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 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.

**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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