

Urban Transport projects from a development partner perspective

■ One word: Frustration

- Main entry point: a Mass Rapid Transit project aimed at correcting a complete breakdown of public transport on a main corridor.

■ Yet, too often:

- The urban fabric is dysfunctional:
 - *unplanned and inefficiently used road system*
 - *Inefficient spatial distribution of economic and social functions in the city*
- The urban transport system is dysfunctional:
 - *Atomized and poorly coordinated supply of services*

■ Good MRT projects are not enough to compensate for such deficiencies. → One has to think ahead and comprehensively.

A tale of two cities (1/3)

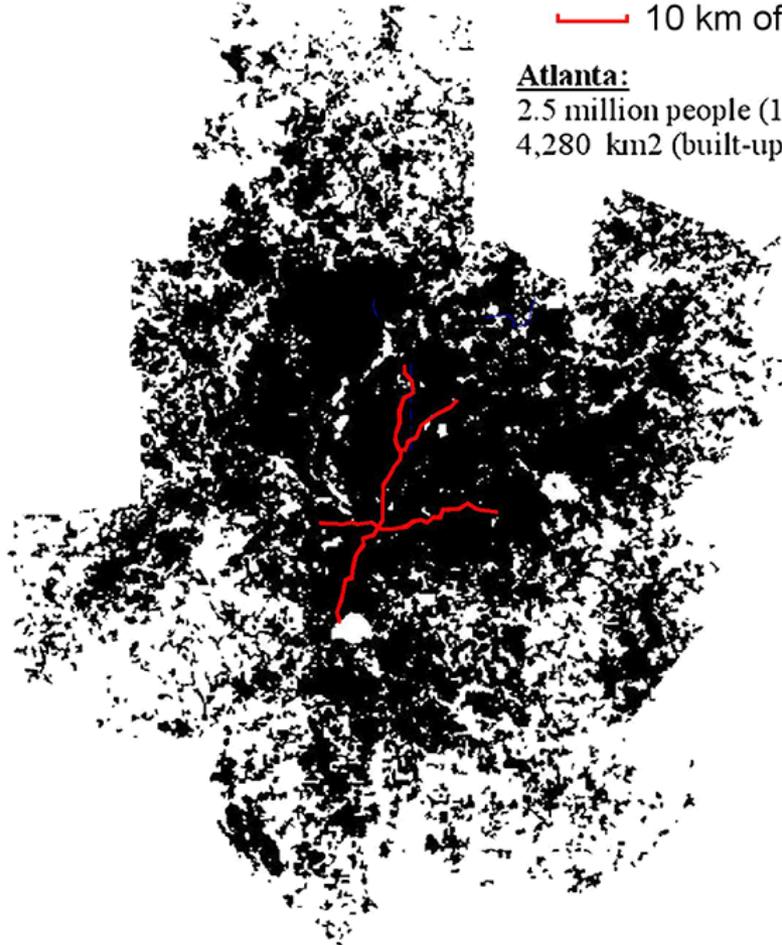
Cities	Atlanta	Barcelone
Population (M hab)	5,25	5,33
Area (km ²)	4280	162
Density (hab/ha)	12,3	329
Urban Transport CO ₂ Emissions (t/hab/an)	7,5	0,7

A tale of two cities (2/3)

The Built-up Area of Atlanta and Barcelona Represented at the Same Scale

— 10 km of metro line

Atlanta:
2.5 million people (1990)
4,280 km² (built-up area)



Transit in Atlanta VS Barcelona	Barcelona	Atlanta
Length of metro lines (km)	99	74
% of population within 600 m from a metro station	60%	4%
% of trips using metro	30%	4.50%
Length of metro line that would be required to serve 60% of atlanta ppopulation (km) :		3400
Number of station required		2800

Barcelona:
2.8 million people (1990)
162 km² (built-up area)



Source: A Berthaud

A tale of two cities (3/3)

- Both cities are indeed successful: they do deliver the expected economies of agglomerations.
- Yet they are two extremes of the urbanization development:
 - Individual transportation + urban sprawl
 - Public transportation + high density
- From a strict economic point of view, they are equivalent.
- Yet the picture changes when one takes into account all costs, including externalities.

What should a planner do?

- Remember: a city development is path-dependent
→ choices are limited by past urban development (unless your name was Baron Haussmann and you lived in Paris in the 19th century.)
- Yet urbanization is far from over in many emerging countries
→ it is still time to plan urban development in advance (the chance of being Pierre "Peter" Charles L'Enfant in Washington, DC in early 19th century)

Real world scenario: work on both the whole transport system as well as urban planning

- We have to accommodate present and urgent needs yet prepare for the future
→ let us stop playing catch up
- We have to work on the whole transport system (bus networks) and also on the neighborhoods it goes through (ex: TOD)
- This requires an entity that will be able to work on these two dimensions simultaneously (Public Urban Transport Authority).
- It is also imperative to set a shared long term vision of the city development (Urban Planning).