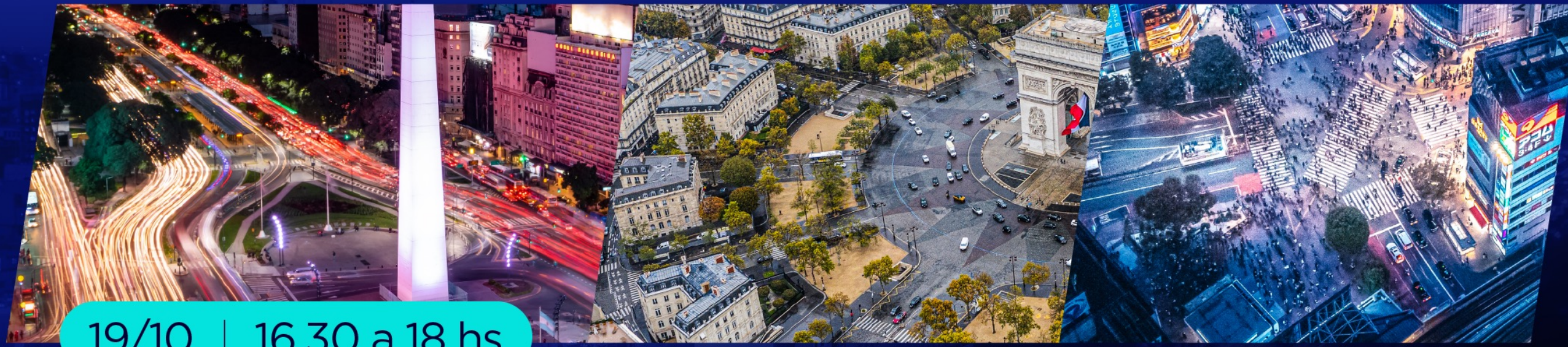
Charlas **DT-CAI**

El espacio de la movilidad urbana en Buenos Aires, París y Tokio.

DISEÑO, GESTIÓN Y GOBERNANZA EN UN CONTEXTO DE TRANSICIÓN.



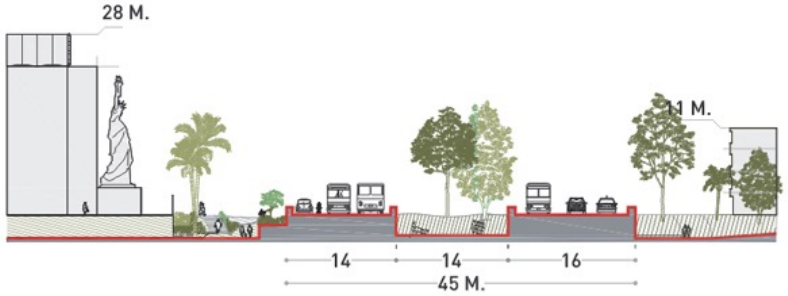
19/10 | 16.30 a 18 hs

APERTURA:
Pablo Bereciartúa – Presidente del **CAI**

ORADOR:
Andrés Borthagaray - Vicepresidente de la Comisión de Urbanismo del **CPAU**

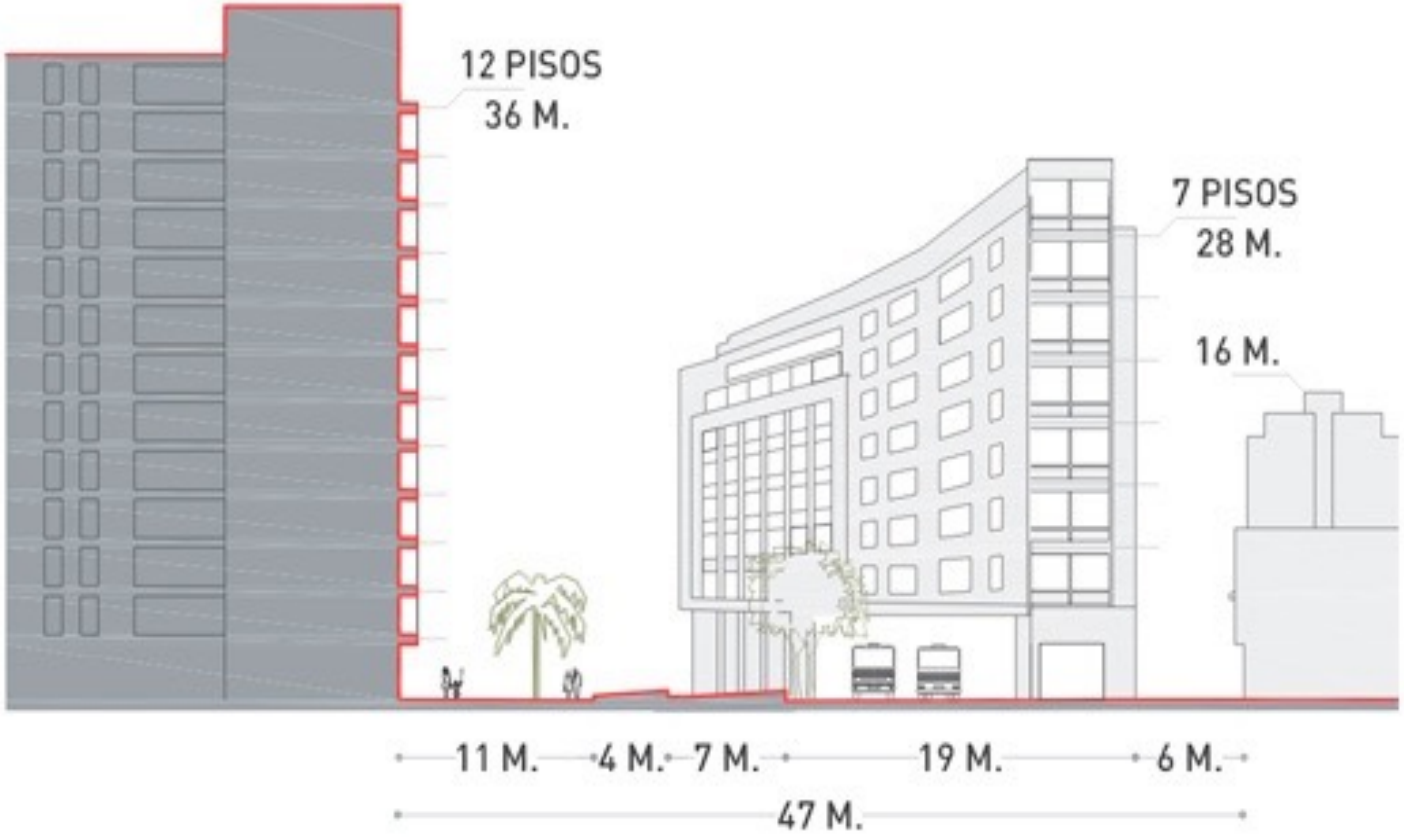
MODERADORA:
Margarita Charrier - Presidenta de la Comisión de Area Metropolitana del DT del **CAI**

CAI



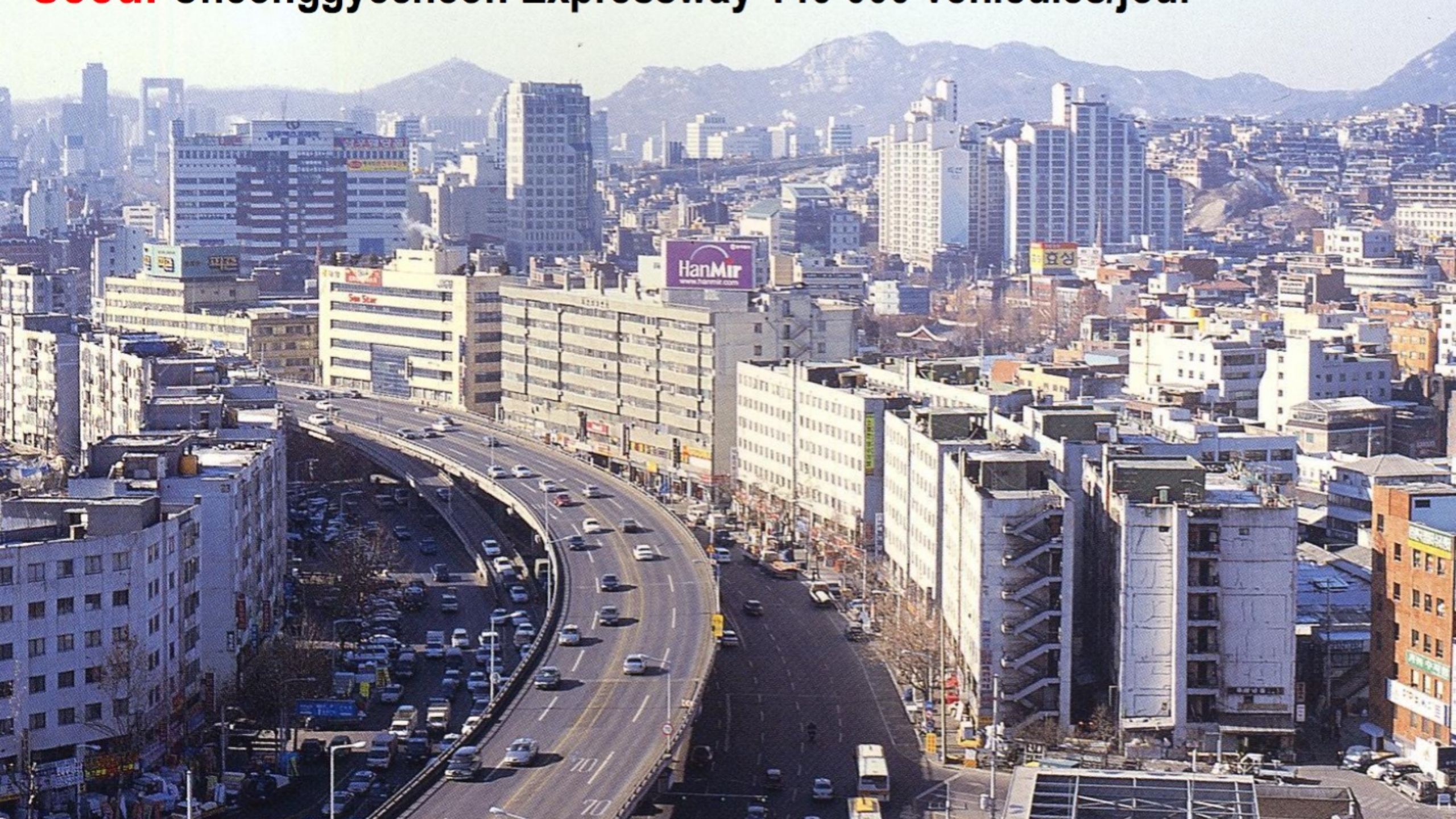
Av. De las Américas – Rio de Janeiro - Brasil

Nelson Kohn,
Publicado en Ganar la Calle



La movilidad en las calles plurifuncionales

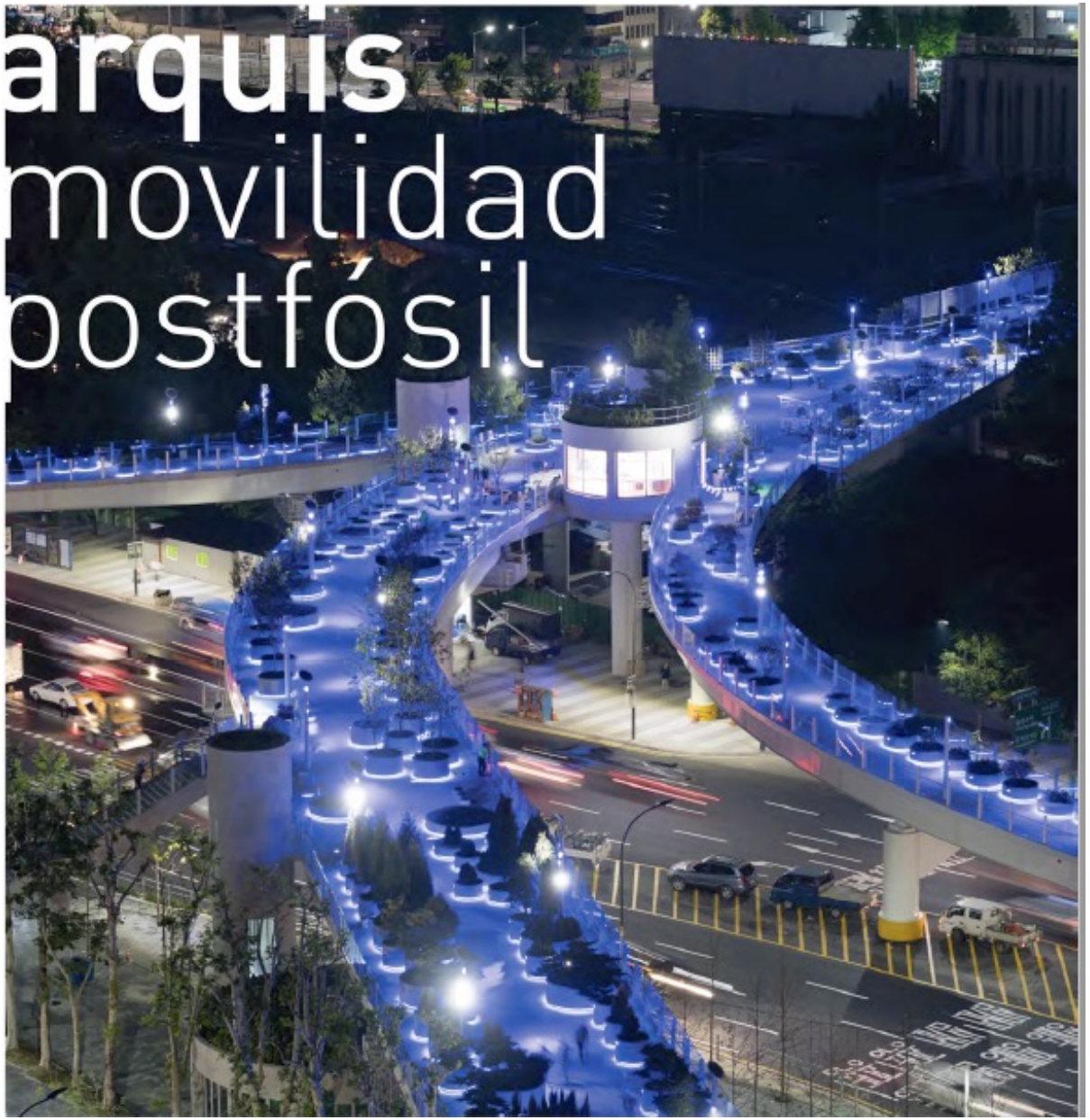
Seoul Cheonggyecheon Expressway 110,000 vehicles/day



Desmonte de trecho de 90 metros que ligava a Perimetral ao Gasômetro começou na sexta-feira **- Antonio Scorza / Agência O Globo**


#CIDADEOLIMPICA

arquis
movilidad postfósil



La nueva logística urbana

https://www.youtube.com/watch?v=ATIZzYQx7nc

Hyperlieux mobiles

Espacios públicos de la movilidad en París, Tokio y Buenos Aires

Design, management, y gobernabilidad para una transición social y post pandemia

FURBAN

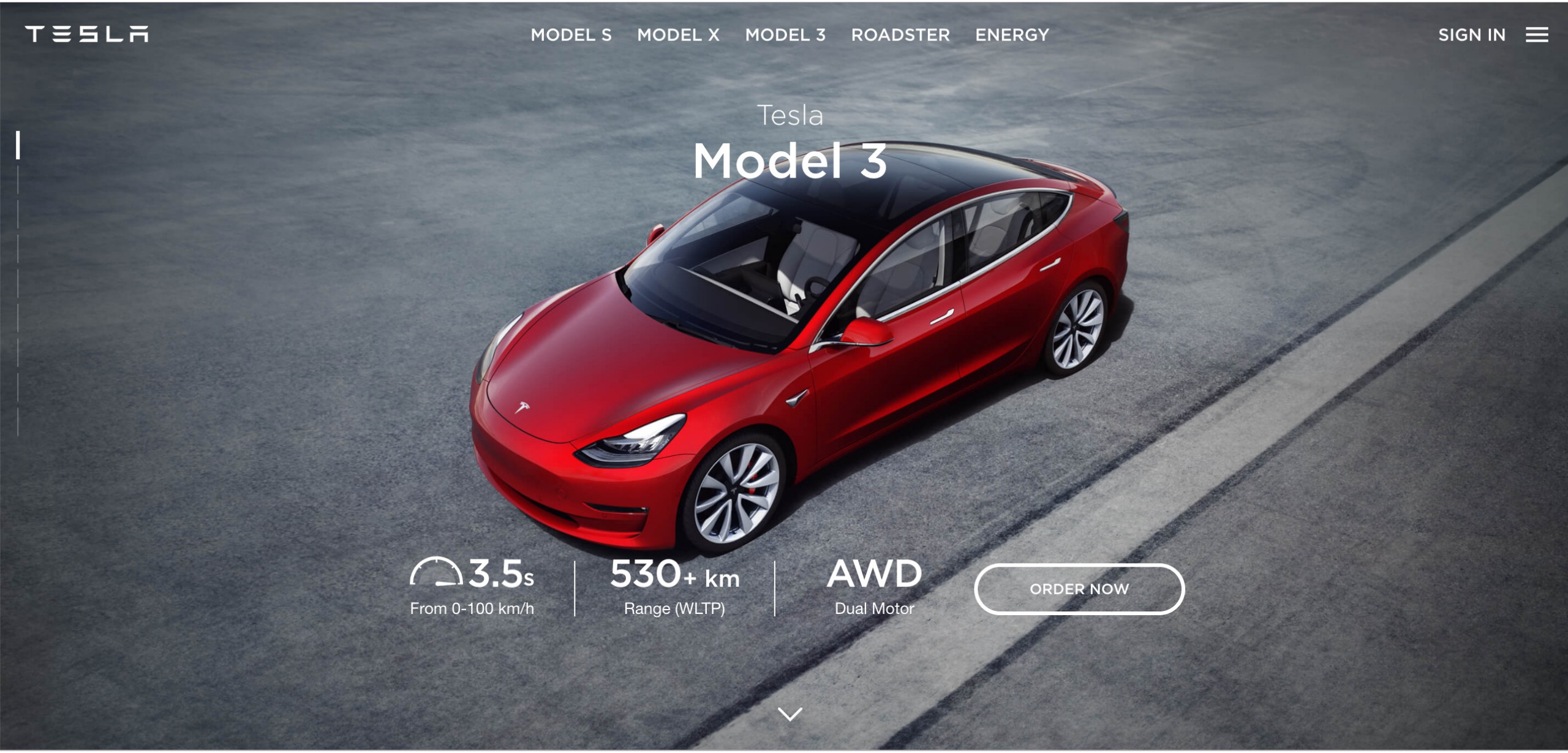
FFJ 日仏財団
FONDATION FRANCE-JAPON DE L'EHESS

MICHELIN
FONDATION D'ENTREPRISE

CIUDADENMOVIMIENTO.ORG

¿AUMENTO DE MÁS DE 1,5º?

IPCC, Summary for Urban Policy Makers: What the IPCC Report on 1.5 degrees C means for Cities, December 2018, online link at ipcc.ch


TESLA
MODEL S
MODEL X
MODEL 3
ROADSTER
ENERGY
SIGN IN
Tesla
Model 3
3.5s
From 0-100 km/h
530+ km
Range (WLTP)
AWD
Dual Motor
ORDER NOW

Welcome to the Global Observatory of Healthy and Sustainable Cities

We are a global, multi-institutional, transdisciplinary initiative providing evidence-based spatial and urban policy indicators to advocate for and track progress towards healthy and sustainable cities for all.

The Lancet Global Health Series

City Scorecards & Reports

1000 Cities Challenge

Score

No 0

Yes 1

Cities (ordered by World Bank country income classification)

		High-income countries																			Upper-middle-income countries			Lower-middle-income countries			% of cities meeting each measure
		USA			AUS			NZL	CHE	DNK	AUT	DEU	BEL	GBR	ESP			PRT	CZE	HKG	MEX	BRA	THA	VNM	NGA	IND	
		Baltimore, MD	Phoenix, AZ	Seattle, WA	Adelaide, SA	Melbourne, VIC	Sydney, NSW	Auckland	Bern	Odense	Graz	Cologne	Ghent	Belfast	Barcelona	Valencia	Vic	Lisbon	Olomouc	Hong Kong	Mexico City	São Paulo	Bangkok	Hanoi	Maiduguri	Chennai	
Integrated transport and urban planning																											
(1) Transport and planning in one government department																											28%
(2) National or subnational urban policy that determines land use planning for the whole city	National*																										68%
	Subnational*																										92%
(3) Specific health-focused actions in national or subnational urban policy for the whole city	National*																										36%
	Subnational*																										64%
(4) National or subnational policy that determines transport planning for the whole city	National*																										52%
	Subnational*																										92%
(5) Specific health-focused actions in national or subnational transport policy for the whole city	National*																										16%
	Subnational*																										60%
(6) Health impact assessment incorporated into urban or transport policy or legislation																											16%
Air pollution																											
(7) Air pollution policies related to transport planning																											80%
(8) Air pollution policies related to land use planning																											80%
Destination accessibility																											
(9) Requirements for public transport access to employment and infrastructure																											64%
Distribution of employment																											
(10) Requirements for distribution of employment across the city																											48%
(11) Requirements for ratio of jobs to housing																											8%
Demand management																											
(12) Parking restrictions																											84%
Design																											
(13) Minimum requirements for public open space access																											76%
(14) Minimum requirements for street connectivity																											40%
(15) Requirements for provision of pedestrian infrastructure																											92%
(16) Requirements for provision of cycling infrastructure																											88%
(17) Targets for walking participation																											60%
(18) Targets for cycling participation																											72%
Density																											
(19) Housing density requirements citywide or near transport or town centres																											76%
(20) Height restrictions on residential buildings (minimum or maximum)																											100%
(21) Required urban growth boundary or maximum levels of greenfield development																											72%
Distance to public transport																											
(22) Minimum requirements for public transport access																											80%
(23) Targets for public transport use																											60%
Transport infrastructure investment by mode																											
(24) Information on government expenditure on infrastructure for different transport modes																											44%
Total number of measures where policy is present (/24)		12	13	15	16·5	20	17	13·5	16·5	20	18	14	14	24	18	21	17·5	16·5	12	15·5	13·5	16·5	7	8	5·5	12·5	

City planning policies to support health and sustainability: an international comparison of policy indicators for 25 cities Melanie Lowe, PhD, Deepti Adlakha, PhD, Prof James F Sallis, PhD, Deborah Salvo, PhD, Prof Ester Cerin, PhD, Prof Anne Vernez Moudon, Dr es Sc, Carl Higgs, MPH, Erica Hinckson, PhD, Jonathan Arundel, PhD, Geoff Boeing, PhD, Shiqin Liu, MS, Perla Mansour, MSc, Klaus Gebel, PhD, Anna Puig-Ribera, PhD, Pinki Bhasin Mishra, MPH, Tamara Bozovic, PhD, Jacob Carson, MPH, Jan Dygrýn, PhD, Alex A Florindo, PhD, Thanh Phong Ho, MSc, Hannah Hook, MSc, Prof Ruth F Hunter, PhD, Prof Poh-Chin Lai, PhD, Prof Javier Molina-García, PhD, Kornsupha Nitvimol, MA, Adewale L Oyeyemi, PhD, Carolina D G Ramos, MSc, Eugen Resendiz, MPP, Prof Jens Troelsen, PhD, P of Frank Witlox, PhD, Prof Billie Giles-Corti, PhD *The Lancet Global Health* Volume 10 Issue 6 Pages e882-e894 (June 2022)
DOI: 10.1016/S2214-109X(22)00069-9

	Score
No relevant policy identified	0
Specificity could not be determined	0
Aspirational	1
Specific standard/aim without a measurable target	2
Specific standard/aim with a measurable target	3

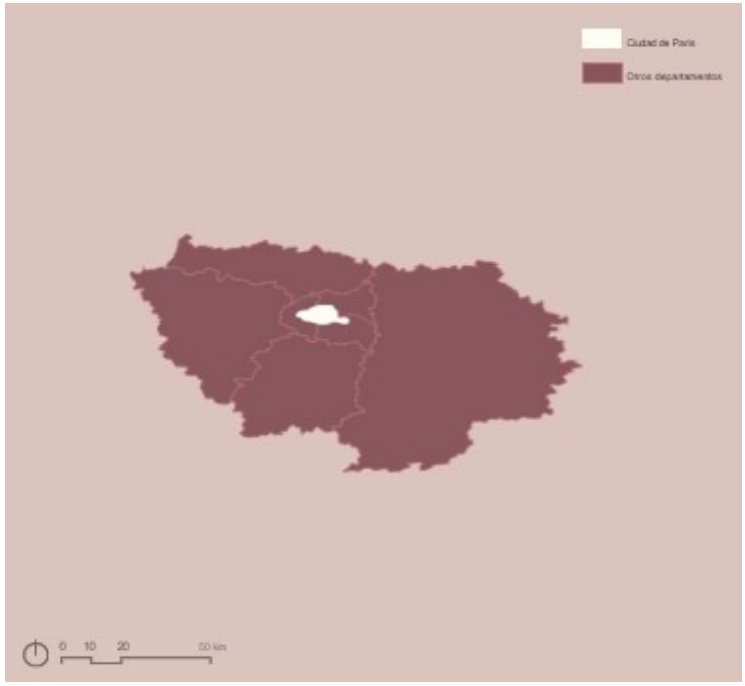
	Score multiplier
– Mixed—partly inconsistent with evidence	–0·5
| Inconsistent with evidence	–1

Cities (ordered by World Bank country income classification)

		High-income countries																			Upper-middle-income countries			Lower-middle-income countries		
		USA			AUS			NZL	CHE	DNK	AUT	DEU	BEL	GBR	ESP			PRT	CZE	HKG	MEX	BRA	THA	VNM	NGA	IND
		Baltimore, MD	Phoenix, AZ	Seattle, WA	Adelaide, SA	Melbourne, VIC	Sydney, NSW	Auckland	Bern	Odense	Graz	Cologne	Ghent	Belfast	Barcelona	Valencia	Vic	Lisbon	Olomouc	Hong Kong	Mexico City	São Paulo	Bangkok	Hanoi	Maiduguri	Chennai
Integrated transport and urban planning																										
(3) Specific health-focused actions in national or subnational urban policy for the whole city	National*																									
	Subnational*																									
(5) Specific health-focused actions in national or subnational transport policy for the whole city	National*																									
	Subnational*																									
Air pollution																										
(7) Air pollution [illegible] related to transport planning																										
(8) Air pollution policies related to land use planning																										
Destination accessibility																										
(9) Requirements for public transport access to employment and infrastructure			–																							
Distribution of employment																										
(10) Requirements for distribution of employment across the city																										
(11) Requirements for ratio of jobs to housing																										
Demand management																										
(12) Parking restrictions		|	|																						
Design																										
(13) Minimum requirements for public open space access																										
(14) Minimum requirements for street connectivity																										–
(15) Requirements for provision of pedestrian infrastructure		–																								
(16) Requirements for provision of cycling infrastructure																										
(17) Targets for walking participation		|		|	–																				
(18) Targets for cycling participation		|			|									|		|				|	|			
Density																										
(19) Housing density requirements citywide or near transport or town centres				–		|	–																		
(20) Height restrictions on residential buildings (minimum or maximum)																										
(21) Required urban growth boundary or maximum levels of greenfield development								|																	
Distance to public transport																										
(22) Minimum requirements for public transport access																										
(23) Targets for public transport use					|																				
Total coding score																										
Overall measurability and evidency consistency (maximum n=57)		5·5	20·5	22·5	18·5	36	32·5	23	25	33·5	41	28	28	39	37	42	35	25·5	15	29	21	30	3	8	6	9

París

Región Île-de-France



Superficie: 12011.7 m2
Población: 12,249,817
Densidad: 1020 /km2
Composición: 8 departamentos

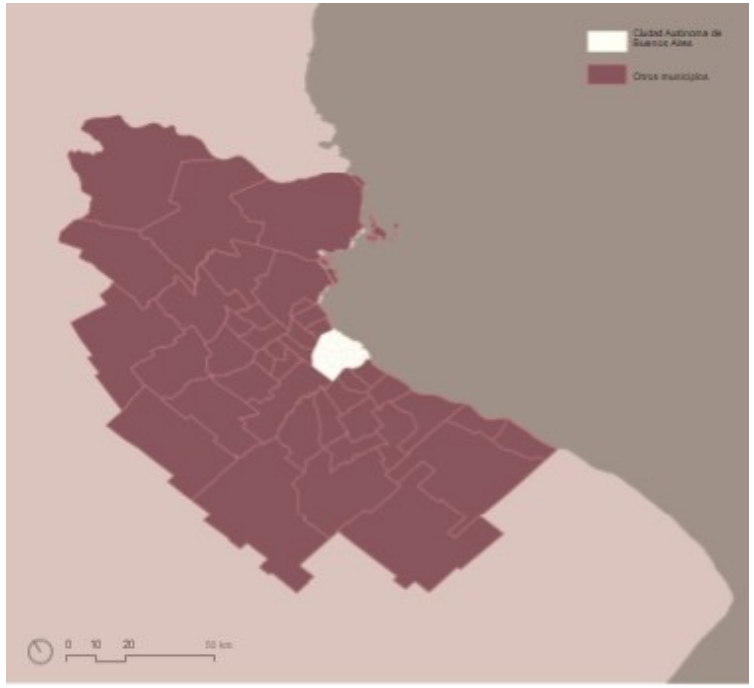
Tokio

Tokyo Metropolitan Region

Superficie: 13125 m2
Población: 34.579.238
Densidad: 2635 /km2
Composición: 4 prefecturas

Buenos Aires

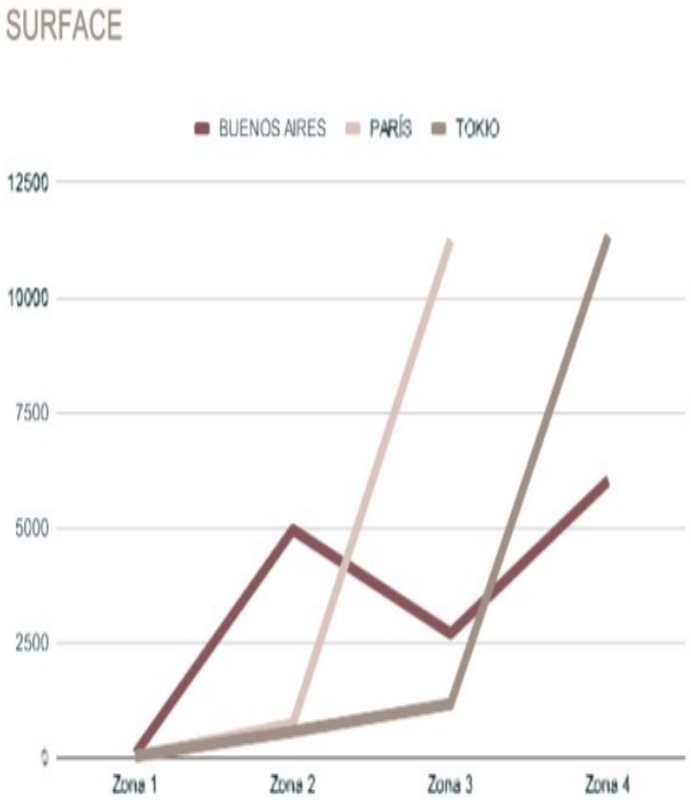
Región Metropolitana

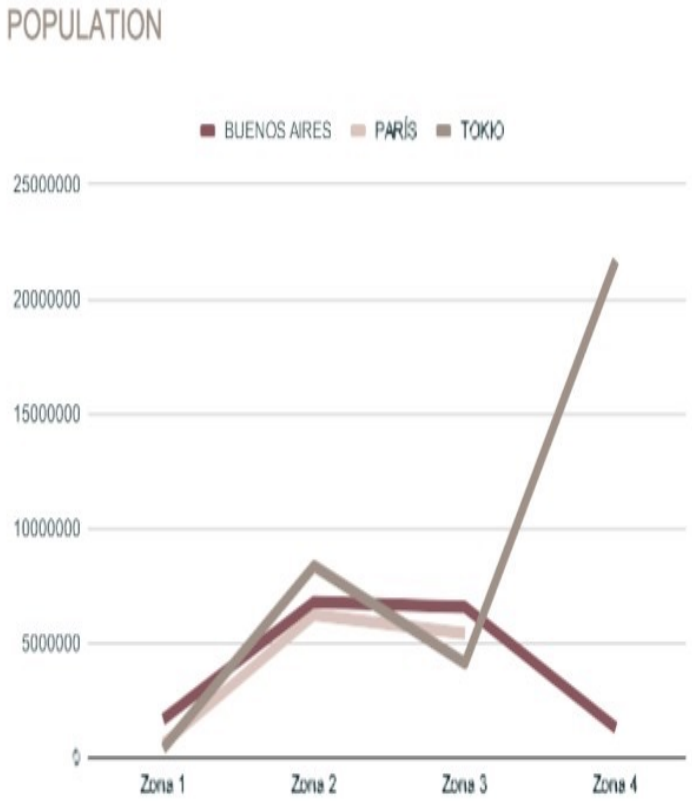


Superficie: 13765 m2
Población: 17.212.710
Densidad: 1250 /km2
Composición: CABA + 40 municipios

Población, Superficie e Identidad

		BUENOS AIRES	PARIS	TOKIO
ZONE 1	POPULATION	1.677.419	600.296	417.285
	SURFACE [km2]	86,89	27,00	42,13
	DENSITY [hab/km2]	19.305,48	22.233,19	9.904,70
ZONE 2	POPULATION	6.789.979	6.228.784	8.361.873
	SURFACE [km2]	854,13	735,34	574,56
	DENSITY [hab/km2]	7.949,55	8.470,62	14.553,52
ZONE 3	POPULATION	6.568.911	5.420.737	4.128.111
	SURFACE [km2]	4.533,00	11.249,40	1.169,49
	DENSITY [hab/km2]	1.449,13	9.904,70	3.529,84
ZONE 4	POPULATION	1.310.335	-	21.671.969
	SURFACE [km2]	7.156,00	-	11.338,66
	DENSITY [hab/km2]	183,11	-	1.911,33





FURBAN

P.B.I. (US$ CURRENT PRICES)

5. TYPES OF TRANSPORTS

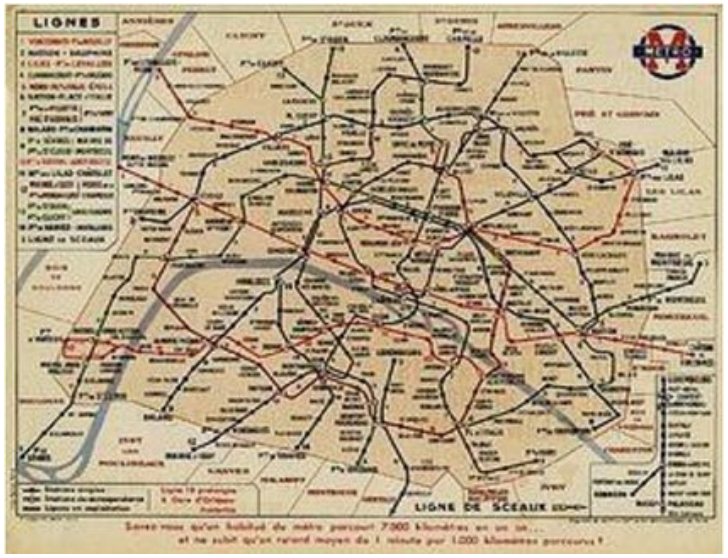
CIUDAD EN MOVIMIENTO

Territorio marcado por la movilidad

De 1970 a 2000, el metro regional llamado RER unió las “villes Nouvelles” (nuevas ciudades en las afueras) con París.

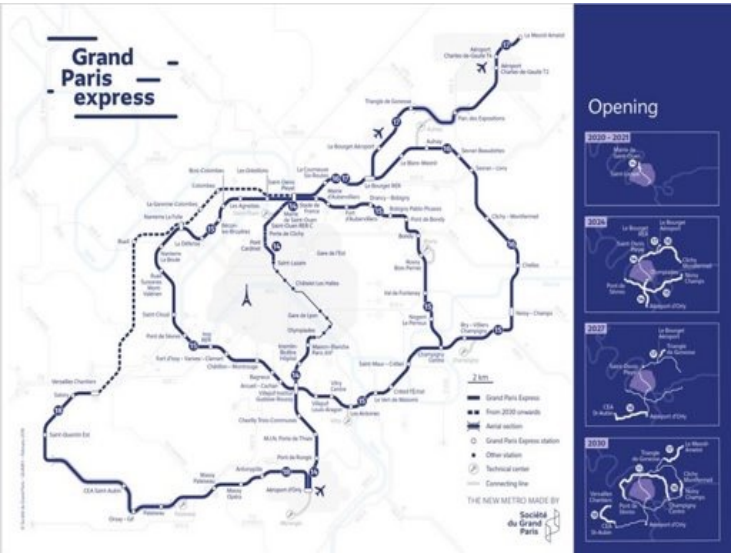
En el siglo XX como en el XXI, las redes abren territorios, hacen accesibles los lugares empoderando las ciudades.

Metro
1900 – 1939



RER
1970 – 2000

Grand Paris Express
2024 - 2035



Fuente: Yo Kaminagai (RATP)

Diseño urbano a través de proyectos de tranvía (Yo Kaminagai, RATP)

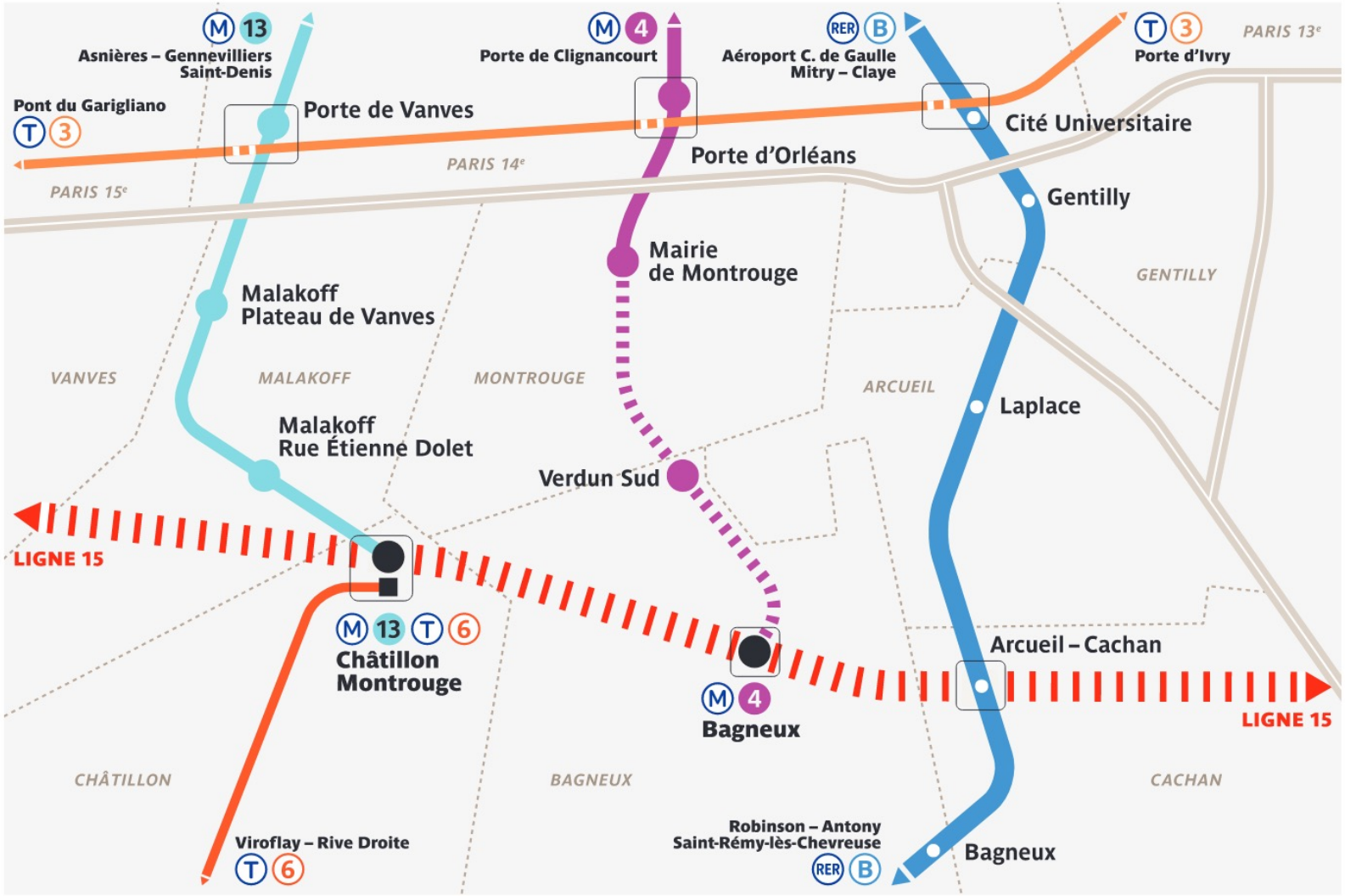
T1 in Bobigny (1992)

Architecture & design: Chemetov & Chemetoff

T3 in Paris (2006 - 2012)

Architecture: Grumbach – Landscape: Desvigne - Design: Wilmotte, RCP


M 4 Bagneux – Lucie Aubrac

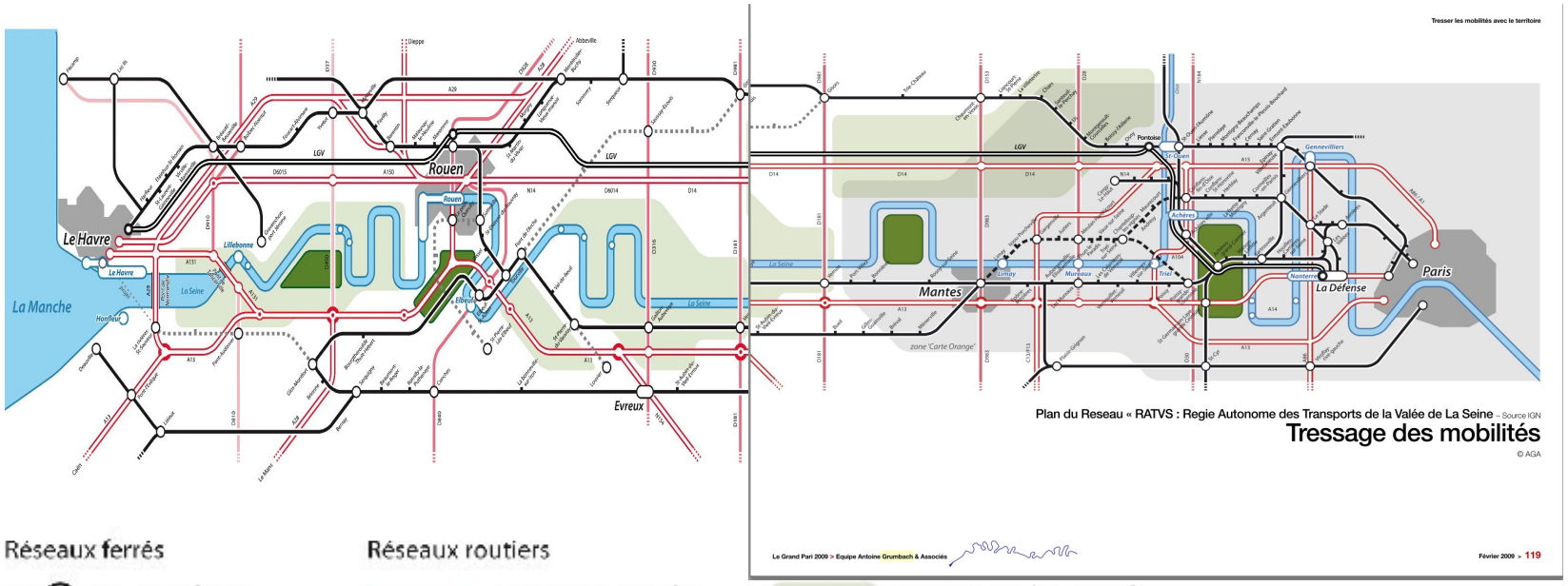


Encore plus de réseaux ferrés

https://www.ratp.fr/sites/default/files/inline-files/m4-bagneux-dossierinfo-fiches-a4-exe_hd-150609-stc.pdf

David Mangin

Mangroves urbaines



Réseaux ferrés

- Voie ferrée
- LGV
- Ligne Cabotage
- Ligne Fret

Réseaux routiers

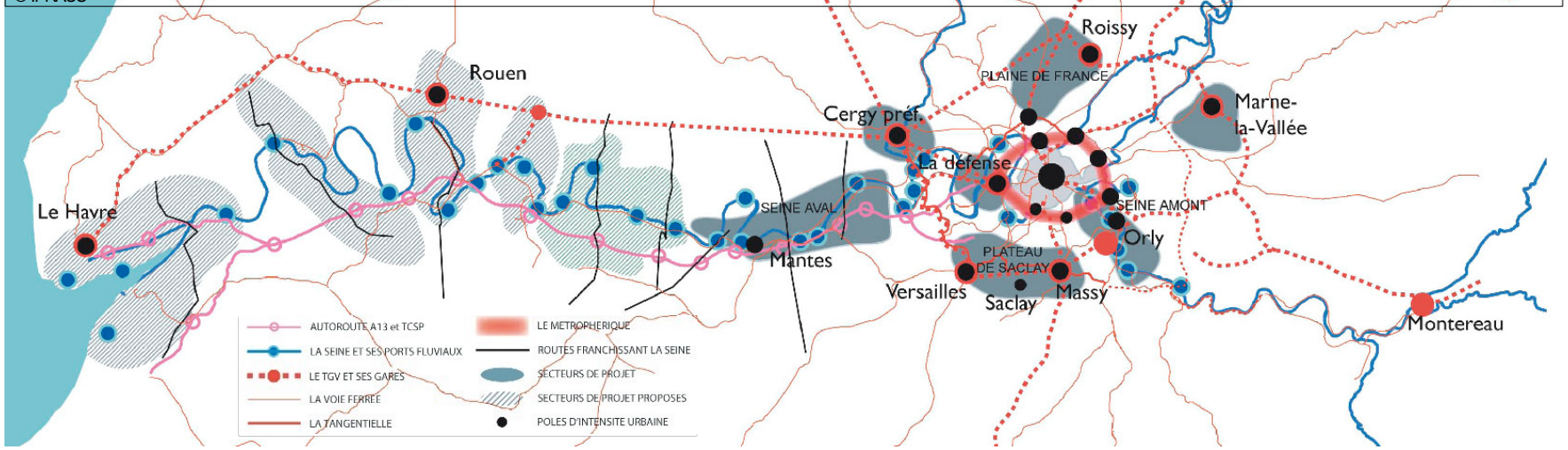
- Liaison principale
- Type autoroutier
- Hubs de mobilité
- Parcs de covoiture

- Parc Naturel Régional
- Zone de la 'Carte Orange'
- port

Le Grand Pari(s) > Equipe Antoine Grumbach & Associés

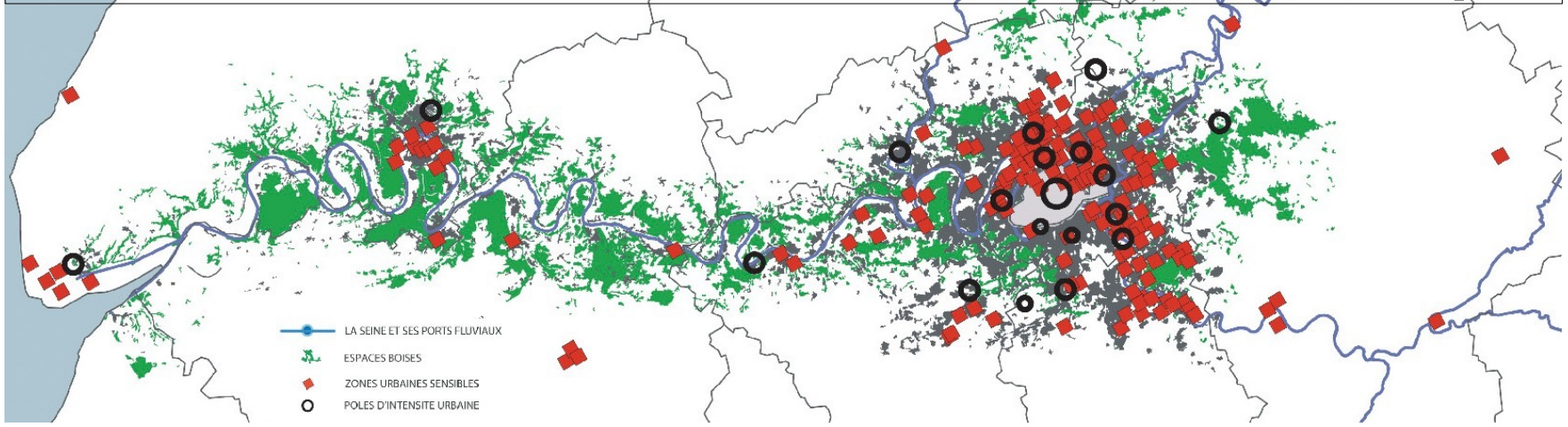
Une région capitale à l'échelle mondiale : zones de projets existants ou à créer

© IPRAUS



ZUS et pôles d'intensité urbaine à l'échelle de Seine Métropole

© IPRAUS

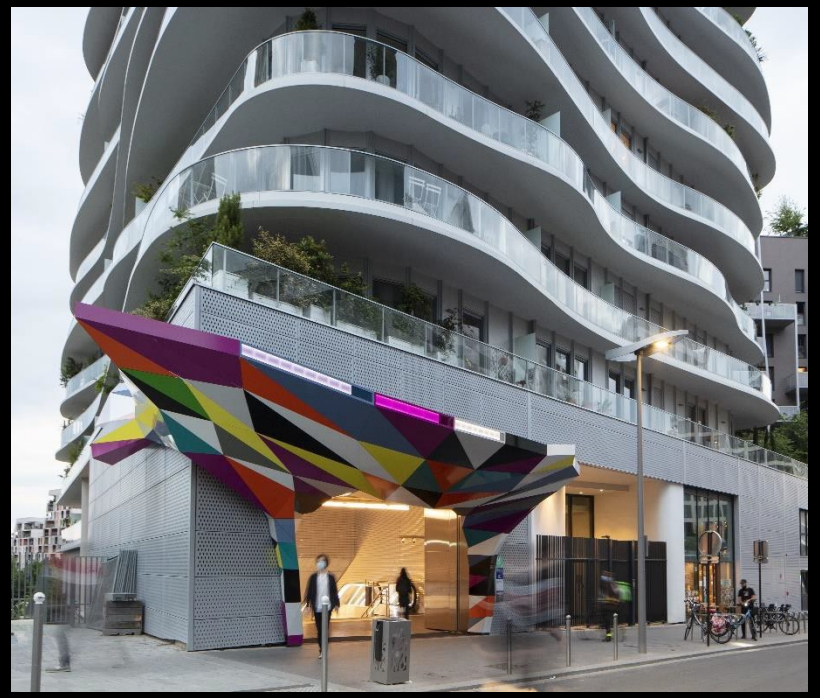



SUBRFCOT
P142
2

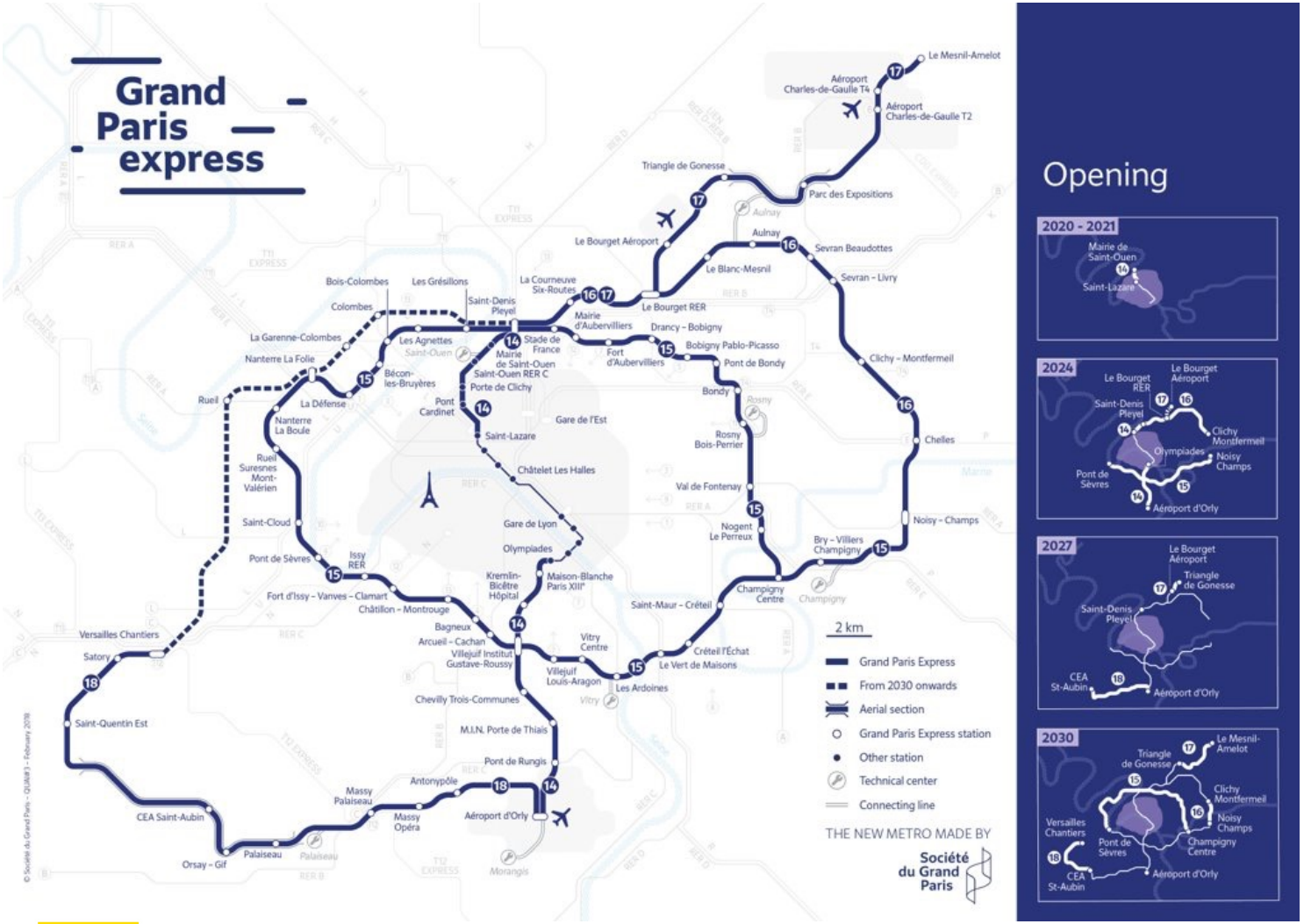

PUBLICITÉ
Renault Megane
E-Tech 100% électrique

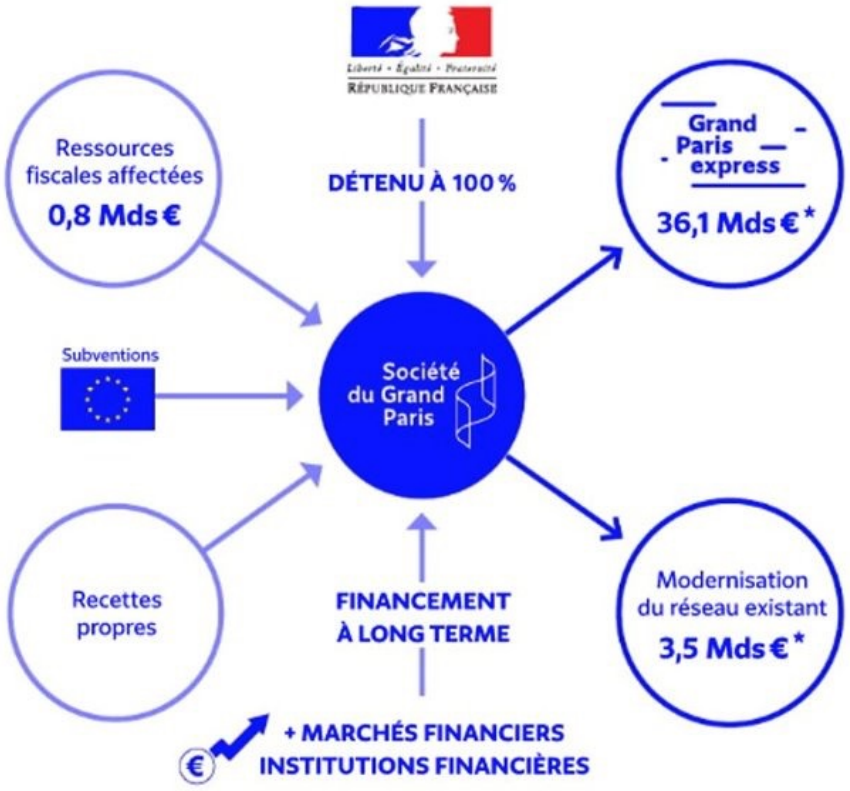
Metro entrances can brand a city

Metro entrances are modest in size, but they can occupy a very strong place in the cityscapes
(Yo Kaminagai, RATP)



Grand Paris Express : 2024 - 2035





FURBAN

CIUDAD EN MOVIMIENTO

Société du Grand Paris

Appel à manifestation d'intérêt pour les projets urbains et immobiliers du Grand Paris Express

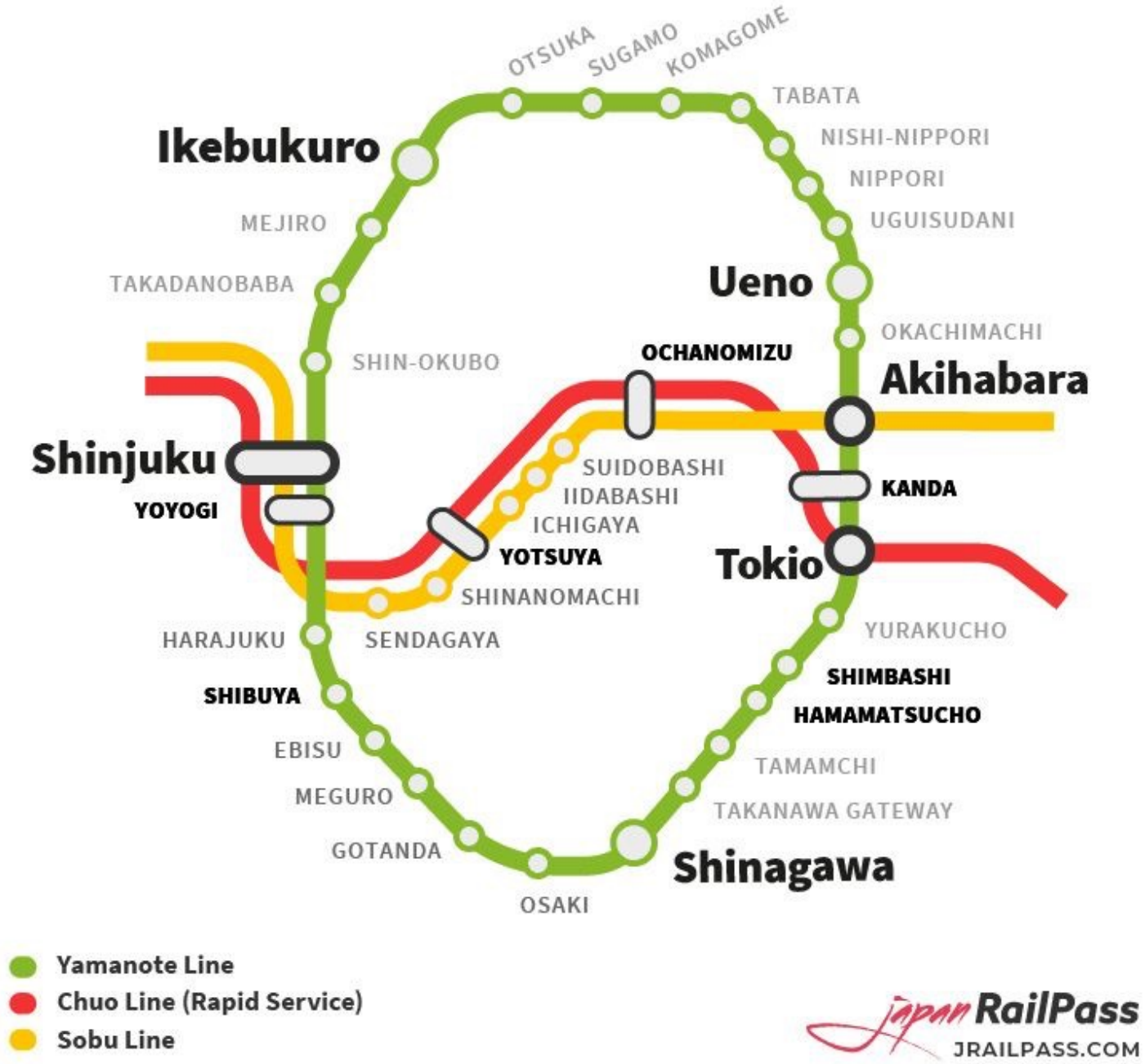
Architectes, paysagistes, participez à la construction des quartiers de gare du nouveau métro

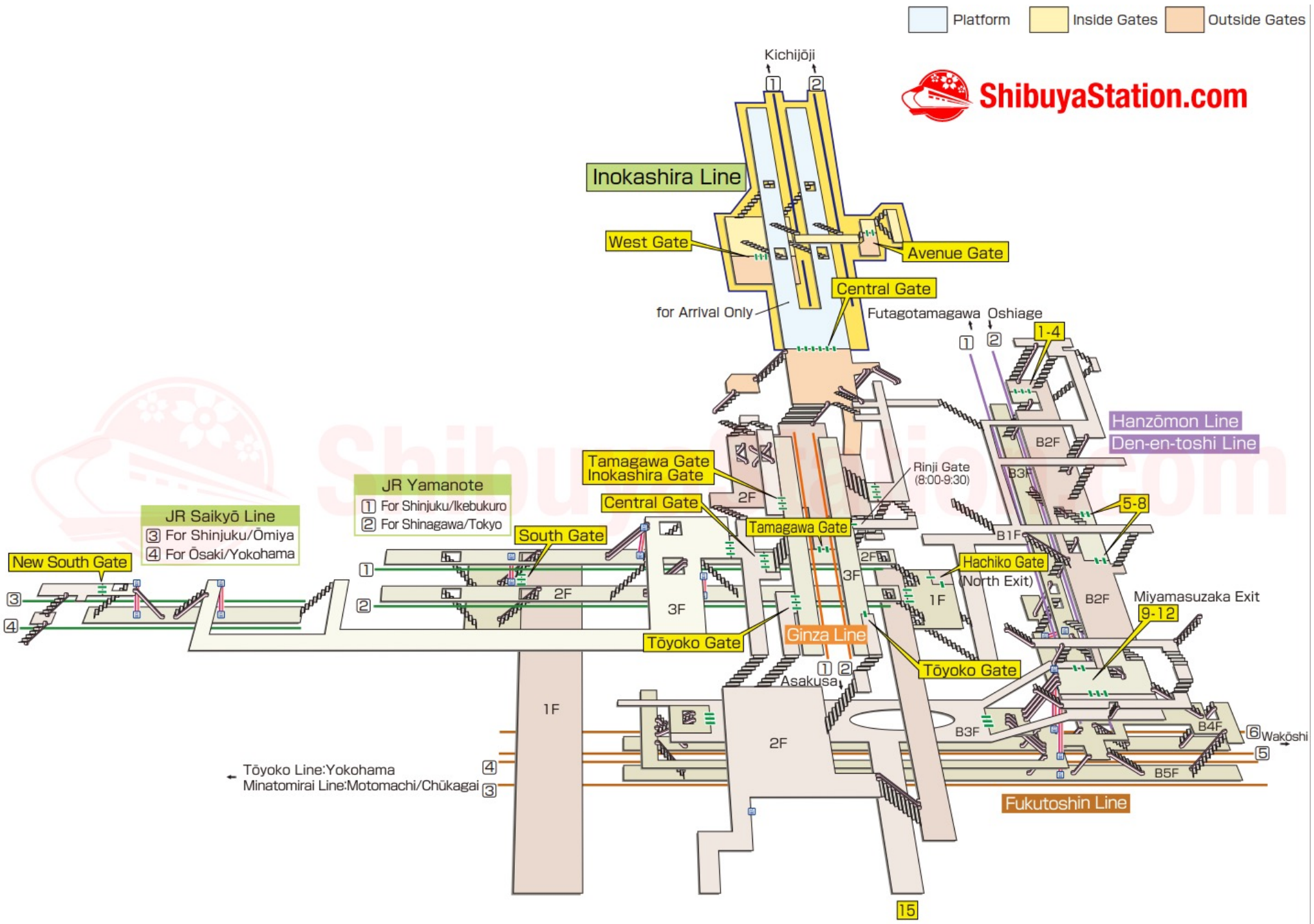
Illustration imaginaire du Grand Paris de Martin Etienne © 2021

JR EAST GROUP Railway Lines Network

*Different stations may be stopped at depending on the train.
Some railway lines other than JR EAST are also displayed.


Ikebukuro
Shinjuku
Shibuya
Roppongi
Meguro
Ueno
Asakusa
Tokyo
Otemachi
Shimbashi
Line Color
Line Symbol
Station Number
Toei Line
Tokyo Metro Line
Asakusa Line
Mita Line
Shinjuku Line
Oedo Line
Ginza Line
Marunouchi Line
Hibiya Line
Tozai Line
Chiyoda Line
Yurikamome
Rinkai Line
Junctions


OTSUKA
SUGAMO
KOMAGOME
TABATA
NISHI-NIPPORI
NIPPORI
UGUISUDANI
Ikebukuro
MEJIRO
TAKADANOBABA
Ueno
OKACHIMACHI
SHIN-OKUBO
OCHANOMIZU
Akihabara
Shinjuku
SUIDOBASHI
IIDABASHI
KANDA
YOYOGI
ICHIGAYA
YOTSUYA
Tokio
SHINANOMACHI
YURAKUCHO
HARAJUKU
SENDAGAYA
SHIMBASHI
SHIBUYA
HAMAMATSUCHO
EBISU
TAMAMCHI
MEGURO
TAKANAWA GATEWAY
GOTANDA
Shinagawa
OSAKI
Yamanote Line
Chuo Line (Rapid Service)
Sobu Line
japan RailPass
JRAILPASS.COM

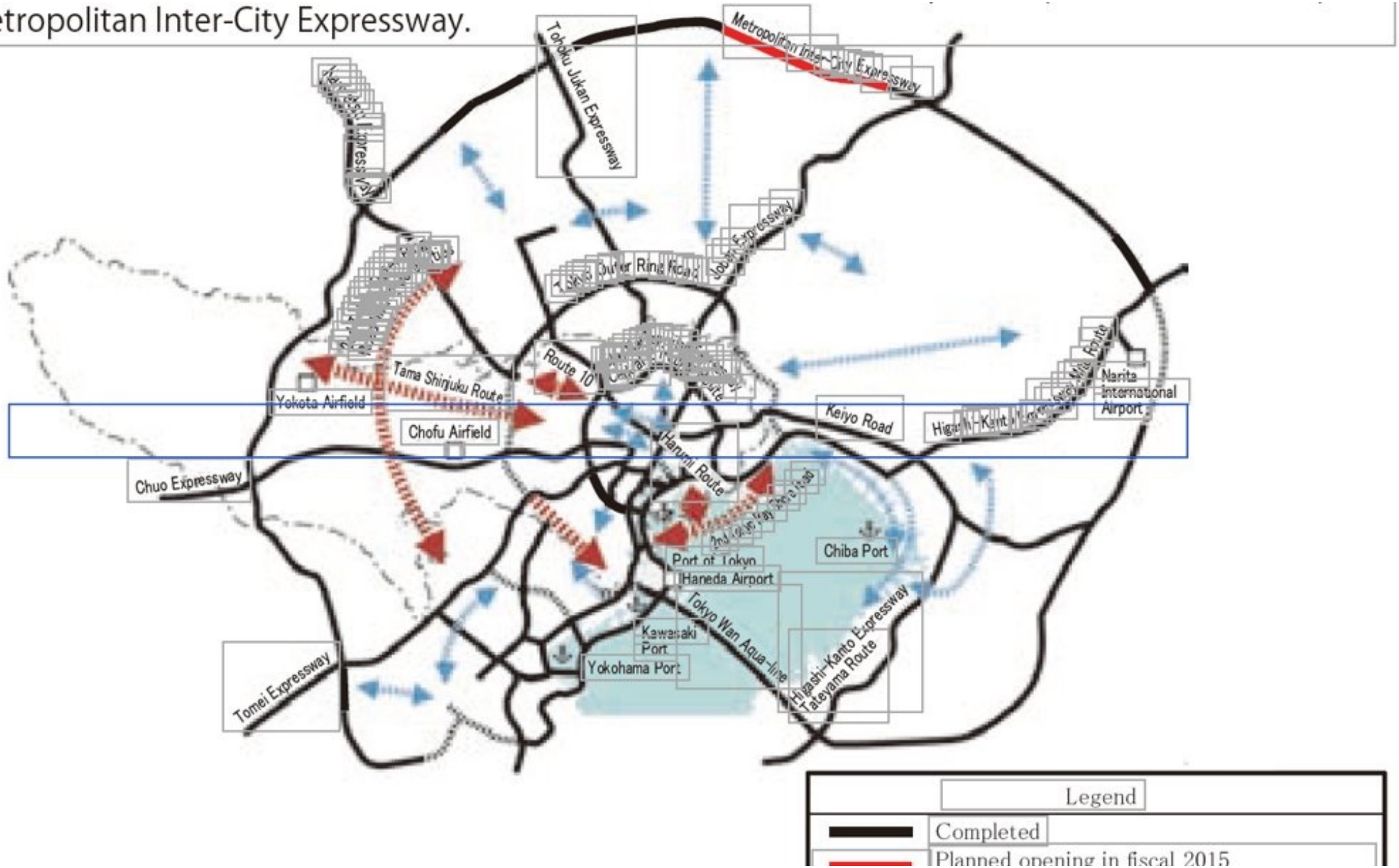

Platform
Inside Gates
Outside Gates
ShibuyaStation.com
Kichijōji
1
2
Inokashira Line
West Gate
Avenue Gate
Central Gate
for Arrival Only
Futagotamagawa
Oshiage
1-4
Hanzōmon Line
Den-en-toshi Line
B2F
B3F
B1F
Tamagawa Gate
Inokashira Gate
Rinji Gate
(8:00-9:30)
Central Gate
2F
Tamagawa Gate
5-8
JR Yamanote
1 For Shinjuku/Ikebukuro
2 For Shinagawa/Tokyo
JR Saikyō Line
3 For Shinjuku/Ōmiya
4 For Ōsaki/Yokohama
South Gate
New South Gate
3
4
2F
3F
Hachiko Gate
(North Exit)
1F
Miyamasuzaka Exit
9-12
Tōyoko Gate
Ginza Line
Tōyoko Gate
Asakusa
1F
2F
B3F
B4F
6
Wakōshi
5
B5F
Tōyoko Line:Yokohama
Minatomirai Line:Motomachi/Chūkagai
Fukutoshin Line
15

Plan de remodelación del área de la estación de Shibuya


無料案内所
HITACHI
LABI
無料
案内所
遊びの情報館
キラリ
出会いカフェ
明るいお店
優良情報満載
無料
案内
24時間
見学無料
萌
麻雀
DVD

The small apartments are near trendy areas.Credit...Noriko Hayashi for The New York Times

Metropolitan Inter-City Expressway.



Funding sustainable mobility infrastructure

Land value capture strategies of the Japanese railway groups

EHESS Seminar – June 5, 2022

Natacha Aveline-Dubach, CNRS professor at Géographie-cités, Campus Condorcet

Ohno, H. (2017). *Fiber City A Vision for the Shrinking Megacity, Tokyo 2050 [Bilingual: Japanese/English*. University of Tokyo Press: University of Tokyo Press.

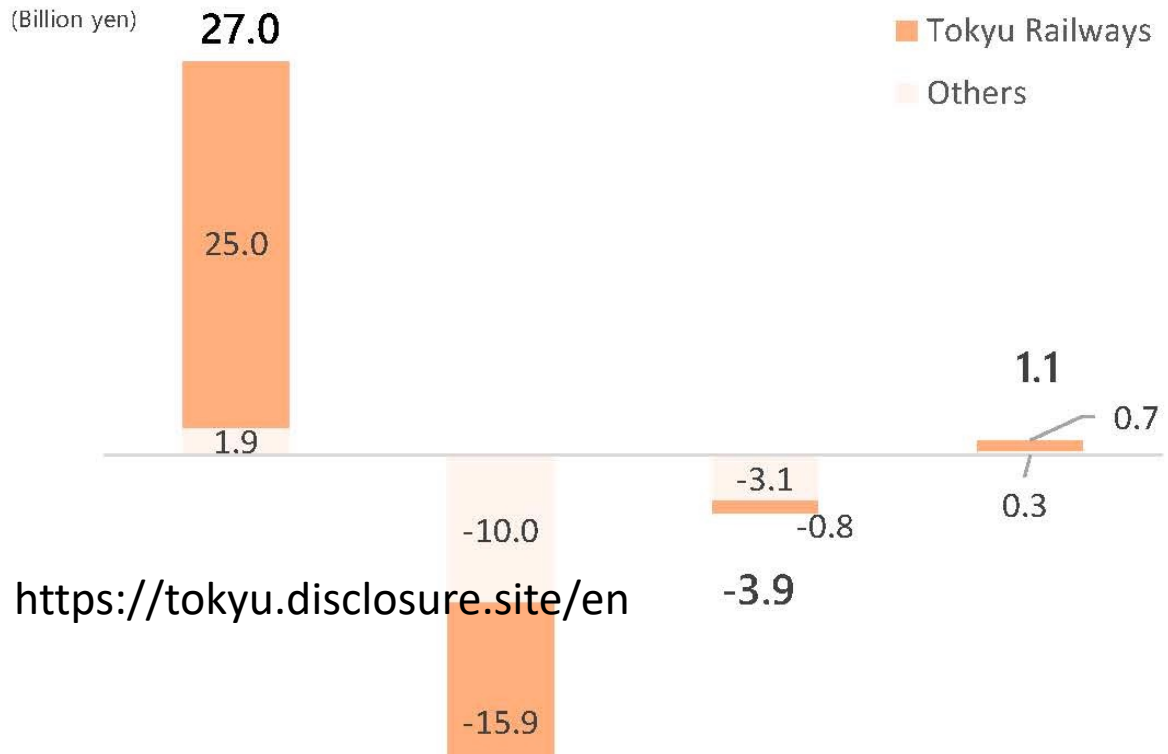
https://www.tokyobybike.com/2009/06/introducing-mamachari.html

Operating Profit by Segment(1)

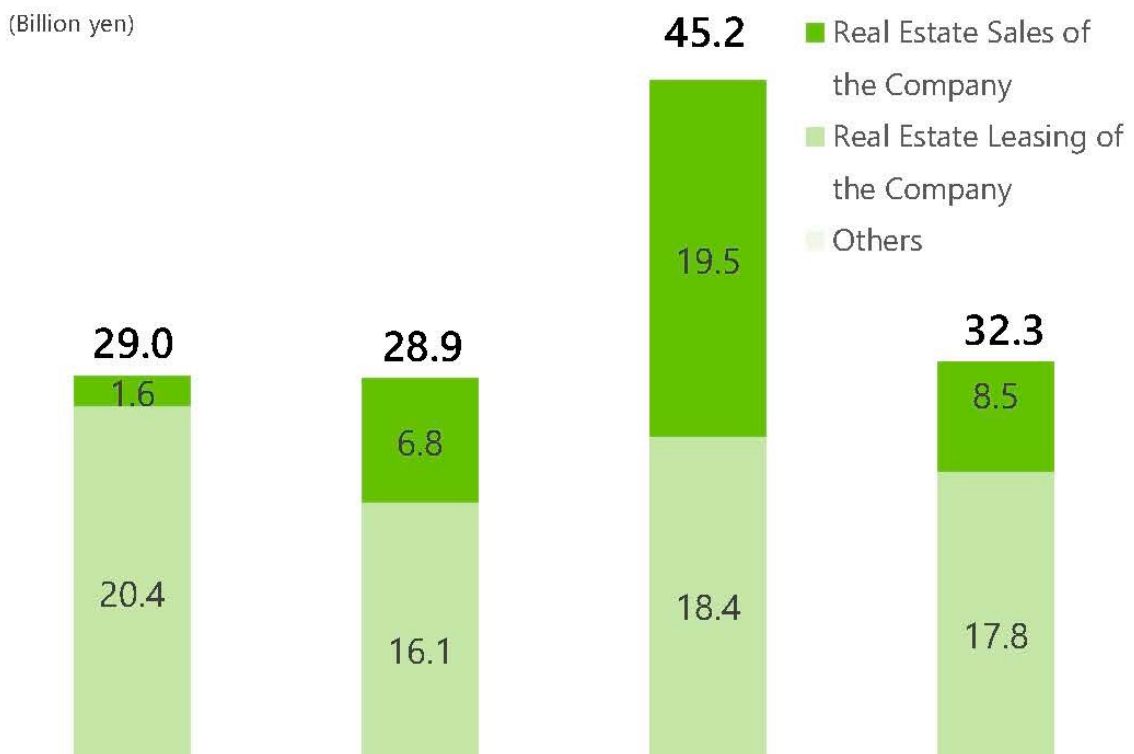
Forecast for FY2022

Transportation	・Tokyu Railways has been making a steady progress in its profitability improvement initiatives such as fare revisions and Permanent fixed cost reductions. ・It expects to enter profitability due to a recovery in demand in FY2022. Nevertheless, the effect of fare revisions will start to contribute in FY2023
Real Estate	・Overall segment income is expected to decrease due to the great contribution from the real estate sales business on the scale of FY2021, but we expect continuous and stable profit contribution mainly from the real estate leasing business. Tokyu Kabukicho Tower completion costs, etc. are factored in.

Transportation



Real Estate



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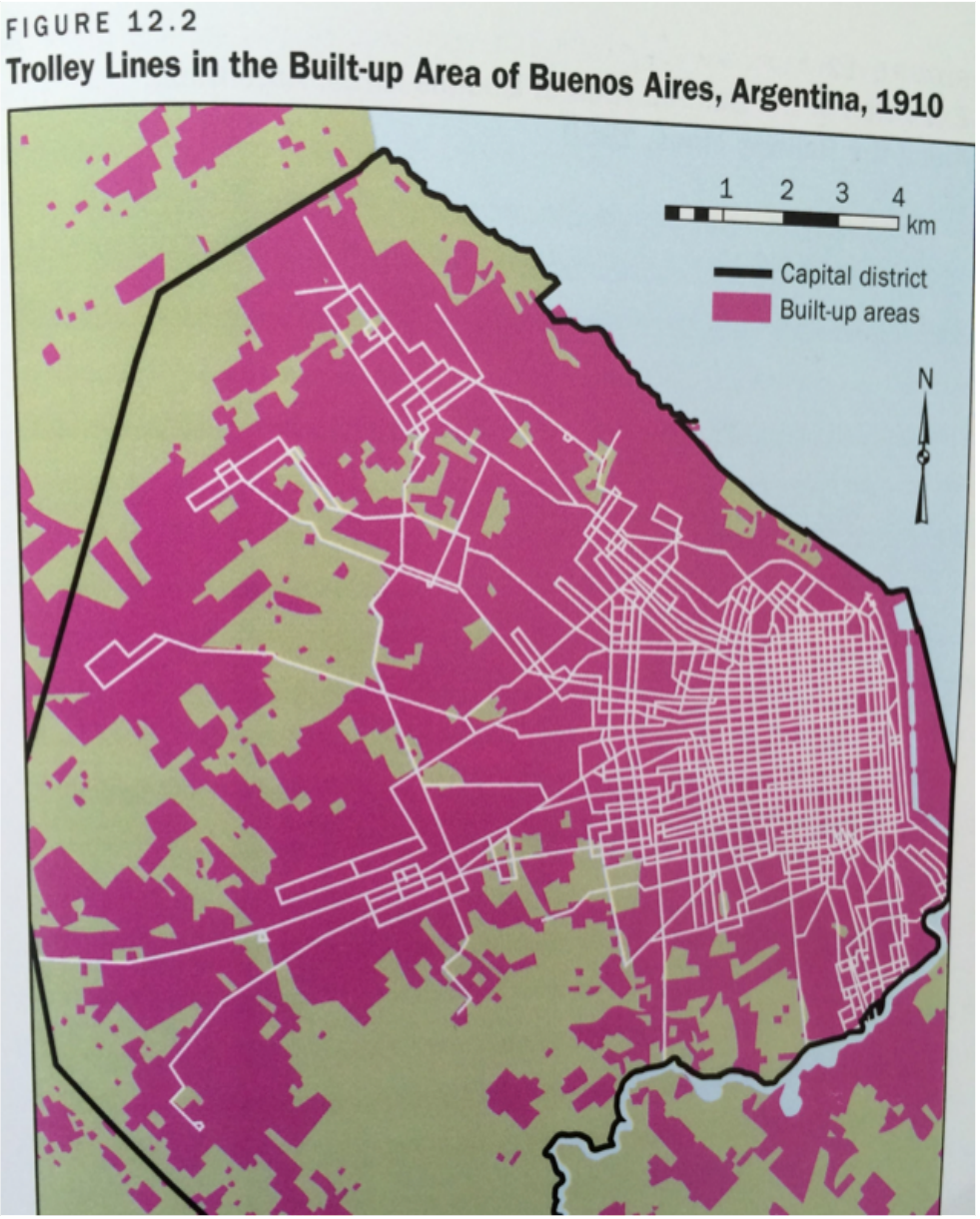
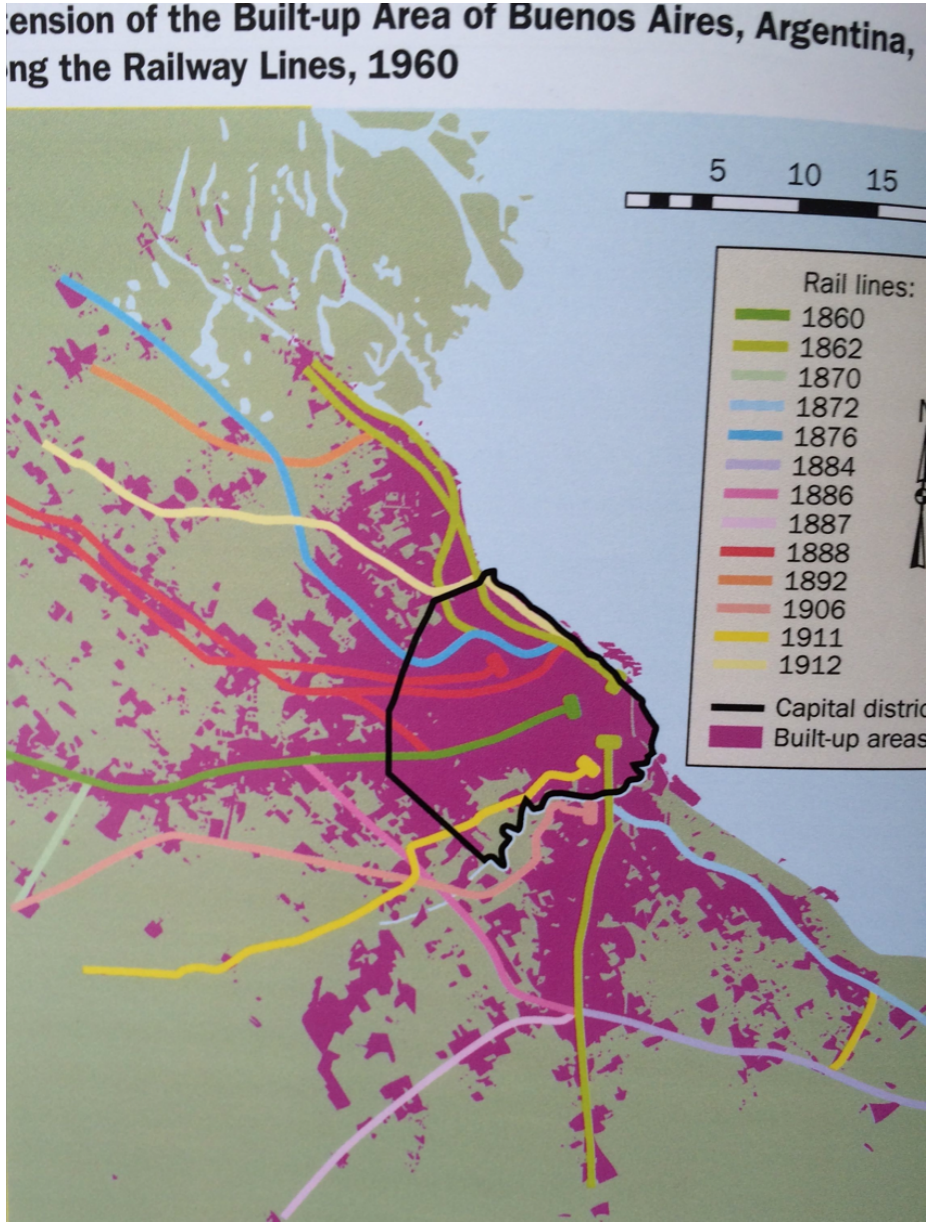
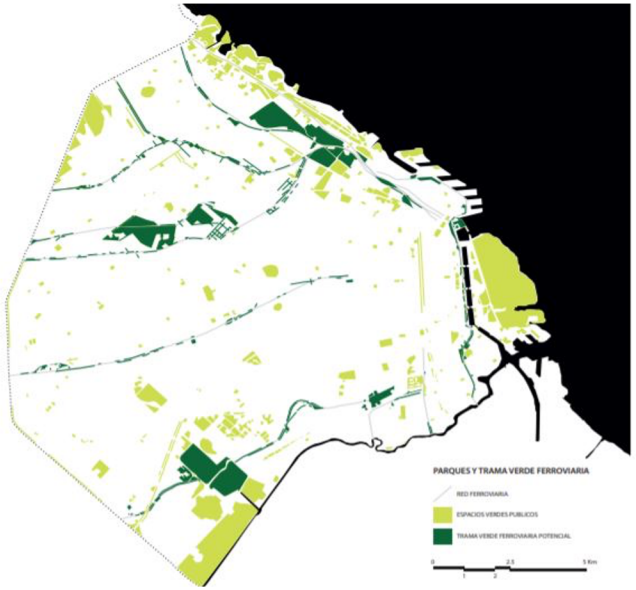




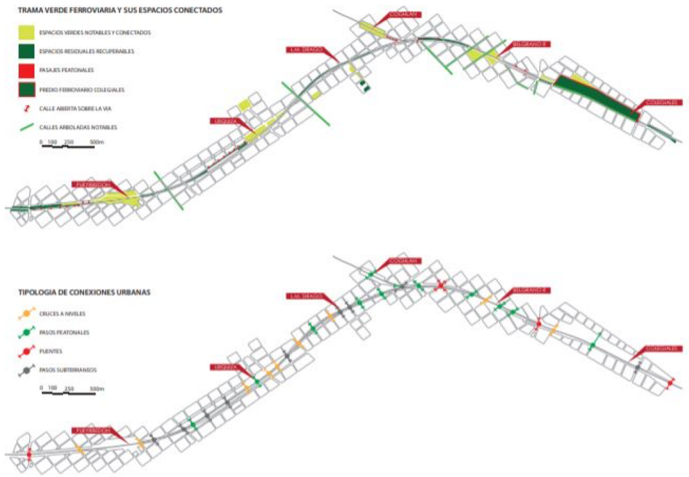
FURBAN

Angel, Planet of cities

CIUDAD EN MOVIMIENTO



Plano de los espacios verdes de Buenos Aires existentes con la trama verde ferroviaria potencial, que podría servir para establecer un sistema de parques. Abajo, fotografía de los cajones verdes con vistas sobre el perfil urbano de la ciudad.
Fotos 1 y 2: Albano García. Foto 3: Sandro Munari



*Plano del tramo de 7 km estudiado de la línea Mitre, ramal José León Suarez. Los elementos del paisaje existente, parques, plazas, pasajes peatonales, calles abiertas hacia las vías, se agregan en un sistema de trama verde gracias a los baldíos ferroviarios recuperados y los caminos potenciales. Las distintas tipologías de cruces a nivel generan una calidad paisajística entre la trama verde ferroviaria y la trama vial. Planos realizados por Styven Braz**.*

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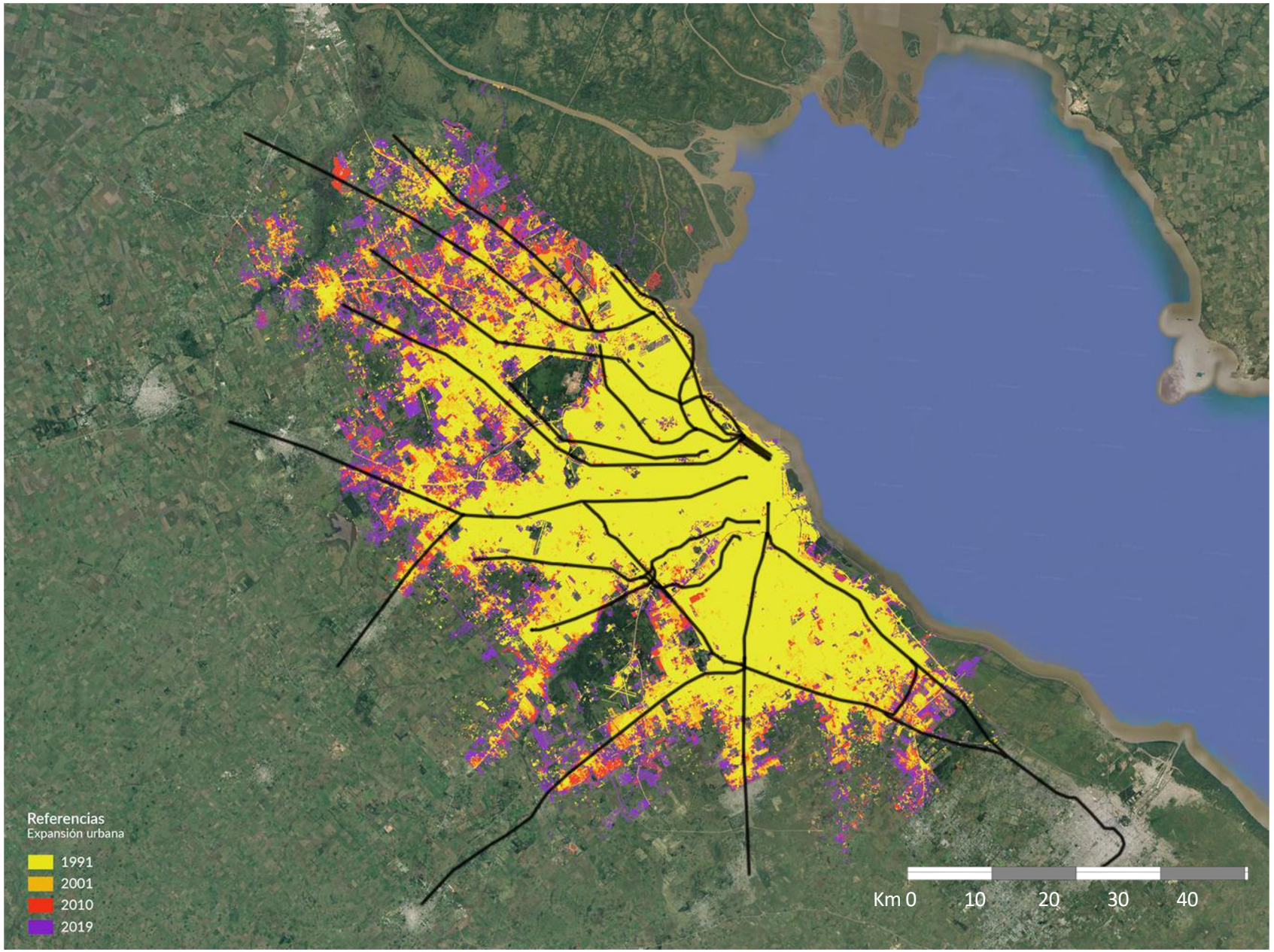

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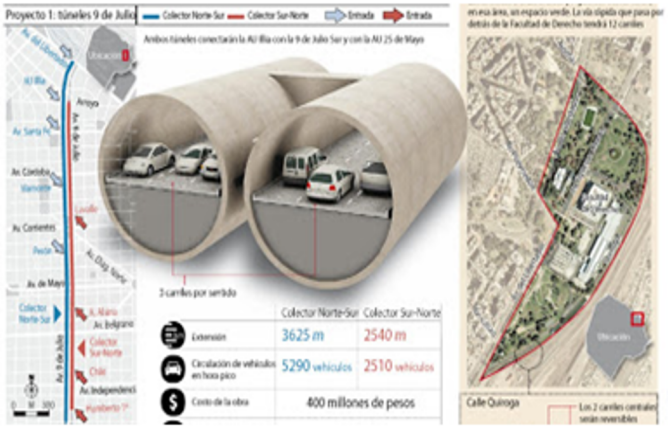

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Avenida 9 de Julio, Buenos Aires, Argentina.

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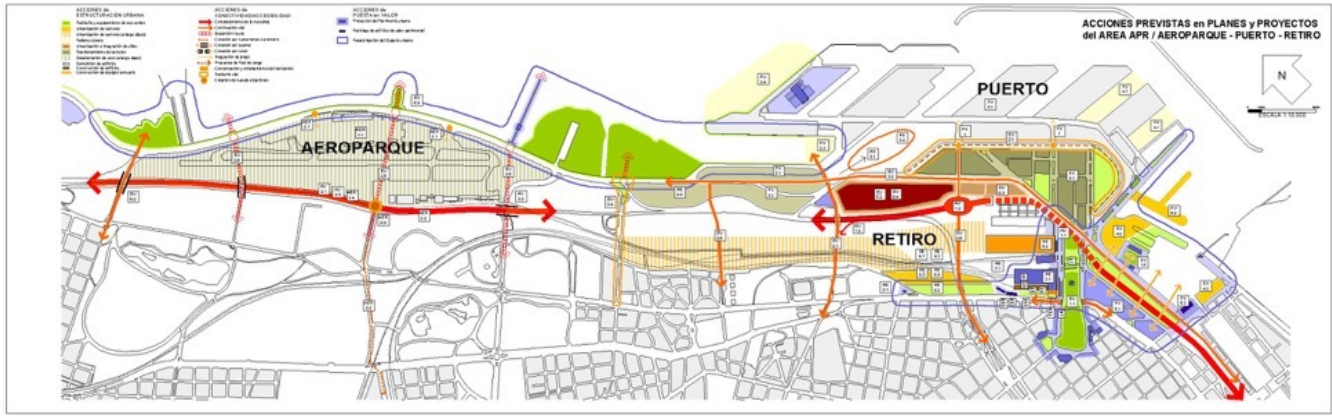

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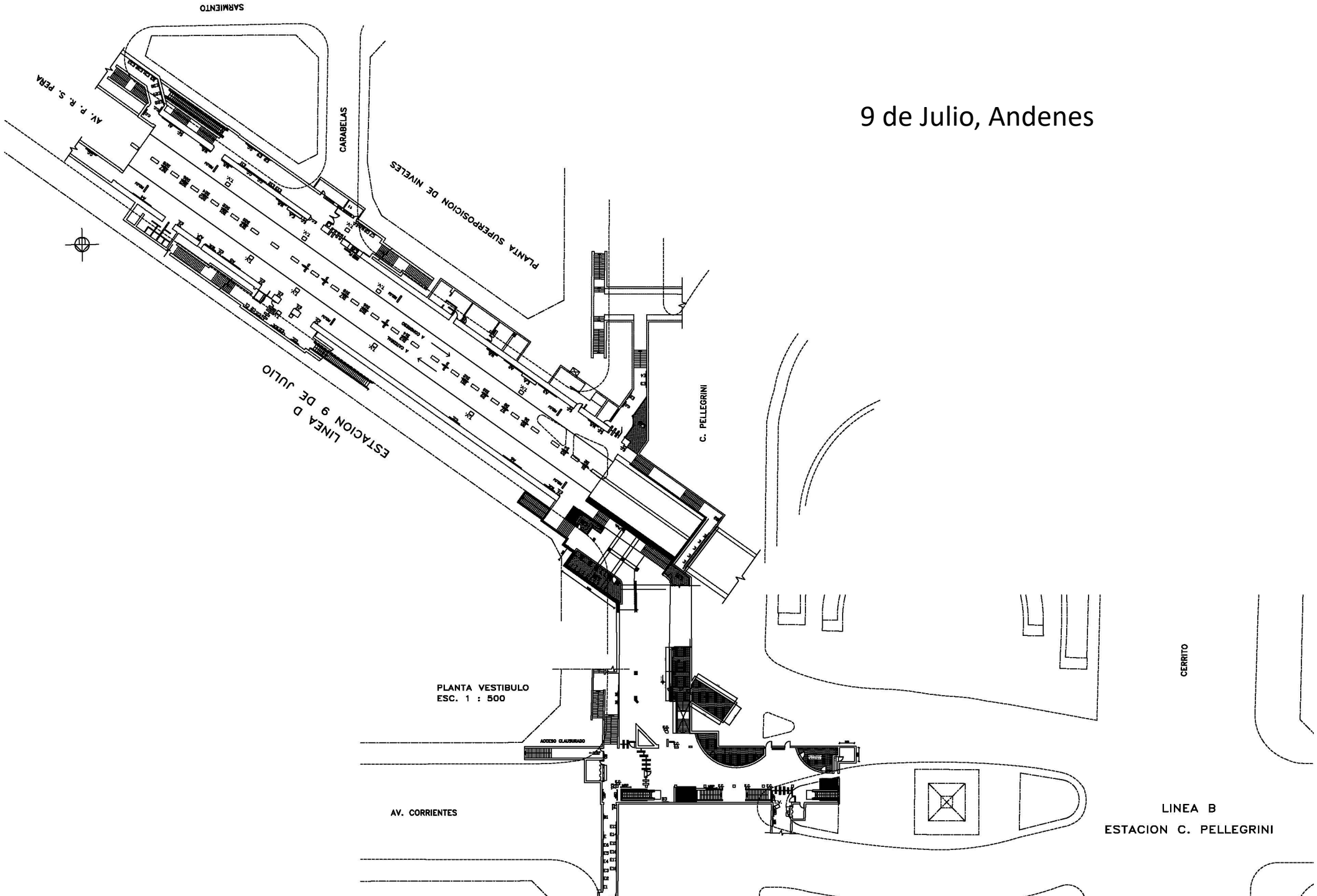
9 de Julio, Andenes

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