Arequipa, Peru

Partner country

Status of the project: **ongoing technical assistance**

Basic Information

Urban area: **3,700,00 km^2**

Population: **910,000** | **Growth rate: 1.09%**

GDP per capita: **USD 10,277**

National GHG emissions per capita: **2.82 (tCO_2eq)**

Exposure to climate change: **HIGH**

Region capital city

Context

Urban mobility in Arequipa represents an issue highlighted by transport data in 2016, which recorded 52,877 infractions, 5,410 accidents and 128 fatalities and 5,282 non-fatal victims. In 2008, the population clearly preferred to travel by bus, with 63% of all journeys made on an average day, 16.6% of which on foot. By 2017, on the main north-south and south-north axis of the city, which crosses the historic centre, 47% of journeys were made by public transport, 30% by private vehicle and 23% by taxi.

This would indicate a modal choice influenced by:

- The growth of the vehicle fleet without considering the type of service and demand; as of 2016, there are 261,600 vehicles (25% taxis and 46% private cars).
- The low quality of the public transport service, which the user perceives as unsafe conditioned by the 4,000 units of low capacity, poor maintenance, and which are over 20 years old, operating 240 routes.
- The disarticulation of the urban infrastructure with low connectivity between the urban units of the city, road discontinuity and the variation of sections in continuous sectors, aggravated by the superposition of the urban centrality and the historical one.

Arequipa has no mass rapid transit system, but a first light rail system on the main 15 km long NW-SE corridor is planned. Currently, its public transport system relies on non-integrated bus lines. There is an existing transport master plan or similar document (Route regulatory plan 2016).

The Municipality of Arequipa, the local counterpart, has the mandate and responsibility to finance mass public transport infrastructure. It does not have the authority to borrow from international finance sources. Systems and procedures are partially in place to monitor, evaluate and report on urban transport.

The objective of this Sustainable Urban Mobility Plan (SUMP) project is to develop a city model that promotes more sustainable modes of travel (walking, cycling, and mass public transport). The main expected results are:

- Improve the urban mobility system and incorporate new technologies reducing travel times, road accidents and implement the Integrated Transportation System
- Reduce the effects of transport on climate change and, as well as the consumption of non-renewable energy
- Improve urban social equity, ensuring universal accessibility while promoting alternative use of the road system and promoting healthier modes
- Develop institutional capacities for the different stakeholders involved in urban mobility issues

The technical assistance provided to Arequipa contributes to institutional strengthening by regulating the sustainable urban mobility management, promoting projects to be executed by the municipality and financing mechanisms for infrastructure, equipment and monitoring system.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: European Union

Funding amount: EUR 500,000

Implemented by: AFD through the EUROCLIMA+ Programme

Local counterpart: Municipality of Arequipa, Municipal Planning Institute (IMPLA)

Supported activities:

- Development of the integrated public transport network
- Strategic programmes and projects to optimise the operation of freight transport and urban logistics
- Implementation plan
- Monitoring system

Status of implementation

Project start: November 2020

Expected project completion: July 2022

Completed outputs:

- Forum on challenges and opportunities for Sustainable Urban Mobility
- Participation plan
- Communication plan
- Expectations survey
- Diagnostic workshop
- Mobility diagnostic

Next expected outputs

- Definition of a vision, strategic objectives and construction of scenarios
- Action plan, budget and financing
- Monitoring, reporting and accompaniment to the implementation

Core impact indicators baselines

Indicator	Baseline – 2019-2021
Access to public transport Proportion of the population living 500 meters or less of a public transport stop	74%
Air pollution Mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	9 µg/m³ of PM2.5
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants	0.87 fatalities / 100,000 hab
Affordability of public transport Percentage of disposable household income spent on public transport for the second quintile household income group	12%

Highlights

SUMP preparation was adapted to COVID-19 context, moving forward the project despite implementation challenges.

Due to COVID 19, the consulting team had to modify the initial methodology (100% face-to-face) to a mixed strategy that allowed them to adapt to the restrictions that varied depending on the peaks of contagion. This strategy also involved holding events with restricted seating capacity, thus increasing the number and timing of activities. The last workshops (Q3 2021) were hybrid concluding that the most important contributions to the SUMP have been gathered from face-to-face events.

Workshops and forums were held between 2020 and 2021, collecting information from the community. The consulting firm also visited the city to collect data on Arequipa's mobility. Based on the information obtained last year, the consulting firm delivered the city's mobility diagnosis and the vision, mission and final scenario for 2022 is expected.

A plan should be made to assess the mobility situation after the COVID-19 crisis, as the pandemic postponed for months the continuity of the project in Arequipa.