

New Approaches to Urban Access

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- ❑ Quality of access was challenged by the evolution of urban form and the spatial spreading of activities and functions.
 - very few cities understood the need for a paradigm shift in their approach to mobility policies.
 - need to widen the scope of that intervention largely beyond provision of public transport and infrastructures

- ❑ This problem is now for more than one decade at the very core of policy-making and provided striking evidence on the relation between institutional design and funding and financing alternatives, with serious consequences on the quality of urban access
 - Urban sprawl, increasing distance, lower load factor, resulting in increasing deficit and social exclusion

New city vision: urban access

- ❑ **Quality of urban access** should be a **priority** within the formulation of public service standards, just like other **urban utilities** (e.g. electricity, water, sewage or waste).

- ❑ **But**
 - does not depend exclusively on transport or mobility
 - it requires the aligned decision of different sectors of urban life, like land-use, environment, energy, urban development, etc
 - a rather slippery concept with different meanings and interpretations and, consequently, often with fuzzy assessment.
 - we have ignored the existence of gaps in market understanding (or reading) as well as gaps in communication (or delivery) to citizens

How to shift towards urban access

- ❑ The current (and past) time saving paradigm is not anymore convincing.
 - Associated with other effects is at the rooth of urban sprawling;
 - Ignored the exclusion effects;
 - Time savings have been abusively converted into economic gains, biasing cost-benefit analysis

- ❑ New metrics for **social inclusive access** are needed
 - Data is available to develop methods that will demonstrate to decision-makers the effects of different courses of action for improving the social inclusion of access and supporting economic development

How to measure and monitor

- ❑ Need to estimate the benefits of access – and the costs of non-access:
 - Assuming segmentation of society and their needs, estimate benefits and costs to different social groups and economic actors, and their impact on society.
 - Close and distant are variable perceptions
 - Assess impacts on job opportunities; on employers catchment areas; different income groups, etc;
- ❑ But improving access to the point that it is socially inclusive will require additional financing on a large scale which in turn will require broad and stable political support.

The governance characteristics of an access-based paradigm (I)

- ❑ **Rely on transversal decisions and co-decisions, building institutional trust along time**
 - Governing structures are fragmented and closed in silo thinking approaches. Decision making processes are degraded and deliver low quality often ignoring the need for combined measures to effectively induce adequate behaviours of citizens and economic agents

- ❑ **Reform institutional and organizational design**
 - The absence of these coherent and cohesive structures and decision processes result in serendipitous change processes, sometimes with creation of new organizations adding to complexity without useful return, and often even without full legitimacy to perform their missions

“Access” as driver of change for social inclusion and urban economy

□ Access as a public service obligation

- To ensure social inclusion accessibility must be defined at the top level of governance and dealt with at a tactical and operational level like other utilities that support urban living such as electricity, sanitation, water and waste. In this way accountability is pushed upstream in the provision supply chain

□ Cities as competitive economic agents

- The city must recognize how it is perceived by individuals and corporations, and be managed under that perception of competitive pressure. The transport network represents a vector of opportunities. Consequently access and mobility must be seen as development issues and instruments of city competitiveness;

The governance characteristics of an access-based paradigm (II)

- ❑ **Effective engagement of stakeholders – choice effect**
 - Fashionable participatory approaches are often biased into acts of communication and fail their main mission of awareness and enhancement of acceptability.

- ❑ **Stabilization of funding and financing sources – innovation and risk reduction [main challenge]**
 - The city must have tax raising power to ensure pursuing strategic objectives is a responsible and accountable way, and improve its competitiveness to the benefit of citizens
 - Property value and use must internalize their benefits into the system to ensure cross funding of accessibility in deprived areas

Moving towards stable financing or urban access

Understanding change is a matter of **understanding interactions between entities within transport and mobility field and their environment**. This requires intervention in the following domains:

- institutional and organizational design;
- decision-making processes;
- policies and combination of measures to leverage or simply enable adoption of the new solutions - the urban utility focus;
- design of wide source funding and financing solutions for urban access and for transport systems;
- user and agents' behaviour and enhancement of their acceptability
- measuring performance and estimating impacts.

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Thanks for your attention !

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