
9. 1^a Conferenza del Traffico

Bologna, Italia, 10 - 11 - 12 Giugno 1974

The Bologna Declaration

Preamble

The administration and organization of towns and cities have always been a source of concern for the people entrusted with these municipal functions.

Compounding this concern, the industrial age of the nineteenth century and the subsequent development of individual motorized vehicles brought about an unrbani- zation process of such vast proportions that municipal authorities are now finding it increasingly difficult to organize and control traffic and the transportation of people and goods within urban areas.

This is why the First World-Wide Intermunicipal Conference on the problems involved in the transportation of people and goods, traffic and parking in urban areas was held from 10 to 12 June, 1974, in Bologna, Italy, under the aegis of the United Towns Organization and the municipality of Bologna.

The 450 conference delegates, representing 80 large and average-size cities and towns of 20 countries, have approved the following declaration.

Declaration

The density of urban concentration has become so great that the constraints and nuisances engender risk, outweighing the advantages

attributable to economic development and causing irremediable harm to the quality of life.

Urban growth in many countries has been determined by profit motives rather than by the search for the maximum good for town-dwellers as a whole.

In some countries the rising cost of land has prompted excessive concentration in downtown areas endowed with infrastructures and public facilities provided by the community. High-density building in centrally located spots has enabled builders to reap huge profits from this situation.

Such encroaching development has engulfed neighboring communities lacking in facilities and infrastructures. The social effects of this type of expansion are there for all to see:

* The uneven distribution of public and social facilities and the relatively great distances between production zones and residential areas have generated an artificial, pathological need for people to move about, which contributes to the congestion of urban agglomerations. As it is impossible to cater fully to this growing need, there has sprung up a feeling of general dissatisfaction, which is all the keener as the time

available for rest, recreation and cultural, social and political activities has been cut back.

* This phenomenon has grown intolerably worse over recent decades because of the automobile "boom", often encouraged by public authorities who have built up huge road infrastructures in urban areas to the detriment of vital community facilities, including public transportation.

Those who believed the solution to the urban traffic problem could be found in the promotion of individual conveyance have had their illusions shattered by the generalized urban congestion which they were instrumental in creating.

Passenger transportation is not the only sector affected; the transport of goods that are essential to sustain the community is also at stake. Indeed, the economic, social and cultural life of urban-dwellers is jeopardized.

The economic problems brought to light in some countries by the recent energy crisis clearly illustrate that the waste of resources generated by the wide-spread use of automobiles within towns is incompatible with prospects for balanced development.

Contrary to a fairly current notion, towns are not made for automobiles, but first and foremost to satisfy the needs of the population.

Attempts must be made to reverse this trend as concerns both town-planning policy and transport policy so as to insure the survival of towns and to reinstate normal living conditions for their inhabitants.

This is why the Bologna Confe-

rence participants judge it necessary to place special emphasis on a few major principles that should govern the planning of urban living and provide guidelines for seeking solutions permitting towns to develop harmoniously.

1. The urban settlement must not stifle its inhabitants, but, on the contrary, provide favorable conditions for self-fulfillment. It must be built and organized in the light of the needs of the population.

2. Moving about is a vital human need, which must be satisfied under conditions of safety, comfort, convenience and speed. The possibility of moving freely from place to place and exchanging ideas and experiences freely is a right to which all citizens are entitled. In this sense, pedestrian rights share the characteristics of the recognized Human Rights.

3. The community interest must override private interests when the two are opposed. Collective and public transportation, including the transport of goods, must have effective priority over individual transportation.

4. Public roads belong to the community and must not be monopolized by individual interests.

5. The public transportation service must be set up and managed on the basis of its social utility, not its financial profitability. In particular, it must take into consideration the special needs of the handicapped, children, the elderly and the poor.

6. The town-dweller is first of all a pedestrian and as such must be guaranteed the possibility of moving about and enjoying the urban en-

vironment under conditions of safety and convenience.

7. Transport and town-planning policies are two inseparable factors for harmonious urban development. They must be coordinated and in harmony with urban development. Transport policy should therefore form part of an overall scheme.

8. These policies must be accepted by the citizenry, which pre-supposes that the public is consulted and precisely informed.

Observance of the foregoing principles implies:

9. *institutionally*: that the overall transport scheme comes under a single authority that supervises and coordinates the activity of all the people involved in drawing up and applying the scheme,

10. *functionally*: that the overall transport scheme provides for the integration of the railway network and the underground or surface urban and suburban networks, granting existing railway systems a place of primary importance.

Information, the exchange of experiences, strong arguments to convince the travelling public, the comparison of results — these alone can make it possible to untangle seemingly insurmountable situations.

Herein lie the full value and yield, as regards the problem of urban traffic, of the First World-Wide Intermunicipal Conference of Bologna. This vital effort must be pursued.

The Bologna Conference hopes that the impetus it has sparked will prompt towns and cities to rapidly take decisions suited to improve traffic conditions and

restore the quality of urban life.

Appendix

As a first contribution along these lines, the Bologna Conference delegates have, on the basis of acquired urban experience, retained a few solutions that have proved effective in overcoming specific problems.

Immediate Measures: Certain measures can be implemented immediately without incurring excessive expenditure. Although they are not adequate to solve all problems, they are necessary in that they reflect a change in policy on the part of public authorities.

traffic lanes partially or wholly reserved for public transportation services, especially on the major thoroughfares leading to and from urban agglomerations.

traffic light synchronization favoring surface public transportation.

increasing the comfort of public transportation.

the gradual elimination of private parking on streets in downtown areas and the simultaneous introduction of large parking areas at city limits and at major intersections.

the banning of automobile traffic in certain zones, even if they are not part of the historic center, and the transformation of such zones into pedestrian precincts.

the regulation of automobile traffic, with priority going to the public transportation system.

the introduction, when necessary and feasible, of reserved lanes for cyclists.

an integrated fare policy for the urban and suburban systems: a single ticket per major zone giving access to all public networks.

the division of the real cost of

public transportation among the users:

the community (in return for the invisible benefit the general public draws from such public service).

employers (in return for the facilities offered them for the transport of their employees). This contribution must be allocated solely to public transport companies.

special fares for certain categories of users (workers, students, senior citizens), possibly fares scaled according to the time of day so as to reduce peak-hour traffic and regulate traffic. This measure will call for special attention to working hours.

Obviously, these measures cannot have the desired effect unless they are accompanied by a public transportation investment policy and actually discourage urban-dwellers from using individual vehicles. They no doubt pre-suppose a modification of automobile manufacturing goals. Lastly, such a sweeping change in urban organization cannot be operated without massive participation, approval of the choices such change involves and therefore a wide-spread information campaign to convince the public of the benefit to be drawn from such measures.

Longer-Term Measures: These measures alone can eventually provide solutions that are really effective and suited to urban development. They should be put to immediate study as part of the overall transport scheme, in harmony, naturally, with the urban development plan. It is essential:

to supervise the siting of housing and employment zones,

to insure that all works to expand the public transportation network

are designed to fit in with the existing environment,

to develop transportation routes by building collective facilities and housing around the stations,

to design public transportation systems that not only serve the major routes with adequate capacities, regularity and speed but also encourage urban development along the lines determined by the urban-planning scheme,

to encourage maximum complementarity between the different public networks.

Bologna, 10-12 June, 1974.