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Why does not public transport work as it should?

Hansson, Kristofer

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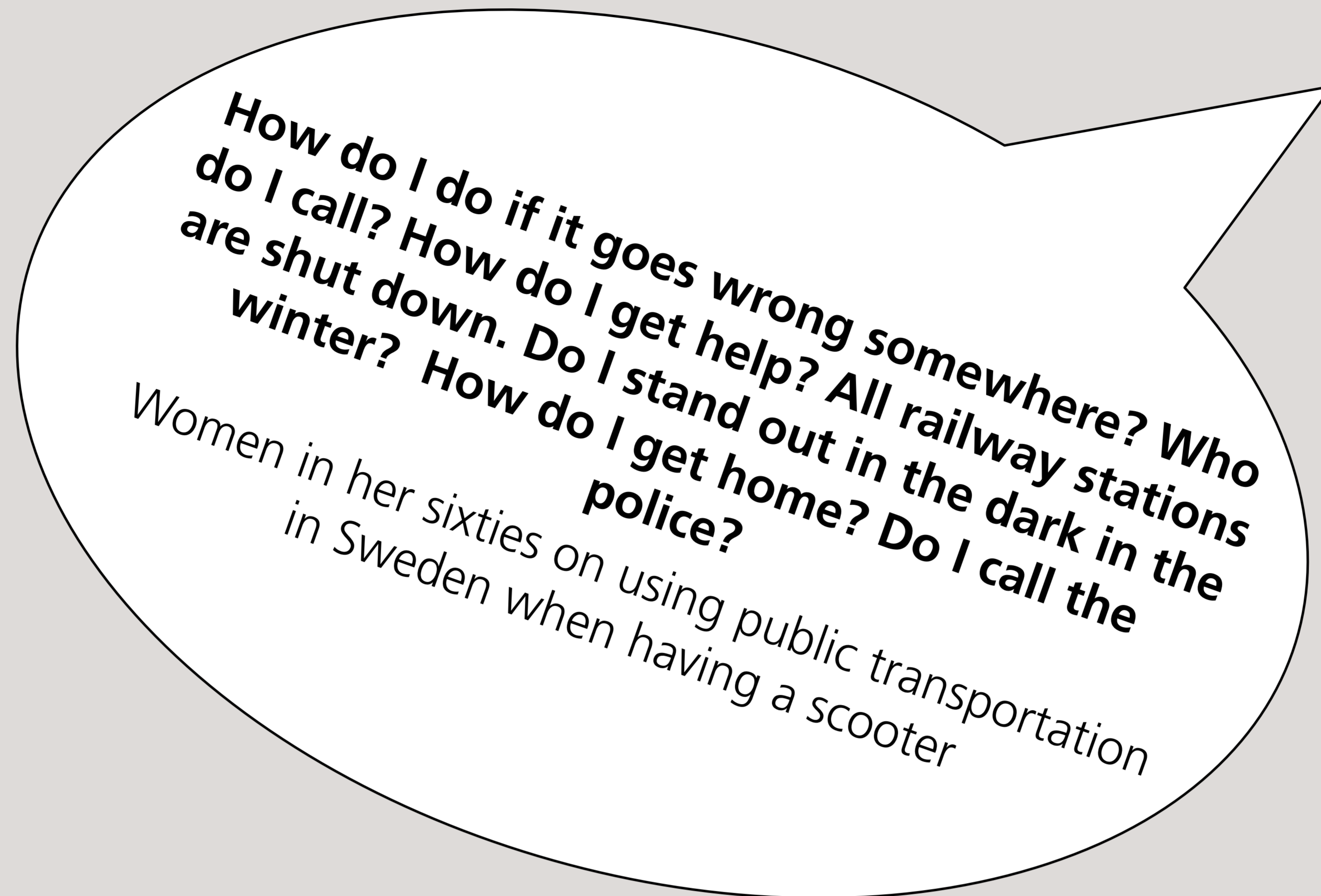
LUND UNIVERSITY

PO Box 117
221 00 Lund
+46 46-222 00 00



WHY DOES NOT PUBLIC TRANSPORT WORK AS IT SHOULD?

Cultural Reflections on Mobility and Motility in Sweden



Method and questions

Drawing on ethnographic data this project wants to specify situations at which spatial and social accessibility turns crucial in public transport. We use participation observations ("go-alongs"), interviews and photo documentation. Following questions are central:

- How are exceptions, deviations and anomalies formulated, motivated and reproduced in relation to today's accessibility norms in public transport?
- What conditions cultivate such inertia in accessibility work in everyday situations when it comes to public transportation?

To conclude

This research project wants to highlight how the daily mobility is restricted or hindered in public transport when critical places emerge:

- Combining mobility with a disability perspective is central for understanding how public transport creates diversity in society.
- The individual's motility is not always enough to enable the use of public transport to a greater extent.
- The importance of having a disability perspective that can help us to see and change the obstacles and limitations for individual's motility.

Egard, Hanna & Hansson, Kristofer (2020): Strandsatt och förbisedd – men envis: Daglig mobilitet bland personer med funktionsnedsättning i kollektivtrafiken. In: *Mobilitet och mångfald – resande på lika villkor?* Arkiv Förlag.

Our findings

Following and visualizing everyday travel, as in the pictures, these limitations can be understood from:

- Social model of disability: how limitations are hinders in the technology of trains, buses, places and as social relations.
- Critical places: how these hinders creates critical places, which makes it difficult to use buses and trains, and stations.
- Mobility/Motility: highlight critical places where the persons motility of creativity not always makes it possible to overcome hinders and create mobility.

