

accessibility

mobility



HABITAT III workshop:
the accessibility we need

Accessibility and Mobility

- Often used together, without a clear distinction
- «...providing high levels of accessibility and mobility for citizens....»

Mobility

- State of being mobile; ability to move or to be moved
- Focuses on the *means* of travel (rather than the end, i.e. the destination)
- The potential for movement, the ability to get from one place to another
 - *Ease of movement (hampered by congestion, hence resulting in lower mobility)*
 - *Possibility of movement (hampered by «accessibility» of places, hence resulting in lower mobility, for example in the case of elderly or mobility-impaired)*
 - *If places are difficult to reach (in terms of cost, time, available modes, design of infrastructure, etc.) then mobility may be lower*

Accessibility

- «Easily approached or entered»
 - *Time or cost of reaching a destination (can impede or enhance accessibility)*
 - *Diversity of travel options (modes), availability of a variety of choices in reaching a destination (can enhance accessibility)*
 - *Design of infrastructure*
- Focuses on the **end** (the destinations) as well as the means of travel
- Accessibility can impact livelihood
 - *Accessibility to employment opportunities*
 - *Accessibility to schools*
 - *Accessibility to health services*
 - *Accessibility to shops*
 - *Accessibility to friends, family, leisure facilities, cultural and social services*

Accessibility and Mobility

■ Mobility

- *Focuses on the means of travel (rather than the end, the destination)*
- *«Can people move around in the transport system with ease?»*

■ Accessibility

- *Focuses on the end (the destinations) as well as the means of travel*
- *«Do people have access to the activities that they need or want to participate?» “Can people easily, safely reach where they need to reach?”*
 - *Ease of access*
 - *Time and cost of access*
 - *Quality of access*

Accessibility

- How to ensure accessibility to employment opportunities; schools and health services; shops; friends, family, leisure facilities, cultural and social services?
- **Transport planning policies**
 - *Diversity of modes in reaching the above destinations*
 - *Ensuring all modes provide equally reliable, convenient, safe access to the above destinations*
 - *Affordable time and money cost in reaching these destinations*
- **Land-use planning policies**
 - *Citizens living within a short distance to all necessary services and amenities*
 - *Various destinations within the city (for schools, health services, shops, etc.), i.e. adequate distribution of services and amenities over urban space*

Accessibility and Mobility

- Planning for good accessibility can also improve mobility
 - *Planning communities where citizens live within a short distance to all necessary services and amenities would*
 - *Reduce car dependency, i.e. reduced need for driving*
 - *Encourage walking trips*
 - *These can help reduce congestion, improve movement on the transport system, i.e. provide ease of movement*

- Planning for good levels of mobility can improve accessibility
 - *Diversity of options (“means” “modes”) in reaching a destination can help ensure accessibility for all*
 - *Ease of movement enabled by smart transport & ITS can make places more accessible (even if only by making it clear to users how to reach)*

Accessibility and Mobility

- There is a tendency to see increased mobility as a threat – because mobility is often considered to be linked to more car driving, resulting in congestion, emissions, energy use, petrol dependency etc.
- Hence, there is a tendency for bringing together:
 - *Accessibility-enhancing policies* (increased choice of modes, good-quality access by all modes, services and amenities in close distance to residents, etc) (+ICT opportunities, such as telecommuting, online shopping, e-banking etc)
 - with
 - *Mobility-limiting strategies* (for car-based mobility) (car-free zones, public transport only roads, parking restrictions, and pricing policies including congestion charging, car park charges, etc.)

Accessibility and Mobility

- However, mobility should not necessarily be seen as negative, or linked to the movement ease of automobiles
- Sustainable urban mobility plans (SUMP) – examples of how mobility is being tackled and addressed today – sustainable mobility discourse
 - For example, Bus Rapid Transit (BRT) systems with bus only lanes increases the ease of movement for its users (while restricting ease of movement for automobile)
 - A BRT investment can be a mobility-enhancing strategy
 - It is also an accessibility-enhancing strategy: it improves the speed and quality of access by public transport; it increases travel options by public transport...
- In another example, improvement of non-motorised transport conditions, particularly walking, can enhance accessibility, allow the elderly to get out of their homes more, which may translate into more motorised journeys for them, but that increased mobility can be seen as an improvement in their quality of life...

The role of accessibility and mobility in the attainment of SDGs or the New Urban Agenda of Habitat III

- SDG #11: Make cities inclusive, safe, resilient and sustainable
 - Good quality accessibility can ensure inclusive cities
 - Well planned mobility can support resilience and sustainability
 - Safe access and mobility can foster safe cities

- Other SDGs...

1 NO POVERTY



2 ZERO HUNGER



3 GOOD HEALTH AND WELL-BEING



4 QUALITY EDUCATION



5 GENDER EQUALITY



6 CLEAN WATER AND SANITATION



7 AFFORDABLE AND CLEAN ENERGY



8 DECENT WORK AND ECONOMIC GROWTH



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



10 REDUCED INEQUALITIES



11 SUSTAINABLE CITIES AND COMMUNITIES



12 RESPONSIBLE CONSUMPTION AND PRODUCTION



13 CLIMATE ACTION



14 LIFE BELOW WATER



15 LIFE ON LAND



16 PEACE, JUSTICE AND STRONG INSTITUTIONS



17 PARTNERSHIPS FOR THE GOALS




SUSTAINABLE DEVELOPMENT GOALS



Habitat III Policy Papers and accessibility and mobility

1. Right to the City and Cities for All

Equal, safe, good quality accessibility has a role to play

2. Socio-cultural Urban Frameworks (“cities where the social and cultural aspects of urban life can contribute to inclusion, resilience, liveability”)

Access to social and cultural activities has a role to play

3. National Urban Policies

National policy frameworks are also needed for coherent policies of accessibility and mobility for sustainable, resilient, inclusive cities

4. Urban Governance, Capacity and Institutional Development

These are also needed for the planning, implementation and monitoring of accessibility and mobility policies, developed with the participation of stakeholders, with competent experts, based on reliable data, delivered with necessary legal frameworks

Habitat III Policy Papers and accessibility and mobility

5. Municipal Finance and Local Fiscal System

Also needed for the implementation of accessibility and mobility policies for sustainable, resilient, inclusive cities.

6. Urban Spatial Strategies

Accessibility and mobility policies have a role to play in managing growth and fostering sustainable spatial development patterns.

Plus, well-planned cities can help accessibility and deliver sustainable mobility outcomes.

7. Urban Economic Development Strategies

Accessibility to jobs has a role to play.

Plus, the transport sector can create jobs.

Plus, mobility policies, smart transport, and R&D for sustainable, resilient, low carbon transport and infrastructure can strengthen the economy.

Habitat III Policy Papers and accessibility and mobility

8. Urban Ecology and Resilience

Accessibility and mobility policies have a role to play.

9. Urban Services and Technology

“Equitable access to services for all users” includes (but is not limited to) physical access.

Accessibility and mobility policies have a role to play in infrastructure development, and its management in the digital era.

10. Housing

Accessibility and mobility policies have a role to play in providing housing that has good “accessibility to services”.