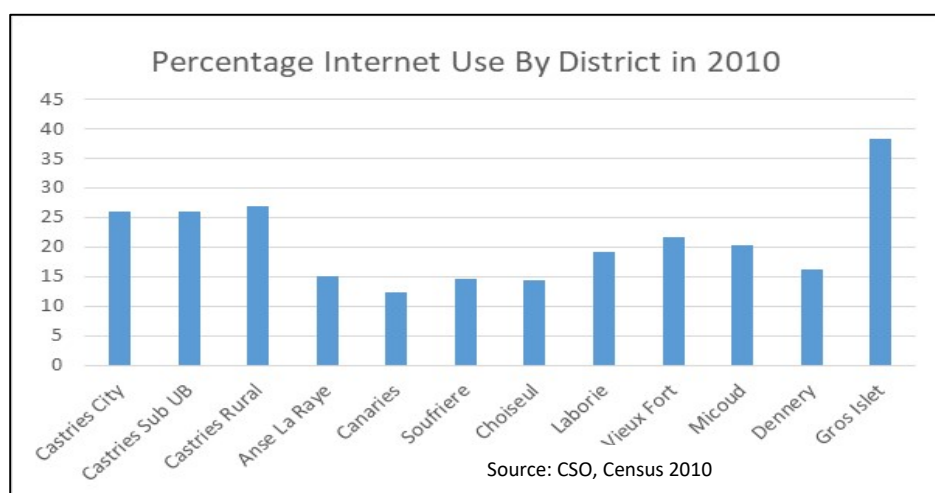
That notwithstanding, the hotel sector and the larger domestic market in the north have a high demand for food and therefore provide a strong linkage with food producers in rural areas. Farmers sell food produced in the rural areas to urban areas via direct contracts with hotels and supermarkets, and act as wholesalers to a network of distributors – including the Castries Market, street vendors and vendors outside the main supermarkets.

The Castries / Gros-Islet conurbation has a wide sphere of influence, attracting trade from around the entire island. Town markets in the smaller urban centres perform similar functions. An assessment of the breakdown of GDP by the CSO indicates that 80% of GDP is produced in urban areas and approximately 20% in rural areas. This is a very rough estimate as GDP figures are not reported by location.

It is anticipated that in the future the rural-urban dynamic will be further transformed given the GOSL pursuance of ITC strategies to improve connectivity and reduce the need to commute for services traditionally provided by urban centres. Under the World Bank Caribbean Regional Communications Infrastructure Project (CARCIP) and the Taiwanese funded national giNet projects, the GOSL provided free Wi-Fi hotspots around the island for IT communications, educational, business and social purposes. As part of GOSL's e-government strategy, a number of government services are currently online including customs procedures and income tax filing. There is a plan to expand such services in the future. Figure 1.2.1 notes the disparity in internet use between the more urbanised districts - Castries and Gros-Islet (25%-38%) and Vieux-Fort 22% and remaining districts (12% -18%).

²In the absence of statistics on persons commuting, this figure was calculated using the number of buses and their seating capacity and an assumption that at least 4 trips per day are made in Castries and 2 per day outside Castries. A total of 48,665 people in urban areas reported using public transport in the 2010 Census. Appendix 3 provides further details.

Figure 1.2.1 Internet Use by District



1.3 Addressing Urban Youth Needs

Saint Lucia's population is youthful with 41% under the age of 25 years and 27% falling in the 14 – 25-year age cohort (2010). Unemployment among the youth is high – an average of 38.5% compared to the national average of 20.2% (2017 LF survey). Challenges facing the youthful population and the incapacity of the economic system to absorb them are manifested in a number of social issues especially in urban areas - youth gangs and violence, youth parenting, identity issues, poverty and unemployment.

The responsibility for youth development falls under the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government. The Ministry has implemented the following programmes which target the physical and social development needs of urban youth: -

Saint Lucia Community After-school Programme - This programme was launched in 2009 and provides a safe and adult supervised environment for children of working parents in fifteen (15) centres, with a total of three hundred and fifty-six (356) participants island-wide.

Sports Development Programme - The National Coaching Unit within the Department of Sports facilitates the development of coaching programmes in a number of sporting disciplines, and provides youth with sports-related training within the school system and in urban communities.

Social Development Programme - Club development through capacity-building assistance, leadership training workshops, promotion of volunteerism and public education campaigns. A Club Administration Manual developed by the Department provides guidance to youth interested in developing clubs.

Other National Programmes include: -

National Skills Development Centre (NSDC) - established in 2001, the NSDC operates four (4) centres nationally. The programme targets the disadvantaged including unemployed youth. It provides technical vocational training (certified) and job placement for trainees. A list of training programmes is provided in Table 1.3.1.

Table 1.3.1 NSDC Skills Training Programmes 2001 – 2018

Skills Training	Period	No. Trained
Technical Vocational Training (local TVET funds)	2001/2002	250
Basic Needs Trust Fund(BNTF), CDB	2002/2003	213
Special Framework of Assistance (SFA) 1999, EU	2002 /2003	550
Special Framework of Assistance (SFA) 2000, EU	2003 /2004	512
Hospitality and Construction Skills Training (HCP), GOSL	2006/ 2007	498
Youth Apprenticeship Programme (YAP), GOSL	2004/ 2006	167
Construction Skills Training for Women (West Coast), BNTF/CDB	2007/2009	112
Special Framework of Assistance (SFA) 2002, EU	2007/2009	329
Special Framework of Assistance (SFA) 2004 funded by EU	2008 – Present	70 and ongoing
POETA funded by OAS	2008 – 2009	157
OECS Skills for Inclusive Growth funded by the World Bank	Ongoing	

Source: NSDC, 2018

CARE - Centre for Adolescent Renewal and Education (CARE) is a voluntary, church and community-based organization which assists disadvantaged and marginalized youth to take charge of their lives and destinies through holistic education combined with technical and vocational education in several fields.

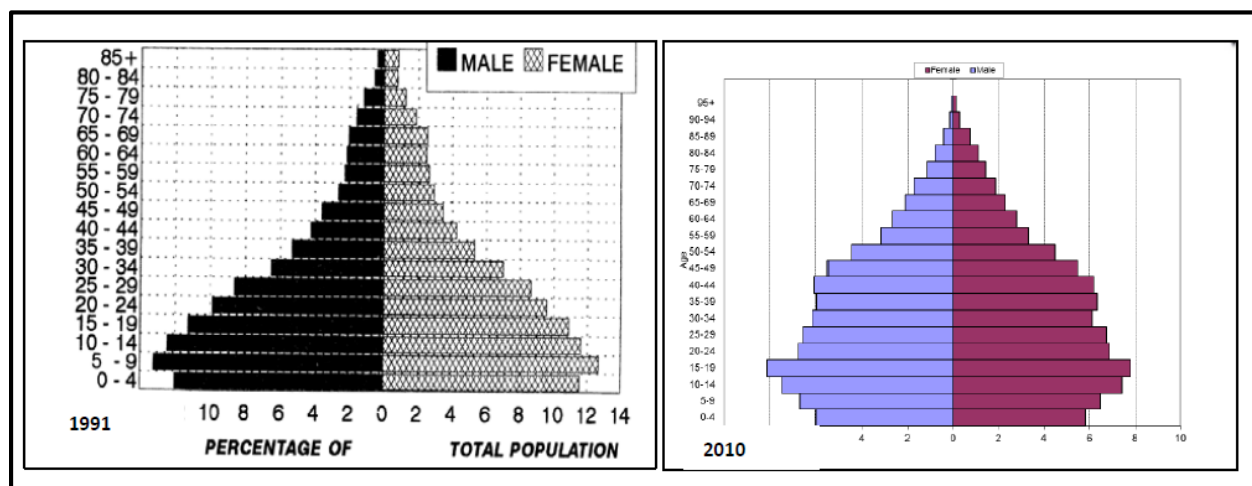
Boys' Training Centre - serves juvenile offenders and those in need of care and protection through the provision of psychosocial support and relevant skills, and helps them to become law abiding citizens. Additionally, the BTC is a diversion option away from the formal judicial sentencing route which usually has adverse lasting implications for boys. The centre houses on average between fifteen (15) and twenty-five (25) boys.

Upton Girls Garden Centre - The Upton Girls Garden Centre is an NGO that is fully funded by the GOSL. The centre serves as a walk-in facility for girls in need of assistance. It has the capacity to accommodate twenty-five (25) girls, but currently accommodates only eight (8) girls.

1.4 Responding to the Needs of the Aged

While Saint Lucia's population is still very youthful, the population is however transitioning to a more mature stage characterised by declining birth and death rates, and lower fertility rates: 1.7% in 2006 (below replacement) compared to 2.9% in 1995. The percentage of the population below 15 years declined to 24% of total population in 2010 from 36% in 1991 and the 65 plus age group grew from 6.5% in 1991 to 8.6% in 2010 (Figure 1.4.1). The change in the 65 year plus demographic is expected to continue and has implications for planning for the aged and strategies for dealing with the issue of low replacement. The inclusion of provisions for the aged in the national planning process is a growing imperative.

Figure 1.4.1 Distribution of Population by Age and Sex, 1991 and 2010



CSO: Population Census 1991, 2010

Key issues associated with the aged include the cost of health care at a stage where chronic non-communicable diseases like diabetes and hypertension are prominent, the physical inability of the aged to access health care, due to issues of immobility and transportation, notwithstanding support provided within health districts by visiting community nurses; and the absence of ramps and aides for the elderly in many public buildings.

The inability of the owners of homes for the aged to meet repair costs and insurance is a growing issue, as well as the low value of pensions, and the cost of basic food and utilities. According to the 2010 Census, 82.5% of elderly respondents stated they did not have an income (excluding remittances). The 2010 Population and Housing Census indicates that 30% of elderly people do not have family support, due to a break-down in the family structure, notwithstanding the contribution of the aged who support grandchildren whose mothers have emigrated. Anecdotal evidence suggests that the lack of family support is greater among elderly males.

Consequently, a fair percentage of people supported under the national Public Assistance Programme (PAP) are the elderly. In 2013, 51% of spending on PAP was within the 66 and above age group (UN Women, 2013).

The Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government is responsible for matters pertaining to the aged, along with NGOs, CBOs and other public agencies with responsibility for community development and poverty alleviation. Strategic interventions for the elderly are part of a broader fifteen-year strategic plan which in terms of timeframe and objectives is aligned with the UN Agenda for Sustainable Development. A key intervention under the Strategy to Prevent Poverty is championing access to pension benefits and schemes for the population, and advancing the establishment of appropriate regulations to govern the financial worthiness of pension funds in the private and public sectors.

Other institutional structures that support the needs of the aged include the National Council of and for Older Persons (HELPAGE-Saint Lucia), The Saint Lucia Pensioners Association, community based organizations like the Club 60 and Mothers and Fathers groups. Since issues related to the aged are linked to poverty alleviation, many Faith based organizations and charitable groups offer assistance programmes for the elderly.

1.5 Integrating Gender in Urban Development

According to the 2010 Population Census, females and males comprise 51% and 49% of Saint Lucia's population respectively. The composition varies across age groups with men dominating the youthful cohorts, while women dominate the older age cohorts, given that life expectancy is higher for women. The urban population is more female than male (104.2 to 106.4%) while the rural population is more male (Table 1.5.1). Unemployment among women is consistently (over the years) higher than that for men: 22.4% compared to 18.1% for men in 2017 (Labour Force Survey 2017).

The Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government is cognizant of the importance of incorporating and addressing gender and equity issues, while simultaneously laying the foundation for productive and economically viable urban regions. To this end, the Government has continued to emphasize its commitment to greater gender equality in its national and urban development programmes, planning and policy making, which are informed by several international conventions, to which Saint Lucia is a signatory.

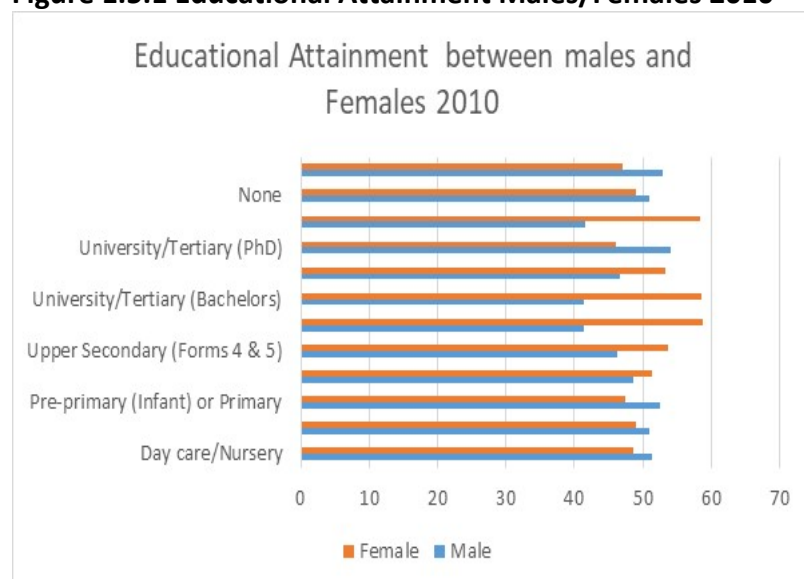
In 2015, the GoSL took its gender equality efforts one step further by commissioning and completing a Gender Awareness Beneficiary Analysis (GABA) with the assistance of the Caribbean Development Bank (CDB) through the country's Poverty Assistance Programme (PAP). The GABA provides a gender based analysis of the economic, social and public sectors of Saint Lucia, and serves as a useful toolkit to guide policy makers and practitioners in formulating gender sensitive and responsive strategies, programmes and policies.

The 2005 Poverty Assessment identified young women with children as a large and growing vulnerable group. This is congruent with a 2013 assessment that revealed that the largest group of persons on the waiting list for public assistance support, are young mothers of working age. Given that most are not indigent; it is likely that this group will have a long waiting time to receive support (GABA Report 2013). An overall assessment of the 2013 data in the same report reveals that women outnumber men for public assistance (58.1% and 41.9% respectively).

Table 1.5.1 Actual Household Population by District, Gender and Sex Ratio

DISTRICTS	MALE	FEMALE	TOTAL	SEX RATIO*
Total Castries	32,475	33,181	65,656	102.2
Castries City	2,044	2,129	4,173	104.2
Castries Suburban	8,775	9,163	17,938	104.4
Castries Rural	21,656	21,889	43,545	101.1
Anse La Raye	3,190	3,057	6,247	95.8
Canaries	1,049	995	2,044	94.9
Soufriere	4,280	4,192	8,472	97.9
Choiseul	3,042	3,056	6,098	100.5
Laborie	3,346	3,355	6,701	100.3
Vieux Fort	8,166	8,118	16,284	99.4
Micoud	8,123	8,161	16,284	100.5
Dennery	6,310	6,289	12,599	99.7
Gros Islet	12,213	12,997	25,210	106.4
TOTAL	82,194	83,401	165,595	101.5
* - Females per 100 Males				
Source: Saint Lucia Population & Housing Census 2010				

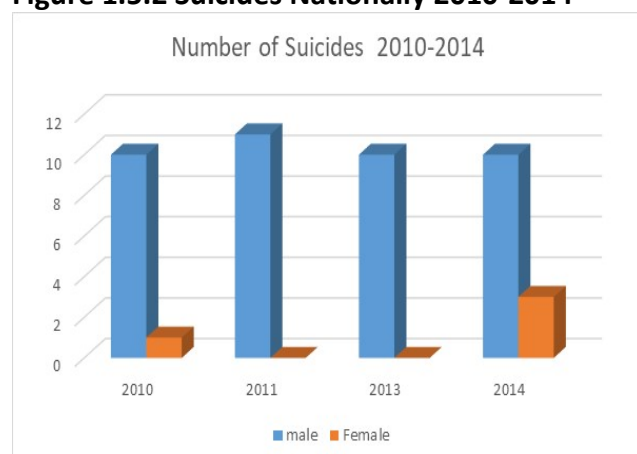
Figure 1.5.1 Educational Attainment Males/Females 2010



Census statistics indicate that there was a higher educational attainment among women from secondary school level through to a university education (except a PhD) than males (Figure 1.5.1). Also, the number of women in male dominated professional fields like law and engineering is increasing. At the Ministry of Infrastructure more than 50% of the engineering positions are held by women. The number of women seeking to participate in elective politics has increased

from two (2) in the 1980s to fourteen (14) by 2016. In the last 5 years there were three (3) female parliamentarians.

Figure 1.5.2 Suicides Nationally 2010-2014



Two notable trends concerning men include the relatively lower educational attainment of boys and the social response of males to social issues, reflecting lower social coping skills - a growing suicide rate among males has emerged as a key gender issue. Between 2010 and 2014, ten (10) suicides committed on average by men have been recorded (Figure 1.5.2).

Source: CSO 2014

1.6 Challenges Experienced and Lessons Learnt

1. Managing Rapid Urbanization

The development of the north west of Saint Lucia where rapid population expansion exists remains unguided. Many physical plans developed in the 1990s to guide the development of the north west Castries Gros-Islet Corridor (as it was previously called) never received statutory approval. These include the North West Corridor Plan, Corinth Grande Riviere Plan, the Greater Castries Transport Study, Gros-Islet and Rodney Bay Enhancement Plan, among others.

Away from the coastal strip or North West Corridor³, a notable pattern is the conversion of agricultural land to housing development. Agricultural land conversion is associated with decline in banana monoculture and the revamping of supporting land policies that restricted the conversion of agriculturally productive classes: I-IV; an aging farmer population; land speculation and the growing attractiveness of the north where tourism investment and infrastructure and hence jobs are spatially concentrated.

Rural Urban migration as evidenced by the population shifts has had significant impact on the demand for housing and unplanned development in the north. In the south where public lands exist, squatting has resulted in unplanned developments that are not in keeping with basic development standards. In Castries, the high density developments on the urban periphery are unplanned developments with issues of sanitation and the absence of basic amenities (pipe borne water, proper sewer systems, garbage collection etc.).

³Coastal Strip of the North West or Castries Gros-Islet Conurbation

2. Addressing Urban Youth Needs

- a) Notwithstanding the programmes that have been implemented to support youth development and employment, a host of social issues including high unemployment persist.
- b) There is a notable prevalence of youth gangs. The impact of gang related crime on the health and social sectors (*police/law enforcement, community development, & social inclusion*), the burdensome security cost on private sector productivity and competitiveness, and the erosion of citizen security, all result in a reduction of social capital.

3. Responding to the Needs of the Aged

- a) A robust housing rehabilitation programme is required to improve the current housing conditions of the elderly, particularly men.

4. Integrating Gender in Urban Development

- a) There is a need to address entrenched issues of discriminatory stereotypes and inequality, to mainstream approaches that define and develop green economies, and to understand the implications for women and men.
- b) The Gender Awareness Beneficiary Assessment (GABA) along with other key studies have highlighted several critical areas, including the establishment of a rental subsidy housing programme; increased skills training/certification/job attachments in areas with income earning potential, active labour market participation programmes, and adult literacy and numeracy programmes.

1.7 Future Challenges and Issues

The following are future challenges that can be addressed by the New Urban Agenda: -

1. Managing Rapid Urbanization

- a) Planning within the context of existing or brownfield development is difficult because the level of social disruption, loss of livelihoods and the level of compensation and building costs associated with relocation are major issues affecting urban renewal efforts.
- b) Land Tenure issues – The regularization of land ownership requires behavioural changes as well as greater engagement in dispute resolution and effective negotiation. Additionally, legal aid needs to be provided to assist the poor and indigent in settling land disputes.
- c) Squatting – The regularization of unplanned developments and their relocation and associated integration into new communities, continues to be a foreseeable challenge

in regularizing and managing the incidence of squatting. Additionally, the updating of land registries is a potential future challenge.

2. Managing Rural-Urban Linkages

- a) A key consideration for the New Urban Agenda is the provision of assistance to balance the issues on both sides of the rural-urban equation. The Saint Lucia Agriculture Sector Plan recognises that sustainable rural development is integral to reversing rural urban drift, providing an improved quality of life for rural dwellers, improving national food security through local production, increasing foreign exchange through exports, increasing rural job creation, promoting sustainable livelihoods and preserving the culture of rural peoples.
- b) A strategy for the development of both urban and rural areas is required and should include a resolution to the issue of agricultural land conversion.
- c) Further improvements in the coverage of WiFi Hotspots island wide is required to improve virtual communication and access to information for rural dwellers.

3. Addressing Urban Youth Needs

- a) A strategy for youth development must include recommendations for employment creation that complement existing skills capacity building programmes.

4. Integrating Gender in Urban Development

- a) Women's empowerment – Empowering women to effectively engage and participate in society (particularly in politics, business and civil society), and the proliferation of women advocacy organizations is viewed as a perennial challenge.
- b) Social data when collected should reflect age and gender to enable a more accurate assessment of specific vulnerable groups
- c) In-depth analysis of the underlying issues affecting low educational attainment among boys and the growing male suicide rate is required so that more effective programmes can be designed to target males

1.7.1 SUMMARY OF CHALLENGES – Urban Demographics

Thematic Areas	Key Challenges
Managing Rapid Urbanization	<p>1) Brownfield redevelopment to improve the current situation especially in the North west which developed in the absence of a comprehensive spatial plan: -</p> <ul style="list-style-type: none"> -Cost of redevelopment especially land acquisition -Social disruption (infrastructural improvement or relocation to accommodate redevelopment) -Social impact of settlement relocation and loss of livelihoods -Suitable cost effective improvements in roads -The balancing of economic development among districts and other urban centres outside Vieux-Fort and the North West <p>2) Regularization of tenure through behavioural changes</p> <ul style="list-style-type: none"> - Strategies for land dispute resolution and negotiation -Legal aid for poor to resolve disputes and land issues
Rural Urban Linkages	<ul style="list-style-type: none"> -Creative strategies for balancing the urban rural linkages - Protection of productive classes of agricultural land through planning policy to ensure: food security; reduction in food import bill, increase in exports and increased production to meet the needs of the domestic and tourism markets and the creation of rural employment -Further expansion of ICT connectivity in both urban and rural areas
Urban Youth Development	Focussed strategies to target job creation
Needs of the Aged	Housing rehabilitation programme to improve the existing housing stock of the aged
Integrating Gender in Urban development	<p>The need to empower women to more effectively participate in society – politics, business and civil society</p> <p>Analysis of root causes of issues affecting males – relatively low educational attainment and growing suicide rate</p> <p>Social data disaggregated by gender and age is needed to enable the more accurate targeting of vulnerable groups</p>

2. LAND AND URBAN PLANNING

2.1 Ensuring Sustainable Urban Planning and Design

The statutory powers for urban planning are enshrined in the Physical Planning and Development Act No. 29, 2001. The Act makes provision for the development and statutory approval of comprehensive land use plans (at all spatial levels) and policies. It supports an inclusive and participatory approach - agency collaboration involving local government, public engagement and consultation in the planning stage, formal advertisement and public representation of the final plan outcome, statutory approval and updating. The Act also makes provision for the control of land development, the assessment of the environmental impacts of development and for other powers to regulate the use of land, including special enforcement areas to restrict squatting and/or development in hazard zones.

The Department of Physical Planning is the agency that executes the statutory powers under the Act in conjunction with the DHURT, local authorities and other agencies of government.

The DHURT, the agency with responsibility for Housing Policy and Urban Renewal developed a Housing Policy and Action Plan (approved in 2011) and the Draft National Policy and Strategic Plan of Action for Urban Renewal, which recommends the following :- an urban renewal approach rather than a master plan approach and a clear staged plan for implementation, the need for priority attention to be given to Castries, Vieux-Fort and Gros-Islet; the adoption of local area plans as spatial units for plan making, with housing as an integral component; the inclusion of brownfield lands within urban centres and areas into the bank of lands for urban development. The DHURT with assistance from the World Bank is in the process of reviewing the two (2) research and policy documents to create a framework for staged implementation (policy and plan).

2.2 Improving Urban Land Management including Addressing Urban Sprawl

The responsibility for land management, like urban planning, falls under several agencies - The Department of Physical Planning supported by the powers under the Physical Planning and Development Act 2001; Local Authorities under the Constituency Development Act; the Department of Crown Lands with powers under the Crown Lands Ordinance and to a limited extent the National Conservation Authority (NCA) with powers under the National Conservation Act which focuses on the management of Parks and Beaches

The existing pattern of development has evolved in the absence of a guiding framework or statutory plan and reflects significant urban sprawl into rural Castries and Gros-Islet or the countryside in the north, and sub urban areas in Vieux-Fort in the south.

Current interventions to reduce urban sprawl, albeit not in the context of a firm integrated national land management framework are: -

- i. The National Housing Policy, Draft Urban Renewal Policy and the proposed development of an integrated framework for the implementation of both of these policies;
- ii. The PROUD programme to rationalize informal settlements;
- iii. Capacity building of the Department of Physical Planning with assistance from the United Nations Office for Project Services (UNOPS) to review the Vision Plan for Castries;
- iv. A National Land Policy, which was approved in 2007 and provides a clear collective view and basis for holistic land management and land rights.
- v. A central objective of the National Agricultural Policy, though not implemented, is to protect prime agricultural lands from conversion. The Ministry of Agriculture is undertaking a comprehensive review of this issue in the context of a broader agricultural sector assessment.
- vi. National Vision Plan (2008) proposes large investments (especially in tourism):- to create regional economic anchors or nodes; spur new economic opportunities in all urban centres along with the upgrade of physical and social infrastructure including housing; and to make local areas attractive places to live and work to reverse rural urban migration. The Plan also deals with cross cutting national strategic issues: new roads, sewage disposal, transportation, water (dams) and electricity including renewables, greening and improving mobility.

2.3 Enhancing Peri-Urban Food Production

Saint Lucia initiated a formalized system of urban and peri-urban food production in 2009, with the promotion and implementation of a backyard gardening programme. The initiative constitutes part of the Ministry of Agriculture's efforts to promote domestic agriculture, increase food production, improve food security, and fulfil the island's commitment to achieving the 2030 sustainable development goals.

The backyard gardening programme was introduced to the public through the implementation of a competition that targeted homeowners, public institutions and schools in urban and peri-urban areas. A few private enterprises participated including Think Caribbean Television, which recorded various stages of the backyard gardening process, and used the footage to promote the initiative. Participation in the programme is significantly higher in peri-urban areas compared to urban areas.

The backyard gardening initiative was implemented by the Extension Department of the Ministry of Agriculture which provided training to five hundred and thirty (530) backyard gardeners in the following areas:

- i. Crop production principles and techniques;
- ii. Soil and water conservation techniques;
- iii. Land preparation and the planting of communal plots;
- iv. Pineapple production, rabbit rearing and hutch construction;
- v. Composting; the use of seaweed as mulch for composting
- vi. Pest and disease control.

More than two hundred (200) women currently earn income from the sale of herbs, fruits and vegetables under the backyard gardening programme.

Funding was obtained from CARITAS (a Catholic foundation) to install greenhouses in fourteen (14) schools and refurbish existing greenhouses, and the Brazilian Government provided the funds required to implement backyard gardening projects in two schools. The crops grown are donated to the school feeding program at these schools.

In 2011, the Ministry of Agriculture held a national backyard garden fair with a view to increasing public awareness of the importance of food security and the benefits of backyard gardening, and to encourage individuals to become backyard gardeners. The Ministry also used the activity to promote agriculture in schools, particularly the long-term sustainability of school gardens at primary schools. The event also provided an opportunity for backyard gardeners to interact with each other and engage in knowledge sharing about best practices for crop production, composting etc.

In an effort to facilitate the sustainability of the backyard gardening programme, the Government approved a tax return benefit of up to EC\$5,000 in 2012 for homeowners engaged in backyard gardening. In spite of the availability of this significant incentive, the number of individuals requesting validation of their gardens continues to decrease, a situation that the Ministry believes stems from homeowners not having sufficient time to adequately tend their gardens. The backyard gardening programme is however currently oversubscribed, and it is not possible for extension officers to visit every garden on a fortnightly basis.

2.4 Addressing Urban Mobility Challenges

Sustainable transport and mobility for all and the efficient functioning of urban areas as business, commerce and living spaces is central to the New Urban Agenda. Much valuable economic time is spent in traffic, affecting productivity, public health and business efficiency. Urban spaces in terms of design should accommodate ease of movement for all people – business, visitors, commuters, the aged, people with special needs among others.

While mobility in the city of Castries is constrained because of increased car ownership, ‘through traffic’ (29739 vehicle per day)⁴ compounded by topographic constraints, a number of initiatives have been undertaken and are planned to improve mobility.

The Ministry of Infrastructure and the Castries Constituency Council are responsible for road and drain construction and maintenance, and sidewalk construction and maintenance respectively in the city of Castries.

⁴ Santec 2015 Feasibility Study for the North South Highway

The Ministry of Infrastructure has implemented or plans to implement the following initiatives to address *inter alia* traffic congestion and pedestrian vehicular conflicts in the city:

- I. Rehabilitation of the Castries ring roads and the Vide Boutielle Road and the relocation of off-loading zones on the Castries ring roads;
- II. The enhancement of the public transportation system, including the relocation of all bus stands. The buses will be relocated to a central bus terminal. To this end, a public transportation study was commissioned;
- III. The placement of pedestrian guard rails to discourage crossing at the intersection of John Compton Highway and Jeremie Street and improve traffic flows
- IV. The Castries Constituency Council as part of the OECS Regional Tourism Competitiveness Project (an initiative financed by the World Bank) will undertake a number of urban renewal initiatives in the city of Castries - enhancing the built environment with green areas and corridors and sidewalk paving, rails and ramps, pedestrianisation of areas, a garbage bin programme, improving the aesthetics of existing buildings, introduction of controlled parking zones – short-stay metered parking (solar powered) and the upgrade of the Castries Market as a key attraction for cruise tourist visitors.
- V. Similarly, a bus terminal, waterfront vending and a board walk are under implementation in Soufriere with grant funding from CDB.
- VI. Amendments are being made to the Motor Vehicle and Traffic Act to accommodate this initiative, and a public education campaign to educate motorists about the use of the parking terminals commenced in the second quarter of 2018.
- VII. Additionally, Planning considerations negotiate at least two (2) parking spaces within customer parking areas for public buildings and commercial developments to be allocated for disabled parking. Some public buildings have implemented ramps and have a designated toilet for the physically challenged. This is however discretionary for non-publicly owned buildings.

2.5 Improving Technical Capacity to Plan and Manage Cities

The capacity needs to achieve efficient urban planning and management, especially against the backdrop of reorganizing existing development, people and systems to fulfil the objectives of the New Urban Agenda, are several. These range from the skills set of staff, as well as their numbers within National and Local Government, specialized technical skills, data and data processing systems, security systems, basic and specialized equipment. Creative thinking in the face of financial constraints and social impacts, along with a partnership approach, are required to advance the agenda. A number of strides to improve technical capacities have been made at the national and local levels to deal with urban issues.

The Housing arm of the Department of Housing, Urban Renewal and Telecommunications, was initially established as a small unit within the Department of Physical Planning in 1997 because of the growing squatting situation nationally and the housing needs of low income earners, irregular settlements on lands rented from private owners especially in the urban periphery, as well as lands rented at minimal rates by the Catholic Church to the urban poor. The objective was to bring all of these areas under planning control, and develop and implement regularization

proposals to improve human conditions targeting existing programmes like the CDB-Funded Basic Needs Trust Fund (BNTF). Several programmes were executed to improve drainage, access, and basic services nationally.

In 2001, the Housing Department was established to give special attention to the housing situation. In 2006/7 the department assumed responsibility for the Urban Renewal Portfolio, due to the evident decay of most urban centres.

Recognising that the skill sets required to deliver urban management are diverse and involve several agencies, the DHURT works collaboratively with the Department of Physical Planning to declare special enforcement areas and execute enforcement under the Physical Planning and Development Act 2001. The department also works with the National Housing Corporation, the Local Government Department and some local authorities and agencies with responsibility *inter alia* for social development and disaster management, including the Saint Lucia Social Development Fund (SSDF).

2.6 Challenges Experienced and Lessons Learnt

1. Urban Planning and Design

Only a few urban based plans currently received some level of approval in Saint Lucia in recent times – The Piton Management Plan in the town/district of Soufriere (2005), the Point Sables Environmental Management Plan (Cabinet approval in 2007), the Invest Saint Lucia Master Plan (DCA approval 2015) and the National Vision Plan (Cabinet approval 2008). Comprehensive plans for small urban centres of Anse La Raye and Dennery were developed along with strategic plans for Choiseul, Laborie and Micoud, using the Vision Plan for strategic guidance, but were not advanced to the stage of an approval process.

The function of urban planning and design is distributed across disparate agencies. To be effective, clear roles and responsibilities and an appropriate coordinating mechanism are required.

The Saint Lucia Air and Sea Ports Authority (SLASPA) by virtue of its responsibility for the development of Port Castries and Vieux-Fort, is a key stakeholder in urban planning and design. Given the agency's key role in the development of Port Castries as a cruise port, it should be central to the development of an urban product to support Castries as a port city. Invest Saint Lucia (ISL) likewise should be central to the developments in both Vieux-Fort where the agency is a major landowner and Castries as Point Seraphine Duty Free Waterfront complex is owned and operated by ISL.

The absence of a spatial framework to guide urban development (renewal or greenfield development) has resulted in urban sprawl.

2. Land Management and Addressing Urban Sprawl

The unguided sprawl has occurred alongside the decline in commodity agriculture and has resulted in the conversion of productive agricultural land, abandonment of agricultural holdings and a decline in the rural economy. The Agricultural Census (2007) indicates that the number of agricultural holdings in Saint Lucia was the lowest in 46 years with all areas experiencing decreases. Castries experienced the largest decrease of 48.8%. Much of these lands are either abandoned or converted to residential real estate.

Another impact is the poor maximization of existing capital investment in infrastructure around urban centres and a potentially high future infrastructure maintenance cost given the spread of infrastructure over a wide area. Traffic management is a growing development issue as commuters converge on the main urban centres in the north and south for work, school and for services, from dormitory developments many of which are in the countryside. Unplanned poorly serviced high density developments have also occurred especially in the south on public land.

The issue of derelict land in all urban centres, and its underpinning in the system of family land ownership, impacts the aesthetics of urban areas and poses health (leptospirosis and mosquito vector borne diseases such as dengue and Zika) and security risks. It also has a significant impact on the supply of land, in particular locations for important urban uses, including economic development and housing.

3. Enhancing Peri-Urban Food Production

The implementation of policies to curtail agricultural land conversion will enable a greater interest in peri-urban food production. The impetus for agricultural land conversion policies as a contribution to an urban plan must come from the agricultural sector.

The demand and support for backyard gardens was overwhelming, resulting in limited capacity to provide technical support through extension services. Many backyard gardeners benefitted from the extensive publicity provided by the Ministry of Agriculture, and many became aware of the positive impact of backyard gardening on food expenditure, as well as the opportunity to sell surpluses.

Many individuals engage in backyard gardening as a hobby, and as a result do not follow best practice, for example, some gardeners use pen manure in an improper manner, which can result in e-coli infections.

4. Urban Mobility Challenges

The volume of traffic in the city of Castries leads to poor circulation and movement, and has led to a growing preference for out of town shopping on the part of consumers. This has resulted in the decline in the quality of retail offerings in the city. This situation needs to be assessed and the suite of options outlined in the National Vision Plan (2008) examined. A major study was conducted in 1995/6 – Greater Castries Transportation Study. Many of the recommendations remain relevant, however very few were implemented because they required the construction of new road segments that would involve some dislocation and relocation, land acquisition, finance and strong political will to implement.

5. Improving Technical Capacity to Plan and Manage Cities

Capacity issues are greater within local government than central government agencies. The New Urban Agenda will place greater demands on local authorities especially for the operational management of urban areas.

2.7 Future Challenges and Issues

1. Urban Planning and Design – Future Challenges

- a) The absence of clear roles and responsibilities for agencies involved in urban development/ renewal and the lack of a coordinating mechanism, can potentially pose a challenge for advancing urban planning and management. The need for this to be addressed is even more urgent given the devolution of some powers to local authorities.
- b) A strong strategic agency or framework is required to ensure all local actions are in sync with national policy and direction. The Department of Economic Development should continue to play this central role.
- c) A central player in strategic level decision making regarding national and urban development is the Ministry of Infrastructure, Ports, Energy and Labour. The decisions regarding roads by and large dictate the pattern of development. The same is true for Invest Saint Lucia in the south and the Saint Lucia Air and Sea Ports Authority – a critical land developer and investor whose strategic assets are central to determining trade and tourism along with product development in the urban destinations in which they are located.

2. Land Management and Addressing Urban Sprawl

1. A local area statutory plan compliant with the national vision, strategy and policies can provide the framework for integrated planning for social, economic, environmental, disaster risk reduction and land needs of urban areas. This however requires the participation of a number of agencies with responsibility for various aspects of urban land management including agencies with responsibility for natural resources, agriculture and other economic sectors, waste disposal, physical and social infrastructure, and utilities among other areas. As such, there must be a clear division of responsibility, a coordinating mechanism or agency, and trained capacity/capability to manage this participatory approach.
2. Strong restrictive policies underpinned by an evidence base are required to bring derelict⁵ lands into economic use and to curtail the conversion of agricultural lands to other uses. Apart from the need to build capacity within the Ministry of Agriculture in land data and analysis, the absence of a commodity crop or crops for which there are defined markets and requirements will pose a new challenge. On the urban side, a creative mechanism is required to bring derelict land back into productive use. Lands identified for housing in

⁵ land that had a previous human use but currently has been unused for some time so that the buildings or facilities have fallen into disrepair and nature is starting to reclaim the area with weeds, shrubs etc. or lands that could be used for redevelopment.

locations where land values are not prohibitive can be packaged, and incentives provided for local investor involvement in housing delivery. This requires assessment and may involve legal assistance for family land conveyance, as well as new laws to prohibit or create disincentives for lands to fall into dereliction.

3. Enhancing Peri Urban Food Production

The urban backyard gardens effort was successful and should be better resourced and supported.

4. Addressing Urban Mobility Challenges

- a) The implementation of short-term parking, enabled by new legislation, would have an impact on reducing the number of long-stay cars parked in the city. The impact of this should be assessed as the displaced parking could be diverted to other areas.
- b) In order to improve traffic flows, the system of one-way and two-way streets, along with traffic restrictions should be examined to ascertain whether the system is optimal.
- c) Revisit the norther and southern bus interchange proposals outside the city for intercity buses and a city bus system to nodal bus terminals at locations within the city.
- d) Public awareness is necessary to manage negative reactions and to promote inclusiveness. A development partnership approach could be developed to secure the involvement of the private and community sectors.

5. Improving Technical Capacity - Future Challenges

The following are some key areas for consideration for building national and local capacity: -

Table 2.7.1 Capacity Building Needs

Local Authorities	National Agencies	Specialized
-Training in Project Appraisal and Preparation -Construction and Project Management -Urban Design and Landscaping -Public Awareness and Advocacy -Community Engagement -Finance and Budgeting -Developing and Managing Working Partnerships	-Planning Research and Analysis -Plan Making and Policy formulation -Planning Statutory Process -Community Engagement -Financial Analysis -Public Private Partnerships and Hand holding -Public Relations and Marketing	-Transport Planning -Transport Economics and Modelling -Cost Benefit Analysis -Environmental Appraisal -Geographic Information Systems and other Digital Technologies Security: - -Tourism Sensitive Policing

Table 2.7.2 Summary Table – Future Challenges, Land and Urban Planning

Thematic Areas	Key Challenges
Sustainable Urban Planning and Design	<ul style="list-style-type: none"> • A clear definition of roles by agency along with the identification and acceptance of a lead agency to undertake urban planning is required. • The Department of Economic Development (DED) should continue its role as the strategic agency to ensure all local actions are in sync with national economic and social policy and development direction. • Ministry of Infrastructure given its central role in directing development patterns through road and port development; Invest Saint Lucia and SLASPA as development agencies with strategic land assets should be at the core of urban planning initiatives.
Urban Land Management and addressing urban sprawl	<ul style="list-style-type: none"> • The development of a comprehensive spatial (statutory) for local areas and especially in the North West Conurbation using the prescribed process and powers under the Planning and Development Act. • The World Bank support to link Urban Renewal/Housing policies and initiatives • The enactment of new Local Government Bill will provide a legal framework for the greater involvement of LA in urban land management • The development of policies to restrict the conversion of agricultural land underpinned by a strong evidence base is required. • A comprehensive survey of derelict land and strategy to bring back such lands to productive urban use is required along with supporting legislation. • A comprehensive survey of brownfield serviced urban lands is required along with a programme of legal assistance to land owners to pool such lands and package them to private developers for housing projects.
Peri Urban Food Production	Financial support is required to continue the programme along with a more structured approach using the demonstration effect of the success of the past programme
Urban Mobility Challenges	<ul style="list-style-type: none"> • Introduction of short term parking in the city and public awareness to ensure success. • The pursuance of the bus terminals north and south of the city and the application of the same to other urban centres • Securing the necessary financing for implementation of the terminals maybe a challenge • A review of traffic flows and system of one and two ways streets needs to be assessed.
Improving technical capacity to Manage cities	The technical capacity (skills set and requisite staff) of central agencies and LAs needs to be developed in a key areas – urban design, project appraisal and management, community engagement, construction management among others

3. ENVIRONMENT AND URBANIZATION

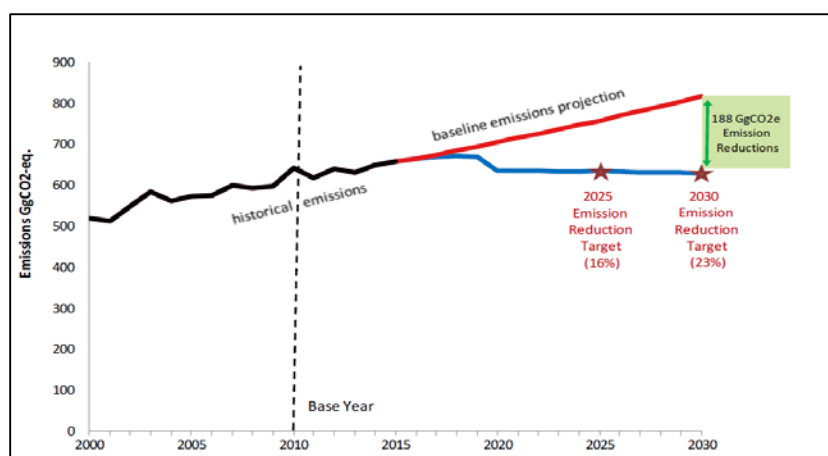
3.1 Addressing Climate Change

Saint Lucia is signatory to the United Nations Framework Convention on Climate Change (UNFCCC). Saint Lucia's contribution to global GHG emissions is small (0.0015% of global emissions) in 2010 at a per capita rate of 3.88 tCO₂-eq. The Government of Saint Lucia (GoSL), cognizant of the island's vulnerability as a Small Island Developing States (SIDs) to climate change including the resulting rise in sea level, has demonstrated its commitment to combat climate change and has developed at the national level a number of plans, roadmaps, policies in various sectors, improvements to the legal and regulatory framework, capacity building, and the implementation of adaptation initiatives.

As signatory to UNFCCC, Saint Lucia has completed three (3) National Communications on Climate Change. Each reported on National Circumstances, Green House Gas Inventory, Vulnerability and Adaptation Assessment, Assessment of Mitigation Measures appropriate to national circumstances, Gaps and Constraints. Saint Lucia is also seeking to implement a REDD-plus Strategy (Reducing Emissions from Deforestation and Forest Degradation plus enhancing forest carbon stocks for the purpose of obtaining results-based incentives) with support from the OECS Commission.

Saint Lucia also submitted in accordance with UNFCCC requirements, its intended **Nationally Determined Contribution (NDC)** to global efforts to reduce greenhouse gas emissions. A target to reduce emissions by *188GgCo2* by 2030 was established based on the level of emissions in the base year 2010 and the projections (based on the 'do nothing approach') as shown in Table 3.1.1.

Table 3.1.1 Saint Lucia's Nationally Determined Contribution to Reduce Greenhouse Gas Emissions



Source: Ministry of Sustainable Development 2016

The following are mitigation initiatives that Saint Lucia has undertaken towards meeting the NDC of 188GgCo2 by 2030: -

- i. The National Energy Transitioning Strategy (NETS), 3MW Solar PV Project and major geothermal energy initiative and the Waste to Energy Study;
- ii. Revision of Environmental Management Bill and Pollution Regulations, development of a Climate Change Bill, technical assistance to establish a National REDD+ (plus) Strategy, and a Mango Project: aimed at preserving biodiversity; SLM; riverbank rehabilitation of the Corinth river under the Model Sustainable Watershed in Urban and semi urban areas all funded under the *EU-OECS Global Climate Change Alliance-GCCA Project* (2014-19) and administered through the OECS Commission;
- iii. Improving climate change data to support decision making and establishing a data node funded by USAID through the Caribbean Community Climate Change Centre (CCCCC);
- iv. WASCO energy efficiency initiative and assessing the viability of waste to energy from liquid waste funded by *GIZ*
- v. Establishment of an institutional framework within the Ministry of Economic Affairs to access the *Green Climate Fund* administered through the Caribbean Development Bank;
- vi. A programme to increase energy efficiency of Government: Solar Voltaic panels on public buildings and national LED street lighting project;
- vii. Regulatory and Legislative interventions include: - Electricity Supply Amendment Act 2 of 2016; National Utility Regulatory Commission Act, 3 of 2016; Draft Revised Building Code (includes energy efficiency measures); National Energy Efficiency Labelling Standards (Air-Conditioning units, incandescent lamps and fluorescent lamps); and the development of a Draft Geothermal Development Bill.
- viii. Saint Lucia is a signatory to a host of other multilateral environmental agreements including the St. Georges Declaration on Principles of Environmental Sustainability (SDG) in 2000; the United Nations Convention to Combat Desertification (UNCCD); and the Convention on Biodiversity (CBD) among others.

3.2 Disaster Risk Reduction

Saint Lucia, because of its geography and size is vulnerable to natural disasters – severe weather events, volcanic eruptions, earthquakes and tsunamis. Several initiatives have been taken at the regional level with the establishment of the Caribbean Community Climate Change Centre (CCCCC) and the inclusion of Climate Change on the agenda of the OECS Commission, initiated as a result of a recognition of the environmental challenges faced by Small Island Developing States (SIDs) and the adoption by OECS governments of the St. Georges Declaration of Principles of Environmental Sustainability (SDG) in 2000.

Some key initiatives include: -

Increasing Saint Lucia's Capacity to Monitor Implementation of Multilateral Environmental Agreements and Sustainable Development, aimed at the management of environmental and related information in respect of the UNCCD, CBD, UNFCCC to monitor the implementation of these conventions and provide a robust evidence base for reporting and decision making.

The most significant loan financed project for adaptation and mitigation is the World Bank funded Disaster Vulnerability Reduction Project\ Pilot Project on Climate Resilience (DVRP-PPCR) - 2014-2019. Table 3.2.1 outlines the 3 Programme Components and projects.

Table 3.2.1 **DVRP\PPCR Components** Extracted from PPCR Annual M&E Report (Ibid. Table 3)

COMPONENT 1: ADAPTATION FACILITATION
<ol style="list-style-type: none"> 1. Capacity Building - Ministry of Infrastructure and NEMO (US\$750,000), (\$350,000) 2. Bridge Maintenance Management System (US\$400,000) 3. Equipment for Institutional Strengthening of Materials Laboratory at MIPS&T (US\$400,000) 4. Climate resilient Watershed Management Plan for specific flood prone watersheds (US\$200,000) 5. National Wastewater Management Strategic Plan (US\$200,000) 6. Rain Water Harvesting Pilot Program (US\$100,000) 7. Climate Change Public and Education Awareness Strategy (US\$890,000) 8. Sea Level Rise Modelling and Flood and Erosion Risk Mapping (US\$1.5 million) 9. Capacity Building for Meteorological Services, including design and deployment of a meteorological, hydrological, and monitoring network, training and equipment (US\$1.9 million) 10. Sea level rise monitoring network to provide high resolution hydrologic data (US\$100,000) 11. Coral reef systems and water quality monitoring (US\$500,000) 12. Collection of high resolution LiDAR data and creation of a high resolution digital topographic and bathymetric model for Saint Lucia (US\$775,000) & Management of the GeoNode (US\$600,000) 13. Capacity Building in GIS analysis and spatial data management system (US\$500,000) 14. Development of Landslide Hazard Maps (US\$600,000) 15. Environmental Health Surveillance System for Climate Change (US\$125,000) 16. Enhancing the capacity of the Fire Department (US\$600,000) 17. Development of maintenance policy and strategy (US\$200,000) 18. Project management and implementation support (US\$3 million)
COMPONENT 2: ADAPTATION IMPLEMENTATION
<ol style="list-style-type: none"> 19. Rehabilitation of Marchand Riverbank Protection (US\$2.6 million) 20. Slope stabilization and road rehabilitation along the West Coast Road, Bagatelle and Old Victoria Roads (US\$5.45 million) 21. Road Rehabilitation along the East-Coast Highway (US\$10 million) 22. Improved Drainage Systems along select roads in Flood Prone Areas (US\$2.2 million) 23. Rehabilitation of Choc Bridge (US\$6.2 million) & building stocks of Bailey bridges (US\$1 million) 24. Integrated Slopes, Landslides and Riverbank Stabilization at various locations (US\$1.7 million) 25. Retrofitting of Select Priority Emergency Shelters (US\$1.5 million) 26. Rehabilitation or retrofitting of Water Supply Systems (US\$2.0 million) 27. Reconstruction or Rehabilitation of Schools and Health Centres (US\$11.5 million) 28. Flood Mitigation works - Hewanorra International Airport (US\$4.3 million)
COMPONENT 3: ADAPTATION FINANCING
<ol style="list-style-type: none"> 29. Climate Adaptation Financing Facility (US\$5.0 million) 30. Contingent Emergency Response Mechanism (US\$1.0 million)

3.3 Reducing Traffic Congestion

The city of Castries lies on the north-western coastline of Saint Lucia and along with the adjoining town of Gros-Islet constitutes the principal urban region of Saint Lucia. Approximately 55% of the island's total population (165,491) resides in this north-western urban corridor. Traffic congestion along the John Compton Highway, which connects the city centre to Gros-Islet is becoming increasingly worse as a result of the following:

- a) An ongoing increase in the number of cars on the island as access to e-trade and the used car market in Japan has made car ownership possible for a much larger pool of people
- b) A traffic study in 1996 indicates there were 25,000 registered vehicles in Saint Lucia (CSO – Statistical Digest 1996). In 2013 there were 55,000 registered vehicles (CSO Statistical Digest 2014). It is estimated that an average of 2000 vehicles are imported every year most of which are private cars. Close to 75% of vehicles are registered to Castries and Gros-Islet (CSO Statistical Digest 2014)
- c) High traffic flows in the north of the island exceed the carrying capacity of the John Compton Highway (which was constructed more than three decades ago) during peak hours. A traffic count in 2014 revealed that 29,739 vehicles traverse the Castries Gros-Islet Highway between the Choc Roundabout and Castries; 25,431 between Choc Roundabout and Gros-Islet. While the comparators for 1996 do not conform to the same spatial extents the count between Rodney Bay and Castries was 22,776 cars.
- d) A large number of people live in the north of the island but work in the city centre;
- e) The large number of side junctions and turning movements along the Choc to Gros-Islet section of the highway;
- f) The significant increase in the number of pedestrians, taxis and tour vehicles that traverse the highway from Pointe Seraphine to the city centre during the cruise ship season (October to March);
- g) Impact of schools on traffic and commuting.

The expansion of the Vigie to Choc junction section of the John Compton Highway (Castries to Gros-Islet Road Phase I) was completed in 2006. The carriageway was increased from two lanes to four lanes, and roundabouts, pedestrian bridges and lay-bys were constructed. This resulted in a significant improvement in traffic flows along this section of the highway, however the major reduction in traffic congestion achieved in 2006 could not be sustained due to substantial increases in vehicle ownership. Nevertheless, there is less traffic congestion in this section of the highway than in the section from the Choc junction to Gros-Islet.

The following road improvement works have been recommended by the Ministry of Infrastructure to reduce traffic congestion from the Choc junction to Gros-Islet and from the Vigie junction to the city centre:

Expansion of the Castries to Gros-Islet Road Phase II

- The expansion of the existing two-lane carriageway to four lanes;
- The construction of roundabouts;
- The construction of pedestrian bridges; and
- Improvements to the Marisule and Monchy junctions.

Improvement of Traffic Flows from Vigie Junction to the City Centre

Rehabilitation of the Castries ring roads and the Vide Bouteille Road, and the relocation of off-loading zones on the Castries ring roads

The Upgrade of 'Back Roads' or Secondary Roads with good connectivity to peripheral areas around the city provided alternative routes to the city and beyond.

Active consideration of the development of an island wide ferry service to access local areas by sea under the OECS Tourism Competitiveness Project.

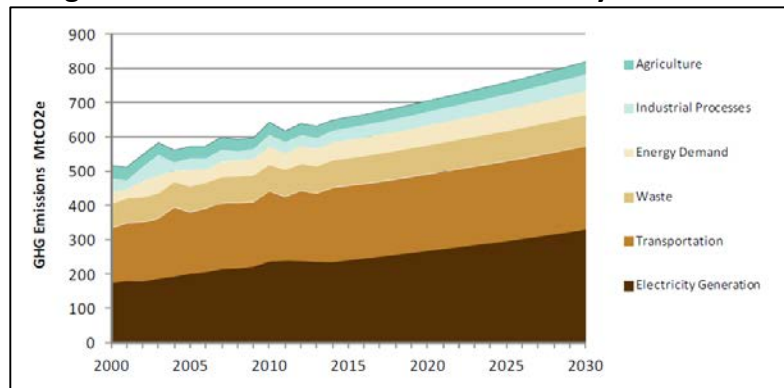
3.4 Air pollution

The monitoring and reduction of air pollution falls under the joint purview of three government agencies: The Environmental Health Department; Department of Sustainable Development; and the Transport Department. Emissions from gas and diesel vehicles and the electricity sector are currently the main sources of air pollution in Saint Lucia (See Figure 3.4.1). Emissions are on the increase with population and vehicle ownership increases. The latter spurred by the affordability and ease of car e-trade.

Air pollution is not currently being monitored by any of the aforementioned agencies, however, the Department of Sustainable Development and the Transport Department have commenced implementation of the following initiatives, which are expected to contribute to a reduction in air pollution in the future.

In 2014, the Government of Saint Lucia on the recommendation of the Department of Sustainable Development reduced the import duties and excise taxes on electric and hybrid vehicles. The duties on eligible electric and hybrid vehicles range from 5% import duty and 0% excise tax plus \$1000 to 10% import duty and 10% excise tax plus \$6000 depending on the vehicle's age and engine capacity for hybrid vehicles. The concession was however valid for only thirty (30) months from June 1st, 2014 to November 30, 2016.

Figure 3.4.1 Green House Gas Emissions by Sector



Department of Sustainable Development 2016

The Department of Sustainable Development obtained assistance from the United Nations Environment Programme (UNEP) to develop a road map to transition the Government's fleet of vehicles from diesel and gas vehicles to electric vehicles. The Government also signed a Memorandum of Understanding with the United Nations agency to promote the use of cleaner fuels and more efficient vehicles on the island. Other initiatives spearheaded by the Department of Sustainable Development are an agreement with the Italian Government to supply three electric vehicles, two double solar charging stations for electric vehicles, training for vehicle mechanics and the installation of a 54kW carport.

The Saint Lucia Bureau of Standards is to prescribe emission standards for vehicles based on age and other characteristics. This information will be used by the Department to establish an emissions monitoring programme that would require vehicle owners to go to certified garages to have their vehicles undergo emissions testing. Successful emissions testing will be added to the list of prerequisites for the annual renewal of vehicle licences.

3.5 Challenges Experienced and Lessons Learnt

1. Addressing Climate Change

- a) There is a need for continuous public awareness and campaigns on Climate Change to induce the average Saint Lucian to adopt attitudes and behaviours conducive to mitigation and adaptation to Climate Change.
- b) There has been heightened public awareness as a result of campaigns such as the '1.5°C to Stay Alive' campaign, the signing of the Paris Agreement at COP 21 in 2015, and when the islands are impacted by extreme weather events. However, these reactions are ephemeral.
- c) Under the DVRP, the Climate Adaptation Facility Funding (CAFF) offers climate change concessional loans through the Saint Lucia Development Bank for pre-emptive

vulnerability reduction and is available to households, communities and businesses. The take up of these loans by homeowners, for example, to build disaster resilience: hurricane shutters, renewable energy, rain water harvesting, is slow. This points to the need for continuous public relations and awareness building along with marketing.

- d) Sea Level Rise Models: As part of the National Communications on Climate Change (NC) a sea level rise model was developed and impact assessments of sea level rise on economic sectors were undertaken. Although a consultative approach was adopted and government agencies are aware of the information, most of it is not used and translated into policy. All urban centres in Saint Lucia are located in coastal areas and as such sea level rise is consequently a critical development threat.
- e) The preparation of the National Communications (NC) Report and soon to be implemented Biennial Update Reports (BURs) on Climate Change places additional demands on the coordinating Ministry and participating Ministries. Saint Lucia is also planning to pursue a REDD+ Strategy to expand carbon sinks (forest cover) and a strategy for the compensation of environmental services. A sound evidence base (historical and current) to determine land cover and land cover changes along with capacity building must be developed to support this initiative.

2. Disaster Risk Reduction

- a) Saint Lucia is prone to multiple hazards, particularly earthquakes, tsunamis and hurricanes, whose frequency and strength are exacerbated by climate change, and which impact urban areas where 45% of the population lives. Other hazards include the effect of droughts and their negative impact on water supply and agriculture: rural employment, food security, rural/urban linkages and impacts on other productive sectors such as tourism.
- b) Another concern is the prevalence of vector borne communicable diseases associated with changing weather patterns and a warming climate. Saint Lucia experienced a Chikungunya epidemic in 2014 and there have been seasonal outbreaks of Dengue and the Zika virus.
- c) Many initiatives under a number of projects: - Caribbean Hazard Mitigation Capacity Building Project (2004 -CIDA), World Bank Second Disaster Mitigation Project, Hurricane Tomas Emergency Recovery Project and the DVRP\PPCR projects have all contributed to the generation of scientific information to guide development planning decisions through hazard mapping and risk assessments. There is a need for the mandatory institutionalization of the outputs of these initiatives in the appraisal of projects and plans for climate change impacts and effectiveness.
- d) Natural hazard models provide effective guidance for vulnerability assessment of existing areas and for planning new ones. Models focus on natural factors and are probabilistic. There is a need to map hazard occurrences to supplement information

on man-made or anthropogenic influences. Valuable information, for example on flood levels and land slippage is lost when data is not collected and mapped immediately following an event, leading to data gaps and a less accurate hazard assessment.

3. Traffic Congestion

- a) Traffic congestion results in the uneconomic use of productive time and greatly impacts the capacity to host and support events of economic benefit to the city e.g. the Jazz festival and carnival; affects the visitor experience in terms of the number of activities that can be undertaken in a day; and overall affects the 'doing day business' in the city. Congestion contributes to the use of non- renewable energy for which the transport sector is the lead in terms of GHG emissions.
- b) There is a significant cost associated with road widening projects – social and business disruption, land acquisition and the cost of construction. The widening the Choc junction to Gros-Islet section of the John Compton Highway will require *inter alia* the relocation of more than twenty (20) houses and the acquisition of approximately 635,393 square feet (59,030 square meters) of land in addition to road construction costs.
- c) Congestion also has significant negative impacts on the response times and effective handling and delivery of accident and emergency services.

3.6 Future Challenges to be Addressed by the New Urban Agenda

1. Climate Change- Future Challenges

- a) The need to build local capacity in Government or develop a cadre of local private professionals to undertake Green House Gas Inventories and Mitigation Plans and other technical studies will be critical going forward to sustain needed climate change monitoring and reporting. Reporting on climate change will continue to place high demands on the coordinating agency and resources because the assessments are very technical.
- b) Climate change compounds the development challenges facing SIDs, and as such there will be a need for continued assistance from the international community in supporting mitigation and adaptation initiatives.

2. Disaster Risk Reduction - Future Challenges

- a) Consultancies involving climate change assessments, hazard mapping and risk assessments, need to include an additional stage (beyond seeking the involvement of agencies in the execution of climate change and disaster reduction consultancies and presenting the results) that will define a process or method to integrate these maps and assessments in development appraisal.

- b) A division of labour needs to be defined among government agencies with responsibility for disaster risk reduction and a lead agency designated to manage the process. In the absence of a lead agency, technical studies float between NEMO, the Ministry of Infrastructure, Department of Physical Planning, the agencies managing the technical assistance programmes: Economic Planning Division of the Department of Economic Development, World Bank Project Coordinating Unit and the Office of the NAO (EU) National Authorizing Office, resulting in the inadequate use of information.
- c) Mapping Hazard Occurrences: Local disaster committees and locally based groups are on the ground with first responders following disasters, and should be trained to crudely map hazard occurrences so that these can be translated by central agencies to geographically referenced systems for use in hazard modelling.
- d) Community mapping and assessments will benefit urban communities in the localized mapping of defined local areas. Often the scale of hazard and risk maps is not site specific and as such not useful for site or small area planning. The World Bank worked with the GoSL to apply a community based landslide risk tool – Management of Slopes Stability in Communities (MoSSaiC). This should be duplicated.

3. Reducing Congestion - Future Challenges

- a) The traffic congestion problem cannot be solved simply by widening existing roads. Other changes and measures are required, including: A shift in preferences for individual car ownership; the improvement of urban alternatives for example mini vans; greater provision of parking areas; improved pedestrian walkways and greening to make walking a considered option; and alternatives to reduce through traffic and control the importation of cars based on the carrying capacity of the island.
- b) Distributed city bus terminals are needed to augment the controlled street side short stay parking initiative and action area planning to accommodate organized vending and other local economic activities associated with transport nodes.
- c) The key challenges going forward will be to address the negative attitudes of the population in terms of use of public transportation viz-a-viz personal car use and the cost associated with implementation of traffic measures. Some measures to control the e-trade of cars may have to be considered in the future as there are also significant space and topography limits to road expansions and extensions.

Table 3.6.1 Summary of Challenges – Environment and Urbanization

Thematic Areas	Key Challenges
Addressing Climate Change	<ul style="list-style-type: none"> -Green House Gas inventories and Mitigation Planning require very specialized technical training. Technical assistance will be required to continue with assessment -Financial support will also be required for the implementation of mitigation measures related to reducing GHGs -Climate change compounds the development challenges facing SIDs and as such financial support is also required for adaptation
Disaster Risk Reduction	<ul style="list-style-type: none"> -Technical assessments -climate change assessments, hazard mapping and risk assessments, need to include an additional stage of mainstreaming in the development planning process -A division of responsibility needs to be defined among government agencies with responsibility for disaster risk reduction and a lead agency to manage the process -Collection of data on hazard occurrences – spatial extents, location and hazard specific data, is needed after every event to enhance the hazard models. -Community mapping and assessments will benefit urban community based landslide risk tools such as Management of Slopes Stability in Communities (MoSSaiC) are useful.
Reducing Traffic Congestion	<ul style="list-style-type: none"> -Traffic congestion problems cannot be solved simply by widening existing and building new roads. - Negative attitudes of the population in terms of use of public transportation viz-a-viz personal car use need to be addressed -The cost of implementation of traffic reduction measures – bus terminals, short stay parking, all require substantial financial investment.

4. URBAN GOVERNANCE AND LEGISLATION

4.1 Improving Urban Legislation

The reengineering of cities and urban areas to harness their full potential to achieve people-centred, sustainable, economic, social and environmental development requires a robust framework for sound governance and management. A host of national laws relating to land planning and development, utilities, physical infrastructure, land and property, tax collection, sanitation and waste disposal, cemeteries, disaster management, ports management and human rights, all apply to urban areas. The Physical Planning and Development Act 2001 makes specific provision in Part II, under plan making, for consultation with local authorities, in the development of plans for local areas.

The legislation that primarily pertains to the governance of urban areas is the Constituency Council Act, 2012. The Act authorizes the establishment of an appointed constituency council headed by a mayor in the city and in three (3) towns, and by chairpersons in the smaller urban centres. The constituency councils are responsible for urban sanitation, maintenance of (some) public facilities, markets, vending, pavements, green areas, drainage and day to day management of urban areas. They also serve as conduits to national government agencies for social support and general guidance, tax collection, and payments to the Consolidated Fund, especially in the out districts.

Local authorities were recently tasked with responsibility for the management of all sporting and community facilities. The expansion of their mandate was viewed by the Government as an opportunity for the former to increase local revenue, and use the proceeds to maintain and enhance the facilities and to implement community projects.

Other improvements in legislation in urban areas include the amendment of the Road Vehicle and Road Traffic Act 2008 and the International Ship and Port Facility Security (ISPS) Code which provides a mandatory and comprehensive set of measures to enhance the security of ships and port facilities. It was developed in response to the perceived threats to ships and port facilities in the wake of the 9/11 terrorist attacks in the United States.

To ensure effective and transparent governance, the GoSL has taken significant steps to empower local authorities to manage urban areas, with the drafting of a new local authority bill that is currently under review. The new bill comprehensively covers the scope and essence of the New Urban Agenda – premised on the principles of subsidiarity and the involvement of local stakeholders, promotion of smart, sustainable and resilient cities, improved urban living conditions, local economic development and employment.

The *Local Government Bill* supports the New Urban Agenda in all its dimensions, including involvement in plan making, execution of donor funded projects, disaster mitigation, social support, security, law and order, sanitation and environment, along with providing for financial autonomy and a share of the proceeds of house and land taxes.

4.2 Decentralization and Strengthening of Local Authorities

Since 1979, local government is appointed and not elected. The Minister of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government is responsible for the nomination of all councils. There are ten (10) administrative quarters within Saint Lucia, which consist of fifteen (15) constituency councils, eleven (11) of which are in urban areas.

The functions and responsibilities of local government have been discharged by centralised authorities since 1980, and many of the services provided are carried out in concert with other government agencies. There are a number of common issues related to central control that affect the full functioning of local authorities:- the layered decision making process; weak control over day to day operations due to financial constraints, and the absence of a legal framework to maximise revenue generating potential; and weak enforcement in the absence of a legal framework of rules or enforcement of penalties for the control of activities – sanitation, including waste disposal, public conveniences, vending, use of public spaces including sidewalks etc.

The new bill (circulated for comment) proposes to address issues associated with the institutional, financial and legislative frameworks of local authorities. This is in an effort to ensure greater public participation and involvement in the affairs of the nation and its development, and to improve the effectiveness and efficiency of local government in local area management.

4.3 Improving Participation in Human Rights in Urban Development

Participation and human rights are central pillars of good governance. The tenets and goals of the New Urban Agenda are directly aligned with human rights – shelter, food, good health, clean water, proper sanitation, education, decent jobs, inclusion regardless of race, gender, disability etc.

The Government of Saint Lucia is guided by the Saint Lucia Constitution which speaks to the fundamental rights and freedoms (of life, movement, conscience, expression and association) of its citizens. The government has embarked on Constitutional Reform in a to bid improve the constitution and make it more relevant to citizens. A key consideration in the reform process was the alignment of aspects of the Constitution to international and regional agreements and conventions through a transparent and participatory process.

Saint Lucia is signatory to a number of international conventions in respect of human rights : Convention on the Elimination of All Forms of Discrimination against Women; International Convention on the Elimination of All Forms of Racial Discrimination; Convention on the Rights of Persons with Disabilities; Convention on the Rights of the Child and the optional protocols (Rights of the Child on the involvement of children in arms and Rights of the Child on the sale of children for child prostitution). Saint Lucia also underwent its first Universal Periodic Review (UPR) conducted by the UN Human Rights Council's UPR Working Group in 2011 and a second in 2015.

The Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government, developed a 5-year Strategic Development Plan in 2015 with the following three (3) strategic outcomes to translate the SDGs into action: -

- i. **Strategic outcome #1:** poverty reduction in all of its forms, with a focus on eradicating extreme poverty and indigence in Saint Lucia.
- ii. **Strategic outcome #2:** a peaceful and inclusive society, with participatory governance and community Empowerment.
- iii. **Strategic outcome #3:** individuals and households protected and empowered through rights-based development and the provision of human services.

In respect of the latter outcome, the Ministry through its programmes (organizational development, capacity building, developing the legal framework etc.) set the following targets for attainment by 2020:

- i. A mainstreamed rights-based approach in national development, with a significant reduction in all forms of discrimination based on gender, culture, race, age or sexual orientation.
- ii. A reformed juvenile justice system with increased protection against crime, increased opportunities for rehabilitation and crime reduction, and a fair treatment of delinquents through the implementation of court diversion programs.
- iii. A cultural shift at national and community level, towards increased self-reliance and independence from public support, saving for the future, recognition of the value of vocational education, an understanding of the importance of sustainable lifestyles, respect for human rights, gender equality, peace and non-violence, national pride, global citizenship, and cultural diversity.

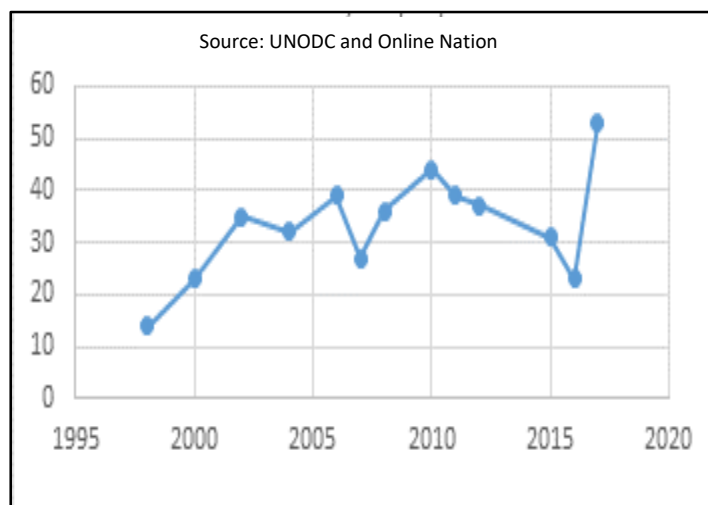
To achieve the above the Ministry works in partnership with NDGs, CBOs, and CSOs.

The rights of people with mental disorders in Saint Lucia has recently emerged as a national issue given the absence of effective forensic support and capacity to deal with people with mental disorders (PMD) at the level of the police. The Draft Mental Health Policy (2007) advocates the rights of PMD to enjoy full human rights, including the right to appropriate health care, shelter and employment, and freedom from discrimination, exploitation, harm, abuse and unlawful restraint, treatment and care.

4.4 Enhancing Urban Safety and Security

Making cities as core centres of economic and social activity safe and secure is not only important for the quality of life and social interaction of the population of urban dwellers but also for the use of the urban areas for tourism visitation and as destinations for investment and business. Crime against property and violent crimes are on the rise in Saint Lucia especially in common hot spots in urban areas usually associated with high density housing developments where unemployment and social deprivation are high.

Figure 4.4.1 Violent Crime per 100,000 people, 1997-2017



Online sources indicate that violent crime and homicides have almost tripled since 1998. Most of these crimes are related to gang violence and are confined to specific inner city hot spots. The spike in 2017 of 52 murders per year was the highest recorded (Figure 4.4.1). In a global ranking of the UN Office on Drugs and Crime (UNODC), in terms of the number of prisoners per 100,000 people, Saint Lucia ranked 30 out of 164 countries with a total of 243 prisoners per 100,000 people.

Protecting the safety and security of Saint Lucia's populace is part of the mandate of the Royal Saint Lucia Police Force (RSLPF). The organization has implemented several programs aimed at improving safety and security in urban areas. These include, undertaking targeted operations in crime hot spots in the urban areas and community policing carried out by the Community Relations Branch of the RSLPF.

The objective of the Unit is to develop a good working relationship between the police and communities, in an effort to solve crimes, prevent crime, reduce the incidence of crime and social disorder, and provide a decent quality of life for residents. The Unit has conducted daily visits and patrols at schools in the Castries Basin since 2008. In June 2012 a school crime watch was launched, and summer camps were held for primary and secondary school students from 2013 to 2015.

The Unit also assisted with the establishment of neighbourhood watch groups in a number of communities and collaborated with communities to organize football and basketball tournaments from 2012 to 2015 and in 2017.

Urban safety is also related to fire prevention which is the domain of the Saint Lucia Fire Service. The organization through its Fire Prevention Unit engages in the following activities aimed at enhancing the safety of residents:

- 1) A review of architectural and engineering designs for all proposed buildings/developments for public assembly
- 2) Public relations programmes with students and community groups
- 3) The identification of buildings in urban areas that are unsafe, including derelict buildings that have the potential to become fire hazards
- 4) Surveillance of Business places to ensure the adequacy of emergency and evacuation plans.

The organization's achievements with regard to improved urban safety include:

- i. The construction of the Babonneau Fire Station in 2016 to reduce the pressure on the Castries Fire Station and significantly reduce response time to fires in the Babonneau area.
- ii. The recruitment of forty (40) new fire service officers in April 2016.
- iii. Improved data collection including the use of GIS systems to identify trends that assist with fire prevention.

4.5 Improving Social Inclusion and Equity

The building of socially inclusive communities is a fundamental principle of the New Urban Agenda and is well recognised by the GoSL. The protection of the most vulnerable – especially children, the elderly, people living with disabilities and other vulnerable groups, is central to the achievement of social inclusion and equity.

Persons with disabilities (PWD) including the mentally ill are one of the most vulnerable groups as their disabilities restrict them from exercising the same rights as other citizens and can cause them to be excluded from the development process and emerging agendas of the country.

In the context of Saint Lucia, the awareness of the needs of people with disabilities is growing though the public awareness and advocacy work of the "National Council of and for Persons with Disabilities" (NCPD). This agency was established in 1981 following Saint Lucia's participation in "International Year of the Disabled," with the theme "Full Participation and Equality," To ensure inclusion. Other related agencies include: -

- i. Child Development and Guidance Center: an institution for early detection and intervention
- ii. St Lucia Association for the Developmentally Disabled (SLADD) established in 1975: operates the Dunnotar School which delivers an education and vocational program designed to meet the educational and social needs of the mentally challenged
- iii. Lady Gordon Opportunity Center for the Hearing Impaired and children with special educational needs (1975 under Saint Lucia Association for the Deaf).
- iv. Saint Lucia Blind Welfare Association (SLBWA), a statutory body established in 1975 looking after the interests of the blind and other visually constrained persons (VCPs).
- v. Mental Health Association of Saint Lucia

The achievement of inclusive development is also supported by a number of policy and legal instruments: National Social Protection Policy (2015); Strategic Plan of the Ministry of Health; National Youth Policy (under revision); Policy on Faith-Based Organizations 2010; Child and Juvenile Protection Act; Elderly Rights and Care (draft); Persons Living with Diabetes (draft); proposed Juvenile Justice Bill and the Local Government Bill 2012 and the National Social

Protection Strategic Plan of Action, Phase I: 2014 to 2019 of the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government.

Other areas supported by the GoSL include a Public Assistance Programme which is means tested and assessed using a Social Safety Net Assessment developed and executed by the Ministry Equity, Social Transformation, Empowerment, Youth Development, Sports and Local Government; national school feeding programme; transport bursaries and the Home Care Givers Programme which provides home care support for the elderly.

At present, all the local constituency councils support public assistance by functioning as conduits to the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government. The Local Government Bill however concretizes this arrangement by making specific provision for public assistance, and a collaborative working relationship with social agencies.

4.6 Challenges Experienced and Lessons Learnt

1. Improving Urban Legislation

- a) Developing a framework that is transparent and accountable.
- b) Obtaining policy information from various ministries that is clear and specific to the issues that need to be addressed, in a timely manner, is a perennial challenge. Lengthy delays in obtaining such information often result in frequent changes being required to draft legislation to account for material changes in situations and policy directives. This is compounded by significant delays in passing laws because of the infrequency of meetings of Parliament.
- c) The efficient production of legislation is more contingent upon effective policy formulation than on having a large number of legislative draftspersons. Relatedly, there is a high turnover of staff in the ministries resulting in a loss of institutional memory that is critical for good policy formulation.
- d) Acceptance from key agencies, such as the Department of Finance, of increased financial autonomy for local government, in support of advancement of the Local Authorities Bill.
- e) Notwithstanding the fact that the powers provided under the Bill could potentially expand the revenue base, finances would still need to be augmented with government subventions based on an agreed formula linked to the remittance of local government revenues.

2. Decentralization and Strengthening of Local Authorities

- a) From the perspective of national governance, it is necessary to ensure that local area planning and other policies are compliant with national policies, otherwise local areas may become 'islands unto themselves'. Achieving this consistency would require sound administration in all relevant areas of national policy particularly within the Local Government Department of the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government, which would need to be appropriately staffed and equipped to manage the synergies.

- b) There is also a need to reconcile the various boundaries used for the administration of public services – health, agriculture, youth and sports, community development among others, to ensure the efficient management of services and local areas. The responsibility for this should be located within the Office of the Prime Minister.

3. Improving Participation in Human Rights

- a) It is important to determine the right medium to use to engage various groups of residents, for example the use of social media for youth and local radio and television talk shows for the elderly. At a broad level, political polarisation can make it difficult to engage all residents to participate in the urban development process and to build consensus around new transformative policies and programmes.
- b) Electing a local government will enable certain fundamental rights to be properly exercised. Local government elections will improve the accountability of constituency councils and make the work of local government more relevant to people who live in and use urban areas. Measures need to be put in place to encourage local populations to take advantage of the opportunity of electing councils to serve them.
- c) A key ingredient for the inclusion of PWDs is not only the direct targeting of persons with disabilities but also the direct involvement of their representative organizations.
- d) The mentally challenged as a category of PWD, require special treatment. The sector has a number of challenges such as underinvestment (8% of the gross domestic product and 4% of that is allocated to mental healthcare); stigmatization; no forensic mental healthcare; lack of community service; absence of data; absence of community care, and capacity of line staff to handle mental issues.
- e) While policy and legal gaps exist - no enacted mental health law, human rights policy or review body, a drafted Mental Health Policy in 2007, a revised mental health strategic plan and a draft Mental Health Act in 2008 exist.

4. Enhancing Urban Safety and Security

- a) Procuring funding to organize youth activities and events to help bring local communities together and encourage them to work with the police.
- b) Enlisting the cooperation of residents who live in crime hot spots in urban areas because of a fear of reprisals or because of a lack of trust in the police.

4.7 Future Challenges and Issues – Urban Governance and Legislation

1. Improving Urban Legislation

The New Local Government Bill provides comprehensive powers to local authorities and is at the opposite end of the current continuum of centralised governance to elected and full devolution of powers. Political acceptance of the full devolution of power will be the main challenge in the implementation of the Local Government Bill

2. Decentralization and strengthening of Local Authorities

- a) The institutional capacity of Local Government would have to be built and institutional structures organised to fully implement the new Act when it comes into effect.
- b) A robust central government administration system to manage local authorities will be necessary to ensure compliance to national policies and priorities. Capacity building within both central and local government would be required to achieve this.
- c) A structured system of collaboration between the LA and other public agencies will be required for effective management of urban areas.
- d) Building the capacity of local authorities in the following areas is central to the successful implementation of the new bill – urban design, urban planning, greening, project proposal writing, project management, financial management and reporting, among others.

3. Improving Participation and Human Rights

- a) The effectiveness of the engagement strategy of the Ministry of Equity, Social Justice Empowerment, Youth Development, Sports, Culture and Local Government to deliver on the Strategic Outcomes set including empowerment for participation in Human Rights and the measurement of the outcome to monitor progress
- b) The drafted Mental Health Policy in 2007, a revised mental health strategic plan and a draft Mental Health Act in 2008 need to be advanced to facilitate improvement in the sector.
- c) With a more organised framework as outlined in the Mental health strategic plan there should be more accurate data on the number of people with mental disorders and the treatment levels
- d) Implementation of targeted programmes for the participation of PWDs – skills development attached to job creation.

4. Enhancing Urban Safety and Security

- a) Adequate resources for maintaining policing programmes and having a strong police presence is a growing challenge.
- b) Involvement of the community in crime fighting and building trust is also a challenge
- c) Decentralization and Strengthening of Local Authorities and their greater involvement in security service provision.

Table 4.7.1 Summary Table – Urban Governance and Legislation

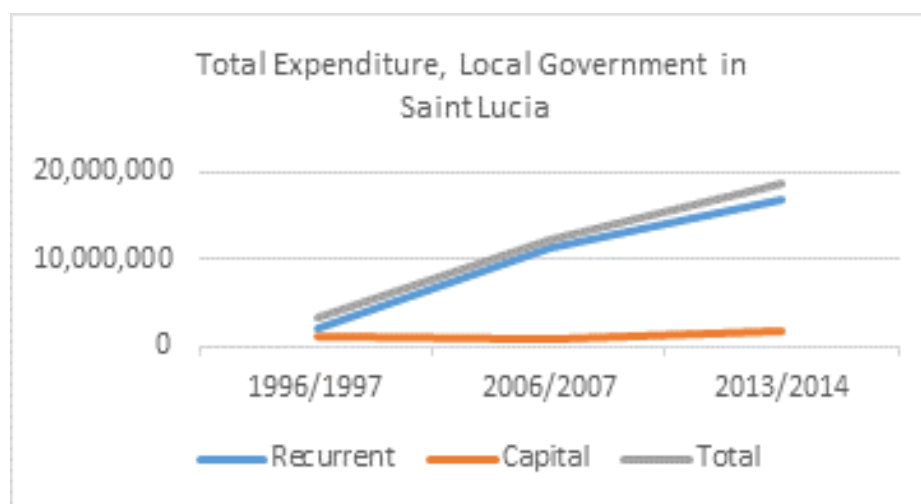
Thematic Area	Key Challenges
Improving Urban Legislation	Political acceptance of the full devolution of power will be the main challenge in the implementation of the Local Government Bill
Decentralization and Strengthening of LA	Robust system of Administration of LA by Central government and requisite capacity building of Central Government to ensure compliance of LA to national strategic policies and programmes Capacity Building of LA in several management and technical areas including finance generation Structured System of Collaboration between LA and other public agencies Capacity Building to forge private sector partnerships
Improving Participation in Human Rights Development	Measuring the effectiveness of the Strategic Plan-# 3 Strategic Outcome Enactment of Mental Health Act and implementation of Policy Adequate Financing of Mental Health Special Attention to PWD programmes for job creation, service provision etc.
Enhancing Urban Safety	Adequate Resources to fund policing and other programmes Community Involvement in crime prevention Capacity building of LA to provide security support

5. URBAN ECONOMY

5.1 Improving Municipal / Local Finance

Adequate finance is important to local area physical and economic development and advancing the New Urban Agenda. While urban areas are potential nodes of economic growth, the size and scale of urban decay, including infrastructure, demands greater financing. Inadequate financing was singled out by local authorities (LA) as one of the biggest constraints to pursuing programmes and building institutional capacity. The level of funding allocated by Central Government to local government, while increasing over the 18-year period, is low with little spending on capital programmes (Figure 5.1.1). The level of revenue generation is also low. In 2006/07 and 2013/14 the revenue raised stood at \$136,725 and \$176,143 respectively.

Figure 5.1.1 : Expenditure of LA 1996-2014



Ministry of Finance, 2018

Apart from the Castries City Council which is a statutory corporation, all local authorities depend on an allocation in the national budget from the Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government for financing of administration and programmes.

Sources of revenue for LAs include the collection of fees from vending (roadside and market) and rental of urban space and facilities (community buildings and parks); and in the case of the CCC, rental of shop units (individual) and as part of a shopping complex. Cemeteries are relatively large revenue sources – the Vieux-Fort Constituency Council traditionally earned revenue from the town cemetery. The cemetery's closure due to capacity issues, led to the acquisition of a new cemetery site for future use and revenue generation. The CCC generates revenue from the Choc Cemetery and has made significant strides to maximize this income stream. Other local authorities do not have cemeteries as a potential revenue source as cemeteries are linked to the

Roman Catholic Church. Another revenue source for the CCC is the provision of emergency sanitary services, for example septic tank maintenance.

The largest unexplored source of revenue is the collection of property tax. Property tax can be paid to local authorities as an option. Taxes paid are later remitted to central government without a corresponding sharing arrangement based on collections. That is the case for all local authorities except the Castries City Council who are not required to remit taxes to Central Government.

5.2 Strengthening and Improving Access to Housing Finance

Home financing is offered by all financial institutions in Saint Lucia, including commercial banks and credit unions. Several commercial banks and the Civil Service Credit Union offer a homeownership assistance program in the form of a registered account that allows first-time homebuyers resident in Saint Lucia to save towards the down payment for home construction or the purchase of house and land, over a five-year period. Contributions of up to EC\$6,000 in any one year are eligible for tax exemption.

In August 2012, the Government of Saint Lucia (GOSL) in collaboration with the Private Sector launched an eighteen-month construction stimulus programme. The programme was open to individuals and businesses, including developers interested in undertaking land development projects with a significant housing component. Several financial institutions participated in the construction stimulus programme including CIBC First Caribbean which offered a fixed interest rate of 5.99% per annum for the first five years of the loan and had an approval ceiling of \$1 million per applicant, and Bank of Saint Lucia which offered a fixed rate of 5% over the same period and a discount of 0.5% on bank fees (Table 5.2.1).

All duties and taxes (including VAT) on building supplies were waived over the course of the programme which ended in February 2014, resulting in a reduction of up to forty-one percent (41%) on the cost of basic building supplies. The stamp duty of 0.25% on residential and commercial loans was waived, serviced lots were made available at competitive prices by the National Housing Corporation (NHC), and members of the Saint Lucia Bar Association decreased their notarization fees by thirty percent (30%).

One of the policy prescriptions recommended by the Department of Housing, Urban Renewal and Telecommunications (DHURT) is the development of viable and affordable micro-finance solutions for household heads in the lowest income brackets, particularly those employed in the informal sector. To this end, the department held discussions with the Saint Lucia Development Bank (SLDB) and several credit unions to explore financing options for this segment of the working population. The credit unions were more amenable than the development bank to providing financing for applicants with an offer letter from the DHURT.

Another future opportunity for housing finance is the GOSL move to establish an online Collateral Moveable Assets Registry with support from the IFC. Moveable assets include assets such as crops, cars, animals, valuable property, and equipment among others) as security for lending. This will be supported by enabling legislation. While targeted at SMEs, this initiative could have positive implications for the housing market.

An important requirement is the establishment of modern well designed registry with supporting training to use and manage the online database. A key challenge when the system is established is getting financial institutions to lend using this asset.

Table 5.2.1 Home Loan Terms Offered by Financial Institutions in February 2018

Financial Institution	Interest Rate	Repayment Period	Other Terms & Conditions
First National Bank	6.99%	Up to 30 years	10% deposit or 5% deposit and 5% mortgage indemnity insurance
Bank of Saint Lucia	From 7%	Up to 30 years	10% deposit
Royal Bank of Trinidad & Tobago	From 5.9%	Up to 30 years	10% deposit
CIBC First Caribbean Bank	5.9%	Up to 35 years	5% deposit
The Bank of Nova Scotia	5.35% to 5.5%	Up to 30 years	25% deposit (loans provided for purchase of house land only)
Saint Lucia Development Bank	From 7% to 12%	Up to 30 years	10% deposit
Financial Investment & Consultancy Services Ltd.	8%	Up to 20 years	10% deposit
Saint Lucia Mortgage & Finance Company	7.5%	Up to 30 years	5% deposit
Saint Lucia Civil Service Cooperative Credit Union Ltd.	From 8% to 10%	Until retirement age of 65	20% share requirement for house and land package, 10% for home construction only, 5% if land loan is with credit union

Collated by Consultant, 2018

5.3 Supporting Local Economic Development

According to the World Bank, local economic development (LED) is an approach to economic development that “offers local government, the private sector, the not-for-profit sectors and the local community, the opportunity to work together to improve the local economy.” (World Bank, 2016). This implies a partnership approach to business and other initiatives including land planning involving the leadership of local governance authorities. This partnership approach can harness local resources including funding for initiatives, encourage new and expand existing investment and stimulate commercial activities from small and medium sized business operators in the urban centre.

In the Caribbean, MSME's are collectively large contributors to local economic growth, contributing in the middle income Caribbean countries up to 90% of employment and 70% of GDP. In Saint Lucia MSMEs are central to LED as most are locally based and owned. Some MSMEs use local resources – open spaces, sea front, beaches; create self-employment and local jobs; and depend on local and foreign demand, as is the case with tourism tours, taxis, craft vending etc.

The Government of Saint Lucia has attempted to stimulate economic development in local municipalities by implementing programmes that exploit the comparative advantage offered by their location and/or cultural history, and facilitating the sustainability of these initiatives by providing support for small and micro enterprises through the Small Enterprise Development Unit (SEDU) and its successor, the Small Business Development Centre (SBDC). The SBDC was established in November 2014 and partners with other business support organizations and the private sector to provide guidance and technical assistance to local entrepreneurs in a number of areas including: business incorporation, management advisory services, access to finance, market research, business and marketing plan development, financial record keeping and entrepreneurship training.

The following are some of the programmes/projects that have been implemented in local municipalities:

Nature Heritage Tourism Programme (1999 – 2002) – This initiative involved the development of nature heritage tourism sites in rural communities to allow for the wider distribution of the tourism dollar. The programme covered a wide range of activities including public awareness and consciousness, institutional strengthening, human resource development, product development, niche marketing and policy development and advocacy and involved a combination of resources from the public, private and non-governmental sectors.

Community Based Eco Agro Tourism Sector Programme (February 2010 to October 2012) - The CBEAT programme was implemented to create alternative economic activities that would generate employment opportunities and increased income and prosperity for the Dennery/Mabouya Valley community by exploiting its comparative advantage in eco/agro tourism. Five tourism sites in the community were renovated: The Mandele Layby and La Pointe Visitor Shop Centre; the Dennery Fish Market; Sankofa Rainbow Roots Farm; the Maroon Trail, and Fond d'Or. The sites are included in package tours that continue to provide a livelihood for a number of residents in the community.

The Caribbean Local Economic Development Project (CARILED), a five (5) year project (2012-2017) implemented in several islands in the Caribbean to develop and evaluate models of Local Economic Development (LED) across the Caribbean was implemented in Saint Lucia targeting local economic development in Soufriere and Gros-Islet. This regional project was financed by the Federation of Canadian Municipalities⁶

⁶ in conjunction with the Caribbean Forum of Local Government Ministers, Caribbean Association of Local Government Authorities, Commonwealth Local Government Forum. In all countries the project worked with Local Government, Social and Community Development Ministries; National Economic Development and Local Economic Development Agencies, groups and boards; OECS secretariat, The Caribbean Community, Academic Institutions, the Private Sector and Civil Society groups.

The CARILED initiative represents a very relevant approach to achieving the New Urban Agenda – targeting small businesses in local areas using participatory approaches and working in partnership with locally based agencies including local government, harnessing donor and other funding for implementation. In Soufriere the project converted a former school building into an agro processing centre, provided training to the managers of the facility and capacity building to two (2) agro producers - Rainforest Food Group (with known food products) and Fruitage Jeunesse (youth entrepreneurs making smoothies from locally grown fruit) and the Belle Vue farmers' Cooperative (supplier of agricultural products to the agro producers).

In the town of Gros-Islet using participatory approaches and working in partnership with local groups, local government and a host of relevant agencies, a Strategic LED plan was designed for implementation in Gros-Islet to capitalize on local tourism assets: urban space, sea front, fishing linkages, known night economy, and proximity to the tourism hub, and target MSMEs. Key elements were to develop the town's infrastructure, provide support for MSMEs on the beachfront, develop a Gros-Islet town tour including product development. While the project is not yet implemented the concept is being embraced by the new constituency council and represents a useful approach that could be duplicated in other locations to advance the New Urban Agenda. A notable aspect was the development of The Gros-Islet Partnership – The Gros-Islet Constituency Council, locally based economic groups, national social and economic institutions, and financiers.

5.4 Creating Decent Jobs and Livelihoods

Employment creation, particularly the generation of decent, sustainable jobs for the youth, has been a primary goal of successive government administrations in Saint Lucia. To this end, several employment-related and employability training initiatives, including the following, were implemented, with a view to providing both short and long-term job opportunities and livelihoods for Saint Lucians.

- i. **OECS Skills for Inclusive Growth Project** – Launched in December 2007, this World Bank financed initiative was implemented to increase the employability of disadvantaged, unemployed youth through private sector driven skills training and outreach programs. The participants (youth aged 17 to 30 with less than three Caribbean Examinations Council (CXC) passes) received technical and vocational instruction and on-the-job training, productivity enhancement training and life skills (including basic literacy and numeracy). The applicant pool was broadened to include individuals aged 16 to 40 with less than four CXC passes, after the project was restructured in 2011. A total of 1,170 individuals were enrolled in the training program and 1,146 were awarded the Caribbean Vocational Qualification (CVQ) and international certification over the course of the project which ended in September 2013.
- ii. **Youth Employment Programme (YEP)** – The YEP was established to equip vulnerable youth (classified as school leavers aged 17 to 25, particularly unemployed or under-

employed youth who have been in trouble with the law, single mothers and individuals who have dropped out of school) with the technical and vocational, entrepreneurship and life skills required to create sustainable livelihoods. After completing their training programmes, graduates undertake internships at various companies, and many are offered full-time jobs at these establishments. The programme is administered by the Centre for Adolescent Renewal and Education (CARE).

- iii. **Youth Agricultural Entrepreneurship Program (YAEP)** – This program was launched by the Ministry of Agriculture in 2011 to encourage individuals aged 18 to 35 to become agri-entrepreneurs. Participants were selected and trained in 2013. To date seventy-eight (78) participants are engaged in various enterprises namely, aquaculture, apiculture, vegetable production (open field and greenhouses - fifteen (15) erected to date) and livestock production.
- iv. **Youth Enterprise Equity Fund (YEEF)** - The YEEF is a source of equity financing aimed at providing venture capital financing to entrepreneurs aged 18 to 35, to enable them to circumvent the impediments associated with the financing of business start-ups. Since the inception of the Fund in 2010, 14 investments were approved, 12 of which have been disbursed at a value of EC\$514,044.
- v. **National Apprenticeship Programme (NAP)** was established by the GoSL as a means of increasing the marketability of youth to employers, while providing the youth with job placements. The overall goal is to help alleviate the high unemployment rate amongst the youth especially in the south of the island.

The Programme provides a solution to a key issue facing the labour market - low level of certification which results in a high unemployment rate. The NAP identifies training areas for young people and links them with certified training in line with requirements of the job market. The NAP partners with the private sector including a new IT investor- OJo Labs and the Caribbean Hotel and Tourism Institute which offers certified training in several areas of hospitality to achieve this objective.

- vi. **Support for Creative Industries** – The GoSL also provides support under a number of locally funded programmes to young Saint Lucians to develop the arts and cultural products as a means of creating self-employment.

The Government of Saint Lucia also implemented the following short-term employment initiatives to provide employment for adults who did not have the requisite academic background or work experience to obtain employment in the formal labour market:

- NICE (April 2012 to March 2017)
- SMILE (2012 to 2017)

5.5 Integration of the Urban Economy into National Development Policy

UN Habitat defines the urban economy as the promotion of urban strategies and policies that strengthen the capacity of cities to realize their full potential as drivers of economic development including employment and wealth creation.

An integral aspect of the Government of Saint Lucia's national development policy is the implementation of a long-term integrated and sustainable development plan that will stimulate economic growth resulting in employment and wealth creation. In 2008, the Government commissioned the production of a twenty-year road map for the future development of the island. The document, entitled 'Saint Lucia National Vision Plan', provides a broad overview of Saint Lucia and the development issues faced by the island. The Plan also serves as a framework through which the entire nation can share in a common vision to position Saint Lucia as a major economic player in the Eastern Caribbean.

The National Vision Plan is predicated on the issues discussed in the Quadrant Economic Development Plan. Quadrant Economics represents a framework within which the spatial character of local economic systems may be leveraged. The Plan presents a two-pronged approach to Saint Lucia's economic development. On one hand it builds on the Government's "live local-work local" initiative, ensuring that future investment is spread throughout the island by creating jobs at the local level to facilitate the circulation of wealth within communities. Secondly, by encouraging tourism development at a regional level, the pattern of workforce migration to the primary tourist area in the North-West Quadrant will be reduced, and additional business opportunities created within the other quadrants.

A major component of the National Vision Plan is the redevelopment of Castries, Saint Lucia's capital and only city. Development plans for Castries include its transformation into a thriving, multicultural, business, residential and tourist destination. The following initiatives are prerequisites for achieving the aforementioned goal:

- i. Relocation of the cargo and light industrial operations from the Castries Harbour to Cul-de-Sac, to facilitate the re-development of the area into a lifestyle cruise ship port destination with the capacity to accommodate mega vessels;
- ii. Establishment of new commercial space to accommodate the entertainment, leisure and retail businesses that are expected to develop as a result of the redevelopment of Port Castries;
- iii. Road network expansion and rationalization;
- iv. Relocation of unplanned communities;
- v. Introduction of new residential communities;
- vi. Storm and wastewater treatment;

- vii. Increased availability of paid parking areas and an improved public transportation service;
- viii. The creation of additional green areas in the city.

Some progress has been made with respect to the implementation of the above mentioned initiatives with the implementation of the following projects:

- i. The expansion of cruise ship berth number one at Pointe Seraphine to accommodate genesis class (mega) cruise ships was completed in 2017, and on January 17, 2018, the Saint Lucia Air and Sea Ports (SLASPA) welcomed the first mega vessel, Royal Caribbean's Anthem of the Seas, which has a five thousand (5,000) passenger capacity, to Port Castries.
- ii. Development of a Serenity Park – a public open space at the northern entrance of the city of Castries in 2011 with seating, Wi-Fi, restaurant facilities, fountains and pathways
- iii. In February 2018, the Castries Constituency Council commenced a public education campaign through its website and social media to educate the public about the impending installation of solar parking meters in the city.

5.6 Challenges and Lessons Learnt

1. Improving Municipal Finance

Financing is the largest constraint to effecting urban management and development initiatives. The new Local Government Bill can help address this. It can also provide an opportunity to raise finance from taxes, borrowing and other sources.

2. Strengthening Access to Housing Finance

- a) Affordability is the greatest issue affecting the take up of housing finance. Low-income and indigent households, including those in steady employment, in many cases do not own any collateral or have sufficient savings to qualify for a loan at a credit union or a commercial bank.
- b) On the supply side, the cost of land development based on the standards and requirements of the Planning Department is very high. Land is also consolidated with urbanization and hence in high demand. Overall these factors make for high cost and unaffordability of serviced land.
- c) Credit unions are more amenable than commercial banks to providing financing to applicants from low income households if the latter present an offer letter for the purchase of land from the Department of Housing, Urban Renewal and Telecommunications.

3. Supporting Local Economic Development

- a) Inadequate policy development results in substantial delays in the drafting of legislation required to support local economic development initiatives.
- b) Residents of local municipalities are best placed to determine what their development needs are. What they really need is guidance to develop a road map and strategic plan to facilitate that development. These however must be compliant with national and regional plans and policies.

4. Creating Decent Jobs and Livelihoods

- a) Obtaining sufficient data to monitor the effectiveness of the training and employment generation projects and programmes implemented.
- b) Securing domestic and foreign investment that creates decent jobs for local residents.
- c) Employment and training programmes should be evaluated and restructured to ensure that the programmes are meeting their objectives.
- d) Specific programmes should target PWD specifically using methods and programmes similar to those adopted for the unemployed youth and young mothers. This would require employers to adopt an Equal Opportunities policy.

5.7 Future Challenges and Issues for the New Urban Agenda

- a) There is clearly a need to consolidate and mainstream the implementation of urban economy development initiatives that have already been designed or that have commenced and need to be replicated and/or made more sustainable. The challenge is to identify and allocate the required resources and management capacity to do so. The optimal management framework would be a multiple-stakeholder, LED-type partnership.
- b) There may be scope for expanding the use of fiscal incentives driven stimulus packages to boost urban economy development, including housing initiatives. The challenge is to design and manage these packages in a manner that confines their application to the implementation of time-bound and area-specific programmes, so that fiscal leakage is minimized.
- c) Local government agencies need to be more integrally involved in advancing the urban economy development agenda. Given the complexity of the multitude of development issues to be addressed in various urban communities, local authorities need to adopt a more strategic medium to long term perspective on their roles and responsibilities. Such an approach would include the formulation of well-structured multi-year medium term programmes and budgets, which would be able to attract a stream of financing from central government and possibly external donors, as well as serve as a framework for revenue-sharing arrangements where applicable.

- d) Improving local finance is important however, capacity building and stringent administrative procedures for the improved collection and remittance of property tax are required.
- e) It is expected that enhanced powers to collect property tax will result in an overall increase in the collection of property tax. This should offset the diversion of some central funding to local authorities via a revenue sharing arrangement. An agreed formula for tax revenue sharing needs to be adhered to and considered within a wider framework that takes into account the need to ensure parity among urban areas, since larger urban areas typically have a larger tax base.
- f) All borrowing by LAs must be guaranteed by central government and as such ultimately counts towards sovereign debt. The capacity of LAs to borrow is therefore constrained by GoSL debt management targets.

Table 5.7.1 Summary of Challenges – Urban Economy

Improving Municipal Finance	Key Challenges
Improving Municipal Finance	<ul style="list-style-type: none"> -Consolidate and mainstream urban economy economic initiatives -Identify and allocate the required resources and management capacity to implement economic initiatives -The optimal management framework would be a multiple-stakeholder, LED-type partnership. -Necessary powers for the collection of property and other taxes -Investment in capacity building to facilitate tax and revenue collection -LA borrowing is a sovereign debt and as such constrained by Central Government Borrowing
Improving Housing Finance	<ul style="list-style-type: none"> -Collaboration with Credit Unions (more adaptable terms for low income people) -Expand use of Fiscal Stimulus Package that is targeted and time bound to ensure effectiveness and reduce fiscal leakage
Supporting Local Economic Development	<ul style="list-style-type: none"> -Capacity of LA to support investment, develop and manage project funded by funding agencies -Development of partnerships for urban management and economic development
Creating Decent Jobs	<ul style="list-style-type: none"> -Attracting Private Investment to support Job creation -Development of Partnerships with the Private Sector -Facilitation of training and job placement programmes for disadvantaged groups

6. HOUSING AND BASIC SERVICES

6.1 Slum Upgrading and Prevention

Slums are defined as large agglomerations of houses (high density) of poor and non-durable construction (including declining structures) often located in hazardous areas - riverbanks, flood-prone zones and steep slopes and without the formal supply of basic infrastructure and services, including public space, sufficient living space or secure tenure. Slums reflect signs of visible poverty and social marginalization, land hunger, potential areas of high morbidity and mortality, disaster vulnerability and crime. The CSO applied this multi-criteria definition to the 2010 Census data set, and the analysis revealed that 8.2% of the national population or 13,568 people live in slum households (Table 6.1.1). In the intercensal period 2010-2020, this figure is expected to be higher.

Most of the slum households are located in urban areas and many emerged from the former rental of lands in peri-urban areas by private landowners due to their proximity to the urban core, jobs and services. Other lands in minor urban centres were historically rented by the Catholic Church.

Table 6.1.1 Distribution of Slum Households by Sex

				Sex		Total
				Male	Female	
Household Type	Not A Slum Household	Slum Household		74857	77170	152027
				7369	6199	13568
Total				82226	83369	165595

Central Statistical Office 2018 – Based on 2010 Population and Housing Census

Larger slums emerged on public land, some in prime locations, including beachfront and port locations - in Vieux-Fort on lands vested in the national investment agency and on expansion lands for Port Castries. Other squatted lands are along river banks – Canaries and Anse la Raye and on public lands in rural locations -Talvern and Bexon. Some are in conjunction with former sugar estates (Cul-de-Sac and Mabouya Valleys). The Department of Housing, Urban Renewal and Telecommunications (DHURT) estimates that there are 50 squatter settlements in Saint Lucia (up from the previous estimate of 33 settlements) comprising 6,000 people (ECMC 2007).

The DHURT is responsible among other areas, for Housing Policy and Strategy. The Department supports public relocation projects, slum prevention working in tandem with the Department of Physical Planning, and provides housing assistance. In 2001, DHURT implemented the Shelter Development Project (SDP), co-financed by CDB and aimed at improving the shelter conditions of low-income households. The project included four (4) sub components: -

- i. Programme for the Regularization of Unplanned Developments (PROUD) commenced in 2001. Phase 1 was completed in 2014 and achieved the resettlement of 2,000 beneficiaries, 800 of whom have full transfer of title. Phase 2 of the programme targets 6 remaining sites not completed in Phase 1. A Phase 3 is ongoing and will target six (6) unplanned settlements. Another initiative is the PROUD Settlement Upgrade Programme.
- ii. A sites and services sub component, including the establishment of a revolving fund (SSRF). This involved the implementation of work to develop serviced residential lots. The funds from the sale of the lots will be placed in a revolving fund to be utilized for future implementation. The national sites and services project is ongoing with the initial development of lots in three sites. The Bois D'Orange Development Project is one such site but has an element of rationalization.
- iii. Core Unit Construction (CUC): This sub component includes the construction of forty-two (42) starter units. The units will be sold as land and house packages to low and middle income households that qualify through a priority means test. The completed sites and service beneficiaries will be targeted and the funds will be paid into the revolving fund.
- iv. Home Improvement Loan Programme: This sub component was discontinued and the available funds were diverted to the CUC component.

Outside the Housing Department and the NHC, Invest Saint Lucia makes land available for housing in the south through a combination of rationalisations, new lots and major land developments.

6.2 Improving Access to Adequate Housing

In accordance with the UN HABITAT urban indicators, adequate housing is defined in relation to the durability of the structure (roof and walls) and the level of overcrowding (number of persons to a room). The CSO (2018) estimates (using the 2010 Census data) that 93% of urban dwellers in core and peri-urban areas live in adequate housing⁷. In Suburban areas as is the norm, the percentage is higher, around 96.8% (Table 6.2.1).

⁷ Appendix 3 provides the method, variables and tables derived from the composite index on Slum Housing

Table 6.2.1 Distribution of Urban Population Living in Inadequate Housing

Location	Inadequate Housing		No. in Adequate Housing	Total Population
	Number	%		
Urban Core	922	7.2%	11,856	12778
Peri Urban	1636	7.3%	20574	22210
Sub Urban	1306	3.2%	38731	40037
Total Urban	3864	5.1%	71161	75025
Rural	5769	6.3%	84700	90469
National	9633	5.8%	155861	165494

CSO- Generated Index 2017 applied to 2010 Census data

The inadequate supply of housing is an issue of national concern. A Housing Needs Assessment Report (2014) estimates that the housing deficit was 11,400 units (DHURT, 2017). The shortfall in the supply of both public and private sector housing is primarily due to the prohibitive cost of infrastructural development, especially high construction/labour costs. The DHURT estimates that approximately sixty-four (64%) of the working population earns EC\$40,000 or less per annum, an income that would make it challenging to purchase a house and land package at current prices.

The private sector is the main supplier of owner-occupied housing and targets buyers in the upper to middle income brackets. Public sector housing is facilitated by the DHURT in collaboration with the National Housing Corporation (NHC) and targets low to middle-income households. Most of the projects include an unplanned settlement regularization component. The NHC had an active housing development programme from 1996 to 2007. Financial constraints led to a period of major inactivity between 2008 and 2014 (Table 6.2.2). In 2018 the agency plans to undertake developments in *Choc Estate, Talvern, River Doree, Bois Jolie, Dennery, and Belaire, Roseau*.

In 2011, the Saint Lucia National Housing Policy and Twenty-year Strategic Plan of Action were approved. The overall objective of the housing policy is the provision of adequate and affordable housing, with an increased emphasis on multi-family housing, as a viable option for low to middle-income households, and the development and implementation of affordable micro-finance solutions.

Table 6.2.2 Projects Undertaken by the HUDC/NHC from 1996 to 2015 (NHC 2017)

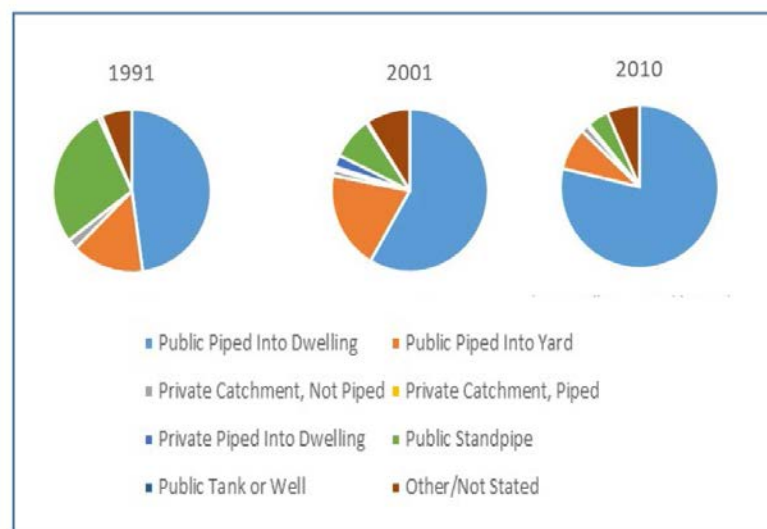
No.	Year Started	Developments	No. of Lots	No. of Houses
1	1996	Karibelle	53	0
2	1998	Beausejour Phase One	70	55
3	1999	Union	60	11
4	2000	Hewanorra Orchard	78	45
5	2000	Derriere Morne	36	0
6	2001	Beausejour Phase Two	184	57
7	2002	La Toc	25	0
8	2003	Cresslands Phase One	48	0
9	2004	Black Bay	120	50
10	2006	Monchy	183	0
11	2007	Marigot	115	100
12	2007	Cresslands Phase Two	49	0
13	2015	Monchy	188	42
Total			1,209	266

To reduce the housing deficit in the lowest income brackets, the DHURT commenced a National Sites and Services Programme (NSSP) in 2014. Over one hundred (100) sites were identified island wide (public and private land) for the development of serviced lots with the requisite infrastructure and utilities. The lots were to be sold at a subsidized price to the aforementioned households.

6.3 Ensuring Sustainable Access to Safe Drinking Water

The level of access of the urban population to safe drinking water is high, at 98.7%. This is higher than the national average of 88.4%, with the majority having public pipe borne water.

Figure 6.3.1 – Drinking Water Source, 1991-2010 (CSO)



Saint Lucia has made several strides since 1996 with improving water supply – construction of John Compton Dam, supporting storage and distribution systems, along with the implementation of area water supply systems nationally. As can be seen in Figure 6.3.1 there is a steady decline in the use of public standpipes and an increase in the public potable supply directly to consumers.

Ensuring access to safe drinking water is the joint responsibility of: - The Ministry of Health (Environmental Health Department and Public Health Board), the Ministry of Agriculture (Water

Resources Management Agency (WRMA) and the Forestry Department) and the Water and Sewage Company Ltd. (WASCO).

The Environmental Health Department conducts water quality monitoring on a weekly basis, testing for turbidity, chlorine residue and pH balance, while testing of water samples for E. coli content is carried out by the Caribbean Public Health Agency (CARPHA).

The WRMA was established under the Water and Sewerage Act No. 14 of 2005 and became functional in November 2008. The agency issues water abstraction licenses, monitors water quality and quantity in rivers and springs, and validates the integrity of primary data on the state of water resources. It works in close collaboration with the Forestry Department, which has responsibility for reforestation and protecting the water catchments.

The provision of potable drinking water is the sole domain of WASCO, a public corporation which operates and maintains four (4) major water supply systems: The John Compton Dam/Theobalds Plant and Hill 20 (in the north) and the Grace and Beausejour (in the south), as well as nineteen (19) minor water supply systems. There have been significant improvements in the quality and distribution of potable water since 1998, as a result of the following initiatives spearheaded by the Government:

- **The Roseau Basin Water Development Programme (1992 – 1998):** Construction of the John Compton Dam, Theobalds Water Treatment Plant and installation of three major pipelines.
- **Northern Water Supply Improvement Project (2001 – 2006):** Installation of a 20” pipeline from the Castries Sea Port to Choc.
- **Water Supply Infrastructure Improvement Project (2005 – 2009):** Major elements included upgrading of the pump station at the John Compton Dam; improvements to the raw water transmission line between Vanard and Sarot and the upgrading of the Theobalds Water Treatment Plant to a capacity of 10 MGD.

However, water shortages and poor water quality remain issues in some parts of the island, particularly in the Dennery and Vieux-Fort areas. This situation is exacerbated by the impacts of severe weather and other climate change related events. A number of strides have been made to improve access to safe drinking water in the aforementioned areas with the completion of the following projects:

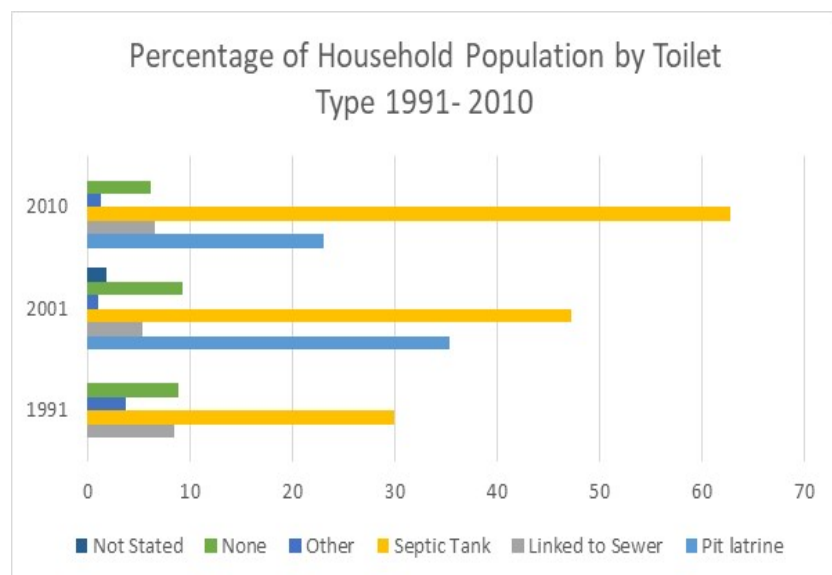
- i. **Redevelopment of the Water Supply in Vieux-Fort.** Feasibility and Design Studies are complete. An energy audit for the Vieux-Fort project commenced in February 2018.
- ii. **Improvement of Water Quality at Micoud:** A clarifier and filter were installed at the Micoud Water Treatment Plant in 2017.
- iii. **Improvement of Water Quantity and Quality at Desruisseaux:** An intake was constructed on the main Desruisseaux River and the water treatment plant was replaced in 2017.
- iv. **Hill 20 to La Croix Mains Extension Project:** New water lines (7,680 feet) were installed in 2017.
- v. **Belvedere to Bouton Water Extension Project (rural):** The installation of approximately 10,700 feet of pipe, a pump and a water tank in 2018.

- vi. **The Dennery Water Supply Project (rural):** installation of intake, storage, treatment and distribution infrastructure in 2018, funded by the Mexican Government. Phase II will be supported with a loan from the CDB.

6.4 Ensuring Sustainable Access to Basic Sanitation and Drainage

Access to adequate sanitation is a basic human right and is directly linked to public health and the incidence of infectious diseases. It is a core SDG and central to the new Urban Agenda. Sanitation thus covers the adequacy of sewage and solid waste disposal, drainage and the incidence of diseases linked to poor sanitation.

Figure 6.4.1 Sewage Disposal Type by District 1991-2010, (CSO 2010)

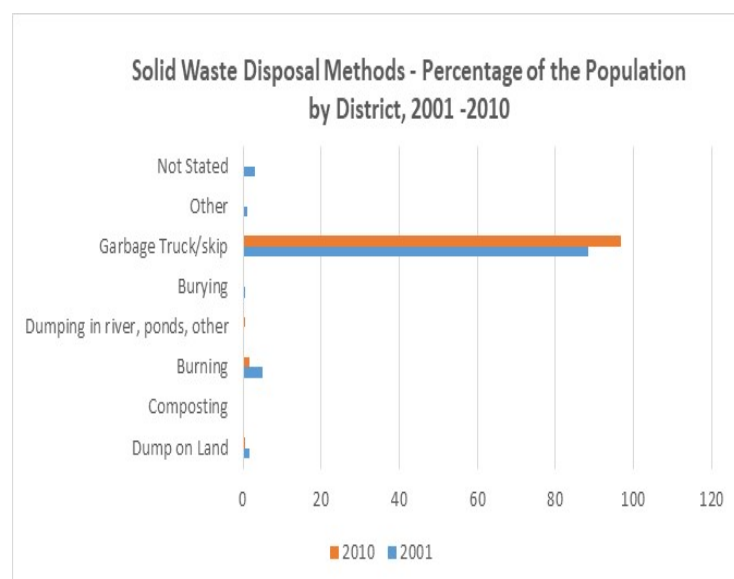


Nationally over the last 30-year period, the adequacy of sewage waste disposal has improved showing a trend away from the use of pit latrines to flush toilets (from 30% to 62.8%), Figure 6.4.1. According to the CSO 2018 Assessment of Urban Areas, the use of pit toilets is greater in rural areas (17.28% in 2010) compared to urban areas (5.29%). The use of flush toilets in rural and urban areas

is however on average at 30% reflecting the presence of housing developments in the countryside. The use of sewer systems is below 10%. The decommissioning of a sewer system in the south accounts for the reduction in use through to 2010. Sewage waste disposal is the purview of the Department of Health and the Water and Sewerage Company Inc. (WASCO).

The SLSWMA was established in 1995 to improve solid waste collection and disposal as part of a regional World Bank supported project. SLSWMA is responsible for the collection of solid waste generated from residential properties, government/public offices and institutions. The Authority also provides ship waste and hazardous waste collection services upon request. Biomedical waste is treated in a steam sterilization unit housed at the Deglos Sanitary Landfill (located in the north), one of two landfills operated by the agency.

Figure 6.4.2 Solid Waste Disposal Methods by District (CSO 2010)



The dominant solid waste management method used in Saint Lucia is standard collection via Garbage truck operated by the SLSWMA since 1995. Data for 1991 was not available however it can be seen from Figure 6.4.2 that the use of acceptable disposal methods is increasing (88.4% in 2001 to 96.8% in 2010). While this figure is high it is known that indiscriminate dumping of garbage in road side skips is an issue especially in high density areas with limited vehicular access.

Private haulers are contracted to collect residential and institutional waste in eleven (11) solid waste collection zones on a bi-weekly basis. The only exception is the Castries Inner Waste Collection Zone where solid waste is collected three times a week in some localities and on a daily basis (excluding Sundays) in the city centre. A bulky waste service is provided once a month. Businesses are required to make their own arrangements for solid waste collection.

There is at present no collection service or depots for recyclables. A limited amount of recycling has been undertaken by private enterprises since the early 1990s, and there are currently twenty-one (21) recyclers on the island who recycle various materials, including plastic, paper and cardboard, glass, metal, e-waste, oil and batteries. It is anticipated that a more formalized approach to recycling will be established with the implementation of the National Waste Management Strategy (completed in November 2017).

Wastewater treatment is handled by WASCO which manages the Rodney Bay Sewerage Treatment Facility and the Castries sewerage network. The dominant form of sewage disposal (62.8%) is septic tank, however, in high density urban areas, unplanned developments and locations with geology limitations, inadequate sanitation and the indiscriminate disposal of black water, pose long standing issues. A Vieux-Fort Sewage Needs Assessment Project was completed in 2006, and feasibility studies for wastewater treatment in the Castries Basin were undertaken in 2012 (Smith Warner) and 2016 (SAFEGE). However, there are no plans to construct wastewater treatment plants in the aforementioned areas in the near future due to funding constraints.

The Ministry of Infrastructure provides approval for the construction of roadside drains for residential and commercial construction as a submission requirement for planning approval, and monitors compliance during the construction phase. The Environmental Health Department (through the Public Health Board) provides approval for and undertakes monitoring of the discharge and disposal of effluent (grey and black water).

A national drainage assessment programme is now being undertaken under the World Bank Disaster Vulnerability Reduction Project (DVRP) to mitigate drainage issues, especially in flood prone areas.

6.5 Improving Access to Clean Domestic Energy

The Saint Lucia Electricity Services Ltd. (LUCELEC), the National Utilities Regulatory Commission (NURC) and the Ministry of Sustainable Development work in concert to improve access to clean domestic energy in Saint Lucia.

In keeping with the Government's commitment to obtain thirty-five percent (35%) of the island's energy requirements from renewable sources by the year 2020, LUCELEC, the island's sole electricity provider, expanded its power generation mix to include renewables. This decision is expected to reduce the company's dependence on fossil fuels for energy generation and decrease the amount of GHG emissions produced by its power plants. A list of Saint Lucia's key clean energy initiatives is provided in Table 6.5.1

Based on the above projected provision and private applications processed or to be processed by LUCELEC under the net metering arrangement, close to 3,585 homes or 6% of households nationally are expected to benefit.

Table 6.5.1 Clean Energy Projects in Saint Lucia (1999-2015)

Date	Description of Initiative
1999	Demonstration solar photovoltaic (PV) project implemented at the Bouton School.
2002	LUCELEC study to establish wind energy as a potential alternative. Thirty-four (34) sites were identified (primarily on the East Coast).
2009 to 2010	Pilot project implemented by LUCELEC to integrate rooftop solar PV into the grid. Solar PV systems were installed on the Castries Market (4kW), National Trust building at Pigeon Island (12kW) and the Vieux-Fort Secondary School (4kW). Consumers with PV systems are allowed to sell energy to the grid through an interconnect agreement and net metering programme. Fifty-eight (58) systems with a capacity of 512kWp were connected to the grid.
2010	National Energy Policy approved by the Cabinet of Ministers
January 2011	LUCELEC commissioned the first renewable energy system on the grounds of its administrative office in Vieux Fort.
November 2013	A 4.3kW solar PV system was installed on the Marchand Community Centre.
2014	LUCELEC and Wind Tex Energy signed an agreement to jointly undertake feasibility studies for the development of a 12mW wind farm in Dennery.
April 2016/ March 2018	Completed geothermal energy related surface exploration studies. Public consultations on the project were to commence in March 2018
November 2015	A 25kW solar PV System on the National Mental Wellness Centre (NMWC) was connected to the grid - realized an average reduction in energy consumption from the main electricity grid of at least five percent (5%).

Source: National Stocktaking on Climate Change Report 2017

Table 6.5.1 Cont'd Clean Energy Projects in Saint Lucia (1999-2015)

February 2016	A 25kW Solar PV System on the National Emergency Management Organization (NEMO) building was connected to the grid. As a result of this system and the implementation of a lighting retrofit, NEMO has realized more than fifty percent (50%) reduction in energy consumption from the electricity grid.
September 2016	A 5.4kW Solar PV System was installed on the Governor General's residence
2016	The National Energy Transition Strategy (NETS) was completed.
2016	The NURC, an independent regulatory commission, was established to oversee electricity production. Between February 2017 and January 2018 NURC processed 85 solar PV applications, 17 of which have been connected to the grid.
February 14, 2017	Bid delivery deadline for the supply and installation of solar PV array for the Owen King European Union Hospital.
Feb 2018	A 25kW Solar PV System on Sir Arthur Lewis Community College
May 2018	Expected completion date and connection to the grid for LUCELEC solar PV farm in Vieux-Fort. The farm is expected to power 3,500 homes when the sun is shining.

Source: National Stocktaking on Climate Change Report 2017

6.6 Improving Access to Sustainable Means of Transport

Saint Lucia's public transport system is solely road-based. The island's population is too small to support a viable light rail or metro system, or an intra-island ferry as alternatives.

The island's public transport system comprises a total of one thousand, three hundred and four mini-buses (1,304), including sixty-seven (67) eleven-seaters, six hundred and forty-one (641) fourteen-seaters and five hundred and seventy-four (574) fifteen-seaters. A total of 47,318 passengers commute daily, based on the number of buses and seating capacity. Nationally, a total of 40,752 (2010 Census) people do not own a car and depend on public transportation. Consideration of the two variables (people not owning a car and seating capacity X average number of trips) indicates that access to public transportation is generally acceptable.

A key issue is the availability of transport outside peak hours especially on routes where commuter traffic is low. The Transport Department plans to undertake the following activities, in an effort to facilitate the development of a more efficient, convenient and sustainable public transportation service: -

- A route rationalization review was conducted to understand and evaluate transport patterns with a view to providing customized bus services for particular areas;
- The construction of a bus terminal in the city to preclude the need to have buses parked along roadways during off-peak hours.

The department is also exploring the implementation of the following measures to improve the delivery of bus services: -

- The use of bigger electric vehicles to provide non-stop travel on certain bus routes;
- The installation of an electronic bus fare collection system and a scheduled bus service.

6.7 Challenges and Lessons Learnt

1. Slum Upgrading and Prevention

The Development Control Authority under the Physical Planning and Development Act (2001), has powers of enforcement to restrict illegal development (construction without planning) through a process of serving notices (enforcement and stop), court action and demolition, as well as the declaration of special enforcement areas that allow for the removal of structures without a court order. The process of serving notice through to litigation is long winded, and development is allowed to continue during this period. Demolition is a drain on the public purse and the level of non-compliance usually outstrips available budgets. In addition, enforcement of the planning law is not sufficiently effective in preventing squatting.

The PROUD Programme, Social Development Fund (SSDF) and the Constituency Development Programmes (funded by the ROC on Taiwan to undertake social, physical and economic programmes identified by parliamentarians on a constituency basis) have contributed to slum upgrading initiatives. The PROUD programme regularised several settlements and completed the transfer of 800 titles out of a total of 2,000 titles. Despite the subsidized cost of land and the use of legal sale and title transfer agreements, many beneficiaries do not conclude payments. The power to enforce agreements in locations where houses (immovable) already exist is difficult and the monitoring of payments is a tedious exercise.

2. Access to Adequate Housing

A key challenge associated with the provision of adequate housing is how to effectively address the acute shortfall in the supply of affordable public and private sector housing in urban areas. Private developers only undertake housing developments that target upper middle to high income households and the National Housing Corporation is unable to break-even on housing developments that target low-income households, because of the high cost of labour and undeveloped land.

3. Access to Safe Drinking Water

The source of potable water is water intakes on the island's rivers. These are easily impacted by extreme weather events. During Hurricane Tomas (2010) the water sector suffered significant damage including the siltation of the Roseau Dam, the main dam in the North. With the increase in frequency and intensity of weather events due to climate change this source of water abstraction is vulnerable.

WASCO is a distributor of abstracted water but not the manager of the resource. Deforestation and contamination from land use are among the key issues affecting the quality of the potable water supply. Drought is another issue, especially on the south and south east coasts. Improvements in the density of automatic rainfall stations, especially in the south, are required to provide an accurate picture of the water (resource) supply to these areas particularly during the dry season.

It is very challenging to obtain the financial resources required to establish and maintain a well-functioning laboratory to conduct water quality tests. Staffing constraints also make the regular monitoring of all water catchments a difficult undertaking.

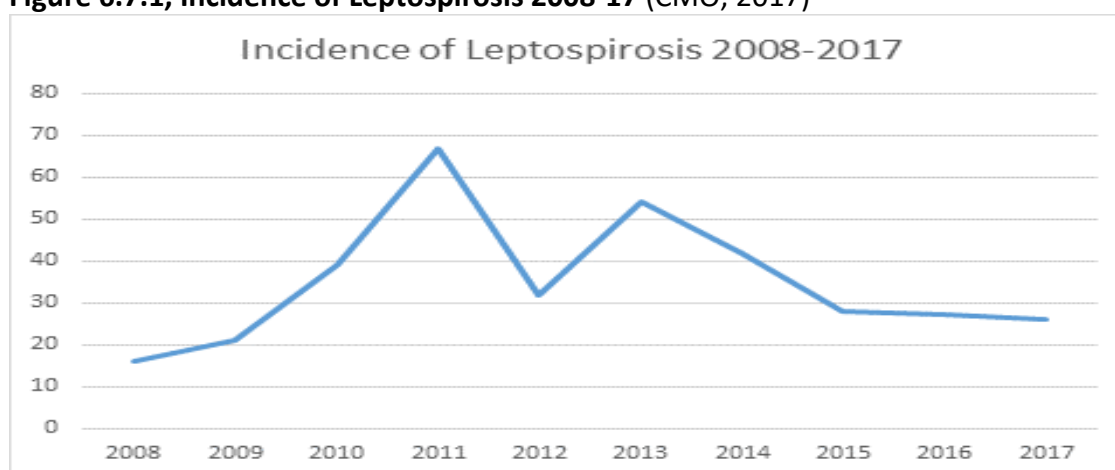
4. Sustainable Access to Basic Sanitation

The inability of the Saint Lucia Solid Waste Management Authority (SLSWMA) to stop the indiscriminate dumping of garbage in water courses and on vacant lots is a major issue.

Financial constraints limit the SLSWMA's ability to execute the household composting and derelict vehicle removal programs, or to conduct public education campaigns.

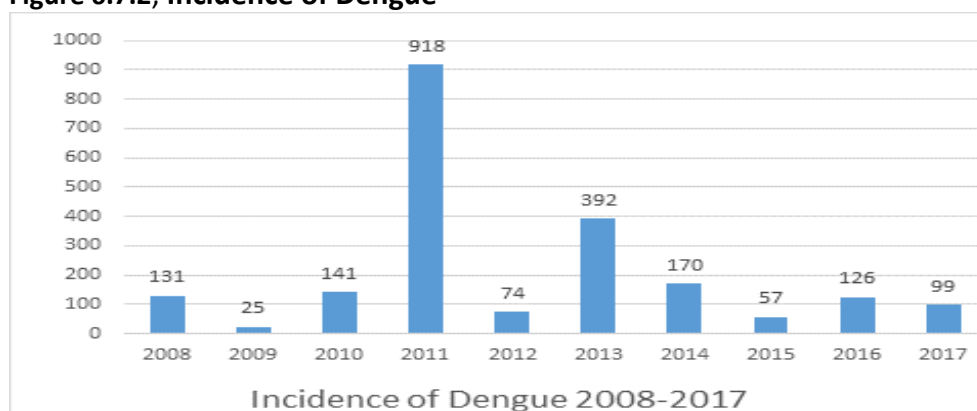
The garbage collection service has been under-funded by the GoSL for the last five (5) years. Garbage haulers are consequently unable to use their contracts as collateral to obtain financing to purchase proper compacting vehicles.

Figure 6.7.1, Incidence of Leptospirosis 2008-17 (CMO, 2017)



There are serious public health risks associated with the indiscriminate dumping of solid waste. Saint Lucia experienced a serious outbreak of Leptospirosis in 2000, spurring the establishment of a cross sectoral national committee to manage the eradication of the issue. Figure 6.7.1.

Figure 6.7.2, Incidence of Dengue



Source: MOH 2017

Relatedly the prevalence of mosquito vector borne diseases such as Dengue, Zika and Chikungunya are also associated with inappropriate solid waste disposal including derelict vehicles and disused tires, household practices of inappropriate storage of water where access to services are inadequate, among other factors. Saint Lucia experienced a Chikungunya epidemic in 2014. While this is not expected to be an issue going forward given the immunity of the population to this virus, the outbreaks of Dengue and Zika can emerge again. Figure 6.7.2 shows these trends.

6.8 Future Challenges and Issues to be Addressed by the New Urban Agenda

1. Slum Upgrading and Prevention

Squatting is a manifestation of poverty, land hunger and a negative attitude to publicly owned land. Its eradication is a never-ending pursuit. In 2006 there were thirty (30) squatter settlements in Saint Lucia. Today this number has increased to fifty (50). The programme to regularise informal settlements will as a result be a continuous exercise that will require government attention and financing. There are plans to implement a third phase of the PROUD Programme.

To resolve the issue of non-payment for regularised plots and the resulting non-transfer of title, a financial package that better serves low income households could be negotiated with financial institutions, for example local credit unions, and could constitute part of the offer and sale agreement. This would necessitate a partnership approach with the respective credit unions.

There is a need for advocacy, education and sensitization regarding planning standards and regulations. The Housing Department embarked on sensitization programmes that involve the school curriculum and the Saint Lucia Association of Planners embarked on a sensitization programme in the island's secondary and tertiary schools. These efforts need to be continued on an ongoing basis to have positive effect.

2. Access to Adequate Housing

The tastes and preferences of low-income households are not commensurate with their immediate earning capacity. Many household heads typically aspire to own a single family, three-bedroom, concrete block house. Multiple family home ownership must be emphasized and promoted to temper the fixation on single family homeownership.

3. Access to Safe Drinking Water

The growing demands of urbanisation, including the growth in tourism plants with amenities, for example water parks and golf courses, can pose a challenge to the sustainable supply of potable water, despite the aforementioned improvements to the water infrastructure in the south. The construction of a major dam on the Troumasse River is a long term proposal that may have to be considered.

In addition to growing demands, the potential impacts of droughts as a result of climate change will prompt the consideration of options such as desalination, rainwater harvesting and ground water abstraction. The latter was the subject of an extensive Integrated Water Resources Study conducted in 2012 that involved prospecting for ground water on select river banks in Saint Lucia.

4. Sanitation and Drainage

Sewage disposal in Saint Lucia, generally speaking, is adequately managed, however, the sewage system in Castries is overloaded and needs to be upgraded.

The sewage disposal systems in many towns and villages experience challenges in terms of geology (impermeable rocks that are not suitable for the construction of septic tanks and/or a high water table). A fresh assessment of this situation is required.

The disposal of liquid waste (grey water) from residential, touristic, commercial and industrial establishments are growing issues of affecting water quality in ports, beaches and coastal areas. A comprehensive assessment of this needs to be undertaken.

7. INDICATORS

Summary Data-Based on 2010 Population Census Data

Indicator	Percentage %
Population and Social Data	
% of people living in slums	8.2%
% of people living in urban areas	45%
% of urban population with access to adequate housing	90.5%
% of urban population with access to safe drinking water	98.7%
% of urban population with access to adequate sanitation	74.2%
% of urban population with access to regular domestic waste collection	97%
% of urban population with access to clean domestic energy	0.1% (Population census 2010)
% of urban population with access to public transport	97%
Level of Effective Decentralization for Sustainable Urban Development	
% of policies and legislation on urban issues to which local authorities (LA) contributed	This was difficult to determine quantitatively
% share of income and expenditure allocated to LAs	
% of LA expenditure financed from local revenue	20% Castries Constituency Council; other LAs are centrally managed and revenue generation very minor (below 0.1% or less)
% LAs that have implemented policies that support local economic development and the creation of decent jobs and livelihoods	100%
% of LAs that adopted urban safety and security policies and strategies	100%
% of LAs implementing plans/designs for sustainable cities responding to population growth	0% but all participate in central government initiatives regarding same
Share of GDP produced in urban areas	CSO estimates that 80% of GDP is produced in urban areas (difficult to estimate as business data is submitted on an island basis and not disaggregated by location)

Table 7. List of Consultees

1.

Name of Individual	Organization	Position
Justin Sealy	Saint Lucia Solid Waste Management Authority	General Manager
Kemwell Jn.Baptiste	Ministry of Agriculture	Chief Extension Officer
Miguel Montoute & Junior Mathurin	WRMA	Director & Senior Water Resource Officer
Kerry Joseph & Sarah Leon	Department of Economic Planning	Deputy Chief Economist & Economist
Wenn Gabriel	Environmental Health Department, Ministry of Health	Chief Environmental Health Officer
Benise Joseph & Cantara Cooper	Department of Sustainable Development, t	Energy Officer & Executive Cadet
Ann-Margaret Adams	Ministry of Tourism	Tourism Officer III
Laurianus Les Floris & Marie Dalsan	Saint Lucia Solid Waste Management Authority	Deputy General Manager & Operations & Landfill Manager
Joyceline Eugene	Ministry of Education	Coordinator Guidance & Counselling
Barbara Innocent-Charles	Small Enterprise Development Unit, Ministry of Commerce	Director SEDU
Claudius Emmanuel	Ministry of Finance	Director of Budget
Jean-Michel Parle	LUCELEC	Systems Development Engineer
Aloysius Barthelemy	Project Coordination Unit,	Project Coordinator, Geothermal Project
Donovan Williams, Tommy Descartes, Tanzania Toussaint	Ministry of Equity, Social Justice, Empowerment, Youth Development, Sports, Culture and Local Government	Permanent Secretary, Deputy Director, Social Transformation, Deputy Director, Community Services
Siegruid John	National Housing Corporation	Housing Officer
Jerome Jules & Kerne Antoine	National Utility Regulatory Commission (NURC)	CEO & Energy Specialist
Joseph Joseph	Saint Lucia Fire Service	Chief Fire Officer
Naomi Cherry & Ulanda Antoine	Ministry of Infrastructure	Civil Engineers
Lenita Joseph	Transport Department	Chief Transport Officer
Peter Norville	WASCO	Strategic Planning Manager
Alana Lansiquot-Brice & David Desir	Invest Saint Lucia	Mgr. Investment Promotion & Fulfilment and Lands Administration Mgr.
Gillian Vidal-Jules & Brender Portland	Attorney General's Office	Director of Legislative Drafting & Solicitor General
Milton Desir	Royal Saint Lucia Police Force	Deputy Police Commissioner
Ted King	Royal Saint Lucia Police Force	Head, Community Relations Branch
Edwin St. Catherine	Central Statistical Office	Director of Statistics

Name of Individual	Organization	Position
Linn Browne	Central Statistical Office	Statistician
Jacinta Francis	Central Statistical Office	Head of Census / Statistician
Sherma Lawrence	Central Statistical Office	Technician
Cornelius Edmund	LUCELEC	Head of Planning
Mayor Peterson Francis	Castries Constituency Council	Mayor
Deputy Mayor Jenny St. Croix	Castries Constituency Council	Deputy Mayor
Mavista Edward	Castries Constituency Council	Lead for Special Initiatives
Stephen Griffith	Anse La Raye Constituency Council	Chairman
Reeves Lawrence	Anse La Raye Constituency Council	Dep. Chairman
Elisa Desir	Anse La Raye Constituency Council	Councillor
Mayor Orricia Denbow-Bullen	Vieux-Fort Constituency (south)	Mayor
Keezya Joseph	Vieux-Fort Constituency (south)	Town Clerk
Natasha Clovis	Vieux-Fort Constituency Council (north)	Clerk
Mayor Pias Gagardine	Soufriere Constituency Council	Mayor
Enora Justin	Choiseul Constituency Council	Clerk
Danielle Belizaire	Gros-Islet Constituency Council	Deputy Mayor
Brenda Paul	Micoud Constituency Council	Chairperson
Santura Williams	Dennerly South Constituency	Clerk
Winston Bicar	Laborie Constituency Council	Clerk
Josephine Mauricette	Canaries Constituency Council	Clerk
Karen Augustin	Department of Physical Planning	Chief Planner
Clem Bob	Development Control Authority	Chairman
Jenny Daniel	Department of Housing, Urban Renewal and Telecommunications	Chief Housing and Urban Renewal Officer
Margaret St. Louis	Department of Housing, Urban Renewal and Telecommunications	Physical Planning Officer
Marketing Departments	Civil Service Cooperative Credit Union	
	First Caribbean Bank; Bank of Saint Lucia; First National Bank Royal Bank of Canada; Scotia Bank	

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