Why does not public transport work as it should?

Hansson, Kristofer

2019

Document Version:
Publisher's PDF, also known as Version of record

Link to publication

Citation for published version (APA):
Hansson, K. (2019). Why does not public transport work as it should?. Poster session presented at NNDR 15th Research Conference, Copenhagen, Denmark.

Creative Commons License:
Unspecified

General rights
Unless other specific re-use rights are stated the following general rights apply:
Copyright and moral rights for the publications made accessible in the public portal are retained by the authors and/or other copyright owners and it is a condition of accessing publications that users recognise and abide by the legal requirements associated with these rights.
• Users may download and print one copy of any publication from the public portal for the purpose of private study or research.
• You may not further distribute the material or use it for any profit-making activity or commercial gain
• You may freely distribute the URL identifying the publication in the public portal

Read more about Creative commons licenses: https://creativecommons.org/licenses/

Take down policy
If you believe that this document breaches copyright please contact us providing details, and we will remove access to the work immediately and investigate your claim.
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.


Kristofer Hansson, Division of Ethnology, Department of Arts and Cultural Sciences, Lund University; E-mail kristofer.hansson@kultur.lu.se