

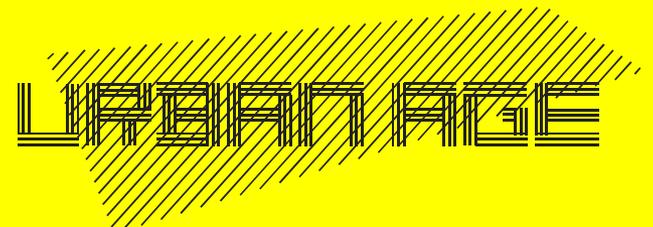
URBAN AGE INDIA CONFERENCE

NOVEMBER 2007

Enrique Peñalosa
Mayor of Bogotá, 1998-2001

*Housing for the Poor in Developing
Country Cities: The Bogotá Case*

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HOUSING FOR THE POOR IN DEVELOPING COUNTRY CITIES

The Bogotá Case

Mumbai, November 2007

**If we adopt private property
and the market as the best way
to manage most society's
resources, there is not much we
can do about income
inequality:**

**But we can do a lot for
QUALITY OF LIFE EQUALITY,
especially for children.**

**It is realistic to strive for a city
where nobody feels inferior, or
excluded.**

**In the transition from 35%
urban to 75% urban,
population in Latin American
cities grew by more than
1000%.**

Population of Indian cities will be, if not 10 times, at least 3 times what it is today.

**There are slums in practically
all developing country cities.
Therefore the problem is
SYSTEMIC.**









**Inputs for housing are: Land;
construction materials; labor;
finances (family income, loans,
government subsidies).**

**As countries get richer, inputs
become more
accessible...EXCEPT LAND.**

**LAND IS AS INACCESSIBLE AT
US \$ 8000 PER CAPITA AS IT IS
AT US \$ 300 PER CAPITA.**

**Private property and free
markets DO NOT WORK in the
case of land around developing
country cities.**

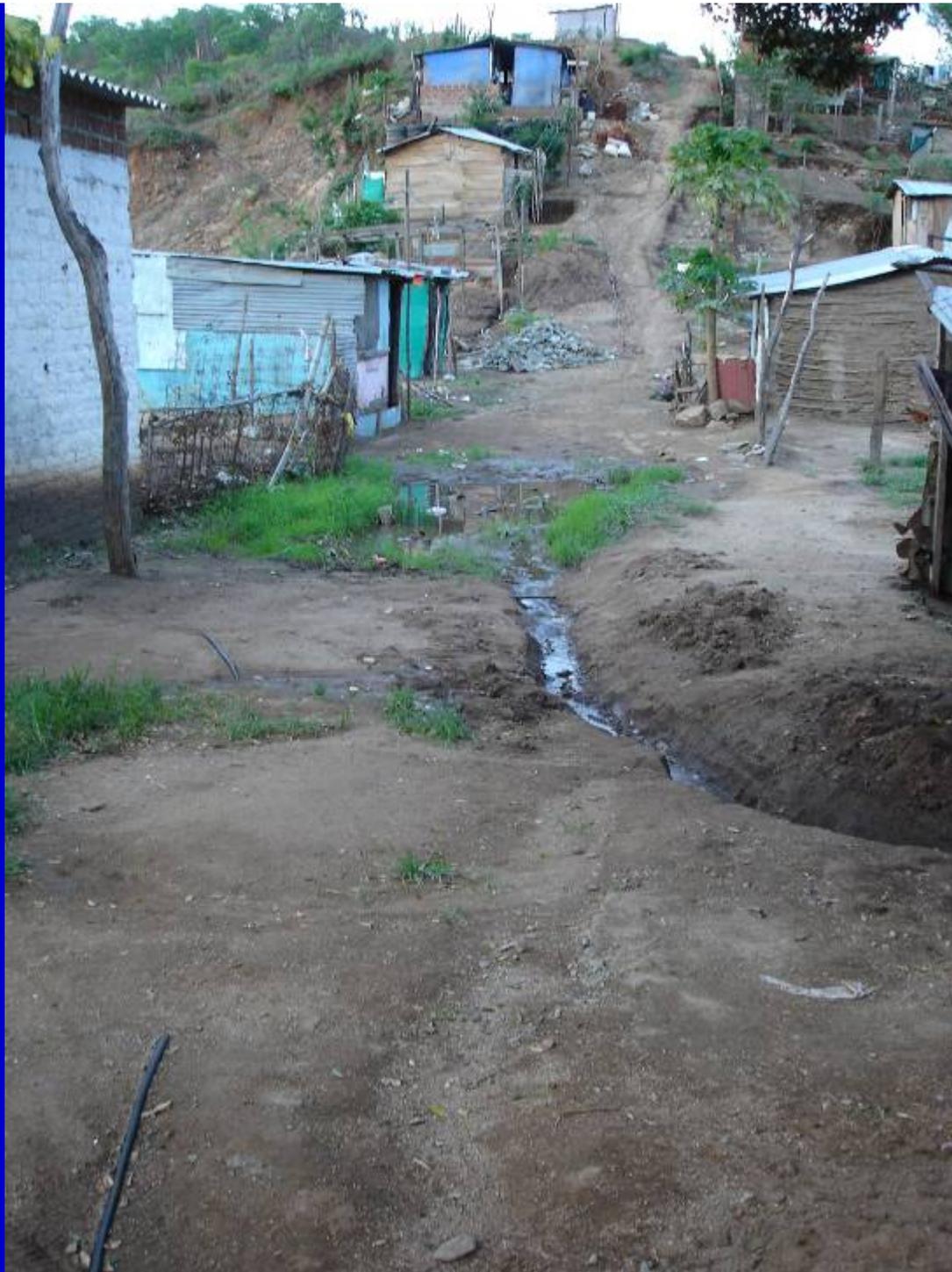
Rice supply increases when rice prices go up. The supply of land for housing cannot increase.

Supply of land (accessible to transport, utilities, schooling, jobs) does not increase in the case of growing cities.

In earlier economic development stages, slums tend to locate in central areas such as in Asian cities. Later, as in Latin America, they go to the city borders, often in extremely inadequate locations.

About half of what Colombian cities are today, sprung up illegally.





















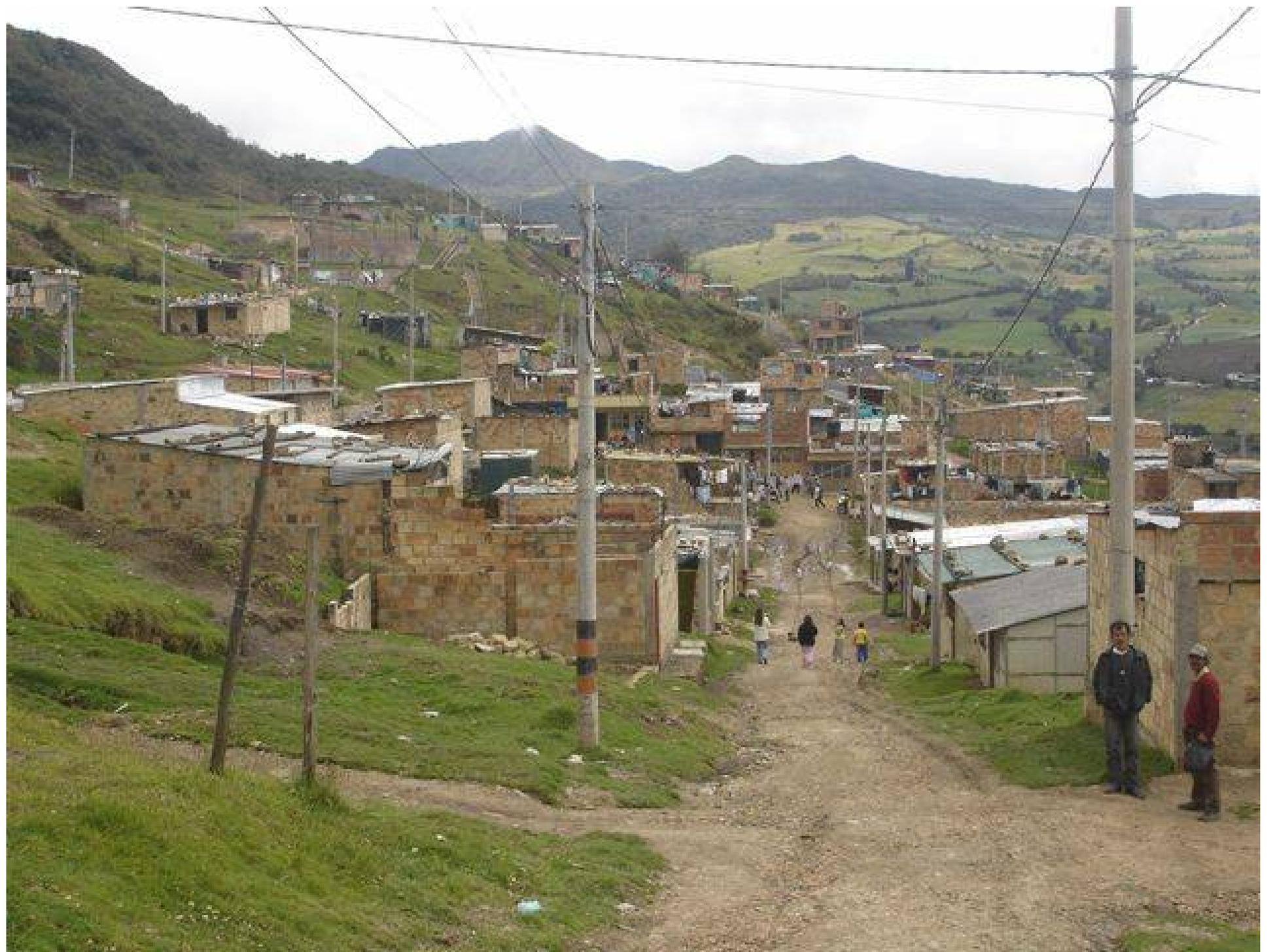


Slums in Bogotá as well...







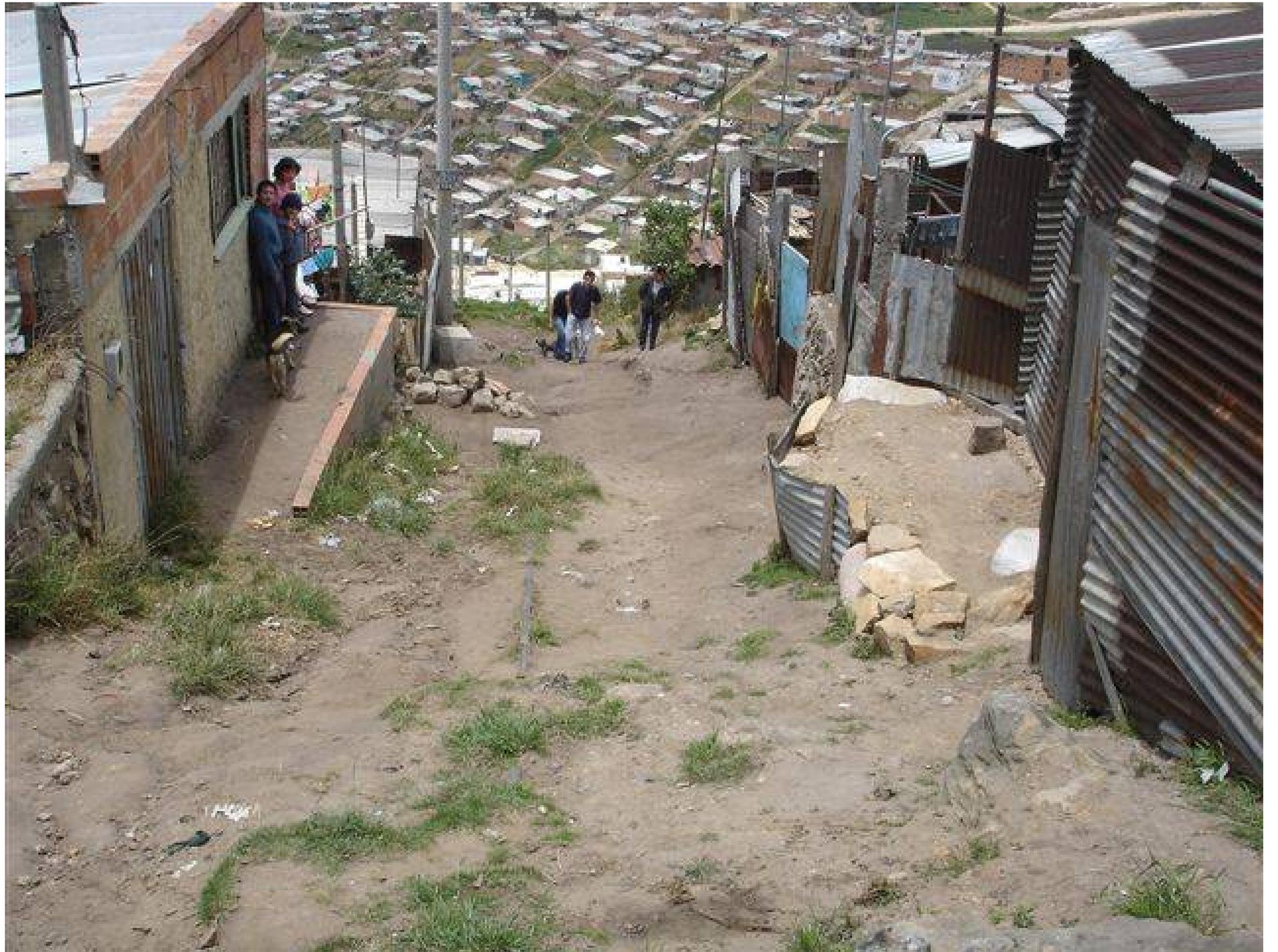














Illegality left: poor public spaces; inadequate locations.



**Adjacent to Bogotá there are
tens of thousands of hectares
of flat land, but the poor
continue to be forced to illegal
neighborhoods.**





It was a severe failure of the Colombian State. In order to avoid the same mistake, Indian Government should acquire most of the rural land around its cities.

Two strategies:

- **Slum improvement: Make them legal; supply them with water, sewage, schools, parks, public transport, pedestrian and bicycle infrastructure, pavements.**
- **Slum avoidance: Quality housing at affordable prices has to be provided, in QUALITY NEIGHBORHOODS.**

**In Colombia we have
traditionally legalized illegal
settlements and improved them
as much as possible.**

























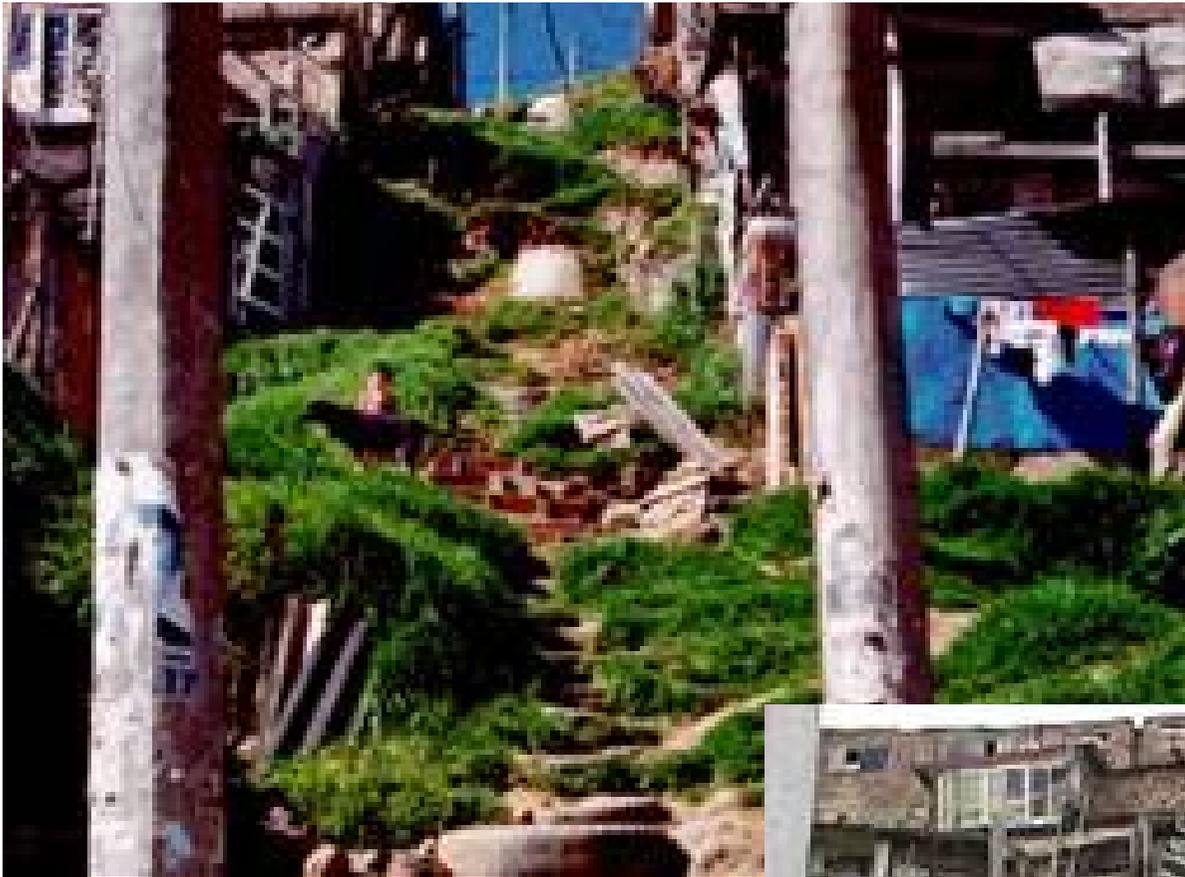


Colombian public utilities such as water, electricity, piped gas and others charge much higher rates to higher income neighborhoods than to lower income ones.

**Thanks to cross subsidies
100% of homes in Bogotá have
running water and electricity,
practically 100% are connected
to sewerage systems, more
than 90% have drainage
systems, nearly 90% have
piped gas.**

Beyond making low income neighborhoods legal and providing them utilities, measures can be taken in order to TRULY create inclusion, a sense of belonging and even pride.

**Small public works with high
community participation can
strengthen community
organization and create self
esteem.**







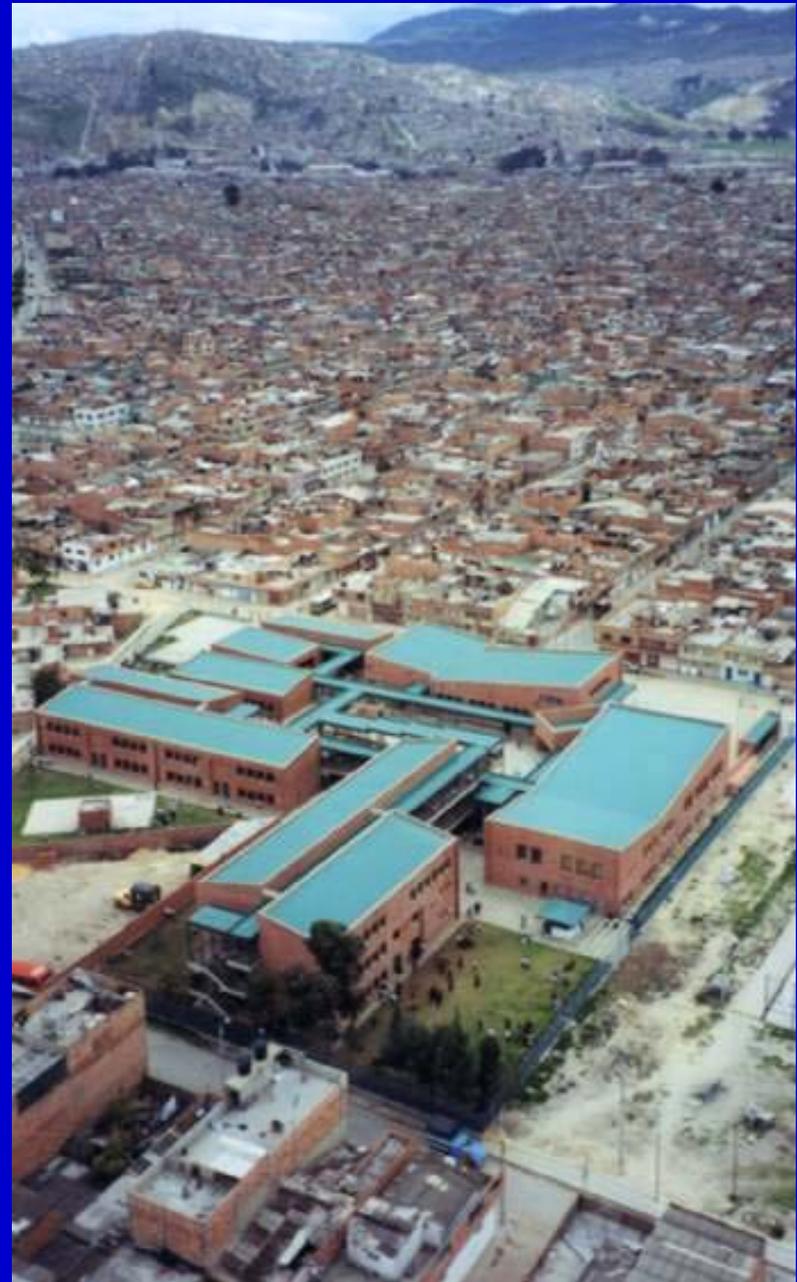
The real conflict for space and funds is between car's infrastructure and social infrastructure such as schools, libraries, hospitals and parks.

**Like temples, quality buildings
are SYMBOLS which create
VALUES: Children nurseries;
schools; libraries.**



















Dispensing free food can help the poor, but it does not create equality and self esteem.

Architecture for people (not motor cars) can create equality and self esteem.









**Public pedestrian space is a
SYMBOL of respect for human
dignity.**

**In low income communities
where people do not have cars,
quality pedestrian
infrastructure creates
INCLUSION AND EQUALITY.**



















































A protected bicycle way is not a cute architectural feature: It is a right. Unless one thinks that only motor-vehicle owners have a right to safe mobility.



**A protected bicycle way is a
SYMBOL that shows that a
citizen on a \$ 30 bicycle is as
important as one on a \$ 30,000
car.**































**Large roads are necessary but
they must have quality
pedestrian infrastructure.**



Is public pedestrian space a frivolity or a luxury in a city with poverty? At work rich and poor are similarly satisfied. But during leisure time differences are felt acutely.

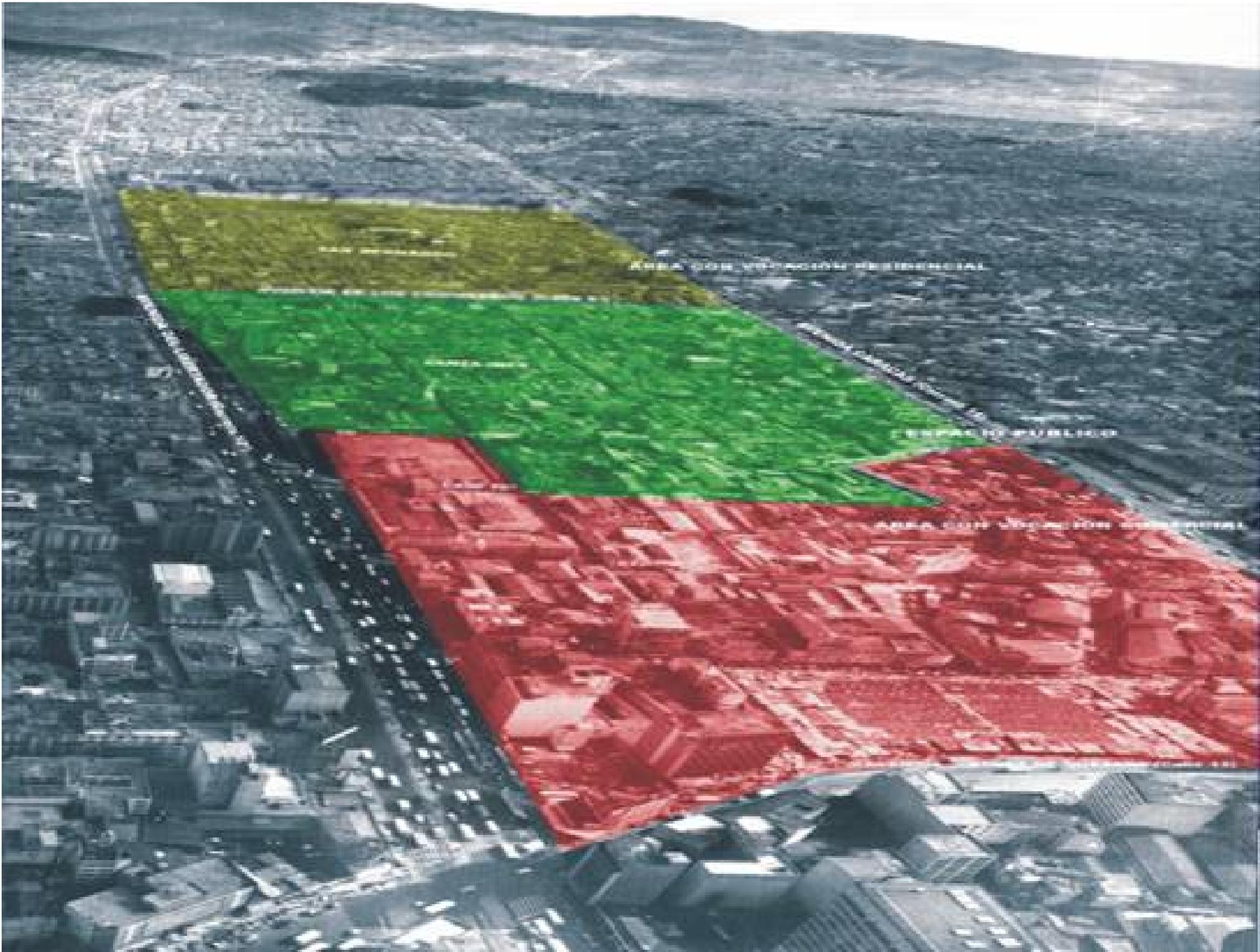
**Quality public pedestrian space
is the least a democracy has to
provide its citizens.**

In the future, low income citizens will have access to most goods high income citizens have today.

Access to green spaces will be a crucial source of inequality...or equality and integration.

**Parks and plazas are as
necessary as roads or hospitals.**































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PROVIDING LEGAL HOUSING

**We cannot afford to have
government owned housing:
National Government provides
a \$ 4,500 subsidy to \$ 15,000
houses.**

**We created an agency which
buys rural land, builds the
urbanism and sells it to private
builders who can only sell
houses with prices under \$
15,000.**











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Although it is outside the urban area, it is adjacent to it: With good public transport, this land is only 25 minutes from the center of the city.



