URBAN AGE JOHANNEBURG CONFERENCE JULY 2006

Enrique Peñalosa former Mayor of Bogotá

Opening Statement



TRANSPORT AS JUSTICE

With market economy we are not going to have income equality, but cities can do much to construct quality of life equality.

BOGOTÁ: A Third World City









Democracy means more than voting in free elections. It means that PUBLIC GOOD PREVAILS OVER PRIVATE INTEREST

37% of homes in Johannesburg own a private car. Less than 20% of trips are by private car

A city friendly to people or to cars?





Transport is a very peculiar challenge: Gets worse as we get richer

Can we design a transport system without knowing what city we want?

COUNTER-INTUITIVE TRUTHS:

- The Earth circles around the sun

High interest rates drive down inflation

More road infrastructure brings about more traffic jams

It would take the typical developing country city more than 100 years to have a road infrastructure like that of Houston, Atlanta or Seattle. Yet in those cities time lost in traffic jams increases every year.



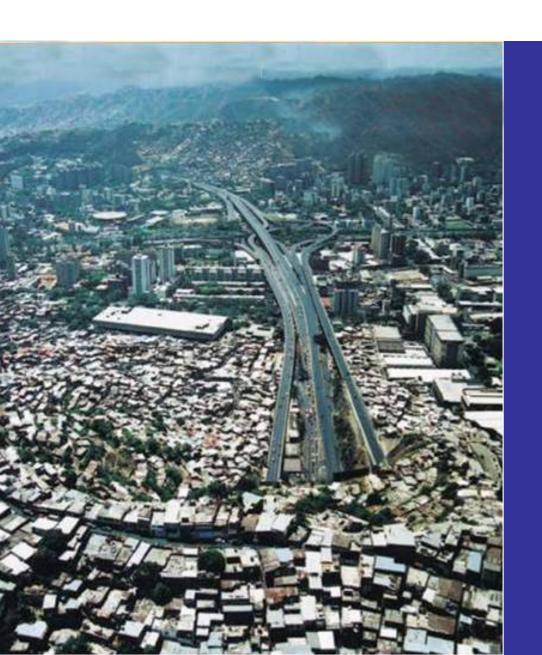
Transport is not a technical, but a political issue. Who benefits from the policies adopted?

Which is the objective of our transport policy?

- a. Provide efficient mobility for all.
- b. Minimize traffic jams for the higher income groups.

Transport and Justice

Transport Policy has much more to do with social justice than simply getting the poor to their jobs.



Investments in infrastructure for reducing peak-hour traffic jams are regressive.

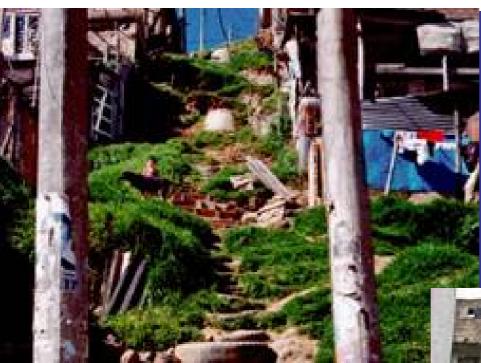
We choose not to build US \$ 5 billion in elevated highways proposed by JICA and instead to restrict car and create quality public transport.



Render of proposed elevated highway in the Colombian Press

INSTEAD, WE INVESTED IN IMPROVING LIFE OF THE POOR WITH PROJECTS SUCH AS THE FOLLOWING:





After

Before





Before

After



Saving on road infrastructure...





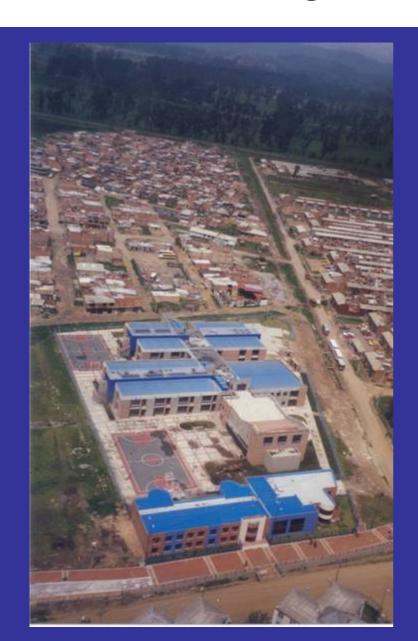


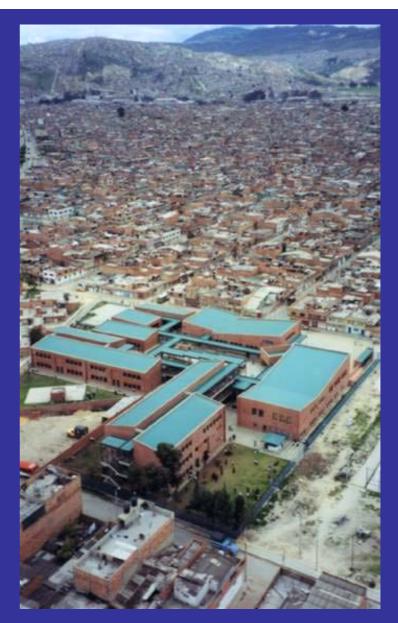
Saving on road infrastructure...





Saving on road infrastructure...









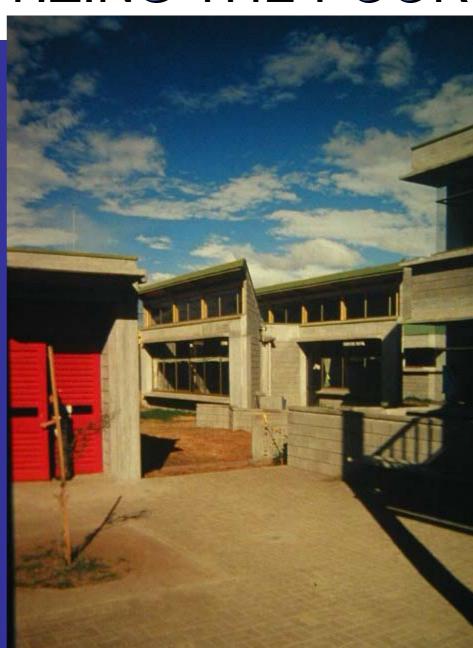


PRIORITIZING THE POOR



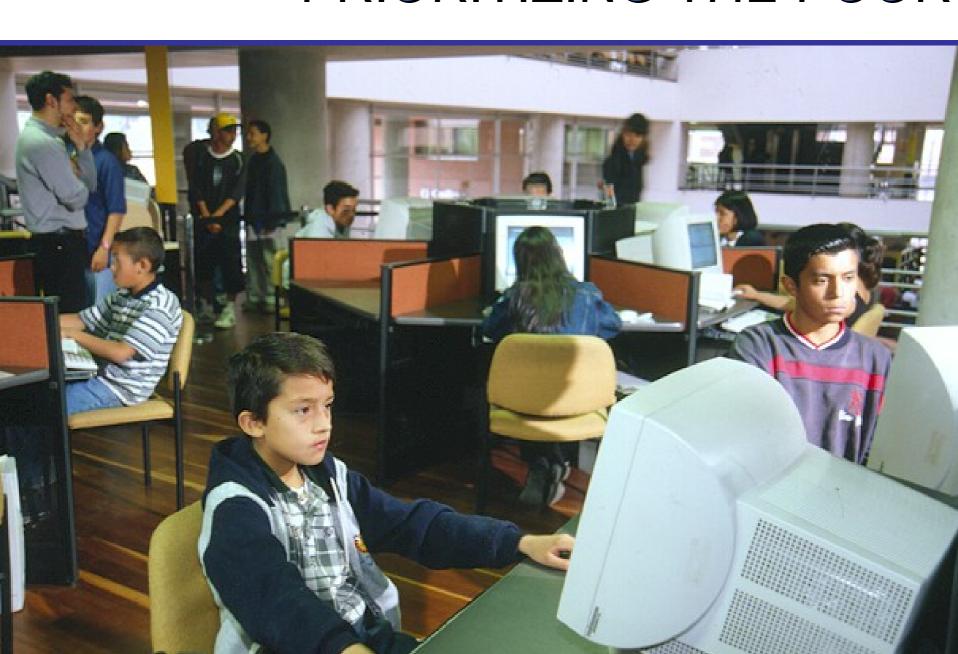








PRIORITIZING THE POOR

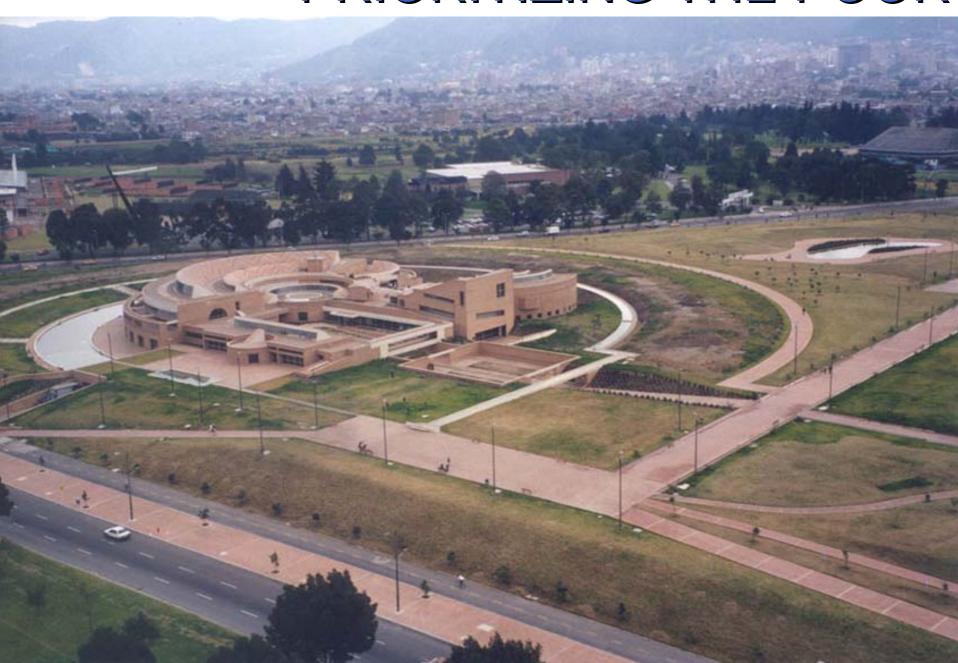




PRIORITIZING THE POOR



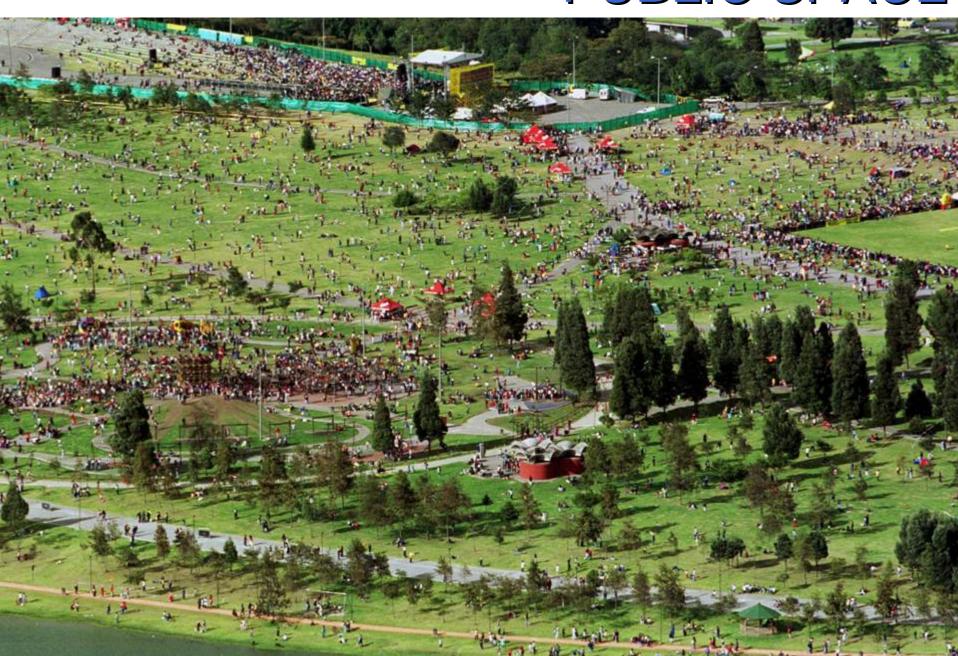
PRIORITIZING THE POOR

















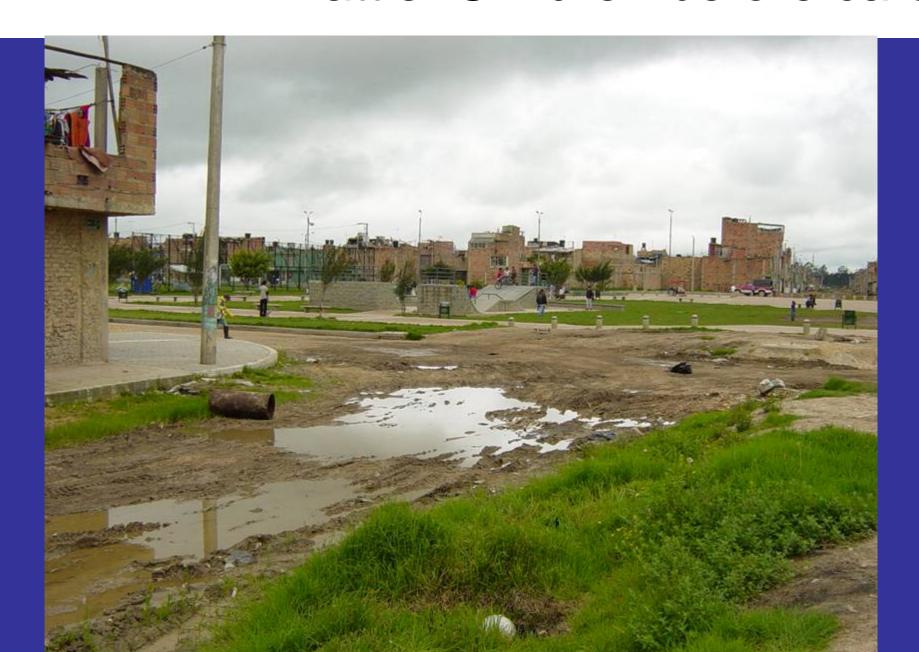






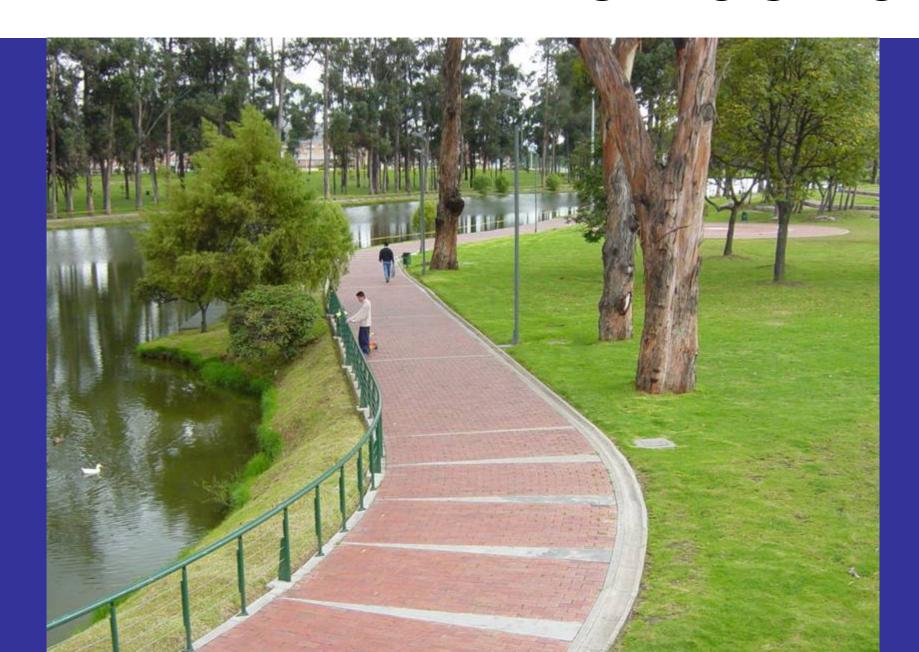


Battle: Children before cars









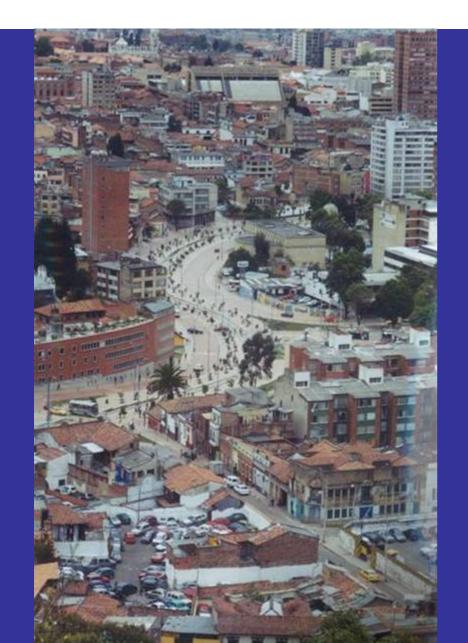


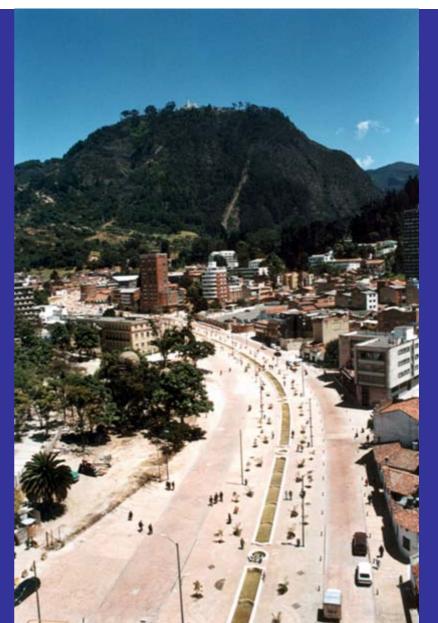






PUBLIC SPACE: The City Center





PUBLIC SPACE: The City Center









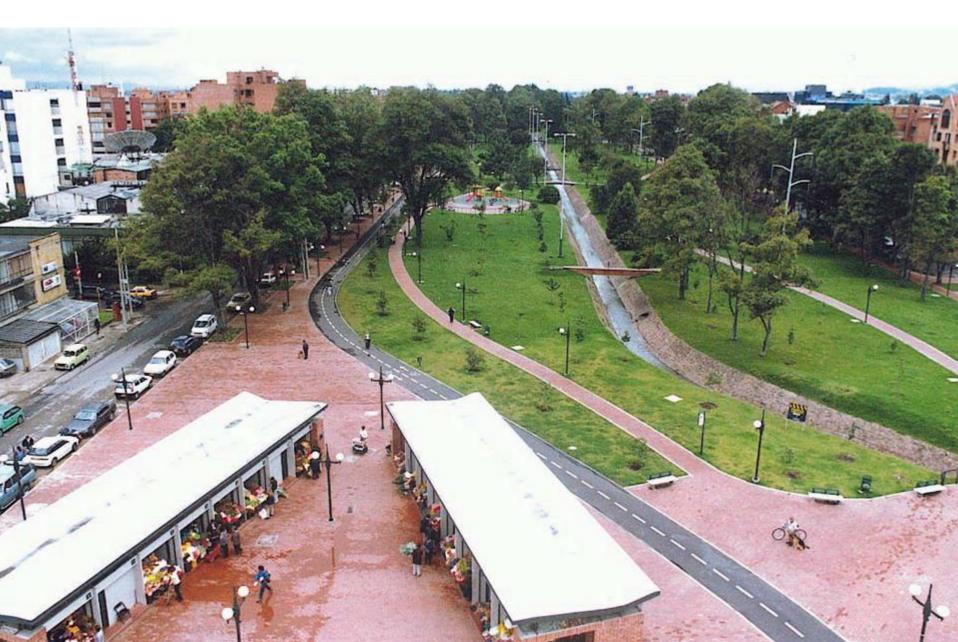
HUMAN IMPACT STUDIES





From Highway to Greenway

JICA proposed an 8 lane highway along the Juan Amarillo creek: We created a 35 kms greenway.





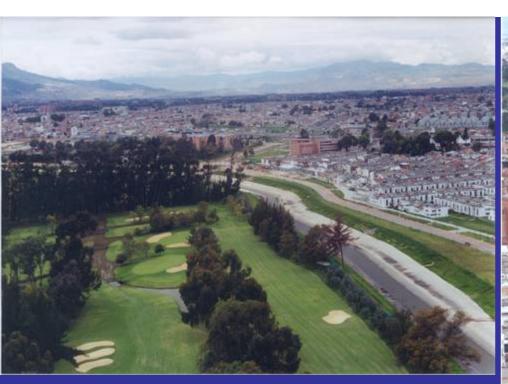








Battle: Cutting an elite golf course





Battle: Transparency of club fences





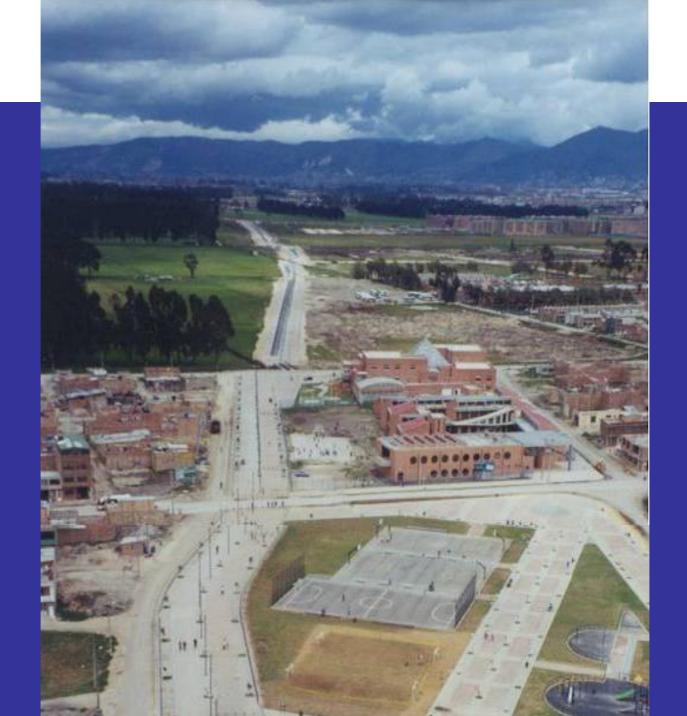


JUAN AMARILLO GREENWAY



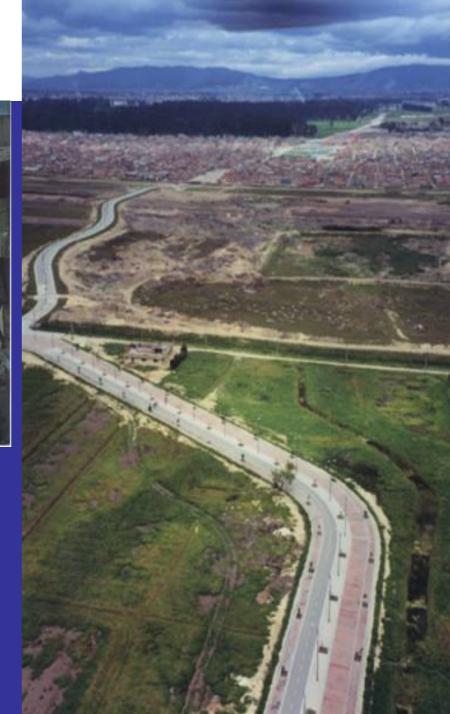
SYMBOLS CONSTRUCT EQUALITY







Through poor areas and where the city has not yet been built





EL PORVENIR PROMENADE





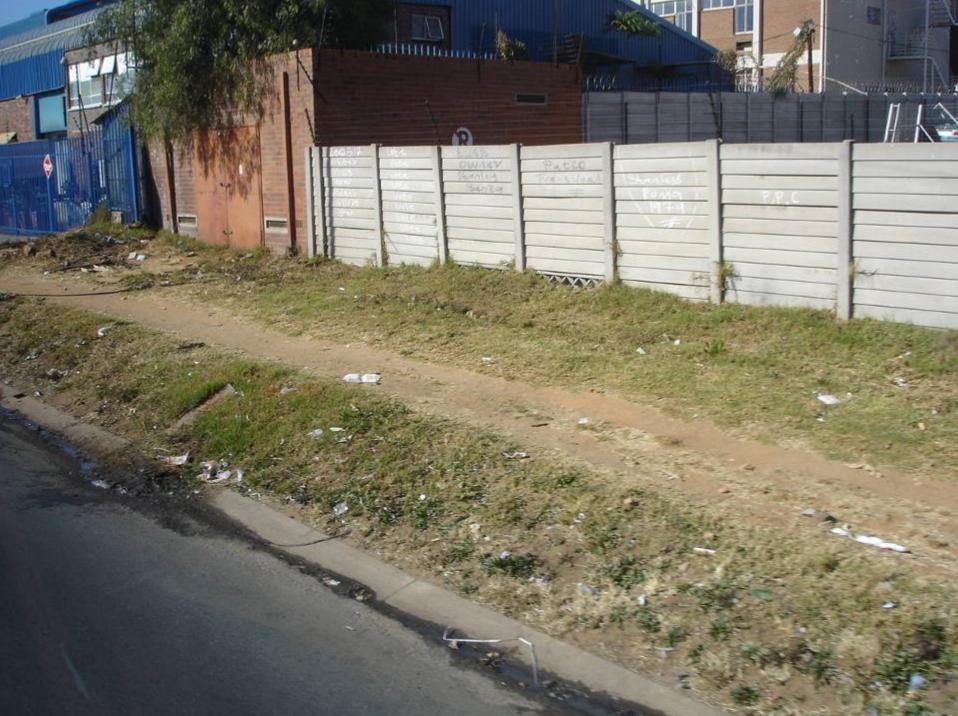






Cars parked on sidewalks, or parking bays where there should be sidewalk, are SYMBOLS OF INEQUALITY AND LACK OF DEMOCRACY.







People v.s Cars

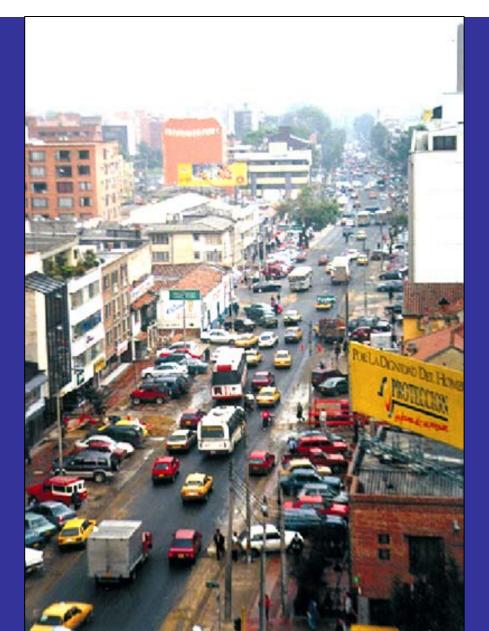


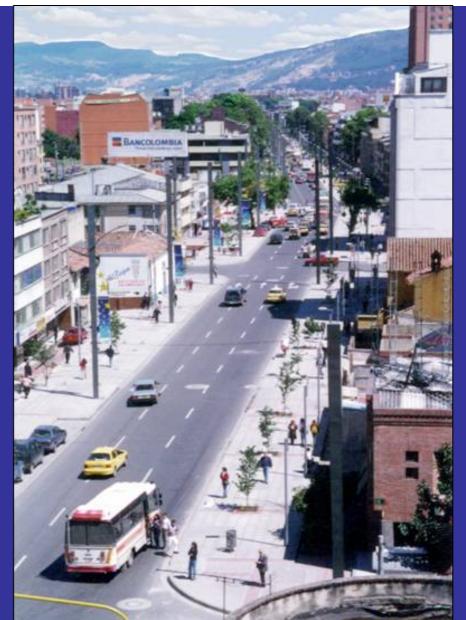
Before

After



Symbol: Pedestrians are important



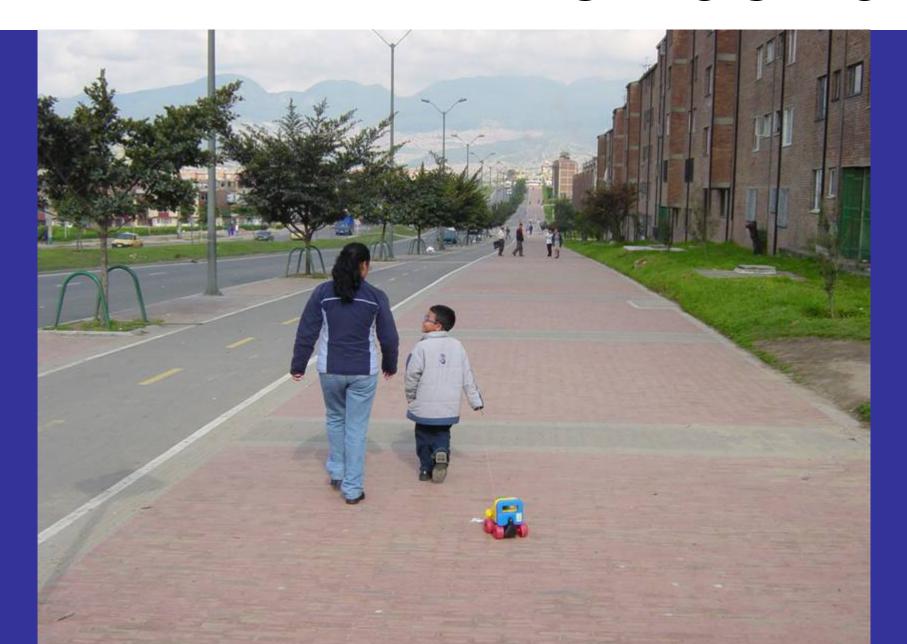


Quality sidewalks are a symbol that shows that citizens who walk are as important as those who drive





PUBLIC SPACE



Getting cars off sidewalk parking is also a way to restrict car use



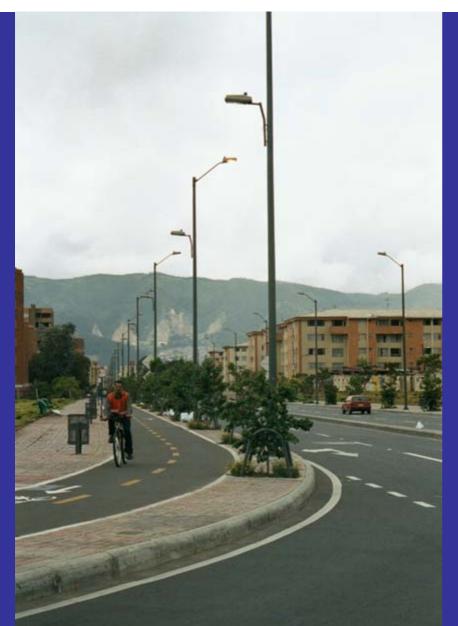




ROADS DID NOT HAVE SIDEWALKS

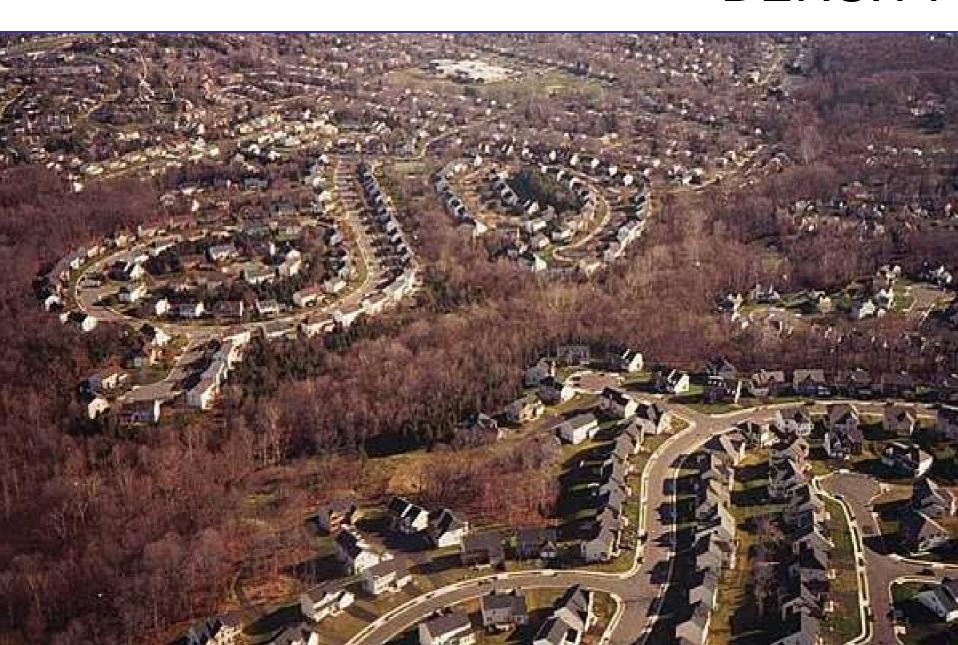


NEW ROADS

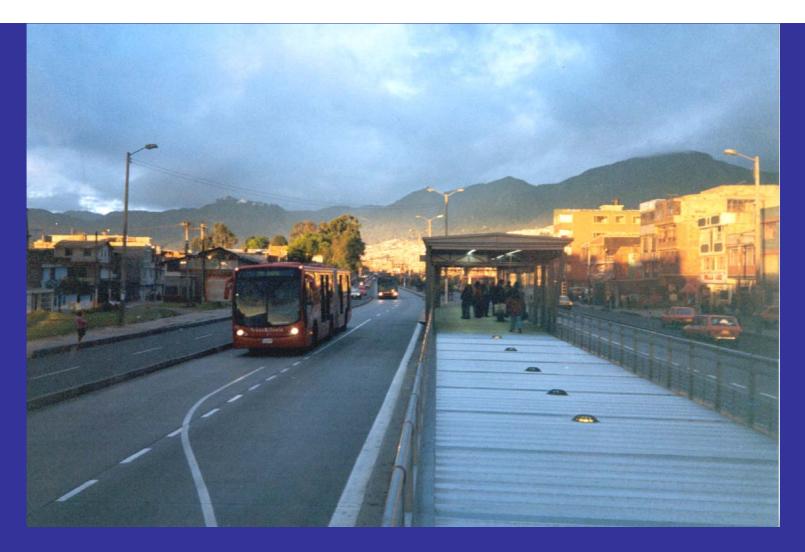




DENSITY



TRANSPORT



The only solution is public transport, but not for those with lower incomes, but for everybody.

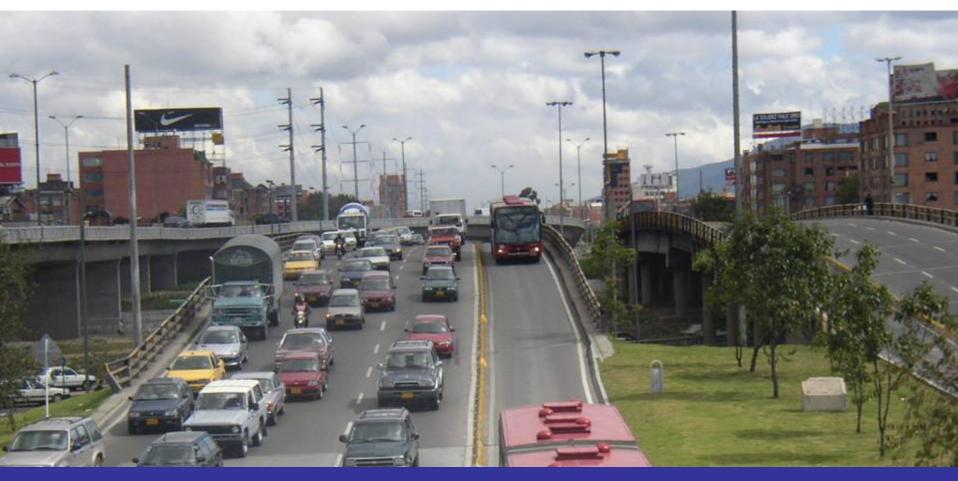
Bogotá Experience: TRANSPORT



« Peak hour and Tag » (« Pico y Placa »)

93% population support

TRANSPORT



Traffic jams without public transport are relatively useless; so is public transport without traffic jams or some other form of automobile use restriction.

TRANSPORT

Traffic jams are effective means to achieve:

- Public transport use
- Population density



Sunday Ciclovía: A symbol of equality





Our night Christmas "ciclovía" is annual RITUAL for citizens to collectively conquer the night, conquer fear and feel togetherness. It significantly improves the perception of security

BIKE PATHS



While cars tend to be a means of social differentiation, bicycles integrate people.



There was not one meter of bikeways and rider-ship was insignificant. Today more than 350.000 people ride to work daily.



More than sidewalks or bicycle paths, SYMBOLS of equality and respect for human dignity.

BICYCLES









TRANSPORT

Wide sidewalks and well protected bicycle ways are not a decorative urban feature: They are a basic human right. Those without a motor vehicle also have a right to mobility without the risk of being killed.

TRANSPORT

46% of workers in Johannesburg spend more than 10% of their income on transport











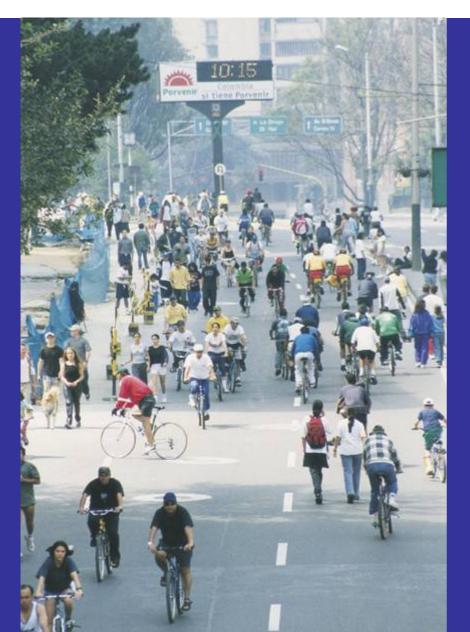




BIKE PATHS



Bogotá: CAR FREE DAY

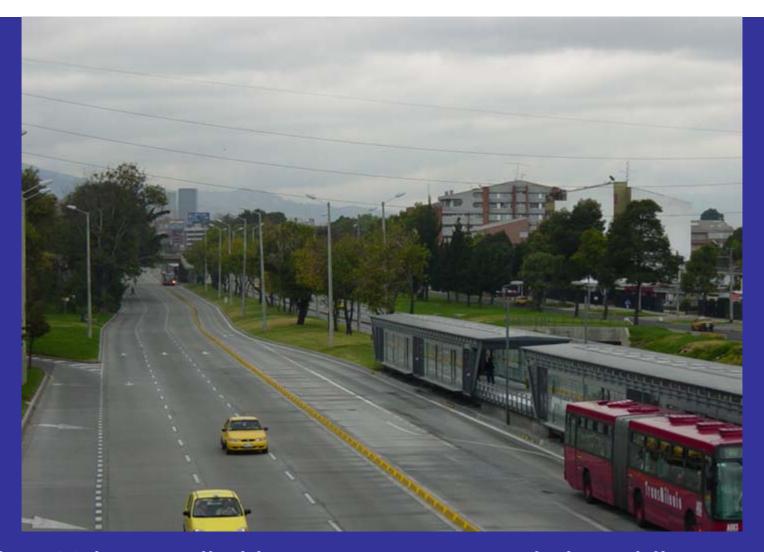




CAR FREE DAY

Low income citizens were amazed car owners could be made to leave their cars and use public transport.

Bogotá: CAR FREE DAY



During 13 hours all citizens meet as equals in public transport, bicycles or walking. It builds community

CAR FREE DAY

A billionaire in Berlin does not mind riding public transport next to anyone. Are societies unequal because they are poor, or are they poor because they are unequal?

Bogotá: REFERENDUM

In a referendum in October 2000, nearly 64% of voters approved establishing a car free the first Thursday of February every year.

REFERENDUM

The people of Bogotá voted positively a referendum asking whether they wanted ALL cars off the streets every week-day between 6 AM and 9 AM and between 4:30 PM and 7:30 PM from January 2015 onwards.

TRANSPORT

IF CAR USE IS TO BE RESTRICTED, THERE MUST BE GOOD PUBLIC TRANSPORT...

30,000 traditional bus owners



TRANSPORT

I read than US \$ 1 billion is to be spent on capitalization of the minibus-taxis. Perhaps this could go towards financing minibus-taxi owners their share of property in operating companies of a new bus system.

TRANSMILENIO



TRANSMILENIO



SYMBOL OF DEMOCRACY

Bus Rapid Transit systems are a symbol that shows that public good prevails over private interest because road space is allocated first to public transport.

SYMBOL OF DEMOCRACY

Nearly 20% of TransMilenio riders are car owners

TRANSMILENIO



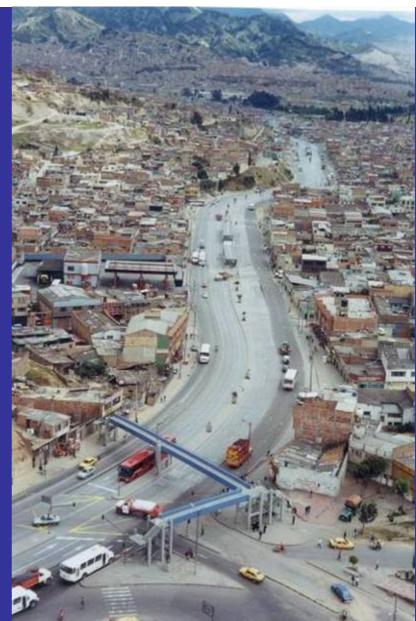




TRANSMILENIO







TRANSPORT

It is economically impossible to serve a whole city transportation demand with rail systems. TransMilenio is moving more passenger per hour/mile than 90% of rail systems; at 5% the cost; similar speeds; and a US \$0.44 (profitable) price per ticket.



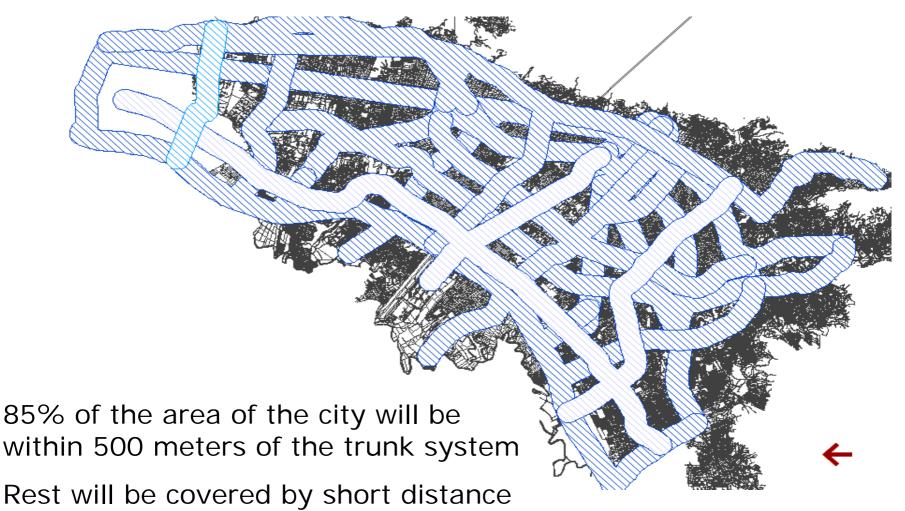
TRANSMILENIO







BOGOTA 2020, TOTAL SYSTEM



feeder systems

IN TERMS OF TRANSPORT, A CIVILIZED CITY IS NOT THAT ONE WITH HIGHWAYS BUT RATHER, ONE WHERE A CHILD ON A TRICYCLE CAN SAFELY GO ANYWHERE