SOCIAL ASPECTS OF URBAN PLANNING AND DESIGN
THE ROLE OF NON-MOTORIZED TRANSPORT IN DEVELOPMENT

EST PLENARY SESSION 5, OCTOBER 4

Eleventh Regional Environmentally Sustainable Transport (EST) Forum in Asia, October 2018

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"We need a global response that addresses the root causes of conflict, and integrates peace, sustainable development and human rights in a holistic way – from conception to execution"

(Guterres, General Secretary of the UN, Jan 24 2017)

Outline:

► Framework

► The role of NMT in providing connectivity, well-being and social mobility

► Transport and the 2030 Agenda for Sustainable Development
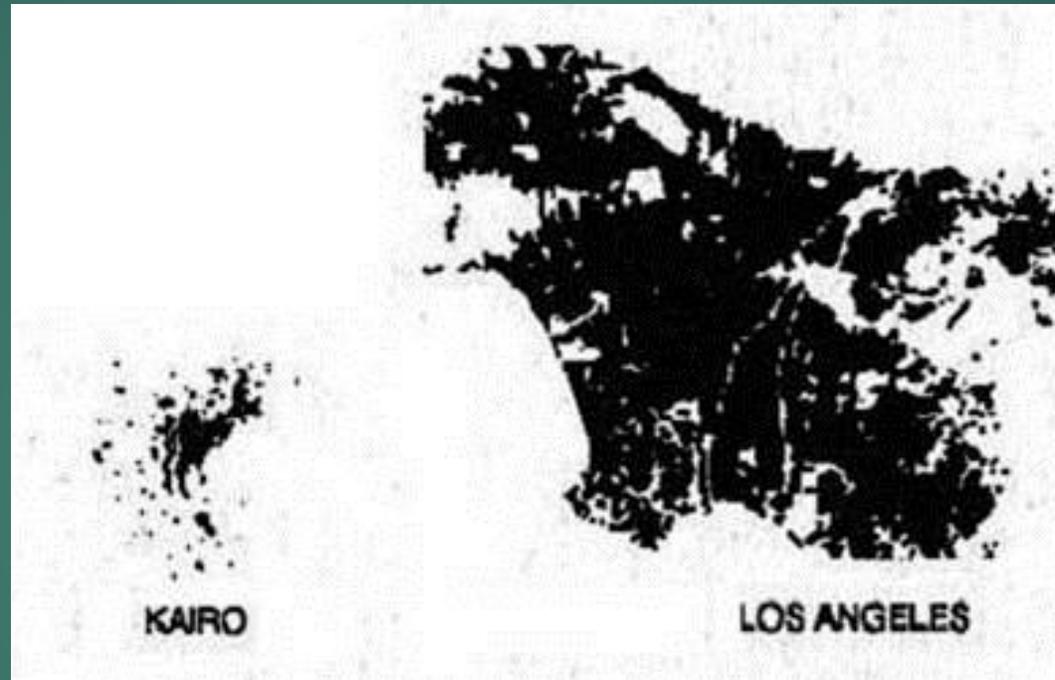
► Case studies and initiatives from Asian countries

Bigger picture: how to characterize 'quality' of cities?

Not just air quality

Smart

Healthy

Sustainable

THE ROLE OF NMT IN PROVIDING ACCESS AND MOBILITY CITIES

Livable

Energy Efficient

QUT
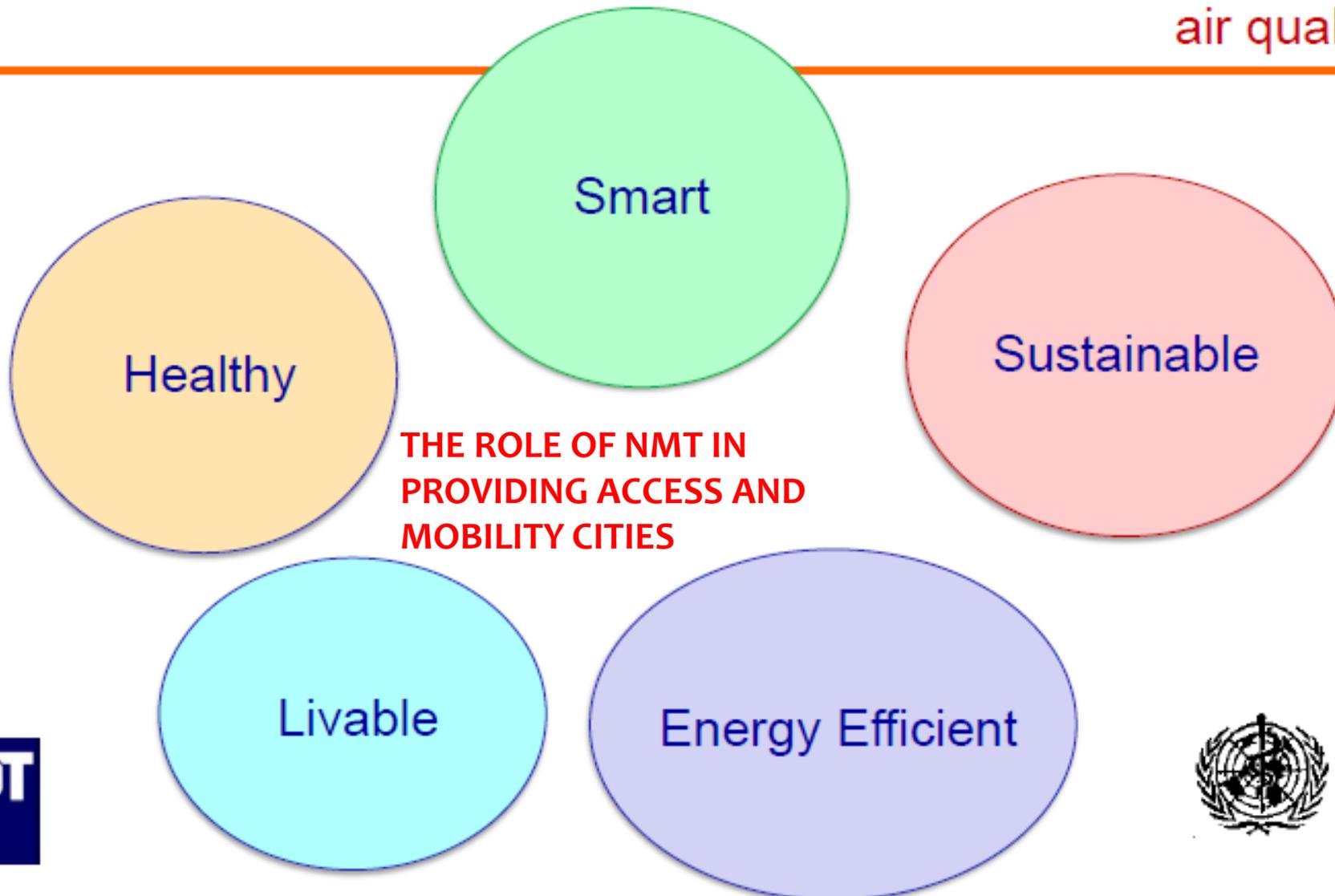
Density and urban form

- a matter of national strategy of development + the preferred lifestyle

KAIRO

LOS ANGELES

Amount of land required for the same population size

Source: Sievert 1997, p. 25

Where is Asian countries and cities on social aspects of urban planning and design?

- Many people already walk and bike.

- Asian cities has a choice which development trajectory to follow. Economic success need not mean sky-high use of cars.

- Promote the use of NMT for short distances

- Improve management to enhance flow of people and goods

- Enable people to visit cities on foot

- Promote the use of NMT for short distances

Providing for NMT and social issues – what does it mean?

➢ Social issues are complex – not to be mixed with the environmental aspects

➢ To confront the negative side-effects of economic growth models

➢ Assure connectivity

➢ Ensure equity in investment

➢ Reduce health impact

➢ Provide safe and secure space for a peaceful development

Social aspects – what is it?

Distributional analysis / social categories

1. Income (quintiles/deciles)

2. Age (children, young adults, older people)

3. Disabilities

4. Ethnic minorities

5. Non-car owners

Gender is a key dimension of all of these

Forgotten travel stories

➢ Women often carry out frequent and short trips during off-peak hours and off the main-routes for child care, household management activities, informal sector employment, etc

➢ Social safety and security of public transport for women given that women commuters are on rise due to increased women work force in business and commercial sectors

➢ Women frequently travel assisting another person, such as a child, elderly or disabled person.

➢ Pls observe: In the sector of transport - gender and sex matters still matters.

➢ The EST Forum adopted social and gender equity aspects from the beginning in 2005!

Photo Mari

The need for access to resources and qualites in cities varies

- Food
- Air
- Housing
- Work/school
- Identity
- Health
- Security/protection
- Governance
- Participation
- Leisure/culture
- Affection

- Resources
- Business
- Citizens
- Knowledge & information

Civil society (well-being)

Public Sector (public goods)

Business (benefits)

Academia (knowledge goods)

- Knowledge
- Manpower
- Market
- Idéas
- Properties
- Security

- Knowledge
- Properties
- ICT Infrastructure

What is access? Who needs access?

STEP 1: SCOPING
a) Define the public transport project
b) Identify relevant government policies and plans
c) Prepare terms of reference for the SIA

STEP 2: ANALYSIS
a) Determine profile of key interest group
b) Identify and prioritize key social issues
c) Determine indicators for selected social issues
d) Collect data to predict the impacts
e) Analyze results

STEP 3: MITIGATION
a) Identify possible mitigation measures
b) Determine the feasibility of mitigation measures
c) Propose and prioritize mitigation measures
d) Propose compensation measures

STEP 4: REPORTING
a) Prepare draft report "SIA Statement"
b) Review and discuss draft report
c) Prepare final draft report

STEP 5: DECISION-MAKING
a) Send final report to authorized decision-makers
b) Discuss report and make amendments if needed
c) Take decision and make public announcement

STEP 6: MONITORING & MANAGING
a) Implement the monitoring and management plan
b) Conduct an independent evaluation

STEP 7: PUBLIC CONSULTATION

a) Identify potential beneficiaries and other affected groups
b) Decide on approach for public consultation including assessment methods
c) Hold the public consultation
d) Incorporate results from public consultation in relevant SIA steps

Social Impact Assessment of Public Transport in Cities:
An approach for people involved in the planning, design, and implementation of public transport systems

Project Number: TA 6291, ADB by Thynell, Arora and Punte, 2009.

Assess the social aspects – NMT and the last mile

➢ **Accessibility**

➢ **Availability**

➢ **Affordability**

➢ **Appropriateness**

➢ **Reliability**

➢ **Safety**

➢ **Security**

➢ **Health**

➢ **Public involvement**

➢ **Time saving: Economic benefit**

(Thynell 2009)

Need for a strictly social approach focusing on the essence of societal development and social issues

➤ A strictly social approach focusing on the essence of societal development and social change associated with urban travelling,

➤ New level of attention to user's needs and resources,

➤ Recognition of soft modes of travelling,

➤ Quality: have a clear and accepted normative interpretation,

➤ Assess travel demand before deciding on system of transport,

➤ A focus on authority, funding and responsibilities have to be mapped out for each transport mode,

➤ Evaluation of existing public transport – the need for social impact assessment

➤ Assess social change and the need for travelling!

The social aspects of sustainable transport

- Provide for service and basic trips

- Provide access to social capital and resources

- Mitigate social divide

- Community cohesion
  - Public participation
  - Long distance commuting

- Equity in mobility / access
  - Horizontal: fairness
  - Vertical: income, accessibility, demands, ability

- Inter-generational equity in mobility

Photo Marie Thynell

NMT and safe spaces

➢ Planning and policy around safety
   should involve women

➢ Gender-sensitive street and city design

➢ Safe car parks, shopping and public
   participation

➢ Space is not neutral – fear restricts
   movement and participation

➢ Lack of movement and comfort is a
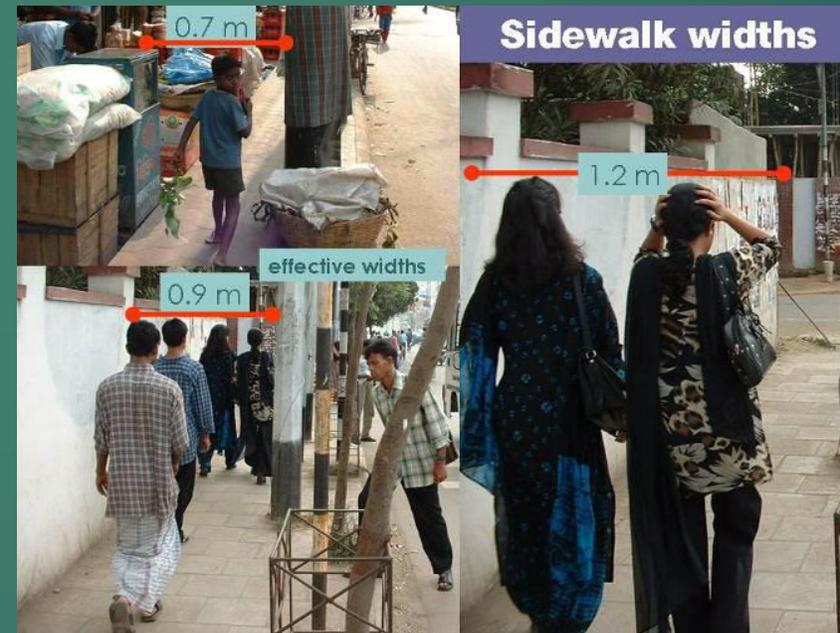   form of exclusion from resources

(UNHABITAT 2008)

Photo Karl Fjellstrom

The social dimension – some considerations

- The benefits of NMT mostly surveyed in European cities– what is known in your city?

- Non-motorised still a non-issue – do not attract investments

- Provide infrastructure suitable for the forgotten user groups

- Increasing urban population and growing social divide stress the importance of governing access in more efficient ways

- Important to have women influencing transport design since women value safety and environment higher' than men

- Different groups of user's represent an important variety of experiences than a limited group of experts. These different views will have an impact on city planning, transportation developments and environmental management

- The knowledge of practitioners and user's is required to find solutions to complex urban transport issues

- Participation helps to address social exclusion

- Enhanced urban governance also opens space for community-based security approaches

Transport justice as a human right?

▶ Five key transport equity objectives

1. Fair allocation of transport resources

2. Equal opportunity to be mobile and have access to key 'life chance' activities

3. Reducing adverse effects of transport system – including pollution, accidents and social exclusion

4. Inclusion in transport decision-making

5. Legal recourse to transport justice

Reference: Karen Lucas

Key transport equity issues …

- Huge & persistent inequalities across almost every indicator of transport behaviour

- An unmet need for motorised transport to fulfil basic daily activity needs

- Transport is a key barrier to access for key life chance opportunities such as employment, education, healthcare and social interaction

- Cost of travel is unaffordable resulting in significantly high levels of supressed demand for some social groups

- Transport externalities disproportionately negatively affect low income groups

- Government spending on and subsidies for transport disproportionately benefit high income, highly mobile groups

- Spatial inequalities between different areas, urban, suburban, rural communities and between different regions and member states

An activity based perspective on the relationship between transportdis-advantage and social exclusion

MARIE THYNELL UNIVERSITY OF GOTHENBURG, SWEDEN
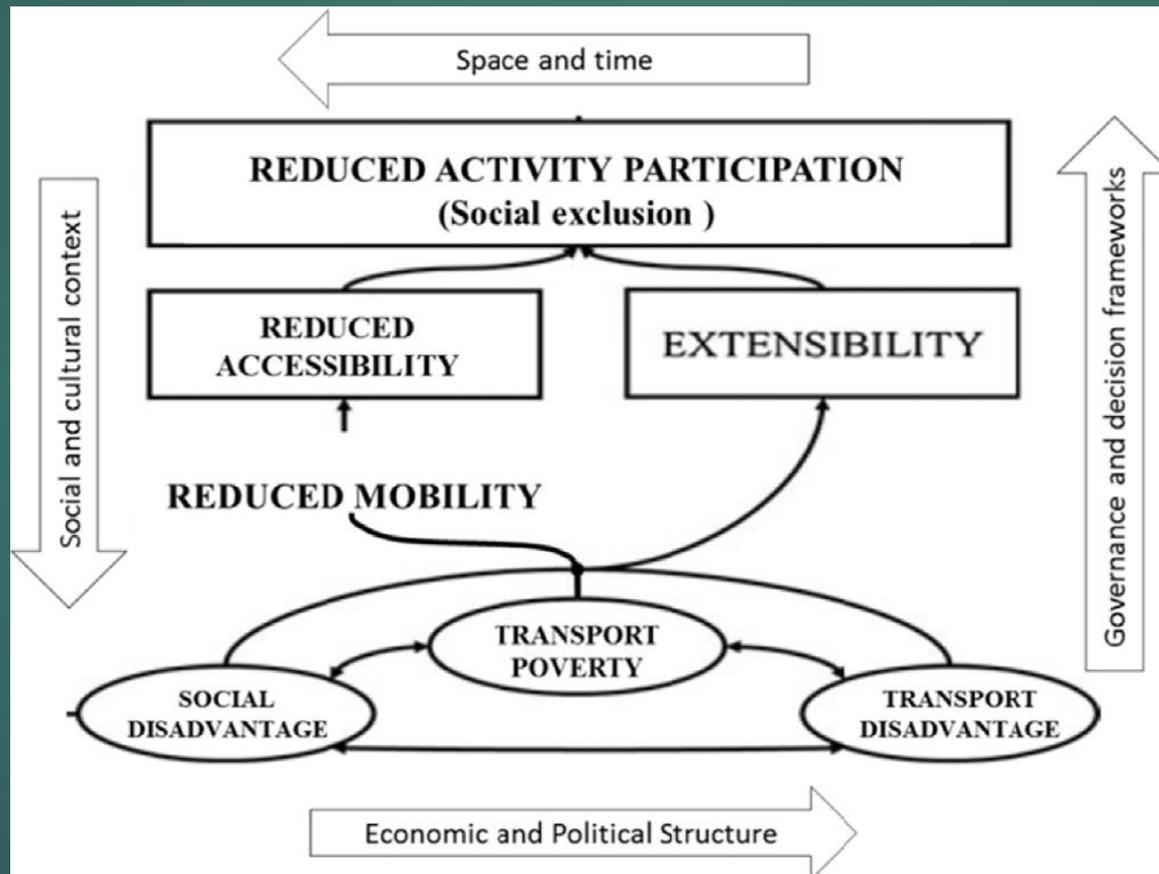
Based on Páez, Farber & Lucas (2012)

Goal 10 Reduce inequality within and among countries

- **10.1 By 2030, progressively achieve and sustain income growth of the bottom 40 per cent of the population at a rate higher than the national average**

- **10.2 By 2030, empower and promote the social, economic and political inclusion of all,** irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status

- **10.3 Ensure equal opportunity and reduce inequalities of outcome,** including by eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies and action in this regard

- **10.4 Adopt policies**, especially fiscal, wage and social protection policies, and progressively achieve greater equality

- **10.6** Ensure enhanced **representation** and voice for developing countries in decision-making in global international economic and financial institutions in order to deliver more effective, credible, accountable and legitimate institutions

10 REDUCED INEQUALITIES

Environment and human friendly urban transport infrastructures

- Level, even surfaces across the transport system can do much to make the city accessible to everyone. Photo courtesy of Queensland Transport.

or 450 bicycles

Chengdu: space for 30 cars
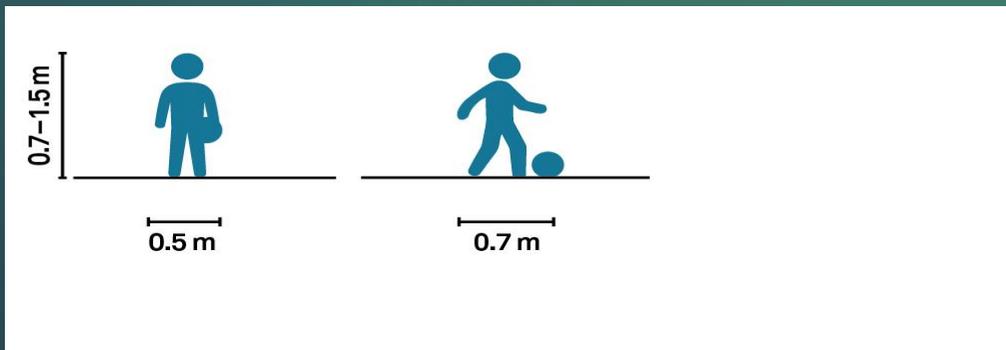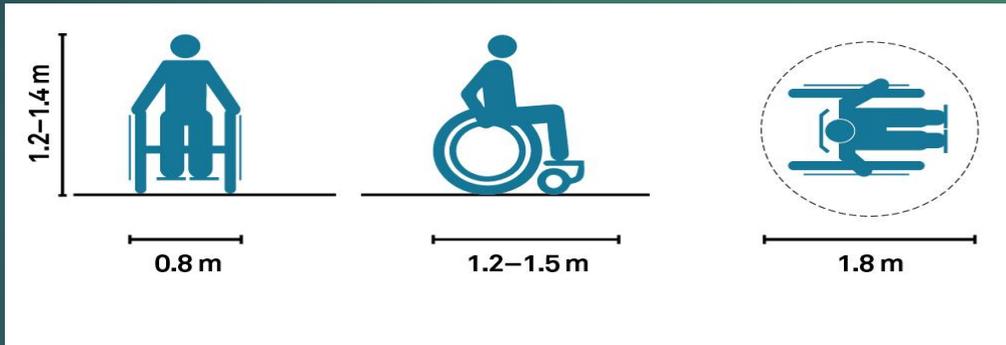
Shuncheng St., Chengdu: Motor vehicles have 4 lanes (uninterrupted). Bicycles have 2 lanes (heavily interrupted, in effect one lane). Yet 3,000 – 4,000 bicycles and around 1,800 cars per hr per direction northward.

State-of-the-art

- Most EU countries do not appraise the equity of transport
- Current emphasis of transport equity appraisal is on *large projects* not local and smaller policies and strategies
- Most transport inequity is below the radar of current evaluation
- Important missing impacts e.g. health and wellbeing; quality of life
- Local authorities need more worked examples of 'how to' do it
- Equity evaluation does not apply to removal of services
- Impact of current spending profile under austerity measures is not being measured

Ancient Rome wasn't built in a day

It took about five centuries to grow from 50,000 to one million residents.

Many Asian cities grow that much in three decades. That leaves less leeway for mistakes.
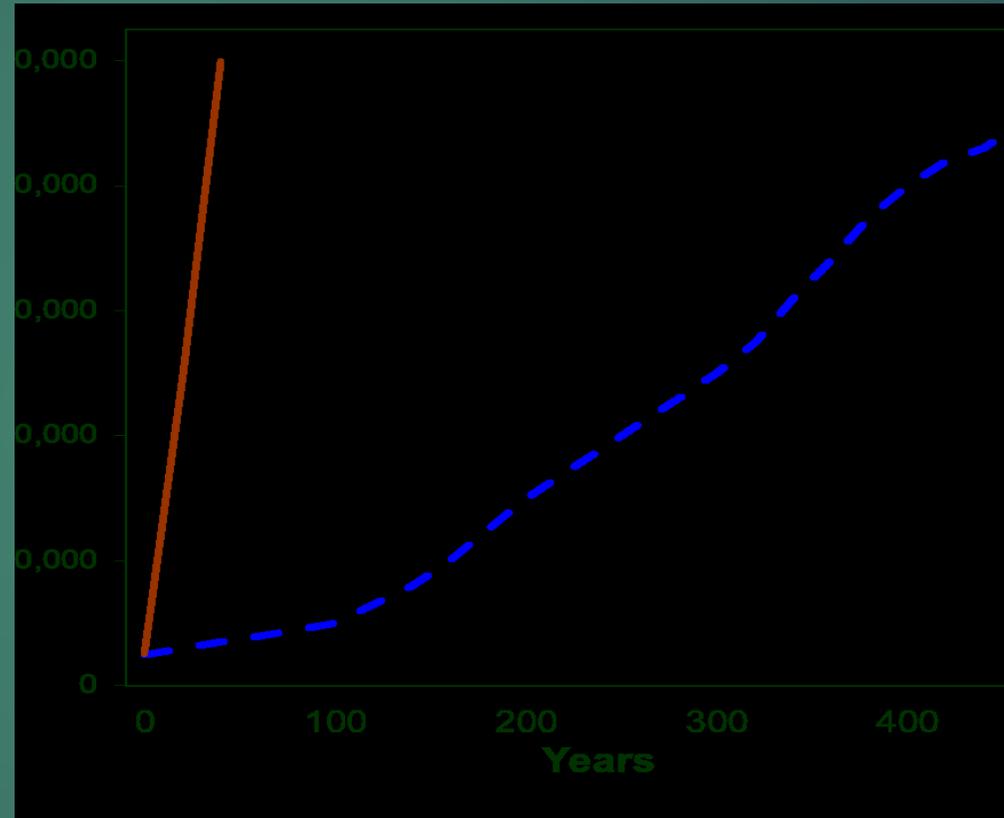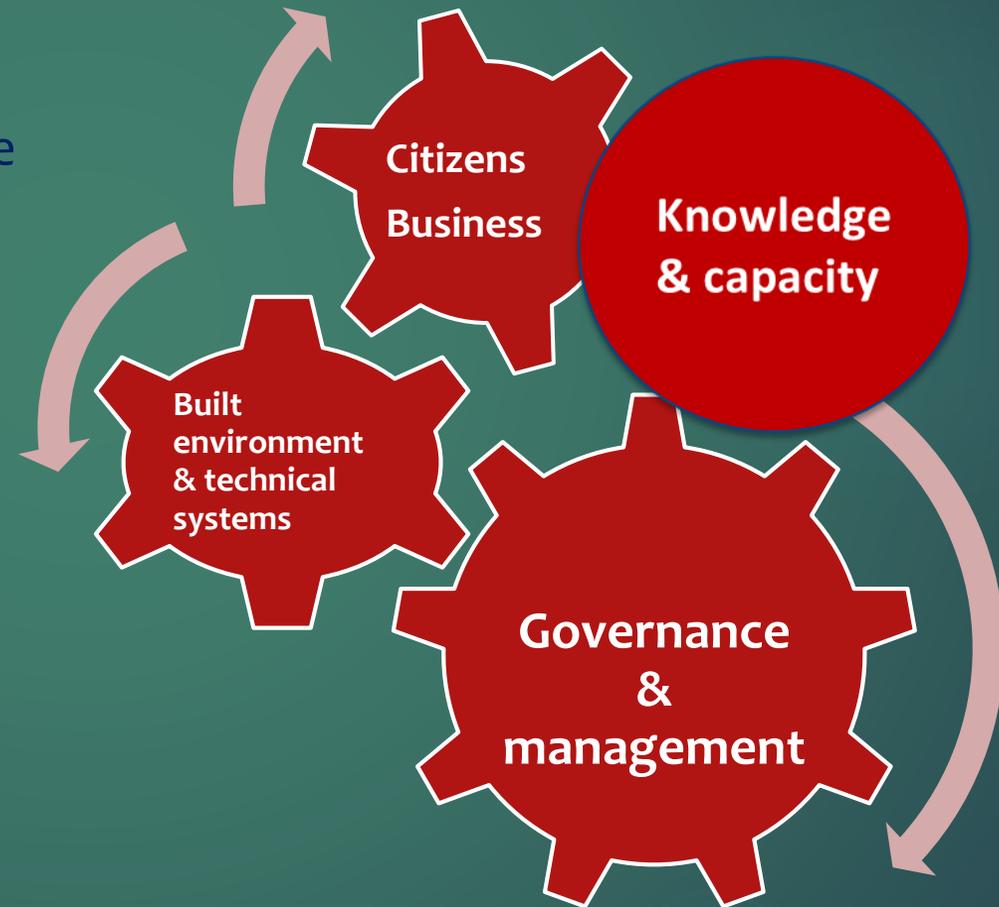
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- The knowledge of practitioners and user's is required to find solutions to complex urban transport issues

- Participation helps to address social exclusion and a positive and peaceful national development

- Enhanced urban governance also opens space for community-based security approaches

All parts of the system need to be involved and change

▶ We are convinced that working together is the only way to successfully address todays challenges

▶ Collaboration and trust are key concepts

17 PARTNERSHIPS FOR THE GOALS

Citizens Business

Knowledge & capacity

Built environment & technical systems

Governance & management
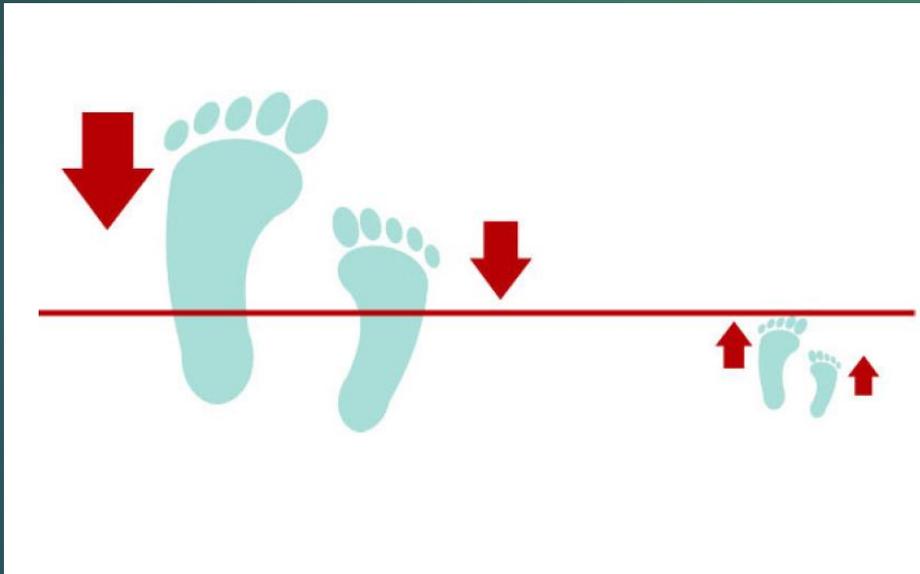
Thank you!

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