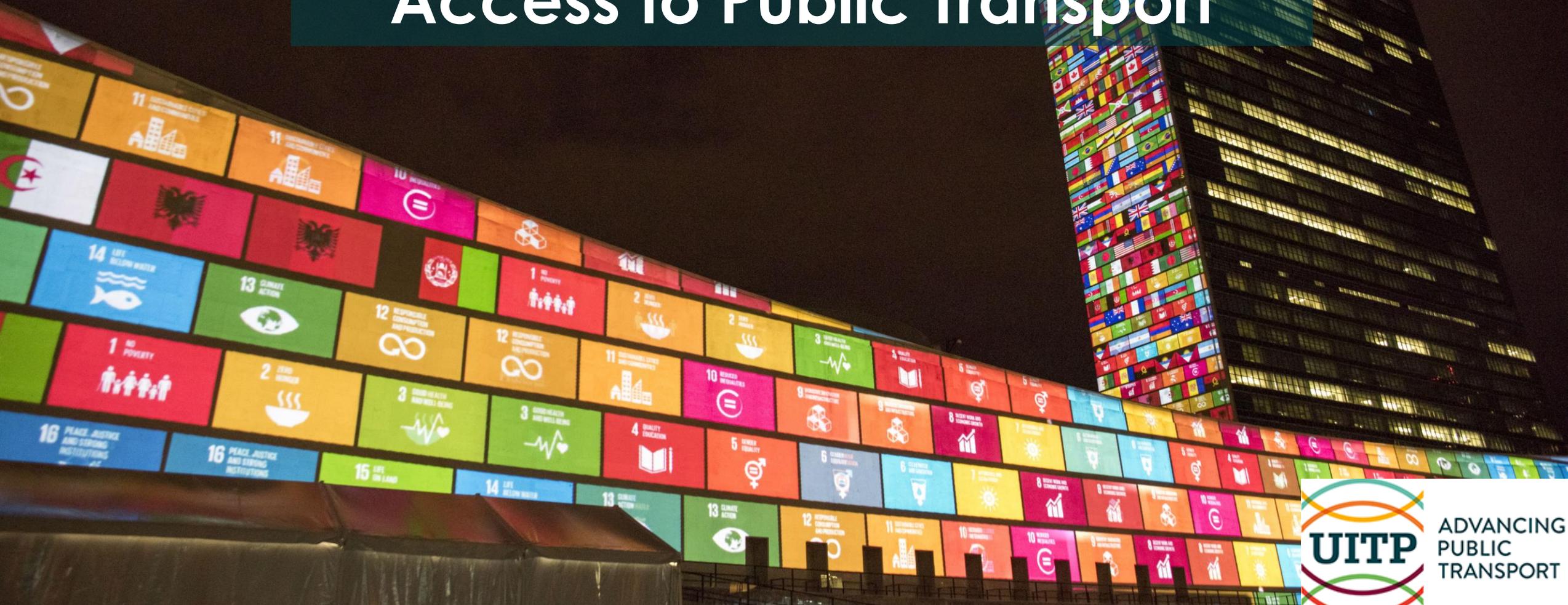# Mobility & SDGs:
Status and Update of SDG 11.2
"Access to Public Transport"

UITP
ADVANCING PUBLIC TRANSPORT

SDG 11.2 " ACCESS TO PUBLIC TRANSPORT"

UN⊕HABITAT FOR A BETTER URBAN FUTURE — Custodian Agency

UITP ADVANCING PUBLIC TRANSPORT — Reporting Agencies

TARGET 11.2

By 2030, provide access to **safe, affordable, accessible and sustainable transport systems for all**, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, and children, persons with disabilities and older persons.

INDICATOR 11.2.1

Proportion of the population that has **convenient access to public transport** by sex, age and persons with disabilities (500m from a public transport stop)

Tier 2: Indicator conceptually clear, established methodology and standards available but data are not regularly produced by countries.

URBAN POPULATION WITH CONVENIENT ACCESS TO PUBLIC TRANSPORT (%)
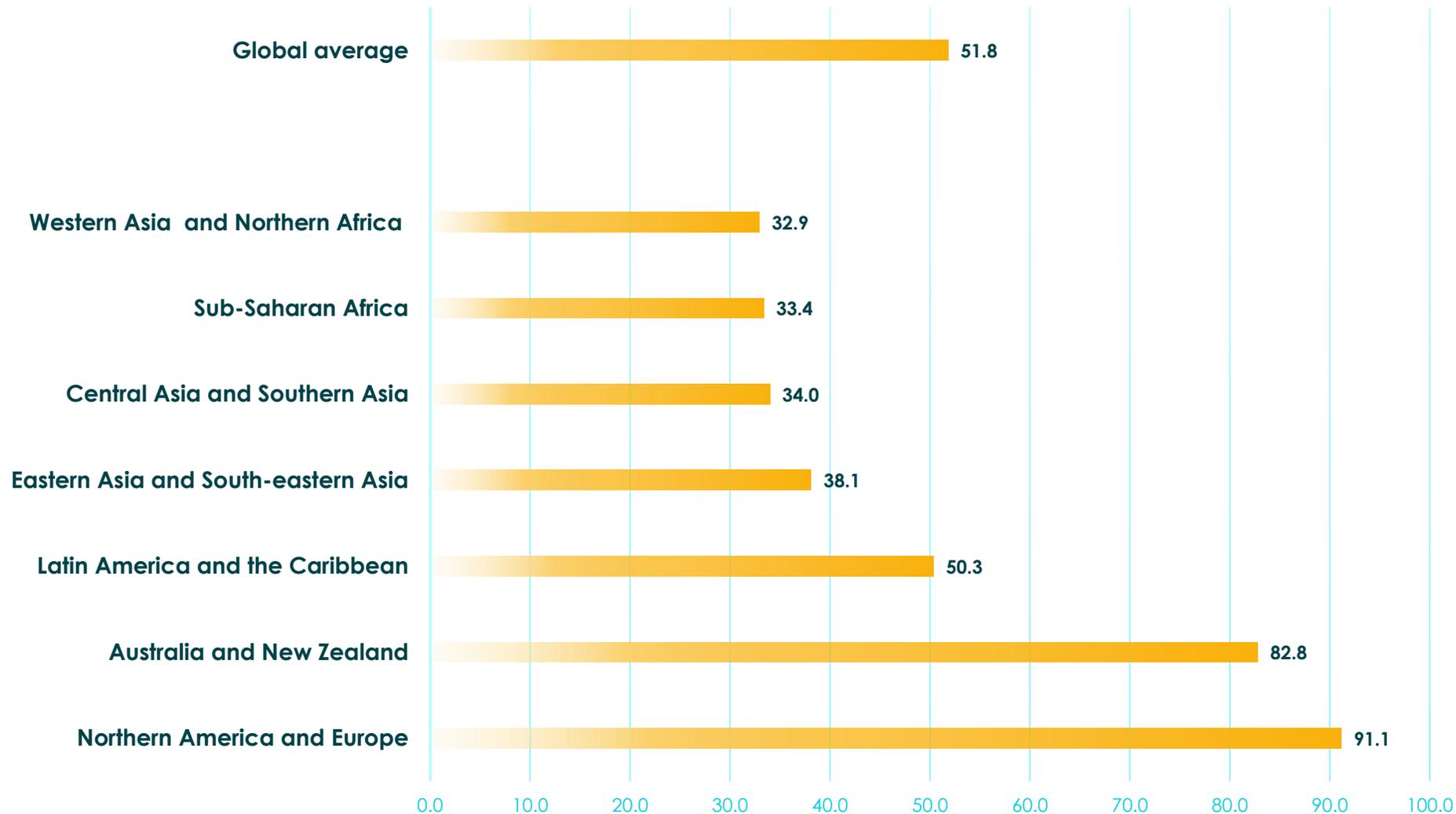
Based on data from 1260 cities constituting 28 in Australia and New Zealand, 94 in Central Asia and Southern Asia, 102 in Eastern Asia and South-eastern Asia, 63 in Latin America and the Caribbean, 747 in Northern America and Europe, 85 in Sub-Saharan Africa, and 141 in Western Asia and Northern Africa

Region	Value
Global average	51.8
Western Asia and Northern Africa	32.9
Sub-Saharan Africa	33.4
Central Asia and Southern Asia	34.0
Eastern Asia and South-eastern Asia	38.1
Latin America and the Caribbean	50.3
Australia and New Zealand	82.8
Northern America and Europe	91.1

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BUT WHAT DO PEOPLE ACTUALLY THINK?

Difficulty in accessing public transport by level of difficulty and degree of urbanisation (2012 data)
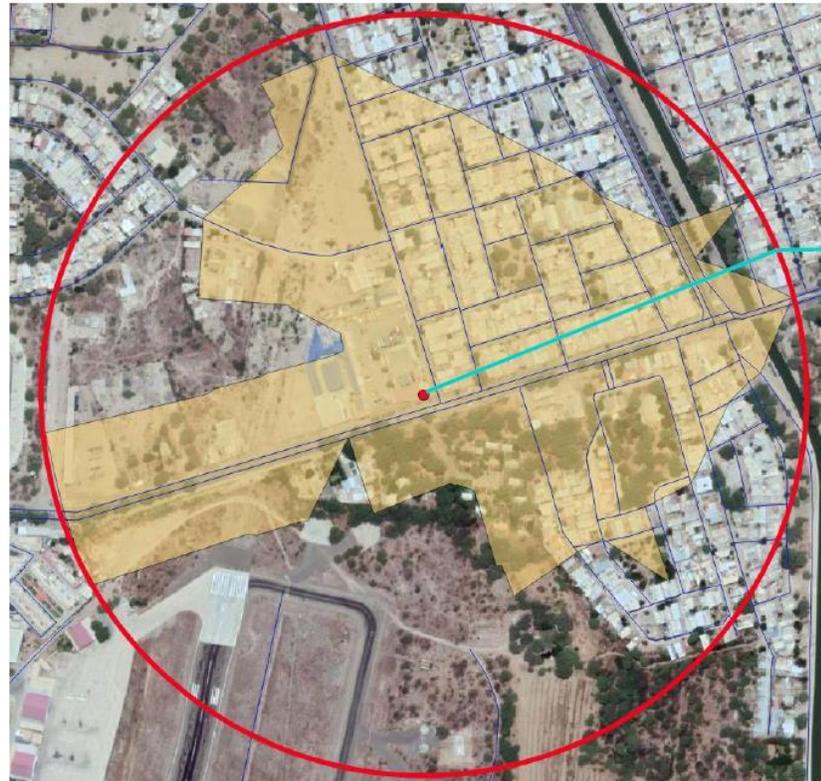
% of population
Very high or high difficulty
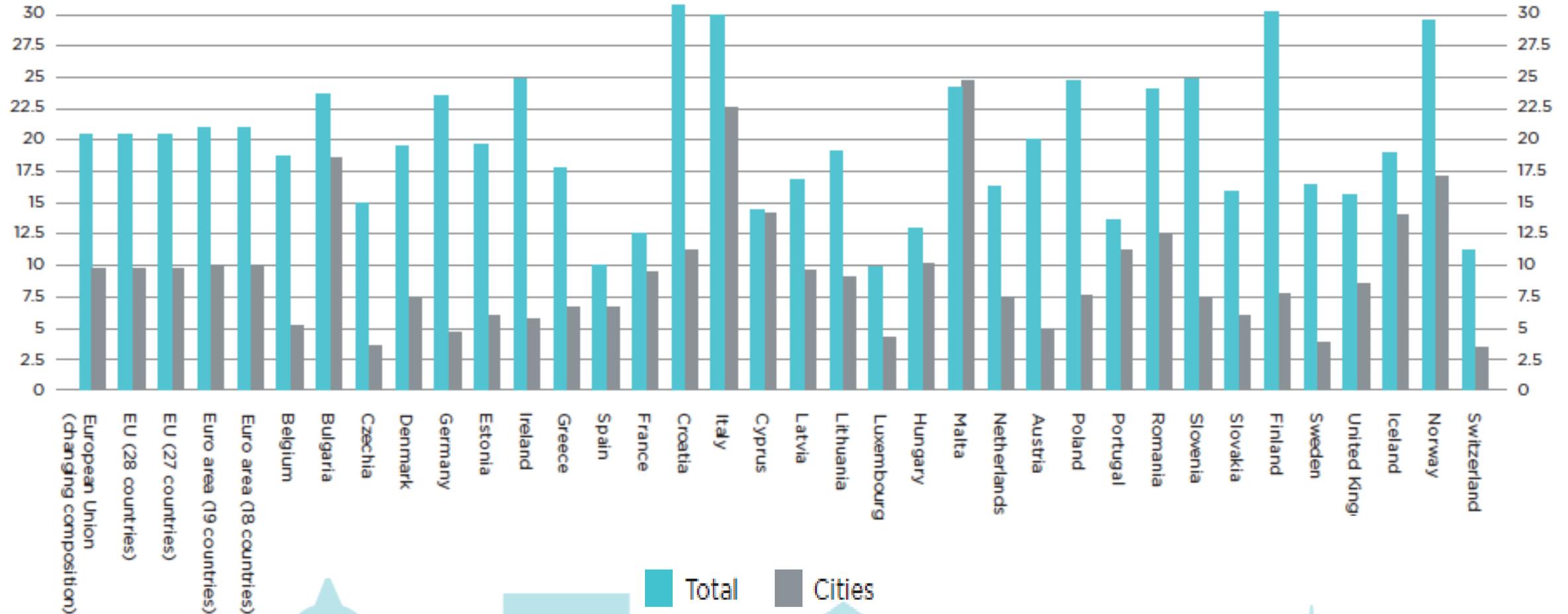
IS A RATIONALE TO MEASURE "CONVENIENT ACCESS" INSTEAD OF "ACCESS"

You might be 0.5 km away from the nearest bus stop, but…

Updates To Metadata: **1**   Core Indicator of 500 m Walking Access to transit stop (instead of buffer)

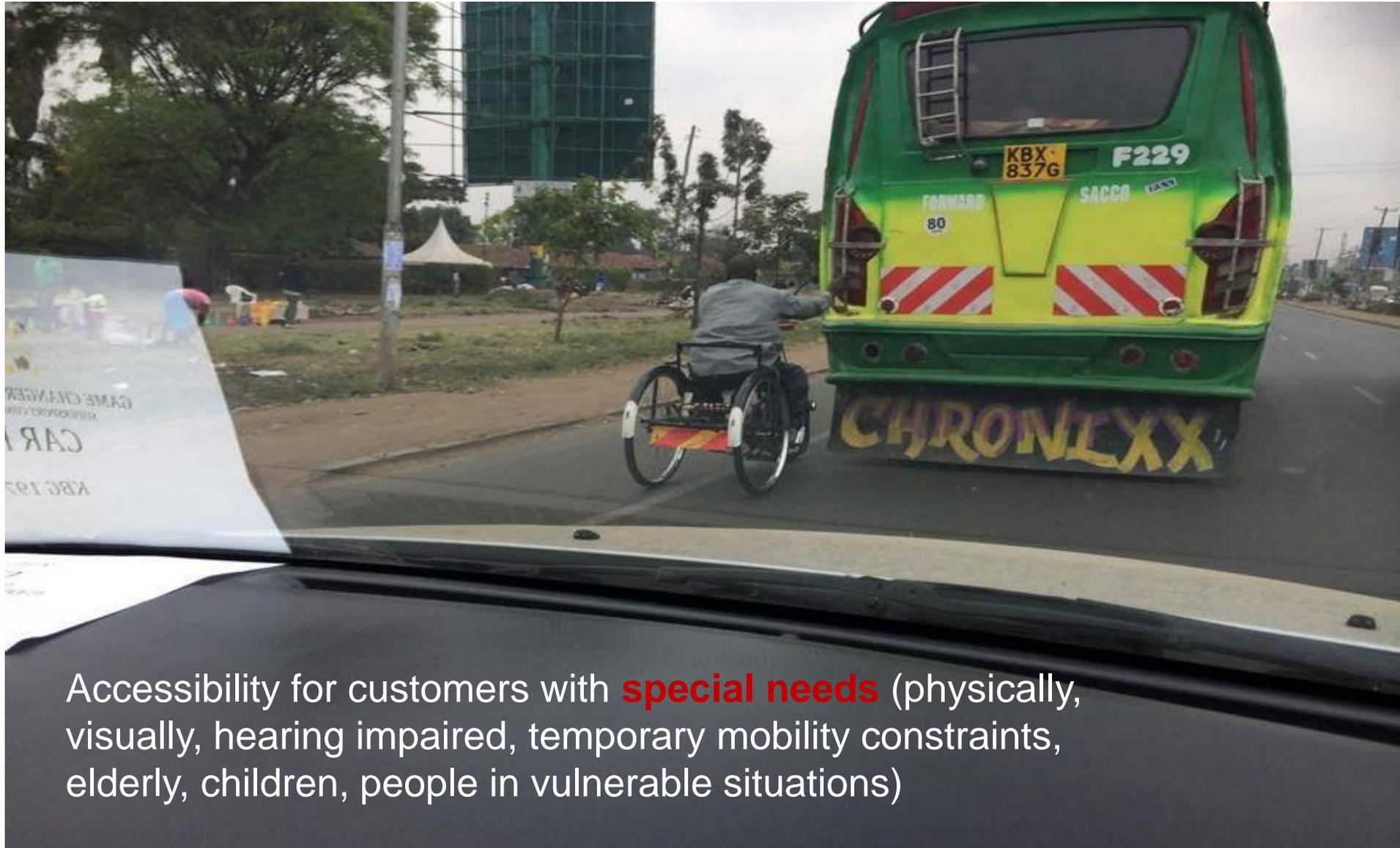From buffer to road network - distance of 500 m (or 1km)

IS THIS ACCESSIBLE?

Frequency of service during peak travel time

IS THIS ACCESSIBLE?

Accessibility for customers with **special needs** (physically, visually, hearing impaired, temporary mobility constraints, elderly, children, people in vulnerable situations)

IS THIS ACCESSIBLE?

Affordability
for the urban poor

IS THIS ACCESSIBLE?

Safety concerns at officially recognized stops

IS THIS ACCESSIBLE?

Access to opportunities when the bus goes to nowhere in particular?

EXCLUDES INFORMAL TRANSPORT
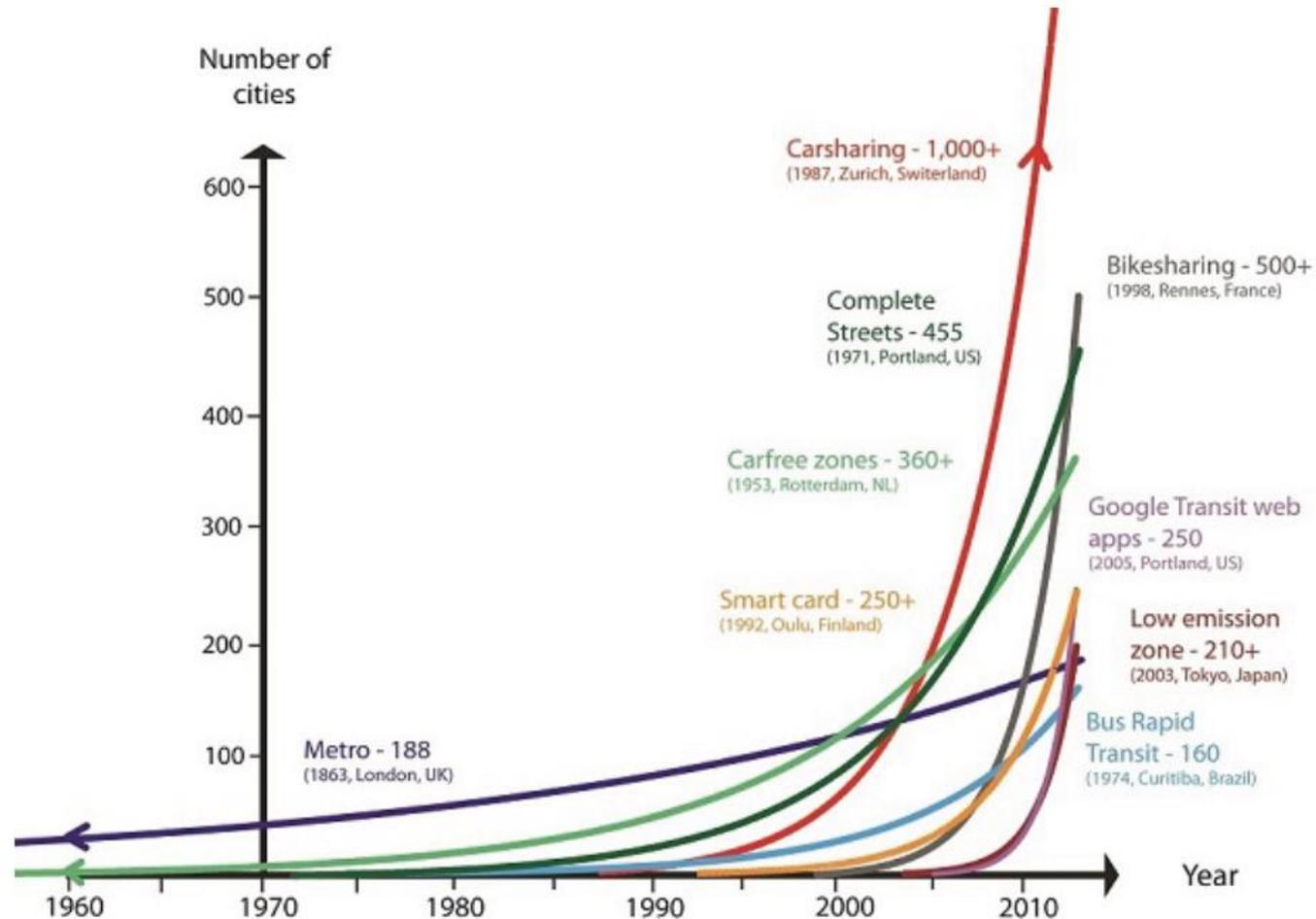
Formal Public Transport

Formal & Informal Public Transport

Cape Town's Public Transport Network: With (Green Lines) and without informal transport. Informal Transport has over 70% market share at cities of many emerging countries

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WhereIsMyTransport

GLOBAL ADOPTION OF TRADITIONAL AND NON-TRADITIONAL PUBLIC TRANSPORT
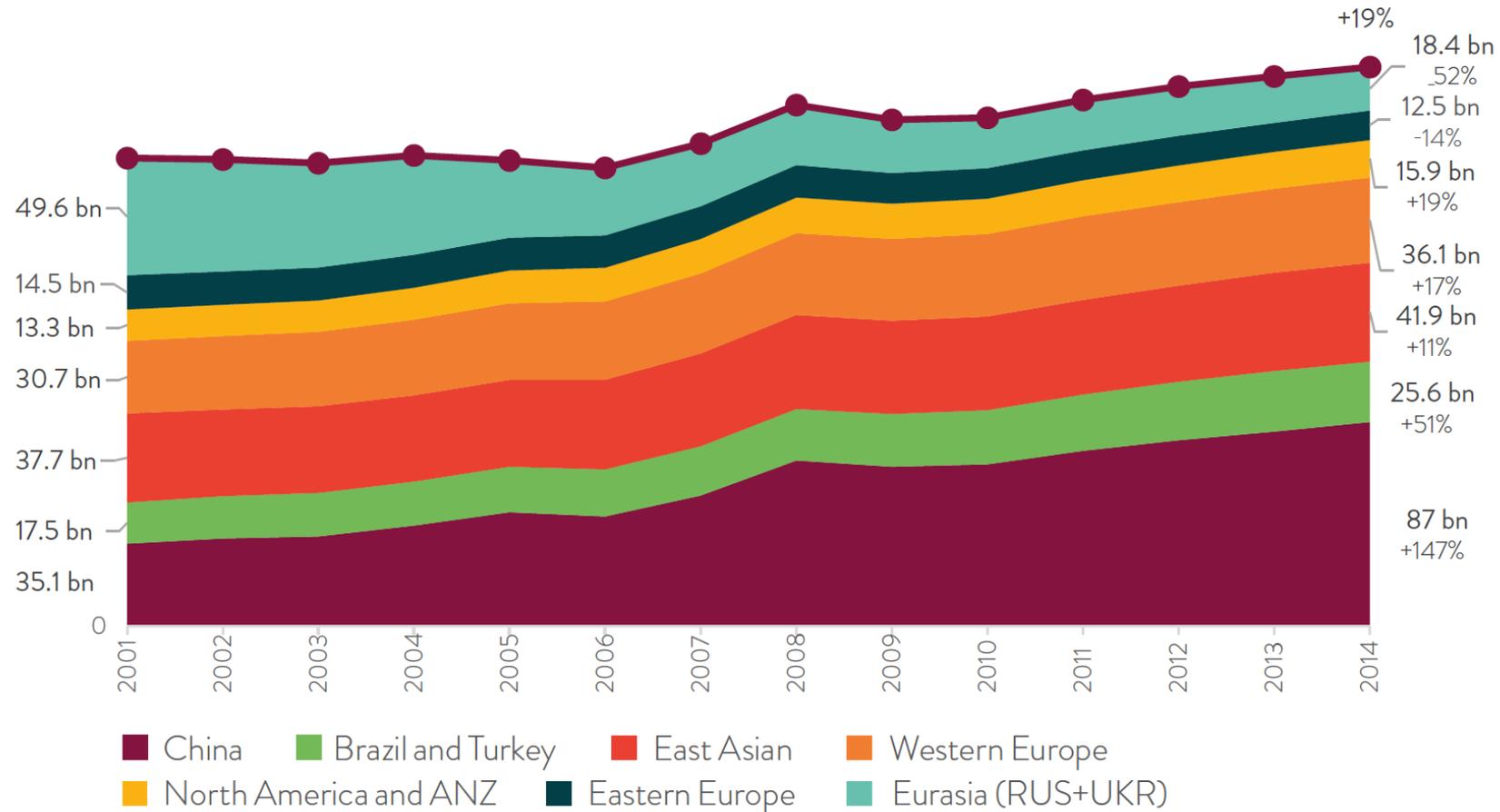

Source: Hidalgo and Zeng 2013

WHAT IS A BETTER PROXY MEASURE?

▶ FIG.6: Evolution of the public transport market in selected regions worldwide
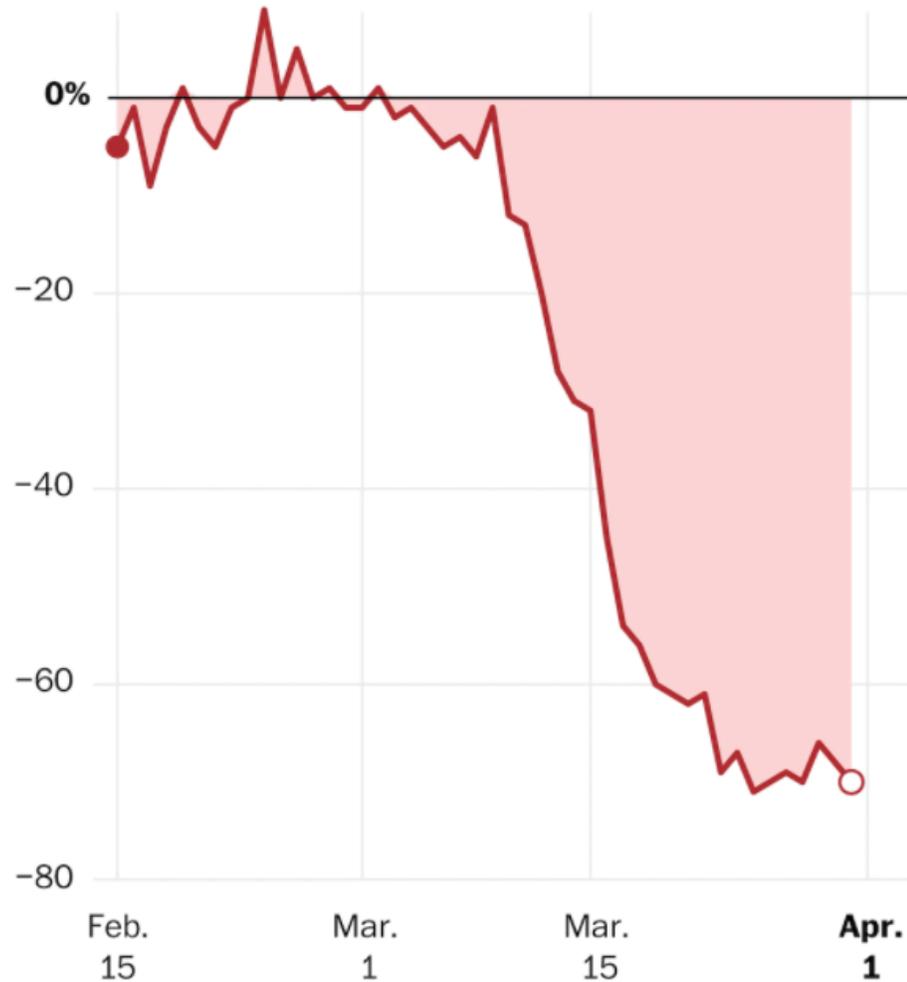

Source: UITP

MEASURING IMPACTS: COIVID-19

U.S. public transit finds a new level, 70% below the old one

How 2020 mass-transit demand differs from normal

Note: Demand is measured based on how often the app is used, and how much it differs from what the company would normally expect on that particular day.

Sources: Transit

THE WASHINGTON POST

THE WALKING AND PUBLIC TRANSPORT INDICATOR FRAMEWORK

PRINCIPLE INDICATORS

A1. OVERALL EXPERIENCE
A2. SAFETY
A3. SECURITY
A4. WALKING INFRASTRUCTURE
A5. PUBLIC TRANSPORT INFRASTRUCTURE
A6. OPERATIONAL PERFORMANCE
A7. IMPACT OF MOTORISED TRAFFIC ON WALKABILITY

A COMFORT AND SAFETY

B SERVICE DEMAND

C CONNECTING DESTINATIONS

D SUPPORT AND ENCOURAGEMENT

PRINCIPLE INDICATORS

B1. DAILY TRIPS

PRINCIPLE INDICATORS

C1. ACCESS TO PUBLIC TRANSPORT STOPS
C2. ACCESS TO JOBS AND SERVICES

PRINCIPLE INDICATORS

D1. INFORMATION
D2. AVAILABILITY OF WALKING AMENITIES
D3. AFFORDABILITY
D4. INCENTIVES

URBAN MOBILITY INDICATORS

FOR WALKING AND PUBLIC TRANSPORT

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