

Mobility and public transport access in socially deprived urban areas in Sweden

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Background

- Transport related social exclusion TRSE (Lucas et.al. 2016)
- People in socially deprived neighbourhoods in Sweden travel less and owns a car to a lesser extent
- Socially deprived areas: low socio-economic status, criminal impact, unemployment, ill health and problems with schooling
- Poor access to transport options in combination with disadvantaged social circumstances increases the risk of being socially excluded



Is the international literature on TRSE applicable to Swedish conditions?

Do people in socially deprived neighbourhoods in Swedish cities experience transport poverty?

How is the risk of being transport poor expressed in Swedish conditions?

What does public transport mean for social inclusion / exclusion of socio-economically weak groups?





Two areas

Angered, Gothenburg (52 000 inh.)
and Northern Botkyrka, Stockholm
(40 000 inh.)

- Socially deprived areas
- Several risk factors for social exclusion

Interviews with 41 individuals 16-72
years old

- Young unemployed or students
- Assistant nurses working in an elderly care home, peripherally located in a suburb (Stockholm)



Why study Swedish urban areas?

- Million program areas, build during 1961-1975
- The Swedish planning model
- Traffic separated from housing
- Access to public transport, shops, services and schools
- Criminal activity
- Unattractive but ecologically sustainable

Young participants

They describe relatively good opportunities for mobility and accessibility: "We can go anywhere we want"



- Economic support from family or social services
- Few space-time restrictions
- Proximity and access to transport

Young participants (cont.)

They believe tickets and monthly cards are expensive.

Strategies not to pay:



- Walk a little further
- Stay home
- Freerides

Assistant nurses at the elderly care home – the job situation determines transport options

- Physically straining work (elderly care) – to walk to the commuter train becomes an additional physical strain
- Working hours are early mornings, late evenings and weekends when public transport access is at its worst
- Colleagues and the elderly are dependent on them being on time for work
- Low-paid work, short education, language difficulties = limited labour market
- A social group where driving license holdings are low in comparison with Swedes in general (women with a foreign background and low education)



- Living in socially disadvantaged areas does not seem to involve any unique experiences or strategies for mobility based on our study..
- ...but low income, low education and lacking language skills become restrictions to get a driver's license, afford a car or move closer to work and school. Public transport is a prerequisite for participation and integration in society.
- People's total potential time-space prism determines their access to work and important societal functions, not only whether there is good public transport in their residential areas
- Public transport planning must be coordinated with other development areas such as housing and urban development, the labour market, public health and urban and infrastructure planning.



Thank you for listening!



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