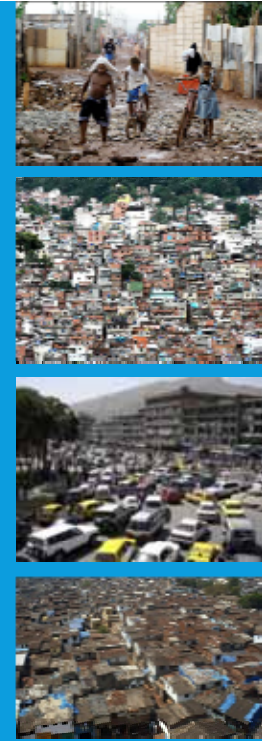


Urbanization challenges of XXI century

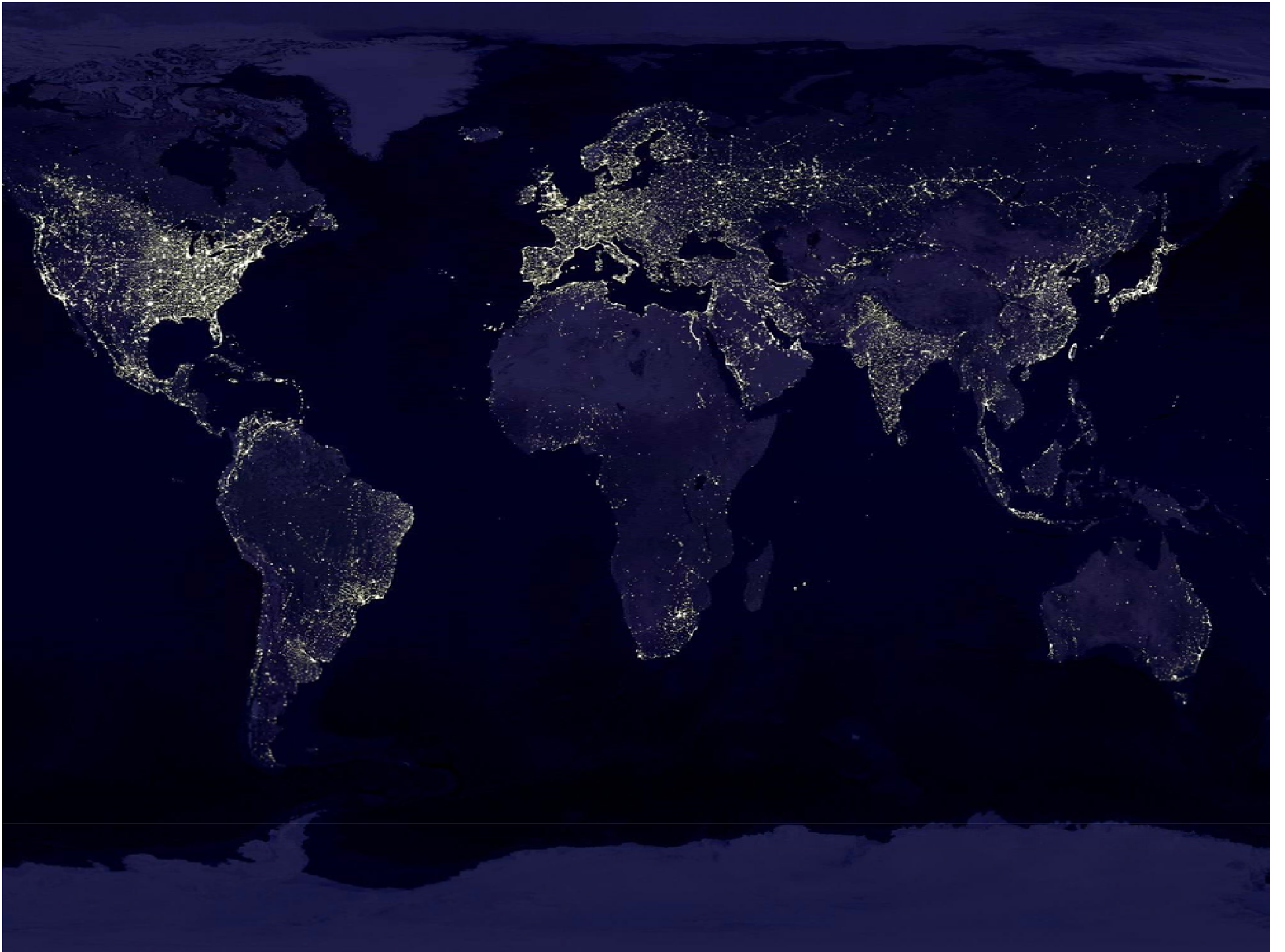


Dr. Joan Clos

United Nations Under-Secretary-General
and UN-HABITAT Executive Director

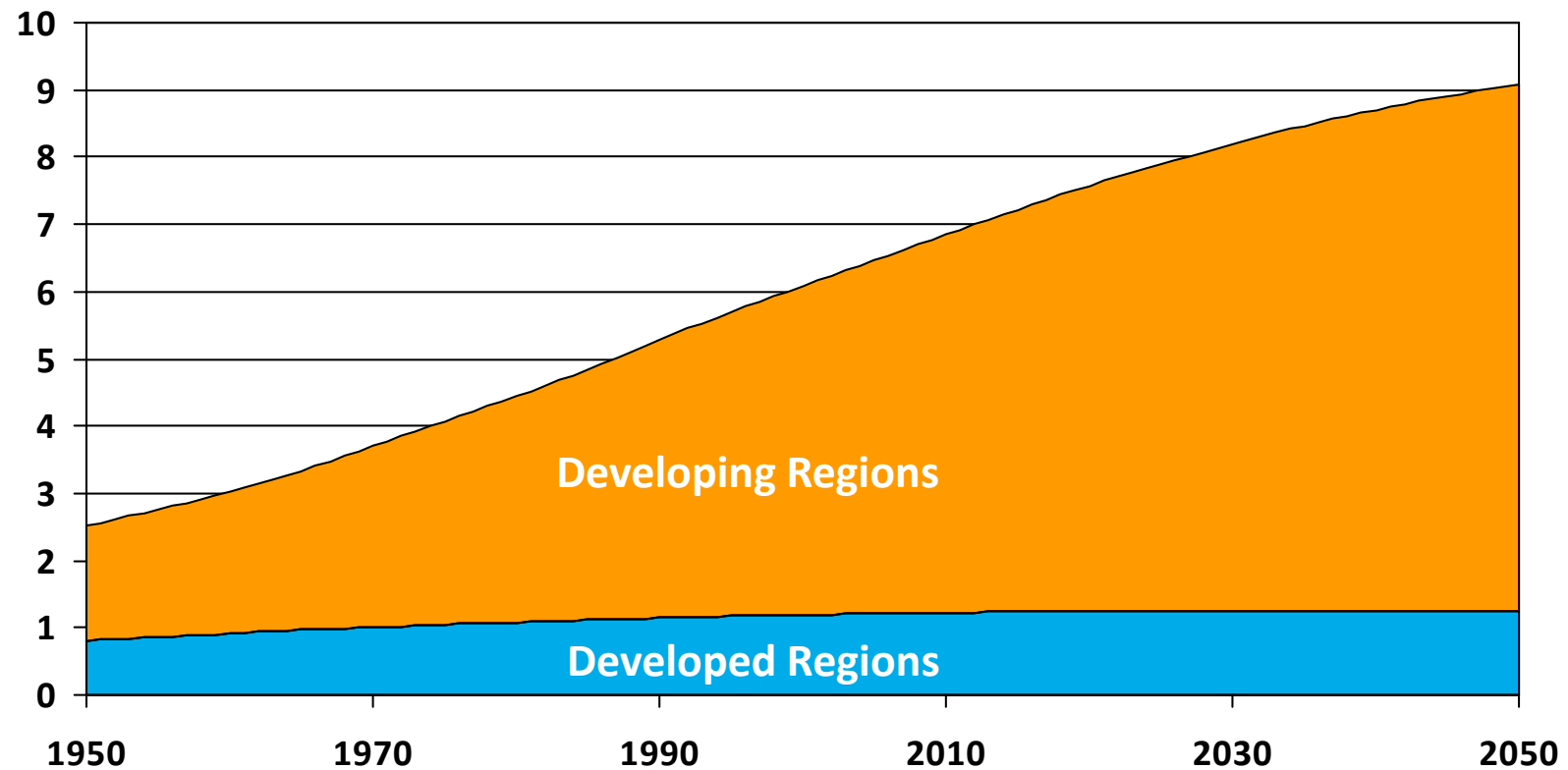
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Urbanization is growing really fast, more than population

Billions

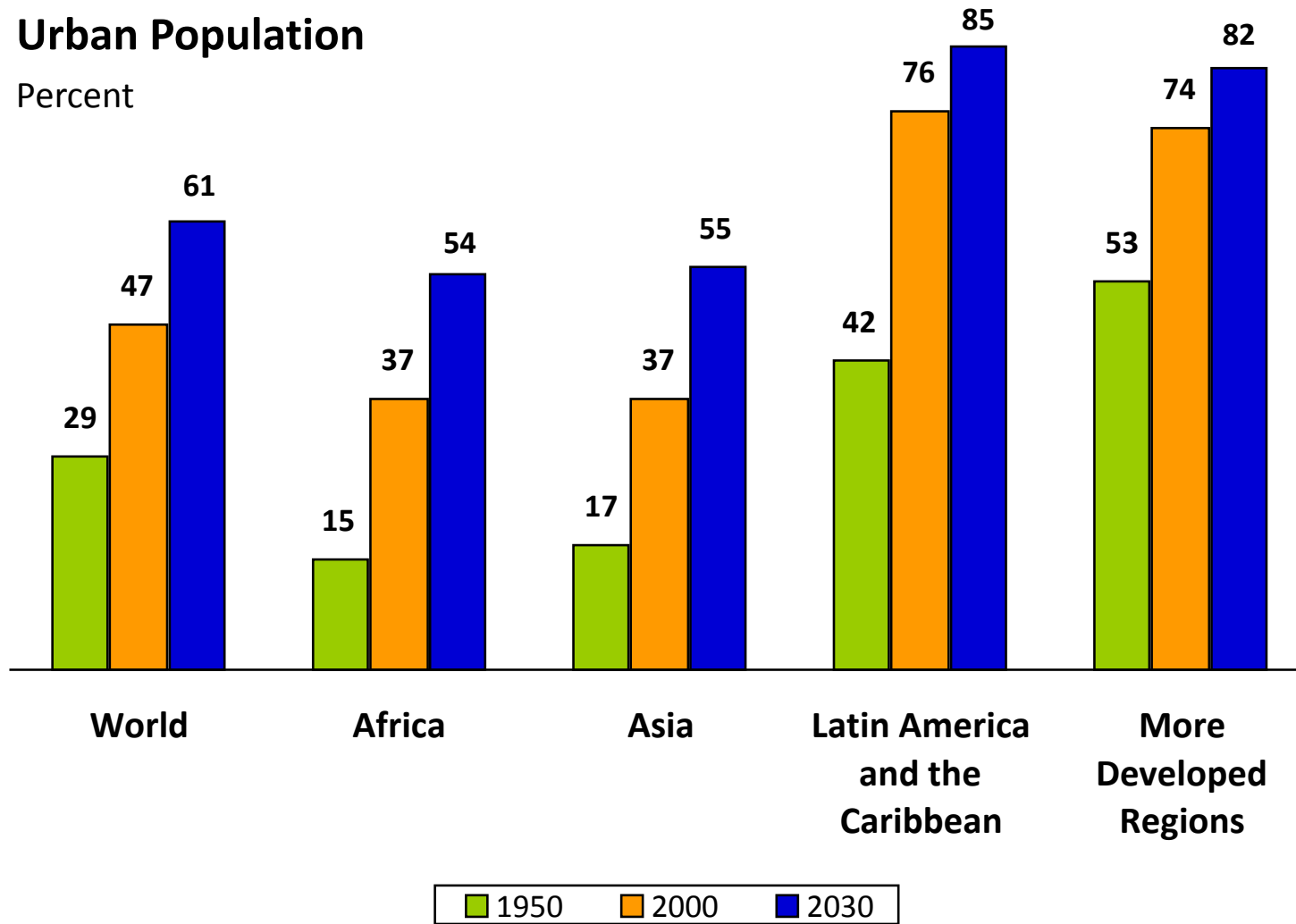


Source: UN

Urbanization has regional character

Urban Population

Percent



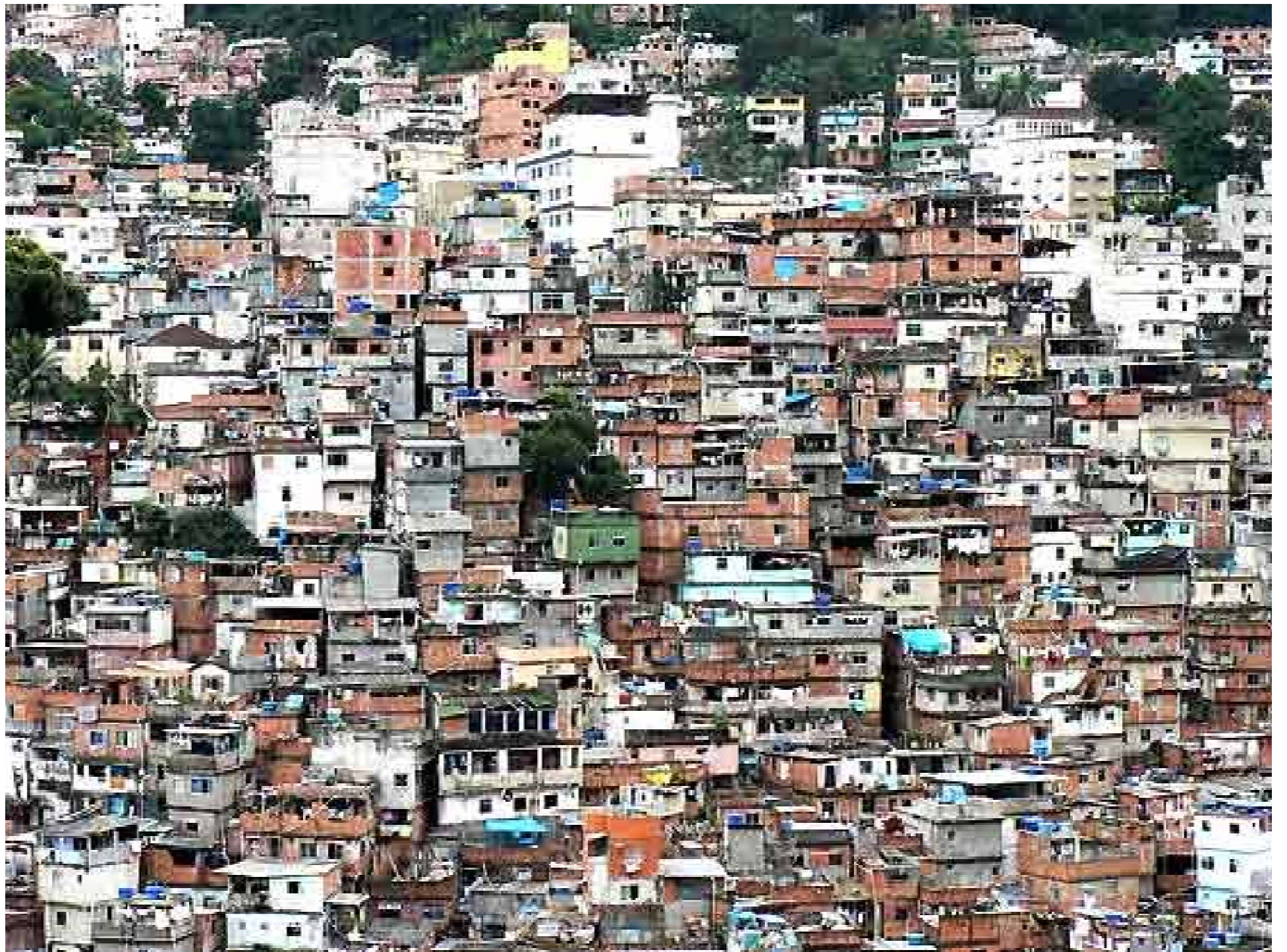
Source: UN

The challenge of slums

1 billion people living in slums

- Sub-Saharan Africa: 62% of the total
- South Asia: 43%
- East Asia: 37%
- Latin America and the Caribbean: 27%





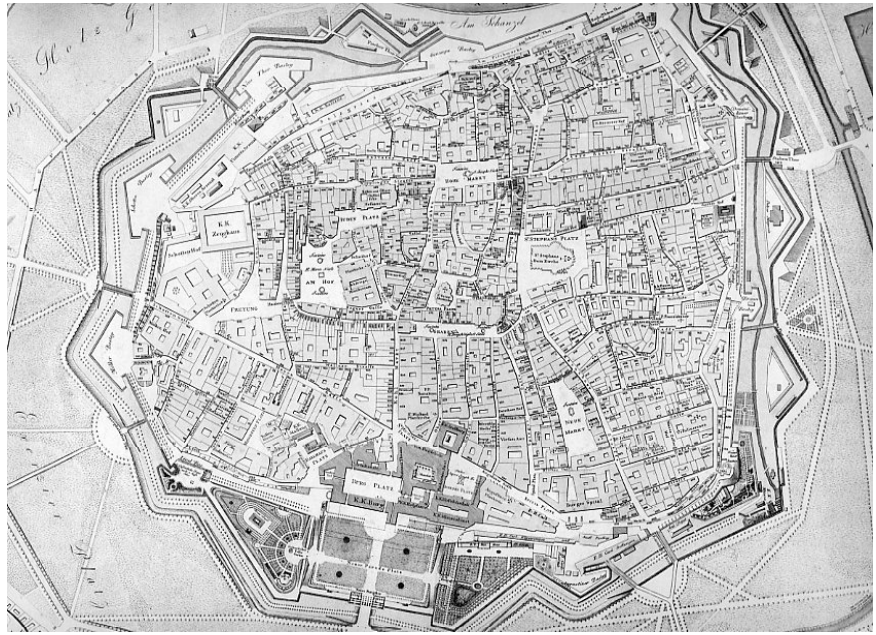


The XIX century model

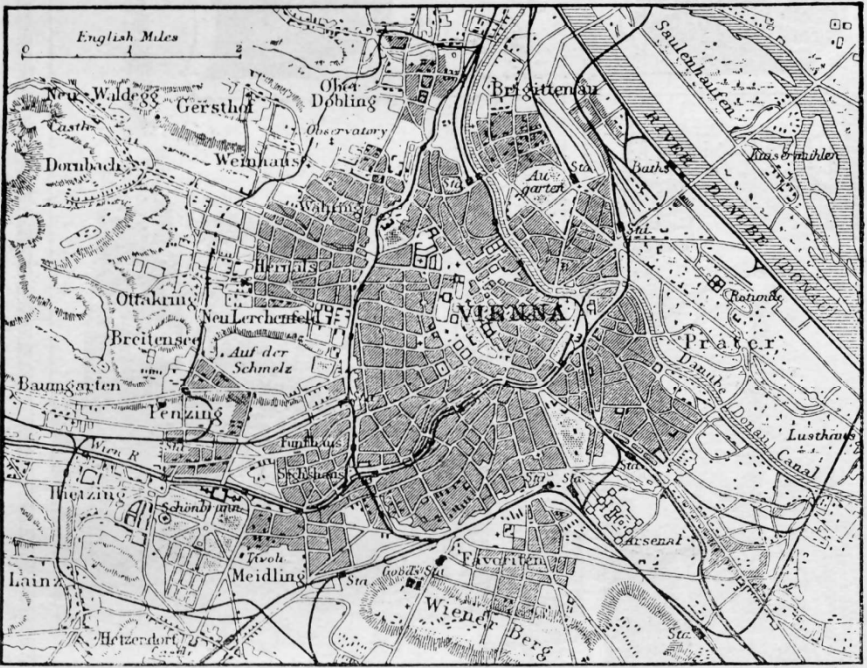
- The XIX century model of urbanization was driven by the hygienist movement (Paris, Amsterdam, Vienna, Barcelona, NY, Chicago, San Francisco, Delhi, Shanghai, ...)
- Attention given to water and sanitation, drainage and better smell and air quality as improvement of the first Dickensian industrial city. The improvement conditions of the poor and labour population. Political up-rising of industrial workers.
- Promoted by big coalition of progressive political movements. The modernizing bourgeoisie, socialists, labour parties, Fabians and liberals. The economist.

New York



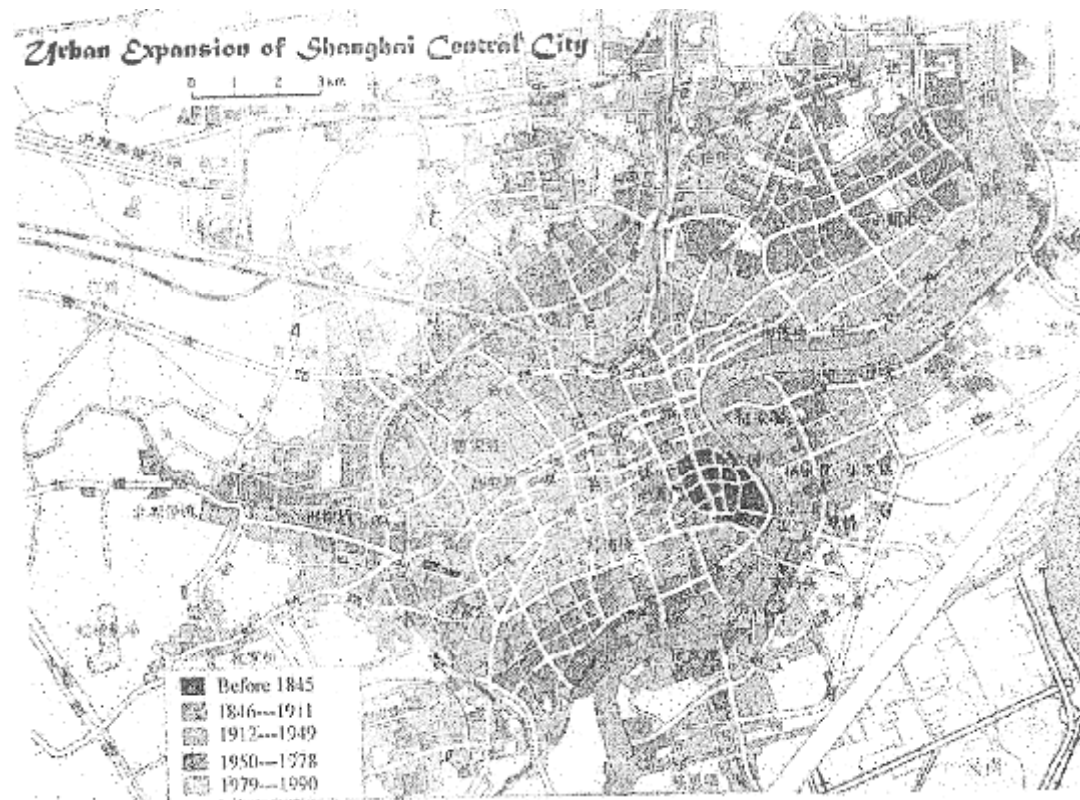


Vienna





Barcelona

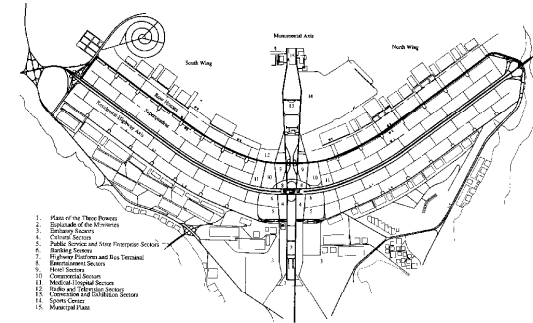
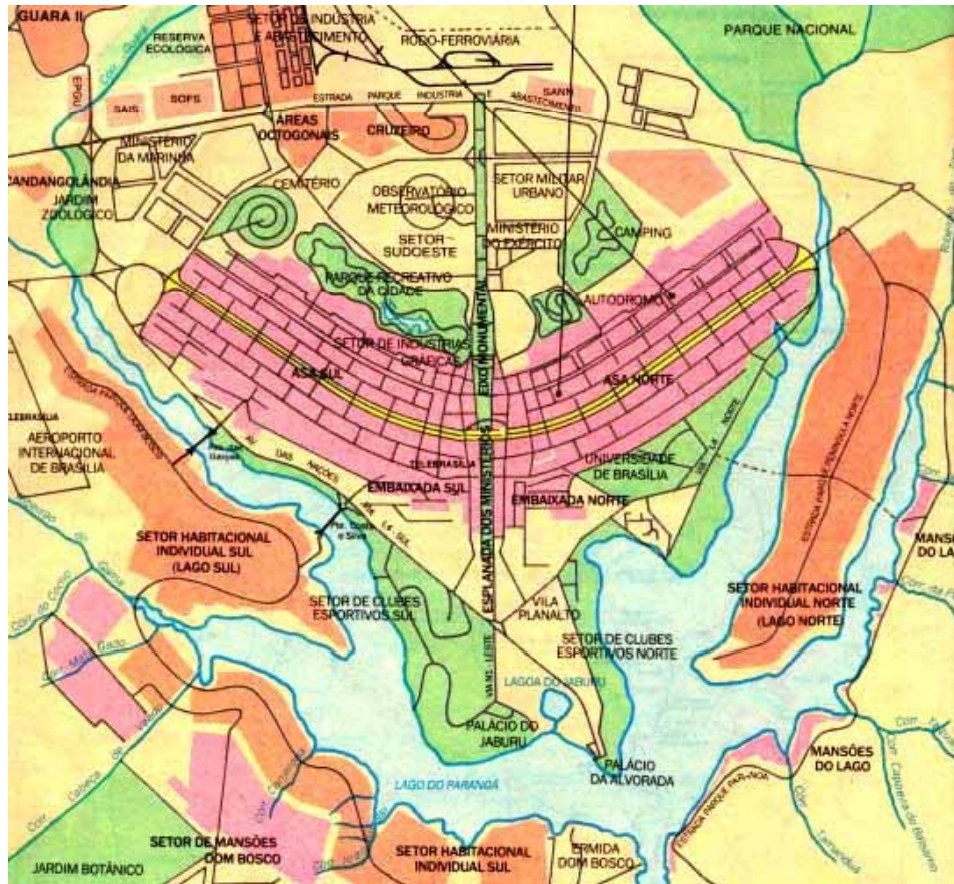


Shanghai

The XX century model

- The modern city movement (congress CIAM 1933 and the functional city – Le Corbussier, Sert...):
 1. Separation of car from people...
 2. The superblock (village like, self-contained...) The village inside the city. Cosmopolitan prevention. Emphasis on the “human scale”.
 3. Zoning and specialized uses...
 4. Low density. Huge open spaces.
 5. The tower in the garden.

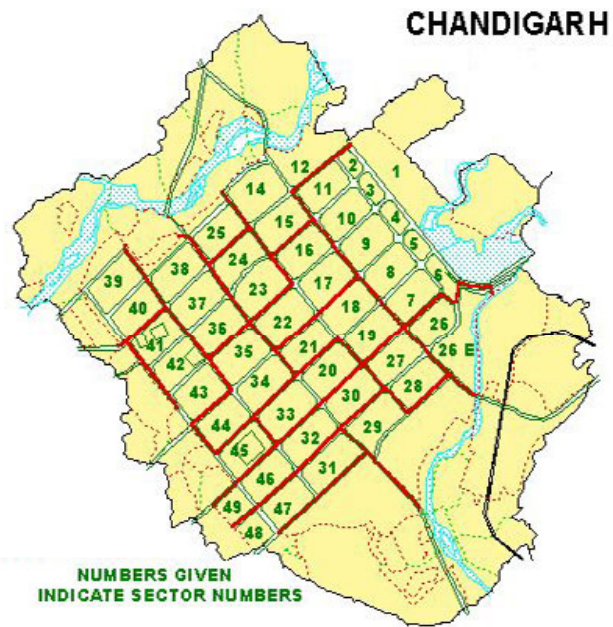
The XX century model



Map 5.2 Sectoral organization and traffic plan of the Plan Piloto, 1960

1. Head of the Three Powers
2. Embassy of the 14 Nations
3. Embassy Sector
4. Cultural Sector
5. Public Services and State Procurator's Office
6. Residential Sector
7. Higher Professional and Non-Technical
8. Residential Sector
9. High Sector
10. Commercial Sector
11. Residential Sector
12. Public and Military Services
13. Commercial and Industrial Sector
14. South Sector
15. Municipal Hall

The XX century model



Chandigarh



Chandigarh



Chandigarh



Chandigarh



Chandigarh



Chandigarh



Chandigarh



New Delhi



New Delhi



But... unexpected consequences

1. Segregation of spaces
2. Very high demand of mobility
3. Lost of economies of scale (economies of agglomeration)
4. Lost of the “human scale”
5. “Cold” city – “Technique city”. Lost of warmth
6. “Apolitical” city

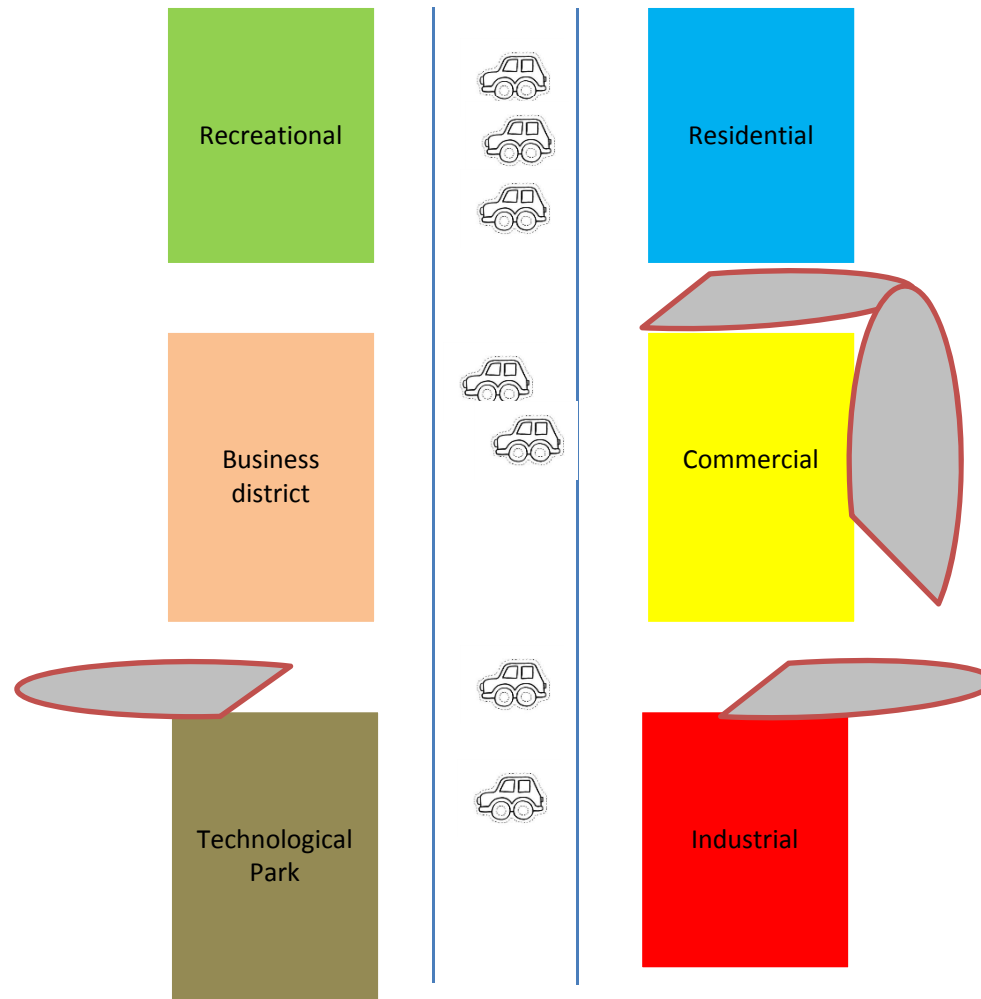




The post World War II model

- The “mutation” of the modern city ideal. The success of the adapted modern city after WWII. The car based economy: the car based city.
- The super-way as the backbone of the city.
- Commercially very successful, industrialized production of the city, real estate friendly. No need for elaborated planning principles. No need for strong local authority.
- Zoning.
- Very low density.
- High use of green as a “decorative” and “softening” of the model.
- Well supported by all political tendencies. General consensus.

The post World War II model





But... also with unexpected consequences

- Loss of the grammar of urban planning.
- Loss of cultural identity and urban values. Homogeneity of the model (similarities of forms everywhere)
- High consume of energy.
- Very high mobility demand.
- Socially segregated city. Inequality growth.
- Unhappiness about the city.
- Standardization of the model.
- The mall as social gathering because there is no more social space.
- The private security and police... The gated community... the last prove of social failure.

And at the end... the city is broken out

- The mall as social gathering because there is no more social space. The mall as artificial street.
- The privatization of security... The gated community... the last prove of social failure.
- The informal growth in slums, favelas...
- Burning districts...
- Subprime mortgages, financial crisis...
- Youth unemployment.
- The high-up of the cost of live and prices in cities. Transport cost.
- Exponential growth of urban land cost (both developed and developing cities)
-

El malestar de la ciudad

Discontents, malaise, unbehagen

But something is moving...

- New ideas are developing...
- New urban planning
- Open spaces
- The creative city
- A consensus for:
 - More and better density
 - More mixture of land uses. End of zoning
 - More social integration
 - Recovery of the truly human scale, walk and cycling distances
 - New balance between car and train
 - Mass transportation systems
 - End of the superblock and the tower in the garden
 - Recovery of cultural and social identity and urban values
 - Urban design and recovery of urban grammar







In search of a new Urban Paradigm

Frank and Ernest



XXI century: **need of a new urban paradigm**

Why the change of urban paradigm is so difficult?

1. Replicable and standardized real estate businesses
2. Low level of regulation required
3. High room for architectural singularity (icon buildings...)
4. Apparently “green” city, but with high emission of greenhouse gases.
Green in colour, not in substance...

The way forward

- 1. NATIONAL URBAN POLICY**
- 2. PRIORITY FOCUS ON INTERMEDIATE CITIES**
- 3. DESIGNED CITY ENLARGEMENTS**

GOOD DENSITY AND COMPACTNESS

HIGH QUALITY PUBLIC SPACE

EFFICIENT MOBILITY PLAN

PRACTICAL AND ENFORCABLE LEGAL INSTRUMENTS

COSMOPOLITAN VALUES: SOCIAL INTEGRATION, GENDER POLICIES, PRO-POOR, ACCEPTANCE OF MIGRANTS, DIVERSITY

City Changers are needed

But the change is

UNAVOIDABLE

because the model is

UNSUSTAINABLE



imacitychanger.org

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