



INTALInC Hallsworth Conference

ADDRESSING TRANSPORT INEQUALITIES IN GLOBAL SOUTH CITIES

University of Manchester with Volvo Research
and Education Foundations

19TH - 21ST MAY 2026



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WELCOME

Welcome to the INTALInC with VREF conference 2026, *Addressing Transport Inequalities in the Global South*. We are delighted to welcome so many INTALInC colleagues to Manchester and are looking forward to a productive and enjoyable event.

The conference takes place in the **University of Manchester Core Technology Facility, 46 Grafton Street, Manchester M13 9WU**. Registration and refreshment breaks are located in **The Street** and all plenary and keynote sessions, in the **Boardroom / Rutherford Suite**. Room details for workshop sessions are listed on page 5 of this programme. The conference dinner on Wednesday 20 May will be at **Tai Wu, 81-97 Upper Brook Street, M13 9TX**.

INTALInC was established in 2017 to provide evidence to ensure that everyone has the right to affordable, safe, clean and reliable mobility resources, with a particular focus on meeting the accessibility needs of low income, urban populations in the global south. Against a backdrop of unprecedented global policy challenges, we will work together to draw attention to the everyday mobility experiences of these communities, exploring how transport poverty and policy intersect and collaborating to better understand how more inclusive mobilities could be shaped and promoted.

We are grateful for the support of the University of Manchester Hallsworth Conference Fund, VREF, the Research England International Science Partnerships Fund, and all our other sponsors and supporters.

For any assistance while you are in Manchester, please contact [Emma Tsoneva](#).

PROGRAMME

Tuesday 19 May 2026

- 9:00 **Arrival and refreshments**
- 9:30 **Welcome and introduction to the conference programme**
Prof. Karen Lucas, University of Manchester
- 10:00 **Keynote, Just Transitions: Unlocking people-centred mobility in a decarbonising world**
Carly Gilbert-Patrick, SLOCAT
- 10:20 **Tea and coffee**
- 10:30 **Workshop 1 Breakout groups**
- 12:30 **Lunch**
- 13:30 **Workshop 1 Breakout groups continued**
- 15:30 **Tea and coffee**
- 16:00 **Keynote, In conversation: Redevelopment impacts of transport interventions in Mukuru settlement**
Stephen Okoth, Mukuru Community Leader and Winnie Mitullah, University of Nairobi
- 17:00 **Reception**
- 19:00 **Day 1 close**

Wednesday 20 May 2026

- 9:00 **Arrival and refreshments**
- 9:30 **Keynote, Caring Cities: Reimagining urban futures through connected infrastructure, inclusion and everyday life**
Prof. Tanu Priya Uteng, Norwegian Centre for Transport Research
- 10:30 **Tea and coffee**
- 10:45 **Workshop 1 Panel feedback**
- 11:15 **Workshop 2 Breakout groups**
- 13:15 **Lunch**
- 14:15 **Workshop 2 Breakout groups continued**
- 16:15 **Tea and coffee**
- 16:30 **Keynote, Food, Care, and Spatial Accessibility: Research methods, evidence and public policies in Chile**
Prof. Juan Carrasco, Universidad de Concepción
- 17:30 **Day 2 close**
- 18:30 **Dinner**

Thursday 21 May 2026

- 9:00 **Arrival and refreshments**
- 9:30 **Keynote, Transitions, Technology and Transport Justice: Popular transport in turbulent times**
Prof. Jacqueline Klopp, Columbia University
- AND
- VREF International Research Programme: Introduction to Walking Cities Lab**
Dr. Daniel Oviedo, UCL
- 10:30 **Tea and coffee**
- 10:45 **Workshop 2 Panel feedback**
Chair: Prof. Tim Schwanen, University of Oxford
- 12:15 **Poster Session**
INTALInC and VREF scholarship awards
- 13:15 **Lunch**
- 14:15 **Keynote, Mind the (Policy) Gap: Are evidence-based policies addressing transport inequalities**
Jim Walker, Walk21
- 15:15 **Tea and coffee**
- 15:30 **Understanding Transport Injustice: Reflections and outlook**
Prof. Tim Schwanen, University of Oxford
- 16:00 **Closing Remarks: What next for the INTALInC family?**
Karen Lucas, University of Manchester
- 16:15 **Day 3 close and depart**

WORKSHOP DETAILS

Workshops 1	Facilitators	Location	Workshops 2	Facilitators	Location
Nurturing children and young people	Gina Porter, University of Durham Regina Amoako-Sakyi, University of Cape Coast	TBC	Walking	Jim Walker, Walk21 Bronwen Thornton, Walk21 Daniel Oviedo, UCL	TBC
Enabling women and girls	Eda Beyazit, University of the West of England Tanu Priya Uteng, TOI Sharmin Nasrin, Arizona State University	TBC	Popular transit	Jackie Klopp, University of Columbia Sandy Mae Gaspay, University of Philippines Dilman Ransford A. Acheampong, University of Manchester	TBC
Enabling older and disabled people	Winnie Mitullah, University of Nairobi Guibo Sun, University of Manchester	TBC	Road safety	Marianne Vanderschuren, University of Cape Town Chinebuli Uzongdu, Edge Hill University Samuel G. Odewumi, Lagos State University	TBC
Informal settlements	Diana Mitlin, University of Manchester Howard Cambridge, University of York Karen Lucas, University of Manchester	TBC	Mobility governance	Maria Nieto Combariza, UCL Ariana Salas Castillo, Columbia University Tim Schwanen, University of Oxford	TBC

SPEAKERS



JUAN ANTONIO CARRASCO

Centro de Desarrollo Urbano
Sustentable | CEDEUS | Universidad
de Concepción | Chile

Juan Antonio Carrasco is Professor at the Department of Civil Engineering at Universidad de Concepción and PI at the Centro de Desarrollo Urbano Sustentable (CEDEUS). He also recently finished a four-year term as a board member at the Chilean National Railway Company. His research is oriented toward transport planning and engineering, the development of behavioural and transport demand models, transport and land use links, and the study of the social context of that demand. He also addresses the contrast of methods and evidence between research and public policy.



CARLY GILBERT-PATRICK

Secretary General | International
Partnership on Sustainable, Low
Carbon Transport (SLOCAT)

Carly supports a global coalition of transport stakeholders to accelerate the transformation of transport systems towards inclusive, healthy, green and resilient mobility. Working with the Board, partners and supporters, she sets strategic direction, drives programme delivery, represents SLOCAT in global and regional processes, grows the Partnership and ensures its financial and institutional sustainability.

Prior to SLOCAT Carly led the UNEP's Sustainable Mobility Unit teams on active mobility and access to public transport, transport digitalisation and modal integration, designing and delivering programmes with governments and partners across Africa, Asia and Latin America.

Carly is an expert in coalition-building for impact, sustainable mobility advocacy, regional and country level support and connecting global frameworks to local action.

She served as an Independent Board Member for SLOCAT, is a Commission Member for the UCI Cycling for All & Sustainable Cycling Commission, a member of the Cities4Children Global Alliance, and a founding member of the Partnership for Active Travel and Health (PATH).

JACQUELINE M. KLOPP

Director | Center for Sustainable
Urban Development (CSUD) |
Columbia Climate School | USA

[More information.](#)



KAREN LUCAS

Director | Manchester Urban Institute |
University of Manchester | UK

Karen is Professor of Human Geography at the University of Manchester and Director of Manchester Urban Institute. She founded and is the Director of INTALInC. She has more than 25 years' experience of delivering social research into practice in transport, employing a variety of mixed methods approaches to issues of mobility, accessibility and social justice.

[More information.](#)



WINNIE MITULLAH

Institute of Development Studies |
University of Nairobi | Kenya

[More information.](#)



STEPHEN OKOTH

Mukuru Integrated Waste
Management | Mukuru | Nairobi |
Kenya

Stephen is Director of Mukuru Integrated Waste Management Team (MIWM), a community-based organisation engaging young people to support effective waste management in Mukuru Kwa Njenga.

Formed in 2016, MIWM works with the local community, bringing together youth groups and other Mukuru residents to provide waste management services including rubbish collection, sorting waste, transporting rubbish to municipal dumps and recycling facilities, and routine clean-ups of neighbourhoods in Mukuru Kwa Njenga.



DANIEL OVIEDO HERNANDEZ

Development Planning Unit | UCL |
UK



TANU PRIYA UTENG

Institute of Transport Economics |
Norwegian Centre for Transport
Research | Norway

Dr. Tanu Priya Uteng has worked extensively across a host of cross-cutting issues in the field of urban and transport planning in the past 21 years. Her areas of expertise include: inclusive cities, mobilities, social exclusion, travel behaviour, evaluation and gender studies. She is currently working on topics like gendered mobilities, shared solutions, travel behaviour and the green-shift. In her various research undertakings, she ventures to explore the 'place vs. space' dimension and ways to avoid creating anti-spaces.

She has edited Gendered Mobilities(2008), Urban Mobilities in the Global South (2017), Gendering Smart Mobilities(2020) and Mobility in Life and Death – Negotiating Room for Migrants and Minorities in European Cemeteries (2022). She has also co-authored Den store el-bilbløffen (2024), translated as 'Electric cars – The big bluff'. In capacity of principal investigator of multiple research projects, she has been engaged in exploring the conjunction between sustainable development and inclusive mobility and spaces. She works with both quantitative and qualitative methods.



TIM SCHWANEN

Director | Transport Studies Unit |
University of Oxford | UK

[More information.](#)



JIM WALKER

Walk21 | UK

Jim Walker is the Founder of the Walk21 Foundation and has been an international champion of research, policies and projects that enable people to enjoy walking for 25 years. He specialises in developing national policies and effective behaviour change campaigns, securing political commitment, engaging communities and delivering safe sustainable transport, active health and accessible recreation projects. His focus is increasingly on supporting the needs of women, children, the elderly, people with disabilities and those with low incomes - especially in low- and middle-income countries - who rely on walking as their essential mobility.

SPEAKER ABSTRACTS

Just Transitions: Unlocking people-centred mobility in a decarbonising world

Carly Gilbert-Patrick, SLOCAT

To follow.

In conversation: Redevelopment impacts in Mukuru

Stephen Okoth, Mukuru Community Leader and Winnie Mitullah, University of Nairobi

To follow.

Caring Cities: Reimagining urban futures through connected infrastructure, inclusion and everyday life

Tanu Priya Uteng, Norwegian Centre for Transport Research

What would it mean to design cities that position ‘care’ at the core of its development strategies? This keynote argues that care must be understood not as a private value, but as a public principle embedded in infrastructure, governance, and everyday urban life. Moving beyond efficiency-driven models of “smart” urbanism, the talk explores how transport systems, public spaces, housing, labour, education and digital networks can be reimagined as connected infrastructures of care. Drawing on examples from urban mobility and social inclusion, it highlights how gender, age, income, and ability shape everyday experiences of access and belonging. A caring city is one that recognizes interdependence, reduces structural inequalities, and supports the rhythms of daily life. Reframing infrastructure as a social investment rather than merely a technical solution opens new pathways for more just, resilient, and inclusive urban futures.

Food, Care, and Spatial Accessibility: Research methods, evidence and public policies in Chile

Juan Carrasco, Universidad de Concepción

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Transitions, Technology and Transport Justice: Popular transport in turbulent times

Jacqueline Klopp, Columbia University

To follow.

VREF International Research Programme: Introduction to Walking Cities Lab

Daniel Oviedo, UCL

To follow.

Keynote, Mind the (Policy) Gap: Are evidence-based policies addressing transport inequalities

Jim Walker, Walk21

To follow.

POSTER ABSTRACTS

Autonomous Mobility and Transport Disadvantage in the Ageing Process: A relational and embodied perspective

Ana Marcelo Ardila Pinto, Elaine Vilela, Julia Borges, Joao Moreira, Federal University of Minas Gerais; Barbara Abreu Mattos Federal University of Ouro Preto

Brazil has undergone one of the fastest demographic transitions in Latin America, with the share of older adults rising sharply over recent decades. Belo Horizonte is ageing even faster than the national average, intensifying pressures on public policies related to mobility, accessibility and everyday care. In recent years, the city has also developed initiatives to improve walkability, transport accessibility and age-friendly urban environments. This study examines everyday and care-related mobility among people aged 60 and over in Belo Horizonte and its Metropolitan Region.

The analysis draws on a probabilistic survey of 390 older adults, designed and conducted by UFMG with a 5% margin of error and 95% confidence level. Unlike traditional Origin–Destination surveys, the instrument captured a full reference week, enabling the identification of routine movements as well as mobility undertaken to provide or receive care.

Using Multiple Correspondence Analysis combined with a Spatial Proximity Index, the study reveals the centrality of care in later-life mobility and the active role older adults play within care networks. Findings show a marked heterogeneity of care-mobility practices, shaped by intersections of gender, class and race, and by unequal access to services. Territorial inequalities condition care mobility: some peripheral districts show relatively high proximity for care practices, whereas certain central areas display limitations due to uneven service distribution, pedestrian barriers or topographic constraints.

These patterns advance a multidimensional understanding of transport inequalities and highlight the need for planning approaches that recognise care as a relational and spatial practice embedded in everyday life.

Transport Mobilities in the Global South: Motorcycle use, accessibility and equity in Brazil

Charles Asenime, Liman Alim, Ijeoma Asenime, Mariam Balogun, Ifeoma Iyade, Lagos State University

Traveling among the elderly in metropolitan Lagos is often unstructured, lacking a specific plan to facilitate their mobility. They largely rely on their own efforts to move around, with no formal support from the government or private sector to ensure safety and easy access to public transportation for social and economic purposes. This mobility challenge is particularly pronounced in informal communities, where transport infrastructure and services are grossly inadequate and unsafe. This paper aims to evaluate the mobility patterns of individuals aged 65 and above in metropolitan Lagos, with a focus on low-income communities. The study objectives are to: profile elderly travelers, examine their travel purposes and structures, assess their ability to pay, investigate public transport provisions (including fare policies, vehicle design, and accessibility), and review safety and extant laws and policies supporting mobility for the elderly. Expected findings include insights into spatial location, trip purposes, ability to pay, health implications, infrastructure support, and extant policies promoting mobility for the elderly. This research will provide a policy framework for the government to enhance the mobility of the elderly, who are often marginalized and excluded from public transportation systems, and advocate for complete inclusivity.

Transport Mobilities in the Global South: Motorcycle use, accessibility and equity in Brazil

Jessica Helena de Lima, Federal University of Alagoas

The paper analyzes how motorcycles influence increases or decreases in equity, grounded in Ronald Dworkin's theory of justice. Its aim is to examine the motorcycle more fairly, recognizing the role of road system characteristics in promoting more equitable and diverse mobility. The study uses a mixed-methods approach: qualitative data were gathered through focus groups and analyzed using speech analysis, while quantitative data were examined through econometric methods, specifically logistic regression.

The research is justified because most studies on motorcycles focus primarily on accident involvement and related social costs. However, effective public policy requires understanding the motorcycle's importance for accessibility. The results indicate that motorcycles can promote equity by providing access to activities that individuals would otherwise be unable to reach. At the same time, they can decrease equity due to the high likelihood of accidents and the resulting reduction in family income following a motorcyclist's death. The study also finds that certain social groups face a higher probability of dying in traffic accidents.

The dissertation concludes that greater awareness is needed to recognize motorcyclists as equally important road users. Public policies should reflect this understanding, enhancing the motorcycle's potential to promote equity while addressing the primary factor that diminishes it: traffic accidents.

Mobility and Accessibility: Analyzing the Impact of Inclusive transportation Infrastructure on the lives of people with disabilities

Olayemi Funmilayo Dickson, Obafemi Awolowo University

Transport Infrastructure is critical, as it is the means by which other services are accessed. With accessible public transport options, persons with disabilities enjoy inclusion in education, employment, social activities, and good healthcare. This study examined inclusive transport infrastructure and the mobility of people with disabilities in Lagos metropolis, Nigeria. Specifically, it explored the willingness of people with disabilities to use Lagos public transportation (BRT and Blue Rail) with inclusive infrastructure, and analyzed the impact of inclusive transport infrastructure on the lives of people with disabilities in Lagos. Primary data were collected from 385 respondents (People with Disabilities) using a structured questionnaire. Cluster sampling was employed to select the sample from the population. Partial Least Squares Structural Equation Modeling (PLS-SEM) was used to assess the impact of inclusive infrastructure on ease of travel and its effects on the lives of people with disabilities, and to test the study's hypotheses.

This study concluded, amongst others, that people with disabilities in Lagos metropolis are willing to use Lagos public transportation (BRT and Blue Rail) if presented with inclusive infrastructures that facilitate accessibility. Also, Inclusive transport infrastructure has a positive effect on the education, employment, social, and healthcare lives of people with disability in Lagos metropolis.

Mobility Inequality in Informal Settlements: Evidence from Delhi, India

Ish Kumar, School of Planning and Architecture, New Delhi

Urban slums in India accommodate nearly 49% of the population in large metropolitan centres such as Delhi, yet remain systematically excluded from formal mobility planning and city-level master plan implementation. Despite the National Capital's statutory planning framework emphasising equitable access, informal settlements continue to experience fragmented transport infrastructures, unsafe walkability conditions, and limited access to reliable public transit.

This study investigates everyday mobility and governance challenges in Delhi's slums by analysing how spatial marginalisation shapes access to work, education, healthcare, and essential services. The study applies an integrated urban planning and mobility justice lens, supported by advanced GIS-based spatial analysis, including Hotspot Analysis, Network Proximity Modelling, and Public Transport Accessibility Levels (PTAL) to map deprivation clusters and last-mile connectivity barriers. Preliminary findings reveal pronounced disparities in trip frequency, modal share, and travel time burdens, especially for women, youth, and informal-sector workers. These mobility constraints reinforce socio-economic immobility, perpetuate spatial poverty traps, and limit residents' ability to participate in the formal urban economy.

By reframing mobility as a core planning entitlement rather than a residual service, the study argues for embedding slum-specific mobility indicators, accessibility benchmarks, and KPI-linked monitoring mechanisms into future master plan revisions and transport governance reforms to advance inclusive urban transformation.

Gendered Mobility in Informal Transport: Evidence from selected cities in Kenya

Caroline Mongina Matara, Multimedia University of Kenya

Informal public transport systems are the backbone of everyday mobility in Kenya's secondary cities, yet their gendered impacts remain under explored. This study examines the mobility experiences of women and young girls in Kisumu and Nakuru, two rapidly growing urban centres where matatus, boda bodas and tuktuks dominate travel for low-income residents. Although these systems provide essential connectivity, they are shaped by fluctuating fares, irregular service patterns, weak regulatory oversight and inadequate infrastructure, conditions that disproportionately affect female travellers.

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Gender, Mobility and the Exclusion of Female Transport Operators

Giwa Olayiwola Mojeed, Lagos State University

The transport sector reflects the social, economic, and cultural structure of any society. In Lagos, gender norms continue to shape participation in traditionally male-dominated occupations, including commercial driving. Despite growing interest in transport work, women remain significantly underrepresented both within the broader workforce and in decision-making roles. Social expectations often frame driving as a male profession, resulting in stigma, discrimination, and limited support for women who enter the field. These gendered barriers contribute to unsafe working conditions, harassment, and restricted professional opportunities.

This study explores the safety, security, and workplace challenges faced by female commercial drivers in Lagos State, as well as the coping strategies they employ to navigate a male-dominated environment. Using a qualitative research design, semi-structured interviews were conducted with female drivers across selected areas of the state. Thematic analysis was used to interpret their narratives and identify recurring issues affecting their daily work, mobility, and well-being. The findings highlight the resilience of women who have chosen driving as a livelihood and underscore the need for targeted policies that address gender bias, improve workplace protections, and promote inclusive participation in the transport sector. The study aims to support a more equitable industry with increasing opportunities for female operators.

Public Transport Governance in the Metropolitan Region of São Paulo

Mariana Nicolau Batista, University of Oxford

The Metropolitan Region of São Paulo (MRSP) operates a deeply fragmented public transport system, compelling passengers to navigate distinct systems despite high inter-municipal interaction. This research investigates how this structure influences public transport management and whether it hinders or facilitates the achievement of sustainable transport goals.

The study used Multi-level Governance (MLG) as its analytical framework to dissect the MRSP's transport governance, identifying the roles of involved actors, and analysing relevant national and regional legislation and plans. Primary data was gathered via semi-structured interviews conducted with 15 transport professionals, providing an essential perspective on how written definitions, laws, and plans are implemented.

The findings reveal three key aspects of governance. First, despite well-defined institutional roles, deep fragmentation persists, leading to misalignment and siloed operations, which contradicts the transboundary nature of transport. Second, increasing privatisation trends are diffusing coordination further among actors. Third, while technical staff possess high knowledge and robust guidelines, the influence of existing laws is significantly diluted, hindering an effective and rapid transition towards sustainability.

In conclusion, the MRSP's fragmented governance structure significantly undermines institutional effectiveness, indicating that technical capacity and planning documents are insufficient without institutional alignment and coherent implementation. This lack of coordination inhibits the necessary pace toward sustainable transport and decarbonisation, providing crucial insights for other complex metropolitan areas worldwide.

GRACE Index: Multicriteria and open-data assessment of autonomy and community engagement in Guadalajara's older population, Mexico

Gabriela Ochoa-Covarrubias

This presentation introduces progress in designing a walkability index tailored to older adults in Guadalajara, Mexico. The study addresses three core questions: (1) What are the main purposes of walking trips among older adults? (2) Which factors influence their choice of walking routes? (3) Which urban areas offer spatial characteristics that promote walkability for this demographic?

The methodology combines official census data on population and common destinations with an assessment of urban elements such as sidewalks, ramps, lighting, and tree coverage. Emphasis is placed on the walking journey rather than destinations. The analysis employs the Analytic Hierarchy Process (AHP), complemented by map algebra techniques within Geographic Information Systems (GIS). Weighting factors will be derived from focus groups involving older adults who regularly walk in their neighborhoods.

The expected outcome is a cartographic product identifying varying degrees of walkability from a gerontological perspective. Beyond its local application, this approach offers potential for replication in other Global South cities, contributing to inclusive and age-friendly mobility strategies and informing decision-makers in urban infrastructure and public space planning.

The Role of Public Participation in the Implementation of Walking Infrastructure in Nairobi City County, Kenya

Basil Paschalin, University of Nairobi

The pedestrian infrastructural lag stems from the broader systemic bias where motorized transport modes like cars, matatus, and boda-bodas receive disproportionate investment, while walking is treated as a residual consideration (Sagaris et al., 2022; Nyachieo, G., Mwesigwa, L., & Basil, P. (2025)). Research shows that more than 75% of daily trips in Nairobi are on foot, yet less than 2% of road infrastructure budgets are allocated to non-motorized transport (NMT) modes (ITDP Africa. 2018; UNEP & UN-Habitat, 2022). The lived experiences and safety of pedestrians are often overlooked as the main focus is always geared towards planning and technical design which are highly dominated by engineering standards that prioritize vehicle features and output and speed (Guzman et al., 2021).

Governance fragmentation aggravates the imbalance since multiple entities have overlapping and unclear roles on sidewalks, crossings, and pedestrian safety like Kenya Urban Roads Authority (KURA), NTSA, Nairobi Metropolitan Services (NMS) (Appelhans et al., 2021). As a result, inter-agency coordination is weak, financing channels segregated, and technical capacity for NMT design remains limited, leading to slowed and stalled projects (Frontiers in Sustainable Cities, 2022; ITDP, 2024). This study examines how transport governance structures, decision making processes, actors, agency coordination, and policy making and implementation processes are incorporated to shape the delivery and efficiency of walking facilities in Nairobi.

The Dual Face of Informal Transit: Navigating precarity and mobility in South Africa's minibus taxi industry

Siyabulela Christopher Fobosi, University of Fort Hare

This paper examines how informal transit systems, such as the minibus taxi industry, effectively address the daily mobility needs of low-income urban populations in the Global South, often compensating for systemic failures in formal public transportation provision. Drawing on action-based methodologies, the research confronts the enduring disconnect between prevailing transport policy frameworks—which often prioritize regulation or eradication—and the lived realities of these communities.

The proposed contribution will reframe the discourse by analyzing informal transport not merely as a survival strategy, but as a vital, people-centered service that significantly contributes to urban accessibility and the achievement of life-enhancing opportunities.

We will present a framework for mobility governance that shifts from a control paradigm to one of integration and support, advocating for policies that formalize operational standards, improve road safety, and leverage the entrepreneurial capacity of informal operators. This reframing aims to promote more inclusive urban mobilities, ensuring that vulnerable populations, particularly those in informal settlements, are no longer excluded from transport.

Equality in Motion: Gender, climate vulnerability, and the BRT Amazonas in Belo Horizonte, Brazil

Natalia Villamizar Duarte, Newcastle University

Framed within the collaborative research project Mobility with Equity: Gender, Climate Vulnerability, and the BRT Amazonas in Belo Horizonte, funded by GEDA, this contribution presents emerging insights into the intersection of climate vulnerability, gender, and transport exclusion, with a particular focus on walkability along the BRT Amazonas corridor in Belo Horizonte, Brazil. The project adopts a mixed-methods, people-centred approach that combines environmental sensors, GPS tracking, participatory cartography, and interviews to examine how everyday mobility practices are situated within specific social, physical, and institutional contexts.

This contribution focuses on how low-income women navigate exposure to extreme heat, flooding, inadequate lighting, and safety risks during walking segments that connect residential areas to the proposed area for the BRT system. These intersecting conditions of climate vulnerability, gender, and mobility constraints constitute critical yet often overlooked dimensions of transport exclusion. By translating situated experiences of walkability into spatial evidence and co-designed recommendations, the contribution demonstrates how participatory, action-based research can inform transport policy and implementation, particularly in relation to the planning and delivery of the BRT Amazonas corridor in Belo Horizonte.

Beyond A to B: Women's everyday mobility in Kochi, India

Fathima Zehba, National Institute of Technology Calicut

Women in low-income groups across the Global South navigate cities under layered social, spatial, temporal, and institutional constraints. Yet their everyday mobility remains poorly understood in transport policy. This paper examines the lived mobility experiences of low-income working women in Kochi City, Kerala, India, drawing on a multi-method qualitative and time-geographic study.

The research proceeds through three objectives: first, identifying the diverse socio-cultural, infrastructural, and personal factors shaping women's mobility through a systematic literature review, contextual study, and field-based exploratory work; second, analysing mobility characteristics using time-geographic methods, including activity-travel diaries, GPS-based movement tracking, and visualisation of space-time paths and activity spaces; and third, integrating qualitative narratives with spatiotemporal data to refine a conceptual framework for gendered mobility and identify implications for inclusive transport planning.

Findings show that women's mobility decisions are driven not by preference but by obligation, shaped by rigid work timings, safety concerns, unpaid care responsibilities, and uneven transit accessibility. Time-geographic analysis reveals compressed activity spaces, high travel-time burdens, and constrained daily rhythms, especially for women with caregiving roles. The integrated framework demonstrates how internal, external, and structural constraints intersect, offering a grounded basis for gender-sensitive mobility governance in Indian cities.