# Newsletter

Providing evidence to ensure that everyone has the right to affordable, safe, clean and reliable mobility resources, with a particular focus on meeting the needs of low income populations and excluded communities.

**Spring 2021**

It's been a long while since I last communicated with all of our INTALInC members in a newsletter and a lot of things have changed. Not least that our worlds have shrunk under the travel restrictions of the COVID pandemic. Nevertheless, we have managed to keep in touch with our partners' activities through various social media and online events. It is great to know that so much work is still going on globally to improve transport and accessibility for low income urban communities, as some of these news items demonstrate.

Our Seminar Series in May- July 2020 was attended by several hundred people. We ran six sessions on the topics of Access to opportunities, Informality, Transitions, Health, Gender and Age with presentations from leading experts, such as James Evans, Jackie Klopp, Gina Porter, and Marianne Vanderschuren, familiar collaborators such as Daniel Oviedo, Rafael Pereira, Regina Obilie Amoako-Sakyi, Sharmin Nazrin and Tanu Priya Uteng, as well as from the next generation of research advocates such as Thiago Guimarães, Haneen Khreis and Beatriz Bella Lire.

Since then, Emma and I have also changed job locations. We are now based in the Department of Geography at the University of Manchester. I must say it is really great to have Emma back working with me again after a short hiatus and we hope to be much more active again in our communications with you all in the future. To which end, we held an online Seasonal Catch-up meeting in December with attendance from some familiar faces and some newcomers. It was such a success that we decided to make this a regular part of our activities, and we had the first of our quarterly catch up meetings this February with the next one planned in mid-May. It is a great way to find out what people are up to and make new connections, so please do come along, even if it is just to introduce yourself and your research to the network.

So that's it from me, apart from to send my best wishes to you and yours and to hope you are all staying safe and well.

## MEET AND SHARE

Join us at our new quarterly online Meet and Share events. The meetings are informal and open to all INTALInC members to exchange information about our work, and connect and collaborate more effectively. Our most recent event was held on Wednesday 17th February 2021. when we were joined by more than 30 INTALInC members from across the globe. Please get in touch if you would like to join us at our next event in May.

## CHANGE OF CONTACT DETAILS

We have recently moved offices and are now based at the University of Manchester, UK.

To contact INTALInC, please email: emma.tsoneva@manchester.ac.uk

For now the web address remains the same (more on this coming soon): www.intalinc.leeds.ac.uk. Follow us on Twitter and LinkedIn @INTALInC

## EARLY CAREER RESEARCHERS' EVENT

We are hosting an online seminar for Early Career Researchers on 8th April 2021. If you would like to present your project at this event, please send us a 200-word abstract by 18 March. Registration opens soon.

# FOCUS ON AFRICA

## YOUTH SKILLS AND ENGAGEMENT

·Tunis

·Abuja

·Cape Town

### Youth engagement and skills acquisition within Africa's transport sector: Promoting a gender agenda towards transitions into meaningful work

This research project explores how young women face discrimination both as transport users and transport sector employees in Tunis, Abuja and Cape Town. It is led by Professor Gina Porter at Durham University in collaboration with country teams and funded by the GCRF and awarded by the ERSC (from December 2018 to November 2021).

The study focuses on young women and girls of low socio-economic income in one peri-urban site and one city-connected site in each country. The project explores both the pre-Covid-19 context regarding difficulties and opportunities faced by young women on public transport or as transport sector employees as well as their experiences during the Covid-19 pandemic. The research project has an action-oriented strand that focuses on providing skills training and interventions. The team uses an innovative peer research method that involved training young unemployed women to conduct mobility diaries and interviews at the onset of the project and continues to collaborate with the policy community in each country.

Read more at https://transportandyouthemploymentinafrica.com/

## E-HAILING MOBILITY SERVICES IN SELECTED AFRICAN CITIES

**Nairobi · Lagos · Johannesburg**

**Shared mobilities solutions have emerged in response to challenges to mobility and access in sub-Saharan Africa. E-hailing makes use of electronic technology and encompasses taxi, tricycle, motorcycle, okada, boda-boda and keke services in many cities.**

This project investigates this emerging business model, drawing a comparative analysis across three major African cities. It Investigates the types, coverage and operation of e-hailing services, exploring the technological features of e-hailing apps, the demographic characteristics of transport operators, their competitors and linked governance structures. The academic team is using participant observer methodology whereby researchers make journeys on each mode to track route information, time and cost using GPS supported by structured and unstructured questionnaires.

The project is funded by the Volvo Research and Education Foundations. For more information, contact Professor S.G. Odewumi, Lagos State University.

Kenya

Nigeria

South Africa

Tunisia

Uganda

## COVID-19 BRINGS LOSSES FOR WOMEN IN SUB-SAHARAN AFRICA BY LIMITING MOBILITY

**'Gaining or losing ground – ensuring that 'post-COVID-19' transportation serves the needs of women with low-income in Sub-Saharan African cities'.**

New research examining the intersections of transport, poverty, resilience and gender concludes that the COVID-19 pandemic has exacerbated existing inequalities for women and people with particular vulnerabilities in Sub Saharan Africa. The research was conducted in South Africa, Uganda, Nigeria and Kenya where there were widespread transport restrictions due to lockdown measures.

The researchers found that there is broad consensus that the crisis has worsened existing inequalities, in addition to creating new ones, and has been a disaster for women's empowerment. It is also likely to push more women out of the job market and down the gender pay gap ladder after decades of incremental improvements. A key finding of interest is that the answers to gender-sensitive transport planning are in many cases known, but rarely implemented.

Funded by UKAid through the UK Foreign, Commonwealth and Development Office under the HVT programme managed by IMC Worldwide, the study was conducted through a combination of literature review and in-depth interviews with transport and gender experts and representative organisations from the countries in scope. The research makes several recommendations for immediate action. For more information, read the full story here.

## MOBILITY RESPONSES TO COVID-19 IN AFRICA: Walking · Cycling · Public Transport

**A new study led by Walk21 in collaboration with University of Manchester, UN Environment Share the Road and Gail Jennings asked whether the increase in demand for safe walking, cycling and access to public transport will change the perception of value for these modes in policy and decision making, instigating new sustainable transport policies and accelerate the delivery of more supportive infrastructure in Africa.**

Of 170 survey respondents, an encouraging 90% reported an increased awareness of walkers and cyclists, while 94% would be willing to do more to help pedestrians in the future. However, money, local capacity and political appetite remain the main constraints to doing more for mobilities during the pandemic. More details of the study will be published soon; for further information in the meantime contact Walk21.

# FOCUS ON ASIA

## India and Bangladesh

### Scoping study highlights devastating effect of Covid-19 on women's mobilities in India

**Between April 2020 and January 2021, partners at TOI, Norway, Meghna Verma and Tanu Priya Uteng, completed a scoping study looking at the *Impact of Covid-19 on Daily Mobility of Urban Indian Women* at the intersection of class and income. They found severe negative impacts on mobility among women from both low- and lower-middle income households, primarily because of their high dependence on public transport.**

For many women from low-income households in India, working from home is impossible because of their occupations in factories, construction or as domestic maids, housekeeping staff or street vendors. Having been forced to travel on public transport during the early stages of the pandemic, they became isolated and experienced a loss of income and livelihood when these transport services were locked down.

One woman working as an office cleaner in Bengaluru, India said that the infrequency of buses made it impossible for her to travel to work on some days. On other days, she traveled to work by auto rickshaw, incurring exorbitantly high commuting costs with no concurrent salary increase. While this woman's employer was able to reimburse her fare on some days, this kind of compensation wasn't available to many other women in the same situation. Women commuters in Mumbai, for instance, faced the challenge of a complete shutdown of the suburban trains. This restricted the movement of women whose livelihood was dependent on the sale of perishable goods they are normally able to transport from their homes to outlying areas of the city.

The situation was very different for women from middle- and higher-income households. These groups, who tend to work in white collar jobs, were able to work from home or benefitted from flexible working hours. In fact, women from high-income families had more time for family and childcare during the pandemic than usual.

### Covid-19: Safer policymaking for transport planners

**Covid-19 has placed transport policymakers under unique pressure to identify the safest mode of public transport during the pandemic. A research team in Dhaka, led by Farzana Rahman at University of Asia Pacific (Bangladesh) is working to provide a science-based answer to this concern, as well as finding ways to make paratransit travel during the pandemic safer.**

*Modelling the exposure risk tradeoff between public transit and private paratransit for transport decision making in the era of COVID19* aims to model exposure to the Covid-19 virus inside different types of vehicles and investigate the effectiveness of low-cost shields in reducing exposure to the virus. By developing Computational Fluid Dynamics (CFD) -based models of droplet dispersion in different types of public transport, micro-transit, and paratransit vehicles, the project will provide a world-first insight into passenger risks of exposure in these diverse modes. Models will also be used to design barriers or shields for paratransit vehicles, increasing safety. Project results will form the basis of a short, easy-to-use briefing paper for policymakers.

This research will be complemented by a stated preference questionnaire survey of transport users in Bangladesh, Uganda and Nigeria to understand passengers' travel behaviour, current and future preferences, and attitudes towards the newly designed shields.

Ultimately the project will provide a science-based assessment of risks of exposure to Covid-19 and passengers' risk perception of various transport modes and safety measures on publicly available transport. This will lead to better policy-making and improve safety.

FOCUS ON LATIN AMERICA

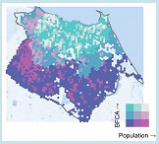
## Healthy Urban Mobility Brazil

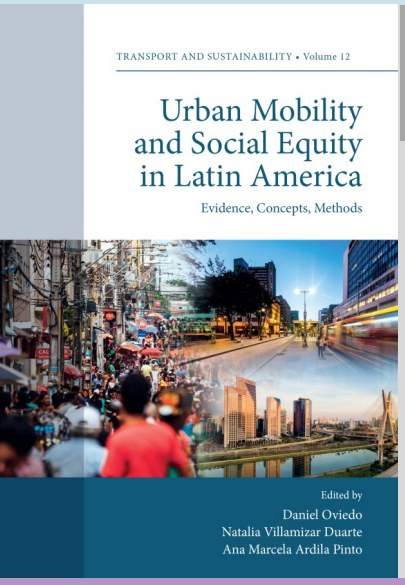
The Healthy Urban Mobility (HUM) project was a study to understand the impact of everyday (im)mobility on health and wellbeing in different neighbourhoods in Brazil and the UK, and to explore potential for participatory mobilities planning with local communities to support and develop solutions for healthy urban mobility. HUM used a combination of novel research methods to experiment, assess and actively involve communities and stakeholders in dialogue and mutual learning to develop new approaches to mobility planning .

Results indicate that residents living in more walkable areas with higher residential and population density, mixed-land use, and better street connectivity travel more on foot. They are also less likely to suffer from cardiovascular related NCDs. The findings highlight that the prevalence of active travel is not only a function of the physical environment but is also socially determined and unevenly distributed. This suggests that public health policies must focus on the community and social context as well as the physical environment for sustainable and equitable mobility to flourish.

PROJECT RESOURCES @ https://youtu.be/b6jOMLRYIP8 and https://www.hum-mus.org/

**A new study shows how access to healthcare can be analysed using the new balanced floating catchment area (BFCA) indicator to take congestion effects into account**. The paper, titled Geographic access to COVID-19 healthcare in Brazil using a balanced float catchment area approach, has been accepted for publication in *Social Science & Medicine*. Pereira et al. use the BFAC accessibility index to examine the spatial, income and racial inequalities in access COVID-19 healthcare in Brazil's largest cities. The authors find that the availability of intensive care unit (ICU) equipment varies considerably between cities and it is substantially lower among black and poor communities. The analyses in the paper put disadvantaged communities with poor access to health services on the map. The study illustrates the important role that transport accessibility research can have in providing actionable information to help improve healthcare coverage and responsiveness.




## URBAN AND SOCIAL EQUITY IN LATIN AMERICA: EVIDENCE, CONCEPTS AND METHODS

Edited by Daniel Oviedo, Natalia Villamizar-Duarte & Ana Marcela Ardila Pinto

Urban mobility plays a significant role in shaping the urban form of our cities and the way we experience them. Transport infrastructures and public transport services largely determine such a role and how these infrastructures and services fit with our cities' socioeconomic, functional, and spatial structure. The distribution of different means for urban mobility largely determines individuals' ability in various social and economic positions to access opportunities and exercise their right to the city.

Reviewing how spatial and social mobilities contribute to the reproduction of both spatial and social inequities in Latin American cities, the book provides an exciting perspective that expands on different fronts on the current literature in and about the region.

# New INTALInC members

Fiona Raje works at Manchester Metropolitan University. She is interested in social justice, wellbeing, health, and lived experience of transport.

Fiona's research has looked at topics such as ethnicity, accessibility, mobility, value of transport, noise and air quality and she's particularly interested in transportation challenges in the Caribbean and Latin America, having grown up in Jamaica and initially studied Latin American & Spanish Caribbean literature at the University of the West Indies. She would also like to extend her research to include social aspects of mobility in Asia, as she has done in relation to topics such as transport solutions for maternal health, behavioural interventions for poor air quality and walking in Africa.

Karel Martens is Chair of the Graduate Program for Urban and Regional Planning at the Technion – Israel Institute of Technology. His research interests include the nexus between transport and justice, transport and land use interaction, and transport planning and policy.

In 2017, Karel published the book *Transport Justice: Designing Fair Transportation Systems*, which has been described by colleagues as "ground-breaking", a "landmark", and a "revolution". Recently, Karel has joined forces with colleagues from Rwanda, Malawi and South-Africa to study how principles of justice could enhance transport planning in a Global South context. The project is funded by the Volvo Research and Educational Foundations and includes case studies in Kigali and Blantyre. Twitter: @karel_martens