



Urbanistica n. 125

September-December 2005

Distribution by www.planum.net

Angela Barbanente

The social function of territory and of town planning: demands, projects, and problems

edited by Elio Trusiani

Elio Trusiani

Raquel Rolnik

Gislene Pereira

Maria do Rocio Morais do Rosario

Elio Trusiani

Cristina de Araujo Lima

Yara Vicentini

José Pessôa

Problems, policies, and research

Urban policy in Brazil: national strategies and local practices

Institutional innovations and social-spatial differences

Lula's government and the Ministry of Cities

The City Statute: new avenues for urban management

Curitiba: the challenge of the sustainable city

Three questions to Jaime Lerner

The Metropolitan Region of Curitiba

Brazilian cities between modernization and marginality

Preserving historic centres in Brazil: ideas and practices

Alberto Magnaghi

Projects and implementation

Exercises in statutory and participatory planning: the Prato TCP

edited by Sandra Bonfiglioli

Marco Mareggi

Gisella Bassanini

Luc Gwiazdzinski

Maurizio Vogliazzo, Decio Guardigli

Marco Albini

Alberico B. Belgiojoso

Lorenza Perelli

Gian Carlo Calza

Alain Guez

Profiles and practices

The city of time and the culture of planning

The spillovers from urban time policies

Women's views of the transformation of the city. A research workshop

The city of the night

Festen. A memorandum for the workshop *Architecture of festivity*

The places of mobility, or the design of temporality inhabited public spaces

Events, museums and paths for urban renewal

Art transforms public spaces

Les Halles. A time architecture workshop

Time aspects in the design of Les Halles in Paris

Mario Sechi

Methods and tools

City centres and peripheries in Pier Paolo Pasolini and Paolo Volponi

Pierluigi Properzi

The reformist governance of the territory. The need for a project

Giovanni Circella, Mario Binetti,

Margherita Mascia

The Prospect Theory and the prediction of traveler behaviour

Received books

Three questions to Jaime Lerner

Elio Trusiani

Elio Trusiani: Curitiba 40 years later: what were the conditions that led to the success of the planning process?

Jaime Lerner: The success of the planning process was due, without doubt, to the organization, management and choice of targeted strategies. There have however been some complementary aspects which may be regarded as the secrets of its success. The city adopted an adequate unitary strategy rather than isolated alternative solutions, in other words it took up proposals and solutions targeted on the life of persons. This choice corresponded to a practical vision of how to operate in one's own city and, on the basis thereof, solutions compatible with the life of the inhabitants were created and adapted. Another decisive factor was the type of development prefigured: a planning process that gave shape to a spatial structure that materialized project intentions in real space, which gave all the chance to participate, and which conferred an identity to the city's own culture.

E.T.: You have spoken about solutions targeted on the life of persons: what for example?

J.L.: One of the great measures carried out in Curitiba was thinking of a city based on persons and not on the automobile: I can guarantee that more than forty years ago it was not easy to adopt such a strategy and, above all, it was not a fashionable practice, indeed it was quite the reverse. Thinking that we drive so as to live and not live so as to drive. Moreover, I believe that the great merit was that of

understanding the necessity for an urban policy that would generate transformations immediately and not after decades of waiting. At the root of the great transformation there is the small transformation; it is fundamental to make things happen now and then to perfect and aim the process according to the changes in contemporary reality, following a flexible approach to urban planning according to an equation of co-responsibility.

E.T.: What do you mean by equation of co-responsibility?

J.L.: Financing a city should be thought out on the basis of the responsibility of each one of the actors/agents who define its life. It is necessary to recognize clearly the functions of the governments at the various levels, of the metropolitan organs, of the entrepreneurs, of the inhabitants. This means building an equation of co-responsibility. This optimizes the use of the resources and strengthens efforts. Creating a society with clearly defines responsibilities, in which private investment, used for producing infrastructures and services, is fundamental for attaining the goal and quality. Public transport brings this situation very clearly into focus. When it is wholly payable by the public, normally it does not respond to the express need. It cannot be wholly private because the return/earnings on the investment is very delayed and therefore it is not a factor of attraction for entrepreneurs. Hence, the ideal is for the public power to establish the planning strategy, the infrastructures and the management modalities, leaving the operative and practical aspects to private enterprise, as is the case in Curitiba. The same thing

can happen for many other services that can involve private operators, provided responsibilities are clear and well defined. This is not just a vision of administrative rationality, but rather one of solidarity. For each situation there is a co-responsibility. At times this implies collaboration between the public authority and the private sector, while other times it can contemplate the participation of an entire part of the population; that is what happens when a city proposes a practice that has to be followed by all, as for example the household separation of wastes.