

PEDESTRIAN PRIORITY PROGRAM (PPP) : BUENOS AIRES



**Buenos Aires,
Argentina**

Year of Initiation: 2003

Project Highlights

- **Urban renewal project to prioritize non-motorized modes of transportation**
- **Development of a Pedestrian-Scale Downtown promoting democracy on the roads**
- **Integrated and Sustainable Transportation system**

Background

The increased reliance on private modes of transportation and deterioration of the existing transport system of Buenos Aires led to the adoption of the Pedestrian Priority Program (PPP). The PPP was launched as a part of the “Healthy Mobility initiative” under the purview of

its government in order to improve transform the modal share of the city and prioritize pedestrian and sustainable modes of transportation. The program presented tremendous scope of transforming face of the urban centers of the city and improve the aesthetic value of the landscape.

Project Objectives

The primary objective of the initiative was to improve access to daily needs, prioritize NMT and public transport, bring order to general traffic, decrease congestion, and reduce traffic accidents and casualties

Key Stakeholders

Ministry of Urban Development, Buenos Aires Government, Urban Residents, Architects, City Planners, Environmentalists

Approach of Pedestrian Priority Program

The PPP was implemented to prioritize the needs of the pedestrians and transform the existing built environment of the city to suit their requirements. The key measures taken in this regard included redesigning of narrow streets and public spaces and restrictions on the movement of car traffic flows in designated areas. The components undertaken to implement these measures included:

- Renewal of streets: 20-lane 9 de Julio avenue was restructured into public transit corridor having a 300 km bicycle network, public bike system
- Waste Collection System was replaced by centralized waste receptacles in order to provide clean and hygienic environment to pedestrians
- Increase in the green/tree cover
- Improvements in the signage, traffic signals, street furniture, lighting system to facilitate smooth pedestrian circulation

Financial Structure of Pedestrian Priority Program

- The PPP program was sponsored by the City of Buenos Aires Ministry of Urban Development
- The PPP project was expected to cost ~195 million Argentina pesos (\$25 million U.S.)

Limitations

- Opposition from various stakeholders like city planners and architects
- Unprecedented costs of the proposed interventions



Achievements



Benefits

Reduction in noise and air pollution levels in the restricted areas

- 97% reduction in the levels of air pollutants was observed leading to improved air quality
- The noise pollution levels and impact were reduced by 50%
- Promotion of social cohesiveness and social sustainability due to increased avenues for social activities and meeting points

Co-benefits

- Climate Change mitigation
- Increase in awareness levels towards environmental sustainability
- Economic benefits due to improvements in land values and rents
- Behavioral shift from car travel to non-motorized modes of transport

Success Factors

- Strong Institutional and legislative Support and capacity
- Urban renewal innovations to encourage pedestrian movements and car-free environments
- Regular and timely monitoring and evaluation of the program

Source: https://pearl.niua.org/sites/default/files/books/GP-GL4_MOBILITY.pdf

For more Information

<https://www.liberallandscape.org/2019/04/15/pedestrian-priority-in-buenos-aires/>

<https://www.thebubble.com/pedestrian-area-buenos-aires-retiro>

<https://www.unenvironment.org/es/node/20148>

<http://www.mile.org.za/June%202015/Metropolis%20Conference.pdf>