Mobility & SDGs: Status and Update of SDG 11.2 “Access to Public Transport”
SDG 11.2 “ACCESS TO PUBLIC TRANSPORT”

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.

**TARGET 11.2**

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

**INDICATOR 11.2.1**

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 (%)

- 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%

*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.*
BUT WHAT DO PEOPLE ACTUALLY THINK?

Difficulty in accessing public transport by level of difficulty and degree of urbanisation (2012 data)
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
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
Safety concerns at officially recognized stops
Access to **opportunities** when the bus goes to **nowhere** in particular?
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.
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
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

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

B. SERVICE DEMAND
B1. DAILY TRIPS

C. CONNECTING DESTINATIONS
C1. ACCESS TO PUBLIC TRANSPORT STOPS
C2. ACCESS TO JOBS AND SERVICES

D. SUPPORT AND ENCOURAGEMENT
D1. INFORMATION
D2. AVAILABILITY OF WALKING AMENITIES
D3. AFFORDABILITY
D4. INCENTIVES

PRINCIPLE INDICATORS

URBAN MOBILITY INDICATORS FOR WALKING AND PUBLIC TRANSPORT

UITP