

Mobility rights and claims at the metropolitan scale



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Metropolis webinar:
Metropolis Commuting across
metropolises

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Gender-sensitive mobility and climate action

- Globally transport is responsible for 23% of greenhouse gas emissions.
- Metropolis indicators on 58 metropolitan areas shows some more "virtuous" metropolitan areas:
 - good access to public transport
 - low CO2 emissions
 - low percentage of private vehicles
 - good air quality in terms of particulate matter (PM2.5) emissions.



Metropolitan mobility, although "virtuous"

- The case of Santiago de Chile, however, indicates that the relationship between physical accessibility to public transport and low emissions does not explain everything
- ... a significant part of the population continues to suffer from **"transport poverty"** due to low economic affordability



Metropolitan mobility, although "virtuous"

- 3 considerations on transport poverty
 1. Proximity to public transport is a necessary but not sufficient condition.
 2. The 20 metropolitan areas with the most PM2.5 air pollution do not include any metropolitan areas in the global north.
 3. The list of 20 major CO2 emitting metropolitan areas includes mostly cities in the global north.



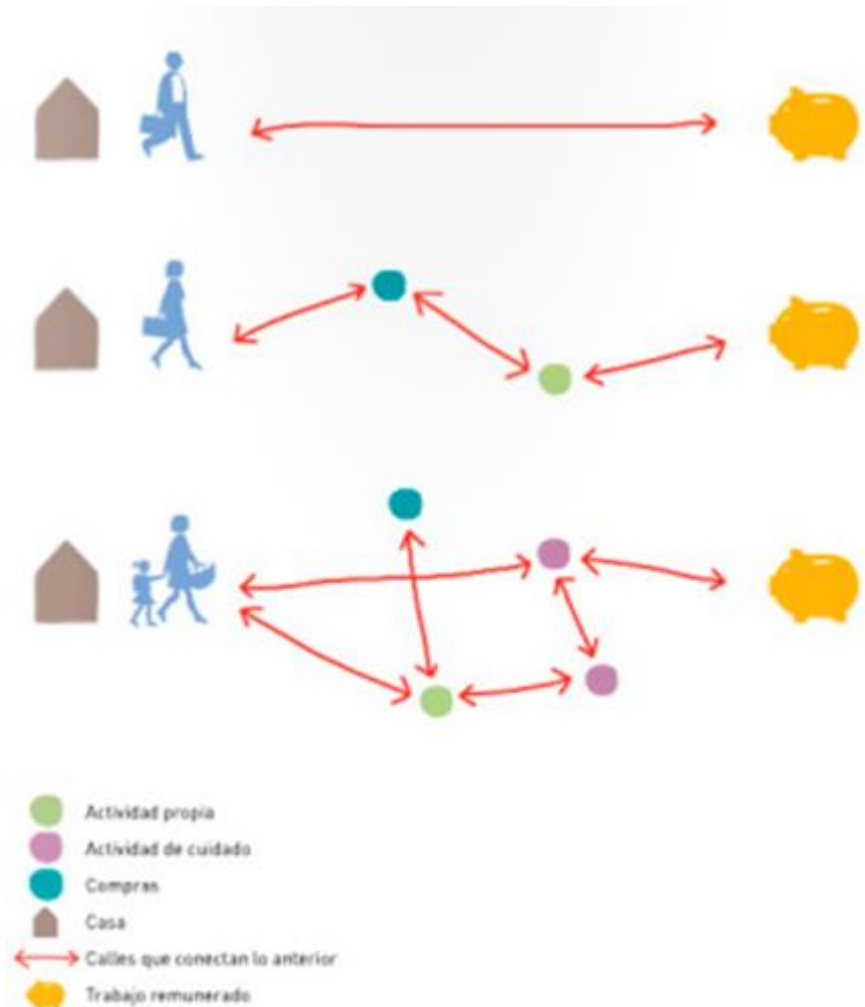
Mobility, a mirror of current trends: governance, gender and climate change

- Metropolis: the way of moving is different according to the urban, suburban and periurban environments.
- A mobility of **proximity**, which can be carried out predominantly on **foot or biking**.
- The **pedestrian or cyclist mobility** for the internal and adjacent accessibility.



Mobility for whom?

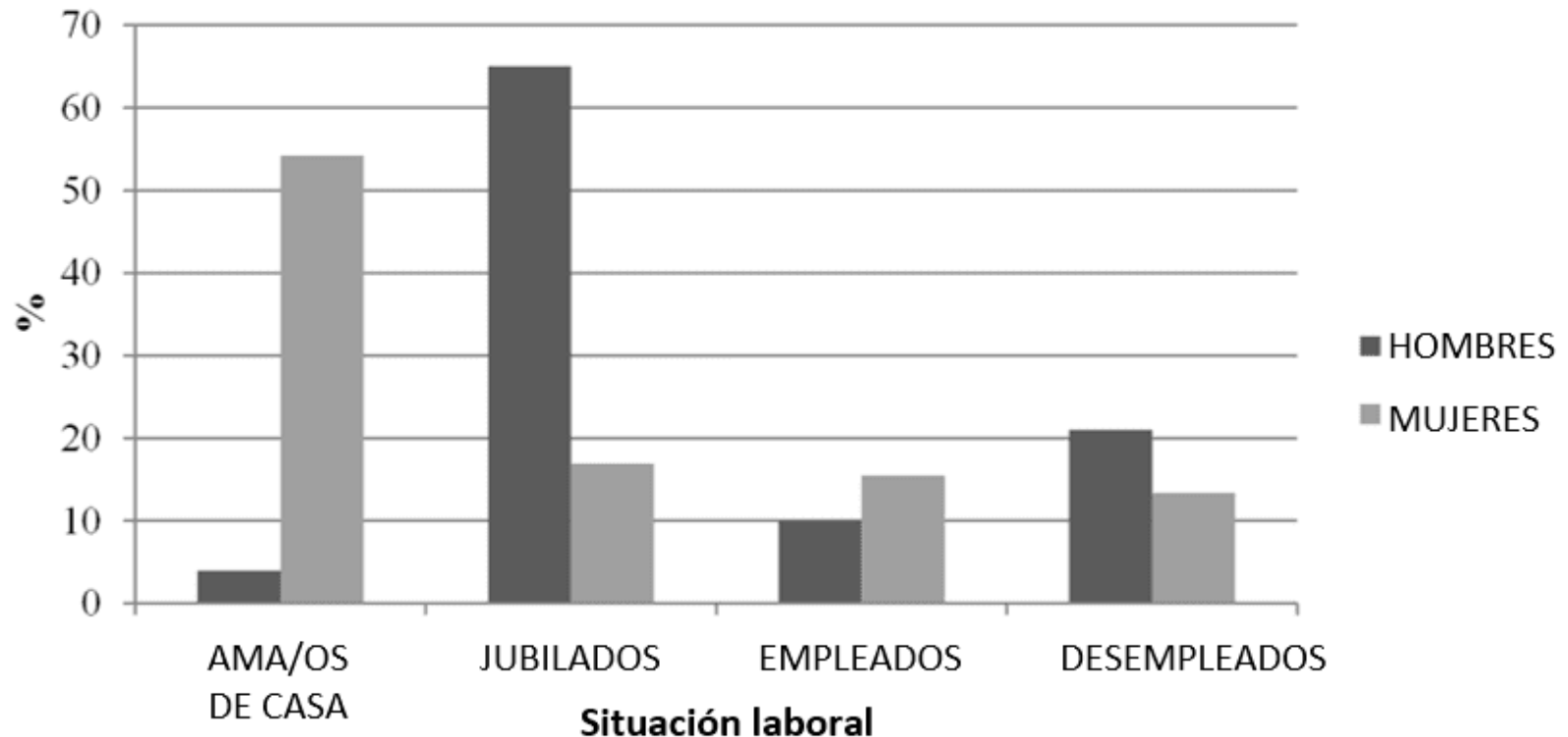
- Equity perception, mobility of care-giving...
- Metropolitan areas and its more peripheral municipalities: key question of affordable, accessible and low-polluting transport
- Crucial role of the mobility of care-giving:
 - trips to carry out errands, daily shopping (food, medicines, etc.) and visits to health centers, as well as accompanying dependent persons (minors, elderly and/or disabled)



- Caring mobility: 40% of daily trips, for work 20% and the rest of trips includes study, leisure and personal management.
- But transport planning is mostly related with commuting.
- Population groups with the greatest mobility needs are older people, impaired with disabilities, children, and working and care giving women.



- Satisfaction by gender: housewives who are, by definition, the care-giving group of population, are the most affected, as well as employed women who suffer from time poverty



- *Cicla*: public bicycle system that operates in the Aburrá Valley metropolitan area with more than 90,000 users, 1,600 bicycles and 80 stations distributed in the ten municipalities of the territory. About 20% of the daily use are made by women.



A claimed right between inaccessibility and segregation



- **Target 2:** *"By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all and improve road safety, in particular by expanding public transport, paying special attention to the needs of people in vulnerable situations, women, children, persons with disabilities and older persons".*

A claimed right between inaccessibility and segregation

- **COVID-19 care-giving crisis:** the need for services to meet the needs of the most at-risk population groups. Ensuring the mobility of care-giving related to access to food, medicine and care services was fundamental to continuing life within confinement.
- In a context of **inaccessibility and segregation**, the forms of **claiming the right** to pursue everyday life activities is translated into statements of dissatisfaction in general mobility surveys and social networks, or into more virulent street protests.



- In Johannesburg, the Rea Vaya BRT system has resulted in time and cost savings of 10 to 20%, providing improved access to a variety of daily activities.
- These benefits accrue to middle-income households and have not yet benefited the poorer areas of the city, which still lack financial and physical access to the BRT.



- The notion of needs related to the notion of benefit: estimating the benefits of a population means measuring how much the needs are covered.
- Current benefit-based methodologies do not always succeed in highlighting unmet needs.
- Making needs visible is essential for measuring transport equity (Measuring transport equity, 2019, Di Ciommo et al.).



- Metropolitan mobility policies and measures can be more easily implemented when they depend on a **metropolitan institution**.
- **Governance and its instruments, essential** to organize mobility at a metropolitan level: metropolitan institutions, fare integration, strategic planning and land use.
- Metropolitan Mobility management increase the justice of transport, allowing the redistribution of resources for actions in sustainable mobility and free of transport poverty.



- In the process of establishing an integrated transit system in five districts, the city of Ha Noi has specific provisions to increase the employment status of women in the sector of metro rail.
- More women in the decision places allows more services alignment with the mobility care-giving needs



Recommandations for metropolitan mobility

- Promote participatory mobility systems from the spaces of metropolitan governance
- Provide analytical tools for understanding people's needs and aspirations
- Focus on both users and non-users, before and after the claims.
- Focus on the mobility of care-giving, which means contributing to the maintenance of life.
- Encourage active local mobility and promote its integration with other modes of public transport



Recommandations for metropolitan mobility

- Reorient transport planning on a more global territorial scale such as the metropolitan scale and at the same time on a finer scale (infra-municipal), in both cases preserving the focus on needs.
- Monitoring the relationship between land use and transport, by an anti-spatial segregation mobility plan.
- Organize communities of practice measures for sustainable mobility, with the aim of reducing emissions harmful to the health of people (PM2.5) and the planet (CO2).





Thanks

contact

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Research and innovation for transforming mobility