Why does not public transport work as it should?

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WHY DOES NOT PUBLIC TRANSPORT WORK AS IT SHOULD?

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?

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

- Social model of disability: how limitations are hinderers in the technology of trains, buses, places and as social relations.
- Critical places: how these hinderers 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 hinderers and create mobility.

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.


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