REFORMING TRANSPORT IN LIMA: HIGH PROMISE, OUTSTANDING PROBLEMS

Juan Carlos Dextre

Structure of the trips in Lima
(Metropolitan area)

Total of daily trips: 16.538 millions

Trips walking: 25.4%

Without considering the trips walking: 12.100 millions

7.4%

15.3%

77.3%

The traditional system fulfills a social function

RANGO DE INGRESO	CARRO	TAXI	MICROBUS	COMBI	BUS	COLECTIVO	MOTOTAXI
- S/. 600	2.9	2.0	33.3	41.6	8.1	2.2	9.9
601 - 1,000	8.3	5.3	2.7	2.2	37.2	36.3	8.1
1,001 - 1,500	5.6	8.6	4.9	2.2	34.8	36.0	7.9
1,501 - 2,000	3.4	13.3	7.1	2.2	31.7	35.5	6.8
2,001 - 3,000	3.3	19.4	9.1	1.2	28.4	32.7	6.0
3,001 - 4,000	2.0	30.8	9.3	1.4	21.6	31.0	3.8
4,001 - 7,000	46.7	11.2	23.4	13.1	4.1	1.1	0.3
7,001 -	65.7	16.3	9.7	5.6	2.0	0.8	0.0
TOTAL	6.8	9.1	4.3	2.1	35.4	34.7	7.5

Modo de viaje según nivel de ingresos

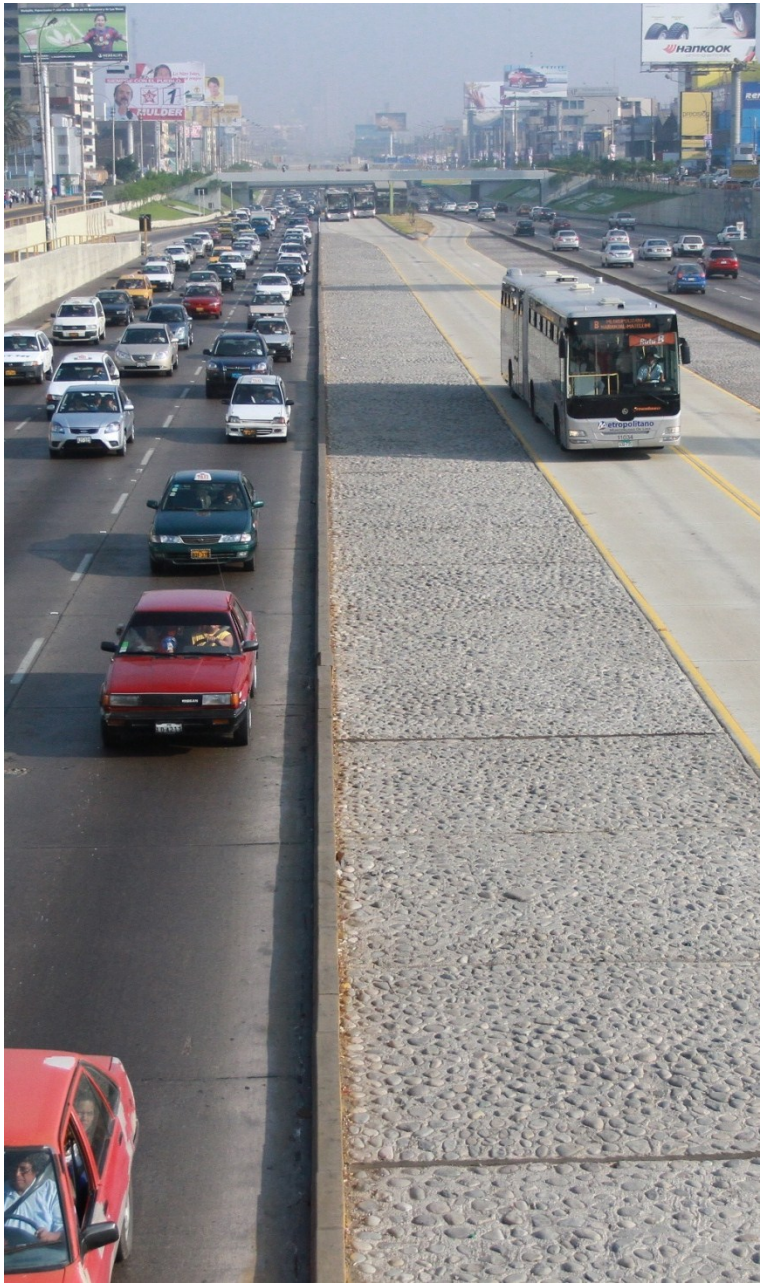
Fuente: Yachiyo, 2005

REASONS FOR THE CHANGE (1)

The traditional system operates with very small vehicles in the corridors that have a high demand

The BRT (Metropolitano) has articulated vehicles of 170 passengers

(400,000 trips per day)



REASONS FOR THE CHANGE (2)

The traditional system does not have formal bus stops

NEW INFRASTRUCTURE

Exclusive routes

Conventional stations

Stations of transfer

The system can be very intrusive in the downtown

Fuente: www.elcomercio.com.pe

REASONS FOR THE CHANGE (3)

The traditional system is not accessible for the persons in wheelchair

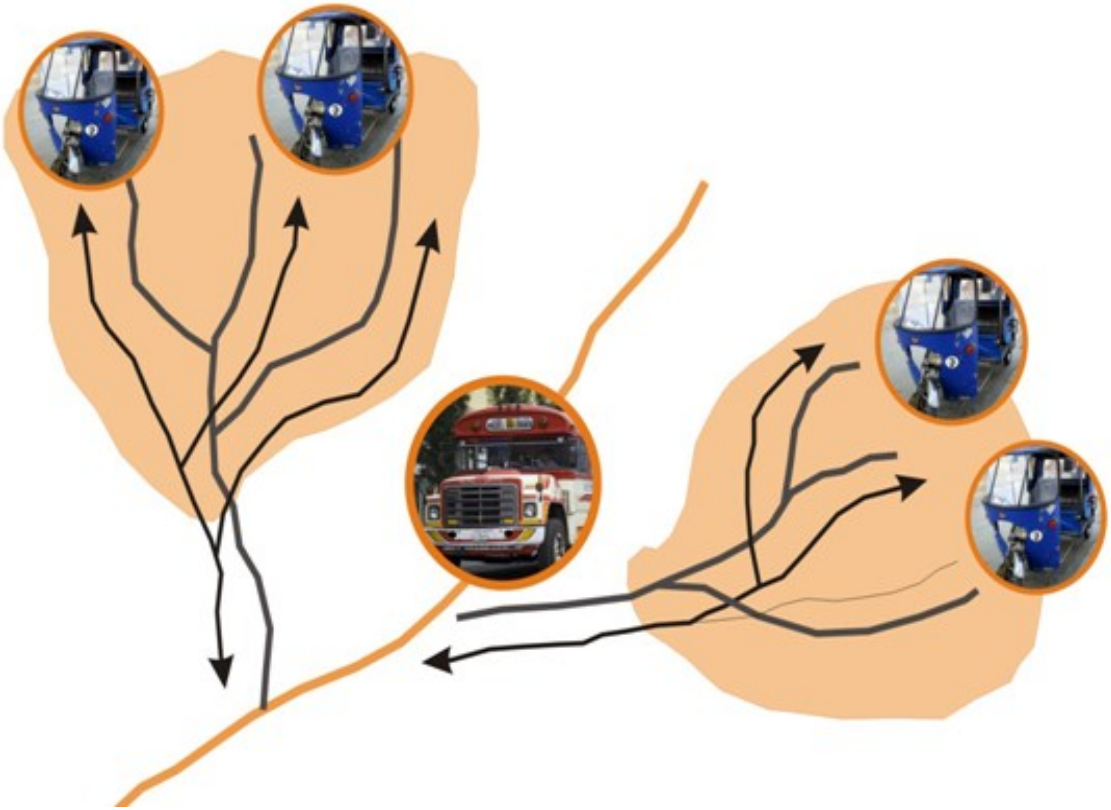
Special seats for the persons with limited mobility and access for wheelchair (in theory)

After 25 years the electric train already is working

150,000 trips per day

According to Camila Bustamante, if other lines take the same time, then the network will finish in the year 2427

How does public transport work in the periphery of the city?



Which are the challenges in the process of change?

- In the downtown where there are important demands, the change will allow to recover space, it is necessary to use it to expand sidewalks, cycle paths
- Where a corridor of a BRT is implemented it is necessary to improve the public space, opposite case will be a lost opportunity

It is not possible to eliminate all the small vehicles, in the periphery there is no demand for buses and much less for trains, the challenge is to achieve the conviviality

The network of subway when it is finished will have from 1.5 to 2 million passengers, the surface transport will have 8 millions, both are important, but we must