Research Seminar

Links between Transportation Disadvantage and Social Exclusion in Pakistan

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Room 829, Knowles Building
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Abstract:
Transportation disadvantage denotes the issues of accessibility that affect individual’s travel chances, mobility characteristics and choice of activities. On the other hand, social exclusion is a theoretical concept about the inability of individuals to live like normal ‘others’ of their society because of certain economic and social problems. Research on the links between these two issues has flourished in the past fifteen years, mainly in the developed countries where a significant portion of population is considered socially excluded and accessibility disadvantaged. Literature from the developing countries remains limited where the vulnerable population might be in majority and the characteristics of problem can be significantly different from those in the developed countries (Currie, 2011).

This doctoral research explores the links between transportation disadvantage and social exclusion in Pakistan using a sequential Mixed Methods Research design. In the first phase, using the national dataset of 2007 Pakistan Time Use Survey, the study quantifies the association between household’s proximity to public transport and basic land use services (independent variable) and its level of social disadvantage (dependent variable) (n=19366); and examines the nature of mobility disadvantage from individual’s travel behavior characteristics (n=37,830). In the second phase, using primary and secondary data on public transport network and survey of long term activity travel behavior from 240 adult respondents, from the twin cities of Rawalpindi and Islamabad, it attempts to predict the impact of mobility related issues (independent variable) on individual’s activity participation (dependent variable).

Results point out that gender, income and geography form the three elementary aspects of the problem. Further, sociocultural context of the country plays an important role in shaping the complex links between the issues. A majority of population, including women, students, rural residents and low income groups seem to be disproportionally affected. Problem results in widening mobility gaps between gender and urban rural areas, reduced discretionary travel and overreliance on personal automobiles among adult women, to name a few. Findings point out to the need for an integrated land use and transport management perspective with particular focus on the gender dimensions because of the specific sociocultural and economic context of the study area.

About the Speaker:
Mr. Adeel is a PhD candidate at the Department of Urban Planning and Design. He holds Bachelors in Urban Planning and Masters in GIS from Pakistan. His research paper from this study ‘Gender, mobility and travel behavior in Pakistan: Analysis of 2007 Time Use Survey’ has won the Best Conference Paper Award in the Transport Policy Section of the ‘5th International Conference on Women’s Issues in Transportation’ held in Paris, France from 14-16 April 2014.

ALL INTERESTED ARE WELCOME

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