

# Transport and Social Exclusion in Global South Cities

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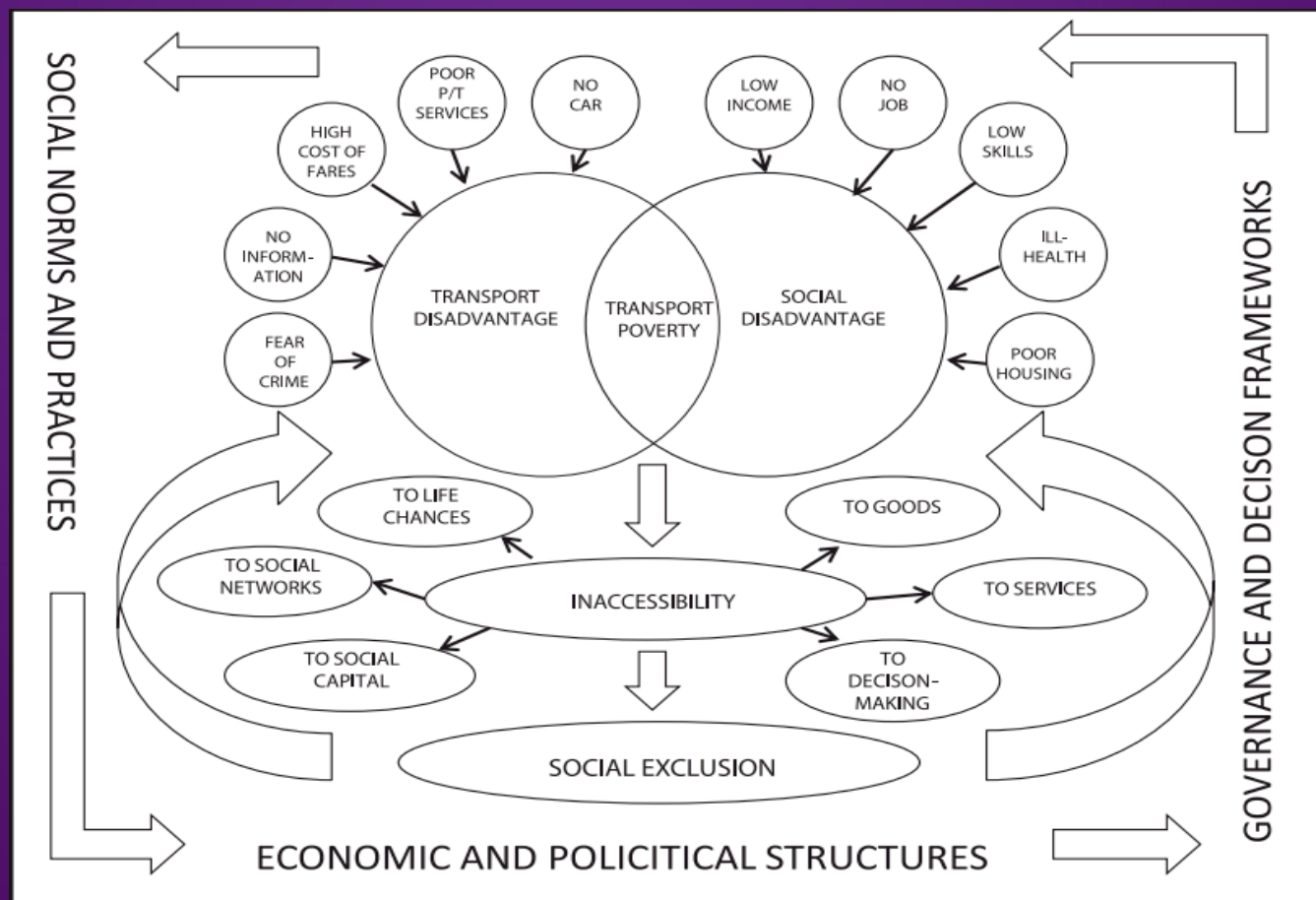
*TInnGO Multi-stakeholder Forum: Expanding the  
boundaries of Gender Smart Mobility*

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# Research rationale

- Transport is a key component of **economic, environmental and social wellbeing** – especially in rapidly developing cities;
- More than **70% of all journeys** in the Global South are on foot but most are undertaken in **dangerous and polluted** environments
- Due to a fundamental lack of access to transport services and resources, **low-income populations are often excluded from key life-supporting activities** such as education, work, healthcare, welfare, shopping and social networking;
- Where **new transport systems** are introduced they often **do not take account of the travel needs and financial circumstances of the poorest citizens**, and can often worsen rather than improve their current travel conditions
- Little **attention is given to transport poverty within the social welfare policies** of developing nations, so that its consequences for social development are not adequately considered in the planning of cities or the provision of public services.

# Transport & social disadvantage



# Definitions of transport poverty

1. There is **no transport option available** that is suited to the **individual's physical condition and capabilities**.
2. The existing transport options **do not reach destinations** where the individual can fulfil his/her **daily activity needs**, in order to maintain a reasonable quality of life.
3. The necessary **weekly amount spent on transport** leaves the household with a residual income **below the official poverty line**.
4. The individual needs to **spend an excessive amount of time travelling**, leading to time poverty or social isolation.
5. The prevailing **travel conditions are dangerous, unsafe or unhealthy** for the individual.
6. Inability to participate in transport decision-making and lack of recourse to legal justice

(Lucas et al, 2016: 356)



## Developing the evidence base

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1. Work across a range of transport, urban planning and social science disciplines, to support the development of more inclusive transport systems within Global South cities
2. Develop an international, collaborative network for the co-production of knowledge between academics, policy makers and NGOs
3. Deliver 'research into practice' workshops & events in Global South cities to facilitate exchanges between network members
4. Promote active and lasting collaborations between academic, policy and practitioner communities to produce the knowledge-base to encourage the uptake of Sustainable Transport Equity Partnerships worldwide

# Action research methodology

1. Co-production of knowledge with local partners
2. Broad constituency of collaborators – academics, national and local government, national and local NGOs, local communities, schools
3. Multi-disciplinary perspectives and approaches – civil engineers, urban and transport planners, economists; health, environmental, social, political and data scientists, sociologists, anthropologists, geographers, political sciences
4. Desk-based studies - literature reviews, policy analyses,
5. Stakeholder workshops, study trips, foot surveys and audits, community focus groups and interviews
6. Policy briefing notes, dissemination events, snow-balling case studies and partnerships

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***Recognizing transport, mobilities and access as an enabler of livelihoods, human health & wellbeing and social justice***

# Development with humanity and within environmental limits



# Case study research

- Initially 3 case study cities in Africa and 1 South East Asia
  - Cape Coast (Ghana), Lagos (Nigeria), Kampala (Uganda), Dhaka (Bangladesh),
- 2 additional African studies added through VREF funding support
  - Cape Town (South Africa); Nairobi (Kenya)
- 2 follow-up studies to explore pathways to impact via internal funding support University of Leeds and Manchester
  - Kampala (Uganda); Nairobi (Kenya)
- Various spin-off research projects INTA-LAC (Colombia and Chile); T-SUM (Sierra Leone and Mozambique); Sustainable Transport Equity Partnerships (Walk 21 and UN Environment).



# Case Study 1: Cape Coast, Ghana

## FOCUS ON THE MOBILITY NEEDS OF CHILDREN AND YOUNG PEOPLE



# Case study 2: Lagos, Nigeria

## FOCUS ON THE MOBILITY NEEDS OF SLUM DWELLERS & INFORMAL SETTLEMENTS





# Case Study 3: Kampala, Uganda

## FOCUS ON GOVERNANCE & INTEGRATION WITH HOUSING & URBAN PLANNING



# Case Study 2: Dhaka, Bangladesh

**FOCUS ON THE MOBILITY NEEDS OF WORKING WOMEN**

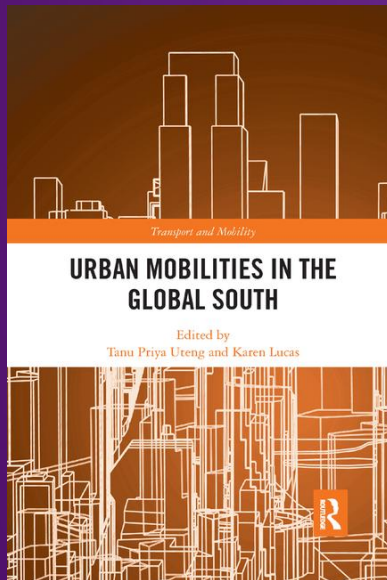




## From research into action

1. Establish local partnerships and working arrangements
2. Do action research with local communities
3. Measure and audit local conditions
- 4. PRODUCE THE EVIDENCE BASE**
5. Build the local capacity for integrated policy delivery
6. Engage a wide range of public and private stakeholders
- 7. CO-PRODUCE AN ACTION AGENDA**
8. Evaluate the outcomes

# For further information and to join INTALInC:



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