

**THE ROLE OF INCLUSIVE MOBILITY AS A  
CATALYST FOR SUSTAINABLE DEVELOPMENT**

**| TRANSPORT DIVISION**





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**TRANSPORTATION, SOCIAL INCLUSION AND  
GENDER EQUALITY IN THE CARIBBEAN**

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# THE CARIBBEAN CONTEXT: TRANSPORT, SOCIAL INCLUSION & EQUITY



**LEAVE  
NO ONE  
BEHIND**



**47.4%** of women; 60.5% of men have access to a vehicle for daily use.



**69.7%** of women curtailed their activities due to fears for their safety; 56.9% of men. Transportation options are least available early morning and at nights, and particularly on weekends.



**76%** of women experienced a high level of insecurity along roadways while accessing transportation, as opposed to 62% of men.

Source: UN Women (2022). Gender Equality, Safety and Climate Change in Public Transportation in Trinidad and Tobago

# THE CARIBBEAN CONTEXT: TRANSPORT, CLIMATE & DISASTER RISK RESILIENCE

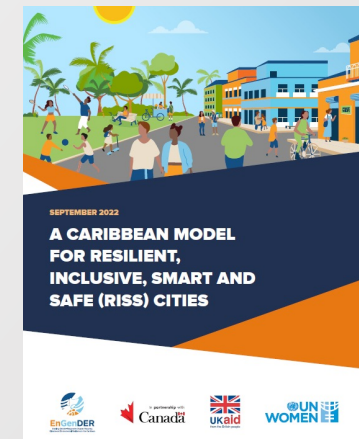


PHOTO: City gate vicinity, Port of Spain, Trinidad and Tobago, Trinidad Express



Commitments to the Paris Agreement and reducing emissions by 2030 are accompanied by proposals to switch to greener fuels, electric vehicles and allowances within the national budgets. Transitions to these modalities have been slow, given the high cost of conversions and infrastructure issues.

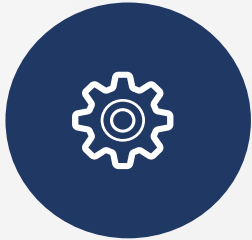


In Trinidad & Tobago: A National Vulnerability and Capacity Analysis (Clarke et al 2019) recognized landslides, riverine, coastal and flash flooding and storm surges as major threats to transport infrastructure.

In 2022, extreme weather systems and events caused direct damage to bridges and roadways, and rendered them impassible and inaccessible to entire communities, particularly rural and coastal communities.  
National Vulnerability and Capacity Analysis (Clarke et al 2019)



# THE CARIBBEAN CONTEXT: WHERE WE GO FROM HERE



## STRENGTHEN INSTITUTIONS

To reform and tackle systemic deficits within the public transportation system



Enhance legislation around sexual and other forms of harassment in public spaces



Utilise tools such as gender mainstreaming, GRB and gender lens investing married with participatory processes and consultations for policy development and infrastructure planning



PHOTO: UN WOMEN MULTI-COUNTRY OFFICE  
CARIBBEAN / Riina Haavisto



**PUBLIC TRANSPORT ACCESSIBILITY  
AND AFFORDABILITY**

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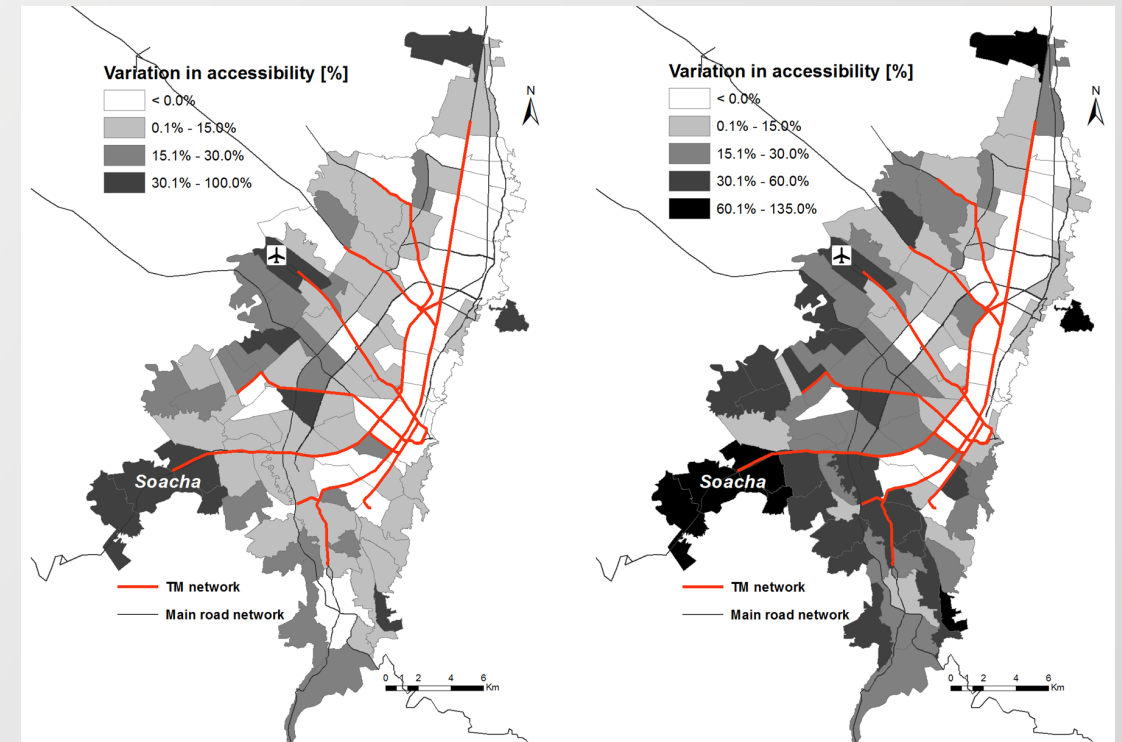


# HOW MUCH DOES TRANSIT COST AND FOR WHOM

City	Country	A Average Affordability (Percentage of average per capita income)	B Low-income Affordability (Percentage of income of the lowest economic quintile)	C Affordability Inequality Ratio (B/A)
Montevideo	Uruguay	12.6%	30.3%	2.4
Lima	Peru	10.5%	26.3%	2.5
Panama	Panama	10.5%	29.1%	2.8
Santiago	Chile	10.1%	34.4%	3.4
Mexico	Mexico	7.8%	20.9%	2.7
Nassau	Bahamas	6.8%	36.6%	5.4
Tegucigalpa	Honduras	6.5%	38.1%	5.9
Asunción	Paraguay	5.7%	16.3%	2.9
Brasilia	Brazil	4.9%	19.2%	3.9
San José	Costa Rica	3.0%	11.8%	3.9
La Paz	Bolivia	2.5%	8.1%	3.2
Managua	Nicaragua	2.0%	5.8%	2.9
<b>AVERAGE</b>		<b>6.9%</b>	<b>23.1%</b>	<b>3.3</b>

# TARGETED SUBSIDIES (?)

- The Bogotá public transport subsidy was offered to citizens with an SISBEN score of less than 40 points.
- In Soacha, there are no subsidies of this type.
- According to SISBEN, in April 2016 there were 2,403,674 people who met this requirement in Bogotá and 188,308 in Soacha.



# 'SIN LO TRUCHO EL POBRE SE MUERE': AFFORDABILITY AND POPULAR TRANSPORT

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- In Soacha (Colombia), negotiating prices was commonplace, leading to savings between 30 and 40% of the regular fare
- In Lima (Peru), women reported that although the price of moto-taxi rides are negotiable with drivers, they feel less able and comfortable than men to bargain and end up paying more
- In Lima (Peru), women reported that although the price of moto-taxi rides are negotiable with drivers, they feel less able and comfortable than men to bargain and end up paying more





## **WAYS FORWARD**

# **IMPROVING AFFORDABILITY IN LAC**

**1**

**Improving information and targeting mechanisms for identification of potential beneficiaries of affordability policies**

**2**

**Develop differentiated fare mechanisms aimed to reduce inequalities**

**3**

**Consider the temporality of transport demand and affordability needs.**

**4**

**Work across sectors and think holistically about household expenditures on transport**

**5**

**Define long-term affordability targets and synergize current public transport agendas with affordability objectives**



**ACTIVE TRANSPORT  
AND SOCIAL EXCLUSION**

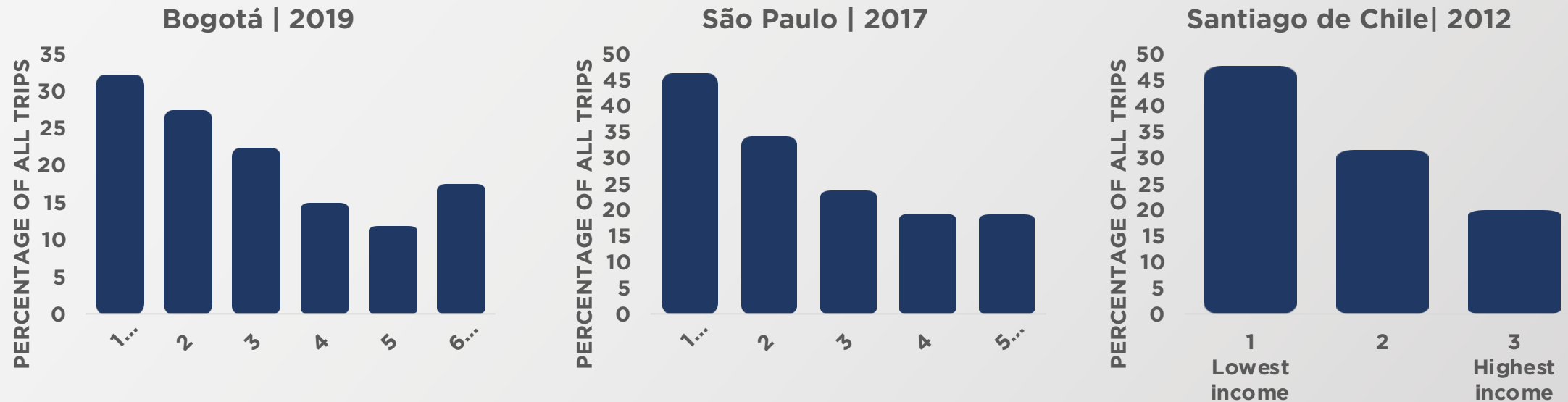
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MARÍA EUGENIA RIVAS  
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# ACTIVE TRANSPORT AND LOW-INCOME POPULATIONS: THE SCALE OF THE PROBLEM

SHARE OF WALKING TRIPS IN TRANSPORT, BY INCOME LEVEL, IN BOGOTÁ,  
SÃO PAULO, AND SANTIAGO DE CHILE (PERCENT)



Source: Transport for Inclusive Development. Defining a Path for Latin America and the Caribbean. IDB (2022).

# WORSE MOBILITY CONDITIONS FOR THOSE WHO NEED IT MOST (I)

UNPAVED ROADS | COATZACOALCOS, MEXICO



Source: Ciudades Sostenibles. IDB (2014).

STEEP SIDEWALKS | TEGUCIGALPA, HONDURAS



# WORSE MOBILITY CONDITIONS FOR THOSE WHO NEED IT MOST (I)

**LACK OF SIDEWALKS –  
QUETZALTENANGO, GUATEMALA**



Source: Ciudades Sostenibles. IDB (2014).

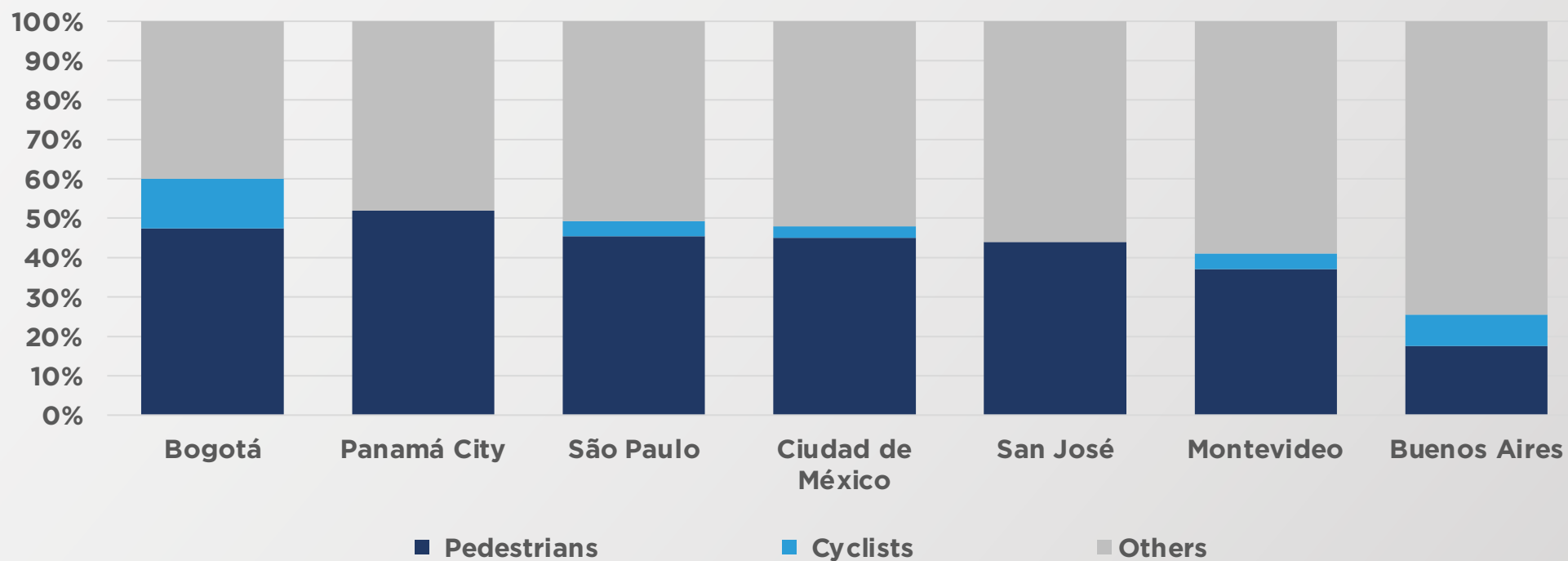
**HEAVILY TRAFFICKED STREETS AND LACK OF  
ADEQUATE PEDESTRIAN FACILITIES |  
CUMANÁ, VENEZUELA**





# WORSE MOBILITY CONDITIONS FOR THOSE WHO NEED IT MOST (II)

TRAFFIC FATALITY STATISTICS BY ROAD USER TYPE IN SELECTED LATIN AMERICAN CITIES, 2018–2019 (PERCENT)



Source: Transport for Inclusive Development. Defining a Path for Latin America and the Caribbean. IDB (2022).



**LAND USE  
AND PUBLIC TRANSPORT**

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# FROM ARTISANAL TRANSPORT TO MASS TRANSIT



# FROM ARTISANAL TRANSPORT TO MASS TRANSIT



# FROM ARTISANAL TRANSPORT TO MASS TRANSIT





**EFFECTIVE STRATEGIES FOR SOCIAL CHANGE  
- BUNDLED SOLUTIONS TO ADDRESS  
“WICKED” PROBLEMS**

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LABORATORIO DE CAMBIO SOCIAL



INVESTIGACIÓN PARTICIPATIVA PARA LA ACCIÓN

PARTICIPATORY ACTION RESEARCH FOR SOCIAL CHANGE



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CENTRE OF EXCELLENCE



Ciudad Viva  
Participar es crear juntos



CEDEUS  
Centro de Desarrollo Urbano Sustentable



# Key sites for social change

- Health & transport, key interactions
- Fear or violence?
- Placemaking: Infrastructure or identity?
- Theory in practice: Governance KEY



# HEALTH & TRANSPORT KEY INTERACTIONS

INCREASINGLY INFLUENCE TRANSPORT POLICY AND PLANNING

Condición	Con la actividad física, riesgo se reduce en un
Cardiopatología y riesgo de infarto cerebral	20-35%
Diabetes tipo II	35-50%
Cáncer del colón	30-50%
Cáncer del mama	20 %
Fractura cadera	36-68%
Depresión	20-30%
Muerte	20-35%
Demencia	40-45%

Fuente: Traducción al español del documento de Políticas Públicas, Improving Londoners Health, Transport Action Plan (2020).



# NOT “FEAR” OR “RISK AVERSE”, BUT VIOLENCE...

- Petty and major crime
- Gender violence (harassment and rape)
- Road risk and related violence





# THE THING ABOUT VIOLENCE...

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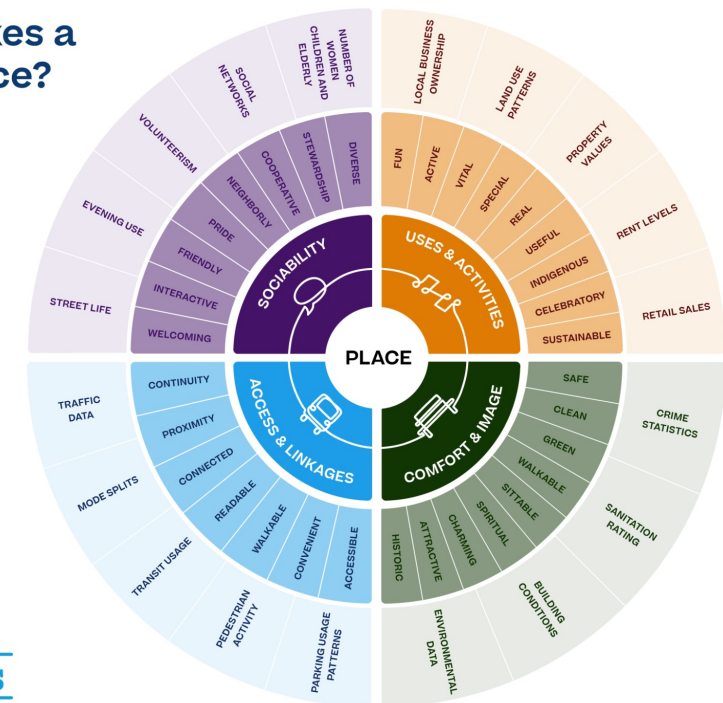
Placemaking, complete streets, “cool” routes to school as key strategies to position Walking and Walkability as catalysts for changing complex systems of cities and regions

- Violence exists to control and maintain certain patterns of power, exclusion and subordination (Wilkerson, 2021)
- Violence correlates deeply and consistently with inequality (Wilkinson & Pickett 2010)
- Dealing with violence through collective action in social spaces can improve equity and work at the roots of violence
- Walking (including assisted mobility) is universal, offering fertile soil for socio-political transformations favoring equity and planetary /human and environmental) health

# OVERVIEW KEY STRATEGIC PRACTICE 1/5: OVER THIRTY DIFFERENT PRACTICES

- Placemaking
- Buen Vivir
- Complete Streets
- Livable Streets 1.0

## What Makes a Great Place?



Project  
for Public  
Spaces

# PLACEMAKING IS / IS NOT

SINCE 1975, 3500 COMMUNITIES,  
50 COUNTRIES, NEW YORK-BASED

Placemaking defined, Project for Public Spaces		
	Placemaking <i>is</i>	Placemaking <i>is not</i>
1	• Community-driven	• Top-down
2	• Visionary	• Reactionary
3	• Function before form	• Design-driven
4	• Adaptable	• A blanket solution or quick fix
5	• Inclusive	• Exclusionary
6	• Focused on creating destinations	• Car-centric
7	• Context-specific	• One-size-fits-all
8	• Dynamic	• Static
9	• Trans-disciplinary	• Discipline-driven
10	• Transformative	• One-dimensional
11	• Flexible	• Dependent on regulatory controls
12	• Collaborative	• A cost/benefit analysis
13	• Sociable	• Project-focused

Source: Project for Public Spaces website, accessed 20 May 2022, **Citation (MLA 8):** "What Is Placemaking?" Project for Public Spaces, 2007, <https://www.pps.org/article/what-is-placemaking>

# DESIGN OR GOVERNANCE

SINCE 1975, 3500 COMMUNITIES,  
50 COUNTRIES, NEW YORK-BASED

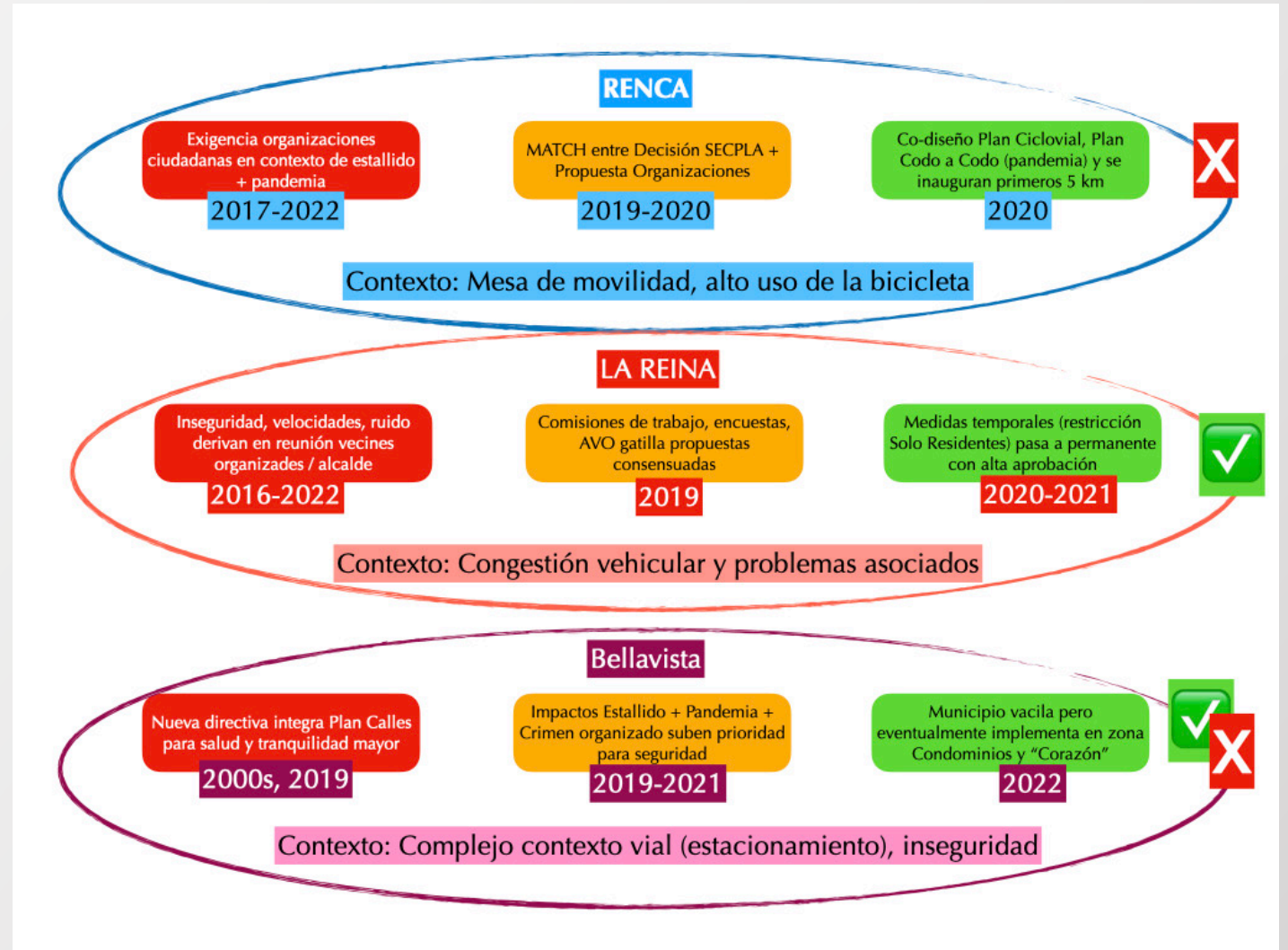
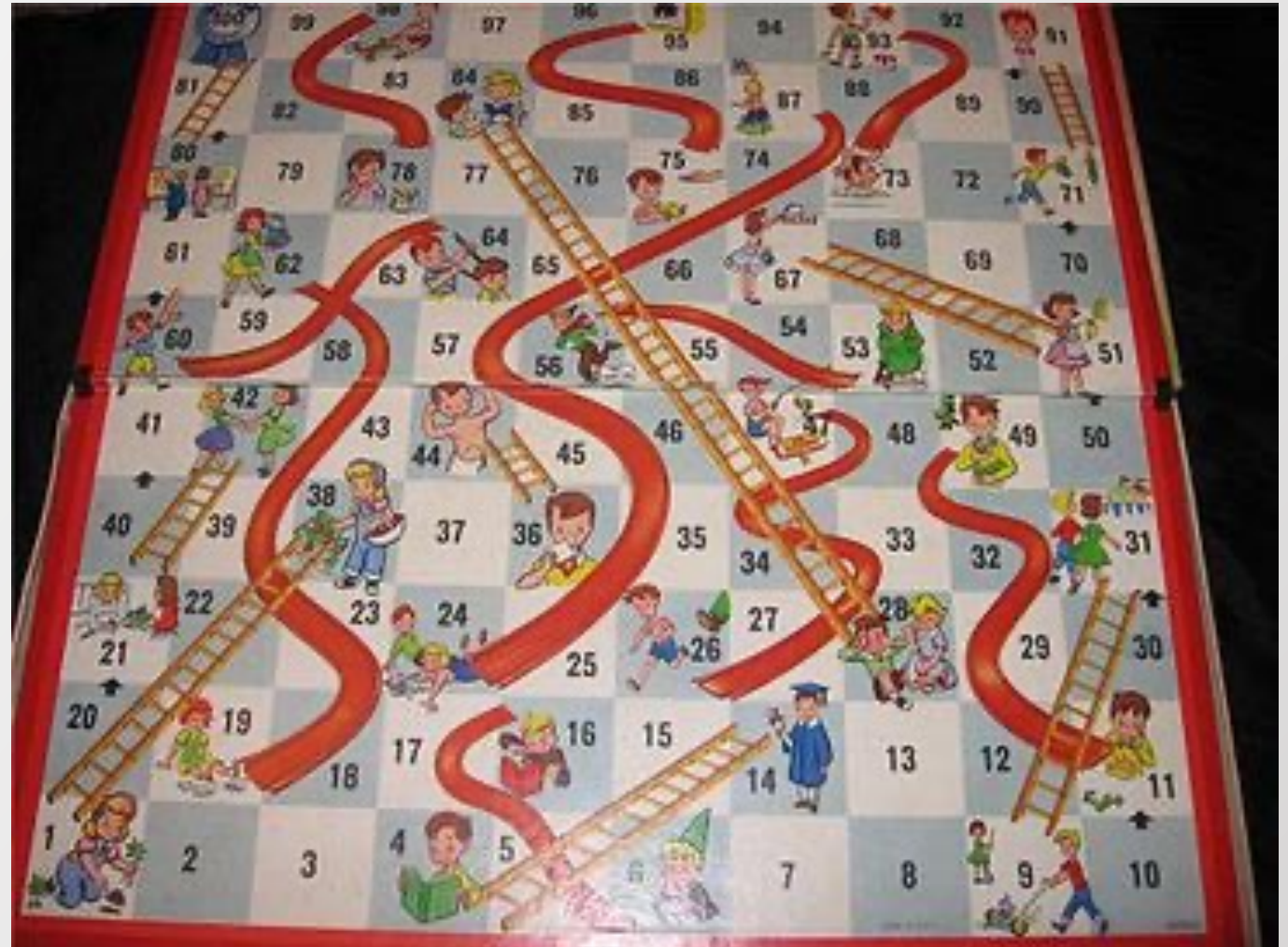


Figura 3, Resumen de como partió, procedió y concluyó los proceso de transformación en Renca, La Reina, Bellavista, con resultados detenidos en el caso de Renca; éxito en el caso de La Reina; y resultados mixtos en Bellavista. Fuente: Estudio 3 casos, CEDEUS.

# REALITY: LESS A RECIPE, MORE LIKE A GAME OF SNAKES (CHUTES) AND LADDERS



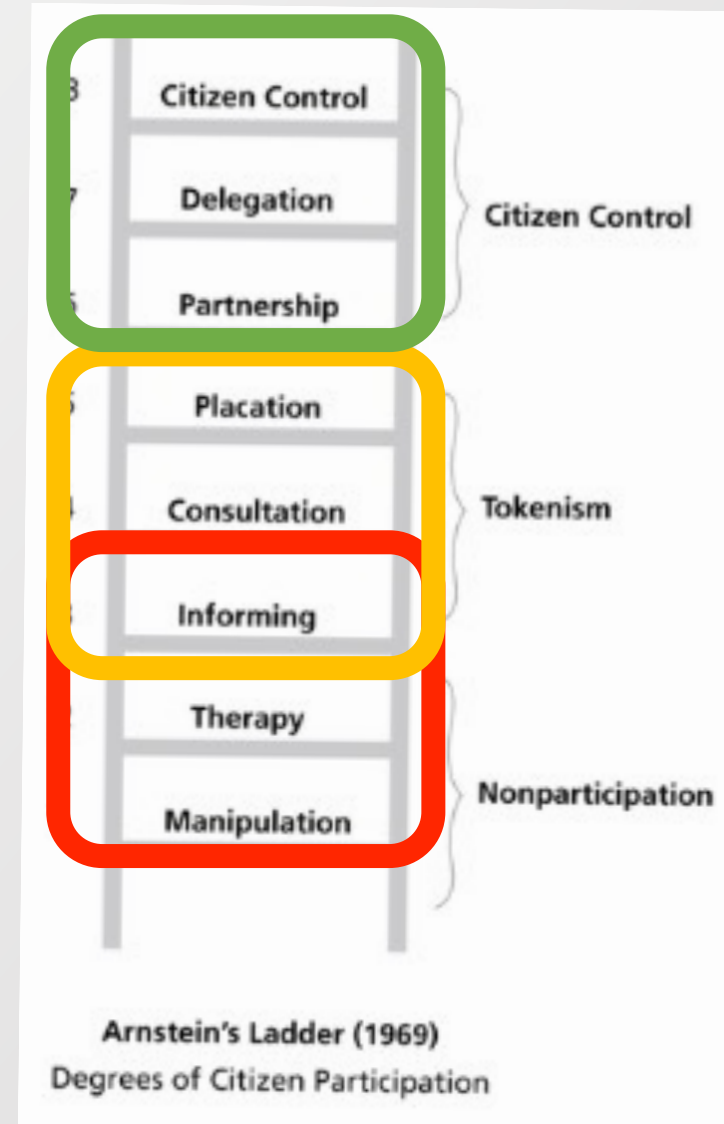
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# SOME CONCLUSIONS

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- Beyond one-off informative or consultative participation, ongoing collaboration between local government and organized citizen groups is essential for continuity, debates and buy-in
- Even innovative alliances can flounder when other scales of government interfere, generating barriers instead of facilitating local transformations
- Deeply embedded in democratic process (or deficiencies): requires governance to transition from CONTROLLING TO FACILITATING ROLE.



### EQUIPO 2017-2023

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Gracias  
Thank you  
Obrigada



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